



# Corporate Report

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**DATE:** April 10, 2007

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: April 30, 2007

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Proposed Amendments to Mississauga Plan - Additional  
Comments  
PUBLIC MEETING**

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**RECOMMENDATION:** That the report titled "Proposed Amendments to Mississauga Plan - Additional Comments" dated April 10, 2007 from the Commissioner of Planning and Building recommending approval of the amendments to the Official Plan (Mississauga Plan) including the recommendations of the reports titled "Proposed Amendments to Mississauga Plan – Further Comments" dated August 29, 2006, "Proposed Amendments to Mississauga Plan - Report on Comments" dated March 14, 2006, "Proposed Amendments to Mississauga Plan - Supplementary Report" dated December 13, 2005 and "Proposed Amendments to Mississauga Plan" dated December 14, 2004, all from the Commissioner of Planning and Building, be adopted.

**BACKGROUND:** Mississauga Plan was adopted by City Council on July 10, 2002 and approved by the Region of Peel on May 5, 2003, subject to modifications, withheld decisions and appeals to the Ontario Municipal Board (OMB).

On January 10, 2005, Planning and Development Committee considered a report titled "Proposed Amendments to Mississauga Plan" dated December 14, 2004 from the Commissioner of Planning and Building (Appendix 1). Exhibit 1 to that report (which was

provided under separate cover and should be brought to this meeting) contained 413 recommendations to amend Mississauga Plan. Most of these proposed amendments were in response to the Comprehensive Zoning By-law Review. Other changes were a result of the adoption of the Accessibility Plan and clarification of the intent of several policies.

On January 9, 2006, Planning and Development Committee at a statutory public meeting considered a report titled "Proposed Amendments to Mississauga Plan - Supplementary Report" dated December 13, 2005 from the Commissioner of Planning and Building (Appendix 2). Appendix 2 to that report (which was provided under separate cover and should be brought to this meeting) contained further amendments to some of the original 413 recommendations and added recommendations 414 to 541.

The Planning and Development Committee directed staff to report back on the submissions made with respect to the two above-mentioned reports along with specific directions regarding Recommendations 113, 114 and 314. The resolution, which was adopted by City Council on January 18, 2006, is attached as Appendix 3.

On April 3, 2006, Planning and Development Committee considered a report titled "Proposed Amendments to Mississauga Plan - Report on Comments" dated March 14, 2006 from the Commissioner of Planning and Building (Appendix 4). Appendix 4 to that report (which was provided under separate cover and should be brought to this meeting) contains further amendments to some of the original recommendations and added recommendations 542 to 560 in response to comments received after the January 9, 2006 public meeting.

The Planning and Development Committee received the report and submissions made at the April 3, 2006 meeting and referred the submissions to staff for comment. In addition, specific direction was given regarding: amending the infill housing design guidelines; deleting the commercial designation near the Clarkson GO Station; reviewing the Residential Low Density II designation in the Applewood District Policies and preparing residential intensification policies. The resolution, which was adopted by City Council on April 12, 2006, is attached as Appendix 5.



On September 18, 2006, Planning and Development Committee at a further public meeting considered a report titled “Proposed Amendments to Mississauga Plan – Further Comments” dated August 29, 2006 from the Commissioner of Planning and Building (Appendix 6). Appendix 6 to that report (which was provided under separate cover and should be brought to this meeting) contains further amendments to some of the original recommendations and added recommendations 561 to 589.

The Planning and Development Committee received the report and submissions made at the September 18, 2006 meeting and referred the submissions to staff for comment.

The public meeting scheduled for Planning and Development Committee on April 30, 2007 is a statutory public meeting which fulfills the requirements of the *Planning Act*. Its purpose is to provide an opportunity to the public to make submissions to Planning and Development Committee on the proposed amendments to Mississauga Plan.

**COMMENTS:**

The latest proposed recommendations are under separate cover as Appendix 7 - “Mississauga Plan Proposed Amendments - Additional Comments”. Appendix 7 contains further amendments to some of the original recommendations and added recommendations 590 to 623.

The comments are in the order in which the policies appear in Mississauga Plan. Deletions are shown as “~~strikeouts~~” and additions in “*italics*”.

The recommendations do not include editorial changes, such as typographical or grammatical errors, minor matters of style or organization, minor cartographic revisions, or minor rewording that does not alter the intent of Mississauga Plan.

Two of the major goals of the Comprehensive Zoning By-law Review were to bring the Official Plan designations and the zoning into conformity with each other within the policy framework and, to avoid the creation of legal non-conforming uses. To achieve the second goal, many existing sites are proposed to be recognized in a limited or restricted form in Mississauga Plan through the use of special site

policies. These uses have been restricted to what currently “exists”. Should the use cease, the underlying designation, which is in keeping with the overall vision, applies. This strategy allows for the recognition of continuing viable uses, while maintaining the overall integrity of the policy vision for the district.

With respect to Port Credit, the strategy is an interim step which not only recognizes that the District is going through a transition phase, but also facilitates the rationalization of the planning framework with the new Zoning By-law. A comprehensive review of the Port Credit District Policies has commenced, wherein, the special sites will be re-evaluated within the context of the new policies. In addition, the new policies will address new Provincial Policy such as the Provincial Growth Plan.

The major recommendations contained in Appendix 7 are as follows:

- several housekeeping amendments to maps and/or wording of special sites to recognize existing development;
- further special sites were added to recognize existing development;
- clarification of the intent of policies;
- deletion of several recommendations dealing with the former Streetsville District Policies due to the adoption of new District Policies by City Council on November 2, 2006;
- clarification of the Urban Design Policies in the Clarkson-Lorne Park Planning District;
- establishing a maximum Floor Space Index for office uses and a Gross Floor Area limitation on accessory uses in the Industrial designation;
- to permit animal boarding establishments in Industrial and Business Employment designations, only in Employment Districts;
- to amend a previous recommendation to permit detached, semi-detached, duplex, triplex and street townhouses, rather than condominium and street townhouses, in the Residential Low Density II designation, Lakeview Planning District. This change necessitated an additional special site to recognize a condominium townhouse development located in a Residential Low Density II area;
- to designate Stavebank Road as a Minor Collector (Scenic Route) in accordance with City Council approval on February 8, 2006; and

- revisions to footnotes on Schedule 5, Designated Right-of-Way Widths, with respect to acquisition of lands for public transit rights-of-way.

In order to update Mississauga Plan to: establish the policy framework for the new Zoning By-law; clarify specific policies in response to a recent OMB decision; incorporate the policies of the Accessibility Plan; update part of the Meadowvale Village District Policies; incorporate policies regarding commercial schools; and several housekeeping amendments; the following need to be adopted:

- Recommendations 1 to 413 contained in the report titled “Proposed Amendments to Mississauga Plan” dated December 14, 2004 from the Commissioner of Planning and Building;
- Recommendations 414 to 541 contained in the report titled “Proposed Amendments to Mississauga Plan - Supplementary Report” dated December 13, 2005 from the Commissioner of Planning and Building;
- Recommendations 542 to 560 contained in the report titled “Proposed Amendments to Mississauga Plan - Report on Comments” dated March 14, 2006;
- Recommendations 560 to 589 contained in the report titled “Proposed Amendments to Mississauga Plan - Further Comments” dated August 29, 2006; and
- Recommendations 590 to 623 contained in the report titled “Proposed Amendments to Mississauga Plan – Additional Comments” dated April 10, 2007.

A number of requests to amend land use designations or to add to the list of permitted uses for specific sites were received and were not supported. Such requests should be subject to the development application process to ensure the opportunity to provide notice to surrounding landowners and to circulate the proposal to the appropriate departments and agencies and other levels of government for review and comment.

Cartographic updates made to Mississauga Plan are reflected in the District Land Use Maps found in Appendix 7. These updates reflect City Council's position on Official Plan Amendments, notwithstanding current appeals to the Ontario Municipal Board. The appeals are recognized and carried forward such that there is no prejudice to the appellants. These cartographic changes enable the Comprehensive Zoning By-law to reflect City Council's position and remain in conformity to the Official Plan.

### **Further Studies**

A number of issues were identified through this review that require further study. For example, reference to "Corridors" has been added to Section 1.2, Context, as a result of the Rose Corporation OMB decision, however, a comprehensive review of corridors is required to be consistent with the Provincial Policy Statement. This report is currently underway.

Further, the issue of "Community Uses" has evolved into a comprehensive study that will be brought forward to Planning and Development Committee at a later date.

**FINANCIAL IMPACT:** Not applicable.

**CONCLUSION:** This report includes the analysis by staff of the comments received both in writing and verbally since the Planning and Development Committee meeting of September 18, 2006. The proposed amendments are generally housekeeping in nature and are required in order to establish the policy framework for the new Zoning By-law.

**ATTACHMENTS:** APPENDIX 1: Corporate Report: Proposed Amendments to Mississauga Plan dated December 14, 2004 from the Commissioner of Planning and Building.

APPENDIX 2: Corporate Report: Proposed Amendments to Mississauga Plan - Supplementary Report dated December 13, 2005 from the Commissioner of Planning and Building.

APPENDIX 3: City Council Resolution - dated January 18, 2006  
pertaining to Proposed Amendments to Mississauga  
Plan.

APPENDIX 4: Corporate Report: Proposed Amendments to  
Mississauga Plan - Report on Comments dated March  
14, 2006 from the Commissioner of Planning and  
Building.

APPENDIX 5: City Council Resolution - dated April 12, 2006  
pertaining to Proposed Amendments to Mississauga  
Plan.

APPENDIX 6: Corporate Report: Proposed Amendments to  
Mississauga Plan – Further Comments dated August  
29, 2006 from the Commissioner of Planning and  
Building.

APPENDIX 7 Under Separate Cover: Mississauga Plan Proposed  
Amendments – Additional Comments dated April  
2007.

*Original Signed By:*

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Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared by: Teresa Kerr, Policy Planner*



# Corporate Report

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## PDC JANUARY 10 2005

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**DATE:** December 14, 2004

**TO:** Chairman and Members of Planning and Development Committee  
Meeting Date: January 10, 2005

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Proposed Amendments to Mississauga Plan**

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**ORIGIN:** Planning and Building Department

**BACKGROUND:** Mississauga Plan was adopted by City Council on July 10, 2002 and approved by the Region of Peel on May 5, 2003, subject to modifications, withheld decisions and appeals to the Ontario Municipal Board (OMB). Since that time, the need for amendments to the Plan has emerged resulting from the Comprehensive Zoning By-law Review, City Council approved amendments from the Accessibility Committee, and the resolution of appeals.

Exhibit 1 "Mississauga Plan Proposed Amendments" (under separate cover) contains the proposed amendments (413 recommendations) in the order in which the policies appear in Mississauga Plan. Deletions are shown as "~~strikeouts~~" and additions are shown as "*italics*".

**COMMENTS:****Comprehensive Zoning By-law Review**

At its meeting on April 26, 2000, City Council adopted the Planning and Development Committee recommendation directing the Commissioner of Planning and Building to undertake a Comprehensive Zoning By-law Review. Subsequently, the review was delayed until 2002 because of staffing issues.

Through research and review of specific zones and regulations, a number of changes were identified that require amendments to Mississauga Plan. The majority of proposed amendments are district specific. Examples include adjusting the Floor Space Index (FSI) ranges in the district land use policies or proposing additional Special Sites to be consistent with the existing zoning and to reflect the as-built condition.

**Accessibility Committee**

On March 10, 2004 City Council adopted recommendation AAC-0009-2204 which states:

"That the recommended changes to Mississauga Plan, be endorsed by the Accessibility Advisory Committee, as amended, in Section 3.6 subsection 5.4.2.1, to read "Planning policies and reports will be made available to all, in an accessible format, to encourage continuing public awareness and input into the process" and be referred to the Planning and Building Department for inclusion in the next review of the Mississauga Plan."

A number of policies were amended to raise accessibility awareness in Mississauga Plan. The majority of the changes were general in nature, although district specific policies were also amended with respect to the City Centre Planning District.

**Clarification and Rewording**

Some of the proposed amendments represent clarification or rewording of specific policies and housekeeping updates. They do not include editorial changes such as typographical or grammatical errors, minor matters of style or organization, minor cartographic revisions, or minor rewording that does not alter the intent of a policy.

**General Policies**

A number of amendments are being proposed to the General Policies of Mississauga Plan to clarify their intent or, where appropriate, to strengthen the policies to provide greater direction.

**Outstanding Issues**

Through the Comprehensive Zoning By-law Review, two outstanding issues have been identified; community uses and commercial schools.

Currently, there is confusion with respect to the "Community Uses" definition in the Glossary, and Section 3.16, Community Uses policies. A comprehensive analysis will be conducted to review issues such as, community uses versus sensitive land uses, the use of symbols to identify community uses on district land use maps and the potential land use conflicts of community uses with other permitted uses.

The other outstanding issue is commercial schools. Mississauga Plan is silent with respect to commercial schools. Through the Comprehensive Zoning By-law Review, it was identified that a clear definition, locational criteria and appropriate zoning are required for commercial schools. A detailed review will be undertaken and a report brought forward to the Planning and Development Committee outlining recommended changes.



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**Public Process**

As detailed changes are proposed to update Mississauga Plan, it is appropriate to expand the public participation program to include meetings in each of the nine wards. These ward meetings are part of the communication strategy for the Comprehensive Zoning By-law Review. The Mississauga Plan Proposed Amendments and the Draft Comprehensive Zoning By-law going through the public process at the same time reinforce the relationship of the Draft Comprehensive Zoning By-laws role in implementing Mississauga Plan.

After the completion of the ward meetings, a report will be submitted to the Planning and Development Committee outlining any additional changes or revisions and recommending the statutory public meeting be held in accordance with the *Planning Act*, to consider the proposed Official Plan amendments.

**CONCLUSION:**

A number of recommended amendments to Mississauga Plan are proposed, the majority of which were identified through the Comprehensive Zoning By-law Review. As a result of the integral relationship between these documents, it is appropriate for both documents to proceed through the public participation program simultaneously.

**RECOMMENDATION:**

That the report titled "Proposed Amendments to Mississauga Plan", dated December 14, 2004, from the Commissioner of Planning and Building be received and circulated to internal and external stakeholders for their review and comments.

*Original Signed By:*

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Edward R. Sajecki  
Commissioner of Planning and Building

Planning & Development Committee      - 5 -

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December 14, 2004

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# Corporate Report

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## PDC JANUARY 9 2006

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**DATE:** December 13, 2005

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: January 9, 2006

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Proposed Amendments to Mississauga Plan - Supplementary Report**  
**PUBLIC MEETING**

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- RECOMMENDATION:**
1. That the submissions made at the public meeting held at the Planning and Development Committee meeting on January 9, 2006 to consider the recommendations of the reports titled "Proposed Amendments to Mississauga Plan - Supplementary Report " dated December 13, 2005 and "Proposed Amendments to Mississauga Plan" dated December 14, 2004 from the Commissioner of Planning and Building be received.
  2. That Planning and Building Department staff report back to Planning and Development Committee on the submissions made with respect to the reports titled "Proposed Amendments to Mississauga Plan - Supplementary Report " dated December 13, 2005 and "Proposed Amendments to Mississauga Plan" dated December 14, 2004 from the Commissioner of Planning and Building.

**BACKGROUND:**

On January 19, 2005 City Council adopted the following recommendation:

“PDC-0005-2005:

That the report titled “Proposed Amendments to Mississauga Plan”, dated December 14, 2004, from the Commissioner of Planning and Building be received and circulated to internal and external stakeholders for their review and comments.” Appendix 1,

“Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January) ” is attached under separate cover.

The Proposed Amendments to Mississauga Plan (OPA 25) report was circulated to the appropriate internal and external stakeholders along with the Draft Comprehensive Zoning By-law for comment. Most of the proposed amendments are in response to issues identified through the Draft Comprehensive Zoning By-law Review or are housekeeping amendments.

Two issues that were identified in OPA 25 were Commercial Schools and Community Uses. The review of “Commercial Schools” has been incorporated into this report, however, the issue of “Community Uses” has evolved into a comprehensive study and will be brought forward to Planning and Development Committee at a later date.

**PRESENT STATUS:**

The public meeting scheduled for Planning and Development Committee on January 9, 2006 is the statutory public meeting to fulfil the requirements of the *Planning Act*.

**COMMENTS:**

This report addresses the comments received from the circulation of OPA 25 and the series of 19 community meetings. In addition, this report includes further amendments to Mississauga Plan stemming from the new Provincial Policy Statement (PPS), the Rose Corporation Ontario Municipal Board (OMB) Decision, lands in the Meadowvale Village Planning District that are above the 35 NEF/NEP and Commercial Schools. These proposed amendments are under separate cover as Appendix 2, “Mississauga Plan Proposed Amendments – Supplementary Report”. The comments are in the order in which the

policies appear in Mississauga Plan. Deletions are shown as “~~strikeouts~~” and additions in “*italics*”.

The recommendations do not include editorial changes, such as typographical or grammatical errors, minor matters of style or organization, minor cartographic revisions, or minor rewording that does not alter the intent of Mississauga Plan.

When approved, the recommendations in Appendix 1 and 2 represent all the proposed amendments to Mississauga Plan.

A number of requests to amend land use designations or to add to the list of permitted uses for specific sites were received and were not supported. Such requests should be subject to the development application process to ensure the opportunity to provide notice to surrounding landowners and to circulate the proposal to the appropriate departments and agencies and other levels of government for review and comment.

### **Provincial Policy Statement**

The new Provincial Policy Statement (PPS) came into effect on March 1, 2005. A review of the document concluded that Mississauga Plan conforms with the PPS. There are, however, several policies of the PPS to be implemented which will require additional study (some are currently underway) and consultation with Regional and Provincial staff, as necessary. These include:

- designating sufficient lands to meet projected needs for a 20-year time horizon;
- identifying opportunities for intensification and redevelopment;
- establishing minimum targets for intensification and redevelopment;
- identifying, in consultation with the Region, nodes and corridors linking the nodes; density targets for areas adjacent to transit corridors policies on matters that cross municipal boundaries;

- maintaining a 10-year supply of land designated for residential growth;
- establishing, in consultation with the Region, targets for affordable housing;
- establishing development standards for intensification to minimize the cost of housing; and
- permitting alternative energy systems in accordance with Provincial and Federal requirements.

A number of definitions have been updated to be consistent with the PPS and are included in Appendix 2 “Mississauga Plan Proposed Amendments – Supplementary Report”.

### **Rose Corporation Ontario Municipal Board (OMB) Decision**

On April 12, 2005, the OMB issued a decision pertaining to the property at 1695 The Collegeway next to the Glen Erin Inn. The OMB concluded that although it might have been the intent of the Official Plan (Mississauga Plan), the Plan did not specifically state that buildings of the height proposed should be confined to the City Centre and Nodes. Appendix 3, “Implications of the Ontario Municipal Board Decision 2023958 Ontario Inc. (Rose Corporation)”, specifically outlines the issues raised in the OMB decision and recommends proposed amendments to Mississauga Plan to alleviate any confusion over the intent of the policies of the Plan. These changes are incorporated in Appendix 2.

### **Meadowvale Village**

Through the circulation of the OPA 25, it was noted that a portion of the lands in the Meadowvale Village Planning District can not be developed in accordance with the existing designations. It was identified that this area of the Meadowvale Village Planning District is above the 35 NEF/NEP, however, it is designated Residential Low Density II and Medium Density I. Appendix 4, “Proposed Amendments to the Meadowvale Village District Policies” outlines

the history of this area and proposed changes to the Meadowvale Village District Policies and the Meadowvale Village District Land Use Map.

### **Commercial Schools**

Currently, Mississauga Plan is silent with respect to the appropriate designations for commercial schools. In an attempt to resolve this issue, staff examined where existing commercial schools are located. The analysis indicated that it would be appropriate to permit all types of commercial schools in the “Business Employment”, “Industrial” and “Office” designations. Further, commercial schools that require no outdoor storage should be permitted in the “General Commercial” and “Mainstreet Commercial” retail commercial land use designations. Appendix 5, “Commercial Schools”, outlines the rationale behind the proposed amendments to Mississauga Plan. A definition and appropriate zoning regulations for commercial schools are included in the Draft Comprehensive Zoning By-law.

### **Outstanding Issues**

A number of issues have been identified through this review which require further study. For example, reference to “Corridors” has been added to Section 1.2, Context, as a result of the Rose Corporation OMB decision, however, a comprehensive review of Corridors is required to be consistent with the Provincial Policy Statement. Further, as previously noted, the issue of “Community Uses” has evolved into a comprehensive study that will be brought forward to Planning and Development Committee at a later date. Other examples of outstanding issues are those previously outlined on Page 3 of this report, as requirements of the PPS.

**FINANCIAL IMPACT:** Not applicable.

**CONCLUSION:** After the public meeting is held and all issues are addressed, the Planning and Building Department will be in a position to make final recommendations with respect to amending Mississauga Plan. A report will be brought forward to the Planning and Development Committee in early 2006.

**ATTACHMENTS:** APPENDIX 1: Under Separate Cover: Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January)  
APPENDIX 2: Under Separate Cover: Mississauga Plan Proposed Amendments – Supplementary Report (2006 January)  
APPENDIX 3: Implications of the Ontario Municipal Board Decision 2023958 Ontario Inc. (Rose Corporation)  
APPENDIX 4: Proposed Amendments to the Meadowvale Village District Policies  
APPENDIX 5: Commercial Schools

*Original Signed By:*

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Edward R. Sajecki  
Commissioner of Planning and Building





MISSISSAUGA PLAN PROPOSED AMENDMENTS

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SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 1.2, Introduction, Context	Section 1 page 1 and 2	The Transportation and Works Department have requested editorial changes to the 10 <sup>th</sup> paragraph of Section 1.2.	1	<p>That Section 1.2, 10<sup>th</sup> paragraph, be amended as follows:</p> <p>Mississauga <del>will continue to be traversed by</del> <i>is served by</i> three commuter rail lines (Lakeshore, Milton and Georgetown) and <del>three seven</del> expressways (401, 403, <del>407, 409, 410, 427</del> and the QEW) <del>with a fourth (407) just outside the boundaries of Mississauga. Provincial Highways (410) to the north and (409) to the east also provide access to Mississauga.</del> Major Transit Corridors are located on Hurontario Street, Dundas Street and Eglinton Avenue with an inter-regional <i>bus rapid</i> transit corridor <i>being developed</i> in the vicinity of Provincial Highway 403/<i>Eglinton Avenue (Transitway)</i> <del>providing to provide</del> connections to transit facilities east and west of Mississauga. <del>GTA Transit Airport Connections are proposed on the east side of the Lester B. Pearson International Airport.</del></p>
Section 1.2, Introduction, Context	Section 1 page 2	Section 1.2, 11 <sup>th</sup> paragraph, should be updated to reflect current conditions and projections.	2	<p>That Section 1.2, 11<sup>th</sup> paragraph, be amended as follows:</p> <p>By mid-year <del>2001</del> <i>2004</i>, Mississauga had a population of <del>613 000</del> <i>685 000</i> persons and <del>385 000</del> <i>410 000</i> employment opportunities. Mississauga is a net importer of labour. By 2011, Mississauga expects to have <del>680 000</del> <i>725 000</i> persons and <del>440 000</del> <i>470 000</i> employment opportunities. By 2021 there should be <del>715 000</del> <i>735 000</i> persons and <del>475 000</del> <i>485 000</i> employment opportunities. Population and employment projections are reviewed on a regular basis and adjusted accordingly.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 1, Introduction, Schedule 2: Urban Form Concept	Schedule 2	The Transportation and Works Department requested revisions to Schedule 2: Urban Form Concept.	3	<p>That Schedule 2: Urban Form Concept, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise North-South Arterial Road alignment;</li><li>2. Revise Transitway alignment in City Centre area;</li><li>3. Add illustration of Ninth Line as Arterial south of Eglinton Avenue West to Dundas Street West, Town of Oakville border;</li><li>4. Revise Airport Terminal configuration;</li><li>5. Revise "Transitway" in legend to "Bus Rapid Transit";</li><li>6. Revise "GTA Transit Airport Connections" in legend to "Transit Airport Connections".</li></ol>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Schedule 2: Urban Form Concept			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 2.8, Goals and Objectives, Open Space	Section 2.8 Page 5	Section 2.8.2.7, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	4	That Section 2.8.2.7, be amended as follows:  <b>2.8.2.7</b> To ensure that the design of recreational facilities and the open space system addresses safety considerations <i>and accessibility</i> .
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	The Transportation and Works Department requested that Section 2.10.2.4, be amended to clarify its intent.	5	That Section 2.10.2.4, be amended as follows:  <b>2.10.2.4</b> To locate conventional transit services close to medium and high density development, and in lower density areas, where appropriate. Alternative transit delivery concepts will be <del>examined</del> <i>encouraged</i> particularly in lower density areas.
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	Section 2.10.2.5 should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	6	That Section 2.10.2.5, be amended as follows:  <b>2.10.2.5</b> To improve pedestrian linkages to existing and future parking areas <i>for all, including those with disabilities</i> .
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	The Transportation and Works Department requested that Section 2.10.2.6, be deleted as it is redundant.	7	That Section 2.10.2.6, be deleted.  <del><b>2.10.2.6</b> To give a high priority to the provision of transportation facilities which are designed to accommodate trips within the City.</del>
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	Section 2.10.2.12, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	8	That Section 2.10.2.12, be amended as follows:  <b>2.10.2.12</b> To encourage increased <i>accessible</i> pedestrian and cyclist trips.
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	A new objective should be added to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	9	That a new objective be added to Section 2.10.2 as follows:  <b>2.10.2.14</b> <i>To promote a transportation system that is accessible to all, including those with disabilities.</i>
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	The Transportation and Works Department requested that the order of objectives in Section 2.10.2, be rearranged to group the objectives in a more logical order.	10	That the order of objectives in Section 2.10.2 be rearranged as follows:  2.10.2.1, 2.10.2.3, 2.10.2.7, 2.10.2.4, 2.10.2.8, 2.10.2.11, 2.10.2.9, 2.10.2.10, 2.10.2.12, 2.10.2.14, 2.10.2.5, 2.10.2.2, 2.10.2.13.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 2.11.2, Goals and Objectives, Urban Design	Section 2 page 7	A new objective should be added to accommodate the changes from the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	11	That a new objective be added to Section 2.11.2 as follows:  <i><b>2.11.2.13</b> To encourage a physical and built environment that is accessible to all, including persons with disabilities, and that has regard for universal design principles, where appropriate.</i>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.2.1, General Policies, Residential, Permitted Uses	Section 3 page 2	<p>This section should be reformatted to be consistent with the other General Policies.</p> <p>The Comprehensive Zoning By-law Review identified that, “Home Based Businesses” should be permitted in detached dwellings as they are currently permitted in some areas of the City. The restrictions and regulations to implement “Home Based Businesses” are contained in the draft Zoning By-law.</p> <p>The reference to Group Homes should be deleted to be consistent with a recent Ontario Municipal (OMB) decision in Brampton which prohibited people zoning.</p> <p>References to student housing and transitional homes should be deleted as these uses are addressed by permitting residential dwellings.</p>	12	<p>That Section 3.2.1, be amended, as follows:</p> <p><b>3.2.1 Permitted Uses</b></p> <p><del>3.2.1.1</del> <del>Uses permitted by Residential designations are:</del></p> <p><del>a. 3.2.1.1</del> Residential dwellings.</p> <p><del>b. 3.2.1.2</del> Special needs housing, such as: <del>group homes</del>; shelters; <del>transitional homes</del>; and housing for the elderly; <del>student housing</del>.</p> <p><del>c. 3.2.1.3</del> Accessory offices for physicians, dentists, and drugless practitioners in their principal private residences.</p> <p><b>3.2.1.4</b> <i>Home based businesses in detached dwellings.</i></p> <p><del>d. 3.2.1.5</del> Other uses associated with residential development, such as: <i>parks and community uses.</i></p> <p><del>a. — parks and open spaces;</del></p> <p><del>b. — community uses.</del></p> <p><del>3.2.1.2</del> <b>3.2.1.6</b> A convenience commercial facility may be permitted in areas designated Residential High Density I and II provided that:</p> <p>c. it forms an integral part of the building;</p> <p>b. it is oriented to pedestrian use;</p> <p>c. there is no outdoor signage.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.2.2, General Policies, Residential, Density	Section 3 page 2	This section should be revised to clarify that shelters and housing for the elderly are permitted in the Low and Medium density categories provided that they are compatible with the surrounding development.	13	<p>That Section 3.2.2.2, be amended as follows:</p> <p><b>3.2.2.2                    Density Categories</b></p> <p>Residential development will occur within one of the following density categories:</p> <p><b>a.    Low Density I and II</b> - permits detached, semi-detached, duplex, and other forms of low-rise dwellings, such as, triplexes and on-street townhouses <i>dwellings</i>. Low density residential development will generally be located along local roads and collector roads.</p> <p><b>b.    Medium Density I, II and III</b> - permits development of townhouse dwellings, all forms of horizontal multiple dwellings and low-rise apartments. Medium density development will be located generally along transit routes, near or in Nodes; and in areas that serve as a transition between low and high density residential development.</p> <p><b>c.    High Density I and II</b> - permits apartment dwellings, <i>housing for the elderly and shelters</i>. High density development will be located generally in the City Centre; in Nodes; along arterial and major collector roads; or in proximity to Major Transit Corridors, the <del>Transitway</del> <i>Bus Rapid Transit (BRT)</i> or GO Transit stations.</p> <p><b>3.2.2.3                   </b> <i>In addition to the uses permitted in the Low and Medium Density categories, in the individual planning districts, the following uses will also be permitted:</i></p> <p><b>a.   </b> <i>housing for the elderly;</i></p> <p><b>b.   </b> <i>shelters.</i></p>
Section 3.2.3, General Policies, Residential, Policies	Section 3 page 3	This policy should apply to all permitted uses instead of only special needs housing.	14	<p>That Section 3.2.3.9, be amended as follows:</p> <p><b>3.2.3.9                   </b> <del>Special needs housing will be permitted in all residential designations, provided the housing is compatible with the surrounding development.</del> <i>Permitted uses must be compatible with the surrounding development.</i></p>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.3.1, General Policies, Business Employment, Permitted Uses	Section 3 page 4	<p>The terminology in this section is updated for consistency. Further, the Comprehensive Zoning By-law Review established, that to be consistent with the zoning, funeral establishments and self-storage facilities should be permitted in the Business Employment designation and Adult Entertainment Establishments and Body Rub Establishments should be permitted in the Business Employment designation in Employment Districts.</p> <p>Section 3.3.1.1.e, should be deleted as these uses are covered under Section 3.16, Community Uses.</p>	15	<p>That Section 3.3.1, be amended as follow:</p> <p><b>3.3.1 Permitted Uses</b></p> <p><del>3.3.1.1</del> Uses permitted by the Business Employment designation are:</p> <p><del>a. 3.1.1.1</del> Industrial uses, including, manufacturing, assembling, processing, fabricating, research and development, <i>accessory</i> sales and service, warehousing, distributing and wholesaling.</p> <p><del>b. 3.3.1.2</del> <del>uses</del> Accessory to the permitted uses.</p> <p><del>c. 3.3.1.3</del> Outdoor storage and display areas related to permitted industrial uses.</p> <p><del>d. 3.3.1.4</del> Offices.</p> <p><del>e. </del>Community uses, provided that public and private schools, day care facilities, hospitals, and nursing homes will not be permitted as a principal or accessory use within the LBPIA Operating Area.</p> <p><del>f. 3.3.1.5</del> Entertainment, recreation and sports facilities.</p> <p><del>g. 3.3.1.6</del> Transportation facilities, <i>only in Employment Districts but not in Nodes.</i></p> <p><del>h. 3.3.1.7</del> Waste processing or transfer stations and composting facilities, <i>only in Employment Districts but not in Nodes.</i></p> <p><del>i. 3.3.1.8</del> Trucking terminals, <i>only in Employment Districts but not in Nodes.</i></p> <p><del>j. 3.3.1.9</del> Broadcasting, communication, and utility rights-of-way.</p> <p><del>k. 3.3.1.10</del> <del>hotels, motels,</del> <i>Overnight accommodations</i> and conference centres.</p> <p><del>l. 3.3.1.11</del> Financial institutions.</p> <p><del>m. 3.3.1.12</del> All types of restaurants, including banquet halls.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.3.1, General Policies, Business Employment, Permitted Uses	Section 3 page 4	(continued)	15	<div><div><del>n.</del> 3.3.1.13</div><div>Motor vehicle body repair facilities, <i>only in Employment Districts, but not in Nodes.</i></div></div> <div><div><del>o.</del> 3.3.1.14</div><div>Motor vehicle rental facilities.</div></div> <div><div><del>p.</del> 3.3.1.15</div><div>Motor vehicle commercial uses, only in Employment Districts, but not in Nodes.</div></div> <div><div>3.3.1.16</div><div><i>Funeral establishments.</i></div></div> <div><div>3.3.1.17</div><div><i>Self-storage facilities.</i></div></div> <div><div>3.3.1.18</div><div><i>Adult entertainment establishments, only in Employment Districts, but not in Nodes.</i></div></div> <div><div>3.3.1.19</div><div><i>Body rub establishments, only in Employment Districts, but not in Nodes.</i></div></div>
Section 3.3.2, General Policies, Business Employment, Policies	Section 3 Page 5	This policy is updated to clarify its intent.	16	<div>That Section 3.3.2.5, be amended as follows:</div> <div><div>3.3.2.5</div><div>All accessory uses should be <i>on the same lot and</i> clearly subordinate to and directly related to the functioning of the permitted use.</div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.4.1, General Policies, Industrial, Permitted Uses	Section 3 Page 6	<p>The terminology in this section is updated for consistency. Further, the Comprehensive Zoning By-law Review established, that to be consistent with the zoning, funeral establishments, self-storage facilities, Adult Entertainment Establishments and Body Rub Establishments should be permitted in the Industrial designation.</p> <p>Section 3.4.1.1.c, should be deleted as these uses are covered under Section 3.16, Community Uses.</p> <p>Office has been added to the Permitted Uses list as this use would be compatible with other Industrial uses.</p>	17	<p>That Section 3.4.1, be amended as follows:</p> <p><b>3.4.1 Permitted Uses</b></p> <p><del>3.4.1.1</del> <del>Uses permitted by the Industrial designation are:</del></p> <p><del>a. 3.4.1.1</del> Industrial uses including manufacturing, assembling, processing, fabricating, warehousing, distributing, and wholesaling that require extensive outdoor processing or storage, and may be obnoxious due to outdoor activities, noise, odour, and visual aesthetics.</p> <p><del>b. 3.4.1.2</del> Existing resource extraction.</p> <p><del>c. Community uses, provided that public and private schools, day care facilities, hospitals, and nursing homes will not be permitted as a principal or accessory use within the LBPIA Operating Area.</del></p> <p><del>d. 3.4.1.3</del> Entertainment, recreation and sports facilities.</p> <p><del>e. 3.4.1.4</del> Transportation facilities.</p> <p><del>f. 3.4.1.5</del> Trucking terminals.</p> <p><del>g. 3.4.1.6</del> Utility installations.</p> <p><del>h. 3.4.1.7</del> Broadcasting, communication, and utility rights-of-way.</p> <p><del>i. 3.4.1.8</del> <del>uses</del> Accessory to the permitted uses.</p> <p><del>j. 3.4.1.9</del> Financial institutions.</p> <p><del>3.4.1.10</del> <i>Offices.</i></p> <p><del>k. 3.4.1.11</del> <del>hotels, motels,</del> <i>Overnight accommodations</i> and conference centres.</p> <p><del>l. 3.4.1.12</del> All types of restaurants, including banquet halls.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.4.1, General Policies, Industrial, Permitted Uses	Section 3 Page 6	(continued)	17	<p><del>m. 3.4.1.13</del> Waste processing or transfer stations and composting facilities.</p> <p><del>n. 3.4.1.14</del> Power generating stations.</p> <p><del>o. 3.4.1.15</del> Motor vehicle body repair facilities.</p> <p><del>p. 3.4.1.16</del> Motor vehicle rental facilities.</p> <p><del>q. 3.4.1.17</del> Motor vehicle commercial uses. <del>only in Employment Districts, but not in Nodes.</del></p> <p><del>3.4.1.18</del> <i>Funeral establishments.</i></p> <p><del>3.4.1.19</del> <i>Self-storage facilities.</i></p> <p><del>3.3.1.20</del> <i>Adult entertainment establishments.</i></p> <p><del>3.3.1.21</del> <i>Body rub establishments.</i></p>
Section 3.4.2, General Policies, Industrial, Policies	Section 3 Page 7	This policy is updated to clarify its intent.	18	<p>That Section 3.4.2.1, be amended as follows:</p> <p><b>3.4.2.1</b> All accessory uses should be <i>on the same lot and</i> clearly subordinate to and directly related to the functioning of the permitted use.</p>
Section 3.5.1.2.c, General Policies, Commercial, Permitted Uses, Mainstreet Commercial	Section 3 Page 8	<p>This policy is updated to clarify its intent.</p> <p>This section is renumbered to be consistent with other sections of Mississauga Plan.</p>	19	<p>That Section 3.5.1.2.c, be amended as follows:</p> <p><del>c. 3.5.1.2.3</del> Motor vehicle commercial uses, motor vehicle sales and rentals, motor vehicle <i>body</i> repair uses, motor vehicle wrecking, <del>truck washes and retail and service</del> commercial uses with drive-through facilities, <i>self storage facilities and detached and semi-detached dwellings</i>, will not be permitted. These uses which exist in areas designated Mainstreet Commercial at the time this Plan is approved will be permitted <i>until such time as they cease operation.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.5.1.3.a, General Policies, Commercial, Permitted Uses, General Commercial	Section 3 Page 8	<p>This policy is updated to clarify its intent and renumbered to be consistent with other sections of Mississauga Plan.</p> <p>Further to City Council's direction to identify motor vehicle commercial uses, it would be appropriate for the lands designated General Commercial to only permit motor vehicle commercial uses in the employment districts. The lands currently used for motor vehicle commercial uses that are designated General Commercial in residential districts should be redesignated to Motor Vehicle Commercial.</p>	20	<p>That Section 3.5.1.3, be amended as follows:</p> <p><b>3.5.1.3 General Commercial</b></p> <p><del>a. 3.5.1.3.1</del> General Commercial refers to <i>commercial</i> development <i>located primarily on major roads in designated commercial areas</i>. Development of General Commercial will be encouraged through infilling to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas. Residential uses <del>will only be permitted in combination</del> <i>must be combined</i> with commercial uses. Motor vehicle commercial uses will <del>only also</del> be permitted, <i>in Employment Districts, but not in Nodes</i>. Motor vehicle sales and rental facilities will be permitted. Motor vehicle body repair, motor vehicle wrecking <del>and truck washes</del> <i>and self-storage facilities</i> will not be permitted.</p> <p><del>b. 3.5.1.3.2</del> Lands designated General Commercial within Employment Districts may be developed for Business Employment uses.</p>
Section 3.5.1.4, General Policies, Commercial, Permitted Uses, Convenience Commercial	Section 3 Page 8	<p>This policy is updated to clarify its intent.</p> <p>This section is renumbered to be consistent with other sections of Mississauga Plan.</p>	21	<p>That Section 3.5.1.4, be amended as follows:</p> <p><b>3.5.1.4 Convenience Commercial</b></p> <p><b>3.5.1.4.1</b> Convenience Commercial refers to development in designated commercial areas, not exceeding 2 000 m<sup>2</sup> GFA. Motor vehicle commercial uses, motor vehicle body repair uses, motor vehicle wrecking, <i>self-storage facilities</i>, <del>truck washes</del> <i>overnight accommodations</i> and motor vehicle sales and rentals will not be permitted. <del>except for</del> Gas bars, <i>will be permitted</i> provided they are adjacent to an arterial road. <i>Residential uses must be combined with commercial uses.</i></p>
Section 3.5.1.5.1, General Policies, Commercial, Permitted Uses, Motor Vehicle Commercial	Section Page 8	The terminology of this section is updated for consistency.	22	<p>That Section 3.5.1.5.1, be amended as follows:</p> <p><b>3.5.1.5.1</b> Lands designated Motor Vehicle Commercial permit only gas bars and <i>motor vehicle</i> service stations; <del>car</del> <i>motor vehicle</i> washes; establishments for minor motor vehicle repairs; and commercial uses of a convenience nature, including an accessory take-out restaurant which may include a drive-through facility, in conjunction with other motor vehicle commercial uses.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.5.2.2, General Policies, Commercial, Policies	Section 3 Page 9	This policy is redundant as it is covered in the Urban Design Policies.	<b>23</b>	That Section 3.5.2.2, be deleted.  <del><b>3.5.2.2</b> Commercial development will be of a high quality urban design.</del>
Section 3.5.2.2, General Policies, Commercial, Policies	Section 3 Page 9	This policy is redundant as it is covered in the Urban Design Policies.	<b>24</b>	That Section 3.5.2.3, be deleted.  <del><b>3.5.2.3</b> Where commercial and residential developments are combined, these uses will be compatibly designed.</del>
Section 3.6.1, General Policies, Office, Permitted Uses	Section 3 Page 10	The terminology of this section is updated for consistency.	<b>25</b>	That Section 3.6.1, be amended as follows:  <b>3.6.1 Permitted Uses</b>  <b>3.6.1.1</b> <del>The predominant use of the lands will be for offices.</del>  <b>3.6.1.2</b> <del>Accessory commercial uses, including all types of restaurants, community uses and recreational facilities will also be permitted.</del>
Section 3.6.2, General Policies, Office, Policies	Section 3 Page 10	A new policy should be added to address accessory uses.	<b>26</b>	That Section 3.6.2.4, be added as follows:  <b>3.6.2.4</b> <i>All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.</i>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.7.1, General Policies, Institutional, Permitted Uses	Section 3 Page 11	The terminology of this section is updated for consistency.	27	<p>That Section 3.7.1, be amended as follows:</p> <p><b>3.7.1 Permitted Uses</b></p> <p><del>3.7.1.1</del> — Uses include, but are not necessarily limited to:</p> <p><del>a.</del> <b>3.7.1.1</b> Hospitals.</p> <p><del>b.</del> <b>3.7.1.2</b> Post-secondary educational facilities, such as universities and community colleges.</p> <p><del>c.</del> <b>3.7.1.3</b> Major cultural or government facilities.</p> <p><b>3.7.1.4</b> Accessory uses.</p> <p><b>3.7.1.5</b> Residential dwellings associated with institutional uses.</p>
Section 3.7.2, General Policies, Institutional, Policies	Section 3 Page 11	As accessory uses and residential facilities associated with institutional uses are listed under the Institutional, Permitted Uses, Section 3.7.2.2, is redundant.	28	<p>That Section 3.7.2.2, be deleted.</p> <p><del>3.7.2.2</del> — Residential facilities associated with institutional uses will be permitted.</p>
Section 3.7.2, General Policies, Institutional, Policies	Section 3 Page 11	As accessory uses and residential facilities associated with institutional uses are listed under the Institutional, Permitted Uses, Section 3.7.2.3, is redundant.	29	<p>That Section 3.7.2.3, be deleted.</p> <p><del>3.7.2.3</del> — Accessory uses either within institutional buildings or in separate buildings will be permitted.</p>
Section 3.7.2, General Policies, Institutional, Policies	Section 3 Page 11	A new policy should be added to address accessory uses.	30	<p>That a new Section be added to the Institutional Policies as follows:</p> <p><b>3.7.2.4</b> All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.1, General Policies, Open Space, Introduction	Section 3 Page 12	<p>The Open Space section has been revised to clarify the intent of the policies of this section and for consistency.</p> <p>The Greenbelt policies have been relocated to a stand alone section.</p>	31	<p>That Section 3.8.1, be amended as follows:</p> <p><b>3.8.1     <del>Introduction</del> <i>Permitted Uses</i></b></p> <p><b>3.8.1.1</b>     The Open Space network consists of <del>four components</del> <i>two designations</i>:</p> <p><b>a.</b>   <del>Public Parkland</del>; <i>Public Open Space</i>;</p> <p><b>b.</b>   <del>Greenbelt</del>; <i>Private Open Space</i>.</p> <p><b>c.</b>   <del>Cemeteries</del>;</p> <p><b>d.</b>   <del>Private Open Space</del>.</p> <p><b>3.8.1.2</b>     Natural areas acquired by Mississauga will be <del>incorporated</del> <i>designated</i> either <del>into public parkland</del> <i>Public Open Space</i> or Greenbelt. Their recreation potential will be restricted to protect their viability.</p> <p><b>3.8.1.3</b>     The provision of recreational facilities within city parks and community parks will be responsive to identifiable needs and in general conformity with the guidelines contained in the <i>Future Directions for Recreation and Parks</i> document.</p>
Section 3.8.2, General Policies, Open Space, Policies	Section 3 Page 12	Section 3.8.2.5, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	32	<p>That Section 3.8.2.5, be amended as follows:</p> <p><b>3.8.2.5</b>     The Open Space network will be designed to allow access <i>for all, including those with disabilities</i> to a variety of complementary activities through interconnections of pathways, a multi-use recreational trail, and the Open Space network; and, to provide a safe <i>and accessible</i> environment through development of clear sight-lines, openness, visible entrances, and facilities for local events.</p>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.2, General Policies, Open Space, Policies	Section 3 Page 15	Section 3.8.5, Cemeteries, has been incorporated into the policies section as cemeteries are shown as a symbol on specific district land use maps and located in both the Public and Private Open Space designations.	33	<p>That Section 3.8.5 be relocated to Section 3.8.2.11 as follows:</p> <p><b>3.8.2.11</b> <i>Cemeteries will be permitted in either Public Open Space or Private Open Space and will be subject to the following:</i></p> <p><b>a.</b> <i>as cemeteries constitute an open space use, consideration will be given to public cemeteries being used for passive open space purposes. However, cemeteries that are privately owned are not intended to be open to the public;</i></p> <p><b>b.</b> <i>future and proposed cemeteries and related facilities will be located to minimize conflict with existing and future land use and transportation;</i></p> <p><b>c.</b> <i>crematoria, columbaria, and mausolea will be located only in cemeteries;</i></p> <p><b>d.</b> <i>cemeteries will recognise, reflect and integrate all heritage resources within and/or adjacent to cemetery property.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.3, General Policies, Open Space, Public Parkland	Section 3 Page 13	A Permitted Uses section has been added to the Public Open Space designation to be consistent with other sections of Mississauga Plan.	34	<p>That Section 3.8.3, be amended as follows:</p> <p><b>3.8.3     Public <i>Open Space</i> Parkland</b></p> <p><b>3.8.3.1     Permitted Uses</b></p> <p><i>a.   Lands designated Public Open Space will either be used for public parkland or a public cemetery. Accessory uses will be permitted and should generally be limited to a maximum of 20% of the total Gross Floor Area (GFA) and should be on the same lot, clearly subordinate to and directly related to the functioning of the permitted use.</i></p> <p><del>3.8.3.1</del>     <b>3.8.3.2     Introduction Public Parkland</b></p> <p><i>a.   The classification of public parkland expresses two distinct parkland functions which occur at various scales and levels of accessibility: city parks and community parks. The different park classifications are further described and their locations identified in the Future Directions document.</i></p> <p><del>•     city parks;</del></p> <p><del>•     community parks;</del></p> <p><i>b.   Each level may incorporate components of the Natural Areas System to provide opportunities for enjoyment, appreciation, and protection of nature.</i></p> <p><i>c.   Additional public parkland may be acquired by the City through the processing of development applications or by way of purchase.</i></p> <p><i>d.   Mississauga will own, lease, operate, maintain, and administer public parkland to meet the recreational, cultural, educational and social needs of citizens.</i></p> <p><i>e.   Parks should generally be accessible for residents within 800 m of their homes and be as centrally located within a residential neighbourhood as possible.</i></p> <p><i>f.   Parkland provision should be 1.2 ha per 1 000 population for Residential Districts.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.3, General Policies, Open Space, Public Parkland	Section 3 Page 13 and 14	The operational policies for city parks and community parks have been deleted.	35	<p>That Section 3.8.3.2, be deleted.</p> <p><del>3.8.3.2 — City Parks</del></p> <p><del>a. Mississauga will attempt to acquire land which will be developed and maintained as city parks and will provide one or more of the following:</del></p> <ul style="list-style-type: none"><li><del>• opportunities for recreational experiences, and educational and day outings for individuals, families, and groups;</del></li><li><del>• large open spaces which will contribute to the identity of the City and enhance the quality of urban landscape;</del></li><li><del>• opportunities for specialized activities and facilities, such as, a city garden park or a sports stadium;</del></li><li><del>• local community use.</del></li></ul> <p><del>b. City parks will conform, if feasible, with the following criteria:</del></p> <ul style="list-style-type: none"><li><del>• serve the entire population of Mississauga;</del></li><li><del>• be accessible from major roads and Provincial Highways and by both public and private transportation;</del></li><li><del>• be designed and developed in concert with identified City-wide needs.</del></li></ul> <p><del>c. Mississauga will cooperate with other public agencies, senior levels of government or the private sector to establish city parks, where feasible, which will include:</del></p> <ul style="list-style-type: none"><li><del>• sports parks;</del></li><li><del>• waterfront parks;</del></li><li><del>• special use parks.</del></li></ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.3.2, General Policies, Open Space, Community Parks	Section 3 Page 14	The operational policies for city parks and community parks have been deleted.	36	<p>That Section 3.8.3.3, be deleted.</p> <p><del>3.8.3.3 — Community Parks</del></p> <p><del>a. Community parks will be established, developed, maintained and will be designed to provide, where feasible:</del></p> <ul style="list-style-type: none"> <li><del>• a range of recreational opportunities within walking distance of the home which could include social, cultural, educational and athletic activities of interest to the community;</del></li> <li><del>• opportunities for active and passive recreation;</del></li> <li><del>• opportunities for social interaction;</del></li> <li><del>• multiple-purpose, year round activities.</del></li> </ul> <p><del>b. Community parks will be as centrally located within the neighbourhood, as possible.</del></p>
Section 3.8.4, General Policies, Open Space, Greenbelt	Section 3 Page 14	This section has been deleted from the Open Space policies. As Greenbelt lands represent lands not suitable for urban development it is appropriate for it to form its own section in Mississauga Plan.	37	<p>That Section 3.8.4, be deleted.</p> <p><del>3.8.4 — Greenbelt</del></p> <p><del>3.8.4.1 — Introduction</del></p> <p><del>a. Policies in this section address the use of greenbelt as potential areas for passive recreation. The Environment Policies address flood and erosion control, drainage, and conservation of the Natural Areas System.</del></p> <p><del>3.8.4.2 — Permitted Uses</del></p> <p><del>3.8.4.2.1 Lands reserved principally for flood and erosion management and conservation purposes; other uses which complement the principal conservation functions will be considered on their merit.</del></p> <p><del>3.8.4.2.2 Linear, open space systems consisting primarily of multi-use recreational trails may be established, where they are compatible with the viability of the natural area, while respecting appropriate buffers from watercourses and valley slopes as determined in consultation with the appropriate Conservation Authority.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.4, General Policies, Open Space, Greenbelt	Section 3 Page 14	(Continued)	37	<p><del>3.8.4.3 — Policies</del></p> <p><del>3.8.4.3.1 — Areas designated Greenbelt, are deemed not suitable for urban development. Where a development proposal includes Greenbelt lands which are required for purposes such as: lands required for conservation; lands required solely for drainage; lands susceptible to flooding; steep valley slopes; and lands below the top-of bank; such lands will be conveyed to the City or other public agency. Such lands will not be accepted as part of the dedication of land for park or other public recreational purposes contribution or credited against any cash in lieu for park or other public recreational purposes or be included in the calculation of density for building coverage. Development adjacent to Greenbelt lands will be subject to the delineation of the natural features, buffers and setbacks by the City in consultation with the appropriate Conservation Authority.</del></p> <p><del>3.8.4.3.2 — Mississauga may also request that proponents conduct site evaluation, site cleanup or management measures prior to conveyance of Greenbelt lands.</del></p> <p><del>3.8.4.3.3 — Dedication or restrictive zoning of buffers to Greenbelt may also be required by the City in consultation with the appropriate Conservation Authority.</del></p> <p><del>3.8.4.3.4 — The Greenbelt designation applies to both public and privately owned lands. Where Greenbelt land is privately owned, this Plan does not imply that it is free and open to the general public or that it will be acquired by the City or any other public agency. Consideration will be given however, to public acquisition of these areas through the development approval process.</del></p> <p><del>3.8.4.3.5 — The construction of buildings or structures will generally not be permitted except those which are intended for flood and erosion management, or are otherwise required by the City, and meet the combined requirements of the City and the appropriate Conservation Authority. In some instances, public facilities may be permitted where these are required for passive recreational purposes and will not cause environmental damage or affect flooding. Active recreational facilities will not be permitted.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.4, General Policies, Open Space, Greenbelt	Section 3 Page 14	(Continued)	37	<del>3.8.4.3.6</del> For existing lots of record, development will not be permitted to extend within the "regulatory storm" floodplain or hazard lands associated with a watercourse or valley corridor if there are lands suitable for development on the property beyond the hazard lands. Reconstruction, minor additions, and maintenance of these facilities, buildings, and structures may be permitted subject to approval of the City and the appropriate Conservation Authority.  <del>3.8.4.3.7</del> Lands may be zoned Greenbelt within any land use designation if through the processing of a development application natural hazards are identified which renders the lands not suitable for development.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.9.1, General Policies, Greenbelt, Permitted Uses	Section 3.9	The Greenbelt section has been removed from the Open Space section of Mississauga Plan as Greenbelt lands represent lands not suitable for urban development. It is appropriate for Greenbelt to form its own section in Mississauga Plan.	38	<p>That a new Section 3.9, Greenbelt, be added as follows:</p> <p><b>3.9 GREENBELT</b></p> <p><i>Lands designated Greenbelt are generally associated with natural hazards or significant natural areas where development is restricted to either protect people and property from damage. These policies are to be read in conjunction with the policies for Natural Heritage and Natural Hazards.</i></p> <p><b>3.9.1 Permitted Uses</b></p> <p><b>3.9.1.1</b> <i>The following uses will be permitted subject to the satisfaction of the appropriate Conservation Authority and the City:</i></p> <p><i>a. flood and/or erosion works;</i></p> <p><i>b. conservation;</i></p> <p><i>c. other uses which complement the principal conservation functions;</i></p> <p><i>d. facilities which by their nature must locate near water or traverse watercourses (ie. bridges, storm sewer outlets and stormwater management facilities);</i></p> <p><i>e. passive recreation activities where they are compatible with the viability of the natural area, while respecting appropriate buffers from watercourses and valley slopes as determined in consultation with the appropriate Conservation Authority;</i></p> <p><i>f. legal non-conforming facilities, buildings, and structures;</i></p> <p><i>g. accessory facilities to an adjacent land use which are of a passive, non-structural nature and do not adversely affect the ability of the floodplain to pass flood waters.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.9.2, General Policies, Greenbelt, Policies	Section3.9	(continued)	38	<p><b>3.9.2     Policies</b></p> <p><b>3.9.2.1</b>     <i>Greenbelt is determined on a site by site basis and is defined by the greater of the “Top of Bank” and/or combined influence of the stable slope/stable slope allowance, erosion allowance, and the average annual recession rate. These parameters are determined through studies completed by the proponent to the satisfaction of the City and the appropriate Conservation Authority.</i></p> <p><b>3.9.2.2</b>     <i>Greenbelt lands will be conveyed to the City or other public agency. Such lands will not be accepted as part of the dedication of land for park or other public recreational purposes contribution or credited against any cash in lieu for park or other public recreational purposes or be included in the calculation of density for building coverage.</i></p> <p><b>3.9.2.3</b>     <i>Mississauga may also request that proponents conduct site evaluation, site cleanup or management measures prior to conveyance of Greenbelt lands.</i></p> <p><b>3.9.2.4</b>     <i>Development adjacent to Greenbelt lands will be subject to the delineation of the natural features, buffers and setbacks by the City in consultation with the appropriate Conservation Authority. Dedication or restrictive zoning of buffers to Greenbelt may also be required by the City in consultation with the appropriate Conservation Authority.</i></p> <p><b>3.9.2.5</b>     <i>The Greenbelt designation applies to both public and privately owned lands. Where Greenbelt land is privately owned, this Plan does not imply that it is free and open to the general public or that it will be acquired by the City or any other public agency. Consideration will be given, however, to public acquisition of these areas through the development approval process.</i></p> <p><b>3.9.2.6</b>     <i>For existing lots of record, development will not be permitted to extend within the "regulatory storm" floodplain or hazard lands associated with a watercourse or valley corridor if there are lands suitable for development on the property beyond the hazard lands.</i></p> <p><b>3.9.2.7</b>     <i>Lands may be zoned Greenbelt within any land use designation.</i></p> <p><b>3.9.2.8</b>     <i>Reconstruction, minor additions, and maintenance of legal non-conforming facilities, buildings, and structures may be permitted.</i></p>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.9, General Policies, Parkway Belt West	Section 3.9 Page 17	Section 3.10, should be renumbered to accommodate the addition of the new Greenbelt section.	39	<p>That Section 3.9, be retained and renumbered as follows:</p> <p><b><del>3.9</del> 3.10 PARKWAY BELT WEST</b></p> <p>Lands <del>shown as</del> <i>designated</i> Parkway Belt West <i>on individual District Land Use Maps</i> will be governed by the provisions of the Parkway Belt West Plan, 1978 July, as amended. In case of any discrepancy between the Parkway Belt West Plan and this Plan, the provisions of the Parkway Belt West Plan will prevail.</p>
Section 3.10, General Policies, City Centre and Nodes	Section 3.10 Page 18	Section 3.10, should be renumbered to Section 3.13, to accommodate the addition of new Greenbelt, Utility and Airport sections.	40	That Section 3.10, be retained and renumbered to Section 3.13.
Section 3.10, General Policies, City Centre and Nodes	Section 3.10 Page 18	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	41	<p>That Section 3.10.1.3, be amended as follows:</p> <p><b><del>3.10.1.3</del> 3.13.1.3</b> City Centre and Nodes will be served by transportation corridors containing roads and transit, and may contain rapid transit and <del>Transitway</del> <i>Bus Rapid Transit (BRT)</i> facilities.</p>
Section 3.10, General Policies, City Centre and Nodes	Section 3.10 Page 18	<p>This section should be renumbered to Section 3.11, to accommodate the addition of the new Greenbelt section.</p> <p>Further, the existing Section 3.10.3.5, should be relocated to the Policies section.</p>	42	<p>That Section 3.10.3.5, be relocated to Section 3.10.1 and renumbered to Section 3.13 as follows:</p> <p><b>3.13.1.5</b> <i>Within Nodes in Employment Districts the following uses will not be permitted:</i></p> <ul style="list-style-type: none"> <li><b>b.</b> <i>outdoor storage and display areas;</i></li> <li><b>b.</b> <i>transportation facilities, except public transportation facilities;</i></li> <li><b>c.</b> <i>waste processing or transfer stations and composting facilities;</i></li> <li><b>d.</b> <i>trucking facilities;</i></li> <li><b>e.</b> <i>Motor vehicle commercial uses;</i></li> <li><b>f.</b> <i>motor vehicle body repair facilities.</i></li> </ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.10, General Policies, City Centre and Nodes	Section 3.10 Page 18	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	43	That Section 3.10.2.3, be amended as follows:  <del>3.10.2.3</del> <b>3.13.2.3</b> City Centre will be served by the <del>Transitway</del> <i>Bus Rapid Transit (BRT)</i> facility and should be considered by the Provincial Government and neighbouring municipalities as a key point for any proposed inter-regional transit system extensions or new facilities.
Section 3.10.2, General Policies, City Centre and Nodes, City Centre	Section 3.10 Page 18	A new policy should be added to prohibit a reduction of densities of lands within the City Centre.	44	That a new Section 3.13.2.4, be added as follows:  <b>3.13.2.4</b> <i>Reduction in densities of lands within the City Centre should be prohibited.</i>
Section 3.10.3, General Policies, City Centre and Nodes, Nodes	Section 3.10 Page 19	Section 3.10.3.2, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	45	That Section 3.10.3.2, be amended as follows:  <del>3.10.3.2</del> <b>3.13.3.2</b> A high quality, compact and urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation <i>for all, including those with disabilities</i> complement adjacent uses, and distinguish the significance of the Nodes from surrounding areas.
Section 3.10.3, General Policies, City Centre and Nodes, Nodes	Section 3.10 Page 19	Section 3.10.3.3, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	46	That Section 3.10.3.3, be amended as follows:  <del>3.10.3.3</del> <b>3.13.3.3</b> Pedestrian movement and access <i>for all, including those with disabilities</i> from major transit routes should be a priority in Nodes.
Section 3.10.3, General Policies, City Centre and Nodes, Nodes	Section 3.10 Page 19	Section 3.10.3.4.g, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	47	That Section 3.10.3.4.g, be amended and renumbered to Section 3.13.3.4.g as follows:  <b>g.</b> pedestrian and cycling convenience and safety will be priorities in the design and development of Nodes and abutting areas. Walkways and cycling routes should be visually prominent, <i>accessible to all, including those with disabilities</i> , link principal destinations with the abutting community, and be oriented to, and an integral part of, active building facades and spaces.

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Section 3.10.3, General Policies, City Centre and Nodes	Section 3.10 Page 19	Section 3.10.3.5, has been relocated to Section 3.13.3.5.	48	<p>That Section 3.10.3.5, be deleted.</p> <p><del>3.10.3.5</del> Within Nodes in Employment Districts the following uses will not be permitted:</p> <p><del>g.</del> Outdoor storage and display areas;</p> <p><del>h.</del> Transportation facilities, except public transportation facilities;</p> <p><del>i.</del> Waste processing or transfer stations and composting facilities;</p> <p><del>j.</del> Trucking terminals;</p> <p><del>k.</del> Motor vehicle repair garages.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies	Section 3.11 Page 18	The Comprehensive Zoning By-law Review identified that although Airport lands have zoning, there is no Land Use designation in Mississauga Plan on Airport lands. Airport policies are combined with the Transportation policies. It is proposed to designate the Airport and relocate the policies to its own section. All existing policies have been retained.	49	<p>That a new Section 3.11, be added as follows:</p> <p><b>3.11 AIRPORT</b></p> <p><i>Lands designated Airport represent the lands directly associated with the operation of Lester B. Pearson International Airport (LBPIA).</i></p> <p><b>3.11.1 Policies</b></p> <p><b>3.11.1.1</b> <i>It is recognized that the impacts of LBPIA operations, particularly noise, extend far beyond its geographic boundaries. This is a permanent circumstance which this Plan acknowledges.</i></p> <p><b>3.11.1.2</b> <i>Because of the economic importance of LBPIA to the City of Mississauga, Region of Peel, and Province of Ontario, development should be either complementary or compatible with airport operations and allow the airport to function at maximum efficiency to achieve full economic potential having regard for:</i></p> <p><i>a. existing and future industry;</i></p> <p><i>b. business and employment opportunities;</i></p> <p><i>c. the interests of existing and future residents.</i></p> <p><b>3.11.1.3</b> <i>Where appropriate, improvements and enhancements of LBPIA will be supported, recognizing the concerns of the existing and future residents and the role of LBPIA in the City of Mississauga, Region of Peel and Province of Ontario.</i></p> <p><b>3.11.1.4</b> <i>The importance of the Airport as a major transportation facility is recognized and its integration with other transportation modes is promoted subject to the provision of adequate ground access facilities and services to accommodate trips to and from the Airport on Provincial Highways and inter-regional transit facilities is encouraged.</i></p> <p><b>3.11.1.5</b> <i>The City will coordinate and integrate its own transportation plans with the Greater Toronto Airports Authority (GTAA).</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies	Section 3.11 Page 18	(Continued)	49	<p><b>3.11.1.6</b>    <i>Appendix H illustrates Airport Obstacle Limitation Surfaces at Lester B. Pearson International Airport.</i></p> <p><b>3.11.2</b>                    <b><i>Aircraft Noise</i></b></p> <p><i>There are areas of Mississauga which are subject to high levels of aircraft noise. As a result, policies are required which set out the restrictions on development within the areas subject to high levels of aircraft noise.</i></p> <p><i>These policies are based on no major second airport being built in the GTA in the foreseeable future.</i></p> <p><b>3.11.2.1</b>                    <b><i>Policies</i></b></p> <p><b>3.11.2.1.1</b>                <i>The policies of this Plan are based on a six-runway configuration of the Airport, however, additional runways may be constructed.</i></p> <p><b>3.11.2.1.2</b>                <i>The City will cooperate with the Federal Government, or successors, to ensure that new construction within the area of influence of the Airport is compatible with the requirements of the Airport for:</i></p> <p><i>a.    protection of navigational aids and telecommunications;</i></p> <p><i>b.    protection from wildlife hazards;</i></p> <p><i>c.    visibility;</i></p> <p><i>d.    height limitations.</i></p> <p><b>3.11.2.1.3</b>                <i>New residential development and redevelopment, and infilling which increases the number of dwelling units will not be permitted within the Lester B. Pearson International Airport (LBPIA) Operating Area outlined on Schedule 2: Urban Form Concept, and the following affected District Land Use Maps: Airport Corporate, East Credit, Gateway, Malton, Meadowvale Village and Northeast.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies	Section 3.11 Page 18	(Continued)	49	<p><b>3.11.2.1.4</b>      <i>Notwithstanding Section 3.11.2.1.3, within the area inside the LBPIA Operating Area identified on Schedule 2: Urban Form Concept, as "Exempt Area", development applications for residential development, redevelopment or infill (being official plan amendments, zoning by-law amendments, plans of subdivision, minor variance or consent applications, site plans) may be processed for approval provided that all of the following are satisfied:</i></p> <p><i>a. appropriate conditions relating to airport noise are included in the approval;</i></p> <p><i>b. the application was filed prior to 1997 February 01, or the lands were designated Residential prior to 1997 February 01;</i></p> <p><i>c. the site is located below the 35 NEF/NEP composite contour;</i></p> <p><i>d. the redevelopment or infill has a density not greater than the highest density of immediately adjacent existing residential development located within the LBPIA Operating Area.</i></p> <p><b>3.11.2.1.5</b>      <i>Notwithstanding Section 3.11.2.1.3, redevelopment or infilling which does not significantly increase the number of dwelling units within the Malton District may be permitted, provided the site is below the 35 NEF/NEP composite contour and has a density not greater than the highest density of immediately adjacent existing residential development located within the LBPIA Operating Area.</i></p> <p><b>3.11.2.1.6</b>      <i>New development and redevelopment or infilling for hospitals, nursing homes, daycare facilities and public and private schools within the LBPIA Operating Area will not be permitted.</i></p> <p><b>3.11.2.1.7</b>      <i>Notwithstanding Section 3.11.2.1.6, redevelopment or infilling for hospitals, nursing homes, daycare facilities and public and private schools within the Malton, Meadowvale Village and East Credit Districts may be permitted inside the LBPIA Operating Area on an individual basis.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies	Section 3.11 Page 18	(Continued)	49	<p><b>3.11.2.1.8</b> For residential land uses, passive use parks, public and private schools, day care facilities, libraries, places of religious assembly, theatres, auditoria, hospitals, and nursing homes, affected by an NEP/NEF of 25 or greater, as shown on Appendix J: 1996 NEP/2000 NEF Composite Noise Contours, and if otherwise permitted by this Plan, a noise study will be undertaken by a qualified acoustical consultant in accordance with Provincial Government policy to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.</p> <p><b>3.11.2.1.9</b> For hotels, motels, retail or service commercial uses, office uses, athletic fields, playgrounds, or outdoor swimming pools affected by an NEP/NEF of 30 or greater, as shown on Appendix J: 1996 NEP/2000 NEF Composite Noise Contours, and if otherwise permitted by this Plan, a noise study will be undertaken by a qualified acoustical consultant in accordance with Provincial Government policy to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.</p> <p><b>3.11.2.1.10</b> For industrial, warehousing, or arena uses affected by an NEP/NEF of 35 or greater, as shown on Appendix J: 1996 NEP/2000 NEF Composite Noise Contours, and if otherwise permitted by this Plan, a noise study will be undertaken by a qualified acoustical consultant in accordance with Provincial Government policy to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.</p> <p><b>3.11.2.1.11</b> For the purposes of this section, redevelopment means an application for approval under the Planning Act for:</p> <p><b>a.</b> the creation of one or more new lots;</p> <p><b>b.</b> the creation of one or more new dwelling units;</p> <p><b>c.</b> a change in land use; or</p> <p><b>d.</b> the construction of buildings or structures;</p> <p>and where the subject lands have or previously had one or more buildings erected thereon.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies	Section 3.11 Page 18	(Continued)	49	<p><b>3.11.2.1.12</b> For the purposes of this Section, infilling means an application for approval under the Planning Act for:</p> <p><i>a. the creation of one or more new lots;</i></p> <p><i>b. the creation of one or more new dwelling units;</i></p> <p><i>c. a change in land use; or</i></p> <p><i>d. the construction of buildings or structures;</i></p> <p><i>and where the subject lands comprise less than 2 ha and the lands have no buildings erected thereon and are located in an area having existing uses of the same or similar character as the use proposed.</i></p> <p><b>3.11.2.1.13</b> Mississauga will require tenants and purchasers to be notified when the proposed development or redevelopment is located between the NEF/NEP contours of 25 and under 30, as shown on Appendix J: 1996 NEP/2000 NEF Composite Noise Contours. Notice is also to be provided regarding the requirement for the provision for central air conditioning.</p> <p><b>3.11.2.1.14</b> Mississauga will require tenants and purchasers to be notified when the proposed development or redevelopment is located at the NEF/NEP contours of 30 and above, as shown on Appendix J: 1996 NEP/2000 NEF Composite Noise Contours. Notice is also to be provided regarding the requirement for the installation of central air conditioning.</p>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.11, Physical Services and Utilities	Section 3.11 Page 21	Currently the Utility land use policies are combined with the general Physical Services policies which can be confusing. It is appropriate to split the Utilities policies out of this section as it is a separate designation on the specific district land use maps. Physical services are permitted in all land use designations.	50	<p>That a new section 3.12, Utilities, be added as follows:</p> <p><b>3.12 UTILITIES</b></p> <p><i>Lands designated Utility permit utility rights-of-way and larger above ground facilities.</i></p> <p><b>3.12.1 Permitted Uses</b></p> <p><b>3.12.1.1</b> <i>Above ground pumping stations, water and sewage treatment plants, piped services, electric transformer and distributing stations, electric transmission lines and cabled services, except when identified as a Provincially Significant Wetland.</i></p> <p><b>3.12.1.2</b> <i>Open Space.</i></p> <p><b>3.12.1.3</b> <i>Greenbelt.</i></p> <p><b>3.12.1.4</b> <i>Parking.</i></p> <p><b>3.12.1.5</b> <i>Outdoor storage areas will be permitted in electric power rights-of-way in Employment Districts.</i></p> <p><b>3.12.2 Policies</b></p> <p><b>3.12.2.1</b> <i>When public works not subject to the Environmental Assessment Act are planned to traverse, coincide with, or otherwise affect the Natural Areas System, an Environmental Impact Study will be required and presented to and approved by the City and the appropriate Conservation Authority. Terms of Reference are available from the City.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.11, Physical Services and Utilities	Section 3.11 Page 21	Currently the Utility Land Use Policies are combined with the general Physical Services policies which can be confusing. It is appropriate to split the Utilities policies out of this section as it is a separate designation on District Land Use Maps. Physical services are permitted in all land use designations.	51	<p>That a new Section 3.14, Physical Services, be added as follows:</p> <p><b>3.14     <i>PHYSICAL SERVICES</i></b></p> <p><i>This section sets out the policies of the City with respect to the provision of piped services, including natural gas and oil pipelines; electric power, telephone, and other cabled service, which are permitted in all Land Use Designations except Greenbelt.</i></p> <p><i>Of these services and facilities, the City provides storm sewer services. The Region provides sanitary sewer and water services, and waste management facilities which are addressed in the Region of Peel Official Plan. Natural gas and oil pipelines, electric power, telephones and other cabled services are provided by the private sector.</i></p> <p><b>3.14.1   <i>Policies</i></b></p> <p><b>3.14.1.1</b>   <i>All development will have adequate water, sanitary, and storm drainage facilities.</i></p> <p><b>3.14.1.2</b>   <i>Where possible, the existing conditions should be augmented by the re-establishment of native vegetation and the preservation of existing landforms, vegetation and drainage patterns. All efforts to this effect should be guided by the appropriate environmental agencies according to all Provincial Government, Regional Government and municipal regulations.</i></p> <p><b>3.14.1.3</b>   <i>When public works not subject to the Environmental Assessment Act are planned to traverse, coincide with, or otherwise affect the Natural Areas System, an Environmental Impact Study will be required and presented to and approved by the City and the appropriate Conservation Authority. Terms of Reference are available from the City.</i></p> <p><b>3.14.1.4</b>   <i>Electric power facilities, except for a power generating station will be permitted in any land use designation. Power generating stations will be permitted only in lands designated Industrial.</i></p>

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Section 3.11, Physical Services and Utilities	Section 3.11 Page 21	(Continued)	51	<p>That Section 3.11.4, be relocated to Section 3.14.2 as follows:</p> <p><b>3.14.2 Storm Sewer Services</b></p> <p><b>3.14.2.1</b> <i>Appropriate storm sewer facilities will be installed for the safety of residents, with due regard to the need to protect watercourses and associated ecosystems from any possible destructive effects of storm water runoff.</i></p> <p><b>3.14.2.2</b> <i>The sizing of storm sewer facilities will be based on the ultimate development pattern within the various drainage areas.</i></p> <p><b>3.14.2.3</b> <i>Development proposals will be subject to the recommendations of watershed studies to assess potential effects of these proposals on receiving watercourses. In addition, development will be required to implement stormwater management strategies in accordance with the most current stormwater management guidelines prepared by the City, the appropriate Conservation Authority and the Provincial Government.</i></p> <p><b>3.14.2.4</b> <i>Any Stormwater Quality/Quantity Facilities within Greenbelt lands must have regard for the viability of natural features and functions, and will be subject to naturalization efforts as a part of development.</i></p> <p><b>3.14.2.5</b> <i>Storm sewer services policies are to be read in conjunction with urban drainage policies.</i></p>

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Section 3.11, Physical Services and Utilities	Section 3.11 Page 21	(Continued)	51	<p>That Section 3.11.5, be relocated to Section 3.14.3 as follows:</p> <p><b>3.14.3    <i>Natural Gas and Oil Pipelines</i></b></p> <p><b>3.14.3.1</b>    <i>The design standards used in the construction of any natural gas or oil transmission pipeline through undeveloped areas within Mississauga will take into account ultimate urbanization near or adjacent to that pipeline.</i></p> <p><b>3.14.3.2</b>    <i>Setbacks of a residence, place of work, or public assembly to an oil or gas easement or associated structure, and an appropriate building design, will be determined based on the type of pipeline, stress level of the pipeline and shall take into consideration the Guidelines for Development in the vicinity of Oil and Gas Pipeline Facilities prepared by the Technical Standards Safety Authority.</i></p> <p><b>3.14.3.3</b>    <i>Existing or new easements accommodating gas and/or oil pipelines should be incorporated into development plans as open space, walkways or bicycle paths but not be incorporated into individual lots. In some cases, in consultation with the pipeline operator, certain other uses such as vehicle parking may be considered if it forms an integral part of the development.</i></p> <p><b>3.14.3.4</b>    <i>Appendix K indicates Oil and Gas Transmission Lines.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.11, Physical Services and Utilities	Section 3.11 Page 21	(Continued)	<b>51</b>	<p>That Section 3.11.6, be relocated to Section 3.14.4 as follows:</p> <p><b>3.14.4 Local Service Power Lines, Telephone, and Other Cabled Services</b></p> <p><b>3.14.4.1</b> Local service power lines, telephone, and other cabled services will be located underground, where feasible and desirable.</p> <p><b>3.14.4.2</b> Telecommunication facilities, including buildings and related structures, satellite dishes and cellular antennas should be designed and located to minimize visual impact in high profile and sensitive areas.</p> <p><b>3.14.4.3</b> To ensure the integration of utilities in future subdivision designs, wherever feasible, services will be located in road rights-of-way. Where this standard location is not possible, the provision of utility easements will be such that:</p> <p><b>a.</b> the land use pattern of the area in which the easement is to be placed is minimally affected;</p> <p><b>b.</b> the environmental policies of this Plan are observed.</p>
Section 3.12, General Policies, Environment	Section 3.12 Page 24	Section 3.12, should be renumbered to Section 3.14, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	<b>52</b>	That Section 3.12, be renumbered to Section 3.15.
Section 3.12.2, General Policies, Environment, Natural Heritage	Section 3 Page 26	It is more appropriate for the existing Section 3.12.3.2.c, to be relocated to this section to have all the habitat related policies together.	<b>53</b>	<p>That a new Section 3.15.2.2.t, be added as follows:</p> <p><b>t.</b> Areas of fish habitat and potential fish habitat, listed in Appendix B: Areas of Fish Habitat and Potential Fish Habitat (Identified by the Provincial Government), will be protected from development. Options available for the protection of fish habitat include the use of setbacks or vegetative buffers. Setbacks and buffers will be determined by the EIS which shall conform with approved fisheries management plans.</p>
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 27	Section 3.12.3.2.a, is covered in Section 3.9, Greenbelt, and therefore, should be deleted.	<b>54</b>	<p>That Section 3.12.3.2.a, be deleted.</p> <p><del><b>a.</b> Natural Hazards are designated Greenbelt and are not suited for development or parking except as otherwise required by the City. Accordingly, through policy and programs, Mississauga will strive to balance goals of ecological restoration and hazard protection.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 27	Section 3.12.3.2.c, is covered in Section 3.9, Greenbelt, and therefore, should be deleted.	55	<p>That Section 3.12.3.2.c, be deleted.</p> <p><del>c. Areas of fish habitat and potential fish habitat, listed in Appendix B: Areas of Fish Habitat and Potential Fish Habitat (Identified by the Provincial Government), will be protected from development. There are a number of options available for the protection of fish habitat such as the use of setbacks or vegetative buffers. Setbacks and buffers will be determined by the EIS which shall conform with approved fisheries management plans.</del></p>
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 27 and 28	Section 3.12.3.2.f, has been moved to Section 3.9, Greenbelt.	56	<p>That Section 3.12.3.2.f, be deleted.</p> <p><del>f. The following uses will be permitted within valley and watercourse corridors subject to the satisfaction of the appropriate Conservation Authority and the City:</del></p> <ul style="list-style-type: none"> <li><del>• flood and/or erosion works;</del></li> <li><del>• facilities which by their nature must locate near water or traverse watercourses (ie. bridges, storm sewer outlets and stormwater management facilities);</del></li> <li><del>• passive recreation activities;</del></li> <li><del>• facilities, buildings, and structures existing as legal non-conforming. Reconstruction, minor additions, and maintenance of these facilities, buildings, and structures may be permitted subject to review;</del></li> <li><del>• accessory facilities to an adjacent land use which are of a passive, non-structural nature and do not adversely affect the ability of the floodplain to pass flood waters.</del></li> </ul>
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 28	Section 3.12.3.2.i, has been moved to Section 3.9, Greenbelt.	57	<p>That Section 3.12.3.2.i, be deleted.</p> <p><del>i. Existing lots of record, additions and alterations to existing development will be subject to individual review at the time of application, having regard for potential environmental effects and hazards and for conformity with Conservation Authority policies.</del></p>
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 28	Section 3.12.3.2.j, has been moved to Section 3.9, Greenbelt.	58	<p>That Section 3.12.3.2.j, be deleted.</p> <p><del>j. Development adjacent to Valley and Watercourse Corridors will be restricted within the identified hazard lands. The limit of Valley and Watercourse Corridors is determined on a site by site basis and is defined by the greater of the “Top of Bank” and/or combined influence of the stable slope/stable slope allowance, erosion allowance, and the average annual recession rate. These parameters are determined through studies completed by the proponent to the satisfaction of the City and the appropriate Conservation Authority.</del></p>

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Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 28	Section 3.12.3.2.l, has been moved to Section 3.9, Greenbelt.	<b>59</b>	That Section 3.12.3.2.l, be deleted.  <del>l. Hazard lands are not suitable for development and will not be included in the calculation of density.</del>
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 28	Section 3.12.3.2.m, has been moved to Section 3.9, Greenbelt.	<b>60</b>	That Section 3.12.3.2.m, be deleted.  <del>m. On lands adjacent to Lake Ontario, development will generally be directed to areas outside of the hazard lands.</del>
Section 3.13, General Policies, Lake Ontario Waterfront	Section 3.13 Page 33	Section 3.13, should be renumbered to Section 3.16, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	<b>61</b>	That Section 3.13, be renumbered to Section 3.16.
Section 3.14, General Policies, Transportation	Section 3.14 Page 34	Section 3.14, should be renumbered to Section 3.17, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	<b>62</b>	That Section 3.14, be renumbered to Section 3.17.
Section 3.14, General Policies, Transportation	Section 3.14 Page 34	The Transportation and Works Department requested that Section 3.14.2.1, be deleted and replaced with a policy that has been expanded to include supply, demand and technology.	<b>63</b>	That Section 3.14.2.1, be amended as follows:  <del><b>3.14.2.1</b> A more efficient use of road space will be supported and promoted through various incentives, such as the use of High Occupancy Vehicle (HOV) lanes and related incentives to encourage more ride-sharing. Other transportation demand management strategies should be developed, such as alternative work schedules, to reduce the use of transportation infrastructure during peak periods.</del>  <i><b>3.17.2.1</b> Mississauga will develop an efficient transportation network through the provision of transportation infrastructure and services, and by encouraging a greater emphasis on Transportation Demand Management (TDM) solutions and the use of new technologies which improve urban mobility.</i>
Section 3.14, General Policies, Transportation	Section 3.14 Page 34	The Transportation and Works Department requested that a new policy be added after Section 3.14.2.3, to implement objective 2.10.2.11.	<b>64</b>	That a new policy be added to Section 3.14.2 as follows:  <i><b>3.17.2.4</b> Mississauga will develop a safe transportation network through roadway and boulevard design.</i>

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Section 3.14, General Policies, Transportation	Section 3.14 Page 34	The Transportation and Works Department requested that a new policy be added to implement objective 2.10.2.7.	65	That a new policy be added to Section 3.14.2, as follows:  <i>3.17.2.5 Mississauga will develop and monitor transit ridership targets.</i>
Section 3.14, General Policies, Transportation	Section 3.14 Page 34	As a result of adding 2 additional policies, Section 3.14.2.4, should be renumbered to Section 3.14.2.6.	66	That Section 3.14.2.4, be renumbered to Section 3.17.2.6.
Section 3.14 General Policies, Transportation	Section 3.14 Page 34	The Transportation and Works Department requested that Section 3.14.2.5, be relocated to Section 3.14.4.	67	That Section 3.14.2.5, be deleted.  <del>3.14.2.5 Mississauga acknowledges that where there is a transition of function and right-of-way widths at or near municipal boundaries, a suitable transition between right-of-way widths and cross-section designs will be accommodated in consultation with the municipalities involved.</del>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	Section 3.14.3.3, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.  Further, the Transportation and Works Department requested editorial changes to Section 3.14.3.3, to clarify its intent.	68	That Section 3.14.3.3, be amended and renumbered as follows:  <del>3.14.3.3</del> <i>3.17.3.3 The need to provide Accessible transit facilities and passenger amenities, specifically such as, bus bays, bus loops, bus stop platforms, and shelters, will be considered during acquired through the processing of development applications, where appropriate.</i>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested editorial changes to Section 3.14.3.4, to clarify its intent.	69	That Section 3.14.3.4, be amended and renumbered as follows:  <del>3.14.3.4</del> <i>3.17.3.4 Consideration will be given to improving Accessibility for special user groups in the is a priority for the planning and operation of transit services.</i>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested editorial changes to Section 3.14.3.6, to clarify its intent.	70	That Section 3.14.3.6, be amended and renumbered as follows:  <del>3.14.3.6</del> <i>3.17.3.6 The use of transit will be supported and promoted through transit priority measures, such as express services, new technologies, fare integration and service coordination with neighbouring transit and GTA Transit providers systems.</i>



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Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested editorial changes to Section 3.14.3.8, to clarify its intent.	71	<p>That Section 3.14.3.8, be renumbered and amended as follows:</p> <p><del>3.14.3.8</del> <b>3.17.3.8</b> The City Centre Transit Terminal will be a key transit <del>the main</del> hub within for the City and inter-regional transit services as part of the transit network of the GTA. Transit terminals utilized by Mississauga Transit within the City are shown in Appendix L: Transit Terminals.</p>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested Section 3.14.3.9, be deleted as it is shown on Schedule 4 Road and Transit Network Long Term Concept.	72	<p>That Section 3.14.3.9, be deleted.</p> <p><del>3.14.3.9</del> Go Transit is the primary inter-regional service provider supported by a network of commuter rail and bus services.</p>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested that Section 3.14.3.11, be deleted as it is redundant and is covered in Schedule 4.	73	<p>That Section 3.14.3.11, be deleted.</p> <p><del>3.14.3.11</del> ——— Proposals for the development of a rapid transit link between the Airport and Toronto will be subject to, among other matters, a detailed review of the potential ridership demand; the proposals role in serving transit markets; interconnections with GTA Transit corridors; and funding priority relative to other GTA Transit projects.</p>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested editorial changes to Section 3.14.3.12, be deleted and replaced with another policy to clarify its intent.	74	<p>That Section 3.14.3.12, be renumbered and amended as follows:</p> <p><del>3.14.3.12</del> ——— Mississauga supports the development of an inter-regional transit terminal in the vicinity of The East Mall as part of the proposed extension of the Bloor Subway beyond Kipling Station, which will be subject to updating and review of the approved Environmental Assessment. Further extension of the subway system into Mississauga will be subject to detailed review.</p> <p><b>3.17.3.12</b> Mississauga supports an inter-regional transit hub on the Bloor-Danforth subway corridor. Relocation of the existing facilities at Islington would be subject to appropriate studies and cost sharing arrangements with relevant stakeholders. The extension of the Bloor-Danforth subway corridor into Mississauga will be subject to further studies.</p>

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Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested Section 3.14.3.13, be expanded to clarify its intent.	75	<p>That Section 3.14.3.13, be renumbered and amended as follows:</p> <p><del>3.14.3.13—</del> <del>Proposals for a Provincial Highway 407 Transitway should be subject to a detailed review.</del></p> <p><b>3.17.3.13</b> <i>The City supports development of the Highway 407 Transitway as part of an inter-regional Bus Rapid Transit (BRT) network, subject to completion of an environmental assessment study which will examine alternative alignments and station locations within the corridor.</i></p>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested editorial changes to Section 3.14.3.14.b, to clarify its intent.	76	<p>That Section 3.14.3.14.b, be amended and renumbered to 3.17.3.14.b as follows:</p> <p><b>b.</b> <del>The Transitway, which is a proposed east-west inter-regional Rapid Transit facility, is planned</del> <i>A Bus Rapid Transit (BRT) facility is being developed in the Highway 403/Eglinton Avenue corridor to link major development areas such as the City Centre and employment areas around the Airport with Residential Districts and to connect with the GTA Transit network extending into the Region of Halton and the City of Toronto. Development of the Transitway BRT facility will be based on passenger demand and available funding with initial services and transit priority measures phased in as appropriate. Portions of the Transitway BRT alignment are protected by the Province through the Parkway Belt West Plan;</i></p>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested that Section 3.14.3.14.c, be revised to clarify its intent.	77	<p>That Section 3.14.3.14.c, be amended and renumbered to 3.17.3.14.c as follows:</p> <p><del>c. the GTAA has identified the internal development of a People Mover System which can be connected to the GTA Transit network in the Georgetown GO Transit rail corridor to the north and to the Transitway corridor at Renforth Drive. The alignment and property requirements for the connection to Renforth Drive will be subject of further study;</del></p> <p><b>c.</b> <i>The City of Mississauga supports the development of a transit connection between the Airport and the inter-regional BRT network;</i></p>

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Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested that Section 3.14.3.14.d, be revised to clarify its intent.	<b>78</b>	<p>That Section 3.14.3.14.d, be amended and renumbered to 3.17.3.14.d as follows:</p> <p><del><b>d.</b> GTA Commuter Rail Corridors providing rail service through GO Transit with a focus on efficiently serving key GTA corridors with high transit demand. This Plan also identifies existing GO Transit rail stations and the development of a new station on the Milton GO Transit line, west of Winston Churchill Boulevard.</del></p> <p><i><b>d.</b> GO Transit has plans to improve commuter rail service on the Milton, Lakeshore, and Georgetown corridors. Mississauga supports giving priority to the Milton GO Rail service improvements, including a new rail station west of Tenth Line.</i></p>
Section 3.14.4, General Policies, Transportation, Roads	Section 3.14 Page 35	The Transportation and Works Department requested that a new section be added to implement the transportation objective 2.10.2.8. The other sections will be renumbered accordingly.	<b>79</b>	<p>That a new section be added as Section 3.14.4, which has been renumbered to Section 3.17.4, as follows:</p> <p><i><b>3.17.4.3</b> Mississauga will work with other levels of government agencies and the private sector to encourage a greater emphasis on transportation demand solutions.</i></p>
Section 3.14.4, General Policies, Transportation, Roads	Section 3.14 Page 35	The Transportation and Works Department requested that Section 3.14.2.5, be relocated to Section 3.14.4, Roads	<b>80</b>	<p>That Section 3.14.2.5, be amended and relocated:</p> <p><del><b>3.14.2.5</b></del> <i><b>3.17.4.5</b> Mississauga acknowledges that Where there is a change in road classification or transition of function and right-of-way widths at or near municipal boundaries, a suitable transition between right-of-way widths and cross-section designs will be accommodated location shall be determined in consultation with the municipalities involved.</i></p>

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Section 3.14.4, General Policies, Transportation, Roads	Section 3.14 Page 36	The Transportation and Works Department requested that the Drew Road extension be added to Section 3.14.4.7, to identify it as a priority.	81	<p>That Section 3.14.4.7, be amended and renumbered as follows:</p> <p><del>3.14.4.7</del> <b>3.17.4.8</b> Road/rail grade separations may be required for various locations, to support the achievement of a safe and efficient transportation system, and to maintain an adequate level of service on the road network. The following have been <del>initially</del> identified as priority needs:</p> <p><b>a.</b> Torbram Road and Canadian National Railway (CNR) (north);</p> <p><b>b.</b> Torbram Road and CNR (south);</p> <p><b>c.</b> Goreway Drive and CNR;</p> <p><b>d.</b> <i>Drew Road Extension and CNR</i></p> <p><del>d.</del> <b>e.</b> Erindale Station Road and St. Lawrence and Hudson Railway.</p>
Section 3.14.6, General Policies, Transportation, Parking	Section 3.14 Page 39	Section 3.14.6.3, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	82	<p>That Section 3.14.6.3, be amended and renumbered as follows:</p> <p><del>3.14.6.3</del> <b>3.17.6.3</b> Adequate <i>and accessible</i> parking facilities will be provided for special user groups.</p>

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Section 3.14.6, General Policies, Transportation, Parking	Section 3.14 Page 39	The City Plan policy that addressed Cash-in-lieu of parking should be added into Mississauga Plan. As Mississauga reaches maturity, the focus of planning and the issues which will arise will change. As in any fast growing municipality, much of the focus has been on planning for new greenfield areas and other growth-related issues. In the future attention will shift more to redevelopment and intensification issues. As such, issues involving design and the provision of parking will be in the forefront. In many developed areas where intensification is appropriate, the provision of parking can become a barrier to an otherwise appropriate development. The cash-in-lieu policies provide a suitable alternative to on-site parking requirements that support related Corporate Policy and Procedures.	<b>83</b>	<p>That a new policy be added to Section 3.14.6, as follows:</p> <p><b>3.17.6.7</b> <i>City Council may consider receiving a cash payment-in-lieu of all, or part, of the Zoning By-law requirements for parking, having regard for the following:</i></p> <ul style="list-style-type: none"> <li><i>a. the existing parking supply in the surrounding area can accommodate the on-site parking deficiency;</i></li> <li><i>b. the presence of site constraints that prevent the provision of the required number of parking spaces;</i></li> <li><i>c. the use of the property is not considered over-development of the site.</i></li> </ul>
Section 3.14.7, General Policies, Transportation, Trucking	Section 3.14 Page 40	The Transportation and Works Department requested that Section 3.14.7.1, be revised as the second part of the policy is covered in Section 3.14.7.2.	<b>84</b>	<p>That Section 3.14.7.1, be amended as follows:</p> <p><del>3.14.7.1</del> <b>3.17.8.1</b> The movement of goods on the road network by truck will continue to be a vital element of transportation services in Mississauga. <del>Truck routes will be provided with due regard for the need to protect residential neighbourhoods from truck noise, pollutant emissions, and hazard.</del></p>
Section 3.14.7, General Policies, Transportation, Trucking	Section 3.14 Page 40	The Transportation and Works Department requested that editorial changes be made to Section 3.14.7.2.	<b>85</b>	<p>That Section 3.14.7.2, be amended and renumbered as follows:</p> <p><del>3.14.7.2</del> <b>3.17.8.2</b> <del>The following policies ensure protection of residential neighbourhoods:</del>  <i>In view of the need to protect residential neighbourhoods from truck noise, pollutant emissions, and hazards the following policies apply:</i></p> <ul style="list-style-type: none"> <li><del>a. through truck movement will be actively discouraged</del> on local and collector roadways within residential neighbourhoods, <i>will be restricted through the Traffic By-law as required;</i></li> <li><del>b. the location of</del> activities generating substantial truck traffic will be encouraged <i>to locate</i> near or adjacent to Provincial Highways and arterials.</li> </ul>

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Section 3.14.7, General Policies, Transportation, Trucking	Section 3.14 Page 40	The Transportation and Works Department requested that an additional location be identified for improvement to the interchange at Highway 401 E/B off-ramp, west of the Etobicoke Creek.	<b>86</b>	That a new Section 3.14.7.3.e, be added and renumbered as Section 3.17.8.3.e as follows:  <i>e. Provincial Highway 401 E/B off-ramp (west of Etobicoke Creek).</i>
Section 3.14.8, General Policies, Transportation, Cycling and Walking	Section 3.14 Page 40	The Transportation and Works Department requested that Section 3.14.8, Cycling and Walking, be relocated to follow 3.14.5, Road Classification.	<b>87</b>	That Section 3.14.8 be relocated and renumbered to 3.17.6.
Section 3.14.10, General Policies, Transportation, Airport	Section 3.15 Page 42	Section 3.14.10, Airport, should be deleted as it has been relocated to Section 3.11.	<b>87</b>	That Section 3.14.10, be deleted.
Section 3.15, General Policies, Urban Design	Section 3.15 Page 45	Section 3.15, should be renumbered to Section 3.18, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	<b>89</b>	That Section 3.15, be renumbered to Section 3.18.
Section 3.15.6, General Policies, Urban Design Policies, Pedestrian Activity	Section 3.15 Page 48	Section 3.15.6.1, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	<b>90</b>	That Section 3.15.6.1, be amended and renumbered as follows:  <del>3.15.6.1</del> <b>3.18.6.1</b> The design of buildings, spaces and streetscapes will ensure pedestrian amenity, climatic comfort and safety in all publicly accessible spaces and will encourage active use of the sidewalks and public spaces <i>for all, including those with disabilities</i> .
Section 3.15.6, General Policies, Urban Design Policies, Pedestrian Activity	Section 3.15 Page 48	Section 3.15.6.4, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	<b>91</b>	That Section 3.15.6.4, be amended and renumbered as follows:  <del>3.15.6.4</del> <b>3.18.6.4</b> An attractive and comfortable environment for pedestrians <i>including those with disabilities</i> will be created through the use of landscaping, the screening of unattractive views, protection from the elements, as well as the buffering of parking, loading and storage areas.
Section 3.15.6, General Policies, Urban Design Policies, Pedestrian Activity	Section 3.15 Page 48	Section 3.15.6.5, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	<b>92</b>	That Section 3.15.6.5, be amended and renumbered as follows:  <del>3.15.6.5</del> <b>3.18.6.5</b> Where buildings and structures are separated from roadways by parking lots, efforts to upgrade pedestrian access <i>for all, including those with disabilities</i> to buildings through landscaping, site design and the development of street-related frontages are encouraged.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.15.6, General Policies, Urban Design Policies, Pedestrian Activity	Section 3.15 Page 48	Section 3.15.6.6, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	93	That Section 3.15.6.6, be amended and renumbered as follows:  <del>3.15.6.6</del> <b>3.18.6.6</b> Residential areas will be planned to preserve privacy and comfort and will provide easy and safe pedestrian access <i>for all, including those with disabilities</i> to commercial and community facilities.
Section 3.15.13, General Policies, Urban Design Policies, Accessibility	Section 3.15 Page 52	A new subsection should be added to the Urban Design Section to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	94	That a new Section 3.18.13, be added as follows:  <b>3.18.13 Accessibility</b>  <b>3.18.13.1</b> <i>The design of the physical and built environment should have regard for accessibility for those with disabilities.</i>  <b>3.18.13.2</b> <i>The physical and built environment should be designed in such a manner that it is accessible to all, including those with disabilities, and should have regard for universal principles, where appropriate.</i>
Section 3.15.13, General Policies, Urban Design Policies, Accessibility	Section 3.15 Page 52	The existing Section 3.15.13, should be renumbered to Section 3.18.14.	95	That Section 3.15.13, be renumbered to Section 3.18.14.
Section 3.16, General Policies, Community Uses	Section 3 Page 53	Section 3.16, should be renumbered to Section 3.19, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	96	That Section 3.16, be renumbered to Section 3.19.
Section 3.16, General Policies, Community Uses	Section 3 Page 53	Section 3.16.1.1, is covered in Section 2.5.1.1	97	That Section 3.16.1.1, be deleted.  <del>3.16.1.1</del> Mississauga will have an appropriate level of facilities and services such as recreation, education, religious, spiritual, cultural, and emergency services and facilities.
Section 3.16, General Policies, Community Uses	Section 3 Page 53	Section 3.16.1.4, should be a policy, and therefore, relocated to Section 3.16.2, Policies.	98	That Section 3.16.1.4, be deleted.  <del>3.16.1.4</del> Community uses generally occupy small sites on arterial or collector roads along transit routes and serve immediate or surrounding District needs.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.16.2, General Policies, Community Uses, Policies	Section 3 Page 53	Whereas, Section 3.16.2.1, permits community uses in all land use designations and Greenbelt lands do not permit development, this section should be revised to not include Greenbelt lands. It should also be renumbered appropriately.	99	That Section 3.16.2.1, be renumbered and amended as follows:  <del>3.16.2.1</del> <b>3.19.2.1</b> Community uses are permitted in all land use designations, <i>except Greenbelt</i> . Notwithstanding the forgoing, development, infilling and redevelopment for public and private schools, day care facilities, hospitals, <del>nursing homes</del> will not be permitted as a principal or accessory use within the LBPIA Operating Area except for those parts of the East Credit, Malton and Meadowvale Village Districts within the LBPIA Operating Area below the 35 NEF/NEP noise contour, subject to the aircraft noise policies of this Plan.
Section 3.16.2, General Policies, Community Uses, Policies	Section 3 Page 53	It is appropriate to limit accessory uses in conjunction with permitted community uses.	100	That a new Section 3.19.2.2, be added as follows:  <b>3.19.2.2</b> <i>Accessory uses will be permitted and should generally be limited to a maximum of 20% of the total Gross Floor Area (GFA).</i>
Section 3.16.2, General Policies, Community Uses, Policies	Section 3.16 Page 53	A policy should be added permitting accessory uses associated with Community Uses to be consistent with other sections of Mississauga Plan.	101	That a new section 3.19.2.3, be added as follows:  <b>3.19.2.3</b> <i>Accessory uses should be on the same lot, clearly subordinate to and directly related to the functioning of the permitted use.</i>
Section 3.16.2, General Policies, Community Uses, Policies	Section 3.16 Page 53	The existing Section 3.16.1.4, should be moved from the “Introduction” to the “Policies” section of Community Uses.	102	That a new Section 3.19.2.7, be added as follows:  <b>3.19.2.7</b> <i>Community uses generally occupy small sites on arterial or collector roads along transit routes and serve immediate or surrounding District needs.</i>
Section 3.17, General Policies, Heritage Resources	Section 3.17 Page 55	Section 3.17, should be renumbered to Section 3.20, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	103	That Section 3.17, be renumbered to Section 3.20.



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies, Schedule 3, Environmental Area	Schedule 3	The Transportation and Works Department requested a number of revisions to Schedule 3: Environmental Areas.	104	<p>That Schedule 3: Environmental Areas, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise North-South Arterial Road alignment;</li><li>2. Add illustration of Ninth Line as Arterial south of Eglinton Avenue West to Dundas Street West, Town of Oakville border;</li><li>3. Update current Airport Terminal configuration (new Terminal 1).</li></ol>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Schedule 3: Environmental Areas			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies, Schedule 4, Road and Transit Network Long Term Concept	Schedule 4	The Transportation and Works Department requested a number of revisions to Schedule 4: Road and Transit Network Long Term Concept.	105	<p>That Schedule 4: Road and Transit Network Long Term Concept, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise the Argentia Road Major Collector realignment west of Tenth Line West;</li><li>2. Delete the Meadowpine Boulevard extension Major Collector from Meadowvale Boulevard to Mississauga Road;</li><li>3. Add illustration of Ninth Line as Arterial south of Eglinton Avenue West to Dundas Street West, Town of Oakville border;</li><li>4. Revise ramps at Hurontario Street and Highway 401;</li><li>5. Add Future Major Collector conceptual Britannia Road East link to Abilene Drive from Tomken Road to Kennedy Road;</li><li>6. Add Confederation Parkway ramp changes in City Centre (BRT alignment);</li><li>7. Revise MTO Highway 401 westbound off-ramp east of Dixie Road;</li><li>8. Relocate Ridgeway Transitway Station to east side of Ridgeway Drive;</li><li>9. Revise North-South Arterial Road alignment;</li><li>10. Update current Airport Terminal configuration (new Terminal 1);</li><li>11. Delete "(conceptual)" after "Future Arterial" in legend;</li><li>12. Add "Future Major Collector (conceptual)" in legend;</li><li>13. Revise "Transitway" and" Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station";</li><li>14. Revise "GTA Transit Airport Connections" in legend to "Transit Airport Connections";</li><li>15. Add Note: "The Britannia Road East link to Abilene Drive is conceptual and is subject to further study";</li></ol>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies, Schedule 4, Road and Transit Network Long Term Concept	Schedule 4	(continued)	105	16. Add Note: "Roads shown on the map are not all under Mississauga jurisdiction"; 17. Delete Mavis Road Transitway Station; 18. Revise Transitway alignment in City Centre area.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Schedule 4: Road and Transit Network Long Term Concept			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies, Schedule 5, Designated Rights-Of-Way	Schedule 5	The Transportation and Works Department requested a number of revisions to Schedule 5: Designated Rights-Of-Way Widths.	106	<p>That Schedule 5: Designated Rights-Of-Way Widths, be amended as follows:</p> <ol style="list-style-type: none"><li>Revise the Argentia Road realignment west of Tenth Line West;</li><li>Delete the Meadowpine Boulevard extension 30 m ROW Width from Meadowvale Boulevard to Mississauga Road;</li><li>Add illustration of Ninth Line as 35 m ROW Width south of Eglinton Avenue West to Dundas Street West, Town of Oakville border;</li><li>Revise ramps at Hurontario Street and Highway 401;</li><li>Add 26 m ROW Width conceptual Britannia Road East link to Abilene Drive from Tomken Road to Kennedy Road;</li><li>Add Confederation Parkway ramp changes in City Centre (BRT alignment);</li><li>Revise MTO Highway 401 westbound off-ramp east of Dixie Road;</li><li>Revise North-South Arterial Road 36 m and 30 m ROW Width alignment;</li><li>Revise Dundas Street West ROW Width between Ninth Line and Highway 403 from 35 m to 42 m and add to legend;</li><li>Revise Centre View Drive ROW Width between Station Road and Rathburn Road West from 30 m to 30 m-50 m and add to legend;</li><li>Revise Centre View Drive ROW Width between western boundary of City Centre District and Station Road from 30 m to 50 m;</li><li>Revise Rathburn Road West ROW Width between Station Road and Centre View Drive from 40 m to 55 m and add to legend;</li></ol>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies, Schedule 5, Designated Rights-Of-Way	Schedule 5	(Continued)	106	13. Update current Airport Terminal configuration (new Terminal 1);  14. Add Note: "Designated Right-of-Way Widths" shown on the map are not all under Mississauga jurisdiction.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Schedule 5: Designated Right-of-Way Widths			



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4, District Policies, Schedule 6, Planning Districts	Schedule 6	The Transportation and Works Department requested revisions to Schedule 6: Planning Districts.	107	That Schedule 6: Planning Districts, be amended as follows:  1. Revise North-South Arterial Road alignment;  2. Add illustration of Ninth Line as Arterial south of Eglinton Avenue West to Dundas Street West, Town of Oakville border;  3. Update current Airport Terminal configuration (new Terminal 1).
Section 4, District Policies, Schedule 6, Planning Districts	Schedule 6	Upon further review, it is appropriate to amend Schedule 6: Planning Districts, and to add the Airport lands to the Northeast Employment District.	108	That Schedule 6: Planning Districts, be amended as follows:  4. Add Airport Area to the Northeast Employment District.

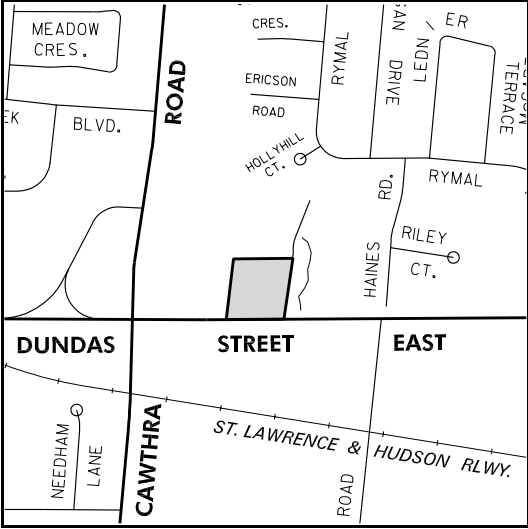
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Schedule 6: Planning Districts			

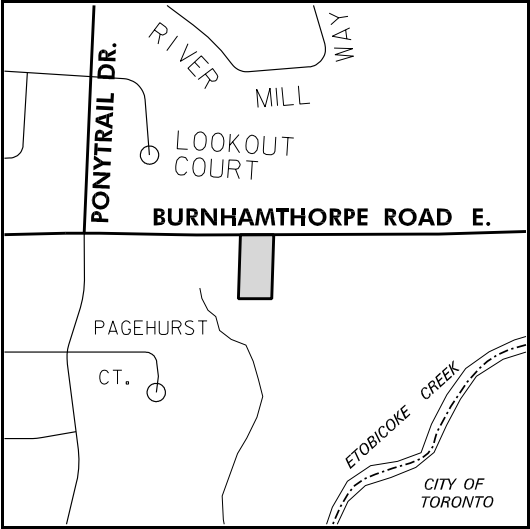
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.2.4, District Policies, Airport Corporate, Land Use	Section 4.2 Page 4	As the Airport Corporate District is located entirely within a node this section can be deleted as the Business Employment provisions are covered by the City Centre and Nodes policies.	109	<p>That Section 4.2.4.1, be deleted.</p> <p><del>4.2.4.1 — Business Employment</del></p> <p><del>Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</del></p> <p><del>a. — motor vehicle body repair facilities.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.2, District Policies, Airport Corporate District Policies, Airport Corporate District Land Use Map	Airport Corporate District Land Use Map	The Transportation and Works Department requested a number of editorial changes to the Airport Corporate District Land Use Map.	110	<p>That the Airport District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise North-South Arterial Road alignment;</li><li>2. Revise MTO Highway 401 westbound off-ramp east of Dixie Road;</li><li>3. Update current Airport Terminal configuration (new Terminal 1);</li><li>4. Delete "(conceptual)" after "Future Arterial" in legend;</li><li>5. Revise "GTA Transit Airport Connections" in legend to "Transit Airport Connections";</li><li>6. Revise "Transitway" and " Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".</li></ol>
Section 4.2, District Policies, Airport Corporate District Policies, Airport Corporate District Land Use Map	Airport Corporate District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	111	<p>That the Airport District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"><li>7. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.</li></ol>

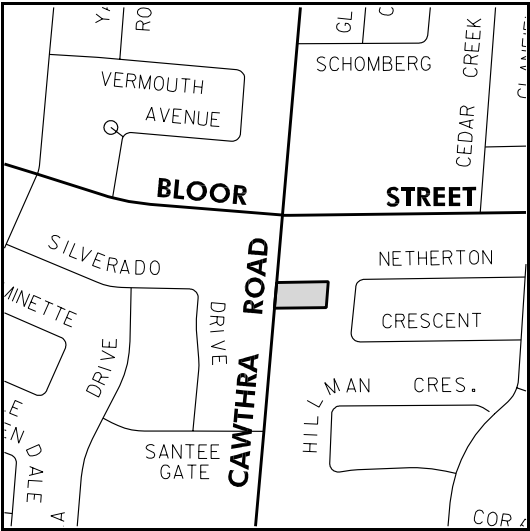
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Airport Corporate District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.3.4, District Policies, Applewood, Land Use	Section 4.3 Page 5	The reference to low-rise is not required as the height is capped at 4-storeys.	112	<p>That Section 4.3.4.1.4, be amended as follows:</p> <p><b>4.3.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits townhouse dwellings, all forms of horizontal multiple dwellings, and <del>low-rise</del> apartments, at a Floor Space Index (FSI) of 0.4-0.9. Building height should not exceed 4-storeys.</p>
Section 4.3.4, District Policies, Applewood, Land Use	Section 4.3 Page 5	The Comprehensive Zoning By-law Review identified that, the Floor Space Index (FSI) range should be adjusted to reflect the existing zoning and development.	113	<p>That Section 4.3.4.1.5, be amended as follows:</p> <p><b>4.3.4.1.5 Residential High Density I</b></p> <p>The Residential High Density I designation permits apartment dwellings at a Floor Space Index (FSI) of 0.5-<del>±0</del> 1.2.</p>
Section 4.3.4, District Policies, Applewood, Land Use	Section 4.3 Page 5	The Comprehensive Zoning By-law Review identified that, the Floor Space Index (FSI) range should be adjusted to reflect the existing zoning and development.	114	<p>That Section 4.3.4.1.6, be amended as follows:</p> <p><b>4.3.4.1.6 Residential High Density II</b></p> <p>The Residential High Density II designation permits apartment dwellings at a Floor Space Index (FSI) of <del>±0</del> 1.2-1.5.</p>
Section 4.3.4, District Policies, Applewood, Land Use	Section 4.3 Page 6	The term “car dealership” should be deleted and replaced “motor vehicle sales” to be consistent with the rest of Mississauga Plan.	115	<p>That Section 4.3.4.3.1, be amended as follows:</p> <p><b>4.3.4.3.1 General Commercial</b></p> <p>a. Notwithstanding the General Commercial policies of this Plan, <del>car dealerships</del> <i>motor vehicle sales</i> will not be permitted on the lands located at the northwest corner of Bloor Street and Runningbrook Drive.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.3.6, District Policies, Applewood, Special Sites	Section 4.3 Page 10	Section 4.3.6.6, Site 5, should be amended by designating the site Office and permitting apartment dwellings in accordance with the Residential High Density I designation to eliminate the split designation.	116	<p>That Section 4.3.6.6, Special Site 5, be amended as follows:</p> <p><b>4.3.6.6                      Site 5</b></p> <div></div> <p>The lands identified as Special Site 5 are located on the north side of Dundas Street East, east of Cawthra Road.</p> <p>Notwithstanding the provisions of the Office <del>and/or Residential High Density I</del> designations, <i>apartment dwellings in accordance with the Residential High Density I designation, will also be permitted and</i> the following additional policies will apply:</p> <ul style="list-style-type: none"><li>a. the extension of the existing cemetery is also permitted on the westerly portion of these lands;</li><li>b. approval for development will be subject to approval of a tree survey submission which demonstrates appropriate tree preservation measures.</li></ul>

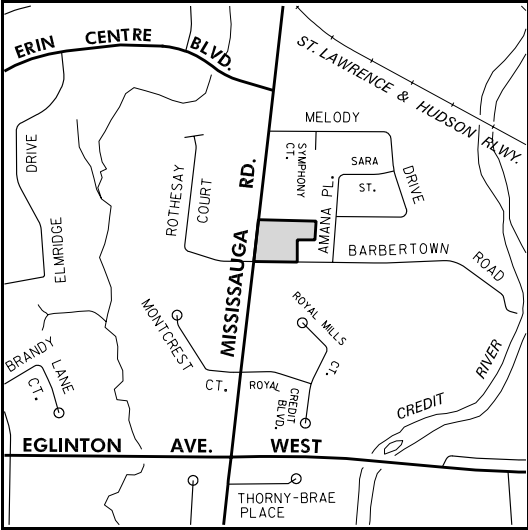
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.3.6, District Policies, Applewood, Special Sites	Section 4.3 Page 12	A new Special Site should be added to recognize the existing zoning which permits a veterinary clinic in a detached dwelling.	117	<p>That a new Special Site be added to the Applewood District Policies as follows:</p> <p><b>4.3.6.11                      Site 10</b></p> <div></div> <p><i>The lands identified as Special Site 10 are located on the south side of Burnhamthorpe Road East, east of Ponytrail Drive.</i></p> <p><i>Notwithstanding the provisions of the Greenbelt designation,, a veterinary clinic will also be permitted.</i></p>

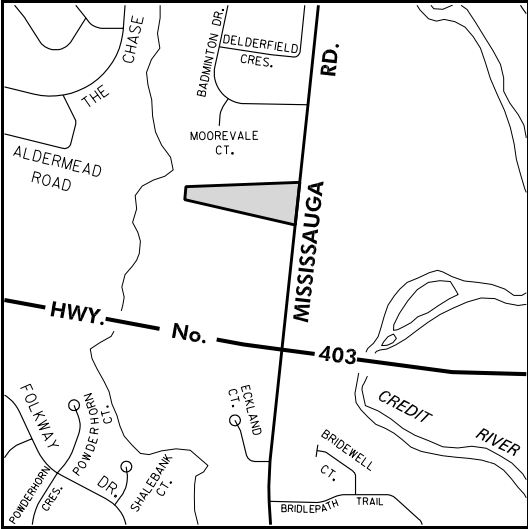



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.3.6, District Policies, Applewood, Special Sites	Section 4.3 Page 12	A new Special Site should be added to recognize the existing zoning which permits a detached dwelling or office for a maximum of 3 non-resident physicians, dentists and drugless practitioners.	118	<div><div><p>That a new Special Site be added to the Applewood District Policies as follows:</p><p><b>4.3.6.12                      Site 11</b></p></div><div><p><i>The lands identified as Special Site 11 are located on the east side of Cawthra Road, south of Bloor Street.</i></p><p><i>Notwithstanding the provisions of the Residential Low Density II designation,, only a detached dwelling or an office for a maximum of three (3) non-resident physicians, dentists and drugless practitioners will be permitted.</i></p></div></div>

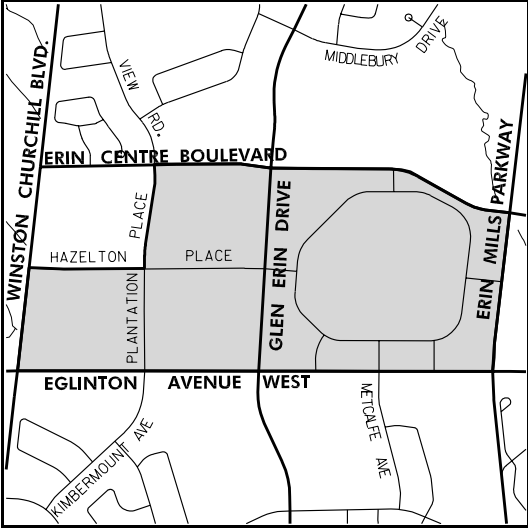
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.3, District Policies, Applewood District, Applewood District Land Use Map	Applewood District Land Use Map	The lands identified as Special Site 5 should be redesignated to Office to eliminate the split designation.	119	That the Applewood District Land Use Map, be amended as follows:  1. Redesignate the lands located north of Dundas Street East, east of Cawthra Road the lands identified by Special Site 5, from "Office" and "Residential High Density II" to "Office".
Section 4.3, District Policies, Applewood District, Applewood District Land Use Map	Applewood District Land Use Map	As a result of revising the General Commercial policies to only permit motor vehicle uses in Employment Districts but not in Nodes, the site located at the north-west corner of Dundas Street East and Dixie Road should be redesignated from General Commercial to Motor Vehicle Commercial to be consistent with the existing zoning and development.	120	That the Applewood District Land Use Map, be amended as follows:  2. Redesignate the lands located at the north-west corner of Dundas Street East and Dixie Road, from "General Commercial" to "Motor Vehicle Commercial".
Section 4.3, District Policies, Applewood District, Applewood District Land Use Map	Applewood District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	121	That the Applewood District Land Use Map, be amended as follows:  3. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Applewood District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4.3, District Policies, Central Erin Mills District Policies, Land Use Policies	Section 4.4 Page 4	Section 4.4.3.1.3, should be amended to permit all forms of horizontal dwellings to be consistent with other sections of Mississauga Plan.	122	<p>That Section 4.4.3.1.3, be amended as follows:</p> <p><b>4.4.3.1.3 Residential Medium Density I</b></p> <p>The Residential Medium Density I designation permits detached, semi-detached, <del>townhouse</del> <i>horizontal multiple</i> dwellings or any combination of these dwelling units, within a density range of 27-57 units per net residential hectare. <del>All forms of horizontal dwellings will also be permitted within this density range.</del></p>
Section 4.4.5, District Policies, Central Erin Mills District Policies, Special Sites	Section 4.4 Page 6	Section 4.4.5.2, Special Site 1, should be deleted as it is covered in the heritage policies.	123	<p>That Section 4.4.5.2, be deleted.</p> <p><del>4.4.5.2 Site 1</del></p> <div></div> <p><del>The lands identified as Special Site 1 are located on the northeast corner of Mississauga Road and Barbertown Road and are known as the Barber House. The Barber House has been designated under the <i>Ontario Heritage Act</i> since 1982.</del></p> <p><del>Notwithstanding the provisions of the General Commercial designation, this site will be subject to the following policies:</del></p> <ul style="list-style-type: none"><li><del>a. renovations will have regard for the preservation of the significant architectural features and not detract or destroy any of the heritage features or architectural elements;</del></li><li><del>b. the design and height of any addition should be in keeping with the existing building.</del></li></ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4.5, District Policies, Central Erin Mills District Policies, Special Sites	Section 4.4 Page 6	Section 4.4.5.3, Special Site 2, should be deleted as the lands have been developed for retirement dwellings which are permitted in the Residential Low and Medium Density categories.	124	<p>That Section 4.4.5.3, be deleted.</p> <p><del>4.4.5.3</del> — <del>Site 2</del></p>  <p>The lands identified as Special Site 2 are located on west side of Mississauga Road, north of Provincial Highway 403.</p> <p>A convent is permitted on the site.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4.5, District Policies, Central Erin Mills District Policies, Special Sites	Section 4.4 Page 7	Section 4.4.5.4, Special Site 3, to permit townhouses should be deleted as the lands where the townhouses are located are being redesignated to Residential Medium Density I.	125	<div><p>That Section 4.4.5.4, be deleted.</p><p><del>4.4.5.4</del> — <del>Site 3</del></p><div></div><p>The <del>lands identified as Special Site 3</del> are bounded by Erin Centre Boulevard, Plantation Place, Hazelton Place and Winston Churchill Boulevard.</p><p><del>Notwithstanding the provisions of the Residential High Density II designation on these lands, the following additional policy will apply:</del></p><p><del>a. townhouses will be permitted on approximately 2 ha at the southwest corner of Erin Centre Boulevard and Plantation Place.</del></p></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4.5, District Policies, Central Erin Mills District Policies, Special Sites	Section 4.4 Page 7	Section 4.4.3.5.b, Special Site 4, should be deleted as the requirement for a concept plan is covered under Section 5, Implementation.	126	<p>That Section 4.4.5.5, Site 4, be amended as follows:</p> <p><b>4.4.5.5                      Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are bounded by Erin Centre Boulevard, Plantation Place, Hazelton Place, Winston Churchill Boulevard, Eglinton Avenue West and Erin Mills Parkway.</p> <p>Notwithstanding the General Commercial designation, <i>Residential High Density II uses will be permitted. on these lands, the following additional policies will apply:</i></p> <p><del>a. Residential High Density II uses will be permitted;</del></p> <p><del>b. a concept plan will be required as part of a development application, which will address among other aspects, the following:</del></p> <ul style="list-style-type: none"><li><del>• major land use components of the subject lands;</del></li><li><del>• circulation, including pedestrian, vehicular and transit;</del></li><li><del>• engineering services;</del></li><li><del>• development controls, including urban design, landscaping features, provision of parking facilities, accessibility and open space;</del></li><li><del>• compatible architectural design.</del></li></ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	With respect to the lands located on the south side of Eglinton Avenue West, east side of Winston Churchill Boulevard, the 8-storey apartment building and the 7-storey retirement building should be redesignated from Residential High Density I to Residential High Density II and the townhouse dwellings on the site should be redesignated to Residential Medium Density I to reflect existing development.	<b>127</b>	That the Central Erin Mills District Land Use Map, be amended as follows:  1. Redesignate the lands on the south side of Eglinton Avenue West, east side of Winston Churchill Boulevard, the 8-storey apartment building and the 7-storey retirement building, from "Residential High Density I" to "Residential High Density II";  2. Redesignate the lands on the south side of Eglinton Avenue West, east side of Winston Churchill Boulevard, the townhouse dwellings on the site, from "Residential High Density I" to "Residential Medium Density I".
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	The lands identified for townhouse dwellings in Special Site 3, should now be identified as Medium Density I on the District Land Use Map to reflect existing development.	<b>128</b>	That the Central Erin Mills District Land Use Map, be amended as follows:  3. Redesignate the lands (approximately 2 hectares) at the southwest corner of Erin Centre Boulevard and Plantation Place from "Residential High Density II" to "Medium Density I".
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east side of Erin Mills Parkway, north of Eglinton Avenue West are used for access to the Erin Mills Town Centre and currently designated Greenbelt. The lands are owned and maintained by the City of Mississauga and, therefore, should have no land use designation.	<b>129</b>	That the Central Erin Mills District Land Use Map, be amended as follows:  4. Delete the "Greenbelt" designation on the lands located on the east side of Erin Mills Parkway, north of Eglinton Avenue West that are used for road access into the Erin Mills Town Centre. The node boundary should be adjusted to include these lands.
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located north of Carlson Court, south of Termini Terrace should be redesignated from Greenbelt to Public Open Space as the lands are part of the adjacent park and are not consistent with the requirements in the Greenbelt policies or Greenbelt Zoning.	<b>130</b>	That the Central Erin Mills District Land Use Map, be amended as follows:  5. Redesignate the lands located north of Carlson Court, south of Termini Terrace from "Greenbelt" to "Public Open Space".
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	The Transportation and Works Department requested that reference to the "Transitway" and "Transitway Station" be replaced with "Bus Rapid Transit" and "Bus Rapid Transit Station".	<b>131</b>	That the Central Erin Mills District Land Use Map, be amended as follows:  6. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	132	That the Central Erin Mills District Land Use Map, be amended as follows:  7. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Central Erin Mills District Land Use Map			

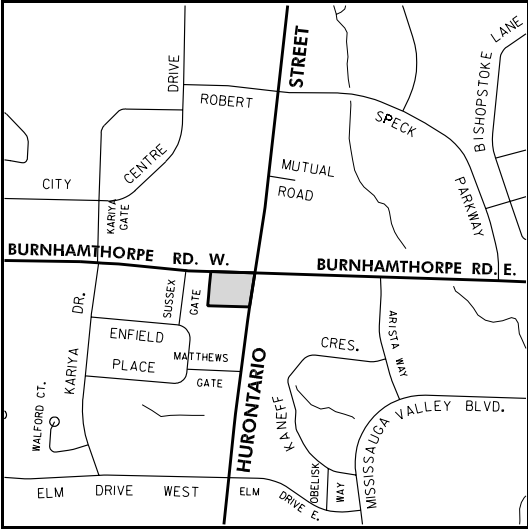
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.5, District Policies, Churchill Meadows District Policies, Development Concept	Section 4.5 Page 4	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	133	That Section 4.5.2.d, be amended as follows:  <b>d.</b> proximity to Provincial Highway 403, Provincial Highway 407 and the <del>Mississauga Transitway</del> <i>Bus Rapid Transit facility</i> ;
Section 4.5, District Policies, Churchill Meadows District Policies, Land Use	Section 4.5 Page 8	Section 4.5.4.1.4, should be revised to be consistent with other sections of Mississauga Plan.	134	That Section 4.5.4.1.4, be amended as follows:  <b>4.5.4.1.4 Residential High Density I</b>  The Residential High Density I designation permits <del>back-to-back townhouses dwellings, stacked townhouses and medium-rise</del> <i>horizontal multiple dwellings and</i> apartment buildings at a density range of 45-138 units per net residential hectare with a maximum height of 8-storeys.
Section 4.5, District Policies, Churchill Meadows District Policies, Land Use	Section 4.5 Page 8	Section 4.5.4.2.2, should be deleted as it is covered under Section 3.3.1, Business Employment, Permitted Uses.	135	That Section 4.5.4.2.2, be deleted.  <del><b>4.5.4.2.2</b> Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</del>  <del><b>a.</b> motor vehicle body repair facilities;</del>  <del><b>b.</b> motor vehicle repair garages.</del>
Section 4.5, District Policies, Churchill Meadows District Policies, Land Use	Section 4.5 Page 8	As the location for elementary schools in the Churchill Meadows Planning District have been determined Section 4.5.4.4, is redundant.	136	That Section 4.5.4.4, be deleted.  <del><b>4.5.4.4 Schools</b></del>  <del>Elementary schools should be near parkland with access to the Multi-Use Recreational Trail System.</del>
Section 4.5.5.1, District Policies, Churchill Meadows District Policies, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.5 Page 9	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	137	That Section 4.5.5.1, Table 1, Basic Road Characteristics, be amended as follows:  1. Add Ninth Line as 35 m ROW Width south of Eglinton Avenue West to Dundas Street West, Town of Oakville border.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.5, District Policies, Churchill Meadows District Policies, Special Site Policies	Section 4.5 Page 11	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	<b>138</b>	That Section 4.5.7.2.a, Site 1, be amended as follows:  a. the physical integration of the <del>Transitway</del> <i>Bus Rapid Transit (BRT) facility</i> with adjacent development will be encouraged;
Section 4.5, District Policies, Churchill Meadows District Policies, Special Site Policies	Section 4.5 Page 11	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	<b>139</b>	That Section 4.5.7.3.2.a, Area 2A, Site 2, be amended as follows:  a. the physical integration of the <del>Transitway</del> <i>Bus Rapid Transit (BRT) facility</i> with adjacent development will be encouraged.
Section 4.5, District Policies, Churchill Meadows District Policies, District Land Use Map	Churchill Meadows District Land Use Map	The lands currently designated Residential Medium Density I on the north side of Workman Drive, east of Long Valley Road should be redesignated to Residential Low Density II as the current zoning only permits detached dwellings.	<b>140</b>	That the Churchill Meadows District Land Use Map, be amended as follows:  1. Redesignate the lands on the north side of Workman Drive, east of Long Valley Road from "Residential Medium Density I" to "Residential Low Density II".
Section 4.5, District Policies, Churchill Meadows District Policies, District Land Use Map	Churchill Meadows District Land Use Map	The lands currently designated Residential Medium Density I on the north side of Eglinton Avenue West, west of Long Valley Road should be redesignated to Residential Low Density II as the current zoning only permits detached dwellings.	<b>141</b>	That the Churchill Meadows District Land Use Map, be amended as follows:  2. Redesignate the lands on the north side of Eglinton Avenue West, west of Long Valley Road from "Residential Medium Density I" to "Residential Low Density II".
Section 4.5, District Policies, Churchill Meadows District Policies, District Land Use Map	Churchill Meadows District Land Use Map	The Transportation and Works Department requested that reference to the “Transitway” and “Transitway Station” be replaced with “Bus Rapid Transit” and “Bus Rapid Transit Station”.	<b>142</b>	That the Churchill Meadows District Land Use Map, be amended as follows:  3. Add Ninth Line as an Arterial Road south of Eglinton Avenue West to Dundas Street West;  4. Relocate the Ridgeway Transitway Station to the east side of Ridgeway Drive;  5. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.5, District Policies, Churchill Meadows District Policies, District Land Use Map	Churchill Meadows District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>143</b>	That the Churchill Meadows District Land Use Map, be amended as follows:  6. Revise "Open Space" to "Public Open Space" in Land Use Designations legend;.

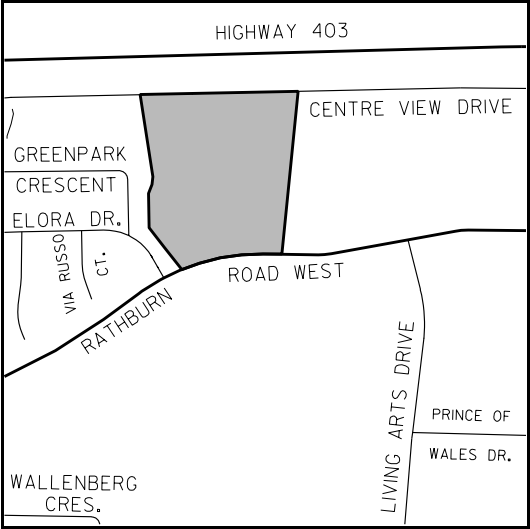
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Churchill Meadows District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.6, District Policies, City Centre District Policies, Development Concept, Development Objectives	Section 4.6 Page 4	A new Section 4.6.2.2.n, should be added to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	144	That a new Section 4.6.2.2.n, be added as follows:  <i>n. Encourage pedestrian related development that is accessible to all, including those with disabilities.</i>
Section 4.6, District Policies, City Centre District Policies,	Section 4.6 Page 4	The 8 <sup>th</sup> bullet of Section 4.6.3.2.1.a, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	145	That the 8 <sup>th</sup> bullet of Section 4.6.3.1.a, be amended as follows:  • promote a balance of vehicular traffic and pedestrian priorities with features and amenities critical to pedestrian comfort, convenience and safety <i>for all, including those with disabilities</i> ;
Section 4.6, District Policies, City Centre District Policies,	Section 4.6 Page 5	The 2 <sup>nd</sup> bullet in Section 4.6.3.2.1.a, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	146	That the 2 <sup>nd</sup> bullet of Section 4.6.3.2.1.a, be amended as follows:  • promote pedestrian amenity, comfort, convenience and safety <i>for all, including those with disabilities</i> ;
Section 4.6, District Policies, City Centre District Policies,	Section 4.6 Page 6	The 8 <sup>th</sup> bullet in Section 4.6.3.2.2.d, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	147	That the 8 <sup>th</sup> bullet in Section 4.6.3.2.2.d, be amended as follows:  • <del>access for the physically challenged</del> <i>access for all, including those with disabilities</i> , to and from building entrances and the public sidewalk, parking areas, and open spaces.
Section 4.6, District Policies, City Centre District Policies,	Section 4.6 Page 7	The 3 <sup>rd</sup> bullet in Section 4.6.3.2.2.g, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	148	That the 3 <sup>rd</sup> bullet in Section 4.6.3.2.2.g, be amended as follows:  • <i>clear</i> identification of the site address <i>for all, including those with disabilities</i> .
Section 4.6, District Policies, City Centre District Policies, Mixed Use, Permitted Uses	Section 4.6 Page 20	This section should delete reference to “recreational” as recreational facilities are considered a community use.  Further, reference to “park” should be deleted as it is permitted under open space.	149	That Section 4.6.4.1.1.g, be amended as follows:  <i>g. Community and recreational facilities, and park and open space.</i>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.6.5.1, District Policies, City Centre District Policies, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.6 Page 20	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	150	<p>That Section 4.6.5.1, Table 1, Basic Road Characteristics, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise Centre View Drive ROW Width between Station Road and Rathburn Road West from 30 m to 30 m-50 m;</li><li>2. Revise Centre View Drive ROW Width between western boundary of City Centre District and Station Road from 30 m to 50 m;</li><li>3. Revise Rathburn Road West ROW Width between Station Road and Centre View Drive from 40 m to 55 m;</li></ol>
Section 4.6, District Policies, City Centre District Policies, Transportation	Section 4.6 Page 22	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	151	<p>That Section 4.6.5.2.4, 2<sup>nd</sup> and 3<sup>rd</sup> paragraphs, be amended as follows:</p> <p>As part of the proposed Mississauga <del>Transitway</del> <i>Bus Rapid Transit (BRT) facility</i>, the existing transit terminal may be expanded to serve future development growth and to connect with the <del>Transitway</del> <i>BRT facility</i>. In the long term, an additional <del>transitway</del> <i>BRT</i> station is also proposed near Hurontario Street, between Rathburn Road West and Provincial Highway 403.</p> <p>Transit facilities will be designed to accommodate the City-wide transit network; an internal transit service operating on the perimeter roadway around Square One; the east-west <del>Transitway</del> <i>BRT facility</i> in the Provincial Highway 403 corridor, inter-urban transit systems; and the pedestrian system linking office concentrations, Square One and cultural activities.</p>

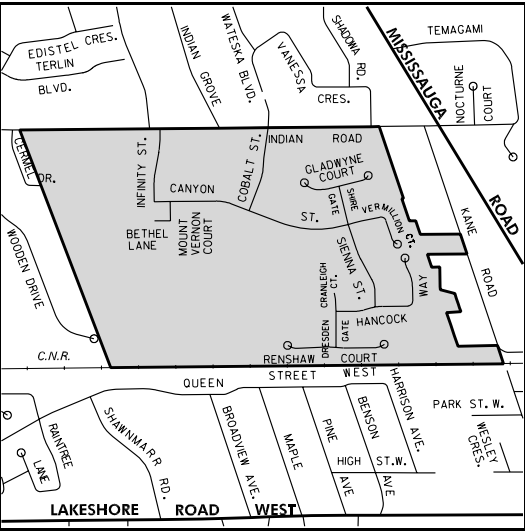
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.6, District Policies, City Centre District Policies, Special Site Policies	Section 4.6 Page 25	Special Site 4 should be reformatted to be consistent with other Special Sites in Mississauga Plan.	152	<p>That Section 4.6.7.5, be amended as follows:</p> <p><b>4.6.7.5                      Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are located at the southwest corner of Burnhamthorpe Road West and Hurontario Street.</p> <p>Notwithstanding the provisions of the Mixed Use designation, <del>the following additional policy will apply:</del></p> <p><b>a.</b> a motor vehicle service station will be permitted.</p>

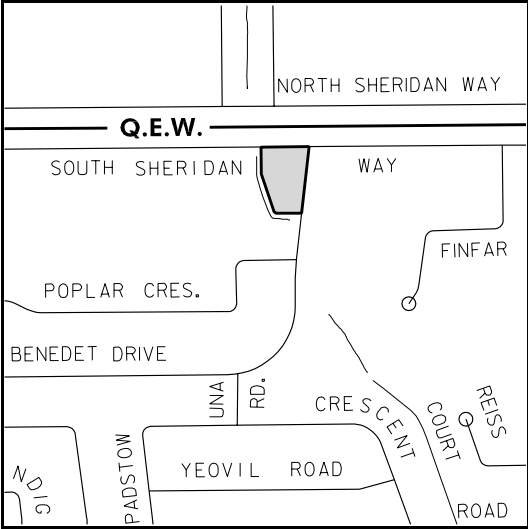



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.6, District Policies, City Centre District Policies, Special Site Policies	Section 4.6 Page 25	A new Special Site should be added for the lands located north of Rathburn Road West, west of the proposed Confederation Parkway extension to permit townhouse dwellings, to be consistent with the existing zoning.	153	<p>That a new Special Site be added to the City Centre District Policies as follows:</p> <p><b>4.6.7.6                      Site 5</b></p> <div><p>The map shows a shaded area representing Special Site 5. It is located north of Rathburn Road West and west of the proposed Confederation Parkway extension. The site is bounded by Highway 403 to the north, Centre View Drive to the east, and Rathburn Road West to the south. To the west of the site are several streets: Greenpark Crescent, Elora Dr., Wallenberg Cres., Via Russo Ct., and Living Arts Drive. To the east of the site is Prince of Wales Dr.</p></div> <p><i>The lands identified as Special Site 5 are located north of Rathburn Road West, west of the Confederation Parkway extension.</i></p> <p><i>Notwithstanding the provisions of the Mixed Use designation, townhouse dwellings will be permitted.</i></p>

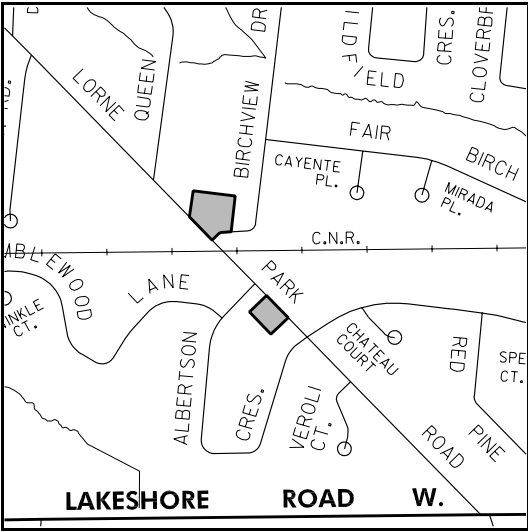
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.6, District Policies, City Centre District Policies, City Centre District Land Use Map	City Centre District Land Use Map	The Transportation and Works Department requested that reference to the “Transitway” and “Transitway Station” be replaced with “Bus Rapid Transit” and “Bus Rapid Transit Station”.	154	<p>That the City Centre District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise the location of the Transitway off-ramp and alignment at Confederation Parkway;</li><li>2. Delete option 2 and renumbering option 3 accordingly;</li><li>3. Replace the reference to "Transitway" and" Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".</li></ol>
Section 4.6, District Policies, City Centre District Policies, City Centre District Land Use Map	City Centre District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	155	<p>That the City Centre District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"><li>4. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.</li></ol>

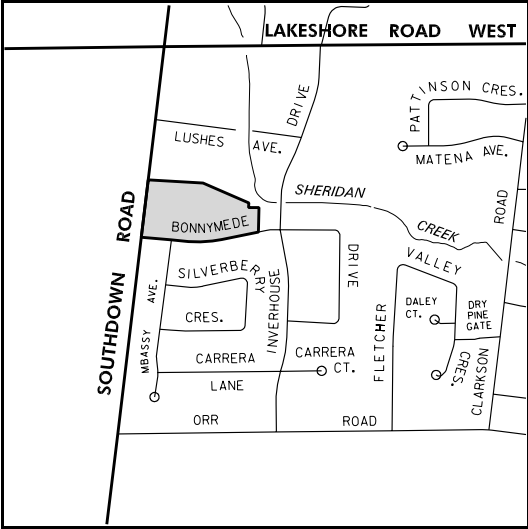
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE City Centre District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 7	Section 4.7.4.4.1.a, is redundant as motor vehicle sales is prohibited in Mainstreet Commercial (See Section 3.5.1.2.c).	156	<p>That Section 4.7.4.4.1.a, be deleted.</p> <p><del>4.7.4.4.1 Mainstreet Commercial</del></p> <p><del>a. Notwithstanding the Mainstreet Commercial policies of this Plan, car dealerships will not be permitted.</del></p>
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 7	Reference in Section 4.7.4.4.2.a, to “car dealerships” should be replaced with “motor vehicle sales” to be consistent with the rest of Mississauga Plan.	157	<p>That Section 4.7.4.4.2.a, be amended as follows:</p> <p><del>a. Notwithstanding the General Commercial policies of this Plan, car dealerships</del> <i>motor vehicle sales</i> will not be permitted.</p>
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 10	Section 4.7.7.4, Special Site 3, should be deleted as the lands have all been zoned. The maximum number of dwelling units permitted through the zoning is 395.	158	<p>That Section 4.7.7.4, be deleted.</p> <p><del>4.7.7.4 Site 3</del></p> <div></div> <p><del>The lands identified as Special Site 3 are located between Indian Road and the CNR tracks, west of Kane Road.</del></p> <p><del>Notwithstanding their Residential Low Density I designation, the maximum number of detached dwellings will not exceed 395 units.</del></p>

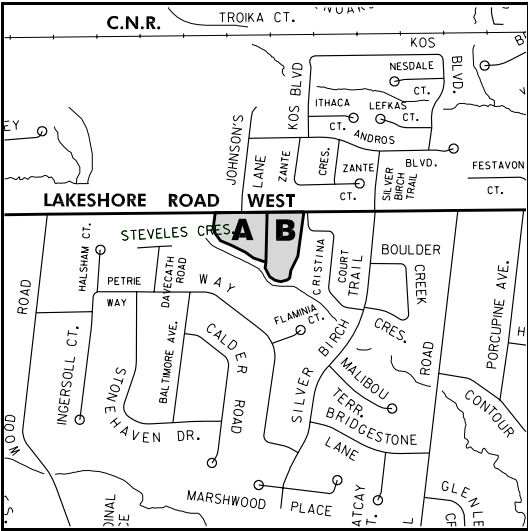
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 15	Special Site 10 should be amended to permit only a gas bar. Permitting a food store is redundant as a convenience retail kiosk with a maximum gross floor area of 300 m <sup>2</sup> is permitted in conjunction with a gas bar.	159	<div><div><div>That Section 4.7.7.11, Site 10, be amended as follows:</div><div><div>4.7.7.11Site 10</div><div></div></div><div><div>The lands identified as Special Site 10 are located at the southwest corner of South Sheridan Way and Benedet Drive.</div><div>Notwithstanding the provisions of the Motor Vehicle Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a: only a gas bar <del>and food store</del> will be permitted.</div></div></div></div></div>

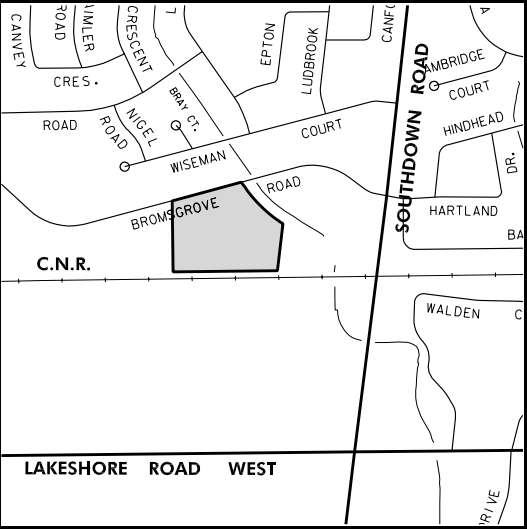
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 15	Reference in Special Site 11 to “car wash” should be deleted and replaced with “motor vehicle wash” to be consistent with the terminology used in Mississauga Plan.	160	<p>That Section 4.7.7.12, Site 11, be amended as follows:</p> <p><b>4.7.7.12                      Site 11</b></p> <div></div> <p>The lands identified as Special Site 11 are located at the northwest corner of Lakeshore Road West and Clarkson Road.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p> <p><del>a.</del> a motor vehicle service station and <del>car</del> motor vehicle wash will be permitted.</p>

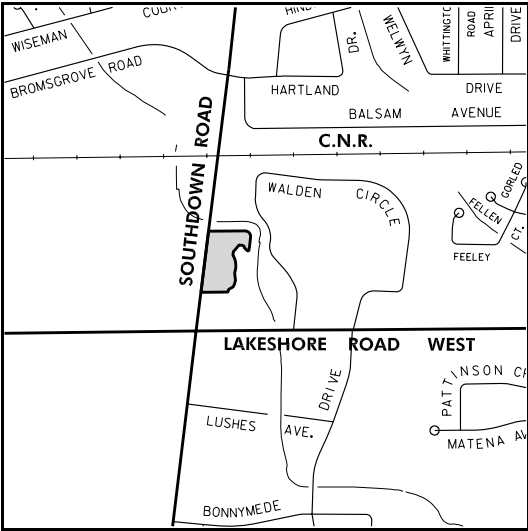
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 16	The graphic and the first paragraph of Special Site 12 should be amended to describe the location of the motor vehicle repair garage on the north side of the railway tracks on the east side of Lorne Park Road.	161	<p>That Section 4.7.7.13, Site 12, be amended as follows:</p> <p><b>4.7.7.13                      Site 12</b></p> <div></div> <p>The lands identified as Special Site 12 are located <i>north of Lorne Park Road, west of Birchview Drive and south of Lorne Park Road, and east of Albertson Crescent.</i></p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p> <p><del>a.</del> <i>a</i> motor vehicle repair garage will be permitted.</p>

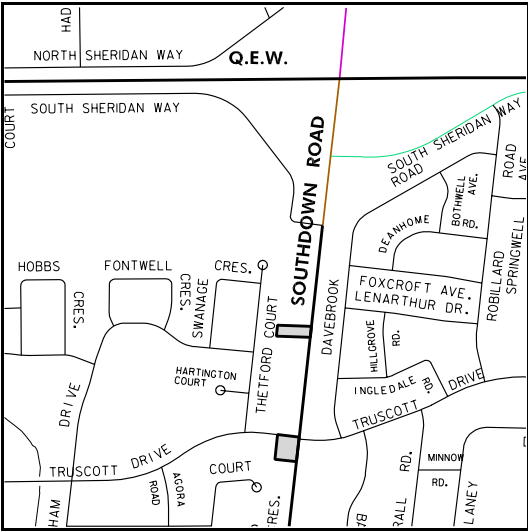
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 17	A new Special Site should be added to the Clarkson-Lorne Park District Policies to recognize the existing 4-storey stacked townhouse dwellings located on the north side of Bonnymede Drive, east of Southdown Road.	162	<div><div><p>That a new Special Site be added to the Clarkson-Lorne Park District Policies as follows:</p><p><b>4.7.7.18                      Site 17</b></p><p>The lands identified as Special Site 17 are located on the north side of Bonnymede Drive, east of Southdown Road.</p><p>Notwithstanding the provisions of the Residential Medium Density I designation, horizontal multiple dwellings will be permitted.</p></div></div>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 17	A new Special Site should be added to the Clarkson-Lorne Park District Policies to recognize the existing townhouses and 3-storey retirement dwelling on the south side of Lakeshore Road West, west of Cristina Court.	163	<p>That a new Special Site be added to the Clarkson-Lorne Park District Policies as follows:</p> <p><b>4.7.7.19                      Site 18</b></p> <div></div> <p><i>The lands identified as Special Site 18 are located on the south side of Lakeshore Road West, west of Cristina Court.</i></p> <p><b>4.7.7.19.1                      Area 18A</b></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, retirement dwellings with a Floor Space Index (FSI) of 1.3, to a maximum height of 3-storeys, will be permitted.</i></p> <p><b>4.7.7.19.2                      Area 18B</b></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, 21 one-storey townhouse dwellings will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 17	A new Special Site should be added to the Clarkson-Lorne Park District Policies to recognize the existing four-storey stacked townhouse dwellings located on the south side of Bromsgrove Road, west of Southdown Road.	164	<p>That a new Special Site be added to the Clarkson-Lorne Park District Policies as follows:</p> <p><b>4.7.7.20                      Site 19</b></p> <div></div> <p><i>The lands identified as Special Site 19 are located on the south side of Bromsgrove Road, west of Southdown Road.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, horizontal multiple dwellings will be permitted.</i></p>

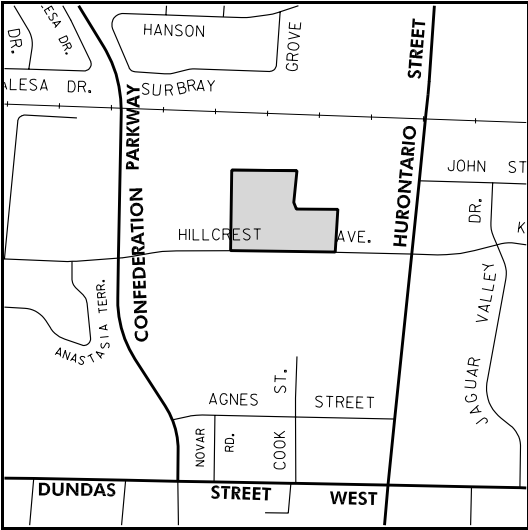
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies, Special Site Policies	Section 4.7 Page 17	A new Special Site should be added to the Clarkson-Lorne Park District Policies to permit a 15-storey apartment building with an Floor Space Index of 5.5 to be consistent with the existing zoning on the lands located on the east side of Southdown Road, north of Lakeshore Road West.	165	<p>That a new Special Site be added to the Clarkson-Lorne Park District Policies as follows:</p> <p><b>4.7.7.21                      Site 20</b></p> <div><p>The map shows a street grid in Mississauga. Southdown Road runs vertically. To its east is a shaded rectangular area labeled 'Special Site 20'. To the west of Southdown Road are streets: Wiseman, Bromsgrove Road, Hartland Drive, Balsam Drive, and Bonnymede. To the east of Southdown Road are streets: Walden Circle, Lushes Ave., and Matena Ave. A horizontal line labeled 'C.N.R.' (Canadian National Railway) runs across the middle. Other streets shown include Whittington Road, April Drive, Feeley, and Pattonson Ct.</p></div> <p><i>The lands identified as Special Site 20 are located on the east side of Southdown Road, north of Lakeshore Road West.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, an apartment building with a maximum height of 15-storeys and a maximum Floor Space Index (FSI) of 5.5 is permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies, Special Site Policies	Section 4.7 Page 17	The Comprehensive Zoning By-law Review identified that, a new Special Site should be added to the Clarkson-Lorne Park District Policies on the lands located on the west side of Southdown Road, south of Truscott Drive and north of Truscott Drive to be consistent with the existing zoning and development.	166	<p>That a new Special Site be added to the Clarkson-Lorne Park District Policies as follows:</p> <p><b>4.7.7.22                      Site 21</b></p> <div></div> <p><i>The lands identified as Special Site 21 are located on the west side of Southdown Road, south of Truscott Drive and north of Truscott Drive.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, offices will be permitted.</i></p>

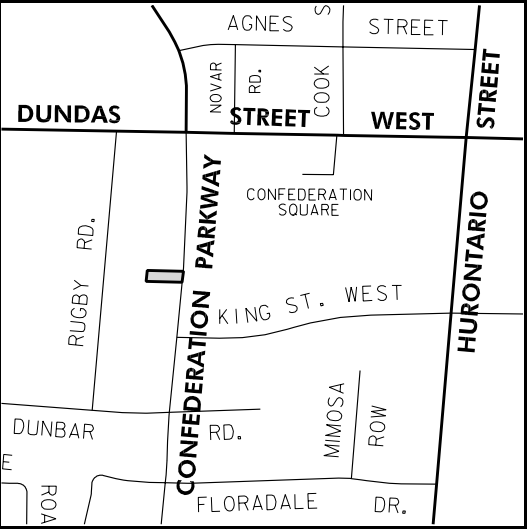
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies, District Land Use Map	Clarkson-Lorne Park District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	167	That the Clarkson-Lorne Park District Land Use Map, be amended as follows:  1. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

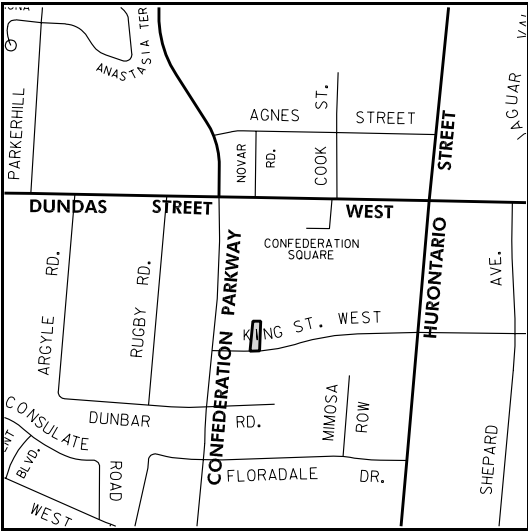
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Clarkson-Lorne Park District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, Land Use	Section 4.8 Page 8	Section 4.8.4.1.4, should be revised to be consistent with other sections of Mississauga Plan.	168	<p>That section 4.8.4.1.4, be amended as follows:</p> <p><b>4.8.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings and <del>low-rise</del> apartments at a Floor Space Index (FSI) of 0.4-0.9. Building height should not exceed a maximum of 4-storeys unless otherwise specified in the Urban Design policies of this Plan.</p>
Section 4.8, District Policies, Cooksville District Policies, Land Use	Section 4.8 Page 8	The Comprehensive Zoning By-law Review identified that, the Floor Space Index (FSI) range should be adjusted to reflect the existing zoning and development.	169	<p>That Section 4.8.4.1.5, be amended as follows:</p> <p><b>4.8.4.1.5 Residential High Density I</b></p> <p>The Residential High Density I designation permits apartment dwellings at a Floor Space Index of <del>1.0-1.8</del> 0.5-1.5. Buildings should not exceed a maximum of 8-storeys in height unless otherwise specified in the Urban Design policies of this Plan.</p>
Section 4.8, District Policies, Cooksville District Policies, Land Use	Section 4.8 Page 9	The Comprehensive Zoning By-law Review identified that, the Floor Space Index (FSI) range should be adjusted to reflect the existing zoning and development.	170	<p>That Section 4.8.4.1.6, be amended as follows:</p> <p><b>4.8.4.1.6 Residential High Density II</b></p> <p>The Residential High Density II designation permits apartment dwellings at a Floor Space Index of <del>1.9</del> 1.5-2.9.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, Special Site Policies	Section 4.8 Page 16	The word “Commercial” should be deleted from Section 4.8.6.7, Special Site 6, to permit all types of accessory uses.	171	<div><div><div>That Special Site 6, Section 4.8.6.7, be amended as follows:</div><div><div>4.8.6.7</div><div>Site 6</div><div>A map of Special Site 6, which is a shaded L-shaped area bounded by Hillcrest Ave. to the north and east, Confederation Parkway to the west, and Agnes St. to the south. The map shows the surrounding street network including Dundas Street West, Hurontario Street, Confederation Parkway, Hillcrest Ave., Agnes St., Cook St., Novar Rd., Anas Rd., and various residential streets like Hanson Grove, Surbray, John St., and Sanguar Valley Dr. The site is located on the north side of Hillcrest Avenue, west of Hurontario Street.</div></div><div><div>The lands identified as Special Site 6 are located <del>along</del> on the north side of Hillcrest Avenue, west of Hurontario Street.</div><div>Notwithstanding <i>the provisions of</i> the Residential High Density II designation, <del>on the lands, the following additional policies will apply:</del></div><div><div>a.</div><div>office development will be permitted at a maximum gross floor area of 61 439 m<sup>2</sup>, of which a maximum of 9 290 m<sup>2</sup> will be used for accessory <del>commercial</del> uses.</div></div></div></div></div>



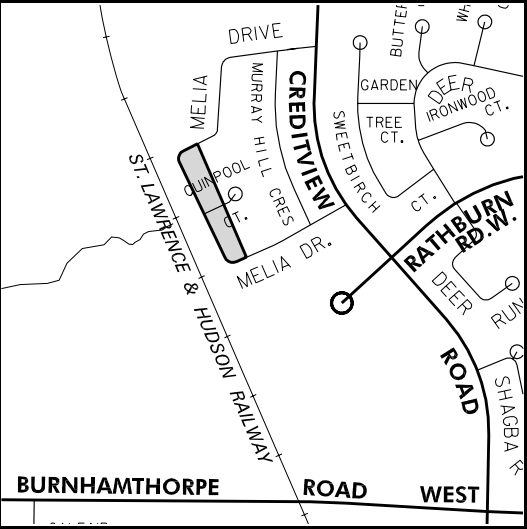
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, Special Site Policies	Section 4.8 Page 19	A new Special Site should be added to recognize the existing uses to permit offices on the west side of Confederation Parkway, south of Dundas Street West.	172	<div><div><p>That a new Special Site be added the Cooksville District Policies as follows:</p><p><b>4.8.6.16                      Site 15</b></p></div><div><p><i>The lands identified as Special Site 15 are located on the west side of Confederation Parkway, south of Dundas Street West.</i></p><p><i>Notwithstanding the provisions of the Residential Low Density II designation, offices will be permitted.</i></p></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, Special Site Policies	Section 4.8 Page 19	A new Special Site should be added to recognize the existing offices on the north side of King Street West, east of Confederation Parkway.	173	<p>That a new Special Site be added the Cooksville District Policies as follows:</p> <p><b>4.8.6.17                      Site 16</b></p> <div></div> <p><i>The lands identified as Special Site 16 are located on the north side of King Street West, east of Confederation Parkway.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, offices will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map	Cooksville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands on the north side of John Street, east of Hurontario Street should be redesignated from Residential High Density I to Residential High Density II to be consistent with the existing zoning.	174	That the Cooksville District Land Use Map, be amended as follows:  1. Redesignate the lands located on the north side of John Street, east of Hurontario Street from "Residential High Density I" to "Residential High Density II".
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map.	Cooksville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the land located east of Clayhill Road, across from Shoreline Drive should be redesignated from Residential Medium Density to Public Open Space to be consistent with the existing development and the proposed zoning.	175	That the Cooksville District Land Use Map, be amended as follows:  2. Redesignate the lands located east of Clayhill Road, across from Shoreline Drive from "Residential Medium Density I" to "Public Open Space".
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map	Cooksville District Land Use Map	Convenience Commercial lands that are located on an Arterial Road and are surrounded by lands designated General Commercial should be redesignated to General Commercial.	176	That the Cooksville District Land Use Map, be amended as follows:  3. Redesignate the following lands from "Convenience Commercial" to "General Commercial": <ul style="list-style-type: none"> <li>• the north side of Dundas Street West, west of Parkerhill Boulevard;</li> <li>• the south side of Dundas Street West, west of Confederation Parkway;</li> <li>• the north side of Dundas Street East, east of Kirwin Avenue;</li> <li>• the north side of Dundas Street East, east of Franze Drive;</li> <li>• the south side of Dundas Street East, east of Burslem Road.</li> </ul>
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map	Cooksville District Land Use Map	The lands located south of the railway tracks on the east side of Hurontario Street should be redesignated from Convenience Commercial to Mainstreet Commercial as they are located on an Arterial Road and are surrounded by lands designated Mainstreet Commercial.	177	That the Cooksville District Land Use Map, be amended as follows:  4. Redesignate the lands located on the east side of Hurontario Street, south of the railway tracks from "Convenience Commercial" to "Mainstreet Commercial".

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map	Cooksville District Land Use Map	As a result of revising the General Commercial policies to only permit motor vehicle uses in Employment Districts but not in Nodes, various sites along Dundas Street West and East should be redesignated from General Commercial to Motor Vehicle Commercial to be consistent with the existing zoning and development.	178	<p>That the Cooksville District Land Use Map, be amended as follows:</p> <p>5. Redesignate the following lands from "General Commercial" to "Motor Vehicle Commercial":</p> <ul style="list-style-type: none"><li>• the north-west corner of Dundas Street East and Franze Drive;</li><li>• the north-east corner of Dundas Street East and Given Road;</li><li>• the south-east corner of Dundas Street East and Cliff Road;</li><li>• the west side of Hensal Street, south of Dundas Street East;</li><li>• the south side of Dundas Street West, east of Mary Fix Creek;</li><li>• the south-west corner of Dundas Street West and Argyle Road.</li></ul>
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map	Cooksville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	179	<p>That the Cooksville District Land Use Map, be amended as follows:</p> <p>6. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.</p>

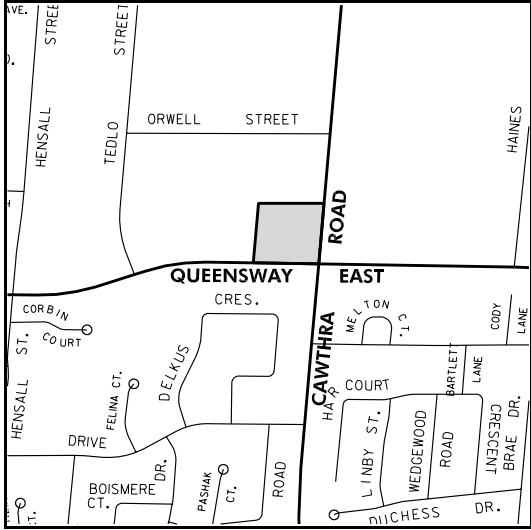
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Cooksville District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.9, District Policies, Creditview District Policies, Land Use	Section 4.9 Page 4	Section 4.9.4.2, should be deleted as it is operational.	180	<p>That Section 4.9.4.2, be deleted.</p> <p><del>4.9.4.2 — Open Space</del></p> <p><del>A pedestrian linkage may be developed connecting this community with lands, which may be developed as the City's Public Gardens, on the west side of the St. Lawrence &amp; Hudson Railway.</del></p>
Section 4.9, District Policies, Creditview District Policies, Land Use	Section 4.9 Page 8	The Comprehensive Zoning By-law Review identified that, a new Special Site should be added for the street townhouse dwellings located on the east side of Melia Drive, east and west of Quinpool Court as they are currently designated Residential Low Density II which only permits detached, semi-detached, and duplexes.	181	<p>That a new Special Site be added to the Creditview District Policies as follows:</p> <p><b>4.9.6.7                      Site 6</b></p> <div><p>The map shows a residential area with Melia Drive running vertically. To the west of Melia Drive is the St. Lawrence &amp; Hudson Railway. To the east of Melia Drive are several streets: Quinpool Ct., Murray Hill Cres, Sweet Birch Ct., Garden Tree Ct., Butterfield Ct., and Deerwood Ct. Further east is Rathburn Rd. W. and Shagbark Rd. The area is labeled 'CREDITVIEW' and 'BURNHAMTHORPE ROAD WEST'.</p></div> <p><i>The lands identified as Special Site 6 are located on the east side of Melia Drive east and west of Quinpool Court.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, townhouse dwellings will also be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.9, District Policies, Creditview District Policies	Section 4.9 Creditview District Land Use Map	The Transportation and Works Department requested editorial changes to the Creditview District Land Use Map.	182	That the Creditview District Land Use Map, be amended as follows:  1. Delete the Mavis Road Transitway Station and revise the Transitway alignment;  2. Replace the reference to "Transitway" and" Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.9, District Policies, Creditview District Policies	Section 4.9 Creditview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	183	That the Creditview District Land Use Map, be amended as follows:  3. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Creditview District Land Use Map			

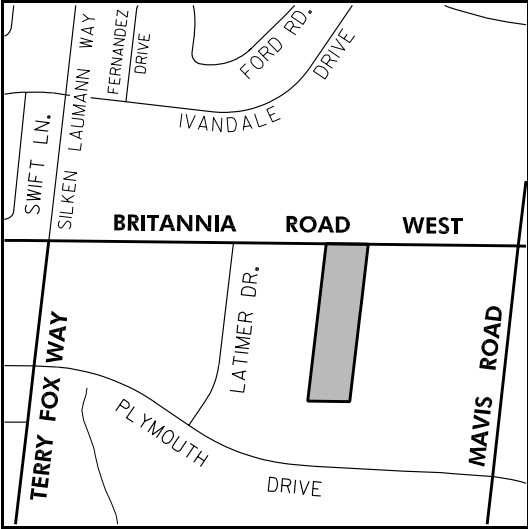


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.10, District Policies, Dixie District Policies, Land Use	Section 4.10 Page 4	A new policy should be added to Section 4.10.4, Land Use, to permit existing employment uses that require extensive outdoor processing and storage to continue or expand.	184	<p>That a new Section be added to Section 4.10.4, as follows:</p> <p><b>4.10.4.3 Business Employment</b></p> <p><i>Notwithstanding the Business Employment policies of this Plan, the following additional uses will be permitted:</i></p> <p><i>a. existing industrial uses that require extensive outdoor processing and storage will be permitted, and may expand.</i></p>
Section 4.10, District Policies, Dixie District Policies, Special Site Policies	Section 4.10 Page 11	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation in Employment Districts, it would be appropriate to redesignate all lands currently designated Motor Vehicle Commercial to Business Employment. As a result, Section 4.10.6.6, Site 5, should be deleted.	185	<p>That Section 4.10.6.6 Site 5, be deleted.</p> <p><del>4.10.6.6 Site 5</del></p> <div></div> <p><del>The lands identified as Special Site 5 are located at the northwest corner of Queensway East and Cawthra Road.</del></p> <p><del>Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policy will apply:</del></p> <p><del>a. all types of restaurants will be permitted.</del></p>

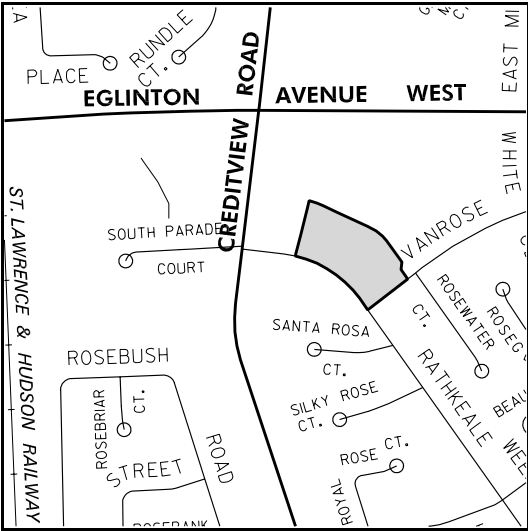
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.10, District Policies, Dixie District Policies, District Land Use Map	Dixie District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located south of the St. Lawrence and Hudson Railway Tracks between Haines Road and Dixie Road, with an existing zoning of M2 should be redesignated from Business Employment to Industrial to be consistent with existing development and existing and proposed zoning.	<b>186</b>	That the Dixie District Land Use Map, be amended as follows:  1. Redesignate the lands located south of the St. Lawrence and Hudson Railway, between Haines Road and Dixie Road from "Business Employment" to "Industrial", and add "Industrial" to the Land Use Designations legend.
Section 4.10, District Policies, Dixie District Policies, District Land Use Map	Dixie District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located north of the St. Lawrence and Hudson Railway, west of Blundell Road should be redesignated from Business Employment to General Commercial to be consistent with the existing zoning and development.	<b>187</b>	That the Dixie District Land Use Map, be amended as follows:  2. Redesignate the lands located north of the St. Lawrence and Hudson Railway, west of Blundell Road from "Business Employment" to "General Commercial".
Section 4.10, District Policies, Dixie District Policies, District Land Use Map	Dixie District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the General Commercial designation, all lands currently designated Motor Vehicle Commercial should be redesignated to General Commercial.	<b>188</b>	That the Dixie District Land Use Map, be amended as follows:  3. Redesignate the following lands from "Motor Vehicle Commercial" to "General Commercial": <ul style="list-style-type: none"> <li>• southeast corner of Dundas Street East and Haines Road;</li> <li>• southwest corner of Dundas Street East and Haines Road;</li> <li>• southeast corner of Dundas Street East and Stanfield Road;</li> <li>• southeast corner of Dundas Street East and Dixie Road.</li> </ul>
Section 4.10, District Policies, Dixie District Policies, District Land Use Map	Dixie District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation, the lands at the northwest corner of Queensway East and Cawthra Road currently designated Motor Vehicle Commercial should be redesignated to Business Employment.	<b>189</b>	That the Dixie District Land Use Map, be amended as follows:  4. Redesignate the lands on the northwest corner of Queensway East and Cawthra Road from "Motor Vehicle Commercial" to "Business Employment".
Section 4.10, District Policies, Dixie District Policies, District Land Use Map	Dixie District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>190</b>	That the Dixie District Land Use Map, be amended as follows:  5. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

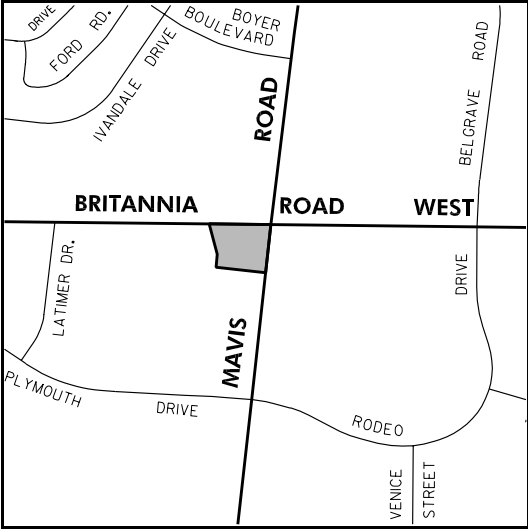
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Dixie District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 4	The terminology used in Section 4.11.4.1.2, should be updated to be consistent with the rest of Mississauga Plan.	191	<p>That Section 4.11.4.1.2, be amended as follows:</p> <p><b>4.11.4.1.2 Residential Low Density II</b></p> <p>The Residential Low Density II designation permits detached, semi-detached and <del>other types of freehold dwellings including</del> street townhouses <i>dwellings</i>, within a density range of 18-30 units per net residential hectare.</p>
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 4	Section 4.11.4.2, should be deleted as it is covered under Section 3.3.1, Business Employment, Permitted Uses.	192	<p>That Section 4.11.4 2, be deleted.</p> <p><del>4.11.4.2 Business Employment</del></p> <p><del>Notwithstanding the Business Employment Policies of this Plan the following uses will not be permitted:</del></p> <p><del>a. waste processing or transfer stations and composting facilities;</del></p> <p><del>b. trucking terminals and transportation depots;</del></p> <p><del>c. motor vehicle body repair facilities;</del></p> <p><del>d. motor vehicle repair garages.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 8	The Comprehensive Zoning By-law Review identified that, Section 4.11.6.4, Special Site 3, should be amended to be consistent with the existing zoning and development.	193	<p>That Section 4.11.6.4, Special Site 3, be amended as follows:</p> <p><b>4.11.6.4                      Site 3</b></p> <div></div> <p>The lands identified as Special Site 3 are located on the south side of Britannia Road West between Terry Fox Way and Mavis Road.</p> <p>Notwithstanding the General Commercial designation, <i>a truck terminal with a maximum Gross Floor Area (GFA) of 510 m<sup>2</sup> will be permitted</i> the following additional policy will apply:</p> <p><del>a. the existing uses will be permitted to continue but permission will not be given to enlarge or extend the buildings and structures beyond the limits of the lands;</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 11	Section 4.11.6.9, Special Site 8, should be amended to delete references to permitting a long term care facility with an ancillary day care and community centre as these uses are permitted.	194	<p>That Section 4.11.6.9, Special Site 8, be amended as follows:</p> <p><b>4.11.6.9                      Site 8</b></p> <div></div> <p>The lands identified as Special Site 8 are located on the west side of Mavis Road, north of Preston Manor Drive.</p> <p>Notwithstanding the provisions of the Residential High Density I designation, <del>on the lands, the following additional policies will apply:</del></p> <ul style="list-style-type: none"><li><del>a. a long term care facility with an ancillary day care and community centre will be permitted;</del></li><li><del>b. development of the property will be permitted up to a maximum floor space index of 1.75.</del></li></ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 13	The Comprehensive Zoning By-law Review identified that, a new Special Site should be added to the East Credit District Policies for the lands located on the north side of Rathkeale Road, east of Creditview Road to permit an FSI of 2.1 to be consistent with the existing zoning and development.	195	<p>That a new Special Site be added to the East Credit District Policies as follows:</p> <p><b>4.11.6.13      Site 12</b></p> <div></div> <p><i>The lands identified as Special Site 12 are located on the north side of Rathkeale Road, east of Creditview Road.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, a maximum FSI of 2.1 will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 13	As a result of revising the General Commercial policies to only permit motor vehicle uses in Employment Districts but not in Nodes, the site located at the south-west corner of Britannia Road West and Mavis Road should be added as a Special Site to be consistent with the existing zoning and development.	196	<p>That a new Special Site be added to the East Credit District Policies as follows:</p> <p><b>4.11.6.14            Site 13</b></p> <div></div> <p><i>The lands identified as Special Site 13 are located at the south-west corner of Britannia Road West and Mavis Road.</i></p> <p><i>Notwithstanding the provisions of the General Commercial designation, motor vehicle commercial uses will be permitted.</i></p>

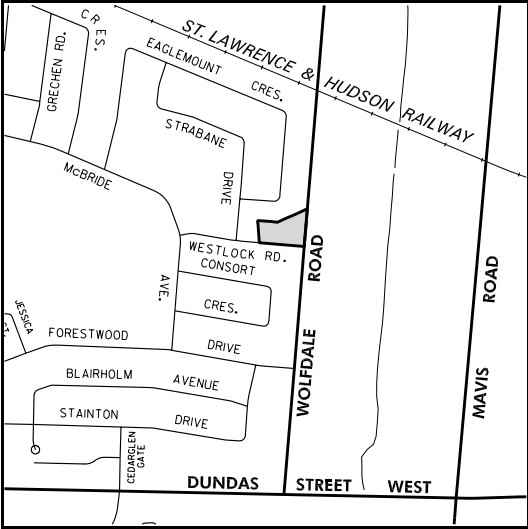


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Section 4.11, District Policies, East Credit District Policies	East Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the townhouse dwellings located on the north side of South Parade Court, west of Creditview Road should be redesignated from Residential High Density I to Residential Medium Density I.	197	That the East Credit District Land Use Map, be amended as follows:  1. Redesignate the lands on the north side of South Parade Court, west of Creditview Road from "Residential High Density I" to "Residential Medium Density I".
Section 4.11, District Policies, East Credit District Policies	East Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located north of Eglinton Avenue, east of Heatherleigh Avenue should be redesignated from Convenience Commercial to Residential Medium Density I to be consistent with the existing development and the existing and proposed zoning.	198	That the East Credit District Land Use Map, be amended as follows:  2. Redesignate the lands located north of Eglinton Avenue West, east of Heatherleigh Avenue from "Convenience Commercial" to "Residential Medium Density I".
Section 4.11, District Policies, East Credit District Policies, East Credit District Land Use Map	East Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located north of Eglinton Avenue, west of Mavis Road should be redesignated from Residential Medium I to Residential High Density I to be consistent with the existing development and the existing and proposed zoning.	199	That the East Credit District Land Use Map, be amended as follows:  3. Redesignate the lands located north of Eglinton Avenue West, west of Mavis Road from "Residential Medium Density I" to "Residential High Density I".
Section 4.11, District Policies, East Credit District Policies, East Credit District Land Use Map	East Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located adjacent to the Creditview Wetlands, not considered part of the Creditview Wetlands should be redesignated from Greenbelt to Public Open Space.	200	That the East Credit District Land Use Map, be amended as follows:  4. Redesignate the lands located south of Willowvale Gardens, east of Brockworth Drive (Creditview Wetlands) from "Greenbelt" to "Public Open Space".

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies, East Credit District Land Use Map	East Credit District Land Use Map	The Transportation and Works Department requested editorial changes to the East Credit District Land Use Map.	201	That the East Credit District Land Use Map, be amended as follows:  5. Delete the Mavis Road Transitway Station;  6. Replace the reference to "Transitway" and" Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.11, District Policies, East Credit District Policies, East Credit District Land Use Map	East Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	202	That the East Credit District Land Use Map, be amended as follows:  7. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

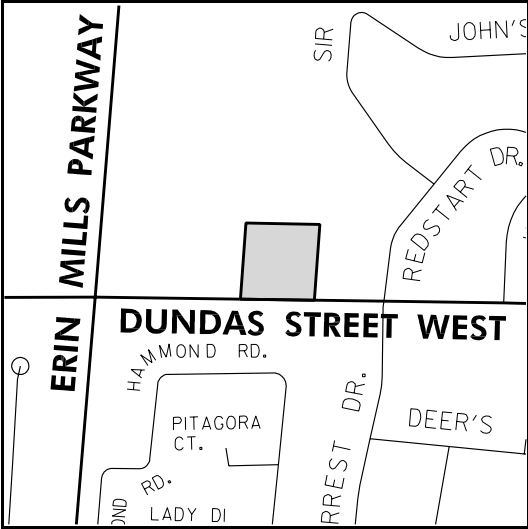
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SEE East Credit District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.12, District Policies, Erindale District Policies, Land Use	Section 4.12 Page 4	Through the Comprehensive Zoning By-law Review it was identified that the Residential Medium Density I policies should be amended to permit semi-detached dwellings as they currently exist.	<b>203</b>	That Section 4.12.3.1.3, be amended as follows:  <b>4.12.3.1.3 Residential Medium Density I</b>  The Residential Medium Density I designation permits <i>semi-detached dwellings and townhouse dwellings development</i> , within a density range of 25-50 units per net residential hectare. Building height should not exceed a maximum of 3-storeys in height.
Section 4.12 District Policies, Erindale, District Policies, Land Use	Section 4.12 Page 4	Through the Comprehensive Zoning By-law Review it was identified that the Floor Space Index range in the Residential High Density I was inconsistent with the existing zoning and development.	<b>204</b>	That section 4.12.3.1.4, be amended as follows:  <b>4.12.3.1.4 Residential High Density I</b>  The Residential High Density I designation permits <del>medium-rise</del> apartment dwellings at a Floor Space Index of <del>±0-1.8</del> 0.5-1.0. These dwellings should not exceed a maximum of 8-storeys in height.
Section 4.12, District Policies, Erindale District Policies, Land Use	Section 4.12 Page 4	Through the Comprehensive Zoning By-law Review it was identified that the Floor Space Index range in the Residential High Density II was inconsistent with the existing zoning and what is built.	<b>205</b>	That section 4.12.3.1.5, be amended as follows:  <b>4.12.3.1.5 Residential High Density II</b>  The Residential High Density II designation permits <del>medium-rise and high-rise</del> apartment dwellings at a Floor Space Index of <del>±0-2.9</del> 1.0-1.8.
Section 4.12, District Policies, Erindale District Policies, Land Use	Section 4.12 Page 4	Section 4.12.3.2.1, General Commercial, is redundant and should be deleted as it is covered in Section 3.15, Urban Design.	<b>206</b>	That Section 4.12.3.2, be deleted.  <del><b>4.12.3.2 Commercial</b></del>  <del><b>4.12.3.2.1 General Commercial</b></del>  <del>To increase greater pedestrian traffic near the facility, Westdale Mall expansion will be encouraged to take the form of free-standing, street related buildings.</del>
Section 4.12, District Policies, Erindale District Policies, Special Site Policies	Section 4.12 Page 6	An additional policy should be added to the Special Site 1 policies to address height in the Mainstreet Commercial designation.	<b>207</b>	That Section 4.12.5.2, be amended as follows:  <i><b>h. Buildings should have a minimum height of 2-storeys and a maximum height of 3-storeys.</b></i>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.12, District Policies, Erindale District Policies, Special Site Policies	Section 4.12 Page 9	The Comprehensive Zoning By-law Review identified that, it would be appropriate to redesignate the lands identified as Special Site 6 located at the northwest corner of Wolfedale Road and Westlock Road from Residential Medium Density I to Convenience Commercial to recognize the existing plaza. The Special Site policies should be amended appropriately.	208	<p>That Section 4.12.5.7, Special Site 6, be amended as follows:</p> <p><b>4.12.5.7                      Site 6</b></p> <div></div> <p>The lands identified as Special Site 6 are located at the northwest corner of Wolfedale Road and Westlock Road.</p> <p>Notwithstanding the provisions of the <del>Residential Medium Density-I Convenience Commercial</del> designation, the following additional uses will also be permitted:</p> <ul style="list-style-type: none"><li><del>a. Convenience Commercial uses;</del> <i>townhouse dwellings;</i></li><li><del>b. motor vehicle rental facilities.</del> <i>facility.</i></li></ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.12, District Policies, Erindale District Policies, Erindale District Land Use Map	Erindale District Land Use Map	The lands located on the northwest corner of Wolfedale Road and Westlock Road should be redesignated from Residential Medium Density I to Convenience Commercial to recognize the existing zoning and commercial centre.	209	That the Erindale District Land Use Map, be amended as follows:  1. Redesignate the lands located on the northwest corner of Wolfedale Road and Westlock Road from "Residential Medium Density I" to "Convenience Commercial".
Section 4.12, District Policies, Erindale District Policies, Erindale District Land Use Map	Erindale District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	210	That the Erindale District Land Use Map, be amended as follows:  2. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Erindale District Land Use Map			

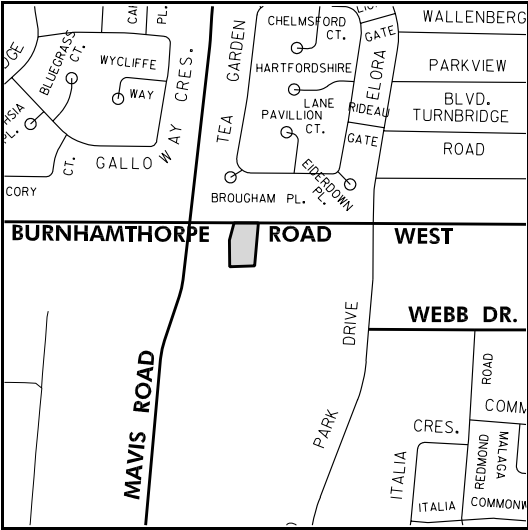
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.13, District Policies, Erin Mills District Policies, Land Use	Section 4.13 Page 4	Section 4.13.3.1.2, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	211	<p>That Section 4.13.3.1.2, be amended as follows:</p> <p><b>4.13.3.1.2 Residential Low Density II</b></p> <p>The Residential Low Density II designation permits detached, semi-detached, duplex and <del>other types of dwellings with individual frontages on a public street</del> <i>street townhouse dwellings</i>, within a <del>net</del> density range of 18-30 units per net residential hectare.</p>
Section 4.13, District Policies, Erin Mills District Policies, Land Use	Section 4.13 Page 4	Section 4.13.3.1.3, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	212	<p>That Section 4.13.3.1.3, be amended as follows:</p> <p><b>4.13.3.1.3 Residential Medium Density I</b></p> <p>The Residential Medium Density I designation permits detached, semi-detached, duplex, <del>and townhouse dwellings and all forms of horizontal multiple dwellings</del> within a <del>net</del> density range of 30-57 units per net residential hectare. <del>All forms of low-rise multiple dwellings will also be permitted within this density range.</del></p>
Section 4.13, District Policies, Erin Mills District Policies, Special Site Policies	Section 4.13 Page 10	A new Special Site should be added to the Erin Mills District Policies to permit the existing funeral home on the north side of Dundas Street West, east of Erin Mills Parkway.	213	<p>That a new Special Site be added to the Erin Mills District Policies as follows:</p> <p><b>4.13.5.9 Site 8</b></p> <div></div> <p><i>The lands identified as Special Site 8 are located on the north side of Dundas Street West, east of Erin Mills Parkway.</i></p> <p><i>Notwithstanding the provisions of the General Commercial designation, a Funeral Establishment will be the only permitted use.</i></p>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands on the east side of Sawmill Valley Drive, north of Burnhamthorpe Road West be redesignated from Greenbelt to Residential Low Density I.	<b>214</b>	That the Erin Mills District Land Use Map, be amended as follows:  1. Redesignate the lands on the east side of Sawmill Valley Drive, north of Burnhamthorpe Road West from "Greenbelt" to "Residential Low Density I".
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands north of the Collegeway, west of South Millway be redesignated from Residential High Density I to Residential Medium Density I to recognize the existing townhouse dwellings.	<b>215</b>	That the Erin Mills District Land Use Map, be amended as follows:  2. Redesignate the lands north of the Collegeway, west of South Millway from "Residential High Density I" to "Residential Medium Density I".
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands on the north side of The Collegeway (#2433, 2401) east of Glen Erin Drive (#3477) be redesignated from Residential High Density II to Residential Medium Density I to recognize the existing townhouse dwellings.	<b>216</b>	That the Erin Mills District Land Use Map, be amended as follows:  3. Redesignate the lands on the north side of The Collegeway (#2433, 2401) east of Glen Erin Drive (#3477) "High Density II" to "Residential Medium Density I".
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands on the west side of The Collegeway, southeast of South Millway be redesignated from Residential High Density I to Residential Medium Density I to recognize the existing townhouse dwellings.	<b>217</b>	That the Erin Mills District Land Use Map, be amended as follows:  4. Redesignate the lands on the west side of The Collegeway, southeast of South Millway from "Residential High Density I" to "Residential Medium Density I".
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Dundas Street West should be redesignated from Residential Low Density I to General Commercial to be consistent with the existing development and proposed zoning.	<b>218</b>	That the Erin Mills District Land Use Map, be amended as follows:  5. Redesignate the lands located on the north side of Dundas Street West, east of Erin Mills Parkway from "Residential Low Density I" to "General Commercial".

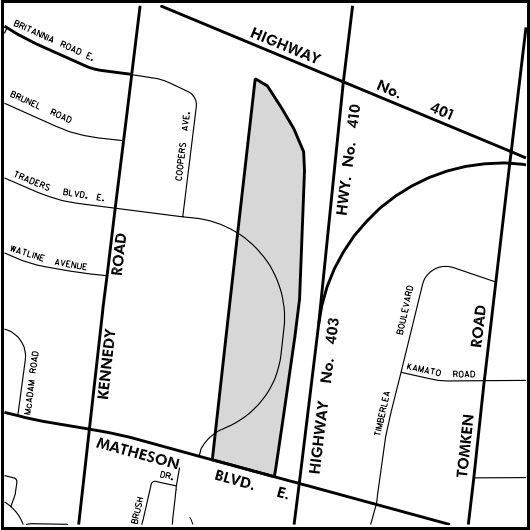
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Transportation and Works Department requested that the Erin Mills District Land Use Map be amended to reflect the Bus Rapid Transit alignment and stations.	219	That the Erin Mills District Land Use Map, be amended as follows:  6. Add Ninth Line as an Arterial Road south of Eglinton Avenue West to Dundas Street West;  7. Add the Bus Rapid Transit alignment and Bus Rapid Transit Stations;  8. Add reference to "Bus Rapid Transit" and "Bus Rapid Transit Station" in the legend.
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	220	That the Erin Mills District Land Use Map, be amended as follows:  9. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

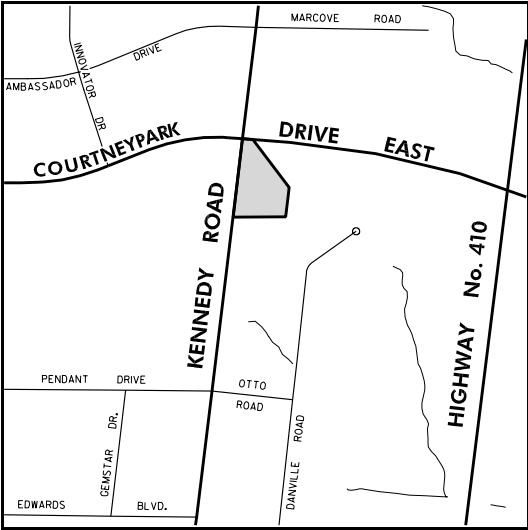
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SEE Erin Mills District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.14, District Policies, Fairview District Policies, Land Use	Section 4.14 Page 4	The Comprehensive Zoning By-law Review identified that, street townhouse dwellings should be permitted in the Residential Low Density II designation to be consistent with the existing zoning and development.	221	<p>That Section 4.14.3.1.2, be amended as follows:</p> <p><b>4.14.3.1.2 Residential Low Density II</b></p> <p>The Residential Low Density II designation permits detached, semi-detached, duplex and <del>other types of dwellings with individual frontages on a public street</del> <i>street townhouse dwellings</i>, within a density range of 18-30 units per net residential hectare.</p>
Section 4.14, District Policies, Fairview District Policies, Special Site Policies	Section 4.14 Page 6	The Comprehensive Zoning By-law Review identified that, the lands located in Special Site 1 should permit a self storage facility to be consistent with a recent rezoning on the property.	222	<p>That Section 4.14.5.2.3, be amended by adding a new Section 4.14.5.2.3.f as follows:</p> <p><i>f. a self storage facility will also be permitted.</i></p>
Section 4.14, District Policies, Fairview District Policies, Special Site Policies	Section 4.14 Page 9	Section 4.14.5.6, Site 5, should be deleted and the lands be redesignated from Motor Vehicle Commercial to General Commercial to permit the existing restaurants.	223	<p>That Section 4.14.5.6, Site 5, be deleted.</p> <p><b>4.14.5.6 Site 5</b></p> <div><p>The map shows a street grid. Burnhamthorpe Road runs horizontally across the middle. Mavis Road runs vertically on the left. Webb Dr. runs vertically on the right. To the north of Burnhamthorpe Road, there are several residential streets including Chelmsford Ct., Hartfordshire Lane, Pavilion Ct., Brougham Pl., and Elora Gate. To the south of Burnhamthorpe Road, there are streets like Park Drive, Italia Cres., and Redmond Common. A shaded rectangular area is located on Burnhamthorpe Road, east of Mavis Road and west of Webb Dr., representing the location of Site 5.</p></div> <p><del>The lands identified as Special Site 5 are located south of Burnhamthorpe Road West and east of Mavis Road.</del></p> <p><del>Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policy will apply:</del></p> <p><del>a. all types of restaurants will be permitted.</del></p>

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Section 4.14, District Policies, Fairview District Policies, Fairview District Land Use Map	Fairview District Land Use Map	Through the Comprehensive Zoning By-law Review, it was identified that the lands on the south side of Burnhamthorpe West, east of the motor vehicle service station at the southeast corner of Mavis Road be redesignated from Motor Vehicle Commercial to General Commercial.	<b>224</b>	That the Fairview District Land Use Map, be amended as follows:  1. Redesignate the lands located on the south side of Burnhamthorpe West, east of motor vehicle service station at the corner of Mavis Road from "Motor Vehicle Commercial" to "General Commercial".
Section 4.14, District Policies, Fairview District Policies, Fairview District Land Use Map	Fairview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands on the west side of Grand Park Drive, south of Central Parkway West be redesignated from Open Space to Residential Low Density II to recognize two detached dwellings that were recently built.	<b>225</b>	That the Fairview District Land Use Map, be amended as follows:  2. Redesignate the lands on the west side of Grand Park Drive, south of Central Parkway West from "Open Space" to "Residential Low Density II".
Section 4.14, District Policies, Fairview District Policies, Fairview District Land Use Map	Fairview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>226</b>	That the Fairview District Land Use Map, be amended as follows:  3. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

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SEE Fairview District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.15.4.1, District Policies, Gateway District Policies, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.15 Page 7	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	227	<p>That Section 4.15.4.1, Table 1, Basic Road Characteristics, be amended as follows:</p> <p>1. Add 26 m ROW Width conceptual Britannia Road East link to Abilene Drive from Tomken Road to Kennedy Road.</p>
Section 4.15, District Policies, Gateway District Policies, Special Site Policies	Section 4.15 Page 16	The terminology in Section 4.15.5.10, should be updated to be consistent with other sections of Mississauga Plan.	228	<p>That Section 4.15.5.10, Site 9, be amended as follows:</p> <p><b>4.15.5.10            Site 9</b></p> <div></div> <p>The lands identified as Special Site 9, known as the Hershey Centre, are located west of Provincial Highway 403, between Provincial Highway 401 and Matheson Boulevard East.</p> <p>Notwithstanding <i>the provisions of the Public Open Space</i> designation, the following additional policy will apply:</p> <p>a. land uses permitted within Special Site 9 include recreational and spectator facilities such as spectator arenas, outdoor stadiums, community arenas, and indoor sport complex, as well as complimentary uses such as, but not limited to, commercial uses, restaurants, sports medical clinic, health and fitness centre, accessory offices, and <i>overnight accommodations a hotel.</i></p>

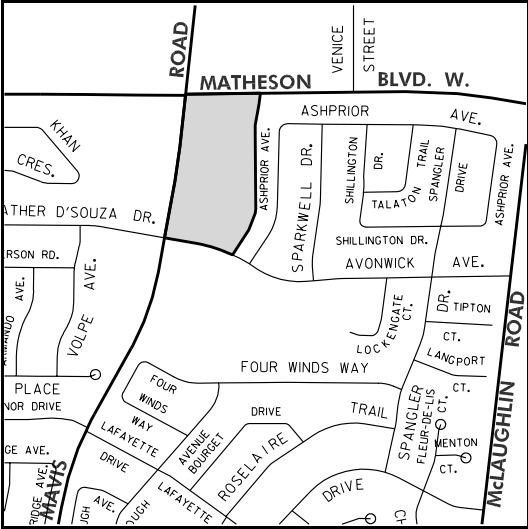
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.15, District Policies, Gateway District Policies, Special Site Policies	Section 4.15 Page 16	Section 4.15.5.11, Site 10, should be deleted as all the additional uses are permitted under the Business Employment designation.	229	<p>That Section 4.15.5.11, Site 10, be deleted.</p> <p><del>4.15.5.11</del> — <del>Site 10</del></p>  <p><del>The lands identified as Special Site 10, are located at the southeast corner of Courtney Park Drive East and Kennedy Road.</del></p> <p><del>Notwithstanding the Business Employment designation, the following additional policy will apply:</del></p> <p><del>a. a gas bar which may include a commercial kiosk, a car wash, a truck stop facility with accessory uses will be permitted.</del></p>

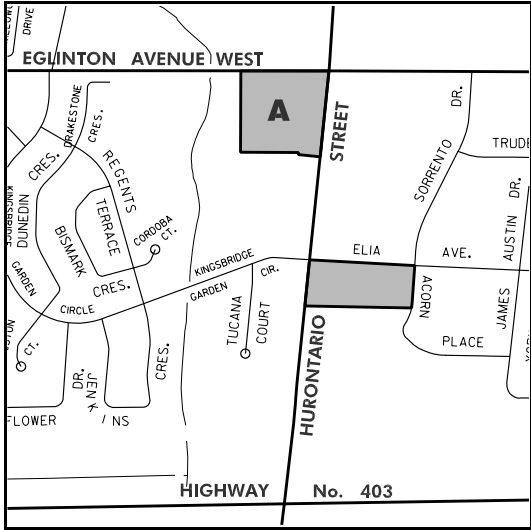


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.15, District Policies, Gateway District Policies, Gateway District Land Use Map	Gateway District Land Use Map	The Comprehensive Zoning By-law Review identified that, a number of internal properties had existing industrial operations with extensive outdoor processing and/or storage areas. These lands are currently designated Business Employment and zoned M2. It would be appropriate to redesignate these lands from Business Employment to Industrial to be consistent with the existing land uses.	230	That the Gateway District Land Use Map, be amended as follows:  1. Redesignate the following lands from "Business Employment" to "Industrial" and add "Industrial" to the Land Use Designations legend: <ul style="list-style-type: none"> <li>the lands located east of Kennedy Road, north and south of Slate Drive;</li> <li>the lands located south of Britannia Road East, north and south of Brunel Road;</li> <li>the lands located east of Whittle Road, north and south of Watline Avenue.</li> </ul>
Section 4.15, District Policies, Gateway District Policies, Gateway District Land Use Map	Gateway District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation, all lands currently designated Motor Vehicle Commercial should be redesignated to Business Employment.	231	That the Gateway District Land Use Map, be amended as follows:  2. Redesignate the following lands from "Motor Vehicle Commercial" to "Business Employment": <ul style="list-style-type: none"> <li>northeast corner of Cantay Road and Mavis Road;</li> <li>northeast corner of Matheson Boulevard East and Kennedy Road;</li> <li>southeast corner of Matheson Boulevard East and Hurontario Street;</li> <li>southwest corner of Derry Road East and Kennedy Road;</li> <li>northeast corner of Derry Road East and Kennedy Road;</li> <li>northeast corner of Britannia Road West and McLaughlin Road.</li> </ul>
Section 4.15, District Policies, Gateway District Policies, Gateway District Land Use Map	Gateway District Land Use Map	The Transportation and Works Department requested that editorial changes be made to the Gateway District Land Use Map.	232	That the Gateway District Land Use Map, be amended as follows:  3. Update location of the Hurontario Street/Highway 401 ramps;  4. Add the Britannia Road East link to Abilene Drive;  5. Add "Future Major Collector (conceptual)" in legend.
Section 4.15, District Policies, Gateway District Policies, Gateway District Land Use Map	Gateway District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	233	That the Gateway District Land Use Map, be amended as follows:  6. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

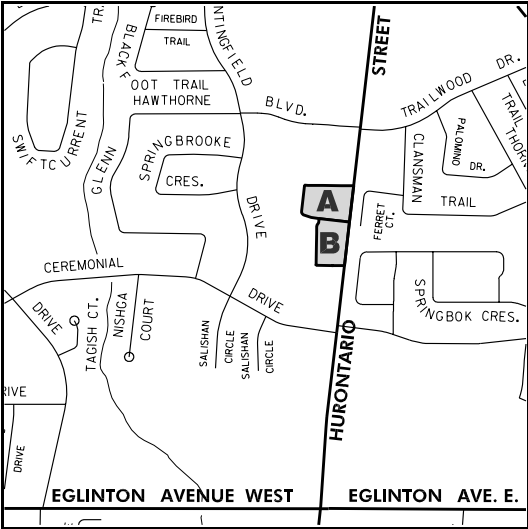
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SEE Gateway District Land Use Map			

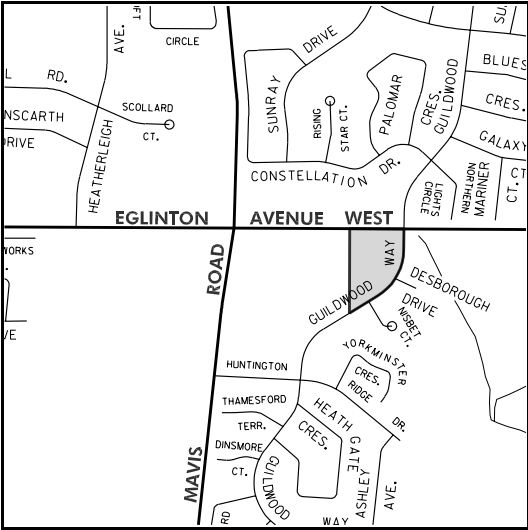
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Land Use	Section 4.16 Page 4	Section 4.16.4.1.4, should be revised to be consistent with other sections of Mississauga Plan.	234	<p>That section 4.16.4.1.4, be amended as follows:</p> <p><b>4.16.4.1.4        Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings as well as <del>low-rise</del> apartments <i>dwellings</i> at a Floor Space Index (FSI) of 0.4-0.9. Building height should not exceed 4-storeys.</p>

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Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 8	The Comprehensive Zoning By-law Review identified that, Section 4.16.6.3, Site 2, should be amended by redesignating the lands identified as 2B from Residential High Density I to Residential Medium Density I and deleting Section 4.16.6.3.2, Area 2B, from Site 2 to be consistent with the existing zoning and development.	235	<p>That Section 4.16.6.3, be amended as follows:</p> <p><b>4.16.6.3 Site 2</b></p> <div></div> <p>The lands identified as Special Site 2 are located east of Mavis Road and south of Matheson Boulevard West.</p> <p>Notwithstanding <i>the provisions of</i> the Residential High Density I designation, <del>on the lands,</del> the following additional <del>policies</del> <i>policy</i> will apply.</p> <p><b>4.16.6.3.1 Area 2A</b></p> <p><i>a.</i> The lands <del>identified as Area 2A</del> will only be permitted to be developed for apartments at a maximum Floor Space Index (FSI) of 1.8 and a minimum FSI of 1.0 with a height range of 8 to 16-storeys and a minimum landscaped open space of 50% of the lot area; and to permit an accessory commercial facility up to a maximum of 130 m<sup>2</sup> to be located within one of the apartment buildings; and to permit a maximum of 10% of the condominium resident parking as tandem spaces.</p> <p><b>4.16.6.3.2 Area 2B</b></p> <p><del>The lands identified as Area 2B, will only permit apartments greater than 4-storeys as well as other forms of multiple horizontal dwellings at a maximum density of 78 units per hectare with a height range of a minimum 2 to a maximum of 4-storeys and a minimum open space area of 40% of the lot area and a maximum of 10% of the condominium resident parking as tandem spaces.</del></p>

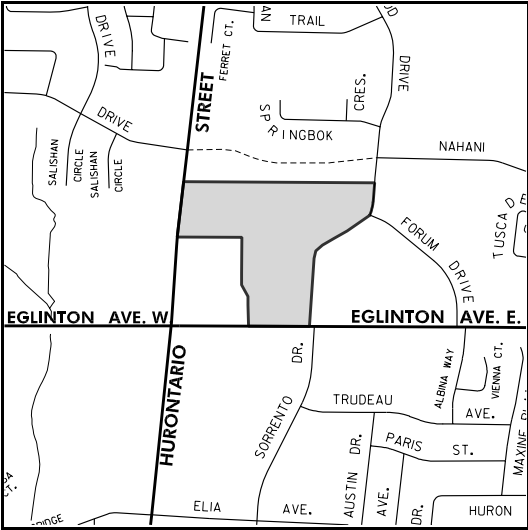
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 9	The Comprehensive Zoning By-law Review identified that, the lands identified as Special Site 3 should be designated Office and as part of the Special Site policies, allow Residential High Density II to be permitted. Site 3A will now apply to the lands located at the southwest corner of Eglinton Avenue East and Hurontario Street, where overnight accommodations will also be permitted.	236	<p>That Section 4.16.6.4, Special Site 3, be amended as follows:</p> <p><b>4.16.6.4 Site 3</b></p> <div></div> <p><b>4.16.6.4.1</b> The lands identified as Special Site 3 are located west of Hurontario Street and south of Eglinton Avenue West and east of Hurontario Street south of Elia Avenue.</p> <p>Notwithstanding <i>the provisions of the Residential High Density II and Mixed Residential High Density II and Office designation, on the lands</i>, the following additional policies will apply:</p> <p>a. Residential High Density II development or Residential High Density II development in combination with Office uses will <i>also</i> be permitted, either within one building or in separate buildings. When in combination within a building or on a single site, an integrated development will be required.</p> <p>b. The preferred location of Office development will be adjacent to Hurontario Street.</p> <p><b>4.16.6.4.2 Areas 3A and 3B</b></p> <p><del>For the lands identified as Areas 3A and 3B the following additional policies will apply:</del></p> <p><del>a. c.</del> architectural building and site plan solutions will be developed to create an interesting and identifiable street edge along Hurontario Street;</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 9	(continued)	236	<p><del>b. d.</del> special consideration may be given to reducing building setbacks and other requirements of the Zoning By-law as a means of increasing the opportunities for creative development;</p> <p><del>c.</del> lands designated for Office uses will be used for one or more buildings that have as the predominant function the provision of office space. Commercial uses will be permitted provided that they are accessory to office development;</p> <p><del>d.</del> the office space will generally not exceed a Floor Space Index of 0.5. Development with a Floor Space Index in excess of 0.5 will only be considered subject to, among other matters, adequate engineering services, sufficient capacity in the transportation system, satisfactory access arrangements, and compatibility with surrounding land uses;</p> <p>e. in order to achieve a continuous street frontage, buildings will be encouraged to minimize setbacks from street lines.</p> <p><b>4.16.6.4.3 I      Area 3B A</b></p> <p>The lands identified as Area 3B A may also be developed for a hotel, with accessory commercial uses: <i>overnight accommodations</i>.</p>

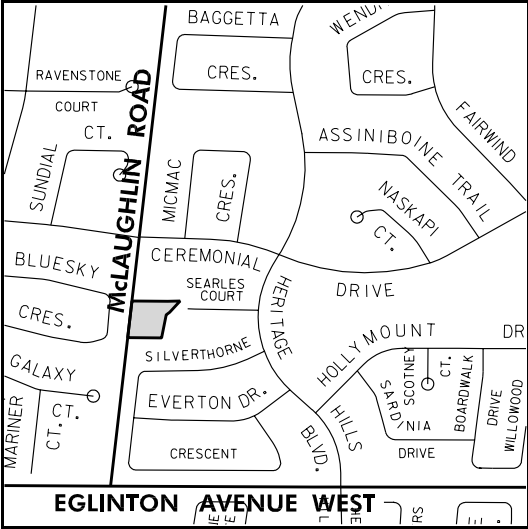
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Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 10	As the lands identified as Special Site 4 are developed, Section 4.16.6.5, should be amended to recognize and permit the two existing 20-storey and 15-storey apartment buildings.	237	<p>That Section 4.16.6.5, Site 4, be amended as follows:</p> <p><b>4.16.6.5                      Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are located west of Hurontario Street and south of Glenn Hawthorne Boulevard.</p> <p><del>Notwithstanding the Residential High Density I and Residential Medium Density II policies of this Plan, for the lands identified as Special Site 4, a maximum of 968 apartment or townhouse units or a mixture thereof will be permitted.</del></p> <p><b>4.16.6.5.1                      Area 4A</b></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, an apartment building to the maximum height of 20-storeys and a maximum Floor Space Index</i></p> <p><i>(FSI) of 4.18, will be permitted.</i></p> <p><b>4.16.6.5.2                      Area 4B</b></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, an apartment building to the maximum height of 15-storeys and maximum Floor Space Index (FSI) of 3.45, will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 11	The Comprehensive Zoning By-law Review identified that, Section 4.16.6.7, Site 6, should be deleted as the site has been developed for skylight apartments.	238	<div><div><div>That Section 4.16.6.7, be deleted.</div><div><div><del>4.16.6.7</del> — <del>Site 6</del></div><div></div></div></div><div><div>The lands identified as Special Site 6 are located south of Eglinton Avenue West and west of Guildwood Way.</div><div>Notwithstanding the Residential High Density I policies of this Plan, the lands will only be permitted to be developed for an assisted seniors residence, with a maximum density of 148 units per net residential hectare.</div></div></div>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 11	Section 4.16.6.8, Site 7, should be deleted as the policies are covered in Section 5.3, Development Applications.	239	<p>That Section 4.16.6.8, Site 7, be deleted.</p> <p><del>4.16.6.8</del> — <del>Site 7</del></p>  <p>The lands identified as Special Site 7 are located east of Hurontario Street and north of Eglinton Avenue East.</p> <p>Notwithstanding the Residential High Density H policies of this Plan, the following additional policies will apply:</p> <p>a. a concept plan will be required to address, among other matters:</p> <ul style="list-style-type: none"><li>compatibility of building form and scale with existing and proposed surrounding land uses;</li><li>acceptable ingress and egress arrangements for Hurontario Street, Eglinton Avenue East, and Thornwood Drive.</li></ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 11	The Comprehensive Zoning By-law Review identified that, a new Special Site be added for lands designated Residential High Density II located west of Hurontario Street, north of Kingsbridge Garden Circle to permit two apartment buildings that have floor space indexes of 3.6 and 3.9 which are above the permitted FSI range.	240	<p>That a new Special Site be added as follows:</p> <p><b>4.16.6.9 Site 8</b></p> <div></div> <p>The lands identified as Special Site 8 are located west of Hurontario Street, north of Kingsbridge Garden Circle.</p> <p><b>4.16.6.9.1 Area 8A</b></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, the lands identified as Area 8A will be permitted to develop to a maximum Floor Space Index (FSI) of 3.6.</i></p> <p><b>4.16.6.9.2 Area 8B</b></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, the lands identified as Area 8B will be permitted to develop to a maximum Floor Space Index (FSI) of 3.9.</i></p> <p><b>4.16.6.9.3 Area 8C</b></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, the lands identified as Area 8C will be permitted to develop to a maximum Floor Space Index (FSI) of 3.6. Offices will also be permitted.</i></p> <p><b>4.16.6.9.4 Area 8D</b></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, the lands identified as Area 8D offices will also be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 11	The Comprehensive Zoning By-law Review identified that, a new Special Site be added for lands designated Residential Low Density II located on the east side of McLaughlin Road north of Silverthorne Crescent to permit an office for a maximum of two (2) physicians, dentists or drugless practitioners.	241	<p>That a new Special Site be added as follows:</p> <p><b>4.16.6.10            Site 9</b></p> <div></div> <p><i>The lands identified as Special Site 9 are located on the east side of McLaughlin Road, north of Silverthorne Crescent.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, an office for a maximum of two (2) physicians, dentists or drugless practitioners will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east and west side of Drakestone Crescent, north of Regent's Terrace, south of Eglinton Avenue West should be redesignated from Residential Medium Density I to Residential Low Density II to recognize the existing detached and semi-detached dwellings.	242	That the Hurontario District Land Use Map, be amended as follows:  1. Redesignate the lands located on the east and west side of Drakestone Crescent, north of Regent's Terrace, south of Eglinton Avenue West from "Residential Medium Density I" to "Residential Low Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on Founders Walk and Empress Crescent, south of Eglinton Avenue West should be redesignated from Residential Medium Density I to Residential Low Density II to recognize the existing semi-detached dwellings.	243	That the Hurontario District Land Use Map, be amended as follows:  2. Redesignate the lands located on Founders Walk and Empress Crescent, south of Eglinton Avenue West from "Residential Medium Density I" to "Residential Low Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the north and south sides of Leatherleaf Drive, East of Kennedy Road be redesignated from Residential Medium Density I to Residential Low Density II to recognize the existing detached and semi-detached dwellings.	244	That the Hurontario District Land Use Map, be amended as follows:  3. Redesignate the lands located on the north and south sides of Leatherleaf Drive, East of Kennedy Road from "Residential Medium Density I" to "Residential Low Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located along the north side of Nahani Way, east of Hurontario Street should be redesignated from Greenbelt to Residential Medium Density II as these lands do not meet the criteria to be designated Greenbelt.	245	That the Hurontario District Land Use Map, be amended as follows:  4. Redesignate the lands located along the north side of Nahani Way, east of Hurontario Street from "Greenbelt" to "Residential Medium Density II" .
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Trailwood Drive, east of Hurontario Street be redesignated from Residential Medium Density I to Residential Medium Density II to recognize the existing 4-storey apartment building.	246	That the Hurontario District Land Use Map, be amended as follows:  5. Redesignate the lands located on the north side of Trailwood Drive, east of Hurontario Street from "Residential Medium Density I" to "Residential Medium Density II".

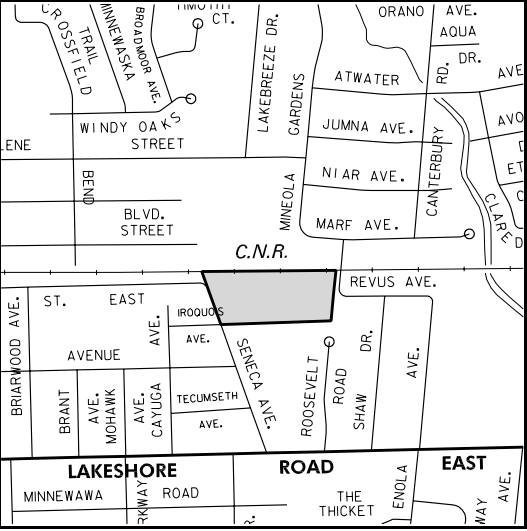
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at #211 Forum Drive, north of Eglinton Avenue East be redesignated from Residential Medium Density I to Residential High Density II to recognize the existing apartment building.	247	That the Hurontario District Land Use Map, be amended as follows:  6. Redesignate the lands located at Forum Drive, north of Eglinton Avenue East from "Residential Medium Density I" to "Residential High Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the west side of Forum Drive, north of Eglinton Avenue East be redesignated from Residential Medium Density I to Residential High Density II to be consistent with the existing zoning on the property that permits an 18-storey apartment building.	248	That the Hurontario District Land Use Map, be amended as follows:  7. Redesignate the lands located on the west side of Forum Drive, north of Eglinton Avenue East from "Residential Medium Density I" to "Residential High Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the west side of Hurontario Street, south of Eglinton Avenue West be redesignated from Mixed Residential High Density II and Office to Residential High Density II. A new Special Site is proposed to permit the Office.	249	That the Hurontario District Land Use Map, be amended as follows:  8. Redesignate the lands located on the west side of Hurontario Street, south of Eglinton Avenue West from "Mixed Residential High Density II" and "Office" to "Residential High Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east and west sides of Hurontario Street, south of Eglinton Avenue West be redesignated from Mixed Residential High Density II and Office to Office. It is proposed that the Special Site 3 policies be amended to permit the Residential High Density II.	250	That the Hurontario District Land Use Map, be amended as follows:  9. Redesignate the lands located on the east and west sides of Hurontario Street, south of Eglinton Avenue West from "Mixed Residential High Density II" and "Office" to "Office" and add "Office" to the Land Use Designations legend.
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at #5379 McLaughlin Road, north of Faith Drive be redesignated from Residential Medium Density I to Residential High Density I to be consistent with the existing zoning on the property which permits a 6-storey apartment building.	251	That the Hurontario District Land Use Map, be amended as follows:  10. Redesignate the lands located at McLaughlin Road, north of Faith Drive from "Residential Medium Density I" to "Residential High Density I".


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Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east side of Mavis Road, south of Avonwick Avenue be redesignated from Residential High Density I to Residential Medium Density I to recognize the existing townhouse dwellings.	<b>252</b>	That the Hurontario District Land Use Map, be amended as follows:  11. Redesignate the lands located on the east side of Mavis Road, south of Avonwick Avenue from "Residential High Density I" to "Residential Medium Density I".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Transportation and Works Department requested minor editorial changes to the Hurontario District Land Use Map.	<b>253</b>	That the Hurontario District Land Use Map, be amended as follows:  12. Update the location of the Transitway off-ramps at Confederation Parkway;  13. Delete the Mavis Road Transitway Station;  14. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>254</b>	That the Hurontario District Land Use Map, be amended as follows:  15. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

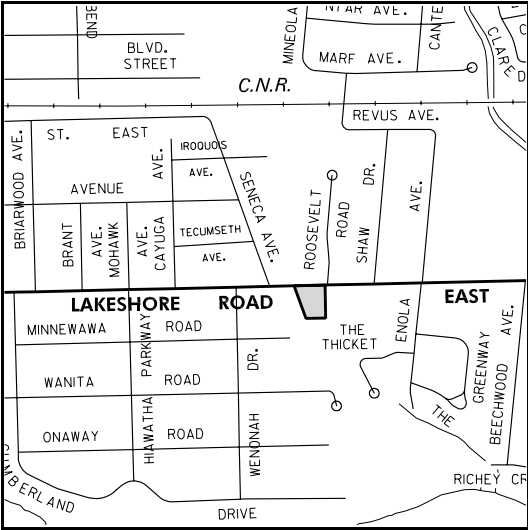
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SEE Hurontario District Land Use Map			

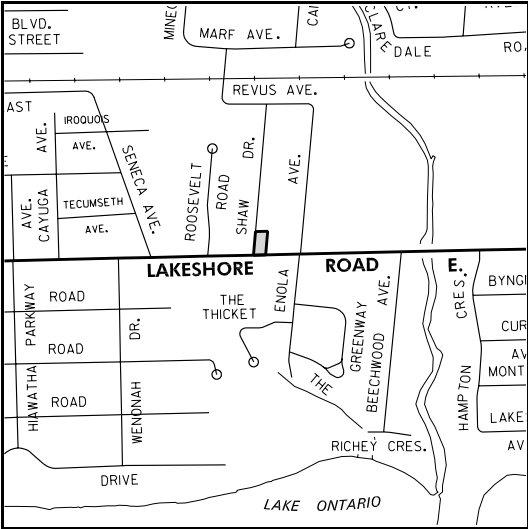
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Section 4.17, District Policies, Lakeview District Policies, Land Use	Section 4.17 Page 7	The Comprehensive Zoning By-law Review identified that the only existing townhouse dwellings designated Residential Low Density II in the Lakeview Planning District were not street townhouse dwellings. Further, a number of triplexes exist in the Residential Low Density II designation that should be recognized.	255	<p>That Section 4.17.4.1.2, be amended as follows:</p> <p><b>4.17.4.1.2 Residential Low Density II</b></p> <p>The Residential Low Density II designation permits detached, semi-detached, duplex, <i>triplex</i> and <del>street</del> townhouses <i>dwellings</i>, within a <del>net</del> density range of 17-30 units per net residential hectare.</p>
Section 4.17, District Policies, Lakeview District Policies, Land Use	Section 4.17 Page 7	Section 4.17.4.1.3, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	256	<p>That Section 4.17.4.1.3, be amended as follows:</p> <p><b>4.17.4.1.3 Residential Medium Density I</b></p> <p>The Residential Medium Density I designation permits detached, semi-detached, duplex, and townhouse dwellings <i>and all forms of horizontal multiple dwellings</i> within a <del>net</del> density range of 30-57 units per net residential hectare. <del>All forms of low-rise multiple dwellings will also be permitted within this density range.</del></p>
Section 4.17, District Policies, Lakeview District Policies, Land Use	Section 4.17 Page 7	Section 4.17.4.1.6.a, Intensification of Existing Apartment Sites, should be clarified to only permit townhouse dwellings.	257	<p>That Section 4.17.4.1.6.a, be amended as follows:</p> <p><b>a.</b> on lands designated Residential High Density I or II, development in addition to existing buildings will be restricted to <del>the uses permitted in the Residential Medium Density I designation</del>, <i>townhouse dwellings</i> up to the maximum density specified for the Residential High Density designation;</p>
Section 4.17, District Policies, Lakeview District Policies, Land Use	Section 4.17 Page 7	Section 4.17.4.2, should be deleted as it is covered under Section 3.3.1, Business Employment, Permitted Uses.	258	<p>That Section 4.17.4.2, be deleted.</p> <p><del><b>4.17.4.2 Business Employment</b></del></p> <p><del>Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</del></p> <p><del><b>a.</b> waste processing or transfer stations and composting facilities;</del></p> <p><del><b>b.</b> motor vehicle body repair facilities;</del></p> <p><del><b>c.</b> motor vehicle repair garages.</del></p>

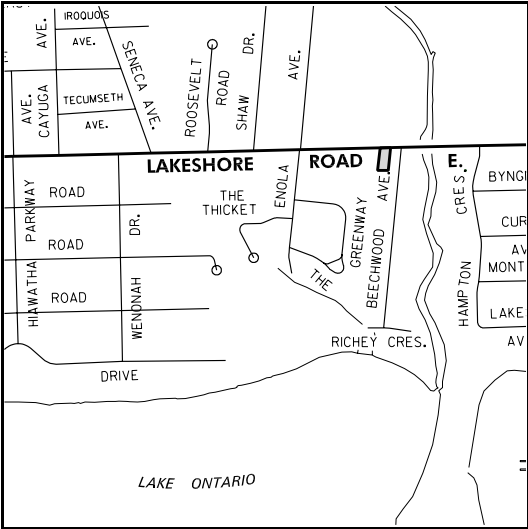


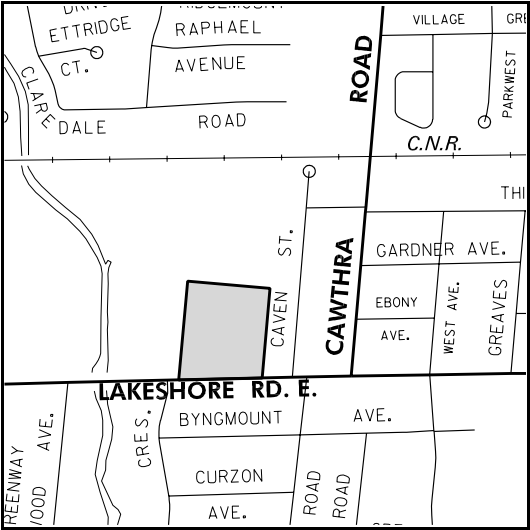
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Section 4.17, District Policies, Lakeview District Policies, Land Use	Section 4.17 Page 7	Upon further review, it is appropriate to add minimum and maximum height restrictions in the Mainstreet Commercial designation to be consistent with other sections of Mississauga Plan.	259	<p>That Section 4.17.4, be amended by adding Mainstreet Commercial policies as follows:</p> <p><b>4.17.4.3                      Commercial</b></p> <p><b>4.17.4.3.1                    Mainstreet Commercial</b></p> <p><i>Buildings should have a minimum height of 2-storeys and a maximum height of 3-storeys.</i></p>
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 13	Section 4.17.6.7, Site 6, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	260	<p>That Section 4.17.6.7, Site 6, be amended as follows:</p> <p><b>4.17.6.7                      Site 6</b></p> <div></div> <p>The lands identified as Special Site 6 are located west of Revus Avenue, south of the Canadian National Railway tracks.</p> <p>Notwithstanding <i>the provisions of</i> the Business Employment designation, <del>of this Plan</del>, the following uses will not be permitted:</p> <ul style="list-style-type: none"><li>a. outdoor storage;</li><li>b. trucking <del>terminals</del> <i>facilities</i>, <del>transportation depots</del> and <del>other</del> transportation facilities;</li><li>c. <del>hotels, motels</del> <i>overnight accommodation and conference</i> and <del>trade</del> centres;</li><li>d. broadcasting, communication, and utility rights-of-way;</li><li>e. <del>banks and other</del> financial institutions;</li><li>f. entertainment, recreation and sports facilities;</li><li>g. all types of restaurants.</li></ul>

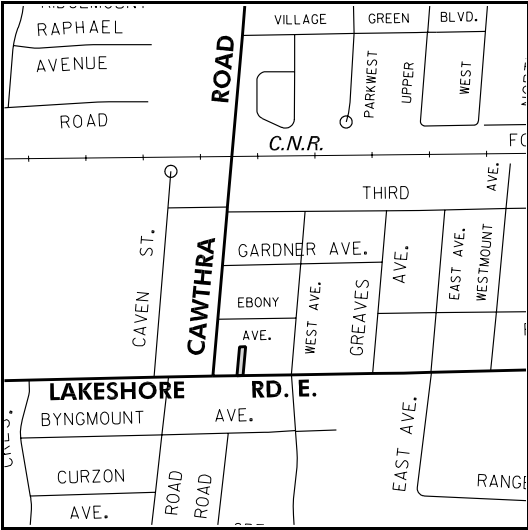
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Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 14	Section 4.17.6.8, Site 7, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	261	<div><div>That Section 4.17.6.8, Site 7, be amended as follows:</div><div><div><div>4.17.6.8Site 7</div><div></div></div><div><div>The lands identified as Special Site 7 are located along Casson Avenue, west of the utility corridor.</div><div>Notwithstanding <i>the provisions of</i> the Business Employment designation, <del>of this Plan</del>, the following uses will not be permitted:</div><div><div><div>a. outdoor storage;</div><div>b. <del>trucking terminals</del> <i>facilities</i> <del>transportation depots</del> and <del>other</del> transportation facilities;</div><div>c. <del>hotels, motels</del>; <i>overnight accommodation</i> and conference <del>and trade</del> centres;</div><div>d. broadcasting, communication, and utility rights-of-way;</div><div>e. <del>banks and other</del> financial institutions;</div><div>f. entertainment, recreation and sports facilities;</div><div>g. all types of restaurants.</div></div></div></div></div></div>

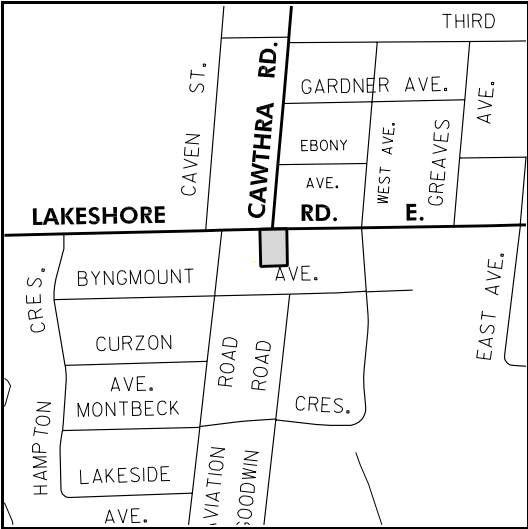
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Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 15	Section 4.17.6.11, Site 10, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	262	<p>That Section 4.17.6.11, Site 10, be amended as follows:</p> <p><b>4.17.6.11            Site 10</b></p> <div></div> <p>The lands identified as Special Site 10 are located south of Lakeshore Road East and east of Wenonah Drive.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p> <p><del>a. a convenience restaurant with a drive-through facility will be permitted.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 16	Section 4.17.6.13, Site 12, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	263	<p>That Section 4.17.6.13, Site 12, be amended as follows:</p> <p><b>4.17.6.13            Site 12</b></p> <div></div> <p>The lands identified as Special Site 12 are located at the northeast corner of Lakeshore Road East and Shaw Drive.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p> <p><b>a.</b>    <i>a motor vehicle repair service garage will be permitted.</i></p>

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Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 17	Section 4.17.6.14, Site 13, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	264	<div><p>That Section 4.17.6.14, Site 13, be amended as follows:</p><p><b>4.17.6.14                      Site 13</b></p><div></div><p>The lands identified as Special Site 13 are located south of Lakeshore Road East and west of Beechwood Avenue.</p><p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p><p><b>a.    a motor vehicle repair service garage will be permitted.</b></p></div>

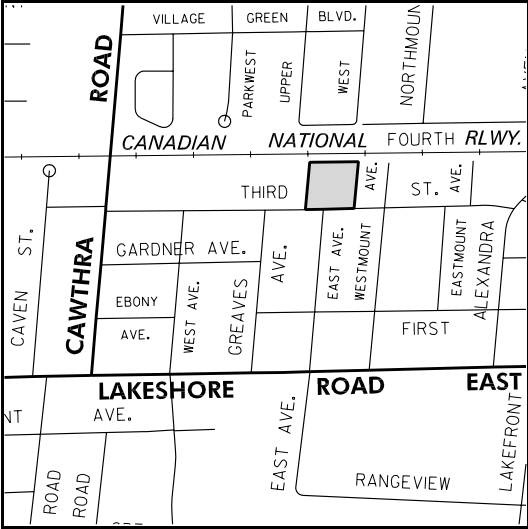
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Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 17	Section 4.17.6.15, Site 14, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	265	<div><div>That Section 4.17.6.15, Site 14, be amended as follows:</div><div><div>4.17.6.15Site 14</div><div></div></div><div><div>The lands identified as Special Site 14 are located north of Lakeshore Road East and west of Caven Street.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a. a convenience restaurant with a drive-through facility will be permitted.</div></div></div></div>

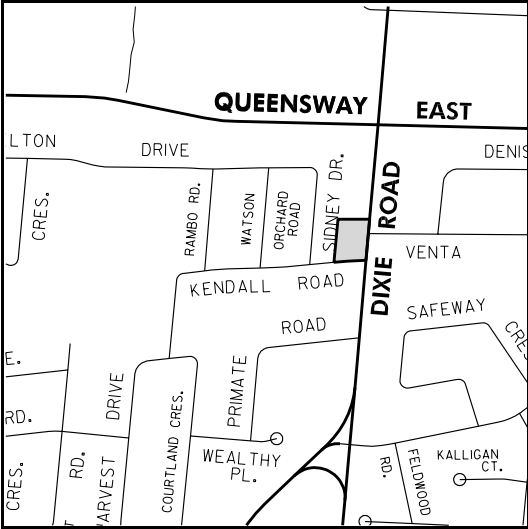
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 18	Section 4.17.6.16, Site 15, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	266	<div><div>That Section 4.17.6.16, Site 15, be amended as follows:</div><div><div><div>4.17.6.16Site 15</div><div></div></div><div><div>The lands identified as Special Site 15 are located north of Lakeshore Road East and east of Cawthra Road.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a. a motor vehicle repair service garage will be permitted.</div></div></div></div></div>

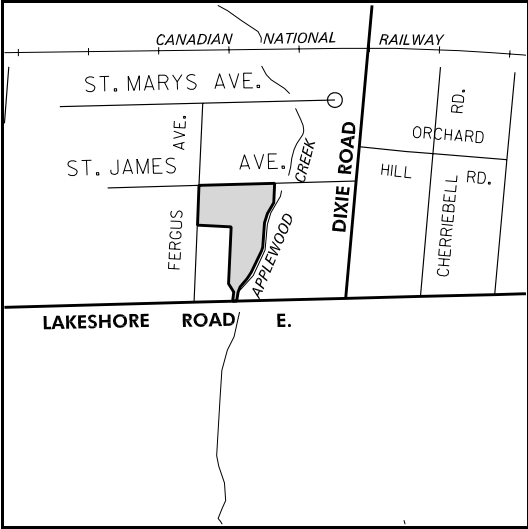
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 19	Section 4.17.6.18, Site 17, should be deleted as there is no convenience restaurant at this location.	267	<div><div>That Section 4.17.6.18, Site 17, be deleted.</div><div><del>4.17.6.18</del> — <del>Site 17</del></div><div></div><div><div>The lands identified as Special Site 17 are located south of Lakeshore Road East and east of Aviation Road.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, the following additional policy will apply:</div><div><div>a. a convenience restaurant with a drive-through facility will be permitted.</div></div></div></div>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 19	Section 4.17.6.19, Site 18, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	268	<div><div>That Section 4.17.6.19 Site 18, be amended as follows:</div><div><div>4.17.6.19Site 18</div><div><p>The map shows a grid of streets. At the top, from left to right, are 'RD', 'AVE.', 'ST. AVE.', and 'C.N.R.'. Below these are 'GARDNER AVE.', 'AVE.', 'EAST AVE.', 'WESTMOUNT', 'EASTMOUNT', 'ALEXANDRA', 'FIRST ST.', 'MEREDITH', 'OSCELEIGH', and 'OGDEN'. A horizontal line labeled 'LAKESHORE ROAD EAST' runs across the middle. Below this line are 'RANGEVIEW', 'LAKEFRONT', 'PROMENADE', and 'ROAD'. Three small rectangular areas are highlighted with the letter 'A' in a box: one on 'EAST AVE.' between 'WESTMOUNT' and 'EASTMOUNT', one on 'FIRST ST.' between 'ALEXANDRA' and 'MEREDITH', and one on 'OSCELEIGH' between 'MEREDITH' and 'OGDEN'.</p></div></div><div><div>The lands identified as Special Site 18 include 5 sites located north of Lakeshore Road East between Greaves Avenue and Ogden Avenue.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, the following additional policies will apply:</div><div><div>a: a motor vehicle repair service garage will be permitted;</div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 21	The Comprehensive Zoning By-law Review identified that, a new Special Site is required for the lands located east of Cawthra Road, south of the Canadian National Railway tracks to recognize 2 existing 3-storey apartment buildings.	269	<div><div><p>That a new Special Site be added to the Lakeview District Policies as follows:</p><p><b>4.17.6.23                      Site 22</b></p></div><div><p><i>The lands identified as Special Site 22 are located east of Cawthra Road, south of the Canadian National Railway tracks.</i></p><p><i>Notwithstanding the provisions of the Residential Low Density II designation, 2, 3-storey apartment buildings will be permitted.</i></p></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 21	The Comprehensive Zoning By-law Review identified that, a new Special Site is required for the lands located on the west side of Dixie Road, north of Kendall Road to recognize the existing medical practitioners office.	270	<p>That a new Special Site be added to the Lakeview District Policies as follows:</p> <p><b>4.17.6.24            Site 23</b></p> <div></div> <p><i>The lands identified as Special Site 23 are located west of Dixie Road, north of Kendall Road.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density I designation, an office for a maximum of 4 medical practitioners will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 22	The Comprehensive Zoning By-law Review identified that, a new Special Site is required for the lands located at #1025 Fergus Avenue, north of Lakeshore Road East to recognize the existing townhouse dwellings.	271	<p>That a new Special Site be added to the Lakeview District Policies as follows:</p> <p><b>4.17.6.25            Site 24</b></p> <div></div> <p><i>The lands identified as Special Site 24 are located east of Fergus Avenue, north of Lakeshore Road East.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, townhouse dwellings will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Lakeview District Land Use Map	Lakeview District Land Use Map	The Comprehensive Zoning By-law Review identified that, there were 3 houses zoned residential backing on to the Toronto Golf and Country Club that were designated Private Open Space. These houses should be redesignated from Private Open Space to Residential Low Density I.	272	That the Lakeview District Land Use Map, be amended as follows:  1. Redesignate the lands east of Dixie Road, north of the Canadian National Railway from "Private Open Space" to "Residential Low Density I".
Section 4.17, District Policies, Lakeview District Policies, Lakeview District Land Use Map	Lakeview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at #1045 Enola Avenue, north of Lakeshore Road East should be redesignated from Residential Low Density II to Residential High Density I to recognize the existing 6-storey apartment building.	273	That the Lakeview District Land Use Map, be amended as follows:  2. Redesignate the lands located on the east side of Enola Avenue, north of Lakeshore Road East from "Residential Low Density II" to "Residential High Density I".
Section 4.17, District Policies, Lakeview District Policies, Lakeview District Land Use Map	Lakeview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located east of Seneca Avenue, north of Lakeshore Road East should be redesignated from Residential High Density I to Residential High Density II to be consistent with the existing zoning and development.	274	That the Lakeview District Land Use Map, be amended as follows:  3. Redesignate the lands located east of Seneca Avenue, north of Lakeshore Road East from "Residential High Density I" to "Residential High Density II"
Section 4.17, District Policies, Lakeview District Policies, Lakeview District Land Use Map	Lakeview District Land Use Map	Upon further review, it would be appropriate for lands that are currently designated Convenience Commercial located on an Arterial Road and are surrounded by lands designated Mainstreet Commercial be redesignated to Mainstreet Commercial.	275	That the Lakeview District Land Use Map, be amended as follows:  4. Redesignate the following lands from "Convenience Commercial" to "Mainstreet Commercial": <ul style="list-style-type: none"> <li>the lands located on the north side of Lakeshore Road East, east of Dixie Road;</li> <li>the lands located on the north side of Lakeshore Road East, east of Seneca Avenue.</li> </ul>
Section 4.17, District Policies, Lakeview District Policies, Lakeview District Land Use Map	Lakeview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	276	That the Lakeview District Land Use Map, be amended as follows:  5. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Lakeview District Land Use Map			

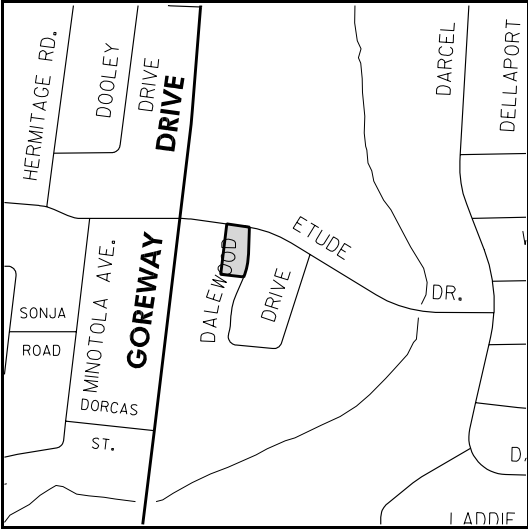
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.18, District Policies, Lisgar District Policies, Land Use	Section 4.18 Page 4	Section 4.18.4.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	277	<p>That Section 4.18.4.1.4, be amended as follows:</p> <p><b>4.18.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings, as well as <del>low-rise</del> apartments at a Floor Space Index of 0.4-0.9. Building height should not exceed 4-storeys.</p>
Section 4.18, District Policies, Lisgar District Policies, Special Site	Section 4.18 Page 8	Section 4.18.7.2.a, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	278	<p>That Section 4.18.7.2.a, be amended as follows:</p> <p><b>a. <del>professional, business and administrative</del> offices</b> will be permitted in existing detached dwellings.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.18, District Policies, Lisgar District Land Use Map	Lisgar District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands currently designated Greenbelt on the south side of Gracefield Drive should be redesignated to Residential Low Density II.	<b>279</b>	That the Lisgar District Land Use Map, be amended as follows:  1. Redesignate the lands on the south side of Gracefield Drive from "Greenbelt" to "Residential Low Density II".
Section 4.18, District Policies, Lisgar District Land Use Map	Lisgar District Land Use Map	The Transportation and Works Department requested minor revisions to the Lisgar District Land Use Map.	<b>280</b>	That the Lisgar District Land Use Map, be amended as follows:  2. Updated the alignment of Argentinia Road, west of Tenth Line West;  3. Relocate the future commuter rail station symbol to west side of Tenth Line West.
Section 4.18, District Policies, Lisgar District Land Use Map	Lisgar District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>281</b>	That the Lisgar District Land Use Map, be amended as follows:  4. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.



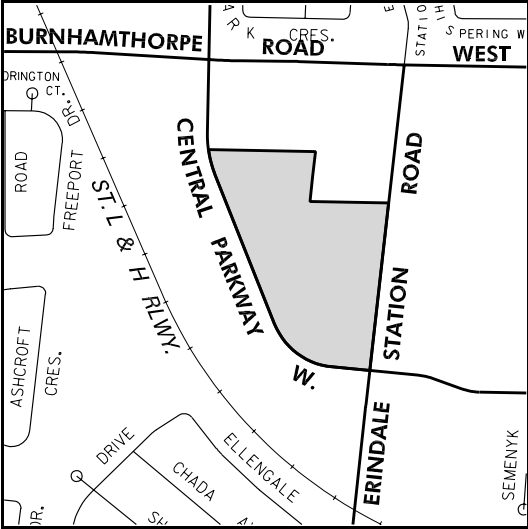
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SEE Lisgar District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.19, District Policies, Malton District Policies, Land Use	Section 4.19 Page7	Section 4.19.4.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	282	<p>That Section 4.19.4.1.4, be amended as follows:</p> <p><b>4.19.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwelling and</i> all forms of horizontal multiple dwellings as well as <del>low-rise</del> apartments at a Floor Space Index of 0.4-0.9.</p>
Section 4.19, District Policies, Malton District Policies, Land Use	Section 4.19 Page7	The Comprehensive Zoning By-law Review identified that, the land designated Business Employment located south of Rexford Road, north of Derry Road East has been developed for a long term care facility. The lands should be redesignated to Residential Medium Density II and the Business Employment land use policies deleted.	283	<p>That Section 4.19.4.2, be deleted.</p> <p><del><b>4.19.4.2 Business Employment</b></del></p> <p><del>Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</del></p> <p><del>a. transportation facilities;</del></p> <p><del>b. waste processing or transfer stations and composting facilities;</del></p> <p><del>c. trucking terminals and transportation depots;</del></p> <p><del>d. motor vehicle body repair facilities;</del></p> <p><del>e. motor vehicle repair garages;</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.19, District Policies, Malton District Policies, Special Site Policies	Section 4.19 Page 12	Section 4.19.7.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	284	<div><div>That Section 4.19.7.4, Site 3, be amended as follows:</div><div><div>4.19.7.4Site 3</div><div></div><div><div>The lands identified as Special Site 3 are located at the southwest corner of Etude Drive and Dalewood Drive.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a. a motor vehicle repair and tire service centre garage will be permitted.</div></div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.19, District Policies, Malton District Land Use Map	Malton District Land Use Map	The lands located north of Derry Road East, south of Rexford Road should be redesignated from Business Employment to Residential Medium Density II to recognize the existing long term care facility and to be consistent with the existing zoning to permit common element condominium townhouse dwellings.	<b>285</b>	That the Malton District Land Use Map, be amended as follows:  1. Redesignate the lands located north of Derry Road East, south of Rexford Road from "Business Employment" to "Residential Medium Density II".
Section 4.19, District Policies, Malton District Land Use Map	Malton District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east side of Victory Crescent, across from McNaughton Avenue should be redesignated from Residential Low Density II to Public Open Space to recognize that the land is owned by the City and is being used for a parking lot for the adjacent park.	<b>286</b>	That the Malton District Land Use Map, be amended as follows:  2. Redesignate the lands located on the east side of Victory Crescent, across from McNaughton Avenue from "Residential Low Density II" to "Public Open Space".
Section 4.19, District Policies, Malton District Land Use Map	Malton District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Derry Road East, west of Goreway Drive should be redesignated from Convenience Commercial to General Commercial as the property is located on Derry Road East and does not function in the general intent of a Convenience Commercial facility.	<b>287</b>	That the Malton District Land Use Map, be amended as follows:  3. Redesignate the lands located on the north side of Derry Road East, west of Goreway Drive from "Convenience Commercial" to "General Commercial".
Section 4.19, District Policies, Malton District Land Use Map	Malton District Land Use Map	As a result of revising the General Commercial policies to only permit motor vehicle uses in Employment Districts but not in Nodes, various sites along Derry Road East should be redesignated from General Commercial to Motor Vehicle Commercial to be consistent with the existing zoning and development.	<b>288</b>	That the Malton District Land Use Map, be amended as follows:  4. Redesignate the following lands from "General Commercial" to "Motor Vehicle Commercial": <ul style="list-style-type: none"> <li>the north side of Derry Road East, east of Airport Road;</li> <li>the north-east corner of Derry Road East and Cattrick Street.</li> </ul>
Section 4.19, District Policies, Malton District Land Use Map	Malton District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>289</b>	That the Malton District Land Use Map, be amended as follows:  5. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

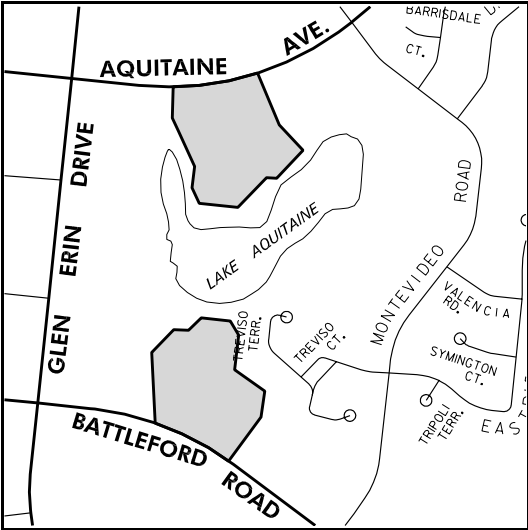
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SEE Malton District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.20, District Policies, Mavis-Erindale District Policies, Special Site Policies	Section 4.20 Page 6	<p>Special Site 1 in the Mavis-Erindale District Policies should be deleted as it is not appropriate to permit residential development in an Employment District. Currently, the site permits an apartment building to a maximum Floor Space Index (FSI) of 1.0.</p> <p>Further, by deleting Special Site 1 the designation will now be consistent with the existing zoning and development.</p>	290	<p>That Section 4.20.6.2, Site 1 of the Mavis-Erindale District Policies, be deleted.</p> <p><del>4.20.6.2</del> — <del>Site 1</del></p> <div></div> <p><del>The lands identified as Special Site 1 are located on the east side of Central Parkway West, south of Burnhamthorpe Road West.</del></p> <p><del>Notwithstanding the General Commercial designation apartments at a maximum Floor Space Index (FSI) of 1.0 will be permitted.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.20, District Policies, Mavis Erindale District Policies, Mavis-Erindale District Land Use Map	Mavis-Erindale District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the General Commercial designation in Employment Districts, all lands currently designated Motor Vehicle Commercial should be redesignated to General Commercial.	291	<p>That the Mavis-Erindale District Land Use Map, be amended as follows:</p> <p>1. Redesignate the following lands from "Motor Vehicle Commercial" to "General Commercial":</p> <ul style="list-style-type: none"><li>• southeast corner of Burnhamthorpe Road West and Erindale Station Road;</li><li>• southwest corner of Burnhamthorpe Road and Mavis Road;</li><li>• northeast corner of Dundas Street West and Wolfedale Road;</li><li>• south side of Burnhamthorpe Road West and west of Wolfedale Road.</li></ul>

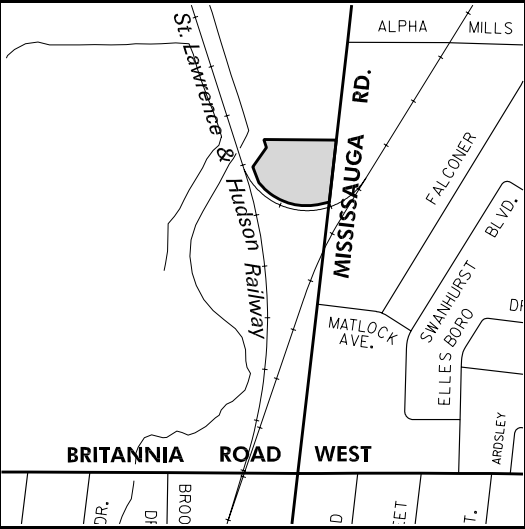
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SEE Mavis-Erindale District Land Use Map			



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.21, District Policies, Meadowvale District Policies, Land Use	Section 4.21 Page 4	Section 4.21.4.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	292	<p>That Section 4.21.4.1.4, be amended as follows:</p> <p><b>4.21.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings, as well as <del>low-rise</del> apartments at a Floor Space Index of 0.4-0.9. Building height should not exceed 4-storeys.</p>
Section 4.21, District Policies, Meadowvale District Policies, Land Use	Section 4.21 Page 4	Section 4.21.4.1.6, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	293	<p>That Section 4.21.4.1.6, be amended as follows:</p> <p>The Residential High Density II designation permits <del>high-rise</del> apartment dwellings at a Floor Space Index of 1.0-1.3, in excess of 8-storeys.</p>
Section 4.21, District Policies, Meadowvale District Policies, Special Sites	Section 4.21 Page 9	A new Special Site should be added to the Meadowvale District Policies for the lands south of Aquitaine Avenue and north of Battleford Road to recognize the existing townhouse dwellings.	294	<p>That a new Special Site be added to the Meadowvale District Policies as follows:</p> <p><b>4.21.6.3 Site 2</b></p> <div></div> <p><i>The lands identified as Special Site 2 are located on the south side of Aquitaine Avenue, east of Glen Erin Drive and on the north side of Battleford Road, east of Glen Erin Drive.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, townhouse dwellings are permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.21, District Policies, Meadowvale District Policies, Meadowvale District Land Use Map	Meadowvale District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands north of Derry Road, west of Winston Churchill Boulevard (#3114-3118 Pendleton Road) should be redesignated from Residential Low Density II to Residential Medium Density I to recognize the existing street townhouse dwellings.	<b>295</b>	That the Meadowvale District Land Use Map, be amended as follows:  1. Redesignate the lands north of Derry Road West, west of Winston Churchill Boulevard (#3114-3118 Pendleton Road) from "Residential Low Density II" to "Residential Medium Density I".
Section 4.21, District Policies, Meadowvale District Policies, Meadowvale District Land Use Map	Meadowvale District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at #6152-6205 Townwood Court, east of Windwood Drive be redesignated from Residential Low Density I to Residential Medium Density I to recognize the existing street townhouse dwellings.	<b>296</b>	That the Meadowvale District Land Use Map, be amended as follows:  2. Redesignate the lands located at #6152-6205 Townwood Court, east of Windwood Drive from "Residential Low Density I" to "Residential Medium Density I".
Section 4.21, District Policies, Meadowvale District Policies, Meadowvale District Land Use Map	Meadowvale District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>297</b>	That the Meadowvale District Land Use Map, be amended as follows:  3. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

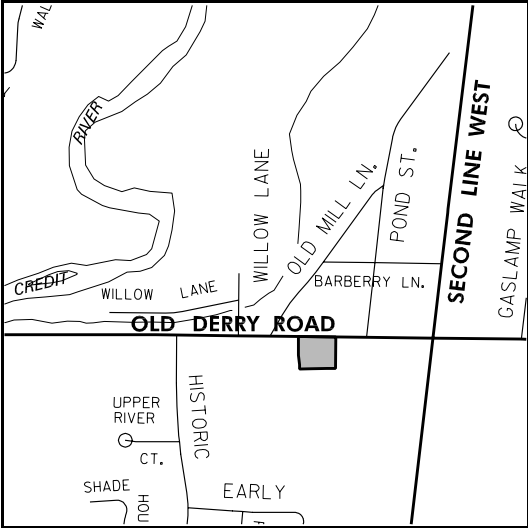
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SEE Meadowvale District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.22.5.1, District Policies, Meadowvale Business Park District Policies, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.22 Pages 7 and 8	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	298	<p>That Section 4.22.5.1, Table 1, Basic Road Characteristics, be amended as follows:</p> <p>1. Delete the Meadowpine Boulevard extension 30 m ROW Width from Meadowvale Boulevard to Mississauga Road.</p>
Section 4.22, District Policies, Meadowvale Business Park District Policies, Special Site Policies	Section 4.22 Page 11	Section 4.22.6.7, should be revised to be consistent with the terminology of other sections of Mississauga Plan. A gas bar, car wash, motor vehicle repair garage and motor vehicle body repair facility are all permitted uses under the Business Employment designation.	299	<p>That Section 4.22.6.7, be amended as follows:</p> <p><b>4.22.6.7 Site 6</b></p> <div></div> <p>The lands identified as Special Site 6 are located on the west side of Mississauga Road, north of the St. Lawrence and Hudson Railway.</p> <p>Notwithstanding the provisions of the Business Employment designation, <del>the following additional policy will apply:</del></p> <p><b>a.</b> <del>a gas bar, car wash, motor vehicle repair garage and body shop, and a motor vehicle sales and equipment outlet will be permitted.</del></p>

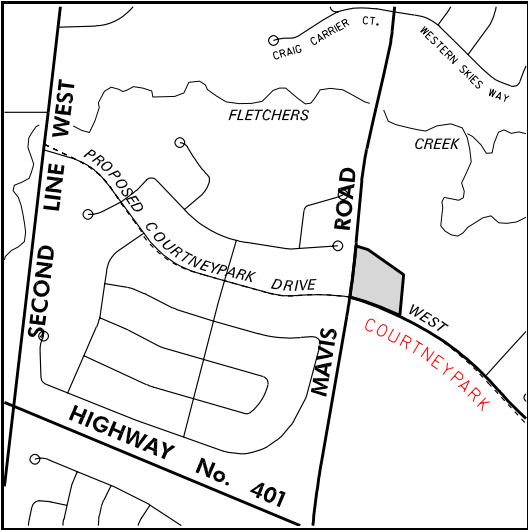
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.22, District Policies, Meadowvale Business Park District Policies, Meadowvale Business Park District Land Use Map	Meadowvale Business Park District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Meadowvale Business Park District Land Use Map be amended by redesignating the lands located east of Battleford Road, north of the Wabukayne Creek from Business Employment to Industrial to be consistent with the existing M2 zoning.	300	That the Meadowvale Business Park District Land Use Map, be amended as follows:  1. Redesignate the lands located east of Battleford Road, north of the Wabukayne Creek from "Business Employment" to "Industrial".
Section 4.22, District Policies, Meadowvale Business Park District Policies, Meadowvale Business Park District Land Use Map	Meadowvale Business Park District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the General Commercial designation in Employment Districts, lands currently designated Motor Vehicle Commercial should be redesignated to General Commercial.	301	That the Meadowvale Business Park District Land Use Map, be amended as follows:  2. Redesignate the following lands from "Motor Vehicle Commercial" to "General Commercial": <ul style="list-style-type: none"> <li>southeast corner of Erin Mills Parkway and Battleford Road;</li> <li>northeast corner of Erin Mills Parkway and Battleford Road;</li> <li>northwest corner of Argentia Road and Winston Churchill Boulevard.</li> </ul>
Section 4.22, District Policies, Meadowvale Business Park District Policies, Meadowvale Business Park District Land Use Map	Meadowvale Business Park District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation in Employment Districts, the lands located northeast corner of Derry Road West and Millcreek Drive should be redesignated from Motor Vehicle Commercial to Business Employment.	302	That the Meadowvale Business Park District Land Use Map, be amended as follows:  3. Redesignate the lands located on the northeast corner of Derry Road West and Millcreek Drive from "Motor Vehicle Commercial" to "Business Employment".
Section 4.22, District Policies, Meadowvale Business Park District Policies, Meadowvale Business Park District Land Use Map	Meadowvale Business Park District Land Use Map	The Transportation and Works Department requested editorial changes to the Meadowvale Business Park District Land Use Map.	303	That the Meadowvale Business Park District Land Use Map, be amended as follows:  4. Revise the alignment of Argentia Road, west of Tenth Line West;  5. Add future commuter rail station symbol to west side of Tenth Line West and to the Transportation Legend;  6. Delete Meadowpine Boulevard extension as a Major Collector from Meadowvale Boulevard to Mississauga Road;  7. Delete West Credit Avenue as a Minor Collector from Meadowpine Boulevard extension to Meadowvale Boulevard.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.22, District Policies, Meadowvale Business Park District Policies, Meadowvale Business Park District Land Use Map	Meadowvale Business Park District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	304	That the Meadowvale Business Park District Land Use Map, be amended as follows:  8. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Meadowvale Business Park District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.23, District Policies, Meadowvale Village District Policies, Land Use	Section 4.23 Page 8	Upon further review, it is appropriate to restrict the permitted uses in the Business Employment designation as Meadowvale Village is a residential planning district and the lands designated Business Employment are adjacent to residential uses.	305	<p>That a new Section be added to Section 4.23.4, as follows:</p> <p><b>4.23.4.3 Business Employment</b></p> <p><i>Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</i></p> <p><i>a. overnight accommodations;</i></p> <p><i>b. financial institutions;</i></p> <p><i>c. broadcasting/communication establishments.</i></p>
Section 4.23, District Policies, Meadowvale Village District Policies, Special Site	Section 4.23 Page 15	The Comprehensive Zoning By-law Review identified that, the lands identified in Special Site 9, should be amended to be consistent with the proposed amendment to redesignate the lands from General Commercial to Convenience Commercial.	306	<p>That Section 4.23.6.10, Site 9, be amended as follows:</p> <p><b>4.23.6.10 Site 9</b></p> <div></div> <p>The lands identified as Special Site 9 are located on the south side of Old Derry Road, west of Second Line West.</p> <p>Notwithstanding <i>the provisions of the General Convenience Commercial</i> designation, the existing motor vehicle service station and small convenience commercial facility will only be permitted, provided that it is in keeping with the historic character of the Meadowvale Village Heritage Conservation District Plan.</p>

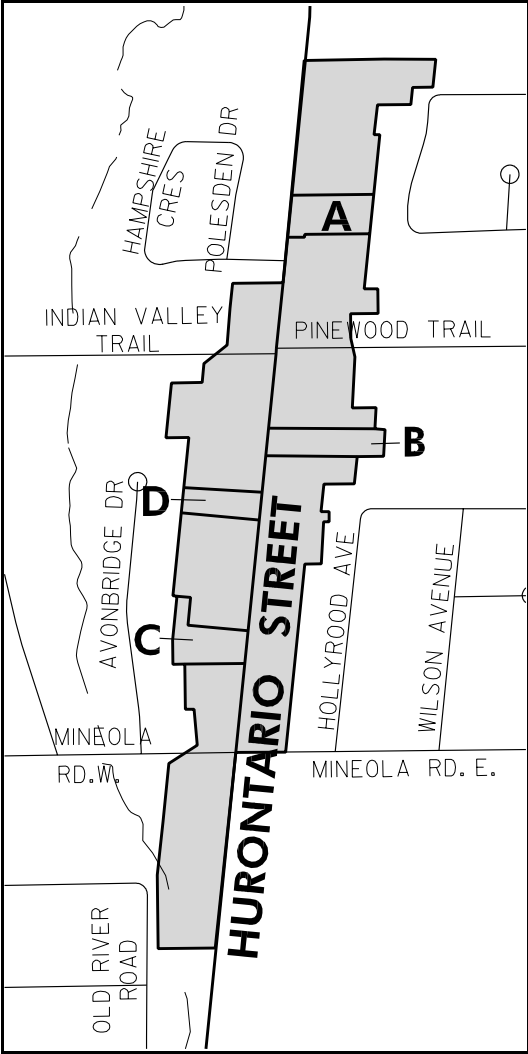


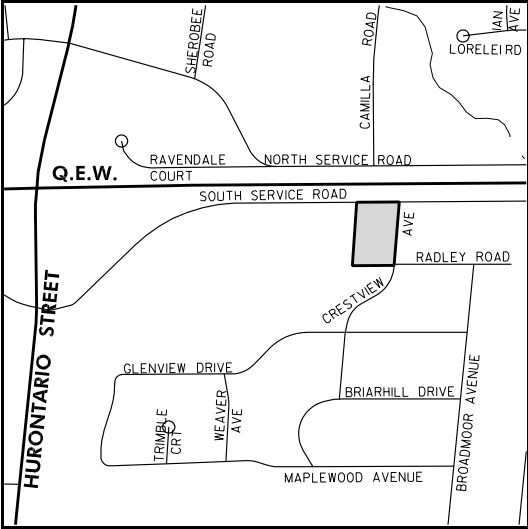
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.23, District Policies, Meadowvale Village District Policies, Special Site	Section 4.23 Page 16	The Comprehensive Zoning By-law Review identified that, Special Site 11 should be amended to refer to the land use designation as Motor Vehicle Commercial and the Special Site policies be amended to permit Convenience Commercial uses.	307	<p>That Section 4.23.6.12 Special Site 11 in the Meadowvale Village District Policies, be amended as follows:</p> <p><b>4.23.6.12            Site 11</b></p> <div></div> <p>The lands identified as Special Site 11 are located at the northeast corner of Courtneypark Drive and Mavis Road.</p> <p>Notwithstanding the provisions of the Motor Vehicle Commercial <del>and Convenience Commercial</del> designations, the following additional policy will apply:</p> <p>a. <del>, the lands may be developed for both Motor Vehicle Commercial and Convenience Commercial uses. on one site, or for Motor Vehicle Commercial and Convenience Commercial uses on individual sites, subject to the Motor Vehicle Commercial and Convenience Commercial policies of this Plan.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that the lands located west of Second Line West, south of Hickory Hollow Glen should be redesignated from Open Space to Residential Low Density II to be consistent with the existing residential zoning.	308	That the Meadowvale Village District Land Use Map, be amended as follows:  1. Redesignate the lands located west of Second Line West, south of Hickory Hollow Glen from "Open Space" to "Residential Low Density II".
Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at 427-451 Arrowsmith Drive, east of McLaughlin Road should be redesignated from Residential Medium Density I to Residential Low Density II to recognize the existing detached dwellings.	309	That the Meadowvale Village District Land Use Map, be amended as follows:  2. Redesignate the lands located at 427-451 Arrowsmith Drive, east of McLaughlin Road from "Residential Medium Density I" to "Residential Low Density II".
Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at the northeast corner of Mavis Road and Courtney Park Drive West should be redesignated from Convenience Commercial and Motor Vehicle Commercial to Motor Vehicle Commercial to recognize the existing motor vehicle commercial uses. A Special Site should be added to permit Convenience Commercial uses.	310	That the Meadowvale Village District Land Use Map, be amended as follows:  3. Redesignate the lands located at the northeast corner of Mavis Road and Courtneypark Drive West from "Convenience Commercial/Motor Vehicle Commercial" to "Motor Vehicle Commercial".
Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at 729, 733 and 737 Novo Star Drive should be redesignated from Residential Medium Density I to Residential Low Density II to recognize the existing detached dwellings.	311	That the Meadowvale Village District Land Use Map, be amended as follows:  4. Redesignate the lands located at 729, 733 and 737 Novo Star Drive from "Residential Medium Density I" to "Residential Low Density II".
Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the south side of Old Derry Road, west of Second Line West should be redesignated from General Commercial to Convenience Commercial to recognize the existing development and existing and proposed zoning.	312	That the Meadowvale Village District Land Use Map, be amended as follows:  5. Redesignate the lands located on the south side of Old Derry Road, west of Second Line West from "General Commercial" to "Convenience Commercial".

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	313	That the Meadowvale Village District Land Use Map, be amended as follows:  6. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Meadowvale Village District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.24, District Policies, Mineola District Policies, Special Site Policies	Section 4.24 Page 8	Section 4.24.7.3, Special Site 2, should be amended by adding offices located on Hurontario Street, located in the Special Site that exceeds the maximum 420 m <sup>2</sup> gross floor area.	314	<p>That Section 4.24.7.3, location map, f. and g., Site 2, be amended as follows:</p> <div><p>The map shows a section of Hurontario Street running vertically. To the west of the street are several streets: Hampshire Cres, Polesden Dr, Indian Valley Trail, Avonbridge Dr, Mineola Rd. W., and Old River Road. To the east are Pine Wood Trail, Hollywood Ave, and Wilson Avenue. Four specific areas are highlighted and labeled: Area A is a small rectangular area at the top; Area B is a larger area further down; Area C is a small area below B; and Area D is a small area at the bottom. The street name 'HURONTARIO STREET' is written vertically along the street.</p></div> <p><b>f. 4.27.7.3.1     Area 2A</b></p> <p>Notwithstanding subsection e. of this section, for the lands identified as Area 2A, the existing building at 1523 Hurontario Street will not exceed 584.7 585 m<sup>2</sup> gross floor area;</p> <p><b>g. 4.27.7.3.2     Area 2B</b></p> <p>Notwithstanding subsection e. of this section, for the lands identified as Area 2B, an office building at 1443 Hurontario Street will not exceed 552 m<sup>2</sup> gross floor area.</p> <p><b>4.27.7.3.3     Area 2C</b></p> <p>Notwithstanding subsection e. of this section, for the lands identified as Area 2C, an office building will not exceed 465 m<sup>2</sup> gross floor area.</p> <p><b>4.27.7.3.4     Area 2D</b></p> <p>Notwithstanding subsection e. of this section, for the lands identified as Area 2D, the maximum gross floor area will not exceed 460 m<sup>2</sup> gross floor area and the maximum gross floor area used for an office will not exceed 250 m<sup>2</sup> gross floor area.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.24, District Policies, Mineola District Policies, Special Site Policies	Section 4.24 Page 9	The Comprehensive Zoning By-law Review identified that, it would be appropriate to redesignate the lands identified as Special Site 4 located at the southwest corner of South Service Road and Crestview Avenue from Residential Medium Density I to Convenience Commercial to recognize the existing plaza. The Special Site policies will permit townhouse dwellings.	315	<p>That Section 4.24.7.5, Special Site 4, be amended as follows:</p> <p><b>4.24.7.51            Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are located at the southwest corner of South Service Road and Crestview Avenue.</p> <p>Notwithstanding the provisions of the <del>Residential Medium Density I Convenience Commercial</del> designation, <del>the existing commercial facility is recognised as a permitted use which may continue subject to the General Commercial policies</del> <i>townhouse dwellings will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.24, District Policies, Mineola District Policies, Mineola District Land Use Map	Mineola District Land Use Map	The Comprehensive Zoning By-law Review identified that, it would be appropriate to redesignate the lands identified as Special Site 4 located at the southwest corner of South Service Road and Crestview Avenue from Residential Medium Density I to Convenience Commercial to recognize the existing plaza.	316	That the Mineola District Land Use Map, be amended as follows:  1. Redesignate the lands located at the southwest corner of South Service Road and Crestview Avenue from "Residential Medium Density I" to "Convenience Commercial".
Section 4.24, District Policies, Mineola District Policies, Mineola District Land Use Map	Mineola District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	317	That the Mineola District Land Use Map, be amended as follows:  2. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Mineola District Land Use Map			

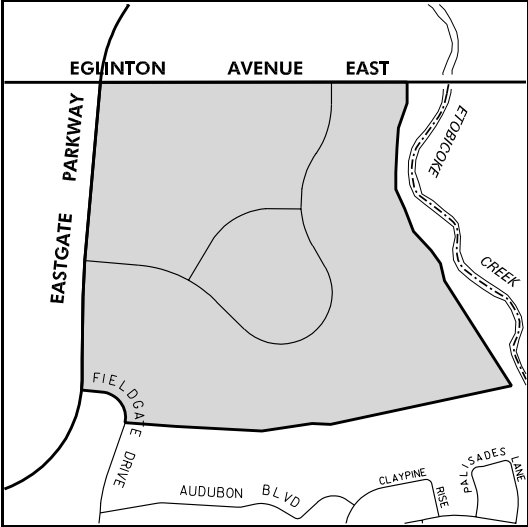


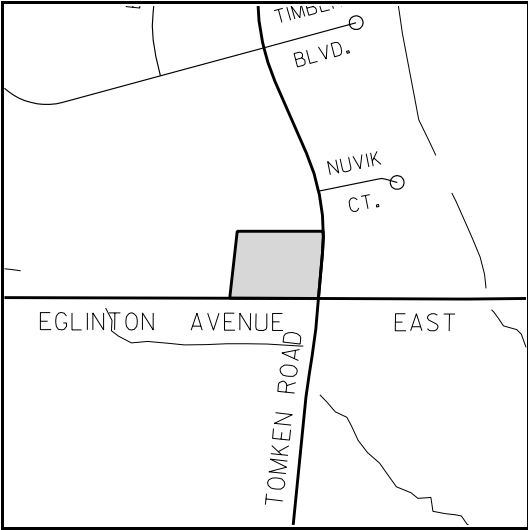
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.25, District Policies, Mississauga Valleys District Policies, Land Use	Section 4.25 Page 4	Section 4.25.4.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	318	<p>That Section 4.25.4.1.4, be amended as follows:</p> <p><b>4.25.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings, as well as <del>low-rise</del> apartments, at a Floor Space Index of 0.4-0.9. Building height should not exceed 4-storeys.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.25, District Policies, Mississauga Valleys District Policies, Mississauga Valleys District Land Use Map	Mississauga Valleys District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the south side of Bloor Street, east of Mississauga Valley Boulevard be redesignated from General Commercial to Convenience Commercial to be consistent with the existing development and existing and proposed development.	319	That the Mississauga Valleys District Land Use Map, be amended as follows:  1. Redesignate the lands located on the south side of Bloor Street, east of Mississauga Valleys Boulevard from "General Commercial" to "Convenience Commercial".
Section 4.25, District Policies, Mississauga Valleys District Policies, Mississauga Valleys District Land Use Map	Mississauga Valleys District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	320	That the Mississauga Valleys District Land Use Map, be amended as follows:  2. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Mississauga Valleys District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26.4.1, District Policies, Northeast District Policies, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.26 Pages 5 and 6	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	321	<p>That Section 4.26.4.1, Table 1, Basic Road Characteristics, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Add 26 m ROW Width conceptual Britannia Road East link to Abilene Drive from Tomken Road to Kennedy Road;</li><li>2. Revise North-South Arterial Road 36 m and 30 m ROW Width alignment.</li></ol>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26, District Policies, Northeast District Policies, Special Site Policies	Section 4.26 Page 7	The Comprehensive Zoning By-law Review identified that, the Special Site 2 policies should be amended to delete reference to motels to be consistent with the terminology used in the rest of Mississauga Plan.	322	<p>That Section 4.26.5.3, Site 2, be amended as follows:</p> <p><b>4.26.5.3 Site 2</b></p> <div></div> <p><b>4.26.5.3.1</b> The lands identified as Special Site 2 are located south of Eglinton Avenue East, east of Eastgate Parkway.</p> <p><b>4.26.5.3.2 Area 2A</b></p> <p><del>Notwithstanding the provisions of the Motor Vehicle Commercial policies of this Plan, Business Employment uses will also be permitted on the lands identified as Area 2A, excluding motels and waste processing or transfer stations and composting facilities.</del></p> <p><b>4.26.5.3.3 Area 2B</b></p> <p><del>Notwithstanding the provisions of the General Commercial and Business Employment designations, waste processing, transfer stations and composting facilities will not be permitted. policies of this Plan, development on the lands identified as Area 2B A will be subject to the following:</del></p> <p><del>a. motel uses will not be permitted;</del></p> <p><del>b. Business Employment uses will also be permitted, excluding motels and waste processing or transfer stations and composting facilities.</del></p> <p><b>4.26.5.3.4 Area 2C</b></p> <p><del>Notwithstanding the provisions of the Business Employment, policies of this Plan, motels and waste processing or transfer stations and composting facilities will not be permitted on the lands identified as Area 2C.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26, District Policies, Northeast District Policies, Special Site Policies	Section 4.26 Page 9	Section 4.26.5.6, Site 5, should be deleted as it is being proposed to redesignate the lands to Business Employment which would permit the convenience restaurant.	323	<div><div>That Section 4.26.5.6, Site 5, be deleted.</div><div><div><div><div>4.26.5.6</div><div>Site 5</div></div></div><div></div><div><div>The lands identified as Special Site 5 are located at the northwest corner of Eglinton Avenue East and Tomken Road.</div><div>Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policy will apply:</div><div><div>a.</div><div>a convenience restaurant with a drive-through facility will be permitted.</div></div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Comprehensive Zoning By-law Review identified that, a number of internal properties had existing industrial operations with extensive outdoor processing and/or storage areas. These lands are currently designated Business Employment and zoned M2. It would be appropriate to redesignate these lands from Business Employment to Industrial to be consistent with the existing land uses.	<b>324</b>	<p>That the Northeast District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"> <li>Redesignate the following lands from "Business Employment" to "Industrial": <ul style="list-style-type: none"> <li>the lands located north of Highway 401, east and west of Dixie Road;</li> <li>the lands located south of the Brampton border, east and west of Dixie Road;</li> <li>the lands located south of the Brampton border, east and west of Torbram Road;</li> <li>the lands located south of Derry Road West, east of Airport Road;</li> <li>the lands located south of Highway 401, east and west of Dixie Road;</li> <li>the lands located north of Derry Road East, west of Tomken Road;</li> <li>the lands located south of Derry Road East, east and west of Pacific Circle;</li> <li>the lands located north and south of Matheson Boulevard East, east of Timberlea Boulevard;</li> <li>the lands located west of Tomken Road, north and south of Gana Road;</li> <li>the lands located south of Crestlawn Drive, north of Fewster Drive.</li> </ul> </li> </ol>
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the General Commercial designation in Employment Districts, lands currently designated Motor Vehicle Commercial should be redesignated to General Commercial.	<b>325</b>	<p>That the Northeast District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"> <li>Redesignate the following lands from "Motor Vehicle Commercial" to "General Commercial": <ul style="list-style-type: none"> <li>southeast corner of Eglinton Avenue East and Eastgate Parkway;</li> <li>northwest corner of Eglinton Avenue East and Dixie Road;</li> <li>northeast corner of Aimco Boulevard and Dixie Road;</li> <li>southwest corner of Derry Road East and Rexwood Road.</li> </ul> </li> </ol>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation in Employment Districts, lands currently designated Motor Vehicle Commercial should be redesignated to Business Employment.	326	<p>That the Northeast District Land Use Map, be amended as follows:</p> <p>3. Redesignate the following lands from "Motor Vehicle Commercial" to "Business Employment":</p> <ul style="list-style-type: none"> <li>• northwest corner of Eglinton Avenue East and Tomken Road;</li> <li>• southwest corner of Britannia Road East and Dixie Road;</li> <li>• southeast corner of Courtneypark Drive East and Dixie Road;</li> <li>• northeast corner of Courtneypark Drive and Dixie Road;</li> <li>• southwest corner of Derry Road East and Tomken Road;</li> <li>• southeast corner of Derry Road East and Dixie Road;</li> <li>• southwest corner of Derry Road East and Menkes Drive;</li> <li>• northwest corner of Slough Street and Airport Road;</li> <li>• east side of Airport Road, north of Orlando Drive;</li> <li>• northeast corner of Bresler Drive and Airport Road;</li> <li>• southeast corner of Bresler Drive and Airport Road;</li> <li>• northeast corner of Highway 427 and Airport Road.</li> </ul>
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Industrial designation in Employment Districts, lands currently designated Motor Vehicle Commercial should be redesignated to Industrial.	327	<p>That the Northeast District Land Use Map, be amended as follows:</p> <p>4. Redesignate the following lands from "Motor Vehicle Commercial" to "Industrial":</p> <ul style="list-style-type: none"> <li>• southeast corner of Matheson Boulevard East and General Road;</li> <li>• south side of Britannia Road East, west of Dixie Road;</li> </ul>
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located south of Drew Road, west of the west branch of the Etobicoke Creek should be redesignated from Greenbelt to Industrial to be consistent with the Greenbelt policies, the existing development and the existing and proposed zoning.	328	<p>That the Northeast District Land Use Map, be amended as follows:</p> <p>5. Redesignate the lands located south of Drew Road, west of the west branch of the Etobicoke Creek from "Greenbelt" to "Industrial".</p>
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located south of Derry Road East, east of Tomken Road are not part of the cemetery and should be redesignated from Private Open Space to Business Employment to be consistent with the existing zoning.	329	<p>That the Northeast District Land Use Map, be amended as follows:</p> <p>6. Redesignate the lands located south of Derry Road East, east of Tomken Road from "Private Open Space - Cemetery" to "Business Employment".</p>

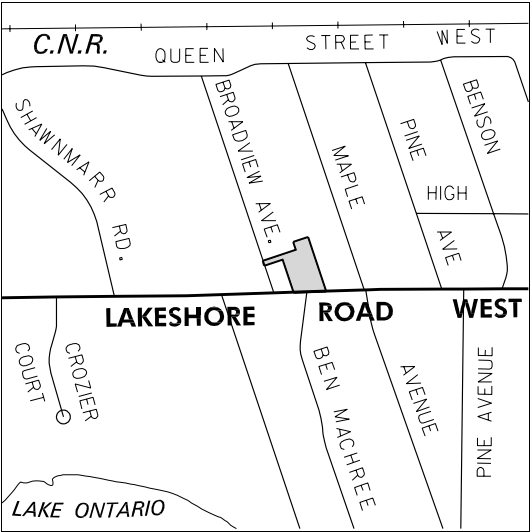


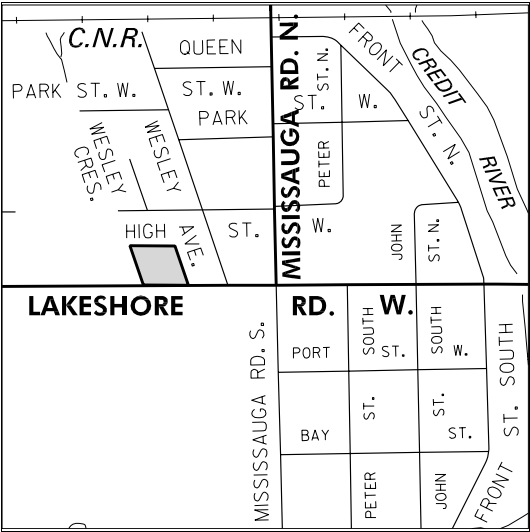
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located south of Derry Road East, east of Tomken Road are not part of the cemetery and should be redesignated from Private Open Space to Greenbelt to be consistent with the existing zoning.	330	That the Northeast District Land Use Map, be amended as follows:  7. Redesignate the lands located south of Derry Road East, east of Tomken Road from "Private Open Space - Cemetery" to "Greenbelt".
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	Upon further review and through the Comprehensive Zoning By-law Review, it is appropriate to add an Airport Land Use Designation to include all Airport lands.	331	That the Northeast District Land Use Map, be amended as follows:  8. Add Airport Land Use Designation to the Northeast District and add "Airport" to the Land Use Designations legend.
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Transportation and Works Department requested editorial updates to the Northeast District Land Use Map.	332	That the Northeast District Land Use Map, be amended as follows:  9. Update current Airport Terminal configuration (new Terminal 1);  10. Revise alignment of North-South Arterial Road;  11. Add alignment of Britannia Road East link to Abilene Drive;  12. Revise Highway 401 westbound off-ramp;  13. Delete "(conceptual)" after "Future Arterial" in legend;  14. Add "Future Major Collector (conceptual)" in legend;  15. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station";  16. Revise "GTA Transit Airport Connections" in legend to "Transit Airport Connections".
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	333	That the Northeast District Land Use Map, be amended as follows:  17. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Northeast District Land Use Map (Map 1 of 2)			

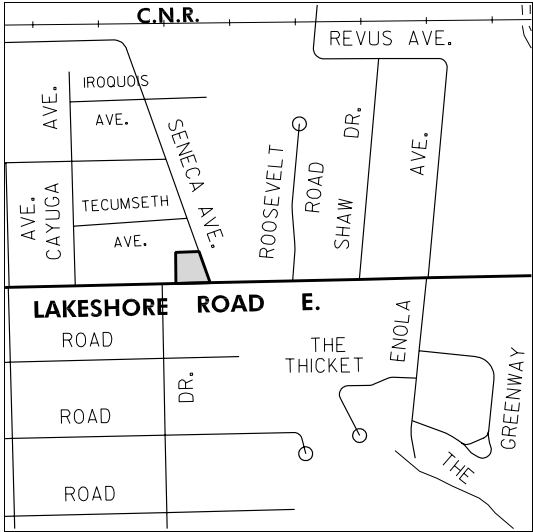
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Northeast District Land Use Map (Map 2 of 2)			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Urban Design Policies	Section 4.27 Page 9	The Comprehensive Zoning By-law Review identified that, Section 4.27.3.1.7.c, should be revised to be consistent with the terminology of other sections of Mississauga Plan by permitting a height range of 2 to 3-storeys.	334	That Section 4.27.3.1.7.c, be amended as follows:  c. Building heights should <del>not exceed</del> <i>be a minimum of 2-storeys and a maximum of 3-storeys.</i> <del>Lands designated Mainstreet Commercial which front onto the south side of Lakeshore Road East between Hurontario Street and Elmwood Avenue are encouraged to be developed as mixed commercial/residential "live/work" units and shall not exceed a building height of 3-storeys.</del>
Section 4.27, District Policies, Port Credit District Policies, Land Use	Section 4.27 Page 12	The Comprehensive Zoning By-law Review identified that, Section 4.27.4.1.2, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	335	That Section 4.27.4.1.2, be amended as follows:  <b>4.27.4.1.2 Residential Low Density II</b>  The Residential Low Density II designation permits detached, semi-detached, duplex, <i>triplex and street townhouse dwellings</i> <del>and other types of dwellings with individual frontages on a public street</del> , at a density of 13-30 units per net residential hectare.
Section 4.27, District Policies, Port Credit District Policies, Land Use	Section 4.27 Page 12	The Comprehensive Zoning By-law Review identified that, Section 4.27.4.1.3, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	336	That Section 4.27.4.1.3, be amended as follows:  <b>4.27.4.1.3 Residential Medium Density I</b>  The Residential Medium Density I designation permits townhouse <del>development</del> <i>dwellings</i> at a density of 26-42 units per net residential hectare. Building height should not exceed 3-storeys, unless otherwise specified in the Port Credit Urban Design policies of this Plan.
Section 4.27, District Policies, Port Credit District Policies, Land Use	Section 4.27 Page 12	The Comprehensive Zoning By-law Review identified that, Section 4.27.4.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.  Further, reference to lands that are designated Residential Medium Density II and located in the Harbour Mixed Use Character Area should be deleted as there are no lands in the Harbour Mixed Use Character Area that are designated Residential Medium Density II.	337	That Section 4.27.4.1.4, be amended as follows:  <b>4.27.4.1.4 Residential Medium Density II</b>  The Residential Medium Density II designation permits <i>townhouse dwellings</i> and all forms of horizontal multiple dwellings, as well as <del>low-rise</del> apartments at a Floor Space Index of 0.4-0.9. <del>Development on all lands designated Residential Medium Density II and located in the Harbour Mixed Use character area will not exceed a maximum Floor Space Index of 0.70 (75 uph).</del> Building height should not exceed 4-storeys, unless otherwise specified in the Port Credit Urban Design policies of this Plan.

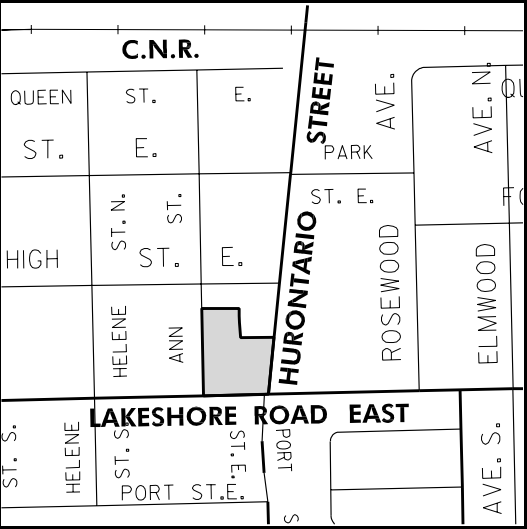
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 27	The Comprehensive Zoning By-law Review identified that, Section 4.27.6.7, Special Site 6, should be deleted as this site is proposed to be redesignated to Mainstreet Commercial.	338	<div><div><div>That Section 4.27.6.7, Special Site 6, be deleted.</div><div><div>4.27.6.7</div><div>Site 6</div></div><div></div></div><div><div>The lands identified as Special Site 6 are located north of Lakeshore Road West and east of Broadview Avenue.</div><div>Notwithstanding the provisions of the General Commercial designation, the following additional policy will apply:</div><div>a. apartment uses will be permitted.</div></div></div>

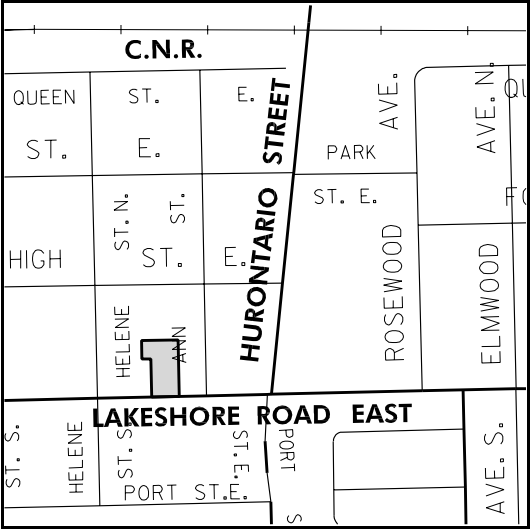
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 28	The Comprehensive Zoning By-law Review identified that, Section 4.27.6.8, Special Site 7, should be redesignated from Motor Vehicle Commercial to Mainstreet Commercial as it reflects the ultimate vision for these lands.	339	<div><div><div>That Section 4.27.6.8, Special Site 7, be amended as follows:</div><div>4.27.6.8                      Site 7</div><div></div><div>The lands identified as Special Site 7 are located on the north side of Lakeshore Road West and west of Wesley Avenue.</div><div>Notwithstanding the provisions of the <del>Motor Vehicle Commercial</del> <i>Mainstreet Commercial</i> designation, <del>the following additional policy will apply:</del></div><div>a. motor vehicle sales <del>and service</del> will be permitted.</div></div></div>


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 29	Section 4.27.6.11, Special Site 10, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	340	<div><div><div>That Section 4.27.6.11, Special Site 10, be amended as follows:</div><div><div>4.27.6.11</div><div>Site 10</div><div></div></div></div><div><div>The lands identified as Special Site 10 are located north of Lakeshore Road East and east of Hurontario Street.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a.</div><div>a gas bar, <del>car and a motor vehicle wash and convenience kiosk</del> will be permitted.</div></div></div></div>

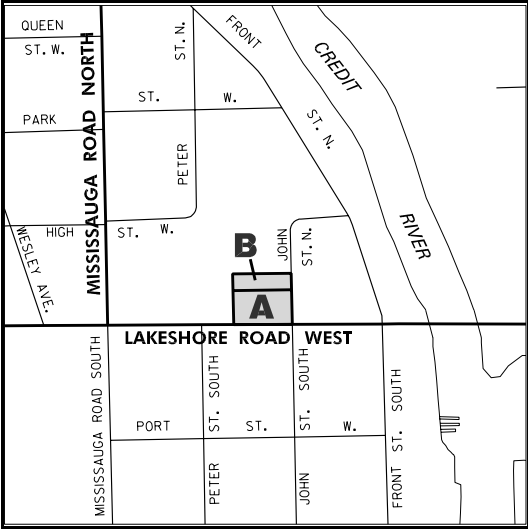
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 30	Section 4.27.6.13, Special Site 12, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	341	<div><div>That Section 4.27.6.13, Site 12, be amended as follows:</div><div><div><div>4.27.6.13Site 12</div><div></div></div><div><div>The lands identified as Special Site 12 are located at the northwest corner of Lakeshore Road East and Seneca Avenue.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a. a motor vehicle car wash will be permitted.</div></div></div></div></div>

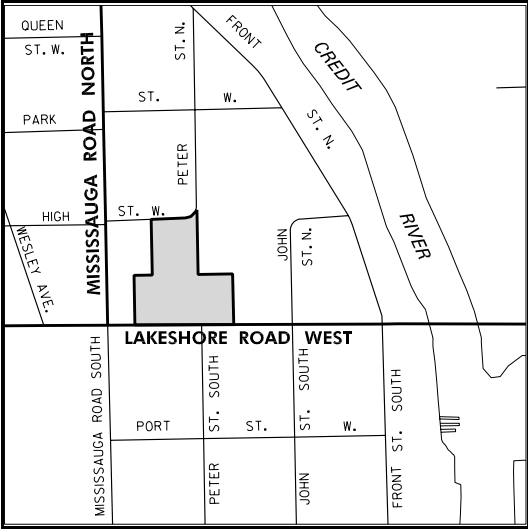


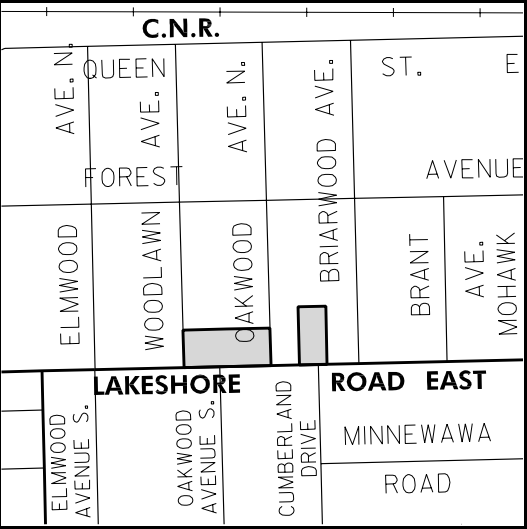
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road East, west of Hurontario Street, east of Ann Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	342	<div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.18      Site 17</b></p><div></div><p><i>The lands identified as Special Site 17 are located on the north side of Lakeshore Road East, west of Hurontario Street, east of Ann Street.</i></p><p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the following additional policies will apply:</i></p><ul style="list-style-type: none"><li><i>a. apartment dwellings to a maximum Floor Space Index of 2.3 will be permitted.</i></li><li><i>b. the maximum height permitted will be 20-storeys.</i></li></ul></div>

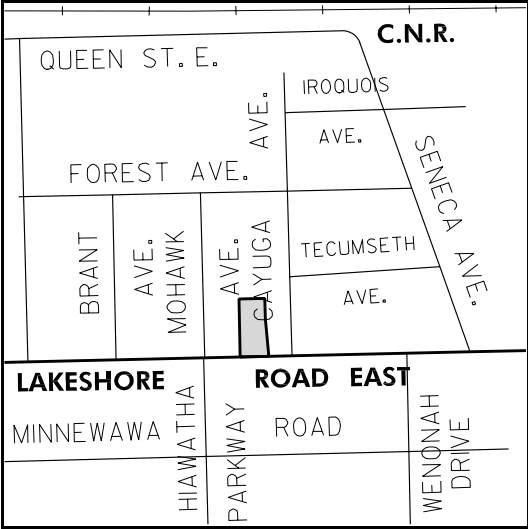
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located north of Lakeshore Road East, east of Helene Street North and west of Ann Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	343	<div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div><div>4.27.6.19Site 18</div><div><p>The map shows a grid of streets. At the top is C.N.R. Below it are Queen St. E., High St. N., and Helene St. N. To the east of these is Hurontario Street. Further east are Park Ave., Rosewood St. E., and Elmwood Ave. N. At the bottom is Lakeshore Road East. A small rectangular area is highlighted between Helene St. N. and Ann St. N., east of Lakeshore Road East. Other labels include ST. S., HELENE ST. S., PORT ST. E., and AVE. S.</p></div><div><p>The lands identified as Special Site 18 are located north of Lakeshore Road East, east of Helene Street North and west of Ann Street.</p><p>Notwithstanding the provisions of the Mainstreet Commercial designation, the maximum height permitted will be 5-storeys.</p></div></div></div>


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Port Street, west of Elizabeth Street South, east of Stavebank Road South requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	344	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.20            Site 19</b></p> <div></div> <p><i>The lands identified as Special Site 19 are located on the north side of Port Street, west of Elizabeth Street South, east of Stavebank Road South.</i></p> <p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the following will apply.</i></p> <p><b>4.27.6.20.1            Area 19A</b></p> <p><i>For the lands identified as Area 19A, the maximum height permitted will be 14-storeys.</i></p> <p><b>4.27.6.20.2            Area 19B</b></p> <p><i>For the lands identified as Area 19B, the maximum height permitted will be 7-storeys.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road West, west of John Street North, requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	345	<div><div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.21            Site 20</b></p></div><div><p><i>The lands identified as Special Site 20 are located on the north side of Lakeshore Road West, west of John Street North.</i></p><p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the following will apply.</i></p><p><b>4.27.6.21.1            Area 20A</b></p><p><i>For the lands identified as Area 20A, the maximum height permitted will be 5-storeys.</i></p><p><b>4.27.6.21.2            Area 20B</b></p><p><i>For the lands identified as Area 20B, the maximum height permitted will be 4-storeys.</i></p></div></div>


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road West, east of Mississauga Road requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	346	<div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div><div>4.27.6.22Site 21</div><div></div><div><div>The lands identified as Special Site 21 are located on the north side of Lakeshore Road West, east of Mississauga Road.</div><div>Notwithstanding the provisions of the Mainstreet Commercial and Residential High Density I designations, the maximum height permitted will be 19-storeys.</div></div></div></div>

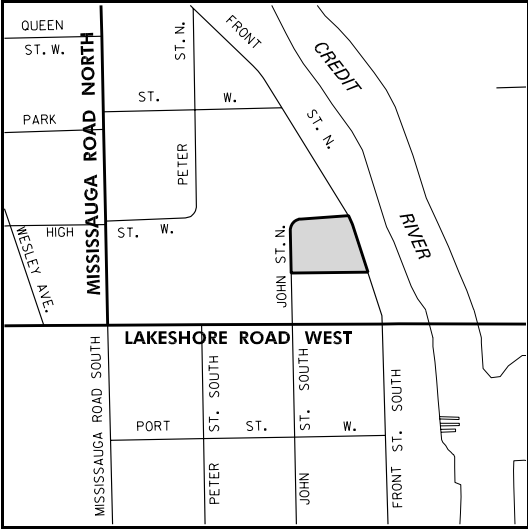
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road East, between Woodlawn Avenue and Oakwood Avenue North and the lands located north of Lakeshore Road East west of Briarwood Avenue requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	347	<div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.23                      Site 22</b></p><div><p>The map shows a grid of streets. The top horizontal street is labeled 'C.N.R.'. Below it, from left to right, are 'QUEEN AVE. N.', 'FOREST AVE.', 'OAKWOOD AVE. N.', 'BRIARWOOD AVE.', and 'ST. E'. Below these are 'ELMWOOD AVE. S.', 'WOODLAWN AVE.', 'OAKWOOD AVE. S.', 'BRANT AVE.', and 'MOHAWK AVE.'. The bottom horizontal street is 'LAKESHORE ROAD EAST'. The site is located north of 'LAKESHORE ROAD EAST', between 'WOODLAWN AVE.' and 'OAKWOOD AVE. S.'. The site is highlighted in grey.</p></div><p><i>The lands identified as Special Site 22 are located on the north side of Lakeshore Road East, between Woodlawn Avenue and Oakwood Avenue North and the lands located north of Lakeshore Road East west of Briarwood Avenue.</i></p><p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the maximum height permitted will be 4-storeys.</i></p></div>

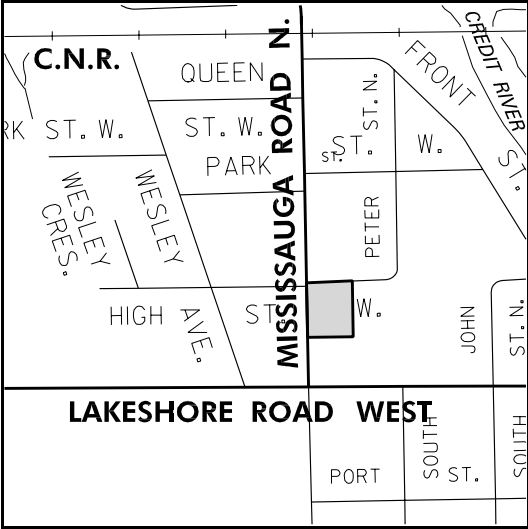
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road East, west of Cayuga Avenue requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	348	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.24            Site 23</b></p> <div></div> <p><i>The lands identified as Special Site 23 are located on the north side of Lakeshore Road East, west of Cayuga Avenue.</i></p> <p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the maximum height permitted will be 5-storeys.</i></p>

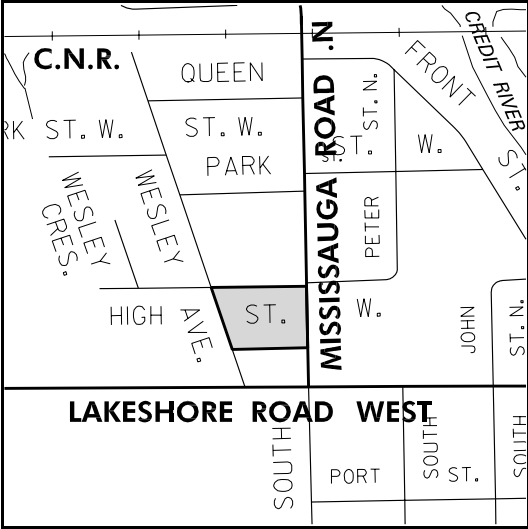
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located north of Park Street, south of Queen Street and west of Mississauga Road required a new Special Site to be consistent with the existing zoning and recognize the existing development.	349	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.25      Site 24</b></p> <div></div> <p><i>The lands identified as Special Site 24 are located on the north side of Park Street West, south of Queen Street and west of Mississauga Road.</i></p> <p><i>Notwithstanding the provisions of the Residential Medium Density I designation, detached, duplex and triplex dwellings will be permitted.</i></p>

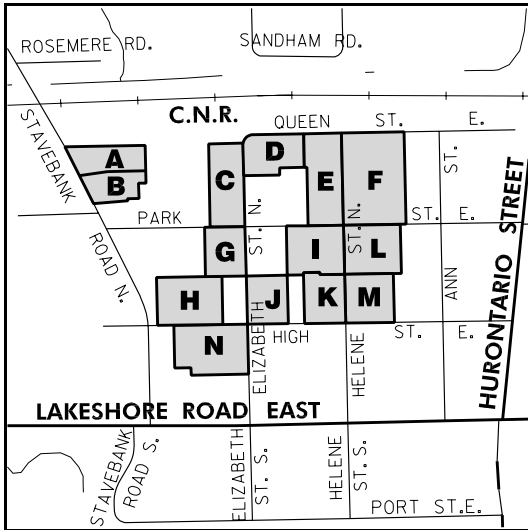


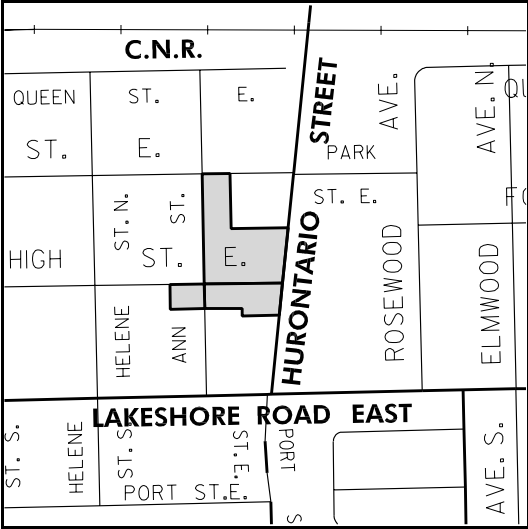
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located north of Park Street West, east and west of Peter Street North and the lands south of Park Street West, between Mississauga Road North and Peter Street North, requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	350	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.26                      Site 25</b></p> <div><p>The map shows a street grid in Port Credit. A grey-shaded area, labeled 'Site 25', is bounded by Park Street West to the north, Peter Street North to the east, Mississauga Road North to the south, and an unnamed street to the west. Other streets shown include Queen Street West, Westley Avenue, John Street North, and Credit River. The C.N.R. line is also indicated.</p></div> <p><i>The lands identified as Special Site 25 are located north of Park Street West, east and west of Peter Street North and the lands south of Park Street West, between Mississauga Road North and Peter Street North.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, detached, semi-detached, triplex and horizontal multiple dwellings will be permitted.</i></p>

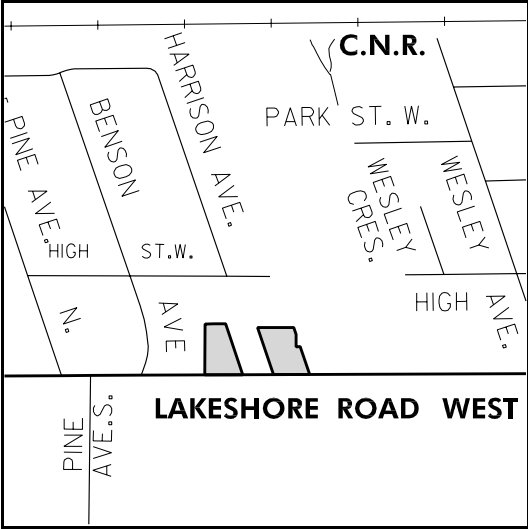
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the west side of Front Street North, north of Lakeshore Road West requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	351	<div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div><div><div>4.27.6.27Site 26</div><div></div><div><div>The lands identified as Special Site 26 are located on the west side of Front Street North, north of Lakeshore Road West.</div><div>Notwithstanding the provisions of the Residential Medium Density I designation, office, duplex and apartment dwellings will be permitted.</div></div></div></div></div>


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the east side of Mississauga Road North, south of High Street West requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	352	<div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div><div><div><div>4.27.6.28</div><div>Site 27</div></div><div></div></div></div><div><div>The lands identified as Special Site 27 are located on the east side of Mississauga Road North, south of High Street West.</div><div>Notwithstanding the provisions of the Residential High Density I designation, duplex dwellings and horizontal multiple dwellings will be permitted.</div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the south side of High Street West between Mississauga Road North and Wesley Avenue. requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	353	<div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.29                      Site 28</b></p><div></div><p><i>The lands identified as Special Site 28 are located on the south side of High Street West between Mississauga Road North and Wesley Avenue.</i></p><p><i>Notwithstanding the provisions of the Residential High Density I designation, detached and triplex dwellings will be permitted.</i></p></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN																																															
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located north of Lakeshore Road East, south of the Canadian National Railway, east of Stavebank Road and west Hurontario Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	354	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.30      Site 29</b></p> <div><p>The map shows a grid of lots labeled A through N. The lots are situated between Stavebank Road to the west and Hurontario Street to the east. To the north is the C.N.R. and to the south is Lakeshore Road East. The lots are arranged in a roughly rectangular pattern, with some irregular shapes. Lot A is at the northwest corner, and Lot N is at the southwest corner. The map also shows surrounding streets: Rosemere Rd. and Sandham Rd. to the north, Queen St. E. to the east, and St. N., St. E., Ann St. E., and Port St. E. to the south and east.</p></div> <p><i>The lands identified as Special Site 29 are located north of Lakeshore Road East, south of the Canadian National Railway, east of Stavebank Road and west Hurontario Street.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, the following will apply:</i></p> <table><tr><th>Area</th><th>FSI Range</th><th>Maximum Height Permitted</th></tr><tr><td>A</td><td>1.0-2.3 FSI</td><td>13-storeys</td></tr><tr><td>B</td><td>1.0-2.8 FSI</td><td>11-storeys</td></tr><tr><td>C</td><td>1.0-2.7 FSI</td><td>13-storeys</td></tr><tr><td>D</td><td>1.0-2.4 FSI</td><td>11-storeys</td></tr><tr><td>E</td><td>1.0-2.8 FSI</td><td>NA</td></tr><tr><td>F</td><td>1.0-4.0 FSI</td><td>27-storeys</td></tr><tr><td>G</td><td>1.0-2.4 FSI</td><td>10-storeys</td></tr><tr><td>H</td><td>1.0-2.4 FSI</td><td>16-storeys</td></tr><tr><td>I</td><td>1.0-2.9 FSI</td><td>14-storeys</td></tr><tr><td>J</td><td>1.5-2.9 FSI</td><td>NA</td></tr><tr><td>K</td><td>1.0-3.3 FSI</td><td>10-storeys</td></tr><tr><td>L</td><td>1.0-2.5 FSI</td><td>NA</td></tr><tr><td>M</td><td>1.0-2.7 FSI</td><td>13-storeys</td></tr><tr><td>N</td><td>1.0-2.8 FSI</td><td>14-storeys</td></tr></table>		Area	FSI Range	Maximum Height Permitted	A	1.0-2.3 FSI	13-storeys	B	1.0-2.8 FSI	11-storeys	C	1.0-2.7 FSI	13-storeys	D	1.0-2.4 FSI	11-storeys	E	1.0-2.8 FSI	NA	F	1.0-4.0 FSI	27-storeys	G	1.0-2.4 FSI	10-storeys	H	1.0-2.4 FSI	16-storeys	I	1.0-2.9 FSI	14-storeys	J	1.5-2.9 FSI	NA	K	1.0-3.3 FSI	10-storeys	L	1.0-2.5 FSI	NA	M	1.0-2.7 FSI	13-storeys	N	1.0-2.8 FSI	14-storeys
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Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located west of Hurontario Street, north and south of High Street East requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	355	<div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div><div>4.27.6.31Site 30</div><div></div><div><div>The lands identified as Special Site 30 are located west of Hurontario Street, north and south of High Street East.</div><div>Notwithstanding the provisions of the Residential High Density I designation, offices will be permitted in detached dwellings.</div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road West, east of Benson Avenue requires a new Special Site on two properties to recognize the motor vehicle repair as a permitted use.	356	<div><div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div><div>4.27.6.32Site 31</div><div></div></div><div><div>The lands identified as Special Site 31 are located on the north side of Lakeshore Road West, east of Benson Avenue.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, motor vehicle repair will be permitted.</div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Community Services Department have requested that we recognize the existing restaurant in the lands designated Open Space located west of Port Street East, south of Lakeshore Road West.	357	<div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.33                      Site 32</b></p><div></div><p><i>The lands identified as Special Site 32 are located west of Stavebank Road South, south of Lakeshore Road West.</i></p><p><i>Notwithstanding the provisions of the Public Open Space and Greenbelt designations, the existing restaurant and marina will be permitted.</i></p></div>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the west side of Broadview Avenue, north of Lakeshore Road West should be redesignated from Residential Medium Density II to Residential Low Density II to be consistent with the existing zoning and recognize the existing development.	<b>358</b>	That the Port Credit District Land Use Map, be amended as follows:  1. Redesignate the lands located on the west side of Broadview Avenue, north of Lakeshore Road West from "Residential Medium Density II" to "Residential Low Density II".
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located west side of Broadview Avenue, north of Lakeshore Road West should be redesignated from Residential Low Density II to Residential Medium Density II to be consistent with the existing zoning and recognize the existing development.	<b>359</b>	That the Port Credit District Land Use Map, be amended as follows:  2. Redesignate the lands located west of Broadview Avenue, north of Lakeshore Road West from "Residential Low Density II" to "Residential Medium Density II".
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at 80 High Street should be redesignated from Residential High Density I to Utility to be consistent with the existing zoning and recognize the existing development.	<b>360</b>	That the Port Credit District Land Use Map, be amended as follows:  3. Redesignate the lands located north of High Street East, west of Ann Street from "Residential High Density I" to "Utility".
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located east of Godfrey Lane, south of Lakeshore Road West should be redesignated from Residential Medium Density II to Residential Medium Density III to be consistent with the existing zoning and recognize the existing development.	<b>361</b>	That the Port Credit District Land Use Map, be amended as follows:  4. Redesignate the lands located east of Godfrey Lane, south of Lakeshore Road West from "Residential Medium Density II" to "Residential Medium Density III".
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located east of Broadview Avenue, north of Lakeshore Road West should be redesignated from General Commercial to Mainstreet Commercial to be consistent with the existing zoning and recognize the existing development.	<b>362</b>	That the Port Credit District Land Use Map, be amended as follows:  5. Redesignate the lands located east of Broadview Avenue, north of Lakeshore Road West from "General Commercial" to "Mainstreet Commercial".

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	<p>The Comprehensive Zoning By-law Review identified that, the following lands should be redesignated from Motor Vehicle Commercial to Mainstreet Commercial:</p> <ul style="list-style-type: none"> <li>lands located on the north side of Lakeshore Road West, east of Benson Avenue, to establish the vision for continuous Mainstreet development in the area;</li> <li>lands located on the north side of Lakeshore Road West and west of Wesley Avenue, as it represents a more appropriate land use in terms of compatibility and ultimate land use. Special Site 7 has been retained to recognize the existing motor vehicle sales.</li> </ul>	<b>363</b>	<p>That the Port Credit District Land Use Map, be amended as follows:</p> <p>6. Redesignate the following lands from "Motor Vehicle Commercial" to "Mainstreet Commercial":</p> <ul style="list-style-type: none"> <li>lands located on the north side of Lakeshore Road West, east of Benson Avenue;</li> <li>lands located on the north side of Lakeshore Road West and west of Wesley Avenue.</li> </ul>
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	<p>The Comprehensive Zoning By-law Review identified that, the lands located on the south side of Lakeshore Road East, west of Stavebank Road should be redesignated from Open Space to Mainstreet Commercial to be consistent with the existing zoning and recognize the existing development.</p>	<b>364</b>	<p>That the Port Credit District Land Use Map, be amended as follows:</p> <p>7. Redesignate the lands located on the south side of Lakeshore Road East, west of Stavebank Road from "Open Space" to "Mainstreet Commercial".</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	<p>The Comprehensive Zoning By-law Review identified that, the following lands should be redesignated from Residential Medium Density to Mainstreet Commercial:</p> <ul style="list-style-type: none"> <li>lands located east of Wenonah Drive on the south side of Lakeshore Road East, to establish the vision for continuous Mainstreet Commercial development in the area;</li> <li>lands located on the north side of Lakeshore Road East, east of Woodlawn Avenue, to be consistent with the existing vision of Lakeshore Road and recognize the existing development.</li> <li>lands located on the north side of Lakeshore Road East, east of Cayuga Avenue, to be consistent with the existing vision of Lakeshore Road and recognize the existing development.</li> </ul>	365	<p>That the Port Credit District Land Use Map, be amended as follows:</p> <p>8. Redesignate the following lands from "Residential Medium Density III" to "Mainstreet Commercial":</p> <ul style="list-style-type: none"> <li>the lands located east of Wenonah Drive on the south side of Lakeshore Road East;</li> <li>the lands located on the north side of Lakeshore Road East, east of Woodlawn Avenue;</li> <li>the lands located on the north side of Lakeshore Road East, east of Cayuga Avenue.</li> </ul>
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	<p>The Comprehensive Zoning By-law Review identified that, the cemetery located on the south side of Lakeshore Road West, west of John Street South should be designated Private Open Space.</p>	366	<p>That the Port Credit District Land Use Map, be amended as follows:</p> <p>9. Redesignate the lands located south of Lakeshore Road West, west of John Street South from "Mainstreet Commercial" to "Private Open Space with the Cemetery symbol" and add "Cemetery symbol" to the Land Use Legend.</p>
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	<p>The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.</p>	367	<p>That the Port Credit District Land Use Map, be amended as follows:</p> <p>10. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Port Credit District Land Use Map			

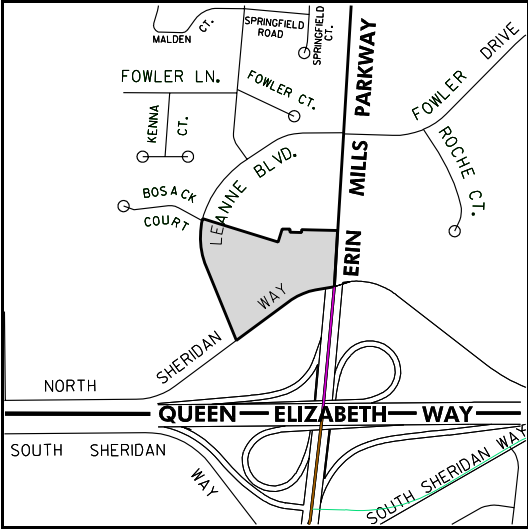
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.28, District Policies, Rathwood District Policies, Special Site Policies	Section 4.28 Page 6	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	<b>368</b>	That Section 4.28.6.2.a, 2 <sup>nd</sup> bullet, Site 1, be amended as follows: <ul style="list-style-type: none"> <li>convenient pedestrian access through this site to nearby transit service on Rathburn Road East, Cawthra Road and the future Mississauga <del>Transitway</del> <i>Bus Rapid Transit (BRT) facility</i>;</li> </ul>
Section 4.28, District Policies, Rathwood District Policies, Special Site Policies	Section 4.28 Page 7	The Comprehensive Zoning By-law Review identified that, the lands designated Residential High Density II that are part of Special Site 2 should be amended to include townhouse dwellings as a permitted use to be consistent with the existing zoning and recognize the existing development.	<b>369</b>	That Section 4.28.6.3, Site 2, be amended as follows: <p><i>e. The lands designated Residential High Density II will permit townhouse dwellings.</i></p>
Section 4.28, District Policies, Rathwood District Policies, Special Site Policies	Section 4.28 Page 7	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	<b>370</b>	That Section 4.28.6.3.a, 2 <sup>nd</sup> bullet, Site 2, be amended as follows: <ul style="list-style-type: none"> <li>convenient pedestrian access through the site to nearby transit service on Rathburn Road East, Dixie Road and the future Mississauga <del>Transitway</del> <i>Bus Rapid Transit (BRT) facility</i>;</li> </ul>

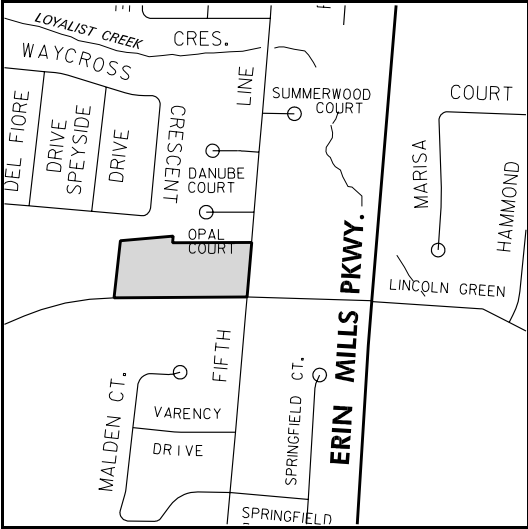
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.28, District Policies, Rathwood District Policies, Rathwood District Land Use Map	Rathwood District Land Use Map	The Transportation and Works Department requested editorial changes to the Rathwood District Land Use Map.	371	That the Rathwood District Land Use Map, be amended as follows:  1. Replace the reference to "Transitway" and" Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.28, District Policies, Rathwood District Policies, Rathwood District Land Use Map	Rathwood District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	372	That the Rathwood District Land Use Map, be amended as follows:  2. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

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SEE Rathwood District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.29, District Policies, Sheridan District Policies, Land Use	Section 4.29 Page 4	The Comprehensive Zoning By-law Review identified that, Section 4.29.3.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	373	<p>That Section 4.29.3.1.4, be amended as follows:</p> <p><b>4.29.3.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings at a Floor Space Index (FSI) of 0.5-0.75.</p>
Section 4.29, District Policies, Sheridan District Policies, Land Use	Section 4.29 Page 4	<p>In Section 4.29.3.3, the uses that are permitted in Employment Districts should be deleted as they are covered under Section 3.3.1, Business Employment, Permitted Uses.</p> <p>Further, Section 4.29.3.3, should be revised to be consistent with the terminology of other sections of Mississauga Plan.</p>	374	<p>That Section 4.29.3.3, be amended as follows:</p> <p><b>4.29.3.3 Business Employment</b></p> <p>Notwithstanding the Business Employment policies of this Plan, <i>overnight accommodations and conference centres</i> <del>the following uses</del> will not be permitted.</p> <p><del>a. transportation facilities;</del></p> <p><del>b. waste processing or transfer stations and composting facilities;</del></p> <p><del>c. trucking terminals;</del></p> <p><del>d. hotels, motels and conference centres;</del></p> <p><del>e. motor vehicle body repair facilities;</del></p> <p><del>f. motor vehicle repair garages.</del></p>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.29, District Policies, Sheridan District Policies, Special Site Policies	Section 4.29 Page 8	The Comprehensive Zoning By-law Review identified that, Section 4.29.5.6, Special Site 5, should be revised to permit overnight accommodations to be consistent with the existing zoning and recognize the existing development.	375	<div><div>That Section 4.29.5.6, be amended as follows:</div><div><div>4.29.5.6Site 5</div><div></div><div><div>The lands identified as Special Site 5 are located on the north side of North Sheridan Way, between Erin Mills Parkway and Leanne Boulevard.</div><div>Notwithstanding the provisions of the Office designation, a long term health-care facility <i>and overnight accommodations</i> will also be permitted. <del>and</del> Limited commercial uses may be considered.</div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.29, District Policies, Sheridan District Policies, Special Site Policies	Section 4.29 Page 10	The Comprehensive Zoning By-law Review identified that, the lands at the northwest corner of Sheridan Park Drive and Fifth Line West should be redesignated from Residential Medium Density II to Residential High Density I to be consistent with the existing zoning and recognize the existing development. A Special Site is required to recognize an Floor Space Index of 0.5.	376	<p>That a new Special Site be added to the Sheridan District Policies as follows:</p> <p><b>4.29.5.9                      Site 8</b></p> <div></div> <p><i>The lands identified as Special Site 8 are located at the northwest corner of Sheridan Park Drive and Fifth Line West.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I policies, a Floor Space Index (FSI) of 0.5 will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.29, District Policies, Sheridan District Policies, Sheridan District Land Use Map	Sheridan District Land Use Map	The Comprehensive Zoning By-law Review identified that the lands located at 1564 Mississauga Road currently do not have an Official Plan designation. A detached dwelling which is designated in the heritage inventory is located on the lands. The lands should be designated Residential Low Density I to be consistent with the existing zoning and recognize the existing development.	377	That the Sheridan District Land Use Map, be amended as follows:  1. Redesignate the lands located south of Mississauga Road, north of the Queen Elizabeth Way (QEW) from "no designation" to "Residential Low Density I".
Section 4.29, District Policies, Sheridan District Policies, Sheridan District Land Use Map	Sheridan District Land Use Map	The Comprehensive Zoning By-law Review identified that the lands at the northwest corner of Sheridan Park Drive and Fifth Line West should be redesignated from Residential Medium Density II to Residential High Density I to be consistent with the existing zoning and recognize the existing development.	378	That the Sheridan District Land Use Map, be amended as follows:  2. Redesignate the lands located at the northwest corner of Sheridan Park Drive and Fifth Line West from "Residential Medium Density II" to "Residential High Density I".
Section 4.29, District Policies, Sheridan District Policies, Sheridan District Land Use Map	Sheridan District Land Use Map	As a result of revising the General Commercial policies to only permit motor vehicle uses in Employment Districts but not in Nodes, the site located on the south side of Dundas Street West, east of Liruma Road should be redesignated from General Commercial to Motor Vehicle Commercial to be consistent with the existing zoning and development.	379	That the Sheridan District Land Use Map, be amended as follows:  3. Redesignate the lands located on the south side of Dundas Street West, east of Liruma Road, from "General Commercial" to "Motor Vehicle Commercial".
Section 4.29, District Policies, Sheridan District Policies, Sheridan District Land Use Map	Sheridan District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	380	That the Sheridan District Land Use Map, be amended as follows:  4. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Sheridan District Land Use Map			

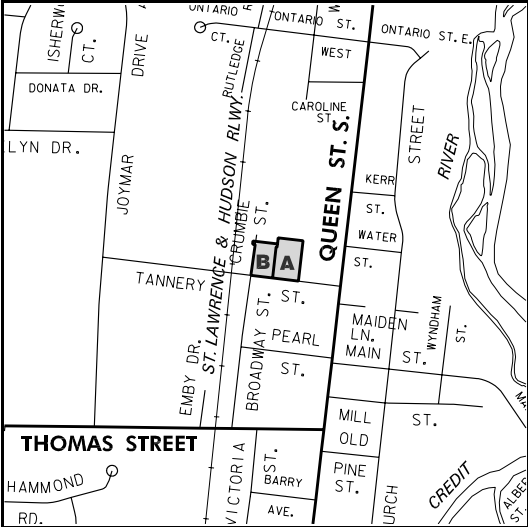
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.30, District Policies, Sheridan Park District Policies, District Land Use Map	Sheridan Park District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	381	That the Sheridan Park District Land Use Map, be amended as follows:  1. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

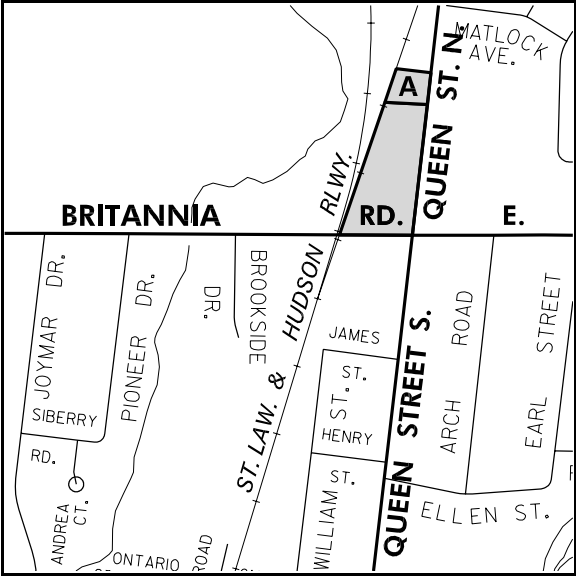
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Sheridan Park District Land Use Map			

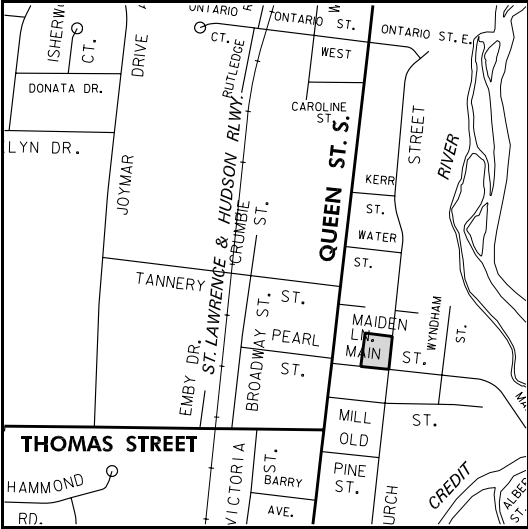
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.31, District Policies, Southdown District Policies, District Land Use Map	Southdown District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	382	That the Southdown District Land Use Map, be amended as follows:  1. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

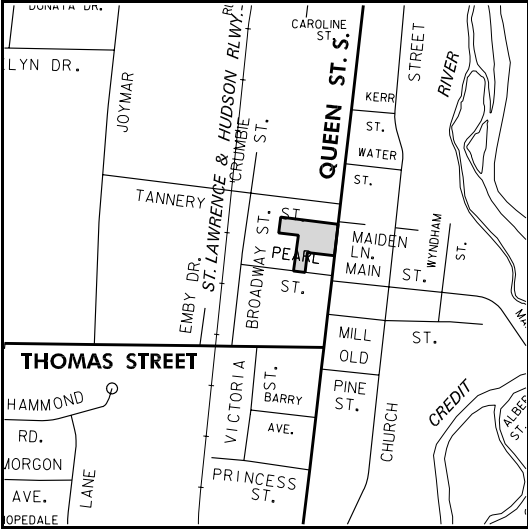
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Southdown District Land Use Map			

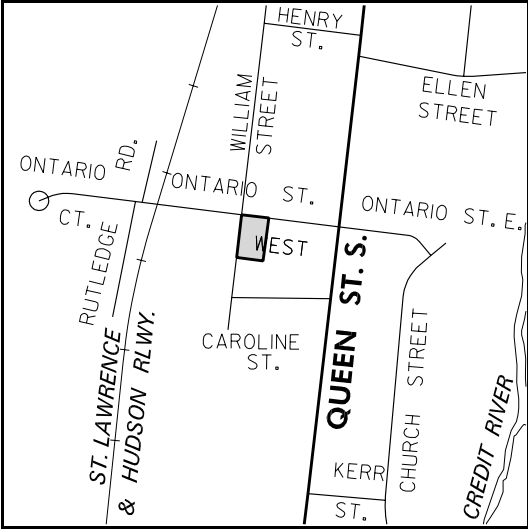


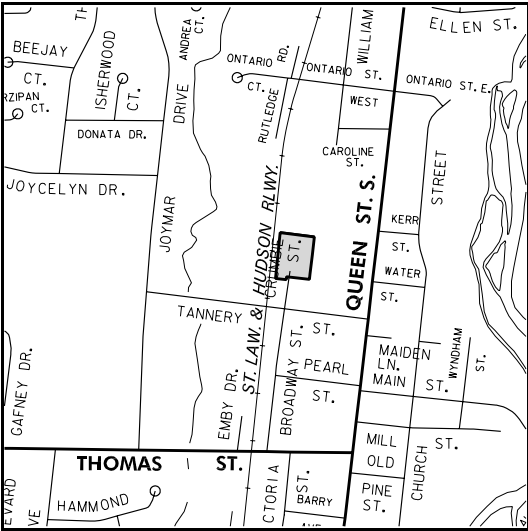
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.32, District Policies, Streetsville District Policies, Land Use	Section 4.32 Page 10	The Comprehensive Zoning By-law Review identified that, Section 4.32.4.1.2, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	383	<p>That Section 4.32.4.1.2, be amended as follows:</p> <p><b>4.32.4.1.2 Residential Low Density II</b></p> <p>The Residential Low Density II designation permits detached, semi-detached, <i>triplex dwellings</i>, street townhouse <i>dwellings</i>, and duplex dwellings at a density of 18-37 units per net residential hectare.</p>
Section 4.32, District Policies, Streetsville District Policies, Special Site Policies	Section 4.32 Page 16	The Comprehensive Zoning By-law Review identified that, Section 4.32.6.7, Special Site 6, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	384	<p>That Section 4.32.6.7, Special Site 6, be amended as follows:</p> <p><b>4.32.6.7 Site 6</b></p> <div></div> <p>The lands identified as Special Site 6 are located on the north side of Tannery Street, east of Crumby Street.</p> <p>Notwithstanding <i>the provisions of</i> the Mainstreet Commercial designation, the following <del>additional uses will also be permitted:</del> <i>will apply.</i></p> <p><del>a. an apartment building with a maximum floor space index of 1.7 times the lot area.</del></p> <p><b>4.32.6.7.1 Area 6A</b></p> <p><i>For the lands identified as Area 6A, the maximum height permitted will be 6-storeys.</i></p> <p><b>4.32.6.7.2 Area 6B</b></p> <p><i>For the lands identified as Area 6B, the maximum height permitted will be 7-storeys.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.32, District Policies, Streetsville District Policies, Special Site Policies	Section 4.32 Page 17	The Comprehensive Zoning By-law Review identified that, Section 4.32.6.8, Special Site 7, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	385	<p>That Section 4.32.6.8, Site 7, be amended as follows:</p> <p><b>4.32.6.8                      Site 7</b></p> <div></div> <p><del>4.32.6.8.1</del> The lands identified as Special Site 7 are located north of Britannia Road East and west of Queen Street North.</p> <p>Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional <del>policies</del> <i>policy</i> will apply:</p> <p><b>a.</b> convenience restaurants will be permitted.</p> <p><b>4.32.6.8.2.1                      Area 7A</b></p> <p>For the lands identified as Area 7A, <del>automobile</del> <i>motor vehicle</i> sales and service will also be permitted.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.32, District Policies, Streetsville District Policies, Special Site Policies	Section 4.32 Page 20	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Main Street, west of Church Street. requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	386	<p>That a new Special Site be added to the Streetsville District Policies as follows:</p> <p><b>4.32.6.13                      Site 12</b></p> <div></div> <p><i>The lands identified as Special Site 12 are located on the north side of Main Street, west of Church Street.</i></p> <p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the maximum height permitted will be 5-storeys.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 32, District Policies, Streetsville District Policies, Special Site Policies	Section 32 Page 20	The Comprehensive Zoning By-law Review identified that, the lands located on the west side Queen Street South, south of Tannery Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	387	<p>That a new Special Site be added to the Streetsville District Policies as follows:</p> <p><b>4.32.6.14      Site 13</b></p> <div></div> <p><i>The lands identified as Special Site 13 are located on the west side Queen Street South, south of Tannery Street.</i></p> <p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the maximum height permitted will be 5-storeys.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 32, District Policies, Streetsville District Policies, Special Site Policies	Section 32 Page 20	The Comprehensive Zoning By-law Review identified that, the lands located at 85 William Street on the south side of Ontario Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	388	<p>That a new Special Site be added to the Streetsville District Policies as follows:</p> <p><b>4.32.6.15      Site 14</b></p> <div></div> <p><i>The lands identified as Special Site 14 are located at the southeast corner of Ontario Street and William Street.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density I designation, horizontal multiple dwellings will be permitted.</i></p>

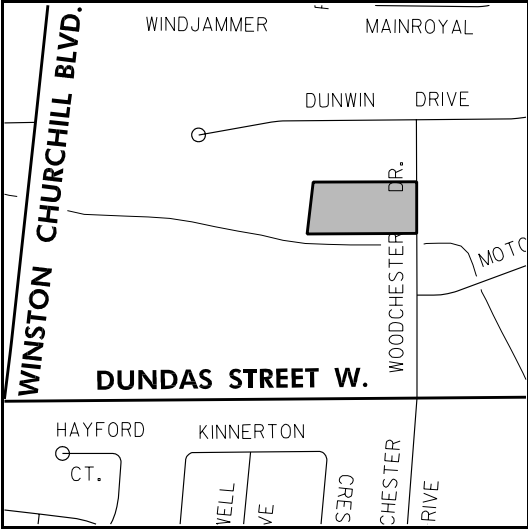
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 32, District Policies, Streetsville District Policies, Special Site Policies	Section 32 Page 20	The Comprehensive Zoning By-law Review identified that, the lands located east of the St. Lawrence and Hudson Railway tracks and north of Crumbie Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	389	<p>That a new Special Site be added to the Streetsville District Policies as follows:</p> <p><b>4.32.6.16      Site 15</b></p> <div></div> <p><i>The lands identified as Special Site 15 are located east of the St. Lawrence and Hudson Railway tracks and north of Crumbie Street.</i></p> <p><i>Notwithstanding the provisions of the General Commercial designation, motor vehicle repair facilities will be permitted.</i></p>

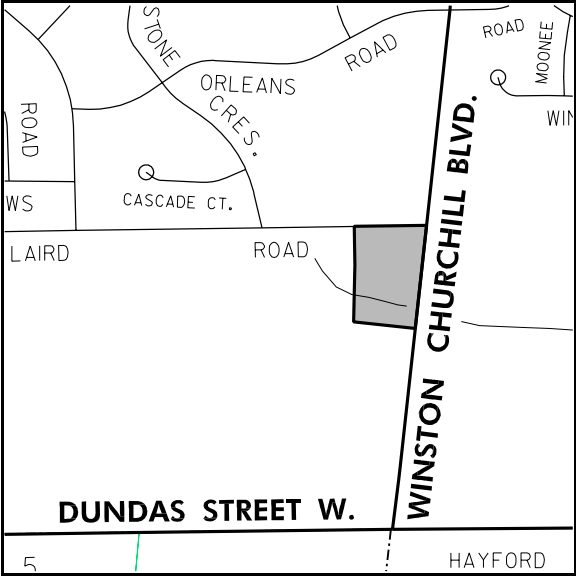
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located east of Queen Street, between Ellen Street and Ontario Street should be redesignated from Residential Medium Density to Open Space to be consistent with the existing zoning and recognize the existing development.	<b>390</b>	That the Streetsville District Land Use Map, be amended as follows:  1. Redesignate the lands located east of Queen Street, between Ellen Street and Ontario Street from "Residential Medium Density I" to "Public Open Space".
Section 4.32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east side of Victoria Street, known as 20 Princess Street should be redesignated from Residential Low Density II to Residential High Density I to be consistent with the existing zoning and recognize the existing development.	<b>391</b>	That the Streetsville District Land Use Map, be amended as follows:  2. Redesignate the lands located at the northeast corner of Victoria Street and Princess Street from "Residential Low Density II" to "Residential High Density I".
Section 4.32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, a portion of the lands located on the GO station parking lot should be redesignated from Residential Low Density II to Greenbelt to be consistent with the existing zoning and recognize the existing development.	<b>392</b>	That the Streetsville District Land Use Map, be amended as follows:  3. Redesignate a portion of the lands located on the GO station parking lot from "Residential Low Density II" to "Greenbelt".
Section 4.32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the south side of Falconer Drive, north of Charing Drive should be redesignated from Residential Medium Density I to Convenience Commercial to be consistent with the existing zoning and recognize the existing development.	<b>393</b>	That the Streetsville District Land Use Map, be amended as follows:  4. Redesignate the lands located on the south side of Falconer Drive, north of Charing Drive from "Residential Medium Density I" to "Convenience Commercial".

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located south of Falconer Drive currently part of the Convenience Commercial site should be redesignated from Convenience Commercial to Motor Vehicle Commercial to be consistent with the existing zoning and recognize the existing development.	394	That the Streetsville District Land Use Map, be amended as follows:  5. Redesignate the lands located on the south side of Falconer Drive, west of the lands currently part of the "Convenience Commercial" site from "Convenience Commercial" to "Motor Vehicle Commercial".
Section 4.32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	395	That the Streetsville District Land Use Map, be amended as follows:  6. Revise "Open Space" to "Public Open Space" in Land Use Designations.



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Streetsville District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.33.5.1, District Policies, Western Business Park, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.33 Page 5	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	396	<p>That Section 4.33.5.1, Table 1, Basic Road Characteristics, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Add illustration of Ninth Line as 35 m ROW Width south of Eglinton Avenue West to Dundas Street West, Town of Oakville border.;</li><li>2. Revise Dundas Street West ROW Width between Ninth Line and Highway 403 from 35 m to 42 m.</li></ol>
Section 4.33, District Policies, Western Business Park, Special Site Policies	Section 4.33 Page 7	The Comprehensive Zoning By-law Review identified that, the lands located on the west side of Woodchester Drive, north of Dundas Street West be redesignated from Motor Vehicle Commercial to Business Employment. As a result, Special Site 4 should be deleted as it is redundant.	397	<p>That Section 4.33.6.5, Site 4, be deleted.</p> <p><del>4.33.6.5</del> ——— <del>Site 4</del></p> <div></div> <p><del>The lands identified as Special Site 4 are located at the south of Dunwin Drive and west of Woodchester Drive.</del></p> <p><del>Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policy will apply:</del></p> <p><del>a. motor vehicle body repair uses will be permitted.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.33, District Policies, Western Business Park, Special Site Policies	Section 4.33 Page 8	As the lands located in Special Site 5 are being redesignated from Convenience Commercial to General Commercial. As a result, Special Site should be deleted as it is redundant	398	<div><div>That Section 4.33.6.6, Site 5, be deleted.</div><div><div>4.33.6.6 — Site 5</div><div></div></div><div><div>The lands identified as Special Site 5 are located at the southwest corner of Winston Churchill Boulevard and Laird Drive.</div><div>Notwithstanding the provisions of the Convenience Commercial designation, the following additional policy will apply:</div><div>a. a car wash will be permitted.</div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.33, District Policies, Western Business Park, Western Business Park District Land Use Map	Western Business Park District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation in Employment Districts, lands currently designated Motor Vehicle Commercial should be redesignated to Business Employment.	<b>399</b>	That the Western Business Park District Land Use Map, be amended as follows:  1. Redesignate the lands located on the west side of Woodchester Drive, north of Dundas Street West from "Motor Vehicle Commercial" to "Business Employment".
Section 4.33, District Policies, Western Business Park District Policies, Western Business Park District Land Use Map	Western Business Park District Land Use Map	Upon further review, it would be appropriate for lands located at the southwest corner of Laird Road and Winston Churchill Boulevard to be redesignated from Convenience Commercial to General Commercial. They are located on an Arterial Road and are surrounded by lands designated General Commercial they should be redesignated to General Commercial.	<b>400</b>	That the Western Business Park District Land Use Map, be amended as follows:  2. Redesignate the lands located at the southwest corner of Laird Road and Winston Churchill Boulevard from "Convenience Commercial" to "General Commercial".
Section 4.33, District Policies, Western Business Park District Policies, Western Business Park District Land Use Map	Western Business Park District Land Use Map	The Transportation and Works Department requested editorial changes to the Western Business Park District Land Use Map.	<b>401</b>	That the Western Business Park District Land Use Map, be amended as follows:  3. Add Ninth Line as an Arterial Road south of Eglinton Avenue to Town of Oakville border;  4. Relocate Ridgeway Transitway Station to east side of Ridgeway Drive;  5. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.33, District Policies, Western Business Park District Policies, Western Business Park District Land Use Map	Western Business Park District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>402</b>	That the Western Business Park District Land Use Map, be amended as follows:  6. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Western Business Park District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 5.3, Implementation, Development Applications, General Policies	Section 5.3 Page 4	The Transportation and Works Department requested Section 5.3.1.10, be amended to clarify its intent.	403	That Section 5.3.1.10, be amended as follows:  <b>5.3.1.10</b> Development applications for the reduction of densities in proximity to Major Transit Corridors, will <i>be discouraged</i> . <del>require a transit impact assessment to show the impact on transit usage.</del> <i>The use of the Provincial Transit Supportive Land Use Guidelines will be applied during the development review process.</i>
Section 5.4.2, Implementation, Public Participation, Ongoing Public Participation	Section 5.4 Page 11	Section 5.4.2.1, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	404	That Section 5.4.2.1, be amended as follows:  <b>5.4.2.1</b> Planning policies and reports will be made available to <del>the public</del> <i>all, including those with disabilities</i> to encourage continuing public awareness and input into the process.
Section 5.4.2, Implementation, Public Participation, Ongoing Public Participation	Section 5.4 Page 11	Section 5.4.2.2, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	405	That Section 5.4.2.2, be amended as follows:  <b>5.4.2.2</b> Mississauga encourages <i>all</i> individuals <i>including those with disabilities</i> and groups to take an active interest in the planning of the City. Where possible, Mississauga will provide the necessary resources upon request, to assist organizations in preparing briefs, submissions and responses to planning activities.
Section 7, Glossary	Section 7 Page 1	The Transportation and Works Department requested that a definition for “Bus Rapid Transit (BRT)” be added to the Glossary of Mississauga Plan.	406	That Section 7, Glossary, be amended by adding the following new definition:  <b><i>BUS RAPID TRANSIT (BRT)</i></b> <i>Bus Rapid Transit is an exclusive grade-separated two-lane bus-only road with stations which allow for integration with local services.</i>
Section 7, Glossary	Section 7 Page 7	The Transportation and Works Department requested that a definition for “Transit Demand Management (TDM)” be added to the Glossary of Mississauga Plan.	407	That Section 7, Glossary, be amended by adding the following new definition:  <b><i>TRANSPORTATION DEMAND MANAGEMENT (TDM)</i></b> <i>Is the application of a range of measures which optimize the use of transportation facilities and services through the reduction of individual travel needs, shifting travel to non-peak periods or the use of more efficient travel modes. Examples can include programs aimed at encouraging increased vehicle occupancy, greater use of transit, walking and cycling.</i>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 7, Glossary	Section 7 Page 7	The Transportation and Works Department requested that the definition for “Transitway” be deleted.	<b>408</b>	That Section 7, Glossary, be amended by deleting the following definition:  <del><b>TRANSITWAY</b> the Transitway is a roadway on exclusive right-of-way dedicated solely to transit uses. It is one form of rapid transit using bus technology.</del>
Section 7, Glossary	Section 7 Page 6	A new definition for “Universal Design Principles” should be added to the Glossary to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	<b>409</b>	That Section 7, Glossary, be amended by adding the following new definition:  <b><i>UNIVERSAL DESIGN PRINCIPLES</i></b> <i>means the principles by which the environment can be designed in order to accommodate the abilities of all. For detailed information regarding the Principles of Universal Design, the City of Mississauga Accessibility Plan should be consulted.</i>
Section 7, Glossary, Acronyms	Section 7 Page 8	The Transportation and Works Department requested that BRT “Bus Rapid Transit” and TDM “Transportation Demand Management” be added to the list of Acronyms found at the end of the Glossary.	<b>410</b>	That Section 7, Glossary, be amended by adding the following Acronyms:  <b>BRT</b> Bus Rapid Transit  <b>TDM</b> Transportation Demand Management
Appendices, Appendix N, Planning Guidelines and Studies	Appendix N, Planning Guidelines and Studies Page A-31	The City of Mississauga Accessibility Plan should be added to Appendix N: Planning Guidelines and Studies, as it is referred to in the Glossary in the definition of “Universal Design Principles”.	<b>411</b>	That Appendix N: Planning Guidelines and Studies, be amended by adding the following:  "City of Mississauga Accessibility Plan".
Entire Mississauga Plan		All terms that are defined in the Glossary of Mississauga Plan should be bolded and italicised.	<b>412</b>	That Mississauga Plan, be amended as follows:  That all terms defined in the Glossary be <b><i>bolded and italicised</i></b> wherever they appear in the text.
All District Land Use Maps		Upon further review, symbols for the parks classifications in the Public Open Space designation should be deleted as the types of uses provided in specific parks are covered by the <i>Future Directions</i> document.	<b>413</b>	That Mississauga Plan, be amended as follows:  That the symbols for all parks, in the Public Open Space designation shown on all the District Land Use Maps, be deleted.



# MISSISSAUGA PLAN PROPOSED AMENDMENTS - SUPPLEMENTARY REPORT



MISSISSAUGA PLAN PROPOSED AMENDMENTS - SUPPLEMENTARY REPORT

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RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Amended recommendations to Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1- 2005 January))					
Planning and B u i l d i n g Department	Section 1.2, Context	Section 1.2, 11 <sup>th</sup> paragraph, should be updated to reflect current conditions and projections.	The requested revisions are appropriate.	Amend 2	That Section 1.2, 11 <sup>th</sup> paragraph, be amended as follows:  By mid-year 2001+ 2005, Mississauga had a population of 613-000 695 000 persons and 385-000 425 000 employment opportunities. Mississauga is a net importer of labour. By 2011, Mississauga expects to have 680-000 725 000 persons and 440-000 470 000 employment opportunities. By 2021 there should be 715-000 750 000 persons and 475-000 495 000 employment opportunities. Population and employment projections are reviewed on a regular basis and adjusted accordingly.
Planning and B u i l d i n g Department	Section 3.2, Residential	There is a new <i>Health Professions Act</i> , that regulates occupations such as, Chiropractic, Dietetics, Massage Therapy, etc. Previously, these occupations were regulated under the <i>Drugless Practitioners Act</i> .	As a result of the new <i>Health Professions Act</i> , it would be appropriate to add "Health Professionals" to permit an accessory office to their principal private residence.	Amend part of 12	That Section 3.2.1.3, be amended as follows:  3.2.1.3 Accessory offices for physicians, dentists, <i>health professionals</i> , and drugless practitioners in their principal private residences.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 3.2, Residential	Section 3.2.2 should be amended to clarify the different residential land use designations.	Section 3.2.2 should be reformatted to be consistent with the rest of Mississauga Plan and to clarify the different residential land use designations.	Amend part of 13	<p>That Section 3.2.2, be amended as follows:</p> <p><b>3.2.2                    <del>Density</del> Designations</b></p> <p><b><del>3.2.2.1</del>                    Introduction</b></p> <p><b><del>a 3.2.2.1</del></b>                    These policies provide the principles and framework on which residential <del>densities</del> <i>designations</i> will be based in District Policies. <del>Density categories</del> <i>Designations</i> as defined by built form and density range for each District will be determined by consideration of community character and scale specific to each District.</p> <p><b><del>3.2.2.2</del>                    <del>Density Categories</del></b></p> <p><b>3.2.2.2</b>                    Residential development will occur within one of the following <del>density categories</del>:</p>
Planning and Building Department	Section 3.2, Residential	The need to refer to both density and height with respect to apartment dwellings.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	Amend Part of 13	<p>That Section 3.2.2.2.c, be amended as follows:</p> <p><b>c.    High Density I and II</b> - permits apartment dwellings, housing for the elderly and shelters. High density development <i>in terms of density and height</i> will be located generally in the City Centre; in Nodes <i>and Corridors</i>; along arterial and major collector roads; or in proximity to Major Transit Corridors, the Bus Rapid Transit (BRT) or GO Transit stations.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 3.3, Business Employment	When considering potential impacts on lands designated "Business Employment" in Residential Districts, it would be appropriate to only permit "Motor Vehicle Rental Facilities" within the "Business Employment" designation in Employment Districts, but not in Nodes.	Amend Recommendation 15 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), to add "only in Employment Districts, but not in Nodes".	<b>Amend part of 15</b>	That Section 3.3.1.14, be amended as follows:  <del>3.3.1.14</del> Motor vehicle rental facilities, <i>only in Employment Districts, but not in Nodes.</i>
Planning and Building Department	Section 3.3, Business Employment	Mississauga Plan is currently silent on where "Commercial Schools" are permitted. A review of "Commercial Schools" indicated that it would be appropriate to permit them under the "Business Employment" designation and "Commercial Schools" should be added as a permitted use under the "Business Employment" designation.	See Appendix 5 to the Corporate Report Commercial Schools.	<b>Amend part of 15</b>	That Section 3.3.1, be amended by adding the following:  <b>3.3.1.20</b> <i>Commercial Schools;</i>
Planning and Building Department	Section 3.3, Business Employment	Mississauga Plan is currently silent on where "Cardlock Fuel Dispensing Facilities" are permitted. A review of these facilities indicated that it would be appropriate to permit them under the "Business Employment" designation.	"Cardlock Fuel Dispensing Facilities" should be added as a permitted use under the "Business Employment" designation.	<b>Amend part of 15</b>	That Section 3.3.1, be amended by adding the following:  <b>3.3.1.21</b> <i>Cardlock Fuel Dispensing Facilities.</i>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 3.4, Industrial	Mississauga Plan is currently silent on where "Commercial Schools" are permitted. A review of "Commercial Schools" indicated that it would be appropriate to permit them under the "Industrial" designation and "Commercial Schools" should be added as a permitted use under the "Industrial" designation.	See Appendix 5 to the Corporate Report Commercial Schools.	<b>Amend part of 17</b>	That Section 3.4.1, be amended by adding the following:  <b>3.4.1.22</b> <i>Commercial Schools.</i>
Planning and Building Department	Section 3.4, Industrial	Mississauga Plan is currently silent on where "Cardlock Fuel Dispensing Facilities" are permitted. A review of these facilities indicated that it would be appropriate to permit them under the "Industrial" designation.	"Cardlock Fuel Dispensing Facilities" should be added as a permitted use under the "Industrial" designation.	<b>Amend part of 15</b>	That Section 3.4.1, be amended by adding the following:  <b>3.4.1.23</b> <i>Cardlock Fuel Dispensing Facilities.</i>
Community Services Department	Section 3.8, Open Space	The Community Services Department requested that Section 3.8.3.2.d be amended to include a reference to facilities.	This requested revision is appropriate to clarify the intent of including facilities as part of the Public Open Space Policies.	<b>Amend part of 34</b>	That Section 3.8.3.2.d, be amended as follows:  <b>d.</b> Mississauga will own, lease, operate, maintain, and administer public parkland <i>and facilities</i> to meet the recreational, cultural, educational and social needs of citizens.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Region of Peel and  Community Services Department	New Section 3.9, Greenbelt	<p>The Region of Peel requested minor revisions to the proposed wording of the 1<sup>st</sup> paragraph of Section 3.9 Greenbelt.</p> <p>The Community Services Department requested amending the 1<sup>st</sup> paragraph of Section 3.9, Greenbelt, to clarify the intent of the "Greenbelt" designation.</p>	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	<p>That Section 3.9, 1<sup>st</sup> paragraph be amended as follows:</p> <p>Lands designated Greenbelt are generally associated with natural hazards or significant natural areas where development is restricted to <del>either</del> protect people and property from damage <i>and to provide for the conservation of natural heritage features and areas</i>. These policies are to be read in conjunction with the policies for Natural Heritage and Natural Hazards.</p>
Region of Peel	New Section 3.9, Greenbelt	The Region of Peel requested minor revisions to the proposed wording.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	<p>That Section 3.9.1.1, be amended as follows:</p> <p><b>3.9.1.1</b> The following uses will be permitted subject to the satisfaction of the appropriate Conservation Authority and the City, <i>and other appropriate approval agencies</i>:</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Region of Peel	New Section 3.9, Greenbelt	The Region of Peel requested a policy be added to address piped services being permitted in the "Greenbelt" designation and deletion of reference to "the appropriate Conservation Authority" already mentioned previously in the preamble to the section.	The requested amendment is appropriate to be consistent with the Region of Peel Official Plan.	<b>Amend part of 38</b>	<p>That Section 3.9.1.1.e, f, and g, be amended as follows:</p> <p><b>e.</b> passive recreation activities where they are compatible with the viability of the natural area, while respecting appropriate buffers from watercourses and valley slopes <del>as determined in consultation with the appropriate Conservation Authority;</del></p> <p><b>f.</b> <i>existing</i> legal non-conforming facilities, buildings, and structures;</p> <p><b>g.</b> <i>piped services and related facilities used for water, wastewater and storm water provided that an Environmental Assessment has been completed in conformity with the Environmental Assessment Act or a satisfactory Environmental Impact Study has been approved by the appropriate Conservation Authority and the City, and other appropriate approval agencies. If an Environmental Assessment is not required under the Environmental Assessment Act, the Environmental Impact Study shall evaluate all options available.</i></p> <p><b>g-h.</b> accessory facilities to an adjacent land use which are of a passive, non-structural nature and do not adversely affect the ability of the flood plain to pass flood waters.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Credit Valley Conservation	New Section 3.9, Greenbelt	The CVC requested revisions to the Greenbelt policies.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	That Section 3.9.2.1 be amended as follows:  <b>3.9.2.1</b> Greenbelt is determined on a site by site basis and is defined by the greater of <i>the "regulatory storm" flood plain</i> , the "Top of Bank"and/or combined influence of the stable slope <i>line</i> /stable slope allowance, erosion allowance, and the average annual recession rate, <i>including the hazards associated with Lake Ontario, where applicable, and the limits of identified natural features</i> . These parameters are determined <i>in consultation with the City and appropriate Conservation Authority and/or</i> through studies completed by the proponent to the satisfaction of the City and the appropriate Conservation Authority.
Transportation and Works Department	New Section 3.9, Greenbelt	The Transportation and Works Department have updated Environmental Site Assessment Requirements.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	That Section 3.9.2.3, be amended as follows:  <b>3.9.2.3</b> <del>Mississauga may also request that proponents conduct site evaluation, site cleanup or management measures prior to conveyance of Greenbelt lands.</del> <i>Prior to conveyance of Greenbelt lands, the proponent may be requested to conduct a Phase 1 Environmental Site Assessment (ESA) in accordance with the latest standards of the Canadian Standards Association. Should the Phase 1 ESA indicate that further investigation is required, the proponent may be requested to conduct further investigation, perform site clean-up and provide the appropriate environmental documentation.</i>
Region of Peel	New Section 3.9, Greenbelt	The Region of Peel requested minor revisions to the proposed wording.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	That Section 3.9.2.4, be amended as follows:  <b>3.9.2.4</b> Development adjacent to Greenbelt lands will be subject to the delineation of the natural features, buffers and setbacks by the City in consultation with the appropriate Conservation Authority. Dedication <i>and/or</i> restrictive zoning of buffers to Greenbelt may also be required by the City in consultation with the appropriate Conservation Authority.

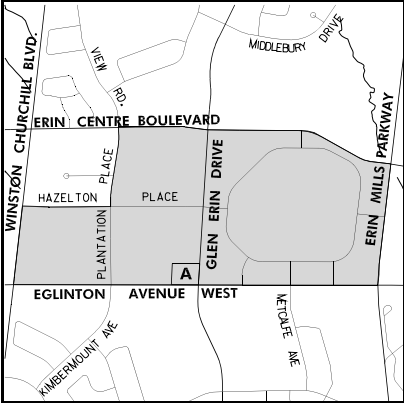
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Region of Peel	New Section 3.9, Greenbelt	The Region of Peel requested minor revisions to the proposed wording.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	That Section 3.9.2.5, be amended as follows:  <b>3.9.2.5</b> The Greenbelt designation applies to both public and privately owned lands. Where Greenbelt land is privately owned, this Plan does not imply that it is free and open to the general public or that it will be acquired by the City or any other public agency. Consideration will be given, however, to public acquisition of these areas <del>through the development approval process.</del>
Credit Valley Conservation	New Section 3.9, Greenbelt	The CVC requested revisions to the Greenbelt policies.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	That Section 3.9.2.8 be amended as follows:  <b>3.9.2.8</b> Reconstruction, minor additions, and maintenance of legal non-conforming facilities, buildings, and structures may be permitted. <i>With respect to reconstruction, the development should be relocated to an area that is least susceptible to natural hazards.</i>
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	There is a need to reference corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	<b>Amend 40</b>	That Section 3.10, renumbered as Section 3.13, be amended as follows:  <b>3.13 CITY CENTRE, <del>AND</del> NODES <del>AND</del> CORRIDORS</b>
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	There is a need to reference corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	<b>Amend 41</b>	That Section 3.10.1.3, renumbered as Section 3.13.1.3, be amended as follows:  <b>3.13.1.3</b> City Centre, <del>and</del> Nodes <i>and Corridors</i> , reflective of the urban form hierarchy, will be served by transportation corridors containing roads and transit, and may contain rapid transit and Bus Rapid Transit (BRT) facilities.
Greater Toronto Airports Authority	New Section 3.11, Airport	The GTAA requested that Section 3.11.2.1.1 be amended to exclude the reference to "additional runways may be constructed".	Amend Recommendation 49 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), to delete reference in Section 3.11.2.1.1 to "additional runways may be constructed".	<b>Amend part of 49</b>	That Section 3.11.2.1.1 be amended as follows:  <b>3.11.2.1.1</b> The policies of this Plan are based on a six-runway configuration of the Airport, <del>however, additional runways may be constructed.</del>



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Greater Toronto A i r p o r t s Authority	New Section 3.11, Airport	The GTAA requested amending Section 3.11.2.1.6 to include the phrase "as a principal or accessory use" to clarify the intent of the policy.	Amend Recommendation 49 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), to add the following words "as a principal or accessory use" to Section 3.11.2.1.6.	<b>Amend part of 49</b>	That Section 3.11.2.1.6 be amended as follows:  <b>3.11.2.1.6</b> New development and redevelopment or infilling for hospitals, nursing homes, daycare facilities and public and private schools within the LBPIA Operating Area will not be permitted <i>as a principal or accessory use</i> .
Greater Toronto A i r p o r t s Authority	New Section 3.11, Airport	The GTAA requested amending Section 3.11.2.1.7 to add "below 35 NEF/NEP" to clarify the intent of the policy.	Amend Recommendation 49 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), to add the following words "below the 35 NEF/NEP composite contour" to Section 3.11.2.1.7.	<b>Amend part of 49</b>	That Section 3.11.2.1.7 be amended as follows:  <b>3.11.2.1.7</b> Notwithstanding Section 3.11.2.1.6, redevelopment or infilling for hospitals, nursing homes, daycare facilities and public and private schools within the Malton, Meadowvale Village and East Credit Districts may be permitted inside the LBPIA Operating Area on an individual basis <i>below the 35 NEF/NEP composite contour</i> .
Region of Peel and  C o m m u n i t y S e r v i c e s Department	New Section 3.12, Utilities	The Region of Peel requested a policy to address piped services being permitted in the "Greenbelt" designation.  The Community Services Department requested that "above ground" be deleted as then the policy would apply to both above ground and below ground facilities.	The requested policy is appropriate to be consistent with the Region of Peel Official Plan.	<b>Amend part of 50</b>	That Section 3.12.1.1, be amended as follows:  <b>3.12.1.1</b> <del>Above ground</del> Pumping stations, water and sewage treatment plants, <del>piped services</del> , electric transformer and distributing stations, electric transmission lines and cabled services, except when <i>the lands are</i> identified as a Provincially Significant Wetland.


RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Region of Peel	New Section 3.12, Utilities	The Region of Peel requested minor rewording regarding an Environmental Impact Study.	The requested policy is appropriate to be consistent with the Region of Peel Official Plan.	<b>Amend part of 50</b>	That Section 3.12.2.1, be amended as follows:  <b>3.12.2.1</b> When public works not subject to the Environmental Assessment Act are planned to traverse, coincide with, or otherwise affect the Natural Areas System, an Environmental Impact Study will be required <del>and presented to be submitted to</del> and approved by the City and the appropriate Conservation Authority. Terms of Reference are available from the City.
Region of Peel	New Section 3.14, Physical Services	The Region of Peel requested a policy to address piped services being permitted in the "Greenbelt" designation.	The requested policy is appropriate to be consistent with the Region of Peel Official Plan.	<b>Amend part of 51</b>	That Section 3.14, first paragraph, be amended as follows, and a new second paragraph be added:  This section sets out the policies of the City with respect to the provision of <del>piped services, including</del> natural gas and oil pipelines; electric power, telephone, and other cabled service, which are permitted in all Land Use Designations except Greenbelt.  <i>Piped services and related facilities used for water, wastewater and storm water are permitted in all Land Use Designations, including Greenbelt, only if other options are not feasible.</i>
Region of Peel	New Section 3.14, Physical Services	The Region of Peel requested minor revisions to the proposed wording.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 51</b>	That Section 3.14.1.3, be amended as follows:  <b>3.14.1.3</b> When public works not subject to the Environmental Assessment Act are planned to traverse, coincide with, or otherwise affect the Natural Areas System, an Environmental Impact Study will be required <del>and presented to be submitted to</del> and approved by the City and the appropriate Conservation Authority. Terms of Reference are available from the City.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Credit Valley Conservation	New Section 3.14, Physical Services	The CVC requested revisions to Section 3.14.2.4.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 51</b>	That Section 3.14.2.4, be amended as follows:  <b>3.14.2.4</b> Any Stormwater Quality/Quantity Facilities within Greenbelt lands must have regard for the viability of natural features and functions, and will be subject to naturalization efforts <i>to the satisfaction of the City and the appropriate Conservation Authority</i> , as a part of development.
Region of Peel	Section 3.14, renumbered as Section 3.17, Transportation	The Region requested editorial changes to Section 3.17.3.6 to clarify its intent.	The Planning and Building Department agree with the revisions requested.	<b>Amend 70</b>	That Section 3.17.3.6, be amended as follows:  <b>3.17.3.6</b> The use of transit will be supported through transit priority measures, such as express services, new technologies, fare integration and service coordination with <i>GO Transit</i> and neighbouring transit systems.
Region of Peel	Section 3.14, renumbered as Section 3.17, Transportation	The Region requested editorial changes to Section 3.17.4.5 to clarify its intent.	The Planning and Building Department agree with the revisions requested.	<b>Amend 80</b>	That Section 3.17.4.5, be amended as follows:  <b>3.17.4.5</b> Where there is a change in road classification or right-of-way widths at or near municipal boundaries, <del>a suitable</del> <i>an appropriate</i> transition <del>location</del> shall be determined and accommodated in consultation with the municipalities involved.
Community Services Department	Section 3.16, renumbered as Section 3.19, Community Uses	The Community Services Department requested revisions to Section 3.19.2.7 to delete the word "small" as some community uses sites are larger.	The Planning and Building Department agree with the revisions requested.	<b>Amend 102</b>	That Section 3.19.2.7, be amended as follows:  <b>3.19.2.7</b> Community uses generally occupy <del>small</del> sites on arterial or collector roads along transit routes and serve immediate or surrounding District needs.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.4, Central Erin Mills District Policies	Lands located at the northwest corner of Eglinton Avenue West and Glen Erin Drive designated "General Commercial" contain a gas bar that should be recognized as part of Special Site 4.	The requested revisions are appropriate.	<b>Amend 126</b>	<p>That Section 4.4.5.5, Site 4, be amended as follows:</p> <p><b>4.4.5.5 Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are bounded by Erin Centre Boulevard, Plantation Place, Hazelton Place, Winston Churchill Boulevard, Eglinton Avenue West and Erin Mills Parkway.</p> <p>Notwithstanding the General Commercial designation, <i>Residential High Density II</i> uses will be permitted. <del>on these lands, the following additional policies will apply:</del></p> <p><del>a. Residential High Density II uses will be permitted;</del></p> <p><del>b. a concept plan will be required as part of a development application, which will address among other aspects, the following:</del></p> <ul style="list-style-type: none"><li><del>major land use components of the subject lands;</del></li><li><del>circulation, including pedestrian, vehicular and transit;</del></li><li><del>engineering services;</del></li><li><del>development controls, including urban design, landscaping features, provision of parking facilities, accessibility and open space;</del></li><li><del>compatible architectural design.</del></li></ul>

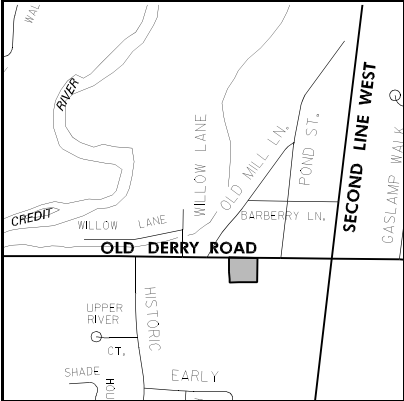
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.4, Central Erin Mills District Policies	(continued)	(continued)	<b>Amend 126 (cont.)</b>	<b>4.4.5.5.1 Area 4A</b> <i>The lands identified as Area 4A are located at the northwest corner of Eglinton Avenue West and Glen Erin Drive. Notwithstanding the provisions of the General Commercial designation, a gas bar will also be permitted.</i>
Transportation and Works Department	Section 4.5, Churchill Meadows District Policies	The Transportation and Works Department requested a change to Section 4.5.5.1, Table 1, Basic Road Characteristics to amend Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton".	The Planning and Building Department agree with the revisions requested.	<b>Amend 137</b>	That Section 4.5.5.1, Table 1, Basic Road Characteristics, be amended as follows:  1. Add Ninth Line as 35 m ROW Width south of Eglinton Avenue West to Dundas Street West, Town of Oakville border and amend Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton".
Community Services Department	Section 4.6, City Centre District Policies	The Community Services Department requested that "where appropriate" be added to the 8 <sup>th</sup> bullet of Section 4.6.3.2.2.d.	The Planning and Building Department agree with the revisions requested.	<b>Amend 147</b>	That Section 4.6.3.2.2.d, 8 <sup>th</sup> bullet point, be amended as follows:  • access for all, including those with disabilities, to and from building entrances and the public sidewalk, parking areas, and open spaces, <i>where appropriate</i> .

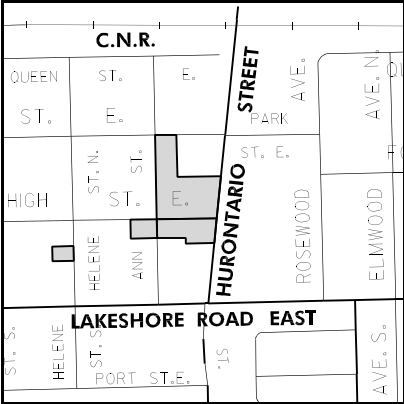
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Sorensen Gravely Lowes for 260 Dundas Street West	Section 4.8 Cooksville District Land Use Policies	The lands located on the south side of Dundas Street West, east of Mary Fix Creek were proposed to be redesignated from "General Commercial" to "Motor Vehicle Commercial".	The Planning and Building Department was advised that the lands have been decommissioned to meet MOE's Environmental Guidelines for residential and parkland purposes and are currently being used for motor vehicle sales. It is, therefore, appropriate to amend part of Recommendation 178 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), for the lands to remain designated "General Commercial" on the Cooksville District Land Use Map.	<b>Amend part of 178</b>	<p>That the Cooksville District Land Use Map, be amended as follows:</p> <p>That recommendation 178, 5<sup>th</sup> bullet point, to redesignate lands from "General Commercial" to "Motor Vehicle Commercial" be deleted as follows:</p> <p><del>• the south side of Dundas Street West, east of Mary Fix Creek;</del></p> <p>and</p> <p>That the "General Commercial" designation on the lands located on the south side of Dundas Street West, east of Mary Fix Creek, should be retained and not be redesignate to "Motor Vehicle Commercial".</p>
Planning and Building Department	Section 4.10, Dixie District Policies	Initially it was proposed for the lands to be redesignated from "Business Employment" to "Industrial" to recognize the existing uses. Upon further review, when considering the accumulative effect on additional heavy industry it would be appropriate only to recognize the existing uses through the "Business Employment" policies in Recommendation 184 of Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January).	The requested revisions are appropriate.	<b>Amend 186</b>	<p>That the Dixie District Land Use Map, be amended as follows:</p> <p>That recommendation 186, to redesignate the lands from "Business Employment" to "Industrial" be deleted as follows:</p> <p><del>1. Redesignate the lands located south of the St. Lawrence and Hudson Railway, between Haines Road and Dixie Road from "Business Employment" to "Industrial", and add "Industrial" to the Land Use Designations legend.</del></p> <p>and</p> <p>That the "Business Employment" designation on the lands located south of the St. Lawrence and Hudson Railway, between Haines Road and Dixie Road, should be retained and not be redesignate to "Industrial" .</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.17, Lakeview District Policies	Upon further review, it was identified that Section 4.17.6.19, Site 18, in the Lakeview District Policies contains motor vehicle sales and service uses and, therefore, b. should be retained.	It is appropriate to amend recommendation 268 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), to retain section b.	<b>Amend 268</b>	<p>That Section 4.17.6.19, be amended as follows:</p> <p><b>4.17.6.19 Site 18</b></p> <div></div> <p>The lands identified as Special Site 18 include 5 sites located north of Lakeshore Road East between Greaves Avenue and Ogden Avenue.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <i>the following additional policies will apply:</i></p> <p><i>a. a motor vehicle repair garage will be permitted;</i></p> <p><i>b. for the lands identified as Area 18A, motor vehicle sales and service will be permitted.</i></p>
Greater Toronto Airports Authority	Section 4.19, Malton District Policies	The name "Rexford Road" is incorrect and should be "Rexwood Road".	Amend Recommendation 283 and 285 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), so that reference to "Rexford Road" is "Rexwood Road".	<b>Amend 283 &amp; 285</b>	<p>That Recommendations 283 and 285 be amended as follows:</p> <p>Reference to "Rexford Road" be amended to "Rexwood Road".</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.23, Meadowvale Village District Policies	A portion of the lands in Meadowvale Village District are designated for residential uses. However, these lands are above the 35NEF/NEP noise contours and, therefore, cannot be developed for residential purposes because of the restrictions of the NEF/NEP Aircraft noise policies. It is appropriate to redesignate these lands for "Business Employment" which required a review of Section 4.23.4.3 policies as it pertains to these lands.	See Appendix 4 to the Corporate Report Proposed Amendments to the Meadowvale Village District Policies.	<b>Amend 305</b>	<p>That a new Section be added to Section 4.23.4, as follows:</p> <p><b>4.23.4.3 Business Employment</b></p> <p>Notwithstanding the Business Employment policies of this Plan, <i>only</i> the following uses will <b>not</b> be permitted:</p> <p><del>a. overnight accommodations;</del></p> <p><del>b. financial institutions;</del></p> <p><del>c. broadcasting/communication establishments.</del></p> <p><i>a. industrial uses within enclosed buildings including, manufacturing, assembling, processing, fabricating, repairing, warehousing, distributing and wholesaling;</i></p> <p><i>b. offices;</i></p> <p><i>c. financial institutions;</i></p> <p><i>d. conference centres;</i></p> <p><i>e. all types of restaurants, including banquet halls;</i></p> <p><i>f. funeral establishments;</i></p> <p><i>g. self-storage facilities.</i></p>



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.23, Meadowvale Village District Policies	Lands located on the south side of Old Derry Road, west of Second Line West, designated "Convenience Commercial" are occupied by existing motor vehicle service station, existing detached dwelling and the dwelling unit above a retail store in an existing detached dwelling.	The requested revisions are appropriate, and Site 9 should be amended to recognize the existing uses.	<b>Amend 306</b>	<p>That Section 4.23.6.10, Site 9, be amended as follows:</p> <p><b>4.23.6.10 Site 9</b></p> <div></div> <p>The lands identified as Special Site 9 are located on the south side of Old Derry Road, west of Second Line West.</p> <p>Notwithstanding <i>the provisions of the General Convenience Commercial</i> designation, the existing motor vehicle service station, <del>and small convenience commercial facility</del> <i>existing detached dwelling and the dwelling unit above a retail store in an existing detached dwelling</i> will only be permitted, provided that it is in keeping with the historic character of the Meadowvale Village Heritage Conservation District Plan.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.26, Northeast District Policies	Initially it was proposed for the lands to be redesignated from "Business Employment" to "Industrial" to recognize the existing uses. Upon further review, when considering the accumulative effects of the additional heavy industry on the existing residential development, it would be appropriate only to recognize the existing uses through the "Business Employment" policies in the Northeast District Policies.	The requested revisions are appropriate.	<b>Amend part of 324</b>	<p>That the Northeast District Land Use Map, be amended as follows:</p> <p>That recommendation 324, 3<sup>rd</sup> bullet point, to redesignate lands from "Business Employment" to "Industrial" be amended as follows:</p> <ul style="list-style-type: none"><li>the lands located south of the Brampton border, <del>east and</del> west of Torbram Road <i>and north of Drew Road</i>;</li></ul> <p>and</p> <p>That the "Business Employment" designation on the lands located east of Torbram Road, north of Derry Road East and the lands located west of Torbram Road, south of Drew Road, should be retained and not be redesignate to "Industrial" .</p>
Planning and Building Department	Section 4.27, Port Credit District Policies	The location map for Special Site 30 should be amended to include the property on Helene Street North to recognize the existing office.	The requested revision to the locational map of Special Site 30 to include an existing office located on Helene Street North is appropriate.	<b>Amend part of 355</b>	<p>That Section 4.27.6.31, location map, be replaced with the following location map:</p> <p><b>4.27.6.31                      Site 30</b></p> 

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.33, Western Business Park District Policies	The Transportation and Works Department requested a change to Section 4.33.5.1, Table 1, Basic Road Characteristics to amend Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton".	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 396</b>	That Section 4.33.5.1, Table 1, Basic Road Characteristics, be amended as follows:  1. Add Ninth Line as 35 m ROW Width south of Eglinton Avenue West to Dundas Street West, Town of Oakville border <i>and amend Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton"</i> .
Transportation and Works Department	Section 5, Implementation	The Transportation and Works Department requested amendments to Section 5.3.1.10 to include listing the Major Transit Corridors that are identified on Schedule 4: Road and Transit Network Long Term Concept.  They have also requested policies to discourage the reduction of densities below Residential Medium in proximity to Arterial and Major Collector Roads that have not been identified as a Major Transit Corridor.	The Planning and Building Department agree with the revisions requested.	<b>Amend 403</b>	That Section 5.3.1.10, be amended as follows:  <b>5.3.1.10</b> <i>Dundas Street, Hurontario Street and Eglinton Avenue are identified as Major Transit Corridors on Schedule 4: Road and Transit Network Long Term Concept, to support high density development.</i>  Development applications for the reduction of densities in proximity to Major Transit Corridors, will be discouraged.  <i>Development applications for the reduction of densities below Residential Medium Density in proximity to other arterial and major collector roads, will be discouraged.</i>  The use of the Provincial Transit Supportive Land Use Guidelines will be applied during the development review process.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 7, Glossary	The Transportation and Works department requested amending the definition for Bus Rapid Transit (BRT).	The Planning and Building Department agree with the revisions requested.	<b>Amend 406</b>	<p>That Section 7, Glossary, be amended as follows:</p> <p><b>BUS RAPID TRANSIT (BRT)</b> <del>Bus Rapid Transit is an exclusive grade-separated two-lane bus-only road with stations which allow for integration with local services.</del> <i>Bus Rapid Transit is a rubber-tired form of rapid transit that may combine a variety of physical, operating and system elements. Other technologies such as light rail transit may be introduced in the future where the feasibility and need can be demonstrated.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Recommendations and numbers continued from, Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1 - 2005 January)					
Planning and Building Department	Section 1.2, Context	The need to identify the urban form hierarchy as the basis for development throughout the City.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	414	<p>That Section 1.2, eight and ninth paragraphs, be deleted and replaced by the following:</p> <p><del>City Centre is a vibrant area featuring a mix of residential, employment, cultural, and recreational uses at densities suitable for a downtown area.</del></p> <p><del>The Nodes identified on Schedule 2: Urban Form Concept, will provide a focus for high intensity uses for residential, commercial, employment and other activities. Land use intensification that will support transit will occur in appropriate locations in other parts of the City.</del></p> <p><i>The urban form is based on a hierarchy of City Centre, Nodes and Corridors, as identified on Schedule 2: Urban Form Concept, each with varying levels of intensity of use. The City Centre is the focal point of the urban form hierarchy and should contain the highest level of development in terms of density and height. Nodes and Corridors will provide a focus for high intensity uses for residential, commercial, employment and other activities. Density and height should be less than the general levels in the City Centre and greater than the surrounding districts to reflect transit-supportive development. Other sites, such as, transit stations and entry points also provide suitable locations for higher levels of development, in terms of density and height, subject to compatibility with surrounding land uses and a suitable transition of built form to the surrounding area. The remainder of the City will generally be developed for medium and low rise uses.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Greater Toronto A i r p o r t s Authority	Schedule 2: Urban Form Concept	The "Lands Exempt from LBPIA Operating Area" hatching on the lands indicated as "Employment" between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West should be deleted.	The Planning and Building Department agree with the revisions requested.	<b>415</b>	That Schedule 2: Urban Form Concept, be amended as follows:  7. Deleting the "Lands Exempt from LBPIA Operating Area" hatching on the lands indicated as "Employment" between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West.
Planning and B u i l d i n g Department	Section 2.2, Urban F o r m   a n d C o m m u n i t y Identity	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	<b>416</b>	That Section 2.2.1.2, be amended as follows:  <b>2.2.1.2</b> Mississauga will have an urban form <i>based on the urban form hierarchy of Centres, Nodes and Corridors. The City Centre will be the main focal point in terms of intensity of uses (density and height of development) followed by Nodes and Corridors and recognizable communities</i> <del>characterised by City Centre, Nodes and recognizable communities.</del>
Planning and B u i l d i n g Department	Section 2.2, Urban F o r m   a n d C o m m u n i t y Identity	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	<b>417</b>	That Section 2.2.2.5, be amended as follows:  <b>2.2.2.5</b> To develop and locate Nodes, <i>within the context of the urban form hierarchy of Centres, Nodes and Corridors</i> , with a greater intensity of housing, employment, commercial, and community facilities that are accessible and provide a focus for the people they serve.
C o m m u n i t y S e r v i c e s Department	Section 2.9, Lake Ontario Waterfront	The Community Services Department requested amending Section 2.9.2.7 as parts of the Port Credit Harbour Transition Master Plan and the Mississauga Waterfront Plan are out of date.	The Planning and Building Department agree with the revisions requested.	<b>418</b>	That Section 2.9.2.7, be amended as follows:  <b>2.9.2.7</b> To promote development of the Lake Ontario shoreline and Port Credit Harbour <del>in accordance with</del> <i>having regard for</i> the principles established in the <i>Port Credit Harbour Transition Master Plan</i> and <i>Mississauga Waterfront Plan</i> while recognizing the Lake Ontario shoreline as an important element of the regional ecosystem.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 2.11, Urban Design	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	419	That Section 2.11.1.4, be amended as follows:  <b>2.11.1.4</b> Mississauga will ensure that development contributes to a built form, <i>reflective of the urban form hierarchy of Centres, Nodes and Corridors</i> , giving prominence to the City Centre <del>and emphasizing Nodes</del> .
Planning and Building Department	Section 2.11, Urban Design	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	420	That Section 2.11.2.2, be amended as follows:  <b>2.11.2.2</b> To promote the creation of distinctive places and locales, including the City Centre, Nodes <i>and Corridors</i> and high profile locations such as entry points to the City and communities.
Planning and Building Department	Section 2.11, Urban Design	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	421	That Section 2.11.2.6, be amended as follows:  <b>2.11.2.6</b> To promote built form <i>reflective of the urban form hierarchy</i> that relates to the public street and defines its scale.
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	422	That Section 3.10.1.1, renumbered as Section 3.13.1.1, be amended as follows:  <b>3.13.1.1</b> A mix of medium and high density housing, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged to locate in City Centre, <del>and</del> Nodes <i>and Corridors</i> , <i>reflective of the urban form hierarchy</i> . However, not all of these uses will be permitted in City Centre, <del>and</del> Nodes <i>and Corridors</i> .

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	423	That Section 3.10.1.2, renumbered as Section 3.13.1.2, be amended as follows:  <b>3.13.1.2</b> City Centre, <del>and</del> Nodes <i>and Corridors</i> , reflective of the urban form hierarchy will accommodate a greater variety and concentration of uses than their surrounding areas and will:
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	To recognize height along with density in the City Centre.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	424	That Section 3.10.2.1, renumbered as Section 3.13.2.1, be amended as follows:  <b>3.13.2.1</b> City Centre will develop as a major regional centre and the primary location for mixed use development. The City Centre will contain the greatest concentration of activities and variety of uses including the highest residential and employment densities <i>and height</i> and the largest commercial component in the City.
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	To recognize height along with density in the City Centre.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	425	That Section 3.10.3.4.b, renumbered as Section 3.13.3.4.b, be amended as follows:  <b>b.</b> lands immediately adjacent to or within a Node should provide both a transition between the higher density <i>and height of</i> development within the Node and lower density <i>and height of</i> developments in the surrounding area;
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	To recognize the need for a transition zone surrounding the City Centre.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	426	That Section 3.10.2, renumbered as Section 3.13.2, be amended by adding the following:  <b>3.13.2.4</b> Lands immediately adjacent to or within the City Centre should provide both a transition between the higher density and height of development within the City Centre and lower density and height of developments in the surrounding area.



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 3.12, renumbered as Section 3.15, Environment	Section 3.12.1.4 should be amended to include references to "renewable energy" to be consistent with the new Provincial Policy Statement (PPS).	As it is mandatory for municipal official plans to be consistent with the PPS, it is appropriate to update it accordingly.	427	That Section 3.12.1.4, renumbered as Section 3.15.1.4 be amended as follows:  <b>3.15.1.4</b> The Environmental Issues policies address mineral resources, sites with potential soil or ground water contamination, pollution prevention and reduction, environmental compatibility, urban drainage, waste management, <i>renewable energy</i> , energy conservation and noise sources and levels.
Planning and Building Department	Section 3.12, renumbered as Section 3.15, Environment	As a result of the Natural Areas Survey update, revisions to Section 3.12.2.2.a were requested.	The requested revisions are appropriate.	428	That Section 3.12.2.2.a, renumbered as Section 3.15.2.2.a, 5 <sup>th</sup> bullet, be amended as follows:  <ul style="list-style-type: none"> <li>all areas that support <i>provincially significant or "species at risk" listed as special concern, Vulnerable, Threatened species</i> or Endangered (<del>VTE</del>) species;</li> </ul>
Planning and Building Department	Section 3.12, renumbered as Section 3.15, Environment	As a result of the Natural Areas Survey update, revisions to Section 3.12.2.2.b were requested.	The requested revisions are appropriate.	429	That Section 3.12.2.2.b, renumbered as Section 3.15.2.2.b, 3 <sup>rd</sup> and 4 <sup>th</sup> bullets, be amended as follows:  <ul style="list-style-type: none"> <li>all <del>woodlands</del> <i>areas</i> that represent uncommon vegetation associations in the City;</li> <li>all areas that support regionally <del>rare</del> or significant plant <i>or animal</i> species;</li> </ul>
Community Services Department	Section 3.13, renumbered as Section 3.16, Lake Ontario Waterfront	The Community Services Department requested amending Section 3.13.1.4 as parts of the Port Credit Harbour Transition Master Plan and the Mississauga Waterfront Plan are out of date.	The Planning and Building Department agree with the revisions requested.	430	That Section 3.13.1.4, renumbered as Section 3.16.1.4, be amended as follows:  <b>3.16.1.4</b> The review of applications for development along the Lake Ontario Waterfront and the mouth of the Credit River, will have regard for the <del>concepts</del> and principles expressed in the Port Credit Harbour Transition Master Plan and the Mississauga Waterfront Plan, as well as the following:

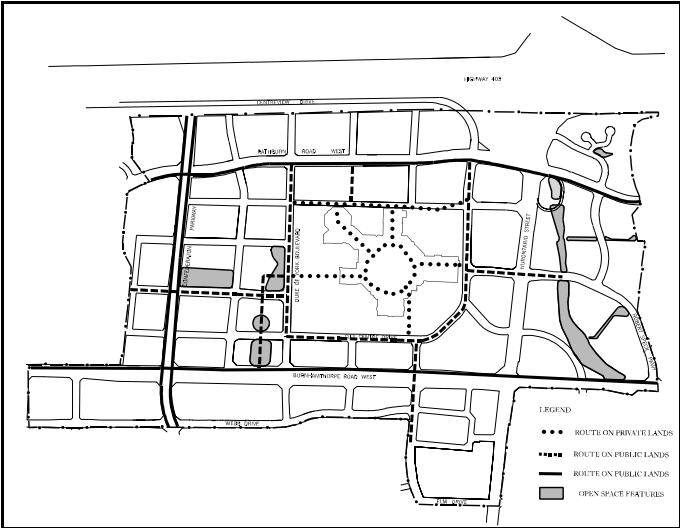
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 3.14, renumbered as Section 3.17, Transportation	The Transportation and Works Department requested amendments to Section 3.17.2.2 to identify the importance of a transit link to the Airport.	The Planning and Building Department agree with the revisions requested.	431	<p>That Section 3.14.2.2, renumbered as Section 3.17.2.2, be amended as follows:</p> <p><b>3.17.2.2</b> Mississauga will work with other levels of government to further inter-regional transit plans which include proposals for Rapid Transit, Commuter Rail, GTA Transit Corridors and GTA Transportation Centres. Notwithstanding that Airport Road has not been designated as a Major Transit Corridor on Schedule 4: Road and Transit Network - Long Term Concept, Mississauga recognizes this roadway as a <del>potential rapid</del> <i>an important transit corridor link to the airport</i> and will work with the City of Brampton and the Region of Peel in addressing this issue.</p>
Transportation and Works Department	Section 3.14, renumbered as Section 3.17, Transportation	The Transportation and Works Department requested that Section 3.14.3.11 be amended to clarify its intent.	The Planning and Building Department agree with the revisions requested.	432	<p>That Section 3.14.3.11, renumbered as Section 3.17.3.11, be amended as follows:</p> <p><b>3.17.3.11</b> <del>Proposals for the development of a rapid transit link between the Airport and Toronto will be subject to, among other matters, a detailed review of the potential ridership demand, the proposals role in serving transit markets, interconnections with GTA Transit corridors, and funding priority relative to other GTA Transit projects. An Air Rail Link between Toronto Union Station and Lester B. Pearson International Airport is being proposed. City of Mississauga staff will continue to work with Transport Canada and other stakeholders through the environmental assessment process for the project.</del></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 3.14, renumbered as Section 3.17, Transportation	The Transportation and Works Department requested amendments to Section 3.17.5.4 to require the City to be satisfied that with any minor adjustments to the basic right-of-way widths the role and function of the road is maintained.	The Planning and Building Department agree with the revisions requested.	433	That Section 3.14.5.4, renumbered as Section 3.17.5.4, be amended as follows:  <b>3.17.5.4</b> Minor adjustments to the <i>basic right-of-way widths</i> <del>rights-of-way</del> and alignments <i>for roads</i> may be made without further amendment to this Plan, <i>subject to the City being satisfied that the role and function of such roads are maintained</i> <del>provided they are consistent with the general intent of this Plan.</del>
Planning and Building Department	Section 3.15, renumbered as Section 3.18, Urban Design	The need to recognize height and density in terms of built form.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	434	That Section 3.15.2.1, renumbered as Section 3.18.2.1, be amended as follows:  <b>3.18.2.1</b> The most prominent, most intensive and highest built form <i>in terms of density and height</i> will <del>should</del> be encouraged in the City Centre.
Planning and Building Department	Section 3.15, renumbered as Section 3.18, Urban Design	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	435	That Section 3.15.3.2, renumbered as Section 3.18.3.2, be amended as follows:  <b>3.18.3.2</b> Urban character will be achieved within the City Centre, <del>along major streets, in</del> Nodes and Corridors and elsewhere as identified in this Plan <i>in accordance with the urban form hierarchy</i> .
Planning and Building Department	Section 3.15, renumbered as Section 3.18, Urban Design	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	436	That Section 3.15.3.2, renumbered as Section 3.18.3.2, be amended as follows:  <b>3.18.3.2</b> Urban character will be achieved within the City Centre, <del>along major streets, in</del> Nodes and Corridors and elsewhere as identified in this Plan <i>in accordance with the urban form hierarchy</i> .

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	Section 3.17, renumbered as Section 3.20, Heritage Resources	The Community Services Department requested that a new policy be added to proposed Section 3.20.3.2 to be consistent with changes to the <i>Ontario Heritage Act</i> .	The Planning and Building Department agree with the revisions requested.	437	That Section 3.17.3.2, renumbered as Section 3.20.3.2, be amended by adding the following:  <i>e. Properties designated under the Ontario Heritage Act will be required to have regard for the preservation of the significant architectural features and not detract or destroy any of the heritage features or architectural elements in keeping with the Guiding Principles in the Conservation of Heritage Properties, Ministry of Culture.</i>
Planning and Building Department	Schedule 3: Environmental Areas	As a result of the Natural Areas Survey update, revisions to Schedule 3: Environmental Areas were requested.	The requested revisions are appropriate.	438	That Schedule 3: Environmental Areas, be amended as follows:  4. Extending the "Special Management Area" and "Natural Area" easterly, located south of Lakeshore Road West, west of Southdown Road; and 5. Deleting the "Natural Area" located south of Lakeshore Road East, west of Elmwood Avenue South.
Transportation and Works Department	Schedule 4: Road and Transit Network Long Term Concept	The Transportation and Works Department requested that Schedule 4: Road and Transit Network Long Term Concept be amended by Topflight Drive from Hurontario Street to Edwards Boulevard being shown as a "Major Collector".	The Planning and Building Department agree with the revisions requested.	439	That Schedule 4: Road and Transit Network Long Term Concept be amended as follows:  19. Topflight Drive Hurontario Street to Edwards Boulevard is added as a "Major Collector".

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Schedule 5: Designated Right-of-Way Widths	The Transportation and Works Department requested amending Note 1 on Schedule 5: Designated Right-of-Way Widths to clarify its intent.	Note 1 Schedule 5: Designated Right-of-Way Widths should be amended to be consistent with the wording of Section 3.14.5.2.	440	That Schedule 5: Designated Right-of-Way Widths, Note 1, be amended as follows:  15. 1. <del>These</del> <i>"Designated right-of-way widths"</i> are considered <i>the basic required</i> rights-of-way <i>along roadway sections</i> . At <del>major</del> intersections, grade separations, or major physical or topographical constraints, wider rights-of-way may be required to accommodate bus bays, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.
Transportation and Works Department	Schedule 5: Designated Right-of-Way Widths	The Transportation and Works Department requested amending Schedule 5: Designated Right-of-Way Widths to update the information provided for Topflight Drive.	The Planning and Building Department agree with the revisions requested.	441	That Schedule 5: Designated Right-of-Way Widths be amended as follows:  16. Topflight Drive from Hurontario Street to Edwards Boulevard is added with a right-of-way width of "26 m"; and 17. Capstan Drive from Maritz Drive to Hurontario Street from a right-of-way width of "26 m" to a right-of-way width of "30 m".
Transportation and Works Department	Schedule 5: Designated Right-of-Way Widths	The Transportation and Works Department requested amending Schedule 5: Designated Right-of-Way Widths to update the information provided for Thomas Street.	The Planning and Building Department agree with the revisions requested.	442	That Schedule 5: Designated Right-of-Way Widths be amended as follows:  18. Thomas Street, McFarren Boulevard/Gafney Drive to Queen Street right-of-way width from "30 m" to "20-26 m".

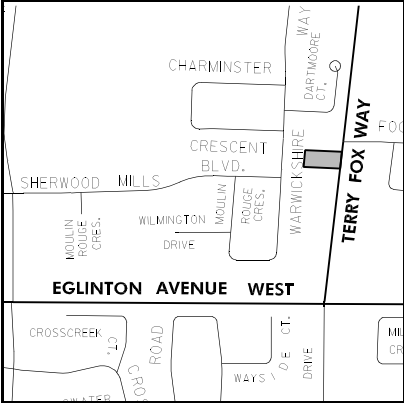

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	All District Policies, Sections 4.2 to Section 4.33, inclusive, except Section 4.6, City Centre District Policies	The Transportation and Works Department requested amending the asterisk note under Table 1: Basic Road Characteristics for all Districts to be consistent with Section 3.14.5.2.	Amend the asterisk note under Table 1: Basic Road Characteristics for all Districts except City Centre District to be consistent with the wording of Section 3.14.5.2.	443	<p>That Sections 4.2 to Section 4.33, inclusive, Table 1: Basic Road Characteristics, asterisk note, except for Section 4.6, City Centre District Policies, Table 1: Basic Road Characteristics, asterisk note, be amended as follows:</p> <p>* <del>These</del> <i>"Designated right-of-way widths"</i> are considered the basic <i>required</i> rights-of-way <i>along roadway sections</i>. At <del>major</del> intersections, grade separations, or major physical or topographical constraints, wider rights-of-way may be required to accommodate bus bays, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.</p>
Planning and Building Department	Section 4.3, Applewood District Policies	As the lands east of Fieldgate Drive, south of Kirkwall Crescent, are used for parkland, the lands should be redesignated from "Residential Low Density II" to "Public Open Space".	The requested revisions are appropriate.	444	<p>That the Applewood District Land Use Map be amended as follows:</p> <p>4. Redesignate the lands east of Fieldgate Drive, south of Kirkwall Crescent, from "Residential Low Density II" to "Public Open Space".</p>
Planning and Building Department	Section 4.3, Applewood District Policies	Lands east of Treadwells Drive, north of Dundas Street East, designated "Residential Low Density II", should be redesignated to "Residential Medium Density I" as the lands are surrounded by lands designated "Residential High Density I" and "Residential Medium Density I" and also the boundary should be adjusted accordingly.	The requested revisions are appropriate.	445	<p>That the Applewood District Land Use Map be amended as follows:</p> <p>5. Redesignate the lands east of Treadwells Drive, north of Dundas Street East, from "Residential Low Density II" to "Residential Medium Density I";</p> <p>and</p> <p>Adjust the Applewood District boundary to coincide with the Dixie District boundary by following existing property lines and zoning.</p>

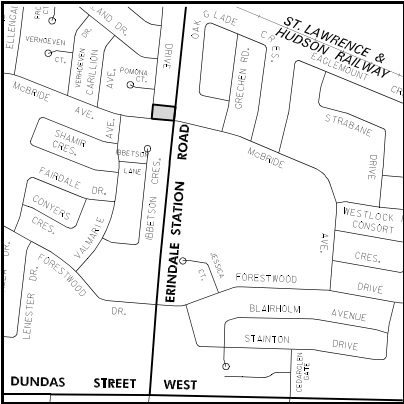
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	Section 4.4, Central Erin Mills District Policies	The lands are part of Park #374, Mullet's Walk, located east of McFarren Boulevard opposite Mullet Drive and should be designated "Public Open Space".	The Planning and Building Department agree with the revisions requested.	446	<p>That the Central Erin Mills District Land Use Map be amended as follows:</p> <p>8. Redesignate the lands located east of McFarren Boulevard, opposite Mullet Drive, from "Residential Low Density II" to "Public Open Space".</p>
Community Services Department	Section 4.5, Churchill Meadows District Policies	The Community Services Department requested amending the Churchill Meadows District Land Use Map to recognize an existing Stormwater Management Facility.	The Planning and Building Department agree with the revisions requested.	447	<p>That the Churchill Meadows District Land Use Map be amended as follows:</p> <p>7. Adding an "Existing Stormwater Management Facility symbol" to the "Public Open Space" designated lands located south of Aquinas Avenue, east of Sebastian Drive.</p>
Planning and Building Department	Section 4.6, City Centre District Policies	The locational map for Section 4.6.3.2.3 should be amended to include the Open Space Feature located north of Princess Royal Drive, west of Living Arts Drive.	The requested revisions are appropriate.	448	<p>That Section 4.6.3.2.3, location map, be replaced with the following location map:</p> 

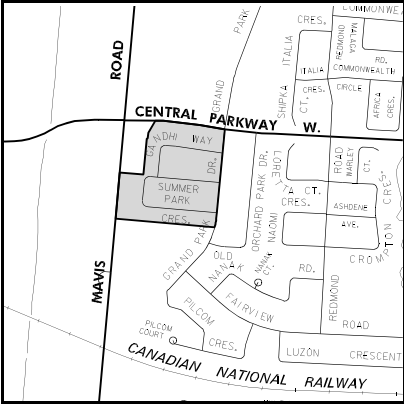
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.6, City Centre District Policies	The Transportation and Works Department requested amending the third paragraph of Section 4.6.5.2.5 as there is now only one option for the conceptual alignment.	As there is now only one option, change the words "two conceptual options" to "a conceptual alignment".	449	That Section 4.6.5.2.5, 3 <sup>rd</sup> paragraph, last sentence be amended as follows:  The City Centre Land Use Map shows <del>two</del> <i>a conceptual options alignment</i> on how this one-way eastbound roadway is proposed to connect to Provincial Highway 403.
Transportation and Works Department	Section 4.6, City Centre District Policies	The Transportation and works Department requested amending the first asterisk note under Table 1: Basic Road Characteristics.	The Planning and Building Department agree with the revisions requested.	450	That Section 4.6.5.1, Table 1: Basic Road Characteristics, first asterisk note, be amended as follows:  <del>These</del> <i>"Designated right-of-way widths"</i> are considered <i>the</i> basic <i>required</i> rights-of-way <i>along roadway sections</i> . At intersections, grade separations, <del>site triangles</del> , or major physical or topographical constraints, wider rights-of-way may be required to accommodate bus bays, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc. Rights-of-way may be increased without an amendment to this Plan when development applications are evaluated or further transportation studies are carried out.
Community Services Department	Section 4.6, City Centre District Policies	The Community Services Department requested the lands located north of Princess Royal Drive, west of Living Arts Drive from "Mixed Use" to "Public Open Space" to recognize the proposed park for the City Centre.	The Planning and Building Department agree with the revisions requested.	451	That the City Centre District Land Use Map be amended as follows:  5. Redesignate the lands located north of Princess Royal Drive, west of Living Arts Drive, from "Mixed Use" to "Public Open Space".
Community Services Department	Section 4.7, Clarkson-Lorne Park District Policies	The Community Services Department requested amending the Clarkson Lorne Park District Land Use Map to recognize the existing park located south of Canyon Street opposite Cobalt Street.	The Planning and Building Department agree with the revisions requested.	452	That the Clarkson-Lorne Park District Land Use Map be amended as follows:  2. Redesignate the lands located south of Canyon Street, opposite Cobalt Street, from "Residential Low Density I" to "Public Open Space".



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.8, Cooksville District Policies	Lands located on the north side of Dundas Street West between Elmcreek Drive and Clayhill Road, designated "Residential High Density I" contain townhouse dwellings that should be recognized.	Revise Special Site 4 policies to allow townhouses as a permitted use.	453	That Section 4.8.7.5.a, be amended as follows:  a. all forms of horizontal multiple dwellings as well as low-rise apartments <i>and townhouse dwellings</i> will be permitted in combination with Residential High Density I uses provided the overall density achieves the minimum permitted FSI of 1.0 for the subject lands;
Community Services Department	Section 4.10, Dixie District Policies	The Community Services Department requested that the lands located south of the St. Lawrence and Hudson Railway, west of Etobicoke Creek from "Public Open Space" to "Business Employment" and "Greenbelt" on the Dixie District Land Use Map to be consistent with existing zoning.	The Planning and Building Department agree with the revisions requested as the lands are no longer required for park purposes.	454	That the Dixie District Land Use Map be amended as follows:  6. Redesignate the lands located south of the St. Lawrence and Hudson Railway, west of Etobicoke Creek, from "Public Open Space" to "Business Employment" and "Greenbelt".
Planning and Building Department	Section 4.10, Dixie District Policies	Lands east of Treadwells Drive, north of Dundas Street East, designated "Residential Low Density II", should be redesignated to "General Commercial" as the lands are part of the property fronting on Dundas Street East designated "General Commercial" and the boundary should be adjusted accordingly.	The requested revisions are appropriate.	455	That the Dixie District Land Use Map be amended as follows:  7. Adjust the Dixie District boundary to coincide with the Applewood District boundary by following existing property lines and zoning for the lands east of Treadwells Drive, north of Dundas Street East; and Redesignate the lands from "Residential Low Density II" to "General Commercial".

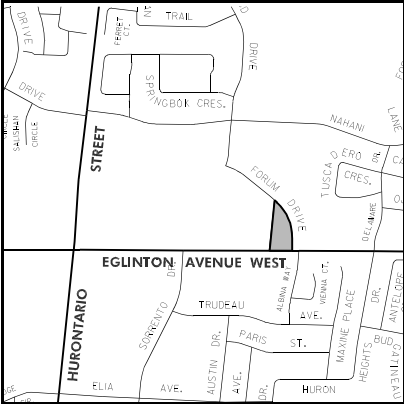
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.11, East Credit District Policies	Lands on the west side of Terry Fox Way, north of Eglinton Avenue West, designated "Residential Low Density II" are occupied by a dental office, approved in accordance with an OMB decision.	It is appropriate to recognize the existing dental office as a Special Site.	456	<p>That a new Special Site be added to the East Credit District Policies as follows:</p> <p><b>4.11.6.15 Site 14</b></p>  <p><i>The lands identified as Special Site 14 are located on the west side of Terry Fox Way, north of Eglinton Avenue West.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, the office of a dentist will also be permitted.</i></p>
Planning and Building Department	Section 4.11, East Credit District Policies	Lands on the north side of Eglinton Avenue West, east of Fallingbrook Drive designated "Residential Medium Density I" are occupied by a veterinary clinic.	It is appropriate to recognize the veterinary clinic use as a Special Site.	457	<p>That a new Special Site be added to the East Credit District Policies as follows:</p> <p><b>4.11.6.16 Site 15</b></p>  <p><i>The lands identified as Special Site 15 are located on the north side of Eglinton Avenue West, east of Fallingbrook Drive.</i></p> <p><i>Notwithstanding the provisions of the Residential Medium Density I designation, a veterinary clinic will also be permitted.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Greater Toronto A i r p o r t s Authority	Section 4.11, East Credit District Policies	<p>The "LBPIA Operating Area Boundary" is difficult to follow on the Land Use Maps and should be indicated in a clearer fashion.</p> <p>The "Area Exempt from LBPIA Operating Area" hatching on the "Business Employment" and "General Commercial" lands between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West should be deleted.</p>	The Planning and Building Department agree with the revisions requested.	458	<p>That the East Credit District Land Use Map be amended as follows:</p> <p>8. Changing the "LBPIA Operating Area Boundary" from an "orange solid line" to a "dark grey dashed line".</p> <p>and</p> <p>9. Deleting the "Area Exempt from LBPIA Operating Area" hatching on the "Business Employment" and "General Commercial" lands between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West.</p>
Planning and B u i l d i n g Department	Section 4.12, Erindale District Policies	Lands at the northwest corner of Erindale Station Road and McBride Avenue designated "Residential Low Density II" are occupied by medical offices with 4 medical practitioners.	It is appropriate to recognize the medical office as a Special Site.	459	<p>That a new Special Site be added to the Erindale District Policies as follows:</p> <p><b>4.12.5.9 Site 8</b></p> <div></div> <p><i>The lands identified as Special Site 8 are located at the northwest corner of Erindale Station Road and McBride Avenue.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, medical offices will also be permitted.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	Section 4.13, Erin Mills District Policies	The Community Services Department requested that the lands located north of Dundas Street West, east of Mississauga Road be redesignated from "Public Open Space" to "Institutional - University" as the University of Toronto at Mississauga has purchased these lands from the City to accommodate the University's expansion.	The Planning and Building Department agree with the revisions requested.	460	<p>That the Erin Mills District Land Use Map be amended as follows:</p> <p>10. Redesignate the lands located north of Dundas Street West, east of Mississauga Road, from "Public Open Space" to "Institutional - University".</p>
Planning and Building Department	Section 4.14, Fairview District Policies	Lands located south of Central Parkway West between Mavis Road and Grand Park Drive are designated "Residential Medium Density I". The existing zoning permits semi-detached dwellings and townhouse dwellings which are not permitted under the "Residential Medium Density I" designation.	It is appropriate to recognize the semi-detached dwellings and townhouse dwellings use as a Special Site.	461	<p>That a new Special Site be added to the Fairview District Policies as follows:</p> <p><b>4.14.5.7                      Site 6</b></p> <div><p>The map shows a street grid in the Fairview District. Central Parkway West runs horizontally across the middle. Mavis Road runs vertically on the left side. To the right of Mavis Road, there are several streets including Grand Park Drive, Old Mavis Road, and Fairview Road. Various residential areas and parks are labeled, such as Summer Park, Orchard Park, and Fairview. The map also shows the Canadian National Railway running along the bottom.</p></div> <p><i>The lands identified as Special Site 6 are located south of Central Parkway West between Mavis Road and Grand Park Drive.</i></p> <p><i>Notwithstanding the provisions of the Residential Medium Density I designation, semi-detached dwellings will also be permitted.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.15, Gateway District Policies	Amend the Major Collector names to be consistent with the existing road names.	The Planning and Building Department agree with the revisions requested.	<b>462</b>	That Section 4.15.4.1, Table 1: Basic Road Characteristics, Major Collector, be amended as follows:  Hurontario West Collector, Topflight Drive to World Drive to read <i>Maritz Drive Extension/Maritz Drive/Kateson Drive, Topflight Drive Extension to Capstan Drive</i> ; and Topflight Drive, Hurontario West Collector to Hurontario Street to read <i>Topflight Drive Extension, Hurontario Street to Edwards Boulevard</i> ; and World Drive, Hurontario West Collector to Edwards Boulevard to read <i>Capstan Drive/World Drive, Kateson Drive to Edwards Boulevard</i> .
Transportation and Works Department	Section 4.15, Gateway District Policies	The Transportation and Works Department requested that the Gateway District Land Use Map be amended by showing Topflight Drive from Hurontario Street to Edwards Boulevard as a "Major Collector".	The Planning and Building Department agree with the revisions requested.	<b>463</b>	That the Gateway District Land Use Map be amended as follows:  7. Topflight Drive from Hurontario Street to Edwards Boulevard from "Minor Collector to <i>Major Collector</i> ".
Planning and Building Department	Section 4.15, Gateway District Policies	The lands located on the west side of Hurontario Street and south of World Drive are currently designated "Motor Vehicle Commercial". As these lands have recently been rezoned to permit uses consistent with the "Business Employment" designation, it is not appropriate to retain the "Motor Vehicle Commercial" designation.	Lands should be redesignated from "Motor Vehicle Commercial" to "Business Employment" to be consistent with the existing zoning.	<b>464</b>	That the Gateway District Land Use Map be amended as follows:  8. Redesignate the lands located on the west side of Hurontario Street and south of World Drive from "Motor Vehicle Commercial" to "Business Employment".

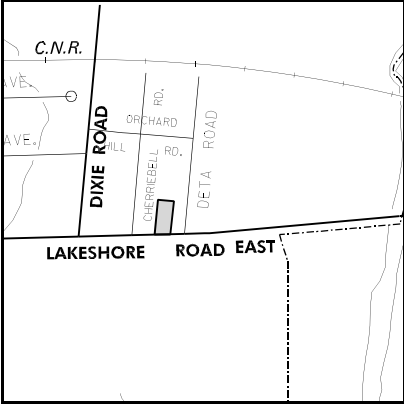
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.15, Gateway District Policies	Lands on the east side of Hurontario Street, south of Britannia Road East are occupied by a Place of Religious Assembly and a cemetery.	Lands should be redesignated from "Business Employment" to "Private Open Space - Cemetery" to recognize the existing cemetery.	<b>465</b>	That the Gateway District Land Use Map be amended as follows:  9. Redesignate the lands on the east side of Hurontario Street, south of Britannia Road East, from "Business Employment" to "Private Open Space - Cemetery".
Community Services Department	Section 4.15, Gateway District Policies	The Community Services Department requested that the boundaries of the lands designated "Public Open Space" located north of Matheson Boulevard West, east of Falbourne Street to coincide with the existing park limits.	The Planning and Building Department agree with the revisions requested.	<b>466</b>	That the Gateway District Land Use Map be amended as follows:  10. Amend the boundaries of the "Public Open Space" and "Business Employment" lands located north of Matheson Boulevard West, east of Falbourne Street, to coincide with the park limits.
Peel District School Board	Section 4.16, Hurontario District Policies	The Peel District School Board is currently in the process of developing a Master Plan for the Britannia Farm lands and are not considering a golf course as part of this review exercise.	The Planning and Building Department agree with the revisions requested.	<b>467</b>	That Section 4.16.4.2.b be deleted.  <del>b. Notwithstanding the Institutional policies of this Plan, the lands will be permitted to develop for a golf course and related facilities.</del>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands at the northwest corner of Eglinton Avenue East and Forum Drive are designated "Residential High Density II". Through a Committee of Adjustment decision the site permits a 20- storey apartment building with an FSI of 3.7.	It is appropriate to recognize the existing 20-storey apartment with an FSI of 3.7 use as a Special Site in the Hurontario District Policies.	468	<p>That a new Special Site be added to the Hurontario District Policies as follows:</p> <p><b>4.16.6.11 Site 10</b></p>  <p><i>The lands identified as Special Site 10 are located at the northwest corner of Eglinton Avenue East and Forum Drive.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, an apartment building to a maximum Floor Space Index (FSI) of 3.7 and a maximum height of 20-storeys, will be permitted.</i></p>
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands west of Hurontario Street, north of Ceremonial Drive designated "Residential High Density I" are occupied by existing condominium townhouses.	Lands should be redesignated from "Residential High Density I" to "Residential Medium Density I" to recognize the existing condominium townhouses.	469	<p>That the Hurontario District Land Use Map be amended as follows:</p> <p>16. Redesignate the lands west of Hurontario Street, north of Ceremonial Drive, from "Residential High Density I" to "Residential Medium Density I".</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands north of Eglinton Avenue West, east of Fairwind Drive designated "Public Open Space", east and west of Cooksville Creek, are currently vacant and are not part of the Community Services parks listing to be consistent with adjacent land use designations.	Lands should be redesignated from "Public Open Space" to "Residential Low Density I" and "Residential Medium Density I".	<b>470</b>	That the Hurontario District Land Use Map be amended as follows:  <i>17.</i> Redesignate the lands north of Eglinton Avenue West, east of Fairwind Drive and, east of Cooksville Creek, from "Public Open Space" to "Residential Medium Density I" and adjust the "Node Boundary" westerly accordingly; and <i>18.</i> Redesignate the lands north of Eglinton Avenue West, east of Fairwind Drive and, west of Cooksville Creek, from "Public Open Space" to "Residential Low Density II".
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands at the northeast corner of Eglinton Avenue West and Fairwind Drive designated "Residential Low Density II" should be combined with the parcel to the east designated "Residential Medium Density I".	Lands should be redesignated from "Residential Low Density II" to "Residential Medium Density I" to be consistent with the adjacent designation to the east.	<b>471</b>	That the Hurontario District Land Use Map be amended as follows:  <i>19.</i> Redesignate the lands at the northeast corner of Eglinton Avenue West and Fairwind Drive, from "Residential Low Density II" to "Residential Medium Density I".
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands fronting on Tree Crest Court and Mirage Place at the northeast corner of Mavis Road and Bristol Road West designated "Residential Medium Density I" are occupied by semi-detached dwellings.	Lands should be redesignated from "Residential Medium Density I" to "Residential Low Density II" to recognize the existing use.	<b>472</b>	That the Hurontario District Land Use Map be amended as follows:  <i>20.</i> Redesignate the lands fronting on Tree Crest Court and Mirage Place at the northeast corner of Mavis Road and Bristol Road West, from "Residential Medium Density I" to "Residential Low Density II".

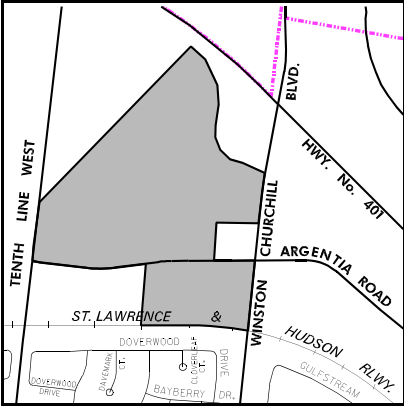


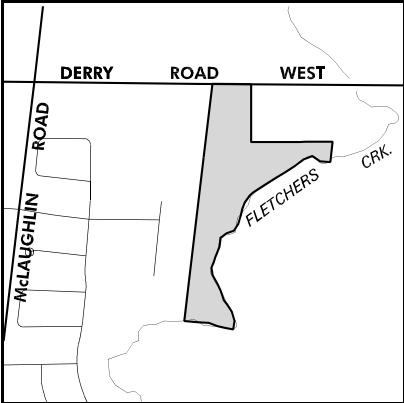
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands fronting on Starwood Drive, Longhouse Crescent, Richborough Drive, and Whitfield Terrace, west of Mavis Road and south of Bristol Road West, designated "Residential Medium Density I" are occupied by semi-detached dwellings.	Lands should be redesignated from "Residential Medium Density I" to "Residential Low Density II" to recognize the existing use.	<b>473</b>	That the Hurontario District Land Use Map be amended as follows:  21. Redesignate the lands fronting on Starwood Drive, Longhouse Crescent, Richborough Drive, and Whitfield Terrace west of Mavis Road and south of Bristol Road West, from "Residential Medium Density I" to "Residential Low Density II".
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands fronting on Constellation Drive, west of Mavis Road and north of Eglinton Avenue West designated "Residential Medium Density I" are occupied by semi-detached dwellings.	Lands should be redesignated from "Residential Medium Density I" to "Residential Low Density II" to recognize the existing use.	<b>474</b>	That the Hurontario District Land Use Map be amended as follows:  22. Redesignate the lands fronting on Constellation Drive, west of Mavis Road and north of Eglinton Avenue West, from "Residential Medium Density I" to "Residential Low Density II".
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands on the west side of McLaughlin Road north of Ceremonial Drive designated "Residential Low Density II" are occupied by condominium townhouse dwellings.	Lands should be redesignated from "Residential Low Density II" to "Residential Medium Density I" to recognize the existing use.	<b>475</b>	That the Hurontario District Land Use Map be amended as follows:  23. Redesignate the lands on the west side of McLaughlin Road, south of Langport Court, from "Residential Low Density II" to "Residential Medium Density I".
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands on the west side of Ashprior Drive east of Mavis Road designated "Residential Medium Density I" are occupied by detached dwellings.	Lands should be redesignated from "Residential Medium Density I" to "Residential Low Density II" to recognize the existing use.	<b>476</b>	That the Hurontario District Land Use Map be amended as follows:  24. Redesignate the lands on the west side of Ashprior Drive, east of Mavis Road, from "Residential Medium Density I" to "Residential Low Density II".

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.17, Lakeview District Policies	Upon further review, it was identified that Section 4.17.6.21, Site 20 should be deleted as an overnight accommodation is a permitted use in the "Mainstreet Commercial" designation.	Section 4.17.6.21, Site 20 should be deleted as "motel" is now "overnight accommodation" which is a permitted use in Mainstreet Commercial.	477	<p>That Section 4.17.6.21, be deleted:</p> <p><del>4.17.6.21</del> <del>Site 20</del></p> <div></div> <p>The lands identified as <del>Special Site 20</del> are located at the northwest corner of Lakeshore Road East and Deta Road:</p> <p>Notwithstanding the provisions of the <del>Mainstreet Commercial designation</del>, the following additional policy will apply:</p> <p><del>a. a motel will be permitted.</del></p>
Planning and Building Department	Section 4.18, Lisgar District Policies	As there is no longer lands designated "Residential High Density" in the Lisgar Planning District, the reference to high density residential is planned should be deleted.	As there are no lands designated "High Density" in the Lisgar District Policies it is appropriate to delete reference to high density development in Section 4.18.2 Development Concept.	478	<p>That Section 4.18.2, first paragraph be amended as follows:</p> <p>The Lisgar District is a developing Residential District with one-third of the lands remaining to be developed. Most of the District has been planned to accommodate a variety of housing types within the low and medium density range. <del>A small component is planned to be high density residential.</del></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.18, Lisgar District Policies	<p>As there are no lands designated "Residential High Density", the "Residential High Density I" land use policies should be deleted.</p> <p>Further, Section 4.18.4.1.6 should be amended to delete all references to "Residential High Density" development.</p>	Section 4.18.4.1.5, Residential High Density I Land Use policies should be deleted and Section 4.18.4.1.6 should be amended to delete all references to "Residential High Density" development.	<b>479</b>	<p>That Section 4.18.4.1.5 and Section 4.18.4.1.6, be amended as follows:</p> <p><del>4.18.4.1.5</del> <del>Residential High Density I</del></p> <p>The Residential High Density I designation permits apartment dwellings at a Floor Space Index of 0.5-1.0. Building height should not exceed 4 storeys.</p> <p><b>4.18.4.1.6 5 Residential Medium and High Density Development</b></p> <p>a. In addition to the general Residential Medium and High Density Development policies of this Plan, the following additional policy applies specifically to this District:</p> <ul style="list-style-type: none"> <li>in order to create acceptable built form transitions, buildings should be limited in height when adjacent to low density residential neighbourhoods and buildings abutting low density housing forms should be limited to 3 storeys.</li> </ul>
Transportation and Works Department	Section 4.18, Lisgar District Policies	The Transportation and Works Department requested that Ninth Line be identified as being under the jurisdiction of the Region of Halton.	The Planning and Building Department agree with the revisions requested.	<b>480</b>	<p>That Section 4.18.5.1, Table 1: Basic Road Characteristics, Major Collector, be amended as follows:</p> <p>Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton".</p>
Planning and Building Department	Section 4.18, Lisgar District Policies	Lands east of Russian Olive Close, south of Partition Road designated "Residential Low Density II" are part of city park #468 under construction.	Lands should be redesignated from "Residential Low Density II" to "Public Open Space".	<b>481</b>	<p>That the Lisgar District Land Use Map be amended as follows:</p> <p>5. Redesignate the lands located east of Russian Olive Close, south of Partition Road, from "Residential Low Density II" to "Public Open Space".</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Greater Toronto A i r p o r t s Authority and C o m m u n i t y S e r v i c e s Department	Section 4.19, Malton District Policies	The "Regulatory Floodplain" overlay designation is missing from the Land Use Map.	The "Regulatory Floodplain" overlay designation should be included on the Land Use Map.	<b>482</b>	That the Malton District Land Use Map be amended as follows:  6. Indicate the "Regulatory Floodplain" overlay designation on the Land Use Map.
Greater Toronto A i r p o r t s Authority	Section 4.19, Malton District Policies	The "LBPIA Operating Area Boundary is difficult to follow on the Land Use Maps and should be indicated in a clearer fashion.	The Planning and Building Department agree with the revisions requested.	<b>483</b>	That the Malton District Land Use Map be amended as follows:  7. Changing the "LBPIA Operating Area Boundary" from an "orange solid line" to a "dark grey dashed line".
Peel District School Board and C o m m u n i t y S e r v i c e s Department	Section 4.19, Malton District Policies	The property limits of the school and park lands have been realigned and the "Residential Low Density II" and "Public Open Space" land use designations should reflect the realigned property limits.	The Planning and Building Department agree with the revisions requested.	<b>484</b>	That the Malton District Land Use Map be amended as follows:  8. Redesignate the lands north of Roselle Crescent, east of Priory Crescent, from "Residential Low Density II" to "Public Open Space"; and 9. Redesignate the lands west of Anaka Drive, north of Brandon Gate Drive, from "Public Open Space" to "Residential Low Density II".
C o m m u n i t y S e r v i c e s Department	Section 4.22, Meadowvale District Policies	The Community Services Department requested that the Meadowvale District Land Use Map be amended by redesignating the lands located south of Derry Road West east of Shelter Bay Road from "Private Open Space - Cemetery" to "Public Open Space - Cemetery".	The Planning and Building Department agree with the revisions requested as the City has taken over the responsibility of the cemetery.	<b>485</b>	That the Meadowvale District Land Use Map be amended as follows:  4. Redesignate the lands located south of Derry Road West, east of Shelter Bay Road, from "Private Open Space - Cemetery" to "Public Open Space - Cemetery".

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.22, Meadowvale Business Park District Policies	The Transportation and Works Department requested that Ninth Line be identified as being under the jurisdiction of the Region of Halton.	The Planning and Building Department agree with the revisions requested.	486	<p>That Section 4.22.5.1, Table 1: Basic Road Characteristics, Major Collector, be amended as follows:</p> <p>Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton".</p>
Planning and Building Department	Section 4.22, Meadowvale Business Park District Policies	Section 4.22.6.4 should be deleted as the lands are no longer in the Node and have been primarily developed for retail commercial development.	The requested revisions are appropriate.	487	<p>That Section 4.22.6.4, be deleted.</p> <p><del>4.22.6.4</del> <del>Site 3</del></p> <div><p>The lands identified as Special Site 3 are located west of Winston Churchill Boulevard, east of Tenth Line West, south of Provincial Highway 401 and north of the St. Lawrence and Hudson Railway.</p><p>Notwithstanding the General Commercial designation, the following additional policies will apply:</p><p><del>a. office uses to a maximum floor space index of 0.5 may be permitted subject to a traffic study demonstrating that:</del></p><ul style="list-style-type: none"><li><del>there is adequate transportation capacity to reasonably accommodate the additional office Gross Floor Area; or,</del></li><li><del>adequate transportation capacity to accommodate the additional development proposed can be achieved through the implementation of the improvements that are recommended in the traffic study.</del></li></ul></div>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.23 Meadowvale Village District Policies	A portion of the lands in Meadowvale Village District are designated for residential uses. However, these lands are above the 35NEF/NEP noise contours and, therefore, cannot be developed for residential purposes because of the restrictions of the NEF/NEP Aircraft noise policies. It is appropriate to redesignate these lands from "Residential Medium Density I" to "Business Employment" and amend the Special Site policy.	See Appendix 4 to the Corporate Report Proposed Amendments to the Meadowvale Village District Policies.	488	<p>That Section 4.23.6.5, be amended as follows:</p> <p><b>4.23.6.5 Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are located on the south side of Derry Road West, east of McLaughlin Road.</p> <p>Notwithstanding their <del>Residential Medium Density I</del> <i>Business Employment</i> and Greenbelt designations, the lands may be used as a Place of Religious Assembly. Subject to the Greenbelt policies of this Plan and Credit Valley Conservation policies for valleyland protection and floodplain management, the lands may be used for Place of Religious Assembly related and passive recreational uses, the exact nature and extent of which will be determined during the processing of development applications.</p>
Pallet Valo, LLP for Ranko and Natasa Lazarevic	Section 4.23 Meadowvale Village District Policies	It has been identified that the lands located west of McLaughlin Road, north of Fletcher's Creek should be redesignated from "Greenbelt" to "Residential Low Density II" as they have gone through a top-of-bank staking satisfactory to the Credit Valley Conservation.	Currently the subject lands are designated as "Greenbelt" in Mississauga Plan. As the lands have gone through a top-of-bank satisfactory to the Credit Valley Conservation, the lands should be redesignated to "Residential Low Density II".	489	<p>That the Meadowvale Village District Land Use Map be amended as follows:</p> <p>7. Redesignate the lands located west of McLaughlin Road, north of Fletcher's Creek, from "Greenbelt" to "Residential Low Density II".</p>


RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	Section 4.23 Meadowvale Village District Policies	The Community Services Department requested that the lands located south of Old Derry Road, west of Second Line West be redesignated from "Residential Low Density I" to "Public Open Space" to recognize an existing park.	The Planning and Building Department agree with the revisions requested.	490	That the Meadowvale Village District Land Use Map be amended as follows:  8. Redesignate the lands located south of Old Derry Road, west of Second Line West, from "Residential Low Density I" to "Public Open Space".
Planning and Building Department	Section 4.23 Meadowvale Village District Policies	A portion of the lands in Meadowvale Village District are designated for residential uses. However, these lands are above the 35NEF/NEP noise contours and, therefore, cannot be developed for residential purposes because of the restrictions of the NEF/NEP Aircraft noise policies. It is appropriate to redesignate these lands from "Residential Low Density II" and "Residential Medium Density I" to "Business Employment".	See Appendix 4 to the Corporate Report Proposed Amendments to the Meadowvale Village District Policies.	491	That the Meadowvale Village District Land Use Map be amended as follows:  9. Redesignate all lands, basically following existing property lines, above the 35 NEF noise contour, from "Residential Low Density II" and "Residential Medium Density I" to "Business Employment".
Transportation and Works Department	Section 4.24, Mineola District Policies	The right-of-way width of Stavebank Road from CNR to Pinetree Way has been revised from 20 m to a range of 12-15 m.	The Planning and Building Department agree with the revisions requested.	492	That Section 4.24.6.1, Table 1: Basic Road Characteristics, be amended by adding the following:  Stavebank Road from CNR to Pinetree Way as a MINOR COLLECTOR with a Right-of-Way width of 12-15 m.

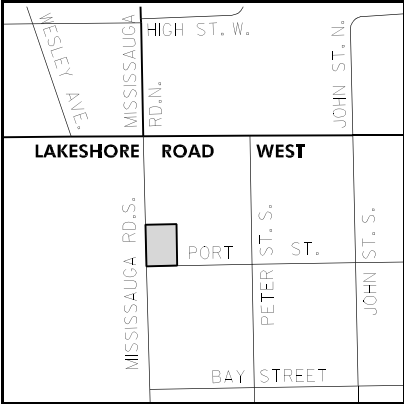
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.24, Mineola District Policies	The Transportation and Works Department requested Section 4.24.7.3 be amended by adding a policy to address access to lands on Hurontario Street.	The Planning and Building Department agree with the revisions requested.	493	That Section 4.24.7.3, be amended by adding the following:  <i>h. for developments located at intersections, access to the minor streets will be discouraged, and where technically feasible, access will be permitted on Hurontario Street.</i>
Transportation and Works Department	Section 4.26, Northeast District Policies	The Transportation and Works Department requested that the Northeast District Land Use Maps be amended by deleting the Bren Road extension from Rena Road to the Drew Road extension as a Minor Collector as the existing Bren Road will not be extended.	The Planning and Building Department agree with the revisions requested.	494	That the Northeast District Land Use Map be amended as follows:  18. Delete Bren Road extension from Rena Road to Drew Road extension as a Minor Collector.
Planning and Building Department	Section 4.26, Northeast District Policies	Lands within the Airport owned lands, now designated "Airport", adjacent to Etobicoke Creek and the East and West Branches of Etobicoke Creek are designated Core Area Greenland in the Region of Peel Official Plan.	Lands should be redesignated from "Airport" to "Greenbelt".	495	That the Northeast District Land Use Map be amended as follows:  19. Redesignate the lands adjacent to Etobicoke Creek and the East and West Branches of Etobicoke Creek from "Airport" to "Greenbelt".
Greater Toronto Airports Authority	Section 4.26, Northeast District Policies	The GTAA identified that the Northeast District Land Use Maps do not reflect the current Airport-owned lands.	The Planning and Building Department agree with the revisions requested.	496	That the Northeast District Land Use Map be amended as follows:  20. All Airport-owned lands to be designated "Airport" as per information provided by GTAA.

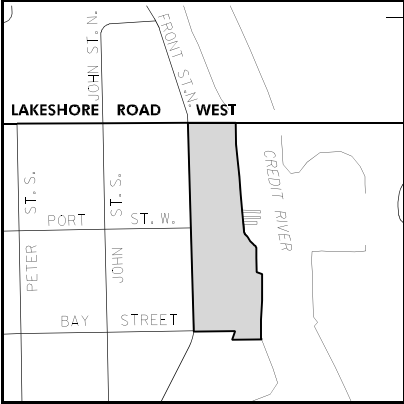


RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	Section 4.27.4.5 should be deleted as it only applies to Marina Park. It would be appropriate for these policies to be included in a Special Site.	The requested revisions are appropriate.	497	<p>That Section 4.27.4.5, be deleted.</p> <p><del>4.27.4.5</del> <del>Open Space</del></p> <p><del>Lands identified as Marina Park are located at the southeast corner of Lakeshore Road West and Front Street South. Marina Park is to be developed as an integral component of the Port Credit Harbour and Historical Village in terms of complementary uses and design while recognizing its potential to establish a vibrant river and village edge. Notwithstanding the provisions of the Open Space and Greenbelt designations on these lands, the following additional policies will apply:</del></p> <p><del>a. in addition to the uses permitted by the Open Space designation, the following uses will be permitted subject to, among other matters, the approval of Credit Valley Conservation:</del></p> <ul style="list-style-type: none"><li><del>community uses;</del></li><li><del>offices;</del></li><li><del>commercial uses, except for commercial uses with a drive-through facility;</del></li><li><del>conference centre;</del></li><li><del>community centre;</del></li></ul>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	(continued)	(continued)	497 cont.	<p><del>b. Marina Park will be developed as an integral part of both Port Credit Harbour and the Old Port Credit Village Heritage Conservation District, having regard for the following principles:</del></p> <ul style="list-style-type: none"><li><del>• public access to the Credit River will be enhanced;</del></li><li><del>• views of the Credit River from both the Port Street West and the Bay Street road allowances will be extended through the site;</del></li><li><del>• building height will not exceed two storeys;</del></li><li><del>• buildings will be articulated to reduce the perception of bulk;</del></li><li><del>• buildings will be oriented to the Credit River, Front Street South and the district street grid;</del></li><li><del>• pedestrian links along the Credit River through the site and both north and south of it will be pursued, where feasible;</del></li><li><del>• historical interpretation of the site will be integrated into any future development;</del></li></ul> <p><del>c. prior to any development, the City will prepare a Master Plan to address the future use and layout of Marina Park. The Master Plan should be prepared in consultation with the public, and should address, among other matters, the future layout of the site, archaeological assessment, historical interpretation opportunities, and the feasibility of a river trail;</del></p> <p><del>d. when the Master Plan has been prepared and approved by City Council, the "holding" designation in the Zoning By-law may be removed.</del></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	Special Site 15 lands are part of new Special Site 26 lands added by Recommendation 351.	Special Site 15 should be deleted as the lands are now included in Special Site 26.	498	<div><div>That Section 4.27.6.16 be deleted.</div><div><del>4.27.6.16</del> — <del>Site 15</del></div><div></div><div><div>The lands identified as Special Site 15 are located north of Lakeshore Road West and west of Front Street North.</div><div>Notwithstanding the provisions of the Residential Medium Density I designation, the following additional policy will apply:</div><div><del>a. offices will be permitted.</del></div></div></div>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	A new special site should be added to recognize the existing personal service use for the lands located east of Mississauga Road South, north of Port Street West.	The requested revisions are appropriate.	499	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.34            Site 33</b></p> <div><p>The map shows a grid of streets. The vertical streets from left to right are Wesley Ave., Mississauga Rd. S., Mississauga Rd. N., and John St. N. The horizontal streets from top to bottom are High St. W., Port St., Peter St., and Bay Street. A shaded rectangular area is located at the intersection of Mississauga Rd. S. and Port St., between Wesley Ave. and John St. N.</p></div> <p><i>The lands identified as Special Site 33 are located east of Mississauga Road South, north of Port Street West.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density I designation, the following additional policy will apply:</i></p> <p><i>a. offices, restaurants and personal service uses will be permitted.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	A new special site should be added for the lands located at the southeast corner of Lakeshore Road West and Front Street South. This special site represents the policies that were previously in Section 4.27.4.5.	The requested revisions are appropriate.	500	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.35            Site 34</b></p> <div><p>The lands identified as Special Site 34, Marina Park, are located at the southeast corner of Lakeshore Road West and Front Street South. Marina Park is to be developed as an integral component of the Port Credit Harbour and Historical Village in terms of complementary uses and design while recognizing its potential to establish a vibrant river and village edge.</p></div> <p>Notwithstanding the provisions of the Public Open Space and Greenbelt designations on these lands, the following additional policies will apply:</p> <p><b>a.</b> in addition to the uses permitted by the Public Open Space designation, the following uses will be permitted subject to, among other matters, the approval of Credit Valley Conservation:</p> <ul style="list-style-type: none"><li>• community uses;</li><li>• offices;</li><li>• commercial uses, except for commercial uses with a drive-through facility;</li><li>• conference centre;</li><li>• community centre;</li><li>• marina;</li></ul>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	(continued)	(continued)	500 cont.	<p><i>b. in addition to the uses permitted by the Greenbelt designation, a marina will be permitted;</i></p> <p><i>c. Marina Park will be developed as an integral part of both Port Credit Harbour and the Old Port Credit Village Heritage Conservation District, having regard for the following principles:</i></p> <ul style="list-style-type: none"><li><i>• public access to the Credit River will be enhanced;</i></li><li><i>• views of the Credit River from both the Port Street West and the Bay Street road allowances will be extended through the site;</i></li><li><i>• building height will not exceed two storeys;</i></li><li><i>• buildings will be articulated to reduce the perception of bulk;</i></li><li><i>• buildings will be oriented to the Credit River, Front Street South and the district street grid;</i></li><li><i>• pedestrian links along the Credit River through the site and both north and south of it will be pursued, where feasible;</i></li><li><i>• historical interpretation of the site will be integrated into any future development;</i></li></ul> <p><i>d. prior to any development, the City will prepare a Master Plan to address the future use and layout of Marina Park. The Master Plan should be prepared in consultation with the public, and should address, among other matters, the future layout of the site, archaeological assessment, historical interpretation opportunities, and the feasibility of a river trail;</i></p> <p><i>e. when the Master Plan has been prepared and approved by City Council, the "holding" designation in the Zoning By-law may be removed.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	Lands at the northwest corner of Lakeshore Road West and Benson Avenue designated "Residential Medium Density III" are occupied by retail commercial uses with apartments above.	Lands should be redesignated from "Residential Medium Density III" to "Mainstreet Commercial".	<b>501</b>	That the Port Credit District Land Use Map be amended as follows:  <i>11.</i> Redesignate the lands at the northwest corner of Lakeshore Road West and Benson Avenue, from "Residential Medium Density III" to "Mainstreet Commercial".
Planning and Building Department	Section 4.27, Port Credit District Policies	Lands at the southwest corner of Park Street East and Stavebank Road designated "Residential High Density I" are occupied by a hydro substation.	Lands should be redesignated from "Residential High Density I" to "Utility".	<b>502</b>	That the Port Credit District Land Use Map be amended as follows:  <i>12.</i> Redesignate the lands at the southwest corner of Park Street East and Stavebank Road, from "Residential High Density I" to "Utility".
Peel District School Board and Community Services Department	Section 4.28, Rathwood District Policies	The property limits of the school and park lands have been realigned and the "Residential Low Density I" and "Public Open Space" land use designations should reflect the realigned property limits.	The Planning and Building Department agree with the revisions requested.	<b>503</b>	That the Rathwood District Land Use Map be amended as follows:  <i>3.</i> Redesignate the lands north of Rathburn Road East, east of Willowbank Trail, from "Residential Low Density I" to "Public Open Space"; and <i>4.</i> Redesignate the lands east of Willowbank Trail, north of Rathburn Road East, from "Public Open Space" to "Residential Low Density I".
Community Services Department	Section 4.29, Sheridan District Policies	The Community Services Department requested that the lands located north of Mississauga Road opposite Geran Crescent be redesignated from "Residential Low Density I" to "Greenbelt", as the lands are zoned Greenbelt.	The Planning and Building Department agree with the revisions requested.	<b>504</b>	That the Sheridan District Land Use Map be amended as follows:  <i>5.</i> Redesignate the lands located north of Mississauga Road, opposite Geran Crescent, from "Residential Low Density I" to "Greenbelt".

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.32, Streetsville District Policies	The Transportation and Works Department requested revisions to Section 4.32.5.1 Table 1 Basic Road Characteristics, Major Collector.	The Planning and Building Department agree with the revisions requested.	505	That Section 4.32.5.1, Table 1: Basic Road Characteristics, Major Collector, be amended as follows:  Thomas Street, Erin Mills Parkway to Queen Street with a right-of-way width of 30 m to read Thomas Street, Erin Mills Parkway to McFarren Boulevard/Gafney Drive with a right-of-way width of 30 m; and Thomas Street, McFarren Boulevard/Gafney Drive to Queen Street with a right-of-way width of 20-26 m.
Community Services Department	Section 4.32, Streetsville District Policies	The lands are part of Park #374, Mullet's Walk, located west of Hillside Drive opposite Mullet Drive and should be designated "Public Open Space".	The Planning and Building Department agree with the revisions requested.	506	That the Streetsville District Land Use Map be amended as follows:  7. Redesignate the lands located west of Hillside Drive, opposite Mullet Drive, from "Residential Low Density II" to "Public Open Space".
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Adjacent Lands".	It is appropriate to update the definition of "Adjacent Lands (for Provincially Significant Wetlands)" to be consistent with the PPS.	507	That Section 7, be amended as follows:  <del><b>ADJACENT LANDS (FOR PROVINCIALLY SIGNIFICANT WETLANDS)</b></del> <del>means those lands within 120 m of an individual wetland area and all lands connecting individual wetland areas within a wetland complex.</del> <b>ADJACENT LANDS</b> <i>means those lands contiguous to a specific natural heritage feature or area where it is likely that development or site alteration would have a negative impact on the feature or area. The extent of the adjacent lands may be recommended by the Province or based on municipal approaches which achieve the same objectives.</i>



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Areas of Natural and Scientific Interest (ANSI)".	It is appropriate to update the definition of "Areas of Natural and Scientific Interest (ANSI's) to be consistent with the PPS.	508	<p>That Section 7, be amended as follows:</p> <p><b>AREAS OF NATURAL AND SCIENTIFIC INTEREST (ANSI's)</b> means areas of land and water containing natural landscapes or features <del>which</del> <i>that</i> have been identified <del>by the Provincial Government</del> as having <i>life science or earth science</i> values related to protection, scientific study or education.</p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Conserved".	It is appropriate to update the definition of "Conserve" to be consistent with the PPS.	509	<p>That Section 7, be amended as follows:</p> <p><del><b>CONSERVE</b> means the act of ensuring that use of a resource is controlled such that its long-term viability is not threatened.</del></p> <p><b>CONSERVED</b> <i>means the identification, protection, use and/or management of cultural heritage and archaeological resources in such a way that their heritage values, attributes and integrity are retained. This may be addressed through a conservation plan or heritage impact assessment.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Cultural Heritage Landscape".	It is appropriate to update the definition of "Cultural Landscape" to be consistent with the PPS.	<b>510</b>	<p>That Section 7, be amended as follows:</p> <p><del><b>CULTURAL LANDSCAPE</b></del>  <del>means a defined geographical area of heritage significance which has been modified by human activities and valued by a community and is significant to the understanding of a people or place.</del></p> <p><b>CULTURAL HERITAGE LANDSCAPE</b>  <i>means a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value.</i></p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Development".	It is appropriate to update the definition of "Development" to be consistent with the PPS.	<b>511</b>	<p>That Section 7, be amended as follows:</p> <p><b>DEVELOPMENT</b>  means the creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the <i>Planning Act</i>; but does not include:</p> <p><i>a.</i> activities that create or maintain infrastructure authorized under an environmental assessment process; or</p> <p><i>b.</i> works subject to the <i>Drainage Act</i>.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Ecological Function".	It is appropriate to update the definition of "Ecological Function" to be consistent with the PPS.	512	<p>That Section 7, be amended as follows:</p> <p><b>ECOLOGICAL FUNCTION</b> means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical and sociol-economic interactions. <del>Examples may include, habitat provision, recharge and discharge of ground water, flood and erosion control and habitat passage.</del></p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Erosion Hazard".	It is appropriate to update the definition of "Erosion Hazards" to be consistent with the PPS.	513	<p>That Section 7, be amended as follows:</p> <p><del><b>EROSION HAZARDS</b></del> <b>EROSION HAZARD</b> means the loss of land, due to human or natural processes, that poses a threat to life and property. The erosion hazard limit is determined using <i>considerations that include</i> the <i>one hundred (100)</i> <del>100</del> year erosion rate (the average annual rate of recession extended over <del>a</del> <i>an</i> <i>one hundred (100)</i> year time span), an allowance for slope stability, and an erosion/<i>erosion access</i> allowance.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Flooding Hazards".	It is appropriate to update the definition of "Flooding Hazards" to be consistent with the PPS.	514	<p>That Section 7, be amended as follows:</p> <p><b>FLOODING HAZARDS</b> means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or a stream system and <del>not</del> <i>not</i> ordinarily covered by water:</p> <p><b>a.</b> along the Lake Ontario shoreline, the flooding hazard limit is based on the <i>one hundred (100) <del>100</del></i> year flood level plus an allowance for wave uprush and other water-related hazards;</p> <p><b>b.</b> along river and stream systems, the flooding hazard limit is the <del>regulatory flood limit</del> <i>greater of:</i></p> <p><i>1. the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;</i></p> <p><i>2. the one hundred (100) year flood;</i></p> <p><i>3. a flood which is greater than 1. or 2. which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources;</i> <i>except where the use of the one hundred (100) year flood or the actually experienced event has been approved by the Minister of Natural Resources as the standard for a specific watershed (where the past history of flooding supports the lowering of the standard).</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Flood Fringe".	It is appropriate to update the definition of "Flood Fringe" to be consistent with the PPS.	515	<p>That Section 7, be amended as follows:</p> <p><b>FLOOD FRINGE</b> <i>(for river and stream systems)</i> means <i>the</i> outer portion of the floodplain between the floodway and the <i>flooding hazard</i> limit of the regulatory flood. <del>Flood</del> <del>d</del>Depths and velocities of <i>flooding</i> are generally less severe in the flood fringe than those experienced in the floodway.</p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Flood Plain".	It is appropriate to update the definition of "Floodplain" to be consistent with the PPS.	516	<p>That Section 7, be amended as follows:</p> <p><del><b>FLOODPLAIN</b></del> <del>means a land area susceptible to flooding under specified meteorologic and hydrologic conditions based on the Regulatory Storm.</del> <b>FLOOD PLAIN</b> <i>(for river and stream systems)</i> means <i>the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding hazards.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Floodway".	It is appropriate to update the definition of "Floodway" to be consistent with the PPS.	517	<p>That Section 7, be amended as follows:</p> <p><b>FLOODWAY</b>  <del>means the channel of a watercourse and that inner portion of the floodplain where flood depths and velocities are generally higher than those experience in the flood fringe. The floodway represents that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage.</del></p> <p><b>FLOODWAY</b>  <i>(for river and stream systems) means the portion of the flood plain where development and site alteration would cause a danger to public health and safety or property damage.</i></p> <p><i>Where the one zone concept is applied, the floodway is the entire contiguous flood plain.</i></p> <p><i>Where the two zone concept is applied, the floodway is the contiguous inner portion of the flood plain, representing that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage. Where the two zone concept applies, the outer portion of the flood plain is called the flood fringe.</i></p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Ground Water Feature".	It is appropriate to update the definition of "Ground Water" to be consistent with the PPS.	518	<p>That Section 7, be amended as follows:</p> <p><b>GROUND-WATER</b>  <del>means sub-surface water, or water stored in the pores, cracks, and crevices in the ground below the water table.</del></p> <p><b>GROUND WATER FEATURE</b>  <i>means water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Hazard Lands".	It is appropriate to update the definition of "Hazard Lands" to be consistent with the PPS.	519	<p>That Section 7, be amended as follows:</p> <p><b>HAZARD LANDS</b> means property or lands that could be unsafe for development due to naturally occurring processes. Along <i>the shoreline of Lake Ontario</i>, this means the land, <del>including that covered by water between the international boundary, where applicable, and between a defined offshore distance or depth</del> and the furthest landward limit of the flooding <i>hazard</i>, erosion <i>hazard</i> or dynamic beach hazard limits. Along river and stream systems, this means the land, including that covered by water, to the furthest landward limit of the flooding <i>hazard</i> or erosion hazard limits.</p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Intensification".	It is appropriate to update the definition of "Intensification" to be consistent with the PPS.	520	<p>That Section 7, be amended as follows:</p> <p><del><b>INTENSIFICATION</b> means the creation of new residential units in existing buildings or on previously developed serviced land.</del></p> <p><b>INTENSIFICATION</b> <i>means the development of a property, site or area at a higher density than currently exists through:</i></p> <ul style="list-style-type: none"> <li><i>a. redevelopment, including the reuse of brownfield sites;</i></li> <li><i>b. the development of vacant and/or underutilized lots within previously developed areas;</i></li> <li><i>c. infill development;</i></li> <li><i>d. the expansion or conversion of existing buildings.</i></li> </ul>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "One Hundred Year Flood".	It is appropriate to update the definition of "One Hundred Year Flood" to be consistent with the PPS.	521	That Section 7, be amended as follows:  <b>ONE HUNDRED YEAR FLOOD</b> (for <del>riverine floodplains</del> <i>river and stream systems</i> ) means that flood, based on an analysis of precipitation, snow melt, or a combination thereof, having a return period of <i>one hundred (100) +00</i> years on average, or having a one percent ( <i>1%</i> ) chance of occurring or being exceeded in any given year.
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "One Hundred Year Flood Level".	It is appropriate to update the definition of "One Hundred Year Flood Level" to be consistent with the PPS.	522	That Section 7, be amended as follows:  <b>ONE HUNDRED YEAR FLOOD LEVEL</b> <i>means for the shoreline of Lake Ontario, the peak instantaneous stillwater level, resulting from combinations due to the combined occurrences of mean monthly lake levels and wind set-ups, which has a one percent (1%) chance of being that is equalled or exceeded in one percent of all years any given year. In the connecting channels, the one hundred year flood level is the peak instantaneous still water level that is equalled or exceeded in one percent of all years. Lake levels and wind setups that have a one percent (1%) chance of being equalled or exceeded in any given year, except that, where sufficient water level records do not exist, the one hundred (100) year flood level is based on the highest known water level and wind setups.</i>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Wetlands".	This definition is no longer required as there is no definition for "Provincially Significant Wetlands" in the PPS and it has been replaced with a definition for "Wetlands", therefore, the definition for "Provincially Significant Wetlands" should be deleted.	523	That Section 7, be amended by deleting the following:  <b><del>PROVINCIALY SIGNIFICANT WETLANDS</del></b> <del>means Class 1, 2, and 3 wetlands in that part of the Great Lakes-St. Lawrence Region below the line approximating the south edge of the Canadian Shield, defined in <i>An Evaluation System for Wetlands of Ontario South of the Precambrian Shield</i>, Second Edition, 1984, as amended from time to time.</del>



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Redevelopment".	It is appropriate to update the definition of "Redevelopment" to be consistent with the PPS.	524	That Section 7, be amended as follows:  <del>REDEVELOPMENT</del> <del>see Development.</del> <b>REDEVELOPMENT</b> <i>means the creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites.</i>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Dynamic Beach Hazard".	It is appropriate to update the definition of "Regulatory Dynamic Beach Standard" to be consistent with the PPS.	525	That Section 7, be amended as follows:  <del>REGULATORY DYNAMIC BEACH STANDARD</del> <del>means the approved standard involving the combined influence of flooding and a dynamic beach allowance to define the shoreline dynamic beach limits for regulatory purposes.</del> <b>DYNAMIC BEACH HAZARD</b> <i>means areas of inherently unstable accumulations of shoreline sediments along Lake Ontario, as identified by Provincial standards, as amended from time to time. The dynamic beach hazard limit consists of the flooding hazard limit plus a dynamic beach allowance.</i>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005.	This definition is no longer required as there is no definition for "Regulatory Erosion Standard" in the PPS, therefore, the definition for "Regulatory Erosion Standard" should be deleted.	526	That Section 7, be amended by deleting the following:  <del>REGULATORY EROSION STANDARD</del> <del>means the approved standards involving the combined influence of stable slope, recession, and/or and an erosion allowance to define the shoreline erosion limits for regulatory purposes.</del>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005.	This definition is no longer required as there is no definition for "Regulatory Flood" in the PPS, therefore, the definition for "Regulatory Flood" should be deleted.	527	That Section 7, be amended by deleting the following:  <del>REGULATORY FLOOD</del> <del>means the riverine floodplain limits for regulatory purposes are based on flood resulting from Hurricane Hazel Storm (1954) or the 100 Year Flood, whichever is greater.</del>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Floodproofing Standard".	It is appropriate to update the definition of "Regulatory Flood Standard" to be consistent with the PPS.	<b>528</b>	That Section 7, be amended as follows:  <b><del>REGULATORY FLOOD STANDARD</del></b> <del>means the approved standards involving the combined influence of lake levels, wave uprush and other water related hazards used to define the shorelines flood limits for regulatory purposes.</del> <b>FLOODPROOFING STANDARD</b> <i>means the combination of measures incorporated into the basic design and/or construction of buildings, structures, or properties to reduce or eliminate flooding hazards, wave uprush and other water-related hazards along the shoreline of Lake Ontario, and flooding hazards along river and stream systems.</i>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005.	This definition is no longer required as there is no definition for "Regulatory Shoreline" in the PPS, therefore, the definition for "Regulatory Shoreline" should be deleted.	<b>529</b>	That Section 7, be amended by deleting the following:  <b><del>REGULATORY SHORELINE</del></b> <del>means the lands, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of regulatory flood standard, regulatory erosion standard, or the regulatory dynamic beach standard.</del>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with a definition for "River and Stream System".	It is appropriate to add the definition of "River and Stream System" to be consistent with the PPS.	<b>530</b>	That Section 7, be amended by adding the following:  <b>RIVER AND STREAM SYSTEM</b> <i>means all watercourses, rivers and streams that have a measurable or predictable response to a single runoff event.</i>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Sensitive Land Uses".	It is appropriate to update the definition of "Sensitive Land Uses" to be consistent with the PPS.	531	<p>That Section 7, be amended as follows:</p> <p><b>SENSITIVE LAND USES</b> means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples <i>may</i> include, <i>but are not limited to</i>: residences; day care centres; <del>and</del> educational <i>facilities</i>; and health facilities.</p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Woodlands".	It is appropriate to update the definition of "Significant Woodland" to be consistent with the PPS.	532	<p>That Section 7, be amended as follows:</p> <p><del><b>SIGNIFICANT WOODLAND</b> means an area of land not less than 0.4 ha dominated by trees but containing other vegetation.</del></p> <p><b>WOODLANDS</b> <i>means treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and provincial levels.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Special Needs Housing".	It is appropriate to update the definition of "Special Needs Housing" to be consistent with the PPS.	533	<p>That Section 7, be amended as follows:</p> <p><b><del>SPECIAL NEEDS HOUSING</del></b> <del>means housing for the elderly, such as homes for the aged, satellite homes, retirement homes, rest homes, senior apartments, congregate housing, life care communities, and senior retirement communities, and garden suites; supportive housing, such as group homes, shelters for victims of family violence, transitional homes for youth, and student housing.</del></p> <p><b>SPECIAL NEEDS HOUSING</b> <i>means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include, but are not limited to, housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for the elderly.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Special Policy Area".	It is appropriate to update the definition of "Special Policy Area" to be consistent with the PPS.	534	<p>That Section 7, be amended as follows:</p> <p><b><del>SPECIAL POLICY AREA</del></b> <del>(pertaining to floodplain planning) means an area within a community that has historically existed in the flood plain and where strict adherence to certain Province-wide policies concerning new development would result in social and economic hardships for the community. As a result, site specific policies are formulated and applied within the defined limits of the special policy area.</del></p> <p><b>SPECIAL POLICY AREA</b> <i>means an area within a community that has historically existed in the flood plain and where site-specific policies, approved by both the Ministers of Natural Resources and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning development. The criteria and procedures for approval are established by the Province.</i></p> <p><i>A Special Policy Area is not intended to allow for new or intensified development and site alteration, if a community has feasible opportunities for development outside the flood plain.</i></p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with a definition for "Threatened Species".	It is appropriate to add the definition of "Threatened Species" to be consistent with the PPS.	535	<p>That Section 7, be amended by adding the following:</p> <p><b>THREATENED SPECIES</b> <i>means a species that is listed or categorized as a "Threatened Species" on the Ontario Ministry of Natural Resources' official species at risk list, as updated and amended from time to time.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Watershed".	It is appropriate to update the definition of "Watershed" to be consistent with the PPS.	536	That Section 7, be amended as follows:  <b>WATERSHED</b> means <del>the</del> <i>an area that is</i> drained by a river <del>or stream</del> and its tributaries.
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Wayside Pit or Wayside Quarry".	It is appropriate to update the definition of "Wayside Pit or Wayside Quarry" to be consistent with the PPS.	537	That Section 7, be amended as follows:  <b>WAYSIDE PIT OR WAYSIDE QUARRY</b> means a temporary pit or quarry opened and used by or for a public <del>road</del> authority solely for the purpose of a particular project or contract of road construction and not located on the road right-of-way.
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Wetlands".	It is appropriate to update the definition of "Wetland" to be consistent with the PPS.	538	That Section 7, be amended as follows:  <del><b>WETLAND</b></del> <b>WETLANDS</b> means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens. <del>Lands being used for agricultural purposes, that are periodically "soaked" or "wet", are not considered to be wetlands in this definition. Such lands, whether or not they were wetlands at one time are considered to have been converted to alternate uses.</del>  <i>Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition.</i>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Wildlife Habitat".	It is appropriate to update the definition of "Wildlife Habitat" to be consistent with the PPS.	539	<p>That Section 7, be amended as follows:</p> <p><del><b>WILDLIFE HABITAT</b></del>  <del>means areas of the natural environment where plants, animals, and other organisms, excluding fish, survive in self-sustaining populations, and from which they derive such as cover, protection or food.</del></p> <p><b>WILDLIFE HABITAT</b>  <i>means areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.</i></p>
Planning and Building Department	Section 7, Glossary	As a result of the Natural Areas Survey update, revisions to Section 3.12.2.2.a added the term "species at risk".	Amend the Glossary by adding the meaning of "species at risk".	540	<p>That Section 7, be amended by adding the following:</p> <p><b>SPECIES AT RISK</b>  <i>means any plant or animal threatened by, or vulnerable to, extinction and listed in regulations under the Endangered Species Act, R.S.O. 1990, c.E.15, as amended.</i></p>
Greater Toronto Airports Authority	Appendix I, Lester B. Pearson International Airport Operating Area	The "Lands Exempt from LBPIA Operating Area" hatching on the lands between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West should be deleted.	The Planning and Building Department agree with the revisions requested.	541	<p>That Appendix I: Lester B. Pearson International Airport Operating Area, be amended as follows:</p> <p>I. Deleting the "Lands Exempt from LBPIA Operating Area" hatching on the lands between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Greg Dell and Associates for Petro-Canada	Section 4.6, City Centre District Policies	Revise the Special Site 4 provision to also permit a gas bar.	Mississauga Plan currently recognizes the existing service station. A gas bar is not considered an appropriate long-term use for the City Centre.		No change recommended.
Beacon Planning Services for 2935 and 2955 Mississauga Road	Section 4.29, Sheridan District Policies	The lands are designated "Greenbelt" in Mississauga Plan. The respondent is requesting a new special site to permit residential development on the lands.	Although there has been some work done with the Credit Valley Conservation, there has not been an application submitted to the City to redesignate and amend the zoning of the lands to date.		No change recommended.
Credit Valley Conservation	Section 4, District Land Use Maps	The CVC requested that the Greenbelt designation and the regulatory floodplain hatching be updated for: Serson Creek, Applewood Creek, Cawthra Creek, Cooksville Creek, Mary Fix Creek, Stavebank Creek, Lornewood Creek, Turtle Creek, Sheridan Creek, Wolfdale Creek, Mullet Creek, Kenolli Creek and the Credit River.	The Planning and Building Department agree with updating the Greenbelt designation and regulatory floodplain hatching on the various watercourses, but does not think it is appropriate to update the Greenbelt designation and regulatory floodplain hatching at this time, as further consultation, study and updated mapping is required.		No change recommended.
Greater Toronto Airports Authority	Mississauga Plan	Current configuration of Terminal 1 at LBPIA should be shown on all Schedules, Land Use Maps and Appendices.	The current configuration of Terminal 1 at LBPIA has already been incorporated on the Schedules, District Land Use Maps and Appendices as per previous T&W comments of 2005 January.		No changes recommended



## APPENDIX 3

### Implications of the Ontario Municipal Board Decision 2023958 Ontario Inc. (Rose Corporation)

#### 1. Background

On April 12, 2005, the Ontario Municipal Board (OMB) issued a Decision/Order No. 0892 pertaining to the property at 1695 The Collegeway next to the Glen Erin Inn.

The developer sought an Official Plan Amendment and a rezoning to permit a 22-storey tower and a four-storey podium. The City refused the proposal but supported a 12-storey tower plus a three-storey podium. The OMB allowed the appeal by the developer. The primary issue was urban form and, more specifically, height.

The City's position was that the developer's proposal was not appropriate in this location and that a 22-storey building would be a better fit in the City Centre or a Node. The OMB, however, concluded that Mississauga Plan did not specially state that buildings of this height should be confined to the City Centre or a Node.

#### 2. Issues raised by the OMB

The main concern the OMB expressed was the difference between the "intent" of Mississauga Plan and what was "actually" contained in the document. The decision states:

*"Furthermore "good planning" is more than the conception of a theory, no matter how elegant. It involves committing that theory to writing, whereon the City, the development community and the public at large can make decisions for the future."*

With respect to the specific application, it states:

*"Indeed, this "system of centres" had its roots as far back as the City's 1981 Primary Plan, but emerged fully in 1997."*

*"The OP does indeed describe a hierarchy, beginning with City Centre and Nodes, dating from 1997. There are, however, two problems with the City's position:*

- *although the OP clearly refers to clustering buildings in Nodes by intensity of use (ss.1.2 and 3.10.3.1);*
- *it says nothing about clustering them there by height. Although the OP "encourages" the "highest building form" in City Centre (s.3.15.2.1), it says nothing about confining such heights to the Centre and Nodes."*

*“The Board does not doubt the sincerity of the City’s witnesses in their belief that this interpretation of “urban form” reflects the City’s intent..... But even if the City did indeed intent to confine tall buildings to Nodes, why not say so forthrightly in the Plan?”*

*On a subject as elementary as building height, the City owes it to itself, to the development community, and to the public to spell out what it wants”.*

### **3. Proposed Amendments to Mississauga Plan**

In response to the issues raised by the OMB and the potential implications of this decision, amendments to Mississauga Plan are required to clearly articulate the intent of the urban form policies with respect to height. These amendments are to eliminate the possibility of misinterpretation between “intent” and what is “actually” in the document. This clarification is especially important to clearly establish the appropriate urban form framework (hierarchy) regarding height as Mississauga transforms from “greenfield” development to redevelopment/infill/intensification.

#### **a) Introduction – 1.2 Context**

Section 1.2 Context, provides an overview of the urban form and development patterns for the City. Schedule 2, Urban Form Concept, illustrates the generalized development pattern and structure that Mississauga ultimately will achieve.

While this section (2) refers to the City Centre as a vibrant area with uses – at densities “suitable for a downtown area” and that Nodes “will provide a focus for high intensity uses,” it is silent on the urban form hierarchy of development and specifically with reference to height. “Also, intensity of uses” should refer to both density and height as it applies to the urban form hierarchy.

It is recommended that this section be amended by adding a reference to the basis for the hierarchy of centres or “system of centres” as referred to in the OMB decision.

The urban form hierarchy is premised on the City Centre as the focal point for development throughout the City. It is not only the geographic centre, but also the primary centre for urban form. It is to contain the highest intensity of mixed uses in terms of density and height throughout the City.

The second level in the urban form hierarchy are Nodes and Corridors, as identified on Schedule 2, Urban Form Concept. Nodes are “a focus for high intensity uses for residential, commercial, employment and other activities”. This definition should include reference that development in Nodes should be less than the density and height of development in the City Centre.

Corridors are the third level of development potential within the urban form hierarchy. Corridors refer to major transportation spines throughout the City where mixed use transit-supportive development is encouraged. Corridors are generally Arterials (e.g. Hurontario Street, Dundas Street). Development within corridors should be less than the level of development, in terms of density and height, in the City Centre or Nodes.

A fourth category within the hierarchy of urban form refers to special sites such as transit stations or entry points. These locations (e.g. a GO station) should be allowed to develop at a higher density and height, subject to compatibility with surrounding uses.

The urban form hierarchy establishes the basic framework for the development pattern for the City. While specific sites may vary from this pattern, development throughout the remainder of the City will generally be in terms of medium and low density and height.

In view of the above, it is recommended that Section 1.2, Context, be amended by deleting the eight and ninth paragraphs and adding the following:

*“The urban form is based on a hierarchy of City Centre, Nodes and Corridors, as identified on Schedule 2: Urban Form Concept, each with varying levels of intensity of use. The City Centre is the focal point of the urban form hierarchy and should contain the highest level of development in terms of density and height. Nodes and Corridors will provide a focus for high intensity of uses for residential, commercial, employment and other activities. Density and height should be less than the general levels in the City Centre and greater than the surrounding districts to reflect transit-supportive development. Other sites, such as, transit stations and entry points also provide suitable locations for higher levels of development, in terms of density and height, subject to compatibility with surrounding land uses and a suitable transition of built form to the surrounding area. The remainder of the City will generally be developed for medium and low rise uses”.*

In addition, Schedule 2 should be amended to identify Corridors suitable for mixed use development.

b) Goals and Objectives  
2.2 Urban Form and Community Identity

Section 2.2.1.2 states:

*“Mississauga will have an urban form characterized by City Centre, Nodes and recognizable communities”*

This section should be amended to read as:

*“Mississauga will have an urban form based on the urban form hierarchy of Centres, Nodes, and Corridors. The City Centre will be the main focal point in terms of intensity of uses (height and density of development) followed by Nodes, Corridors and recognizable communities.*

Section 2.2.2.5 states:

*“To develop and locate Nodes with a greater intensity of housing, employment, commercial and community facilities that are accessible and provide a focus for the people they serve.”*

This section should be amended to read as:

*“To develop and locate Nodes, within the context of the urban form hierarchy of Centres, Nodes and Corridors, with a greater intensity of housing, employment, commercial and community facilities that are accessible and provide a focus for the people they serve”.*

## 2.11 Urban Design

Section 2.11.1.4 states:

*“Mississauga will ensure that development contributes to a built form, giving prominence to the City Centre and emphasizing Nodes.”*

This section should be amended to read as:

*“Mississauga will ensure that development contributes to a built form, reflective of the urban form hierarchy of Centres, Nodes and Corridors, giving prominence to the City Centre”.*

Section 2.11.2.2, Objectives, should be amended to add the words “and Corridors” after Nodes to read as:

*“To promote the creation of distinctive places and locales, including the City Centre, Nodes and Corridors and high profile locations such as entry points to the City and communities.”*

Section 2.11.2.6 states:

*“To promote built form that relates to the public street and defines its scale.”*

This section should be amended to read as:

*“To promote built form reflective of the urban form hierarchy that relates to the public street and defines its scale.”*

c) 3.0 General Policies

3.2 Residential

Section 3.2.2.2. (c), Density Categories, High Density I and II, should be amended to read as:

*“**High Density I and II** – permits apartment dwellings. High density (including height) development will be located generally in the City Centre; in Nodes; along Corridors; reflective of the urban form hierarchy and will be; or in proximity to major transit corridors, the Bus Rapid Transit (BRT) or GO Transit stations.”*

3.10 City Centre and Nodes

Section 3.10 should be renamed “City Centre, Nodes and Corridors”;

Sections 3.10.1.1, 3.10.1.2 and 3.10.1.3 should be amended to add the phrase “and Corridors, reflective of the urban form hierarchy” after the word “Nodes”;

Section 3.10.2.1, “City Centre, should be amended to add the words “and height” after “densities”;

Section 3.10.3.4 (b), Nodes, should be amended by adding the words “and height of” after “density”;

Section 3.10.3.4 Nodes, - subsection (b) states:

*“lands immediately adjacent to or within a Node should provide both a transition between the higher density development within the Node and the lower density developments in the surrounding areas.”*

A similar policy should also apply to the City Centre and Corridors.

Section 3.10.3.4, Nodes – subsection (c) states:

*“down-zoning of lands within a Node and in the transition area adjacent to the Node should not be permitted.”*

A similar policy should also apply to the City Centre and Corridors.

Section 3.10 should be amended to add a subsection on Corridors.

### 3.15 Urban Design

Section 3.15.2.1, Content, should be amended by the phrase “in terms of height and density” after the word “form”.

Section 3.15.3.2, Places, should be amended to read as follows:

*“Urban character will be achieved within the City Centre, Nodes, Corridors and elsewhere as identified in this Plan in accordance with the urban form hierarchy.”*

## **APPENDIX 4**

### **Proposed Amendments to the Meadowvale Village District Policies**

The Meadowvale Village Secondary Plan (Amendment 238), was adopted by City Council on February 1, 1995. At that time, all of the lands within the Meadowvale Village Planning District were below the 35 NEP (Noise Exposure Prediction) contour, which was the maximum limit for residential development established by Provincial policy and the guidelines of the Department of Transport. Consequently, all of the lands, with the exception of a small portion adjacent to Highway 401 were designated for residential development.

Amendment 238 was subsequently referred to the Ontario Municipal Board (OMB) as well as numerous subdivision and rezoning applications which were appealed by the owners. In the intervening period between the adoption of Amendment 238 by City Council and the modification and approval of the Amendment by the OMB in January, 1996, a revised set of noise contours, now referred to as Noise Exposure Forecast (NEF) contours were prepared by Transport Canada and approved for use by the Ministry of Municipal Affairs. These contours expanded the limits of the 35 NEP/NEF contour westerly into the Meadowvale Village Planning District, such that a portion of the lands north and south of Derry Road West, east of McLaughlin Road fell within the 35 NEF contour. Provincial policy prohibited residential development in this area.

Consequently, the OMB approved the residential designation of the lands within the 35 NEF contour, subject to a policy to prohibit residential development and other noise sensitive land uses for lands experiencing noise levels greater than 35 NEF, to comply with Provincial Policy. As a result, the lands are largely undevelopable.

At that time, it was believed that the noise contours would recede in the future due to Federal legislation mandating quieter Chapter 3 aircrafts. Based on this premise, the City Plan Policies for the Meadowvale Village District, approved August 11, 2000, and confirmed by the approval of Mississauga Plan in 2003, continued to designate the lands for residential purposes.

To date, alterations to the existing contours have not been contemplated as the GTAA has no plans to revise the noise contours. Further, as the GTAA is vigilant in protecting the airport from the incursion of noise sensitive land uses, it is unlikely that the contours will be amended to permit residential development closer to the airport, as this would negate the cost and effort of replacing the aircraft fleet with less noisy Chapter 3 aircrafts.

As a result, it is appropriate to consider alternative uses for the subject lands and consequently, it is recommended that the Meadowvale Village District Land Use Map be amended by redesignating the lands within the 35 NEF Contour from “Residential Low Density II” and “Residential Medium Density” I to “Business Employment” as shown on the attached map.

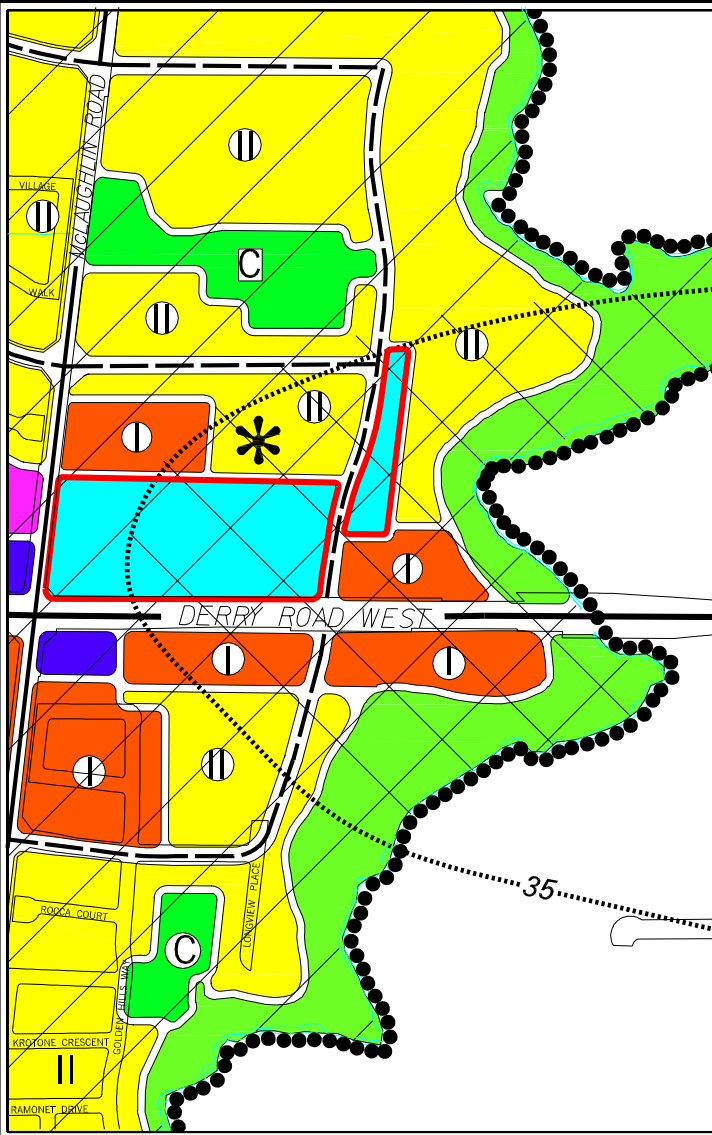
Further, as a result of the lands being adjacent to residential development, it would be appropriate to limit the uses permitted under the “Business Employment” designation to address compatibility. As a result a new section should be added to the Meadowvale Village District Policies as follows:

#### **4.23.4.3 Business Employment**

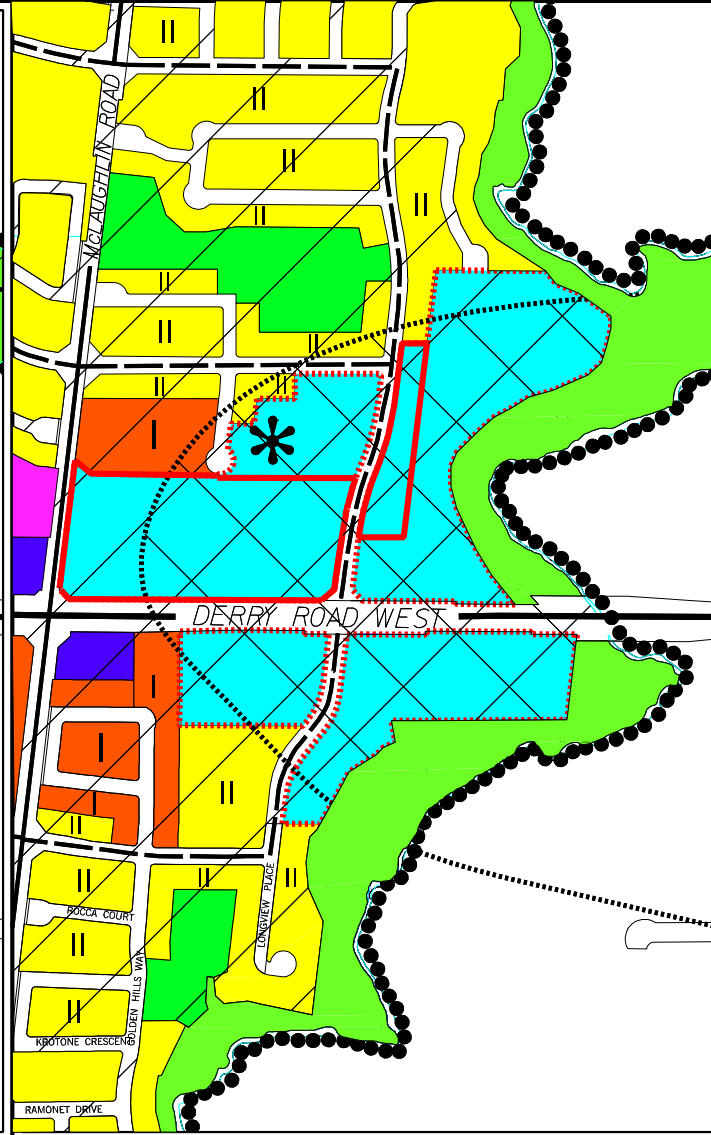
Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted:

- a.** Industrial uses within enclosed buildings including, manufacturing, assembling, processing, fabricating, repairing, warehousing, distributing and wholesaling;
- b.** Offices;
- c.** Financial Institutions;
- d.** Conference Centres;
- e.** All types of restaurants, including banquet halls;
- f.** Funeral Establishments;
- g.** Self-storage facilities.





EXISTING LAND USE DESIGNATIONS



PROPOSED LAND USE DESIGNATIONS

- LAND USE DESIGNATIONS**
- Residential - Low Density I
  - Residential - Low Density II
  - Residential - Medium Density I
  - General Commercial
  - Convenience Commercial
  - Motor Vehicle Commercial
  - Business Employment
  - Open Space
  - Greenbelt
  - Parkway Belt West
  - Utility
- TRANSPORTATION LEGEND**
- Provincial Highway and Interchange
  - Arterial
  - Major Collector
  - Minor Collector
  - Local Road
  - Major Transit Corridor

- LAND USE LEGEND**
- Heritage Conservation District
  - LBPIA Operating Area Boundary - See Airport Noise Policies (Note in Meadowvale Village Map includes adjacent to the road)
  - Area Exempt From LBPIA Operating Area
  - Lands exceeding noise levels of greater than 35 NEF
  - Community Park
  - Proposed Stormwater Management Facility
  - Existing Stormwater Management Facility
  - 1996 NEP/2000 NEF Composite
  - Noise Contours
  - Planning District

**APPLICATION UNDER FILE OZ 00009/ BEN-TED CONSTRUCTION LTD.**

**AREA OF REDESIGNATION**

**FROM**

- 'RESIDENTIAL - LOW DENSITY II'
- 'RESIDENTIAL - MEDIUM DENSITY I'

**TO**

- 'BUSINESS EMPLOYMENT'

**Notes:**

The 1996 Noise Exposure Projection (NEP)/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the District Land Use Map. These contours will change from time to time as new information becomes available.

For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

**NOTE:**

ANY PART OF THE ROAD NETWORK SHOWN OUTSIDE THE CITY BOUNDARIES IS SHOWN FOR INFORMATION PURPOSES ONLY.



**Part of Meadowvale Village District  
Land Use Map  
of Mississauga Plan**

**City of Mississauga 2005 December**

**APPENDIX 5****Commercial Schools**

In order to accommodate commercial schools under Mississauga Plan, a review of the existing establishments in the City was conducted. Consideration was also given to the goals and objectives of Mississauga Plan and its land use designations.

The Draft Comprehensive Zoning By-law defines commercial schools as *“a building, structure or part thereof, where specialized instruction is provided and may include, but is not limited to, a business school, a trade school, a driving school, a dance school, a music school, a martial arts school, a nursery school or a tutoring school”*. Commercial schools are distinct from public or private schools and daycare facilities.

The 2004 Mississauga Employment Database (MED) indicates that there are approximately 281 commercial schools in the City. A wide range of commercial schools are found, such as business training schools, athletic instruction and heavy equipment operation training. Commercial schools also serve a variety of groups, ranging from the public-at-large to smaller groups of the population, such as employees of particular industries. The type of training provided may be general or highly specialized. Recognizing they range in type, a broad approach to accommodating the variety of commercial schools was adopted within the non-residential land use designations of Mississauga Plan.

Most commercial schools are located in the “Mainstreet Commercial” and “General Commercial” designations, comprising approximately 42% of the commercial schools in Mississauga. The location of these establishments in commercial areas is appropriate given the commercial nature of these uses. A further amendment to Mississauga Plan is not required to accommodate commercial schools in retail commercial designations.

Approximately 36% of Mississauga’s commercial schools are located on lands designated “Business Employment”. Commercial schools that provide specialized training or serve a particular market are better accommodated under this designation compared to retail commercial areas. Having consideration for the permitted uses under the “Business Employment” designation, issues related to compatibility are not expected.

The “Industrial” and “Business Employment” designations are also appropriate to accommodate establishments that require outdoor storage areas, such as the storage of trucks associated with a truck driving school, or tanks associated with a welder’s training school. Within “Business Employment” areas, the zoning provision that restricts the amount of outdoor storage associated with a permitted industrial use to 5% of the lot area or 10% of the Gross Floor Area would also apply to commercial schools in these circumstances, which is consistent with the Mississauga Plan policy that activities in Business Employment areas are to occur primarily within enclosed buildings. Establishments that require additional outdoor storage are more appropriately directed to lands designated “Industrial”.

Commercial schools that tend to be oriented around a classroom setting are found on lands designated “Office”, and include language training, information technology and driver training classrooms. From a land-use perspective, these establishments function in a similar manner to other office types.

The “Mixed Used” and “Retail Core Commercial” designations of the City Centre District Policies permit all forms of commercial uses, excluding drive-through facilities and motor vehicle commercial uses. Accordingly, Commercial Schools should be included as permitted uses in the CC1, CC2 and CC3 zone categories. No further amendment to Mississauga Plan is required.

Proposed amendments to Mississauga Plan are included in Appendix 2 – Mississauga Plan Proposed Amendment – Supplementary Report.

Corporate Services Department  
Office of the City Clerk

City of Mississauga  
300 City Centre Drive  
MISSISSAUGA ON L5B 3C1

FAX: 905-615-4181  
mississauga.ca



Leading today for tomorrow

January 24, 2006

To: Ed Sajecki, Commissioner  
Planning and Building Department

From: Shalini Alleluia  
Committee Coordinator

Re: Supplementary Report – Proposed Amendments to Mississauga Plan  
CD.03.

PLANNING & BUILDING			
RECEIVED			
JAN 26 2006			
Division	Action	Info	Seen
Commissioner			
Building			
Policy Planning			
Dev. & Design			
Admin. & Tech.			

The Planning and Development Committee at its meeting of January 9, 2006 considered your report dated December 13, 2005 regarding the above matter and recommended as follows:

PDC-0007-2006

1. That the submissions made at the public meeting held at the Planning and Development Committee meeting on January 9, 2006 to consider the recommendations of the reports titled "Proposed Amendments to Mississauga Plan – Supplementary Report" dated December 13, 2005 and "Proposed Amendments to Mississauga Plan" dated December 14, 2004 from the Commissioner of Planning and Building be received.
2. That the Planning and Building Department staff report back to Planning and Development Committee on the submissions made with respect to the reports titled "Proposed Amendments to Mississauga Plan – Supplementary Report" dated December 13, 2005 and "Proposed Amendments to Mississauga Plan" dated December 14, 2004 from the Commissioner of Planning and Building along with the following amendments:
  - i) That Recommendations 113 and 114 on page 61 of Exhibit 1 attached to the Report dated December 13, 2005, from the Commissioner of Planning and Building regarding the Proposed Amendments to Mississauga Plan be referred back to staff for review with respect to the Applewood District Plan.

..... continued .....



Page 2.....

Re : Supplementary Report - Proposed Amendments to Mississauga Plan  
CD.03.

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- ii) That Recommendation 314 of Exhibit 1 attached to the Report dated December 13, 2005, from the Commissioner of Planning and Building regarding the Proposed Amendments to Mississauga Plan be further amended to reflect the property addresses in Special Site 2.
- 3. That the following correspondence be received:
  - (a) Letter dated January 9, 2006 from Glen Schnarr & Associates with respect to issues relating to several District plans, on behalf of various clients.
  - (b) That the letter dated January 9, 2006 from WeirFoulds, Barristers & Solicitors, on behalf of Glen Ellen Properties Inc. owners of the property at 2476 Argentia Road, with respect to the rezoning application of adjacent lands at 2480 Argentia Road and proposed amendments to the Meadowvale Park District policies of the Mississauga Plan as they relate to guidelines to develop and establish a prestige image for the area, relative to outdoor storage provisions.
  - (c) Letter dated January 9, 2006 from Walker Nott Dragicevic on behalf of Oxford Properties Group who manage Square One Shopping Centre, with respect to proposed changes to the Official Plan relating to Corridors.
  - (d) Letter dated January 3, 2006 from Greg Dell & Associates representing the owners of 1471 and 1484 Hurontario Street, with respect proposed changes to Part 493, Section 4.24.7.3.
  - (e) Letter dated January 4, 2006 from Greg Dell & Associates representing the owners of 255 Inglewood Drive, with respect proposed changes to Part 492, Section 4.24.6.1.
  - (f) Letter dated January 9, 2006 from the Ontario Restaurant Hotel and Motel Association (ORHMA) with respect to the impact of the amendments to the Mississauga Plan on food service establishments with drive-through facilities.

..... continued .....

Page 3.....

Re: Supplementary Report -- Proposed Amendments to Mississauga Plan  
CD.03.

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- (g) Letter dated January 6, 2006 from the Cawthra Ratepayers' and Residents' Association and the Friends of the Cawthra Bush & Greater Mississauga Area, with respect to proposed amendments to the Draft Zoning By-law and the Mississauga Plan as it relates to the area surrounding the Cawthra Bush.

The above Recommendation was adopted by Council at its meeting of January 18, 2006.



Shalini Alleluia  
Committee Coordinator  
905-615-3200, ext.5471

cc: J. Calvert, Director, Planning and Building  
D. Childs, Planner, Planning and Building  
Glen Schnarr & Associates, 10 Kingsbridge Garden Circle, Suite 700, Mississauga L5R 3K6  
WeirFoulds, Barristers & Solicitors, The Exchange Tower, suite 1600, P. O. Box 480, 130 King Street West, Toronto, M5X 1J5  
Walker Nott Dragicevic, 172 St. George Street, Toronto, M5R 2M7  
Greg Dell & Associates, 1140 Burnhamthorpe Road West, Mississauga L5C 4E9  
Ontario Restaurant Hotel and Motel Association (ORHMA), Ste 8-201, 2600 Skymark Avenue, Mississauga, L4W 5B2  
D. Barber, Cawthra Ratepayers' and Residents' Association and the Friends of the Cawthra Bush & Greater Mississauga Area, Station B, Box 1504, Mississauga, L4Y 4G2



# Corporate Report

Clerk's Files

Originator's  
Files

CD.03.MIS

**PDC APRIL 3 2006**

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**DATE:** March 14, 2006

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: April 3, 2006

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Proposed Amendments to Mississauga Plan – Report on  
Comments**

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**RECOMMENDATION:** That the report dated March 14, 2006 from the Commissioner of Planning and Building recommending approval of the amendments to the Official Plan (Mississauga Plan) including the recommendations of the reports titled “Proposed Amendments to Mississauga Plan – Supplementary Report” dated December 13, 2005 from the Commissioner of Planning and Building and “Proposed Amendments to Mississauga Plan” dated December 14, 2004 from the Commissioner of Planning and Building, be adopted.

**BACKGROUND:** Mississauga Plan was adopted by City Council on July 10, 2002 and approved by the Region of Peel on May 5, 2003, subject to modifications, withheld decisions and appeals to the Ontario Municipal Board (OMB).

On January 10, 2005, Planning and Development Committee considered a report titled “Proposed Amendments to Mississauga Plan” dated December 14, 2004 from the Commissioner of Planning and Building (Appendix 1). Exhibit 1 to that report (which was provided under separate cover and should be brought to this meeting) contained 413 recommendations to amend Mississauga Plan. Most of

these proposed amendments were in response to the Comprehensive Zoning By-law Review. Other changes were a result of the adoption of the Accessibility Plan and clarification of the intent of several policies.

On January 9, 2006, Planning and Development Committee at a public meeting considered a report titled “Proposed Amendments to Mississauga Plan - Supplementary Report” dated December 13, 2005 from the Commissioner of Planning and Building (Appendix 2). Appendix 2 to that report (which was provided under separate cover and should be brought to this meeting) contained further amendments to some of the original 413 recommendations and added recommendations 414 to 541. The Planning and Development Committee directed staff to report back on the submissions made with respect to the two above-mentioned reports along with specific directions regarding Recommendations 113, 114 and 314. The resolution which was adopted by City Council on January 18, 2006 is attached as Appendix 3.

**COMMENTS:**

The latest proposed recommendations are under separate cover as Appendix 4 - “Mississauga Plan Proposed Amendments – Report on Comments”. Appendix 4 contains further amendments to some of the original recommendations and added recommendations 542 to 560 in response to comments received since the public meeting.

The comments are in order in which the policies appear in Mississauga Plan. Deletions are shown as “~~strikeouts~~” and additions in “*italics*”.

The recommendations do not include editorial changes, such as typographical or grammatical errors, minor matters of style or organization, minor cartographic revisions, or minor rewording that does not alter the intent of Mississauga Plan.



The major recommendations contained in Appendix 4 are as follows:

- several housekeeping amendments;
- conveyance of greenbelt lands will occur after the proponent has completed all requirements to the satisfaction of the City (see Page 2 in Appendix 4);
- piped services and related facilities used for water, wastewater and storm water are permitted in Greenbelt lands subject to the satisfaction of the appropriate conservation authority and the City (see Page 3 in Appendix 4);
- with respect to Recommendation 314, the property addresses have been added to the special site policies (see Page 9 in Appendix 4); and
- amending Recommendation 491, regarding the Meadowvale Village District Land Use Map, to allow for residential development for all lands zoned residential below the 35 NEF/NEP contour (see Page 15 in Appendix 4).

In order to update Mississauga Plan to: establish the policy framework for the New Zoning By-law; clarify specific policies in response to a recent OMB decision; incorporate the policies of the Accessibility Plan; update part of the Meadowvale Village District Policies; incorporate policies regarding commercial schools; and several housekeeping amendments; the following need to be adopted:

- Recommendations 1 to 413 contained in the report titled “Proposed Amendments to Mississauga Plan” dated December 14, 2004 from the Commissioner of Planning and Building;
- Recommendations 414 to 541 contained in the report titled “Proposed Amendments to Mississauga Plan - Supplementary Report” dated December 13, 2005 from the Commissioner of Planning and Building; and

- Recommendations 542 to 560 contained in the report titled “Proposed Amendments to Mississauga Plan - Report on Comments” dated March 14, 2006.

A number of requests to amend land use designations or to add to the list of permitted uses for specific sites were received and were not supported. Such requests should be subject to the development application process to ensure the opportunity to provide notice to surrounding landowners and to circulate the proposal to the appropriate departments and agencies and other levels of government for review and comment.

**Further Studies**

A number of issues were identified through this review that requires further study. For example, reference to “Corridors” has been added to Section 1.2, Context, as a result of the Rose Corporation OMB decision, however, a comprehensive review of corridors is required to be consistent with the Provincial Policy Statement. This report is currently underway.

Further, as previously noted, the issue of “Community Uses” has evolved into a comprehensive study that will be brought forward to Planning and Development Committee at a later date.

**FINANCIAL IMPACT:** Not applicable.

**CONCLUSION:** This report includes the analysis by staff of the comments received both in writing and verbally since the statutory public meeting on the recommended changes to Mississauga Plan. The proposed amendments are generally housekeeping in nature and are required in order to establish the policy framework for the New Zoning By-law.

**ATTACHMENTS:**

APPENDIX 1: Corporate Report: Proposed Amendments to Mississauga Plan dated December 14, 2004 from the Commissioner of Planning and Building.

APPENDIX 2: Corporate Report: Proposed Amendments to Mississauga Plan - Supplementary Report dated December 13, 2005 from the Commissioner of Planning and Building.

APPENDIX 3: City Council Resolution – dated January 18, 2006 pertaining to Proposed Amendments to Mississauga Plan.

APPENDIX 4: Under Separate Cover: Mississauga Plan Proposed Amendments – Report on Comments.

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Edward R. Sajecki  
Commissioner of Planning and Building



# Corporate Report

Clerk's Files

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**DATE:** December 14, 2004 **PDC JAN 10 2005**

**TO:** Chairman and Members of Planning and Development Committee  
Meeting Date: January 10, 2005

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Proposed Amendments to Mississauga Plan**

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**ORIGIN:** Planning and Building Department

**BACKGROUND:** Mississauga Plan was adopted by City Council on July 10, 2002 and approved by the Region of Peel on May 5, 2003, subject to modifications, withheld decisions and appeals to the Ontario Municipal Board (OMB). Since that time, the need for amendments to the Plan has emerged resulting from the Comprehensive Zoning By-law Review, City Council approved amendments from the Accessibility Committee, and the resolution of appeals.

Exhibit 1 "Mississauga Plan Proposed Amendments" (under separate cover) contains the proposed amendments (413 recommendations) in the order in which the policies appear in Mississauga Plan. Deletions are shown as "~~strikeouts~~" and additions are shown as "*italics*".

**COMMENTS:****Comprehensive Zoning By-law Review**

At its meeting on April 26, 2000, City Council adopted the Planning and Development Committee recommendation directing the Commissioner of Planning and Building to undertake a Comprehensive Zoning By-law Review. Subsequently, the review was delayed until 2002 because of staffing issues.

Through research and review of specific zones and regulations, a number of changes were identified that require amendments to Mississauga Plan. The majority of proposed amendments are district specific. Examples include adjusting the Floor Space Index (FSI) ranges in the district land use policies or proposing additional Special Sites to be consistent with the existing zoning and to reflect the as-built condition.

**Accessibility Committee**

On March 10, 2004 City Council adopted recommendation AAC-0009-2204 which states:

"That the recommended changes to Mississauga Plan, be endorsed by the Accessibility Advisory Committee, as amended, in Section 3.6 subsection 5.4.2.1, to read "Planning policies and reports will be made available to all, in an accessible format, to encourage continuing public awareness and input into the process" and be referred to the Planning and Building Department for inclusion in the next review of the Mississauga Plan."

A number of policies were amended to raise accessibility awareness in Mississauga Plan. The majority of the changes were general in nature, although district specific policies were also amended with respect to the City Centre Planning District.

**Clarification and Rewording**

Some of the proposed amendments represent clarification or rewording of specific policies and housekeeping updates. They do not include editorial changes such as typographical or grammatical errors, minor matters of style or organization, minor cartographic revisions, or minor rewording that does not alter the intent of a policy.

**General Policies**

A number of amendments are being proposed to the General Policies of Mississauga Plan to clarify their intent or, where appropriate, to strengthen the policies to provide greater direction.

**Outstanding Issues**

Through the Comprehensive Zoning By-law Review, two outstanding issues have been identified; community uses and commercial schools.

Currently, there is confusion with respect to the "Community Uses" definition in the Glossary, and Section 3.16, Community Uses policies. A comprehensive analysis will be conducted to review issues such as, community uses versus sensitive land uses, the use of symbols to identify community uses on district land use maps and the potential land use conflicts of community uses with other permitted uses.

The other outstanding issue is commercial schools. Mississauga Plan is silent with respect to commercial schools. Through the Comprehensive Zoning By-law Review, it was identified that a clear definition, locational criteria and appropriate zoning are required for commercial schools. A detailed review will be undertaken and a report brought forward to the Planning and Development Committee outlining recommended changes.

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**Public Process**

As detailed changes are proposed to update Mississauga Plan, it is appropriate to expand the public participation program to include meetings in each of the nine wards. These ward meetings are part of the communication strategy for the Comprehensive Zoning By-law Review. The Mississauga Plan Proposed Amendments and the Draft Comprehensive Zoning By-law going through the public process at the same time reinforce the relationship of the Draft Comprehensive Zoning By-laws role in implementing Mississauga Plan.

After the completion of the ward meetings, a report will be submitted to the Planning and Development Committee outlining any additional changes or revisions and recommending the statutory public meeting be held in accordance with the *Planning Act*, to consider the proposed Official Plan amendments.

**CONCLUSION:**

A number of recommended amendments to Mississauga Plan are proposed, the majority of which were identified through the Comprehensive Zoning By-law Review. As a result of the integral relationship between these documents, it is appropriate for both documents to proceed through the public participation program simultaneously.

**RECOMMENDATION:**

That the report titled "Proposed Amendments to Mississauga Plan", dated December 14, 2004, from the Commissioner of Planning and Building be received and circulated to internal and external stakeholders for their review and comments.

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Edward R. Sajecki  
Commissioner of Planning and Building



# Corporate Report

Clerk's Files

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**DATE:** December 13, 2005 **PDC JAN 9 2006**

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: January 9, 2006

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Proposed Amendments to Mississauga Plan - Supplementary  
Report  
PUBLIC MEETING**

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- RECOMMENDATION:**
1. That the submissions made at the public meeting held at the Planning and Development Committee meeting on January 9, 2006 to consider the recommendations of the reports titled "Proposed Amendments to Mississauga Plan - Supplementary Report " dated December 13, 2005 and "Proposed Amendments to Mississauga Plan" dated December 14, 2004 from the Commissioner of Planning and Building be received.
  2. That Planning and Building Department staff report back to Planning and Development Committee on the submissions made with respect to the reports titled "Proposed Amendments to Mississauga Plan - Supplementary Report " dated December 13, 2005 and "Proposed Amendments to Mississauga Plan" dated December 14, 2004 from the Commissioner of Planning and Building.



**BACKGROUND:**

On January 19, 2005 City Council adopted the following recommendation:

“PDC-0005-2005:

That the report titled “Proposed Amendments to Mississauga Plan”, dated December 14, 2004, from the Commissioner of Planning and Building be received and circulated to internal and external stakeholders for their review and comments.” Appendix 1,

“Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January) ” is attached under separate cover.

The Proposed Amendments to Mississauga Plan (OPA 25) report was circulated to the appropriate internal and external stakeholders along with the Draft Comprehensive Zoning By-law for comment. Most of the proposed amendments are in response to issues identified through the Draft Comprehensive Zoning By-law Review or are housekeeping amendments.

Two issues that were identified in OPA 25 were Commercial Schools and Community Uses. The review of “Commercial Schools” has been incorporated into this report, however, the issue of “Community Uses” has evolved into a comprehensive study and will be brought forward to Planning and Development Committee at a later date.

**PRESENT STATUS:**

The public meeting scheduled for Planning and Development Committee on January 9, 2006 is the statutory public meeting to fulfil the requirements of the *Planning Act*.

**COMMENTS:**

This report addresses the comments received from the circulation of OPA 25 and the series of 19 community meetings. In addition, this report includes further amendments to Mississauga Plan stemming from the new Provincial Policy Statement (PPS), the Rose Corporation Ontario Municipal Board (OMB) Decision, lands in the Meadowvale Village Planning District that are above the 35 NEF/NEP and Commercial Schools. These proposed amendments are under separate cover as Appendix 2, “Mississauga Plan Proposed Amendments – Supplementary Report”. The comments are in the order in which the

policies appear in Mississauga Plan. Deletions are shown as “~~strikeouts~~” and additions in “*italics*”.

The recommendations do not include editorial changes, such as typographical or grammatical errors, minor matters of style or organization, minor cartographic revisions, or minor rewording that does not alter the intent of Mississauga Plan.

When approved, the recommendations in Appendix 1 and 2 represent all the proposed amendments to Mississauga Plan.

A number of requests to amend land use designations or to add to the list of permitted uses for specific sites were received and were not supported. Such requests should be subject to the development application process to ensure the opportunity to provide notice to surrounding landowners and to circulate the proposal to the appropriate departments and agencies and other levels of government for review and comment.

### **Provincial Policy Statement**

The new Provincial Policy Statement (PPS) came into effect on March 1, 2005. A review of the document concluded that Mississauga Plan conforms with the PPS. There are, however, several policies of the PPS to be implemented which will require additional study (some are currently underway) and consultation with Regional and Provincial staff, as necessary. These include:

- designating sufficient lands to meet projected needs for a 20-year time horizon;
- identifying opportunities for intensification and redevelopment;
- establishing minimum targets for intensification and redevelopment;
- identifying, in consultation with the Region, nodes and corridors linking the nodes; density targets for areas adjacent to transit corridors policies on matters that cross municipal boundaries;

- maintaining a 10-year supply of land designated for residential growth;
- establishing, in consultation with the Region, targets for affordable housing;
- establishing development standards for intensification to minimize the cost of housing; and
- permitting alternative energy systems in accordance with Provincial and Federal requirements.

A number of definitions have been updated to be consistent with the PPS and are included in Appendix 2 “Mississauga Plan Proposed Amendments – Supplementary Report”.

### **Rose Corporation Ontario Municipal Board (OMB) Decision**

On April 12, 2005, the OMB issued a decision pertaining to the property at 1695 The Collegeway next to the Glen Erin Inn. The OMB concluded that although it might have been the intent of the Official Plan (Mississauga Plan), the Plan did not specifically state that buildings of the height proposed should be confined to the City Centre and Nodes. Appendix 3, “Implications of the Ontario Municipal Board Decision 2023958 Ontario Inc. (Rose Corporation)”, specifically outlines the issues raised in the OMB decision and recommends proposed amendments to Mississauga Plan to alleviate any confusion over the intent of the policies of the Plan. These changes are incorporated in Appendix 2.

### **Meadowvale Village**

Through the circulation of the OPA 25, it was noted that a portion of the lands in the Meadowvale Village Planning District can not be developed in accordance with the existing designations. It was identified that this area of the Meadowvale Village Planning District is above the 35 NEF/NEP, however, it is designated Residential Low Density II and Medium Density I. Appendix 4, “Proposed Amendments to the Meadowvale Village District Policies” outlines

the history of this area and proposed changes to the Meadowvale Village District Policies and the Meadowvale Village District Land Use Map.

### **Commercial Schools**

Currently, Mississauga Plan is silent with respect to the appropriate designations for commercial schools. In an attempt to resolve this issue, staff examined where existing commercial schools are located. The analysis indicated that it would be appropriate to permit all types of commercial schools in the “Business Employment”, “Industrial” and “Office” designations. Further, commercial schools that require no outdoor storage should be permitted in the “General Commercial” and “Mainstreet Commercial” retail commercial land use designations. Appendix 5, “Commercial Schools”, outlines the rationale behind the proposed amendments to Mississauga Plan. A definition and appropriate zoning regulations for commercial schools are included in the Draft Comprehensive Zoning By-law.

### **Outstanding Issues**

A number of issues have been identified through this review which require further study. For example, reference to “Corridors” has been added to Section 1.2, Context, as a result of the Rose Corporation OMB decision, however, a comprehensive review of Corridors is required to be consistent with the Provincial Policy Statement. Further, as previously noted, the issue of “Community Uses” has evolved into a comprehensive study that will be brought forward to Planning and Development Committee at a later date. Other examples of outstanding issues are those previously outlined on Page 3 of this report, as requirements of the PPS.

**FINANCIAL IMPACT:** Not applicable.

**CONCLUSION:** After the public meeting is held and all issues are addressed, the Planning and Building Department will be in a position to make final recommendations with respect to amending Mississauga Plan. A report will be brought forward to the Planning and Development Committee in early 2006.

**ATTACHMENTS:** APPENDIX 1: Under Separate Cover: Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January)  
APPENDIX 2: Under Separate Cover: Mississauga Plan Proposed Amendments – Supplementary Report (2006 January)  
APPENDIX 3: Implications of the Ontario Municipal Board Decision 2023958 Ontario Inc. (Rose Corporation)  
APPENDIX 4: Proposed Amendments to the Meadowvale Village District Policies  
APPENDIX 5: Commercial Schools

*Original Signed By:*

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Edward R. Sajecki  
Commissioner of Planning and Building



MISSISSAUGA PLAN PROPOSED AMENDMENTS

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SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 1.2, Introduction, Context	Section 1 page 1 and 2	The Transportation and Works Department have requested editorial changes to the 10 <sup>th</sup> paragraph of Section 1.2.	1	<p>That Section 1.2, 10<sup>th</sup> paragraph, be amended as follows:</p> <p>Mississauga <del>will continue to be traversed by</del> <i>is served by</i> three commuter rail lines (Lakeshore, Milton and Georgetown) and <del>three seven</del> expressways (401, 403, <del>407, 409, 410, 427</del> and the QEW) <del>with a fourth (407) just outside the boundaries of Mississauga. Provincial Highways (410) to the north and (409) to the east also provide access to Mississauga.</del> Major Transit Corridors are located on Hurontario Street, Dundas Street and Eglinton Avenue with an inter-regional <i>bus rapid</i> transit corridor <i>being developed</i> in the vicinity of Provincial Highway 403/<i>Eglinton Avenue (Transitway)</i> <del>providing to provide</del> connections to transit facilities east and west of Mississauga. <del>GTA Transit Airport Connections are proposed on the east side of the Lester B. Pearson International Airport.</del></p>
Section 1.2, Introduction, Context	Section 1 page 2	Section 1.2, 11 <sup>th</sup> paragraph, should be updated to reflect current conditions and projections.	2	<p>That Section 1.2, 11<sup>th</sup> paragraph, be amended as follows:</p> <p>By mid-year <del>2001</del> <i>2004</i>, Mississauga had a population of <del>613 000</del> <i>685 000</i> persons and <del>385 000</del> <i>410 000</i> employment opportunities. Mississauga is a net importer of labour. By 2011, Mississauga expects to have <del>680 000</del> <i>725 000</i> persons and <del>440 000</del> <i>470 000</i> employment opportunities. By 2021 there should be <del>715 000</del> <i>735 000</i> persons and <del>475 000</del> <i>485 000</i> employment opportunities. Population and employment projections are reviewed on a regular basis and adjusted accordingly.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 1, Introduction, Schedule 2: Urban Form Concept	Schedule 2	The Transportation and Works Department requested revisions to Schedule 2: Urban Form Concept.	3	<p>That Schedule 2: Urban Form Concept, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise North-South Arterial Road alignment;</li><li>2. Revise Transitway alignment in City Centre area;</li><li>3. Add illustration of Ninth Line as Arterial south of Eglinton Avenue West to Dundas Street West, Town of Oakville border;</li><li>4. Revise Airport Terminal configuration;</li><li>5. Revise "Transitway" in legend to "Bus Rapid Transit";</li><li>6. Revise "GTA Transit Airport Connections" in legend to "Transit Airport Connections".</li></ol>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Schedule 2: Urban Form Concept			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 2.8, Goals and Objectives, Open Space	Section 2.8 Page 5	Section 2.8.2.7, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	4	That Section 2.8.2.7, be amended as follows:  <b>2.8.2.7</b> To ensure that the design of recreational facilities and the open space system addresses safety considerations <i>and accessibility</i> .
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	The Transportation and Works Department requested that Section 2.10.2.4, be amended to clarify its intent.	5	That Section 2.10.2.4, be amended as follows:  <b>2.10.2.4</b> To locate conventional transit services close to medium and high density development, and in lower density areas, where appropriate. Alternative transit delivery concepts will be <del>examined</del> <i>encouraged</i> particularly in lower density areas.
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	Section 2.10.2.5 should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	6	That Section 2.10.2.5, be amended as follows:  <b>2.10.2.5</b> To improve pedestrian linkages to existing and future parking areas <i>for all, including those with disabilities</i> .
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	The Transportation and Works Department requested that Section 2.10.2.6, be deleted as it is redundant.	7	That Section 2.10.2.6, be deleted.  <del><b>2.10.2.6</b> To give a high priority to the provision of transportation facilities which are designed to accommodate trips within the City.</del>
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	Section 2.10.2.12, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	8	That Section 2.10.2.12, be amended as follows:  <b>2.10.2.12</b> To encourage increased <i>accessible</i> pedestrian and cyclist trips.
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	A new objective should be added to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	9	That a new objective be added to Section 2.10.2 as follows:  <b>2.10.2.14</b> <i>To promote a transportation system that is accessible to all, including those with disabilities.</i>
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	The Transportation and Works Department requested that the order of objectives in Section 2.10.2, be rearranged to group the objectives in a more logical order.	10	That the order of objectives in Section 2.10.2 be rearranged as follows:  2.10.2.1, 2.10.2.3, 2.10.2.7, 2.10.2.4, 2.10.2.8, 2.10.2.11, 2.10.2.9, 2.10.2.10, 2.10.2.12, 2.10.2.14, 2.10.2.5, 2.10.2.2, 2.10.2.13.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 2.11.2, Goals and Objectives, Urban Design	Section 2 page 7	A new objective should be added to accommodate the changes from the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	11	That a new objective be added to Section 2.11.2 as follows:  <i><b>2.11.2.13</b> To encourage a physical and built environment that is accessible to all, including persons with disabilities, and that has regard for universal design principles, where appropriate.</i>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.2.1, General Policies, Residential, Permitted Uses	Section 3 page 2	<p>This section should be reformatted to be consistent with the other General Policies.</p> <p>The Comprehensive Zoning By-law Review identified that, “Home Based Businesses” should be permitted in detached dwellings as they are currently permitted in some areas of the City. The restrictions and regulations to implement “Home Based Businesses” are contained in the draft Zoning By-law.</p> <p>The reference to Group Homes should be deleted to be consistent with a recent Ontario Municipal (OMB) decision in Brampton which prohibited people zoning.</p> <p>References to student housing and transitional homes should be deleted as these uses are addressed by permitting residential dwellings.</p>	12	<p>That Section 3.2.1, be amended, as follows:</p> <p><b>3.2.1 Permitted Uses</b></p> <p><del>3.2.1.1</del> <del>Uses permitted by Residential designations are:</del></p> <p><del>a. 3.2.1.1</del> Residential dwellings.</p> <p><del>b. 3.2.1.2</del> Special needs housing, such as: <del>group homes</del>; shelters; <del>transitional homes</del>; and housing for the elderly; <del>student housing</del>.</p> <p><del>c. 3.2.1.3</del> Accessory offices for physicians, dentists, and drugless practitioners in their principal private residences.</p> <p><b>3.2.1.4</b> <i>Home based businesses in detached dwellings.</i></p> <p><del>d. 3.2.1.5</del> Other uses associated with residential development, such as: <i>parks and community uses.</i></p> <p><del>a. — parks and open spaces;</del></p> <p><del>b. — community uses.</del></p> <p><del>3.2.1.2</del> <b>3.2.1.6</b> A convenience commercial facility may be permitted in areas designated Residential High Density I and II provided that:</p> <p>c. it forms an integral part of the building;</p> <p>b. it is oriented to pedestrian use;</p> <p>c. there is no outdoor signage.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.2.2, General Policies, Residential, Density	Section 3 page 2	This section should be revised to clarify that shelters and housing for the elderly are permitted in the Low and Medium density categories provided that they are compatible with the surrounding development.	13	<p>That Section 3.2.2.2, be amended as follows:</p> <p><b>3.2.2.2                    Density Categories</b></p> <p>Residential development will occur within one of the following density categories:</p> <p><b>a.    Low Density I and II</b> - permits detached, semi-detached, duplex, and other forms of low-rise dwellings, such as, triplexes and on-street townhouses <i>dwellings</i>. Low density residential development will generally be located along local roads and collector roads.</p> <p><b>b.    Medium Density I, II and III</b> - permits development of townhouse dwellings, all forms of horizontal multiple dwellings and low-rise apartments. Medium density development will be located generally along transit routes, near or in Nodes; and in areas that serve as a transition between low and high density residential development.</p> <p><b>c.    High Density I and II</b> - permits apartment dwellings, <i>housing for the elderly and shelters</i>. High density development will be located generally in the City Centre; in Nodes; along arterial and major collector roads; or in proximity to Major Transit Corridors, the <del>Transitway</del> <i>Bus Rapid Transit (BRT)</i> or GO Transit stations.</p> <p><b>3.2.2.3                   </b> <i>In addition to the uses permitted in the Low and Medium Density categories, in the individual planning districts, the following uses will also be permitted:</i></p> <p><b>a.   </b> <i>housing for the elderly;</i></p> <p><b>b.   </b> <i>shelters.</i></p>
Section 3.2.3, General Policies, Residential, Policies	Section 3 page 3	This policy should apply to all permitted uses instead of only special needs housing.	14	<p>That Section 3.2.3.9, be amended as follows:</p> <p><b>3.2.3.9                   </b> <del>Special needs housing will be permitted in all residential designations, provided the housing is compatible with the surrounding development.</del> <i>Permitted uses must be compatible with the surrounding development.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.3.1, General Policies, Business Employment, Permitted Uses	Section 3 page 4	<p>The terminology in this section is updated for consistency. Further, the Comprehensive Zoning By-law Review established, that to be consistent with the zoning, funeral establishments and self-storage facilities should be permitted in the Business Employment designation and Adult Entertainment Establishments and Body Rub Establishments should be permitted in the Business Employment designation in Employment Districts.</p> <p>Section 3.3.1.1.e, should be deleted as these uses are covered under Section 3.16, Community Uses.</p>	15	<p>That Section 3.3.1, be amended as follow:</p> <p><b>3.3.1 Permitted Uses</b></p> <p><del>3.3.1.1</del> Uses permitted by the Business Employment designation are:</p> <p><del>a. 3.1.1.1</del> Industrial uses, including, manufacturing, assembling, processing, fabricating, research and development, <i>accessory</i> sales and service, warehousing, distributing and wholesaling.</p> <p><del>b. 3.3.1.2</del> <del>uses</del> Accessory to the permitted uses.</p> <p><del>c. 3.3.1.3</del> Outdoor storage and display areas related to permitted industrial uses.</p> <p><del>d. 3.3.1.4</del> Offices.</p> <p><del>e. </del>Community uses, provided that public and private schools, day care facilities, hospitals, and nursing homes will not be permitted as a principal or accessory use within the LBPIA Operating Area.</p> <p><del>f. 3.3.1.5</del> Entertainment, recreation and sports facilities.</p> <p><del>g. 3.3.1.6</del> Transportation facilities, <i>only in Employment Districts but not in Nodes.</i></p> <p><del>h. 3.3.1.7</del> Waste processing or transfer stations and composting facilities, <i>only in Employment Districts but not in Nodes.</i></p> <p><del>i. 3.3.1.8</del> Trucking terminals, <i>only in Employment Districts but not in Nodes.</i></p> <p><del>j. 3.3.1.9</del> Broadcasting, communication, and utility rights-of-way.</p> <p><del>k. 3.3.1.10</del> <del>hotels, motels,</del> <i>Overnight accommodations</i> and conference centres.</p> <p><del>l. 3.3.1.11</del> Financial institutions.</p> <p><del>m. 3.3.1.12</del> All types of restaurants, including banquet halls.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.3.1, General Policies, Business Employment, Permitted Uses	Section 3 page 4	(continued)	15	<p><del>n. 3.3.1.13</del> Motor vehicle body repair facilities, <i>only in Employment Districts, but not in Nodes.</i></p> <p><del>o. 3.3.1.14</del> Motor vehicle rental facilities.</p> <p><del>p. 3.3.1.15</del> Motor vehicle commercial uses, only in Employment Districts, but not in Nodes.</p> <p><i>3.3.1.16 Funeral establishments.</i></p> <p><i>3.3.1.17 Self-storage facilities.</i></p> <p><i>3.3.1.18 Adult entertainment establishments, only in Employment Districts, but not in Nodes.</i></p> <p><i>3.3.1.19 Body rub establishments, only in Employment Districts, but not in Nodes.</i></p>
Section 3.3.2, General Policies, Business Employment, Policies	Section 3 Page 5	This policy is updated to clarify its intent.	16	<p>That Section 3.3.2.5, be amended as follows:</p> <p><b>3.3.2.5</b> All accessory uses should be <i>on the same lot and</i> clearly subordinate to and directly related to the functioning of the permitted use.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.4.1, General Policies, Industrial, Permitted Uses	Section 3 Page 6	<p>The terminology in this section is updated for consistency. Further, the Comprehensive Zoning By-law Review established, that to be consistent with the zoning, funeral establishments, self-storage facilities, Adult Entertainment Establishments and Body Rub Establishments should be permitted in the Industrial designation.</p> <p>Section 3.4.1.1.c, should be deleted as these uses are covered under Section 3.16, Community Uses.</p> <p>Office has been added to the Permitted Uses list as this use would be compatible with other Industrial uses.</p>	17	<p>That Section 3.4.1, be amended as follows:</p> <p><b>3.4.1 Permitted Uses</b></p> <p><del>3.4.1.1</del> <del>Uses permitted by the Industrial designation are:</del></p> <p><del>a. 3.4.1.1</del> Industrial uses including manufacturing, assembling, processing, fabricating, warehousing, distributing, and wholesaling that require extensive outdoor processing or storage, and may be obnoxious due to outdoor activities, noise, odour, and visual aesthetics.</p> <p><del>b. 3.4.1.2</del> Existing resource extraction.</p> <p><del>c. Community uses, provided that public and private schools, day care facilities, hospitals, and nursing homes will not be permitted as a principal or accessory use within the LBPIA Operating Area.</del></p> <p><del>d. 3.4.1.3</del> Entertainment, recreation and sports facilities.</p> <p><del>e. 3.4.1.4</del> Transportation facilities.</p> <p><del>f. 3.4.1.5</del> Trucking terminals.</p> <p><del>g. 3.4.1.6</del> Utility installations.</p> <p><del>h. 3.4.1.7</del> Broadcasting, communication, and utility rights-of-way.</p> <p><del>i. 3.4.1.8</del> <del>uses</del> Accessory to the permitted uses.</p> <p><del>j. 3.4.1.9</del> Financial institutions.</p> <p><del>3.4.1.10</del> <i>Offices.</i></p> <p><del>k. 3.4.1.11</del> <del>hotels, motels,</del> <i>Overnight accommodations</i> and conference centres.</p> <p><del>l. 3.4.1.12</del> All types of restaurants, including banquet halls.</p>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.4.1, General Policies, Industrial, Permitted Uses	Section 3 Page 6	(continued)	17	<p><del>m. 3.4.1.13</del> Waste processing or transfer stations and composting facilities.</p> <p><del>n. 3.4.1.14</del> Power generating stations.</p> <p><del>o. 3.4.1.15</del> Motor vehicle body repair facilities.</p> <p><del>p. 3.4.1.16</del> Motor vehicle rental facilities.</p> <p><del>q. 3.4.1.17</del> Motor vehicle commercial uses. <del>only in Employment Districts, but not in Nodes.</del></p> <p><b>3.4.1.18</b> <i>Funeral establishments.</i></p> <p><b>3.4.1.19</b> <i>Self-storage facilities.</i></p> <p><b>3.3.1.20</b> <i>Adult entertainment establishments.</i></p> <p><b>3.3.1.21</b> <i>Body rub establishments.</i></p>
Section 3.4.2, General Policies, Industrial, Policies	Section 3 Page 7	This policy is updated to clarify its intent.	18	<p>That Section 3.4.2.1, be amended as follows:</p> <p><b>3.4.2.1</b> All accessory uses should be <i>on the same lot and</i> clearly subordinate to and directly related to the functioning of the permitted use.</p>
Section 3.5.1.2.c, General Policies, Commercial, Permitted Uses, Mainstreet Commercial	Section 3 Page 8	<p>This policy is updated to clarify its intent.</p> <p>This section is renumbered to be consistent with other sections of Mississauga Plan.</p>	19	<p>That Section 3.5.1.2.c, be amended as follows:</p> <p><del>c. 3.5.1.2.3</del> Motor vehicle commercial uses, motor vehicle sales and rentals, motor vehicle <i>body</i> repair uses, motor vehicle wrecking, <del>truck washes and retail and service</del> commercial uses with drive-through facilities, <i>self storage facilities and detached and semi-detached dwellings</i>, will not be permitted. These uses which exist in areas designated Mainstreet Commercial at the time this Plan is approved will be permitted <i>until such time as they cease operation.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.5.1.3.a, General Policies, Commercial, Permitted Uses, General Commercial	Section 3 Page 8	<p>This policy is updated to clarify its intent and renumbered to be consistent with other sections of Mississauga Plan.</p> <p>Further to City Council's direction to identify motor vehicle commercial uses, it would be appropriate for the lands designated General Commercial to only permit motor vehicle commercial uses in the employment districts. The lands currently used for motor vehicle commercial uses that are designated General Commercial in residential districts should be redesignated to Motor Vehicle Commercial.</p>	20	<p>That Section 3.5.1.3, be amended as follows:</p> <p><b>3.5.1.3 General Commercial</b></p> <p><del>a. 3.5.1.3.1</del> General Commercial refers to <i>commercial</i> development <i>located primarily on major roads in designated commercial areas</i>. Development of General Commercial will be encouraged through infilling to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas. Residential uses <del>will only be permitted in combination</del> <i>must be combined</i> with commercial uses. Motor vehicle commercial uses will <del>only also</del> be permitted, <i>in Employment Districts, but not in Nodes</i>. Motor vehicle sales and rental facilities will be permitted. Motor vehicle body repair, motor vehicle wrecking <del>and truck washes</del> <i>and self-storage facilities</i> will not be permitted.</p> <p><del>b. 3.5.1.3.2</del> Lands designated General Commercial within Employment Districts may be developed for Business Employment uses.</p>
Section 3.5.1.4, General Policies, Commercial, Permitted Uses, Convenience Commercial	Section 3 Page 8	<p>This policy is updated to clarify its intent.</p> <p>This section is renumbered to be consistent with other sections of Mississauga Plan.</p>	21	<p>That Section 3.5.1.4, be amended as follows:</p> <p><b>3.5.1.4 Convenience Commercial</b></p> <p><b>3.5.1.4.1</b> Convenience Commercial refers to development in designated commercial areas, not exceeding 2 000 m<sup>2</sup> GFA. Motor vehicle commercial uses, motor vehicle body repair uses, motor vehicle wrecking, <i>self-storage facilities</i>, <del>truck washes</del> <i>overnight accommodations</i> and motor vehicle sales and rentals will not be permitted. <del>except for</del> Gas bars, <i>will be permitted</i> provided they are adjacent to an arterial road. <i>Residential uses must be combined with commercial uses.</i></p>
Section 3.5.1.5.1, General Policies, Commercial, Permitted Uses, Motor Vehicle Commercial	Section Page 8	The terminology of this section is updated for consistency.	22	<p>That Section 3.5.1.5.1, be amended as follows:</p> <p><b>3.5.1.5.1</b> Lands designated Motor Vehicle Commercial permit only gas bars and <i>motor vehicle</i> service stations; <del>car</del> <i>motor vehicle</i> washes; establishments for minor motor vehicle repairs; and commercial uses of a convenience nature, including an accessory take-out restaurant which may include a drive-through facility, in conjunction with other motor vehicle commercial uses.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.5.2.2, General Policies, Commercial, Policies	Section 3 Page 9	This policy is redundant as it is covered in the Urban Design Policies.	<b>23</b>	That Section 3.5.2.2, be deleted.  <del><b>3.5.2.2</b> Commercial development will be of a high quality urban design.</del>
Section 3.5.2.2, General Policies, Commercial, Policies	Section 3 Page 9	This policy is redundant as it is covered in the Urban Design Policies.	<b>24</b>	That Section 3.5.2.3, be deleted.  <del><b>3.5.2.3</b> Where commercial and residential developments are combined, these uses will be compatibly designed.</del>
Section 3.6.1, General Policies, Office, Permitted Uses	Section 3 Page 10	The terminology of this section is updated for consistency.	<b>25</b>	That Section 3.6.1, be amended as follows:  <b>3.6.1 Permitted Uses</b>  <b>3.6.1.1</b> <del>The predominant use of the lands will be for offices.</del>  <b>3.6.1.2</b> <del>Accessory commercial uses, including all types of restaurants, community uses and recreational facilities will also be permitted.</del>
Section 3.6.2, General Policies, Office, Policies	Section 3 Page 10	A new policy should be added to address accessory uses.	<b>26</b>	That Section 3.6.2.4, be added as follows:  <b>3.6.2.4</b> <i>All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.</i>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.7.1, General Policies, Institutional, Permitted Uses	Section 3 Page 11	The terminology of this section is updated for consistency.	27	<p>That Section 3.7.1, be amended as follows:</p> <p><b>3.7.1 Permitted Uses</b></p> <p><del>3.7.1.1</del> — Uses include, but are not necessarily limited to:</p> <p><del>a. 3.7.1.1</del> Hospitals.</p> <p><del>b. 3.7.1.2</del> Post-secondary educational facilities, such as universities and community colleges.</p> <p><del>c. 3.7.1.3</del> Major cultural or government facilities.</p> <p><i>3.7.1.4 Accessory uses.</i></p> <p><i>3.7.1.5 Residential dwellings associated with institutional uses.</i></p>
Section 3.7.2, General Policies, Institutional, Policies	Section 3 Page 11	As accessory uses and residential facilities associated with institutional uses are listed under the Institutional, Permitted Uses, Section 3.7.2.2, is redundant.	28	<p>That Section 3.7.2.2, be deleted.</p> <p><del>3.7.2.2</del> — Residential facilities associated with institutional uses will be permitted.</p>
Section 3.7.2, General Policies, Institutional, Policies	Section 3 Page 11	As accessory uses and residential facilities associated with institutional uses are listed under the Institutional, Permitted Uses, Section 3.7.2.3, is redundant.	29	<p>That Section 3.7.2.3, be deleted.</p> <p><del>3.7.2.3</del> — Accessory uses either within institutional buildings or in separate buildings will be permitted.</p>
Section 3.7.2, General Policies, Institutional, Policies	Section 3 Page 11	A new policy should be added to address accessory uses.	30	<p>That a new Section be added to the Institutional Policies as follows:</p> <p><i>3.7.2.4 All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.1, General Policies, Open Space, Introduction	Section 3 Page 12	<p>The Open Space section has been revised to clarify the intent of the policies of this section and for consistency.</p> <p>The Greenbelt policies have been relocated to a stand alone section.</p>	31	<p>That Section 3.8.1, be amended as follows:</p> <p><b>3.8.1     <del>Introduction</del> <i>Permitted Uses</i></b></p> <p><b>3.8.1.1</b>     The Open Space network consists of <del>four components</del> <i>two designations</i>:</p> <p><b>a.</b>   <del>Public Parkland</del>; <i>Public Open Space</i>;</p> <p><b>b.</b>   <del>Greenbelt</del>; <i>Private Open Space</i>.</p> <p><b>c.</b>   <del>Cemeteries</del>;</p> <p><b>d.</b>   <del>Private Open Space</del>.</p> <p><b>3.8.1.2</b>     Natural areas acquired by Mississauga will be <del>incorporated</del> <i>designated</i> either <del>into public parkland</del> <i>Public Open Space</i> or Greenbelt. Their recreation potential will be restricted to protect their viability.</p> <p><b>3.8.1.3</b>     The provision of recreational facilities within city parks and community parks will be responsive to identifiable needs and in general conformity with the guidelines contained in the <i>Future Directions for Recreation and Parks</i> document.</p>
Section 3.8.2, General Policies, Open Space, Policies	Section 3 Page 12	Section 3.8.2.5, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	32	<p>That Section 3.8.2.5, be amended as follows:</p> <p><b>3.8.2.5</b>     The Open Space network will be designed to allow access <i>for all, including those with disabilities</i> to a variety of complementary activities through interconnections of pathways, a multi-use recreational trail, and the Open Space network; and, to provide a safe <i>and accessible</i> environment through development of clear sight-lines, openness, visible entrances, and facilities for local events.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.2, General Policies, Open Space, Policies	Section 3 Page 15	Section 3.8.5, Cemeteries, has been incorporated into the policies section as cemeteries are shown as a symbol on specific district land use maps and located in both the Public and Private Open Space designations.	33	<p>That Section 3.8.5 be relocated to Section 3.8.2.11 as follows:</p> <p><b>3.8.2.11</b> <i>Cemeteries will be permitted in either Public Open Space or Private Open Space and will be subject to the following:</i></p> <p><b>a.</b> <i>as cemeteries constitute an open space use, consideration will be given to public cemeteries being used for passive open space purposes. However, cemeteries that are privately owned are not intended to be open to the public;</i></p> <p><b>b.</b> <i>future and proposed cemeteries and related facilities will be located to minimize conflict with existing and future land use and transportation;</i></p> <p><b>c.</b> <i>crematoria, columbaria, and mausolea will be located only in cemeteries;</i></p> <p><b>d.</b> <i>cemeteries will recognise, reflect and integrate all heritage resources within and/or adjacent to cemetery property.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.3, General Policies, Open Space, Public Parkland	Section 3 Page 13	A Permitted Uses section has been added to the Public Open Space designation to be consistent with other sections of Mississauga Plan.	34	<p>That Section 3.8.3, be amended as follows:</p> <p><b>3.8.3     Public <i>Open Space</i> Parkland</b></p> <p><b>3.8.3.1     Permitted Uses</b></p> <p><i>a.   Lands designated Public Open Space will either be used for public parkland or a public cemetery. Accessory uses will be permitted and should generally be limited to a maximum of 20% of the total Gross Floor Area (GFA) and should be on the same lot, clearly subordinate to and directly related to the functioning of the permitted use.</i></p> <p><del>3.8.3.1</del>     <b>3.8.3.2     Introduction Public Parkland</b></p> <p><i>a.   The classification of public parkland expresses two distinct parkland functions which occur at various scales and levels of accessibility: city parks and community parks. The different park classifications are further described and their locations identified in the Future Directions document.</i></p> <p><del>•     city parks;</del></p> <p><del>•     community parks;</del></p> <p><i>b.   Each level may incorporate components of the Natural Areas System to provide opportunities for enjoyment, appreciation, and protection of nature.</i></p> <p><i>c.   Additional public parkland may be acquired by the City through the processing of development applications or by way of purchase.</i></p> <p><i>d.   Mississauga will own, lease, operate, maintain, and administer public parkland to meet the recreational, cultural, educational and social needs of citizens.</i></p> <p><i>e.   Parks should generally be accessible for residents within 800 m of their homes and be as centrally located within a residential neighbourhood as possible.</i></p> <p><i>f.   Parkland provision should be 1.2 ha per 1 000 population for Residential Districts.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.3, General Policies, Open Space, Public Parkland	Section 3 Page 13 and 14	The operational policies for city parks and community parks have been deleted.	35	<p>That Section 3.8.3.2, be deleted.</p> <p><del>3.8.3.2 — City Parks</del></p> <p><del>a. Mississauga will attempt to acquire land which will be developed and maintained as city parks and will provide one or more of the following:</del></p> <ul style="list-style-type: none"><li><del>• opportunities for recreational experiences, and educational and day outings for individuals, families, and groups;</del></li><li><del>• large open spaces which will contribute to the identity of the City and enhance the quality of urban landscape;</del></li><li><del>• opportunities for specialized activities and facilities, such as, a city garden park or a sports stadium;</del></li><li><del>• local community use.</del></li></ul> <p><del>b. City parks will conform, if feasible, with the following criteria:</del></p> <ul style="list-style-type: none"><li><del>• serve the entire population of Mississauga;</del></li><li><del>• be accessible from major roads and Provincial Highways and by both public and private transportation;</del></li><li><del>• be designed and developed in concert with identified City-wide needs.</del></li></ul> <p><del>c. Mississauga will cooperate with other public agencies, senior levels of government or the private sector to establish city parks, where feasible, which will include:</del></p> <ul style="list-style-type: none"><li><del>• sports parks;</del></li><li><del>• waterfront parks;</del></li><li><del>• special use parks.</del></li></ul>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.3.2, General Policies, Open Space, Community Parks	Section 3 Page 14	The operational policies for city parks and community parks have been deleted.	36	<p>That Section 3.8.3.3, be deleted.</p> <p><del>3.8.3.3 — Community Parks</del></p> <p><del>a. Community parks will be established, developed, maintained and will be designed to provide, where feasible:</del></p> <ul style="list-style-type: none"> <li><del>• a range of recreational opportunities within walking distance of the home which could include social, cultural, educational and athletic activities of interest to the community;</del></li> <li><del>• opportunities for active and passive recreation;</del></li> <li><del>• opportunities for social interaction;</del></li> <li><del>• multiple-purpose, year round activities.</del></li> </ul> <p><del>b. Community parks will be as centrally located within the neighbourhood, as possible.</del></p>
Section 3.8.4, General Policies, Open Space, Greenbelt	Section 3 Page 14	This section has been deleted from the Open Space policies. As Greenbelt lands represent lands not suitable for urban development it is appropriate for it to form its own section in Mississauga Plan.	37	<p>That Section 3.8.4, be deleted.</p> <p><del>3.8.4 — Greenbelt</del></p> <p><del>3.8.4.1 — Introduction</del></p> <p><del>a. Policies in this section address the use of greenbelt as potential areas for passive recreation. The Environment Policies address flood and erosion control, drainage, and conservation of the Natural Areas System.</del></p> <p><del>3.8.4.2 — Permitted Uses</del></p> <p><del>3.8.4.2.1 Lands reserved principally for flood and erosion management and conservation purposes; other uses which complement the principal conservation functions will be considered on their merit.</del></p> <p><del>3.8.4.2.2 Linear, open space systems consisting primarily of multi-use recreational trails may be established, where they are compatible with the viability of the natural area, while respecting appropriate buffers from watercourses and valley slopes as determined in consultation with the appropriate Conservation Authority.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.4, General Policies, Open Space, Greenbelt	Section 3 Page 14	(Continued)	37	<p><del><b>3.8.4.3 — Policies</b></del></p> <p><del><b>3.8.4.3.1</b> — Areas designated Greenbelt, are deemed not suitable for urban development. Where a development proposal includes Greenbelt lands which are required for purposes such as: lands required for conservation; lands required solely for drainage; lands susceptible to flooding; steep valley slopes; and lands below the top-of bank; such lands will be conveyed to the City or other public agency. Such lands will not be accepted as part of the dedication of land for park or other public recreational purposes contribution or credited against any cash in lieu for park or other public recreational purposes or be included in the calculation of density for building coverage. Development adjacent to Greenbelt lands will be subject to the delineation of the natural features, buffers and setbacks by the City in consultation with the appropriate Conservation Authority.</del></p> <p><del><b>3.8.4.3.2</b> — Mississauga may also request that proponents conduct site evaluation, site cleanup or management measures prior to conveyance of Greenbelt lands.</del></p> <p><del><b>3.8.4.3.3</b> — Dedication or restrictive zoning of buffers to Greenbelt may also be required by the City in consultation with the appropriate Conservation Authority.</del></p> <p><del><b>3.8.4.3.4</b> — The Greenbelt designation applies to both public and privately owned lands. Where Greenbelt land is privately owned, this Plan does not imply that it is free and open to the general public or that it will be acquired by the City or any other public agency. Consideration will be given however, to public acquisition of these areas through the development approval process.</del></p> <p><del><b>3.8.4.3.5</b> — The construction of buildings or structures will generally not be permitted except those which are intended for flood and erosion management, or are otherwise required by the City, and meet the combined requirements of the City and the appropriate Conservation Authority. In some instances, public facilities may be permitted where these are required for passive recreational purposes and will not cause environmental damage or affect flooding. Active recreational facilities will not be permitted.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.4, General Policies, Open Space, Greenbelt	Section 3 Page 14	(Continued)	37	<del>3.8.4.3.6</del> For existing lots of record, development will not be permitted to extend within the "regulatory storm" floodplain or hazard lands associated with a watercourse or valley corridor if there are lands suitable for development on the property beyond the hazard lands. Reconstruction, minor additions, and maintenance of these facilities, buildings, and structures may be permitted subject to approval of the City and the appropriate Conservation Authority.  <del>3.8.4.3.7</del> Lands may be zoned Greenbelt within any land use designation if through the processing of a development application natural hazards are identified which renders the lands not suitable for development.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.9.1, General Policies, Greenbelt, Permitted Uses	Section 3.9	The Greenbelt section has been removed from the Open Space section of Mississauga Plan as Greenbelt lands represent lands not suitable for urban development. It is appropriate for Greenbelt to form its own section in Mississauga Plan.	38	<p>That a new Section 3.9, Greenbelt, be added as follows:</p> <p><b>3.9 GREENBELT</b></p> <p><i>Lands designated Greenbelt are generally associated with natural hazards or significant natural areas where development is restricted to either protect people and property from damage. These policies are to be read in conjunction with the policies for Natural Heritage and Natural Hazards.</i></p> <p><b>3.9.1 Permitted Uses</b></p> <p><b>3.9.1.1</b> <i>The following uses will be permitted subject to the satisfaction of the appropriate Conservation Authority and the City:</i></p> <p><i>a. flood and/or erosion works;</i></p> <p><i>b. conservation;</i></p> <p><i>c. other uses which complement the principal conservation functions;</i></p> <p><i>d. facilities which by their nature must locate near water or traverse watercourses (ie. bridges, storm sewer outlets and stormwater management facilities);</i></p> <p><i>e. passive recreation activities where they are compatible with the viability of the natural area, while respecting appropriate buffers from watercourses and valley slopes as determined in consultation with the appropriate Conservation Authority;</i></p> <p><i>f. legal non-conforming facilities, buildings, and structures;</i></p> <p><i>g. accessory facilities to an adjacent land use which are of a passive, non-structural nature and do not adversely affect the ability of the floodplain to pass flood waters.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.9.2, General Policies, Greenbelt, Policies	Section3.9	(continued)	38	<p><b>3.9.2     Policies</b></p> <p><b>3.9.2.1</b>     <i>Greenbelt is determined on a site by site basis and is defined by the greater of the “Top of Bank” and/or combined influence of the stable slope/stable slope allowance, erosion allowance, and the average annual recession rate. These parameters are determined through studies completed by the proponent to the satisfaction of the City and the appropriate Conservation Authority.</i></p> <p><b>3.9.2.2</b>     <i>Greenbelt lands will be conveyed to the City or other public agency. Such lands will not be accepted as part of the dedication of land for park or other public recreational purposes contribution or credited against any cash in lieu for park or other public recreational purposes or be included in the calculation of density for building coverage.</i></p> <p><b>3.9.2.3</b>     <i>Mississauga may also request that proponents conduct site evaluation, site cleanup or management measures prior to conveyance of Greenbelt lands.</i></p> <p><b>3.9.2.4</b>     <i>Development adjacent to Greenbelt lands will be subject to the delineation of the natural features, buffers and setbacks by the City in consultation with the appropriate Conservation Authority. Dedication or restrictive zoning of buffers to Greenbelt may also be required by the City in consultation with the appropriate Conservation Authority.</i></p> <p><b>3.9.2.5</b>     <i>The Greenbelt designation applies to both public and privately owned lands. Where Greenbelt land is privately owned, this Plan does not imply that it is free and open to the general public or that it will be acquired by the City or any other public agency. Consideration will be given, however, to public acquisition of these areas through the development approval process.</i></p> <p><b>3.9.2.6</b>     <i>For existing lots of record, development will not be permitted to extend within the "regulatory storm" floodplain or hazard lands associated with a watercourse or valley corridor if there are lands suitable for development on the property beyond the hazard lands.</i></p> <p><b>3.9.2.7</b>     <i>Lands may be zoned Greenbelt within any land use designation.</i></p> <p><b>3.9.2.8</b>     <i>Reconstruction, minor additions, and maintenance of legal non-conforming facilities, buildings, and structures may be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.9, General Policies, Parkway Belt West	Section 3.9 Page 17	Section 3.10, should be renumbered to accommodate the addition of the new Greenbelt section.	39	<p>That Section 3.9, be retained and renumbered as follows:</p> <p><b><del>3.9</del> 3.10 PARKWAY BELT WEST</b></p> <p>Lands <del>shown as</del> <i>designated</i> Parkway Belt West <i>on individual District Land Use Maps</i> will be governed by the provisions of the Parkway Belt West Plan, 1978 July, as amended. In case of any discrepancy between the Parkway Belt West Plan and this Plan, the provisions of the Parkway Belt West Plan will prevail.</p>
Section 3.10, General Policies, City Centre and Nodes	Section 3.10 Page 18	Section 3.10, should be renumbered to Section 3.13, to accommodate the addition of new Greenbelt, Utility and Airport sections.	40	That Section 3.10, be retained and renumbered to Section 3.13.
Section 3.10, General Policies, City Centre and Nodes	Section 3.10 Page 18	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	41	<p>That Section 3.10.1.3, be amended as follows:</p> <p><b><del>3.10.1.3</del> 3.13.1.3</b> City Centre and Nodes will be served by transportation corridors containing roads and transit, and may contain rapid transit and <del>Transitway</del> <i>Bus Rapid Transit (BRT)</i> facilities.</p>
Section 3.10, General Policies, City Centre and Nodes	Section 3.10 Page 18	<p>This section should be renumbered to Section 3.11, to accommodate the addition of the new Greenbelt section.</p> <p>Further, the existing Section 3.10.3.5, should be relocated to the Policies section.</p>	42	<p>That Section 3.10.3.5, be relocated to Section 3.10.1 and renumbered to Section 3.13 as follows:</p> <p><b>3.13.1.5</b> <i>Within Nodes in Employment Districts the following uses will not be permitted:</i></p> <ul style="list-style-type: none"> <li><b>b.</b> <i>outdoor storage and display areas;</i></li> <li><b>b.</b> <i>transportation facilities, except public transportation facilities;</i></li> <li><b>c.</b> <i>waste processing or transfer stations and composting facilities;</i></li> <li><b>d.</b> <i>trucking facilities;</i></li> <li><b>e.</b> <i>Motor vehicle commercial uses;</i></li> <li><b>f.</b> <i>motor vehicle body repair facilities.</i></li> </ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.10, General Policies, City Centre and Nodes	Section 3.10 Page 18	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	43	That Section 3.10.2.3, be amended as follows:  <del>3.10.2.3</del> <b>3.13.2.3</b> City Centre will be served by the <del>Transitway</del> <i>Bus Rapid Transit (BRT)</i> facility and should be considered by the Provincial Government and neighbouring municipalities as a key point for any proposed inter-regional transit system extensions or new facilities.
Section 3.10.2, General Policies, City Centre and Nodes, City Centre	Section 3.10 Page 18	A new policy should be added to prohibit a reduction of densities of lands within the City Centre.	44	That a new Section 3.13.2.4, be added as follows:  <b>3.13.2.4</b> <i>Reduction in densities of lands within the City Centre should be prohibited.</i>
Section 3.10.3, General Policies, City Centre and Nodes, Nodes	Section 3.10 Page 19	Section 3.10.3.2, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	45	That Section 3.10.3.2, be amended as follows:  <del>3.10.3.2</del> <b>3.13.3.2</b> A high quality, compact and urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation <i>for all, including those with disabilities</i> complement adjacent uses, and distinguish the significance of the Nodes from surrounding areas.
Section 3.10.3, General Policies, City Centre and Nodes, Nodes	Section 3.10 Page 19	Section 3.10.3.3, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	46	That Section 3.10.3.3, be amended as follows:  <del>3.10.3.3</del> <b>3.13.3.3</b> Pedestrian movement and access <i>for all, including those with disabilities</i> from major transit routes should be a priority in Nodes.
Section 3.10.3, General Policies, City Centre and Nodes, Nodes	Section 3.10 Page 19	Section 3.10.3.4.g, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	47	That Section 3.10.3.4.g, be amended and renumbered to Section 3.13.3.4.g as follows:  g. pedestrian and cycling convenience and safety will be priorities in the design and development of Nodes and abutting areas. Walkways and cycling routes should be visually prominent, <i>accessible to all, including those with disabilities</i> , link principal destinations with the abutting community, and be oriented to, and an integral part of, active building facades and spaces.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.10.3, General Policies, City Centre and Nodes	Section 3.10 Page 19	Section 3.10.3.5, has been relocated to Section 3.13.3.5.	48	<p>That Section 3.10.3.5, be deleted.</p> <p><del>3.10.3.5</del> Within Nodes in Employment Districts the following uses will not be permitted:</p> <p><del>g.</del> Outdoor storage and display areas;</p> <p><del>h.</del> Transportation facilities, except public transportation facilities;</p> <p><del>i.</del> Waste processing or transfer stations and composting facilities;</p> <p><del>j.</del> Trucking terminals;</p> <p><del>k.</del> Motor vehicle repair garages.</p>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies	Section 3.11 Page 18	The Comprehensive Zoning By-law Review identified that although Airport lands have zoning, there is no Land Use designation in Mississauga Plan on Airport lands. Airport policies are combined with the Transportation policies. It is proposed to designate the Airport and relocate the policies to its own section. All existing policies have been retained.	49	<p>That a new Section 3.11, be added as follows:</p> <p><b>3.11 AIRPORT</b></p> <p><i>Lands designated Airport represent the lands directly associated with the operation of Lester B. Pearson International Airport (LBPIA).</i></p> <p><b>3.11.1 Policies</b></p> <p><b>3.11.1.1</b> <i>It is recognized that the impacts of LBPIA operations, particularly noise, extend far beyond its geographic boundaries. This is a permanent circumstance which this Plan acknowledges.</i></p> <p><b>3.11.1.2</b> <i>Because of the economic importance of LBPIA to the City of Mississauga, Region of Peel, and Province of Ontario, development should be either complementary or compatible with airport operations and allow the airport to function at maximum efficiency to achieve full economic potential having regard for:</i></p> <p><i>a. existing and future industry;</i></p> <p><i>b. business and employment opportunities;</i></p> <p><i>c. the interests of existing and future residents.</i></p> <p><b>3.11.1.3</b> <i>Where appropriate, improvements and enhancements of LBPIA will be supported, recognizing the concerns of the existing and future residents and the role of LBPIA in the City of Mississauga, Region of Peel and Province of Ontario.</i></p> <p><b>3.11.1.4</b> <i>The importance of the Airport as a major transportation facility is recognized and its integration with other transportation modes is promoted subject to the provision of adequate ground access facilities and services to accommodate trips to and from the Airport on Provincial Highways and inter-regional transit facilities is encouraged.</i></p> <p><b>3.11.1.5</b> <i>The City will coordinate and integrate its own transportation plans with the Greater Toronto Airports Authority (GTAA).</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies	Section 3.11 Page 18	(Continued)	49	<p><b>3.11.1.6</b> <i>Appendix H illustrates Airport Obstacle Limitation Surfaces at Lester B. Pearson International Airport.</i></p> <p><b>3.11.2</b> <i><b>Aircraft Noise</b></i></p> <p><i>There are areas of Mississauga which are subject to high levels of aircraft noise. As a result, policies are required which set out the restrictions on development within the areas subject to high levels of aircraft noise.</i></p> <p><i>These policies are based on no major second airport being built in the GTA in the foreseeable future.</i></p> <p><b>3.11.2.1</b> <i><b>Policies</b></i></p> <p><b>3.11.2.1.1</b> <i>The policies of this Plan are based on a six-runway configuration of the Airport, however, additional runways may be constructed.</i></p> <p><b>3.11.2.1.2</b> <i>The City will cooperate with the Federal Government, or successors, to ensure that new construction within the area of influence of the Airport is compatible with the requirements of the Airport for:</i></p> <p><i>a. protection of navigational aids and telecommunications;</i></p> <p><i>b. protection from wildlife hazards;</i></p> <p><i>c. visibility;</i></p> <p><i>d. height limitations.</i></p> <p><b>3.11.2.1.3</b> <i>New residential development and redevelopment, and infilling which increases the number of dwelling units will not be permitted within the Lester B. Pearson International Airport (LBPIA) Operating Area outlined on Schedule 2: Urban Form Concept, and the following affected District Land Use Maps: Airport Corporate, East Credit, Gateway, Malton, Meadowvale Village and Northeast.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies	Section 3.11 Page 18	(Continued)	49	<p><b>3.11.2.1.4</b>      <i>Notwithstanding Section 3.11.2.1.3, within the area inside the LBPIA Operating Area identified on Schedule 2: Urban Form Concept, as "Exempt Area", development applications for residential development, redevelopment or infill (being official plan amendments, zoning by-law amendments, plans of subdivision, minor variance or consent applications, site plans) may be processed for approval provided that all of the following are satisfied:</i></p> <p><i>a. appropriate conditions relating to airport noise are included in the approval;</i></p> <p><i>b. the application was filed prior to 1997 February 01, or the lands were designated Residential prior to 1997 February 01;</i></p> <p><i>c. the site is located below the 35 NEF/NEP composite contour;</i></p> <p><i>d. the redevelopment or infill has a density not greater than the highest density of immediately adjacent existing residential development located within the LBPIA Operating Area.</i></p> <p><b>3.11.2.1.5</b>      <i>Notwithstanding Section 3.11.2.1.3, redevelopment or infilling which does not significantly increase the number of dwelling units within the Malton District may be permitted, provided the site is below the 35 NEF/NEP composite contour and has a density not greater than the highest density of immediately adjacent existing residential development located within the LBPIA Operating Area.</i></p> <p><b>3.11.2.1.6</b>      <i>New development and redevelopment or infilling for hospitals, nursing homes, daycare facilities and public and private schools within the LBPIA Operating Area will not be permitted.</i></p> <p><b>3.11.2.1.7</b>      <i>Notwithstanding Section 3.11.2.1.6, redevelopment or infilling for hospitals, nursing homes, daycare facilities and public and private schools within the Malton, Meadowvale Village and East Credit Districts may be permitted inside the LBPIA Operating Area on an individual basis.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies	Section 3.11 Page 18	(Continued)	49	<p><b>3.11.2.1.8</b> For residential land uses, passive use parks, public and private schools, day care facilities, libraries, places of religious assembly, theatres, auditoria, hospitals, and nursing homes, affected by an NEP/NEF of 25 or greater, as shown on Appendix J: 1996 NEP/2000 NEF Composite Noise Contours, and if otherwise permitted by this Plan, a noise study will be undertaken by a qualified acoustical consultant in accordance with Provincial Government policy to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.</p> <p><b>3.11.2.1.9</b> For hotels, motels, retail or service commercial uses, office uses, athletic fields, playgrounds, or outdoor swimming pools affected by an NEP/NEF of 30 or greater, as shown on Appendix J: 1996 NEP/2000 NEF Composite Noise Contours, and if otherwise permitted by this Plan, a noise study will be undertaken by a qualified acoustical consultant in accordance with Provincial Government policy to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.</p> <p><b>3.11.2.1.10</b> For industrial, warehousing, or arena uses affected by an NEP/NEF of 35 or greater, as shown on Appendix J: 1996 NEP/2000 NEF Composite Noise Contours, and if otherwise permitted by this Plan, a noise study will be undertaken by a qualified acoustical consultant in accordance with Provincial Government policy to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.</p> <p><b>3.11.2.1.11</b> For the purposes of this section, redevelopment means an application for approval under the Planning Act for:</p> <p><b>a.</b> the creation of one or more new lots;</p> <p><b>b.</b> the creation of one or more new dwelling units;</p> <p><b>c.</b> a change in land use; or</p> <p><b>d.</b> the construction of buildings or structures;</p> <p>and where the subject lands have or previously had one or more buildings erected thereon.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies	Section 3.11 Page 18	(Continued)	49	<p><b>3.11.2.1.12</b> For the purposes of this Section, infilling means an application for approval under the Planning Act for:</p> <p><i>a. the creation of one or more new lots;</i></p> <p><i>b. the creation of one or more new dwelling units;</i></p> <p><i>c. a change in land use; or</i></p> <p><i>d. the construction of buildings or structures;</i></p> <p><i>and where the subject lands comprise less than 2 ha and the lands have no buildings erected thereon and are located in an area having existing uses of the same or similar character as the use proposed.</i></p> <p><b>3.11.2.1.13</b> Mississauga will require tenants and purchasers to be notified when the proposed development or redevelopment is located between the NEF/NEP contours of 25 and under 30, as shown on Appendix J: 1996 NEP/2000 NEF Composite Noise Contours. Notice is also to be provided regarding the requirement for the provision for central air conditioning.</p> <p><b>3.11.2.1.14</b> Mississauga will require tenants and purchasers to be notified when the proposed development or redevelopment is located at the NEF/NEP contours of 30 and above, as shown on Appendix J: 1996 NEP/2000 NEF Composite Noise Contours. Notice is also to be provided regarding the requirement for the installation of central air conditioning.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.11, Physical Services and Utilities	Section 3.11 Page 21	Currently the Utility land use policies are combined with the general Physical Services policies which can be confusing. It is appropriate to split the Utilities policies out of this section as it is a separate designation on the specific district land use maps. Physical services are permitted in all land use designations.	50	<p>That a new section 3.12, Utilities, be added as follows:</p> <p><b>3.12 UTILITIES</b></p> <p><i>Lands designated Utility permit utility rights-of-way and larger above ground facilities.</i></p> <p><b>3.12.1 Permitted Uses</b></p> <p><b>3.12.1.1</b> <i>Above ground pumping stations, water and sewage treatment plants, piped services, electric transformer and distributing stations, electric transmission lines and cabled services, except when identified as a Provincially Significant Wetland.</i></p> <p><b>3.12.1.2</b> <i>Open Space.</i></p> <p><b>3.12.1.3</b> <i>Greenbelt.</i></p> <p><b>3.12.1.4</b> <i>Parking.</i></p> <p><b>3.12.1.5</b> <i>Outdoor storage areas will be permitted in electric power rights-of-way in Employment Districts.</i></p> <p><b>3.12.2 Policies</b></p> <p><b>3.12.2.1</b> <i>When public works not subject to the Environmental Assessment Act are planned to traverse, coincide with, or otherwise affect the Natural Areas System, an Environmental Impact Study will be required and presented to and approved by the City and the appropriate Conservation Authority. Terms of Reference are available from the City.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.11, Physical Services and Utilities	Section 3.11 Page 21	Currently the Utility Land Use Policies are combined with the general Physical Services policies which can be confusing. It is appropriate to split the Utilities policies out of this section as it is a separate designation on District Land Use Maps. Physical services are permitted in all land use designations.	51	<p>That a new Section 3.14, Physical Services, be added as follows:</p> <p><b>3.14     <i>PHYSICAL SERVICES</i></b></p> <p><i>This section sets out the policies of the City with respect to the provision of piped services, including natural gas and oil pipelines; electric power, telephone, and other cabled service, which are permitted in all Land Use Designations except Greenbelt.</i></p> <p><i>Of these services and facilities, the City provides storm sewer services. The Region provides sanitary sewer and water services, and waste management facilities which are addressed in the Region of Peel Official Plan. Natural gas and oil pipelines, electric power, telephones and other cabled services are provided by the private sector.</i></p> <p><b>3.14.1   <i>Policies</i></b></p> <p><b>3.14.1.1</b>   <i>All development will have adequate water, sanitary, and storm drainage facilities.</i></p> <p><b>3.14.1.2</b>   <i>Where possible, the existing conditions should be augmented by the re-establishment of native vegetation and the preservation of existing landforms, vegetation and drainage patterns. All efforts to this effect should be guided by the appropriate environmental agencies according to all Provincial Government, Regional Government and municipal regulations.</i></p> <p><b>3.14.1.3</b>   <i>When public works not subject to the Environmental Assessment Act are planned to traverse, coincide with, or otherwise affect the Natural Areas System, an Environmental Impact Study will be required and presented to and approved by the City and the appropriate Conservation Authority. Terms of Reference are available from the City.</i></p> <p><b>3.14.1.4</b>   <i>Electric power facilities, except for a power generating station will be permitted in any land use designation. Power generating stations will be permitted only in lands designated Industrial.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.11, Physical Services and Utilities	Section 3.11 Page 21	(Continued)	51	<p>That Section 3.11.4, be relocated to Section 3.14.2 as follows:</p> <p><b>3.14.2 Storm Sewer Services</b></p> <p><b>3.14.2.1</b> <i>Appropriate storm sewer facilities will be installed for the safety of residents, with due regard to the need to protect watercourses and associated ecosystems from any possible destructive effects of storm water runoff.</i></p> <p><b>3.14.2.2</b> <i>The sizing of storm sewer facilities will be based on the ultimate development pattern within the various drainage areas.</i></p> <p><b>3.14.2.3</b> <i>Development proposals will be subject to the recommendations of watershed studies to assess potential effects of these proposals on receiving watercourses. In addition, development will be required to implement stormwater management strategies in accordance with the most current stormwater management guidelines prepared by the City, the appropriate Conservation Authority and the Provincial Government.</i></p> <p><b>3.14.2.4</b> <i>Any Stormwater Quality/Quantity Facilities within Greenbelt lands must have regard for the viability of natural features and functions, and will be subject to naturalization efforts as a part of development.</i></p> <p><b>3.14.2.5</b> <i>Storm sewer services policies are to be read in conjunction with urban drainage policies.</i></p>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.11, Physical Services and Utilities	Section 3.11 Page 21	(Continued)	51	<p>That Section 3.11.5, be relocated to Section 3.14.3 as follows:</p> <p><b>3.14.3    <i>Natural Gas and Oil Pipelines</i></b></p> <p><b>3.14.3.1</b>    <i>The design standards used in the construction of any natural gas or oil transmission pipeline through undeveloped areas within Mississauga will take into account ultimate urbanization near or adjacent to that pipeline.</i></p> <p><b>3.14.3.2</b>    <i>Setbacks of a residence, place of work, or public assembly to an oil or gas easement or associated structure, and an appropriate building design, will be determined based on the type of pipeline, stress level of the pipeline and shall take into consideration the Guidelines for Development in the vicinity of Oil and Gas Pipeline Facilities prepared by the Technical Standards Safety Authority.</i></p> <p><b>3.14.3.3</b>    <i>Existing or new easements accommodating gas and/or oil pipelines should be incorporated into development plans as open space, walkways or bicycle paths but not be incorporated into individual lots. In some cases, in consultation with the pipeline operator, certain other uses such as vehicle parking may be considered if it forms an integral part of the development.</i></p> <p><b>3.14.3.4</b>    <i>Appendix K indicates Oil and Gas Transmission Lines.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.11, Physical Services and Utilities	Section 3.11 Page 21	(Continued)	<b>51</b>	<p>That Section 3.11.6, be relocated to Section 3.14.4 as follows:</p> <p><b>3.14.4 Local Service Power Lines, Telephone, and Other Cabled Services</b></p> <p><b>3.14.4.1</b> Local service power lines, telephone, and other cabled services will be located underground, where feasible and desirable.</p> <p><b>3.14.4.2</b> Telecommunication facilities, including buildings and related structures, satellite dishes and cellular antennas should be designed and located to minimize visual impact in high profile and sensitive areas.</p> <p><b>3.14.4.3</b> To ensure the integration of utilities in future subdivision designs, wherever feasible, services will be located in road rights-of-way. Where this standard location is not possible, the provision of utility easements will be such that:</p> <p><b>a.</b> the land use pattern of the area in which the easement is to be placed is minimally affected;</p> <p><b>b.</b> the environmental policies of this Plan are observed.</p>
Section 3.12, General Policies, Environment	Section 3.12 Page 24	Section 3.12, should be renumbered to Section 3.14, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	<b>52</b>	That Section 3.12, be renumbered to Section 3.15.
Section 3.12.2, General Policies, Environment, Natural Heritage	Section 3 Page 26	It is more appropriate for the existing Section 3.12.3.2.c, to be relocated to this section to have all the habitat related policies together.	<b>53</b>	<p>That a new Section 3.15.2.2.t, be added as follows:</p> <p><b>t.</b> Areas of fish habitat and potential fish habitat, listed in Appendix B: Areas of Fish Habitat and Potential Fish Habitat (Identified by the Provincial Government), will be protected from development. Options available for the protection of fish habitat include the use of setbacks or vegetative buffers. Setbacks and buffers will be determined by the EIS which shall conform with approved fisheries management plans.</p>
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 27	Section 3.12.3.2.a, is covered in Section 3.9, Greenbelt, and therefore, should be deleted.	<b>54</b>	<p>That Section 3.12.3.2.a, be deleted.</p> <p><del><b>a.</b> Natural Hazards are designated Greenbelt and are not suited for development or parking except as otherwise required by the City. Accordingly, through policy and programs, Mississauga will strive to balance goals of ecological restoration and hazard protection.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 27	Section 3.12.3.2.c, is covered in Section 3.9, Greenbelt, and therefore, should be deleted.	55	<p>That Section 3.12.3.2.c, be deleted.</p> <p><del>c. — Areas of fish habitat and potential fish habitat, listed in Appendix B: Areas of Fish Habitat and Potential Fish Habitat (Identified by the Provincial Government), will be protected from development. There are a number of options available for the protection of fish habitat such as the use of setbacks or vegetative buffers. Setbacks and buffers will be determined by the EIS which shall conform with approved fisheries management plans.</del></p>
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 27 and 28	Section 3.12.3.2.f, has been moved to Section 3.9, Greenbelt.	56	<p>That Section 3.12.3.2.f, be deleted.</p> <p><del>f. — The following uses will be permitted within valley and watercourse corridors subject to the satisfaction of the appropriate Conservation Authority and the City:</del></p> <ul style="list-style-type: none"> <li><del>—•— flood and/or erosion works;</del></li> <li><del>—•— facilities which by their nature must locate near water or traverse watercourses (ie. bridges, storm sewer outlets and stormwater management facilities);</del></li> <li><del>—•— passive recreation activities;</del></li> <li><del>—•— facilities, buildings, and structures existing as legal non-conforming. Reconstruction, minor additions, and maintenance of these facilities, buildings, and structures may be permitted subject to review;</del></li> <li><del>—•— accessory facilities to an adjacent land use which are of a passive, non-structural nature and do not adversely affect the ability of the floodplain to pass flood waters.</del></li> </ul>
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 28	Section 3.12.3.2.i, has been moved to Section 3.9, Greenbelt.	57	<p>That Section 3.12.3.2.i, be deleted.</p> <p><del>i. — Existing lots of record, additions and alterations to existing development will be subject to individual review at the time of application, having regard for potential environmental effects and hazards and for conformity with Conservation Authority policies.</del></p>
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 28	Section 3.12.3.2.j, has been moved to Section 3.9, Greenbelt.	58	<p>That Section 3.12.3.2.j, be deleted.</p> <p><del>j. — Development adjacent to Valley and Watercourse Corridors will be restricted within the identified hazard lands. The limit of Valley and Watercourse Corridors is determined on a site by site basis and is defined by the greater of the “Top of Bank” and/or combined influence of the stable slope/stable slope allowance, erosion allowance, and the average annual recession rate. These parameters are determined through studies completed by the proponent to the satisfaction of the City and the appropriate Conservation Authority.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 28	Section 3.12.3.2.l, has been moved to Section 3.9, Greenbelt.	<b>59</b>	That Section 3.12.3.2.l, be deleted.  <del>l. Hazard lands are not suitable for development and will not be included in the calculation of density.</del>
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 28	Section 3.12.3.2.m, has been moved to Section 3.9, Greenbelt.	<b>60</b>	That Section 3.12.3.2.m, be deleted.  <del>m. On lands adjacent to Lake Ontario, development will generally be directed to areas outside of the hazard lands.</del>
Section 3.13, General Policies, Lake Ontario Waterfront	Section 3.13 Page 33	Section 3.13, should be renumbered to Section 3.16, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	<b>61</b>	That Section 3.13, be renumbered to Section 3.16.
Section 3.14, General Policies, Transportation	Section 3.14 Page 34	Section 3.14, should be renumbered to Section 3.17, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	<b>62</b>	That Section 3.14, be renumbered to Section 3.17.
Section 3.14, General Policies, Transportation	Section 3.14 Page 34	The Transportation and Works Department requested that Section 3.14.2.1, be deleted and replaced with a policy that has been expanded to include supply, demand and technology.	<b>63</b>	That Section 3.14.2.1, be amended as follows:  <del><b>3.14.2.1</b> A more efficient use of road space will be supported and promoted through various incentives, such as the use of High Occupancy Vehicle (HOV) lanes and related incentives to encourage more ride-sharing. Other transportation demand management strategies should be developed, such as alternative work schedules, to reduce the use of transportation infrastructure during peak periods.</del>  <i><b>3.17.2.1</b> Mississauga will develop an efficient transportation network through the provision of transportation infrastructure and services, and by encouraging a greater emphasis on Transportation Demand Management (TDM) solutions and the use of new technologies which improve urban mobility.</i>
Section 3.14, General Policies, Transportation	Section 3.14 Page 34	The Transportation and Works Department requested that a new policy be added after Section 3.14.2.3, to implement objective 2.10.2.11.	<b>64</b>	That a new policy be added to Section 3.14.2 as follows:  <i><b>3.17.2.4</b> Mississauga will develop a safe transportation network through roadway and boulevard design.</i>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.14, General Policies, Transportation	Section 3.14 Page 34	The Transportation and Works Department requested that a new policy be added to implement objective 2.10.2.7.	65	That a new policy be added to Section 3.14.2, as follows:  <i>3.17.2.5 Mississauga will develop and monitor transit ridership targets.</i>
Section 3.14, General Policies, Transportation	Section 3.14 Page 34	As a result of adding 2 additional policies, Section 3.14.2.4, should be renumbered to Section 3.14.2.6.	66	That Section 3.14.2.4, be renumbered to Section 3.17.2.6.
Section 3.14 General Policies, Transportation	Section 3.14 Page 34	The Transportation and Works Department requested that Section 3.14.2.5, be relocated to Section 3.14.4.	67	That Section 3.14.2.5, be deleted.  <del>3.14.2.5 Mississauga acknowledges that where there is a transition of function and right-of-way widths at or near municipal boundaries, a suitable transition between right-of-way widths and cross-section designs will be accommodated in consultation with the municipalities involved.</del>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	Section 3.14.3.3, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.  Further, the Transportation and Works Department requested editorial changes to Section 3.14.3.3, to clarify its intent.	68	That Section 3.14.3.3, be amended and renumbered as follows:  <del>3.14.3.3</del> <i>3.17.3.3 The need to provide Accessible transit facilities and passenger amenities, specifically such as, bus bays, bus loops, bus stop platforms, and shelters, will be considered during acquired through the processing of development applications, where appropriate.</i>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested editorial changes to Section 3.14.3.4, to clarify its intent.	69	That Section 3.14.3.4, be amended and renumbered as follows:  <del>3.14.3.4</del> <i>3.17.3.4 Consideration will be given to improving Accessibility for special user groups in the is a priority for the planning and operation of transit services.</i>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested editorial changes to Section 3.14.3.6, to clarify its intent.	70	That Section 3.14.3.6, be amended and renumbered as follows:  <del>3.14.3.6</del> <i>3.17.3.6 The use of transit will be supported and promoted through transit priority measures, such as express services, new technologies, fare integration and service coordination with neighbouring transit and GTA Transit providers systems.</i>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested editorial changes to Section 3.14.3.8, to clarify its intent.	71	<p>That Section 3.14.3.8, be renumbered and amended as follows:</p> <p><del>3.14.3.8</del> <b>3.17.3.8</b> The City Centre Transit Terminal will be a key transit <del>the main</del> hub within for the City and inter-regional transit services as part of the transit network of the GTA. Transit terminals utilized by Mississauga Transit within the City are shown in Appendix L: Transit Terminals.</p>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested Section 3.14.3.9, be deleted as it is shown on Schedule 4 Road and Transit Network Long Term Concept.	72	<p>That Section 3.14.3.9, be deleted.</p> <p><del>3.14.3.9</del> Go Transit is the primary inter-regional service provider supported by a network of commuter rail and bus services.</p>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested that Section 3.14.3.11, be deleted as it is redundant and is covered in Schedule 4.	73	<p>That Section 3.14.3.11, be deleted.</p> <p><del>3.14.3.11</del> ——— Proposals for the development of a rapid transit link between the Airport and Toronto will be subject to, among other matters, a detailed review of the potential ridership demand; the proposals role in serving transit markets; interconnections with GTA Transit corridors; and funding priority relative to other GTA Transit projects.</p>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested editorial changes to Section 3.14.3.12, be deleted and replaced with another policy to clarify its intent.	74	<p>That Section 3.14.3.12, be renumbered and amended as follows:</p> <p><del>3.14.3.12</del> ——— Mississauga supports the development of an inter-regional transit terminal in the vicinity of The East Mall as part of the proposed extension of the Bloor Subway beyond Kipling Station, which will be subject to updating and review of the approved Environmental Assessment. Further extension of the subway system into Mississauga will be subject to detailed review.</p> <p><b>3.17.3.12</b> Mississauga supports an inter-regional transit hub on the Bloor-Danforth subway corridor. Relocation of the existing facilities at Islington would be subject to appropriate studies and cost sharing arrangements with relevant stakeholders. The extension of the Bloor-Danforth subway corridor into Mississauga will be subject to further studies.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested Section 3.14.3.13, be expanded to clarify its intent.	75	<p>That Section 3.14.3.13, be renumbered and amended as follows:</p> <p><del>3.14.3.13—</del> <del>Proposals for a Provincial Highway 407 Transitway should be subject to a detailed review.</del></p> <p><i>3.17.3.13 The City supports development of the Highway 407 Transitway as part of an inter-regional Bus Rapid Transit (BRT) network, subject to completion of an environmental assessment study which will examine alternative alignments and station locations within the corridor.</i></p>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested editorial changes to Section 3.14.3.14.b, to clarify its intent.	76	<p>That Section 3.14.3.14.b, be amended and renumbered to 3.17.3.14.b as follows:</p> <p><b>b.</b> <del>The Transitway, which is a proposed east-west inter-regional Rapid Transit facility, is planned</del> <i>A Bus Rapid Transit (BRT) facility is being developed in the Highway 403/Eglinton Avenue corridor to link major development areas such as the City Centre and employment areas around the Airport with Residential Districts and to connect with the GTA Transit network extending into the Region of Halton and the City of Toronto. Development of the Transitway BRT facility will be based on passenger demand and available funding with initial services and transit priority measures phased in as appropriate. Portions of the Transitway BRT alignment are protected by the Province through the Parkway Belt West Plan;</i></p>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested that Section 3.14.3.14.c, be revised to clarify its intent.	77	<p>That Section 3.14.3.14.c, be amended and renumbered to 3.17.3.14.c as follows:</p> <p><del>c. the GTAA has identified the internal development of a People Mover System which can be connected to the GTA Transit network in the Georgetown GO Transit rail corridor to the north and to the Transitway corridor at Renforth Drive. The alignment and property requirements for the connection to Renforth Drive will be subject of further study;</del></p> <p><i>c. The City of Mississauga supports the development of a transit connection between the Airport and the inter-regional BRT network;</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested that Section 3.14.3.14.d, be revised to clarify its intent.	78	<p>That Section 3.14.3.14.d, be amended and renumbered to 3.17.3.14.d as follows:</p> <p><del>d. GTA Commuter Rail Corridors providing rail service through GO Transit with a focus on efficiently serving key GTA corridors with high transit demand. This Plan also identifies existing GO Transit rail stations and the development of a new station on the Milton GO Transit line, west of Winston Churchill Boulevard.</del></p> <p><i>d. GO Transit has plans to improve commuter rail service on the Milton, Lakeshore, and Georgetown corridors. Mississauga supports giving priority to the Milton GO Rail service improvements, including a new rail station west of Tenth Line.</i></p>
Section 3.14.4, General Policies, Transportation, Roads	Section 3.14 Page 35	The Transportation and Works Department requested that a new section be added to implement the transportation objective 2.10.2.8. The other sections will be renumbered accordingly.	79	<p>That a new section be added as Section 3.14.4, which has been renumbered to Section 3.17.4, as follows:</p> <p><i>3.17.4.3 Mississauga will work with other levels of government agencies and the private sector to encourage a greater emphasis on transportation demand solutions.</i></p>
Section 3.14.4, General Policies, Transportation, Roads	Section 3.14 Page 35	The Transportation and Works Department requested that Section 3.14.2.5, be relocated to Section 3.14.4, Roads	80	<p>That Section 3.14.2.5, be amended and relocated:</p> <p><del>3.14.2.5</del> <i>3.17.4.5 Mississauga acknowledges that Where there is a change in road classification or transition of function and right-of-way widths at or near municipal boundaries, a suitable transition between right-of-way widths and cross-section designs will be accommodated location shall be determined in consultation with the municipalities involved.</i></p>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.14.4, General Policies, Transportation, Roads	Section 3.14 Page 36	The Transportation and Works Department requested that the Drew Road extension be added to Section 3.14.4.7, to identify it as a priority.	81	<p>That Section 3.14.4.7, be amended and renumbered as follows:</p> <p><del>3.14.4.7</del>   <b>3.17.4.8</b>   Road/rail grade separations may be required for various locations, to support the achievement of a safe and efficient transportation system, and to maintain an adequate level of service on the road network. The following have been <del>initially</del> identified as priority needs:</p> <p><b>a.</b>   Torbram Road and Canadian National Railway (CNR) (north);</p> <p><b>b.</b>   Torbram Road and CNR (south);</p> <p><b>c.</b>   Goreway Drive and CNR;</p> <p><b>d.</b>   <i>Drew Road Extension and CNR</i></p> <p><del>d.</del> <b>e.</b> Erindale Station Road and St. Lawrence and Hudson Railway.</p>
Section 3.14.6, General Policies, Transportation, Parking	Section 3.14 Page 39	Section 3.14.6.3, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	82	<p>That Section 3.14.6.3, be amended and renumbered as follows:</p> <p><del>3.14.6.3</del>   <b>3.17.6.3</b>   Adequate <i>and accessible</i> parking facilities will be provided for special user groups.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.14.6, General Policies, Transportation, Parking	Section 3.14 Page 39	The City Plan policy that addressed Cash-in-lieu of parking should be added into Mississauga Plan. As Mississauga reaches maturity, the focus of planning and the issues which will arise will change. As in any fast growing municipality, much of the focus has been on planning for new greenfield areas and other growth-related issues. In the future attention will shift more to redevelopment and intensification issues. As such, issues involving design and the provision of parking will be in the forefront. In many developed areas where intensification is appropriate, the provision of parking can become a barrier to an otherwise appropriate development. The cash-in-lieu policies provide a suitable alternative to on-site parking requirements that support related Corporate Policy and Procedures.	<b>83</b>	<p>That a new policy be added to Section 3.14.6, as follows:</p> <p><b>3.17.6.7</b> <i>City Council may consider receiving a cash payment-in-lieu of all, or part, of the Zoning By-law requirements for parking, having regard for the following:</i></p> <ul style="list-style-type: none"> <li><i>a. the existing parking supply in the surrounding area can accommodate the on-site parking deficiency;</i></li> <li><i>b. the presence of site constraints that prevent the provision of the required number of parking spaces;</i></li> <li><i>c. the use of the property is not considered over-development of the site.</i></li> </ul>
Section 3.14.7, General Policies, Transportation, Trucking	Section 3.14 Page 40	The Transportation and Works Department requested that Section 3.14.7.1, be revised as the second part of the policy is covered in Section 3.14.7.2.	<b>84</b>	<p>That Section 3.14.7.1, be amended as follows:</p> <p><del>3.14.7.1</del> <b>3.17.8.1</b> The movement of goods on the road network by truck will continue to be a vital element of transportation services in Mississauga. <del>Truck routes will be provided with due regard for the need to protect residential neighbourhoods from truck noise, pollutant emissions, and hazard.</del></p>
Section 3.14.7, General Policies, Transportation, Trucking	Section 3.14 Page 40	The Transportation and Works Department requested that editorial changes be made to Section 3.14.7.2.	<b>85</b>	<p>That Section 3.14.7.2, be amended and renumbered as follows:</p> <p><del>3.14.7.2</del> <b>3.17.8.2</b> <del>The following policies ensure protection of residential neighbourhoods:</del>  <i>In view of the need to protect residential neighbourhoods from truck noise, pollutant emissions, and hazards the following policies apply:</i></p> <ul style="list-style-type: none"> <li><del>a. through truck movement will be actively discouraged</del> on local and collector roadways within residential neighbourhoods, <i>will be restricted through the Traffic By-law as required;</i></li> <li><del>b. the location of</del> activities generating substantial truck traffic will be encouraged <i>to locate</i> near or adjacent to Provincial Highways and arterials.</li> </ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.14.7, General Policies, Transportation, Trucking	Section 3.14 Page 40	The Transportation and Works Department requested that an additional location be identified for improvement to the interchange at Highway 401 E/B off-ramp, west of the Etobicoke Creek.	<b>86</b>	That a new Section 3.14.7.3.e, be added and renumbered as Section 3.17.8.3.e as follows:  <i>e. Provincial Highway 401 E/B off-ramp (west of Etobicoke Creek).</i>
Section 3.14.8, General Policies, Transportation, Cycling and Walking	Section 3.14 Page 40	The Transportation and Works Department requested that Section 3.14.8, Cycling and Walking, be relocated to follow 3.14.5, Road Classification.	<b>87</b>	That Section 3.14.8 be relocated and renumbered to 3.17.6.
Section 3.14.10, General Policies, Transportation, Airport	Section 3.15 Page 42	Section 3.14.10, Airport, should be deleted as it has been relocated to Section 3.11.	<b>87</b>	That Section 3.14.10, be deleted.
Section 3.15, General Policies, Urban Design	Section 3.15 Page 45	Section 3.15, should be renumbered to Section 3.18, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	<b>89</b>	That Section 3.15, be renumbered to Section 3.18.
Section 3.15.6, General Policies, Urban Design Policies, Pedestrian Activity	Section 3.15 Page 48	Section 3.15.6.1, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	<b>90</b>	That Section 3.15.6.1, be amended and renumbered as follows:  <del>3.15.6.1</del> <b>3.18.6.1</b> The design of buildings, spaces and streetscapes will ensure pedestrian amenity, climatic comfort and safety in all publicly accessible spaces and will encourage active use of the sidewalks and public spaces <i>for all, including those with disabilities</i> .
Section 3.15.6, General Policies, Urban Design Policies, Pedestrian Activity	Section 3.15 Page 48	Section 3.15.6.4, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	<b>91</b>	That Section 3.15.6.4, be amended and renumbered as follows:  <del>3.15.6.4</del> <b>3.18.6.4</b> An attractive and comfortable environment for pedestrians <i>including those with disabilities</i> will be created through the use of landscaping, the screening of unattractive views, protection from the elements, as well as the buffering of parking, loading and storage areas.
Section 3.15.6, General Policies, Urban Design Policies, Pedestrian Activity	Section 3.15 Page 48	Section 3.15.6.5, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	<b>92</b>	That Section 3.15.6.5, be amended and renumbered as follows:  <del>3.15.6.5</del> <b>3.18.6.5</b> Where buildings and structures are separated from roadways by parking lots, efforts to upgrade pedestrian access <i>for all, including those with disabilities</i> to buildings through landscaping, site design and the development of street-related frontages are encouraged.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.15.6, General Policies, Urban Design Policies, Pedestrian Activity	Section 3.15 Page 48	Section 3.15.6.6, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	93	That Section 3.15.6.6, be amended and renumbered as follows:  <del>3.15.6.6</del> <b>3.18.6.6</b> Residential areas will be planned to preserve privacy and comfort and will provide easy and safe pedestrian access <i>for all, including those with disabilities</i> to commercial and community facilities.
Section 3.15.13, General Policies, Urban Design Policies, Accessibility	Section 3.15 Page 52	A new subsection should be added to the Urban Design Section to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	94	That a new Section 3.18.13, be added as follows:  <b>3.18.13 Accessibility</b>  <b>3.18.13.1</b> <i>The design of the physical and built environment should have regard for accessibility for those with disabilities.</i>  <b>3.18.13.2</b> <i>The physical and built environment should be designed in such a manner that it is accessible to all, including those with disabilities, and should have regard for universal principles, where appropriate.</i>
Section 3.15.13, General Policies, Urban Design Policies, Accessibility	Section 3.15 Page 52	The existing Section 3.15.13, should be renumbered to Section 3.18.14.	95	That Section 3.15.13, be renumbered to Section 3.18.14.
Section 3.16, General Policies, Community Uses	Section 3 Page 53	Section 3.16, should be renumbered to Section 3.19, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	96	That Section 3.16, be renumbered to Section 3.19.
Section 3.16, General Policies, Community Uses	Section 3 Page 53	Section 3.16.1.1, is covered in Section 2.5.1.1	97	That Section 3.16.1.1, be deleted.  <del>3.16.1.1</del> Mississauga will have an appropriate level of facilities and services such as recreation, education, religious, spiritual, cultural, and emergency services and facilities.
Section 3.16, General Policies, Community Uses	Section 3 Page 53	Section 3.16.1.4, should be a policy, and therefore, relocated to Section 3.16.2, Policies.	98	That Section 3.16.1.4, be deleted.  <del>3.16.1.4</del> Community uses generally occupy small sites on arterial or collector roads along transit routes and serve immediate or surrounding District needs.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.16.2, General Policies, Community Uses, Policies	Section 3 Page 53	Whereas, Section 3.16.2.1, permits community uses in all land use designations and Greenbelt lands do not permit development, this section should be revised to not include Greenbelt lands. It should also be renumbered appropriately.	99	That Section 3.16.2.1, be renumbered and amended as follows:  <del>3.16.2.1</del> <b>3.19.2.1</b> Community uses are permitted in all land use designations, <i>except Greenbelt</i> . Notwithstanding the forgoing, development, infilling and redevelopment for public and private schools, day care facilities, hospitals, <del>nursing homes</del> will not be permitted as a principal or accessory use within the LBPIA Operating Area except for those parts of the East Credit, Malton and Meadowvale Village Districts within the LBPIA Operating Area below the 35 NEF/NEP noise contour, subject to the aircraft noise policies of this Plan.
Section 3.16.2, General Policies, Community Uses, Policies	Section 3 Page 53	It is appropriate to limit accessory uses in conjunction with permitted community uses.	100	That a new Section 3.19.2.2, be added as follows:  <b>3.19.2.2</b> <i>Accessory uses will be permitted and should generally be limited to a maximum of 20% of the total Gross Floor Area (GFA).</i>
Section 3.16.2, General Policies, Community Uses, Policies	Section 3.16 Page 53	A policy should be added permitting accessory uses associated with Community Uses to be consistent with other sections of Mississauga Plan.	101	That a new section 3.19.2.3, be added as follows:  <b>3.19.2.3</b> <i>Accessory uses should be on the same lot, clearly subordinate to and directly related to the functioning of the permitted use.</i>
Section 3.16.2, General Policies, Community Uses, Policies	Section 3.16 Page 53	The existing Section 3.16.1.4, should be moved from the “Introduction” to the “Policies” section of Community Uses.	102	That a new Section 3.19.2.7, be added as follows:  <b>3.19.2.7</b> <i>Community uses generally occupy small sites on arterial or collector roads along transit routes and serve immediate or surrounding District needs.</i>
Section 3.17, General Policies, Heritage Resources	Section 3.17 Page 55	Section 3.17, should be renumbered to Section 3.20, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	103	That Section 3.17, be renumbered to Section 3.20.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies, Schedule 3, Environmental Area	Schedule 3	The Transportation and Works Department requested a number of revisions to Schedule 3: Environmental Areas.	104	<p>That Schedule 3: Environmental Areas, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise North-South Arterial Road alignment;</li><li>2. Add illustration of Ninth Line as Arterial south of Eglinton Avenue West to Dundas Street West, Town of Oakville border;</li><li>3. Update current Airport Terminal configuration (new Terminal 1).</li></ol>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Schedule 3: Environmental Areas			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies, Schedule 4, Road and Transit Network Long Term Concept	Schedule 4	The Transportation and Works Department requested a number of revisions to Schedule 4: Road and Transit Network Long Term Concept.	105	<p>That Schedule 4: Road and Transit Network Long Term Concept, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise the Argentia Road Major Collector realignment west of Tenth Line West;</li><li>2. Delete the Meadowpine Boulevard extension Major Collector from Meadowvale Boulevard to Mississauga Road;</li><li>3. Add illustration of Ninth Line as Arterial south of Eglinton Avenue West to Dundas Street West, Town of Oakville border;</li><li>4. Revise ramps at Hurontario Street and Highway 401;</li><li>5. Add Future Major Collector conceptual Britannia Road East link to Abilene Drive from Tomken Road to Kennedy Road;</li><li>6. Add Confederation Parkway ramp changes in City Centre (BRT alignment);</li><li>7. Revise MTO Highway 401 westbound off-ramp east of Dixie Road;</li><li>8. Relocate Ridgeway Transitway Station to east side of Ridgeway Drive;</li><li>9. Revise North-South Arterial Road alignment;</li><li>10. Update current Airport Terminal configuration (new Terminal 1);</li><li>11. Delete "(conceptual)" after "Future Arterial" in legend;</li><li>12. Add "Future Major Collector (conceptual)" in legend;</li><li>13. Revise "Transitway" and" Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station";</li><li>14. Revise "GTA Transit Airport Connections" in legend to "Transit Airport Connections";</li><li>15. Add Note: "The Britannia Road East link to Abilene Drive is conceptual and is subject to further study";</li></ol>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies, Schedule 4, Road and Transit Network Long Term Concept	Schedule 4	(continued)	105	16. Add Note: "Roads shown on the map are not all under Mississauga jurisdiction";  17. Delete Mavis Road Transitway Station;  18. Revise Transitway alignment in City Centre area.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Schedule 4: Road and Transit Network Long Term Concept			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies, Schedule 5, Designated Rights-Of-Way	Schedule 5	The Transportation and Works Department requested a number of revisions to Schedule 5: Designated Rights-Of-Way Widths.	106	<p>That Schedule 5: Designated Rights-Of-Way Widths, be amended as follows:</p> <ol style="list-style-type: none"><li>Revise the Argentia Road realignment west of Tenth Line West;</li><li>Delete the Meadowpine Boulevard extension 30 m ROW Width from Meadowvale Boulevard to Mississauga Road;</li><li>Add illustration of Ninth Line as 35 m ROW Width south of Eglinton Avenue West to Dundas Street West, Town of Oakville border;</li><li>Revise ramps at Hurontario Street and Highway 401;</li><li>Add 26 m ROW Width conceptual Britannia Road East link to Abilene Drive from Tomken Road to Kennedy Road;</li><li>Add Confederation Parkway ramp changes in City Centre (BRT alignment);</li><li>Revise MTO Highway 401 westbound off-ramp east of Dixie Road;</li><li>Revise North-South Arterial Road 36 m and 30 m ROW Width alignment;</li><li>Revise Dundas Street West ROW Width between Ninth Line and Highway 403 from 35 m to 42 m and add to legend;</li><li>Revise Centre View Drive ROW Width between Station Road and Rathburn Road West from 30 m to 30 m-50 m and add to legend;</li><li>Revise Centre View Drive ROW Width between western boundary of City Centre District and Station Road from 30 m to 50 m;</li><li>Revise Rathburn Road West ROW Width between Station Road and Centre View Drive from 40 m to 55 m and add to legend;</li></ol>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies, Schedule 5, Designated Rights-Of-Way	Schedule 5	(Continued)	106	13. Update current Airport Terminal configuration (new Terminal 1);  14. Add Note: "Designated Right-of-Way Widths" shown on the map are not all under Mississauga jurisdiction.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Schedule 5: Designated Right-of-Way Widths			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4, District Policies, Schedule 6, Planning Districts	Schedule 6	The Transportation and Works Department requested revisions to Schedule 6: Planning Districts.	107	That Schedule 6: Planning Districts, be amended as follows:  1. Revise North-South Arterial Road alignment;  2. Add illustration of Ninth Line as Arterial south of Eglinton Avenue West to Dundas Street West, Town of Oakville border;  3. Update current Airport Terminal configuration (new Terminal 1).
Section 4, District Policies, Schedule 6, Planning Districts	Schedule 6	Upon further review, it is appropriate to amend Schedule 6: Planning Districts, and to add the Airport lands to the Northeast Employment District.	108	That Schedule 6: Planning Districts, be amended as follows:  4. Add Airport Area to the Northeast Employment District.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Schedule 6: Planning Districts			

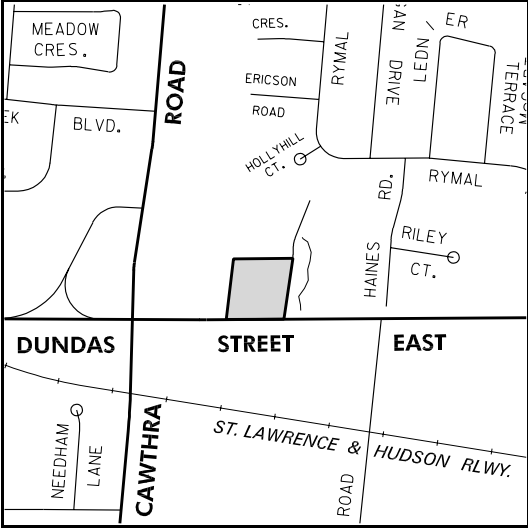
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.2.4, District Policies, Airport Corporate, Land Use	Section 4.2 Page 4	As the Airport Corporate District is located entirely within a node this section can be deleted as the Business Employment provisions are covered by the City Centre and Nodes policies.	109	<p>That Section 4.2.4.1, be deleted.</p> <p><del>4.2.4.1 — Business Employment</del></p> <p><del>Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</del></p> <p><del>a. — motor vehicle body repair facilities.</del></p>

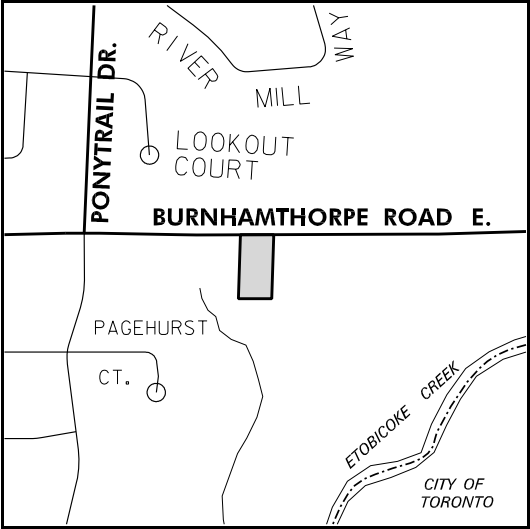


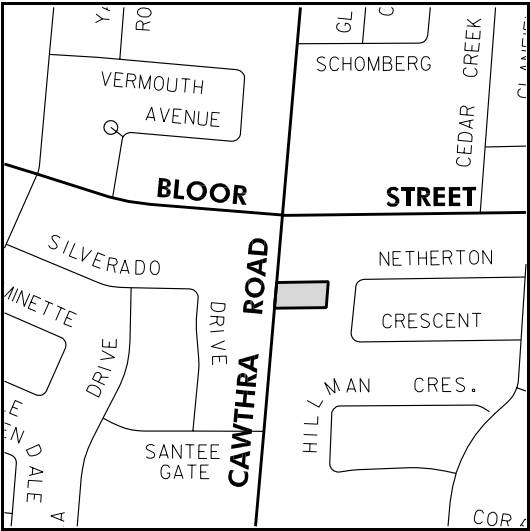
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.2, District Policies, Airport Corporate District Policies, Airport Corporate District Land Use Map	Airport Corporate District Land Use Map	The Transportation and Works Department requested a number of editorial changes to the Airport Corporate District Land Use Map.	110	<p>That the Airport District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise North-South Arterial Road alignment;</li><li>2. Revise MTO Highway 401 westbound off-ramp east of Dixie Road;</li><li>3. Update current Airport Terminal configuration (new Terminal 1);</li><li>4. Delete "(conceptual)" after "Future Arterial" in legend;</li><li>5. Revise "GTA Transit Airport Connections" in legend to "Transit Airport Connections";</li><li>6. Revise "Transitway" and " Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".</li></ol>
Section 4.2, District Policies, Airport Corporate District Policies, Airport Corporate District Land Use Map	Airport Corporate District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	111	<p>That the Airport District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"><li>7. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.</li></ol>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Airport Corporate District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.3.4, District Policies, Applewood, Land Use	Section 4.3 Page 5	The reference to low-rise is not required as the height is capped at 4-storeys.	112	<p>That Section 4.3.4.1.4, be amended as follows:</p> <p><b>4.3.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits townhouse dwellings, all forms of horizontal multiple dwellings, and <del>low-rise</del> apartments, at a Floor Space Index (FSI) of 0.4-0.9. Building height should not exceed 4-storeys.</p>
Section 4.3.4, District Policies, Applewood, Land Use	Section 4.3 Page 5	The Comprehensive Zoning By-law Review identified that, the Floor Space Index (FSI) range should be adjusted to reflect the existing zoning and development.	113	<p>That Section 4.3.4.1.5, be amended as follows:</p> <p><b>4.3.4.1.5 Residential High Density I</b></p> <p>The Residential High Density I designation permits apartment dwellings at a Floor Space Index (FSI) of 0.5-<del>±0</del> 1.2.</p>
Section 4.3.4, District Policies, Applewood, Land Use	Section 4.3 Page 5	The Comprehensive Zoning By-law Review identified that, the Floor Space Index (FSI) range should be adjusted to reflect the existing zoning and development.	114	<p>That Section 4.3.4.1.6, be amended as follows:</p> <p><b>4.3.4.1.6 Residential High Density II</b></p> <p>The Residential High Density II designation permits apartment dwellings at a Floor Space Index (FSI) of <del>±0</del> 1.2-1.5.</p>
Section 4.3.4, District Policies, Applewood, Land Use	Section 4.3 Page 6	The term “car dealership” should be deleted and replaced “motor vehicle sales” to be consistent with the rest of Mississauga Plan.	115	<p>That Section 4.3.4.3.1, be amended as follows:</p> <p><b>4.3.4.3.1 General Commercial</b></p> <p>a. Notwithstanding the General Commercial policies of this Plan, <del>car dealerships</del> <i>motor vehicle sales</i> will not be permitted on the lands located at the northwest corner of Bloor Street and Runningbrook Drive.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.3.6, District Policies, Applewood, Special Sites	Section 4.3 Page 10	Section 4.3.6.6, Site 5, should be amended by designating the site Office and permitting apartment dwellings in accordance with the Residential High Density I designation to eliminate the split designation.	116	<p>That Section 4.3.6.6, Special Site 5, be amended as follows:</p> <p><b>4.3.6.6                      Site 5</b></p> <div></div> <p>The lands identified as Special Site 5 are located on the north side of Dundas Street East, east of Cawthra Road.</p> <p>Notwithstanding the provisions of the Office <del>and/or Residential High Density I</del> designations, <i>apartment dwellings in accordance with the Residential High Density I designation, will also be permitted and</i> the following additional policies will apply:</p> <ul style="list-style-type: none"><li>a. the extension of the existing cemetery is also permitted on the westerly portion of these lands;</li><li>b. approval for development will be subject to approval of a tree survey submission which demonstrates appropriate tree preservation measures.</li></ul>

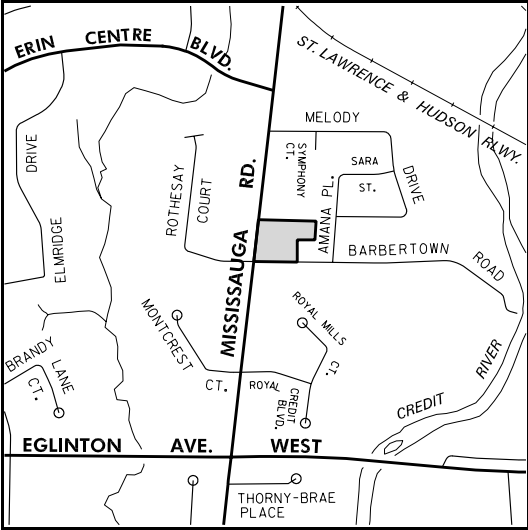
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.3.6, District Policies, Applewood, Special Sites	Section 4.3 Page 12	A new Special Site should be added to recognize the existing zoning which permits a veterinary clinic in a detached dwelling.	117	<p>That a new Special Site be added to the Applewood District Policies as follows:</p> <p><b>4.3.6.11                      Site 10</b></p> <div></div> <p><i>The lands identified as Special Site 10 are located on the south side of Burnhamthorpe Road East, east of Ponytrail Drive.</i></p> <p><i>Notwithstanding the provisions of the Greenbelt designation,, a veterinary clinic will also be permitted.</i></p>

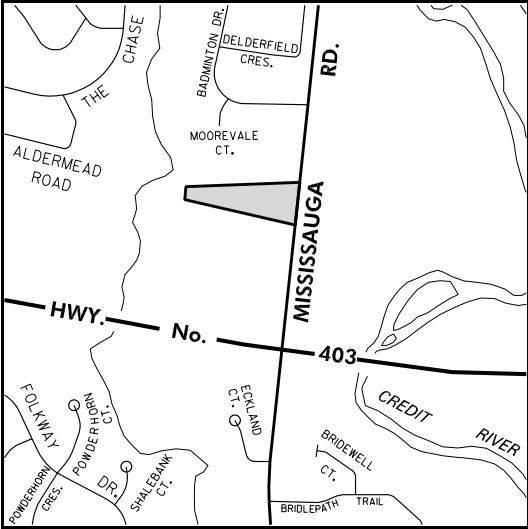
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.3.6, District Policies, Applewood, Special Sites	Section 4.3 Page 12	A new Special Site should be added to recognize the existing zoning which permits a detached dwelling or office for a maximum of 3 non-resident physicians, dentists and drugless practitioners.	118	<div><div><p>That a new Special Site be added to the Applewood District Policies as follows:</p><p><b>4.3.6.12                      Site 11</b></p></div><div><p><i>The lands identified as Special Site 11 are located on the east side of Cawthra Road, south of Bloor Street.</i></p><p><i>Notwithstanding the provisions of the Residential Low Density II designation,, only a detached dwelling or an office for a maximum of three (3) non-resident physicians, dentists and drugless practitioners will be permitted.</i></p></div></div>


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.3, District Policies, Applewood District, Applewood District Land Use Map	Applewood District Land Use Map	The lands identified as Special Site 5 should be redesignated to Office to eliminate the split designation.	119	That the Applewood District Land Use Map, be amended as follows:  1. Redesignate the lands located north of Dundas Street East, east of Cawthra Road the lands identified by Special Site 5, from "Office" and "Residential High Density II" to "Office".
Section 4.3, District Policies, Applewood District, Applewood District Land Use Map	Applewood District Land Use Map	As a result of revising the General Commercial policies to only permit motor vehicle uses in Employment Districts but not in Nodes, the site located at the north-west corner of Dundas Street East and Dixie Road should be redesignated from General Commercial to Motor Vehicle Commercial to be consistent with the existing zoning and development.	120	That the Applewood District Land Use Map, be amended as follows:  2. Redesignate the lands located at the north-west corner of Dundas Street East and Dixie Road, from "General Commercial" to "Motor Vehicle Commercial".
Section 4.3, District Policies, Applewood District, Applewood District Land Use Map	Applewood District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	121	That the Applewood District Land Use Map, be amended as follows:  3. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

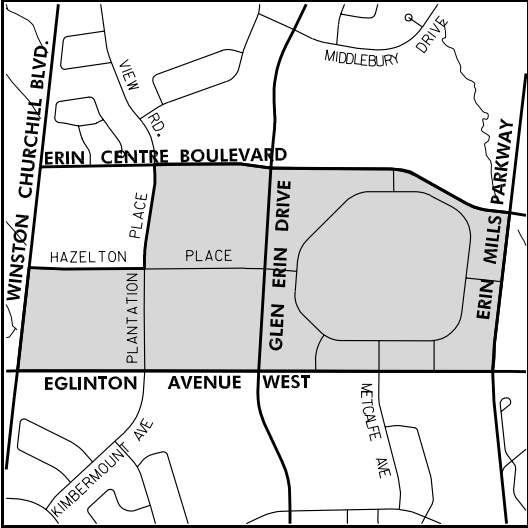
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Applewood District Land Use Map			



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4.3, District Policies, Central Erin Mills District Policies, Land Use Policies	Section 4.4 Page 4	Section 4.4.3.1.3, should be amended to permit all forms of horizontal dwellings to be consistent with other sections of Mississauga Plan.	122	<p>That Section 4.4.3.1.3, be amended as follows:</p> <p><b>4.4.3.1.3 Residential Medium Density I</b></p> <p>The Residential Medium Density I designation permits detached, semi-detached, <del>townhouse</del> <i>horizontal multiple</i> dwellings or any combination of these dwelling units, within a density range of 27-57 units per net residential hectare. <del>All forms of horizontal dwellings will also be permitted within this density range.</del></p>
Section 4.4.5, District Policies, Central Erin Mills District Policies, Special Sites	Section 4.4 Page 6	Section 4.4.5.2, Special Site 1, should be deleted as it is covered in the heritage policies.	123	<p>That Section 4.4.5.2, be deleted.</p> <p><del>4.4.5.2 Site 1</del></p> <div></div> <p><del>The lands identified as Special Site 1 are located on the northeast corner of Mississauga Road and Barbertown Road and are known as the Barber House. The Barber House has been designated under the <i>Ontario Heritage Act</i> since 1982.</del></p> <p><del>Notwithstanding the provisions of the General Commercial designation, this site will be subject to the following policies:</del></p> <ul style="list-style-type: none"><li><del>a. renovations will have regard for the preservation of the significant architectural features and not detract or destroy any of the heritage features or architectural elements;</del></li><li><del>b. the design and height of any addition should be in keeping with the existing building.</del></li></ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4.5, District Policies, Central Erin Mills District Policies, Special Sites	Section 4.4 Page 6	Section 4.4.5.3, Special Site 2, should be deleted as the lands have been developed for retirement dwellings which are permitted in the Residential Low and Medium Density categories.	124	<p>That Section 4.4.5.3, be deleted.</p> <p><del>4.4.5.3</del> — <del>Site 2</del></p>  <p>The lands identified as Special Site 2 are located on west side of Mississauga Road, north of Provincial Highway 403.</p> <p>A convent is permitted on the site.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4.5, District Policies, Central Erin Mills District Policies, Special Sites	Section 4.4 Page 7	Section 4.4.5.4, Special Site 3, to permit townhouses should be deleted as the lands where the townhouses are located are being redesignated to Residential Medium Density I.	125	<div><p>That Section 4.4.5.4, be deleted.</p><p><del>4.4.5.4</del> — <del>Site 3</del></p><p>The lands identified as <del>Special Site 3</del> are bounded by Erin Centre Boulevard, Plantation Place, Hazelton Place and Winston Churchill Boulevard.</p><p>Notwithstanding the provisions of the Residential High Density II designation on these lands, the following additional policy will apply:</p><p><del>a. townhouses will be permitted on approximately 2 ha at the southwest corner of Erin Centre Boulevard and Plantation Place.</del></p></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4.5, District Policies, Central Erin Mills District Policies, Special Sites	Section 4.4 Page 7	Section 4.4.3.5.b, Special Site 4, should be deleted as the requirement for a concept plan is covered under Section 5, Implementation.	126	<p>That Section 4.4.5.5, Site 4, be amended as follows:</p> <p><b>4.4.5.5                      Site 4</b></p> <div><p>The map shows a rectangular area labeled 'Site 4' in the center. The area is bounded by several streets: Erin Centre Boulevard to the north, Hazelton Place to the west, Plantation Place to the east, and Eglinton Avenue West to the south. To the west of the site is Winston Churchill Blvd, and to the east is Glen Erin Drive. Further east is Erin Mills Parkway. To the south of Eglinton Avenue West is Metcalf Ave. The site is shaded in light gray.</p></div> <p>The lands identified as Special Site 4 are bounded by Erin Centre Boulevard, Plantation Place, Hazelton Place, Winston Churchill Boulevard, Eglinton Avenue West and Erin Mills Parkway.</p> <p>Notwithstanding the General Commercial designation, <i>Residential High Density II uses will be permitted. on these lands, the following additional policies will apply:</i></p> <p><del>a. Residential High Density II uses will be permitted;</del></p> <p><del>b. a concept plan will be required as part of a development application, which will address among other aspects, the following:</del></p> <ul style="list-style-type: none"><li><del>• major land use components of the subject lands;</del></li><li><del>• circulation, including pedestrian, vehicular and transit;</del></li><li><del>• engineering services;</del></li><li><del>• development controls, including urban design, landscaping features, provision of parking facilities, accessibility and open space;</del></li><li><del>• compatible architectural design.</del></li></ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	With respect to the lands located on the south side of Eglinton Avenue West, east side of Winston Churchill Boulevard, the 8-storey apartment building and the 7-storey retirement building should be redesignated from Residential High Density I to Residential High Density II and the townhouse dwellings on the site should be redesignated to Residential Medium Density I to reflect existing development.	<b>127</b>	That the Central Erin Mills District Land Use Map, be amended as follows:  1. Redesignate the lands on the south side of Eglinton Avenue West, east side of Winston Churchill Boulevard, the 8-storey apartment building and the 7-storey retirement building, from "Residential High Density I" to "Residential High Density II";  2. Redesignate the lands on the south side of Eglinton Avenue West, east side of Winston Churchill Boulevard, the townhouse dwellings on the site, from "Residential High Density I" to "Residential Medium Density I".
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	The lands identified for townhouse dwellings in Special Site 3, should now be identified as Medium Density I on the District Land Use Map to reflect existing development.	<b>128</b>	That the Central Erin Mills District Land Use Map, be amended as follows:  3. Redesignate the lands (approximately 2 hectares) at the southwest corner of Erin Centre Boulevard and Plantation Place from "Residential High Density II" to "Medium Density I".
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east side of Erin Mills Parkway, north of Eglinton Avenue West are used for access to the Erin Mills Town Centre and currently designated Greenbelt. The lands are owned and maintained by the City of Mississauga and, therefore, should have no land use designation.	<b>129</b>	That the Central Erin Mills District Land Use Map, be amended as follows:  4. Delete the "Greenbelt" designation on the lands located on the east side of Erin Mills Parkway, north of Eglinton Avenue West that are used for road access into the Erin Mills Town Centre. The node boundary should be adjusted to include these lands.
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located north of Carlson Court, south of Termini Terrace should be redesignated from Greenbelt to Public Open Space as the lands are part of the adjacent park and are not consistent with the requirements in the Greenbelt policies or Greenbelt Zoning.	<b>130</b>	That the Central Erin Mills District Land Use Map, be amended as follows:  5. Redesignate the lands located north of Carlson Court, south of Termini Terrace from "Greenbelt" to "Public Open Space".
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	The Transportation and Works Department requested that reference to the "Transitway" and "Transitway Station" be replaced with "Bus Rapid Transit" and "Bus Rapid Transit Station".	<b>131</b>	That the Central Erin Mills District Land Use Map, be amended as follows:  6. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	132	That the Central Erin Mills District Land Use Map, be amended as follows:  7. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

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SEE Central Erin Mills District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.5, District Policies, Churchill Meadows District Policies, Development Concept	Section 4.5 Page 4	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	133	That Section 4.5.2.d, be amended as follows:  <b>d.</b> proximity to Provincial Highway 403, Provincial Highway 407 and the <del>Mississauga Transitway</del> <i>Bus Rapid Transit facility</i> ;
Section 4.5, District Policies, Churchill Meadows District Policies, Land Use	Section 4.5 Page 8	Section 4.5.4.1.4, should be revised to be consistent with other sections of Mississauga Plan.	134	That Section 4.5.4.1.4, be amended as follows:  <b>4.5.4.1.4 Residential High Density I</b>  The Residential High Density I designation permits <del>back-to-back townhouses dwellings, stacked townhouses and medium-rise</del> <i>horizontal multiple dwellings and</i> apartment buildings at a density range of 45-138 units per net residential hectare with a maximum height of 8-storeys.
Section 4.5, District Policies, Churchill Meadows District Policies, Land Use	Section 4.5 Page 8	Section 4.5.4.2.2, should be deleted as it is covered under Section 3.3.1, Business Employment, Permitted Uses.	135	That Section 4.5.4.2.2, be deleted.  <del><b>4.5.4.2.2</b> Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</del>  <del><b>a.</b> motor vehicle body repair facilities;</del>  <del><b>b.</b> motor vehicle repair garages.</del>
Section 4.5, District Policies, Churchill Meadows District Policies, Land Use	Section 4.5 Page 8	As the location for elementary schools in the Churchill Meadows Planning District have been determined Section 4.5.4.4, is redundant.	136	That Section 4.5.4.4, be deleted.  <del><b>4.5.4.4 Schools</b></del>  <del>Elementary schools should be near parkland with access to the Multi-Use Recreational Trail System.</del>
Section 4.5.5.1, District Policies, Churchill Meadows District Policies, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.5 Page 9	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	137	That Section 4.5.5.1, Table 1, Basic Road Characteristics, be amended as follows:  1. Add Ninth Line as 35 m ROW Width south of Eglinton Avenue West to Dundas Street West, Town of Oakville border.

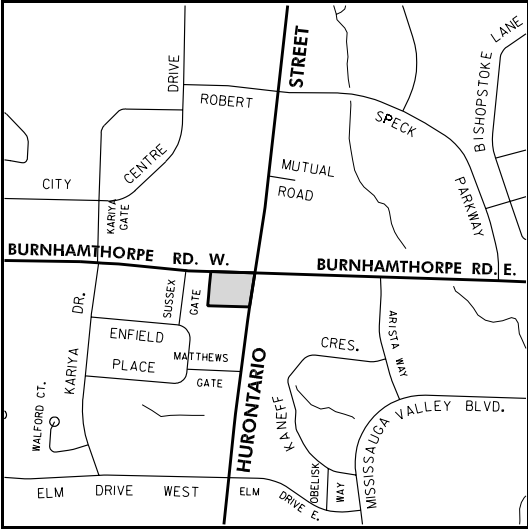


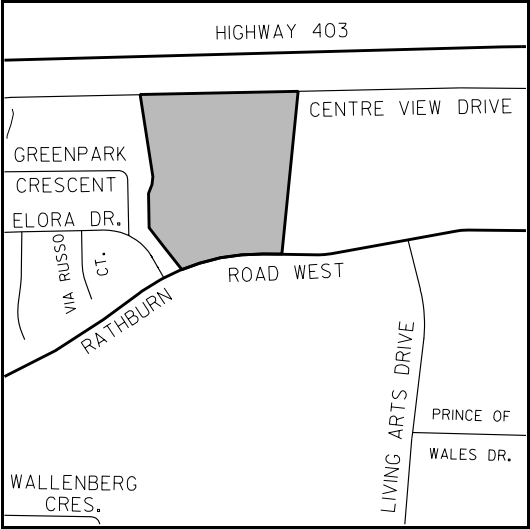
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.5, District Policies, Churchill Meadows District Policies, Special Site Policies	Section 4.5 Page 11	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	<b>138</b>	That Section 4.5.7.2.a, Site 1, be amended as follows:  a. the physical integration of the <del>Transitway</del> <i>Bus Rapid Transit (BRT) facility</i> with adjacent development will be encouraged;
Section 4.5, District Policies, Churchill Meadows District Policies, Special Site Policies	Section 4.5 Page 11	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	<b>139</b>	That Section 4.5.7.3.2.a, Area 2A, Site 2, be amended as follows:  a. the physical integration of the <del>Transitway</del> <i>Bus Rapid Transit (BRT) facility</i> with adjacent development will be encouraged.
Section 4.5, District Policies, Churchill Meadows District Policies, District Land Use Map	Churchill Meadows District Land Use Map	The lands currently designated Residential Medium Density I on the north side of Workman Drive, east of Long Valley Road should be redesignated to Residential Low Density II as the current zoning only permits detached dwellings.	<b>140</b>	That the Churchill Meadows District Land Use Map, be amended as follows:  1. Redesignate the lands on the north side of Workman Drive, east of Long Valley Road from "Residential Medium Density I" to "Residential Low Density II".
Section 4.5, District Policies, Churchill Meadows District Policies, District Land Use Map	Churchill Meadows District Land Use Map	The lands currently designated Residential Medium Density I on the north side of Eglinton Avenue West, west of Long Valley Road should be redesignated to Residential Low Density II as the current zoning only permits detached dwellings.	<b>141</b>	That the Churchill Meadows District Land Use Map, be amended as follows:  2. Redesignate the lands on the north side of Eglinton Avenue West, west of Long Valley Road from "Residential Medium Density I" to "Residential Low Density II".
Section 4.5, District Policies, Churchill Meadows District Policies, District Land Use Map	Churchill Meadows District Land Use Map	The Transportation and Works Department requested that reference to the “Transitway” and “Transitway Station” be replaced with “Bus Rapid Transit” and “Bus Rapid Transit Station”.	<b>142</b>	That the Churchill Meadows District Land Use Map, be amended as follows:  3. Add Ninth Line as an Arterial Road south of Eglinton Avenue West to Dundas Street West;  4. Relocate the Ridgeway Transitway Station to the east side of Ridgeway Drive;  5. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.5, District Policies, Churchill Meadows District Policies, District Land Use Map	Churchill Meadows District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>143</b>	That the Churchill Meadows District Land Use Map, be amended as follows:  6. Revise "Open Space" to "Public Open Space" in Land Use Designations legend;.

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SEE Churchill Meadows District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.6, District Policies, City Centre District Policies, Development Concept, Development Objectives	Section 4.6 Page 4	A new Section 4.6.2.2.n, should be added to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	144	That a new Section 4.6.2.2.n, be added as follows:  <i>n. Encourage pedestrian related development that is accessible to all, including those with disabilities.</i>
Section 4.6, District Policies, City Centre District Policies,	Section 4.6 Page 4	The 8 <sup>th</sup> bullet of Section 4.6.3.2.1.a, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	145	That the 8 <sup>th</sup> bullet of Section 4.6.3.1.a, be amended as follows:  • promote a balance of vehicular traffic and pedestrian priorities with features and amenities critical to pedestrian comfort, convenience and safety <i>for all, including those with disabilities</i> ;
Section 4.6, District Policies, City Centre District Policies,	Section 4.6 Page 5	The 2 <sup>nd</sup> bullet in Section 4.6.3.2.1.a, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	146	That the 2 <sup>nd</sup> bullet of Section 4.6.3.2.1.a, be amended as follows:  • promote pedestrian amenity, comfort, convenience and safety <i>for all, including those with disabilities</i> ;
Section 4.6, District Policies, City Centre District Policies,	Section 4.6 Page 6	The 8 <sup>th</sup> bullet in Section 4.6.3.2.2.d, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	147	That the 8 <sup>th</sup> bullet in Section 4.6.3.2.2.d, be amended as follows:  • <del>access for the physically challenged</del> <i>access for all, including those with disabilities</i> , to and from building entrances and the public sidewalk, parking areas, and open spaces.
Section 4.6, District Policies, City Centre District Policies,	Section 4.6 Page 7	The 3 <sup>rd</sup> bullet in Section 4.6.3.2.2.g, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	148	That the 3 <sup>rd</sup> bullet in Section 4.6.3.2.2.g, be amended as follows:  • <i>clear</i> identification of the site address <i>for all, including those with disabilities</i> .
Section 4.6, District Policies, City Centre District Policies, Mixed Use, Permitted Uses	Section 4.6 Page 20	This section should delete reference to “recreational” as recreational facilities are considered a community use.  Further, reference to “park” should be deleted as it is permitted under open space.	149	That Section 4.6.4.1.1.g, be amended as follows:  <i>g. Community and recreational facilities, and park and open space.</i>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.6.5.1, District Policies, City Centre District Policies, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.6 Page 20	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	150	<p>That Section 4.6.5.1, Table 1, Basic Road Characteristics, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise Centre View Drive ROW Width between Station Road and Rathburn Road West from 30 m to 30 m-50 m;</li><li>2. Revise Centre View Drive ROW Width between western boundary of City Centre District and Station Road from 30 m to 50 m;</li><li>3. Revise Rathburn Road West ROW Width between Station Road and Centre View Drive from 40 m to 55 m;</li></ol>
Section 4.6, District Policies, City Centre District Policies, Transportation	Section 4.6 Page 22	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	151	<p>That Section 4.6.5.2.4, 2<sup>nd</sup> and 3<sup>rd</sup> paragraphs, be amended as follows:</p> <p>As part of the proposed Mississauga <del>Transitway</del> <i>Bus Rapid Transit (BRT) facility</i>, the existing transit terminal may be expanded to serve future development growth and to connect with the <del>Transitway</del> <i>BRT facility</i>. In the long term, an additional <del>transitway</del> <i>BRT</i> station is also proposed near Hurontario Street, between Rathburn Road West and Provincial Highway 403.</p> <p>Transit facilities will be designed to accommodate the City-wide transit network; an internal transit service operating on the perimeter roadway around Square One; the east-west <del>Transitway</del> <i>BRT facility</i> in the Provincial Highway 403 corridor, inter-urban transit systems; and the pedestrian system linking office concentrations, Square One and cultural activities.</p>

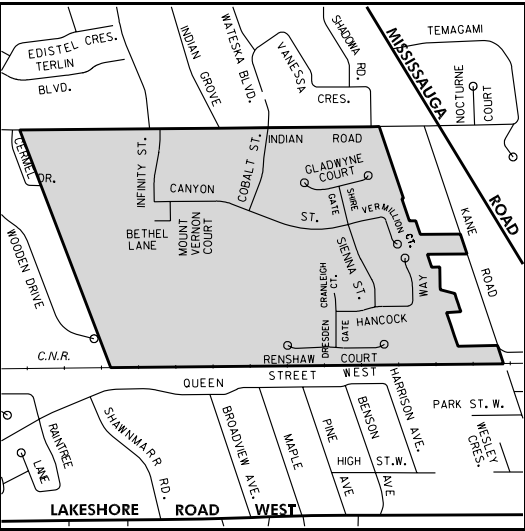
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.6, District Policies, City Centre District Policies, Special Site Policies	Section 4.6 Page 25	Special Site 4 should be reformatted to be consistent with other Special Sites in Mississauga Plan.	152	<p>That Section 4.6.7.5, be amended as follows:</p> <p><b>4.6.7.5                      Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are located at the southwest corner of Burnhamthorpe Road West and Hurontario Street.</p> <p>Notwithstanding the provisions of the Mixed Use designation, <del>the following additional policy will apply:</del></p> <p><b>a.</b> a motor vehicle service station will be permitted.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.6, District Policies, City Centre District Policies, Special Site Policies	Section 4.6 Page 25	A new Special Site should be added for the lands located north of Rathburn Road West, west of the proposed Confederation Parkway extension to permit townhouse dwellings, to be consistent with the existing zoning.	153	<p>That a new Special Site be added to the City Centre District Policies as follows:</p> <p><b>4.6.7.6                      Site 5</b></p> <div><p>The map shows a shaded area representing Special Site 5. It is located north of Rathburn Road West and west of the proposed Confederation Parkway extension. The site is bounded by Highway 403 to the north, Centre View Drive to the east, and Rathburn Road West to the south. To the west of the site are several streets: Greenpark Crescent, Elora Dr., Wallenberg Cres., Via Russo Ct., and Living Arts Drive. Prince of Wales Dr. is also shown to the east of the site.</p></div> <p><i>The lands identified as Special Site 5 are located north of Rathburn Road West, west of the Confederation Parkway extension.</i></p> <p><i>Notwithstanding the provisions of the Mixed Use designation, townhouse dwellings will be permitted.</i></p>


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.6, District Policies, City Centre District Policies, City Centre District Land Use Map	City Centre District Land Use Map	The Transportation and Works Department requested that reference to the “Transitway” and “Transitway Station” be replaced with “Bus Rapid Transit” and “Bus Rapid Transit Station”.	154	<p>That the City Centre District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise the location of the Transitway off-ramp and alignment at Confederation Parkway;</li><li>2. Delete option 2 and renumbering option 3 accordingly;</li><li>3. Replace the reference to "Transitway" and" Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".</li></ol>
Section 4.6, District Policies, City Centre District Policies, City Centre District Land Use Map	City Centre District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	155	<p>That the City Centre District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"><li>4. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.</li></ol>

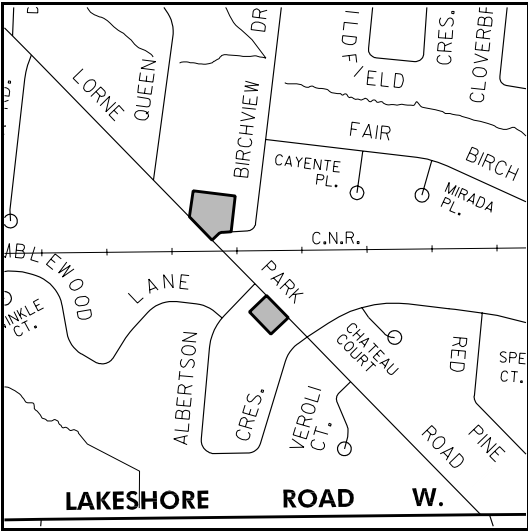
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE City Centre District Land Use Map			

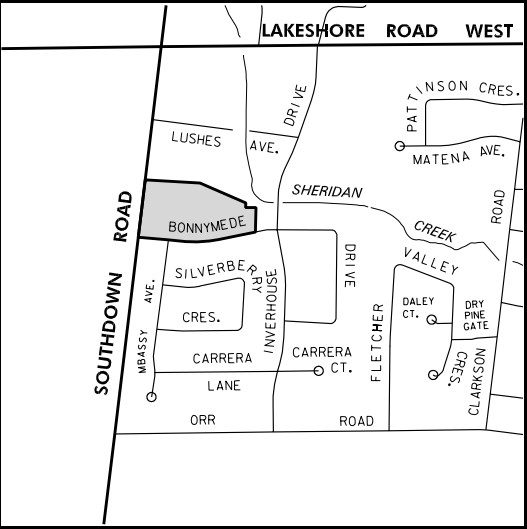


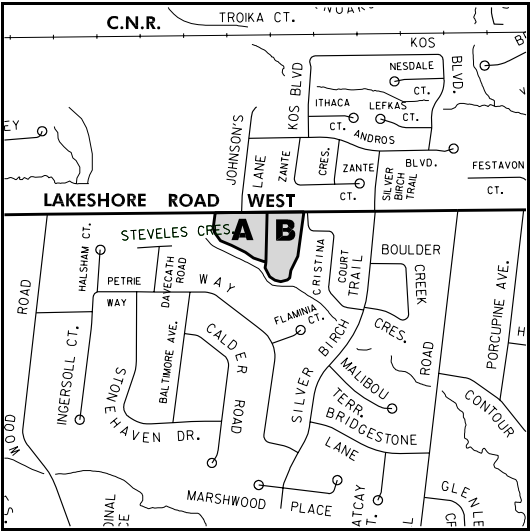
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 7	Section 4.7.4.4.1.a, is redundant as motor vehicle sales is prohibited in Mainstreet Commercial (See Section 3.5.1.2.c).	156	<p>That Section 4.7.4.4.1.a, be deleted.</p> <p><del>4.7.4.4.1 Mainstreet Commercial</del></p> <p><del>a. Notwithstanding the Mainstreet Commercial policies of this Plan, car dealerships will not be permitted.</del></p>
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 7	Reference in Section 4.7.4.4.2.a, to “car dealerships” should be replaced with “motor vehicle sales” to be consistent with the rest of Mississauga Plan.	157	<p>That Section 4.7.4.4.2.a, be amended as follows:</p> <p><del>a. Notwithstanding the General Commercial policies of this Plan, car dealerships</del> <i>motor vehicle sales</i> will not be permitted.</p>
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 10	Section 4.7.7.4, Special Site 3, should be deleted as the lands have all been zoned. The maximum number of dwelling units permitted through the zoning is 395.	158	<p>That Section 4.7.7.4, be deleted.</p> <p><del>4.7.7.4 Site 3</del></p> <div></div> <p><del>The lands identified as Special Site 3 are located between Indian Road and the CNR tracks, west of Kane Road.</del></p> <p><del>Notwithstanding their Residential Low Density I designation, the maximum number of detached dwellings will not exceed 395 units.</del></p>

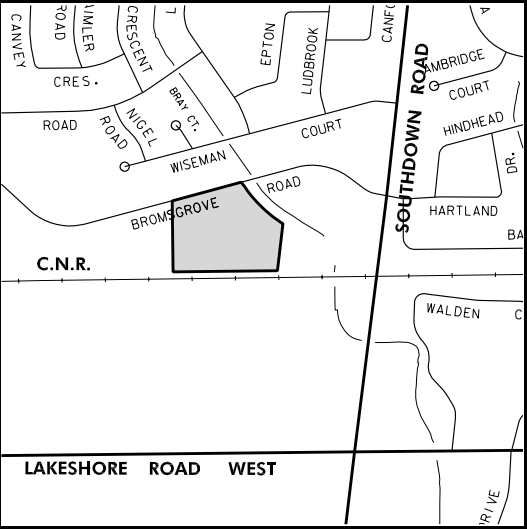
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 15	Special Site 10 should be amended to permit only a gas bar. Permitting a food store is redundant as a convenience retail kiosk with a maximum gross floor area of 300 m <sup>2</sup> is permitted in conjunction with a gas bar.	159	<div><div><div>That Section 4.7.7.11, Site 10, be amended as follows:</div><div><div>4.7.7.11Site 10</div><div></div></div></div><div><div>The lands identified as Special Site 10 are located at the southwest corner of South Sheridan Way and Benedet Drive.</div><div>Notwithstanding the provisions of the Motor Vehicle Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a: only a gas bar <del>and food store</del> will be permitted.</div></div></div></div>

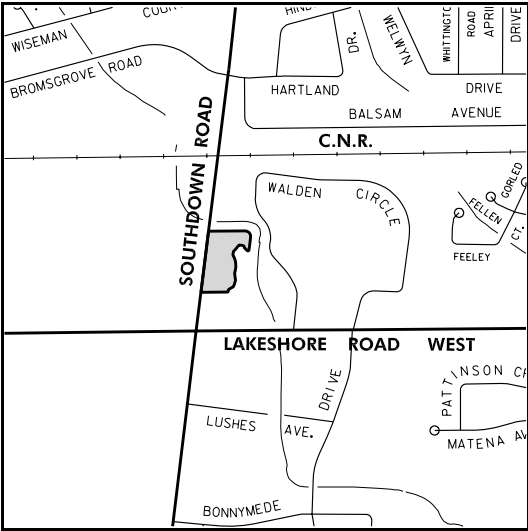
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 15	Reference in Special Site 11 to “car wash” should be deleted and replaced with “motor vehicle wash” to be consistent with the terminology used in Mississauga Plan.	160	<p>That Section 4.7.7.12, Site 11, be amended as follows:</p> <p><b>4.7.7.12                      Site 11</b></p> <div></div> <p>The lands identified as Special Site 11 are located at the northwest corner of Lakeshore Road West and Clarkson Road.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p> <p><del>a.</del> a motor vehicle service station and <del>car</del> motor vehicle wash will be permitted.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 16	The graphic and the first paragraph of Special Site 12 should be amended to describe the location of the motor vehicle repair garage on the north side of the railway tracks on the east side of Lorne Park Road.	161	<p>That Section 4.7.7.13, Site 12, be amended as follows:</p> <p><b>4.7.7.13                      Site 12</b></p> <div></div> <p>The lands identified as Special Site 12 are located <i>north of Lorne Park Road, west of Birchview Drive and south of Lorne Park Road, and east of Albertson Crescent.</i></p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p> <p><b>a. a</b> motor vehicle repair garage will be permitted.</p>

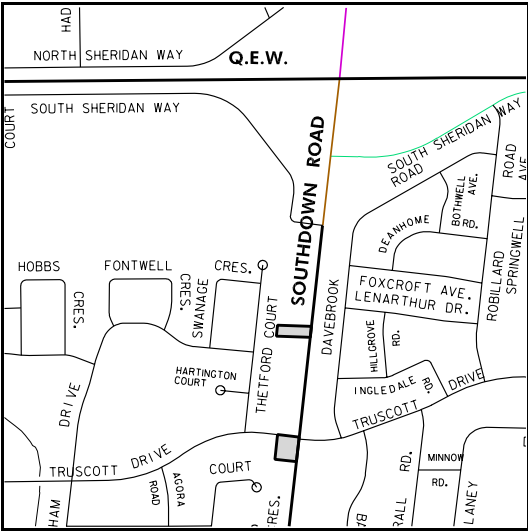
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 17	A new Special Site should be added to the Clarkson-Lorne Park District Policies to recognize the existing 4-storey stacked townhouse dwellings located on the north side of Bonnymede Drive, east of Southdown Road.	162	<div><div><p>That a new Special Site be added to the Clarkson-Lorne Park District Policies as follows:</p><p><b>4.7.7.18                      Site 17</b></p><p>The lands identified as Special Site 17 are located on the north side of Bonnymede Drive, east of Southdown Road.</p><p>Notwithstanding the provisions of the Residential Medium Density I designation, horizontal multiple dwellings will be permitted.</p></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 17	A new Special Site should be added to the Clarkson-Lorne Park District Policies to recognize the existing townhouses and 3-storey retirement dwelling on the south side of Lakeshore Road West, west of Cristina Court.	163	<p>That a new Special Site be added to the Clarkson-Lorne Park District Policies as follows:</p> <p><b>4.7.7.19                      Site 18</b></p> <div></div> <p><i>The lands identified as Special Site 18 are located on the south side of Lakeshore Road West, west of Cristina Court.</i></p> <p><b>4.7.7.19.1                      Area 18A</b></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, retirement dwellings with a Floor Space Index (FSI) of 1.3, to a maximum height of 3-storeys, will be permitted.</i></p> <p><b>4.7.7.19.2                      Area 18B</b></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, 21 one-storey townhouse dwellings will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 17	A new Special Site should be added to the Clarkson-Lorne Park District Policies to recognize the existing four-storey stacked townhouse dwellings located on the south side of Bromsgrove Road, west of Southdown Road.	164	<p>That a new Special Site be added to the Clarkson-Lorne Park District Policies as follows:</p> <p><b>4.7.7.20                      Site 19</b></p> <div></div> <p><i>The lands identified as Special Site 19 are located on the south side of Bromsgrove Road, west of Southdown Road.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, horizontal multiple dwellings will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies, Special Site Policies	Section 4.7 Page 17	A new Special Site should be added to the Clarkson-Lorne Park District Policies to permit a 15-storey apartment building with an Floor Space Index of 5.5 to be consistent with the existing zoning on the lands located on the east side of Southdown Road, north of Lakeshore Road West.	165	<p>That a new Special Site be added to the Clarkson-Lorne Park District Policies as follows:</p> <p><b>4.7.7.21                      Site 20</b></p> <div></div> <p><i>The lands identified as Special Site 20 are located on the east side of Southdown Road, north of Lakeshore Road West.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, an apartment building with a maximum height of 15-storeys and a maximum Floor Space Index (FSI) of 5.5 is permitted.</i></p>

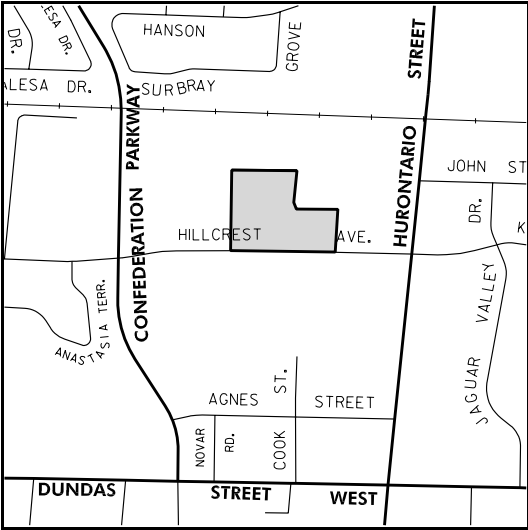


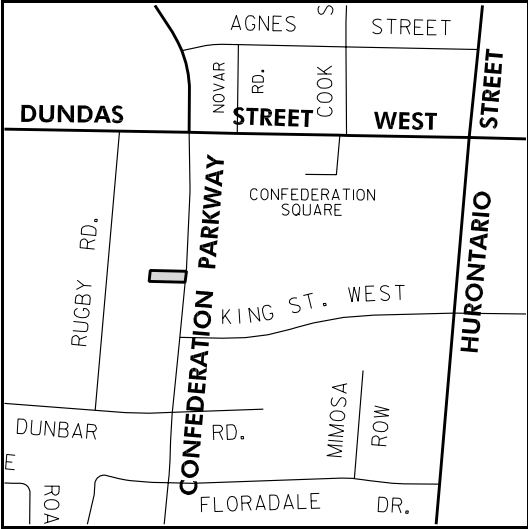
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Section 4.7, District Policies, Clarkson-Lorne Park District Policies, Special Site Policies	Section 4.7 Page 17	The Comprehensive Zoning By-law Review identified that, a new Special Site should be added to the Clarkson-Lorne Park District Policies on the lands located on the west side of Southdown Road, south of Truscott Drive and north of Truscott Drive to be consistent with the existing zoning and development.	166	<p>That a new Special Site be added to the Clarkson-Lorne Park District Policies as follows:</p> <p><b>4.7.7.22                      Site 21</b></p> <div></div> <p><i>The lands identified as Special Site 21 are located on the west side of Southdown Road, south of Truscott Drive and north of Truscott Drive.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, offices will be permitted.</i></p>

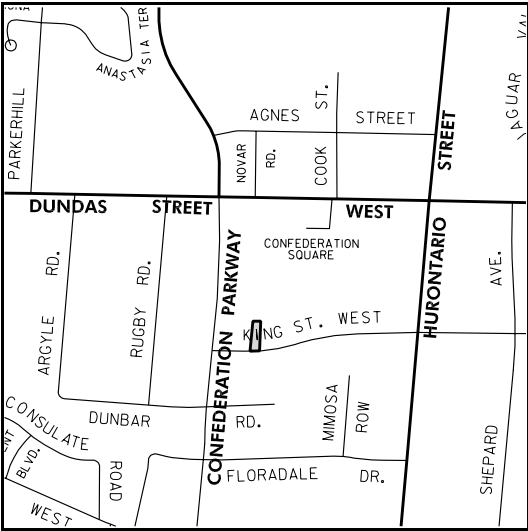
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies, District Land Use Map	Clarkson-Lorne Park District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	167	That the Clarkson-Lorne Park District Land Use Map, be amended as follows:  1. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Clarkson-Lorne Park District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, Land Use	Section 4.8 Page 8	Section 4.8.4.1.4, should be revised to be consistent with other sections of Mississauga Plan.	168	<p>That section 4.8.4.1.4, be amended as follows:</p> <p><b>4.8.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings and <del>low-rise</del> apartments at a Floor Space Index (FSI) of 0.4-0.9. Building height should not exceed a maximum of 4-storeys unless otherwise specified in the Urban Design policies of this Plan.</p>
Section 4.8, District Policies, Cooksville District Policies, Land Use	Section 4.8 Page 8	The Comprehensive Zoning By-law Review identified that, the Floor Space Index (FSI) range should be adjusted to reflect the existing zoning and development.	169	<p>That Section 4.8.4.1.5, be amended as follows:</p> <p><b>4.8.4.1.5 Residential High Density I</b></p> <p>The Residential High Density I designation permits apartment dwellings at a Floor Space Index of <del>1.0-1.8</del> 0.5-1.5. Buildings should not exceed a maximum of 8-storeys in height unless otherwise specified in the Urban Design policies of this Plan.</p>
Section 4.8, District Policies, Cooksville District Policies, Land Use	Section 4.8 Page 9	The Comprehensive Zoning By-law Review identified that, the Floor Space Index (FSI) range should be adjusted to reflect the existing zoning and development.	170	<p>That Section 4.8.4.1.6, be amended as follows:</p> <p><b>4.8.4.1.6 Residential High Density II</b></p> <p>The Residential High Density II designation permits apartment dwellings at a Floor Space Index of <del>1.9</del> 1.5-2.9.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, Special Site Policies	Section 4.8 Page 16	The word “Commercial” should be deleted from Section 4.8.6.7, Special Site 6, to permit all types of accessory uses.	171	<div><div><div>That Special Site 6, Section 4.8.6.7, be amended as follows:</div><div><div>4.8.6.7</div><div>Site 6</div><div>A map of a residential area in Mississauga. Hillcrest Ave. runs horizontally across the middle. To its north are Hanson Grove and Surbray. To its south are Agnes St., Cook St., and Dundas Street West. To the west of Hillcrest Ave. is Confederation Parkway. To the east of Hillcrest Ave. is Hurontario Street. Other streets shown include John St., K St., and Sanguar Valley Dr. A specific parcel on Hillcrest Ave. is shaded in grey.</div></div><div><div>The lands identified as Special Site 6 are located <del>along</del> on the north side of Hillcrest Avenue, west of Hurontario Street.</div><div>Notwithstanding <i>the provisions of</i> the Residential High Density II designation, <del>on the lands, the following additional policies will apply:</del></div><div><div>a:</div><div>office development will be permitted at a maximum gross floor area of 61 439 m<sup>2</sup>, of which a maximum of 9 290 m<sup>2</sup> will be used for accessory <del>commercial</del> uses.</div></div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, Special Site Policies	Section 4.8 Page 19	A new Special Site should be added to recognize the existing uses to permit offices on the west side of Confederation Parkway, south of Dundas Street West.	172	<div><div><p>That a new Special Site be added the Cooksville District Policies as follows:</p><p><b>4.8.6.16                      Site 15</b></p></div><div><p><i>The lands identified as Special Site 15 are located on the west side of Confederation Parkway, south of Dundas Street West.</i></p><p><i>Notwithstanding the provisions of the Residential Low Density II designation, offices will be permitted.</i></p></div></div>

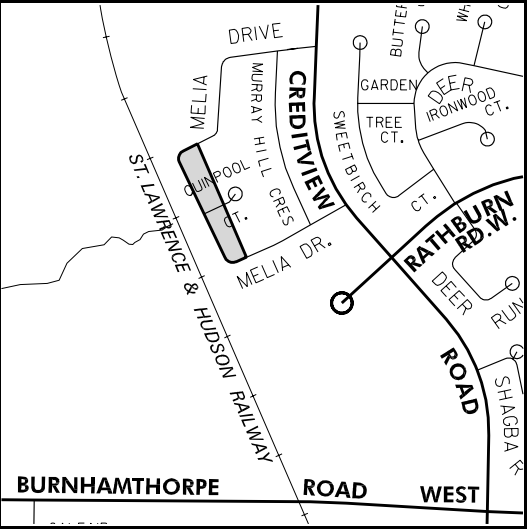
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Section 4.8, District Policies, Cooksville District Policies, Special Site Policies	Section 4.8 Page 19	A new Special Site should be added to recognize the existing offices on the north side of King Street West, east of Confederation Parkway.	173	<p>That a new Special Site be added the Cooksville District Policies as follows:</p> <p><b>4.8.6.17                      Site 16</b></p> <div></div> <p><i>The lands identified as Special Site 16 are located on the north side of King Street West, east of Confederation Parkway.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, offices will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map	Cooksville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands on the north side of John Street, east of Hurontario Street should be redesignated from Residential High Density I to Residential High Density II to be consistent with the existing zoning.	174	That the Cooksville District Land Use Map, be amended as follows:  1. Redesignate the lands located on the north side of John Street, east of Hurontario Street from "Residential High Density I" to "Residential High Density II".
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map.	Cooksville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the land located east of Clayhill Road, across from Shoreline Drive should be redesignated from Residential Medium Density to Public Open Space to be consistent with the existing development and the proposed zoning.	175	That the Cooksville District Land Use Map, be amended as follows:  2. Redesignate the lands located east of Clayhill Road, across from Shoreline Drive from "Residential Medium Density I" to "Public Open Space".
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map	Cooksville District Land Use Map	Convenience Commercial lands that are located on an Arterial Road and are surrounded by lands designated General Commercial should be redesignated to General Commercial.	176	That the Cooksville District Land Use Map, be amended as follows:  3. Redesignate the following lands from "Convenience Commercial" to "General Commercial": <ul style="list-style-type: none"> <li>• the north side of Dundas Street West, west of Parkerhill Boulevard;</li> <li>• the south side of Dundas Street West, west of Confederation Parkway;</li> <li>• the north side of Dundas Street East, east of Kirwin Avenue;</li> <li>• the north side of Dundas Street East, east of Franze Drive;</li> <li>• the south side of Dundas Street East, east of Burslem Road.</li> </ul>
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map	Cooksville District Land Use Map	The lands located south of the railway tracks on the east side of Hurontario Street should be redesignated from Convenience Commercial to Mainstreet Commercial as they are located on an Arterial Road and are surrounded by lands designated Mainstreet Commercial.	177	That the Cooksville District Land Use Map, be amended as follows:  4. Redesignate the lands located on the east side of Hurontario Street, south of the railway tracks from "Convenience Commercial" to "Mainstreet Commercial".



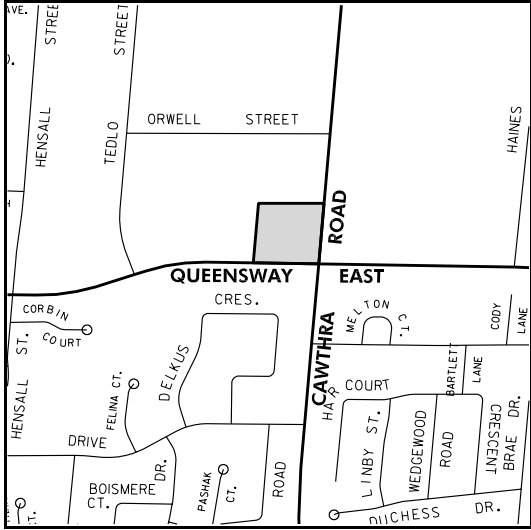
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map	Cooksville District Land Use Map	As a result of revising the General Commercial policies to only permit motor vehicle uses in Employment Districts but not in Nodes, various sites along Dundas Street West and East should be redesignated from General Commercial to Motor Vehicle Commercial to be consistent with the existing zoning and development.	178	That the Cooksville District Land Use Map, be amended as follows:  5. Redesignate the following lands from "General Commercial" to "Motor Vehicle Commercial": <ul style="list-style-type: none"><li>• the north-west corner of Dundas Street East and Franze Drive;</li><li>• the north-east corner of Dundas Street East and Given Road;</li><li>• the south-east corner of Dundas Street East and Cliff Road;</li><li>• the west side of Hensal Street, south of Dundas Street East;</li><li>• the south side of Dundas Street West, east of Mary Fix Creek;</li><li>• the south-west corner of Dundas Street West and Argyle Road.</li></ul>
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map	Cooksville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	179	That the Cooksville District Land Use Map, be amended as follows:  6. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Cooksville District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.9, District Policies, Creditview District Policies, Land Use	Section 4.9 Page 4	Section 4.9.4.2, should be deleted as it is operational.	180	<p>That Section 4.9.4.2, be deleted.</p> <p><del>4.9.4.2 — Open Space</del></p> <p><del>A pedestrian linkage may be developed connecting this community with lands, which may be developed as the City's Public Gardens, on the west side of the St. Lawrence &amp; Hudson Railway.</del></p>
Section 4.9, District Policies, Creditview District Policies, Land Use	Section 4.9 Page 8	The Comprehensive Zoning By-law Review identified that, a new Special Site should be added for the street townhouse dwellings located on the east side of Melia Drive, east and west of Quinpool Court as they are currently designated Residential Low Density II which only permits detached, semi-detached, and duplexes.	181	<p>That a new Special Site be added to the Creditview District Policies as follows:</p> <p><b>4.9.6.7                      Site 6</b></p> <div><p>The map shows a residential area with Melia Drive running vertically. To the west of Melia Drive is the St. Lawrence &amp; Hudson Railway. To the east of Melia Drive are several streets: Quinpool Ct., Murray Hill Cres., Melia Dr., Sweet Birch Ct., Garden Tree Ct., Butterfield Ct., Deerwood Ct., and Deer Run. A shaded area is located on the east side of Melia Drive, between Quinpool Ct. and Melia Dr. The map also shows Rathburn Rd. W. and Burnhamthorpe Road West at the bottom.</p></div> <p><i>The lands identified as Special Site 6 are located on the east side of Melia Drive east and west of Quinpool Court.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, townhouse dwellings will also be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.9, District Policies, Creditview District Policies	Section 4.9 Creditview District Land Use Map	The Transportation and Works Department requested editorial changes to the Creditview District Land Use Map.	182	That the Creditview District Land Use Map, be amended as follows:  1. Delete the Mavis Road Transitway Station and revise the Transitway alignment;  2. Replace the reference to "Transitway" and" Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.9, District Policies, Creditview District Policies	Section 4.9 Creditview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	183	That the Creditview District Land Use Map, be amended as follows:  3. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Creditview District Land Use Map			

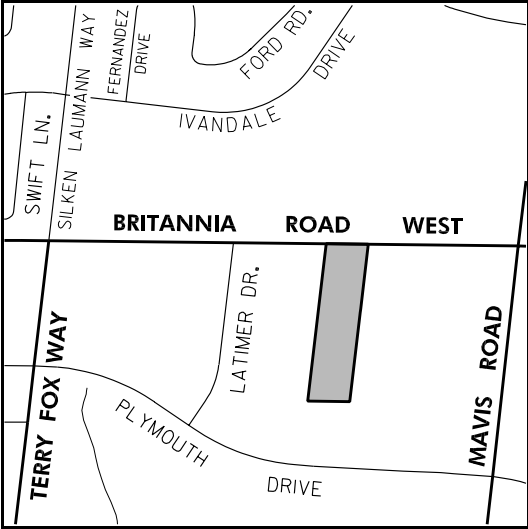
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.10, District Policies, Dixie District Policies, Land Use	Section 4.10 Page 4	A new policy should be added to Section 4.10.4, Land Use, to permit existing employment uses that require extensive outdoor processing and storage to continue or expand.	184	<p>That a new Section be added to Section 4.10.4, as follows:</p> <p><b>4.10.4.3 Business Employment</b></p> <p><i>Notwithstanding the Business Employment policies of this Plan, the following additional uses will be permitted:</i></p> <p><i>a. existing industrial uses that require extensive outdoor processing and storage will be permitted, and may expand.</i></p>
Section 4.10, District Policies, Dixie District Policies, Special Site Policies	Section 4.10 Page 11	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation in Employment Districts, it would be appropriate to redesignate all lands currently designated Motor Vehicle Commercial to Business Employment. As a result, Section 4.10.6.6, Site 5, should be deleted.	185	<p>That Section 4.10.6.6 Site 5, be deleted.</p> <p><del>4.10.6.6 Site 5</del></p> <div></div> <p><del>The lands identified as Special Site 5 are located at the northwest corner of Queensway East and Cawthra Road.</del></p> <p><del>Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policy will apply:</del></p> <p><del>a. all types of restaurants will be permitted.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.10, District Policies, Dixie District Policies, District Land Use Map	Dixie District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located south of the St. Lawrence and Hudson Railway Tracks between Haines Road and Dixie Road, with an existing zoning of M2 should be redesignated from Business Employment to Industrial to be consistent with existing development and existing and proposed zoning.	<b>186</b>	That the Dixie District Land Use Map, be amended as follows:  1. Redesignate the lands located south of the St. Lawrence and Hudson Railway, between Haines Road and Dixie Road from "Business Employment" to "Industrial", and add "Industrial" to the Land Use Designations legend.
Section 4.10, District Policies, Dixie District Policies, District Land Use Map	Dixie District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located north of the St. Lawrence and Hudson Railway, west of Blundell Road should be redesignated from Business Employment to General Commercial to be consistent with the existing zoning and development.	<b>187</b>	That the Dixie District Land Use Map, be amended as follows:  2. Redesignate the lands located north of the St. Lawrence and Hudson Railway, west of Blundell Road from "Business Employment" to "General Commercial".
Section 4.10, District Policies, Dixie District Policies, District Land Use Map	Dixie District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the General Commercial designation, all lands currently designated Motor Vehicle Commercial should be redesignated to General Commercial.	<b>188</b>	That the Dixie District Land Use Map, be amended as follows:  3. Redesignate the following lands from "Motor Vehicle Commercial" to "General Commercial": <ul style="list-style-type: none"> <li>• southeast corner of Dundas Street East and Haines Road;</li> <li>• southwest corner of Dundas Street East and Haines Road;</li> <li>• southeast corner of Dundas Street East and Stanfield Road;</li> <li>• southeast corner of Dundas Street East and Dixie Road.</li> </ul>
Section 4.10, District Policies, Dixie District Policies, District Land Use Map	Dixie District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation, the lands at the northwest corner of Queensway East and Cawthra Road currently designated Motor Vehicle Commercial should be redesignated to Business Employment.	<b>189</b>	That the Dixie District Land Use Map, be amended as follows:  4. Redesignate the lands on the northwest corner of Queensway East and Cawthra Road from "Motor Vehicle Commercial" to "Business Employment".
Section 4.10, District Policies, Dixie District Policies, District Land Use Map	Dixie District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>190</b>	That the Dixie District Land Use Map, be amended as follows:  5. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

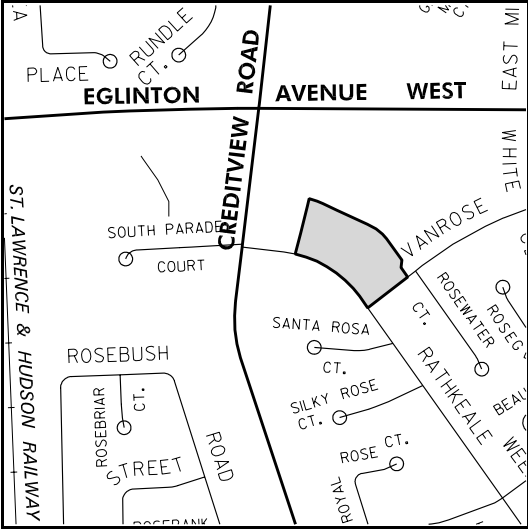
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Dixie District Land Use Map			

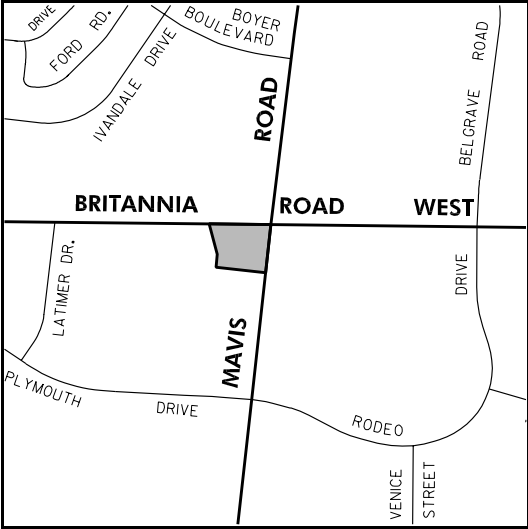


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 4	The terminology used in Section 4.11.4.1.2, should be updated to be consistent with the rest of Mississauga Plan.	191	<p>That Section 4.11.4.1.2, be amended as follows:</p> <p><b>4.11.4.1.2 Residential Low Density II</b></p> <p>The Residential Low Density II designation permits detached, semi-detached and <del>other types of freehold dwellings including</del> street townhouses <i>dwellings</i>, within a density range of 18-30 units per net residential hectare.</p>
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 4	Section 4.11.4.2, should be deleted as it is covered under Section 3.3.1, Business Employment, Permitted Uses.	192	<p>That Section 4.11.4 2, be deleted.</p> <p><del>4.11.4.2 Business Employment</del></p> <p><del>Notwithstanding the Business Employment Policies of this Plan the following uses will not be permitted:</del></p> <p><del>a. waste processing or transfer stations and composting facilities;</del></p> <p><del>b. trucking terminals and transportation depots;</del></p> <p><del>c. motor vehicle body repair facilities;</del></p> <p><del>d. motor vehicle repair garages.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 8	The Comprehensive Zoning By-law Review identified that, Section 4.11.6.4, Special Site 3, should be amended to be consistent with the existing zoning and development.	193	<p>That Section 4.11.6.4, Special Site 3, be amended as follows:</p> <p><b>4.11.6.4                      Site 3</b></p> <div></div> <p>The lands identified as Special Site 3 are located on the south side of Britannia Road West between Terry Fox Way and Mavis Road.</p> <p>Notwithstanding the General Commercial designation, <i>a truck terminal with a maximum Gross Floor Area (GFA) of 510 m<sup>2</sup> will be permitted</i> the following additional policy will apply:</p> <p><del>a. the existing uses will be permitted to continue but permission will not be given to enlarge or extend the buildings and structures beyond the limits of the lands;</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 11	Section 4.11.6.9, Special Site 8, should be amended to delete references to permitting a long term care facility with an ancillary day care and community centre as these uses are permitted.	194	<p>That Section 4.11.6.9, Special Site 8, be amended as follows:</p> <p><b>4.11.6.9                      Site 8</b></p> <div></div> <p>The lands identified as Special Site 8 are located on the west side of Mavis Road, north of Preston Manor Drive.</p> <p>Notwithstanding the provisions of the Residential High Density I designation, <del>on the lands, the following additional policies will apply:</del></p> <ul style="list-style-type: none"><li><del>a. a long term care facility with an ancillary day care and community centre will be permitted;</del></li><li><del>b. development of the property will be permitted up to a maximum floor space index of 1.75.</del></li></ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 13	The Comprehensive Zoning By-law Review identified that, a new Special Site should be added to the East Credit District Policies for the lands located on the north side of Rathkeale Road, east of Creditview Road to permit an FSI of 2.1 to be consistent with the existing zoning and development.	195	<p>That a new Special Site be added to the East Credit District Policies as follows:</p> <p><b>4.11.6.13            Site 12</b></p> <div></div> <p><i>The lands identified as Special Site 12 are located on the north side of Rathkeale Road, east of Creditview Road.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, a maximum FSI of 2.1 will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 13	As a result of revising the General Commercial policies to only permit motor vehicle uses in Employment Districts but not in Nodes, the site located at the south-west corner of Britannia Road West and Mavis Road should be added as a Special Site to be consistent with the existing zoning and development.	196	<p>That a new Special Site be added to the East Credit District Policies as follows:</p> <p><b>4.11.6.14            Site 13</b></p> <div></div> <p><i>The lands identified as Special Site 13 are located at the south-west corner of Britannia Road West and Mavis Road.</i></p> <p><i>Notwithstanding the provisions of the General Commercial designation, motor vehicle commercial uses will be permitted.</i></p>

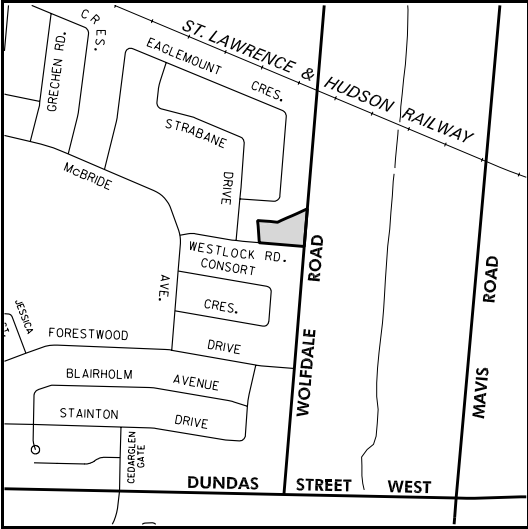
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies	East Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the townhouse dwellings located on the north side of South Parade Court, west of Creditview Road should be redesignated from Residential High Density I to Residential Medium Density I.	<b>197</b>	That the East Credit District Land Use Map, be amended as follows:  1. Redesignate the lands on the north side of South Parade Court, west of Creditview Road from "Residential High Density I" to "Residential Medium Density I".
Section 4.11, District Policies, East Credit District Policies	East Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located north of Eglinton Avenue, east of Heatherleigh Avenue should be redesignated from Convenience Commercial to Residential Medium Density I to be consistent with the existing development and the existing and proposed zoning.	<b>198</b>	That the East Credit District Land Use Map, be amended as follows:  2. Redesignate the lands located north of Eglinton Avenue West, east of Heatherleigh Avenue from "Convenience Commercial" to "Residential Medium Density I".
Section 4.11, District Policies, East Credit District Policies, East Credit District Land Use Map	East Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located north of Eglinton Avenue, west of Mavis Road should be redesignated from Residential Medium I to Residential High Density I to be consistent with the existing development and the existing and proposed zoning.	<b>199</b>	That the East Credit District Land Use Map, be amended as follows:  3. Redesignate the lands located north of Eglinton Avenue West, west of Mavis Road from "Residential Medium Density I" to "Residential High Density I".
Section 4.11, District Policies, East Credit District Policies, East Credit District Land Use Map	East Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located adjacent to the Creditview Wetlands, not considered part of the Creditview Wetlands should be redesignated from Greenbelt to Public Open Space.	<b>200</b>	That the East Credit District Land Use Map, be amended as follows:  4. Redesignate the lands located south of Willowvale Gardens, east of Brockworth Drive (Creditview Wetlands) from "Greenbelt" to "Public Open Space".

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies, East Credit District Land Use Map	East Credit District Land Use Map	The Transportation and Works Department requested editorial changes to the East Credit District Land Use Map.	201	That the East Credit District Land Use Map, be amended as follows:  5. Delete the Mavis Road Transitway Station;  6. Replace the reference to "Transitway" and" Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.11, District Policies, East Credit District Policies, East Credit District Land Use Map	East Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	202	That the East Credit District Land Use Map, be amended as follows:  7. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

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SEE East Credit District Land Use Map			

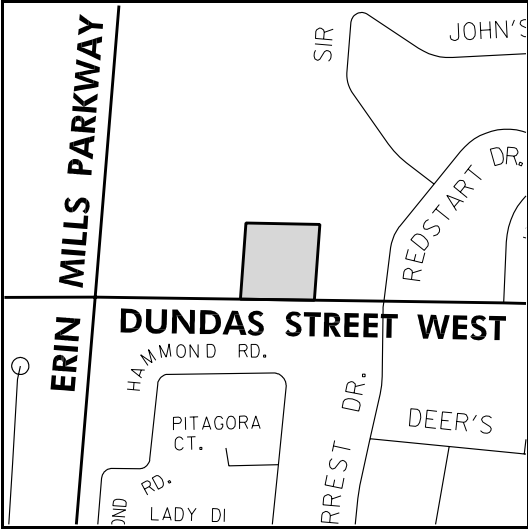


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.12, District Policies, Erindale District Policies, Land Use	Section 4.12 Page 4	Through the Comprehensive Zoning By-law Review it was identified that the Residential Medium Density I policies should be amended to permit semi-detached dwellings as they currently exist.	203	<p>That Section 4.12.3.1.3, be amended as follows:</p> <p><b>4.12.3.1.3 Residential Medium Density I</b></p> <p>The Residential Medium Density I designation permits <i>semi-detached dwellings and townhouse dwellings development</i>, within a density range of 25-50 units per net residential hectare. Building height should not exceed a maximum of 3-storeys in height.</p>
Section 4.12 District Policies, Erindale, District Policies, Land Use	Section 4.12 Page 4	Through the Comprehensive Zoning By-law Review it was identified that the Floor Space Index range in the Residential High Density I was inconsistent with the existing zoning and development.	204	<p>That section 4.12.3.1.4, be amended as follows:</p> <p><b>4.12.3.1.4 Residential High Density I</b></p> <p>The Residential High Density I designation permits <del>medium-rise</del> apartment dwellings at a Floor Space Index of <del>±0-1.8</del> 0.5-1.0. These dwellings should not exceed a maximum of 8-storeys in height.</p>
Section 4.12, District Policies, Erindale District Policies, Land Use	Section 4.12 Page 4	Through the Comprehensive Zoning By-law Review it was identified that the Floor Space Index range in the Residential High Density II was inconsistent with the existing zoning and what is built.	205	<p>That section 4.12.3.1.5, be amended as follows:</p> <p><b>4.12.3.1.5 Residential High Density II</b></p> <p>The Residential High Density II designation permits <del>medium-rise and high-rise</del> apartment dwellings at a Floor Space Index of <del>±0-2.9</del> 1.0-1.8.</p>
Section 4.12, District Policies, Erindale District Policies, Land Use	Section 4.12 Page 4	Section 4.12.3.2.1, General Commercial, is redundant and should be deleted as it is covered in Section 3.15, Urban Design.	206	<p>That Section 4.12.3.2, be deleted.</p> <p><del><b>4.12.3.2 Commercial</b></del></p> <p><del><b>4.12.3.2.1 General Commercial</b></del></p> <p><del>To increase greater pedestrian traffic near the facility, Westdale Mall expansion will be encouraged to take the form of free-standing, street related buildings.</del></p>
Section 4.12, District Policies, Erindale District Policies, Special Site Policies	Section 4.12 Page 6	An additional policy should be added to the Special Site 1 policies to address height in the Mainstreet Commercial designation.	207	<p>That Section 4.12.5.2, be amended as follows:</p> <p><b>h. Buildings should have a minimum height of 2-storeys and a maximum height of 3-storeys.</b></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.12, District Policies, Erindale District Policies, Special Site Policies	Section 4.12 Page 9	The Comprehensive Zoning By-law Review identified that, it would be appropriate to redesignate the lands identified as Special Site 6 located at the northwest corner of Wolfedale Road and Westlock Road from Residential Medium Density I to Convenience Commercial to recognize the existing plaza. The Special Site policies should be amended appropriately.	208	<p>That Section 4.12.5.7, Special Site 6, be amended as follows:</p> <p><b>4.12.5.7                      Site 6</b></p> <div></div> <p>The lands identified as Special Site 6 are located at the northwest corner of Wolfedale Road and Westlock Road.</p> <p>Notwithstanding the provisions of the <del>Residential Medium Density-I Convenience Commercial</del> designation, the following additional uses will also be permitted:</p> <ul style="list-style-type: none"><li><del>a. Convenience Commercial uses;</del> <i>townhouse dwellings;</i></li><li><del>b. motor vehicle rental facilities.</del> <i>facility.</i></li></ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.12, District Policies, Erindale District Policies, Erindale District Land Use Map	Erindale District Land Use Map	The lands located on the northwest corner of Wolfedale Road and Westlock Road should be redesignated from Residential Medium Density I to Convenience Commercial to recognize the existing zoning and commercial centre.	209	That the Erindale District Land Use Map, be amended as follows:  1. Redesignate the lands located on the northwest corner of Wolfedale Road and Westlock Road from "Residential Medium Density I" to "Convenience Commercial".
Section 4.12, District Policies, Erindale District Policies, Erindale District Land Use Map	Erindale District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	210	That the Erindale District Land Use Map, be amended as follows:  2. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

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SEE Erindale District Land Use Map			

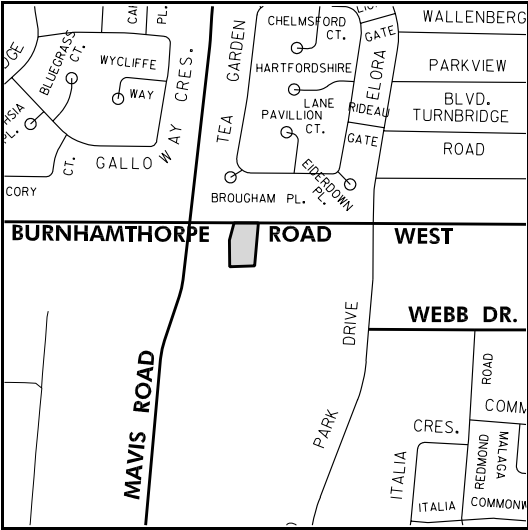
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Section 4.13, District Policies, Erin Mills District Policies, Land Use	Section 4.13 Page 4	Section 4.13.3.1.2, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	211	<p>That Section 4.13.3.1.2, be amended as follows:</p> <p><b>4.13.3.1.2 Residential Low Density II</b></p> <p>The Residential Low Density II designation permits detached, semi-detached, duplex and <del>other types of dwellings with individual frontages on a public street</del> <i>street townhouse dwellings</i>, within a <del>net</del> density range of 18-30 units per net residential hectare.</p>
Section 4.13, District Policies, Erin Mills District Policies, Land Use	Section 4.13 Page 4	Section 4.13.3.1.3, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	212	<p>That Section 4.13.3.1.3, be amended as follows:</p> <p><b>4.13.3.1.3 Residential Medium Density I</b></p> <p>The Residential Medium Density I designation permits detached, semi-detached, duplex, <del>and townhouse dwellings</del> <i>and all forms of horizontal multiple dwellings</i> within a <del>net</del> density range of 30-57 units per net residential hectare. <del>All forms of low-rise multiple dwellings will also be permitted within this density range.</del></p>
Section 4.13, District Policies, Erin Mills District Policies, Special Site Policies	Section 4.13 Page 10	A new Special Site should be added to the Erin Mills District Policies to permit the existing funeral home on the north side of Dundas Street West, east of Erin Mills Parkway.	213	<p>That a new Special Site be added to the Erin Mills District Policies as follows:</p> <p><b>4.13.5.9 Site 8</b></p> <div></div> <p><i>The lands identified as Special Site 8 are located on the north side of Dundas Street West, east of Erin Mills Parkway.</i></p> <p><i>Notwithstanding the provisions of the General Commercial designation, a Funeral Establishment will be the only permitted use.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands on the east side of Sawmill Valley Drive, north of Burnhamthorpe Road West be redesignated from Greenbelt to Residential Low Density I.	<b>214</b>	That the Erin Mills District Land Use Map, be amended as follows:  1. Redesignate the lands on the east side of Sawmill Valley Drive, north of Burnhamthorpe Road West from "Greenbelt" to "Residential Low Density I".
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands north of the Collegeway, west of South Millway be redesignated from Residential High Density I to Residential Medium Density I to recognize the existing townhouse dwellings.	<b>215</b>	That the Erin Mills District Land Use Map, be amended as follows:  2. Redesignate the lands north of the Collegeway, west of South Millway from "Residential High Density I" to "Residential Medium Density I".
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands on the north side of The Collegeway (#2433, 2401) east of Glen Erin Drive (#3477) be redesignated from Residential High Density II to Residential Medium Density I to recognize the existing townhouse dwellings.	<b>216</b>	That the Erin Mills District Land Use Map, be amended as follows:  3. Redesignate the lands on the north side of The Collegeway (#2433, 2401) east of Glen Erin Drive (#3477) "High Density II" to "Residential Medium Density I".
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands on the west side of The Collegeway, southeast of South Millway be redesignated from Residential High Density I to Residential Medium Density I to recognize the existing townhouse dwellings.	<b>217</b>	That the Erin Mills District Land Use Map, be amended as follows:  4. Redesignate the lands on the west side of The Collegeway, southeast of South Millway from "Residential High Density I" to "Residential Medium Density I".
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Dundas Street West should be redesignated from Residential Low Density I to General Commercial to be consistent with the existing development and proposed zoning.	<b>218</b>	That the Erin Mills District Land Use Map, be amended as follows:  5. Redesignate the lands located on the north side of Dundas Street West, east of Erin Mills Parkway from "Residential Low Density I" to "General Commercial".

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Transportation and Works Department requested that the Erin Mills District Land Use Map be amended to reflect the Bus Rapid Transit alignment and stations.	219	That the Erin Mills District Land Use Map, be amended as follows:  6. Add Ninth Line as an Arterial Road south of Eglinton Avenue West to Dundas Street West;  7. Add the Bus Rapid Transit alignment and Bus Rapid Transit Stations;  8. Add reference to "Bus Rapid Transit" and "Bus Rapid Transit Station" in the legend.
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	220	That the Erin Mills District Land Use Map, be amended as follows:  9. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

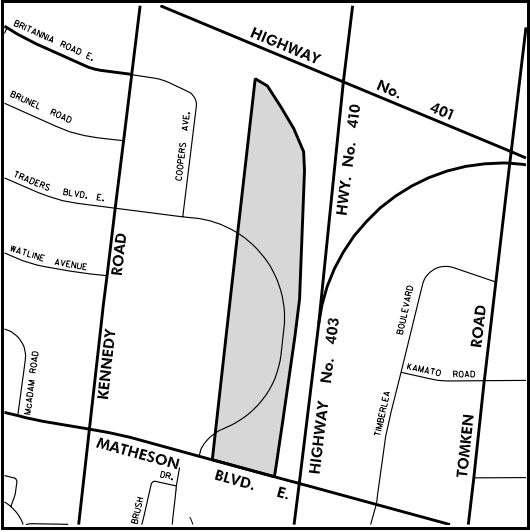
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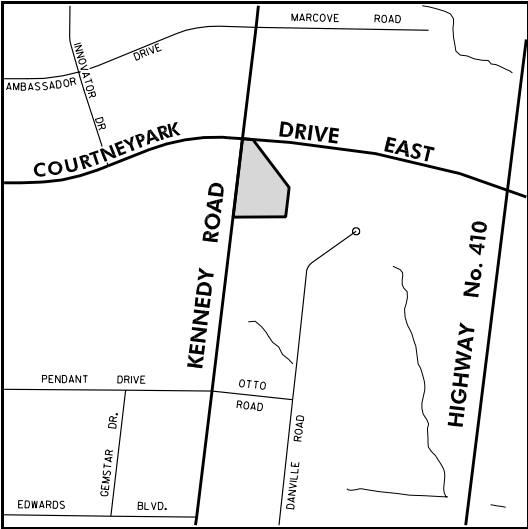


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Section 4.14, District Policies, Fairview District Policies, Land Use	Section 4.14 Page 4	The Comprehensive Zoning By-law Review identified that, street townhouse dwellings should be permitted in the Residential Low Density II designation to be consistent with the existing zoning and development.	221	<p>That Section 4.14.3.1.2, be amended as follows:</p> <p><b>4.14.3.1.2 Residential Low Density II</b></p> <p>The Residential Low Density II designation permits detached, semi-detached, duplex and <del>other types of dwellings with individual frontages on a public street</del> <i>street townhouse dwellings</i>, within a density range of 18-30 units per net residential hectare.</p>
Section 4.14, District Policies, Fairview District Policies, Special Site Policies	Section 4.14 Page 6	The Comprehensive Zoning By-law Review identified that, the lands located in Special Site 1 should permit a self storage facility to be consistent with a recent rezoning on the property.	222	<p>That Section 4.14.5.2.3, be amended by adding a new Section 4.14.5.2.3.f as follows:</p> <p><i>f. a self storage facility will also be permitted.</i></p>
Section 4.14, District Policies, Fairview District Policies, Special Site Policies	Section 4.14 Page 9	Section 4.14.5.6, Site 5, should be deleted and the lands be redesignated from Motor Vehicle Commercial to General Commercial to permit the existing restaurants.	223	<p>That Section 4.14.5.6, Site 5, be deleted.</p> <p><b>4.14.5.6 Site 5</b></p> <div><p>The map shows a street grid. Burnhamthorpe Road runs horizontally across the middle. Mavis Road runs vertically on the left. Webb Dr. runs vertically on the right. To the north of Burnhamthorpe Road are several residential streets including Chelmsford Ct., Hartfordshire Lane, Pavilion Ct., Brougham Pl., and Elora Gate. To the south of Burnhamthorpe Road are Park Drive, Italia Cres., and Redmond Common. To the east of Burnhamthorpe Road are Wallenberg Blvd., Parkview Turnbridge Road, and Malaga Common. A shaded rectangular area is located on Burnhamthorpe Road, east of Mavis Road and west of Webb Dr., representing the area of Site 5.</p></div> <p><del>The lands identified as Special Site 5 are located south of Burnhamthorpe Road West and east of Mavis Road.</del></p> <p><del>Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policy will apply:</del></p> <p><del>a. all types of restaurants will be permitted.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.14, District Policies, Fairview District Policies, Fairview District Land Use Map	Fairview District Land Use Map	Through the Comprehensive Zoning By-law Review, it was identified that the lands on the south side of Burnhamthorpe West, east of the motor vehicle service station at the southeast corner of Mavis Road be redesignated from Motor Vehicle Commercial to General Commercial.	<b>224</b>	That the Fairview District Land Use Map, be amended as follows:  1. Redesignate the lands located on the south side of Burnhamthorpe West, east of motor vehicle service station at the corner of Mavis Road from "Motor Vehicle Commercial" to "General Commercial".
Section 4.14, District Policies, Fairview District Policies, Fairview District Land Use Map	Fairview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands on the west side of Grand Park Drive, south of Central Parkway West be redesignated from Open Space to Residential Low Density II to recognize two detached dwellings that were recently built.	<b>225</b>	That the Fairview District Land Use Map, be amended as follows:  2. Redesignate the lands on the west side of Grand Park Drive, south of Central Parkway West from "Open Space" to "Residential Low Density II".
Section 4.14, District Policies, Fairview District Policies, Fairview District Land Use Map	Fairview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>226</b>	That the Fairview District Land Use Map, be amended as follows:  3. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

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SEE Fairview District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.15.4.1, District Policies, Gateway District Policies, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.15 Page 7	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	227	<p>That Section 4.15.4.1, Table 1, Basic Road Characteristics, be amended as follows:</p> <p>1. Add 26 m ROW Width conceptual Britannia Road East link to Abilene Drive from Tomken Road to Kennedy Road.</p>
Section 4.15, District Policies, Gateway District Policies, Special Site Policies	Section 4.15 Page 16	The terminology in Section 4.15.5.10, should be updated to be consistent with other sections of Mississauga Plan.	228	<p>That Section 4.15.5.10, Site 9, be amended as follows:</p> <p><b>4.15.5.10 Site 9</b></p> <div></div> <p>The lands identified as Special Site 9, known as the Hershey Centre, are located west of Provincial Highway 403, between Provincial Highway 401 and Matheson Boulevard East.</p> <p>Notwithstanding <i>the provisions of the Public Open Space</i> designation, the following additional policy will apply:</p> <p>a. land uses permitted within Special Site 9 include recreational and spectator facilities such as spectator arenas, outdoor stadiums, community arenas, and indoor sport complex, as well as complimentary uses such as, but not limited to, commercial uses, restaurants, sports medical clinic, health and fitness centre, accessory offices, and <i>overnight accommodations a hotel.</i></p>

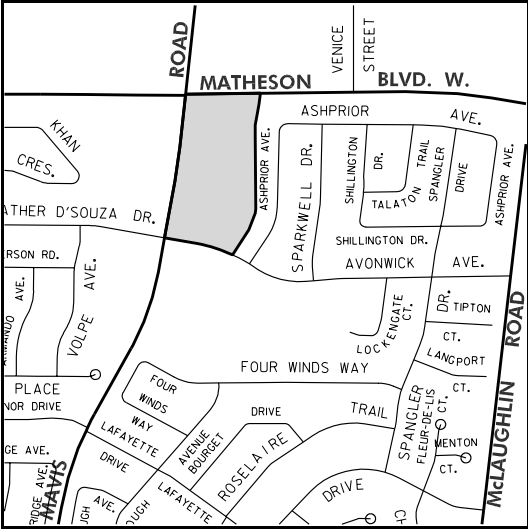
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.15, District Policies, Gateway District Policies, Special Site Policies	Section 4.15 Page 16	Section 4.15.5.11, Site 10, should be deleted as all the additional uses are permitted under the Business Employment designation.	229	<p>That Section 4.15.5.11, Site 10, be deleted.</p> <p><del>4.15.5.11</del> — <del>Site 10</del></p>  <p><del>The lands identified as Special Site 10, are located at the southeast corner of Courtneypark Drive East and Kennedy Road.</del></p> <p><del>Notwithstanding the Business Employment designation, the following additional policy will apply:</del></p> <p><del>a. a gas bar which may include a commercial kiosk, a car wash, a truck stop facility with accessory uses will be permitted.</del></p>

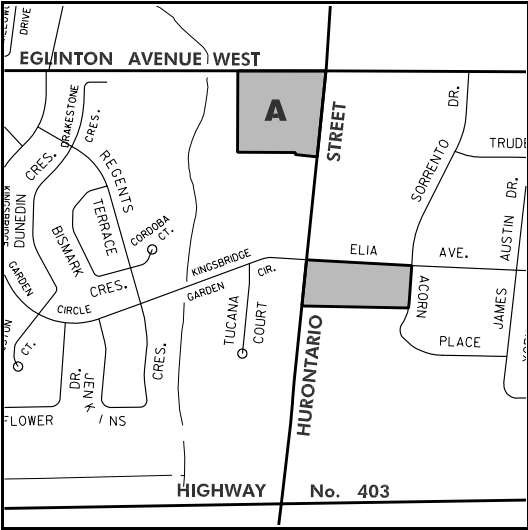
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.15, District Policies, Gateway District Policies, Gateway District Land Use Map	Gateway District Land Use Map	The Comprehensive Zoning By-law Review identified that, a number of internal properties had existing industrial operations with extensive outdoor processing and/or storage areas. These lands are currently designated Business Employment and zoned M2. It would be appropriate to redesignate these lands from Business Employment to Industrial to be consistent with the existing land uses.	230	That the Gateway District Land Use Map, be amended as follows:  1. Redesignate the following lands from "Business Employment" to "Industrial" and add "Industrial" to the Land Use Designations legend: <ul style="list-style-type: none"> <li>the lands located east of Kennedy Road, north and south of Slate Drive;</li> <li>the lands located south of Britannia Road East, north and south of Brunel Road;</li> <li>the lands located east of Whittle Road, north and south of Watline Avenue.</li> </ul>
Section 4.15, District Policies, Gateway District Policies, Gateway District Land Use Map	Gateway District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation, all lands currently designated Motor Vehicle Commercial should be redesignated to Business Employment.	231	That the Gateway District Land Use Map, be amended as follows:  2. Redesignate the following lands from "Motor Vehicle Commercial" to "Business Employment": <ul style="list-style-type: none"> <li>northeast corner of Cantay Road and Mavis Road;</li> <li>northeast corner of Matheson Boulevard East and Kennedy Road;</li> <li>southeast corner of Matheson Boulevard East and Hurontario Street;</li> <li>southwest corner of Derry Road East and Kennedy Road;</li> <li>northeast corner of Derry Road East and Kennedy Road;</li> <li>northeast corner of Britannia Road West and McLaughlin Road.</li> </ul>
Section 4.15, District Policies, Gateway District Policies, Gateway District Land Use Map	Gateway District Land Use Map	The Transportation and Works Department requested that editorial changes be made to the Gateway District Land Use Map.	232	That the Gateway District Land Use Map, be amended as follows:  3. Update location of the Hurontario Street/Highway 401 ramps;  4. Add the Britannia Road East link to Abilene Drive;  5. Add "Future Major Collector (conceptual)" in legend.
Section 4.15, District Policies, Gateway District Policies, Gateway District Land Use Map	Gateway District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	233	That the Gateway District Land Use Map, be amended as follows:  6. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Gateway District Land Use Map			

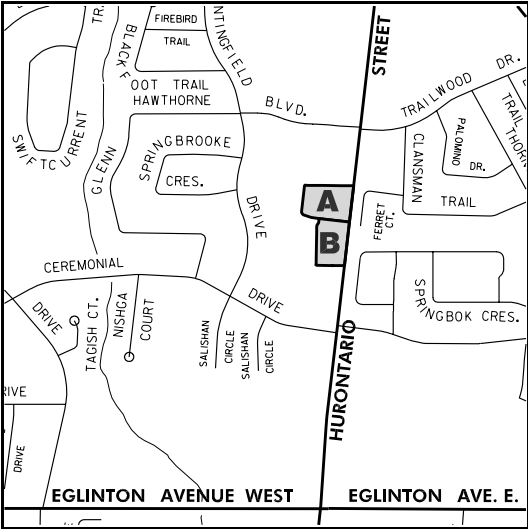
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Land Use	Section 4.16 Page 4	Section 4.16.4.1.4, should be revised to be consistent with other sections of Mississauga Plan.	234	<p>That section 4.16.4.1.4, be amended as follows:</p> <p><b>4.16.4.1.4        Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings as well as <del>low-rise</del> apartments <i>dwellings</i> at a Floor Space Index (FSI) of 0.4-0.9. Building height should not exceed 4-storeys.</p>

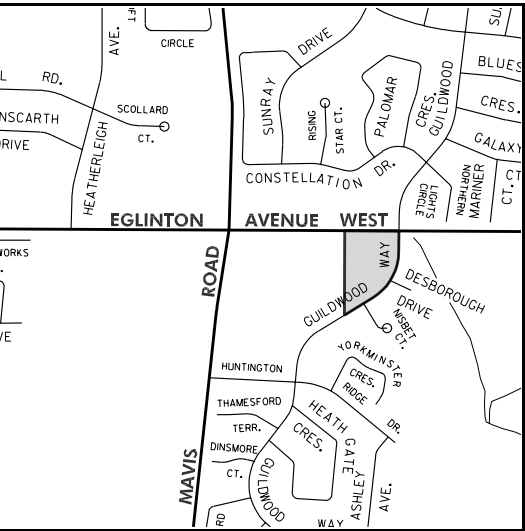


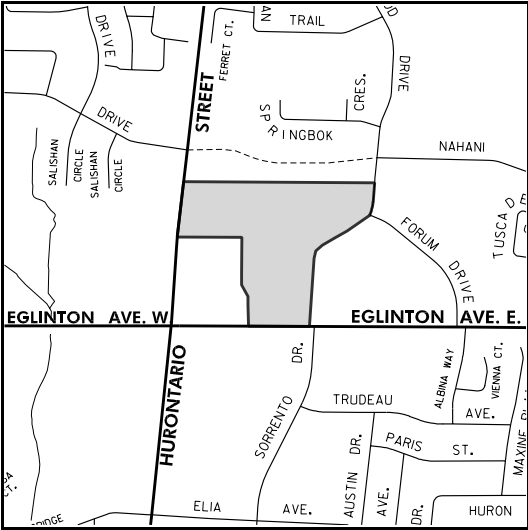
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 8	The Comprehensive Zoning By-law Review identified that, Section 4.16.6.3, Site 2, should be amended by redesignating the lands identified as 2B from Residential High Density I to Residential Medium Density I and deleting Section 4.16.6.3.2, Area 2B, from Site 2 to be consistent with the existing zoning and development.	235	<p>That Section 4.16.6.3, be amended as follows:</p> <p><b>4.16.6.3 Site 2</b></p> <div></div> <p>The lands identified as Special Site 2 are located east of Mavis Road and south of Matheson Boulevard West.</p> <p>Notwithstanding <i>the provisions of</i> the Residential High Density I designation, <del>on the lands,</del> the following additional <del>policies</del> <i>policy</i> will apply.</p> <p><b>4.16.6.3.1 Area 2A</b></p> <p><i>a.</i> The lands <del>identified as Area 2A</del> will only be permitted to be developed for apartments at a maximum Floor Space Index (FSI) of 1.8 and a minimum FSI of 1.0 with a height range of 8 to 16-storeys and a minimum landscaped open space of 50% of the lot area; and to permit an accessory commercial facility up to a maximum of 130 m<sup>2</sup> to be located within one of the apartment buildings; and to permit a maximum of 10% of the condominium resident parking as tandem spaces.</p> <p><b>4.16.6.3.2 Area 2B</b></p> <p>The lands identified as Area 2B, <del>will only permit apartments greater than 4-storeys as well as other forms of multiple horizontal dwellings at a maximum density of 78 units per hectare with a height range of a minimum 2 to a maximum of 4-storeys and a minimum open space area of 40% of the lot area and a maximum of 10% of the condominium resident parking as tandem spaces.</del></p>

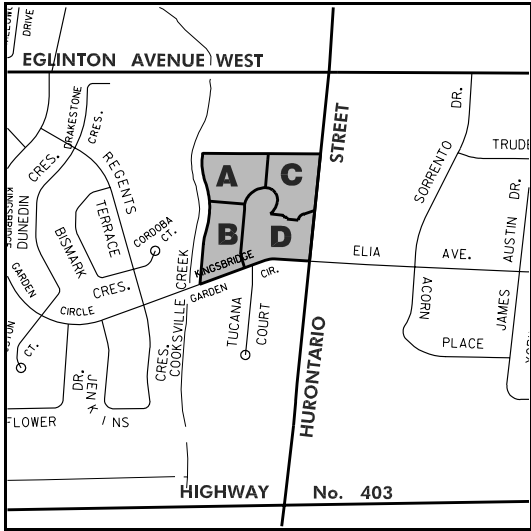
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 9	The Comprehensive Zoning By-law Review identified that, the lands identified as Special Site 3 should be designated Office and as part of the Special Site policies, allow Residential High Density II to be permitted. Site 3A will now apply to the lands located at the southwest corner of Eglinton Avenue East and Hurontario Street, where overnight accommodations will also be permitted.	236	<p>That Section 4.16.6.4, Special Site 3, be amended as follows:</p> <p><b>4.16.6.4 Site 3</b></p> <div></div> <p><b>4.16.6.4.1</b> The lands identified as Special Site 3 are located west of Hurontario Street and south of Eglinton Avenue West and east of Hurontario Street south of Elia Avenue.</p> <p>Notwithstanding <i>the provisions of the Residential High Density II and Mixed Residential High Density II and Office designation, on the lands</i>, the following additional policies will apply:</p> <p>a. Residential High Density II development or Residential High Density II development in combination with Office uses will <i>also</i> be permitted, either within one building or in separate buildings. When in combination within a building or on a single site, an integrated development will be required.</p> <p>b. The preferred location of Office development will be adjacent to Hurontario Street.</p> <p><b>4.16.6.4.2 Areas 3A and 3B</b></p> <p><del>For the lands identified as Areas 3A and 3B the following additional policies will apply:</del></p> <p><del>a. c.</del> architectural building and site plan solutions will be developed to create an interesting and identifiable street edge along Hurontario Street;</p>

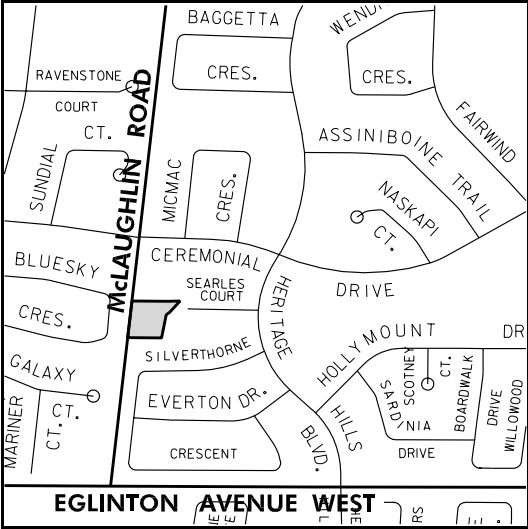
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 9	(continued)	236	<p><del>b. d.</del> special consideration may be given to reducing building setbacks and other requirements of the Zoning By-law as a means of increasing the opportunities for creative development;</p> <p><del>c.</del> lands designated for Office uses will be used for one or more buildings that have as the predominant function the provision of office space. Commercial uses will be permitted provided that they are accessory to office development;</p> <p><del>d.</del> the office space will generally not exceed a Floor Space Index of 0.5. Development with a Floor Space Index in excess of 0.5 will only be considered subject to, among other matters, adequate engineering services, sufficient capacity in the transportation system, satisfactory access arrangements, and compatibility with surrounding land uses;</p> <p>e. in order to achieve a continuous street frontage, buildings will be encouraged to minimize setbacks from street lines.</p> <p><b>4.16.6.4.3 I      Area 3B A</b></p> <p>The lands identified as Area 3B A may also be developed for a hotel, with accessory commercial uses: <i>overnight accommodations</i>.</p>

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Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 10	As the lands identified as Special Site 4 are developed, Section 4.16.6.5, should be amended to recognize and permit the two existing 20-storey and 15-storey apartment buildings.	237	<p>That Section 4.16.6.5, Site 4, be amended as follows:</p> <p><b>4.16.6.5                      Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are located west of Hurontario Street and south of Glenn Hawthorne Boulevard.</p> <p><del>Notwithstanding the Residential High Density I and Residential Medium Density II policies of this Plan, for the lands identified as Special Site 4, a maximum of 968 apartment or townhouse units or a mixture thereof will be permitted.</del></p> <p><b>4.16.6.5.1                      Area 4A</b></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, an apartment building to the maximum height of 20-storeys and a maximum Floor Space Index (FSI) of 4.18, will be permitted.</i></p> <p><b>4.16.6.5.2                      Area 4B</b></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, an apartment building to the maximum height of 15-storeys and maximum Floor Space Index (FSI) of 3.45, will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 11	The Comprehensive Zoning By-law Review identified that, Section 4.16.6.7, Site 6, should be deleted as the site has been developed for skylight apartments.	<p><b>238</b> That Section 4.16.6.7, be deleted.</p> <p><del>4.16.6.7</del> — <del>Site 6</del></p>  <p>The lands identified as <del>Special Site 6</del> are located south of Eglinton Avenue West and west of Guildwood Way.</p> <p>Notwithstanding the Residential High Density I policies of this Plan, the lands will only be permitted to be developed for an assisted seniors residence, with a maximum density of 148 units per net residential hectare.</p>

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Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 11	Section 4.16.6.8, Site 7, should be deleted as the policies are covered in Section 5.3, Development Applications.	239	<p>That Section 4.16.6.8, Site 7, be deleted.</p> <p><del>4.16.6.8</del> — <del>Site 7</del></p>  <p>The lands identified as Special Site 7 are located east of Hurontario Street and north of Eglinton Avenue East.</p> <p>Notwithstanding the Residential High Density H policies of this Plan, the following additional policies will apply:</p> <p>a. a concept plan will be required to address, among other matters:</p> <ul style="list-style-type: none"><li>compatibility of building form and scale with existing and proposed surrounding land uses;</li><li>acceptable ingress and egress arrangements for Hurontario Street, Eglinton Avenue East, and Thornwood Drive.</li></ul>

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Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 11	The Comprehensive Zoning By-law Review identified that, a new Special Site be added for lands designated Residential High Density II located west of Hurontario Street, north of Kingsbridge Garden Circle to permit two apartment buildings that have floor space indexes of 3.6 and 3.9 which are above the permitted FSI range.	240	<p>That a new Special Site be added as follows:</p> <p><b>4.16.6.9 Site 8</b></p> <div></div> <p>The lands identified as Special Site 8 are located west of Hurontario Street, north of Kingsbridge Garden Circle.</p> <p><b>4.16.6.9.1 Area 8A</b></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, the lands identified as Area 8A will be permitted to develop to a maximum Floor Space Index (FSI) of 3.6.</i></p> <p><b>4.16.6.9.2 Area 8B</b></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, the lands identified as Area 8B will be permitted to develop to a maximum Floor Space Index (FSI) of 3.9.</i></p> <p><b>4.16.6.9.3 Area 8C</b></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, the lands identified as Area 8C will be permitted to develop to a maximum Floor Space Index (FSI) of 3.6. Offices will also be permitted.</i></p> <p><b>4.16.6.9.4 Area 8D</b></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, the lands identified as Area 8D offices will also be permitted.</i></p>

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Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 11	The Comprehensive Zoning By-law Review identified that, a new Special Site be added for lands designated Residential Low Density II located on the east side of McLaughlin Road north of Silverthorne Crescent to permit an office for a maximum of two (2) physicians, dentists or drugless practitioners.	241	<p>That a new Special Site be added as follows:</p> <p><b>4.16.6.10            Site 9</b></p> <div></div> <p><i>The lands identified as Special Site 9 are located on the east side of McLaughlin Road, north of Silverthorne Crescent.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, an office for a maximum of two (2) physicians, dentists or drugless practitioners will be permitted.</i></p>



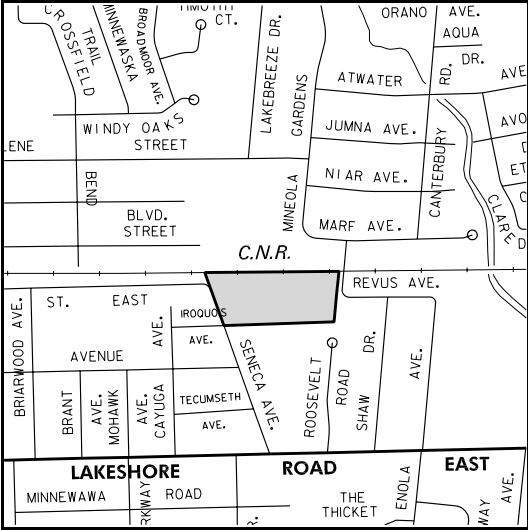
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east and west side of Drakestone Crescent, north of Regent's Terrace, south of Eglinton Avenue West should be redesignated from Residential Medium Density I to Residential Low Density II to recognize the existing detached and semi-detached dwellings.	242	That the Hurontario District Land Use Map, be amended as follows:  1. Redesignate the lands located on the east and west side of Drakestone Crescent, north of Regent's Terrace, south of Eglinton Avenue West from "Residential Medium Density I" to "Residential Low Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on Founders Walk and Empress Crescent, south of Eglinton Avenue West should be redesignated from Residential Medium Density I to Residential Low Density II to recognize the existing semi-detached dwellings.	243	That the Hurontario District Land Use Map, be amended as follows:  2. Redesignate the lands located on Founders Walk and Empress Crescent, south of Eglinton Avenue West from "Residential Medium Density I" to "Residential Low Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the north and south sides of Leatherleaf Drive, East of Kennedy Road be redesignated from Residential Medium Density I to Residential Low Density II to recognize the existing detached and semi-detached dwellings.	244	That the Hurontario District Land Use Map, be amended as follows:  3. Redesignate the lands located on the north and south sides of Leatherleaf Drive, East of Kennedy Road from "Residential Medium Density I" to "Residential Low Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located along the north side of Nahani Way, east of Hurontario Street should be redesignated from Greenbelt to Residential Medium Density II as these lands do not meet the criteria to be designated Greenbelt.	245	That the Hurontario District Land Use Map, be amended as follows:  4. Redesignate the lands located along the north side of Nahani Way, east of Hurontario Street from "Greenbelt" to "Residential Medium Density II" .
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Trailwood Drive, east of Hurontario Street be redesignated from Residential Medium Density I to Residential Medium Density II to recognize the existing 4-storey apartment building.	246	That the Hurontario District Land Use Map, be amended as follows:  5. Redesignate the lands located on the north side of Trailwood Drive, east of Hurontario Street from "Residential Medium Density I" to "Residential Medium Density II".


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Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at #211 Forum Drive, north of Eglinton Avenue East be redesignated from Residential Medium Density I to Residential High Density II to recognize the existing apartment building.	247	That the Hurontario District Land Use Map, be amended as follows:  6. Redesignate the lands located at Forum Drive, north of Eglinton Avenue East from "Residential Medium Density I" to "Residential High Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the west side of Forum Drive, north of Eglinton Avenue East be redesignated from Residential Medium Density I to Residential High Density II to be consistent with the existing zoning on the property that permits an 18-storey apartment building.	248	That the Hurontario District Land Use Map, be amended as follows:  7. Redesignate the lands located on the west side of Forum Drive, north of Eglinton Avenue East from "Residential Medium Density I" to "Residential High Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the west side of Hurontario Street, south of Eglinton Avenue West be redesignated from Mixed Residential High Density II and Office to Residential High Density II. A new Special Site is proposed to permit the Office.	249	That the Hurontario District Land Use Map, be amended as follows:  8. Redesignate the lands located on the west side of Hurontario Street, south of Eglinton Avenue West from "Mixed Residential High Density II" and "Office" to "Residential High Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east and west sides of Hurontario Street, south of Eglinton Avenue West be redesignated from Mixed Residential High Density II and Office to Office. It is proposed that the Special Site 3 policies be amended to permit the Residential High Density II.	250	That the Hurontario District Land Use Map, be amended as follows:  9. Redesignate the lands located on the east and west sides of Hurontario Street, south of Eglinton Avenue West from "Mixed Residential High Density II" and "Office" to "Office" and add "Office" to the Land Use Designations legend.
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at #5379 McLaughlin Road, north of Faith Drive be redesignated from Residential Medium Density I to Residential High Density I to be consistent with the existing zoning on the property which permits a 6-storey apartment building.	251	That the Hurontario District Land Use Map, be amended as follows:  10. Redesignate the lands located at McLaughlin Road, north of Faith Drive from "Residential Medium Density I" to "Residential High Density I".

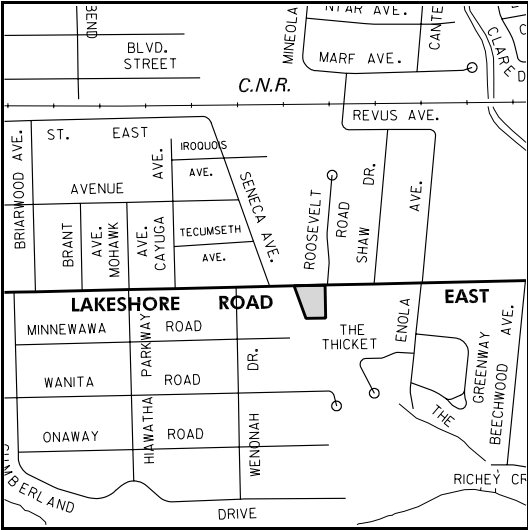
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east side of Mavis Road, south of Avonwick Avenue be redesignated from Residential High Density I to Residential Medium Density I to recognize the existing townhouse dwellings.	<b>252</b>	That the Hurontario District Land Use Map, be amended as follows:  11. Redesignate the lands located on the east side of Mavis Road, south of Avonwick Avenue from "Residential High Density I" to "Residential Medium Density I".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Transportation and Works Department requested minor editorial changes to the Hurontario District Land Use Map.	<b>253</b>	That the Hurontario District Land Use Map, be amended as follows:  12. Update the location of the Transitway off-ramps at Confederation Parkway;  13. Delete the Mavis Road Transitway Station;  14. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>254</b>	That the Hurontario District Land Use Map, be amended as follows:  15. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Hurontario District Land Use Map			

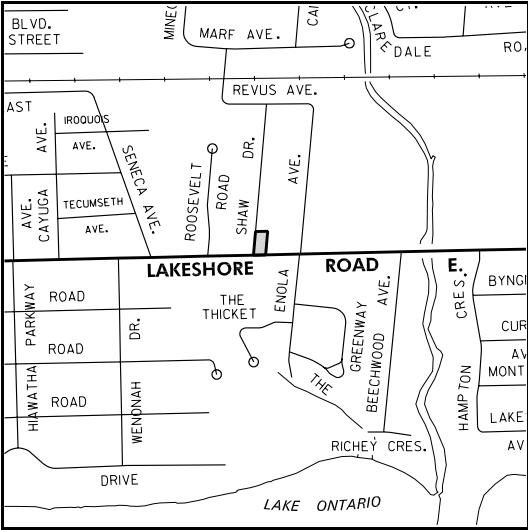
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Land Use	Section 4.17 Page 7	The Comprehensive Zoning By-law Review identified that the only existing townhouse dwellings designated Residential Low Density II in the Lakeview Planning District were not street townhouse dwellings. Further, a number of triplexes exist in the Residential Low Density II designation that should be recognized.	255	<p>That Section 4.17.4.1.2, be amended as follows:</p> <p><b>4.17.4.1.2 Residential Low Density II</b></p> <p>The Residential Low Density II designation permits detached, semi-detached, duplex, <i>triplex</i> and <del>street</del> townhouses <i>dwellings</i>, within a <del>net</del> density range of 17-30 units per net residential hectare.</p>
Section 4.17, District Policies, Lakeview District Policies, Land Use	Section 4.17 Page 7	Section 4.17.4.1.3, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	256	<p>That Section 4.17.4.1.3, be amended as follows:</p> <p><b>4.17.4.1.3 Residential Medium Density I</b></p> <p>The Residential Medium Density I designation permits detached, semi-detached, duplex, and townhouse dwellings <i>and all forms of horizontal multiple dwellings</i> within a <del>net</del> density range of 30-57 units per net residential hectare. <del>All forms of low-rise multiple dwellings will also be permitted within this density range.</del></p>
Section 4.17, District Policies, Lakeview District Policies, Land Use	Section 4.17 Page 7	Section 4.17.4.1.6.a, Intensification of Existing Apartment Sites, should be clarified to only permit townhouse dwellings.	257	<p>That Section 4.17.4.1.6.a, be amended as follows:</p> <p><b>a.</b> on lands designated Residential High Density I or II, development in addition to existing buildings will be restricted to <del>the uses permitted in the Residential Medium Density I designation</del>, <i>townhouse dwellings</i> up to the maximum density specified for the Residential High Density designation;</p>
Section 4.17, District Policies, Lakeview District Policies, Land Use	Section 4.17 Page 7	Section 4.17.4.2, should be deleted as it is covered under Section 3.3.1, Business Employment, Permitted Uses.	258	<p>That Section 4.17.4.2, be deleted.</p> <p><del><b>4.17.4.2 Business Employment</b></del></p> <p><del>Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</del></p> <p><del><b>a.</b> waste processing or transfer stations and composting facilities;</del></p> <p><del><b>b.</b> motor vehicle body repair facilities;</del></p> <p><del><b>c.</b> motor vehicle repair garages.</del></p>

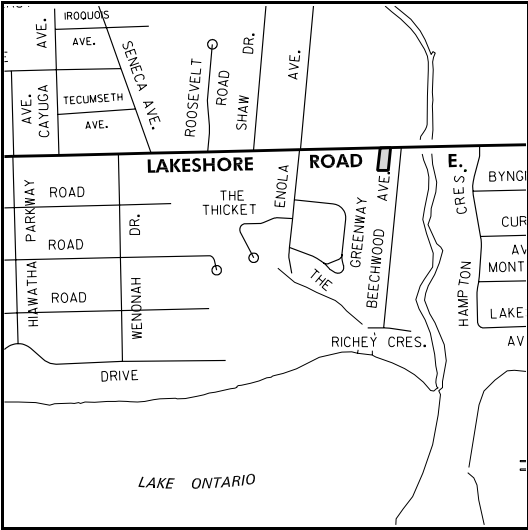
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Land Use	Section 4.17 Page 7	Upon further review, it is appropriate to add minimum and maximum height restrictions in the Mainstreet Commercial designation to be consistent with other sections of Mississauga Plan.	259	<p>That Section 4.17.4, be amended by adding Mainstreet Commercial policies as follows:</p> <p><b>4.17.4.3                      Commercial</b></p> <p><b>4.17.4.3.1                    Mainstreet Commercial</b></p> <p><i>Buildings should have a minimum height of 2-storeys and a maximum height of 3-storeys.</i></p>
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 13	Section 4.17.6.7, Site 6, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	260	<p>That Section 4.17.6.7, Site 6, be amended as follows:</p> <p><b>4.17.6.7                      Site 6</b></p> <div></div> <p>The lands identified as Special Site 6 are located west of Revus Avenue, south of the Canadian National Railway tracks.</p> <p>Notwithstanding <i>the provisions of</i> the Business Employment designation, <del>of this Plan</del>, the following uses will not be permitted:</p> <ul style="list-style-type: none"><li>a. outdoor storage;</li><li>b. trucking <del>terminals</del> <i>facilities</i>, <del>transportation depots</del> and <del>other</del> transportation facilities;</li><li>c. <del>hotels, motels</del> <i>overnight accommodation and conference</i> and <del>trade</del> centres;</li><li>d. broadcasting, communication, and utility rights-of-way;</li><li>e. <del>banks and other</del> financial institutions;</li><li>f. entertainment, recreation and sports facilities;</li><li>g. all types of restaurants.</li></ul>

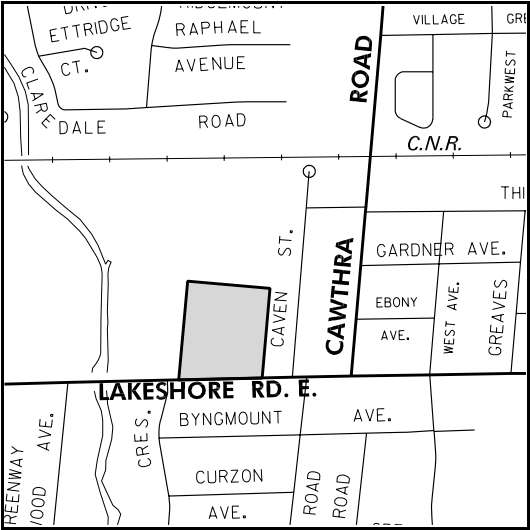
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 14	Section 4.17.6.8, Site 7, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	261	<div><div>That Section 4.17.6.8, Site 7, be amended as follows:</div><div><div><div>4.17.6.8Site 7</div><div></div></div><div><div>The lands identified as Special Site 7 are located along Casson Avenue, west of the utility corridor.</div><div>Notwithstanding <i>the provisions of</i> the Business Employment designation, <del>of this Plan</del>, the following uses will not be permitted:</div><div><div>a. outdoor storage;</div><div>b. <del>trucking terminals facilities transportation depots and other</del> transportation facilities;</div><div>c. <del>hotels, motels, overnight accommodation and conference and trade</del> centres;</div><div>d. broadcasting, communication, and utility rights-of-way;</div><div>e. <del>banks and other</del> financial institutions;</div><div>f. entertainment, recreation and sports facilities;</div><div>g. all types of restaurants.</div></div></div></div></div>

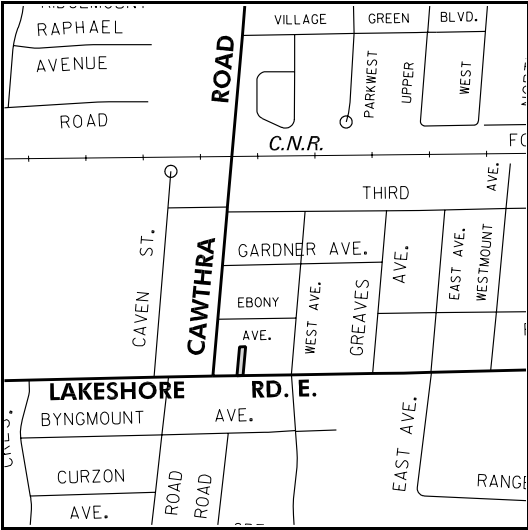
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 15	Section 4.17.6.11, Site 10, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	262	<p>That Section 4.17.6.11, Site 10, be amended as follows:</p> <p><b>4.17.6.11            Site 10</b></p> <div></div> <p>The lands identified as Special Site 10 are located south of Lakeshore Road East and east of Wenonah Drive.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p> <p><del>a. a convenience restaurant with a drive-through facility will be permitted.</del></p>

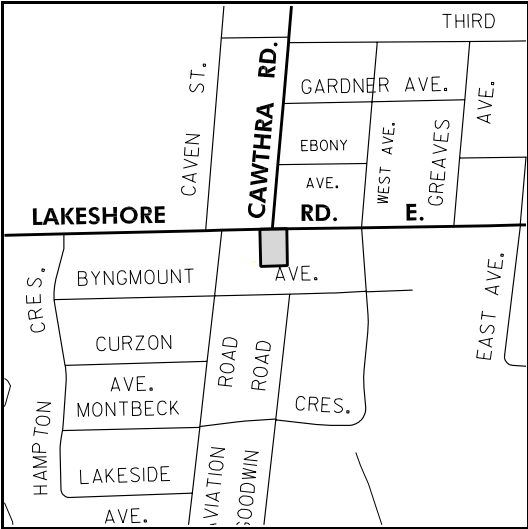



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 16	Section 4.17.6.13, Site 12, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	263	<div><div>That Section 4.17.6.13, Site 12, be amended as follows:</div><div><div><div>4.17.6.13Site 12</div><div></div></div><div><div>The lands identified as Special Site 12 are located at the northeast corner of Lakeshore Road East and Shaw Drive.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a. a motor vehicle repair service garage will be permitted.</div></div></div></div></div>

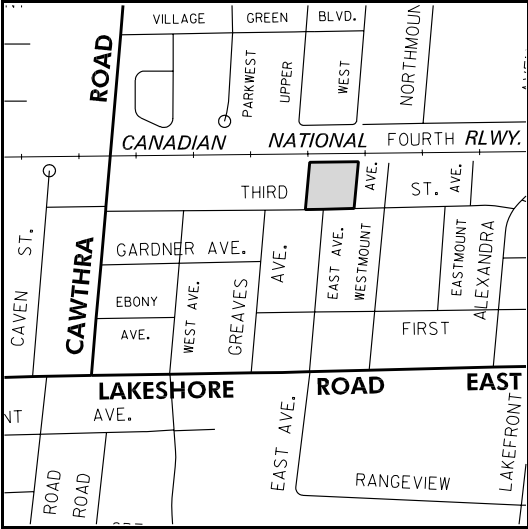
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 17	Section 4.17.6.14, Site 13, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	264	<div><div>That Section 4.17.6.14, Site 13, be amended as follows:</div><div><div><div>4.17.6.14Site 13</div><div></div></div><div><div>The lands identified as Special Site 13 are located south of Lakeshore Road East and west of Beechwood Avenue.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a. a motor vehicle repair service garage will be permitted.</div></div></div></div></div>

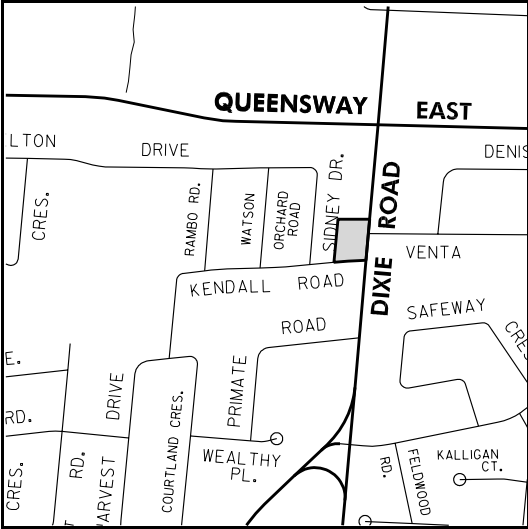
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 17	Section 4.17.6.15, Site 14, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	265	<div><div>That Section 4.17.6.15, Site 14, be amended as follows:</div><div><div>4.17.6.15Site 14</div><div></div></div><div><div>The lands identified as Special Site 14 are located north of Lakeshore Road East and west of Caven Street.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a. a convenience restaurant with a drive-through facility will be permitted.</div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 18	Section 4.17.6.16, Site 15, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	266	<div><div>That Section 4.17.6.16, Site 15, be amended as follows:</div><div><div><div>4.17.6.16Site 15</div><div></div></div><div><div>The lands identified as Special Site 15 are located north of Lakeshore Road East and east of Cawthra Road.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a. a motor vehicle repair service garage will be permitted.</div></div></div></div></div>

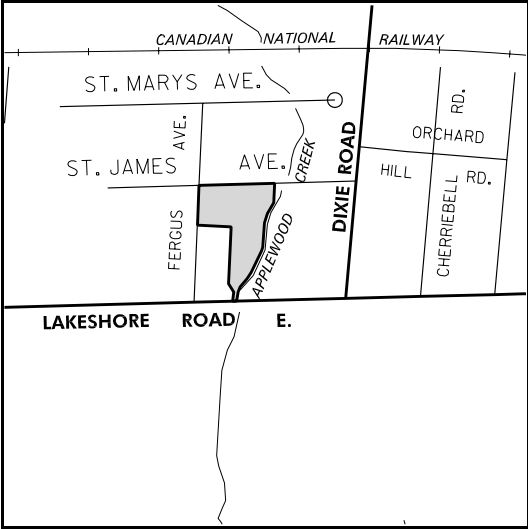
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 19	Section 4.17.6.18, Site 17, should be deleted as there is no convenience restaurant at this location.	267	<div><div>That Section 4.17.6.18, Site 17, be deleted.</div><div><del>4.17.6.18</del> — <del>Site 17</del></div><div></div><div><div>The lands identified as Special Site 17 are located south of Lakeshore Road East and east of Aviation Road.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, the following additional policy will apply:</div><div><div>a. a convenience restaurant with a drive-through facility will be permitted.</div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 19	Section 4.17.6.19, Site 18, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	268	<div><div>That Section 4.17.6.19 Site 18, be amended as follows:</div><div><div>4.17.6.19Site 18</div><div></div></div><div><div>The lands identified as Special Site 18 include 5 sites located north of Lakeshore Road East between Greaves Avenue and Ogden Avenue.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, the following additional policies will apply:</div><div><div>a. a motor vehicle repair service garage will be permitted;</div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 21	The Comprehensive Zoning By-law Review identified that, a new Special Site is required for the lands located east of Cawthra Road, south of the Canadian National Railway tracks to recognize 2 existing 3-storey apartment buildings.	269	<div><p>That a new Special Site be added to the Lakeview District Policies as follows:</p><p><b>4.17.6.23                      Site 22</b></p><div></div><p><i>The lands identified as Special Site 22 are located east of Cawthra Road, south of the Canadian National Railway tracks.</i></p><p><i>Notwithstanding the provisions of the Residential Low Density II designation, 2, 3-storey apartment buildings will be permitted.</i></p></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 21	The Comprehensive Zoning By-law Review identified that, a new Special Site is required for the lands located on the west side of Dixie Road, north of Kendall Road to recognize the existing medical practitioners office.	270	<p>That a new Special Site be added to the Lakeview District Policies as follows:</p> <p><b>4.17.6.24            Site 23</b></p> <div></div> <p><i>The lands identified as Special Site 23 are located west of Dixie Road, north of Kendall Road.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density I designation, an office for a maximum of 4 medical practitioners will be permitted.</i></p>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 22	The Comprehensive Zoning By-law Review identified that, a new Special Site is required for the lands located at #1025 Fergus Avenue, north of Lakeshore Road East to recognize the existing townhouse dwellings.	271	<div><p>That a new Special Site be added to the Lakeview District Policies as follows:</p><p><b>4.17.6.25            Site 24</b></p><div></div><p><i>The lands identified as Special Site 24 are located east of Fergus Avenue, north of Lakeshore Road East.</i></p><p><i>Notwithstanding the provisions of the Residential High Density II designation, townhouse dwellings will be permitted.</i></p></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Lakeview District Land Use Map	Lakeview District Land Use Map	The Comprehensive Zoning By-law Review identified that, there were 3 houses zoned residential backing on to the Toronto Golf and Country Club that were designated Private Open Space. These houses should be redesignated from Private Open Space to Residential Low Density I.	272	That the Lakeview District Land Use Map, be amended as follows:  1. Redesignate the lands east of Dixie Road, north of the Canadian National Railway from "Private Open Space" to "Residential Low Density I".
Section 4.17, District Policies, Lakeview District Policies, Lakeview District Land Use Map	Lakeview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at #1045 Enola Avenue, north of Lakeshore Road East should be redesignated from Residential Low Density II to Residential High Density I to recognize the existing 6-storey apartment building.	273	That the Lakeview District Land Use Map, be amended as follows:  2. Redesignate the lands located on the east side of Enola Avenue, north of Lakeshore Road East from "Residential Low Density II" to "Residential High Density I".
Section 4.17, District Policies, Lakeview District Policies, Lakeview District Land Use Map	Lakeview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located east of Seneca Avenue, north of Lakeshore Road East should be redesignated from Residential High Density I to Residential High Density II to be consistent with the existing zoning and development.	274	That the Lakeview District Land Use Map, be amended as follows:  3. Redesignate the lands located east of Seneca Avenue, north of Lakeshore Road East from "Residential High Density I" to "Residential High Density II"
Section 4.17, District Policies, Lakeview District Policies, Lakeview District Land Use Map	Lakeview District Land Use Map	Upon further review, it would be appropriate for lands that are currently designated Convenience Commercial located on an Arterial Road and are surrounded by lands designated Mainstreet Commercial be redesignated to Mainstreet Commercial.	275	That the Lakeview District Land Use Map, be amended as follows:  4. Redesignate the following lands from "Convenience Commercial" to "Mainstreet Commercial": <ul style="list-style-type: none"> <li>the lands located on the north side of Lakeshore Road East, east of Dixie Road;</li> <li>the lands located on the north side of Lakeshore Road East, east of Seneca Avenue.</li> </ul>
Section 4.17, District Policies, Lakeview District Policies, Lakeview District Land Use Map	Lakeview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	276	That the Lakeview District Land Use Map, be amended as follows:  5. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

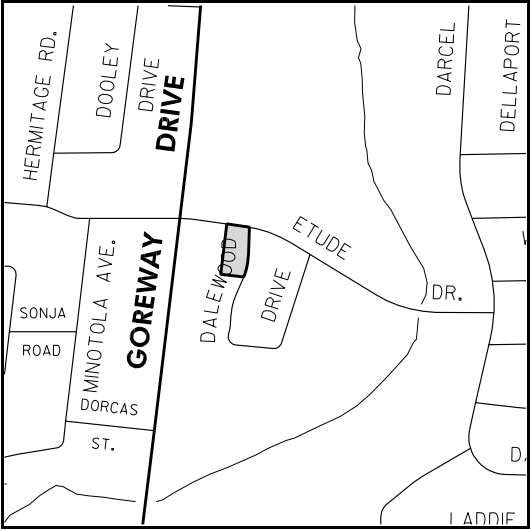
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Lakeview District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.18, District Policies, Lisgar District Policies, Land Use	Section 4.18 Page 4	Section 4.18.4.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	277	<p>That Section 4.18.4.1.4, be amended as follows:</p> <p><b>4.18.4.1.4        Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings, as well as <del>low-rise</del> apartments at a Floor Space Index of 0.4-0.9. Building height should not exceed 4-storeys.</p>
Section 4.18, District Policies, Lisgar District Policies, Special Site	Section 4.18 Page 8	Section 4.18.7.2.a, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	278	<p>That Section 4.18.7.2.a, be amended as follows:</p> <p><b>a.   <del>professional, business and administrative</del></b> offices will be permitted in existing detached dwellings.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.18, District Policies, Lisgar District Land Use Map	Lisgar District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands currently designated Greenbelt on the south side of Gracefield Drive should be redesignated to Residential Low Density II.	<b>279</b>	That the Lisgar District Land Use Map, be amended as follows:  1. Redesignate the lands on the south side of Gracefield Drive from "Greenbelt" to "Residential Low Density II".
Section 4.18, District Policies, Lisgar District Land Use Map	Lisgar District Land Use Map	The Transportation and Works Department requested minor revisions to the Lisgar District Land Use Map.	<b>280</b>	That the Lisgar District Land Use Map, be amended as follows:  2. Updated the alignment of Argentinia Road, west of Tenth Line West;  3. Relocate the future commuter rail station symbol to west side of Tenth Line West.
Section 4.18, District Policies, Lisgar District Land Use Map	Lisgar District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>281</b>	That the Lisgar District Land Use Map, be amended as follows:  4. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Lisgar District Land Use Map			

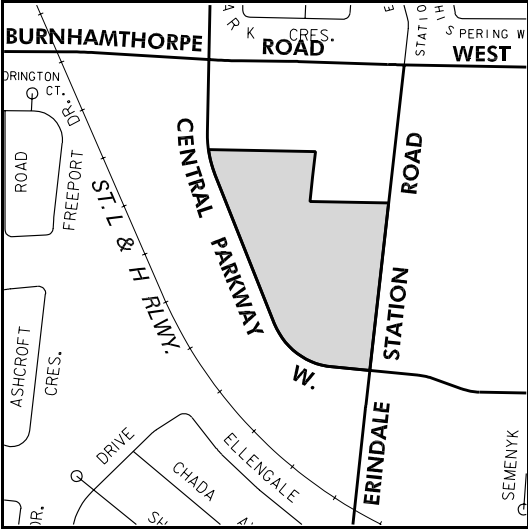
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.19, District Policies, Malton District Policies, Land Use	Section 4.19 Page7	Section 4.19.4.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	282	<p>That Section 4.19.4.1.4, be amended as follows:</p> <p><b>4.19.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwelling and</i> all forms of horizontal multiple dwellings as well as <del>low-rise</del> apartments at a Floor Space Index of 0.4-0.9.</p>
Section 4.19, District Policies, Malton District Policies, Land Use	Section 4.19 Page7	The Comprehensive Zoning By-law Review identified that, the land designated Business Employment located south of Rexford Road, north of Derry Road East has been developed for a long term care facility. The lands should be redesignated to Residential Medium Density II and the Business Employment land use policies deleted.	283	<p>That Section 4.19.4.2, be deleted.</p> <p><del><b>4.19.4.2 Business Employment</b></del></p> <p><del>Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</del></p> <p><del>a. transportation facilities;</del></p> <p><del>b. waste processing or transfer stations and composting facilities;</del></p> <p><del>c. trucking terminals and transportation depots;</del></p> <p><del>d. motor vehicle body repair facilities;</del></p> <p><del>e. motor vehicle repair garages;</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.19, District Policies, Malton District Policies, Special Site Policies	Section 4.19 Page 12	Section 4.19.7.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	284	<div><div>That Section 4.19.7.4, Site 3, be amended as follows:</div><div><div>4.19.7.4Site 3</div><div></div><div><div>The lands identified as Special Site 3 are located at the southwest corner of Etude Drive and Dalewood Drive.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a. a motor vehicle repair and tire service centre garage will be permitted.</div></div></div></div></div>



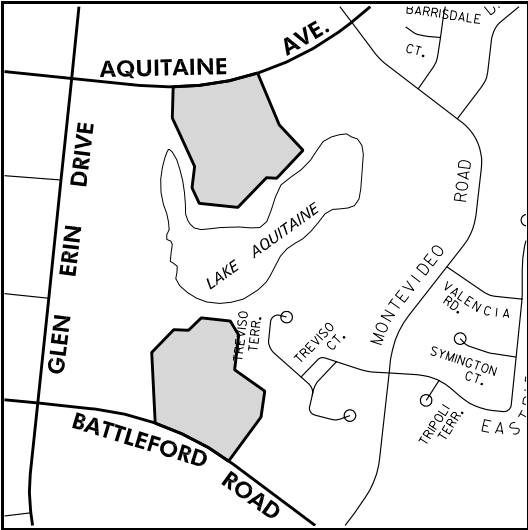
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.19, District Policies, Malton District Policies, Malton District Land Use Map	Malton District Land Use Map	The lands located north of Derry Road East, south of Rexford Road should be redesignated from Business Employment to Residential Medium Density II to recognize the existing long term care facility and to be consistent with the existing zoning to permit common element condominium townhouse dwellings.	<b>285</b>	That the Malton District Land Use Map, be amended as follows:  1. Redesignate the lands located north of Derry Road East, south of Rexford Road from "Business Employment" to "Residential Medium Density II".
Section 4.19, District Policies, Malton District Policies, Malton District Land Use Map	Malton District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east side of Victory Crescent, across from McNaughton Avenue should be redesignated from Residential Low Density II to Public Open Space to recognize that the land is owned by the City and is being used for a parking lot for the adjacent park.	<b>286</b>	That the Malton District Land Use Map, be amended as follows:  2. Redesignate the lands located on the east side of Victory Crescent, across from McNaughton Avenue from "Residential Low Density II" to "Public Open Space".
Section 4.19, District Policies, Malton District Policies, Malton District Land Use Map	Malton District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Derry Road East, west of Goreway Drive should be redesignated from Convenience Commercial to General Commercial as the property is located on Derry Road East and does not function in the general intent of a Convenience Commercial facility.	<b>287</b>	That the Malton District Land Use Map, be amended as follows:  3. Redesignate the lands located on the north side of Derry Road East, west of Goreway Drive from "Convenience Commercial" to "General Commercial".
Section 4.19, District Policies, Malton District Policies, Malton District Land Use Map	Malton District Land Use Map	As a result of revising the General Commercial policies to only permit motor vehicle uses in Employment Districts but not in Nodes, various sites along Derry Road East should be redesignated from General Commercial to Motor Vehicle Commercial to be consistent with the existing zoning and development.	<b>288</b>	That the Malton District Land Use Map, be amended as follows:  4. Redesignate the following lands from "General Commercial" to "Motor Vehicle Commercial": <ul style="list-style-type: none"> <li>the north side of Derry Road East, east of Airport Road;</li> <li>the north-east corner of Derry Road East and Cattrick Street.</li> </ul>
Section 4.19, District Policies, Malton District Policies, Malton District Land Use Map	Malton District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>289</b>	That the Malton District Land Use Map, be amended as follows:  5. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

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SEE Malton District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.20, District Policies, Mavis-Erindale District Policies, Special Site Policies	Section 4.20 Page 6	<p>Special Site 1 in the Mavis-Erindale District Policies should be deleted as it is not appropriate to permit residential development in an Employment District. Currently, the site permits an apartment building to a maximum Floor Space Index (FSI) of 1.0.</p> <p>Further, by deleting Special Site 1 the designation will now be consistent with the existing zoning and development.</p>	290	<p>That Section 4.20.6.2, Site 1 of the Mavis-Erindale District Policies, be deleted.</p> <p><del>4.20.6.2</del> — <del>Site 1</del></p> <div></div> <p><del>The lands identified as Special Site 1 are located on the east side of Central Parkway West, south of Burnhamthorpe Road West.</del></p> <p><del>Notwithstanding the General Commercial designation apartments at a maximum Floor Space Index (FSI) of 1.0 will be permitted.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.20, District Policies, Mavis Erindale District Policies, Mavis-Erindale District Land Use Map	Mavis-Erindale District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the General Commercial designation in Employment Districts, all lands currently designated Motor Vehicle Commercial should be redesignated to General Commercial.	291	<p>That the Mavis-Erindale District Land Use Map, be amended as follows:</p> <p>1. Redesignate the following lands from "Motor Vehicle Commercial" to "General Commercial":</p> <ul style="list-style-type: none"><li>• southeast corner of Burnhamthorpe Road West and Erindale Station Road;</li><li>• southwest corner of Burnhamthorpe Road and Mavis Road;</li><li>• northeast corner of Dundas Street West and Wolfedale Road;</li><li>• south side of Burnhamthorpe Road West and west of Wolfedale Road.</li></ul>

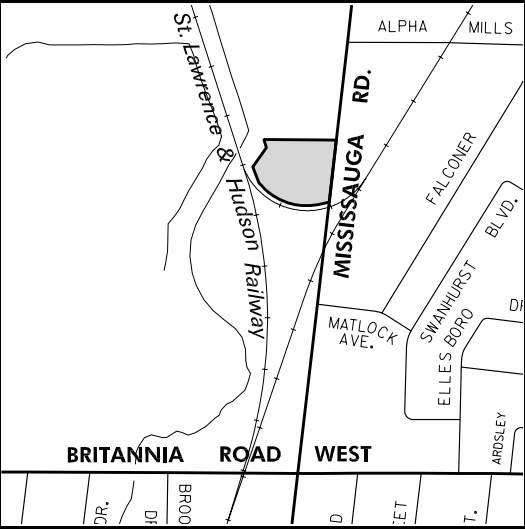
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Mavis-Erindale District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.21, District Policies, Meadowvale District Policies, Land Use	Section 4.21 Page 4	Section 4.21.4.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	292	<p>That Section 4.21.4.1.4, be amended as follows:</p> <p><b>4.21.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings, as well as <del>low-rise</del> apartments at a Floor Space Index of 0.4-0.9. Building height should not exceed 4-storeys.</p>
Section 4.21, District Policies, Meadowvale District Policies, Land Use	Section 4.21 Page 4	Section 4.21.4.1.6, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	293	<p>That Section 4.21.4.1.6, be amended as follows:</p> <p>The Residential High Density II designation permits <del>high-rise</del> apartment dwellings at a Floor Space Index of 1.0-1.3, in excess of 8-storeys.</p>
Section 4.21, District Policies, Meadowvale District Policies, Special Sites	Section 4.21 Page 9	A new Special Site should be added to the Meadowvale District Policies for the lands south of Aquitaine Avenue and north of Battleford Road to recognize the existing townhouse dwellings.	294	<p>That a new Special Site be added to the Meadowvale District Policies as follows:</p> <p><b>4.21.6.3 Site 2</b></p> <div></div> <p><i>The lands identified as Special Site 2 are located on the south side of Aquitaine Avenue, east of Glen Erin Drive and on the north side of Battleford Road, east of Glen Erin Drive.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, townhouse dwellings are permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.21, District Policies, Meadowvale District Policies, Meadowvale District Land Use Map	Meadowvale District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands north of Derry Road, west of Winston Churchill Boulevard (#3114-3118 Pendleton Road) should be redesignated from Residential Low Density II to Residential Medium Density I to recognize the existing street townhouse dwellings.	<b>295</b>	That the Meadowvale District Land Use Map, be amended as follows:  1. Redesignate the lands north of Derry Road West, west of Winston Churchill Boulevard (#3114-3118 Pendleton Road) from "Residential Low Density II" to "Residential Medium Density I".
Section 4.21, District Policies, Meadowvale District Policies, Meadowvale District Land Use Map	Meadowvale District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at #6152-6205 Townwood Court, east of Windwood Drive be redesignated from Residential Low Density I to Residential Medium Density I to recognize the existing street townhouse dwellings.	<b>296</b>	That the Meadowvale District Land Use Map, be amended as follows:  2. Redesignate the lands located at #6152-6205 Townwood Court, east of Windwood Drive from "Residential Low Density I" to "Residential Medium Density I".
Section 4.21, District Policies, Meadowvale District Policies, Meadowvale District Land Use Map	Meadowvale District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>297</b>	That the Meadowvale District Land Use Map, be amended as follows:  3. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

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SEE Meadowvale District Land Use Map			

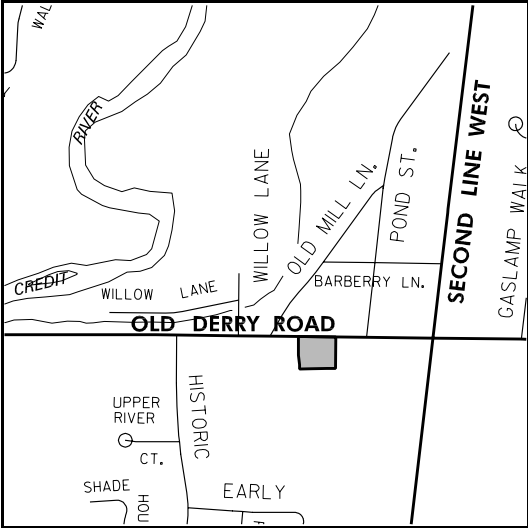


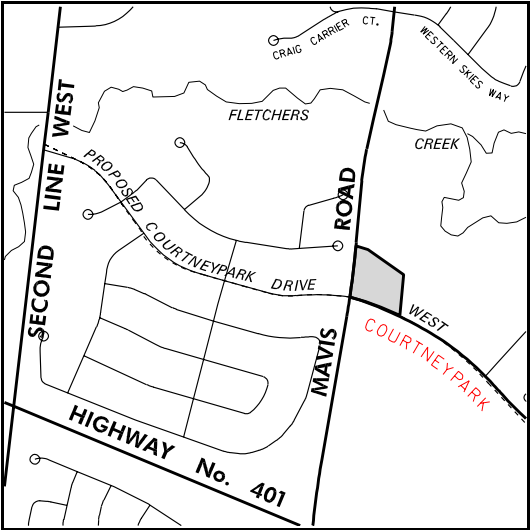
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.22.5.1, District Policies, Meadowvale Business Park District Policies, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.22 Pages 7 and 8	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	298	<p>That Section 4.22.5.1, Table 1, Basic Road Characteristics, be amended as follows:</p> <p>1. Delete the Meadowpine Boulevard extension 30 m ROW Width from Meadowvale Boulevard to Mississauga Road.</p>
Section 4.22, District Policies, Meadowvale Business Park District Policies, Special Site Policies	Section 4.22 Page 11	Section 4.22.6.7, should be revised to be consistent with the terminology of other sections of Mississauga Plan. A gas bar, car wash, motor vehicle repair garage and motor vehicle body repair facility are all permitted uses under the Business Employment designation.	299	<p>That Section 4.22.6.7, be amended as follows:</p> <p><b>4.22.6.7                      Site 6</b></p> <div></div> <p>The lands identified as Special Site 6 are located on the west side of Mississauga Road, north of the St. Lawrence and Hudson Railway.</p> <p>Notwithstanding the provisions of the Business Employment designation, <del>the following additional policy will apply:</del></p> <p><b>a.</b> <del>a gas bar, car wash, motor vehicle repair garage and body shop, and a motor vehicle sales and equipment outlet will be permitted.</del></p>

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Section 4.22, District Policies, Meadowvale Business Park District Policies, Meadowvale Business Park District Land Use Map	Meadowvale Business Park District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Meadowvale Business Park District Land Use Map be amended by redesignating the lands located east of Battleford Road, north of the Wabukayne Creek from Business Employment to Industrial to be consistent with the existing M2 zoning.	300	That the Meadowvale Business Park District Land Use Map, be amended as follows:  1. Redesignate the lands located east of Battleford Road, north of the Wabukayne Creek from "Business Employment" to "Industrial".
Section 4.22, District Policies, Meadowvale Business Park District Policies, Meadowvale Business Park District Land Use Map	Meadowvale Business Park District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the General Commercial designation in Employment Districts, lands currently designated Motor Vehicle Commercial should be redesignated to General Commercial.	301	That the Meadowvale Business Park District Land Use Map, be amended as follows:  2. Redesignate the following lands from "Motor Vehicle Commercial" to "General Commercial": <ul style="list-style-type: none"> <li>southeast corner of Erin Mills Parkway and Battleford Road;</li> <li>northeast corner of Erin Mills Parkway and Battleford Road;</li> <li>northwest corner of Argentia Road and Winston Churchill Boulevard.</li> </ul>
Section 4.22, District Policies, Meadowvale Business Park District Policies, Meadowvale Business Park District Land Use Map	Meadowvale Business Park District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation in Employment Districts, the lands located northeast corner of Derry Road West and Millcreek Drive should be redesignated from Motor Vehicle Commercial to Business Employment.	302	That the Meadowvale Business Park District Land Use Map, be amended as follows:  3. Redesignate the lands located on the northeast corner of Derry Road West and Millcreek Drive from "Motor Vehicle Commercial" to "Business Employment".
Section 4.22, District Policies, Meadowvale Business Park District Policies, Meadowvale Business Park District Land Use Map	Meadowvale Business Park District Land Use Map	The Transportation and Works Department requested editorial changes to the Meadowvale Business Park District Land Use Map.	303	That the Meadowvale Business Park District Land Use Map, be amended as follows:  4. Revise the alignment of Argentia Road, west of Tenth Line West;  5. Add future commuter rail station symbol to west side of Tenth Line West and to the Transportation Legend;  6. Delete Meadowpine Boulevard extension as a Major Collector from Meadowvale Boulevard to Mississauga Road;  7. Delete West Credit Avenue as a Minor Collector from Meadowpine Boulevard extension to Meadowvale Boulevard.

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Section 4.22, District Policies, Meadowvale Business Park District Policies, Meadowvale Business Park District Land Use Map	Meadowvale Business Park District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	304	That the Meadowvale Business Park District Land Use Map, be amended as follows:  8. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

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SEE Meadowvale Business Park District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.23, District Policies, Meadowvale Village District Policies, Land Use	Section 4.23 Page 8	Upon further review, it is appropriate to restrict the permitted uses in the Business Employment designation as Meadowvale Village is a residential planning district and the lands designated Business Employment are adjacent to residential uses.	305	<p>That a new Section be added to Section 4.23.4, as follows:</p> <p><b>4.23.4.3 Business Employment</b></p> <p><i>Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</i></p> <p><i>a. overnight accommodations;</i></p> <p><i>b. financial institutions;</i></p> <p><i>c. broadcasting/communication establishments.</i></p>
Section 4.23, District Policies, Meadowvale Village District Policies, Special Site	Section 4.23 Page 15	The Comprehensive Zoning By-law Review identified that, the lands identified in Special Site 9, should be amended to be consistent with the proposed amendment to redesignate the lands from General Commercial to Convenience Commercial.	306	<p>That Section 4.23.6.10, Site 9, be amended as follows:</p> <p><b>4.23.6.10 Site 9</b></p> <div><p>The map shows a section of land bounded by Old Derry Road to the north, Second Line West to the east, and Willow Lane to the west. A small rectangular area is highlighted on Old Derry Road, south of Willow Lane. Other features include the Credit River to the northwest, Upper River Ct. to the southwest, and various other streets and landmarks like Barberrry Ln., Pond St., Old Mill Ln., and Historic Early.</p></div> <p>The lands identified as Special Site 9 are located on the south side of Old Derry Road, west of Second Line West.</p> <p>Notwithstanding <i>the provisions of the General Convenience Commercial</i> designation, the existing motor vehicle service station and small convenience commercial facility will only be permitted, provided that it is in keeping with the historic character of the Meadowvale Village Heritage Conservation District Plan.</p>

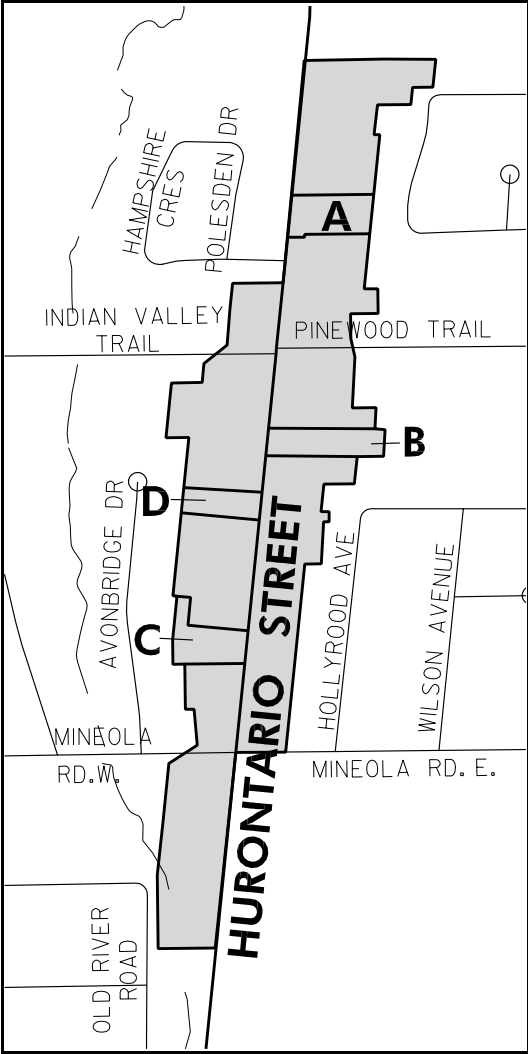
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.23, District Policies, Meadowvale Village District Policies, Special Site	Section 4.23 Page 16	The Comprehensive Zoning By-law Review identified that, Special Site 11 should be amended to refer to the land use designation as Motor Vehicle Commercial and the Special Site policies be amended to permit Convenience Commercial uses.	307	<p>That Section 4.23.6.12 Special Site 11 in the Meadowvale Village District Policies, be amended as follows:</p> <p><b>4.23.6.12            Site 11</b></p> <div></div> <p>The lands identified as Special Site 11 are located at the northeast corner of Courtneypark Drive and Mavis Road.</p> <p>Notwithstanding the provisions of the Motor Vehicle Commercial <del>and Convenience Commercial</del> designations, the following additional policy will apply:</p> <p>a. <del>, the lands may be developed for both Motor Vehicle Commercial and Convenience Commercial uses. on one site, or for Motor Vehicle Commercial and Convenience Commercial uses on individual sites, subject to the Motor Vehicle Commercial and Convenience Commercial policies of this Plan.</del></p>

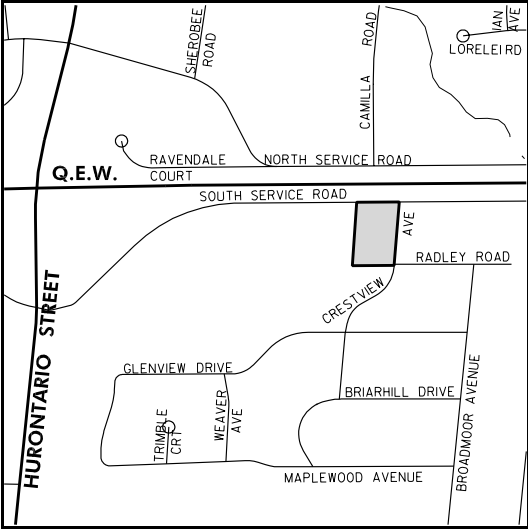
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that the lands located west of Second Line West, south of Hickory Hollow Glen should be redesignated from Open Space to Residential Low Density II to be consistent with the existing residential zoning.	308	That the Meadowvale Village District Land Use Map, be amended as follows:  1. Redesignate the lands located west of Second Line West, south of Hickory Hollow Glen from "Open Space" to "Residential Low Density II".
Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at 427-451 Arrowsmith Drive, east of McLaughlin Road should be redesignated from Residential Medium Density I to Residential Low Density II to recognize the existing detached dwellings.	309	That the Meadowvale Village District Land Use Map, be amended as follows:  2. Redesignate the lands located at 427-451 Arrowsmith Drive, east of McLaughlin Road from "Residential Medium Density I" to "Residential Low Density II".
Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at the northeast corner of Mavis Road and Courtney Park Drive West should be redesignated from Convenience Commercial and Motor Vehicle Commercial to Motor Vehicle Commercial to recognize the existing motor vehicle commercial uses. A Special Site should be added to permit Convenience Commercial uses.	310	That the Meadowvale Village District Land Use Map, be amended as follows:  3. Redesignate the lands located at the northeast corner of Mavis Road and Courtneypark Drive West from "Convenience Commercial/Motor Vehicle Commercial" to "Motor Vehicle Commercial".
Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at 729, 733 and 737 Novo Star Drive should be redesignated from Residential Medium Density I to Residential Low Density II to recognize the existing detached dwellings.	311	That the Meadowvale Village District Land Use Map, be amended as follows:  4. Redesignate the lands located at 729, 733 and 737 Novo Star Drive from "Residential Medium Density I" to "Residential Low Density II".
Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the south side of Old Derry Road, west of Second Line West should be redesignated from General Commercial to Convenience Commercial to recognize the existing development and existing and proposed zoning.	312	That the Meadowvale Village District Land Use Map, be amended as follows:  5. Redesignate the lands located on the south side of Old Derry Road, west of Second Line West from "General Commercial" to "Convenience Commercial".

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	313	That the Meadowvale Village District Land Use Map, be amended as follows:  6. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.



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SEE Meadowvale Village District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.24, District Policies, Mineola District Policies, Special Site Policies	Section 4.24 Page 8	Section 4.24.7.3, Special Site 2, should be amended by adding offices located on Hurontario Street, located in the Special Site that exceeds the maximum 420 m <sup>2</sup> gross floor area.	314	<p>That Section 4.24.7.3, location map, f. and g., Site 2, be amended as follows:</p> <div><p>The map shows a section of Hurontario Street running vertically. To the west of the street are several streets: Hampshire Cres, Polesden Dr, Indian Valley Trail, Avonbridge Dr, Mineola Rd. W., and Old River Road. To the east are Pine Wood Trail, Hollywood Ave, and Wilson Avenue. Four specific areas are highlighted and labeled: Area A is a small rectangular area at the top of the street; Area B is a larger area further down the street; Area C is a small area on the west side of the street; and Area D is a small area on the west side of the street, south of Area C.</p></div> <p><b>f. 4.27.7.3.1     Area 2A</b></p> <p>Notwithstanding subsection e. of this section, for the lands identified as Area 2A, the existing building at 1523 Hurontario Street will not exceed 584.7 585 m<sup>2</sup> gross floor area;</p> <p><b>g. 4.27.7.3.2     Area 2B</b></p> <p>Notwithstanding subsection e. of this section, for the lands identified as Area 2B, an office building at 1443 Hurontario Street will not exceed 552 m<sup>2</sup> gross floor area.</p> <p><b>4.27.7.3.3     Area 2C</b></p> <p>Notwithstanding subsection e. of this section, for the lands identified as Area 2C, an office building will not exceed 465 m<sup>2</sup> gross floor area.</p> <p><b>4.27.7.3.4     Area 2D</b></p> <p>Notwithstanding subsection e. of this section, for the lands identified as Area 2D, the maximum gross floor area will not exceed 460 m<sup>2</sup> gross floor area and the maximum gross floor area used for an office will not exceed 250 m<sup>2</sup> gross floor area.</p>

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Section 4.24, District Policies, Mineola District Policies, Special Site Policies	Section 4.24 Page 9	The Comprehensive Zoning By-law Review identified that, it would be appropriate to redesignate the lands identified as Special Site 4 located at the southwest corner of South Service Road and Crestview Avenue from Residential Medium Density I to Convenience Commercial to recognize the existing plaza. The Special Site policies will permit townhouse dwellings.	315	<p>That Section 4.24.7.5, Special Site 4, be amended as follows:</p> <p><b>4.24.7.51            Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are located at the southwest corner of South Service Road and Crestview Avenue.</p> <p>Notwithstanding the provisions of the <del>Residential Medium Density I Convenience Commercial</del> designation, <del>the existing commercial facility is recognised as a permitted use which may continue subject to the General Commercial policies</del> <i>townhouse dwellings will be permitted.</i></p>

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Section 4.24, District Policies, Mineola District Policies, Mineola District Land Use Map	Mineola District Land Use Map	The Comprehensive Zoning By-law Review identified that, it would be appropriate to redesignate the lands identified as Special Site 4 located at the southwest corner of South Service Road and Crestview Avenue from Residential Medium Density I to Convenience Commercial to recognize the existing plaza.	316	That the Mineola District Land Use Map, be amended as follows:  1. Redesignate the lands located at the southwest corner of South Service Road and Crestview Avenue from "Residential Medium Density I" to "Convenience Commercial".
Section 4.24, District Policies, Mineola District Policies, Mineola District Land Use Map	Mineola District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	317	That the Mineola District Land Use Map, be amended as follows:  2. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Mineola District Land Use Map			

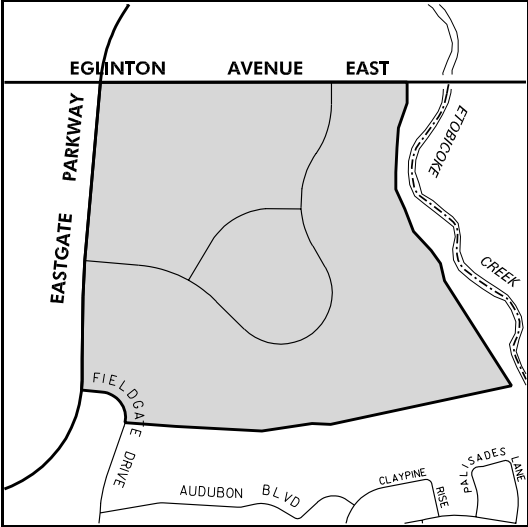
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.25, District Policies, Mississauga Valleys District Policies, Land Use	Section 4.25 Page 4	Section 4.25.4.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	318	<p>That Section 4.25.4.1.4, be amended as follows:</p> <p><b>4.25.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings, as well as <del>low-rise</del> apartments, at a Floor Space Index of 0.4-0.9. Building height should not exceed 4-storeys.</p>

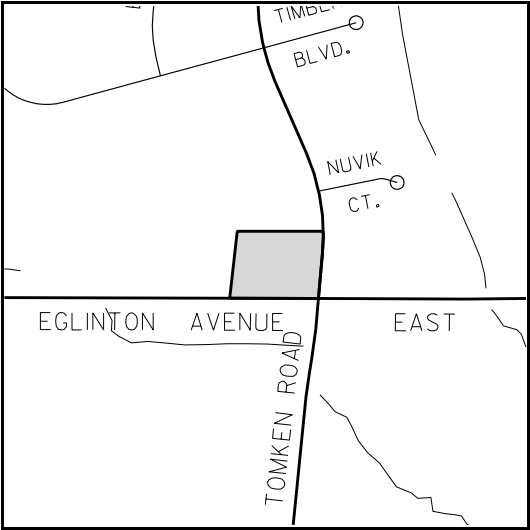
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.25, District Policies, Mississauga Valleys District Policies, Mississauga Valleys District Land Use Map	Mississauga Valleys District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the south side of Bloor Street, east of Mississauga Valley Boulevard be redesignated from General Commercial to Convenience Commercial to be consistent with the existing development and existing and proposed development.	319	That the Mississauga Valleys District Land Use Map, be amended as follows:  1. Redesignate the lands located on the south side of Bloor Street, east of Mississauga Valleys Boulevard from "General Commercial" to "Convenience Commercial".
Section 4.25, District Policies, Mississauga Valleys District Policies, Mississauga Valleys District Land Use Map	Mississauga Valleys District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	320	That the Mississauga Valleys District Land Use Map, be amended as follows:  2. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

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SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26.4.1, District Policies, Northeast District Policies, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.26 Pages 5 and 6	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	321	That Section 4.26.4.1, Table 1, Basic Road Characteristics, be amended as follows:  1. Add 26 m ROW Width conceptual Britannia Road East link to Abilene Drive from Tomken Road to Kennedy Road;  2. Revise North-South Arterial Road 36 m and 30 m ROW Width alignment.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26, District Policies, Northeast District Policies, Special Site Policies	Section 4.26 Page 7	The Comprehensive Zoning By-law Review identified that, the Special Site 2 policies should be amended to delete reference to motels to be consistent with the terminology used in the rest of Mississauga Plan.	322	<p>That Section 4.26.5.3, Site 2, be amended as follows:</p> <p><b>4.26.5.3 Site 2</b></p> <div></div> <p><del><b>4.26.5.3.1</b> The lands identified as Special Site 2 are located south of Eglinton Avenue East, east of Eastgate Parkway.</del></p> <p><del><b>4.26.5.3.2 Area 2A</b></del></p> <p><del>Notwithstanding the provisions of the Motor Vehicle Commercial policies of this Plan, Business Employment uses will also be permitted on the lands identified as Area 2A, excluding motels and waste processing or transfer stations and composting facilities.</del></p> <p><del><b>4.26.5.3.3 Area 2B</b></del></p> <p><del>Notwithstanding the provisions of the General Commercial and Business Employment designations, waste processing, transfer stations and composting facilities will not be permitted. policies of this Plan, development on the lands identified as Area 2B A will be subject to the following:</del></p> <p><del><b>a.</b> motel uses will not be permitted;</del></p> <p><del><b>b.</b> Business Employment uses will also be permitted, excluding motels and waste processing or transfer stations and composting facilities.</del></p> <p><del><b>4.26.5.3.4 Area 2C</b></del></p> <p><del>Notwithstanding the provisions of the Business Employment, policies of this Plan, motels and waste processing or transfer stations and composting facilities will not be permitted on the lands identified as Area 2C.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26, District Policies, Northeast District Policies, Special Site Policies	Section 4.26 Page 9	Section 4.26.5.6, Site 5, should be deleted as it is being proposed to redesignate the lands to Business Employment which would permit the convenience restaurant.	323	<div><div>That Section 4.26.5.6, Site 5, be deleted.</div><div><div><div><div>4.26.5.6</div><div>Site 5</div></div><div></div></div><div><div>The lands identified as Special Site 5 are located at the northwest corner of Eglinton Avenue East and Tomken Road.</div><div>Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policy will apply:</div><div><div>a.</div><div>a convenience restaurant with a drive-through facility will be permitted.</div></div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Comprehensive Zoning By-law Review identified that, a number of internal properties had existing industrial operations with extensive outdoor processing and/or storage areas. These lands are currently designated Business Employment and zoned M2. It would be appropriate to redesignate these lands from Business Employment to Industrial to be consistent with the existing land uses.	<b>324</b>	<p>That the Northeast District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"> <li>Redesignate the following lands from "Business Employment" to "Industrial": <ul style="list-style-type: none"> <li>the lands located north of Highway 401, east and west of Dixie Road;</li> <li>the lands located south of the Brampton border, east and west of Dixie Road;</li> <li>the lands located south of the Brampton border, east and west of Torbram Road;</li> <li>the lands located south of Derry Road West, east of Airport Road;</li> <li>the lands located south of Highway 401, east and west of Dixie Road;</li> <li>the lands located north of Derry Road East, west of Tomken Road;</li> <li>the lands located south of Derry Road East, east and west of Pacific Circle;</li> <li>the lands located north and south of Matheson Boulevard East, east of Timberlea Boulevard;</li> <li>the lands located west of Tomken Road, north and south of Gana Road;</li> <li>the lands located south of Crestlawn Drive, north of Fewster Drive.</li> </ul> </li> </ol>
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the General Commercial designation in Employment Districts, lands currently designated Motor Vehicle Commercial should be redesignated to General Commercial.	<b>325</b>	<p>That the Northeast District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"> <li>Redesignate the following lands from "Motor Vehicle Commercial" to "General Commercial": <ul style="list-style-type: none"> <li>southeast corner of Eglinton Avenue East and Eastgate Parkway;</li> <li>northwest corner of Eglinton Avenue East and Dixie Road;</li> <li>northeast corner of Aimco Boulevard and Dixie Road;</li> <li>southwest corner of Derry Road East and Rexwood Road.</li> </ul> </li> </ol>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation in Employment Districts, lands currently designated Motor Vehicle Commercial should be redesignated to Business Employment.	326	<p>That the Northeast District Land Use Map, be amended as follows:</p> <p>3. Redesignate the following lands from "Motor Vehicle Commercial" to "Business Employment":</p> <ul style="list-style-type: none"> <li>• northwest corner of Eglinton Avenue East and Tomken Road;</li> <li>• southwest corner of Britannia Road East and Dixie Road;</li> <li>• southeast corner of Courtneypark Drive East and Dixie Road;</li> <li>• northeast corner of Courtneypark Drive and Dixie Road;</li> <li>• southwest corner of Derry Road East and Tomken Road;</li> <li>• southeast corner of Derry Road East and Dixie Road;</li> <li>• southwest corner of Derry Road East and Menkes Drive;</li> <li>• northwest corner of Slough Street and Airport Road;</li> <li>• east side of Airport Road, north of Orlando Drive;</li> <li>• northeast corner of Bresler Drive and Airport Road;</li> <li>• southeast corner of Bresler Drive and Airport Road;</li> <li>• northeast corner of Highway 427 and Airport Road.</li> </ul>
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Industrial designation in Employment Districts, lands currently designated Motor Vehicle Commercial should be redesignated to Industrial.	327	<p>That the Northeast District Land Use Map, be amended as follows:</p> <p>4. Redesignate the following lands from "Motor Vehicle Commercial" to "Industrial":</p> <ul style="list-style-type: none"> <li>• southeast corner of Matheson Boulevard East and General Road;</li> <li>• south side of Britannia Road East, west of Dixie Road;</li> </ul>
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located south of Drew Road, west of the west branch of the Etobicoke Creek should be redesignated from Greenbelt to Industrial to be consistent with the Greenbelt policies, the existing development and the existing and proposed zoning.	328	<p>That the Northeast District Land Use Map, be amended as follows:</p> <p>5. Redesignate the lands located south of Drew Road, west of the west branch of the Etobicoke Creek from "Greenbelt" to "Industrial".</p>
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located south of Derry Road East, east of Tomken Road are not part of the cemetery and should be redesignated from Private Open Space to Business Employment to be consistent with the existing zoning.	329	<p>That the Northeast District Land Use Map, be amended as follows:</p> <p>6. Redesignate the lands located south of Derry Road East, east of Tomken Road from "Private Open Space - Cemetery" to "Business Employment".</p>

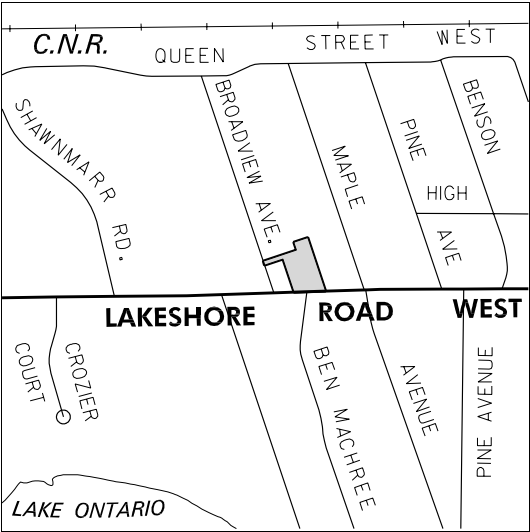
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located south of Derry Road East, east of Tomken Road are not part of the cemetery and should be redesignated from Private Open Space to Greenbelt to be consistent with the existing zoning.	<b>330</b>	That the Northeast District Land Use Map, be amended as follows:  7. Redesignate the lands located south of Derry Road East, east of Tomken Road from "Private Open Space - Cemetery" to "Greenbelt".
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	Upon further review and through the Comprehensive Zoning By-law Review, it is appropriate to add an Airport Land Use Designation to include all Airport lands.	<b>331</b>	That the Northeast District Land Use Map, be amended as follows:  8. Add Airport Land Use Designation to the Northeast District and add "Airport" to the Land Use Designations legend.
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Transportation and Works Department requested editorial updates to the Northeast District Land Use Map.	<b>332</b>	That the Northeast District Land Use Map, be amended as follows:  9. Update current Airport Terminal configuration (new Terminal 1);  10. Revise alignment of North-South Arterial Road;  11. Add alignment of Britannia Road East link to Abilene Drive;  12. Revise Highway 401 westbound off-ramp;  13. Delete "(conceptual)" after "Future Arterial" in legend;  14. Add "Future Major Collector (conceptual)" in legend;  15. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station";  16. Revise "GTA Transit Airport Connections" in legend to "Transit Airport Connections".
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>333</b>	That the Northeast District Land Use Map, be amended as follows:  17. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

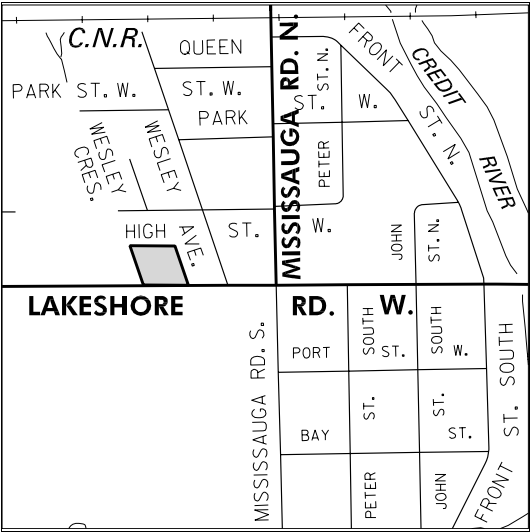
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Northeast District Land Use Map (Map 1 of 2)			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Northeast District Land Use Map (Map 2 of 2)			

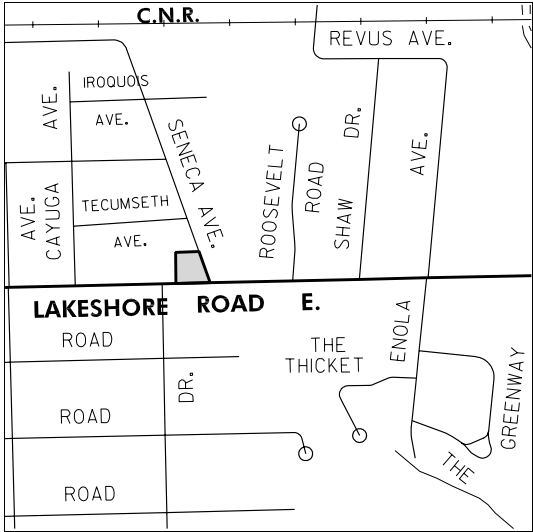


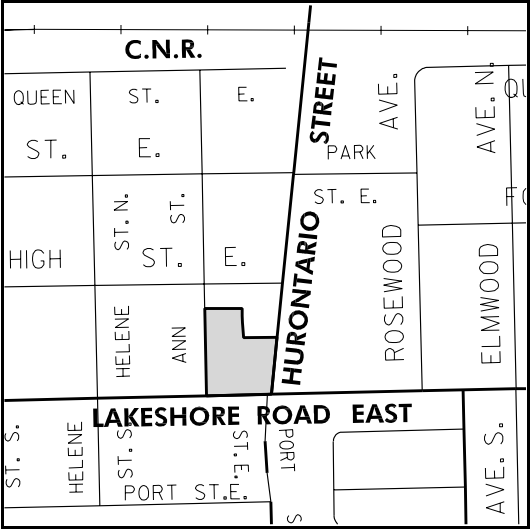
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Urban Design Policies	Section 4.27 Page 9	The Comprehensive Zoning By-law Review identified that, Section 4.27.3.1.7.c, should be revised to be consistent with the terminology of other sections of Mississauga Plan by permitting a height range of 2 to 3-storeys.	334	That Section 4.27.3.1.7.c, be amended as follows:  c. Building heights should <del>not exceed</del> <i>be a minimum of 2-storeys and a maximum of 3-storeys.</i> <del>Lands designated Mainstreet Commercial which front onto the south side of Lakeshore Road East between Hurontario Street and Elmwood Avenue are encouraged to be developed as mixed commercial/residential "live/work" units and shall not exceed a building height of 3-storeys.</del>
Section 4.27, District Policies, Port Credit District Policies, Land Use	Section 4.27 Page 12	The Comprehensive Zoning By-law Review identified that, Section 4.27.4.1.2, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	335	That Section 4.27.4.1.2, be amended as follows:  <b>4.27.4.1.2 Residential Low Density II</b>  The Residential Low Density II designation permits detached, semi-detached, duplex, <i>triplex and street townhouse dwellings</i> <del>and other types of dwellings with individual frontages on a public street</del> , at a density of 13-30 units per net residential hectare.
Section 4.27, District Policies, Port Credit District Policies, Land Use	Section 4.27 Page 12	The Comprehensive Zoning By-law Review identified that, Section 4.27.4.1.3, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	336	That Section 4.27.4.1.3, be amended as follows:  <b>4.27.4.1.3 Residential Medium Density I</b>  The Residential Medium Density I designation permits townhouse <del>development</del> <i>dwellings</i> at a density of 26-42 units per net residential hectare. Building height should not exceed 3-storeys, unless otherwise specified in the Port Credit Urban Design policies of this Plan.
Section 4.27, District Policies, Port Credit District Policies, Land Use	Section 4.27 Page 12	The Comprehensive Zoning By-law Review identified that, Section 4.27.4.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.  Further, reference to lands that are designated Residential Medium Density II and located in the Harbour Mixed Use Character Area should be deleted as there are no lands in the Harbour Mixed Use Character Area that are designated Residential Medium Density II.	337	That Section 4.27.4.1.4, be amended as follows:  <b>4.27.4.1.4 Residential Medium Density II</b>  The Residential Medium Density II designation permits <i>townhouse dwellings</i> and all forms of horizontal multiple dwellings, as well as <del>low-rise</del> apartments at a Floor Space Index of 0.4-0.9. <del>Development on all lands designated Residential Medium Density II and located in the Harbour Mixed Use character area will not exceed a maximum Floor Space Index of 0.70 (75 uph).</del> Building height should not exceed 4-storeys, unless otherwise specified in the Port Credit Urban Design policies of this Plan.

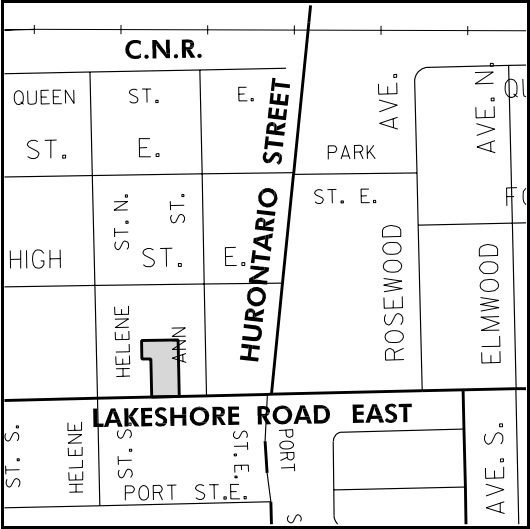
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 27	The Comprehensive Zoning By-law Review identified that, Section 4.27.6.7, Special Site 6, should be deleted as this site is proposed to be redesignated to Mainstreet Commercial.	338	<p>That Section 4.27.6.7, Special Site 6, be deleted.</p> <p><del>4.27.6.7</del> — <del>Site 6</del></p> <div></div> <p><del>The lands identified as Special Site 6 are located north of Lakeshore Road West and east of Broadview Avenue.</del></p> <p><del>Notwithstanding the provisions of the General Commercial designation, the following additional policy will apply:</del></p> <p><del>a. apartment uses will be permitted.</del></p>


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Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 28	The Comprehensive Zoning By-law Review identified that, Section 4.27.6.8, Special Site 7, should be redesignated from Motor Vehicle Commercial to Mainstreet Commercial as it reflects the ultimate vision for these lands.	339	<div><div><div>That Section 4.27.6.8, Special Site 7, be amended as follows:</div><div>4.27.6.8                      Site 7</div><div></div></div><div><div>The lands identified as Special Site 7 are located on the north side of Lakeshore Road West and west of Wesley Avenue.</div><div>Notwithstanding the provisions of the <del>Motor Vehicle Commercial</del> <i>Mainstreet Commercial</i> designation, <del>the following additional policy will apply:</del></div><div><div>a.    motor vehicle sales <del>and service</del> will be permitted.</div></div></div></div>

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Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 29	Section 4.27.6.11, Special Site 10, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	340	<div><div><p>That Section 4.27.6.11, Special Site 10, be amended as follows:</p><p><b>4.27.6.11                      Site 10</b></p><p>The map shows a grid of streets. A shaded area labeled 'Site 10' is located between Hurontario Street and Lakeshore Road E., bounded by Rosewood Ave. to the west and Forest Ave. to the east. Other streets shown include Queen St. E., St. E., High St., Helene St., St. S., Park Ave., Rosewood Ave., Elmwood Ave., Forest Ave., Woodlawn Ave., Oakwood Ave., Lakeshore Road E., Lawrence Dr., St. S., Elmwood Ave. S., Carlis Pl., Lake Ontario, and Street East.</p></div><div><p>The lands identified as Special Site 10 are located north of Lakeshore Road East and east of Hurontario Street.</p><p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p><p><b>a.</b> a gas bar, <del>car and a motor vehicle wash and convenience kiosk</del> will be permitted.</p></div></div>

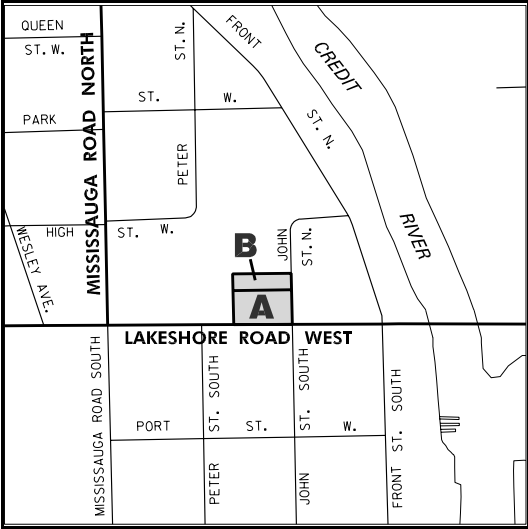
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Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 30	Section 4.27.6.13, Special Site 12, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	341	<p>That Section 4.27.6.13, Site 12, be amended as follows:</p> <p><b>4.27.6.13            Site 12</b></p> <div></div> <p>The lands identified as Special Site 12 are located at the northwest corner of Lakeshore Road East and Seneca Avenue.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p> <p><del>a. a motor vehicle car wash will be permitted.</del></p>

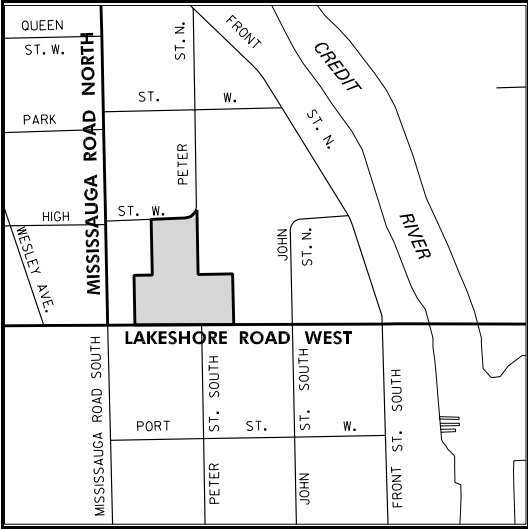
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road East, west of Hurontario Street, east of Ann Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	342	<div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.18      Site 17</b></p><div></div><p><i>The lands identified as Special Site 17 are located on the north side of Lakeshore Road East, west of Hurontario Street, east of Ann Street.</i></p><p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the following additional policies will apply:</i></p><ul style="list-style-type: none"><li><i>a. apartment dwellings to a maximum Floor Space Index of 2.3 will be permitted.</i></li><li><i>b. the maximum height permitted will be 20-storeys.</i></li></ul></div>

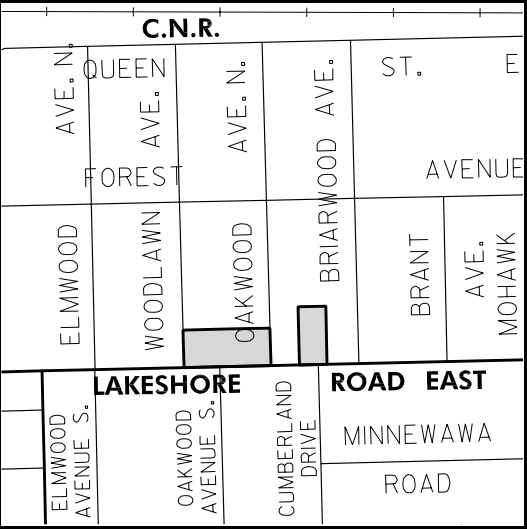
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located north of Lakeshore Road East, east of Helene Street North and west of Ann Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	343	<div><div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div>4.27.6.19      Site 18</div><div><p>The map shows a grid of streets. At the top is C.N.R. Below it are Queen St. E., High St. N., and Helene St. N. To the east of these is Hurontario Street. Further east are Park Ave., Rosewood St. E., and Elmwood Ave. N. At the bottom is Lakeshore Road East. A small rectangular area is highlighted between Helene St. N. and Ann St. N., east of Lakeshore Road East. Other labels include ST. S., HELENE ST. S., PORT ST. E., and AVE. S.</p></div><div><p><i>The lands identified as Special Site 18 are located north of Lakeshore Road East, east of Helene Street North and west of Ann Street.</i></p><p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the maximum height permitted will be 5-storeys.</i></p></div></div></div>

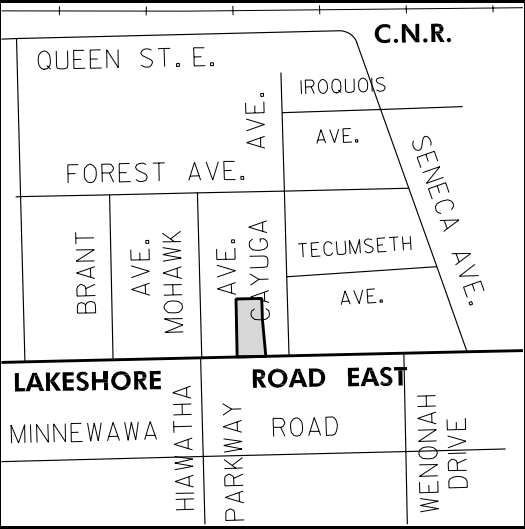
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Port Street, west of Elizabeth Street South, east of Stavebank Road South requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	344	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.20            Site 19</b></p> <div></div> <p><i>The lands identified as Special Site 19 are located on the north side of Port Street, west of Elizabeth Street South, east of Stavebank Road South.</i></p> <p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the following will apply.</i></p> <p><b>4.27.6.20.1            Area 19A</b></p> <p><i>For the lands identified as Area 19A, the maximum height permitted will be 14-storeys.</i></p> <p><b>4.27.6.20.2            Area 19B</b></p> <p><i>For the lands identified as Area 19B, the maximum height permitted will be 7-storeys.</i></p>





SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road West, west of John Street North, requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	345	<div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div><div><div>4.27.6.21Site 20</div><div></div></div><div><div>The lands identified as Special Site 20 are located on the north side of Lakeshore Road West, west of John Street North.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, the following will apply.</div><div><div>4.27.6.21.1Area 20A</div><div>For the lands identified as Area 20A, the maximum height permitted will be 5-storeys.</div><div>4.27.6.21.2Area 20B</div><div>For the lands identified as Area 20B, the maximum height permitted will be 4-storeys.</div></div></div></div></div>


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road West, east of Mississauga Road requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	346	<div><div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div><div>4.27.6.22</div><div>Site 21</div><div></div></div><div><div>The lands identified as Special Site 21 are located on the north side of Lakeshore Road West, east of Mississauga Road.</div><div>Notwithstanding the provisions of the Mainstreet Commercial and Residential High Density I designations, the maximum height permitted will be 19-storeys.</div></div></div></div>

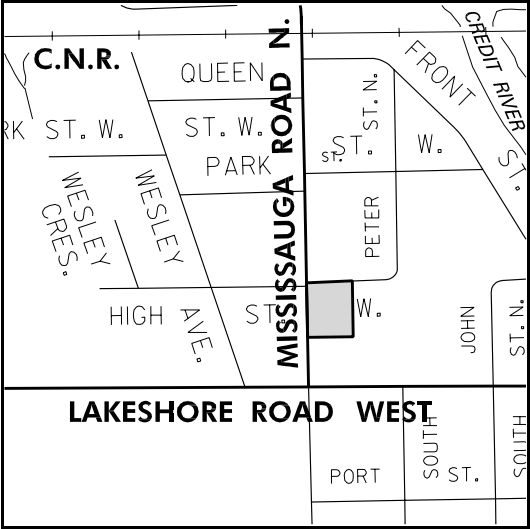
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road East, between Woodlawn Avenue and Oakwood Avenue North and the lands located north of Lakeshore Road East west of Briarwood Avenue requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	347	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.23                      Site 22</b></p> <div><p>The map shows a grid of streets. The top horizontal street is labeled 'C.N.R.'. Below it are 'QUEEN AVE. N.', 'FOREST AVE.', 'OAKWOOD AVE. N.', 'BRIARWOOD AVE.', and 'ST. E'. The bottom horizontal street is 'LAKESHORE ROAD EAST'. The vertical streets from left to right are 'ELMWOOD AVE. S.', 'WOODLAWN AVE.', 'OAKWOOD AVE. S.', 'CUMBERLAND DRIVE', 'BRANT AVE.', and 'MOHAWK AVE.'. The site is located north of Lakeshore Road East, between Woodlawn Avenue and Oakwood Avenue North. The site is highlighted in grey.</p></div> <p><i>The lands identified as Special Site 22 are located on the north side of Lakeshore Road East, between Woodlawn Avenue and Oakwood Avenue North and the lands located north of Lakeshore Road East west of Briarwood Avenue.</i></p> <p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the maximum height permitted will be 4-storeys.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road East, west of Cayuga Avenue requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	348	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.24            Site 23</b></p> <div><p><i>The lands identified as Special Site 23 are located on the north side of Lakeshore Road East, west of Cayuga Avenue.</i></p><p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the maximum height permitted will be 5-storeys.</i></p></div>


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located north of Park Street, south of Queen Street and west of Mississauga Road required a new Special Site to be consistent with the existing zoning and recognize the existing development.	349	<div><div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.25      Site 24</b></p></div><div><p><i>The lands identified as Special Site 24 are located on the north side of Park Street West, south of Queen Street and west of Mississauga Road.</i></p><p><i>Notwithstanding the provisions of the Residential Medium Density I designation, detached, duplex and triplex dwellings will be permitted.</i></p></div></div>

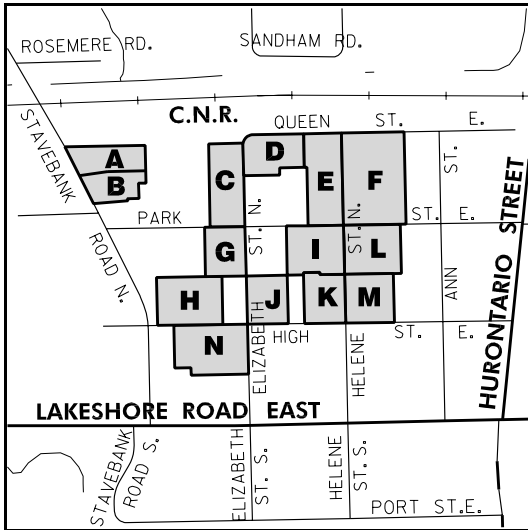
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located north of Park Street West, east and west of Peter Street North and the lands south of Park Street West, between Mississauga Road North and Peter Street North, requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	350	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.26                      Site 25</b></p> <div></div> <p><i>The lands identified as Special Site 25 are located north of Park Street West, east and west of Peter Street North and the lands south of Park Street West, between Mississauga Road North and Peter Street North.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, detached, semi-detached, triplex and horizontal multiple dwellings will be permitted.</i></p>

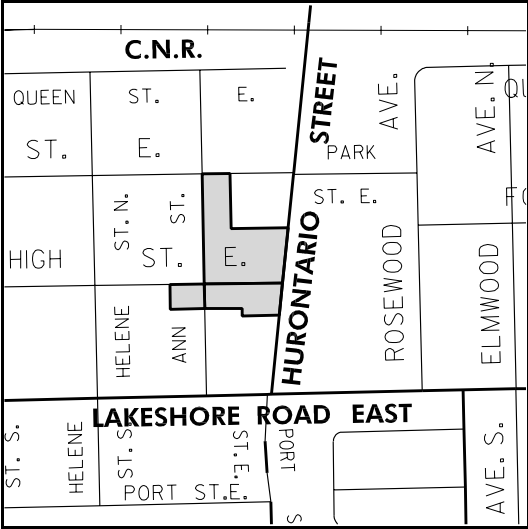
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the west side of Front Street North, north of Lakeshore Road West requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	351	<div><div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.27                      Site 26</b></p></div><div><p><i>The lands identified as Special Site 26 are located on the west side of Front Street North, north of Lakeshore Road West.</i></p><p><i>Notwithstanding the provisions of the Residential Medium Density I designation, office, duplex and apartment dwellings will be permitted.</i></p></div></div>

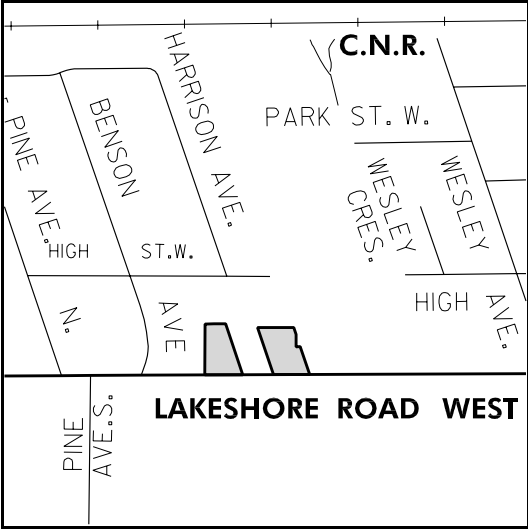
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the east side of Mississauga Road North, south of High Street West requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	352	<div><div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div><div>4.27.6.28</div><div>Site 27</div><div></div></div></div><div><div>The lands identified as Special Site 27 are located on the east side of Mississauga Road North, south of High Street West.</div><div>Notwithstanding the provisions of the Residential High Density I designation, duplex dwellings and horizontal multiple dwellings will be permitted.</div></div></div>




SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the south side of High Street West between Mississauga Road North and Wesley Avenue. requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	353	<div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.29                      Site 28</b></p><div><p>The map shows a street grid in Port Credit. High Street West runs north-south. Mississauga Road North runs east-west, intersecting High Street West. Wesley Avenue runs east-west, south of Mississauga Road North. Lakeshore Road West runs east-west, south of Wesley Avenue. To the west of High Street West are Wesley Cres. and Wesley Ave. To the east are Peter St. N., John St. N., and Credit River. Other streets shown include Queen St. W., Park St. W., and Front St. N. A specific lot on the south side of High Street West, between Wesley Avenue and Mississauga Road North, is highlighted in grey and labeled 'ST. W.'.</p></div><p><i>The lands identified as Special Site 28 are located on the south side of High Street West between Mississauga Road North and Wesley Avenue.</i></p><p><i>Notwithstanding the provisions of the Residential High Density I designation, detached and triplex dwellings will be permitted.</i></p></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN																																															
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located north of Lakeshore Road East, south of the Canadian National Railway, east of Stavebank Road and west Hurontario Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	354	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.30      Site 29</b></p> <div><p>The map shows a grid of lots labeled A through N. The lots are situated between Stavebank Road to the west and Hurontario Street to the east. To the north is the C.N.R. railway line, and to the south is Lakeshore Road East. The lots are arranged in a roughly rectangular pattern, with some lots (A, B, C, D, E, F, G, H, I, J, K, L, M, N) being shaded. The map also shows other streets like Rosemere Rd., Sandham Rd., Queen St. E., Park St. N., Elizabeth St. N., Elizabeth St. S., Helene St. S., and Port St. E.</p></div> <p><i>The lands identified as Special Site 29 are located north of Lakeshore Road East, south of the Canadian National Railway, east of Stavebank Road and west Hurontario Street.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, the following will apply:</i></p> <table><tr><th>Area</th><th>FSI Range</th><th>Maximum Height Permitted</th></tr><tr><td>A</td><td>1.0-2.3 FSI</td><td>13-storeys</td></tr><tr><td>B</td><td>1.0-2.8 FSI</td><td>11-storeys</td></tr><tr><td>C</td><td>1.0-2.7 FSI</td><td>13-storeys</td></tr><tr><td>D</td><td>1.0-2.4 FSI</td><td>11-storeys</td></tr><tr><td>E</td><td>1.0-2.8 FSI</td><td>NA</td></tr><tr><td>F</td><td>1.0-4.0 FSI</td><td>27-storeys</td></tr><tr><td>G</td><td>1.0-2.4 FSI</td><td>10-storeys</td></tr><tr><td>H</td><td>1.0-2.4 FSI</td><td>16-storeys</td></tr><tr><td>I</td><td>1.0-2.9 FSI</td><td>14-storeys</td></tr><tr><td>J</td><td>1.5-2.9 FSI</td><td>NA</td></tr><tr><td>K</td><td>1.0-3.3 FSI</td><td>10-storeys</td></tr><tr><td>L</td><td>1.0-2.5 FSI</td><td>NA</td></tr><tr><td>M</td><td>1.0-2.7 FSI</td><td>13-storeys</td></tr><tr><td>N</td><td>1.0-2.8 FSI</td><td>14-storeys</td></tr></table>		Area	FSI Range	Maximum Height Permitted	A	1.0-2.3 FSI	13-storeys	B	1.0-2.8 FSI	11-storeys	C	1.0-2.7 FSI	13-storeys	D	1.0-2.4 FSI	11-storeys	E	1.0-2.8 FSI	NA	F	1.0-4.0 FSI	27-storeys	G	1.0-2.4 FSI	10-storeys	H	1.0-2.4 FSI	16-storeys	I	1.0-2.9 FSI	14-storeys	J	1.5-2.9 FSI	NA	K	1.0-3.3 FSI	10-storeys	L	1.0-2.5 FSI	NA	M	1.0-2.7 FSI	13-storeys	N	1.0-2.8 FSI	14-storeys
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Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located west of Hurontario Street, north and south of High Street East requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	355	<div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div><div>4.27.6.31Site 30</div><div></div><div><div>The lands identified as Special Site 30 are located west of Hurontario Street, north and south of High Street East.</div><div>Notwithstanding the provisions of the Residential High Density I designation, offices will be permitted in detached dwellings.</div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road West, east of Benson Avenue requires a new Special Site on two properties to recognize the motor vehicle repair as a permitted use.	356	<div><div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div><div>4.27.6.32Site 31</div><div></div></div><div><div>The lands identified as Special Site 31 are located on the north side of Lakeshore Road West, east of Benson Avenue.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, motor vehicle repair will be permitted.</div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Community Services Department have requested that we recognize the existing restaurant in the lands designated Open Space located west of Port Street East, south of Lakeshore Road West.	357	<div><div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div>4.27.6.33      <i>Site 32</i></div><div></div></div><div><div>The lands identified as Special Site 32 are located west of Stavebank Road South, south of Lakeshore Road West.</div><div>Notwithstanding the provisions of the Public Open Space and Greenbelt designations, the existing restaurant and marina will be permitted.</div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the west side of Broadview Avenue, north of Lakeshore Road West should be redesignated from Residential Medium Density II to Residential Low Density II to be consistent with the existing zoning and recognize the existing development.	<b>358</b>	That the Port Credit District Land Use Map, be amended as follows:  1. Redesignate the lands located on the west side of Broadview Avenue, north of Lakeshore Road West from "Residential Medium Density II" to "Residential Low Density II".
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located west side of Broadview Avenue, north of Lakeshore Road West should be redesignated from Residential Low Density II to Residential Medium Density II to be consistent with the existing zoning and recognize the existing development.	<b>359</b>	That the Port Credit District Land Use Map, be amended as follows:  2. Redesignate the lands located west of Broadview Avenue, north of Lakeshore Road West from "Residential Low Density II" to "Residential Medium Density II".
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at 80 High Street should be redesignated from Residential High Density I to Utility to be consistent with the existing zoning and recognize the existing development.	<b>360</b>	That the Port Credit District Land Use Map, be amended as follows:  3. Redesignate the lands located north of High Street East, west of Ann Street from "Residential High Density I" to "Utility".
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located east of Godfrey Lane, south of Lakeshore Road West should be redesignated from Residential Medium Density II to Residential Medium Density III to be consistent with the existing zoning and recognize the existing development.	<b>361</b>	That the Port Credit District Land Use Map, be amended as follows:  4. Redesignate the lands located east of Godfrey Lane, south of Lakeshore Road West from "Residential Medium Density II" to "Residential Medium Density III".
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located east of Broadview Avenue, north of Lakeshore Road West should be redesignated from General Commercial to Mainstreet Commercial to be consistent with the existing zoning and recognize the existing development.	<b>362</b>	That the Port Credit District Land Use Map, be amended as follows:  5. Redesignate the lands located east of Broadview Avenue, north of Lakeshore Road West from "General Commercial" to "Mainstreet Commercial".

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	<p>The Comprehensive Zoning By-law Review identified that, the following lands should be redesignated from Motor Vehicle Commercial to Mainstreet Commercial:</p> <ul style="list-style-type: none"> <li>lands located on the north side of Lakeshore Road West, east of Benson Avenue, to establish the vision for continuous Mainstreet development in the area;</li> <li>lands located on the north side of Lakeshore Road West and west of Wesley Avenue, as it represents a more appropriate land use in terms of compatibility and ultimate land use. Special Site 7 has been retained to recognize the existing motor vehicle sales.</li> </ul>	<b>363</b>	<p>That the Port Credit District Land Use Map, be amended as follows:</p> <p>6. Redesignate the following lands from "Motor Vehicle Commercial" to "Mainstreet Commercial":</p> <ul style="list-style-type: none"> <li>lands located on the north side of Lakeshore Road West, east of Benson Avenue;</li> <li>lands located on the north side of Lakeshore Road West and west of Wesley Avenue.</li> </ul>
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	<p>The Comprehensive Zoning By-law Review identified that, the lands located on the south side of Lakeshore Road East, west of Stavebank Road should be redesignated from Open Space to Mainstreet Commercial to be consistent with the existing zoning and recognize the existing development.</p>	<b>364</b>	<p>That the Port Credit District Land Use Map, be amended as follows:</p> <p>7. Redesignate the lands located on the south side of Lakeshore Road East, west of Stavebank Road from "Open Space" to "Mainstreet Commercial".</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	<p>The Comprehensive Zoning By-law Review identified that, the following lands should be redesignated from Residential Medium Density to Mainstreet Commercial:</p> <ul style="list-style-type: none"> <li>lands located east of Wenonah Drive on the south side of Lakeshore Road East, to establish the vision for continuous Mainstreet Commercial development in the area;</li> <li>lands located on the north side of Lakeshore Road East, east of Woodlawn Avenue, to be consistent with the existing vision of Lakeshore Road and recognize the existing development.</li> <li>lands located on the north side of Lakeshore Road East, east of Cayuga Avenue, to be consistent with the existing vision of Lakeshore Road and recognize the existing development.</li> </ul>	365	<p>That the Port Credit District Land Use Map, be amended as follows:</p> <p>8. Redesignate the following lands from "Residential Medium Density III" to "Mainstreet Commercial":</p> <ul style="list-style-type: none"> <li>the lands located east of Wenonah Drive on the south side of Lakeshore Road East;</li> <li>the lands located on the north side of Lakeshore Road East, east of Woodlawn Avenue;</li> <li>the lands located on the north side of Lakeshore Road East, east of Cayuga Avenue.</li> </ul>
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	<p>The Comprehensive Zoning By-law Review identified that, the cemetery located on the south side of Lakeshore Road West, west of John Street South should be designated Private Open Space.</p>	366	<p>That the Port Credit District Land Use Map, be amended as follows:</p> <p>9. Redesignate the lands located south of Lakeshore Road West, west of John Street South from "Mainstreet Commercial" to "Private Open Space with the Cemetery symbol" and add "Cemetery symbol" to the Land Use Legend.</p>
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	<p>The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.</p>	367	<p>That the Port Credit District Land Use Map, be amended as follows:</p> <p>10. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.</p>



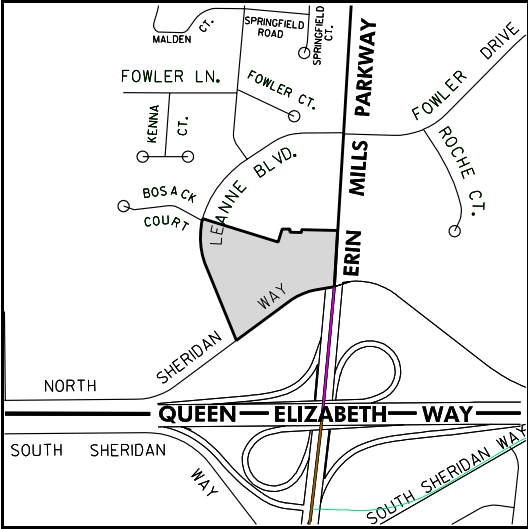
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Port Credit District Land Use Map			

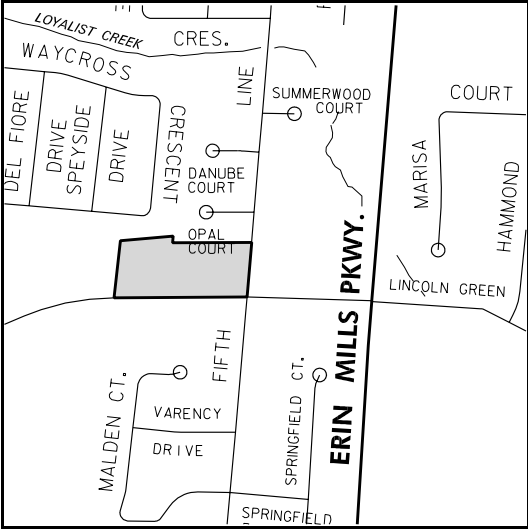
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.28, District Policies, Rathwood District Policies, Special Site Policies	Section 4.28 Page 6	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	<b>368</b>	That Section 4.28.6.2.a, 2 <sup>nd</sup> bullet, Site 1, be amended as follows: <ul style="list-style-type: none"> <li>convenient pedestrian access through this site to nearby transit service on Rathburn Road East, Cawthra Road and the future Mississauga <del>Transitway</del> <i>Bus Rapid Transit (BRT) facility</i>;</li> </ul>
Section 4.28, District Policies, Rathwood District Policies, Special Site Policies	Section 4.28 Page 7	The Comprehensive Zoning By-law Review identified that, the lands designated Residential High Density II that are part of Special Site 2 should be amended to include townhouse dwellings as a permitted use to be consistent with the existing zoning and recognize the existing development.	<b>369</b>	That Section 4.28.6.3, Site 2, be amended as follows: <p><i>e. The lands designated Residential High Density II will permit townhouse dwellings.</i></p>
Section 4.28, District Policies, Rathwood District Policies, Special Site Policies	Section 4.28 Page 7	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	<b>370</b>	That Section 4.28.6.3.a, 2 <sup>nd</sup> bullet, Site 2, be amended as follows: <ul style="list-style-type: none"> <li>convenient pedestrian access through the site to nearby transit service on Rathburn Road East, Dixie Road and the future Mississauga <del>Transitway</del> <i>Bus Rapid Transit (BRT) facility</i>;</li> </ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.28, District Policies, Rathwood District Policies, Rathwood District Land Use Map	Rathwood District Land Use Map	The Transportation and Works Department requested editorial changes to the Rathwood District Land Use Map.	371	That the Rathwood District Land Use Map, be amended as follows:  1. Replace the reference to "Transitway" and" Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.28, District Policies, Rathwood District Policies, Rathwood District Land Use Map	Rathwood District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	372	That the Rathwood District Land Use Map, be amended as follows:  2. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Rathwood District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.29, District Policies, Sheridan District Policies, Land Use	Section 4.29 Page 4	The Comprehensive Zoning By-law Review identified that, Section 4.29.3.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	373	<p>That Section 4.29.3.1.4, be amended as follows:</p> <p><b>4.29.3.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings at a Floor Space Index (FSI) of 0.5-0.75.</p>
Section 4.29, District Policies, Sheridan District Policies, Land Use	Section 4.29 Page 4	<p>In Section 4.29.3.3, the uses that are permitted in Employment Districts should be deleted as they are covered under Section 3.3.1, Business Employment, Permitted Uses.</p> <p>Further, Section 4.29.3.3, should be revised to be consistent with the terminology of other sections of Mississauga Plan.</p>	374	<p>That Section 4.29.3.3, be amended as follows:</p> <p><b>4.29.3.3 Business Employment</b></p> <p>Notwithstanding the Business Employment policies of this Plan, <i>overnight accommodations and conference centres</i> <del>the following uses</del> will not be permitted.</p> <p><del>a. transportation facilities;</del></p> <p><del>b. waste processing or transfer stations and composting facilities;</del></p> <p><del>c. trucking terminals;</del></p> <p><del>d. hotels, motels and conference centres;</del></p> <p><del>e. motor vehicle body repair facilities;</del></p> <p><del>f. motor vehicle repair garages.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.29, District Policies, Sheridan District Policies, Special Site Policies	Section 4.29 Page 8	The Comprehensive Zoning By-law Review identified that, Section 4.29.5.6, Special Site 5, should be revised to permit overnight accommodations to be consistent with the existing zoning and recognize the existing development.	375	<div><div>That Section 4.29.5.6, be amended as follows:</div><div><div>4.29.5.6Site 5</div><div></div><div><div>The lands identified as Special Site 5 are located on the north side of North Sheridan Way, between Erin Mills Parkway and Leanne Boulevard.</div><div>Notwithstanding the provisions of the Office designation, a long term health-care facility <i>and overnight accommodations</i> will also be permitted. <del>and</del> Limited commercial uses may be considered.</div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.29, District Policies, Sheridan District Policies, Special Site Policies	Section 4.29 Page 10	The Comprehensive Zoning By-law Review identified that, the lands at the northwest corner of Sheridan Park Drive and Fifth Line West should be redesignated from Residential Medium Density II to Residential High Density I to be consistent with the existing zoning and recognize the existing development. A Special Site is required to recognize an Floor Space Index of 0.5.	376	<p>That a new Special Site be added to the Sheridan District Policies as follows:</p> <p><b>4.29.5.9                      Site 8</b></p> <div></div> <p><i>The lands identified as Special Site 8 are located at the northwest corner of Sheridan Park Drive and Fifth Line West.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I policies, a Floor Space Index (FSI) of 0.5 will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.29, District Policies, Sheridan District Policies, Sheridan District Land Use Map	Sheridan District Land Use Map	The Comprehensive Zoning By-law Review identified that the lands located at 1564 Mississauga Road currently do not have an Official Plan designation. A detached dwelling which is designated in the heritage inventory is located on the lands. The lands should be designated Residential Low Density I to be consistent with the existing zoning and recognize the existing development.	377	That the Sheridan District Land Use Map, be amended as follows:  1. Redesignate the lands located south of Mississauga Road, north of the Queen Elizabeth Way (QEW) from "no designation" to "Residential Low Density I".
Section 4.29, District Policies, Sheridan District Policies, Sheridan District Land Use Map	Sheridan District Land Use Map	The Comprehensive Zoning By-law Review identified that the lands at the northwest corner of Sheridan Park Drive and Fifth Line West should be redesignated from Residential Medium Density II to Residential High Density I to be consistent with the existing zoning and recognize the existing development.	378	That the Sheridan District Land Use Map, be amended as follows:  2. Redesignate the lands located at the northwest corner of Sheridan Park Drive and Fifth Line West from "Residential Medium Density II" to "Residential High Density I".
Section 4.29, District Policies, Sheridan District Policies, Sheridan District Land Use Map	Sheridan District Land Use Map	As a result of revising the General Commercial policies to only permit motor vehicle uses in Employment Districts but not in Nodes, the site located on the south side of Dundas Street West, east of Liruma Road should be redesignated from General Commercial to Motor Vehicle Commercial to be consistent with the existing zoning and development.	379	That the Sheridan District Land Use Map, be amended as follows:  3. Redesignate the lands located on the south side of Dundas Street West, east of Liruma Road, from "General Commercial" to "Motor Vehicle Commercial".
Section 4.29, District Policies, Sheridan District Policies, Sheridan District Land Use Map	Sheridan District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	380	That the Sheridan District Land Use Map, be amended as follows:  4. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.



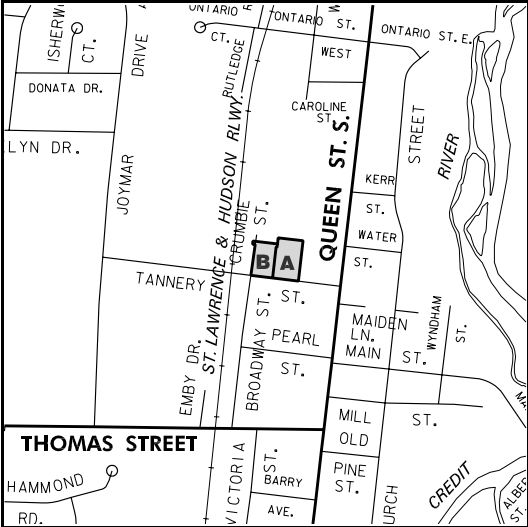
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Sheridan District Land Use Map			

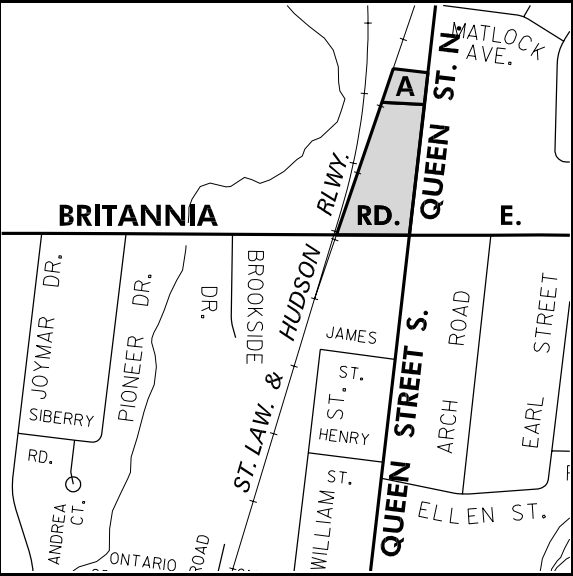
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.30, District Policies, Sheridan Park District Policies, District Land Use Map	Sheridan Park District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	381	That the Sheridan Park District Land Use Map, be amended as follows:  1. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

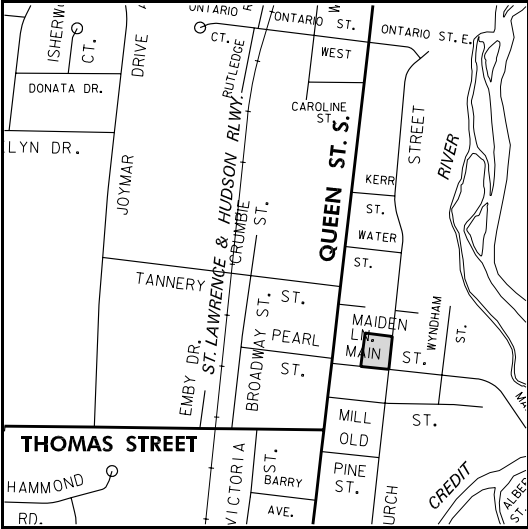
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Sheridan Park District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.31, District Policies, Southdown District Policies, District Land Use Map	Southdown District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	382	That the Southdown District Land Use Map, be amended as follows:  1. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

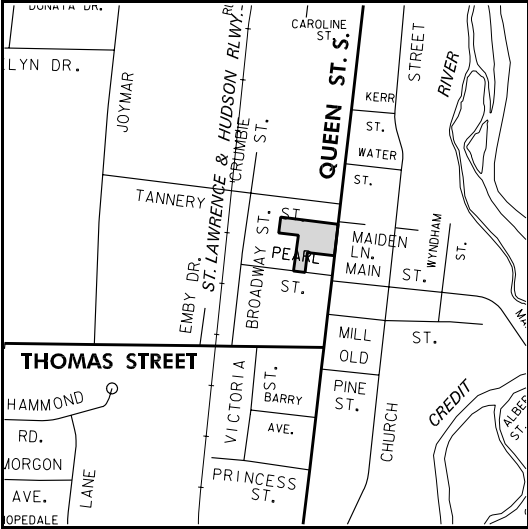
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Southdown District Land Use Map			

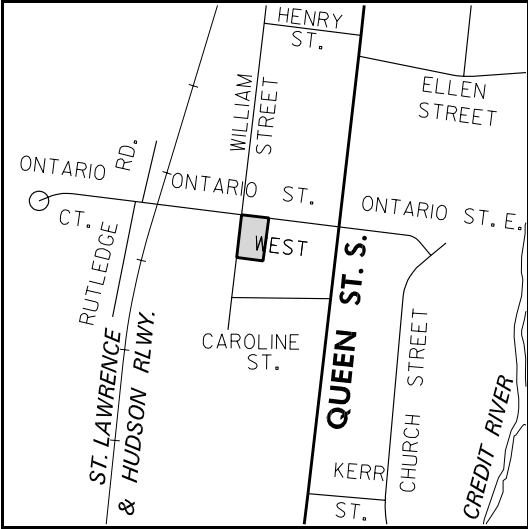
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.32, District Policies, Streetsville District Policies, Land Use	Section 4.32 Page 10	The Comprehensive Zoning By-law Review identified that, Section 4.32.4.1.2, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	383	<p>That Section 4.32.4.1.2, be amended as follows:</p> <p><b>4.32.4.1.2 Residential Low Density II</b></p> <p>The Residential Low Density II designation permits detached, semi-detached, <i>triplex dwellings</i>, street townhouse <i>dwellings</i>, and duplex dwellings at a density of 18-37 units per net residential hectare.</p>
Section 4.32, District Policies, Streetsville District Policies, Special Site Policies	Section 4.32 Page 16	The Comprehensive Zoning By-law Review identified that, Section 4.32.6.7, Special Site 6, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	384	<p>That Section 4.32.6.7, Special Site 6, be amended as follows:</p> <p><b>4.32.6.7 Site 6</b></p> <div></div> <p>The lands identified as Special Site 6 are located on the north side of Tannery Street, east of Crumby Street.</p> <p>Notwithstanding <i>the provisions of</i> the Mainstreet Commercial designation, the following <del>additional uses will also be permitted:</del> <i>will apply.</i></p> <p><del>a. an apartment building with a maximum floor space index of 1.7 times the lot area.</del></p> <p><b>4.32.6.7.1 Area 6A</b></p> <p><i>For the lands identified as Area 6A, the maximum height permitted will be 6-storeys.</i></p> <p><b>4.32.6.7.2 Area 6B</b></p> <p><i>For the lands identified as Area 6B, the maximum height permitted will be 7-storeys.</i></p>

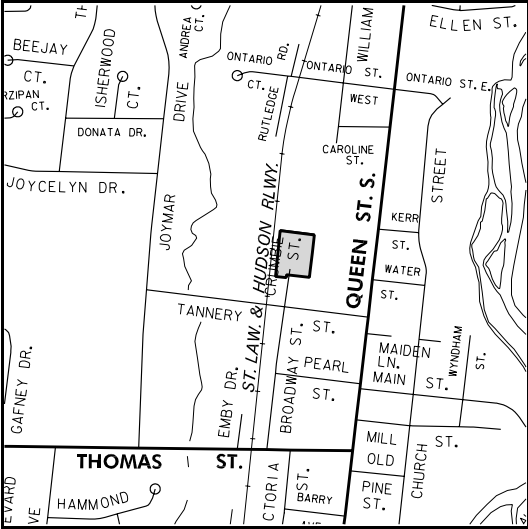
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.32, District Policies, Streetsville District Policies, Special Site Policies	Section 4.32 Page 17	The Comprehensive Zoning By-law Review identified that, Section 4.32.6.8, Special Site 7, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	385	<p>That Section 4.32.6.8, Site 7, be amended as follows:</p> <p><b>4.32.6.8                      Site 7</b></p> <div></div> <p><del>4.32.6.8.1</del> The lands identified as Special Site 7 are located north of Britannia Road East and west of Queen Street North.</p> <p>Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional <del>policies</del> <i>policy</i> will apply:</p> <p><b>a.</b> convenience restaurants will be permitted.</p> <p><b>4.32.6.8.2.1                      Area 7A</b></p> <p>For the lands identified as Area 7A, <del>automobile</del> <i>motor vehicle</i> sales and service will also be permitted.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.32, District Policies, Streetsville District Policies, Special Site Policies	Section 4.32 Page 20	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Main Street, west of Church Street. requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	386	<p>That a new Special Site be added to the Streetsville District Policies as follows:</p> <p><b>4.32.6.13                      Site 12</b></p> <div></div> <p><i>The lands identified as Special Site 12 are located on the north side of Main Street, west of Church Street.</i></p> <p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the maximum height permitted will be 5-storeys.</i></p>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 32, District Policies, Streetsville District Policies, Special Site Policies	Section 32 Page 20	The Comprehensive Zoning By-law Review identified that, the lands located on the west side Queen Street South, south of Tannery Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	387	<p>That a new Special Site be added to the Streetsville District Policies as follows:</p> <p><b>4.32.6.14      Site 13</b></p> <div></div> <p><i>The lands identified as Special Site 13 are located on the west side Queen Street South, south of Tannery Street.</i></p> <p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the maximum height permitted will be 5-storeys.</i></p>

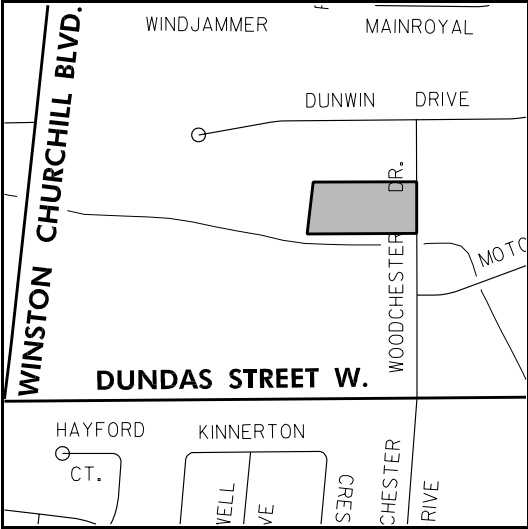
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 32, District Policies, Streetsville District Policies, Special Site Policies	Section 32 Page 20	The Comprehensive Zoning By-law Review identified that, the lands located at 85 William Street on the south side of Ontario Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	388	<p>That a new Special Site be added to the Streetsville District Policies as follows:</p> <p><b>4.32.6.15      Site 14</b></p> <div></div> <p><i>The lands identified as Special Site 14 are located at the southeast corner of Ontario Street and William Street.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density I designation, horizontal multiple dwellings will be permitted.</i></p>

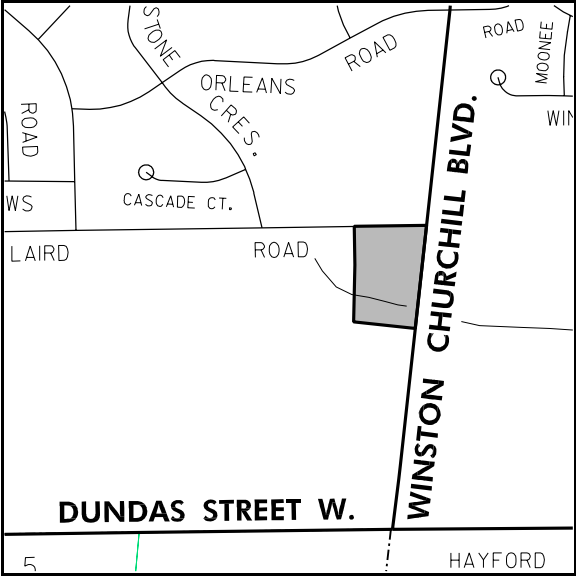
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 32, District Policies, Streetsville District Policies, Special Site Policies	Section 32 Page 20	The Comprehensive Zoning By-law Review identified that, the lands located east of the St. Lawrence and Hudson Railway tracks and north of Crumbie Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	389	<p>That a new Special Site be added to the Streetsville District Policies as follows:</p> <p><b>4.32.6.16      Site 15</b></p> <div></div> <p><i>The lands identified as Special Site 15 are located east of the St. Lawrence and Hudson Railway tracks and north of Crumbie Street.</i></p> <p><i>Notwithstanding the provisions of the General Commercial designation, motor vehicle repair facilities will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located east of Queen Street, between Ellen Street and Ontario Street should be redesignated from Residential Medium Density to Open Space to be consistent with the existing zoning and recognize the existing development.	<b>390</b>	That the Streetsville District Land Use Map, be amended as follows:  1. Redesignate the lands located east of Queen Street, between Ellen Street and Ontario Street from "Residential Medium Density I" to "Public Open Space".
Section 4.32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east side of Victoria Street, known as 20 Princess Street should be redesignated from Residential Low Density II to Residential High Density I to be consistent with the existing zoning and recognize the existing development.	<b>391</b>	That the Streetsville District Land Use Map, be amended as follows:  2. Redesignate the lands located at the northeast corner of Victoria Street and Princess Street from "Residential Low Density II" to "Residential High Density I".
Section 4.32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, a portion of the lands located on the GO station parking lot should be redesignated from Residential Low Density II to Greenbelt to be consistent with the existing zoning and recognize the existing development.	<b>392</b>	That the Streetsville District Land Use Map, be amended as follows:  3. Redesignate a portion of the lands located on the GO station parking lot from "Residential Low Density II" to "Greenbelt".
Section 4.32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the south side of Falconer Drive, north of Charing Drive should be redesignated from Residential Medium Density I to Convenience Commercial to be consistent with the existing zoning and recognize the existing development.	<b>393</b>	That the Streetsville District Land Use Map, be amended as follows:  4. Redesignate the lands located on the south side of Falconer Drive, north of Charing Drive from "Residential Medium Density I" to "Convenience Commercial".

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located south of Falconer Drive currently part of the Convenience Commercial site should be redesignated from Convenience Commercial to Motor Vehicle Commercial to be consistent with the existing zoning and recognize the existing development.	394	That the Streetsville District Land Use Map, be amended as follows:  5. Redesignate the lands located on the south side of Falconer Drive, west of the lands currently part of the "Convenience Commercial" site from "Convenience Commercial" to "Motor Vehicle Commercial".
Section 4.32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	395	That the Streetsville District Land Use Map, be amended as follows:  6. Revise "Open Space" to "Public Open Space" in Land Use Designations.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Streetsville District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.33.5.1, District Policies, Western Business Park, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.33 Page 5	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	396	<p>That Section 4.33.5.1, Table 1, Basic Road Characteristics, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Add illustration of Ninth Line as 35 m ROW Width south of Eglinton Avenue West to Dundas Street West, Town of Oakville border.;</li><li>2. Revise Dundas Street West ROW Width between Ninth Line and Highway 403 from 35 m to 42 m.</li></ol>
Section 4.33, District Policies, Western Business Park, Special Site Policies	Section 4.33 Page 7	The Comprehensive Zoning By-law Review identified that, the lands located on the west side of Woodchester Drive, north of Dundas Street West be redesignated from Motor Vehicle Commercial to Business Employment. As a result, Special Site 4 should be deleted as it is redundant.	397	<p>That Section 4.33.6.5, Site 4, be deleted.</p> <p><del>4.33.6.5</del> ——— <del>Site 4</del></p> <div></div> <p><del>The lands identified as Special Site 4 are located at the south of Dunwin Drive and west of Woodchester Drive.</del></p> <p><del>Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policy will apply:</del></p> <p><del>a. motor vehicle body repair uses will be permitted.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.33, District Policies, Western Business Park, Special Site Policies	Section 4.33 Page 8	As the lands located in Special Site 5 are being redesignated from Convenience Commercial to General Commercial. As a result, Special Site should be deleted as it is redundant	398	<div><div>That Section 4.33.6.6, Site 5, be deleted.</div><div><div>4.33.6.6 — Site 5</div><div></div></div><div><div>The lands identified as Special Site 5 are located at the southwest corner of Winston Churchill Boulevard and Laird Drive.</div><div>Notwithstanding the provisions of the Convenience Commercial designation, the following additional policy will apply:</div><div>a. a car wash will be permitted.</div></div></div>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.33, District Policies, Western Business Park, Western Business Park District Land Use Map	Western Business Park District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation in Employment Districts, lands currently designated Motor Vehicle Commercial should be redesignated to Business Employment.	399	That the Western Business Park District Land Use Map, be amended as follows:  1. Redesignate the lands located on the west side of Woodchester Drive, north of Dundas Street West from "Motor Vehicle Commercial" to "Business Employment".
Section 4.33, District Policies, Western Business Park District Policies, Western Business Park District Land Use Map	Western Business Park District Land Use Map	Upon further review, it would be appropriate for lands located at the southwest corner of Laird Road and Winston Churchill Boulevard to be redesignated from Convenience Commercial to General Commercial. They are located on an Arterial Road and are surrounded by lands designated General Commercial they should be redesignated to General Commercial.	400	That the Western Business Park District Land Use Map, be amended as follows:  2. Redesignate the lands located at the southwest corner of Laird Road and Winston Churchill Boulevard from "Convenience Commercial" to "General Commercial".
Section 4.33, District Policies, Western Business Park District Policies, Western Business Park District Land Use Map	Western Business Park District Land Use Map	The Transportation and Works Department requested editorial changes to the Western Business Park District Land Use Map.	401	That the Western Business Park District Land Use Map, be amended as follows:  3. Add Ninth Line as an Arterial Road south of Eglinton Avenue to Town of Oakville border;  4. Relocate Ridgeway Transitway Station to east side of Ridgeway Drive;  5. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.33, District Policies, Western Business Park District Policies, Western Business Park District Land Use Map	Western Business Park District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	402	That the Western Business Park District Land Use Map, be amended as follows:  6. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Western Business Park District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 5.3, Implementation, Development Applications, General Policies	Section 5.3 Page 4	The Transportation and Works Department requested Section 5.3.1.10, be amended to clarify its intent.	403	That Section 5.3.1.10, be amended as follows:  <b>5.3.1.10</b> Development applications for the reduction of densities in proximity to Major Transit Corridors, will <i>be discouraged</i> . <del>require a transit impact assessment to show the impact on transit usage.</del> <i>The use of the Provincial Transit Supportive Land Use Guidelines will be applied during the development review process.</i>
Section 5.4.2, Implementation, Public Participation, Ongoing Public Participation	Section 5.4 Page 11	Section 5.4.2.1, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	404	That Section 5.4.2.1, be amended as follows:  <b>5.4.2.1</b> Planning policies and reports will be made available to <del>the public</del> <i>all, including those with disabilities</i> to encourage continuing public awareness and input into the process.
Section 5.4.2, Implementation, Public Participation, Ongoing Public Participation	Section 5.4 Page 11	Section 5.4.2.2, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	405	That Section 5.4.2.2, be amended as follows:  <b>5.4.2.2</b> Mississauga encourages <i>all</i> individuals <i>including those with disabilities</i> and groups to take an active interest in the planning of the City. Where possible, Mississauga will provide the necessary resources upon request, to assist organizations in preparing briefs, submissions and responses to planning activities.
Section 7, Glossary	Section 7 Page 1	The Transportation and Works Department requested that a definition for “Bus Rapid Transit (BRT)” be added to the Glossary of Mississauga Plan.	406	That Section 7, Glossary, be amended by adding the following new definition:  <b><i>BUS RAPID TRANSIT (BRT)</i></b> <i>Bus Rapid Transit is an exclusive grade-separated two-lane bus-only road with stations which allow for integration with local services.</i>
Section 7, Glossary	Section 7 Page 7	The Transportation and Works Department requested that a definition for “Transit Demand Management (TDM)” be added to the Glossary of Mississauga Plan.	407	That Section 7, Glossary, be amended by adding the following new definition:  <b><i>TRANSPORTATION DEMAND MANAGEMENT (TDM)</i></b> <i>Is the application of a range of measures which optimize the use of transportation facilities and services through the reduction of individual travel needs, shifting travel to non-peak periods or the use of more efficient travel modes. Examples can include programs aimed at encouraging increased vehicle occupancy, greater use of transit, walking and cycling.</i>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 7, Glossary	Section 7 Page 7	The Transportation and Works Department requested that the definition for “Transitway” be deleted.	<b>408</b>	That Section 7, Glossary, be amended by deleting the following definition:  <del><b>TRANSITWAY</b> the Transitway is a roadway on exclusive right-of-way dedicated solely to transit uses. It is one form of rapid transit using bus technology.</del>
Section 7, Glossary	Section 7 Page 6	A new definition for “Universal Design Principles” should be added to the Glossary to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	<b>409</b>	That Section 7, Glossary, be amended by adding the following new definition:  <b><i>UNIVERSAL DESIGN PRINCIPLES</i></b> <i>means the principles by which the environment can be designed in order to accommodate the abilities of all. For detailed information regarding the Principles of Universal Design, the City of Mississauga Accessibility Plan should be consulted.</i>
Section 7, Glossary, Acronyms	Section 7 Page 8	The Transportation and Works Department requested that BRT “Bus Rapid Transit” and TDM “Transportation Demand Management” be added to the list of Acronyms found at the end of the Glossary.	<b>410</b>	That Section 7, Glossary, be amended by adding the following Acronyms:  <b>BRT</b> Bus Rapid Transit  <b>TDM</b> Transportation Demand Management
Appendices, Appendix N, Planning Guidelines and Studies	Appendix N, Planning Guidelines and Studies Page A-31	The City of Mississauga Accessibility Plan should be added to Appendix N: Planning Guidelines and Studies, as it is referred to in the Glossary in the definition of “Universal Design Principles”.	<b>411</b>	That Appendix N: Planning Guidelines and Studies, be amended by adding the following:  "City of Mississauga Accessibility Plan".
Entire Mississauga Plan		All terms that are defined in the Glossary of Mississauga Plan should be bolded and italicised.	<b>412</b>	That Mississauga Plan, be amended as follows:  That all terms defined in the Glossary be <b><i>bolded and italicised</i></b> wherever they appear in the text.
All District Land Use Maps		Upon further review, symbols for the parks classifications in the Public Open Space designation should be deleted as the types of uses provided in specific parks are covered by the <i>Future Directions</i> document.	<b>413</b>	That Mississauga Plan, be amended as follows:  That the symbols for all parks, in the Public Open Space designation shown on all the District Land Use Maps, be deleted.



# MISSISSAUGA PLAN PROPOSED AMENDMENTS - SUPPLEMENTARY REPORT

MISSISSAUGA PLAN PROPOSED AMENDMENTS - SUPPLEMENTARY REPORT

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RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Amended recommendations to Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1- 2005 January))					
Planning and B u i l d i n g Department	Section 1.2, Context	Section 1.2, 11 <sup>th</sup> paragraph, should be updated to reflect current conditions and projections.	The requested revisions are appropriate.	Amend 2	That Section 1.2, 11 <sup>th</sup> paragraph, be amended as follows:  By mid-year 2001+ 2005, Mississauga had a population of 613-000 695 000 persons and 385-000 425 000 employment opportunities. Mississauga is a net importer of labour. By 2011, Mississauga expects to have 680-000 725 000 persons and 440-000 470 000 employment opportunities. By 2021 there should be 715-000 750 000 persons and 475-000 495 000 employment opportunities. Population and employment projections are reviewed on a regular basis and adjusted accordingly.
Planning and B u i l d i n g Department	Section 3.2, Residential	There is a new <i>Health Professions Act</i> , that regulates occupations such as, Chiropractic, Dietetics, Massage Therapy, etc. Previously, these occupations were regulated under the <i>Drugless Practitioners Act</i> .	As a result of the new <i>Health Professions Act</i> , it would be appropriate to add "Health Professionals" to permit an accessory office to their principal private residence.	Amend part of 12	That Section 3.2.1.3, be amended as follows:  3.2.1.3 Accessory offices for physicians, dentists, <i>health professionals</i> , and drugless practitioners in their principal private residences.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 3.2, Residential	Section 3.2.2 should be amended to clarify the different residential land use designations.	Section 3.2.2 should be reformatted to be consistent with the rest of Mississauga Plan and to clarify the different residential land use designations.	Amend part of 13	<p>That Section 3.2.2, be amended as follows:</p> <p><b>3.2.2                    <del>Density</del> Designations</b></p> <p><b><del>3.2.2.1</del>                    Introduction</b></p> <p><b><del>a 3.2.2.1</del></b>                    These policies provide the principles and framework on which residential <del>densities</del> <i>designations</i> will be based in District Policies. <del>Density categories</del> <i>Designations</i> as defined by built form and density range for each District will be determined by consideration of community character and scale specific to each District.</p> <p><b><del>3.2.2.2</del>                    <del>Density Categories</del></b></p> <p><b>3.2.2.2</b>                    Residential development will occur within one of the following <del>density categories</del>:</p>
Planning and Building Department	Section 3.2, Residential	The need to refer to both density and height with respect to apartment dwellings.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	Amend Part of 13	<p>That Section 3.2.2.2.c, be amended as follows:</p> <p><b>c.    High Density I and II</b> - permits apartment dwellings, housing for the elderly and shelters. High density development <i>in terms of density and height</i> will be located generally in the City Centre; in Nodes <i>and Corridors</i>; along arterial and major collector roads; or in proximity to Major Transit Corridors, the Bus Rapid Transit (BRT) or GO Transit stations.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 3.3, Business Employment	When considering potential impacts on lands designated "Business Employment" in Residential Districts, it would be appropriate to only permit "Motor Vehicle Rental Facilities" within the "Business Employment" designation in Employment Districts, but not in Nodes.	Amend Recommendation 15 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), to add "only in Employment Districts, but not in Nodes".	<b>Amend part of 15</b>	That Section 3.3.1.14, be amended as follows:  <del>3.3.1.14</del> Motor vehicle rental facilities, <i>only in Employment Districts, but not in Nodes.</i>
Planning and Building Department	Section 3.3, Business Employment	Mississauga Plan is currently silent on where "Commercial Schools" are permitted. A review of "Commercial Schools" indicated that it would be appropriate to permit them under the "Business Employment" designation and "Commercial Schools" should be added as a permitted use under the "Business Employment" designation.	See Appendix 5 to the Corporate Report Commercial Schools.	<b>Amend part of 15</b>	That Section 3.3.1, be amended by adding the following:  <b>3.3.1.20</b> <i>Commercial Schools;</i>
Planning and Building Department	Section 3.3, Business Employment	Mississauga Plan is currently silent on where "Cardlock Fuel Dispensing Facilities" are permitted. A review of these facilities indicated that it would be appropriate to permit them under the "Business Employment" designation.	"Cardlock Fuel Dispensing Facilities" should be added as a permitted use under the "Business Employment" designation.	<b>Amend part of 15</b>	That Section 3.3.1, be amended by adding the following:  <b>3.3.1.21</b> <i>Cardlock Fuel Dispensing Facilities.</i>



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 3.4, Industrial	Mississauga Plan is currently silent on where "Commercial Schools" are permitted. A review of "Commercial Schools" indicated that it would be appropriate to permit them under the "Industrial" designation and "Commercial Schools" should be added as a permitted use under the "Industrial" designation.	See Appendix 5 to the Corporate Report Commercial Schools.	<b>Amend part of 17</b>	That Section 3.4.1, be amended by adding the following:  <b>3.4.1.22</b> <i>Commercial Schools.</i>
Planning and Building Department	Section 3.4, Industrial	Mississauga Plan is currently silent on where "Cardlock Fuel Dispensing Facilities" are permitted. A review of these facilities indicated that it would be appropriate to permit them under the "Industrial" designation.	"Cardlock Fuel Dispensing Facilities" should be added as a permitted use under the "Industrial" designation.	<b>Amend part of 15</b>	That Section 3.4.1, be amended by adding the following:  <b>3.4.1.23</b> <i>Cardlock Fuel Dispensing Facilities.</i>
Community Services Department	Section 3.8, Open Space	The Community Services Department requested that Section 3.8.3.2.d be amended to include a reference to facilities.	This requested revision is appropriate to clarify the intent of including facilities as part of the Public Open Space Policies.	<b>Amend part of 34</b>	That Section 3.8.3.2.d, be amended as follows:  <b>d.</b> Mississauga will own, lease, operate, maintain, and administer public parkland <i>and facilities</i> to meet the recreational, cultural, educational and social needs of citizens.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Region of Peel and  Community Services Department	New Section 3.9, Greenbelt	<p>The Region of Peel requested minor revisions to the proposed wording of the 1<sup>st</sup> paragraph of Section 3.9 Greenbelt.</p> <p>The Community Services Department requested amending the 1<sup>st</sup> paragraph of Section 3.9, Greenbelt, to clarify the intent of the "Greenbelt" designation.</p>	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	<p>That Section 3.9, 1<sup>st</sup> paragraph be amended as follows:</p> <p>Lands designated Greenbelt are generally associated with natural hazards or significant natural areas where development is restricted to <del>either</del> protect people and property from damage <i>and to provide for the conservation of natural heritage features and areas</i>. These policies are to be read in conjunction with the policies for Natural Heritage and Natural Hazards.</p>
Region of Peel	New Section 3.9, Greenbelt	The Region of Peel requested minor revisions to the proposed wording.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	<p>That Section 3.9.1.1, be amended as follows:</p> <p><b>3.9.1.1</b> The following uses will be permitted subject to the satisfaction of the appropriate Conservation Authority and the City, <i>and other appropriate approval agencies</i>:</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Region of Peel	New Section 3.9, Greenbelt	The Region of Peel requested a policy be added to address piped services being permitted in the "Greenbelt" designation and deletion of reference to "the appropriate Conservation Authority" already mentioned previously in the preamble to the section.	The requested amendment is appropriate to be consistent with the Region of Peel Official Plan.	<b>Amend part of 38</b>	<p>That Section 3.9.1.1.e, f, and g, be amended as follows:</p> <p><b>e.</b> passive recreation activities where they are compatible with the viability of the natural area, while respecting appropriate buffers from watercourses and valley slopes <del>as determined in consultation with the appropriate Conservation Authority;</del></p> <p><b>f.</b> <i>existing</i> legal non-conforming facilities, buildings, and structures;</p> <p><b>g.</b> <i>piped services and related facilities used for water, wastewater and storm water provided that an Environmental Assessment has been completed in conformity with the Environmental Assessment Act or a satisfactory Environmental Impact Study has been approved by the appropriate Conservation Authority and the City, and other appropriate approval agencies. If an Environmental Assessment is not required under the Environmental Assessment Act, the Environmental Impact Study shall evaluate all options available.</i></p> <p><b>g-h.</b> accessory facilities to an adjacent land use which are of a passive, non-structural nature and do not adversely affect the ability of the flood plain to pass flood waters.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Credit Valley Conservation	New Section 3.9, Greenbelt	The CVC requested revisions to the Greenbelt policies.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	That Section 3.9.2.1 be amended as follows:  <b>3.9.2.1</b> Greenbelt is determined on a site by site basis and is defined by the greater of <i>the "regulatory storm" flood plain</i> , the "Top of Bank"and/or combined influence of the stable slope <i>line</i> /stable slope allowance, erosion allowance, and the average annual recession rate, <i>including the hazards associated with Lake Ontario, where applicable, and the limits of identified natural features</i> . These parameters are determined <i>in consultation with the City and appropriate Conservation Authority and/or</i> through studies completed by the proponent to the satisfaction of the City and the appropriate Conservation Authority.
Transportation and Works Department	New Section 3.9, Greenbelt	The Transportation and Works Department have updated Environmental Site Assessment Requirements.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	That Section 3.9.2.3, be amended as follows:  <b>3.9.2.3</b> <del>Mississauga may also request that proponents conduct site evaluation, site cleanup or management measures prior to conveyance of Greenbelt lands.</del> <i>Prior to conveyance of Greenbelt lands, the proponent may be requested to conduct a Phase 1 Environmental Site Assessment (ESA) in accordance with the latest standards of the Canadian Standards Association. Should the Phase 1 ESA indicate that further investigation is required, the proponent may be requested to conduct further investigation, perform site clean-up and provide the appropriate environmental documentation.</i>
Region of Peel	New Section 3.9, Greenbelt	The Region of Peel requested minor revisions to the proposed wording.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	That Section 3.9.2.4, be amended as follows:  <b>3.9.2.4</b> Development adjacent to Greenbelt lands will be subject to the delineation of the natural features, buffers and setbacks by the City in consultation with the appropriate Conservation Authority. Dedication <i>and/or</i> restrictive zoning of buffers to Greenbelt may also be required by the City in consultation with the appropriate Conservation Authority.

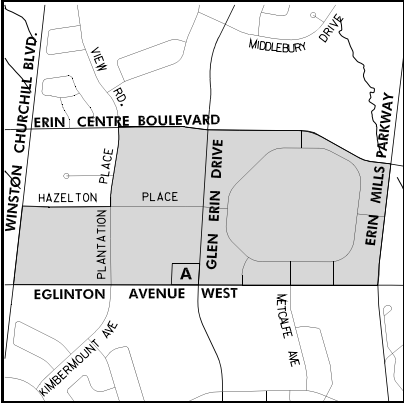
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Region of Peel	New Section 3.9, Greenbelt	The Region of Peel requested minor revisions to the proposed wording.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	That Section 3.9.2.5, be amended as follows:  <b>3.9.2.5</b> The Greenbelt designation applies to both public and privately owned lands. Where Greenbelt land is privately owned, this Plan does not imply that it is free and open to the general public or that it will be acquired by the City or any other public agency. Consideration will be given, however, to public acquisition of these areas <del>through the development approval process.</del>
Credit Valley Conservation	New Section 3.9, Greenbelt	The CVC requested revisions to the Greenbelt policies.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	That Section 3.9.2.8 be amended as follows:  <b>3.9.2.8</b> Reconstruction, minor additions, and maintenance of legal non-conforming facilities, buildings, and structures may be permitted. <i>With respect to reconstruction, the development should be relocated to an area that is least susceptible to natural hazards.</i>
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	There is a need to reference corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	<b>Amend 40</b>	That Section 3.10, renumbered as Section 3.13, be amended as follows:  <b>3.13 CITY CENTRE, <del>AND</del> NODES <del>AND</del> CORRIDORS</b>
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	There is a need to reference corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	<b>Amend 41</b>	That Section 3.10.1.3, renumbered as Section 3.13.1.3, be amended as follows:  <b>3.13.1.3</b> City Centre, <del>and</del> Nodes <i>and Corridors</i> , reflective of the urban form hierarchy, will be served by transportation corridors containing roads and transit, and may contain rapid transit and Bus Rapid Transit (BRT) facilities.
Greater Toronto Airports Authority	New Section 3.11, Airport	The GTAA requested that Section 3.11.2.1.1 be amended to exclude the reference to "additional runways may be constructed".	Amend Recommendation 49 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), to delete reference in Section 3.11.2.1.1 to "additional runways may be constructed".	<b>Amend part of 49</b>	That Section 3.11.2.1.1 be amended as follows:  <b>3.11.2.1.1</b> The policies of this Plan are based on a six-runway configuration of the Airport, <del>however, additional runways may be constructed.</del>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Greater Toronto A i r p o r t s Authority	New Section 3.11, Airport	The GTAA requested amending Section 3.11.2.1.6 to include the phrase "as a principal or accessory use" to clarify the intent of the policy.	Amend Recommendation 49 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), to add the following words "as a principal or accessory use" to Section 3.11.2.1.6.	<b>Amend part of 49</b>	That Section 3.11.2.1.6 be amended as follows:  <b>3.11.2.1.6</b> New development and redevelopment or infilling for hospitals, nursing homes, daycare facilities and public and private schools within the LBPIA Operating Area will not be permitted <i>as a principal or accessory use</i> .
Greater Toronto A i r p o r t s Authority	New Section 3.11, Airport	The GTAA requested amending Section 3.11.2.1.7 to add "below 35 NEF/NEP" to clarify the intent of the policy.	Amend Recommendation 49 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), to add the following words "below the 35 NEF/NEP composite contour" to Section 3.11.2.1.7.	<b>Amend part of 49</b>	That Section 3.11.2.1.7 be amended as follows:  <b>3.11.2.1.7</b> Notwithstanding Section 3.11.2.1.6, redevelopment or infilling for hospitals, nursing homes, daycare facilities and public and private schools within the Malton, Meadowvale Village and East Credit Districts may be permitted inside the LBPIA Operating Area on an individual basis <i>below the 35 NEF/NEP composite contour</i> .
Region of Peel and  C o m m u n i t y S e r v i c e s Department	New Section 3.12, Utilities	The Region of Peel requested a policy to address piped services being permitted in the "Greenbelt" designation.  The Community Services Department requested that "above ground" be deleted as then the policy would apply to both above ground and below ground facilities.	The requested policy is appropriate to be consistent with the Region of Peel Official Plan.	<b>Amend part of 50</b>	That Section 3.12.1.1, be amended as follows:  <b>3.12.1.1</b> <del>Above ground</del> Pumping stations, water and sewage treatment plants, <del>piped services</del> , electric transformer and distributing stations, electric transmission lines and cabled services, except when <i>the lands are</i> identified as a Provincially Significant Wetland.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Region of Peel	New Section 3.12, Utilities	The Region of Peel requested minor rewording regarding an Environmental Impact Study.	The requested policy is appropriate to be consistent with the Region of Peel Official Plan.	<b>Amend part of 50</b>	That Section 3.12.2.1, be amended as follows:  <b>3.12.2.1</b> When public works not subject to the Environmental Assessment Act are planned to traverse, coincide with, or otherwise affect the Natural Areas System, an Environmental Impact Study will be required <del>and presented to be submitted to</del> and approved by the City and the appropriate Conservation Authority. Terms of Reference are available from the City.
Region of Peel	New Section 3.14, Physical Services	The Region of Peel requested a policy to address piped services being permitted in the "Greenbelt" designation.	The requested policy is appropriate to be consistent with the Region of Peel Official Plan.	<b>Amend part of 51</b>	That Section 3.14, first paragraph, be amended as follows, and a new second paragraph be added:  This section sets out the policies of the City with respect to the provision of <del>piped services, including</del> natural gas and oil pipelines; electric power, telephone, and other cabled service, which are permitted in all Land Use Designations except Greenbelt.  <i>Piped services and related facilities used for water, wastewater and storm water are permitted in all Land Use Designations, including Greenbelt, only if other options are not feasible.</i>
Region of Peel	New Section 3.14, Physical Services	The Region of Peel requested minor revisions to the proposed wording.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 51</b>	That Section 3.14.1.3, be amended as follows:  <b>3.14.1.3</b> When public works not subject to the Environmental Assessment Act are planned to traverse, coincide with, or otherwise affect the Natural Areas System, an Environmental Impact Study will be required <del>and presented to be submitted to</del> and approved by the City and the appropriate Conservation Authority. Terms of Reference are available from the City.


RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Credit Valley Conservation	New Section 3.14, Physical Services	The CVC requested revisions to Section 3.14.2.4.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 51</b>	That Section 3.14.2.4, be amended as follows:  <b>3.14.2.4</b> Any Stormwater Quality/Quantity Facilities within Greenbelt lands must have regard for the viability of natural features and functions, and will be subject to naturalization efforts <i>to the satisfaction of the City and the appropriate Conservation Authority</i> , as a part of development.
Region of Peel	Section 3.14, renumbered as Section 3.17, Transportation	The Region requested editorial changes to Section 3.17.3.6 to clarify its intent.	The Planning and Building Department agree with the revisions requested.	<b>Amend 70</b>	That Section 3.17.3.6, be amended as follows:  <b>3.17.3.6</b> The use of transit will be supported through transit priority measures, such as express services, new technologies, fare integration and service coordination with <i>GO Transit</i> and neighbouring transit systems.
Region of Peel	Section 3.14, renumbered as Section 3.17, Transportation	The Region requested editorial changes to Section 3.17.4.5 to clarify its intent.	The Planning and Building Department agree with the revisions requested.	<b>Amend 80</b>	That Section 3.17.4.5, be amended as follows:  <b>3.17.4.5</b> Where there is a change in road classification or right-of-way widths at or near municipal boundaries, <del>a suitable</del> <i>an appropriate</i> transition <del>location</del> shall be determined and accommodated in consultation with the municipalities involved.
Community Services Department	Section 3.16, renumbered as Section 3.19, Community Uses	The Community Services Department requested revisions to Section 3.19.2.7 to delete the word "small" as some community uses sites are larger.	The Planning and Building Department agree with the revisions requested.	<b>Amend 102</b>	That Section 3.19.2.7, be amended as follows:  <b>3.19.2.7</b> Community uses generally occupy <del>small</del> sites on arterial or collector roads along transit routes and serve immediate or surrounding District needs.



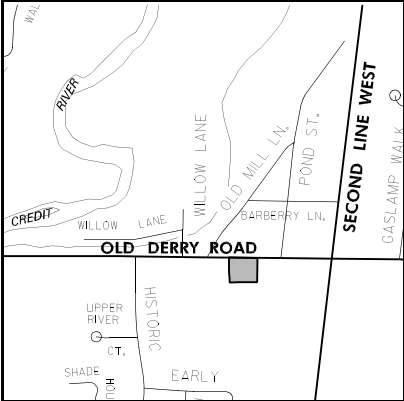
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.4, Central Erin Mills District Policies	Lands located at the northwest corner of Eglinton Avenue West and Glen Erin Drive designated "General Commercial" contain a gas bar that should be recognized as part of Special Site 4.	The requested revisions are appropriate.	<b>Amend 126</b>	<p>That Section 4.4.5.5, Site 4, be amended as follows:</p> <p><b>4.4.5.5 Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are bounded by Erin Centre Boulevard, Plantation Place, Hazelton Place, Winston Churchill Boulevard, Eglinton Avenue West and Erin Mills Parkway.</p> <p>Notwithstanding the General Commercial designation, <i>Residential High Density II</i> uses will be permitted. <del>on these lands, the following additional policies will apply:</del></p> <p><del>a. Residential High Density II uses will be permitted;</del></p> <p><del>b. a concept plan will be required as part of a development application, which will address among other aspects, the following:</del></p> <ul style="list-style-type: none"><li><del>major land use components of the subject lands;</del></li><li><del>circulation, including pedestrian, vehicular and transit;</del></li><li><del>engineering services;</del></li><li><del>development controls, including urban design, landscaping features, provision of parking facilities, accessibility and open space;</del></li><li><del>compatible architectural design.</del></li></ul>

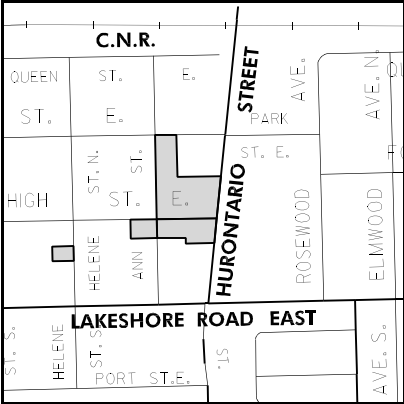
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.4, Central Erin Mills District Policies	(continued)	(continued)	<b>Amend 126 (cont.)</b>	<b>4.4.5.5.1 Area 4A</b> <i>The lands identified as Area 4A are located at the northwest corner of Eglinton Avenue West and Glen Erin Drive. Notwithstanding the provisions of the General Commercial designation, a gas bar will also be permitted.</i>
Transportation and Works Department	Section 4.5, Churchill Meadows District Policies	The Transportation and Works Department requested a change to Section 4.5.5.1, Table 1, Basic Road Characteristics to amend Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton".	The Planning and Building Department agree with the revisions requested.	<b>Amend 137</b>	That Section 4.5.5.1, Table 1, Basic Road Characteristics, be amended as follows:  1. Add Ninth Line as 35 m ROW Width south of Eglinton Avenue West to Dundas Street West, Town of Oakville border <i>and amend Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton".</i>
Community Services Department	Section 4.6, City Centre District Policies	The Community Services Department requested that "where appropriate" be added to the 8 <sup>th</sup> bullet of Section 4.6.3.2.2.d.	The Planning and Building Department agree with the revisions requested.	<b>Amend 147</b>	That Section 4.6.3.2.2.d, 8 <sup>th</sup> bullet point, be amended as follows:  • access for all, including those with disabilities, to and from building entrances and the public sidewalk, parking areas, and open spaces, <i>where appropriate.</i>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Sorensen Gravely Lowes for 260 Dundas Street West	Section 4.8 Cooksville District Land Use Policies	The lands located on the south side of Dundas Street West, east of Mary Fix Creek were proposed to be redesignated from "General Commercial" to "Motor Vehicle Commercial".	The Planning and Building Department was advised that the lands have been decommissioned to meet MOE's Environmental Guidelines for residential and parkland purposes and are currently being used for motor vehicle sales. It is, therefore, appropriate to amend part of Recommendation 178 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), for the lands to remain designated "General Commercial" on the Cooksville District Land Use Map.	<b>Amend part of 178</b>	<p>That the Cooksville District Land Use Map, be amended as follows:</p> <p>That recommendation 178, 5<sup>th</sup> bullet point, to redesignate lands from "General Commercial" to "Motor Vehicle Commercial" be deleted as follows:</p> <p><del>• the south side of Dundas Street West, east of Mary Fix Creek;</del></p> <p>and</p> <p>That the "General Commercial" designation on the lands located on the south side of Dundas Street West, east of Mary Fix Creek, should be retained and not be redesignate to "Motor Vehicle Commercial".</p>
Planning and Building Department	Section 4.10, Dixie District Policies	Initially it was proposed for the lands to be redesignated from "Business Employment" to "Industrial" to recognize the existing uses. Upon further review, when considering the accumulative effect on additional heavy industry it would be appropriate only to recognize the existing uses through the "Business Employment" policies in Recommendation 184 of Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January).	The requested revisions are appropriate.	<b>Amend 186</b>	<p>That the Dixie District Land Use Map, be amended as follows:</p> <p>That recommendation 186, to redesignate the lands from "Business Employment" to "Industrial" be deleted as follows:</p> <p><del>1. Redesignate the lands located south of the St. Lawrence and Hudson Railway, between Haines Road and Dixie Road from "Business Employment" to "Industrial", and add "Industrial" to the Land Use Designations legend.</del></p> <p>and</p> <p>That the "Business Employment" designation on the lands located south of the St. Lawrence and Hudson Railway, between Haines Road and Dixie Road, should be retained and not be redesignate to "Industrial" .</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.17, Lakeview District Policies	Upon further review, it was identified that Section 4.17.6.19, Site 18, in the Lakeview District Policies contains motor vehicle sales and service uses and, therefore, b. should be retained.	It is appropriate to amend recommendation 268 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), to retain section b.	<b>Amend 268</b>	<p>That Section 4.17.6.19, be amended as follows:</p> <p><b>4.17.6.19 Site 18</b></p> <div></div> <p>The lands identified as Special Site 18 include 5 sites located north of Lakeshore Road East between Greaves Avenue and Ogden Avenue.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <i>the following additional policies will apply:</i></p> <p><i>a. a motor vehicle repair garage will be permitted;</i></p> <p><i>b. for the lands identified as Area 18A, motor vehicle sales and service will be permitted.</i></p>
Greater Toronto Airports Authority	Section 4.19, Malton District Policies	The name "Rexford Road" is incorrect and should be "Rexwood Road".	Amend Recommendation 283 and 285 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), so that reference to "Rexford Road" is "Rexwood Road".	<b>Amend 283 &amp; 285</b>	<p>That Recommendations 283 and 285 be amended as follows:</p> <p>Reference to "Rexford Road" be amended to "Rexwood Road".</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.23, Meadowvale Village District Policies	A portion of the lands in Meadowvale Village District are designated for residential uses. However, these lands are above the 35NEF/NEP noise contours and, therefore, cannot be developed for residential purposes because of the restrictions of the NEF/NEP Aircraft noise policies. It is appropriate to redesignate these lands for "Business Employment" which required a review of Section 4.23.4.3 policies as it pertains to these lands.	See Appendix 4 to the Corporate Report Proposed Amendments to the Meadowvale Village District Policies.	<b>Amend 305</b>	<p>That a new Section be added to Section 4.23.4, as follows:</p> <p><b>4.23.4.3 Business Employment</b></p> <p>Notwithstanding the Business Employment policies of this Plan, <i>only</i> the following uses will <b>not</b> be permitted:</p> <p><del>a. overnight accommodations;</del></p> <p><del>b. financial institutions;</del></p> <p><del>c. broadcasting/communication establishments.</del></p> <p><i>a. industrial uses within enclosed buildings including, manufacturing, assembling, processing, fabricating, repairing, warehousing, distributing and wholesaling;</i></p> <p><i>b. offices;</i></p> <p><i>c. financial institutions;</i></p> <p><i>d. conference centres;</i></p> <p><i>e. all types of restaurants, including banquet halls;</i></p> <p><i>f. funeral establishments;</i></p> <p><i>g. self-storage facilities.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.23, Meadowvale Village District Policies	Lands located on the south side of Old Derry Road, west of Second Line West, designated "Convenience Commercial" are occupied by existing motor vehicle service station, existing detached dwelling and the dwelling unit above a retail store in an existing detached dwelling.	The requested revisions are appropriate, and Site 9 should be amended to recognize the existing uses.	<b>Amend 306</b>	<p>That Section 4.23.6.10, Site 9, be amended as follows:</p> <p><b>4.23.6.10 Site 9</b></p> <div></div> <p>The lands identified as Special Site 9 are located on the south side of Old Derry Road, west of Second Line West.</p> <p>Notwithstanding <i>the provisions of the General Convenience Commercial</i> designation, the existing motor vehicle service station, <del>and small convenience commercial facility</del> <i>existing detached dwelling and the dwelling unit above a retail store in an existing detached dwelling</i> will only be permitted, provided that it is in keeping with the historic character of the Meadowvale Village Heritage Conservation District Plan.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.26, Northeast District Policies	Initially it was proposed for the lands to be redesignated from "Business Employment" to "Industrial" to recognize the existing uses. Upon further review, when considering the accumulative effects of the additional heavy industry on the existing residential development, it would be appropriate only to recognize the existing uses through the "Business Employment" policies in the Northeast District Policies.	The requested revisions are appropriate.	<b>Amend part of 324</b>	<p>That the Northeast District Land Use Map, be amended as follows:</p> <p>That recommendation 324, 3<sup>rd</sup> bullet point, to redesignate lands from "Business Employment" to "Industrial" be amended as follows:</p> <ul style="list-style-type: none"><li>the lands located south of the Brampton border, <del>east and</del> west of Torbram Road <i>and north of Drew Road</i>;</li></ul> <p>and</p> <p>That the "Business Employment" designation on the lands located east of Torbram Road, north of Derry Road East and the lands located west of Torbram Road, south of Drew Road, should be retained and not be redesignate to "Industrial" .</p>
Planning and Building Department	Section 4.27, Port Credit District Policies	The location map for Special Site 30 should be amended to include the property on Helene Street North to recognize the existing office.	The requested revision to the locational map of Special Site 30 to include an existing office located on Helene Street North is appropriate.	<b>Amend part of 355</b>	<p>That Section 4.27.6.31, location map, be replaced with the following location map:</p> <p><b>4.27.6.31 Site 30</b></p> 

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.33, Western Business Park District Policies	The Transportation and Works Department requested a change to Section 4.33.5.1, Table 1, Basic Road Characteristics to amend Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton".	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 396</b>	That Section 4.33.5.1, Table 1, Basic Road Characteristics, be amended as follows:  1. Add Ninth Line as 35 m ROW Width south of Eglinton Avenue West to Dundas Street West, Town of Oakville border <i>and amend Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton"</i> .
Transportation and Works Department	Section 5, Implementation	The Transportation and Works Department requested amendments to Section 5.3.1.10 to include listing the Major Transit Corridors that are identified on Schedule 4: Road and Transit Network Long Term Concept.  They have also requested policies to discourage the reduction of densities below Residential Medium in proximity to Arterial and Major Collector Roads that have not been identified as a Major Transit Corridor.	The Planning and Building Department agree with the revisions requested.	<b>Amend 403</b>	That Section 5.3.1.10, be amended as follows:  <b>5.3.1.10</b> <i>Dundas Street, Hurontario Street and Eglinton Avenue are identified as Major Transit Corridors on Schedule 4: Road and Transit Network Long Term Concept, to support high density development.</i>  Development applications for the reduction of densities in proximity to Major Transit Corridors, will be discouraged.  <i>Development applications for the reduction of densities below Residential Medium Density in proximity to other arterial and major collector roads, will be discouraged.</i>  The use of the Provincial Transit Supportive Land Use Guidelines will be applied during the development review process.



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 7, Glossary	The Transportation and Works department requested amending the definition for Bus Rapid Transit (BRT).	The Planning and Building Department agree with the revisions requested.	<b>Amend 406</b>	<p>That Section 7, Glossary, be amended as follows:</p> <p><b>BUS RAPID TRANSIT (BRT)</b> <del>Bus Rapid Transit is an exclusive grade-separated two-lane bus-only road with stations which allow for integration with local services.</del> <i>Bus Rapid Transit is a rubber-tired form of rapid transit that may combine a variety of physical, operating and system elements. Other technologies such as light rail transit may be introduced in the future where the feasibility and need can be demonstrated.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Recommendations and numbers continued from, Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1 - 2005 January)					
Planning and Building Department	Section 1.2, Context	The need to identify the urban form hierarchy as the basis for development throughout the City.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	414	<p>That Section 1.2, eight and ninth paragraphs, be deleted and replaced by the following:</p> <p><del>City Centre is a vibrant area featuring a mix of residential, employment, cultural, and recreational uses at densities suitable for a downtown area.</del></p> <p><del>The Nodes identified on Schedule 2: Urban Form Concept, will provide a focus for high intensity uses for residential, commercial, employment and other activities. Land use intensification that will support transit will occur in appropriate locations in other parts of the City.</del></p> <p><i>The urban form is based on a hierarchy of City Centre, Nodes and Corridors, as identified on Schedule 2: Urban Form Concept, each with varying levels of intensity of use. The City Centre is the focal point of the urban form hierarchy and should contain the highest level of development in terms of density and height. Nodes and Corridors will provide a focus for high intensity uses for residential, commercial, employment and other activities. Density and height should be less than the general levels in the City Centre and greater than the surrounding districts to reflect transit-supportive development. Other sites, such as, transit stations and entry points also provide suitable locations for higher levels of development, in terms of density and height, subject to compatibility with surrounding land uses and a suitable transition of built form to the surrounding area. The remainder of the City will generally be developed for medium and low rise uses.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Greater Toronto A i r p o r t s Authority	Schedule 2: Urban Form Concept	The "Lands Exempt from LBPIA Operating Area" hatching on the lands indicated as "Employment" between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West should be deleted.	The Planning and Building Department agree with the revisions requested.	<b>415</b>	That Schedule 2: Urban Form Concept, be amended as follows:  7. Deleting the "Lands Exempt from LBPIA Operating Area" hatching on the lands indicated as "Employment" between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West.
Planning and B u i l d i n g Department	Section 2.2, Urban F o r m   a n d C o m m u n i t y Identity	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	<b>416</b>	That Section 2.2.1.2, be amended as follows:  <b>2.2.1.2</b> Mississauga will have an urban form <i>based on the urban form hierarchy of Centres, Nodes and Corridors. The City Centre will be the main focal point in terms of intensity of uses (density and height of development) followed by Nodes and Corridors and recognizable communities</i> <del>characterised by City Centre, Nodes and recognizable communities.</del>
Planning and B u i l d i n g Department	Section 2.2, Urban F o r m   a n d C o m m u n i t y Identity	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	<b>417</b>	That Section 2.2.2.5, be amended as follows:  <b>2.2.2.5</b> To develop and locate Nodes, <i>within the context of the urban form hierarchy of Centres, Nodes and Corridors</i> , with a greater intensity of housing, employment, commercial, and community facilities that are accessible and provide a focus for the people they serve.
C o m m u n i t y S e r v i c e s Department	Section 2.9, Lake Ontario Waterfront	The Community Services Department requested amending Section 2.9.2.7 as parts of the Port Credit Harbour Transition Master Plan and the Mississauga Waterfront Plan are out of date.	The Planning and Building Department agree with the revisions requested.	<b>418</b>	That Section 2.9.2.7, be amended as follows:  <b>2.9.2.7</b> To promote development of the Lake Ontario shoreline and Port Credit Harbour <del>in accordance with</del> <i>having regard for</i> the principles established in the <i>Port Credit Harbour Transition Master Plan</i> and <i>Mississauga Waterfront Plan</i> while recognizing the Lake Ontario shoreline as an important element of the regional ecosystem.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 2.11, Urban Design	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	419	That Section 2.11.1.4, be amended as follows:  <b>2.11.1.4</b> Mississauga will ensure that development contributes to a built form, <i>reflective of the urban form hierarchy of Centres, Nodes and Corridors</i> , giving prominence to the City Centre <del>and emphasizing Nodes</del> .
Planning and Building Department	Section 2.11, Urban Design	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	420	That Section 2.11.2.2, be amended as follows:  <b>2.11.2.2</b> To promote the creation of distinctive places and locales, including the City Centre, Nodes <i>and Corridors</i> and high profile locations such as entry points to the City and communities.
Planning and Building Department	Section 2.11, Urban Design	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	421	That Section 2.11.2.6, be amended as follows:  <b>2.11.2.6</b> To promote built form <i>reflective of the urban form hierarchy</i> that relates to the public street and defines its scale.
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	422	That Section 3.10.1.1, renumbered as Section 3.13.1.1, be amended as follows:  <b>3.13.1.1</b> A mix of medium and high density housing, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged to locate in City Centre, <del>and</del> Nodes <i>and Corridors</i> , <i>reflective of the urban form hierarchy</i> . However, not all of these uses will be permitted in City Centre, <del>and</del> Nodes <i>and Corridors</i> .

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	423	That Section 3.10.1.2, renumbered as Section 3.13.1.2, be amended as follows:  <b>3.13.1.2</b> City Centre, <del>and</del> Nodes <i>and Corridors</i> , reflective of the urban form hierarchy will accommodate a greater variety and concentration of uses than their surrounding areas and will:
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	To recognize height along with density in the City Centre.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	424	That Section 3.10.2.1, renumbered as Section 3.13.2.1, be amended as follows:  <b>3.13.2.1</b> City Centre will develop as a major regional centre and the primary location for mixed use development. The City Centre will contain the greatest concentration of activities and variety of uses including the highest residential and employment densities <i>and height</i> and the largest commercial component in the City.
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	To recognize height along with density in the City Centre.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	425	That Section 3.10.3.4.b, renumbered as Section 3.13.3.4.b, be amended as follows:  <b>b.</b> lands immediately adjacent to or within a Node should provide both a transition between the higher density <i>and height of</i> development within the Node and lower density <i>and height of</i> developments in the surrounding area;
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	To recognize the need for a transition zone surrounding the City Centre.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	426	That Section 3.10.2, renumbered as Section 3.13.2, be amended by adding the following:  <b>3.13.2.4</b> Lands immediately adjacent to or within the City Centre should provide both a transition between the higher density and height of development within the City Centre and lower density and height of developments in the surrounding area.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 3.12, renumbered as Section 3.15, Environment	Section 3.12.1.4 should be amended to include references to "renewable energy" to be consistent with the new Provincial Policy Statement (PPS).	As it is mandatory for municipal official plans to be consistent with the PPS, it is appropriate to update it accordingly.	427	<p>That Section 3.12.1.4, renumbered as Section 3.15.1.4 be amended as follows:</p> <p><b>3.15.1.4</b> The Environmental Issues policies address mineral resources, sites with potential soil or ground water contamination, pollution prevention and reduction, environmental compatibility, urban drainage, waste management, <i>renewable energy</i>, energy conservation and noise sources and levels.</p>
Planning and Building Department	Section 3.12, renumbered as Section 3.15, Environment	As a result of the Natural Areas Survey update, revisions to Section 3.12.2.2.a were requested.	The requested revisions are appropriate.	428	<p>That Section 3.12.2.2.a, renumbered as Section 3.15.2.2.a, 5<sup>th</sup> bullet, be amended as follows:</p> <ul style="list-style-type: none"> <li>all areas that support <i>provincially significant or "species at risk" listed as special concern, Vulnerable, Threatened species</i> or Endangered (<del>VTE</del>) species;</li> </ul>
Planning and Building Department	Section 3.12, renumbered as Section 3.15, Environment	As a result of the Natural Areas Survey update, revisions to Section 3.12.2.2.b were requested.	The requested revisions are appropriate.	429	<p>That Section 3.12.2.2.b, renumbered as Section 3.15.2.2.b, 3<sup>rd</sup> and 4<sup>th</sup> bullets, be amended as follows:</p> <ul style="list-style-type: none"> <li>all <del>woodlands</del> <i>areas</i> that represent uncommon vegetation associations in the City;</li> <li>all areas that support regionally <del>rare</del> or significant plant <i>or animal</i> species;</li> </ul>
Community Services Department	Section 3.13, renumbered as Section 3.16, Lake Ontario Waterfront	The Community Services Department requested amending Section 3.13.1.4 as parts of the Port Credit Harbour Transition Master Plan and the Mississauga Waterfront Plan are out of date.	The Planning and Building Department agree with the revisions requested.	430	<p>That Section 3.13.1.4, renumbered as Section 3.16.1.4, be amended as follows:</p> <p><b>3.16.1.4</b> The review of applications for development along the Lake Ontario Waterfront and the mouth of the Credit River, will have regard for the <del>concepts</del> and principles expressed in the Port Credit Harbour Transition Master Plan and the Mississauga Waterfront Plan, as well as the following:</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 3.14, renumbered as Section 3.17, Transportation	The Transportation and Works Department requested amendments to Section 3.17.2.2 to identify the importance of a transit link to the Airport.	The Planning and Building Department agree with the revisions requested.	431	<p>That Section 3.14.2.2, renumbered as Section 3.17.2.2, be amended as follows:</p> <p><b>3.17.2.2</b> Mississauga will work with other levels of government to further inter-regional transit plans which include proposals for Rapid Transit, Commuter Rail, GTA Transit Corridors and GTA Transportation Centres. Notwithstanding that Airport Road has not been designated as a Major Transit Corridor on Schedule 4: Road and Transit Network - Long Term Concept, Mississauga recognizes this roadway as a <del>potential rapid</del> <i>an important transit corridor link to the airport</i> and will work with the City of Brampton and the Region of Peel in addressing this issue.</p>
Transportation and Works Department	Section 3.14, renumbered as Section 3.17, Transportation	The Transportation and Works Department requested that Section 3.14.3.11 be amended to clarify its intent.	The Planning and Building Department agree with the revisions requested.	432	<p>That Section 3.14.3.11, renumbered as Section 3.17.3.11, be amended as follows:</p> <p><b>3.17.3.11</b> <del>Proposals for the development of a rapid transit link between the Airport and Toronto will be subject to, among other matters, a detailed review of the potential ridership demand, the proposals role in serving transit markets, interconnections with GTA Transit corridors, and funding priority relative to other GTA Transit projects. An Air Rail Link between Toronto Union Station and Lester B. Pearson International Airport is being proposed. City of Mississauga staff will continue to work with Transport Canada and other stakeholders through the environmental assessment process for the project.</del></p>

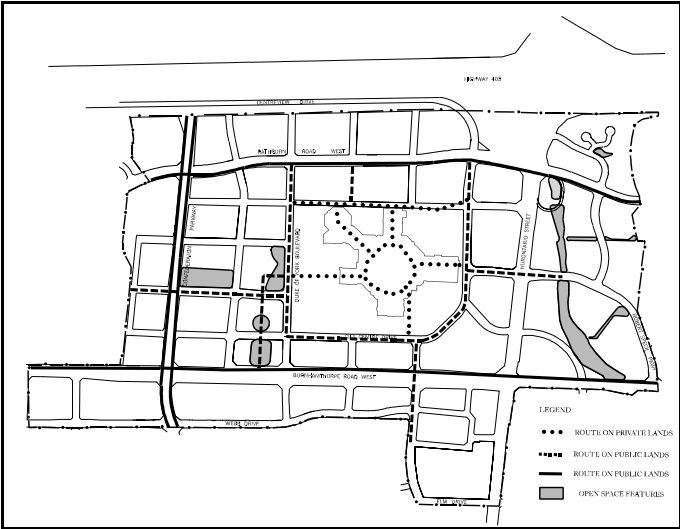
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 3.14, renumbered as Section 3.17, Transportation	The Transportation and Works Department requested amendments to Section 3.17.5.4 to require the City to be satisfied that with any minor adjustments to the basic right-of-way widths the role and function of the road is maintained.	The Planning and Building Department agree with the revisions requested.	433	That Section 3.14.5.4, renumbered as Section 3.17.5.4, be amended as follows:  <b>3.17.5.4</b> Minor adjustments to the <i>basic right-of-way widths</i> <del>rights-of-way</del> and alignments <i>for roads</i> may be made without further amendment to this Plan, <i>subject to the City being satisfied that the role and function of such roads are maintained</i> <del>provided they are consistent with the general intent of this Plan.</del>
Planning and Building Department	Section 3.15, renumbered as Section 3.18, Urban Design	The need to recognize height and density in terms of built form.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	434	That Section 3.15.2.1, renumbered as Section 3.18.2.1, be amended as follows:  <b>3.18.2.1</b> The most prominent, most intensive and highest built form <i>in terms of density and height</i> will <del>should</del> be encouraged in the City Centre.
Planning and Building Department	Section 3.15, renumbered as Section 3.18, Urban Design	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	435	That Section 3.15.3.2, renumbered as Section 3.18.3.2, be amended as follows:  <b>3.18.3.2</b> Urban character will be achieved within the City Centre, <del>along major streets, in</del> Nodes and Corridors and elsewhere as identified in this Plan <i>in accordance with the urban form hierarchy</i> .
Planning and Building Department	Section 3.15, renumbered as Section 3.18, Urban Design	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	436	That Section 3.15.3.2, renumbered as Section 3.18.3.2, be amended as follows:  <b>3.18.3.2</b> Urban character will be achieved within the City Centre, <del>along major streets, in</del> Nodes and Corridors and elsewhere as identified in this Plan <i>in accordance with the urban form hierarchy</i> .



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	Section 3.17, renumbered as Section 3.20, Heritage Resources	The Community Services Department requested that a new policy be added to proposed Section 3.20.3.2 to be consistent with changes to the <i>Ontario Heritage Act</i> .	The Planning and Building Department agree with the revisions requested.	437	That Section 3.17.3.2, renumbered as Section 3.20.3.2, be amended by adding the following:  <i>e. Properties designated under the Ontario Heritage Act will be required to have regard for the preservation of the significant architectural features and not detract or destroy any of the heritage features or architectural elements in keeping with the Guiding Principles in the Conservation of Heritage Properties, Ministry of Culture.</i>
Planning and Building Department	Schedule 3: Environmental Areas	As a result of the Natural Areas Survey update, revisions to Schedule 3: Environmental Areas were requested.	The requested revisions are appropriate.	438	That Schedule 3: Environmental Areas, be amended as follows:  4. Extending the "Special Management Area" and "Natural Area" easterly, located south of Lakeshore Road West, west of Southdown Road; and 5. Deleting the "Natural Area" located south of Lakeshore Road East, west of Elmwood Avenue South.
Transportation and Works Department	Schedule 4: Road and Transit Network Long Term Concept	The Transportation and Works Department requested that Schedule 4: Road and Transit Network Long Term Concept be amended by Topflight Drive from Hurontario Street to Edwards Boulevard being shown as a "Major Collector".	The Planning and Building Department agree with the revisions requested.	439	That Schedule 4: Road and Transit Network Long Term Concept be amended as follows:  19. Topflight Drive Hurontario Street to Edwards Boulevard is added as a "Major Collector".

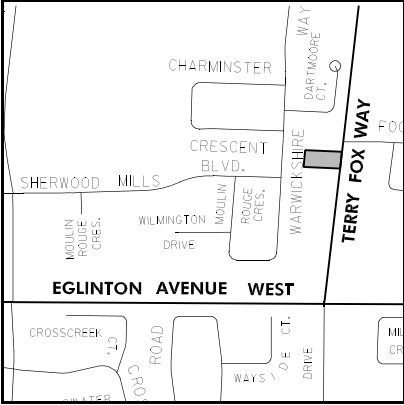

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Schedule 5: Designated Right-of-Way Widths	The Transportation and Works Department requested amending Note 1 on Schedule 5: Designated Right-of-Way Widths to clarify its intent.	Note 1 Schedule 5: Designated Right-of-Way Widths should be amended to be consistent with the wording of Section 3.14.5.2.	440	That Schedule 5: Designated Right-of-Way Widths, Note 1, be amended as follows:  15. 1. <del>These</del> <i>"Designated right-of-way widths"</i> are considered <i>the basic required</i> rights-of-way <i>along roadway sections</i> . At <del>major</del> intersections, grade separations, or major physical or topographical constraints, wider rights-of-way may be required to accommodate bus bays, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.
Transportation and Works Department	Schedule 5: Designated Right-of-Way Widths	The Transportation and Works Department requested amending Schedule 5: Designated Right-of-Way Widths to update the information provided for Topflight Drive.	The Planning and Building Department agree with the revisions requested.	441	That Schedule 5: Designated Right-of-Way Widths be amended as follows:  16. Topflight Drive from Hurontario Street to Edwards Boulevard is added with a right-of-way width of "26 m"; and 17. Capstan Drive from Maritz Drive to Hurontario Street from a right-of-way width of "26 m" to a right-of-way width of "30 m".
Transportation and Works Department	Schedule 5: Designated Right-of-Way Widths	The Transportation and Works Department requested amending Schedule 5: Designated Right-of-Way Widths to update the information provided for Thomas Street.	The Planning and Building Department agree with the revisions requested.	442	That Schedule 5: Designated Right-of-Way Widths be amended as follows:  18. Thomas Street, McFarren Boulevard/Gafney Drive to Queen Street right-of-way width from "30 m" to "20-26 m".

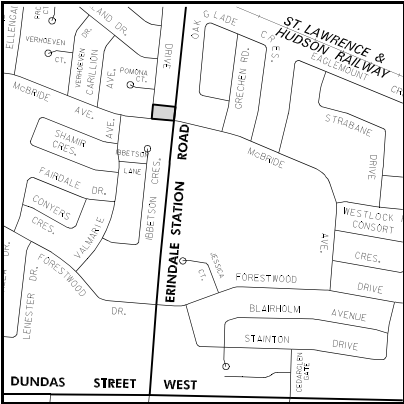
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	All District Policies, Sections 4.2 to Section 4.33, inclusive, except Section 4.6, City Centre District Policies	The Transportation and Works Department requested amending the asterisk note under Table 1: Basic Road Characteristics for all Districts to be consistent with Section 3.14.5.2.	Amend the asterisk note under Table 1: Basic Road Characteristics for all Districts except City Centre District to be consistent with the wording of Section 3.14.5.2.	443	<p>That Sections 4.2 to Section 4.33, inclusive, Table 1: Basic Road Characteristics, asterisk note, except for Section 4.6, City Centre District Policies, Table 1: Basic Road Characteristics, asterisk note, be amended as follows:</p> <p>* <del>These</del> <i>"Designated right-of-way widths"</i> are considered the basic <i>required</i> rights-of-way <i>along roadway sections</i>. At <del>major</del> intersections, grade separations, or major physical or topographical constraints, wider rights-of-way may be required to accommodate bus bays, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.</p>
Planning and Building Department	Section 4.3, Applewood District Policies	As the lands east of Fieldgate Drive, south of Kirkwall Crescent, are used for parkland, the lands should be redesignated from "Residential Low Density II" to "Public Open Space".	The requested revisions are appropriate.	444	<p>That the Applewood District Land Use Map be amended as follows:</p> <p>4. Redesignate the lands east of Fieldgate Drive, south of Kirkwall Crescent, from "Residential Low Density II" to "Public Open Space".</p>
Planning and Building Department	Section 4.3, Applewood District Policies	Lands east of Treadwells Drive, north of Dundas Street East, designated "Residential Low Density II", should be redesignated to "Residential Medium Density I" as the lands are surrounded by lands designated "Residential High Density I" and "Residential Medium Density I" and also the boundary should be adjusted accordingly.	The requested revisions are appropriate.	445	<p>That the Applewood District Land Use Map be amended as follows:</p> <p>5. Redesignate the lands east of Treadwells Drive, north of Dundas Street East, from "Residential Low Density II" to "Residential Medium Density I";</p> <p>and</p> <p>Adjust the Applewood District boundary to coincide with the Dixie District boundary by following existing property lines and zoning.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	Section 4.4, Central Erin Mills District Policies	The lands are part of Park #374, Mullet's Walk, located east of McFarren Boulevard opposite Mullet Drive and should be designated "Public Open Space".	The Planning and Building Department agree with the revisions requested.	446	<p>That the Central Erin Mills District Land Use Map be amended as follows:</p> <p>8. Redesignate the lands located east of McFarren Boulevard, opposite Mullet Drive, from "Residential Low Density II" to "Public Open Space".</p>
Community Services Department	Section 4.5, Churchill Meadows District Policies	The Community Services Department requested amending the Churchill Meadows District Land Use Map to recognize an existing Stormwater Management Facility.	The Planning and Building Department agree with the revisions requested.	447	<p>That the Churchill Meadows District Land Use Map be amended as follows:</p> <p>7. Adding an "Existing Stormwater Management Facility symbol" to the "Public Open Space" designated lands located south of Aquinas Avenue, east of Sebastian Drive.</p>
Planning and Building Department	Section 4.6, City Centre District Policies	The locational map for Section 4.6.3.2.3 should be amended to include the Open Space Feature located north of Princess Royal Drive, west of Living Arts Drive.	The requested revisions are appropriate.	448	<p>That Section 4.6.3.2.3, location map, be replaced with the following location map:</p> 

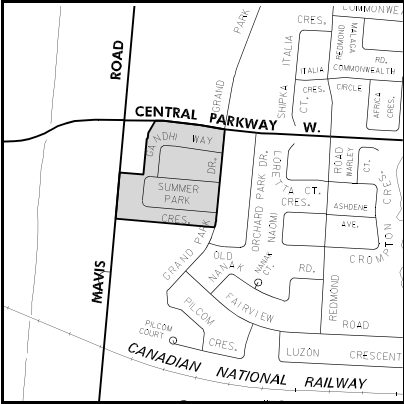
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.6, City Centre District Policies	The Transportation and Works Department requested amending the third paragraph of Section 4.6.5.2.5 as there is now only one option for the conceptual alignment.	As there is now only one option, change the words "two conceptual options" to "a conceptual alignment".	449	That Section 4.6.5.2.5, 3 <sup>rd</sup> paragraph, last sentence be amended as follows:  The City Centre Land Use Map shows <del>two</del> <i>a conceptual options alignment</i> on how this one-way eastbound roadway is proposed to connect to Provincial Highway 403.
Transportation and Works Department	Section 4.6, City Centre District Policies	The Transportation and works Department requested amending the first asterisk note under Table 1: Basic Road Characteristics.	The Planning and Building Department agree with the revisions requested.	450	That Section 4.6.5.1, Table 1: Basic Road Characteristics, first asterisk note, be amended as follows:  <del>These</del> <i>"Designated right-of-way widths"</i> are considered <i>the basic required</i> rights-of-way <i>along roadway sections</i> . At intersections, grade separations, <del>site triangles</del> , or major physical or topographical constraints, wider rights-of-way may be required to accommodate bus bays, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc. Rights-of-way may be increased without an amendment to this Plan when development applications are evaluated or further transportation studies are carried out.
Community Services Department	Section 4.6, City Centre District Policies	The Community Services Department requested the lands located north of Princess Royal Drive, west of Living Arts Drive from "Mixed Use" to "Public Open Space" to recognize the proposed park for the City Centre.	The Planning and Building Department agree with the revisions requested.	451	That the City Centre District Land Use Map be amended as follows:  5. Redesignate the lands located north of Princess Royal Drive, west of Living Arts Drive, from "Mixed Use" to "Public Open Space".
Community Services Department	Section 4.7, Clarkson-Lorne Park District Policies	The Community Services Department requested amending the Clarkson Lorne Park District Land Use Map to recognize the existing park located south of Canyon Street opposite Cobalt Street.	The Planning and Building Department agree with the revisions requested.	452	That the Clarkson-Lorne Park District Land Use Map be amended as follows:  2. Redesignate the lands located south of Canyon Street, opposite Cobalt Street, from "Residential Low Density I" to "Public Open Space".

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.8, Cooksville District Policies	Lands located on the north side of Dundas Street West between Elmcreek Drive and Clayhill Road, designated "Residential High Density I" contain townhouse dwellings that should be recognized.	Revise Special Site 4 policies to allow townhouses as a permitted use.	453	That Section 4.8.7.5.a, be amended as follows:  a. all forms of horizontal multiple dwellings as well as low-rise apartments <i>and townhouse dwellings</i> will be permitted in combination with Residential High Density I uses provided the overall density achieves the minimum permitted FSI of 1.0 for the subject lands;
Community Services Department	Section 4.10, Dixie District Policies	The Community Services Department requested that the lands located south of the St. Lawrence and Hudson Railway, west of Etobicoke Creek from "Public Open Space" to "Business Employment" and "Greenbelt" on the Dixie District Land Use Map to be consistent with existing zoning.	The Planning and Building Department agree with the revisions requested as the lands are no longer required for park purposes.	454	That the Dixie District Land Use Map be amended as follows:  6. Redesignate the lands located south of the St. Lawrence and Hudson Railway, west of Etobicoke Creek, from "Public Open Space" to "Business Employment" and "Greenbelt".
Planning and Building Department	Section 4.10, Dixie District Policies	Lands east of Treadwells Drive, north of Dundas Street East, designated "Residential Low Density II", should be redesignated to "General Commercial" as the lands are part of the property fronting on Dundas Street East designated "General Commercial" and the boundary should be adjusted accordingly.	The requested revisions are appropriate.	455	That the Dixie District Land Use Map be amended as follows:  7. Adjust the Dixie District boundary to coincide with the Applewood District boundary by following existing property lines and zoning for the lands east of Treadwells Drive, north of Dundas Street East; and Redesignate the lands from "Residential Low Density II" to "General Commercial".

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.11, East Credit District Policies	Lands on the west side of Terry Fox Way, north of Eglinton Avenue West, designated "Residential Low Density II" are occupied by a dental office, approved in accordance with an OMB decision.	It is appropriate to recognize the existing dental office as a Special Site.	456	<p>That a new Special Site be added to the East Credit District Policies as follows:</p> <p><b>4.11.6.15 Site 14</b></p>  <p><i>The lands identified as Special Site 14 are located on the west side of Terry Fox Way, north of Eglinton Avenue West.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, the office of a dentist will also be permitted.</i></p>
Planning and Building Department	Section 4.11, East Credit District Policies	Lands on the north side of Eglinton Avenue West, east of Fallingbrook Drive designated "Residential Medium Density I" are occupied by a veterinary clinic.	It is appropriate to recognize the veterinary clinic use as a Special Site.	457	<p>That a new Special Site be added to the East Credit District Policies as follows:</p> <p><b>4.11.6.16 Site 15</b></p>  <p><i>The lands identified as Special Site 15 are located on the north side of Eglinton Avenue West, east of Fallingbrook Drive.</i></p> <p><i>Notwithstanding the provisions of the Residential Medium Density I designation, a veterinary clinic will also be permitted.</i></p>

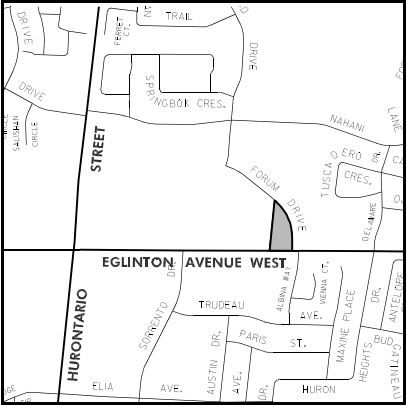
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Greater Toronto A i r p o r t s Authority	Section 4.11, East Credit District Policies	<p>The "LBPIA Operating Area Boundary" is difficult to follow on the Land Use Maps and should be indicated in a clearer fashion.</p> <p>The "Area Exempt from LBPIA Operating Area" hatching on the "Business Employment" and "General Commercial" lands between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West should be deleted.</p>	The Planning and Building Department agree with the revisions requested.	458	<p>That the East Credit District Land Use Map be amended as follows:</p> <p>8. Changing the "LBPIA Operating Area Boundary" from an "orange solid line" to a "dark grey dashed line".</p> <p>and</p> <p>9. Deleting the "Area Exempt from LBPIA Operating Area" hatching on the "Business Employment" and "General Commercial" lands between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West.</p>
Planning and B u i l d i n g Department	Section 4.12, Erindale District Policies	Lands at the northwest corner of Erindale Station Road and McBride Avenue designated "Residential Low Density II" are occupied by medical offices with 4 medical practitioners.	It is appropriate to recognize the medical office as a Special Site.	459	<p>That a new Special Site be added to the Erindale District Policies as follows:</p> <p><b>4.12.5.9                      Site 8</b></p> <div></div> <p><i>The lands identified as Special Site 8 are located at the northwest corner of Erindale Station Road and McBride Avenue.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, medical offices will also be permitted.</i></p>



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	Section 4.13, Erin Mills District Policies	The Community Services Department requested that the lands located north of Dundas Street West, east of Mississauga Road be redesignated from "Public Open Space" to "Institutional - University" as the University of Toronto at Mississauga has purchased these lands from the City to accommodate the University's expansion.	The Planning and Building Department agree with the revisions requested.	460	<p>That the Erin Mills District Land Use Map be amended as follows:</p> <p>10. Redesignate the lands located north of Dundas Street West, east of Mississauga Road, from "Public Open Space" to "Institutional - University".</p>
Planning and Building Department	Section 4.14, Fairview District Policies	Lands located south of Central Parkway West between Mavis Road and Grand Park Drive are designated "Residential Medium Density I". The existing zoning permits semi-detached dwellings and townhouse dwellings which are not permitted under the "Residential Medium Density I" designation.	It is appropriate to recognize the semi-detached dwellings and townhouse dwellings use as a Special Site.	461	<p>That a new Special Site be added to the Fairview District Policies as follows:</p> <p><b>4.14.5.7                      Site 6</b></p> <div></div> <p><i>The lands identified as Special Site 6 are located south of Central Parkway West between Mavis Road and Grand Park Drive.</i></p> <p><i>Notwithstanding the provisions of the Residential Medium Density I designation, semi-detached dwellings will also be permitted.</i></p>

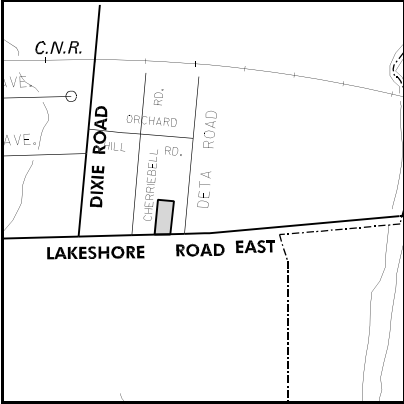
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.15, Gateway District Policies	Amend the Major Collector names to be consistent with the existing road names.	The Planning and Building Department agree with the revisions requested.	<b>462</b>	That Section 4.15.4.1, Table 1: Basic Road Characteristics, Major Collector, be amended as follows:  Hurontario West Collector, Topflight Drive to World Drive to read <i>Maritz Drive Extension/Maritz Drive/Kateson Drive, Topflight Drive Extension to Capstan Drive</i> ; and Topflight Drive, Hurontario West Collector to Hurontario Street to read <i>Topflight Drive Extension, Hurontario Street to Edwards Boulevard</i> ; and World Drive, Hurontario West Collector to Edwards Boulevard to read <i>Capstan Drive/World Drive, Kateson Drive to Edwards Boulevard</i> .
Transportation and Works Department	Section 4.15, Gateway District Policies	The Transportation and Works Department requested that the Gateway District Land Use Map be amended by showing Topflight Drive from Hurontario Street to Edwards Boulevard as a "Major Collector".	The Planning and Building Department agree with the revisions requested.	<b>463</b>	That the Gateway District Land Use Map be amended as follows:  7. Topflight Drive from Hurontario Street to Edwards Boulevard from "Minor Collector to <i>Major Collector</i> ".
Planning and Building Department	Section 4.15, Gateway District Policies	The lands located on the west side of Hurontario Street and south of World Drive are currently designated "Motor Vehicle Commercial". As these lands have recently been rezoned to permit uses consistent with the "Business Employment" designation, it is not appropriate to retain the "Motor Vehicle Commercial" designation.	Lands should be redesignated from "Motor Vehicle Commercial" to "Business Employment" to be consistent with the existing zoning.	<b>464</b>	That the Gateway District Land Use Map be amended as follows:  8. Redesignate the lands located on the west side of Hurontario Street and south of World Drive from "Motor Vehicle Commercial" to "Business Employment".

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.15, Gateway District Policies	Lands on the east side of Hurontario Street, south of Britannia Road East are occupied by a Place of Religious Assembly and a cemetery.	Lands should be redesignated from "Business Employment" to "Private Open Space - Cemetery" to recognize the existing cemetery.	<b>465</b>	That the Gateway District Land Use Map be amended as follows:  9. Redesignate the lands on the east side of Hurontario Street, south of Britannia Road East, from "Business Employment" to "Private Open Space - Cemetery".
Community Services Department	Section 4.15, Gateway District Policies	The Community Services Department requested that the boundaries of the lands designated "Public Open Space" located north of Matheson Boulevard West, east of Falbourne Street to coincide with the existing park limits.	The Planning and Building Department agree with the revisions requested.	<b>466</b>	That the Gateway District Land Use Map be amended as follows:  10. Amend the boundaries of the "Public Open Space" and "Business Employment" lands located north of Matheson Boulevard West, east of Falbourne Street, to coincide with the park limits.
Peel District School Board	Section 4.16, Hurontario District Policies	The Peel District School Board is currently in the process of developing a Master Plan for the Britannia Farm lands and are not considering a golf course as part of this review exercise.	The Planning and Building Department agree with the revisions requested.	<b>467</b>	That Section 4.16.4.2.b be deleted.  <del>b. Notwithstanding the Institutional policies of this Plan, the lands will be permitted to develop for a golf course and related facilities.</del>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands at the northwest corner of Eglinton Avenue East and Forum Drive are designated "Residential High Density II". Through a Committee of Adjustment decision the site permits a 20- storey apartment building with an FSI of 3.7.	It is appropriate to recognize the existing 20-storey apartment with an FSI of 3.7 use as a Special Site in the Hurontario District Policies.	468	<p>That a new Special Site be added to the Hurontario District Policies as follows:</p> <p><b>4.16.6.11 Site 10</b></p>  <p><i>The lands identified as Special Site 10 are located at the northwest corner of Eglinton Avenue East and Forum Drive.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, an apartment building to a maximum Floor Space Index (FSI) of 3.7 and a maximum height of 20-storeys, will be permitted.</i></p>
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands west of Hurontario Street, north of Ceremonial Drive designated "Residential High Density I" are occupied by existing condominium townhouses.	Lands should be redesignated from "Residential High Density I" to "Residential Medium Density I" to recognize the existing condominium townhouses.	469	<p>That the Hurontario District Land Use Map be amended as follows:</p> <p>16. Redesignate the lands west of Hurontario Street, north of Ceremonial Drive, from "Residential High Density I" to "Residential Medium Density I".</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands north of Eglinton Avenue West, east of Fairwind Drive designated "Public Open Space", east and west of Cooksville Creek, are currently vacant and are not part of the Community Services parks listing to be consistent with adjacent land use designations.	Lands should be redesignated from "Public Open Space" to "Residential Low Density I" and "Residential Medium Density I".	<b>470</b>	That the Hurontario District Land Use Map be amended as follows:  <i>17.</i> Redesignate the lands north of Eglinton Avenue West, east of Fairwind Drive and, east of Cooksville Creek, from "Public Open Space" to "Residential Medium Density I" and adjust the "Node Boundary" westerly accordingly; and <i>18.</i> Redesignate the lands north of Eglinton Avenue West, east of Fairwind Drive and, west of Cooksville Creek, from "Public Open Space" to "Residential Low Density II".
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands at the northeast corner of Eglinton Avenue West and Fairwind Drive designated "Residential Low Density II" should be combined with the parcel to the east designated "Residential Medium Density I".	Lands should be redesignated from "Residential Low Density II" to "Residential Medium Density I" to be consistent with the adjacent designation to the east.	<b>471</b>	That the Hurontario District Land Use Map be amended as follows:  <i>19.</i> Redesignate the lands at the northeast corner of Eglinton Avenue West and Fairwind Drive, from "Residential Low Density II" to "Residential Medium Density I".
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands fronting on Tree Crest Court and Mirage Place at the northeast corner of Mavis Road and Bristol Road West designated "Residential Medium Density I" are occupied by semi-detached dwellings.	Lands should be redesignated from "Residential Medium Density I" to "Residential Low Density II" to recognize the existing use.	<b>472</b>	That the Hurontario District Land Use Map be amended as follows:  <i>20.</i> Redesignate the lands fronting on Tree Crest Court and Mirage Place at the northeast corner of Mavis Road and Bristol Road West, from "Residential Medium Density I" to "Residential Low Density II".

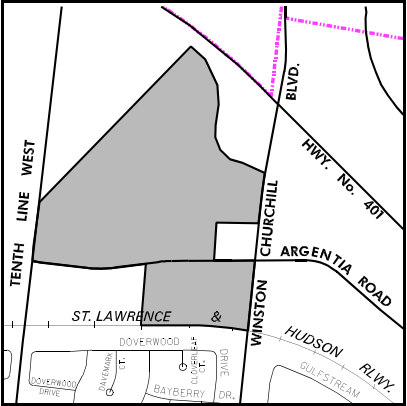
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands fronting on Starwood Drive, Longhouse Crescent, Richborough Drive, and Whitfield Terrace, west of Mavis Road and south of Bristol Road West, designated "Residential Medium Density I" are occupied by semi-detached dwellings.	Lands should be redesignated from "Residential Medium Density I" to "Residential Low Density II" to recognize the existing use.	<b>473</b>	That the Hurontario District Land Use Map be amended as follows:  21. Redesignate the lands fronting on Starwood Drive, Longhouse Crescent, Richborough Drive, and Whitfield Terrace west of Mavis Road and south of Bristol Road West, from "Residential Medium Density I" to "Residential Low Density II".
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands fronting on Constellation Drive, west of Mavis Road and north of Eglinton Avenue West designated "Residential Medium Density I" are occupied by semi-detached dwellings.	Lands should be redesignated from "Residential Medium Density I" to "Residential Low Density II" to recognize the existing use.	<b>474</b>	That the Hurontario District Land Use Map be amended as follows:  22. Redesignate the lands fronting on Constellation Drive, west of Mavis Road and north of Eglinton Avenue West, from "Residential Medium Density I" to "Residential Low Density II".
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands on the west side of McLaughlin Road north of Ceremonial Drive designated "Residential Low Density II" are occupied by condominium townhouse dwellings.	Lands should be redesignated from "Residential Low Density II" to "Residential Medium Density I" to recognize the existing use.	<b>475</b>	That the Hurontario District Land Use Map be amended as follows:  23. Redesignate the lands on the west side of McLaughlin Road, south of Langport Court, from "Residential Low Density II" to "Residential Medium Density I".
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands on the west side of Ashprior Drive east of Mavis Road designated "Residential Medium Density I" are occupied by detached dwellings.	Lands should be redesignated from "Residential Medium Density I" to "Residential Low Density II" to recognize the existing use.	<b>476</b>	That the Hurontario District Land Use Map be amended as follows:  24. Redesignate the lands on the west side of Ashprior Drive, east of Mavis Road, from "Residential Medium Density I" to "Residential Low Density II".

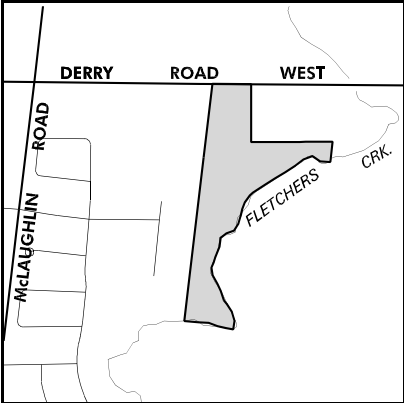
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.17, Lakeview District Policies	Upon further review, it was identified that Section 4.17.6.21, Site 20 should be deleted as an overnight accommodation is a permitted use in the "Mainstreet Commercial" designation.	Section 4.17.6.21, Site 20 should be deleted as "motel" is now "overnight accommodation" which is a permitted use in Mainstreet Commercial.	477	<p>That Section 4.17.6.21, be deleted:</p> <p><del>4.17.6.21</del> <del>Site 20</del></p> <div></div> <p>The lands identified as <del>Special Site 20</del> are located at the northwest corner of Lakeshore Road East and Deta Road.</p> <p>Notwithstanding the provisions of the <del>Mainstreet Commercial designation</del>, the following additional policy will apply:</p> <p><del>a. a motel will be permitted.</del></p>
Planning and Building Department	Section 4.18, Lisgar District Policies	As there is no longer lands designated "Residential High Density" in the Lisgar Planning District, the reference to high density residential is planned should be deleted.	As there are no lands designated "High Density" in the Lisgar District Policies it is appropriate to delete reference to high density development in Section 4.18.2 Development Concept.	478	<p>That Section 4.18.2, first paragraph be amended as follows:</p> <p>The Lisgar District is a developing Residential District with one-third of the lands remaining to be developed. Most of the District has been planned to accommodate a variety of housing types within the low and medium density range. <del>A small component is planned to be high density residential.</del></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.18, Lisgar District Policies	<p>As there are no lands designated "Residential High Density", the "Residential High Density I" land use policies should be deleted.</p> <p>Further, Section 4.18.4.1.6 should be amended to delete all references to "Residential High Density" development.</p>	Section 4.18.4.1.5, Residential High Density I Land Use policies should be deleted and Section 4.18.4.1.6 should be amended to delete all references to "Residential High Density" development.	<b>479</b>	<p>That Section 4.18.4.1.5 and Section 4.18.4.1.6, be amended as follows:</p> <p><del>4.18.4.1.5</del> <del>Residential High Density I</del></p> <p>The Residential High Density I designation permits apartment dwellings at a Floor Space Index of 0.5-1.0. Building height should not exceed 4 storeys.</p> <p><b>4.18.4.1.6 5 Residential Medium and High Density Development</b></p> <p>a. In addition to the general Residential Medium and High Density Development policies of this Plan, the following additional policy applies specifically to this District:</p> <ul style="list-style-type: none"> <li>in order to create acceptable built form transitions, buildings should be limited in height when adjacent to low density residential neighbourhoods and buildings abutting low density housing forms should be limited to 3 storeys.</li> </ul>
Transportation and Works Department	Section 4.18, Lisgar District Policies	The Transportation and Works Department requested that Ninth Line be identified as being under the jurisdiction of the Region of Halton.	The Planning and Building Department agree with the revisions requested.	<b>480</b>	<p>That Section 4.18.5.1, Table 1: Basic Road Characteristics, Major Collector, be amended as follows:</p> <p>Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton".</p>
Planning and Building Department	Section 4.18, Lisgar District Policies	Lands east of Russian Olive Close, south of Partition Road designated "Residential Low Density II" are part of city park #468 under construction.	Lands should be redesignated from "Residential Low Density II" to "Public Open Space".	<b>481</b>	<p>That the Lisgar District Land Use Map be amended as follows:</p> <p>5. Redesignate the lands located east of Russian Olive Close, south of Partition Road, from "Residential Low Density II" to "Public Open Space".</p>



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Greater Toronto A i r p o r t s Authority and C o m m u n i t y S e r v i c e s Department	Section 4.19, Malton District Policies	The "Regulatory Floodplain" overlay designation is missing from the Land Use Map.	The "Regulatory Floodplain" overlay designation should be included on the Land Use Map.	<b>482</b>	That the Malton District Land Use Map be amended as follows:  6. Indicate the "Regulatory Floodplain" overlay designation on the Land Use Map.
Greater Toronto A i r p o r t s Authority	Section 4.19, Malton District Policies	The "LBPIA Operating Area Boundary is difficult to follow on the Land Use Maps and should be indicated in a clearer fashion.	The Planning and Building Department agree with the revisions requested.	<b>483</b>	That the Malton District Land Use Map be amended as follows:  7. Changing the "LBPIA Operating Area Boundary" from an "orange solid line" to a "dark grey dashed line".
Peel District School Board and C o m m u n i t y S e r v i c e s Department	Section 4.19, Malton District Policies	The property limits of the school and park lands have been realigned and the "Residential Low Density II" and "Public Open Space" land use designations should reflect the realigned property limits.	The Planning and Building Department agree with the revisions requested.	<b>484</b>	That the Malton District Land Use Map be amended as follows:  8. Redesignate the lands north of Roselle Crescent, east of Priory Crescent, from "Residential Low Density II" to "Public Open Space"; and 9. Redesignate the lands west of Anaka Drive, north of Brandon Gate Drive, from "Public Open Space" to "Residential Low Density II".
C o m m u n i t y S e r v i c e s Department	Section 4.22, Meadowvale District Policies	The Community Services Department requested that the Meadowvale District Land Use Map be amended by redesignating the lands located south of Derry Road West east of Shelter Bay Road from "Private Open Space - Cemetery" to "Public Open Space - Cemetery".	The Planning and Building Department agree with the revisions requested as the City has taken over the responsibility of the cemetery.	<b>485</b>	That the Meadowvale District Land Use Map be amended as follows:  4. Redesignate the lands located south of Derry Road West, east of Shelter Bay Road, from "Private Open Space - Cemetery" to "Public Open Space - Cemetery".

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.22, Meadowvale Business Park District Policies	The Transportation and Works Department requested that Ninth Line be identified as being under the jurisdiction of the Region of Halton.	The Planning and Building Department agree with the revisions requested.	486	<p>That Section 4.22.5.1, Table 1: Basic Road Characteristics, Major Collector, be amended as follows:</p> <p>Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton".</p>
Planning and Building Department	Section 4.22, Meadowvale Business Park District Policies	Section 4.22.6.4 should be deleted as the lands are no longer in the Node and have been primarily developed for retail commercial development.	The requested revisions are appropriate.	487	<p>That Section 4.22.6.4, be deleted.</p> <p><del>4.22.6.4</del> <del>Site 3</del></p> <div><p>The lands identified as Special Site 3 are located west of Winston Churchill Boulevard, east of Tenth Line West, south of Provincial Highway 401 and north of the St. Lawrence and Hudson Railway.</p><p>Notwithstanding the General Commercial designation, the following additional policies will apply:</p><p><del>a. office uses to a maximum floor space index of 0.5 may be permitted subject to a traffic study demonstrating that:</del></p><ul style="list-style-type: none"><li><del>there is adequate transportation capacity to reasonably accommodate the additional office Gross Floor Area; or,</del></li><li><del>adequate transportation capacity to accommodate the additional development proposed can be achieved through the implementation of the improvements that are recommended in the traffic study.</del></li></ul></div>


RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.23 Meadowvale Village District Policies	A portion of the lands in Meadowvale Village District are designated for residential uses. However, these lands are above the 35NEF/NEP noise contours and, therefore, cannot be developed for residential purposes because of the restrictions of the NEF/NEP Aircraft noise policies. It is appropriate to redesignate these lands from "Residential Medium Density I" to "Business Employment" and amend the Special Site policy.	See Appendix 4 to the Corporate Report Proposed Amendments to the Meadowvale Village District Policies.	488	<p>That Section 4.23.6.5, be amended as follows:</p> <p><b>4.23.6.5 Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are located on the south side of Derry Road West, east of McLaughlin Road.</p> <p>Notwithstanding their <del>Residential Medium Density I</del> <i>Business Employment</i> and Greenbelt designations, the lands may be used as a Place of Religious Assembly. Subject to the Greenbelt policies of this Plan and Credit Valley Conservation policies for valleyland protection and floodplain management, the lands may be used for Place of Religious Assembly related and passive recreational uses, the exact nature and extent of which will be determined during the processing of development applications.</p>
Pallet Valo, LLP for Ranko and Natasa Lazarevic	Section 4.23 Meadowvale Village District Policies	It has been identified that the lands located west of McLaughlin Road, north of Fletcher's Creek should be redesignated from "Greenbelt" to "Residential Low Density II" as they have gone through a top-of-bank staking satisfactory to the Credit Valley Conservation.	Currently the subject lands are designated as "Greenbelt" in Mississauga Plan. As the lands have gone through a top-of-bank satisfactory to the Credit Valley Conservation, the lands should be redesignated to "Residential Low Density II".	489	<p>That the Meadowvale Village District Land Use Map be amended as follows:</p> <p>7. Redesignate the lands located west of McLaughlin Road, north of Fletcher's Creek, from "Greenbelt" to "Residential Low Density II".</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	Section 4.23 Meadowvale Village District Policies	The Community Services Department requested that the lands located south of Old Derry Road, west of Second Line West be redesignated from "Residential Low Density I" to "Public Open Space" to recognize an existing park.	The Planning and Building Department agree with the revisions requested.	490	That the Meadowvale Village District Land Use Map be amended as follows:  8. Redesignate the lands located south of Old Derry Road, west of Second Line West, from "Residential Low Density I" to "Public Open Space".
Planning and Building Department	Section 4.23 Meadowvale Village District Policies	A portion of the lands in Meadowvale Village District are designated for residential uses. However, these lands are above the 35NEF/NEP noise contours and, therefore, cannot be developed for residential purposes because of the restrictions of the NEF/NEP Aircraft noise policies. It is appropriate to redesignate these lands from "Residential Low Density II" and "Residential Medium Density I" to "Business Employment".	See Appendix 4 to the Corporate Report Proposed Amendments to the Meadowvale Village District Policies.	491	That the Meadowvale Village District Land Use Map be amended as follows:  9. Redesignate all lands, basically following existing property lines, above the 35 NEF noise contour, from "Residential Low Density II" and "Residential Medium Density I" to "Business Employment".
Transportation and Works Department	Section 4.24, Mineola District Policies	The right-of-way width of Stavebank Road from CNR to Pinetree Way has been revised from 20 m to a range of 12-15 m.	The Planning and Building Department agree with the revisions requested.	492	That Section 4.24.6.1, Table 1: Basic Road Characteristics, be amended by adding the following:  Stavebank Road from CNR to Pinetree Way as a MINOR COLLECTOR with a Right-of-Way width of 12-15 m.

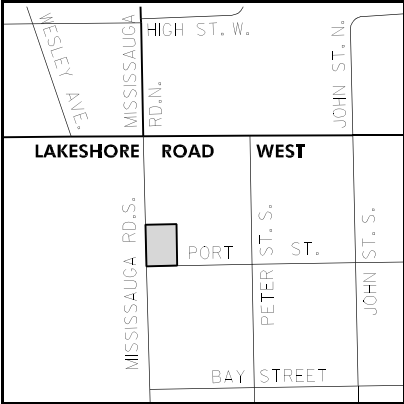
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.24, Mineola District Policies	The Transportation and Works Department requested Section 4.24.7.3 be amended by adding a policy to address access to lands on Hurontario Street.	The Planning and Building Department agree with the revisions requested.	493	That Section 4.24.7.3, be amended by adding the following:  <i>h. for developments located at intersections, access to the minor streets will be discouraged, and where technically feasible, access will be permitted on Hurontario Street.</i>
Transportation and Works Department	Section 4.26, Northeast District Policies	The Transportation and Works Department requested that the Northeast District Land Use Maps be amended by deleting the Bren Road extension from Rena Road to the Drew Road extension as a Minor Collector as the existing Bren Road will not be extended.	The Planning and Building Department agree with the revisions requested.	494	That the Northeast District Land Use Map be amended as follows:  18. Delete Bren Road extension from Rena Road to Drew Road extension as a Minor Collector.
Planning and Building Department	Section 4.26, Northeast District Policies	Lands within the Airport owned lands, now designated "Airport", adjacent to Etobicoke Creek and the East and West Branches of Etobicoke Creek are designated Core Area Greenland in the Region of Peel Official Plan.	Lands should be redesignated from "Airport" to "Greenbelt".	495	That the Northeast District Land Use Map be amended as follows:  19. Redesignate the lands adjacent to Etobicoke Creek and the East and West Branches of Etobicoke Creek from "Airport" to "Greenbelt".
Greater Toronto Airports Authority	Section 4.26, Northeast District Policies	The GTAA identified that the Northeast District Land Use Maps do not reflect the current Airport-owned lands.	The Planning and Building Department agree with the revisions requested.	496	That the Northeast District Land Use Map be amended as follows:  20. All Airport-owned lands to be designated "Airport" as per information provided by GTAA.

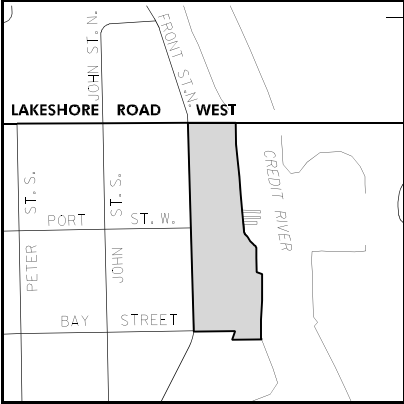
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	Section 4.27.4.5 should be deleted as it only applies to Marina Park. It would be appropriate for these policies to be included in a Special Site.	The requested revisions are appropriate.	497	<p>That Section 4.27.4.5, be deleted.</p> <p><del>4.27.4.5</del> <del>Open Space</del></p> <p><del>Lands identified as Marina Park are located at the southeast corner of Lakeshore Road West and Front Street South. Marina Park is to be developed as an integral component of the Port Credit Harbour and Historical Village in terms of complementary uses and design while recognizing its potential to establish a vibrant river and village edge. Notwithstanding the provisions of the Open Space and Greenbelt designations on these lands, the following additional policies will apply:</del></p> <p><del>a. in addition to the uses permitted by the Open Space designation, the following uses will be permitted subject to, among other matters, the approval of Credit Valley Conservation:</del></p> <ul style="list-style-type: none"><li><del>community uses;</del></li><li><del>offices;</del></li><li><del>commercial uses, except for commercial uses with a drive-through facility;</del></li><li><del>conference centre;</del></li><li><del>community centre;</del></li></ul>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	(continued)	(continued)	497 cont.	<p><del>b. Marina Park will be developed as an integral part of both Port Credit Harbour and the Old Port Credit Village Heritage Conservation District, having regard for the following principles:</del></p> <ul style="list-style-type: none"><li><del>• public access to the Credit River will be enhanced;</del></li><li><del>• views of the Credit River from both the Port Street West and the Bay Street road allowances will be extended through the site;</del></li><li><del>• building height will not exceed two storeys;</del></li><li><del>• buildings will be articulated to reduce the perception of bulk;</del></li><li><del>• buildings will be oriented to the Credit River, Front Street South and the district street grid;</del></li><li><del>• pedestrian links along the Credit River through the site and both north and south of it will be pursued, where feasible;</del></li><li><del>• historical interpretation of the site will be integrated into any future development;</del></li></ul> <p><del>c. prior to any development, the City will prepare a Master Plan to address the future use and layout of Marina Park. The Master Plan should be prepared in consultation with the public, and should address, among other matters, the future layout of the site, archaeological assessment, historical interpretation opportunities, and the feasibility of a river trail;</del></p> <p><del>d. when the Master Plan has been prepared and approved by City Council, the "holding" designation in the Zoning By-law may be removed.</del></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	Special Site 15 lands are part of new Special Site 26 lands added by Recommendation 351.	Special Site 15 should be deleted as the lands are now included in Special Site 26.	498	<div><p>That Section 4.27.6.16 be deleted.</p><p><del>4.27.6.16</del> — <del>Site 15</del></p><p>The lands identified as Special Site 15 are located north of Lakeshore Road West and west of Front Street North.</p><p>Notwithstanding the provisions of the Residential Medium Density I designation, the following additional policy will apply:</p><p><del>a. offices will be permitted.</del></p></div>



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	A new special site should be added to recognize the existing personal service use for the lands located east of Mississauga Road South, north of Port Street West.	The requested revisions are appropriate.	499	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.34            Site 33</b></p> <div></div> <p><i>The lands identified as Special Site 33 are located east of Mississauga Road South, north of Port Street West.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density I designation, the following additional policy will apply:</i></p> <p><i>a. offices, restaurants and personal service uses will be permitted.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	A new special site should be added for the lands located at the southeast corner of Lakeshore Road West and Front Street South. This special site represents the policies that were previously in Section 4.27.4.5.	The requested revisions are appropriate.	500	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.35            Site 34</b></p> <div><p>The lands identified as Special Site 34, Marina Park, are located at the southeast corner of Lakeshore Road West and Front Street South. Marina Park is to be developed as an integral component of the Port Credit Harbour and Historical Village in terms of complementary uses and design while recognizing its potential to establish a vibrant river and village edge.</p></div> <p>Notwithstanding the provisions of the Public Open Space and Greenbelt designations on these lands, the following additional policies will apply:</p> <p><b>a.</b> in addition to the uses permitted by the Public Open Space designation, the following uses will be permitted subject to, among other matters, the approval of Credit Valley Conservation:</p> <ul style="list-style-type: none"><li>• community uses;</li><li>• offices;</li><li>• commercial uses, except for commercial uses with a drive-through facility;</li><li>• conference centre;</li><li>• community centre;</li><li>• marina;</li></ul>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	(continued)	(continued)	500 cont.	<p><i>b. in addition to the uses permitted by the Greenbelt designation, a marina will be permitted;</i></p> <p><i>c. Marina Park will be developed as an integral part of both Port Credit Harbour and the Old Port Credit Village Heritage Conservation District, having regard for the following principles:</i></p> <ul style="list-style-type: none"><li><i>• public access to the Credit River will be enhanced;</i></li><li><i>• views of the Credit River from both the Port Street West and the Bay Street road allowances will be extended through the site;</i></li><li><i>• building height will not exceed two storeys;</i></li><li><i>• buildings will be articulated to reduce the perception of bulk;</i></li><li><i>• buildings will be oriented to the Credit River, Front Street South and the district street grid;</i></li><li><i>• pedestrian links along the Credit River through the site and both north and south of it will be pursued, where feasible;</i></li><li><i>• historical interpretation of the site will be integrated into any future development;</i></li></ul> <p><i>d. prior to any development, the City will prepare a Master Plan to address the future use and layout of Marina Park. The Master Plan should be prepared in consultation with the public, and should address, among other matters, the future layout of the site, archaeological assessment, historical interpretation opportunities, and the feasibility of a river trail;</i></p> <p><i>e. when the Master Plan has been prepared and approved by City Council, the "holding" designation in the Zoning By-law may be removed.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	Lands at the northwest corner of Lakeshore Road West and Benson Avenue designated "Residential Medium Density III" are occupied by retail commercial uses with apartments above.	Lands should be redesignated from "Residential Medium Density III" to "Mainstreet Commercial".	<b>501</b>	That the Port Credit District Land Use Map be amended as follows:  <i>11.</i> Redesignate the lands at the northwest corner of Lakeshore Road West and Benson Avenue, from "Residential Medium Density III" to "Mainstreet Commercial".
Planning and Building Department	Section 4.27, Port Credit District Policies	Lands at the southwest corner of Park Street East and Stavebank Road designated "Residential High Density I" are occupied by a hydro substation.	Lands should be redesignated from "Residential High Density I" to "Utility".	<b>502</b>	That the Port Credit District Land Use Map be amended as follows:  <i>12.</i> Redesignate the lands at the southwest corner of Park Street East and Stavebank Road, from "Residential High Density I" to "Utility".
Peel District School Board and Community Services Department	Section 4.28, Rathwood District Policies	The property limits of the school and park lands have been realigned and the "Residential Low Density I" and "Public Open Space" land use designations should reflect the realigned property limits.	The Planning and Building Department agree with the revisions requested.	<b>503</b>	That the Rathwood District Land Use Map be amended as follows:  <i>3.</i> Redesignate the lands north of Rathburn Road East, east of Willowbank Trail, from "Residential Low Density I" to "Public Open Space"; and <i>4.</i> Redesignate the lands east of Willowbank Trail, north of Rathburn Road East, from "Public Open Space" to "Residential Low Density I".
Community Services Department	Section 4.29, Sheridan District Policies	The Community Services Department requested that the lands located north of Mississauga Road opposite Geran Crescent be redesignated from "Residential Low Density I" to "Greenbelt", as the lands are zoned Greenbelt.	The Planning and Building Department agree with the revisions requested.	<b>504</b>	That the Sheridan District Land Use Map be amended as follows:  <i>5.</i> Redesignate the lands located north of Mississauga Road, opposite Geran Crescent, from "Residential Low Density I" to "Greenbelt".

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.32, Streetsville District Policies	The Transportation and Works Department requested revisions to Section 4.32.5.1 Table 1 Basic Road Characteristics, Major Collector.	The Planning and Building Department agree with the revisions requested.	505	That Section 4.32.5.1, Table 1: Basic Road Characteristics, Major Collector, be amended as follows:  Thomas Street, Erin Mills Parkway to Queen Street with a right-of-way width of 30 m to read Thomas Street, Erin Mills Parkway to McFarren Boulevard/Gafney Drive with a right-of-way width of 30 m; and Thomas Street, McFarren Boulevard/Gafney Drive to Queen Street with a right-of-way width of 20-26 m.
Community Services Department	Section 4.32, Streetsville District Policies	The lands are part of Park #374, Mullet's Walk, located west of Hillside Drive opposite Mullet Drive and should be designated "Public Open Space".	The Planning and Building Department agree with the revisions requested.	506	That the Streetsville District Land Use Map be amended as follows:  7. Redesignate the lands located west of Hillside Drive, opposite Mullet Drive, from "Residential Low Density II" to "Public Open Space".
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Adjacent Lands".	It is appropriate to update the definition of "Adjacent Lands (for Provincially Significant Wetlands)" to be consistent with the PPS.	507	That Section 7, be amended as follows:  <del><b>ADJACENT LANDS (FOR PROVINCIALY SIGNIFICANT WETLANDS)</b></del> <del>means those lands within 120 m of an individual wetland area and all lands connecting individual wetland areas within a wetland complex.</del> <b>ADJACENT LANDS</b> <i>means those lands contiguous to a specific natural heritage feature or area where it is likely that development or site alteration would have a negative impact on the feature or area. The extent of the adjacent lands may be recommended by the Province or based on municipal approaches which achieve the same objectives.</i>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Areas of Natural and Scientific Interest (ANSI)".	It is appropriate to update the definition of "Areas of Natural and Scientific Interest (ANSI's) to be consistent with the PPS.	508	<p>That Section 7, be amended as follows:</p> <p><b>AREAS OF NATURAL AND SCIENTIFIC INTEREST (ANSI's)</b> means areas of land and water containing natural landscapes or features <del>which</del> <i>that</i> have been identified <del>by the Provincial Government</del> as having <i>life science or earth science</i> values related to protection, scientific study or education.</p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Conserved".	It is appropriate to update the definition of "Conserve" to be consistent with the PPS.	509	<p>That Section 7, be amended as follows:</p> <p><del><b>CONSERVE</b> means the act of ensuring that use of a resource is controlled such that its long-term viability is not threatened.</del></p> <p><b>CONSERVED</b> <i>means the identification, protection, use and/or management of cultural heritage and archaeological resources in such a way that their heritage values, attributes and integrity are retained. This may be addressed through a conservation plan or heritage impact assessment.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Cultural Heritage Landscape".	It is appropriate to update the definition of "Cultural Landscape" to be consistent with the PPS.	<b>510</b>	<p>That Section 7, be amended as follows:</p> <p><del><b>CULTURAL LANDSCAPE</b> means a defined geographical area of heritage significance which has been modified by human activities and valued by a community and is significant to the understanding of a people or place.</del></p> <p><b>CULTURAL HERITAGE LANDSCAPE</b> <i>means a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value.</i></p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Development".	It is appropriate to update the definition of "Development" to be consistent with the PPS.	<b>511</b>	<p>That Section 7, be amended as follows:</p> <p><b>DEVELOPMENT</b> means the creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the <i>Planning Act</i>; but does not include:</p> <p><i>a.</i> activities that create or maintain infrastructure authorized under an environmental assessment process; or</p> <p><i>b.</i> works subject to the <i>Drainage Act</i>.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Ecological Function".	It is appropriate to update the definition of "Ecological Function" to be consistent with the PPS.	512	<p>That Section 7, be amended as follows:</p> <p><b>ECOLOGICAL FUNCTION</b> means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical and sociol-economic interactions. <del>Examples may include, habitat provision, recharge and discharge of ground water, flood and erosion control and habitat passage.</del></p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Erosion Hazard".	It is appropriate to update the definition of "Erosion Hazards" to be consistent with the PPS.	513	<p>That Section 7, be amended as follows:</p> <p><del><b>EROSION HAZARDS</b></del> <b>EROSION HAZARD</b> means the loss of land, due to human or natural processes, that poses a threat to life and property. The erosion hazard limit is determined using <i>considerations that include</i> the <i>one hundred (100)</i> <del>100</del> year erosion rate (the average annual rate of recession extended over <del>a</del> <i>an</i> <i>one hundred (100)</i> year time span), an allowance for slope stability, and an erosion/<i>erosion access</i> allowance.</p>



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Flooding Hazards".	It is appropriate to update the definition of "Flooding Hazards" to be consistent with the PPS.	514	<p>That Section 7, be amended as follows:</p> <p><b>FLOODING HAZARDS</b> means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or a stream system and <del>not</del> <i>not</i> ordinarily covered by water:</p> <p><b>a.</b> along the Lake Ontario shoreline, the flooding hazard limit is based on the <i>one hundred (100) <del>100</del></i> year flood level plus an allowance for wave uprush and other water-related hazards;</p> <p><b>b.</b> along river and stream systems, the flooding hazard limit is the <del>regulatory flood limit</del> <i>greater of:</i></p> <p><i>1. the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;</i></p> <p><i>2. the one hundred (100) year flood;</i></p> <p><i>3. a flood which is greater than 1. or 2. which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources;</i> <i>except where the use of the one hundred (100) year flood or the actually experienced event has been approved by the Minister of Natural Resources as the standard for a specific watershed (where the past history of flooding supports the lowering of the standard).</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Flood Fringe".	It is appropriate to update the definition of "Flood Fringe" to be consistent with the PPS.	515	<p>That Section 7, be amended as follows:</p> <p><b>FLOOD FRINGE</b> <i>(for river and stream systems)</i> means <i>the</i> outer portion of the floodplain between the floodway and the <i>flooding hazard</i> limit of the regulatory flood. <del>Flood d</del>Depths and velocities of <i>flooding</i> are generally less severe in the flood fringe than those experienced in the floodway.</p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Flood Plain".	It is appropriate to update the definition of "Floodplain" to be consistent with the PPS.	516	<p>That Section 7, be amended as follows:</p> <p><del><b>FLOODPLAIN</b></del> <del>means a land area susceptible to flooding under specified meteorologic and hydrologic conditions based on the Regulatory Storm.</del> <b>FLOOD PLAIN</b> <i>(for river and stream systems)</i> means <i>the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding hazards.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Floodway".	It is appropriate to update the definition of "Floodway" to be consistent with the PPS.	517	<p>That Section 7, be amended as follows:</p> <p><b>FLOODWAY</b>  <del>means the channel of a watercourse and that inner portion of the floodplain where flood depths and velocities are generally higher than those experience in the flood fringe. The floodway represents that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage.</del></p> <p><b>FLOODWAY</b>  <i>(for river and stream systems) means the portion of the flood plain where development and site alteration would cause a danger to public health and safety or property damage.</i></p> <p><i>Where the one zone concept is applied, the floodway is the entire contiguous flood plain.</i></p> <p><i>Where the two zone concept is applied, the floodway is the contiguous inner portion of the flood plain, representing that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage. Where the two zone concept applies, the outer portion of the flood plain is called the flood fringe.</i></p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Ground Water Feature".	It is appropriate to update the definition of "Ground Water" to be consistent with the PPS.	518	<p>That Section 7, be amended as follows:</p> <p><b>GROUND-WATER</b>  <del>means sub-surface water, or water stored in the pores, cracks, and crevices in the ground below the water table.</del></p> <p><b>GROUND WATER FEATURE</b>  <i>means water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Hazard Lands".	It is appropriate to update the definition of "Hazard Lands" to be consistent with the PPS.	519	<p>That Section 7, be amended as follows:</p> <p><b>HAZARD LANDS</b> means property or lands that could be unsafe for development due to naturally occurring processes. Along <i>the shoreline of Lake Ontario</i>, this means the land, <del>including that covered by water between the international boundary, where applicable, and between a defined offshore distance or depth</del> and the furthest landward limit of the flooding <i>hazard</i>, erosion <i>hazard</i> or dynamic beach hazard limits. Along river and stream systems, this means the land, including that covered by water, to the furthest landward limit of the flooding <i>hazard</i> or erosion hazard limits.</p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Intensification".	It is appropriate to update the definition of "Intensification" to be consistent with the PPS.	520	<p>That Section 7, be amended as follows:</p> <p><del><b>INTENSIFICATION</b> means the creation of new residential units in existing buildings or on previously developed serviced land.</del></p> <p><b>INTENSIFICATION</b> <i>means the development of a property, site or area at a higher density than currently exists through:</i></p> <ul style="list-style-type: none"> <li><i>a. redevelopment, including the reuse of brownfield sites;</i></li> <li><i>b. the development of vacant and/or underutilized lots within previously developed areas;</i></li> <li><i>c. infill development;</i></li> <li><i>d. the expansion or conversion of existing buildings.</i></li> </ul>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "One Hundred Year Flood".	It is appropriate to update the definition of "One Hundred Year Flood" to be consistent with the PPS.	521	That Section 7, be amended as follows:  <b>ONE HUNDRED YEAR FLOOD</b> (for <del>riverine floodplains</del> <i>river and stream systems</i> ) means that flood, based on an analysis of precipitation, snow melt, or a combination thereof, having a return period of <i>one hundred (100) +00</i> years on average, or having a one percent ( <i>1%</i> ) chance of occurring or being exceeded in any given year.
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "One Hundred Year Flood Level".	It is appropriate to update the definition of "One Hundred Year Flood Level" to be consistent with the PPS.	522	That Section 7, be amended as follows:  <b>ONE HUNDRED YEAR FLOOD LEVEL</b> <i>means for the shoreline of Lake Ontario, the peak instantaneous stillwater level, resulting from combinations due to the combined occurrences of mean monthly lake levels and wind set-ups, which has a one percent (1%) chance of being that is equalled or exceeded in one percent of all years any given year. In the connecting channels, the one hundred year flood level is the peak instantaneous still water level that is equalled or exceeded in one percent of all years. Lake levels and wind setups that have a one percent (1%) chance of being equalled or exceeded in any given year, except that, where sufficient water level records do not exist, the one hundred (100) year flood level is based on the highest known water level and wind setups.</i>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Wetlands".	This definition is no longer required as there is no definition for "Provincially Significant Wetlands" in the PPS and it has been replaced with a definition for "Wetlands", therefore, the definition for "Provincially Significant Wetlands" should be deleted.	523	That Section 7, be amended by deleting the following:  <b>PROVINCIALY SIGNIFICANT WETLANDS</b> <del>means Class 1, 2, and 3 wetlands in that part of the Great Lakes-St. Lawrence Region below the line approximating the south edge of the Canadian Shield, defined in <i>An Evaluation System for Wetlands of Ontario South of the Precambrian Shield</i>, Second Edition, 1984, as amended from time to time.</del>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Redevelopment".	It is appropriate to update the definition of "Redevelopment" to be consistent with the PPS.	524	That Section 7, be amended as follows:  <del>REDEVELOPMENT</del> <del>see Development.</del> <b>REDEVELOPMENT</b> <i>means the creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites.</i>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Dynamic Beach Hazard".	It is appropriate to update the definition of "Regulatory Dynamic Beach Standard" to be consistent with the PPS.	525	That Section 7, be amended as follows:  <del>REGULATORY DYNAMIC BEACH STANDARD</del> <del>means the approved standard involving the combined influence of flooding and a dynamic beach allowance to define the shoreline dynamic beach limits for regulatory purposes.</del> <b>DYNAMIC BEACH HAZARD</b> <i>means areas of inherently unstable accumulations of shoreline sediments along Lake Ontario, as identified by Provincial standards, as amended from time to time. The dynamic beach hazard limit consists of the flooding hazard limit plus a dynamic beach allowance.</i>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005.	This definition is no longer required as there is no definition for "Regulatory Erosion Standard" in the PPS, therefore, the definition for "Regulatory Erosion Standard" should be deleted.	526	That Section 7, be amended by deleting the following:  <del>REGULATORY EROSION STANDARD</del> <del>means the approved standards involving the combined influence of stable slope, recession, and/or and an erosion allowance to define the shoreline erosion limits for regulatory purposes.</del>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005.	This definition is no longer required as there is no definition for "Regulatory Flood" in the PPS, therefore, the definition for "Regulatory Flood" should be deleted.	527	That Section 7, be amended by deleting the following:  <del>REGULATORY FLOOD</del> <del>means the riverine floodplain limits for regulatory purposes are based on flood resulting from Hurricane Hazel Storm (1954) or the 100 Year Flood, whichever is greater.</del>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Floodproofing Standard".	It is appropriate to update the definition of "Regulatory Flood Standard" to be consistent with the PPS.	<b>528</b>	That Section 7, be amended as follows:  <b><del>REGULATORY FLOOD STANDARD</del></b> <del>means the approved standards involving the combined influence of lake levels, wave uprush and other water related hazards used to define the shorelines flood limits for regulatory purposes.</del> <b>FLOODPROOFING STANDARD</b> <i>means the combination of measures incorporated into the basic design and/or construction of buildings, structures, or properties to reduce or eliminate flooding hazards, wave uprush and other water-related hazards along the shoreline of Lake Ontario, and flooding hazards along river and stream systems.</i>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005.	This definition is no longer required as there is no definition for "Regulatory Shoreline" in the PPS, therefore, the definition for "Regulatory Shoreline" should be deleted.	<b>529</b>	That Section 7, be amended by deleting the following:  <b><del>REGULATORY SHORELINE</del></b> <del>means the lands, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of regulatory flood standard, regulatory erosion standard, or the regulatory dynamic beach standard.</del>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with a definition for "River and Stream System".	It is appropriate to add the definition of "River and Stream System" to be consistent with the PPS.	<b>530</b>	That Section 7, be amended by adding the following:  <b>RIVER AND STREAM SYSTEM</b> <i>means all watercourses, rivers and streams that have a measurable or predictable response to a single runoff event.</i>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Sensitive Land Uses".	It is appropriate to update the definition of "Sensitive Land Uses" to be consistent with the PPS.	531	<p>That Section 7, be amended as follows:</p> <p><b>SENSITIVE LAND USES</b> means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples <i>may</i> include, <i>but are not limited to</i>: residences; day care centres; <del>and</del> educational <i>facilities</i>; and health facilities.</p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Woodlands".	It is appropriate to update the definition of "Significant Woodland" to be consistent with the PPS.	532	<p>That Section 7, be amended as follows:</p> <p><del><b>SIGNIFICANT WOODLAND</b> means an area of land not less than 0.4 ha dominated by trees but containing other vegetation.</del></p> <p><b>WOODLANDS</b> <i>means treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and provincial levels.</i></p>



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Special Needs Housing".	It is appropriate to update the definition of "Special Needs Housing" to be consistent with the PPS.	533	<p>That Section 7, be amended as follows:</p> <p><del><b>SPECIAL NEEDS HOUSING</b></del> <del>means housing for the elderly, such as homes for the aged, satellite homes, retirement homes, rest homes, senior apartments, congregate housing, life care communities, and senior retirement communities, and garden suites; supportive housing, such as group homes, shelters for victims of family violence, transitional homes for youth, and student housing.</del></p> <p><b>SPECIAL NEEDS HOUSING</b> <i>means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include, but are not limited to, housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for the elderly.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Special Policy Area".	It is appropriate to update the definition of "Special Policy Area" to be consistent with the PPS.	534	<p>That Section 7, be amended as follows:</p> <p><b><del>SPECIAL POLICY AREA</del></b> <del>(pertaining to floodplain planning) means an area within a community that has historically existed in the flood plain and where strict adherence to certain Province-wide policies concerning new development would result in social and economic hardships for the community. As a result, site specific policies are formulated and applied within the defined limits of the special policy area.</del></p> <p><b>SPECIAL POLICY AREA</b> <i>means an area within a community that has historically existed in the flood plain and where site-specific policies, approved by both the Ministers of Natural Resources and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning development. The criteria and procedures for approval are established by the Province.</i></p> <p><i>A Special Policy Area is not intended to allow for new or intensified development and site alteration, if a community has feasible opportunities for development outside the flood plain.</i></p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with a definition for "Threatened Species".	It is appropriate to add the definition of "Threatened Species" to be consistent with the PPS.	535	<p>That Section 7, be amended by adding the following:</p> <p><b>THREATENED SPECIES</b> <i>means a species that is listed or categorized as a "Threatened Species" on the Ontario Ministry of Natural Resources' official species at risk list, as updated and amended from time to time.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Watershed".	It is appropriate to update the definition of "Watershed" to be consistent with the PPS.	536	That Section 7, be amended as follows:  <b>WATERSHED</b> means <del>the</del> <i>an area that is</i> drained by a river <del>or stream</del> and its tributaries.
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Wayside Pit or Wayside Quarry".	It is appropriate to update the definition of "Wayside Pit or Wayside Quarry" to be consistent with the PPS.	537	That Section 7, be amended as follows:  <b>WAYSIDE PIT OR WAYSIDE QUARRY</b> means a temporary pit or quarry opened and used by or for a public <del>road</del> authority solely for the purpose of a particular project or contract of road construction and not located on the road right-of-way.
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Wetlands".	It is appropriate to update the definition of "Wetland" to be consistent with the PPS.	538	That Section 7, be amended as follows:  <del><b>WETLAND</b></del> <b>WETLANDS</b> means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens. <del>Lands being used for agricultural purposes, that are periodically "soaked" or "wet", are not considered to be wetlands in this definition. Such lands, whether or not they were wetlands at one time are considered to have been converted to alternate uses.</del>  <i>Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition.</i>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Wildlife Habitat".	It is appropriate to update the definition of "Wildlife Habitat" to be consistent with the PPS.	539	<p>That Section 7, be amended as follows:</p> <p><del><b>WILDLIFE HABITAT</b></del>  <del>means areas of the natural environment where plants, animals, and other organisms, excluding fish, survive in self-sustaining populations, and from which they derive such as cover, protection or food.</del></p> <p><b>WILDLIFE HABITAT</b>  <i>means areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.</i></p>
Planning and Building Department	Section 7, Glossary	As a result of the Natural Areas Survey update, revisions to Section 3.12.2.2.a added the term "species at risk".	Amend the Glossary by adding the meaning of "species at risk".	540	<p>That Section 7, be amended by adding the following:</p> <p><b>SPECIES AT RISK</b>  <i>means any plant or animal threatened by, or vulnerable to, extinction and listed in regulations under the Endangered Species Act, R.S.O. 1990, c.E.15, as amended.</i></p>
Greater Toronto Airports Authority	Appendix I, Lester B. Pearson International Airport Operating Area	The "Lands Exempt from LBPIA Operating Area" hatching on the lands between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West should be deleted.	The Planning and Building Department agree with the revisions requested.	541	<p>That Appendix I: Lester B. Pearson International Airport Operating Area, be amended as follows:</p> <p>I. Deleting the "Lands Exempt from LBPIA Operating Area" hatching on the lands between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Greg Dell and Associates for Petro-Canada	Section 4.6, City Centre District Policies	Revise the Special Site 4 provision to also permit a gas bar.	Mississauga Plan currently recognizes the existing service station. A gas bar is not considered an appropriate long-term use for the City Centre.		No change recommended.
Beacon Planning Services for 2935 and 2955 Mississauga Road	Section 4.29, Sheridan District Policies	The lands are designated "Greenbelt" in Mississauga Plan. The respondent is requesting a new special site to permit residential development on the lands.	Although there has been some work done with the Credit Valley Conservation, there has not been an application submitted to the City to redesignate and amend the zoning of the lands to date.		No change recommended.
Credit Valley Conservation	Section 4, District Land Use Maps	The CVC requested that the Greenbelt designation and the regulatory floodplain hatching be updated for: Serson Creek, Applewood Creek, Cawthra Creek, Cooksville Creek, Mary Fix Creek, Stavebank Creek, Lornewood Creek, Turtle Creek, Sheridan Creek, Wolfdale Creek, Mullet Creek, Kenolli Creek and the Credit River.	The Planning and Building Department agree with updating the Greenbelt designation and regulatory floodplain hatching on the various watercourses, but does not think it is appropriate to update the Greenbelt designation and regulatory floodplain hatching at this time, as further consultation, study and updated mapping is required.		No change recommended.
Greater Toronto Airports Authority	Mississauga Plan	Current configuration of Terminal 1 at LBPIA should be shown on all Schedules, Land Use Maps and Appendices.	The current configuration of Terminal 1 at LBPIA has already been incorporated on the Schedules, District Land Use Maps and Appendices as per previous T&W comments of 2005 January.		No changes recommended

## APPENDIX 3

### Implications of the Ontario Municipal Board Decision 2023958 Ontario Inc. (Rose Corporation)

#### 1. Background

On April 12, 2005, the Ontario Municipal Board (OMB) issued a Decision/Order No. 0892 pertaining to the property at 1695 The Collegeway next to the Glen Erin Inn.

The developer sought an Official Plan Amendment and a rezoning to permit a 22-storey tower and a four-storey podium. The City refused the proposal but supported a 12-storey tower plus a three-storey podium. The OMB allowed the appeal by the developer. The primary issue was urban form and, more specifically, height.

The City's position was that the developer's proposal was not appropriate in this location and that a 22-storey building would be a better fit in the City Centre or a Node. The OMB, however, concluded that Mississauga Plan did not specially state that buildings of this height should be confined to the City Centre or a Node.

#### 2. Issues raised by the OMB

The main concern the OMB expressed was the difference between the "intent" of Mississauga Plan and what was "actually" contained in the document. The decision states:

*"Furthermore "good planning" is more than the conception of a theory, no matter how elegant. It involves committing that theory to writing, whereon the City, the development community and the public at large can make decisions for the future."*

With respect to the specific application, it states:

*"Indeed, this "system of centres" had its roots as far back as the City's 1981 Primary Plan, but emerged fully in 1997."*

*"The OP does indeed describe a hierarchy, beginning with City Centre and Nodes, dating from 1997. There are, however, two problems with the City's position:*

- *although the OP clearly refers to clustering buildings in Nodes by intensity of use (ss.1.2 and 3.10.3.1);*
- *it says nothing about clustering them there by height. Although the OP "encourages" the "highest building form" in City Centre (s.3.15.2.1), it says nothing about confining such heights to the Centre and Nodes."*

*“The Board does not doubt the sincerity of the City’s witnesses in their belief that this interpretation of “urban form” reflects the City’s intent..... But even if the City did indeed intent to confine tall buildings to Nodes, why not say so forthrightly in the Plan?”*

*On a subject as elementary as building height, the City owes it to itself, to the development community, and to the public to spell out what it wants”.*

### **3. Proposed Amendments to Mississauga Plan**

In response to the issues raised by the OMB and the potential implications of this decision, amendments to Mississauga Plan are required to clearly articulate the intent of the urban form policies with respect to height. These amendments are to eliminate the possibility of misinterpretation between “intent” and what is “actually” in the document. This clarification is especially important to clearly establish the appropriate urban form framework (hierarchy) regarding height as Mississauga transforms from “greenfield” development to redevelopment/infill/intensification.

#### **a) Introduction – 1.2 Context**

Section 1.2 Context, provides an overview of the urban form and development patterns for the City. Schedule 2, Urban Form Concept, illustrates the generalized development pattern and structure that Mississauga ultimately will achieve.

While this section (2) refers to the City Centre as a vibrant area with uses – at densities “suitable for a downtown area” and that Nodes “will provide a focus for high intensity uses,” it is silent on the urban form hierarchy of development and specifically with reference to height. “Also, intensity of uses” should refer to both density and height as it applies to the urban form hierarchy.

It is recommended that this section be amended by adding a reference to the basis for the hierarchy of centres or “system of centres” as referred to in the OMB decision.

The urban form hierarchy is premised on the City Centre as the focal point for development throughout the City. It is not only the geographic centre, but also the primary centre for urban form. It is to contain the highest intensity of mixed uses in terms of density and height throughout the City.

The second level in the urban form hierarchy are Nodes and Corridors, as identified on Schedule 2, Urban Form Concept. Nodes are “a focus for high intensity uses for residential, commercial, employment and other activities”. This definition should include reference that development in Nodes should be less than the density and height of development in the City Centre.

Corridors are the third level of development potential within the urban form hierarchy. Corridors refer to major transportation spines throughout the City where mixed use transit-supportive development is encouraged. Corridors are generally Arterials (e.g. Hurontario Street, Dundas Street). Development within corridors should be less than the level of development, in terms of density and height, in the City Centre or Nodes.

A fourth category within the hierarchy of urban form refers to special sites such as transit stations or entry points. These locations (e.g. a GO station) should be allowed to develop at a higher density and height, subject to compatibility with surrounding uses.

The urban form hierarchy establishes the basic framework for the development pattern for the City. While specific sites may vary from this pattern, development throughout the remainder of the City will generally be in terms of medium and low density and height.

In view of the above, it is recommended that Section 1.2, Context, be amended by deleting the eight and ninth paragraphs and adding the following:

*“The urban form is based on a hierarchy of City Centre, Nodes and Corridors, as identified on Schedule 2: Urban Form Concept, each with varying levels of intensity of use. The City Centre is the focal point of the urban form hierarchy and should contain the highest level of development in terms of density and height. Nodes and Corridors will provide a focus for high intensity of uses for residential, commercial, employment and other activities. Density and height should be less than the general levels in the City Centre and greater than the surrounding districts to reflect transit-supportive development. Other sites, such as, transit stations and entry points also provide suitable locations for higher levels of development, in terms of density and height, subject to compatibility with surrounding land uses and a suitable transition of built form to the surrounding area. The remainder of the City will generally be developed for medium and low rise uses”.*

In addition, Schedule 2 should be amended to identify Corridors suitable for mixed use development.

b) Goals and Objectives  
2.2 Urban Form and Community Identity

Section 2.2.1.2 states:

*“Mississauga will have an urban form characterized by City Centre, Nodes and recognizable communities”*



This section should be amended to read as:

*“Mississauga will have an urban form based on the urban form hierarchy of Centres, Nodes, and Corridors. The City Centre will be the main focal point in terms of intensity of uses (height and density of development) followed by Nodes, Corridors and recognizable communities.*

Section 2.2.2.5 states:

*“To develop and locate Nodes with a greater intensity of housing, employment, commercial and community facilities that are accessible and provide a focus for the people they serve.”*

This section should be amended to read as:

*“To develop and locate Nodes, within the context of the urban form hierarchy of Centres, Nodes and Corridors, with a greater intensity of housing, employment, commercial and community facilities that are accessible and provide a focus for the people they serve”.*

## 2.11 Urban Design

Section 2.11.1.4 states:

*“Mississauga will ensure that development contributes to a built form, giving prominence to the City Centre and emphasizing Nodes.”*

This section should be amended to read as:

*“Mississauga will ensure that development contributes to a built form, reflective of the urban form hierarchy of Centres, Nodes and Corridors, giving prominence to the City Centre”.*

Section 2.11.2.2, Objectives, should be amended to add the words “and Corridors” after Nodes to read as:

*“To promote the creation of distinctive places and locales, including the City Centre, Nodes and Corridors and high profile locations such as entry points to the City and communities.”*

Section 2.11.2.6 states:

*“To promote built form that relates to the public street and defines its scale.”*

This section should be amended to read as:

*“To promote built form reflective of the urban form hierarchy that relates to the public street and defines its scale.”*

c) 3.0 General Policies

3.2 Residential

Section 3.2.2.2. (c), Density Categories, High Density I and II, should be amended to read as:

*“**High Density I and II** – permits apartment dwellings. High density (including height) development will be located generally in the City Centre; in Nodes; along Corridors; reflective of the urban form hierarchy and will be; or in proximity to major transit corridors, the Bus Rapid Transit (BRT) or GO Transit stations.”*

3.10 City Centre and Nodes

Section 3.10 should be renamed “City Centre, Nodes and Corridors”;

Sections 3.10.1.1, 3.10.1.2 and 3.10.1.3 should be amended to add the phrase “and Corridors, reflective of the urban form hierarchy” after the word “Nodes”;

Section 3.10.2.1, “City Centre, should be amended to add the words “and height” after “densities”;

Section 3.10.3.4 (b), Nodes, should be amended by adding the words “and height of” after “density”;

Section 3.10.3.4 Nodes, - subsection (b) states:

*“lands immediately adjacent to or within a Node should provide both a transition between the higher density development within the Node and the lower density developments in the surrounding areas.”*

A similar policy should also apply to the City Centre and Corridors.

Section 3.10.3.4, Nodes – subsection (c) states:

*“down-zoning of lands within a Node and in the transition area adjacent to the Node should not be permitted.”*

A similar policy should also apply to the City Centre and Corridors.

Section 3.10 should be amended to add a subsection on Corridors.

### 3.15 Urban Design

Section 3.15.2.1, Content, should be amended by the phrase “in terms of height and density” after the word “form”.

Section 3.15.3.2, Places, should be amended to read as follows:

*“Urban character will be achieved within the City Centre, Nodes, Corridors and elsewhere as identified in this Plan in accordance with the urban form hierarchy.”*

## **APPENDIX 4**

### **Proposed Amendments to the Meadowvale Village District Policies**

The Meadowvale Village Secondary Plan (Amendment 238), was adopted by City Council on February 1, 1995. At that time, all of the lands within the Meadowvale Village Planning District were below the 35 NEP (Noise Exposure Prediction) contour, which was the maximum limit for residential development established by Provincial policy and the guidelines of the Department of Transport. Consequently, all of the lands, with the exception of a small portion adjacent to Highway 401 were designated for residential development.

Amendment 238 was subsequently referred to the Ontario Municipal Board (OMB) as well as numerous subdivision and rezoning applications which were appealed by the owners. In the intervening period between the adoption of Amendment 238 by City Council and the modification and approval of the Amendment by the OMB in January, 1996, a revised set of noise contours, now referred to as Noise Exposure Forecast (NEF) contours were prepared by Transport Canada and approved for use by the Ministry of Municipal Affairs. These contours expanded the limits of the 35 NEP/NEF contour westerly into the Meadowvale Village Planning District, such that a portion of the lands north and south of Derry Road West, east of McLaughlin Road fell within the 35 NEF contour. Provincial policy prohibited residential development in this area.

Consequently, the OMB approved the residential designation of the lands within the 35 NEF contour, subject to a policy to prohibit residential development and other noise sensitive land uses for lands experiencing noise levels greater than 35 NEF, to comply with Provincial Policy. As a result, the lands are largely undevelopable.

At that time, it was believed that the noise contours would recede in the future due to Federal legislation mandating quieter Chapter 3 aircrafts. Based on this premise, the City Plan Policies for the Meadowvale Village District, approved August 11, 2000, and confirmed by the approval of Mississauga Plan in 2003, continued to designate the lands for residential purposes.

To date, alterations to the existing contours have not been contemplated as the GTAA has no plans to revise the noise contours. Further, as the GTAA is vigilant in protecting the airport from the incursion of noise sensitive land uses, it is unlikely that the contours will be amended to permit residential development closer to the airport, as this would negate the cost and effort of replacing the aircraft fleet with less noisy Chapter 3 aircrafts.

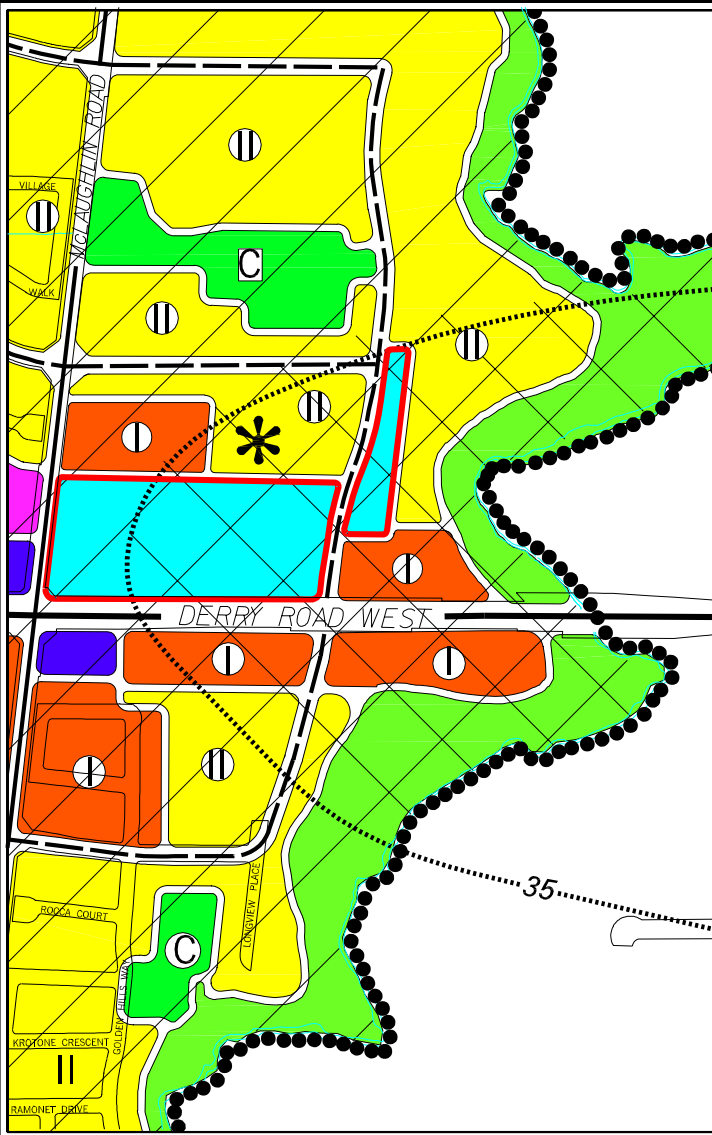
As a result, it is appropriate to consider alternative uses for the subject lands and consequently, it is recommended that the Meadowvale Village District Land Use Map be amended by redesignating the lands within the 35 NEF Contour from “Residential Low Density II” and “Residential Medium Density” I to “Business Employment” as shown on the attached map.

Further, as a result of the lands being adjacent to residential development, it would be appropriate to limit the uses permitted under the “Business Employment” designation to address compatibility. As a result a new section should be added to the Meadowvale Village District Policies as follows:

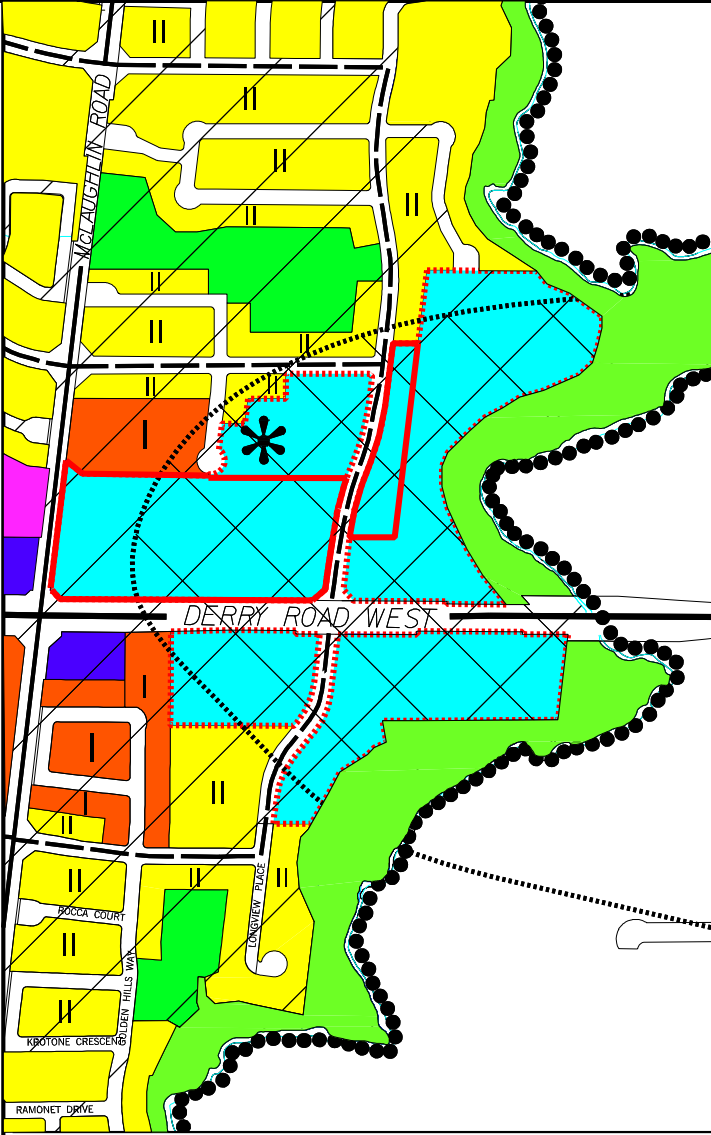
#### **4.23.4.3 Business Employment**

Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted:

- a.** Industrial uses within enclosed buildings including, manufacturing, assembling, processing, fabricating, repairing, warehousing, distributing and wholesaling;
- b.** Offices;
- c.** Financial Institutions;
- d.** Conference Centres;
- e.** All types of restaurants, including banquet halls;
- f.** Funeral Establishments;
- g.** Self-storage facilities.



EXISTING LAND USE DESIGNATIONS



PROPOSED LAND USE DESIGNATIONS

**LAND USE DESIGNATIONS**

- Residential - Low Density I
- Residential - Low Density II
- Residential - Medium Density I
- General Commercial
- Convenience Commercial
- Motor Vehicle Commercial
- Business Employment
- Open Space
- Greenbelt
- Parkway Belt West
- Utility

**TRANSPORTATION LEGEND**

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Minor Collector
- Local Road
- Major Transit Corridor

**LAND USE LEGEND**

- Heritage Conservation District
- LBPIA Operating Area Boundary - See Airport Noise Policies (Note in Meadowvale Village Map includes attached to the map)
- Area Exempt From LBPIA Operating Area
- Lands exceeding noise levels of greater than 35 NEF
- C - Community Park
- Proposed Stormwater Management Facility
- Existing Stormwater Management Facility
- 1996 NEP/2000 NEF Composite
- Noise Contours
- Planning District

**APPLICATION UNDER FILE OZ 00009/ BEN-TED CONSTRUCTION LTD.**

**AREA OF REDESIGNATION**

**FROM**

- 'RESIDENTIAL - LOW DENSITY II'
- 'RESIDENTIAL - MEDIUM DENSITY I'

**TO**

- 'BUSINESS EMPLOYMENT'

**Notes:**

The 1996 Noise Exposure Projection (NEP)/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the District Land Use Map. These contours will change from time to time as new information becomes available.

For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

**NOTE:**

ANY PART OF THE ROAD NETWORK SHOWN OUTSIDE THE CITY BOUNDARIES IS SHOWN FOR INFORMATION PURPOSES ONLY.

0 50 100 150 200 metres

Part of Meadowvale Village District  
Land Use Map  
of Mississauga Plan

City of Mississauga 2005 December

**APPENDIX 5****Commercial Schools**

In order to accommodate commercial schools under Mississauga Plan, a review of the existing establishments in the City was conducted. Consideration was also given to the goals and objectives of Mississauga Plan and its land use designations.

The Draft Comprehensive Zoning By-law defines commercial schools as *“a building, structure or part thereof, where specialized instruction is provided and may include, but is not limited to, a business school, a trade school, a driving school, a dance school, a music school, a martial arts school, a nursery school or a tutoring school”*. Commercial schools are distinct from public or private schools and daycare facilities.

The 2004 Mississauga Employment Database (MED) indicates that there are approximately 281 commercial schools in the City. A wide range of commercial schools are found, such as business training schools, athletic instruction and heavy equipment operation training. Commercial schools also serve a variety of groups, ranging from the public-at-large to smaller groups of the population, such as employees of particular industries. The type of training provided may be general or highly specialized. Recognizing they range in type, a broad approach to accommodating the variety of commercial schools was adopted within the non-residential land use designations of Mississauga Plan.

Most commercial schools are located in the “Mainstreet Commercial” and “General Commercial” designations, comprising approximately 42% of the commercial schools in Mississauga. The location of these establishments in commercial areas is appropriate given the commercial nature of these uses. A further amendment to Mississauga Plan is not required to accommodate commercial schools in retail commercial designations.

Approximately 36% of Mississauga’s commercial schools are located on lands designated “Business Employment”. Commercial schools that provide specialized training or serve a particular market are better accommodated under this designation compared to retail commercial areas. Having consideration for the permitted uses under the “Business Employment” designation, issues related to compatibility are not expected.

The “Industrial” and “Business Employment” designations are also appropriate to accommodate establishments that require outdoor storage areas, such as the storage of trucks associated with a truck driving school, or tanks associated with a welder’s training school. Within “Business Employment” areas, the zoning provision that restricts the amount of outdoor storage associated with a permitted industrial use to 5% of the lot area or 10% of the Gross Floor Area would also apply to commercial schools in these circumstances, which is consistent with the Mississauga Plan policy that activities in Business Employment areas are to occur primarily within enclosed buildings. Establishments that require additional outdoor storage are more appropriately directed to lands designated “Industrial”.

Commercial schools that tend to be oriented around a classroom setting are found on lands designated “Office”, and include language training, information technology and driver training classrooms. From a land-use perspective, these establishments function in a similar manner to other office types.

The “Mixed Used” and “Retail Core Commercial” designations of the City Centre District Policies permit all forms of commercial uses, excluding drive-through facilities and motor vehicle commercial uses. Accordingly, Commercial Schools should be included as permitted uses in the CC1, CC2 and CC3 zone categories. No further amendment to Mississauga Plan is required.

Proposed amendments to Mississauga Plan are included in Appendix 2 – Mississauga Plan Proposed Amendment – Supplementary Report.



City of Mississauga  
300 City Centre Drive  
MISSISSAUGA ON L5B 3C1



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mississauga.ca

<b>PLANNING &amp; BUILDING</b>			
<b>RECEIVED</b>			
JAN 26 2006			
Division	Action	Info	Seen
Commissioner			
Building			
Policy Planning			
Dev. & Design			
Admin. & Tech.			

January 24, 2006

To : Ed Sajecki, Commissioner  
Planning and Building Department

From: Shalini Alleluia  
Committee Coordinator

Re : Supplementary Report – Proposed Amendments to Mississauga Plan  
CD.03.

The Planning and Development Committee at its meeting of January 9, 2006 considered your report dated December 13, 2005 regarding the above matter and recommended as follows:

- PDC-0007-2006
1. That the submissions made at the public meeting held at the Planning and Development Committee meeting on January 9, 2006 to consider the recommendations of the reports titled "Proposed Amendments to Mississauga Plan – Supplementary Report" dated December 13, 2005 and "Proposed Amendments to Mississauga Plan" dated December 14, 2004 from the Commissioner of Planning and Building be received.
  2. That the Planning and Building Department staff report back to Planning and Development Committee on the submissions made with respect to the reports titled "Proposed Amendments to Mississauga Plan – Supplementary Report" dated December 13, 2005 and "Proposed Amendments to Mississauga Plan" dated December 14, 2004 from the Commissioner of Planning and Building along with the following amendments:
    - i) That Recommendations 113 and 114 on page 61 of Exhibit 1 attached to the Report dated December 13, 2005, from the Commissioner of Planning and Building regarding the Proposed Amendments to Mississauga Plan be referred back to staff for review with respect to the Applewood District Plan.

..... continued .....



Re : Supplementary Report – Proposed Amendments to Mississauga Plan  
CD.03.

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- ii) That Recommendation 314 of Exhibit 1 attached to the Report dated December 13, 2005, from the Commissioner of Planning and Building regarding the Proposed Amendments to Mississauga Plan be further amended to reflect the property addresses in Special Site 2.

3. That the following correspondence be received:

- (a) Letter dated January 9, 2006 from Glen Schnarr & Associates with respect to issues relating to several District plans, on behalf of various clients.
- (b) That the letter dated January 9, 2006 from WeirFoulds, Barristers & Solicitors, on behalf of Glen Ellen Properties Inc. owners of the property at 2476 Argentia Road, with respect to the rezoning application of adjacent lands at 2480 Argentia Road and proposed amendments to the Meadowvale Park District policies of the Mississauga Plan as they relate to guidelines to develop and establish a prestige image for the area, relative to outdoor storage provisions.
- (c) Letter dated January 9, 2006 from Walker Nott Dragicevic on behalf of Oxford Properties Group who manage Square One Shopping Centre, with respect to proposed changes to the Official Plan relating to Corridors.
- (d) Letter dated January 3, 2006 from Greg Dell & Associates representing the owners of 1471 and 1484 Hurontario Street, with respect proposed changes to Part 493, Section 4.24.7.3.
- (e) Letter dated January 4, 2006 from Greg Dell & Associates representing the owners of 255 Inglewood Drive, with respect proposed changes to Part 492, Section 4.24.6.1.
- (f) Letter dated January 9, 2006 from the Ontario Restaurant Hotel and Motel Association (ORHMA) with respect to the impact of the amendments to the Mississauga Plan on food service establishments with drive-through facilities.

..... continued .....

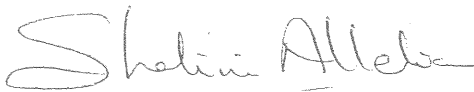
Page 3.....

Re : Supplementary Report – Proposed Amendments to Mississauga Plan  
CD.03.

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- (g) Letter dated January 6, 2006 from the Cawthra Ratepayers' and Residents' Association and the Friends of the Cawthra Bush & Greater Mississauga Area, with respect to proposed amendments to the Draft Zoning By-law and the Mississauga Plan as it relates to the area surrounding the Cawthra Bush.

The above Recommendation was adopted by Council at its meeting of January 18, 2006.



Shalini Alleluia  
Committee Coordinator  
905-615-3200, ext.5471

cc: J. Calvert, Director, Planning and Building  
D. Childs, Planner, Planning and Building  
Glen Schnarr & Associates, 10 Kingsbridge Garden Circle, Suite 700, Mississauga L5R 3K6  
WeirFoulds, Barristers & Solicitors, The Exchange Tower, suite 1600, P. O. Box 480, 130 King Street West, Toronto, M5X 1J5  
Walker Nott Dragicevic, 172 St. George Street, Toronto, M5R 2M7  
Greg Dell & Associates, 1140 Burnhamthorpe Road West, Mississauga L5C 4E9  
Ontario Restaurant Hotel and Motel Association (ORHMA), Ste 8-201, 2600 Skymark Avenue, Mississauga, L4W 5B2  
D. Barber, Cawthra Ratepayers' and Residents' Association and the Friends of the Cawthra Bush & Greater Mississauga Area, Station B, Box 1504, Mississauga, L4Y 4G2



## MISSISSAUGA PLAN PROPOSED AMENDMENTS - REPORT ON COMMENTS

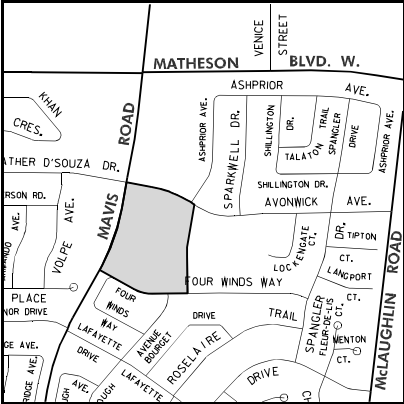
MISSISSAUGA PLAN PROPOSED AMENDMENTS - REPORT ON COMMENTS

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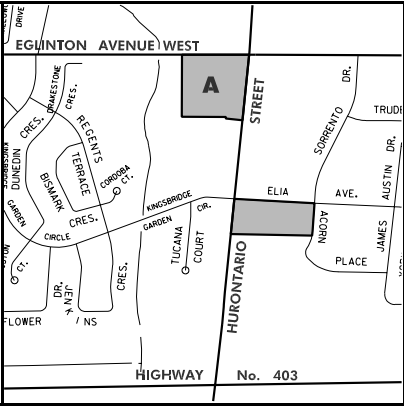
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 3.2, Residential	Through the Comprehensive Zoning By-law Review the term "home based businesses" has been revised to "home occupations".	The requested revisions are appropriate.	<b>Amend part of 12</b>	<p>That <b>Recommendation 12</b> in Appendix 1 be further amended as follows:</p> <p><b>From</b> That Section 3.2.1.4, be amended as follows:</p> <p><b>3.2.1.4</b>                <i>Home based businesses in detached dwellings.</i></p> <p><b>To</b> That Section 3.2.1.4, be amended as follows:</p> <p><b>3.2.1.4</b>                <i>Home <del>based businesses</del> occupations in detached dwellings.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	New Section 3.9, Greenbelt	The Community Services Department has requested amending Section 3.9.2.3 to include reference to the conveyance of Greenbelt lands will only occur after all requirements have been completed to the satisfaction of the City.	The requested revisions are appropriate.	<b>Amend part of 38</b>	<p>That amended <b>Recommendation 38</b> in Appendix 2 be further amended as follows:</p> <p><b>From</b> That Section 3.9.2.3, be amended as follows:</p> <p><b>3.9.2.3</b> <del>Mississauga may also request that proponents conduct site evaluation, site cleanup or management measures prior to conveyance of Greenbelt lands. Prior to conveyance of Greenbelt lands, the proponent may be requested to conduct a Phase 1 Environmental Site Assessment (ESA) in accordance with the latest standards of the Canadian Standards Association. Should the Phase 1 ESA indicate that further investigation is required, the proponent may be requested to conduct further investigation, perform site clean-up and provide the appropriate environmental documentation.</del></p> <p><b>To</b> That Section 3.9.2.3, be amended as follows:</p> <p><b>3.9.2.3</b> <del>Mississauga may also request that proponents conduct site evaluation, site cleanup or management measures prior to conveyance of Greenbelt lands. Prior to conveyance of Greenbelt lands, the proponent may be requested to conduct a Phase 1 Environmental Site Assessment (ESA) in accordance with the latest standards of the Canadian Standards Association. Should the Phase 1 ESA indicate that further investigation is required, the proponent may be requested to conduct further investigation, perform site clean-up and provide the appropriate environmental documentation.</del> The conveyance of the Greenbelt lands will occur after the proponent has completed all requirements to the satisfaction of the City.</p>


RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	New Section 3.14, Physical Services	The Community Services Department requested amending the second paragraph of Section 3.14 to include a reference to the satisfaction of the appropriate Conservation Authority and the City with respect to piped services being permitted in the Greenbelt designation.	The requested revisions are appropriate.	<b>Amend part of 51</b>	<p>That amended <b>Recommendation 51</b> in Appendix 2 be further amended as follows:</p> <p><b>From</b> That Section 3.14, first and second paragraphs, be amended as follows:</p> <p>This section sets out the policies of the City with respect to the provision of <del>piped services, including</del> natural gas and oil pipelines; electric power, telephone, and other cabled service, which are permitted in all Land Use Designations except Greenbelt.</p> <p><i>Piped services and related facilities used for water, wastewater and storm water are permitted in all Land Use Designations, including Greenbelt, only if other options are not feasible.</i></p> <p><b>To</b> That Section 3.14, first and second paragraphs, be amended as follows:</p> <p>This section sets out the policies of the City with respect to the provision of <del>piped services, including</del> natural gas and oil pipelines; electric power, telephone, and other cabled service, which are permitted in all Land Use Designations except Greenbelt.</p> <p><i>Piped services and related facilities used for water, wastewater and storm water are permitted in all Land Use Designations, including Greenbelt, only if other options are not feasible, subject to the satisfaction of the appropriate Conservation Authority and the City.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	<p>As a result of Official Plan Amendment No. 41, the previous Special Site 2 was revised as the lands were redesignated to "Residential Medium Density I".</p> <p>The current Special Site 2 is no longer necessary as the site has been recommended to be redesignated from "Residential High Density I" to "Residential Medium Density I" (<b>Recommendation 252</b> in Appendix 1).</p>	The requested revisions are appropriate.	<b>Amend 235</b>	<p>That <b>Recommendation 235</b> in Appendix 1 be deleted and revised as follows:</p> <p><b>From</b> Section 4.16.6.3, be amended as follows:</p> <p><b>To</b> Section 4.16.6.3, Site 2, be deleted:</p> <p><b>4.16.6.3 — Site 2</b></p> <div></div> <p>The lands identified as Special Site 2 are located east of Mavis Road and south of Avonwick Avenue.</p> <p>Notwithstanding the Residential High Density I policies of this Plan, the lands identified as Special Site 2 will only permit apartments greater than 4 storeys as well as other forms of multiple horizontal dwellings at a maximum density of 78 units per hectare with a height range of a minimum 2 storeys to a maximum of 4 storeys and a minimum open space area of 40% of the lot area and a maximum of 10% of the condominium resident parking as tandem spaces.</p>

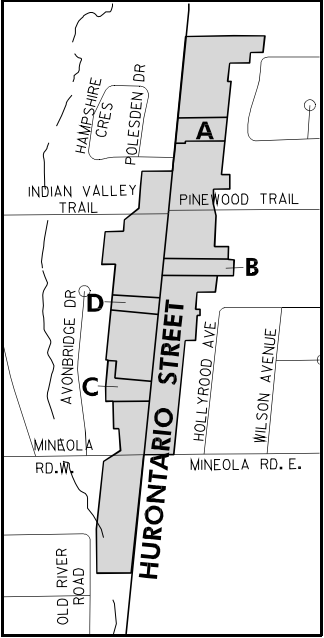


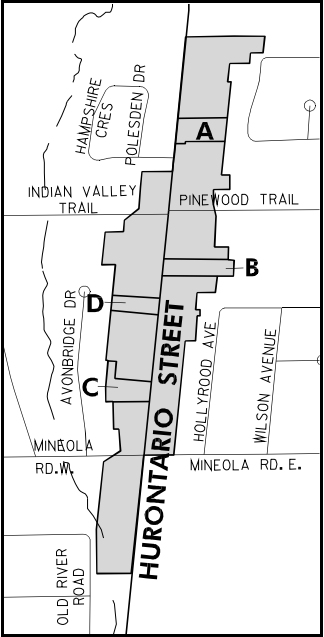
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	Through the Comprehensive Zoning By-law Review it was identified that the lands located west of Hurontario Street, south of Eglinton Avenue West designated "Residential High Density II" may also be developed for overnight accommodations.	The requested revisions are appropriate.	<b>Amend 236</b>	<p>That <b>Recommendation 236</b> in Appendix 1 be deleted and revised as follows:</p> <p><b>From</b> That Section 4.16.6.4, Special Site 3, be amended as follows:</p> <p><b>4.16.6.4 Site 3</b></p> <div></div> <p><del><b>4.16.6.4.1</b></del> The lands identified as Special Site 3 are located west of Hurontario Street and south of Eglinton Avenue West and east of Hurontario Street south of Elia Avenue.</p> <p>Notwithstanding <i>the provisions of the Residential High Density II and Mixed Residential High Density II and Office designation, on the lands</i>, the following additional policies will apply:</p> <ul style="list-style-type: none"><li><b>a.</b> Residential High Density II development or Residential High Density II development in combination with Office uses will <i>also</i> be permitted, either within one building or in separate buildings. When in combination within a building or on a single site, an integrated development will be required.</li><li><b>b.</b> The preferred location of Office development will be adjacent to Hurontario Street.</li></ul> <p><del><b>4.16.6.4.2 Areas 3A and 3B</b></del></p>

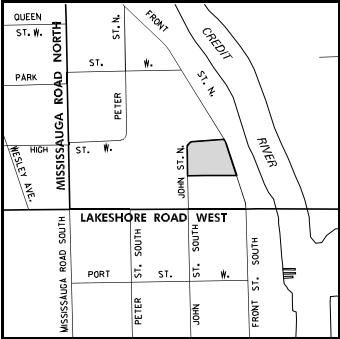
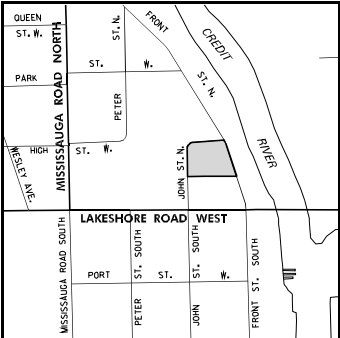
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	(continued)		<b>Amend 236 cont.</b>	<p><del>For the lands identified as Areas 3A and 3B the following additional policies will apply:</del></p> <p><del>a. c.</del> architectural building and site plan solutions will be developed to create an interesting and identifiable street edge along Hurontario Street;</p> <p><del>b. d.</del> special consideration may be given to reducing building setbacks and other requirements of the Zoning By-law as a means of increasing the opportunities for creative development;</p> <p><del>c.</del> lands designated for Office uses will be used for one or more buildings that have as the predominant function the provision of office space. Commercial uses will be permitted provided that they are accessory to office development;</p> <p><del>d.</del> the office space will generally not exceed a Floor Space Index of 0.5. Development with a Floor Space Index in excess of 0.5 will only be considered subject to, among other matters, adequate engineering services, sufficient capacity in the transportation system, satisfactory access arrangements, and compatibility with surrounding land uses;</p> <p>e. in order to achieve a continuous street frontage, buildings will be encouraged to minimize setbacks from street lines.</p> <p><b>4.16.6.4.3 I Area 3B A</b></p> <p>The lands identified as Area 3BA may also be developed for <del>a hotel, with accessory commercial uses: overnight accommodations.</del></p>

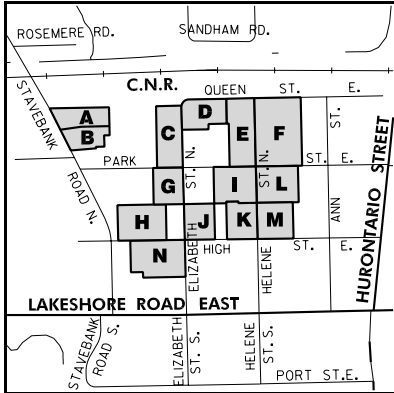
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	(continued)		Amend 236 cont.	<p><b>To</b></p> <p>That Section 4.16.6.4, Special Site 3, be amended as follows:</p> <p><b>4.16.6.4 Site 3</b></p> <div></div> <p><del>4.16.6.4.1</del> The lands identified as Special Site 3 are located west of Hurontario Street and south of Eglinton Avenue West and east of Hurontario Street south of Elia Avenue.</p> <p>Notwithstanding <i>the provisions of</i> the Residential High Density II and <del>Mixed</del> <b>Residential High Density II</b> and Office designation, <del>on the lands</del>, the following additional policies will apply:</p> <p><b>a.</b> Residential High Density II development or Residential High Density II development in combination with Office uses will <i>also</i> be permitted, either within one building or in separate buildings. When in combination within a building or on a single site, an integrated development will be required.</p> <p><b>b.</b> The preferred location of Office development will be adjacent to Hurontario Street.</p> <p><del>4.16.6.4.2 Areas 3A and 3B</del></p> <p>For the lands identified as <del>Areas 3A and 3B</del> the following additional policies will apply:</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	(continued)		<b>Amend 236 cont.</b>	<p><del>a. c.</del> architectural building and site plan solutions will be developed to create an interesting and identifiable street edge along Hurontario Street;</p> <p><del>b. d.</del> special consideration may be given to reducing building setbacks and other requirements of the Zoning By-law as a means of increasing the opportunities for creative development;</p> <p><del>c.</del> lands designated for Office uses will be used for one or more buildings that have as the predominant function the provision of office space. Commercial uses will be permitted provided that they are accessory to office development;</p> <p><del>d.</del> the office space will generally not exceed a Floor Space Index of 0.5. Development with a Floor Space Index in excess of 0.5 will only be considered subject to, among other matters, adequate engineering services, sufficient capacity in the transportation system, satisfactory access arrangements, and compatibility with surrounding land uses;</p> <p>e. in order to achieve a continuous street frontage, buildings will be encouraged to minimize setbacks from street lines.</p> <p><b>4.16.6.4.3 I      Area 3B A</b></p> <p>The lands identified as Area 3B4 may also be developed for <del>a hotel, with accessory commercial uses.</del> <i>overnight accommodations.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Development Committee	Section 4.24, Mineola District Policies	Planning and Development Committed requested that <b>Recommendation 314</b> in Appendix 1 be amended to include the municipal addresses.	The requested revisions are appropriate.	<b>Amend 314</b>	<p>That <b>Recommendation 314</b> in Appendix 1 be amended as follows:</p> <p><b>From</b> That Section 4.24.7.3, location map, f. and g., Site 2, be amended as follows:</p> <div><div></div><div><p><b>f. 4.24.7.3.1      Area 2A</b></p><p>Notwithstanding subsection e. of this section, <i>for the lands identified as Area 2A</i>, the existing building at <del>1523 Hurontario Street</del> will not exceed <del>584.7</del> 585 m<sup>2</sup> gross floor area;</p><p><b>g. 4.24.7.3.2      Area 2B</b></p><p>Notwithstanding subsection e. of this section, <i>for the lands identified as Area 2B</i>, an office building at <del>1443 Hurontario Street</del> will not exceed 552 m<sup>2</sup> gross floor area.</p><p><b>4.24.7.3.3      Area 2C</b></p><p><i>Notwithstanding subsection e. of this section, for the lands identified as Area 2C</i>, an office building will not exceed 465 m<sup>2</sup> gross floor area.</p><p><b>4.24.7.3.4      Area 2D</b></p><p><i>Notwithstanding subsection e. of this section, for the lands identified as Area 2D</i>, the maximum gross floor area will not exceed 460 m<sup>2</sup> gross floor area and the maximum gross floor area used for an office will not exceed 250 m<sup>2</sup> gross floor area.</p></div></div>

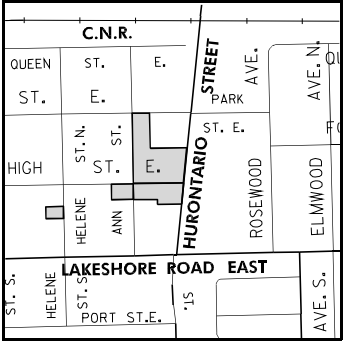
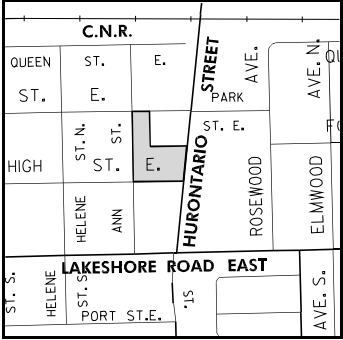
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Development Committee	Section 4.24, Mineola District Policies	(continued)			<div><div><div><b>To</b> That Section 4.24.7.3, location map, f. and g., Site 2, be amended as follows:</div><div><div><div><b>f. 4.24.7.3.1      Area 2A</b></div><div>Notwithstanding subsection e. of this section, <i>for the lands identified as Area 2A</i>, the existing building at 1523 Hurontario Street will not exceed <del>584.7</del> 585 m<sup>2</sup> gross floor area;</div></div><div><div><b>g. 4.24.7.3.2      Area 2B</b></div><div>Notwithstanding subsection e. of this section, <i>for the lands identified as Area 2B</i>, an office building at 1443 Hurontario Street will not exceed 552 m<sup>2</sup> gross floor area.</div></div><div><div><b>4.24.7.3.3      Area 2C</b></div><div>Notwithstanding subsection e. of this section, <i>for the lands identified as Area 2C</i>, an office building at 1370 Hurontario Street will not exceed 465 m<sup>2</sup> gross floor area.</div></div><div><div><b>4.24.7.3.4      Area 2D</b></div><div>Notwithstanding subsection e. of this section, <i>for the lands identified as Area 2D</i>, the building at 1424 Hurontario Street the maximum gross floor area will not exceed 460 m<sup>2</sup> gross floor area and the maximum gross floor area used for an office will not exceed 250 m<sup>2</sup> gross floor area.</div></div></div></div><div></div></div>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	Special Site 26 that was previously added in <b>Recommendation 351</b> in Appendix 1 and should be amended to clarify that offices are only permitted in detached dwellings.	The requested revisions are appropriate.	<b>Amend 351</b>	<p>That <b>Recommendation 351</b> in Appendix 1 be amended as follows:</p> <p><b>From</b> That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.27                      Site 26</b></p> <div></div> <p><i>The lands identified as Special Site 26 are located on the west side of Front Street North, north of Lakeshore Road West.</i></p> <p><i>Notwithstanding the provisions of the Residential Medium Density I designation, office, duplex and apartment dwellings will be permitted.</i></p> <p><b>To</b> That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.27                      Site 26</b></p> <div></div> <p><i>The lands identified as Special Site 26 are located on the west side of Front Street North, north of Lakeshore Road West.</i></p> <p><i>Notwithstanding the provisions of the Residential Medium Density I designation, offices in detached dwellings, duplex and apartment dwellings will be permitted.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN																																															
Planning and Building Department	Section 4.27, Port Credit District Policies	Through the Comprehensive Zoning By-law Review it was further identified that Special Site 29 "FSI Range" and "Maximum Height Permitted" should be amended to conform to the Special Site provisions in the existing Port Credit Zoning By-law.	The requested revisions are appropriate.	<b>Amend 354</b>	<p>That <b>Recommendation 354</b> in Appendix 1 be further amended as follows:</p> <p><b>From</b> That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.30                      Site 29</b></p> <div><p>The lands identified as Special Site 29 are located north of Lakeshore Road East, south of the Canadian National Railway, east of Stavebank Road and west Hurontario Street.</p><p>Notwithstanding the provisions of the Residential High Density I designation, the following will apply:</p><table><tr><th>Area</th><th>FSI Range</th><th>Maximum Height Permitted</th></tr><tr><td>A</td><td>1.0-2.3 FSI</td><td>13-storeys</td></tr><tr><td>B</td><td>1.0-2.8 FSI</td><td>11-storeys</td></tr><tr><td>C</td><td>1.0-2.7 FSI</td><td>13-storeys</td></tr><tr><td>D</td><td>1.0-2.4 FSI</td><td>11-storeys</td></tr><tr><td>E</td><td>1.0-2.8 FSI</td><td>NA</td></tr><tr><td>F</td><td>1.0-4.0 FSI</td><td>27-storeys</td></tr><tr><td>G</td><td>1.0-2.4 FSI</td><td>10-storeys</td></tr><tr><td>H</td><td>1.0-2.4 FSI</td><td>16-storeys</td></tr><tr><td>I</td><td>1.0-2.9 FSI</td><td>14-storeys</td></tr><tr><td>J</td><td>1.5-2.9 FSI</td><td>NA</td></tr><tr><td>K</td><td>1.0-3.3 FSI</td><td>10-storeys</td></tr><tr><td>L</td><td>1.0-2.5 FSI</td><td>NA</td></tr><tr><td>M</td><td>1.0-2.7 FSI</td><td>13-storeys</td></tr><tr><td>N</td><td>1.0-2.8 FSI</td><td>14-storeys</td></tr></table></div>		Area	FSI Range	Maximum Height Permitted	A	1.0-2.3 FSI	13-storeys	B	1.0-2.8 FSI	11-storeys	C	1.0-2.7 FSI	13-storeys	D	1.0-2.4 FSI	11-storeys	E	1.0-2.8 FSI	NA	F	1.0-4.0 FSI	27-storeys	G	1.0-2.4 FSI	10-storeys	H	1.0-2.4 FSI	16-storeys	I	1.0-2.9 FSI	14-storeys	J	1.5-2.9 FSI	NA	K	1.0-3.3 FSI	10-storeys	L	1.0-2.5 FSI	NA	M	1.0-2.7 FSI	13-storeys	N	1.0-2.8 FSI	14-storeys
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RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	The location map for Special Site 30 should be amended to delete the properties south of High Street East from the Special Site 30 location map as the properties have been redesignated from "Residential High Density I" to "Mainstreet Commercial" in accordance with <b>Recommendation 557</b> in this Appendix.	The requested revisions are appropriate.	<b>Amend part of 355</b>	<p>That amended <b>Recommendation 355</b> in Appendix 2 be further amended as follows:</p> <p><b>From</b> That Section 4.27.6.31, location map, be replaced with the following location map:</p> <p><b>4.27.6.31 Site 30</b></p>  <p><b>To</b> That Section 4.27.6.31, location map, be replaced with the following location map:</p> <p><b>4.27.6.31 Site 30</b></p> 

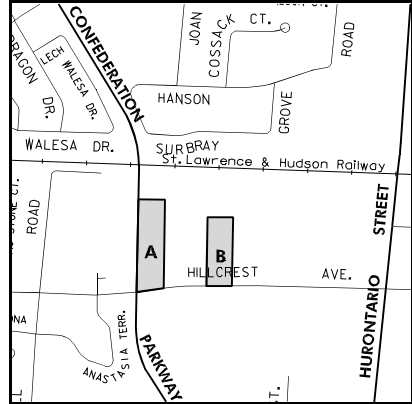
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	Through the Comprehensive Zoning By-law Review it was identified that it was no longer appropriate to redesignate the lands fronting on Richborough Drive, and Whitfield Terrace west of Mavis Road and south of Bristol Road West, from Residential Medium Density I to Residential Low Density II. This reference should be deleted in <b>Recommendation 473</b> in Appendix 2.	The requested revisions are appropriate.	<b>Amend 473</b>	<p>That <b>Recommendation 473</b> in Appendix 2 be amended as follows:</p> <p><b>From</b> That the Hurontario District Land Use Map be amended as follows:</p> <p>21. Redesignate the lands fronting on Starwood Drive, Longhouse Crescent, Richborough Drive, and Whitfield Terrace west of Mavis Road and south of Bristol Road West, from "Residential Medium Density I" to "Residential Low Density II".</p> <p><b>To</b> That the Hurontario District Land Use Map be amended as follows:</p> <p>21. Redesignate the lands fronting on Starwood Drive <i>and</i> Longhouse Crescent, <del>Richborough Drive, and Whitfield Terrace west of Mavis Road and south of Bristol Road West,</del> from "Residential Medium Density I" to "Residential Low Density II".</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	<p>Upon further review of the Hurontario District Policies being implemented through the Comprehensive Zoning By-law Review, it was identified that <b>Recommendation 474</b> in Appendix 2 that redesignated the lands from "Residential Medium Density I" to "Residential Low Density II" be deleted.</p> <p>Also, the "Residential Medium Density I" designation on the lands fronting on Constellation Drive, west of Mavis Road and north of Eglinton Avenue West should be retained and not redesignated to "Residential Low Density II".</p>	The requested revisions are appropriate.	<b>Amend 474</b>	<p>That <b>Recommendation 474</b> in Appendix 2 be deleted as follows:</p> <p><b>From</b> That the Hurontario District Land Use Map be amended as follows:</p> <p>22. Redesignate the lands fronting on Constellation Drive, west of Mavis Road and north of Eglinton Avenue West, from "Residential Medium Density I" to "Residential Low Density II".</p> <p><b>To</b> That the "Residential Medium Density I" designation on the lands fronting on Constellation Drive, west of Mavis Road and north of Eglinton Avenue West should be retained and not be redesignated to "Residential Low Density II".</p>

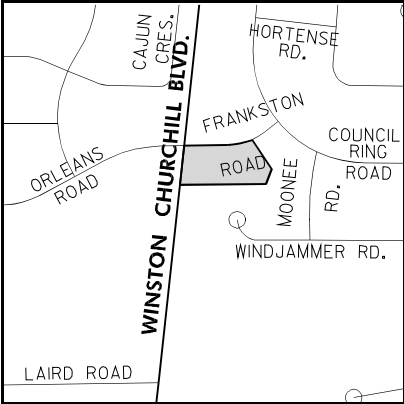
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Glen Schnarr & Associates Inc. for various clients	Section 4.23 Meadowvale Village District Policies	Concerns were expressed with part of <b>Recommendation 491</b> in Appendix 2 in Meadowvale Village where the proposal is to redesignate the lands from Residential Low Density II to Business Employment that are above the 35 NEF/NEP.	The mapping currently being proposed is based on property lines. The outcome of the current recommendation would take away the existing residential zoning for a portion of the lands that are less than 35 NEF/NEP. As this was not the intent of <b>Recommendation 491</b> in Appendix 2, it is recommended not to include the lands below the 35 NEF/NEP that are currently zoned residential.	<b>Amend 491</b>	<p>That <b>Recommendation 491</b> in Appendix 2 be amended as follows:</p> <p><b>From</b> That the Meadowvale Village District Land Use Map be amended as follows:</p> <p>9. Redesignate all lands, basically following existing property lines, above the 35 NEF noise contour, from "Residential Low Density II" and "Residential Medium Density I" to "Business Employment".</p> <p><b>To</b> That the Meadowvale Village District Land Use Map be amended as follows:</p> <p>9. Redesignate all lands, <del>basically following existing property lines,</del> <i>not currently zoned Residential</i> above the 35 NEF noise contour, from "Residential Low Density II" and "Residential Medium Density I" to "Business Employment".</p>

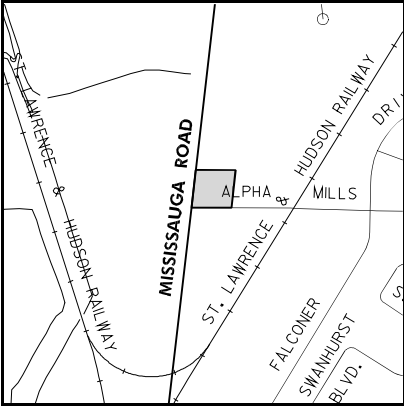
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Recommendations and numbers continued from, Appendix 1 (2005 January) and Appendix 2 (2006 January), Mississauga Plan Proposed Amendments					
Planning and Building Department	Section 4.3, Applewood District Policies	To recognize the existing development located at the west side of Dixie Road, south of Burnhamthorpe Road East, that has an FSI of 0.77.	The requested revisions are appropriate.	542	That the Applewood District Land Use Map be amended as follows:  6. Redesignate the lands located at the west side of Dixie Road, south of Burnhamthorpe Road East, from "Residential High Density II" to "Residential High Density I".
Community Services Department	Section 4.3, Applewood District Policies	The Community Services Department requested that the cemetery located at the northeast corner of Dundas Street East and Cawthra Road be redesignated from Private Open Space - Cemetery to Public Open Space - Cemetery as it is maintained by the City.	The requested revisions are appropriate.	543	That the Applewood District Land Use Map be amended as follows:  7. Redesignate the lands located at the northeast corner of Dundas Street East and Cawthra Road, from "Private Open Space - Cemetery" to "Public Open Space - Cemetery".
Community Services Department	Section 4.3, Applewood District Policies	The Community Services Department requested that the cemetery located at the southeast corner of Burnhamthorpe Road and Dixie Road be redesignated from Public Open Space - Cemetery to Private Open Space - Cemetery as it is not maintained by the City.	The requested revisions are appropriate.	544	That the Applewood District Land Use Map be amended as follows:  8. Redesignate the lands located at the southeast corner of Dixie Road and Burnhamthorpe Road from "Public Open Space - Cemetery" to "Private Open Space - Cemetery".


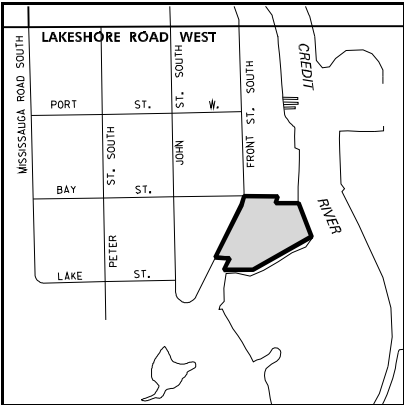
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.7, Clarkson-Lorne Park District Policies	To recognize the existing development, located east of Mississauga Road, north of the CNR the lands should be redesignated from "Private Open Space" to "Residential Low Density I".	The requested revisions are appropriate.	545	That the Clarkson-Lorne Park District Land Use Map be amended as follows:  3. Redesignate the lands located east of Mississauga Road, north of the CNR, from "Private Open Space" to "Residential Low Density I".
Planning and Building Department	Section 4.7, Clarkson-Lorne Park District Policies	To recognize the existing seniors building located south of Truscott Drive, west of Seagull Drive that has an FSI of 1.5.	The requested revisions are appropriate.	546	That the Clarkson-Lorne Park District Land Use Map be amended as follows:  4. Redesignate the lands located south of Truscott Drive, west of Seagull Drive, from "Residential High Density I" to "Residential High Density II".
Community Services Department	Section 4.7, Clarkson-Lorne Park District Policies	The Community Services Department requested that the lands located south of the CNR tracks, east of Lorne Park Road be redesignated from Residential Medium Density to Public Open Space to recognize the existing park.	The requested revisions are appropriate.	547	That the Clarkson-Lorne Park District Land Use Map be amended as follows:  5. Redesignate the lands located south of the CNR tracks, east of Lorne Park Road, from "Residential Medium Density I" to "Public Open Space".
Planning and Building Department	Section 4.8, Cooksville District Policies	To recognize the existing stormwater management facility located south of Hillcrest Avenue, west of Parkerhill Road, the lands should be redesignated from "Residential Medium Density I" to "Greenbelt".	The requested revisions are appropriate.	548	That the Cooksville District Land Use Map, be amended as follows:  7. Redesignate the lands located south of Hillcrest Avenue, west of Parkerhill Road from "Residential Medium Density I" to "Greenbelt".

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.8, Cooksville District Policies	A new special site should be added to the Cooksville District Policies to recognize the two apartment buildings, that are designated Residential High Density II located on the north side of Hillcrest Avenue, east of Confederation Parkway having a higher FSI as what is permitted in the Cooksville District Policies.	The requested revisions are appropriate.	549	<p>That a new Special Site be added to the Cooksville District Policies as follows:</p> <p><b>4.8.7.18                      Site 17</b></p>  <p><i>The lands identified as Special Site 17 are located on the north side of Hillcrest Avenue, east of Confederation Parkway.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, the lands identified as Area 17A will be permitted to develop to a maximum Floor Space Index (FSI) of 3.5 and the lands identified as Area 17B will be permitted to develop to a maximum Floor Space Index (FSI) of 4.0.</i></p>
Community Services Department	Section 4.12, Erindale District Policies	The Community Services Department requested that the lands located on the northwest corner of Dundas Street West and the Credit Woodlands be redesignated from Residential Low Density I to Public Open Space to recognize the existing park.	The requested revisions are appropriate.	550	<p>That the Erindale District Land Use Map, be amended as follows:</p> <p>3. Redesignate the lands located at the northwest corner of Dundas Street West and The Credit Woodlands from "Residential Low Density I" to "Public Open Space".</p>



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.13, Erin Mills District Policies	The Erin Mills District Land Use Map should be amended by redesignating the lands located on the west side of The Collegeway, north of Broad Hollow Gate from "Residential High Density I" to "Residential High Density II" to recognize the existing development.	The requested revisions are appropriate.	551	<p>That the Erin Mills District Land Use Map, be amended as follows:</p> <p>11. Redesignate the lands located on the west side of The Collegeway, north of Broad Hollow Gate from "Residential High Density I" to "Residential High Density II".</p>
Planning and Building Department	Section 4.13, Erin Mills District Policies	To be consistent with the existing development, lands located at the southeast corner of Frankston Road and Winston Churchill Boulevard should recognize the garden centre use.	The requested revisions are appropriate.	552	<p>That a new Special Site be added to the Erin Mills District Policies as follows:</p> <p><b>4.13.5.10            Site 9</b></p> <div></div> <p><i>The lands identified as Special Site 9 are located at the southeast corner of Frankston Road and Winston Churchill Boulevard.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density I designation, a garden centre will also be permitted.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.22, Meadowvale Business Park District Policies	A new special site should be added to the Meadowvale Business Park District Policies, to recognize the existing retail use.	The requested revisions are appropriate.	553	<p>That a new Special Site be added to the Meadowvale Business Park District Policies as follows:</p> <p><b>4.22.6.9            Site 8</b></p> <div><p>The lands identified as Special Site 8 are located at the northeast corner of Alpha Mills Road and Mississauga Road.</p><p>Notwithstanding the provisions of the Business Employment designation, a retail use will also be permitted.</p></div>
Planning and Building Department	Section 4.23, Meadowvale Village District Policies	To be consistent with the existing zoning and to recognize the stormwater management pond, the lands located east of McLaughlin Road, north of Derry Road West should be redesignated from Residential Low Density II" to "Greenbelt".	The requested revisions are appropriate.	554	<p>That the Meadowvale Village District Land Use Map be amended as follows:</p> <p>10. Redesignate lands located east of McLaughlin Road, north of Derry Road West from "Residential Low Density II" to "Greenbelt".</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	Section 4.27, Port Credit District Policies	That a new Special Site be added to the Port Credit District Policies to recognize the legion lands located south of the CNR tracks, east of Front Street North.	The requested revisions are appropriate.	555	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.36 Site 35</b></p> <div></div> <p><i>The lands identified as Special Site 35 are located south of the CNR tracks, east of Front Street North.</i></p> <p><i>Notwithstanding the provisions of the Private Open Space and Greenbelt designations, a private club will also be permitted.</i></p>
Planning and Building Department	Section 4.27, Port Credit District Policies	That a new Special Site be added to the Port Credit District Policies to recognize the existing apartment building with a height of 20 storeys.	The requested revisions are appropriate.	556	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.37 Site 36</b></p> <div></div> <p><i>The lands identified as Special Site 36 are located east of Front Street South north of Lake Street.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, the maximum building height will be twenty (20) storeys.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Michael Spaziani Architects Inc.	Section 4.27, Port Credit District Policies	<p>It was identified that the Mainstreet Commercial development should extend north from Lakeshore Road on some of the local roads.</p> <p>To be consistent with the existing development and use rights, lands south of High Street East, west of Hurontario Street should be redesignated from "Residential High Density I" to "Mainstreet Commercial".</p>	The requested revisions are appropriate.	<b>557</b>	<p>That the Port Credit District Land Use Map be amended as follows:</p> <p><i>13.</i> Redesignate the lands located south of High Street East, west of Hurontario Street from "Residential High Density I" to "Mainstreet Commercial".</p>
Community Services Department	Section 4.27, Port Credit District Policies	The Community Services Department requested that the Legion Lands located south of the CNR tracks, east of Front Street North be redesignated from Public Open Space to Private Open Space as they are not owned by the City.	The requested revisions are appropriate.	<b>558</b>	<p>That the Port Credit District Land Use Map be amended as follows:</p> <p><i>14.</i> Redesignate the lands located south of the CNR tracks, east of Front Street North from "Public Open Space" to "Private Open Space".</p>
Planning and Building Department	Section 4.31, Southdown District Policies	The site is currently part of the GO station parking lot. By changing the land use to "General Commercial" it would permit both "General Commercial" and "Business Employment" uses.	The requested revisions are appropriate.	<b>559</b>	<p>That the Southdown District Land Use Map, be amended as follows:</p> <p><i>2.</i> Redesignate the lands located south of CNR tracks, west of Southdown Road from "Business Employment" to "General Commercial".</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.32, Streetsville District Policies	The site located north of Pearl Street, east of Broadway Street is currently used as a parking lot for the adjacent commercial uses and should be redesignated from "Utility" to "Mainstreet Commercial".	The requested revisions are appropriate.	560	That the Streetsville District Land Use Map, be amended as follows:  8. Redesignate the lands located north of Pearl Street, east of Broadway Street from "Utility" to "Mainstreet Commercial".
Walker Nott Dragicevic for Oxford Properties Group	Throughout Mississauga Plan	On behalf of Oxford Properties Limited, support was given to the inclusion and reference to "corridors" throughout Mississauga Plan.	No comment required.		No change recommended.
Glen Schnarr & Associates Inc. for various clients	Section 3.2, Residential	Glen Schnarr and Associates requested that the word corridor be deleted from Amended <b>Recommendation 13</b> in Appendix 2.	Reference to Corridors was added to Mississauga Plan as it is a requirement of the Provincial Policy Statement. The Planning and Building Department is currently undertaking a Nodes and Corridors study to identify the appropriate locations for Corridors in Mississauga.		No change recommended.
Planning and Development Committee	Section 4.3, Applewood District Policies	Planning and Development Committed requested that <b>Recommendation 113</b> and <b>Recommendation 114</b> in Appendix 1 be referred back to staff for review.	Recommendations 113 and 114 pertain to the Residential High Density I and II policies in the Applewood District Policies. The proposed changes were to increase the FSI range in each designation to reflect the existing development and zoning.		No change recommended.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Glen Schnarr & Associates Inc. for various clients	Section 4.7, Clarkson-Lorne Park District Policies	Glen Schnarr and Associates requested that <b>Recommendation 165</b> of Appendix 1 (Special Site 20, Clarkson-Lorne Park District Policies) be amended to extend the Residential High Density II across the entire site.	After meeting with a representative from Glen Schnarr and Associates, it was determined that the concern identified is with the Comprehensive Zoning By-law as the Official Plan permits Greenbelt zoning in all land use designations.		No change recommended.
Glen Schnarr & Associates Inc. for various clients	Section 4.8, Cooksville District Policies	Glen Schnarr and Associates identified a concern with respect to the lands on the west side of Kirwin Avenue, north of Dundas Street East. Amendment 25 does not recognize the 42-storey hotel currently the subject of a site plan application.	<p>The lands are designated Mainstreet Commercial in the Cooksville District Policies which has a height cap of 6 storeys. The property has an old C1" zoning that does not have a height cap and within the Comprehensive Zoning By-law the property will have a 6 storey cap to be consistent with Mississauga Plan.</p> <p>Amendment 25 is not the document to amend the designation. This site should continue to be evaluated through a site specific development application.</p> <p>As the purpose of a Zoning By-law is to implement the Official Plan, one of the main objectives of the Comprehensive Zoning By-law Review is to bring the Zoning into conformity with Mississauga Plan.</p> <p>If the applicant's site plan application is complete and crystalized prior to the adoption of the new Zoning By-law, it can proceed.</p>		No change recommended.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Gagnon Law Bozzo Urban Planners Ltd. for 1500, 1546 and 1554 Dundas Street East	Section 4.10, Dixie District	It was requested that Planning and Building staff consider mixed use development along portions of Dundas Street East in the Dixie Employment District, as previously discussed with staff in the early 1990's.	The purpose of this amendment is to recommend general housekeeping amendments to Mississauga Plan, that were identified through the Comprehensive Zoning By-law Review. In order for this type of redevelopment to be considered, either a site specific Official Plan and Zoning By-law amendment would be required or a comprehensive study of the Dixie Employment District.		No change recommended.
The Cawthra Ratepayers' and Residents' Association (CRRRA) and Friends of the Cawthra Bush & Greater Mississauga Area	Section 4.17, Lakeview District	Concerns were raised with respect to the current policy framework to protect the Cawthra Bush.	Mississauga updates the Natural Areas Survey (NAS) annually and where appropriate, updates the Mississauga Plan. When the new Comprehensive Zoning By-law is approved, updated regulations will also be considered annually.		No change recommended.
WeirFoulds Barristers & Solicitors for Glen Ellen Properties Inc.	Section 4.22, Meadowvale Business Park District Policies	It was suggested that further detail with respect to outdoor storage in the Business Employment designation be added to Mississauga Plan.	The appropriate location for the detail, for such things as, the type of outdoor storage that may be permitted as an accessory use should be part of the Zoning By-law and not the Official Plan. The purpose of the Official Plan is to set the policy context, with the provisions and regulations for implementation located in the Zoning By-law.		No change recommended.
Glen Schnarr & Associates Inc. for various clients	Section 4.23, Meadowvale Village District Policies	For the lands located north of Derry Road, east of McLaughlin Road (Special Site 12B), it was requested that the Special Site policies be extended south to Derry Road West.	The lands that form Special Site 12B went through a site specific Official Plan Amendment. In order for these special site policies to apply to the adjacent lands to the south, a site specific Official Plan Amendment would be required in order to go through the public consultation process.		No change recommended.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Glen Schnarr & Associates Inc. for various clients	Section 4.24, Mineola District Policies	It was suggested that <b>Recommendations 493</b> in Appendix 2 (Special Site 2, Mineola District Policies) not be amended to prohibit access from local streets as they have recently submitted an Official Plan Amendment and Zoning By-law Amendment for the northeast corner of Hurontario Street and Pinewood Trail.	<b>Recommendation 493</b> in Appendix 2 was requested by the Transportation and Works Department as a result of concerns of further office development on Hurontario Street having an impact on the adjacent residential neighbourhood.		No change recommended.
Greg Dell & Associates for 1471 and 1484 Hurontario Street	Section 4.24, Mineola District Policies	It was suggested that <b>Recommendations 493</b> in Appendix 2 (Special Site 2, Mineola District Policies) not be amended to prohibit access from local streets as they have recently submitted an Official Plan Amendment and Zoning By-law Amendment for the northeast corner of Hurontario Street and Pinewood Trail.	<b>Recommendation 493</b> in Appendix 2 was requested by the Transportation and Works Department as a result of concerns of further office development on Hurontario Street having an impact on the adjacent residential neighbourhood.		No change recommended.
Greg Dell & Associates for 255 Inglewood Drive	Section 4.24, Mineola District Policies	A concern was raised with respect to <b>Recommendations 492</b> in Appendix 2, which proposes to designate Stavebank Road as a scenic route.	A separate report to amend the Official Plan to reclassify Stavebank Road as scenic route was previously brought forward to a Statutory Public Meeting on January 30, 2006 to Planning Development Committee.		No change recommended.



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Ontario Restaurant Hotel & Motel Association (ORHMA)	Not applicable.	A concern was raised with adding a policy to Mississauga Plan that states "Restaurants with a drive-through facility will be encouraged to locate in areas other than important intersections".	It is not proposed through this amendment to add this policy.		No change recommended.

Corporate Services Department  
Office of the City Clerk

City of Mississauga  
300 City Centre Drive  
MISSISSAUGA ON L5B 3C1

FAX: 905-615-4181  
mississauga.ca



Leading today for tomorrow

April 18, 2006

To : Ed Sajecki, Commissioner  
Planning and Building Department

From: Shalini Alleluia  
Committee Coordinator

Re : Proposed Amendments to Mississauga Plan  
Report on Comments  
File : CD.03.Mississauga

PLANNING & BUILDING  
RECEIVED

APR 25 2006

Division	Action	Info	Seen
Commissioner			<input checked="" type="checkbox"/>
Building			
Policy Planning	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Dev. & Design			
Admin. & Tech.			

The Planning and Development Committee at its meeting of April 3, 2006 considered your report dated March 14, 2006 regarding the above matter and recommended as follows:

PDC-0040-2006 That the report dated March 14, 2006 from the Commissioner of Planning and Building recommending approval of the amendments to the Official Plan (Mississauga Plan) including the recommendations of the reports titled "Proposed Amendments to Mississauga Plan – Supplementary Report" dated December 13, 2005 from the Commissioner of Planning and Building and "Proposed Amendments to Mississauga Plan" dated December 14, 2004 from the Commissioner of Planning and Building, be received and that the sites identified in the submissions made to the Planning and Development Committee with respect to the Mississauga Plan be received and referred to staff for comment.

The above Recommendation was adopted by Council at its meeting of April 12, 2006.

..... continued .....



Page 2...

Re : Proposed Amendments to Mississauga Plan  
Report on Comments  
File : CD.03.Mississauga

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Also, at the Planning & Development Committee meeting, Councillor Pat Mullin directed that Sections 4.7.3.2, 4.8.7.12 and 4.24.3.1 of the Mississauga Plan be amended by adding the following :

- House designs which fit the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged.
- the building mass, side yards and rear yards should respect and relate to those of adjacent lots.

Also, in the discussion, Councillor Mullin requested that the Commercial designation near the GO station on Southdown Road be deleted as she felt that commercial should be concentrated in the Clarkson Village and allowing it along Southdown Road may encourage the commercial designation to creep up Southdown Road beyond the village.

And further, Councillor Maja Prentice requested that staff look at the following – (i) units per hectare in the Residential Low Density II provision in the Applewood District Policies, (ii) the wording in the Official Plan as it related to transition and redevelopment of infill sites and finally, Councillor Prentice reminded about a previous request she made with respect to a report on intensification and its impacts on the City's budget.



Shalini Alleluia  
Committee Coordinator  
905-615-3200, ext.5471

cc : John Calvert, Director, Planning and Building Department  
Marianne Cassin, Planner, Planning and Building Department  
Councillor Pat Mullin  
Councillor Maja Prentice



# Corporate Report

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## PDC SEPTEMBER 18 2006

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**DATE:** August 29, 2006

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: September 18, 2006

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Proposed Amendments to Mississauga Plan - Further Comments**

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**RECOMMENDATION:** That the report titled "Proposed Amendments to Mississauga Plan - Further Comments" dated August 29, 2006 from the Commissioner of Planning and Building recommending approval of the amendments to the Official Plan (Mississauga Plan) including the recommendations of the reports titled "Proposed Amendments to Mississauga Plan - Report on Comments" dated March 14, 2006, "Proposed Amendments to Mississauga Plan - Supplementary Report" dated December 13, 2005 and "Proposed Amendments to Mississauga Plan" dated December 14, 2004, all from the Commissioner of Planning and Building, be adopted.

**BACKGROUND:** Mississauga Plan was adopted by City Council on July 10, 2002 and approved by the Region of Peel on May 5, 2003, subject to modifications, withheld decisions and appeals to the Ontario Municipal Board (OMB).

On January 10, 2005, Planning and Development Committee considered a report titled "Proposed Amendments to Mississauga Plan" dated December 14, 2004 from the Commissioner of Planning and Building (Appendix 1). Exhibit 1 to that report (which was provided under separate cover and should be brought to this meeting) contained 413 recommendations to amend Mississauga Plan. Most of these proposed amendments were in response to the Comprehensive

Zoning By-law Review. Other changes were a result of the adoption of the Accessibility Plan and clarification of the intent of several policies.

On January 9, 2006, Planning and Development Committee at a public meeting considered a report titled “Proposed Amendments to Mississauga Plan - Supplementary Report” dated December 13, 2005 from the Commissioner of Planning and Building (Appendix 2). Appendix 2 to that report (which was provided under separate cover and should be brought to this meeting) contained further amendments to some of the original 413 recommendations and added recommendations 414 to 541.

The Planning and Development Committee directed staff to report back on the submissions made with respect to the two above-mentioned reports along with specific directions regarding Recommendations 113, 114 and 314. The resolution, which was adopted by City Council on January 18, 2006, is attached as Appendix 3.

On April 3, 2006, Planning and Development Committee considered a report titled “Proposed Amendments to Mississauga Plan - Report on Comments” dated March 14, 2006 from the Commissioner of Planning and Building (Appendix 4). Appendix 4 to that report (which was provided under separate cover and should be brought to this meeting) contains further amendments to some of the original recommendations and added recommendations 542 to 560 in response to comments received after the January 9, 2006 public meeting.

The Planning and Development Committee received the report and submissions made at the April 3, 2006 meeting and referred the submissions to staff for comment. In addition, specific direction was given regarding: amending the infill housing design guidelines; deleting the commercial designation near the Clarkson GO Station; reviewing the Residential Low Density II designation in the Applewood District Policies and preparing residential intensification policies. The resolution, which was adopted by City Council on April 12, 2006, is attached as Appendix 5.

**COMMENTS:**

The latest proposed recommendations are under separate cover as Appendix 6 - “Mississauga Plan Proposed Amendments - Further Comments”. Appendix 6 contains further amendments to some of the original recommendations and added recommendations 561 to 589.

The comments are in the order in which the policies appear in Mississauga Plan. Deletions are shown as “~~strikeouts~~” and additions in “*italics*”.

The recommendations do not include editorial changes, such as typographical or grammatical errors, minor matters of style or organization, minor cartographic revisions, or minor rewording that does not alter the intent of Mississauga Plan.

The major recommendations contained in Appendix 6 are as follows:

- several housekeeping amendments to maps and/or wording of special sites. Further special sites were added to recognize existing development;
- clarification of the intent of policies;
- amendments to the infill housing design policies in response to concerns raised by the Planning and Development Committee. Additional policies are recommended for Clarkson Lorne Park District Policies, Cooksville District Policies (Special Site 11) and Mineola District Policies (see Recommendations 564, 566 and 578 on Pages 11, 12 and 18 in Appendix 6);
- addressing concerns raised by the Planning and Development Committee to retain the designation of lands near the Clarkson GO Station. As requested, the Business Employment designation is recommended to be retained (see Amended Recommendation 559 on Page 10 in Appendix 6);
- The *Ontario Heritage Act* was amended in April 2005 and contains revised language. It is recommended that the Mississauga Heritage Inventory be renamed to Mississauga Heritage Register; and
- new condominium policies to prohibit common element road condominiums and vacant land condominiums if the City requires public ownership of the lands for pedestrian or vehicular access to create local road connections to existing development or undeveloped lands.

In order to update Mississauga Plan to: establish the policy framework for the new Zoning By-law; clarify specific policies in response to a recent OMB decision; incorporate the policies of the Accessibility Plan; update part of the Meadowvale Village District Policies; incorporate policies regarding commercial schools; and several housekeeping amendments; the following need to be adopted:

- Recommendations 1 to 413 contained in the report titled “Proposed Amendments to Mississauga Plan” dated December 14, 2004 from the Commissioner of Planning and Building;
- Recommendations 414 to 541 contained in the report titled “Proposed Amendments to Mississauga Plan - Supplementary Report” dated December 13, 2005 from the Commissioner of Planning and Building;
- Recommendations 542 to 560 contained in the report titled “Proposed Amendments to Mississauga Plan - Report on Comments” dated March 14, 2006; and
- Recommendations 560 to 589 contained in the report titled “Proposed Amendments to Mississauga Plan - Further Comments” dated August 29, 2006.

A number of requests to amend land use designations or to add to the list of permitted uses for specific sites were received and were not supported. Such requests should be subject to the development application process to ensure the opportunity to provide notice to surrounding landowners and to circulate the proposal to the appropriate departments and agencies and other levels of government for review and comment.

### **Further Studies**

A number of issues were identified through this review that requires further study. For example, reference to “Corridors” has been added to Section 1.2, Context, as a result of the Rose Corporation OMB decision, however, a comprehensive review of corridors is required to be consistent with the Provincial Policy Statement. This report is currently underway.

Further, the issue of “Community Uses” has evolved into a comprehensive study that will be brought forward to Planning and Development Committee at a later date.

**FINANCIAL IMPACT:** Not applicable

**CONCLUSION:** This report includes the analysis by staff of the comments received both in writing and verbally since the Planning and Development Committee meeting of April 3, 2006. The proposed amendments are generally housekeeping in nature and are required in order to establish the policy framework for the new Zoning By-law.

**ATTACHMENTS:**

- APPENDIX 1: Corporate Report: Proposed Amendments to Mississauga Plan dated December 14, 2004 from the Commissioner of Planning and Building.
- APPENDIX 2: Corporate Report: Proposed Amendments to Mississauga Plan - Supplementary Report dated December 13, 2005 from the Commissioner of Planning and Building.
- APPENDIX 3: City Council Resolution - dated January 18, 2006 pertaining to Proposed Amendments to Mississauga Plan.
- APPENDIX 4: Corporate Report: Proposed Amendments to Mississauga Plan - Report on Comments dated March 14, 2006 from the Commissioner of Planning and Building.
- APPENDIX 5: City Council Resolution - dated April 12, 2006 pertaining to Proposed Amendments to Mississauga Plan.
- APPENDIX 6: Under Separate Cover: Mississauga Plan Proposed Amendments - Further Comments.

*Original Signed By:*

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Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared by: Teresa Kerr, Policy Planner*





# Corporate Report

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**PDC JAN 10 2005**

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**DATE:** December 14, 2004

**TO:** Chairman and Members of Planning and Development Committee  
Meeting Date: January 10, 2005

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Proposed Amendments to Mississauga Plan**

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**ORIGIN:** Planning and Building Department

**BACKGROUND:** Mississauga Plan was adopted by City Council on July 10, 2002 and approved by the Region of Peel on May 5, 2003, subject to modifications, withheld decisions and appeals to the Ontario Municipal Board (OMB). Since that time, the need for amendments to the Plan has emerged resulting from the Comprehensive Zoning By-law Review, City Council approved amendments from the Accessibility Committee, and the resolution of appeals.

Exhibit 1 "Mississauga Plan Proposed Amendments" (under separate cover) contains the proposed amendments (413 recommendations) in the order in which the policies appear in Mississauga Plan. Deletions are shown as "~~strikeouts~~" and additions are shown as "*italics*".

**COMMENTS:****Comprehensive Zoning By-law Review**

At its meeting on April 26, 2000, City Council adopted the Planning and Development Committee recommendation directing the Commissioner of Planning and Building to undertake a Comprehensive Zoning By-law Review. Subsequently, the review was delayed until 2002 because of staffing issues.

Through research and review of specific zones and regulations, a number of changes were identified that require amendments to Mississauga Plan. The majority of proposed amendments are district specific. Examples include adjusting the Floor Space Index (FSI) ranges in the district land use policies or proposing additional Special Sites to be consistent with the existing zoning and to reflect the as-built condition.

**Accessibility Committee**

On March 10, 2004 City Council adopted recommendation AAC-0009-2204 which states:

"That the recommended changes to Mississauga Plan, be endorsed by the Accessibility Advisory Committee, as amended, in Section 3.6 subsection 5.4.2.1, to read "Planning policies and reports will be made available to all, in an accessible format, to encourage continuing public awareness and input into the process" and be referred to the Planning and Building Department for inclusion in the next review of the Mississauga Plan."

A number of policies were amended to raise accessibility awareness in Mississauga Plan. The majority of the changes were general in nature, although district specific policies were also amended with respect to the City Centre Planning District.

**Clarification and Rewording**

Some of the proposed amendments represent clarification or rewording of specific policies and housekeeping updates. They do not include editorial changes such as typographical or grammatical errors, minor matters of style or organization, minor cartographic revisions, or minor rewording that does not alter the intent of a policy.

**General Policies**

A number of amendments are being proposed to the General Policies of Mississauga Plan to clarify their intent or, where appropriate, to strengthen the policies to provide greater direction.

**Outstanding Issues**

Through the Comprehensive Zoning By-law Review, two outstanding issues have been identified; community uses and commercial schools.

Currently, there is confusion with respect to the "Community Uses" definition in the Glossary, and Section 3.16, Community Uses policies. A comprehensive analysis will be conducted to review issues such as, community uses versus sensitive land uses, the use of symbols to identify community uses on district land use maps and the potential land use conflicts of community uses with other permitted uses.

The other outstanding issue is commercial schools. Mississauga Plan is silent with respect to commercial schools. Through the Comprehensive Zoning By-law Review, it was identified that a clear definition, locational criteria and appropriate zoning are required for commercial schools. A detailed review will be undertaken and a report brought forward to the Planning and Development Committee outlining recommended changes.

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**Public Process**

As detailed changes are proposed to update Mississauga Plan, it is appropriate to expand the public participation program to include meetings in each of the nine wards. These ward meetings are part of the communication strategy for the Comprehensive Zoning By-law Review. The Mississauga Plan Proposed Amendments and the Draft Comprehensive Zoning By-law going through the public process at the same time reinforce the relationship of the Draft Comprehensive Zoning By-laws role in implementing Mississauga Plan.

After the completion of the ward meetings, a report will be submitted to the Planning and Development Committee outlining any additional changes or revisions and recommending the statutory public meeting be held in accordance with the *Planning Act*, to consider the proposed Official Plan amendments.

**CONCLUSION:**

A number of recommended amendments to Mississauga Plan are proposed, the majority of which were identified through the Comprehensive Zoning By-law Review. As a result of the integral relationship between these documents, it is appropriate for both documents to proceed through the public participation program simultaneously.

**RECOMMENDATION:**

That the report titled "Proposed Amendments to Mississauga Plan", dated December 14, 2004, from the Commissioner of Planning and Building be received and circulated to internal and external stakeholders for their review and comments.

*Original Signed By:*

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Edward R. Sajecki  
Commissioner of Planning and Building



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**PDC JAN 09 2006**

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**DATE:** December 13, 2005

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: January 9, 2006

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Proposed Amendments to Mississauga Plan - Supplementary Report**  
**PUBLIC MEETING**

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- RECOMMENDATION:**
1. That the submissions made at the public meeting held at the Planning and Development Committee meeting on January 9, 2006 to consider the recommendations of the reports titled "Proposed Amendments to Mississauga Plan - Supplementary Report " dated December 13, 2005 and "Proposed Amendments to Mississauga Plan" dated December 14, 2004 from the Commissioner of Planning and Building be received.
  2. That Planning and Building Department staff report back to Planning and Development Committee on the submissions made with respect to the reports titled "Proposed Amendments to Mississauga Plan - Supplementary Report " dated December 13, 2005 and "Proposed Amendments to Mississauga Plan" dated December 14, 2004 from the Commissioner of Planning and Building.

**BACKGROUND:**

On January 19, 2005 City Council adopted the following recommendation:

“PDC-0005-2005:

That the report titled “Proposed Amendments to Mississauga Plan”, dated December 14, 2004, from the Commissioner of Planning and Building be received and circulated to internal and external stakeholders for their review and comments.” Appendix 1, “Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January) ” is attached under separate cover.

The Proposed Amendments to Mississauga Plan (OPA 25) report was circulated to the appropriate internal and external stakeholders along with the Draft Comprehensive Zoning By-law for comment. Most of the proposed amendments are in response to issues identified through the Draft Comprehensive Zoning By-law Review or are housekeeping amendments.

Two issues that were identified in OPA 25 were Commercial Schools and Community Uses. The review of “Commercial Schools” has been incorporated into this report, however, the issue of “Community Uses” has evolved into a comprehensive study and will be brought forward to Planning and Development Committee at a later date.

**PRESENT STATUS:**

The public meeting scheduled for Planning and Development Committee on January 9, 2006 is the statutory public meeting to fulfil the requirements of the *Planning Act*.

**COMMENTS:**

This report addresses the comments received from the circulation of OPA 25 and the series of 19 community meetings. In addition, this report includes further amendments to Mississauga Plan stemming from the new Provincial Policy Statement (PPS), the Rose Corporation Ontario Municipal Board (OMB) Decision, lands in the Meadowvale Village Planning District that are above the 35 NEF/NEP and Commercial Schools. These proposed amendments are under separate cover as Appendix 2, “Mississauga Plan Proposed Amendments – Supplementary Report”. The comments are in the order in which the

policies appear in Mississauga Plan. Deletions are shown as “~~strikeouts~~” and additions in “*italics*”.

The recommendations do not include editorial changes, such as typographical or grammatical errors, minor matters of style or organization, minor cartographic revisions, or minor rewording that does not alter the intent of Mississauga Plan.

When approved, the recommendations in Appendix 1 and 2 represent all the proposed amendments to Mississauga Plan.

A number of requests to amend land use designations or to add to the list of permitted uses for specific sites were received and were not supported. Such requests should be subject to the development application process to ensure the opportunity to provide notice to surrounding landowners and to circulate the proposal to the appropriate departments and agencies and other levels of government for review and comment.

### **Provincial Policy Statement**

The new Provincial Policy Statement (PPS) came into effect on March 1, 2005. A review of the document concluded that Mississauga Plan conforms with the PPS. There are, however, several policies of the PPS to be implemented which will require additional study (some are currently underway) and consultation with Regional and Provincial staff, as necessary. These include:

- designating sufficient lands to meet projected needs for a 20-year time horizon;
- identifying opportunities for intensification and redevelopment;
- establishing minimum targets for intensification and redevelopment;
- identifying, in consultation with the Region, nodes and corridors linking the nodes; density targets for areas adjacent to transit corridors policies on matters that cross municipal boundaries;

- maintaining a 10-year supply of land designated for residential growth;
- establishing, in consultation with the Region, targets for affordable housing;
- establishing development standards for intensification to minimize the cost of housing; and
- permitting alternative energy systems in accordance with Provincial and Federal requirements.

A number of definitions have been updated to be consistent with the PPS and are included in Appendix 2 “Mississauga Plan Proposed Amendments – Supplementary Report”.

### **Rose Corporation Ontario Municipal Board (OMB) Decision**

On April 12, 2005, the OMB issued a decision pertaining to the property at 1695 The Collegeway next to the Glen Erin Inn. The OMB concluded that although it might have been the intent of the Official Plan (Mississauga Plan), the Plan did not specifically state that buildings of the height proposed should be confined to the City Centre and Nodes. Appendix 3, “Implications of the Ontario Municipal Board Decision 2023958 Ontario Inc. (Rose Corporation)”, specifically outlines the issues raised in the OMB decision and recommends proposed amendments to Mississauga Plan to alleviate any confusion over the intent of the policies of the Plan. These changes are incorporated in Appendix 2.

### **Meadowvale Village**

Through the circulation of the OPA 25, it was noted that a portion of the lands in the Meadowvale Village Planning District can not be developed in accordance with the existing designations. It was identified that this area of the Meadowvale Village Planning District is above the 35 NEF/NEP, however, it is designated Residential Low Density II and Medium Density I. Appendix 4, “Proposed Amendments to the Meadowvale Village District Policies” outlines



the history of this area and proposed changes to the Meadowvale Village District Policies and the Meadowvale Village District Land Use Map.

### **Commercial Schools**

Currently, Mississauga Plan is silent with respect to the appropriate designations for commercial schools. In an attempt to resolve this issue, staff examined where existing commercial schools are located. The analysis indicated that it would be appropriate to permit all types of commercial schools in the “Business Employment”, “Industrial” and “Office” designations. Further, commercial schools that require no outdoor storage should be permitted in the “General Commercial” and “Mainstreet Commercial” retail commercial land use designations. Appendix 5, “Commercial Schools”, outlines the rationale behind the proposed amendments to Mississauga Plan. A definition and appropriate zoning regulations for commercial schools are included in the Draft Comprehensive Zoning By-law.

### **Outstanding Issues**

A number of issues have been identified through this review which require further study. For example, reference to “Corridors” has been added to Section 1.2, Context, as a result of the Rose Corporation OMB decision, however, a comprehensive review of Corridors is required to be consistent with the Provincial Policy Statement. Further, as previously noted, the issue of “Community Uses” has evolved into a comprehensive study that will be brought forward to Planning and Development Committee at a later date. Other examples of outstanding issues are those previously outlined on Page 3 of this report, as requirements of the PPS.

**FINANCIAL IMPACT:** Not applicable.

**CONCLUSION:** After the public meeting is held and all issues are addressed, the Planning and Building Department will be in a position to make final recommendations with respect to amending Mississauga Plan. A report will be brought forward to the Planning and Development Committee in early 2006.

**ATTACHMENTS:** APPENDIX 1: Under Separate Cover: Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January)  
APPENDIX 2: Under Separate Cover: Mississauga Plan Proposed Amendments – Supplementary Report (2006 January)  
APPENDIX 3: Implications of the Ontario Municipal Board Decision 2023958 Ontario Inc. (Rose Corporation)  
APPENDIX 4: Proposed Amendments to the Meadowvale Village District Policies  
APPENDIX 5: Commercial Schools

*Original Signed By:*

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Edward R. Sajecki  
Commissioner of Planning and Building



MISSISSAUGA PLAN PROPOSED AMENDMENTS

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SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 1.2, Introduction, Context	Section 1 page 1 and 2	The Transportation and Works Department have requested editorial changes to the 10 <sup>th</sup> paragraph of Section 1.2.	1	<p>That Section 1.2, 10<sup>th</sup> paragraph, be amended as follows:</p> <p>Mississauga <del>will continue to be traversed by</del> <i>is served by</i> three commuter rail lines (Lakeshore, Milton and Georgetown) and <del>three seven</del> expressways (401, 403, <del>407, 409, 410, 427</del> and the QEW) <del>with a fourth (407) just outside the boundaries of Mississauga. Provincial Highways (410) to the north and (409) to the east also provide access to Mississauga.</del> Major Transit Corridors are located on Hurontario Street, Dundas Street and Eglinton Avenue with an inter-regional <i>bus rapid</i> transit corridor <i>being developed</i> in the vicinity of Provincial Highway 403/<i>Eglinton Avenue (Transitway)</i> <del>providing to provide</del> connections to transit facilities east and west of Mississauga. <del>GTA Transit Airport Connections are proposed on the east side of the Lester B. Pearson International Airport.</del></p>
Section 1.2, Introduction, Context	Section 1 page 2	Section 1.2, 11 <sup>th</sup> paragraph, should be updated to reflect current conditions and projections.	2	<p>That Section 1.2, 11<sup>th</sup> paragraph, be amended as follows:</p> <p>By mid-year <del>2001</del> <i>2004</i>, Mississauga had a population of <del>613 000</del> <i>685 000</i> persons and <del>385 000</del> <i>410 000</i> employment opportunities. Mississauga is a net importer of labour. By 2011, Mississauga expects to have <del>680 000</del> <i>725 000</i> persons and <del>440 000</del> <i>470 000</i> employment opportunities. By 2021 there should be <del>715 000</del> <i>735 000</i> persons and <del>475 000</del> <i>485 000</i> employment opportunities. Population and employment projections are reviewed on a regular basis and adjusted accordingly.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 1, Introduction, Schedule 2: Urban Form Concept	Schedule 2	The Transportation and Works Department requested revisions to Schedule 2: Urban Form Concept.	3	<p>That Schedule 2: Urban Form Concept, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise North-South Arterial Road alignment;</li><li>2. Revise Transitway alignment in City Centre area;</li><li>3. Add illustration of Ninth Line as Arterial south of Eglinton Avenue West to Dundas Street West, Town of Oakville border;</li><li>4. Revise Airport Terminal configuration;</li><li>5. Revise "Transitway" in legend to "Bus Rapid Transit";</li><li>6. Revise "GTA Transit Airport Connections" in legend to "Transit Airport Connections".</li></ol>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Schedule 2: Urban Form Concept			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 2.8, Goals and Objectives, Open Space	Section 2.8 Page 5	Section 2.8.2.7, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	4	That Section 2.8.2.7, be amended as follows:  <b>2.8.2.7</b> To ensure that the design of recreational facilities and the open space system addresses safety considerations <i>and accessibility</i> .
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	The Transportation and Works Department requested that Section 2.10.2.4, be amended to clarify its intent.	5	That Section 2.10.2.4, be amended as follows:  <b>2.10.2.4</b> To locate conventional transit services close to medium and high density development, and in lower density areas, where appropriate. Alternative transit delivery concepts will be <del>examined</del> <i>encouraged</i> particularly in lower density areas.
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	Section 2.10.2.5 should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	6	That Section 2.10.2.5, be amended as follows:  <b>2.10.2.5</b> To improve pedestrian linkages to existing and future parking areas <i>for all, including those with disabilities</i> .
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	The Transportation and Works Department requested that Section 2.10.2.6, be deleted as it is redundant.	7	That Section 2.10.2.6, be deleted.  <del><b>2.10.2.6</b> To give a high priority to the provision of transportation facilities which are designed to accommodate trips within the City.</del>
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	Section 2.10.2.12, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	8	That Section 2.10.2.12, be amended as follows:  <b>2.10.2.12</b> To encourage increased <i>accessible</i> pedestrian and cyclist trips.
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	A new objective should be added to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	9	That a new objective be added to Section 2.10.2 as follows:  <b>2.10.2.14</b> <i>To promote a transportation system that is accessible to all, including those with disabilities.</i>
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	The Transportation and Works Department requested that the order of objectives in Section 2.10.2, be rearranged to group the objectives in a more logical order.	10	That the order of objectives in Section 2.10.2 be rearranged as follows:  2.10.2.1, 2.10.2.3, 2.10.2.7, 2.10.2.4, 2.10.2.8, 2.10.2.11, 2.10.2.9, 2.10.2.10, 2.10.2.12, 2.10.2.14, 2.10.2.5, 2.10.2.2, 2.10.2.13.

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Section 2.11.2, Goals and Objectives, Urban Design	Section 2 page 7	A new objective should be added to accommodate the changes from the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	11	That a new objective be added to Section 2.11.2 as follows:  <i><b>2.11.2.13</b> To encourage a physical and built environment that is accessible to all, including persons with disabilities, and that has regard for universal design principles, where appropriate.</i>



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Section 3.2.1, General Policies, Residential, Permitted Uses	Section 3 page 2	<p>This section should be reformatted to be consistent with the other General Policies.</p> <p>The Comprehensive Zoning By-law Review identified that, “Home Based Businesses” should be permitted in detached dwellings as they are currently permitted in some areas of the City. The restrictions and regulations to implement “Home Based Businesses” are contained in the draft Zoning By-law.</p> <p>The reference to Group Homes should be deleted to be consistent with a recent Ontario Municipal (OMB) decision in Brampton which prohibited people zoning.</p> <p>References to student housing and transitional homes should be deleted as these uses are addressed by permitting residential dwellings.</p>	12	<p>That Section 3.2.1, be amended, as follows:</p> <p><b>3.2.1 Permitted Uses</b></p> <p><del>3.2.1.1</del> <del>Uses permitted by Residential designations are:</del></p> <p><del>a. 3.2.1.1</del> Residential dwellings.</p> <p><del>b. 3.2.1.2</del> Special needs housing, such as: <del>group homes</del>; shelters; <del>transitional homes</del>; and housing for the elderly; <del>student housing</del>.</p> <p><del>c. 3.2.1.3</del> Accessory offices for physicians, dentists, and drugless practitioners in their principal private residences.</p> <p><b>3.2.1.4</b> <i>Home based businesses in detached dwellings.</i></p> <p><del>d. 3.2.1.5</del> Other uses associated with residential development, such as: <i>parks and community uses.</i></p> <p><del>a. — parks and open spaces;</del></p> <p><del>b. — community uses.</del></p> <p><del>3.2.1.2</del> <b>3.2.1.6</b> A convenience commercial facility may be permitted in areas designated Residential High Density I and II provided that:</p> <p>c. it forms an integral part of the building;</p> <p>b. it is oriented to pedestrian use;</p> <p>c. there is no outdoor signage.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.2.2, General Policies, Residential, Density	Section 3 page 2	This section should be revised to clarify that shelters and housing for the elderly are permitted in the Low and Medium density categories provided that they are compatible with the surrounding development.	13	<p>That Section 3.2.2.2, be amended as follows:</p> <p><b>3.2.2.2                    Density Categories</b></p> <p>Residential development will occur within one of the following density categories:</p> <p><b>a.    Low Density I and II</b> - permits detached, semi-detached, duplex, and other forms of low-rise dwellings, such as, triplexes and on-street townhouses <i>dwellings</i>. Low density residential development will generally be located along local roads and collector roads.</p> <p><b>b.    Medium Density I, II and III</b> - permits development of townhouse dwellings, all forms of horizontal multiple dwellings and low-rise apartments. Medium density development will be located generally along transit routes, near or in Nodes; and in areas that serve as a transition between low and high density residential development.</p> <p><b>c.    High Density I and II</b> - permits apartment dwellings, <i>housing for the elderly and shelters</i>. High density development will be located generally in the City Centre; in Nodes; along arterial and major collector roads; or in proximity to Major Transit Corridors, the <del>Transitway</del> <i>Bus Rapid Transit (BRT)</i> or GO Transit stations.</p> <p><b>3.2.2.3                   </b> <i>In addition to the uses permitted in the Low and Medium Density categories, in the individual planning districts, the following uses will also be permitted:</i></p> <p><b>a.   </b> <i>housing for the elderly;</i></p> <p><b>b.   </b> <i>shelters.</i></p>
Section 3.2.3, General Policies, Residential, Policies	Section 3 page 3	This policy should apply to all permitted uses instead of only special needs housing.	14	<p>That Section 3.2.3.9, be amended as follows:</p> <p><b>3.2.3.9                   </b> <del>Special needs housing will be permitted in all residential designations, provided the housing is compatible with the surrounding development. Permitted uses must be compatible with the surrounding development.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.3.1, General Policies, Business Employment, Permitted Uses	Section 3 page 4	<p>The terminology in this section is updated for consistency. Further, the Comprehensive Zoning By-law Review established, that to be consistent with the zoning, funeral establishments and self-storage facilities should be permitted in the Business Employment designation and Adult Entertainment Establishments and Body Rub Establishments should be permitted in the Business Employment designation in Employment Districts.</p> <p>Section 3.3.1.1.e, should be deleted as these uses are covered under Section 3.16, Community Uses.</p>	15	<p>That Section 3.3.1, be amended as follow:</p> <p><b>3.3.1 Permitted Uses</b></p> <p><del>3.3.1.1</del> Uses permitted by the Business Employment designation are:</p> <p><del>a. 3.1.1.1</del> Industrial uses, including, manufacturing, assembling, processing, fabricating, research and development, <i>accessory</i> sales and service, warehousing, distributing and wholesaling.</p> <p><del>b. 3.3.1.2</del> <del>uses</del> Accessory to the permitted uses.</p> <p><del>c. 3.3.1.3</del> Outdoor storage and display areas related to permitted industrial uses.</p> <p><del>d. 3.3.1.4</del> Offices.</p> <p><del>e. </del>Community uses, provided that public and private schools, day care facilities, hospitals, and nursing homes will not be permitted as a principal or accessory use within the LBPIA Operating Area.</p> <p><del>f. 3.3.1.5</del> Entertainment, recreation and sports facilities.</p> <p><del>g. 3.3.1.6</del> Transportation facilities, <i>only in Employment Districts but not in Nodes.</i></p> <p><del>h. 3.3.1.7</del> Waste processing or transfer stations and composting facilities, <i>only in Employment Districts but not in Nodes.</i></p> <p><del>i. 3.3.1.8</del> Trucking terminals, <i>only in Employment Districts but not in Nodes.</i></p> <p><del>j. 3.3.1.9</del> Broadcasting, communication, and utility rights-of-way.</p> <p><del>k. 3.3.1.10</del> <del>hotels, motels,</del> <i>Overnight accommodations</i> and conference centres.</p> <p><del>l. 3.3.1.11</del> Financial institutions.</p> <p><del>m. 3.3.1.12</del> All types of restaurants, including banquet halls.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.3.1, General Policies, Business Employment, Permitted Uses	Section 3 page 4	(continued)	15	<p><del>n.</del> <b>3.3.1.13</b> Motor vehicle body repair facilities, <i>only in Employment Districts, but not in Nodes.</i></p> <p><del>o.</del> <b>3.3.1.14</b> Motor vehicle rental facilities.</p> <p><del>p.</del> <b>3.3.1.15</b> Motor vehicle commercial uses, only in Employment Districts, but not in Nodes.</p> <p><b>3.3.1.16</b> <i>Funeral establishments.</i></p> <p><b>3.3.1.17</b> <i>Self-storage facilities.</i></p> <p><b>3.3.1.18</b> <i>Adult entertainment establishments, only in Employment Districts, but not in Nodes.</i></p> <p><b>3.3.1.19</b> <i>Body rub establishments, only in Employment Districts, but not in Nodes.</i></p>
Section 3.3.2, General Policies, Business Employment, Policies	Section 3 Page 5	This policy is updated to clarify its intent.	16	<p>That Section 3.3.2.5, be amended as follows:</p> <p><b>3.3.2.5</b> All accessory uses should be <i>on the same lot and</i> clearly subordinate to and directly related to the functioning of the permitted use.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.4.1, General Policies, Industrial, Permitted Uses	Section 3 Page 6	<p>The terminology in this section is updated for consistency. Further, the Comprehensive Zoning By-law Review established, that to be consistent with the zoning, funeral establishments, self-storage facilities, Adult Entertainment Establishments and Body Rub Establishments should be permitted in the Industrial designation.</p> <p>Section 3.4.1.1.c, should be deleted as these uses are covered under Section 3.16, Community Uses.</p> <p>Office has been added to the Permitted Uses list as this use would be compatible with other Industrial uses.</p>	17	<p>That Section 3.4.1, be amended as follows:</p> <p><b>3.4.1 Permitted Uses</b></p> <p><del>3.4.1.1</del> <del>Uses permitted by the Industrial designation are:</del></p> <p><del>a. 3.4.1.1</del> Industrial uses including manufacturing, assembling, processing, fabricating, warehousing, distributing, and wholesaling that require extensive outdoor processing or storage, and may be obnoxious due to outdoor activities, noise, odour, and visual aesthetics.</p> <p><del>b. 3.4.1.2</del> Existing resource extraction.</p> <p><del>c. Community uses, provided that public and private schools, day care facilities, hospitals, and nursing homes will not be permitted as a principal or accessory use within the LBPIA Operating Area.</del></p> <p><del>d. 3.4.1.3</del> Entertainment, recreation and sports facilities.</p> <p><del>e. 3.4.1.4</del> Transportation facilities.</p> <p><del>f. 3.4.1.5</del> Trucking terminals.</p> <p><del>g. 3.4.1.6</del> Utility installations.</p> <p><del>h. 3.4.1.7</del> Broadcasting, communication, and utility rights-of-way.</p> <p><del>i. 3.4.1.8</del> <del>uses</del> Accessory to the permitted uses.</p> <p><del>j. 3.4.1.9</del> Financial institutions.</p> <p><del>3.4.1.10</del> <i>Offices.</i></p> <p><del>k. 3.4.1.11</del> <del>hotels, motels,</del> <i>Overnight accommodations</i> and conference centres.</p> <p><del>l. 3.4.1.12</del> All types of restaurants, including banquet halls.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.4.1, General Policies, Industrial, Permitted Uses	Section 3 Page 6	(continued)	17	<p><del>m. 3.4.1.13</del> Waste processing or transfer stations and composting facilities.</p> <p><del>n. 3.4.1.14</del> Power generating stations.</p> <p><del>o. 3.4.1.15</del> Motor vehicle body repair facilities.</p> <p><del>p. 3.4.1.16</del> Motor vehicle rental facilities.</p> <p><del>q. 3.4.1.17</del> Motor vehicle commercial uses. <del>only in Employment Districts, but not in Nodes.</del></p> <p><b>3.4.1.18</b> <i>Funeral establishments.</i></p> <p><b>3.4.1.19</b> <i>Self-storage facilities.</i></p> <p><b>3.3.1.20</b> <i>Adult entertainment establishments.</i></p> <p><b>3.3.1.21</b> <i>Body rub establishments.</i></p>
Section 3.4.2, General Policies, Industrial, Policies	Section 3 Page 7	This policy is updated to clarify its intent.	18	<p>That Section 3.4.2.1, be amended as follows:</p> <p><b>3.4.2.1</b> All accessory uses should be <i>on the same lot and</i> clearly subordinate to and directly related to the functioning of the permitted use.</p>
Section 3.5.1.2.c, General Policies, Commercial, Permitted Uses, Mainstreet Commercial	Section 3 Page 8	<p>This policy is updated to clarify its intent.</p> <p>This section is renumbered to be consistent with other sections of Mississauga Plan.</p>	19	<p>That Section 3.5.1.2.c, be amended as follows:</p> <p><del>c. 3.5.1.2.3</del> Motor vehicle commercial uses, motor vehicle sales and rentals, motor vehicle <i>body</i> repair uses, motor vehicle wrecking, <del>truck washes and retail and service</del> commercial uses with drive-through facilities, <i>self storage facilities and detached and semi-detached dwellings</i>, will not be permitted. These uses which exist in areas designated Mainstreet Commercial at the time this Plan is approved will be permitted <i>until such time as they cease operation.</i></p>

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Section 3.5.1.3.a, General Policies, Commercial, Permitted Uses, General Commercial	Section 3 Page 8	<p>This policy is updated to clarify its intent and renumbered to be consistent with other sections of Mississauga Plan.</p> <p>Further to City Council's direction to identify motor vehicle commercial uses, it would be appropriate for the lands designated General Commercial to only permit motor vehicle commercial uses in the employment districts. The lands currently used for motor vehicle commercial uses that are designated General Commercial in residential districts should be redesignated to Motor Vehicle Commercial.</p>	20	<p>That Section 3.5.1.3, be amended as follows:</p> <p><b>3.5.1.3 General Commercial</b></p> <p><del>a. 3.5.1.3.1</del> General Commercial refers to <i>commercial</i> development <i>located primarily on major roads in designated commercial areas</i>. Development of General Commercial will be encouraged through infilling to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas. Residential uses <del>will only be permitted in combination</del> <i>must be combined</i> with commercial uses. Motor vehicle commercial uses will <del>only also</del> be permitted, <i>in Employment Districts, but not in Nodes</i>. Motor vehicle sales and rental facilities will be permitted. Motor vehicle body repair, motor vehicle wrecking <del>and truck washes</del> <i>and self-storage facilities</i> will not be permitted.</p> <p><del>b. 3.5.1.3.2</del> Lands designated General Commercial within Employment Districts may be developed for Business Employment uses.</p>
Section 3.5.1.4, General Policies, Commercial, Permitted Uses, Convenience Commercial	Section 3 Page 8	<p>This policy is updated to clarify its intent.</p> <p>This section is renumbered to be consistent with other sections of Mississauga Plan.</p>	21	<p>That Section 3.5.1.4, be amended as follows:</p> <p><b>3.5.1.4 Convenience Commercial</b></p> <p><b>3.5.1.4.1</b> Convenience Commercial refers to development in designated commercial areas, not exceeding 2 000 m<sup>2</sup> GFA. Motor vehicle commercial uses, motor vehicle body repair uses, motor vehicle wrecking, <i>self-storage facilities</i>, <del>truck washes</del> <i>overnight accommodations</i> and motor vehicle sales and rentals will not be permitted. <del>except for</del> Gas bars, <i>will be permitted</i> provided they are adjacent to an arterial road. <i>Residential uses must be combined with commercial uses.</i></p>
Section 3.5.1.5.1, General Policies, Commercial, Permitted Uses, Motor Vehicle Commercial	Section Page 8	The terminology of this section is updated for consistency.	22	<p>That Section 3.5.1.5.1, be amended as follows:</p> <p><b>3.5.1.5.1</b> Lands designated Motor Vehicle Commercial permit only gas bars and <i>motor vehicle</i> service stations; <del>car</del> <i>motor vehicle</i> washes; establishments for minor motor vehicle repairs; and commercial uses of a convenience nature, including an accessory take-out restaurant which may include a drive-through facility, in conjunction with other motor vehicle commercial uses.</p>

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Section 3.5.2.2, General Policies, Commercial, Policies	Section 3 Page 9	This policy is redundant as it is covered in the Urban Design Policies.	<b>23</b>	That Section 3.5.2.2, be deleted.  <del><b>3.5.2.2</b> Commercial development will be of a high quality urban design.</del>
Section 3.5.2.2, General Policies, Commercial, Policies	Section 3 Page 9	This policy is redundant as it is covered in the Urban Design Policies.	<b>24</b>	That Section 3.5.2.3, be deleted.  <del><b>3.5.2.3</b> Where commercial and residential developments are combined, these uses will be compatibly designed.</del>
Section 3.6.1, General Policies, Office, Permitted Uses	Section 3 Page 10	The terminology of this section is updated for consistency.	<b>25</b>	That Section 3.6.1, be amended as follows:  <b>3.6.1 Permitted Uses</b>  <b>3.6.1.1</b> <del>The predominant use of the lands will be for offices.</del>  <b>3.6.1.2</b> <del>Accessory commercial uses, including all types of restaurants, community uses and recreational facilities will also be permitted.</del>
Section 3.6.2, General Policies, Office, Policies	Section 3 Page 10	A new policy should be added to address accessory uses.	<b>26</b>	That Section 3.6.2.4, be added as follows:  <b>3.6.2.4</b> <i>All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.</i>



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Section 3.7.1, General Policies, Institutional, Permitted Uses	Section 3 Page 11	The terminology of this section is updated for consistency.	27	<p>That Section 3.7.1, be amended as follows:</p> <p><b>3.7.1 Permitted Uses</b></p> <p><del>3.7.1.1</del> — Uses include, but are not necessarily limited to:</p> <p><del>a.</del> <b>3.7.1.1</b> Hospitals.</p> <p><del>b.</del> <b>3.7.1.2</b> Post-secondary educational facilities, such as universities and community colleges.</p> <p><del>c.</del> <b>3.7.1.3</b> Major cultural or government facilities.</p> <p><b>3.7.1.4</b> Accessory uses.</p> <p><b>3.7.1.5</b> Residential dwellings associated with institutional uses.</p>
Section 3.7.2, General Policies, Institutional, Policies	Section 3 Page 11	As accessory uses and residential facilities associated with institutional uses are listed under the Institutional, Permitted Uses, Section 3.7.2.2, is redundant.	28	<p>That Section 3.7.2.2, be deleted.</p> <p><del>3.7.2.2</del> — Residential facilities associated with institutional uses will be permitted.</p>
Section 3.7.2, General Policies, Institutional, Policies	Section 3 Page 11	As accessory uses and residential facilities associated with institutional uses are listed under the Institutional, Permitted Uses, Section 3.7.2.3, is redundant.	29	<p>That Section 3.7.2.3, be deleted.</p> <p><del>3.7.2.3</del> — Accessory uses either within institutional buildings or in separate buildings will be permitted.</p>
Section 3.7.2, General Policies, Institutional, Policies	Section 3 Page 11	A new policy should be added to address accessory uses.	30	<p>That a new Section be added to the Institutional Policies as follows:</p> <p><b>3.7.2.4</b> All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.</p>

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Section 3.8.1, General Policies, Open Space, Introduction	Section 3 Page 12	<p>The Open Space section has been revised to clarify the intent of the policies of this section and for consistency.</p> <p>The Greenbelt policies have been relocated to a stand alone section.</p>	31	<p>That Section 3.8.1, be amended as follows:</p> <p><b>3.8.1     <del>Introduction</del> <i>Permitted Uses</i></b></p> <p><b>3.8.1.1</b>     The Open Space network consists of <del>four components</del> <i>two designations</i>:</p> <p><b>a.</b>   <del>Public Parkland</del>; <i>Public Open Space</i>;</p> <p><b>b.</b>   <del>Greenbelt</del>; <i>Private Open Space</i>.</p> <p><b>c.</b>   <del>Cemeteries</del>;</p> <p><b>d.</b>   <del>Private Open Space</del>.</p> <p><b>3.8.1.2</b>     Natural areas acquired by Mississauga will be <del>incorporated</del> <i>designated</i> either <del>into public parkland</del> <i>Public Open Space</i> or Greenbelt. Their recreation potential will be restricted to protect their viability.</p> <p><b>3.8.1.3</b>     The provision of recreational facilities within city parks and community parks will be responsive to identifiable needs and in general conformity with the guidelines contained in the <i>Future Directions for Recreation and Parks</i> document.</p>
Section 3.8.2, General Policies, Open Space, Policies	Section 3 Page 12	Section 3.8.2.5, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	32	<p>That Section 3.8.2.5, be amended as follows:</p> <p><b>3.8.2.5</b>     The Open Space network will be designed to allow access <i>for all, including those with disabilities</i> to a variety of complementary activities through interconnections of pathways, a multi-use recreational trail, and the Open Space network; and, to provide a safe <i>and accessible</i> environment through development of clear sight-lines, openness, visible entrances, and facilities for local events.</p>

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Section 3.8.2, General Policies, Open Space, Policies	Section 3 Page 15	Section 3.8.5, Cemeteries, has been incorporated into the policies section as cemeteries are shown as a symbol on specific district land use maps and located in both the Public and Private Open Space designations.	33	<p>That Section 3.8.5 be relocated to Section 3.8.2.11 as follows:</p> <p><b>3.8.2.11</b> <i>Cemeteries will be permitted in either Public Open Space or Private Open Space and will be subject to the following:</i></p> <p><b>a.</b> <i>as cemeteries constitute an open space use, consideration will be given to public cemeteries being used for passive open space purposes. However, cemeteries that are privately owned are not intended to be open to the public;</i></p> <p><b>b.</b> <i>future and proposed cemeteries and related facilities will be located to minimize conflict with existing and future land use and transportation;</i></p> <p><b>c.</b> <i>crematoria, columbaria, and mausolea will be located only in cemeteries;</i></p> <p><b>d.</b> <i>cemeteries will recognise, reflect and integrate all heritage resources within and/or adjacent to cemetery property.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.3, General Policies, Open Space, Public Parkland	Section 3 Page 13	A Permitted Uses section has been added to the Public Open Space designation to be consistent with other sections of Mississauga Plan.	34	<p>That Section 3.8.3, be amended as follows:</p> <p><b>3.8.3     Public <i>Open Space</i> Parkland</b></p> <p><b>3.8.3.1     Permitted Uses</b></p> <p><i>a.   Lands designated Public Open Space will either be used for public parkland or a public cemetery. Accessory uses will be permitted and should generally be limited to a maximum of 20% of the total Gross Floor Area (GFA) and should be on the same lot, clearly subordinate to and directly related to the functioning of the permitted use.</i></p> <p><del>3.8.3.1</del>     <b>3.8.3.2     Introduction Public Parkland</b></p> <p><i>a.   The classification of public parkland expresses two distinct parkland functions which occur at various scales and levels of accessibility: city parks and community parks. The different park classifications are further described and their locations identified in the Future Directions document.</i></p> <p><del>•     city parks;</del></p> <p><del>•     community parks;</del></p> <p><i>b.   Each level may incorporate components of the Natural Areas System to provide opportunities for enjoyment, appreciation, and protection of nature.</i></p> <p><i>c.   Additional public parkland may be acquired by the City through the processing of development applications or by way of purchase.</i></p> <p><i>d.   Mississauga will own, lease, operate, maintain, and administer public parkland to meet the recreational, cultural, educational and social needs of citizens.</i></p> <p><i>e.   Parks should generally be accessible for residents within 800 m of their homes and be as centrally located within a residential neighbourhood as possible.</i></p> <p><i>f.   Parkland provision should be 1.2 ha per 1 000 population for Residential Districts.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.3, General Policies, Open Space, Public Parkland	Section 3 Page 13 and 14	The operational policies for city parks and community parks have been deleted.	35	<p>That Section 3.8.3.2, be deleted.</p> <p><del>3.8.3.2 — City Parks</del></p> <p><del>a. Mississauga will attempt to acquire land which will be developed and maintained as city parks and will provide one or more of the following:</del></p> <ul style="list-style-type: none"><li><del>• opportunities for recreational experiences, and educational and day outings for individuals, families, and groups;</del></li><li><del>• large open spaces which will contribute to the identity of the City and enhance the quality of urban landscape;</del></li><li><del>• opportunities for specialized activities and facilities, such as, a city garden park or a sports stadium;</del></li><li><del>• local community use.</del></li></ul> <p><del>b. City parks will conform, if feasible, with the following criteria:</del></p> <ul style="list-style-type: none"><li><del>• serve the entire population of Mississauga;</del></li><li><del>• be accessible from major roads and Provincial Highways and by both public and private transportation;</del></li><li><del>• be designed and developed in concert with identified City-wide needs.</del></li></ul> <p><del>c. Mississauga will cooperate with other public agencies, senior levels of government or the private sector to establish city parks, where feasible, which will include:</del></p> <ul style="list-style-type: none"><li><del>• sports parks;</del></li><li><del>• waterfront parks;</del></li><li><del>• special use parks.</del></li></ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.3.2, General Policies, Open Space, Community Parks	Section 3 Page 14	The operational policies for city parks and community parks have been deleted.	36	<p>That Section 3.8.3.3, be deleted.</p> <p><del>3.8.3.3 — Community Parks</del></p> <p><del>a. Community parks will be established, developed, maintained and will be designed to provide, where feasible:</del></p> <ul style="list-style-type: none"> <li><del>• a range of recreational opportunities within walking distance of the home which could include social, cultural, educational and athletic activities of interest to the community;</del></li> <li><del>• opportunities for active and passive recreation;</del></li> <li><del>• opportunities for social interaction;</del></li> <li><del>• multiple-purpose, year round activities.</del></li> </ul> <p><del>b. Community parks will be as centrally located within the neighbourhood, as possible.</del></p>
Section 3.8.4, General Policies, Open Space, Greenbelt	Section 3 Page 14	This section has been deleted from the Open Space policies. As Greenbelt lands represent lands not suitable for urban development it is appropriate for it to form its own section in Mississauga Plan.	37	<p>That Section 3.8.4, be deleted.</p> <p><del>3.8.4 — Greenbelt</del></p> <p><del>3.8.4.1 — Introduction</del></p> <p><del>a. Policies in this section address the use of greenbelt as potential areas for passive recreation. The Environment Policies address flood and erosion control, drainage, and conservation of the Natural Areas System.</del></p> <p><del>3.8.4.2 — Permitted Uses</del></p> <p><del>3.8.4.2.1 Lands reserved principally for flood and erosion management and conservation purposes; other uses which complement the principal conservation functions will be considered on their merit.</del></p> <p><del>3.8.4.2.2 Linear, open space systems consisting primarily of multi-use recreational trails may be established, where they are compatible with the viability of the natural area, while respecting appropriate buffers from watercourses and valley slopes as determined in consultation with the appropriate Conservation Authority.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.4, General Policies, Open Space, Greenbelt	Section 3 Page 14	(Continued)	37	<p><del>3.8.4.3 — Policies</del></p> <p><del>3.8.4.3.1 — Areas designated Greenbelt, are deemed not suitable for urban development. Where a development proposal includes Greenbelt lands which are required for purposes such as: lands required for conservation; lands required solely for drainage; lands susceptible to flooding; steep valley slopes; and lands below the top-of bank; such lands will be conveyed to the City or other public agency. Such lands will not be accepted as part of the dedication of land for park or other public recreational purposes contribution or credited against any cash in lieu for park or other public recreational purposes or be included in the calculation of density for building coverage. Development adjacent to Greenbelt lands will be subject to the delineation of the natural features, buffers and setbacks by the City in consultation with the appropriate Conservation Authority.</del></p> <p><del>3.8.4.3.2 — Mississauga may also request that proponents conduct site evaluation, site cleanup or management measures prior to conveyance of Greenbelt lands.</del></p> <p><del>3.8.4.3.3 — Dedication or restrictive zoning of buffers to Greenbelt may also be required by the City in consultation with the appropriate Conservation Authority.</del></p> <p><del>3.8.4.3.4 — The Greenbelt designation applies to both public and privately owned lands. Where Greenbelt land is privately owned, this Plan does not imply that it is free and open to the general public or that it will be acquired by the City or any other public agency. Consideration will be given however, to public acquisition of these areas through the development approval process.</del></p> <p><del>3.8.4.3.5 — The construction of buildings or structures will generally not be permitted except those which are intended for flood and erosion management, or are otherwise required by the City, and meet the combined requirements of the City and the appropriate Conservation Authority. In some instances, public facilities may be permitted where these are required for passive recreational purposes and will not cause environmental damage or affect flooding. Active recreational facilities will not be permitted.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.4, General Policies, Open Space, Greenbelt	Section 3 Page 14	(Continued)	37	<del>3.8.4.3.6</del> For existing lots of record, development will not be permitted to extend within the "regulatory storm" floodplain or hazard lands associated with a watercourse or valley corridor if there are lands suitable for development on the property beyond the hazard lands. Reconstruction, minor additions, and maintenance of these facilities, buildings, and structures may be permitted subject to approval of the City and the appropriate Conservation Authority.  <del>3.8.4.3.7</del> Lands may be zoned Greenbelt within any land use designation if through the processing of a development application natural hazards are identified which renders the lands not suitable for development.



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.9.1, General Policies, Greenbelt, Permitted Uses	Section 3.9	The Greenbelt section has been removed from the Open Space section of Mississauga Plan as Greenbelt lands represent lands not suitable for urban development. It is appropriate for Greenbelt to form its own section in Mississauga Plan.	38	<p>That a new Section 3.9, Greenbelt, be added as follows:</p> <p><b>3.9 GREENBELT</b></p> <p><i>Lands designated Greenbelt are generally associated with natural hazards or significant natural areas where development is restricted to either protect people and property from damage. These policies are to be read in conjunction with the policies for Natural Heritage and Natural Hazards.</i></p> <p><b>3.9.1 Permitted Uses</b></p> <p><b>3.9.1.1</b> <i>The following uses will be permitted subject to the satisfaction of the appropriate Conservation Authority and the City:</i></p> <p><b>a.</b> <i>flood and/or erosion works;</i></p> <p><b>b.</b> <i>conservation;</i></p> <p><b>c.</b> <i>other uses which complement the principal conservation functions;</i></p> <p><b>d.</b> <i>facilities which by their nature must locate near water or traverse watercourses (ie. bridges, storm sewer outlets and stormwater management facilities);</i></p> <p><b>e.</b> <i>passive recreation activities where they are compatible with the viability of the natural area, while respecting appropriate buffers from watercourses and valley slopes as determined in consultation with the appropriate Conservation Authority;</i></p> <p><b>f.</b> <i>legal non-conforming facilities, buildings, and structures;</i></p> <p><b>g.</b> <i>accessory facilities to an adjacent land use which are of a passive, non-structural nature and do not adversely affect the ability of the floodplain to pass flood waters.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.9.2, General Policies, Greenbelt, Policies	Section3.9	(continued)	38	<p><b>3.9.2 Policies</b></p> <p><b>3.9.2.1</b> Greenbelt is determined on a site by site basis and is defined by the greater of the “Top of Bank” and/or combined influence of the stable slope/stable slope allowance, erosion allowance, and the average annual recession rate. These parameters are determined through studies completed by the proponent to the satisfaction of the City and the appropriate Conservation Authority.</p> <p><b>3.9.2.2</b> Greenbelt lands will be conveyed to the City or other public agency. Such lands will not be accepted as part of the dedication of land for park or other public recreational purposes contribution or credited against any cash in lieu for park or other public recreational purposes or be included in the calculation of density for building coverage.</p> <p><b>3.9.2.3</b> Mississauga may also request that proponents conduct site evaluation, site cleanup or management measures prior to conveyance of Greenbelt lands.</p> <p><b>3.9.2.4</b> Development adjacent to Greenbelt lands will be subject to the delineation of the natural features, buffers and setbacks by the City in consultation with the appropriate Conservation Authority. Dedication or restrictive zoning of buffers to Greenbelt may also be required by the City in consultation with the appropriate Conservation Authority.</p> <p><b>3.9.2.5</b> The Greenbelt designation applies to both public and privately owned lands. Where Greenbelt land is privately owned, this Plan does not imply that it is free and open to the general public or that it will be acquired by the City or any other public agency. Consideration will be given, however, to public acquisition of these areas through the development approval process.</p> <p><b>3.9.2.6</b> For existing lots of record, development will not be permitted to extend within the "regulatory storm" floodplain or hazard lands associated with a watercourse or valley corridor if there are lands suitable for development on the property beyond the hazard lands.</p> <p><b>3.9.2.7</b> Lands may be zoned Greenbelt within any land use designation.</p> <p><b>3.9.2.8</b> Reconstruction, minor additions, and maintenance of legal non-conforming facilities, buildings, and structures may be permitted.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.9, General Policies, Parkway Belt West	Section 3.9 Page 17	Section 3.10, should be renumbered to accommodate the addition of the new Greenbelt section.	39	<p>That Section 3.9, be retained and renumbered as follows:</p> <p><b><del>3.9</del> 3.10 PARKWAY BELT WEST</b></p> <p>Lands <del>shown as</del> <i>designated</i> Parkway Belt West <i>on individual District Land Use Maps</i> will be governed by the provisions of the Parkway Belt West Plan, 1978 July, as amended. In case of any discrepancy between the Parkway Belt West Plan and this Plan, the provisions of the Parkway Belt West Plan will prevail.</p>
Section 3.10, General Policies, City Centre and Nodes	Section 3.10 Page 18	Section 3.10, should be renumbered to Section 3.13, to accommodate the addition of new Greenbelt, Utility and Airport sections.	40	That Section 3.10, be retained and renumbered to Section 3.13.
Section 3.10, General Policies, City Centre and Nodes	Section 3.10 Page 18	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	41	<p>That Section 3.10.1.3, be amended as follows:</p> <p><b><del>3.10.1.3</del> 3.13.1.3</b> City Centre and Nodes will be served by transportation corridors containing roads and transit, and may contain rapid transit and <del>Transitway</del> <i>Bus Rapid Transit (BRT)</i> facilities.</p>
Section 3.10, General Policies, City Centre and Nodes	Section 3.10 Page 18	<p>This section should be renumbered to Section 3.11, to accommodate the addition of the new Greenbelt section.</p> <p>Further, the existing Section 3.10.3.5, should be relocated to the Policies section.</p>	42	<p>That Section 3.10.3.5, be relocated to Section 3.10.1 and renumbered to Section 3.13 as follows:</p> <p><b>3.13.1.5</b> <i>Within Nodes in Employment Districts the following uses will not be permitted:</i></p> <ul style="list-style-type: none"> <li><b>b.</b> <i>outdoor storage and display areas;</i></li> <li><b>b.</b> <i>transportation facilities, except public transportation facilities;</i></li> <li><b>c.</b> <i>waste processing or transfer stations and composting facilities;</i></li> <li><b>d.</b> <i>trucking facilities;</i></li> <li><b>e.</b> <i>Motor vehicle commercial uses;</i></li> <li><b>f.</b> <i>motor vehicle body repair facilities.</i></li> </ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.10, General Policies, City Centre and Nodes	Section 3.10 Page 18	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	43	That Section 3.10.2.3, be amended as follows:  <del>3.10.2.3</del> <b>3.13.2.3</b> City Centre will be served by the <del>Transitway</del> <i>Bus Rapid Transit (BRT)</i> facility and should be considered by the Provincial Government and neighbouring municipalities as a key point for any proposed inter-regional transit system extensions or new facilities.
Section 3.10.2, General Policies, City Centre and Nodes, City Centre	Section 3.10 Page 18	A new policy should be added to prohibit a reduction of densities of lands within the City Centre.	44	That a new Section 3.13.2.4, be added as follows:  <b>3.13.2.4</b> <i>Reduction in densities of lands within the City Centre should be prohibited.</i>
Section 3.10.3, General Policies, City Centre and Nodes, Nodes	Section 3.10 Page 19	Section 3.10.3.2, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	45	That Section 3.10.3.2, be amended as follows:  <del>3.10.3.2</del> <b>3.13.3.2</b> A high quality, compact and urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation <i>for all, including those with disabilities</i> complement adjacent uses, and distinguish the significance of the Nodes from surrounding areas.
Section 3.10.3, General Policies, City Centre and Nodes, Nodes	Section 3.10 Page 19	Section 3.10.3.3, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	46	That Section 3.10.3.3, be amended as follows:  <del>3.10.3.3</del> <b>3.13.3.3</b> Pedestrian movement and access <i>for all, including those with disabilities</i> from major transit routes should be a priority in Nodes.
Section 3.10.3, General Policies, City Centre and Nodes, Nodes	Section 3.10 Page 19	Section 3.10.3.4.g, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	47	That Section 3.10.3.4.g, be amended and renumbered to Section 3.13.3.4.g as follows:  <b>g.</b> pedestrian and cycling convenience and safety will be priorities in the design and development of Nodes and abutting areas. Walkways and cycling routes should be visually prominent, <i>accessible to all, including those with disabilities</i> , link principal destinations with the abutting community, and be oriented to, and an integral part of, active building facades and spaces.

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Section 3.10.3, General Policies, City Centre and Nodes	Section 3.10 Page 19	Section 3.10.3.5, has been relocated to Section 3.13.3.5.	48	<p>That Section 3.10.3.5, be deleted.</p> <p><del>3.10.3.5</del> Within Nodes in Employment Districts the following uses will not be permitted:</p> <p><del>g.</del> Outdoor storage and display areas;</p> <p><del>h.</del> Transportation facilities, except public transportation facilities;</p> <p><del>i.</del> Waste processing or transfer stations and composting facilities;</p> <p><del>j.</del> Trucking terminals;</p> <p><del>k.</del> Motor vehicle repair garages.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies	Section 3.11 Page 18	The Comprehensive Zoning By-law Review identified that although Airport lands have zoning, there is no Land Use designation in Mississauga Plan on Airport lands. Airport policies are combined with the Transportation policies. It is proposed to designate the Airport and relocate the policies to its own section. All existing policies have been retained.	49	<p>That a new Section 3.11, be added as follows:</p> <p><b>3.11 AIRPORT</b></p> <p><i>Lands designated Airport represent the lands directly associated with the operation of Lester B. Pearson International Airport (LBPIA).</i></p> <p><b>3.11.1 Policies</b></p> <p><b>3.11.1.1</b> <i>It is recognized that the impacts of LBPIA operations, particularly noise, extend far beyond its geographic boundaries. This is a permanent circumstance which this Plan acknowledges.</i></p> <p><b>3.11.1.2</b> <i>Because of the economic importance of LBPIA to the City of Mississauga, Region of Peel, and Province of Ontario, development should be either complementary or compatible with airport operations and allow the airport to function at maximum efficiency to achieve full economic potential having regard for:</i></p> <p><i>a. existing and future industry;</i></p> <p><i>b. business and employment opportunities;</i></p> <p><i>c. the interests of existing and future residents.</i></p> <p><b>3.11.1.3</b> <i>Where appropriate, improvements and enhancements of LBPIA will be supported, recognizing the concerns of the existing and future residents and the role of LBPIA in the City of Mississauga, Region of Peel and Province of Ontario.</i></p> <p><b>3.11.1.4</b> <i>The importance of the Airport as a major transportation facility is recognized and its integration with other transportation modes is promoted subject to the provision of adequate ground access facilities and services to accommodate trips to and from the Airport on Provincial Highways and inter-regional transit facilities is encouraged.</i></p> <p><b>3.11.1.5</b> <i>The City will coordinate and integrate its own transportation plans with the Greater Toronto Airports Authority (GTAA).</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies	Section 3.11 Page 18	(Continued)	49	<p><b>3.11.1.6</b> <i>Appendix H illustrates Airport Obstacle Limitation Surfaces at Lester B. Pearson International Airport.</i></p> <p><b>3.11.2</b> <i>Aircraft Noise</i></p> <p><i>There are areas of Mississauga which are subject to high levels of aircraft noise. As a result, policies are required which set out the restrictions on development within the areas subject to high levels of aircraft noise.</i></p> <p><i>These policies are based on no major second airport being built in the GTA in the foreseeable future.</i></p> <p><b>3.11.2.1</b> <i>Policies</i></p> <p><b>3.11.2.1.1</b> <i>The policies of this Plan are based on a six-runway configuration of the Airport, however, additional runways may be constructed.</i></p> <p><b>3.11.2.1.2</b> <i>The City will cooperate with the Federal Government, or successors, to ensure that new construction within the area of influence of the Airport is compatible with the requirements of the Airport for:</i></p> <p><i>a. protection of navigational aids and telecommunications;</i></p> <p><i>b. protection from wildlife hazards;</i></p> <p><i>c. visibility;</i></p> <p><i>d. height limitations.</i></p> <p><b>3.11.2.1.3</b> <i>New residential development and redevelopment, and infilling which increases the number of dwelling units will not be permitted within the Lester B. Pearson International Airport (LBPIA) Operating Area outlined on Schedule 2: Urban Form Concept, and the following affected District Land Use Maps: Airport Corporate, East Credit, Gateway, Malton, Meadowvale Village and Northeast.</i></p>

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Section 3, General Policies	Section 3.11 Page 18	(Continued)	49	<p><b>3.11.2.1.4</b>      <i>Notwithstanding Section 3.11.2.1.3, within the area inside the LBPIA Operating Area identified on Schedule 2: Urban Form Concept, as "Exempt Area", development applications for residential development, redevelopment or infill (being official plan amendments, zoning by-law amendments, plans of subdivision, minor variance or consent applications, site plans) may be processed for approval provided that all of the following are satisfied:</i></p> <p><i>a. appropriate conditions relating to airport noise are included in the approval;</i></p> <p><i>b. the application was filed prior to 1997 February 01, or the lands were designated Residential prior to 1997 February 01;</i></p> <p><i>c. the site is located below the 35 NEF/NEP composite contour;</i></p> <p><i>d. the redevelopment or infill has a density not greater than the highest density of immediately adjacent existing residential development located within the LBPIA Operating Area.</i></p> <p><b>3.11.2.1.5</b>      <i>Notwithstanding Section 3.11.2.1.3, redevelopment or infilling which does not significantly increase the number of dwelling units within the Malton District may be permitted, provided the site is below the 35 NEF/NEP composite contour and has a density not greater than the highest density of immediately adjacent existing residential development located within the LBPIA Operating Area.</i></p> <p><b>3.11.2.1.6</b>      <i>New development and redevelopment or infilling for hospitals, nursing homes, daycare facilities and public and private schools within the LBPIA Operating Area will not be permitted.</i></p> <p><b>3.11.2.1.7</b>      <i>Notwithstanding Section 3.11.2.1.6, redevelopment or infilling for hospitals, nursing homes, daycare facilities and public and private schools within the Malton, Meadowvale Village and East Credit Districts may be permitted inside the LBPIA Operating Area on an individual basis.</i></p>



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Section 3, General Policies	Section 3.11 Page 18	(Continued)	49	<p><b>3.11.2.1.8</b> For residential land uses, passive use parks, public and private schools, day care facilities, libraries, places of religious assembly, theatres, auditoria, hospitals, and nursing homes, affected by an NEP/NEF of 25 or greater, as shown on Appendix J: 1996 NEP/2000 NEF Composite Noise Contours, and if otherwise permitted by this Plan, a noise study will be undertaken by a qualified acoustical consultant in accordance with Provincial Government policy to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.</p> <p><b>3.11.2.1.9</b> For hotels, motels, retail or service commercial uses, office uses, athletic fields, playgrounds, or outdoor swimming pools affected by an NEP/NEF of 30 or greater, as shown on Appendix J: 1996 NEP/2000 NEF Composite Noise Contours, and if otherwise permitted by this Plan, a noise study will be undertaken by a qualified acoustical consultant in accordance with Provincial Government policy to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.</p> <p><b>3.11.2.1.10</b> For industrial, warehousing, or arena uses affected by an NEP/NEF of 35 or greater, as shown on Appendix J: 1996 NEP/2000 NEF Composite Noise Contours, and if otherwise permitted by this Plan, a noise study will be undertaken by a qualified acoustical consultant in accordance with Provincial Government policy to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.</p> <p><b>3.11.2.1.11</b> For the purposes of this section, redevelopment means an application for approval under the Planning Act for:</p> <p><b>a.</b> the creation of one or more new lots;</p> <p><b>b.</b> the creation of one or more new dwelling units;</p> <p><b>c.</b> a change in land use; or</p> <p><b>d.</b> the construction of buildings or structures;</p> <p>and where the subject lands have or previously had one or more buildings erected thereon.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies	Section 3.11 Page 18	(Continued)	49	<p><b>3.11.2.1.12</b> For the purposes of this Section, infilling means an application for approval under the Planning Act for:</p> <p><i>a. the creation of one or more new lots;</i></p> <p><i>b. the creation of one or more new dwelling units;</i></p> <p><i>c. a change in land use; or</i></p> <p><i>d. the construction of buildings or structures;</i></p> <p><i>and where the subject lands comprise less than 2 ha and the lands have no buildings erected thereon and are located in an area having existing uses of the same or similar character as the use proposed.</i></p> <p><b>3.11.2.1.13</b> Mississauga will require tenants and purchasers to be notified when the proposed development or redevelopment is located between the NEF/NEP contours of 25 and under 30, as shown on Appendix J: 1996 NEP/2000 NEF Composite Noise Contours. Notice is also to be provided regarding the requirement for the provision for central air conditioning.</p> <p><b>3.11.2.1.14</b> Mississauga will require tenants and purchasers to be notified when the proposed development or redevelopment is located at the NEF/NEP contours of 30 and above, as shown on Appendix J: 1996 NEP/2000 NEF Composite Noise Contours. Notice is also to be provided regarding the requirement for the installation of central air conditioning.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.11, Physical Services and Utilities	Section 3.11 Page 21	Currently the Utility land use policies are combined with the general Physical Services policies which can be confusing. It is appropriate to split the Utilities policies out of this section as it is a separate designation on the specific district land use maps. Physical services are permitted in all land use designations.	50	<p>That a new section 3.12, Utilities, be added as follows:</p> <p><b>3.12 UTILITIES</b></p> <p><i>Lands designated Utility permit utility rights-of-way and larger above ground facilities.</i></p> <p><b>3.12.1 Permitted Uses</b></p> <p><b>3.12.1.1</b> <i>Above ground pumping stations, water and sewage treatment plants, piped services, electric transformer and distributing stations, electric transmission lines and cabled services, except when identified as a Provincially Significant Wetland.</i></p> <p><b>3.12.1.2</b> <i>Open Space.</i></p> <p><b>3.12.1.3</b> <i>Greenbelt.</i></p> <p><b>3.12.1.4</b> <i>Parking.</i></p> <p><b>3.12.1.5</b> <i>Outdoor storage areas will be permitted in electric power rights-of-way in Employment Districts.</i></p> <p><b>3.12.2 Policies</b></p> <p><b>3.12.2.1</b> <i>When public works not subject to the Environmental Assessment Act are planned to traverse, coincide with, or otherwise affect the Natural Areas System, an Environmental Impact Study will be required and presented to and approved by the City and the appropriate Conservation Authority. Terms of Reference are available from the City.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.11, Physical Services and Utilities	Section 3.11 Page 21	Currently the Utility Land Use Policies are combined with the general Physical Services policies which can be confusing. It is appropriate to split the Utilities policies out of this section as it is a separate designation on District Land Use Maps. Physical services are permitted in all land use designations.	51	<p>That a new Section 3.14, Physical Services, be added as follows:</p> <p><b>3.14     <i>PHYSICAL SERVICES</i></b></p> <p><i>This section sets out the policies of the City with respect to the provision of piped services, including natural gas and oil pipelines; electric power, telephone, and other cabled service, which are permitted in all Land Use Designations except Greenbelt.</i></p> <p><i>Of these services and facilities, the City provides storm sewer services. The Region provides sanitary sewer and water services, and waste management facilities which are addressed in the Region of Peel Official Plan. Natural gas and oil pipelines, electric power, telephones and other cabled services are provided by the private sector.</i></p> <p><b>3.14.1   <i>Policies</i></b></p> <p><b>3.14.1.1</b>   <i>All development will have adequate water, sanitary, and storm drainage facilities.</i></p> <p><b>3.14.1.2</b>   <i>Where possible, the existing conditions should be augmented by the re-establishment of native vegetation and the preservation of existing landforms, vegetation and drainage patterns. All efforts to this effect should be guided by the appropriate environmental agencies according to all Provincial Government, Regional Government and municipal regulations.</i></p> <p><b>3.14.1.3</b>   <i>When public works not subject to the Environmental Assessment Act are planned to traverse, coincide with, or otherwise affect the Natural Areas System, an Environmental Impact Study will be required and presented to and approved by the City and the appropriate Conservation Authority. Terms of Reference are available from the City.</i></p> <p><b>3.14.1.4</b>   <i>Electric power facilities, except for a power generating station will be permitted in any land use designation. Power generating stations will be permitted only in lands designated Industrial.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.11, Physical Services and Utilities	Section 3.11 Page 21	(Continued)	51	<p>That Section 3.11.4, be relocated to Section 3.14.2 as follows:</p> <p><b>3.14.2 Storm Sewer Services</b></p> <p><b>3.14.2.1</b> <i>Appropriate storm sewer facilities will be installed for the safety of residents, with due regard to the need to protect watercourses and associated ecosystems from any possible destructive effects of storm water runoff.</i></p> <p><b>3.14.2.2</b> <i>The sizing of storm sewer facilities will be based on the ultimate development pattern within the various drainage areas.</i></p> <p><b>3.14.2.3</b> <i>Development proposals will be subject to the recommendations of watershed studies to assess potential effects of these proposals on receiving watercourses. In addition, development will be required to implement stormwater management strategies in accordance with the most current stormwater management guidelines prepared by the City, the appropriate Conservation Authority and the Provincial Government.</i></p> <p><b>3.14.2.4</b> <i>Any Stormwater Quality/Quantity Facilities within Greenbelt lands must have regard for the viability of natural features and functions, and will be subject to naturalization efforts as a part of development.</i></p> <p><b>3.14.2.5</b> <i>Storm sewer services policies are to be read in conjunction with urban drainage policies.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.11, Physical Services and Utilities	Section 3.11 Page 21	(Continued)	51	<p>That Section 3.11.5, be relocated to Section 3.14.3 as follows:</p> <p><b>3.14.3    <i>Natural Gas and Oil Pipelines</i></b></p> <p><b>3.14.3.1</b>    <i>The design standards used in the construction of any natural gas or oil transmission pipeline through undeveloped areas within Mississauga will take into account ultimate urbanization near or adjacent to that pipeline.</i></p> <p><b>3.14.3.2</b>    <i>Setbacks of a residence, place of work, or public assembly to an oil or gas easement or associated structure, and an appropriate building design, will be determined based on the type of pipeline, stress level of the pipeline and shall take into consideration the Guidelines for Development in the vicinity of Oil and Gas Pipeline Facilities prepared by the Technical Standards Safety Authority.</i></p> <p><b>3.14.3.3</b>    <i>Existing or new easements accommodating gas and/or oil pipelines should be incorporated into development plans as open space, walkways or bicycle paths but not be incorporated into individual lots. In some cases, in consultation with the pipeline operator, certain other uses such as vehicle parking may be considered if it forms an integral part of the development.</i></p> <p><b>3.14.3.4</b>    <i>Appendix K indicates Oil and Gas Transmission Lines.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.11, Physical Services and Utilities	Section 3.11 Page 21	(Continued)	<b>51</b>	<p>That Section 3.11.6, be relocated to Section 3.14.4 as follows:</p> <p><b>3.14.4 Local Service Power Lines, Telephone, and Other Cabled Services</b></p> <p><b>3.14.4.1</b> Local service power lines, telephone, and other cabled services will be located underground, where feasible and desirable.</p> <p><b>3.14.4.2</b> Telecommunication facilities, including buildings and related structures, satellite dishes and cellular antennas should be designed and located to minimize visual impact in high profile and sensitive areas.</p> <p><b>3.14.4.3</b> To ensure the integration of utilities in future subdivision designs, wherever feasible, services will be located in road rights-of-way. Where this standard location is not possible, the provision of utility easements will be such that:</p> <p><b>a.</b> the land use pattern of the area in which the easement is to be placed is minimally affected;</p> <p><b>b.</b> the environmental policies of this Plan are observed.</p>
Section 3.12, General Policies, Environment	Section 3.12 Page 24	Section 3.12, should be renumbered to Section 3.14, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	<b>52</b>	That Section 3.12, be renumbered to Section 3.15.
Section 3.12.2, General Policies, Environment, Natural Heritage	Section 3 Page 26	It is more appropriate for the existing Section 3.12.3.2.c, to be relocated to this section to have all the habitat related policies together.	<b>53</b>	<p>That a new Section 3.15.2.2.t, be added as follows:</p> <p><b>t.</b> Areas of fish habitat and potential fish habitat, listed in Appendix B: Areas of Fish Habitat and Potential Fish Habitat (Identified by the Provincial Government), will be protected from development. Options available for the protection of fish habitat include the use of setbacks or vegetative buffers. Setbacks and buffers will be determined by the EIS which shall conform with approved fisheries management plans.</p>
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 27	Section 3.12.3.2.a, is covered in Section 3.9, Greenbelt, and therefore, should be deleted.	<b>54</b>	<p>That Section 3.12.3.2.a, be deleted.</p> <p><del><b>a.</b> Natural Hazards are designated Greenbelt and are not suited for development or parking except as otherwise required by the City. Accordingly, through policy and programs, Mississauga will strive to balance goals of ecological restoration and hazard protection.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 27	Section 3.12.3.2.c, is covered in Section 3.9, Greenbelt, and therefore, should be deleted.	55	<p>That Section 3.12.3.2.c, be deleted.</p> <p><del>c. Areas of fish habitat and potential fish habitat, listed in Appendix B: Areas of Fish Habitat and Potential Fish Habitat (Identified by the Provincial Government), will be protected from development. There are a number of options available for the protection of fish habitat such as the use of setbacks or vegetative buffers. Setbacks and buffers will be determined by the EIS which shall conform with approved fisheries management plans.</del></p>
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 27 and 28	Section 3.12.3.2.f, has been moved to Section 3.9, Greenbelt.	56	<p>That Section 3.12.3.2.f, be deleted.</p> <p><del>f. The following uses will be permitted within valley and watercourse corridors subject to the satisfaction of the appropriate Conservation Authority and the City:</del></p> <ul style="list-style-type: none"> <li><del>• flood and/or erosion works;</del></li> <li><del>• facilities which by their nature must locate near water or traverse watercourses (ie. bridges, storm sewer outlets and stormwater management facilities);</del></li> <li><del>• passive recreation activities;</del></li> <li><del>• facilities, buildings, and structures existing as legal non-conforming. Reconstruction, minor additions, and maintenance of these facilities, buildings, and structures may be permitted subject to review;</del></li> <li><del>• accessory facilities to an adjacent land use which are of a passive, non-structural nature and do not adversely affect the ability of the floodplain to pass flood waters.</del></li> </ul>
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 28	Section 3.12.3.2.i, has been moved to Section 3.9, Greenbelt.	57	<p>That Section 3.12.3.2.i, be deleted.</p> <p><del>i. Existing lots of record, additions and alterations to existing development will be subject to individual review at the time of application, having regard for potential environmental effects and hazards and for conformity with Conservation Authority policies.</del></p>
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 28	Section 3.12.3.2.j, has been moved to Section 3.9, Greenbelt.	58	<p>That Section 3.12.3.2.j, be deleted.</p> <p><del>j. Development adjacent to Valley and Watercourse Corridors will be restricted within the identified hazard lands. The limit of Valley and Watercourse Corridors is determined on a site by site basis and is defined by the greater of the “Top of Bank” and/or combined influence of the stable slope/stable slope allowance, erosion allowance, and the average annual recession rate. These parameters are determined through studies completed by the proponent to the satisfaction of the City and the appropriate Conservation Authority.</del></p>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 28	Section 3.12.3.2.l, has been moved to Section 3.9, Greenbelt.	<b>59</b>	That Section 3.12.3.2.l, be deleted.  <del>l. Hazard lands are not suitable for development and will not be included in the calculation of density.</del>
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 28	Section 3.12.3.2.m, has been moved to Section 3.9, Greenbelt.	<b>60</b>	That Section 3.12.3.2.m, be deleted.  <del>m. On lands adjacent to Lake Ontario, development will generally be directed to areas outside of the hazard lands.</del>
Section 3.13, General Policies, Lake Ontario Waterfront	Section 3.13 Page 33	Section 3.13, should be renumbered to Section 3.16, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	<b>61</b>	That Section 3.13, be renumbered to Section 3.16.
Section 3.14, General Policies, Transportation	Section 3.14 Page 34	Section 3.14, should be renumbered to Section 3.17, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	<b>62</b>	That Section 3.14, be renumbered to Section 3.17.
Section 3.14, General Policies, Transportation	Section 3.14 Page 34	The Transportation and Works Department requested that Section 3.14.2.1, be deleted and replaced with a policy that has been expanded to include supply, demand and technology.	<b>63</b>	That Section 3.14.2.1, be amended as follows:  <del><b>3.14.2.1</b> A more efficient use of road space will be supported and promoted through various incentives, such as the use of High Occupancy Vehicle (HOV) lanes and related incentives to encourage more ride-sharing. Other transportation demand management strategies should be developed, such as alternative work schedules, to reduce the use of transportation infrastructure during peak periods.</del>  <i><b>3.17.2.1</b> Mississauga will develop an efficient transportation network through the provision of transportation infrastructure and services, and by encouraging a greater emphasis on Transportation Demand Management (TDM) solutions and the use of new technologies which improve urban mobility.</i>
Section 3.14, General Policies, Transportation	Section 3.14 Page 34	The Transportation and Works Department requested that a new policy be added after Section 3.14.2.3, to implement objective 2.10.2.11.	<b>64</b>	That a new policy be added to Section 3.14.2 as follows:  <i><b>3.17.2.4</b> Mississauga will develop a safe transportation network through roadway and boulevard design.</i>

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Section 3.14, General Policies, Transportation	Section 3.14 Page 34	The Transportation and Works Department requested that a new policy be added to implement objective 2.10.2.7.	65	That a new policy be added to Section 3.14.2, as follows:  <i><b>3.17.2.5</b> Mississauga will develop and monitor transit ridership targets.</i>
Section 3.14, General Policies, Transportation	Section 3.14 Page 34	As a result of adding 2 additional policies, Section 3.14.2.4, should be renumbered to Section 3.14.2.6.	66	That Section 3.14.2.4, be renumbered to Section 3.17.2.6.
Section 3.14 General Policies, Transportation	Section 3.14 Page 34	The Transportation and Works Department requested that Section 3.14.2.5, be relocated to Section 3.14.4.	67	That Section 3.14.2.5, be deleted.  <del><b>3.14.2.5</b> Mississauga acknowledges that where there is a transition of function and right-of-way widths at or near municipal boundaries, a suitable transition between right-of-way widths and cross-section designs will be accommodated in consultation with the municipalities involved.</del>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	Section 3.14.3.3, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.  Further, the Transportation and Works Department requested editorial changes to Section 3.14.3.3, to clarify its intent.	68	That Section 3.14.3.3, be amended and renumbered as follows:  <del><b>3.14.3.3</b></del> <i><b>3.17.3.3</b> The need to provide Accessible transit facilities and passenger amenities, specifically such as, bus bays, bus loops, bus stop platforms, and shelters, will be considered during acquired through the processing of development applications, where appropriate.</i>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested editorial changes to Section 3.14.3.4, to clarify its intent.	69	That Section 3.14.3.4, be amended and renumbered as follows:  <del><b>3.14.3.4</b></del> <i><b>3.17.3.4</b> Consideration will be given to improving Accessibility for special user groups in the is a priority for the planning and operation of transit services.</i>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested editorial changes to Section 3.14.3.6, to clarify its intent.	70	That Section 3.14.3.6, be amended and renumbered as follows:  <del><b>3.14.3.6</b></del> <i><b>3.17.3.6</b> The use of transit will be supported and promoted through transit priority measures, such as express services, new technologies, fare integration and service coordination with neighbouring transit and GTA Transit providers systems.</i>

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Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested editorial changes to Section 3.14.3.8, to clarify its intent.	71	<p>That Section 3.14.3.8, be renumbered and amended as follows:</p> <p><del>3.14.3.8</del> <b>3.17.3.8</b> The City Centre Transit Terminal will be a key transit <del>the main</del> hub within for the City and inter-regional transit services as part of the transit network of the GTA. Transit terminals utilized by Mississauga Transit within the City are shown in Appendix L: Transit Terminals.</p>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested Section 3.14.3.9, be deleted as it is shown on Schedule 4 Road and Transit Network Long Term Concept.	72	<p>That Section 3.14.3.9, be deleted.</p> <p><del>3.14.3.9</del> Go Transit is the primary inter-regional service provider supported by a network of commuter rail and bus services.</p>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested that Section 3.14.3.11, be deleted as it is redundant and is covered in Schedule 4.	73	<p>That Section 3.14.3.11, be deleted.</p> <p><del>3.14.3.11</del> ——— Proposals for the development of a rapid transit link between the Airport and Toronto will be subject to, among other matters, a detailed review of the potential ridership demand; the proposals role in serving transit markets; interconnections with GTA Transit corridors; and funding priority relative to other GTA Transit projects.</p>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested editorial changes to Section 3.14.3.12, be deleted and replaced with another policy to clarify its intent.	74	<p>That Section 3.14.3.12, be renumbered and amended as follows:</p> <p><del>3.14.3.12</del> ——— Mississauga supports the development of an inter-regional transit terminal in the vicinity of The East Mall as part of the proposed extension of the Bloor Subway beyond Kipling Station, which will be subject to updating and review of the approved Environmental Assessment. Further extension of the subway system into Mississauga will be subject to detailed review.</p> <p><b>3.17.3.12</b> Mississauga supports an inter-regional transit hub on the Bloor-Danforth subway corridor. Relocation of the existing facilities at Islington would be subject to appropriate studies and cost sharing arrangements with relevant stakeholders. The extension of the Bloor-Danforth subway corridor into Mississauga will be subject to further studies.</p>

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Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested Section 3.14.3.13, be expanded to clarify its intent.	75	<p>That Section 3.14.3.13, be renumbered and amended as follows:</p> <p><del>3.14.3.13— Proposals for a Provincial Highway 407 Transitway should be subject to a detailed review.</del></p> <p><i>3.17.3.13 The City supports development of the Highway 407 Transitway as part of an inter-regional Bus Rapid Transit (BRT) network, subject to completion of an environmental assessment study which will examine alternative alignments and station locations within the corridor.</i></p>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested editorial changes to Section 3.14.3.14.b, to clarify its intent.	76	<p>That Section 3.14.3.14.b, be amended and renumbered to 3.17.3.14.b as follows:</p> <p><b>b.</b> <del>The Transitway, which is a proposed east-west inter-regional Rapid Transit facility, is planned</del> <i>A Bus Rapid Transit (BRT) facility is being developed in the Highway 403/Eglinton Avenue corridor to link major development areas such as the City Centre and employment areas around the Airport with Residential Districts and to connect with the GTA Transit network extending into the Region of Halton and the City of Toronto. Development of the Transitway BRT facility will be based on passenger demand and available funding with initial services and transit priority measures phased in as appropriate. Portions of the Transitway BRT alignment are protected by the Province through the Parkway Belt West Plan;</i></p>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested that Section 3.14.3.14.c, be revised to clarify its intent.	77	<p>That Section 3.14.3.14.c, be amended and renumbered to 3.17.3.14.c as follows:</p> <p><del>c. the GTAA has identified the internal development of a People Mover System which can be connected to the GTA Transit network in the Georgetown GO Transit rail corridor to the north and to the Transitway corridor at Renforth Drive. The alignment and property requirements for the connection to Renforth Drive will be subject of further study;</del></p> <p><i>c. The City of Mississauga supports the development of a transit connection between the Airport and the inter-regional BRT network;</i></p>

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Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested that Section 3.14.3.14.d, be revised to clarify its intent.	78	<p>That Section 3.14.3.14.d, be amended and renumbered to 3.17.3.14.d as follows:</p> <p><del>d. — GTA Commuter Rail Corridors providing rail service through GO Transit with a focus on efficiently serving key GTA corridors with high transit demand. This Plan also identifies existing GO Transit rail stations and the development of a new station on the Milton GO Transit line, west of Winston Churchill Boulevard.</del></p> <p><i>d. GO Transit has plans to improve commuter rail service on the Milton, Lakeshore, and Georgetown corridors. Mississauga supports giving priority to the Milton GO Rail service improvements, including a new rail station west of Tenth Line.</i></p>
Section 3.14.4, General Policies, Transportation, Roads	Section 3.14 Page 35	The Transportation and Works Department requested that a new section be added to implement the transportation objective 2.10.2.8. The other sections will be renumbered accordingly.	79	<p>That a new section be added as Section 3.14.4, which has been renumbered to Section 3.17.4, as follows:</p> <p><i>3.17.4.3 Mississauga will work with other levels of government agencies and the private sector to encourage a greater emphasis on transportation demand solutions.</i></p>
Section 3.14.4, General Policies, Transportation, Roads	Section 3.14 Page 35	The Transportation and Works Department requested that Section 3.14.2.5, be relocated to Section 3.14.4, Roads	80	<p>That Section 3.14.2.5, be amended and relocated:</p> <p><del>3.14.2.5</del> <i>3.17.4.5 Mississauga acknowledges that Where there is a change in road classification or transition of function and right-of-way widths at or near municipal boundaries, a suitable transition between right-of-way widths and cross-section designs will be accommodated location shall be determined in consultation with the municipalities involved.</i></p>

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Section 3.14.4, General Policies, Transportation, Roads	Section 3.14 Page 36	The Transportation and Works Department requested that the Drew Road extension be added to Section 3.14.4.7, to identify it as a priority.	81	<p>That Section 3.14.4.7, be amended and renumbered as follows:</p> <p><del>3.14.4.7</del>   <b>3.17.4.8</b>   Road/rail grade separations may be required for various locations, to support the achievement of a safe and efficient transportation system, and to maintain an adequate level of service on the road network. The following have been <del>initially</del> identified as priority needs:</p> <p><b>a.</b>   Torbram Road and Canadian National Railway (CNR) (north);</p> <p><b>b.</b>   Torbram Road and CNR (south);</p> <p><b>c.</b>   Goreway Drive and CNR;</p> <p><b>d.</b>   <i>Drew Road Extension and CNR</i></p> <p><del>d.</del> <b>e.</b> Erindale Station Road and St. Lawrence and Hudson Railway.</p>
Section 3.14.6, General Policies, Transportation, Parking	Section 3.14 Page 39	Section 3.14.6.3, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	82	<p>That Section 3.14.6.3, be amended and renumbered as follows:</p> <p><del>3.14.6.3</del>   <b>3.17.6.3</b>   Adequate <i>and accessible</i> parking facilities will be provided for special user groups.</p>

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Section 3.14.6, General Policies, Transportation, Parking	Section 3.14 Page 39	The City Plan policy that addressed Cash-in-lieu of parking should be added into Mississauga Plan. As Mississauga reaches maturity, the focus of planning and the issues which will arise will change. As in any fast growing municipality, much of the focus has been on planning for new greenfield areas and other growth-related issues. In the future attention will shift more to redevelopment and intensification issues. As such, issues involving design and the provision of parking will be in the forefront. In many developed areas where intensification is appropriate, the provision of parking can become a barrier to an otherwise appropriate development. The cash-in-lieu policies provide a suitable alternative to on-site parking requirements that support related Corporate Policy and Procedures.	<b>83</b>	<p>That a new policy be added to Section 3.14.6, as follows:</p> <p><b>3.17.6.7</b> <i>City Council may consider receiving a cash payment-in-lieu of all, or part, of the Zoning By-law requirements for parking, having regard for the following:</i></p> <ul style="list-style-type: none"> <li><i>a. the existing parking supply in the surrounding area can accommodate the on-site parking deficiency;</i></li> <li><i>b. the presence of site constraints that prevent the provision of the required number of parking spaces;</i></li> <li><i>c. the use of the property is not considered over-development of the site.</i></li> </ul>
Section 3.14.7, General Policies, Transportation, Trucking	Section 3.14 Page 40	The Transportation and Works Department requested that Section 3.14.7.1, be revised as the second part of the policy is covered in Section 3.14.7.2.	<b>84</b>	<p>That Section 3.14.7.1, be amended as follows:</p> <p><del>3.14.7.1</del> <b>3.17.8.1</b> The movement of goods on the road network by truck will continue to be a vital element of transportation services in Mississauga. <del>Truck routes will be provided with due regard for the need to protect residential neighbourhoods from truck noise, pollutant emissions, and hazard.</del></p>
Section 3.14.7, General Policies, Transportation, Trucking	Section 3.14 Page 40	The Transportation and Works Department requested that editorial changes be made to Section 3.14.7.2.	<b>85</b>	<p>That Section 3.14.7.2, be amended and renumbered as follows:</p> <p><del>3.14.7.2</del> <b>3.17.8.2</b> <del>The following policies ensure protection of residential neighbourhoods:</del>  <i>In view of the need to protect residential neighbourhoods from truck noise, pollutant emissions, and hazards the following policies apply:</i></p> <ul style="list-style-type: none"> <li><del>a. through truck movement will be actively discouraged</del> on local and collector roadways within residential neighbourhoods, <i>will be restricted through the Traffic By-law as required;</i></li> <li><del>b. the location of</del> activities generating substantial truck traffic will be encouraged <i>to locate</i> near or adjacent to Provincial Highways and arterials.</li> </ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.14.7, General Policies, Transportation, Trucking	Section 3.14 Page 40	The Transportation and Works Department requested that an additional location be identified for improvement to the interchange at Highway 401 E/B off-ramp, west of the Etobicoke Creek.	<b>86</b>	That a new Section 3.14.7.3.e, be added and renumbered as Section 3.17.8.3.e as follows:  <i>e. Provincial Highway 401 E/B off-ramp (west of Etobicoke Creek).</i>
Section 3.14.8, General Policies, Transportation, Cycling and Walking	Section 3.14 Page 40	The Transportation and Works Department requested that Section 3.14.8, Cycling and Walking, be relocated to follow 3.14.5, Road Classification.	<b>87</b>	That Section 3.14.8 be relocated and renumbered to 3.17.6.
Section 3.14.10, General Policies, Transportation, Airport	Section 3.15 Page 42	Section 3.14.10, Airport, should be deleted as it has been relocated to Section 3.11.	<b>87</b>	That Section 3.14.10, be deleted.
Section 3.15, General Policies, Urban Design	Section 3.15 Page 45	Section 3.15, should be renumbered to Section 3.18, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	<b>89</b>	That Section 3.15, be renumbered to Section 3.18.
Section 3.15.6, General Policies, Urban Design Policies, Pedestrian Activity	Section 3.15 Page 48	Section 3.15.6.1, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	<b>90</b>	That Section 3.15.6.1, be amended and renumbered as follows:  <del>3.15.6.1</del> <b>3.18.6.1</b> The design of buildings, spaces and streetscapes will ensure pedestrian amenity, climatic comfort and safety in all publicly accessible spaces and will encourage active use of the sidewalks and public spaces <i>for all, including those with disabilities</i> .
Section 3.15.6, General Policies, Urban Design Policies, Pedestrian Activity	Section 3.15 Page 48	Section 3.15.6.4, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	<b>91</b>	That Section 3.15.6.4, be amended and renumbered as follows:  <del>3.15.6.4</del> <b>3.18.6.4</b> An attractive and comfortable environment for pedestrians <i>including those with disabilities</i> will be created through the use of landscaping, the screening of unattractive views, protection from the elements, as well as the buffering of parking, loading and storage areas.
Section 3.15.6, General Policies, Urban Design Policies, Pedestrian Activity	Section 3.15 Page 48	Section 3.15.6.5, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	<b>92</b>	That Section 3.15.6.5, be amended and renumbered as follows:  <del>3.15.6.5</del> <b>3.18.6.5</b> Where buildings and structures are separated from roadways by parking lots, efforts to upgrade pedestrian access <i>for all, including those with disabilities</i> to buildings through landscaping, site design and the development of street-related frontages are encouraged.



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.15.6, General Policies, Urban Design Policies, Pedestrian Activity	Section 3.15 Page 48	Section 3.15.6.6, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	93	That Section 3.15.6.6, be amended and renumbered as follows:  <del>3.15.6.6</del> <b>3.18.6.6</b> Residential areas will be planned to preserve privacy and comfort and will provide easy and safe pedestrian access <i>for all, including those with disabilities</i> to commercial and community facilities.
Section 3.15.13, General Policies, Urban Design Policies, Accessibility	Section 3.15 Page 52	A new subsection should be added to the Urban Design Section to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	94	That a new Section 3.18.13, be added as follows:  <b>3.18.13 Accessibility</b>  <b>3.18.13.1</b> <i>The design of the physical and built environment should have regard for accessibility for those with disabilities.</i>  <b>3.18.13.2</b> <i>The physical and built environment should be designed in such a manner that it is accessible to all, including those with disabilities, and should have regard for universal principles, where appropriate.</i>
Section 3.15.13, General Policies, Urban Design Policies, Accessibility	Section 3.15 Page 52	The existing Section 3.15.13, should be renumbered to Section 3.18.14.	95	That Section 3.15.13, be renumbered to Section 3.18.14.
Section 3.16, General Policies, Community Uses	Section 3 Page 53	Section 3.16, should be renumbered to Section 3.19, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	96	That Section 3.16, be renumbered to Section 3.19.
Section 3.16, General Policies, Community Uses	Section 3 Page 53	Section 3.16.1.1, is covered in Section 2.5.1.1	97	That Section 3.16.1.1, be deleted.  <del>3.16.1.1</del> Mississauga will have an appropriate level of facilities and services such as recreation, education, religious, spiritual, cultural, and emergency services and facilities.
Section 3.16, General Policies, Community Uses	Section 3 Page 53	Section 3.16.1.4, should be a policy, and therefore, relocated to Section 3.16.2, Policies.	98	That Section 3.16.1.4, be deleted.  <del>3.16.1.4</del> Community uses generally occupy small sites on arterial or collector roads along transit routes and serve immediate or surrounding District needs.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.16.2, General Policies, Community Uses, Policies	Section 3 Page 53	Whereas, Section 3.16.2.1, permits community uses in all land use designations and Greenbelt lands do not permit development, this section should be revised to not include Greenbelt lands. It should also be renumbered appropriately.	99	That Section 3.16.2.1, be renumbered and amended as follows:  <del>3.16.2.1</del> <b>3.19.2.1</b> Community uses are permitted in all land use designations, <i>except Greenbelt</i> . Notwithstanding the forgoing, development, infilling and redevelopment for public and private schools, day care facilities, hospitals, <del>nursing homes</del> will not be permitted as a principal or accessory use within the LBPIA Operating Area except for those parts of the East Credit, Malton and Meadowvale Village Districts within the LBPIA Operating Area below the 35 NEF/NEP noise contour, subject to the aircraft noise policies of this Plan.
Section 3.16.2, General Policies, Community Uses, Policies	Section 3 Page 53	It is appropriate to limit accessory uses in conjunction with permitted community uses.	100	That a new Section 3.19.2.2, be added as follows:  <b>3.19.2.2</b> <i>Accessory uses will be permitted and should generally be limited to a maximum of 20% of the total Gross Floor Area (GFA).</i>
Section 3.16.2, General Policies, Community Uses, Policies	Section 3.16 Page 53	A policy should be added permitting accessory uses associated with Community Uses to be consistent with other sections of Mississauga Plan.	101	That a new section 3.19.2.3, be added as follows:  <b>3.19.2.3</b> <i>Accessory uses should be on the same lot, clearly subordinate to and directly related to the functioning of the permitted use.</i>
Section 3.16.2, General Policies, Community Uses, Policies	Section 3.16 Page 53	The existing Section 3.16.1.4, should be moved from the “Introduction” to the “Policies” section of Community Uses.	102	That a new Section 3.19.2.7, be added as follows:  <b>3.19.2.7</b> <i>Community uses generally occupy small sites on arterial or collector roads along transit routes and serve immediate or surrounding District needs.</i>
Section 3.17, General Policies, Heritage Resources	Section 3.17 Page 55	Section 3.17, should be renumbered to Section 3.20, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	103	That Section 3.17, be renumbered to Section 3.20.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies, Schedule 3, Environmental Area	Schedule 3	The Transportation and Works Department requested a number of revisions to Schedule 3: Environmental Areas.	104	<p>That Schedule 3: Environmental Areas, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise North-South Arterial Road alignment;</li><li>2. Add illustration of Ninth Line as Arterial south of Eglinton Avenue West to Dundas Street West, Town of Oakville border;</li><li>3. Update current Airport Terminal configuration (new Terminal 1).</li></ol>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Schedule 3: Environmental Areas			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies, Schedule 4, Road and Transit Network Long Term Concept	Schedule 4	The Transportation and Works Department requested a number of revisions to Schedule 4: Road and Transit Network Long Term Concept.	105	<p>That Schedule 4: Road and Transit Network Long Term Concept, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise the Argentia Road Major Collector realignment west of Tenth Line West;</li><li>2. Delete the Meadowpine Boulevard extension Major Collector from Meadowvale Boulevard to Mississauga Road;</li><li>3. Add illustration of Ninth Line as Arterial south of Eglinton Avenue West to Dundas Street West, Town of Oakville border;</li><li>4. Revise ramps at Hurontario Street and Highway 401;</li><li>5. Add Future Major Collector conceptual Britannia Road East link to Abilene Drive from Tomken Road to Kennedy Road;</li><li>6. Add Confederation Parkway ramp changes in City Centre (BRT alignment);</li><li>7. Revise MTO Highway 401 westbound off-ramp east of Dixie Road;</li><li>8. Relocate Ridgeway Transitway Station to east side of Ridgeway Drive;</li><li>9. Revise North-South Arterial Road alignment;</li><li>10. Update current Airport Terminal configuration (new Terminal 1);</li><li>11. Delete "(conceptual)" after "Future Arterial" in legend;</li><li>12. Add "Future Major Collector (conceptual)" in legend;</li><li>13. Revise "Transitway" and" Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station";</li><li>14. Revise "GTA Transit Airport Connections" in legend to "Transit Airport Connections";</li><li>15. Add Note: "The Britannia Road East link to Abilene Drive is conceptual and is subject to further study";</li></ol>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies, Schedule 4, Road and Transit Network Long Term Concept	Schedule 4	(continued)	105	16. Add Note: "Roads shown on the map are not all under Mississauga jurisdiction";  17. Delete Mavis Road Transitway Station;  18. Revise Transitway alignment in City Centre area.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Schedule 4: Road and Transit Network Long Term Concept			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies, Schedule 5, Designated Rights-Of-Way	Schedule 5	The Transportation and Works Department requested a number of revisions to Schedule 5: Designated Rights-Of-Way Widths.	106	<p>That Schedule 5: Designated Rights-Of-Way Widths, be amended as follows:</p> <ol style="list-style-type: none"><li>Revise the Argentia Road realignment west of Tenth Line West;</li><li>Delete the Meadowpine Boulevard extension 30 m ROW Width from Meadowvale Boulevard to Mississauga Road;</li><li>Add illustration of Ninth Line as 35 m ROW Width south of Eglinton Avenue West to Dundas Street West, Town of Oakville border;</li><li>Revise ramps at Hurontario Street and Highway 401;</li><li>Add 26 m ROW Width conceptual Britannia Road East link to Abilene Drive from Tomken Road to Kennedy Road;</li><li>Add Confederation Parkway ramp changes in City Centre (BRT alignment);</li><li>Revise MTO Highway 401 westbound off-ramp east of Dixie Road;</li><li>Revise North-South Arterial Road 36 m and 30 m ROW Width alignment;</li><li>Revise Dundas Street West ROW Width between Ninth Line and Highway 403 from 35 m to 42 m and add to legend;</li><li>Revise Centre View Drive ROW Width between Station Road and Rathburn Road West from 30 m to 30 m-50 m and add to legend;</li><li>Revise Centre View Drive ROW Width between western boundary of City Centre District and Station Road from 30 m to 50 m;</li><li>Revise Rathburn Road West ROW Width between Station Road and Centre View Drive from 40 m to 55 m and add to legend;</li></ol>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies, Schedule 5, Designated Rights-Of-Way	Schedule 5	(Continued)	106	13. Update current Airport Terminal configuration (new Terminal 1);  14. Add Note: "Designated Right-of-Way Widths" shown on the map are not all under Mississauga jurisdiction.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Schedule 5: Designated Right-of-Way Widths			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4, District Policies, Schedule 6, Planning Districts	Schedule 6	The Transportation and Works Department requested revisions to Schedule 6: Planning Districts.	107	That Schedule 6: Planning Districts, be amended as follows:  1. Revise North-South Arterial Road alignment;  2. Add illustration of Ninth Line as Arterial south of Eglinton Avenue West to Dundas Street West, Town of Oakville border;  3. Update current Airport Terminal configuration (new Terminal 1).
Section 4, District Policies, Schedule 6, Planning Districts	Schedule 6	Upon further review, it is appropriate to amend Schedule 6: Planning Districts, and to add the Airport lands to the Northeast Employment District.	108	That Schedule 6: Planning Districts, be amended as follows:  4. Add Airport Area to the Northeast Employment District.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Schedule 6: Planning Districts			

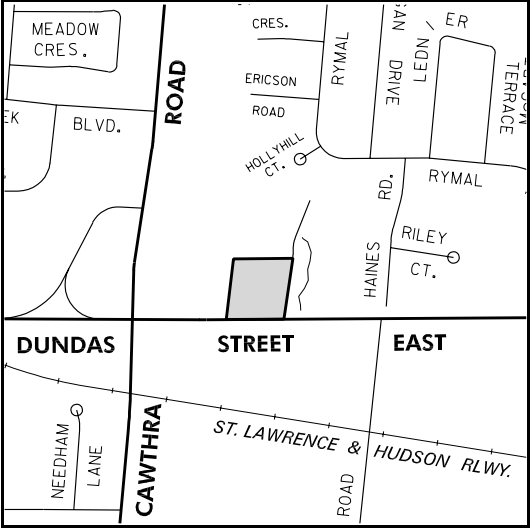
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.2.4, District Policies, Airport Corporate, Land Use	Section 4.2 Page 4	As the Airport Corporate District is located entirely within a node this section can be deleted as the Business Employment provisions are covered by the City Centre and Nodes policies.	109	<p>That Section 4.2.4.1, be deleted.</p> <p><del>4.2.4.1 — Business Employment</del></p> <p><del>Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</del></p> <p><del>a. — motor vehicle body repair facilities.</del></p>

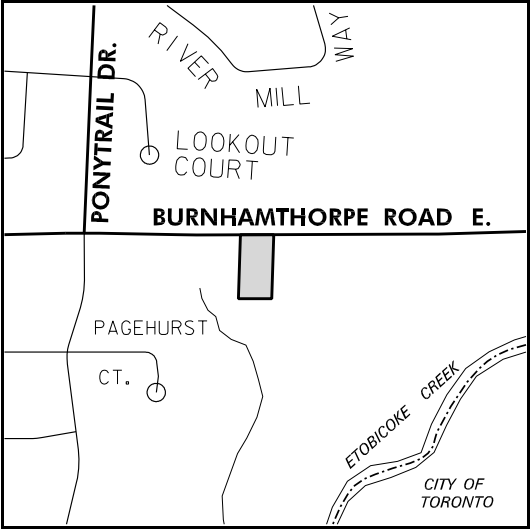
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.2, District Policies, Airport Corporate District Policies, Airport Corporate District Land Use Map	Airport Corporate District Land Use Map	The Transportation and Works Department requested a number of editorial changes to the Airport Corporate District Land Use Map.	110	<p>That the Airport District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise North-South Arterial Road alignment;</li><li>2. Revise MTO Highway 401 westbound off-ramp east of Dixie Road;</li><li>3. Update current Airport Terminal configuration (new Terminal 1);</li><li>4. Delete "(conceptual)" after "Future Arterial" in legend;</li><li>5. Revise "GTA Transit Airport Connections" in legend to "Transit Airport Connections";</li><li>6. Revise "Transitway" and " Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".</li></ol>
Section 4.2, District Policies, Airport Corporate District Policies, Airport Corporate District Land Use Map	Airport Corporate District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	111	<p>That the Airport District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"><li>7. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.</li></ol>

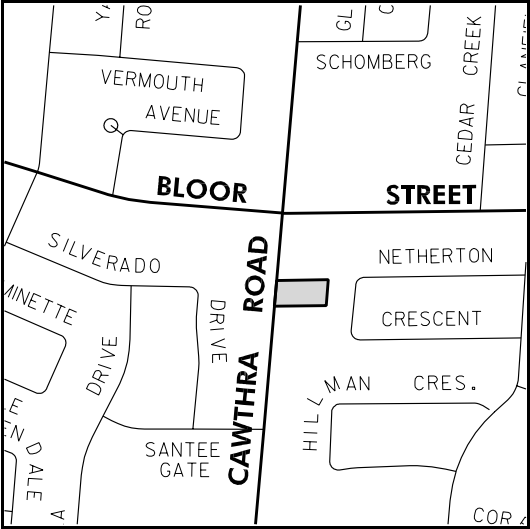
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Airport Corporate District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.3.4, District Policies, Applewood, Land Use	Section 4.3 Page 5	The reference to low-rise is not required as the height is capped at 4-storeys.	112	<p>That Section 4.3.4.1.4, be amended as follows:</p> <p><b>4.3.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits townhouse dwellings, all forms of horizontal multiple dwellings, and <del>low-rise</del> apartments, at a Floor Space Index (FSI) of 0.4-0.9. Building height should not exceed 4-storeys.</p>
Section 4.3.4, District Policies, Applewood, Land Use	Section 4.3 Page 5	The Comprehensive Zoning By-law Review identified that, the Floor Space Index (FSI) range should be adjusted to reflect the existing zoning and development.	113	<p>That Section 4.3.4.1.5, be amended as follows:</p> <p><b>4.3.4.1.5 Residential High Density I</b></p> <p>The Residential High Density I designation permits apartment dwellings at a Floor Space Index (FSI) of 0.5-<del>±0</del> 1.2.</p>
Section 4.3.4, District Policies, Applewood, Land Use	Section 4.3 Page 5	The Comprehensive Zoning By-law Review identified that, the Floor Space Index (FSI) range should be adjusted to reflect the existing zoning and development.	114	<p>That Section 4.3.4.1.6, be amended as follows:</p> <p><b>4.3.4.1.6 Residential High Density II</b></p> <p>The Residential High Density II designation permits apartment dwellings at a Floor Space Index (FSI) of <del>±0</del> 1.2-1.5.</p>
Section 4.3.4, District Policies, Applewood, Land Use	Section 4.3 Page 6	The term “car dealership” should be deleted and replaced “motor vehicle sales” to be consistent with the rest of Mississauga Plan.	115	<p>That Section 4.3.4.3.1, be amended as follows:</p> <p><b>4.3.4.3.1 General Commercial</b></p> <p>a. Notwithstanding the General Commercial policies of this Plan, <del>car dealerships</del> <i>motor vehicle sales</i> will not be permitted on the lands located at the northwest corner of Bloor Street and Runningbrook Drive.</p>



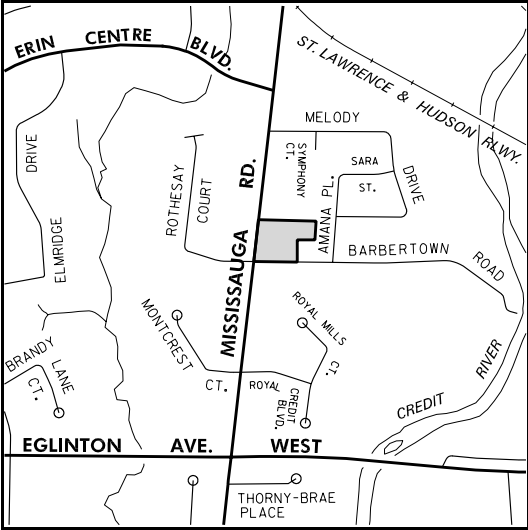
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.3.6, District Policies, Applewood, Special Sites	Section 4.3 Page 10	Section 4.3.6.6, Site 5, should be amended by designating the site Office and permitting apartment dwellings in accordance with the Residential High Density I designation to eliminate the split designation.	116	<div><div><div>That Section 4.3.6.6, Special Site 5, be amended as follows:</div><div><div>4.3.6.6Site 5</div><div></div></div></div><div><div>The lands identified as Special Site 5 are located on the north side of Dundas Street East, east of Cawthra Road.</div><div>Notwithstanding the provisions of the Office and/or <del>Residential High Density I</del> designations, <i>apartment dwellings in accordance with the Residential High Density I designation, will also be permitted and</i> the following additional policies will apply:</div><div><div>a.the extension of the existing cemetery is also permitted on the westerly portion of these lands;</div><div>b.approval for development will be subject to approval of a tree survey submission which demonstrates appropriate tree preservation measures.</div></div></div></div>

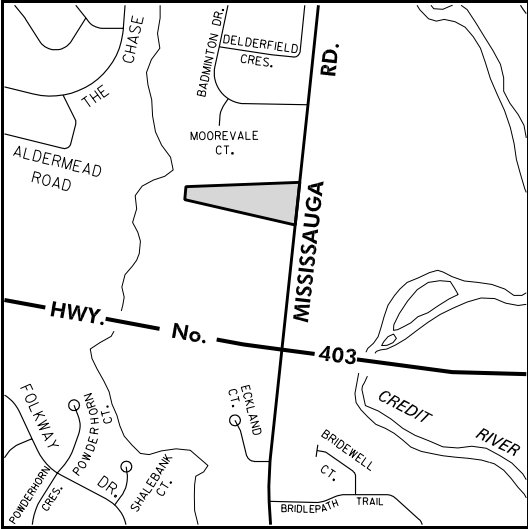
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.3.6, District Policies, Applewood, Special Sites	Section 4.3 Page 12	A new Special Site should be added to recognize the existing zoning which permits a veterinary clinic in a detached dwelling.	117	<p>That a new Special Site be added to the Applewood District Policies as follows:</p> <p><b>4.3.6.11                      Site 10</b></p> <div></div> <p><i>The lands identified as Special Site 10 are located on the south side of Burnhamthorpe Road East, east of Ponytrail Drive.</i></p> <p><i>Notwithstanding the provisions of the Greenbelt designation,, a veterinary clinic will also be permitted.</i></p>


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.3.6, District Policies, Applewood, Special Sites	Section 4.3 Page 12	A new Special Site should be added to recognize the existing zoning which permits a detached dwelling or office for a maximum of 3 non-resident physicians, dentists and drugless practitioners.	118	<div><p>That a new Special Site be added to the Applewood District Policies as follows:</p><p><b>4.3.6.12                      Site 11</b></p><div></div><p><i>The lands identified as Special Site 11 are located on the east side of Cawthra Road, south of Bloor Street.</i></p><p><i>Notwithstanding the provisions of the Residential Low Density II designation,, only a detached dwelling or an office for a maximum of three (3) non-resident physicians, dentists and drugless practitioners will be permitted.</i></p></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.3, District Policies, Applewood District, Applewood District Land Use Map	Applewood District Land Use Map	The lands identified as Special Site 5 should be redesignated to Office to eliminate the split designation.	<b>119</b>	That the Applewood District Land Use Map, be amended as follows:  1. Redesignate the lands located north of Dundas Street East, east of Cawthra Road the lands identified by Special Site 5, from "Office" and "Residential High Density II" to "Office".
Section 4.3, District Policies, Applewood District, Applewood District Land Use Map	Applewood District Land Use Map	As a result of revising the General Commercial policies to only permit motor vehicle uses in Employment Districts but not in Nodes, the site located at the north-west corner of Dundas Street East and Dixie Road should be redesignated from General Commercial to Motor Vehicle Commercial to be consistent with the existing zoning and development.	<b>120</b>	That the Applewood District Land Use Map, be amended as follows:  2. Redesignate the lands located at the north-west corner of Dundas Street East and Dixie Road, from "General Commercial" to "Motor Vehicle Commercial".
Section 4.3, District Policies, Applewood District, Applewood District Land Use Map	Applewood District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>121</b>	That the Applewood District Land Use Map, be amended as follows:  3. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

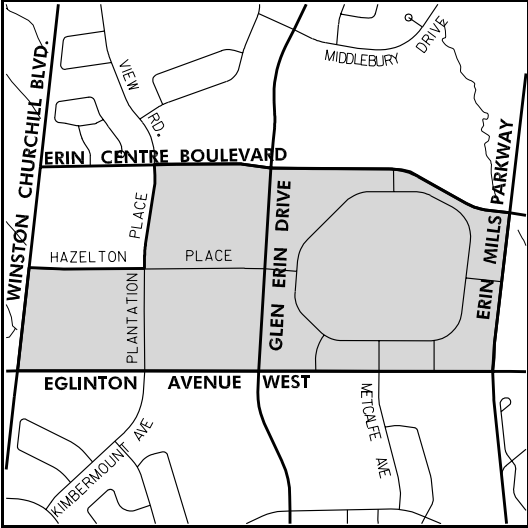
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Applewood District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4.3, District Policies, Central Erin Mills District Policies, Land Use Policies	Section 4.4 Page 4	Section 4.4.3.1.3, should be amended to permit all forms of horizontal dwellings to be consistent with other sections of Mississauga Plan.	122	<p>That Section 4.4.3.1.3, be amended as follows:</p> <p><b>4.4.3.1.3 Residential Medium Density I</b></p> <p>The Residential Medium Density I designation permits detached, semi-detached, <del>townhouse</del> <i>horizontal multiple</i> dwellings or any combination of these dwelling units, within a density range of 27-57 units per net residential hectare. <del>All forms of horizontal dwellings will also be permitted within this density range.</del></p>
Section 4.4.5, District Policies, Central Erin Mills District Policies, Special Sites	Section 4.4 Page 6	Section 4.4.5.2, Special Site 1, should be deleted as it is covered in the heritage policies.	123	<p>That Section 4.4.5.2, be deleted.</p> <p><del>4.4.5.2 Site 1</del></p> <div></div> <p><del>The lands identified as Special Site 1 are located on the northeast corner of Mississauga Road and Barbertown Road and are known as the Barber House. The Barber House has been designated under the <i>Ontario Heritage Act</i> since 1982.</del></p> <p><del>Notwithstanding the provisions of the General Commercial designation, this site will be subject to the following policies:</del></p> <p><del>a. renovations will have regard for the preservation of the significant architectural features and not detract or destroy any of the heritage features or architectural elements;</del></p> <p><del>b. the design and height of any addition should be in keeping with the existing building.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4.5, District Policies, Central Erin Mills District Policies, Special Sites	Section 4.4 Page 6	Section 4.4.5.3, Special Site 2, should be deleted as the lands have been developed for retirement dwellings which are permitted in the Residential Low and Medium Density categories.	124	<p>That Section 4.4.5.3, be deleted.</p> <p><del>4.4.5.3</del> — <del>Site 2</del></p>  <p>The lands identified as Special Site 2 are located on west side of Mississauga Road, north of Provincial Highway 403.</p> <p>A convent is permitted on the site.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4.5, District Policies, Central Erin Mills District Policies, Special Sites	Section 4.4 Page 7	Section 4.4.5.4, Special Site 3, to permit townhouses should be deleted as the lands where the townhouses are located are being redesignated to Residential Medium Density I.	125	<div><p>That Section 4.4.5.4, be deleted.</p><p><del>4.4.5.4</del> — <del>Site 3</del></p><div></div><p>The <del>lands identified as Special Site 3</del> are bounded by Erin Centre Boulevard, Plantation Place, Hazelton Place and Winston Churchill Boulevard.</p><p><del>Notwithstanding the provisions of the Residential High Density II designation on these lands, the following additional policy will apply:</del></p><p><del>a. townhouses will be permitted on approximately 2 ha at the southwest corner of Erin Centre Boulevard and Plantation Place.</del></p></div>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4.5, District Policies, Central Erin Mills District Policies, Special Sites	Section 4.4 Page 7	Section 4.4.3.5.b, Special Site 4, should be deleted as the requirement for a concept plan is covered under Section 5, Implementation.	126	<p>That Section 4.4.5.5, Site 4, be amended as follows:</p> <p><b>4.4.5.5                      Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are bounded by Erin Centre Boulevard, Plantation Place, Hazelton Place, Winston Churchill Boulevard, Eglinton Avenue West and Erin Mills Parkway.</p> <p>Notwithstanding the General Commercial designation, <i>Residential High Density II uses will be permitted. on these lands, the following additional policies will apply:</i></p> <p><del>a. Residential High Density II uses will be permitted;</del></p> <p><del>b. a concept plan will be required as part of a development application, which will address among other aspects, the following:</del></p> <ul style="list-style-type: none"><li><del>major land use components of the subject lands;</del></li><li><del>circulation, including pedestrian, vehicular and transit;</del></li><li><del>engineering services;</del></li><li><del>development controls, including urban design, landscaping features, provision of parking facilities, accessibility and open space;</del></li><li><del>compatible architectural design.</del></li></ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	With respect to the lands located on the south side of Eglinton Avenue West, east side of Winston Churchill Boulevard, the 8-storey apartment building and the 7-storey retirement building should be redesignated from Residential High Density I to Residential High Density II and the townhouse dwellings on the site should be redesignated to Residential Medium Density I to reflect existing development.	<b>127</b>	That the Central Erin Mills District Land Use Map, be amended as follows:  1. Redesignate the lands on the south side of Eglinton Avenue West, east side of Winston Churchill Boulevard, the 8-storey apartment building and the 7-storey retirement building, from "Residential High Density I" to "Residential High Density II";  2. Redesignate the lands on the south side of Eglinton Avenue West, east side of Winston Churchill Boulevard, the townhouse dwellings on the site, from "Residential High Density I" to "Residential Medium Density I".
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	The lands identified for townhouse dwellings in Special Site 3, should now be identified as Medium Density I on the District Land Use Map to reflect existing development.	<b>128</b>	That the Central Erin Mills District Land Use Map, be amended as follows:  3. Redesignate the lands (approximately 2 hectares) at the southwest corner of Erin Centre Boulevard and Plantation Place from "Residential High Density II" to "Medium Density I".
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east side of Erin Mills Parkway, north of Eglinton Avenue West are used for access to the Erin Mills Town Centre and currently designated Greenbelt. The lands are owned and maintained by the City of Mississauga and, therefore, should have no land use designation.	<b>129</b>	That the Central Erin Mills District Land Use Map, be amended as follows:  4. Delete the "Greenbelt" designation on the lands located on the east side of Erin Mills Parkway, north of Eglinton Avenue West that are used for road access into the Erin Mills Town Centre. The node boundary should be adjusted to include these lands.
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located north of Carlson Court, south of Termini Terrace should be redesignated from Greenbelt to Public Open Space as the lands are part of the adjacent park and are not consistent with the requirements in the Greenbelt policies or Greenbelt Zoning.	<b>130</b>	That the Central Erin Mills District Land Use Map, be amended as follows:  5. Redesignate the lands located north of Carlson Court, south of Termini Terrace from "Greenbelt" to "Public Open Space".
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	The Transportation and Works Department requested that reference to the "Transitway" and "Transitway Station" be replaced with "Bus Rapid Transit" and "Bus Rapid Transit Station".	<b>131</b>	That the Central Erin Mills District Land Use Map, be amended as follows:  6. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	132	That the Central Erin Mills District Land Use Map, be amended as follows:  7. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

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SEE Central Erin Mills District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.5, District Policies, Churchill Meadows District Policies, Development Concept	Section 4.5 Page 4	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	133	That Section 4.5.2.d, be amended as follows:  <b>d.</b> proximity to Provincial Highway 403, Provincial Highway 407 and the <del>Mississauga Transitway</del> <i>Bus Rapid Transit facility</i> ;
Section 4.5, District Policies, Churchill Meadows District Policies, Land Use	Section 4.5 Page 8	Section 4.5.4.1.4, should be revised to be consistent with other sections of Mississauga Plan.	134	That Section 4.5.4.1.4, be amended as follows:  <b>4.5.4.1.4 Residential High Density I</b>  The Residential High Density I designation permits <del>back-to-back townhouses dwellings, stacked townhouses and medium-rise</del> <i>horizontal multiple dwellings and</i> apartment buildings at a density range of 45-138 units per net residential hectare with a maximum height of 8-storeys.
Section 4.5, District Policies, Churchill Meadows District Policies, Land Use	Section 4.5 Page 8	Section 4.5.4.2.2, should be deleted as it is covered under Section 3.3.1, Business Employment, Permitted Uses.	135	That Section 4.5.4.2.2, be deleted.  <del><b>4.5.4.2.2</b> Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</del>  <del><b>a.</b> motor vehicle body repair facilities;</del>  <del><b>b.</b> motor vehicle repair garages.</del>
Section 4.5, District Policies, Churchill Meadows District Policies, Land Use	Section 4.5 Page 8	As the location for elementary schools in the Churchill Meadows Planning District have been determined Section 4.5.4.4, is redundant.	136	That Section 4.5.4.4, be deleted.  <del><b>4.5.4.4 Schools</b></del>  <del>Elementary schools should be near parkland with access to the Multi-Use Recreational Trail System.</del>
Section 4.5.5.1, District Policies, Churchill Meadows District Policies, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.5 Page 9	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	137	That Section 4.5.5.1, Table 1, Basic Road Characteristics, be amended as follows:  1. Add Ninth Line as 35 m ROW Width south of Eglinton Avenue West to Dundas Street West, Town of Oakville border.

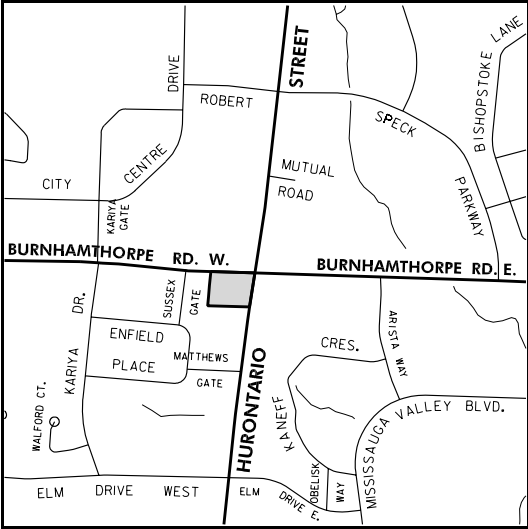
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.5, District Policies, Churchill Meadows District Policies, Special Site Policies	Section 4.5 Page 11	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	<b>138</b>	That Section 4.5.7.2.a, Site 1, be amended as follows:  a. the physical integration of the <del>Transitway</del> <i>Bus Rapid Transit (BRT) facility</i> with adjacent development will be encouraged;
Section 4.5, District Policies, Churchill Meadows District Policies, Special Site Policies	Section 4.5 Page 11	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	<b>139</b>	That Section 4.5.7.3.2.a, Area 2A, Site 2, be amended as follows:  a. the physical integration of the <del>Transitway</del> <i>Bus Rapid Transit (BRT) facility</i> with adjacent development will be encouraged.
Section 4.5, District Policies, Churchill Meadows District Policies, District Land Use Map	Churchill Meadows District Land Use Map	The lands currently designated Residential Medium Density I on the north side of Workman Drive, east of Long Valley Road should be redesignated to Residential Low Density II as the current zoning only permits detached dwellings.	<b>140</b>	That the Churchill Meadows District Land Use Map, be amended as follows:  1. Redesignate the lands on the north side of Workman Drive, east of Long Valley Road from "Residential Medium Density I" to "Residential Low Density II".
Section 4.5, District Policies, Churchill Meadows District Policies, District Land Use Map	Churchill Meadows District Land Use Map	The lands currently designated Residential Medium Density I on the north side of Eglinton Avenue West, west of Long Valley Road should be redesignated to Residential Low Density II as the current zoning only permits detached dwellings.	<b>141</b>	That the Churchill Meadows District Land Use Map, be amended as follows:  2. Redesignate the lands on the north side of Eglinton Avenue West, west of Long Valley Road from "Residential Medium Density I" to "Residential Low Density II".
Section 4.5, District Policies, Churchill Meadows District Policies, District Land Use Map	Churchill Meadows District Land Use Map	The Transportation and Works Department requested that reference to the “Transitway” and “Transitway Station” be replaced with “Bus Rapid Transit” and “Bus Rapid Transit Station”.	<b>142</b>	That the Churchill Meadows District Land Use Map, be amended as follows:  3. Add Ninth Line as an Arterial Road south of Eglinton Avenue West to Dundas Street West;  4. Relocate the Ridgeway Transitway Station to the east side of Ridgeway Drive;  5. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.5, District Policies, Churchill Meadows District Policies, District Land Use Map	Churchill Meadows District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>143</b>	That the Churchill Meadows District Land Use Map, be amended as follows:  6. Revise "Open Space" to "Public Open Space" in Land Use Designations legend;.

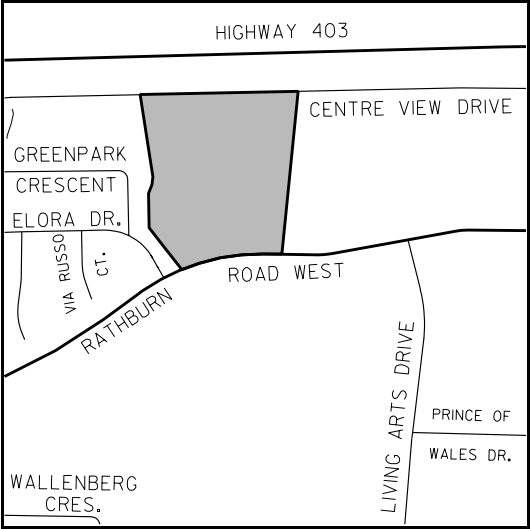
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SEE Churchill Meadows District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.6, District Policies, City Centre District Policies, Development Concept, Development Objectives	Section 4.6 Page 4	A new Section 4.6.2.2.n, should be added to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	144	That a new Section 4.6.2.2.n, be added as follows:  <i>n. Encourage pedestrian related development that is accessible to all, including those with disabilities.</i>
Section 4.6, District Policies, City Centre District Policies,	Section 4.6 Page 4	The 8 <sup>th</sup> bullet of Section 4.6.3.2.1.a, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	145	That the 8 <sup>th</sup> bullet of Section 4.6.3.1.a, be amended as follows:  • promote a balance of vehicular traffic and pedestrian priorities with features and amenities critical to pedestrian comfort, convenience and safety <i>for all, including those with disabilities</i> ;
Section 4.6, District Policies, City Centre District Policies,	Section 4.6 Page 5	The 2 <sup>nd</sup> bullet in Section 4.6.3.2.1.a, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	146	That the 2 <sup>nd</sup> bullet of Section 4.6.3.2.1.a, be amended as follows:  • promote pedestrian amenity, comfort, convenience and safety <i>for all, including those with disabilities</i> ;
Section 4.6, District Policies, City Centre District Policies,	Section 4.6 Page 6	The 8 <sup>th</sup> bullet in Section 4.6.3.2.2.d, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	147	That the 8 <sup>th</sup> bullet in Section 4.6.3.2.2.d, be amended as follows:  • <del>access for the physically challenged</del> <i>access for all, including those with disabilities</i> , to and from building entrances and the public sidewalk, parking areas, and open spaces.
Section 4.6, District Policies, City Centre District Policies,	Section 4.6 Page 7	The 3 <sup>rd</sup> bullet in Section 4.6.3.2.2.g, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	148	That the 3 <sup>rd</sup> bullet in Section 4.6.3.2.2.g, be amended as follows:  • <i>clear</i> identification of the site address <i>for all, including those with disabilities</i> .
Section 4.6, District Policies, City Centre District Policies, Mixed Use, Permitted Uses	Section 4.6 Page 20	This section should delete reference to “recreational” as recreational facilities are considered a community use.  Further, reference to “park” should be deleted as it is permitted under open space.	149	That Section 4.6.4.1.1.g, be amended as follows:  <i>g. Community and recreational facilities, and park and open space.</i>



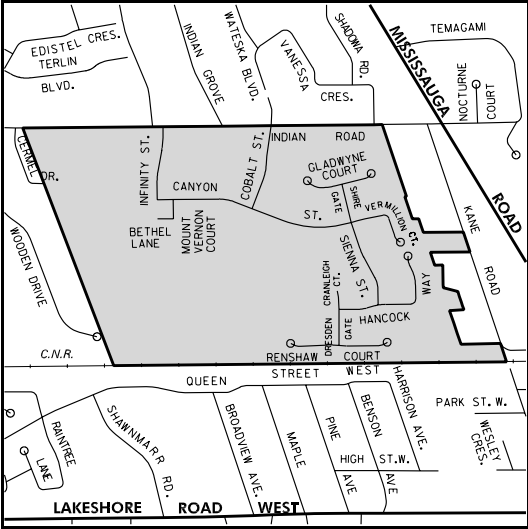
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.6.5.1, District Policies, City Centre District Policies, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.6 Page 20	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	150	<p>That Section 4.6.5.1, Table 1, Basic Road Characteristics, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise Centre View Drive ROW Width between Station Road and Rathburn Road West from 30 m to 30 m-50 m;</li><li>2. Revise Centre View Drive ROW Width between western boundary of City Centre District and Station Road from 30 m to 50 m;</li><li>3. Revise Rathburn Road West ROW Width between Station Road and Centre View Drive from 40 m to 55 m;</li></ol>
Section 4.6, District Policies, City Centre District Policies, Transportation	Section 4.6 Page 22	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	151	<p>That Section 4.6.5.2.4, 2<sup>nd</sup> and 3<sup>rd</sup> paragraphs, be amended as follows:</p> <p>As part of the proposed Mississauga <del>Transitway</del> <i>Bus Rapid Transit (BRT) facility</i>, the existing transit terminal may be expanded to serve future development growth and to connect with the <del>Transitway</del> <i>BRT facility</i>. In the long term, an additional <del>transitway</del> <i>BRT</i> station is also proposed near Hurontario Street, between Rathburn Road West and Provincial Highway 403.</p> <p>Transit facilities will be designed to accommodate the City-wide transit network; an internal transit service operating on the perimeter roadway around Square One; the east-west <del>Transitway</del> <i>BRT facility</i> in the Provincial Highway 403 corridor, inter-urban transit systems; and the pedestrian system linking office concentrations, Square One and cultural activities.</p>

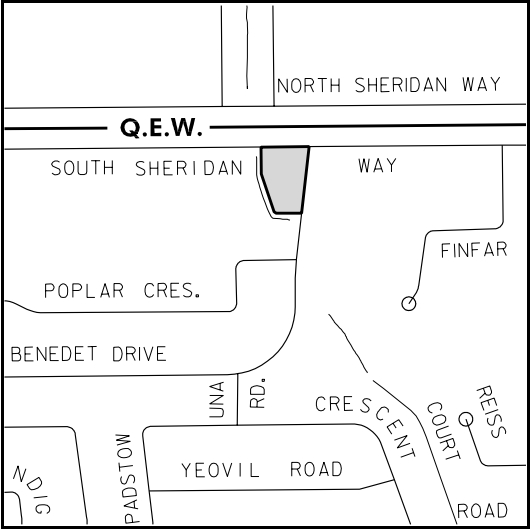
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.6, District Policies, City Centre District Policies, Special Site Policies	Section 4.6 Page 25	Special Site 4 should be reformatted to be consistent with other Special Sites in Mississauga Plan.	152	<p>That Section 4.6.7.5, be amended as follows:</p> <p><b>4.6.7.5                      Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are located at the southwest corner of Burnhamthorpe Road West and Hurontario Street.</p> <p>Notwithstanding the provisions of the Mixed Use designation, <del>the following additional policy will apply:</del></p> <p><b>a.</b> a motor vehicle service station will be permitted.</p>


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.6, District Policies, City Centre District Policies, Special Site Policies	Section 4.6 Page 25	A new Special Site should be added for the lands located north of Rathburn Road West, west of the proposed Confederation Parkway extension to permit townhouse dwellings, to be consistent with the existing zoning.	153	<p>That a new Special Site be added to the City Centre District Policies as follows:</p> <p><b>4.6.7.6                      Site 5</b></p> <div><p>The map shows a shaded area representing Special Site 5. It is located north of Rathburn Road West, west of the proposed Confederation Parkway extension. The site is bounded by Highway 403 to the north, Centre View Drive to the east, and Rathburn Road West to the south. To the west of the site are several streets: Greenpark Crescent, Elora Dr., Wallenberg Cres., Via Russo Ct., and Living Arts Drive. To the east of the site is Prince of Wales Dr.</p></div> <p><i>The lands identified as Special Site 5 are located north of Rathburn Road West, west of the Confederation Parkway extension.</i></p> <p><i>Notwithstanding the provisions of the Mixed Use designation, townhouse dwellings will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.6, District Policies, City Centre District Policies, City Centre District Land Use Map	City Centre District Land Use Map	The Transportation and Works Department requested that reference to the “Transitway” and “Transitway Station” be replaced with “Bus Rapid Transit” and “Bus Rapid Transit Station”.	154	<p>That the City Centre District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise the location of the Transitway off-ramp and alignment at Confederation Parkway;</li><li>2. Delete option 2 and renumbering option 3 accordingly;</li><li>3. Replace the reference to "Transitway" and" Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".</li></ol>
Section 4.6, District Policies, City Centre District Policies, City Centre District Land Use Map	City Centre District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	155	<p>That the City Centre District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"><li>4. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.</li></ol>

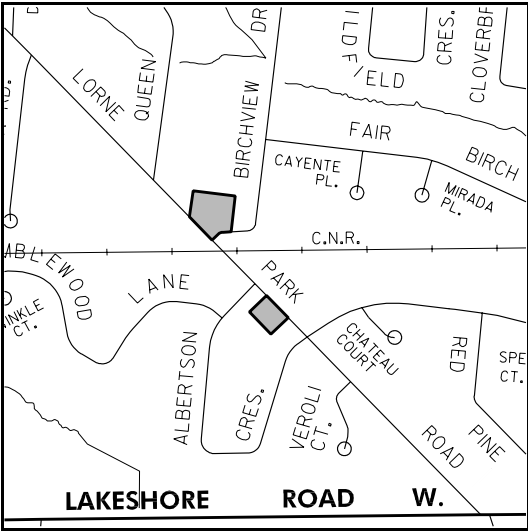
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SEE City Centre District Land Use Map			

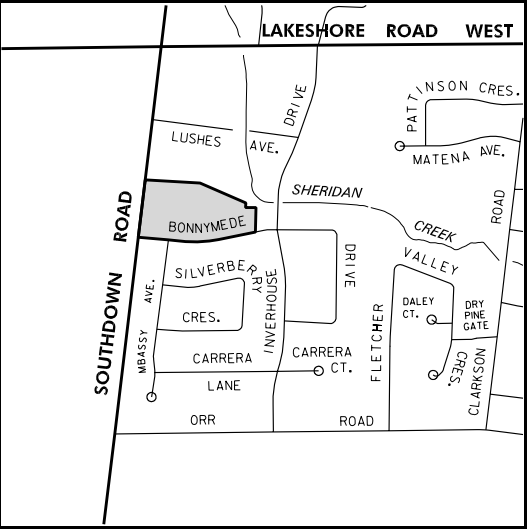
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 7	Section 4.7.4.4.1.a, is redundant as motor vehicle sales is prohibited in Mainstreet Commercial (See Section 3.5.1.2.c).	156	<p>That Section 4.7.4.4.1.a, be deleted.</p> <p><del>4.7.4.4.1 Mainstreet Commercial</del></p> <p><del>a. Notwithstanding the Mainstreet Commercial policies of this Plan, car dealerships will not be permitted.</del></p>
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 7	Reference in Section 4.7.4.4.2.a, to “car dealerships” should be replaced with “motor vehicle sales” to be consistent with the rest of Mississauga Plan.	157	<p>That Section 4.7.4.4.2.a, be amended as follows:</p> <p><del>a. Notwithstanding the General Commercial policies of this Plan, car dealerships</del> <i>motor vehicle sales</i> will not be permitted.</p>
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 10	Section 4.7.7.4, Special Site 3, should be deleted as the lands have all been zoned. The maximum number of dwelling units permitted through the zoning is 395.	158	<p>That Section 4.7.7.4, be deleted.</p> <p><del>4.7.7.4 Site 3</del></p> <div><p>The map shows a residential area in Mississauga. A large area is shaded in grey, representing the lands identified as Special Site 3. The shaded area is bounded by Indian Road to the north, Kane Road to the east, and a line of residential streets to the south. The streets shown include Edistel Cres., Terlin Blvd., Indian Grove, Wateska Blvd., Vaneesa Cres., Shadow Rd., Indian Road, Cobalt St., Gladwyne Court, Vermilion Ct., Kane Road, Renshaw Court, Queen Street West, Brown Ave., Pine Ave., High St. W., Park St. W., and Lakeshore Road West. Other streets shown include Edistel Cres., Terlin Blvd., Indian Grove, Wateska Blvd., Vaneesa Cres., Shadow Rd., Indian Road, Cobalt St., Gladwyne Court, Vermilion Ct., Kane Road, Renshaw Court, Queen Street West, Brown Ave., Pine Ave., High St. W., Park St. W., and Lakeshore Road West. The map also shows the CNR tracks and the Woodbine Drive.</p></div> <p><del>The lands identified as Special Site 3 are located between Indian Road and the CNR tracks, west of Kane Road.</del></p> <p><del>Notwithstanding their Residential Low Density I designation, the maximum number of detached dwellings will not exceed 395 units.</del></p>

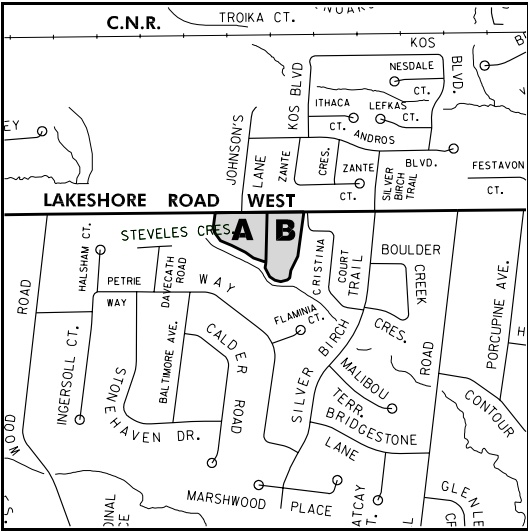
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 15	Special Site 10 should be amended to permit only a gas bar. Permitting a food store is redundant as a convenience retail kiosk with a maximum gross floor area of 300 m <sup>2</sup> is permitted in conjunction with a gas bar.	159	<div><div><div>That Section 4.7.7.11, Site 10, be amended as follows:</div><div><div>4.7.7.11Site 10</div><div></div></div><div><div>The lands identified as Special Site 10 are located at the southwest corner of South Sheridan Way and Benedet Drive.</div><div>Notwithstanding the provisions of the Motor Vehicle Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a: only a gas bar <del>and food store</del> will be permitted.</div></div></div></div></div>

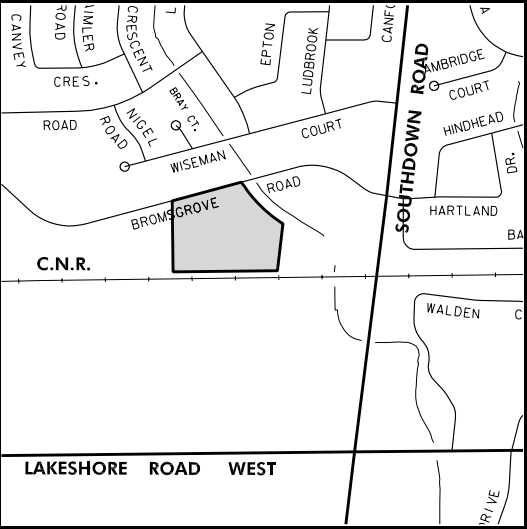
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 15	Reference in Special Site 11 to “car wash” should be deleted and replaced with “motor vehicle wash” to be consistent with the terminology used in Mississauga Plan.	160	<div><p>That Section 4.7.7.12, Site 11, be amended as follows:</p><p><b>4.7.7.12                      Site 11</b></p><div></div><p>The lands identified as Special Site 11 are located at the northwest corner of Lakeshore Road West and Clarkson Road.</p><p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p><p><del>a.</del> a motor vehicle service station and <del>car</del> motor vehicle wash will be permitted.</p></div>

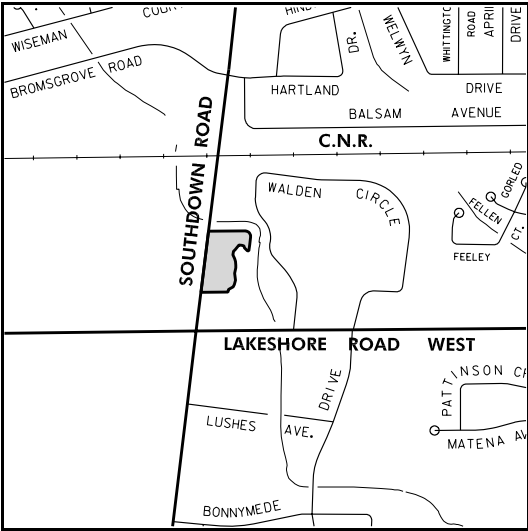


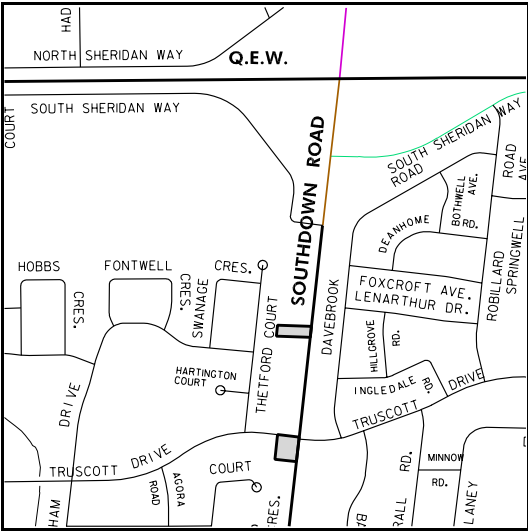
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 16	The graphic and the first paragraph of Special Site 12 should be amended to describe the location of the motor vehicle repair garage on the north side of the railway tracks on the east side of Lorne Park Road.	161	<p>That Section 4.7.7.13, Site 12, be amended as follows:</p> <p><b>4.7.7.13                      Site 12</b></p> <div></div> <p>The lands identified as Special Site 12 are located <i>north of Lorne Park Road, west of Birchview Drive and south of Lorne Park Road, and east of Albertson Crescent.</i></p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p> <p><del>a.</del> <i>a</i> motor vehicle repair garage will be permitted.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 17	A new Special Site should be added to the Clarkson-Lorne Park District Policies to recognize the existing 4-storey stacked townhouse dwellings located on the north side of Bonnymede Drive, east of Southdown Road.	162	<div><div><div>That a new Special Site be added to the Clarkson-Lorne Park District Policies as follows:</div><div>4.7.7.18<div>Site 17</div><div></div></div></div><div><div>The lands identified as Special Site 17 are located on the north side of Bonnymede Drive, east of Southdown Road.</div><div>Notwithstanding the provisions of the Residential Medium Density I designation, horizontal multiple dwellings will be permitted.</div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 17	A new Special Site should be added to the Clarkson-Lorne Park District Policies to recognize the existing townhouses and 3-storey retirement dwelling on the south side of Lakeshore Road West, west of Cristina Court.	163	<p>That a new Special Site be added to the Clarkson-Lorne Park District Policies as follows:</p> <p><b>4.7.7.19                      Site 18</b></p> <div></div> <p><i>The lands identified as Special Site 18 are located on the south side of Lakeshore Road West, west of Cristina Court.</i></p> <p><b>4.7.7.19.1                      Area 18A</b></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, retirement dwellings with a Floor Space Index (FSI) of 1.3, to a maximum height of 3-storeys, will be permitted.</i></p> <p><b>4.7.7.19.2                      Area 18B</b></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, 21 one-storey townhouse dwellings will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 17	A new Special Site should be added to the Clarkson-Lorne Park District Policies to recognize the existing four-storey stacked townhouse dwellings located on the south side of Bromsgrove Road, west of Southdown Road.	164	<p>That a new Special Site be added to the Clarkson-Lorne Park District Policies as follows:</p> <p><b>4.7.7.20                      Site 19</b></p> <div></div> <p><i>The lands identified as Special Site 19 are located on the south side of Bromsgrove Road, west of Southdown Road.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, horizontal multiple dwellings will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies, Special Site Policies	Section 4.7 Page 17	A new Special Site should be added to the Clarkson-Lorne Park District Policies to permit a 15-storey apartment building with an Floor Space Index of 5.5 to be consistent with the existing zoning on the lands located on the east side of Southdown Road, north of Lakeshore Road West.	165	<p>That a new Special Site be added to the Clarkson-Lorne Park District Policies as follows:</p> <p><b>4.7.7.21                      Site 20</b></p> <div></div> <p><i>The lands identified as Special Site 20 are located on the east side of Southdown Road, north of Lakeshore Road West.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, an apartment building with a maximum height of 15-storeys and a maximum Floor Space Index (FSI) of 5.5 is permitted.</i></p>

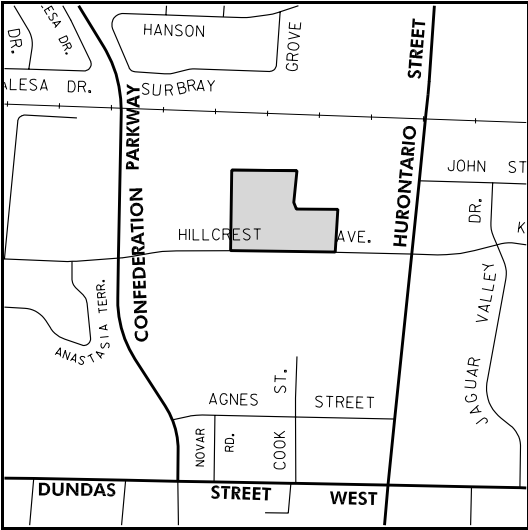
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies, Special Site Policies	Section 4.7 Page 17	The Comprehensive Zoning By-law Review identified that, a new Special Site should be added to the Clarkson-Lorne Park District Policies on the lands located on the west side of Southdown Road, south of Truscott Drive and north of Truscott Drive to be consistent with the existing zoning and development.	166	<p>That a new Special Site be added to the Clarkson-Lorne Park District Policies as follows:</p> <p><b>4.7.7.22                      Site 21</b></p> <div></div> <p><i>The lands identified as Special Site 21 are located on the west side of Southdown Road, south of Truscott Drive and north of Truscott Drive.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, offices will be permitted.</i></p>

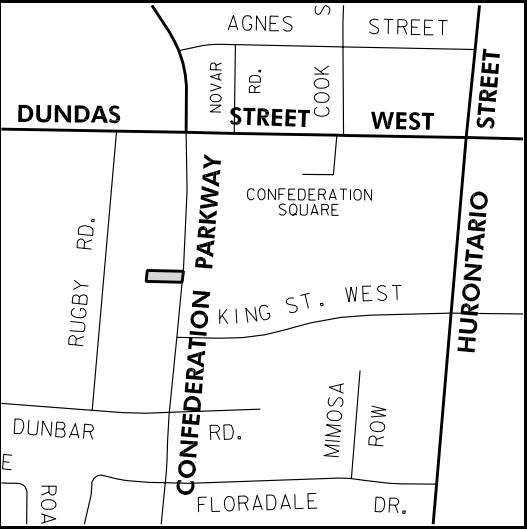
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Section 4.7, District Policies, Clarkson-Lorne Park District Policies, District Land Use Map	Clarkson-Lorne Park District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	167	That the Clarkson-Lorne Park District Land Use Map, be amended as follows:  1. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

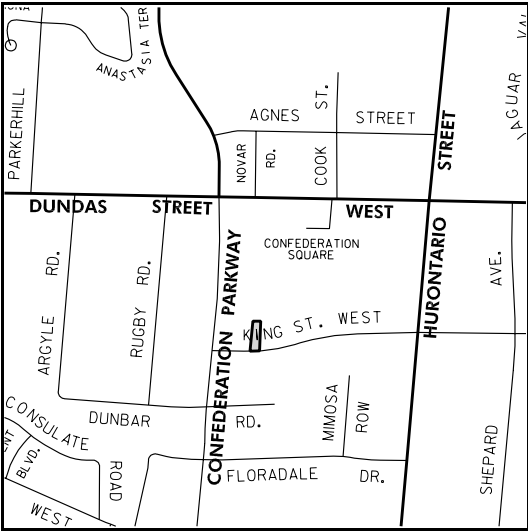
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SEE Clarkson-Lorne Park District Land Use Map			



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, Land Use	Section 4.8 Page 8	Section 4.8.4.1.4, should be revised to be consistent with other sections of Mississauga Plan.	168	<p>That section 4.8.4.1.4, be amended as follows:</p> <p><b>4.8.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings and <del>low-rise</del> apartments at a Floor Space Index (FSI) of 0.4-0.9. Building height should not exceed a maximum of 4-storeys unless otherwise specified in the Urban Design policies of this Plan.</p>
Section 4.8, District Policies, Cooksville District Policies, Land Use	Section 4.8 Page 8	The Comprehensive Zoning By-law Review identified that, the Floor Space Index (FSI) range should be adjusted to reflect the existing zoning and development.	169	<p>That Section 4.8.4.1.5, be amended as follows:</p> <p><b>4.8.4.1.5 Residential High Density I</b></p> <p>The Residential High Density I designation permits apartment dwellings at a Floor Space Index of <del>1.0-1.8</del> 0.5-1.5. Buildings should not exceed a maximum of 8-storeys in height unless otherwise specified in the Urban Design policies of this Plan.</p>
Section 4.8, District Policies, Cooksville District Policies, Land Use	Section 4.8 Page 9	The Comprehensive Zoning By-law Review identified that, the Floor Space Index (FSI) range should be adjusted to reflect the existing zoning and development.	170	<p>That Section 4.8.4.1.6, be amended as follows:</p> <p><b>4.8.4.1.6 Residential High Density II</b></p> <p>The Residential High Density II designation permits apartment dwellings at a Floor Space Index of <del>1.9</del> 1.5-2.9.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, Special Site Policies	Section 4.8 Page 16	The word “Commercial” should be deleted from Section 4.8.6.7, Special Site 6, to permit all types of accessory uses.	171	<div><div>That Special Site 6, Section 4.8.6.7, be amended as follows:</div><div><div>4.8.6.7Site 6</div><div>A map of Special Site 6, which is a shaded L-shaped area bounded by Hillcrest Ave. to the north and east, Confederation Parkway to the west, and Agnes St. to the south. The map shows the surrounding street network including Dundas Street West, Hurontario Street, Confederation Parkway, Hillcrest Ave., Agnes St., Cook St., Novar Rd., Anas Rd., and various residential streets like Hanson Grove, Lesa Dr., and John St. The site is located on the north side of Hillcrest Avenue, west of Hurontario Street.</div></div><div><div>The lands identified as Special Site 6 are located <del>along</del> on the north side of Hillcrest Avenue, west of Hurontario Street.</div><div>Notwithstanding <i>the provisions of</i> the Residential High Density II designation, <del>on the lands, the following additional policies will apply:</del></div><div><div>a:</div><div>office development will be permitted at a maximum gross floor area of 61 439 m<sup>2</sup>, of which a maximum of 9 290 m<sup>2</sup> will be used for accessory <del>commercial</del> uses.</div></div></div></div>

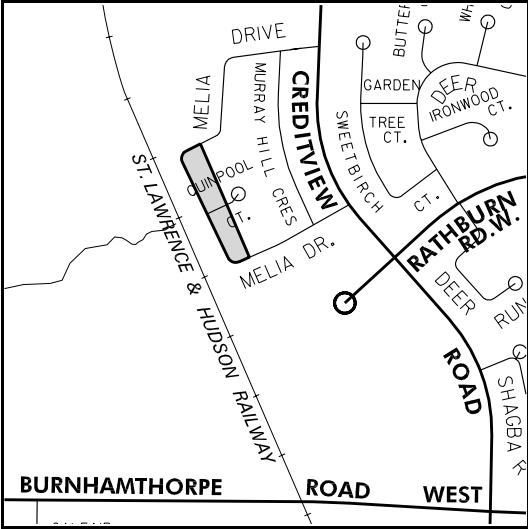
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, Special Site Policies	Section 4.8 Page 19	A new Special Site should be added to recognize the existing uses to permit offices on the west side of Confederation Parkway, south of Dundas Street West.	172	<div><div><p>That a new Special Site be added the Cooksville District Policies as follows:</p><p><b>4.8.6.16                      Site 15</b></p><p><i>The lands identified as Special Site 15 are located on the west side of Confederation Parkway, south of Dundas Street West.</i></p><p><i>Notwithstanding the provisions of the Residential Low Density II designation, offices will be permitted.</i></p></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, Special Site Policies	Section 4.8 Page 19	A new Special Site should be added to recognize the existing offices on the north side of King Street West, east of Confederation Parkway.	173	<p>That a new Special Site be added the Cooksville District Policies as follows:</p> <p><b>4.8.6.17                      Site 16</b></p> <div></div> <p><i>The lands identified as Special Site 16 are located on the north side of King Street West, east of Confederation Parkway.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, offices will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map	Cooksville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands on the north side of John Street, east of Hurontario Street should be redesignated from Residential High Density I to Residential High Density II to be consistent with the existing zoning.	174	That the Cooksville District Land Use Map, be amended as follows:  1. Redesignate the lands located on the north side of John Street, east of Hurontario Street from "Residential High Density I" to "Residential High Density II".
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map.	Cooksville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the land located east of Clayhill Road, across from Shoreline Drive should be redesignated from Residential Medium Density to Public Open Space to be consistent with the existing development and the proposed zoning.	175	That the Cooksville District Land Use Map, be amended as follows:  2. Redesignate the lands located east of Clayhill Road, across from Shoreline Drive from "Residential Medium Density I" to "Public Open Space".
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map	Cooksville District Land Use Map	Convenience Commercial lands that are located on an Arterial Road and are surrounded by lands designated General Commercial should be redesignated to General Commercial.	176	That the Cooksville District Land Use Map, be amended as follows:  3. Redesignate the following lands from "Convenience Commercial" to "General Commercial": <ul style="list-style-type: none"> <li>• the north side of Dundas Street West, west of Parkerhill Boulevard;</li> <li>• the south side of Dundas Street West, west of Confederation Parkway;</li> <li>• the north side of Dundas Street East, east of Kirwin Avenue;</li> <li>• the north side of Dundas Street East, east of Franze Drive;</li> <li>• the south side of Dundas Street East, east of Burslem Road.</li> </ul>
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map	Cooksville District Land Use Map	The lands located south of the railway tracks on the east side of Hurontario Street should be redesignated from Convenience Commercial to Mainstreet Commercial as they are located on an Arterial Road and are surrounded by lands designated Mainstreet Commercial.	177	That the Cooksville District Land Use Map, be amended as follows:  4. Redesignate the lands located on the east side of Hurontario Street, south of the railway tracks from "Convenience Commercial" to "Mainstreet Commercial".

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map	Cooksville District Land Use Map	As a result of revising the General Commercial policies to only permit motor vehicle uses in Employment Districts but not in Nodes, various sites along Dundas Street West and East should be redesignated from General Commercial to Motor Vehicle Commercial to be consistent with the existing zoning and development.	178	<p>That the Cooksville District Land Use Map, be amended as follows:</p> <p>5. Redesignate the following lands from "General Commercial" to "Motor Vehicle Commercial":</p> <ul style="list-style-type: none"><li>• the north-west corner of Dundas Street East and Franze Drive;</li><li>• the north-east corner of Dundas Street East and Given Road;</li><li>• the south-east corner of Dundas Street East and Cliff Road;</li><li>• the west side of Hensal Street, south of Dundas Street East;</li><li>• the south side of Dundas Street West, east of Mary Fix Creek;</li><li>• the south-west corner of Dundas Street West and Argyle Road.</li></ul>
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map	Cooksville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	179	<p>That the Cooksville District Land Use Map, be amended as follows:</p> <p>6. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.</p>

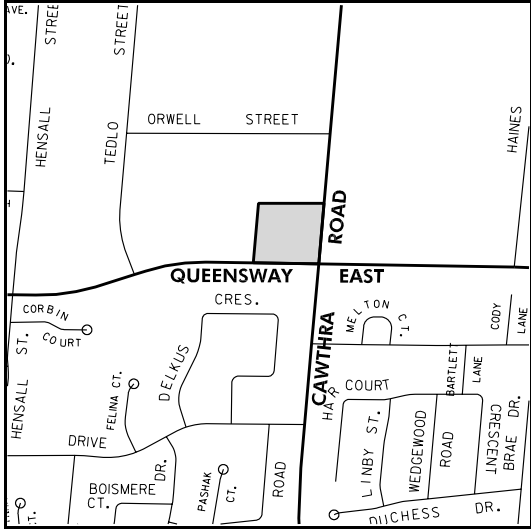
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SEE Cooksville District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.9, District Policies, Creditview District Policies, Land Use	Section 4.9 Page 4	Section 4.9.4.2, should be deleted as it is operational.	180	<p>That Section 4.9.4.2, be deleted.</p> <p><del>4.9.4.2 — Open Space</del></p> <p><del>A pedestrian linkage may be developed connecting this community with lands, which may be developed as the City's Public Gardens, on the west side of the St. Lawrence &amp; Hudson Railway.</del></p>
Section 4.9, District Policies, Creditview District Policies, Land Use	Section 4.9 Page 8	The Comprehensive Zoning By-law Review identified that, a new Special Site should be added for the street townhouse dwellings located on the east side of Melia Drive, east and west of Quinpool Court as they are currently designated Residential Low Density II which only permits detached, semi-detached, and duplexes.	181	<p>That a new Special Site be added to the Creditview District Policies as follows:</p> <p><b>4.9.6.7                      Site 6</b></p> <div><p>The map shows a residential area with Melia Drive running vertically. To the west of Melia Drive is the St. Lawrence &amp; Hudson Railway. To the east of Melia Drive are several streets: Quinpool Ct., Murray Hill Cres, Sweet Birch Ct., Garden Tree Ct., Butterfield Ct., and Deerwood Ct. Further east is Rathburn Rd. W. The area is labeled 'CREDITVIEW' and 'BURNHAMTHORPE ROAD WEST'. A specific area on the east side of Melia Drive, between Quinpool Ct. and Murray Hill Cres, is highlighted with a grey box and labeled 'Site 6'.</p></div> <p><i>The lands identified as Special Site 6 are located on the east side of Melia Drive east and west of Quinpool Court.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, townhouse dwellings will also be permitted.</i></p>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.9, District Policies, Creditview District Policies	Section 4.9 Creditview District Land Use Map	The Transportation and Works Department requested editorial changes to the Creditview District Land Use Map.	182	That the Creditview District Land Use Map, be amended as follows:  1. Delete the Mavis Road Transitway Station and revise the Transitway alignment;  2. Replace the reference to "Transitway" and" Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.9, District Policies, Creditview District Policies	Section 4.9 Creditview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	183	That the Creditview District Land Use Map, be amended as follows:  3. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

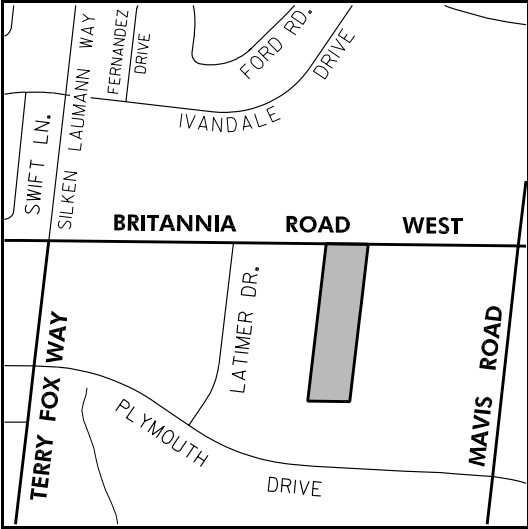
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SEE Creditview District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.10, District Policies, Dixie District Policies, Land Use	Section 4.10 Page 4	A new policy should be added to Section 4.10.4, Land Use, to permit existing employment uses that require extensive outdoor processing and storage to continue or expand.	184	<p>That a new Section be added to Section 4.10.4, as follows:</p> <p><b>4.10.4.3 Business Employment</b></p> <p><i>Notwithstanding the Business Employment policies of this Plan, the following additional uses will be permitted:</i></p> <p><i>a. existing industrial uses that require extensive outdoor processing and storage will be permitted, and may expand.</i></p>
Section 4.10, District Policies, Dixie District Policies, Special Site Policies	Section 4.10 Page 11	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation in Employment Districts, it would be appropriate to redesignate all lands currently designated Motor Vehicle Commercial to Business Employment. As a result, Section 4.10.6.6, Site 5, should be deleted.	185	<p>That Section 4.10.6.6 Site 5, be deleted.</p> <p><del>4.10.6.6 Site 5</del></p> <div></div> <p><del>The lands identified as Special Site 5 are located at the northwest corner of Queensway East and Cawthra Road.</del></p> <p><del>Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policy will apply:</del></p> <p><del>a. all types of restaurants will be permitted.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.10, District Policies, Dixie District Policies, District Land Use Map	Dixie District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located south of the St. Lawrence and Hudson Railway Tracks between Haines Road and Dixie Road, with an existing zoning of M2 should be redesignated from Business Employment to Industrial to be consistent with existing development and existing and proposed zoning.	<b>186</b>	That the Dixie District Land Use Map, be amended as follows:  1. Redesignate the lands located south of the St. Lawrence and Hudson Railway, between Haines Road and Dixie Road from "Business Employment" to "Industrial", and add "Industrial" to the Land Use Designations legend.
Section 4.10, District Policies, Dixie District Policies, District Land Use Map	Dixie District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located north of the St. Lawrence and Hudson Railway, west of Blundell Road should be redesignated from Business Employment to General Commercial to be consistent with the existing zoning and development.	<b>187</b>	That the Dixie District Land Use Map, be amended as follows:  2. Redesignate the lands located north of the St. Lawrence and Hudson Railway, west of Blundell Road from "Business Employment" to "General Commercial".
Section 4.10, District Policies, Dixie District Policies, District Land Use Map	Dixie District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the General Commercial designation, all lands currently designated Motor Vehicle Commercial should be redesignated to General Commercial.	<b>188</b>	That the Dixie District Land Use Map, be amended as follows:  3. Redesignate the following lands from "Motor Vehicle Commercial" to "General Commercial": <ul style="list-style-type: none"> <li>• southeast corner of Dundas Street East and Haines Road;</li> <li>• southwest corner of Dundas Street East and Haines Road;</li> <li>• southeast corner of Dundas Street East and Stanfield Road;</li> <li>• southeast corner of Dundas Street East and Dixie Road.</li> </ul>
Section 4.10, District Policies, Dixie District Policies, District Land Use Map	Dixie District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation, the lands at the northwest corner of Queensway East and Cawthra Road currently designated Motor Vehicle Commercial should be redesignated to Business Employment.	<b>189</b>	That the Dixie District Land Use Map, be amended as follows:  4. Redesignate the lands on the northwest corner of Queensway East and Cawthra Road from "Motor Vehicle Commercial" to "Business Employment".
Section 4.10, District Policies, Dixie District Policies, District Land Use Map	Dixie District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>190</b>	That the Dixie District Land Use Map, be amended as follows:  5. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

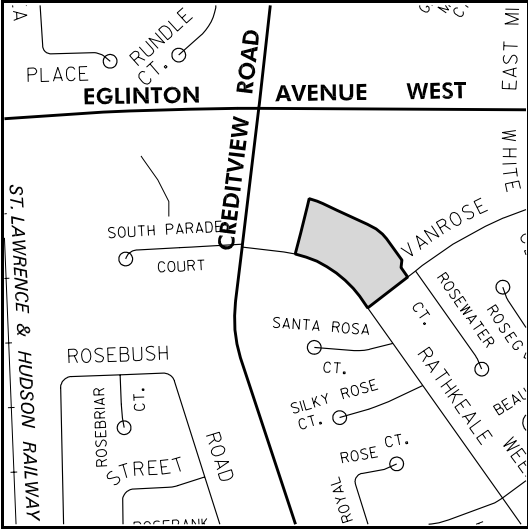
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SEE Dixie District Land Use Map			

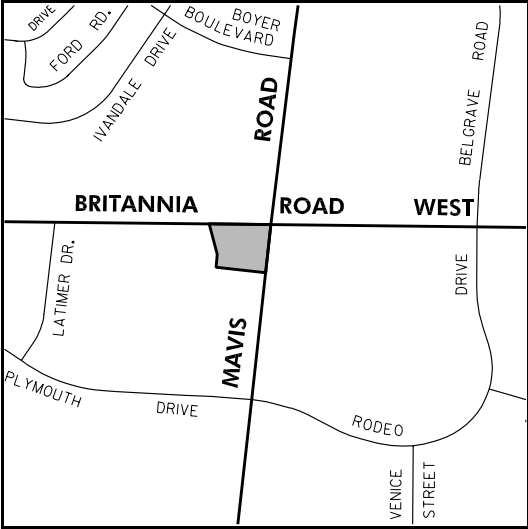
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Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 4	The terminology used in Section 4.11.4.1.2, should be updated to be consistent with the rest of Mississauga Plan.	191	<p>That Section 4.11.4.1.2, be amended as follows:</p> <p><b>4.11.4.1.2 Residential Low Density II</b></p> <p>The Residential Low Density II designation permits detached, semi-detached and <del>other types of freehold dwellings including</del> street townhouses <i>dwellings</i>, within a density range of 18-30 units per net residential hectare.</p>
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 4	Section 4.11.4.2, should be deleted as it is covered under Section 3.3.1, Business Employment, Permitted Uses.	192	<p>That Section 4.11.4 2, be deleted.</p> <p><del>4.11.4.2 Business Employment</del></p> <p><del>Notwithstanding the Business Employment Policies of this Plan the following uses will not be permitted:</del></p> <p><del>a. waste processing or transfer stations and composting facilities;</del></p> <p><del>b. trucking terminals and transportation depots;</del></p> <p><del>c. motor vehicle body repair facilities;</del></p> <p><del>d. motor vehicle repair garages.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 8	The Comprehensive Zoning By-law Review identified that, Section 4.11.6.4, Special Site 3, should be amended to be consistent with the existing zoning and development.	193	<p>That Section 4.11.6.4, Special Site 3, be amended as follows:</p> <p><b>4.11.6.4                      Site 3</b></p> <div></div> <p>The lands identified as Special Site 3 are located on the south side of Britannia Road West between Terry Fox Way and Mavis Road.</p> <p>Notwithstanding the General Commercial designation, <i>a truck terminal with a maximum Gross Floor Area (GFA) of 510 m<sup>2</sup> will be permitted</i> the following additional policy will apply:</p> <p><del>a. the existing uses will be permitted to continue but permission will not be given to enlarge or extend the buildings and structures beyond the limits of the lands;</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 11	Section 4.11.6.9, Special Site 8, should be amended to delete references to permitting a long term care facility with an ancillary day care and community centre as these uses are permitted.	194	<p>That Section 4.11.6.9, Special Site 8, be amended as follows:</p> <p><b>4.11.6.9                      Site 8</b></p> <div></div> <p>The lands identified as Special Site 8 are located on the west side of Mavis Road, north of Preston Manor Drive.</p> <p>Notwithstanding the provisions of the Residential High Density I designation, <del>on the lands, the following additional policies will apply:</del></p> <ul style="list-style-type: none"><li><del>a. a long term care facility with an ancillary day care and community centre will be permitted;</del></li><li><del>b. development of the property will be permitted up to a maximum floor space index of 1.75.</del></li></ul>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 13	The Comprehensive Zoning By-law Review identified that, a new Special Site should be added to the East Credit District Policies for the lands located on the north side of Rathkeale Road, east of Creditview Road to permit an FSI of 2.1 to be consistent with the existing zoning and development.	195	<p>That a new Special Site be added to the East Credit District Policies as follows:</p> <p><b>4.11.6.13            Site 12</b></p> <div></div> <p><i>The lands identified as Special Site 12 are located on the north side of Rathkeale Road, east of Creditview Road.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, a maximum FSI of 2.1 will be permitted.</i></p>

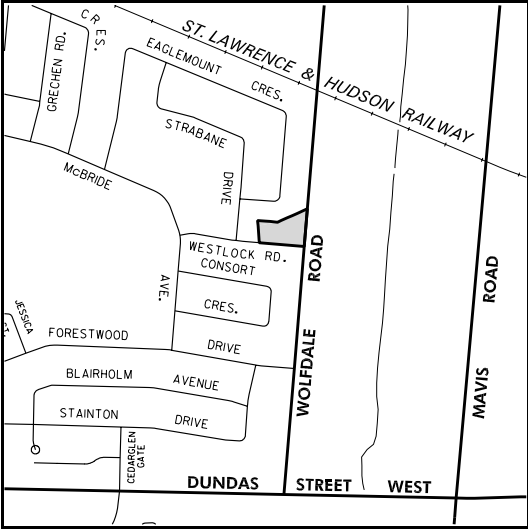
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 13	As a result of revising the General Commercial policies to only permit motor vehicle uses in Employment Districts but not in Nodes, the site located at the south-west corner of Britannia Road West and Mavis Road should be added as a Special Site to be consistent with the existing zoning and development.	196	<p>That a new Special Site be added to the East Credit District Policies as follows:</p> <p><b>4.11.6.14            Site 13</b></p> <div></div> <p><i>The lands identified as Special Site 13 are located at the south-west corner of Britannia Road West and Mavis Road.</i></p> <p><i>Notwithstanding the provisions of the General Commercial designation, motor vehicle commercial uses will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies	East Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the townhouse dwellings located on the north side of South Parade Court, west of Creditview Road should be redesignated from Residential High Density I to Residential Medium Density I.	197	That the East Credit District Land Use Map, be amended as follows:  1. Redesignate the lands on the north side of South Parade Court, west of Creditview Road from "Residential High Density I" to "Residential Medium Density I".
Section 4.11, District Policies, East Credit District Policies	East Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located north of Eglinton Avenue, east of Heatherleigh Avenue should be redesignated from Convenience Commercial to Residential Medium Density I to be consistent with the existing development and the existing and proposed zoning.	198	That the East Credit District Land Use Map, be amended as follows:  2. Redesignate the lands located north of Eglinton Avenue West, east of Heatherleigh Avenue from "Convenience Commercial" to "Residential Medium Density I".
Section 4.11, District Policies, East Credit District Policies, East Credit District Land Use Map	East Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located north of Eglinton Avenue, west of Mavis Road should be redesignated from Residential Medium I to Residential High Density I to be consistent with the existing development and the existing and proposed zoning.	199	That the East Credit District Land Use Map, be amended as follows:  3. Redesignate the lands located north of Eglinton Avenue West, west of Mavis Road from "Residential Medium Density I" to "Residential High Density I".
Section 4.11, District Policies, East Credit District Policies, East Credit District Land Use Map	East Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located adjacent to the Creditview Wetlands, not considered part of the Creditview Wetlands should be redesignated from Greenbelt to Public Open Space.	200	That the East Credit District Land Use Map, be amended as follows:  4. Redesignate the lands located south of Willowvale Gardens, east of Brockworth Drive (Creditview Wetlands) from "Greenbelt" to "Public Open Space".

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies, East Credit District Land Use Map	East Credit District Land Use Map	The Transportation and Works Department requested editorial changes to the East Credit District Land Use Map.	201	That the East Credit District Land Use Map, be amended as follows:  5. Delete the Mavis Road Transitway Station;  6. Replace the reference to "Transitway" and" Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.11, District Policies, East Credit District Policies, East Credit District Land Use Map	East Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	202	That the East Credit District Land Use Map, be amended as follows:  7. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE East Credit District Land Use Map			

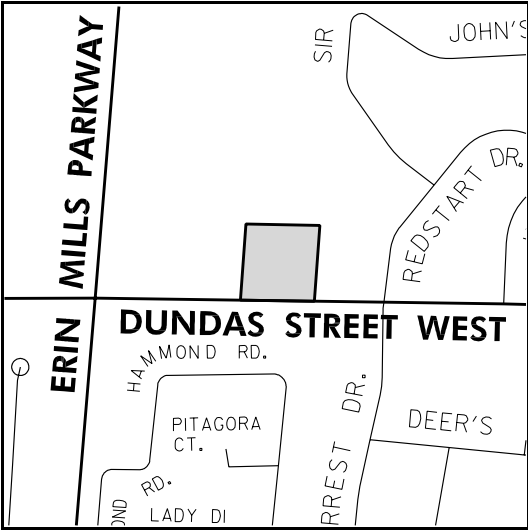
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.12, District Policies, Erindale District Policies, Land Use	Section 4.12 Page 4	Through the Comprehensive Zoning By-law Review it was identified that the Residential Medium Density I policies should be amended to permit semi-detached dwellings as they currently exist.	203	<p>That Section 4.12.3.1.3, be amended as follows:</p> <p><b>4.12.3.1.3 Residential Medium Density I</b></p> <p>The Residential Medium Density I designation permits <i>semi-detached dwellings and townhouse dwellings development</i>, within a density range of 25-50 units per net residential hectare. Building height should not exceed a maximum of 3-storeys in height.</p>
Section 4.12 District Policies, Erindale, District Policies, Land Use	Section 4.12 Page 4	Through the Comprehensive Zoning By-law Review it was identified that the Floor Space Index range in the Residential High Density I was inconsistent with the existing zoning and development.	204	<p>That section 4.12.3.1.4, be amended as follows:</p> <p><b>4.12.3.1.4 Residential High Density I</b></p> <p>The Residential High Density I designation permits <del>medium-rise</del> apartment dwellings at a Floor Space Index of <del>±0-1.8</del> 0.5-1.0. These dwellings should not exceed a maximum of 8-storeys in height.</p>
Section 4.12, District Policies, Erindale District Policies, Land Use	Section 4.12 Page 4	Through the Comprehensive Zoning By-law Review it was identified that the Floor Space Index range in the Residential High Density II was inconsistent with the existing zoning and what is built.	205	<p>That section 4.12.3.1.5, be amended as follows:</p> <p><b>4.12.3.1.5 Residential High Density II</b></p> <p>The Residential High Density II designation permits <del>medium-rise and high-rise</del> apartment dwellings at a Floor Space Index of <del>±0-2.9</del> 1.0-1.8.</p>
Section 4.12, District Policies, Erindale District Policies, Land Use	Section 4.12 Page 4	Section 4.12.3.2.1, General Commercial, is redundant and should be deleted as it is covered in Section 3.15, Urban Design.	206	<p>That Section 4.12.3.2, be deleted.</p> <p><del><b>4.12.3.2 Commercial</b></del></p> <p><del><b>4.12.3.2.1 General Commercial</b></del></p> <p><del>To increase greater pedestrian traffic near the facility, Westdale Mall expansion will be encouraged to take the form of free-standing, street related buildings.</del></p>
Section 4.12, District Policies, Erindale District Policies, Special Site Policies	Section 4.12 Page 6	An additional policy should be added to the Special Site 1 policies to address height in the Mainstreet Commercial designation.	207	<p>That Section 4.12.5.2, be amended as follows:</p> <p><i><b>h. Buildings should have a minimum height of 2-storeys and a maximum height of 3-storeys.</b></i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.12, District Policies, Erindale District Policies, Special Site Policies	Section 4.12 Page 9	The Comprehensive Zoning By-law Review identified that, it would be appropriate to redesignate the lands identified as Special Site 6 located at the northwest corner of Wolfedale Road and Westlock Road from Residential Medium Density I to Convenience Commercial to recognize the existing plaza. The Special Site policies should be amended appropriately.	208	<p>That Section 4.12.5.7, Special Site 6, be amended as follows:</p> <p><b>4.12.5.7                      Site 6</b></p> <div></div> <p>The lands identified as Special Site 6 are located at the northwest corner of Wolfedale Road and Westlock Road.</p> <p>Notwithstanding the provisions of the <del>Residential Medium Density-I Convenience Commercial</del> designation, the following additional uses will also be permitted:</p> <ul style="list-style-type: none"><li><del>a. Convenience Commercial uses;</del> <i>townhouse dwellings;</i></li><li>b. motor vehicle rental <del>facilities.</del> <i>facility.</i></li></ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.12, District Policies, Erindale District Policies, Erindale District Land Use Map	Erindale District Land Use Map	The lands located on the northwest corner of Wolfedale Road and Westlock Road should be redesignated from Residential Medium Density I to Convenience Commercial to recognize the existing zoning and commercial centre.	209	That the Erindale District Land Use Map, be amended as follows:  1. Redesignate the lands located on the northwest corner of Wolfedale Road and Westlock Road from "Residential Medium Density I" to "Convenience Commercial".
Section 4.12, District Policies, Erindale District Policies, Erindale District Land Use Map	Erindale District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	210	That the Erindale District Land Use Map, be amended as follows:  2. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.



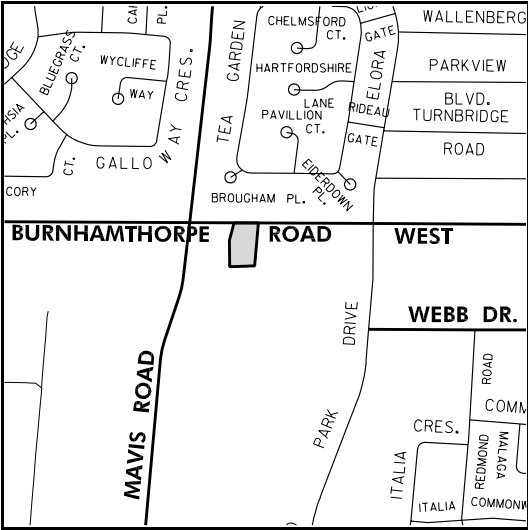
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Erindale District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.13, District Policies, Erin Mills District Policies, Land Use	Section 4.13 Page 4	Section 4.13.3.1.2, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	211	<p>That Section 4.13.3.1.2, be amended as follows:</p> <p><b>4.13.3.1.2 Residential Low Density II</b></p> <p>The Residential Low Density II designation permits detached, semi-detached, duplex and <del>other types of dwellings with individual frontages on a public street</del> <i>street townhouse dwellings</i>, within a <del>net</del> density range of 18-30 units per net residential hectare.</p>
Section 4.13, District Policies, Erin Mills District Policies, Land Use	Section 4.13 Page 4	Section 4.13.3.1.3, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	212	<p>That Section 4.13.3.1.3, be amended as follows:</p> <p><b>4.13.3.1.3 Residential Medium Density I</b></p> <p>The Residential Medium Density I designation permits detached, semi-detached, duplex, <del>and townhouse dwellings and all forms of horizontal multiple dwellings</del> within a <del>net</del> density range of 30-57 units per net residential hectare. <del>All forms of low-rise multiple dwellings will also be permitted within this density range.</del></p>
Section 4.13, District Policies, Erin Mills District Policies, Special Site Policies	Section 4.13 Page 10	A new Special Site should be added to the Erin Mills District Policies to permit the existing funeral home on the north side of Dundas Street West, east of Erin Mills Parkway.	213	<p>That a new Special Site be added to the Erin Mills District Policies as follows:</p> <p><b>4.13.5.9 Site 8</b></p> <div></div> <p><i>The lands identified as Special Site 8 are located on the north side of Dundas Street West, east of Erin Mills Parkway.</i></p> <p><i>Notwithstanding the provisions of the General Commercial designation, a Funeral Establishment will be the only permitted use.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands on the east side of Sawmill Valley Drive, north of Burnhamthorpe Road West be redesignated from Greenbelt to Residential Low Density I.	<b>214</b>	That the Erin Mills District Land Use Map, be amended as follows:  1. Redesignate the lands on the east side of Sawmill Valley Drive, north of Burnhamthorpe Road West from "Greenbelt" to "Residential Low Density I".
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands north of the Collegeway, west of South Millway be redesignated from Residential High Density I to Residential Medium Density I to recognize the existing townhouse dwellings.	<b>215</b>	That the Erin Mills District Land Use Map, be amended as follows:  2. Redesignate the lands north of the Collegeway, west of South Millway from "Residential High Density I" to "Residential Medium Density I".
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands on the north side of The Collegeway (#2433, 2401) east of Glen Erin Drive (#3477) be redesignated from Residential High Density II to Residential Medium Density I to recognize the existing townhouse dwellings.	<b>216</b>	That the Erin Mills District Land Use Map, be amended as follows:  3. Redesignate the lands on the north side of The Collegeway (#2433, 2401) east of Glen Erin Drive (#3477) "High Density II" to "Residential Medium Density I".
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands on the west side of The Collegeway, southeast of South Millway be redesignated from Residential High Density I to Residential Medium Density I to recognize the existing townhouse dwellings.	<b>217</b>	That the Erin Mills District Land Use Map, be amended as follows:  4. Redesignate the lands on the west side of The Collegeway, southeast of South Millway from "Residential High Density I" to "Residential Medium Density I".
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Dundas Street West should be redesignated from Residential Low Density I to General Commercial to be consistent with the existing development and proposed zoning.	<b>218</b>	That the Erin Mills District Land Use Map, be amended as follows:  5. Redesignate the lands located on the north side of Dundas Street West, east of Erin Mills Parkway from "Residential Low Density I" to "General Commercial".

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Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Transportation and Works Department requested that the Erin Mills District Land Use Map be amended to reflect the Bus Rapid Transit alignment and stations.	219	That the Erin Mills District Land Use Map, be amended as follows:  6. Add Ninth Line as an Arterial Road south of Eglinton Avenue West to Dundas Street West;  7. Add the Bus Rapid Transit alignment and Bus Rapid Transit Stations;  8. Add reference to "Bus Rapid Transit" and "Bus Rapid Transit Station" in the legend.
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	220	That the Erin Mills District Land Use Map, be amended as follows:  9. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

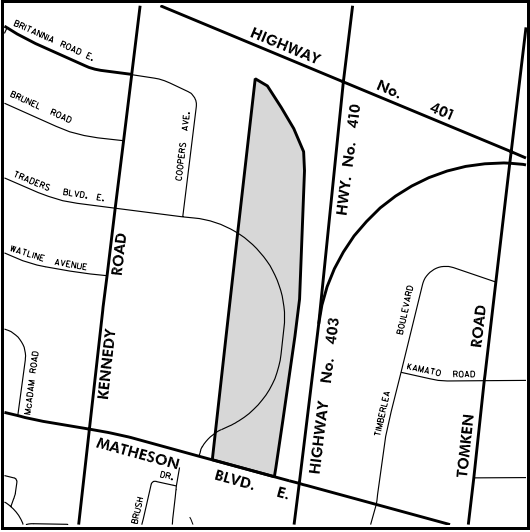
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SEE Erin Mills District Land Use Map			

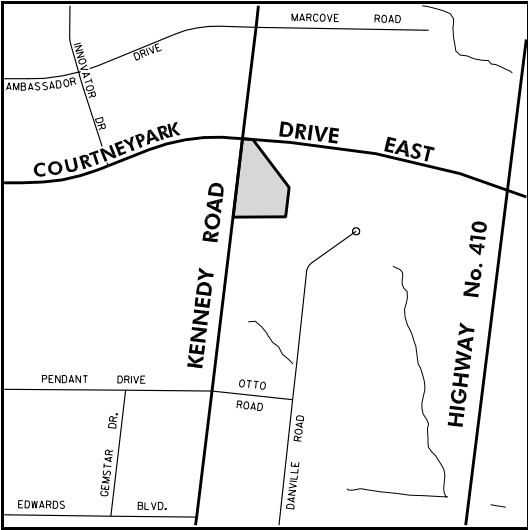
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.14, District Policies, Fairview District Policies, Land Use	Section 4.14 Page 4	The Comprehensive Zoning By-law Review identified that, street townhouse dwellings should be permitted in the Residential Low Density II designation to be consistent with the existing zoning and development.	221	<p>That Section 4.14.3.1.2, be amended as follows:</p> <p><b>4.14.3.1.2 Residential Low Density II</b></p> <p>The Residential Low Density II designation permits detached, semi-detached, duplex and <del>other types of dwellings with individual frontages on a public street</del> <i>street townhouse dwellings</i>, within a density range of 18-30 units per net residential hectare.</p>
Section 4.14, District Policies, Fairview District Policies, Special Site Policies	Section 4.14 Page 6	The Comprehensive Zoning By-law Review identified that, the lands located in Special Site 1 should permit a self storage facility to be consistent with a recent rezoning on the property.	222	<p>That Section 4.14.5.2.3, be amended by adding a new Section 4.14.5.2.3.f as follows:</p> <p><i>f. a self storage facility will also be permitted.</i></p>
Section 4.14, District Policies, Fairview District Policies, Special Site Policies	Section 4.14 Page 9	Section 4.14.5.6, Site 5, should be deleted and the lands be redesignated from Motor Vehicle Commercial to General Commercial to permit the existing restaurants.	223	<p>That Section 4.14.5.6, Site 5, be deleted.</p> <p><b>4.14.5.6 Site 5</b></p> <div><p>The map shows a street grid. Burnhamthorpe Road runs horizontally across the middle. Mavis Road runs vertically on the left. Webb Dr. runs vertically on the right. To the north of Burnhamthorpe Road, there are several residential streets including Chelmsford Ct., Hartfordshire Lane, Pavilion Ct., and Brougham Pl. To the south of Burnhamthorpe Road, there are streets like Italia Cres. and Redmond Common. A shaded rectangular area is located on Burnhamthorpe Road, east of Mavis Road and west of Webb Dr., representing the area of Site 5.</p></div> <p><del>The lands identified as Special Site 5 are located south of Burnhamthorpe Road West and east of Mavis Road.</del></p> <p><del>Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policy will apply:</del></p> <p><del>a. all types of restaurants will be permitted.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.14, District Policies, Fairview District Policies, Fairview District Land Use Map	Fairview District Land Use Map	Through the Comprehensive Zoning By-law Review, it was identified that the lands on the south side of Burnhamthorpe West, east of the motor vehicle service station at the southeast corner of Mavis Road be redesignated from Motor Vehicle Commercial to General Commercial.	<b>224</b>	That the Fairview District Land Use Map, be amended as follows:  1. Redesignate the lands located on the south side of Burnhamthorpe West, east of motor vehicle service station at the corner of Mavis Road from "Motor Vehicle Commercial" to "General Commercial".
Section 4.14, District Policies, Fairview District Policies, Fairview District Land Use Map	Fairview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands on the west side of Grand Park Drive, south of Central Parkway West be redesignated from Open Space to Residential Low Density II to recognize two detached dwellings that were recently built.	<b>225</b>	That the Fairview District Land Use Map, be amended as follows:  2. Redesignate the lands on the west side of Grand Park Drive, south of Central Parkway West from "Open Space" to "Residential Low Density II".
Section 4.14, District Policies, Fairview District Policies, Fairview District Land Use Map	Fairview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>226</b>	That the Fairview District Land Use Map, be amended as follows:  3. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Fairview District Land Use Map			



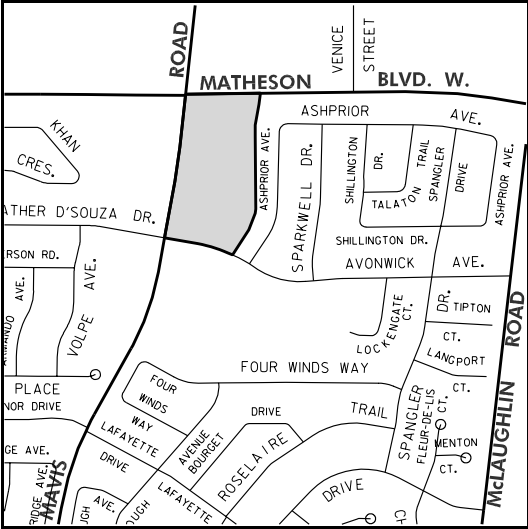
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Section 4.15.4.1, District Policies, Gateway District Policies, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.15 Page 7	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	227	<p>That Section 4.15.4.1, Table 1, Basic Road Characteristics, be amended as follows:</p> <p>1. Add 26 m ROW Width conceptual Britannia Road East link to Abilene Drive from Tomken Road to Kennedy Road.</p>
Section 4.15, District Policies, Gateway District Policies, Special Site Policies	Section 4.15 Page 16	The terminology in Section 4.15.5.10, should be updated to be consistent with other sections of Mississauga Plan.	228	<p>That Section 4.15.5.10, Site 9, be amended as follows:</p> <p><b>4.15.5.10 Site 9</b></p> <div></div> <p>The lands identified as Special Site 9, known as the Hershey Centre, are located west of Provincial Highway 403, between Provincial Highway 401 and Matheson Boulevard East.</p> <p>Notwithstanding <i>the provisions of the Public Open Space</i> designation, the following additional policy will apply:</p> <p>a. land uses permitted within Special Site 9 include recreational and spectator facilities such as spectator arenas, outdoor stadiums, community arenas, and indoor sport complex, as well as complimentary uses such as, but not limited to, commercial uses, restaurants, sports medical clinic, health and fitness centre, accessory offices, and <i>overnight accommodations a hotel.</i></p>

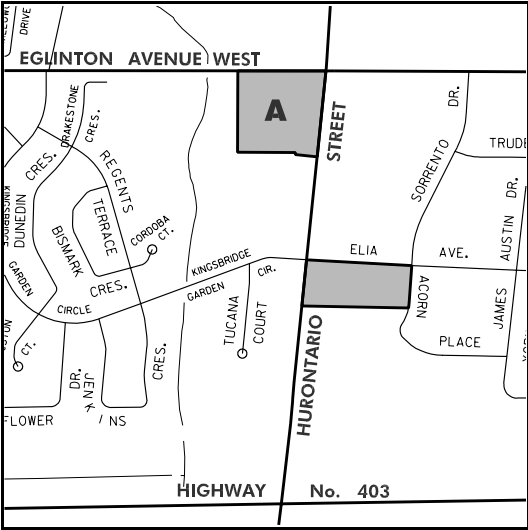
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Section 4.15, District Policies, Gateway District Policies, Special Site Policies	Section 4.15 Page 16	Section 4.15.5.11, Site 10, should be deleted as all the additional uses are permitted under the Business Employment designation.	229	<p>That Section 4.15.5.11, Site 10, be deleted.</p> <p><del>4.15.5.11 — Site 10</del></p>  <p><del>The lands identified as Special Site 10, are located at the southeast corner of Courtneypark Drive East and Kennedy Road.</del></p> <p><del>Notwithstanding the Business Employment designation, the following additional policy will apply:</del></p> <p><del>a. a gas bar which may include a commercial kiosk, a car wash, a truck stop facility with accessory uses will be permitted.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.15, District Policies, Gateway District Policies, Gateway District Land Use Map	Gateway District Land Use Map	The Comprehensive Zoning By-law Review identified that, a number of internal properties had existing industrial operations with extensive outdoor processing and/or storage areas. These lands are currently designated Business Employment and zoned M2. It would be appropriate to redesignate these lands from Business Employment to Industrial to be consistent with the existing land uses.	230	That the Gateway District Land Use Map, be amended as follows:  1. Redesignate the following lands from "Business Employment" to "Industrial" and add "Industrial" to the Land Use Designations legend: <ul style="list-style-type: none"> <li>the lands located east of Kennedy Road, north and south of Slate Drive;</li> <li>the lands located south of Britannia Road East, north and south of Brunel Road;</li> <li>the lands located east of Whittle Road, north and south of Watline Avenue.</li> </ul>
Section 4.15, District Policies, Gateway District Policies, Gateway District Land Use Map	Gateway District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation, all lands currently designated Motor Vehicle Commercial should be redesignated to Business Employment.	231	That the Gateway District Land Use Map, be amended as follows:  2. Redesignate the following lands from "Motor Vehicle Commercial" to "Business Employment": <ul style="list-style-type: none"> <li>northeast corner of Cantay Road and Mavis Road;</li> <li>northeast corner of Matheson Boulevard East and Kennedy Road;</li> <li>southeast corner of Matheson Boulevard East and Hurontario Street;</li> <li>southwest corner of Derry Road East and Kennedy Road;</li> <li>northeast corner of Derry Road East and Kennedy Road;</li> <li>northeast corner of Britannia Road West and McLaughlin Road.</li> </ul>
Section 4.15, District Policies, Gateway District Policies, Gateway District Land Use Map	Gateway District Land Use Map	The Transportation and Works Department requested that editorial changes be made to the Gateway District Land Use Map.	232	That the Gateway District Land Use Map, be amended as follows:  3. Update location of the Hurontario Street/Highway 401 ramps;  4. Add the Britannia Road East link to Abilene Drive;  5. Add "Future Major Collector (conceptual)" in legend.
Section 4.15, District Policies, Gateway District Policies, Gateway District Land Use Map	Gateway District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	233	That the Gateway District Land Use Map, be amended as follows:  6. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

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SEE Gateway District Land Use Map			

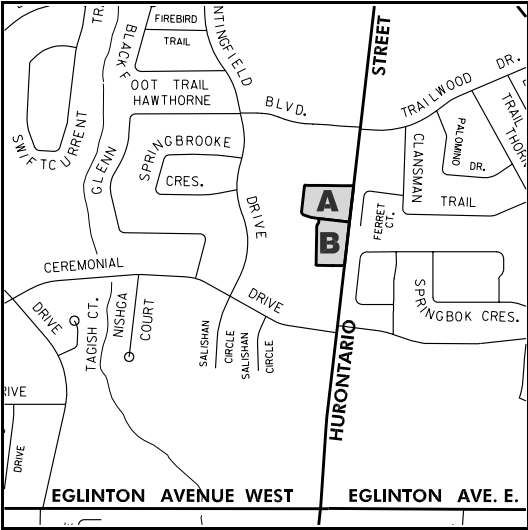
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Section 4.16, District Policies, Hurontario District Policies, Land Use	Section 4.16 Page 4	Section 4.16.4.1.4, should be revised to be consistent with other sections of Mississauga Plan.	234	<p>That section 4.16.4.1.4, be amended as follows:</p> <p><b>4.16.4.1.4        Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings as well as <del>low-rise</del> apartments <i>dwellings</i> at a Floor Space Index (FSI) of 0.4-0.9. Building height should not exceed 4-storeys.</p>

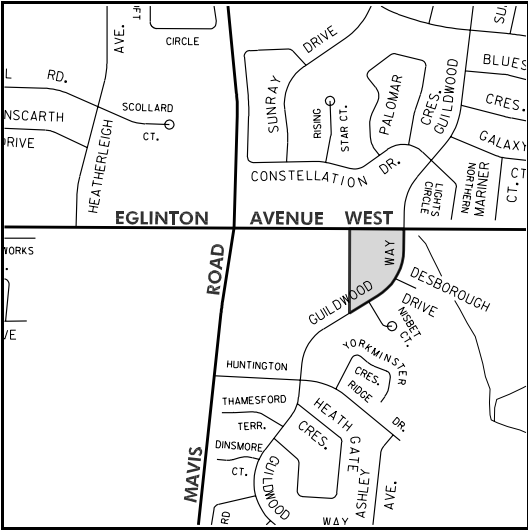
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 8	The Comprehensive Zoning By-law Review identified that, Section 4.16.6.3, Site 2, should be amended by redesignating the lands identified as 2B from Residential High Density I to Residential Medium Density I and deleting Section 4.16.6.3.2, Area 2B, from Site 2 to be consistent with the existing zoning and development.	235	<p>That Section 4.16.6.3, be amended as follows:</p> <p><b>4.16.6.3 Site 2</b></p> <div></div> <p>The lands identified as Special Site 2 are located east of Mavis Road and south of Matheson Boulevard West.</p> <p>Notwithstanding <i>the provisions of</i> the Residential High Density I designation, <del>on the lands,</del> the following additional <del>policies</del> <i>policy</i> will apply.</p> <p><b>4.16.6.3.1 Area 2A</b></p> <p><i>a.</i> The lands <del>identified as Area 2A</del> will only be permitted to be developed for apartments at a maximum Floor Space Index (FSI) of 1.8 and a minimum FSI of 1.0 with a height range of 8 to 16-storeys and a minimum landscaped open space of 50% of the lot area; and to permit an accessory commercial facility up to a maximum of 130 m<sup>2</sup> to be located within one of the apartment buildings; and to permit a maximum of 10% of the condominium resident parking as tandem spaces.</p> <p><b>4.16.6.3.2 Area 2B</b></p> <p>The lands identified as Area 2B, <del>will only permit apartments greater than 4-storeys as well as other forms of multiple horizontal dwellings at a maximum density of 78 units per hectare with a height range of a minimum 2 to a maximum of 4-storeys and a minimum open space area of 40% of the lot area and a maximum of 10% of the condominium resident parking as tandem spaces.</del></p>

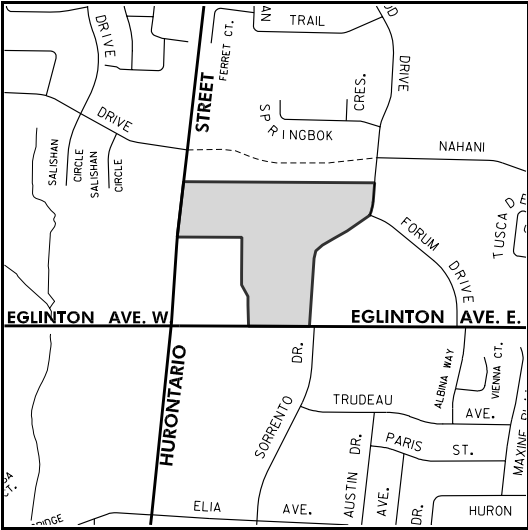
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 9	The Comprehensive Zoning By-law Review identified that, the lands identified as Special Site 3 should be designated Office and as part of the Special Site policies, allow Residential High Density II to be permitted. Site 3A will now apply to the lands located at the southwest corner of Eglinton Avenue East and Hurontario Street, where overnight accommodations will also be permitted.	236	<p>That Section 4.16.6.4, Special Site 3, be amended as follows:</p> <p><b>4.16.6.4 Site 3</b></p> <div></div> <p><b><del>4.16.6.4.1</del></b> The lands identified as Special Site 3 are located west of Hurontario Street and south of Eglinton Avenue West and east of Hurontario Street south of Elia Avenue.</p> <p>Notwithstanding <i>the provisions of the Residential High Density II and Mixed Residential High Density II and Office designation, on the lands</i>, the following additional policies will apply:</p> <p>a. Residential High Density II development or Residential High Density II development in combination with Office uses will <i>also</i> be permitted, either within one building or in separate buildings. When in combination within a building or on a single site, an integrated development will be required.</p> <p>b. The preferred location of Office development will be adjacent to Hurontario Street.</p> <p><b><del>4.16.6.4.2 Areas 3A and 3B</del></b></p> <p><del>For the lands identified as Areas 3A and 3B the following additional policies will apply:</del></p> <p><del>a. c.</del> architectural building and site plan solutions will be developed to create an interesting and identifiable street edge along Hurontario Street;</p>

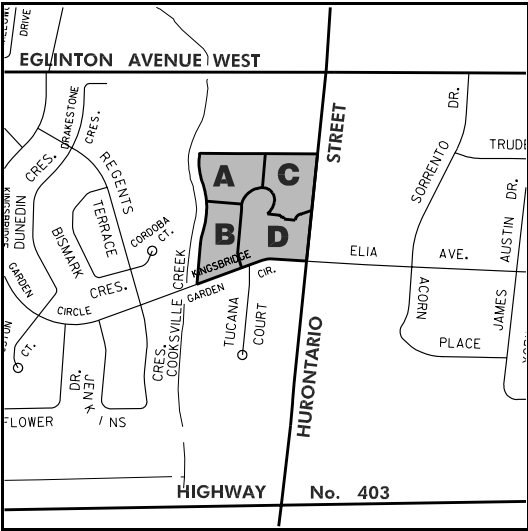
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 9	(continued)	236	<p><del>b. d.</del> special consideration may be given to reducing building setbacks and other requirements of the Zoning By-law as a means of increasing the opportunities for creative development;</p> <p><del>c.</del> lands designated for Office uses will be used for one or more buildings that have as the predominant function the provision of office space. Commercial uses will be permitted provided that they are accessory to office development;</p> <p><del>d.</del> the office space will generally not exceed a Floor Space Index of 0.5. Development with a Floor Space Index in excess of 0.5 will only be considered subject to, among other matters, adequate engineering services, sufficient capacity in the transportation system, satisfactory access arrangements, and compatibility with surrounding land uses;</p> <p>e. in order to achieve a continuous street frontage, buildings will be encouraged to minimize setbacks from street lines.</p> <p><b>4.16.6.4.3 I      Area 3B A</b></p> <p>The lands identified as Area 3B A may also be developed for a hotel, with accessory commercial uses: <i>overnight accommodations</i>.</p>

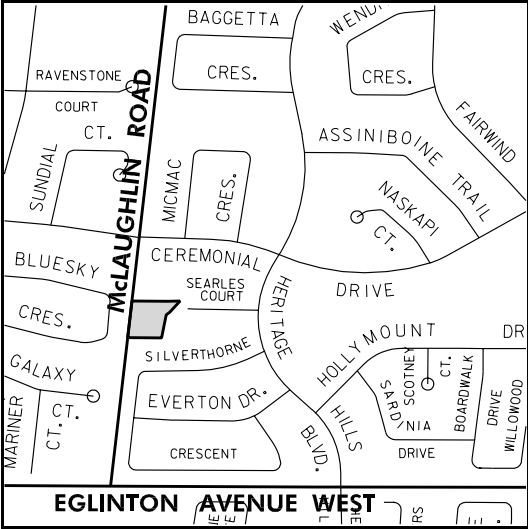


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Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 10	As the lands identified as Special Site 4 are developed, Section 4.16.6.5, should be amended to recognize and permit the two existing 20-storey and 15-storey apartment buildings.	237	<p>That Section 4.16.6.5, Site 4, be amended as follows:</p> <p><b>4.16.6.5                    Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are located west of Hurontario Street and south of Glenn Hawthorne Boulevard.</p> <p><del>Notwithstanding the Residential High Density I and Residential Medium Density II policies of this Plan, for the lands identified as Special Site 4, a maximum of 968 apartment or townhouse units or a mixture thereof will be permitted.</del></p> <p><b>4.16.6.5.1                    Area 4A</b></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, an apartment building to the maximum height of 20-storeys and a maximum Floor Space Index</i></p> <p><i>(FSI) of 4.18, will be permitted.</i></p> <p><b>4.16.6.5.2                    Area 4B</b></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, an apartment building to the maximum height of 15-storeys and maximum Floor Space Index (FSI) of 3.45, will be permitted.</i></p>

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Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 11	The Comprehensive Zoning By-law Review identified that, Section 4.16.6.7, Site 6, should be deleted as the site has been developed for skylight apartments.	238	<div><p>That Section 4.16.6.7, be deleted.</p><p><del>4.16.6.7</del> — <del>Site 6</del></p></div> <p>The lands identified as Special Site 6 are located south of Eglinton Avenue West and west of Guildwood Way.</p> <p>Notwithstanding the Residential High Density I policies of this Plan, the lands will only be permitted to be developed for an assisted seniors residence, with a maximum density of 148 units per net residential hectare.</p>

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Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 11	Section 4.16.6.8, Site 7, should be deleted as the policies are covered in Section 5.3, Development Applications.	239	<p>That Section 4.16.6.8, Site 7, be deleted.</p> <p><del>4.16.6.8</del> — <del>Site 7</del></p>  <p>The lands identified as Special Site 7 are located east of Hurontario Street and north of Eglinton Avenue East.</p> <p>Notwithstanding the Residential High Density H policies of this Plan, the following additional policies will apply:</p> <p>a. a concept plan will be required to address, among other matters:</p> <ul style="list-style-type: none"><li>compatibility of building form and scale with existing and proposed surrounding land uses;</li><li>acceptable ingress and egress arrangements for Hurontario Street, Eglinton Avenue East, and Thornwood Drive.</li></ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 11	The Comprehensive Zoning By-law Review identified that, a new Special Site be added for lands designated Residential High Density II located west of Hurontario Street, north of Kingsbridge Garden Circle to permit two apartment buildings that have floor space indexes of 3.6 and 3.9 which are above the permitted FSI range.	240	<p>That a new Special Site be added as follows:</p> <p><b>4.16.6.9                      Site 8</b></p> <div></div> <p>The lands identified as Special Site 8 are located west of Hurontario Street, north of Kingsbridge Garden Circle.</p> <p><b>4.16.6.9.1                      Area 8A</b></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, the lands identified as Area 8A will be permitted to develop to a maximum Floor Space Index (FSI) of 3.6.</i></p> <p><b>4.16.6.9.2                      Area 8B</b></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, the lands identified as Area 8B will be permitted to develop to a maximum Floor Space Index (FSI) of 3.9.</i></p> <p><b>4.16.6.9.3                      Area 8C</b></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, the lands identified as Area 8C will be permitted to develop to a maximum Floor Space Index (FSI) of 3.6. Offices will also be permitted.</i></p> <p><b>4.16.6.9.4                      Area 8D</b></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, the lands identified as Area 8D offices will also be permitted.</i></p>

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Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 11	The Comprehensive Zoning By-law Review identified that, a new Special Site be added for lands designated Residential Low Density II located on the east side of McLaughlin Road north of Silverthorne Crescent to permit an office for a maximum of two (2) physicians, dentists or drugless practitioners.	241	<p>That a new Special Site be added as follows:</p> <p><b>4.16.6.10            Site 9</b></p> <div></div> <p><i>The lands identified as Special Site 9 are located on the east side of McLaughlin Road, north of Silverthorne Crescent.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, an office for a maximum of two (2) physicians, dentists or drugless practitioners will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east and west side of Drakestone Crescent, north of Regent's Terrace, south of Eglinton Avenue West should be redesignated from Residential Medium Density I to Residential Low Density II to recognize the existing detached and semi-detached dwellings.	242	That the Hurontario District Land Use Map, be amended as follows:  1. Redesignate the lands located on the east and west side of Drakestone Crescent, north of Regent's Terrace, south of Eglinton Avenue West from "Residential Medium Density I" to "Residential Low Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on Founders Walk and Empress Crescent, south of Eglinton Avenue West should be redesignated from Residential Medium Density I to Residential Low Density II to recognize the existing semi-detached dwellings.	243	That the Hurontario District Land Use Map, be amended as follows:  2. Redesignate the lands located on Founders Walk and Empress Crescent, south of Eglinton Avenue West from "Residential Medium Density I" to "Residential Low Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the north and south sides of Leatherleaf Drive, East of Kennedy Road be redesignated from Residential Medium Density I to Residential Low Density II to recognize the existing detached and semi-detached dwellings.	244	That the Hurontario District Land Use Map, be amended as follows:  3. Redesignate the lands located on the north and south sides of Leatherleaf Drive, East of Kennedy Road from "Residential Medium Density I" to "Residential Low Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located along the north side of Nahani Way, east of Hurontario Street should be redesignated from Greenbelt to Residential Medium Density II as these lands do not meet the criteria to be designated Greenbelt.	245	That the Hurontario District Land Use Map, be amended as follows:  4. Redesignate the lands located along the north side of Nahani Way, east of Hurontario Street from "Greenbelt" to "Residential Medium Density II" .
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Trailwood Drive, east of Hurontario Street be redesignated from Residential Medium Density I to Residential Medium Density II to recognize the existing 4-storey apartment building.	246	That the Hurontario District Land Use Map, be amended as follows:  5. Redesignate the lands located on the north side of Trailwood Drive, east of Hurontario Street from "Residential Medium Density I" to "Residential Medium Density II".

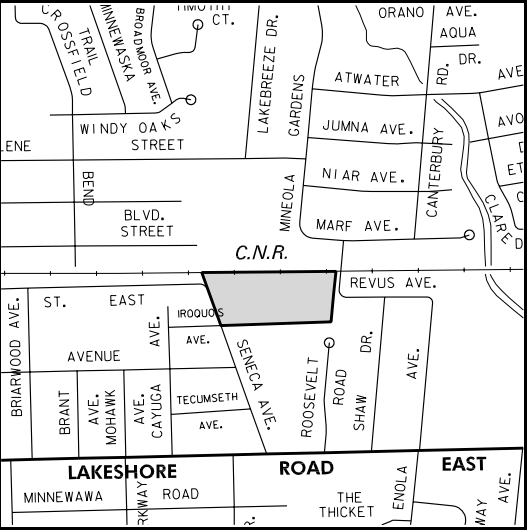
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Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at #211 Forum Drive, north of Eglinton Avenue East be redesignated from Residential Medium Density I to Residential High Density II to recognize the existing apartment building.	247	That the Hurontario District Land Use Map, be amended as follows:  6. Redesignate the lands located at Forum Drive, north of Eglinton Avenue East from "Residential Medium Density I" to "Residential High Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the west side of Forum Drive, north of Eglinton Avenue East be redesignated from Residential Medium Density I to Residential High Density II to be consistent with the existing zoning on the property that permits an 18-storey apartment building.	248	That the Hurontario District Land Use Map, be amended as follows:  7. Redesignate the lands located on the west side of Forum Drive, north of Eglinton Avenue East from "Residential Medium Density I" to "Residential High Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the west side of Hurontario Street, south of Eglinton Avenue West be redesignated from Mixed Residential High Density II and Office to Residential High Density II. A new Special Site is proposed to permit the Office.	249	That the Hurontario District Land Use Map, be amended as follows:  8. Redesignate the lands located on the west side of Hurontario Street, south of Eglinton Avenue West from "Mixed Residential High Density II" and "Office" to "Residential High Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east and west sides of Hurontario Street, south of Eglinton Avenue West be redesignated from Mixed Residential High Density II and Office to Office. It is proposed that the Special Site 3 policies be amended to permit the Residential High Density II.	250	That the Hurontario District Land Use Map, be amended as follows:  9. Redesignate the lands located on the east and west sides of Hurontario Street, south of Eglinton Avenue West from "Mixed Residential High Density II" and "Office" to "Office" and add "Office" to the Land Use Designations legend.
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at #5379 McLaughlin Road, north of Faith Drive be redesignated from Residential Medium Density I to Residential High Density I to be consistent with the existing zoning on the property which permits a 6-storey apartment building.	251	That the Hurontario District Land Use Map, be amended as follows:  10. Redesignate the lands located at McLaughlin Road, north of Faith Drive from "Residential Medium Density I" to "Residential High Density I".


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Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east side of Mavis Road, south of Avonwick Avenue be redesignated from Residential High Density I to Residential Medium Density I to recognize the existing townhouse dwellings.	<b>252</b>	That the Hurontario District Land Use Map, be amended as follows:  11. Redesignate the lands located on the east side of Mavis Road, south of Avonwick Avenue from "Residential High Density I" to "Residential Medium Density I".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Transportation and Works Department requested minor editorial changes to the Hurontario District Land Use Map.	<b>253</b>	That the Hurontario District Land Use Map, be amended as follows:  12. Update the location of the Transitway off-ramps at Confederation Parkway;  13. Delete the Mavis Road Transitway Station;  14. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>254</b>	That the Hurontario District Land Use Map, be amended as follows:  15. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

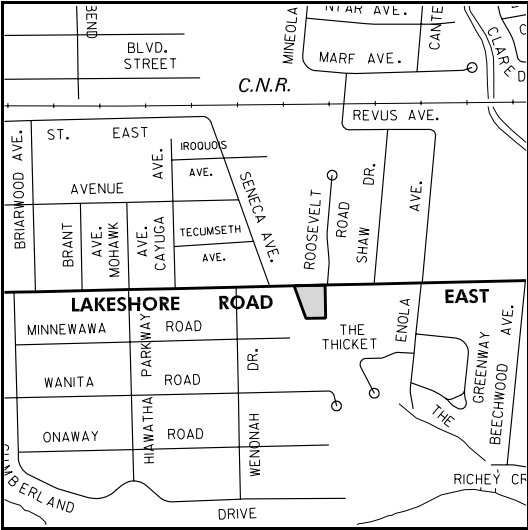


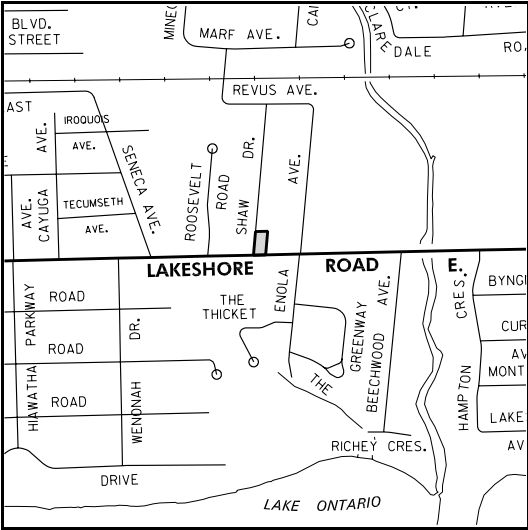
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SEE Hurontario District Land Use Map			

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Section 4.17, District Policies, Lakeview District Policies, Land Use	Section 4.17 Page 7	The Comprehensive Zoning By-law Review identified that the only existing townhouse dwellings designated Residential Low Density II in the Lakeview Planning District were not street townhouse dwellings. Further, a number of triplexes exist in the Residential Low Density II designation that should be recognized.	255	<p>That Section 4.17.4.1.2, be amended as follows:</p> <p><b>4.17.4.1.2 Residential Low Density II</b></p> <p>The Residential Low Density II designation permits detached, semi-detached, duplex, <i>triplex</i> and <del>street</del> townhouses <i>dwellings</i>, within a <del>net</del> density range of 17-30 units per net residential hectare.</p>
Section 4.17, District Policies, Lakeview District Policies, Land Use	Section 4.17 Page 7	Section 4.17.4.1.3, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	256	<p>That Section 4.17.4.1.3, be amended as follows:</p> <p><b>4.17.4.1.3 Residential Medium Density I</b></p> <p>The Residential Medium Density I designation permits detached, semi-detached, duplex, and townhouse dwellings <i>and all forms of horizontal multiple dwellings</i> within a <del>net</del> density range of 30-57 units per net residential hectare. <del>All forms of low-rise multiple dwellings will also be permitted within this density range.</del></p>
Section 4.17, District Policies, Lakeview District Policies, Land Use	Section 4.17 Page 7	Section 4.17.4.1.6.a, Intensification of Existing Apartment Sites, should be clarified to only permit townhouse dwellings.	257	<p>That Section 4.17.4.1.6.a, be amended as follows:</p> <p><b>a.</b> on lands designated Residential High Density I or II, development in addition to existing buildings will be restricted to <del>the uses permitted in the Residential Medium Density I designation</del>, <i>townhouse dwellings</i> up to the maximum density specified for the Residential High Density designation;</p>
Section 4.17, District Policies, Lakeview District Policies, Land Use	Section 4.17 Page 7	Section 4.17.4.2, should be deleted as it is covered under Section 3.3.1, Business Employment, Permitted Uses.	258	<p>That Section 4.17.4.2, be deleted.</p> <p><del><b>4.17.4.2 Business Employment</b></del></p> <p><del>Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</del></p> <p><del><b>a.</b> waste processing or transfer stations and composting facilities;</del></p> <p><del><b>b.</b> motor vehicle body repair facilities;</del></p> <p><del><b>c.</b> motor vehicle repair garages.</del></p>

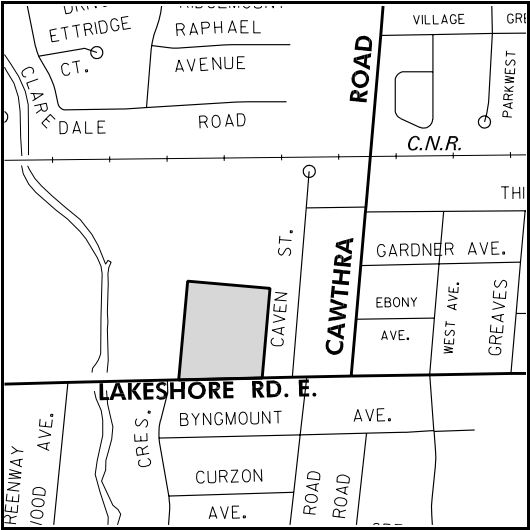
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Section 4.17, District Policies, Lakeview District Policies, Land Use	Section 4.17 Page 7	Upon further review, it is appropriate to add minimum and maximum height restrictions in the Mainstreet Commercial designation to be consistent with other sections of Mississauga Plan.	259	<p>That Section 4.17.4, be amended by adding Mainstreet Commercial policies as follows:</p> <p><b>4.17.4.3                      Commercial</b></p> <p><b>4.17.4.3.1                    Mainstreet Commercial</b></p> <p><i>Buildings should have a minimum height of 2-storeys and a maximum height of 3-storeys.</i></p>
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 13	Section 4.17.6.7, Site 6, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	260	<p>That Section 4.17.6.7, Site 6, be amended as follows:</p> <p><b>4.17.6.7                      Site 6</b></p> <div></div> <p>The lands identified as Special Site 6 are located west of Revus Avenue, south of the Canadian National Railway tracks.</p> <p>Notwithstanding <i>the provisions of</i> the Business Employment designation, <del>of this Plan</del>, the following uses will not be permitted:</p> <ul style="list-style-type: none"><li>a. outdoor storage;</li><li>b. trucking <del>terminals</del> <i>facilities</i>, <del>transportation depots</del> and <del>other</del> transportation facilities;</li><li>c. <del>hotels, motels</del> <i>overnight accommodation and conference</i> and <del>trade</del> centres;</li><li>d. broadcasting, communication, and utility rights-of-way;</li><li>e. <del>banks and other</del> financial institutions;</li><li>f. entertainment, recreation and sports facilities;</li><li>g. all types of restaurants.</li></ul>

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Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 14	Section 4.17.6.8, Site 7, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	261	<div><div>That Section 4.17.6.8, Site 7, be amended as follows:</div><div><div>4.17.6.8Site 7</div><div></div></div><div><div>The lands identified as Special Site 7 are located along Casson Avenue, west of the utility corridor.</div><div>Notwithstanding <i>the provisions of</i> the Business Employment designation, <del>of this Plan</del>, the following uses will not be permitted:</div><div><div><div>a. outdoor storage;</div><div>b. <del>trucking terminals facilities transportation depots and other</del> transportation facilities;</div><div>c. <del>hotels, motels; overnight accommodation and conference and trade</del> centres;</div><div>d. broadcasting, communication, and utility rights-of-way;</div><div>e. <del>banks and other</del> financial institutions;</div><div>f. entertainment, recreation and sports facilities;</div><div>g. all types of restaurants.</div></div></div></div></div>

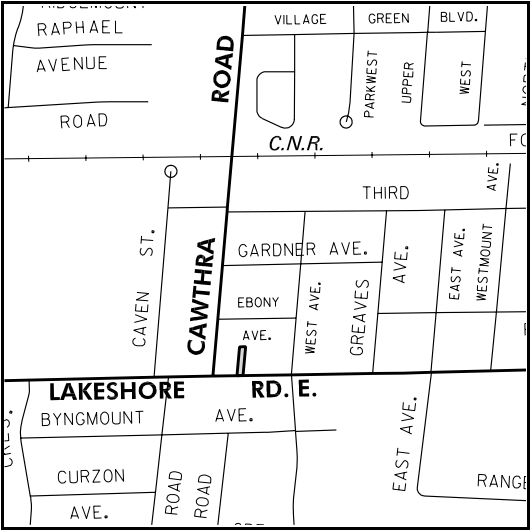
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Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 15	Section 4.17.6.11, Site 10, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	262	<p>That Section 4.17.6.11, Site 10, be amended as follows:</p> <p><b>4.17.6.11            Site 10</b></p> <div></div> <p>The lands identified as Special Site 10 are located south of Lakeshore Road East and east of Wenonah Drive.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p> <p><del>a. a convenience restaurant with a drive-through facility will be permitted.</del></p>

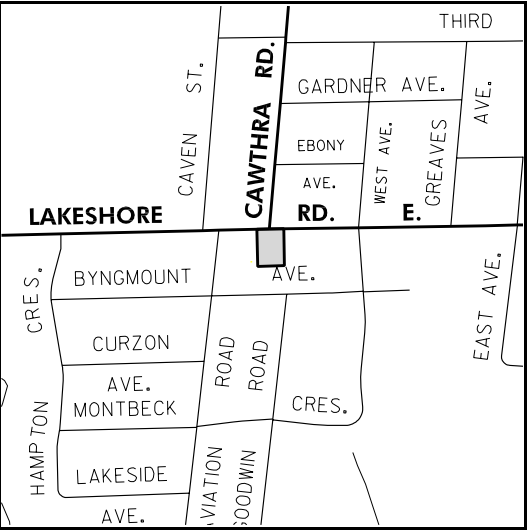
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Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 16	Section 4.17.6.13, Site 12, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	263	<p>That Section 4.17.6.13, Site 12, be amended as follows:</p> <p><b>4.17.6.13            Site 12</b></p>  <p>The lands identified as Special Site 12 are located at the northeast corner of Lakeshore Road East and Shaw Drive.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p> <p><b>a.</b>    <i>a motor vehicle repair service garage</i> will be permitted.</p>


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 17	Section 4.17.6.14, Site 13, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	264	<p>That Section 4.17.6.14, Site 13, be amended as follows:</p> <p><b>4.17.6.14            Site 13</b></p> <div><p>The map shows a residential area with several streets. A red rectangle highlights a specific area labeled 'Site 13'. The streets shown include IROQUOIS AVE., AVE., SENECGA AVE., AVE., CAYUGA AVE., TECUMSETH AVE., ROOSEVELT ROAD, SHAW DR., ENOLA AVE., LAKESHORE ROAD, PARKWAY ROAD, ROAD, DR., THE THICKET, GREENWAY, BEECHWOOD AVE., E. BYNG CRES., CUR, AV, MONT, HAMPTON CRES., LAKE AV, RICHEY CRES., DRIVE, and LAKE ONTARIO.</p></div> <p>The lands identified as Special Site 13 are located south of Lakeshore Road East and west of Beechwood Avenue.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p> <p><b>a.    a motor vehicle repair service garage will be permitted.</b></p>

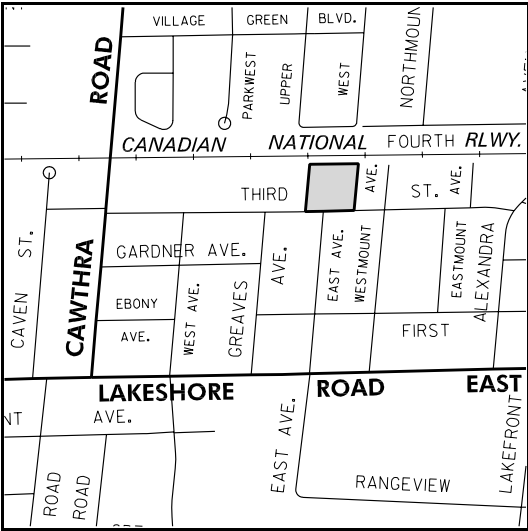
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 17	Section 4.17.6.15, Site 14, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	265	<div><div>That Section 4.17.6.15, Site 14, be amended as follows:</div><div><div>4.17.6.15Site 14</div><div></div></div><div><div>The lands identified as Special Site 14 are located north of Lakeshore Road East and west of Caven Street.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a. a convenience restaurant with a drive-through facility will be permitted.</div></div></div></div>

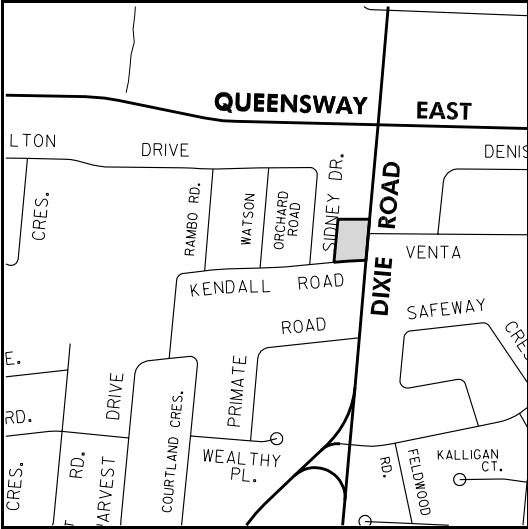


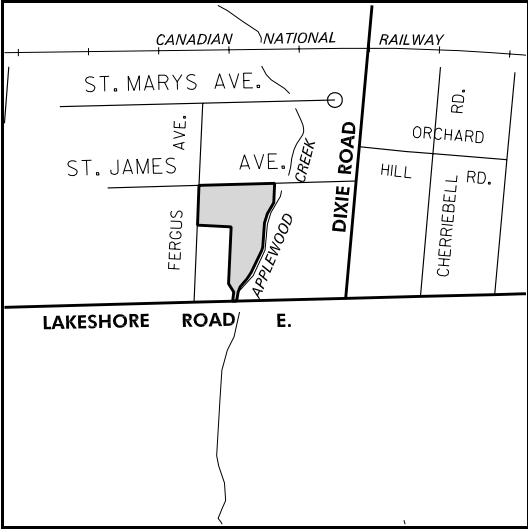
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 18	Section 4.17.6.16, Site 15, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	266	<div><div>That Section 4.17.6.16, Site 15, be amended as follows:</div><div><div>4.17.6.16Site 15</div><div></div></div><div><div>The lands identified as Special Site 15 are located north of Lakeshore Road East and east of Cawthra Road.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a. a motor vehicle repair service garage will be permitted.</div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 19	Section 4.17.6.18, Site 17, should be deleted as there is no convenience restaurant at this location.	267	<div><div>That Section 4.17.6.18, Site 17, be deleted.</div><div><del>4.17.6.18</del> — <del>Site 17</del></div><div></div><div><div>The lands identified as Special Site 17 are located south of Lakeshore Road East and east of Aviation Road.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, the following additional policy will apply:</div><div><div>a. a convenience restaurant with a drive-through facility will be permitted.</div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 19	Section 4.17.6.19, Site 18, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	268	<div><div>That Section 4.17.6.19 Site 18, be amended as follows:</div><div><div>4.17.6.19Site 18</div><div></div></div><div><div>The lands identified as Special Site 18 include 5 sites located north of Lakeshore Road East between Greaves Avenue and Ogden Avenue.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, the following additional policies will apply:</div><div><div>a: a motor vehicle repair service garage will be permitted;</div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 21	The Comprehensive Zoning By-law Review identified that, a new Special Site is required for the lands located east of Cawthra Road, south of the Canadian National Railway tracks to recognize 2 existing 3-storey apartment buildings.	269	<p>That a new Special Site be added to the Lakeview District Policies as follows:</p> <p><b>4.17.6.23                      Site 22</b></p> <div></div> <p><i>The lands identified as Special Site 22 are located east of Cawthra Road, south of the Canadian National Railway tracks.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, 2, 3-storey apartment buildings will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 21	The Comprehensive Zoning By-law Review identified that, a new Special Site is required for the lands located on the west side of Dixie Road, north of Kendall Road to recognize the existing medical practitioners office.	270	<p>That a new Special Site be added to the Lakeview District Policies as follows:</p> <p><b>4.17.6.24            Site 23</b></p> <div></div> <p><i>The lands identified as Special Site 23 are located west of Dixie Road, north of Kendall Road.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density I designation, an office for a maximum of 4 medical practitioners will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 22	The Comprehensive Zoning By-law Review identified that, a new Special Site is required for the lands located at #1025 Fergus Avenue, north of Lakeshore Road East to recognize the existing townhouse dwellings.	271	<div><p>That a new Special Site be added to the Lakeview District Policies as follows:</p><p><b>4.17.6.25            Site 24</b></p><div></div><p><i>The lands identified as Special Site 24 are located east of Fergus Avenue, north of Lakeshore Road East.</i></p><p><i>Notwithstanding the provisions of the Residential High Density II designation, townhouse dwellings will be permitted.</i></p></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Lakeview District Land Use Map	Lakeview District Land Use Map	The Comprehensive Zoning By-law Review identified that, there were 3 houses zoned residential backing on to the Toronto Golf and Country Club that were designated Private Open Space. These houses should be redesignated from Private Open Space to Residential Low Density I.	272	That the Lakeview District Land Use Map, be amended as follows:  1. Redesignate the lands east of Dixie Road, north of the Canadian National Railway from "Private Open Space" to "Residential Low Density I".
Section 4.17, District Policies, Lakeview District Policies, Lakeview District Land Use Map	Lakeview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at #1045 Enola Avenue, north of Lakeshore Road East should be redesignated from Residential Low Density II to Residential High Density I to recognize the existing 6-storey apartment building.	273	That the Lakeview District Land Use Map, be amended as follows:  2. Redesignate the lands located on the east side of Enola Avenue, north of Lakeshore Road East from "Residential Low Density II" to "Residential High Density I".
Section 4.17, District Policies, Lakeview District Policies, Lakeview District Land Use Map	Lakeview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located east of Seneca Avenue, north of Lakeshore Road East should be redesignated from Residential High Density I to Residential High Density II to be consistent with the existing zoning and development.	274	That the Lakeview District Land Use Map, be amended as follows:  3. Redesignate the lands located east of Seneca Avenue, north of Lakeshore Road East from "Residential High Density I" to "Residential High Density II"
Section 4.17, District Policies, Lakeview District Policies, Lakeview District Land Use Map	Lakeview District Land Use Map	Upon further review, it would be appropriate for lands that are currently designated Convenience Commercial located on an Arterial Road and are surrounded by lands designated Mainstreet Commercial be redesignated to Mainstreet Commercial.	275	That the Lakeview District Land Use Map, be amended as follows:  4. Redesignate the following lands from "Convenience Commercial" to "Mainstreet Commercial": <ul style="list-style-type: none"> <li>the lands located on the north side of Lakeshore Road East, east of Dixie Road;</li> <li>the lands located on the north side of Lakeshore Road East, east of Seneca Avenue.</li> </ul>
Section 4.17, District Policies, Lakeview District Policies, Lakeview District Land Use Map	Lakeview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	276	That the Lakeview District Land Use Map, be amended as follows:  5. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Lakeview District Land Use Map			

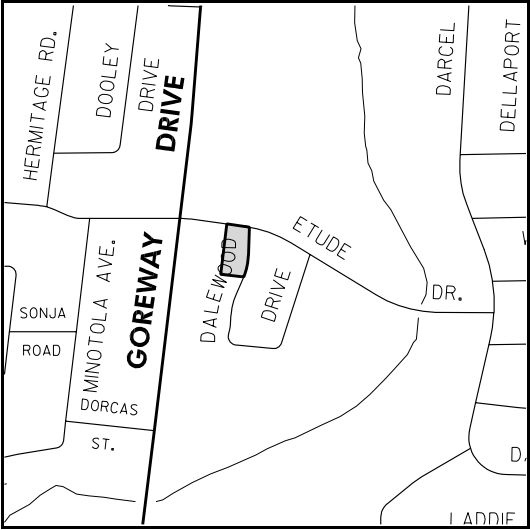


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.18, District Policies, Lisgar District Policies, Land Use	Section 4.18 Page 4	Section 4.18.4.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	277	<p>That Section 4.18.4.1.4, be amended as follows:</p> <p><b>4.18.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings, as well as <del>low-rise</del> apartments at a Floor Space Index of 0.4-0.9. Building height should not exceed 4-storeys.</p>
Section 4.18, District Policies, Lisgar District Policies, Special Site	Section 4.18 Page 8	Section 4.18.7.2.a, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	278	<p>That Section 4.18.7.2.a, be amended as follows:</p> <p><b>a. <del>professional, business and administrative</del> offices</b> will be permitted in existing detached dwellings.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.18, District Policies, Lisgar District Land Use Map	Lisgar District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands currently designated Greenbelt on the south side of Gracefield Drive should be redesignated to Residential Low Density II.	<b>279</b>	That the Lisgar District Land Use Map, be amended as follows:  1. Redesignate the lands on the south side of Gracefield Drive from "Greenbelt" to "Residential Low Density II".
Section 4.18, District Policies, Lisgar District Land Use Map	Lisgar District Land Use Map	The Transportation and Works Department requested minor revisions to the Lisgar District Land Use Map.	<b>280</b>	That the Lisgar District Land Use Map, be amended as follows:  2. Updated the alignment of Argentinia Road, west of Tenth Line West;  3. Relocate the future commuter rail station symbol to west side of Tenth Line West.
Section 4.18, District Policies, Lisgar District Land Use Map	Lisgar District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>281</b>	That the Lisgar District Land Use Map, be amended as follows:  4. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

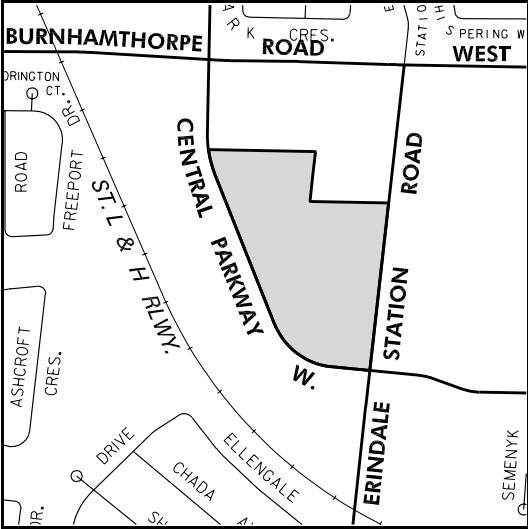
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Lisgar District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.19, District Policies, Malton District Policies, Land Use	Section 4.19 Page7	Section 4.19.4.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	282	<p>That Section 4.19.4.1.4, be amended as follows:</p> <p><b>4.19.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwelling and</i> all forms of horizontal multiple dwellings as well as <del>low-rise</del> apartments at a Floor Space Index of 0.4-0.9.</p>
Section 4.19, District Policies, Malton District Policies, Land Use	Section 4.19 Page7	The Comprehensive Zoning By-law Review identified that, the land designated Business Employment located south of Rexford Road, north of Derry Road East has been developed for a long term care facility. The lands should be redesignated to Residential Medium Density II and the Business Employment land use policies deleted.	283	<p>That Section 4.19.4.2, be deleted.</p> <p><del><b>4.19.4.2 Business Employment</b></del></p> <p><del>Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</del></p> <p><del>a. transportation facilities;</del></p> <p><del>b. waste processing or transfer stations and composting facilities;</del></p> <p><del>c. trucking terminals and transportation depots;</del></p> <p><del>d. motor vehicle body repair facilities;</del></p> <p><del>e. motor vehicle repair garages;</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.19, District Policies, Malton District Policies, Special Site Policies	Section 4.19 Page 12	Section 4.19.7.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	284	<div><div>That Section 4.19.7.4, Site 3, be amended as follows:</div><div><div>4.19.7.4Site 3</div><div></div><div><div>The lands identified as Special Site 3 are located at the southwest corner of Etude Drive and Dalewood Drive.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a. a motor vehicle repair and tire service centre garage will be permitted.</div></div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.19, District Policies, Malton District Policies, Malton District Land Use Map	Malton District Land Use Map	The lands located north of Derry Road East, south of Rexford Road should be redesignated from Business Employment to Residential Medium Density II to recognize the existing long term care facility and to be consistent with the existing zoning to permit common element condominium townhouse dwellings.	<b>285</b>	That the Malton District Land Use Map, be amended as follows:  1. Redesignate the lands located north of Derry Road East, south of Rexford Road from "Business Employment" to "Residential Medium Density II".
Section 4.19, District Policies, Malton District Policies, Malton District Land Use Map	Malton District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east side of Victory Crescent, across from McNaughton Avenue should be redesignated from Residential Low Density II to Public Open Space to recognize that the land is owned by the City and is being used for a parking lot for the adjacent park.	<b>286</b>	That the Malton District Land Use Map, be amended as follows:  2. Redesignate the lands located on the east side of Victory Crescent, across from McNaughton Avenue from "Residential Low Density II" to "Public Open Space".
Section 4.19, District Policies, Malton District Policies, Malton District Land Use Map	Malton District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Derry Road East, west of Goreway Drive should be redesignated from Convenience Commercial to General Commercial as the property is located on Derry Road East and does not function in the general intent of a Convenience Commercial facility.	<b>287</b>	That the Malton District Land Use Map, be amended as follows:  3. Redesignate the lands located on the north side of Derry Road East, west of Goreway Drive from "Convenience Commercial" to "General Commercial".
Section 4.19, District Policies, Malton District Policies, Malton District Land Use Map	Malton District Land Use Map	As a result of revising the General Commercial policies to only permit motor vehicle uses in Employment Districts but not in Nodes, various sites along Derry Road East should be redesignated from General Commercial to Motor Vehicle Commercial to be consistent with the existing zoning and development.	<b>288</b>	That the Malton District Land Use Map, be amended as follows:  4. Redesignate the following lands from "General Commercial" to "Motor Vehicle Commercial": <ul style="list-style-type: none"> <li>the north side of Derry Road East, east of Airport Road;</li> <li>the north-east corner of Derry Road East and Cattrick Street.</li> </ul>
Section 4.19, District Policies, Malton District Policies, Malton District Land Use Map	Malton District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>289</b>	That the Malton District Land Use Map, be amended as follows:  5. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

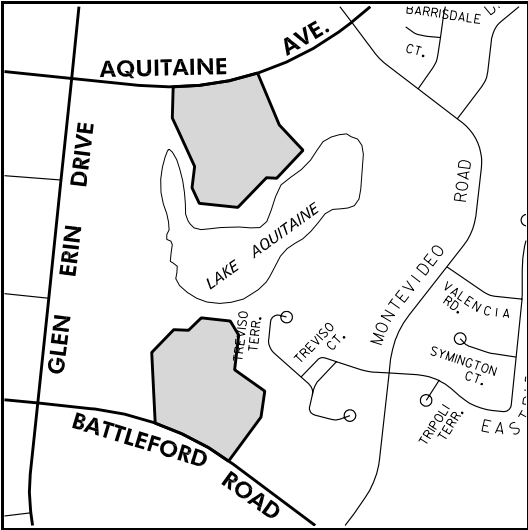
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Malton District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.20, District Policies, Mavis-Erindale District Policies, Special Site Policies	Section 4.20 Page 6	<p>Special Site 1 in the Mavis-Erindale District Policies should be deleted as it is not appropriate to permit residential development in an Employment District. Currently, the site permits an apartment building to a maximum Floor Space Index (FSI) of 1.0.</p> <p>Further, by deleting Special Site 1 the designation will now be consistent with the existing zoning and development.</p>	290	<p>That Section 4.20.6.2, Site 1 of the Mavis-Erindale District Policies, be deleted.</p> <p><del>4.20.6.2</del> — <del>Site 1</del></p> <div></div> <p><del>The lands identified as Special Site 1 are located on the east side of Central Parkway West, south of Burnhamthorpe Road West.</del></p> <p><del>Notwithstanding the General Commercial designation apartments at a maximum Floor Space Index (FSI) of 1.0 will be permitted.</del></p>



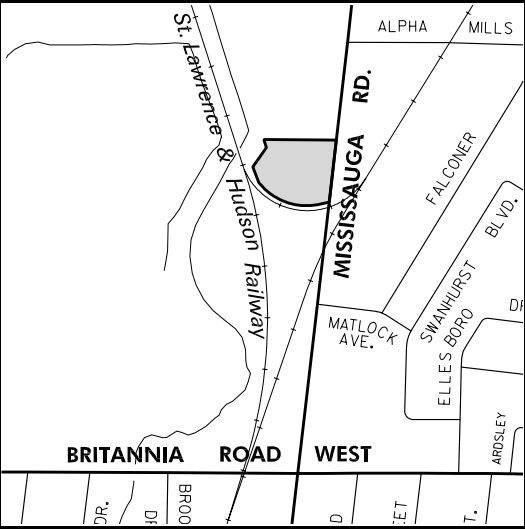
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.20, District Policies, Mavis Erindale District Policies, Mavis-Erindale District Land Use Map	Mavis-Erindale District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the General Commercial designation in Employment Districts, all lands currently designated Motor Vehicle Commercial should be redesignated to General Commercial.	291	<p>That the Mavis-Erindale District Land Use Map, be amended as follows:</p> <p>1. Redesignate the following lands from "Motor Vehicle Commercial" to "General Commercial":</p> <ul style="list-style-type: none"><li>• southeast corner of Burnhamthorpe Road West and Erindale Station Road;</li><li>• southwest corner of Burnhamthorpe Road and Mavis Road;</li><li>• northeast corner of Dundas Street West and Wolfedale Road;</li><li>• south side of Burnhamthorpe Road West and west of Wolfedale Road.</li></ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Mavis-Erindale District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.21, District Policies, Meadowvale District Policies, Land Use	Section 4.21 Page 4	Section 4.21.4.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	292	<p>That Section 4.21.4.1.4, be amended as follows:</p> <p><b>4.21.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings, as well as <del>low-rise</del> apartments at a Floor Space Index of 0.4-0.9. Building height should not exceed 4-storeys.</p>
Section 4.21, District Policies, Meadowvale District Policies, Land Use	Section 4.21 Page 4	Section 4.21.4.1.6, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	293	<p>That Section 4.21.4.1.6, be amended as follows:</p> <p>The Residential High Density II designation permits <del>high-rise</del> apartment dwellings at a Floor Space Index of 1.0-1.3, in excess of 8-storeys.</p>
Section 4.21, District Policies, Meadowvale District Policies, Special Sites	Section 4.21 Page 9	A new Special Site should be added to the Meadowvale District Policies for the lands south of Aquitaine Avenue and north of Battleford Road to recognize the existing townhouse dwellings.	294	<p>That a new Special Site be added to the Meadowvale District Policies as follows:</p> <p><b>4.21.6.3 Site 2</b></p> <div></div> <p><i>The lands identified as Special Site 2 are located on the south side of Aquitaine Avenue, east of Glen Erin Drive and on the north side of Battleford Road, east of Glen Erin Drive.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, townhouse dwellings are permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.21, District Policies, Meadowvale District Policies, Meadowvale District Land Use Map	Meadowvale District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands north of Derry Road, west of Winston Churchill Boulevard (#3114-3118 Pendleton Road) should be redesignated from Residential Low Density II to Residential Medium Density I to recognize the existing street townhouse dwellings.	<b>295</b>	That the Meadowvale District Land Use Map, be amended as follows:  1. Redesignate the lands north of Derry Road West, west of Winston Churchill Boulevard (#3114-3118 Pendleton Road) from "Residential Low Density II" to "Residential Medium Density I".
Section 4.21, District Policies, Meadowvale District Policies, Meadowvale District Land Use Map	Meadowvale District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at #6152-6205 Townwood Court, east of Windwood Drive be redesignated from Residential Low Density I to Residential Medium Density I to recognize the existing street townhouse dwellings.	<b>296</b>	That the Meadowvale District Land Use Map, be amended as follows:  2. Redesignate the lands located at #6152-6205 Townwood Court, east of Windwood Drive from "Residential Low Density I" to "Residential Medium Density I".
Section 4.21, District Policies, Meadowvale District Policies, Meadowvale District Land Use Map	Meadowvale District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>297</b>	That the Meadowvale District Land Use Map, be amended as follows:  3. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Meadowvale District Land Use Map			

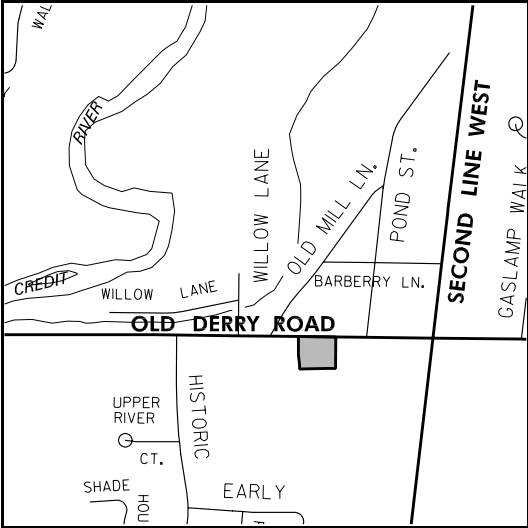
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Section 4.22.5.1, District Policies, Meadowvale Business Park District Policies, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.22 Pages 7 and 8	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	298	<p>That Section 4.22.5.1, Table 1, Basic Road Characteristics, be amended as follows:</p> <p>1. Delete the Meadowpine Boulevard extension 30 m ROW Width from Meadowvale Boulevard to Mississauga Road.</p>
Section 4.22, District Policies, Meadowvale Business Park District Policies, Special Site Policies	Section 4.22 Page 11	Section 4.22.6.7, should be revised to be consistent with the terminology of other sections of Mississauga Plan. A gas bar, car wash, motor vehicle repair garage and motor vehicle body repair facility are all permitted uses under the Business Employment designation.	299	<p>That Section 4.22.6.7, be amended as follows:</p> <p><b>4.22.6.7 Site 6</b></p> <div></div> <p>The lands identified as Special Site 6 are located on the west side of Mississauga Road, north of the St. Lawrence and Hudson Railway.</p> <p>Notwithstanding the provisions of the Business Employment designation, <del>the following additional policy will apply:</del></p> <p><b>a.</b> <del>a gas bar, car wash, motor vehicle repair garage and body shop, and a motor vehicle sales and equipment outlet will be permitted.</del></p>

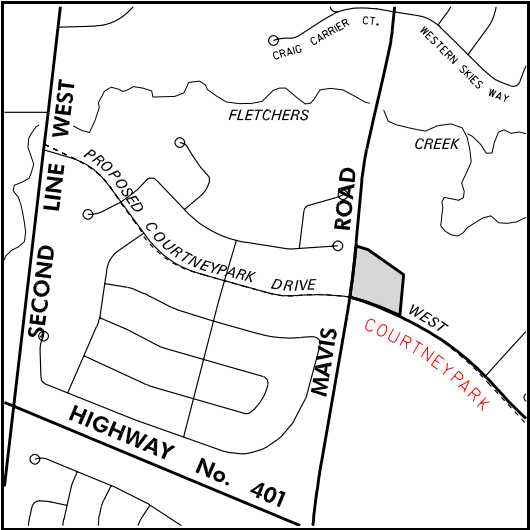
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.22, District Policies, Meadowvale Business Park District Policies, Meadowvale Business Park District Land Use Map	Meadowvale Business Park District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Meadowvale Business Park District Land Use Map be amended by redesignating the lands located east of Battleford Road, north of the Wabukayne Creek from Business Employment to Industrial to be consistent with the existing M2 zoning.	300	That the Meadowvale Business Park District Land Use Map, be amended as follows:  1. Redesignate the lands located east of Battleford Road, north of the Wabukayne Creek from "Business Employment" to "Industrial".
Section 4.22, District Policies, Meadowvale Business Park District Policies, Meadowvale Business Park District Land Use Map	Meadowvale Business Park District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the General Commercial designation in Employment Districts, lands currently designated Motor Vehicle Commercial should be redesignated to General Commercial.	301	That the Meadowvale Business Park District Land Use Map, be amended as follows:  2. Redesignate the following lands from "Motor Vehicle Commercial" to "General Commercial": <ul style="list-style-type: none"> <li>southeast corner of Erin Mills Parkway and Battleford Road;</li> <li>northeast corner of Erin Mills Parkway and Battleford Road;</li> <li>northwest corner of Argentia Road and Winston Churchill Boulevard.</li> </ul>
Section 4.22, District Policies, Meadowvale Business Park District Policies, Meadowvale Business Park District Land Use Map	Meadowvale Business Park District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation in Employment Districts, the lands located northeast corner of Derry Road West and Millcreek Drive should be redesignated from Motor Vehicle Commercial to Business Employment.	302	That the Meadowvale Business Park District Land Use Map, be amended as follows:  3. Redesignate the lands located on the northeast corner of Derry Road West and Millcreek Drive from "Motor Vehicle Commercial" to "Business Employment".
Section 4.22, District Policies, Meadowvale Business Park District Policies, Meadowvale Business Park District Land Use Map	Meadowvale Business Park District Land Use Map	The Transportation and Works Department requested editorial changes to the Meadowvale Business Park District Land Use Map.	303	That the Meadowvale Business Park District Land Use Map, be amended as follows:  4. Revise the alignment of Argentia Road, west of Tenth Line West;  5. Add future commuter rail station symbol to west side of Tenth Line West and to the Transportation Legend;  6. Delete Meadowpine Boulevard extension as a Major Collector from Meadowvale Boulevard to Mississauga Road;  7. Delete West Credit Avenue as a Minor Collector from Meadowpine Boulevard extension to Meadowvale Boulevard.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.22, District Policies, Meadowvale Business Park District Policies, Meadowvale Business Park District Land Use Map	Meadowvale Business Park District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	304	That the Meadowvale Business Park District Land Use Map, be amended as follows:  8. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Meadowvale Business Park District Land Use Map			

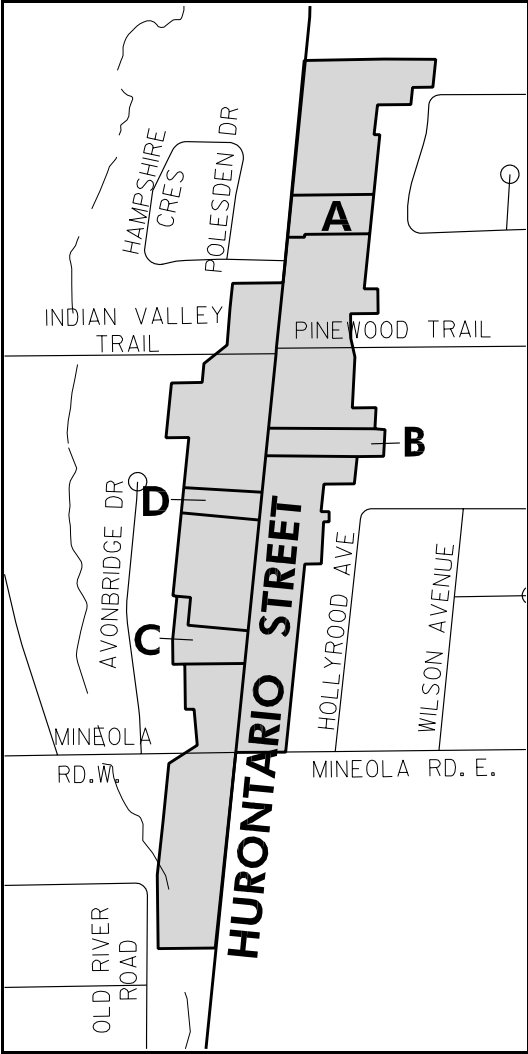
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.23, District Policies, Meadowvale Village District Policies, Land Use	Section 4.23 Page 8	Upon further review, it is appropriate to restrict the permitted uses in the Business Employment designation as Meadowvale Village is a residential planning district and the lands designated Business Employment are adjacent to residential uses.	305	<p>That a new Section be added to Section 4.23.4, as follows:</p> <p><b>4.23.4.3 Business Employment</b></p> <p><i>Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</i></p> <p><i>a. overnight accommodations;</i></p> <p><i>b. financial institutions;</i></p> <p><i>c. broadcasting/communication establishments.</i></p>
Section 4.23, District Policies, Meadowvale Village District Policies, Special Site	Section 4.23 Page 15	The Comprehensive Zoning By-law Review identified that, the lands identified in Special Site 9, should be amended to be consistent with the proposed amendment to redesignate the lands from General Commercial to Convenience Commercial.	306	<p>That Section 4.23.6.10, Site 9, be amended as follows:</p> <p><b>4.23.6.10 Site 9</b></p> <div></div> <p>The lands identified as Special Site 9 are located on the south side of Old Derry Road, west of Second Line West.</p> <p>Notwithstanding <i>the provisions of the General Convenience Commercial</i> designation, the existing motor vehicle service station and small convenience commercial facility will only be permitted, provided that it is in keeping with the historic character of the Meadowvale Village Heritage Conservation District Plan.</p>

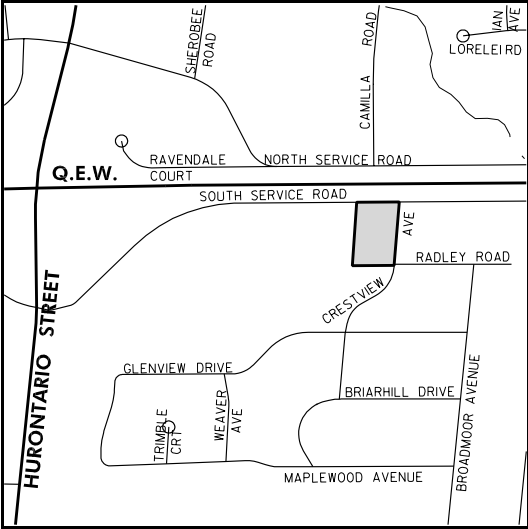
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.23, District Policies, Meadowvale Village District Policies, Special Site	Section 4.23 Page 16	The Comprehensive Zoning By-law Review identified that, Special Site 11 should be amended to refer to the land use designation as Motor Vehicle Commercial and the Special Site policies be amended to permit Convenience Commercial uses.	307	<p>That Section 4.23.6.12 Special Site 11 in the Meadowvale Village District Policies, be amended as follows:</p> <p><b>4.23.6.12            Site 11</b></p> <div></div> <p>The lands identified as Special Site 11 are located at the northeast corner of Courtneypark Drive and Mavis Road.</p> <p>Notwithstanding the provisions of the Motor Vehicle Commercial <del>and Convenience Commercial</del> designations, the following additional policy will apply:</p> <p>a. <del>, the lands may be developed for both Motor Vehicle Commercial and Convenience Commercial uses. on one site, or for Motor Vehicle Commercial and Convenience Commercial uses on individual sites, subject to the Motor Vehicle Commercial and Convenience Commercial policies of this Plan.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that the lands located west of Second Line West, south of Hickory Hollow Glen should be redesignated from Open Space to Residential Low Density II to be consistent with the existing residential zoning.	308	That the Meadowvale Village District Land Use Map, be amended as follows:  1. Redesignate the lands located west of Second Line West, south of Hickory Hollow Glen from "Open Space" to "Residential Low Density II".
Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at 427-451 Arrowsmith Drive, east of McLaughlin Road should be redesignated from Residential Medium Density I to Residential Low Density II to recognize the existing detached dwellings.	309	That the Meadowvale Village District Land Use Map, be amended as follows:  2. Redesignate the lands located at 427-451 Arrowsmith Drive, east of McLaughlin Road from "Residential Medium Density I" to "Residential Low Density II".
Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at the northeast corner of Mavis Road and Courtney Park Drive West should be redesignated from Convenience Commercial and Motor Vehicle Commercial to Motor Vehicle Commercial to recognize the existing motor vehicle commercial uses. A Special Site should be added to permit Convenience Commercial uses.	310	That the Meadowvale Village District Land Use Map, be amended as follows:  3. Redesignate the lands located at the northeast corner of Mavis Road and Courtneypark Drive West from "Convenience Commercial/Motor Vehicle Commercial" to "Motor Vehicle Commercial".
Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at 729, 733 and 737 Novo Star Drive should be redesignated from Residential Medium Density I to Residential Low Density II to recognize the existing detached dwellings.	311	That the Meadowvale Village District Land Use Map, be amended as follows:  4. Redesignate the lands located at 729, 733 and 737 Novo Star Drive from "Residential Medium Density I" to "Residential Low Density II".
Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the south side of Old Derry Road, west of Second Line West should be redesignated from General Commercial to Convenience Commercial to recognize the existing development and existing and proposed zoning.	312	That the Meadowvale Village District Land Use Map, be amended as follows:  5. Redesignate the lands located on the south side of Old Derry Road, west of Second Line West from "General Commercial" to "Convenience Commercial".

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	313	That the Meadowvale Village District Land Use Map, be amended as follows:  6. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

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SEE Meadowvale Village District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.24, District Policies, Mineola District Policies, Special Site Policies	Section 4.24 Page 8	Section 4.24.7.3, Special Site 2, should be amended by adding offices located on Hurontario Street, located in the Special Site that exceeds the maximum 420 m <sup>2</sup> gross floor area.	314	<p>That Section 4.24.7.3, location map, f. and g., Site 2, be amended as follows:</p> <div></div> <p><b>f. 4.27.7.3.1     Area 2A</b></p> <p>Notwithstanding subsection e. of this section, for the lands identified as Area 2A, the existing building at 1523 Hurontario Street will not exceed 584.7 585 m<sup>2</sup> gross floor area;</p> <p><b>g. 4.27.7.3.2     Area 2B</b></p> <p>Notwithstanding subsection e. of this section, for the lands identified as Area 2B, an office building at 1443 Hurontario Street will not exceed 552 m<sup>2</sup> gross floor area.</p> <p><b>4.27.7.3.3     Area 2C</b></p> <p>Notwithstanding subsection e. of this section, for the lands identified as Area 2C, an office building will not exceed 465 m<sup>2</sup> gross floor area.</p> <p><b>4.27.7.3.4     Area 2D</b></p> <p>Notwithstanding subsection e. of this section, for the lands identified as Area 2D, the maximum gross floor area will not exceed 460 m<sup>2</sup> gross floor area and the maximum gross floor area used for an office will not exceed 250 m<sup>2</sup> gross floor area.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.24, District Policies, Mineola District Policies, Special Site Policies	Section 4.24 Page 9	The Comprehensive Zoning By-law Review identified that, it would be appropriate to redesignate the lands identified as Special Site 4 located at the southwest corner of South Service Road and Crestview Avenue from Residential Medium Density I to Convenience Commercial to recognize the existing plaza. The Special Site policies will permit townhouse dwellings.	315	<p>That Section 4.24.7.5, Special Site 4, be amended as follows:</p> <p><b>4.24.7.51            Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are located at the southwest corner of South Service Road and Crestview Avenue.</p> <p>Notwithstanding the provisions of the <del>Residential Medium Density I Convenience Commercial</del> designation, <del>the existing commercial facility is recognised as a permitted use which may continue subject to the General Commercial policies</del> <i>townhouse dwellings will be permitted.</i></p>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.24, District Policies, Mineola District Policies, Mineola District Land Use Map	Mineola District Land Use Map	The Comprehensive Zoning By-law Review identified that, it would be appropriate to redesignate the lands identified as Special Site 4 located at the southwest corner of South Service Road and Crestview Avenue from Residential Medium Density I to Convenience Commercial to recognize the existing plaza.	316	That the Mineola District Land Use Map, be amended as follows:  1. Redesignate the lands located at the southwest corner of South Service Road and Crestview Avenue from "Residential Medium Density I" to "Convenience Commercial".
Section 4.24, District Policies, Mineola District Policies, Mineola District Land Use Map	Mineola District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	317	That the Mineola District Land Use Map, be amended as follows:  2. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

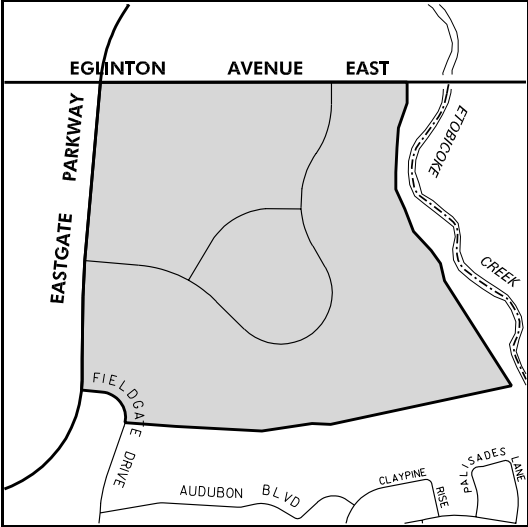
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Mineola District Land Use Map			

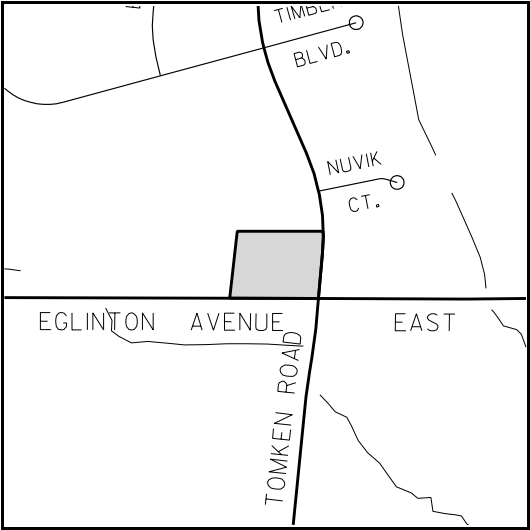
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.25, District Policies, Mississauga Valleys District Policies, Land Use	Section 4.25 Page 4	Section 4.25.4.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	318	<p>That Section 4.25.4.1.4, be amended as follows:</p> <p><b>4.25.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings, as well as <del>low-rise</del> apartments, at a Floor Space Index of 0.4-0.9. Building height should not exceed 4-storeys.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.25, District Policies, Mississauga Valleys District Policies, Mississauga Valleys District Land Use Map	Mississauga Valleys District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the south side of Bloor Street, east of Mississauga Valley Boulevard be redesignated from General Commercial to Convenience Commercial to be consistent with the existing development and existing and proposed development.	319	That the Mississauga Valleys District Land Use Map, be amended as follows:  1. Redesignate the lands located on the south side of Bloor Street, east of Mississauga Valleys Boulevard from "General Commercial" to "Convenience Commercial".
Section 4.25, District Policies, Mississauga Valleys District Policies, Mississauga Valleys District Land Use Map	Mississauga Valleys District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	320	That the Mississauga Valleys District Land Use Map, be amended as follows:  2. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Mississauga Valleys District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26.4.1, District Policies, Northeast District Policies, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.26 Pages 5 and 6	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	321	That Section 4.26.4.1, Table 1, Basic Road Characteristics, be amended as follows:  1. Add 26 m ROW Width conceptual Britannia Road East link to Abilene Drive from Tomken Road to Kennedy Road;  2. Revise North-South Arterial Road 36 m and 30 m ROW Width alignment.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26, District Policies, Northeast District Policies, Special Site Policies	Section 4.26 Page 7	The Comprehensive Zoning By-law Review identified that, the Special Site 2 policies should be amended to delete reference to motels to be consistent with the terminology used in the rest of Mississauga Plan.	322	<p>That Section 4.26.5.3, Site 2, be amended as follows:</p> <p><b>4.26.5.3 Site 2</b></p> <div></div> <p><b>4.26.5.3.1</b> The lands identified as Special Site 2 are located south of Eglinton Avenue East, east of Eastgate Parkway.</p> <p><b>4.26.5.3.2 Area 2A</b></p> <p><del>Notwithstanding the provisions of the Motor Vehicle Commercial policies of this Plan, Business Employment uses will also be permitted on the lands identified as Area 2A, excluding motels and waste processing or transfer stations and composting facilities.</del></p> <p><b>4.26.5.3.3 Area 2B</b></p> <p><del>Notwithstanding the provisions of the General Commercial and Business Employment designations, waste processing, transfer stations and composting facilities will not be permitted. policies of this Plan, development on the lands identified as Area 2B A will be subject to the following:</del></p> <p><del>a. motel uses will not be permitted;</del></p> <p><del>b. Business Employment uses will also be permitted, excluding motels and waste processing or transfer stations and composting facilities.</del></p> <p><b>4.26.5.3.4 Area 2C</b></p> <p><del>Notwithstanding the provisions of the Business Employment, policies of this Plan, motels and waste processing or transfer stations and composting facilities will not be permitted on the lands identified as Area 2C.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26, District Policies, Northeast District Policies, Special Site Policies	Section 4.26 Page 9	Section 4.26.5.6, Site 5, should be deleted as it is being proposed to redesignate the lands to Business Employment which would permit the convenience restaurant.	323	<div><div>That Section 4.26.5.6, Site 5, be deleted.</div><div><div><div><div>4.26.5.6</div><div>Site 5</div></div><div></div></div><div><div>The lands identified as Special Site 5 are located at the northwest corner of Eglinton Avenue East and Tomken Road.</div><div>Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policy will apply:</div><div><div>a.</div><div>a convenience restaurant with a drive-through facility will be permitted.</div></div></div></div></div>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Comprehensive Zoning By-law Review identified that, a number of internal properties had existing industrial operations with extensive outdoor processing and/or storage areas. These lands are currently designated Business Employment and zoned M2. It would be appropriate to redesignate these lands from Business Employment to Industrial to be consistent with the existing land uses.	<b>324</b>	<p>That the Northeast District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"> <li>Redesignate the following lands from "Business Employment" to "Industrial": <ul style="list-style-type: none"> <li>the lands located north of Highway 401, east and west of Dixie Road;</li> <li>the lands located south of the Brampton border, east and west of Dixie Road;</li> <li>the lands located south of the Brampton border, east and west of Torbram Road;</li> <li>the lands located south of Derry Road West, east of Airport Road;</li> <li>the lands located south of Highway 401, east and west of Dixie Road;</li> <li>the lands located north of Derry Road East, west of Tomken Road;</li> <li>the lands located south of Derry Road East, east and west of Pacific Circle;</li> <li>the lands located north and south of Matheson Boulevard East, east of Timberlea Boulevard;</li> <li>the lands located west of Tomken Road, north and south of Gana Road;</li> <li>the lands located south of Crestlawn Drive, north of Fewster Drive.</li> </ul> </li> </ol>
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the General Commercial designation in Employment Districts, lands currently designated Motor Vehicle Commercial should be redesignated to General Commercial.	<b>325</b>	<p>That the Northeast District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"> <li>Redesignate the following lands from "Motor Vehicle Commercial" to "General Commercial": <ul style="list-style-type: none"> <li>southeast corner of Eglinton Avenue East and Eastgate Parkway;</li> <li>northwest corner of Eglinton Avenue East and Dixie Road;</li> <li>northeast corner of Aimco Boulevard and Dixie Road;</li> <li>southwest corner of Derry Road East and Rexwood Road.</li> </ul> </li> </ol>

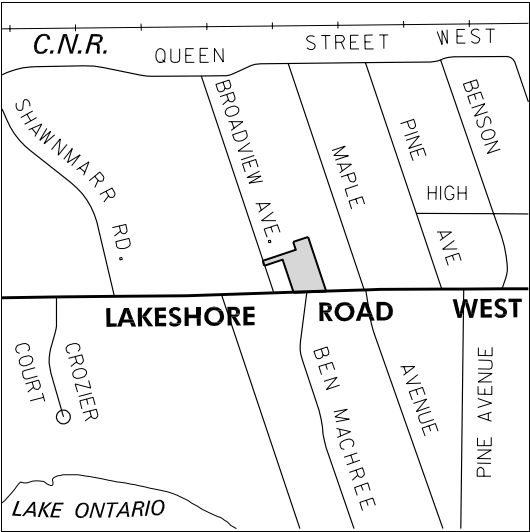
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation in Employment Districts, lands currently designated Motor Vehicle Commercial should be redesignated to Business Employment.	326	<p>That the Northeast District Land Use Map, be amended as follows:</p> <p>3. Redesignate the following lands from "Motor Vehicle Commercial" to "Business Employment":</p> <ul style="list-style-type: none"> <li>• northwest corner of Eglinton Avenue East and Tomken Road;</li> <li>• southwest corner of Britannia Road East and Dixie Road;</li> <li>• southeast corner of Courtneypark Drive East and Dixie Road;</li> <li>• northeast corner of Courtneypark Drive and Dixie Road;</li> <li>• southwest corner of Derry Road East and Tomken Road;</li> <li>• southeast corner of Derry Road East and Dixie Road;</li> <li>• southwest corner of Derry Road East and Menkes Drive;</li> <li>• northwest corner of Slough Street and Airport Road;</li> <li>• east side of Airport Road, north of Orlando Drive;</li> <li>• northeast corner of Bresler Drive and Airport Road;</li> <li>• southeast corner of Bresler Drive and Airport Road;</li> <li>• northeast corner of Highway 427 and Airport Road.</li> </ul>
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Industrial designation in Employment Districts, lands currently designated Motor Vehicle Commercial should be redesignated to Industrial.	327	<p>That the Northeast District Land Use Map, be amended as follows:</p> <p>4. Redesignate the following lands from "Motor Vehicle Commercial" to "Industrial":</p> <ul style="list-style-type: none"> <li>• southeast corner of Matheson Boulevard East and General Road;</li> <li>• south side of Britannia Road East, west of Dixie Road;</li> </ul>
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located south of Drew Road, west of the west branch of the Etobicoke Creek should be redesignated from Greenbelt to Industrial to be consistent with the Greenbelt policies, the existing development and the existing and proposed zoning.	328	<p>That the Northeast District Land Use Map, be amended as follows:</p> <p>5. Redesignate the lands located south of Drew Road, west of the west branch of the Etobicoke Creek from "Greenbelt" to "Industrial".</p>
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located south of Derry Road East, east of Tomken Road are not part of the cemetery and should be redesignated from Private Open Space to Business Employment to be consistent with the existing zoning.	329	<p>That the Northeast District Land Use Map, be amended as follows:</p> <p>6. Redesignate the lands located south of Derry Road East, east of Tomken Road from "Private Open Space - Cemetery" to "Business Employment".</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located south of Derry Road East, east of Tomken Road are not part of the cemetery and should be redesignated from Private Open Space to Greenbelt to be consistent with the existing zoning.	330	That the Northeast District Land Use Map, be amended as follows:  7. Redesignate the lands located south of Derry Road East, east of Tomken Road from "Private Open Space - Cemetery" to "Greenbelt".
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	Upon further review and through the Comprehensive Zoning By-law Review, it is appropriate to add an Airport Land Use Designation to include all Airport lands.	331	That the Northeast District Land Use Map, be amended as follows:  8. Add Airport Land Use Designation to the Northeast District and add "Airport" to the Land Use Designations legend.
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Transportation and Works Department requested editorial updates to the Northeast District Land Use Map.	332	That the Northeast District Land Use Map, be amended as follows:  9. Update current Airport Terminal configuration (new Terminal 1);  10. Revise alignment of North-South Arterial Road;  11. Add alignment of Britannia Road East link to Abilene Drive;  12. Revise Highway 401 westbound off-ramp;  13. Delete "(conceptual)" after "Future Arterial" in legend;  14. Add "Future Major Collector (conceptual)" in legend;  15. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station";  16. Revise "GTA Transit Airport Connections" in legend to "Transit Airport Connections".
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	333	That the Northeast District Land Use Map, be amended as follows:  17. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Northeast District Land Use Map (Map 1 of 2)			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Northeast District Land Use Map (Map 2 of 2)			

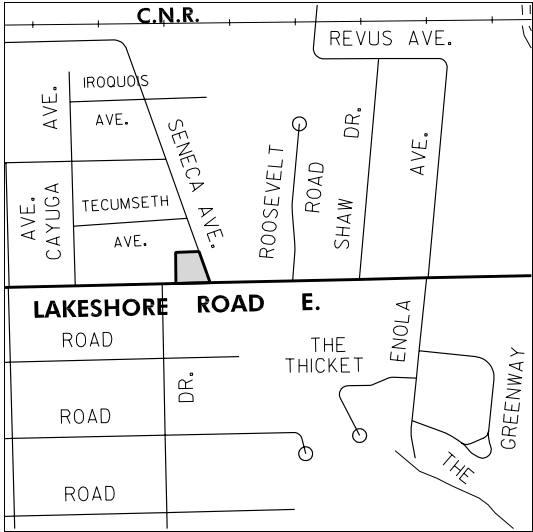
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Urban Design Policies	Section 4.27 Page 9	The Comprehensive Zoning By-law Review identified that, Section 4.27.3.1.7.c, should be revised to be consistent with the terminology of other sections of Mississauga Plan by permitting a height range of 2 to 3-storeys.	334	That Section 4.27.3.1.7.c, be amended as follows:  c. Building heights should <del>not exceed</del> <i>be a minimum of 2-storeys and a maximum of 3-storeys.</i> <del>Lands designated Mainstreet Commercial which front onto the south side of Lakeshore Road East between Hurontario Street and Elmwood Avenue are encouraged to be developed as mixed commercial/residential "live/work" units and shall not exceed a building height of 3-storeys.</del>
Section 4.27, District Policies, Port Credit District Policies, Land Use	Section 4.27 Page 12	The Comprehensive Zoning By-law Review identified that, Section 4.27.4.1.2, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	335	That Section 4.27.4.1.2, be amended as follows:  <b>4.27.4.1.2 Residential Low Density II</b>  The Residential Low Density II designation permits detached, semi-detached, duplex, <i>triplex and street townhouse dwellings</i> <del>and other types of dwellings with individual frontages on a public street</del> , at a density of 13-30 units per net residential hectare.
Section 4.27, District Policies, Port Credit District Policies, Land Use	Section 4.27 Page 12	The Comprehensive Zoning By-law Review identified that, Section 4.27.4.1.3, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	336	That Section 4.27.4.1.3, be amended as follows:  <b>4.27.4.1.3 Residential Medium Density I</b>  The Residential Medium Density I designation permits townhouse <del>development</del> <i>dwellings</i> at a density of 26-42 units per net residential hectare. Building height should not exceed 3-storeys, unless otherwise specified in the Port Credit Urban Design policies of this Plan.
Section 4.27, District Policies, Port Credit District Policies, Land Use	Section 4.27 Page 12	The Comprehensive Zoning By-law Review identified that, Section 4.27.4.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.  Further, reference to lands that are designated Residential Medium Density II and located in the Harbour Mixed Use Character Area should be deleted as there are no lands in the Harbour Mixed Use Character Area that are designated Residential Medium Density II.	337	That Section 4.27.4.1.4, be amended as follows:  <b>4.27.4.1.4 Residential Medium Density II</b>  The Residential Medium Density II designation permits <i>townhouse dwellings</i> and all forms of horizontal multiple dwellings, as well as <del>low-rise</del> apartments at a Floor Space Index of 0.4-0.9. <del>Development on all lands designated Residential Medium Density II and located in the Harbour Mixed Use character area will not exceed a maximum Floor Space Index of 0.70 (75 uph).</del> Building height should not exceed 4-storeys, unless otherwise specified in the Port Credit Urban Design policies of this Plan.

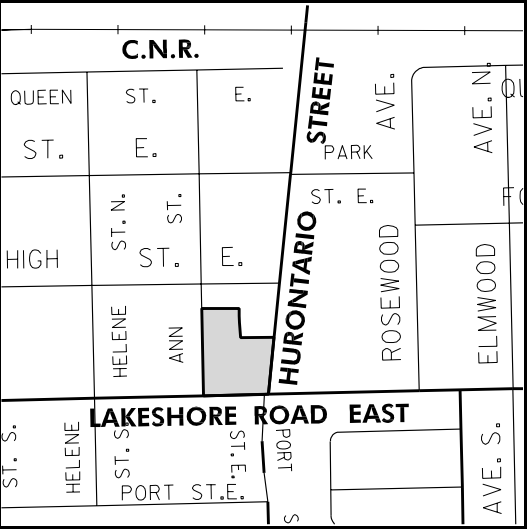
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 27	The Comprehensive Zoning By-law Review identified that, Section 4.27.6.7, Special Site 6, should be deleted as this site is proposed to be redesignated to Mainstreet Commercial.	338	<div><div><div>That Section 4.27.6.7, Special Site 6, be deleted.</div><div><div>4.27.6.7</div><div>Site 6</div></div><div></div></div><div><div>The lands identified as Special Site 6 are located north of Lakeshore Road West and east of Broadview Avenue.</div><div>Notwithstanding the provisions of the General Commercial designation, the following additional policy will apply:</div><div>a. apartment uses will be permitted.</div></div></div>

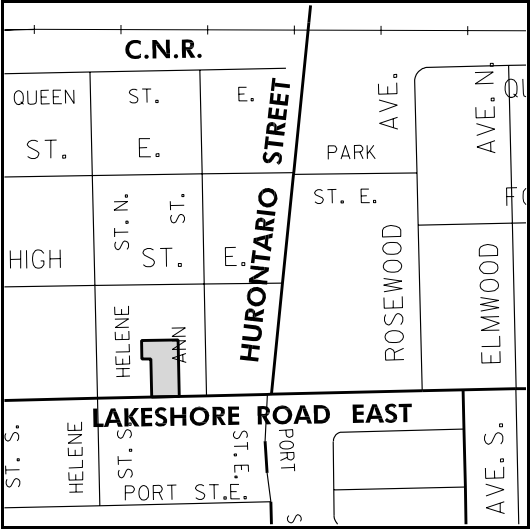
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 28	The Comprehensive Zoning By-law Review identified that, Section 4.27.6.8, Special Site 7, should be redesignated from Motor Vehicle Commercial to Mainstreet Commercial as it reflects the ultimate vision for these lands.	339	<div><div><div>That Section 4.27.6.8, Special Site 7, be amended as follows:</div><div>4.27.6.8                      Site 7</div><div><p>The map shows a grid of streets. On the left is the C.N.R. line. Streets from top to bottom are QUEEN ST. W., PARK ST. W., WESLEY CRES., WESLEY AVE., and HIGH ST. A small rectangular area is highlighted on HIGH ST. between WESLEY AVE. and MISSISSAUGA RD. S. To the right of this area is MISSISSAUGA RD. N. and MISSISSAUGA RD. S. Further right are PORT ST., BAY ST., PETER ST., and JOHN ST. To the east of these are FRONT ST. N., FRONT ST. W., and FRONT ST. SOUTH. The CREDIT RIVER is shown on the far right.</p></div></div><div><div>The lands identified as Special Site 7 are located on the north side of Lakeshore Road West and west of Wesley Avenue.</div><div>Notwithstanding the provisions of the <del>Motor Vehicle Commercial</del> <i>Mainstreet Commercial</i> designation, <del>the following additional policy will apply:</del></div><div><div>a. motor vehicle sales and service will be permitted.</div></div></div></div>




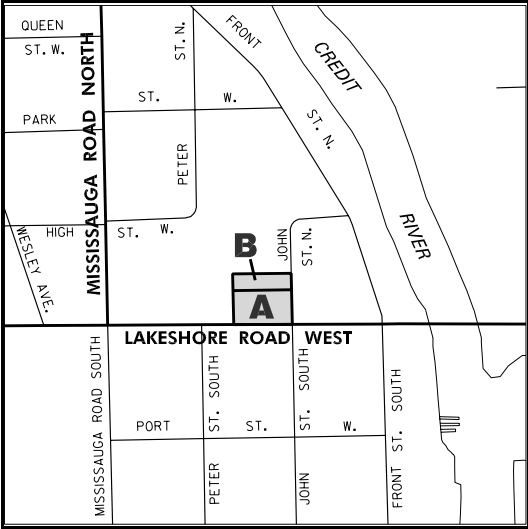
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 29	Section 4.27.6.11, Special Site 10, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	340	<div><div><p>That Section 4.27.6.11, Special Site 10, be amended as follows:</p><p><b>4.27.6.11                      Site 10</b></p><p>The map shows a grid of streets. A shaded area labeled 'Site 10' is located between Hurontario Street and Lakeshore Road E., bounded by Rosewood Ave. to the west and Forest Ave. to the east. Other streets shown include Queen St. E., St. E., High St., Helene St., St. S., Park Ave., Rosewood Ave., Elmwood Ave., Forest Ave., Woodlawn Ave., Oakwood Ave., Lakeshore Road E., Lawrence Dr., St. S., Elmwood Ave. S., and Carlis Pl. Lake Ontario is shown to the south.</p></div><div><p>The lands identified as Special Site 10 are located north of Lakeshore Road East and east of Hurontario Street.</p><p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p><p><b>a.    a gas bar, <del>car and a motor vehicle wash and convenience kiosk</del> will be permitted.</b></p></div></div>

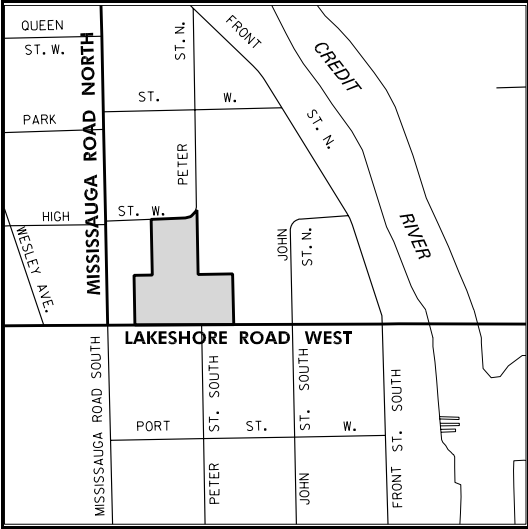
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 30	Section 4.27.6.13, Special Site 12, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	341	<p>That Section 4.27.6.13, Site 12, be amended as follows:</p> <p><b>4.27.6.13            Site 12</b></p> <div></div> <p>The lands identified as Special Site 12 are located at the northwest corner of Lakeshore Road East and Seneca Avenue.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p> <p><del>a.</del> a <i>motor vehicle</i> car wash will be permitted.</p>

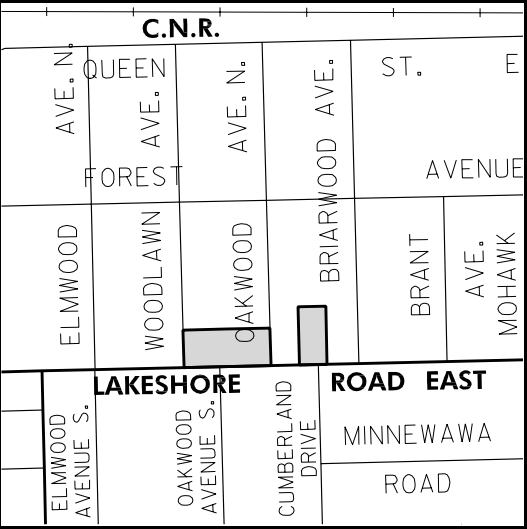
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road East, west of Hurontario Street, east of Ann Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	342	<div><div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.18      Site 17</b></p><div></div></div><div><p><i>The lands identified as Special Site 17 are located on the north side of Lakeshore Road East, west of Hurontario Street, east of Ann Street.</i></p><p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the following additional policies will apply:</i></p><ul style="list-style-type: none"><li><i>a. apartment dwellings to a maximum Floor Space Index of 2.3 will be permitted.</i></li><li><i>b. the maximum height permitted will be 20-storeys.</i></li></ul></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located north of Lakeshore Road East, east of Helene Street North and west of Ann Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	343	<div><div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.19            Site 18</b></p><div><p>The map shows a grid of streets. At the top is C.N.R. Below it are Queen St. E., High St. N., and Helene St. N. To the east of these is Hurontario Street. Further east are Park Ave., Rosewood St. E., and Elmwood Ave. N. At the bottom is Lakeshore Road East. A small rectangular area is highlighted between Helene St. N. and Ann St. N., east of Lakeshore Road East. Other labels include ST. S., HELENE ST. S., PORT ST. E., and AVE. S.</p></div></div><p><i>The lands identified as Special Site 18 are located north of Lakeshore Road East, east of Helene Street North and west of Ann Street.</i></p><p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the maximum height permitted will be 5-storeys.</i></p></div>

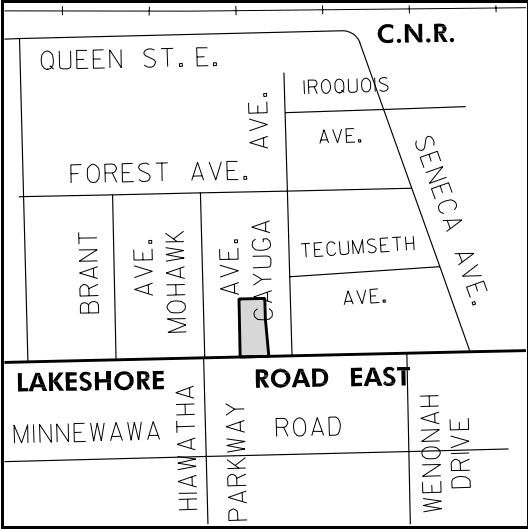
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Port Street, west of Elizabeth Street South, east of Stavebank Road South requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	344	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.20            Site 19</b></p> <div></div> <p><i>The lands identified as Special Site 19 are located on the north side of Port Street, west of Elizabeth Street South, east of Stavebank Road South.</i></p> <p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the following will apply.</i></p> <p><b>4.27.6.20.1            Area 19A</b></p> <p><i>For the lands identified as Area 19A, the maximum height permitted will be 14-storeys.</i></p> <p><b>4.27.6.20.2            Area 19B</b></p> <p><i>For the lands identified as Area 19B, the maximum height permitted will be 7-storeys.</i></p>


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Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road West, west of John Street North, requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	345	<div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div><div><div>4.27.6.21Site 20</div><div></div><div><div>The lands identified as Special Site 20 are located on the north side of Lakeshore Road West, west of John Street North.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, the following will apply.</div><div><div>4.27.6.21.1Area 20A</div><div>For the lands identified as Area 20A, the maximum height permitted will be 5-storeys.</div><div>4.27.6.21.2Area 20B</div><div>For the lands identified as Area 20B, the maximum height permitted will be 4-storeys.</div></div></div></div></div></div>


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Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road West, east of Mississauga Road requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	346	<div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div><div>4.27.6.22Site 21</div><div></div><div><div>The lands identified as Special Site 21 are located on the north side of Lakeshore Road West, east of Mississauga Road.</div><div>Notwithstanding the provisions of the Mainstreet Commercial and Residential High Density I designations, the maximum height permitted will be 19-storeys.</div></div></div></div>

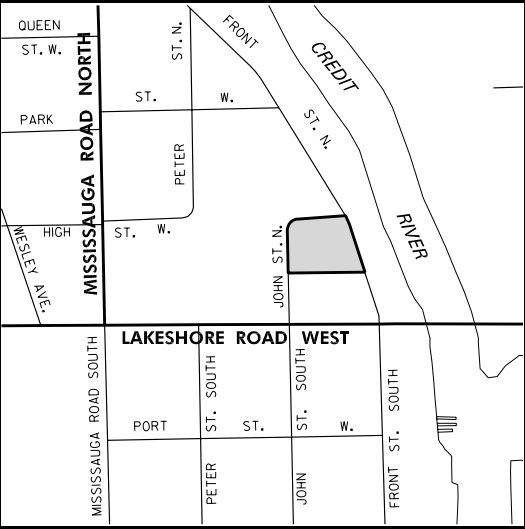
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road East, between Woodlawn Avenue and Oakwood Avenue North and the lands located north of Lakeshore Road East west of Briarwood Avenue requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	347	<div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div><div>4.27.6.23Site 22</div><div></div><div><div>The lands identified as Special Site 22 are located on the north side of Lakeshore Road East, between Woodlawn Avenue and Oakwood Avenue North and the lands located north of Lakeshore Road East west of Briarwood Avenue.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, the maximum height permitted will be 4-storeys.</div></div></div></div>

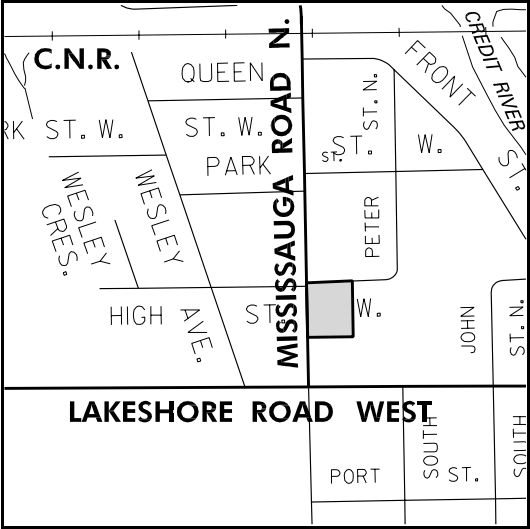


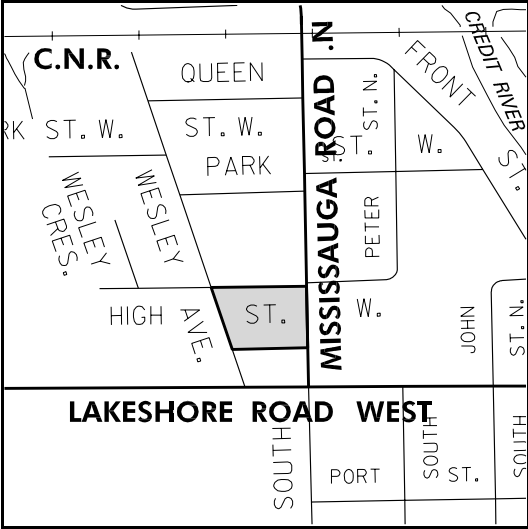
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Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road East, west of Cayuga Avenue requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	348	<div><div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div>4.27.6.24      <i>Site 23</i></div><div></div><div><div>The lands identified as Special Site 23 are located on the north side of Lakeshore Road East, west of Cayuga Avenue.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, the maximum height permitted will be 5-storeys.</div></div></div></div>

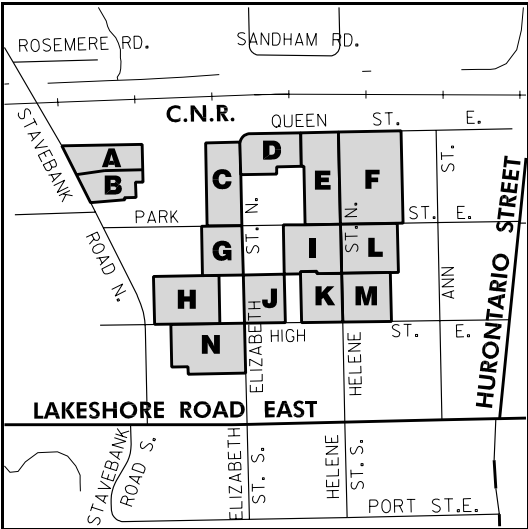
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located north of Park Street, south of Queen Street and west of Mississauga Road required a new Special Site to be consistent with the existing zoning and recognize the existing development.	349	<div><div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div><div>4.27.6.25</div><div>Site 24</div><div></div><div><div>The lands identified as Special Site 24 are located on the north side of Park Street West, south of Queen Street and west of Mississauga Road.</div><div>Notwithstanding the provisions of the Residential Medium Density I designation, detached, duplex and triplex dwellings will be permitted.</div></div></div></div></div>

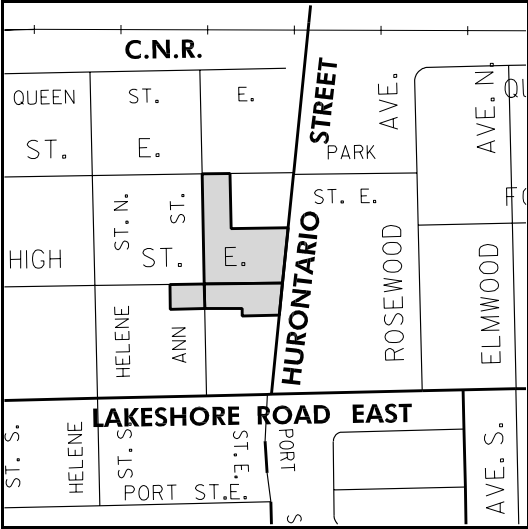
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located north of Park Street West, east and west of Peter Street North and the lands south of Park Street West, between Mississauga Road North and Peter Street North, requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	350	<div><div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.26                      Site 25</b></p></div><div><p><i>The lands identified as Special Site 25 are located north of Park Street West, east and west of Peter Street North and the lands south of Park Street West, between Mississauga Road North and Peter Street North.</i></p><p><i>Notwithstanding the provisions of the Residential High Density I designation, detached, semi-detached, triplex and horizontal multiple dwellings will be permitted.</i></p></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the west side of Front Street North, north of Lakeshore Road West requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	351	<div><div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.27                      Site 26</b></p></div><div><p><i>The lands identified as Special Site 26 are located on the west side of Front Street North, north of Lakeshore Road West.</i></p><p><i>Notwithstanding the provisions of the Residential Medium Density I designation, office, duplex and apartment dwellings will be permitted.</i></p></div></div>


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the east side of Mississauga Road North, south of High Street West requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	352	<div><div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div><div>4.27.6.28</div><div>Site 27</div><div></div></div></div><div><div>The lands identified as Special Site 27 are located on the east side of Mississauga Road North, south of High Street West.</div><div>Notwithstanding the provisions of the Residential High Density I designation, duplex dwellings and horizontal multiple dwellings will be permitted.</div></div></div>


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Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the south side of High Street West between Mississauga Road North and Wesley Avenue. requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	353	<div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.29                      Site 28</b></p><div></div><p><i>The lands identified as Special Site 28 are located on the south side of High Street West between Mississauga Road North and Wesley Avenue.</i></p><p><i>Notwithstanding the provisions of the Residential High Density I designation, detached and triplex dwellings will be permitted.</i></p></div>

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Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located north of Lakeshore Road East, south of the Canadian National Railway, east of Stavebank Road and west Hurontario Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	354	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.30      Site 29</b></p> <div></div> <table><thead><tr><th>Area</th><th>FSI Range</th><th>Maximum Height Permitted</th></tr></thead><tbody><tr><td>A</td><td>1.0-2.3 FSI</td><td>13-storeys</td></tr><tr><td>B</td><td>1.0-2.8 FSI</td><td>11-storeys</td></tr><tr><td>C</td><td>1.0-2.7 FSI</td><td>13-storeys</td></tr><tr><td>D</td><td>1.0-2.4 FSI</td><td>11-storeys</td></tr><tr><td>E</td><td>1.0-2.8 FSI</td><td>NA</td></tr><tr><td>F</td><td>1.0-4.0 FSI</td><td>27-storeys</td></tr><tr><td>G</td><td>1.0-2.4 FSI</td><td>10-storeys</td></tr><tr><td>H</td><td>1.0-2.4 FSI</td><td>16-storeys</td></tr><tr><td>I</td><td>1.0-2.9 FSI</td><td>14-storeys</td></tr><tr><td>J</td><td>1.5-2.9 FSI</td><td>NA</td></tr><tr><td>K</td><td>1.0-3.3 FSI</td><td>10-storeys</td></tr><tr><td>L</td><td>1.0-2.5 FSI</td><td>NA</td></tr><tr><td>M</td><td>1.0-2.7 FSI</td><td>13-storeys</td></tr><tr><td>N</td><td>1.0-2.8 FSI</td><td>14-storeys</td></tr></tbody></table>	Area	FSI Range	Maximum Height Permitted	A	1.0-2.3 FSI	13-storeys	B	1.0-2.8 FSI	11-storeys	C	1.0-2.7 FSI	13-storeys	D	1.0-2.4 FSI	11-storeys	E	1.0-2.8 FSI	NA	F	1.0-4.0 FSI	27-storeys	G	1.0-2.4 FSI	10-storeys	H	1.0-2.4 FSI	16-storeys	I	1.0-2.9 FSI	14-storeys	J	1.5-2.9 FSI	NA	K	1.0-3.3 FSI	10-storeys	L	1.0-2.5 FSI	NA	M	1.0-2.7 FSI	13-storeys	N	1.0-2.8 FSI	14-storeys
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<p>The lands identified as Special Site 29 are located north of Lakeshore Road East, south of the Canadian National Railway, east of Stavebank Road and west Hurontario Street.</p> <p>Notwithstanding the provisions of the Residential High Density I designation, the following will apply:</p>																																																	

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Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located west of Hurontario Street, north and south of High Street East requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	355	<div><div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.31            Site 30</b></p><div></div><p><i>The lands identified as Special Site 30 are located west of Hurontario Street, north and south of High Street East.</i></p><p><i>Notwithstanding the provisions of the Residential High Density I designation, offices will be permitted in detached dwellings.</i></p></div></div>



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Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road West, east of Benson Avenue requires a new Special Site on two properties to recognize the motor vehicle repair as a permitted use.	356	<div><div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.32      Site 31</b></p><p><i>The lands identified as Special Site 31 are located on the north side of Lakeshore Road West, east of Benson Avenue.</i></p><p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, motor vehicle repair will be permitted.</i></p></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Community Services Department have requested that we recognize the existing restaurant in the lands designated Open Space located west of Port Street East, south of Lakeshore Road West.	357	<div><div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div>4.27.6.33      <i>Site 32</i></div><div></div><div><div>The lands identified as Special Site 32 are located west of Stavebank Road South, south of Lakeshore Road West.</div><div>Notwithstanding the provisions of the Public Open Space and Greenbelt designations, the existing restaurant and marina will be permitted.</div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the west side of Broadview Avenue, north of Lakeshore Road West should be redesignated from Residential Medium Density II to Residential Low Density II to be consistent with the existing zoning and recognize the existing development.	<b>358</b>	That the Port Credit District Land Use Map, be amended as follows:  1. Redesignate the lands located on the west side of Broadview Avenue, north of Lakeshore Road West from "Residential Medium Density II" to "Residential Low Density II".
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located west side of Broadview Avenue, north of Lakeshore Road West should be redesignated from Residential Low Density II to Residential Medium Density II to be consistent with the existing zoning and recognize the existing development.	<b>359</b>	That the Port Credit District Land Use Map, be amended as follows:  2. Redesignate the lands located west of Broadview Avenue, north of Lakeshore Road West from "Residential Low Density II" to "Residential Medium Density II".
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at 80 High Street should be redesignated from Residential High Density I to Utility to be consistent with the existing zoning and recognize the existing development.	<b>360</b>	That the Port Credit District Land Use Map, be amended as follows:  3. Redesignate the lands located north of High Street East, west of Ann Street from "Residential High Density I" to "Utility".
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located east of Godfrey Lane, south of Lakeshore Road West should be redesignated from Residential Medium Density II to Residential Medium Density III to be consistent with the existing zoning and recognize the existing development.	<b>361</b>	That the Port Credit District Land Use Map, be amended as follows:  4. Redesignate the lands located east of Godfrey Lane, south of Lakeshore Road West from "Residential Medium Density II" to "Residential Medium Density III".
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located east of Broadview Avenue, north of Lakeshore Road West should be redesignated from General Commercial to Mainstreet Commercial to be consistent with the existing zoning and recognize the existing development.	<b>362</b>	That the Port Credit District Land Use Map, be amended as follows:  5. Redesignate the lands located east of Broadview Avenue, north of Lakeshore Road West from "General Commercial" to "Mainstreet Commercial".

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	<p>The Comprehensive Zoning By-law Review identified that, the following lands should be redesignated from Motor Vehicle Commercial to Mainstreet Commercial:</p> <ul style="list-style-type: none"> <li>lands located on the north side of Lakeshore Road West, east of Benson Avenue, to establish the vision for continuous Mainstreet development in the area;</li> <li>lands located on the north side of Lakeshore Road West and west of Wesley Avenue, as it represents a more appropriate land use in terms of compatibility and ultimate land use. Special Site 7 has been retained to recognize the existing motor vehicle sales.</li> </ul>	<b>363</b>	<p>That the Port Credit District Land Use Map, be amended as follows:</p> <p>6. Redesignate the following lands from "Motor Vehicle Commercial" to "Mainstreet Commercial":</p> <ul style="list-style-type: none"> <li>lands located on the north side of Lakeshore Road West, east of Benson Avenue;</li> <li>lands located on the north side of Lakeshore Road West and west of Wesley Avenue.</li> </ul>
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	<p>The Comprehensive Zoning By-law Review identified that, the lands located on the south side of Lakeshore Road East, west of Stavebank Road should be redesignated from Open Space to Mainstreet Commercial to be consistent with the existing zoning and recognize the existing development.</p>	<b>364</b>	<p>That the Port Credit District Land Use Map, be amended as follows:</p> <p>7. Redesignate the lands located on the south side of Lakeshore Road East, west of Stavebank Road from "Open Space" to "Mainstreet Commercial".</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	<p>The Comprehensive Zoning By-law Review identified that, the following lands should be redesignated from Residential Medium Density to Mainstreet Commercial:</p> <ul style="list-style-type: none"> <li>lands located east of Wenonah Drive on the south side of Lakeshore Road East, to establish the vision for continuous Mainstreet Commercial development in the area;</li> <li>lands located on the north side of Lakeshore Road East, east of Woodlawn Avenue, to be consistent with the existing vision of Lakeshore Road and recognize the existing development.</li> <li>lands located on the north side of Lakeshore Road East, east of Cayuga Avenue, to be consistent with the existing vision of Lakeshore Road and recognize the existing development.</li> </ul>	365	<p>That the Port Credit District Land Use Map, be amended as follows:</p> <p>8. Redesignate the following lands from "Residential Medium Density III" to "Mainstreet Commercial":</p> <ul style="list-style-type: none"> <li>the lands located east of Wenonah Drive on the south side of Lakeshore Road East;</li> <li>the lands located on the north side of Lakeshore Road East, east of Woodlawn Avenue;</li> <li>the lands located on the north side of Lakeshore Road East, east of Cayuga Avenue.</li> </ul>
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	<p>The Comprehensive Zoning By-law Review identified that, the cemetery located on the south side of Lakeshore Road West, west of John Street South should be designated Private Open Space.</p>	366	<p>That the Port Credit District Land Use Map, be amended as follows:</p> <p>9. Redesignate the lands located south of Lakeshore Road West, west of John Street South from "Mainstreet Commercial" to "Private Open Space with the Cemetery symbol" and add "Cemetery symbol" to the Land Use Legend.</p>
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	<p>The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.</p>	367	<p>That the Port Credit District Land Use Map, be amended as follows:</p> <p>10. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Port Credit District Land Use Map			

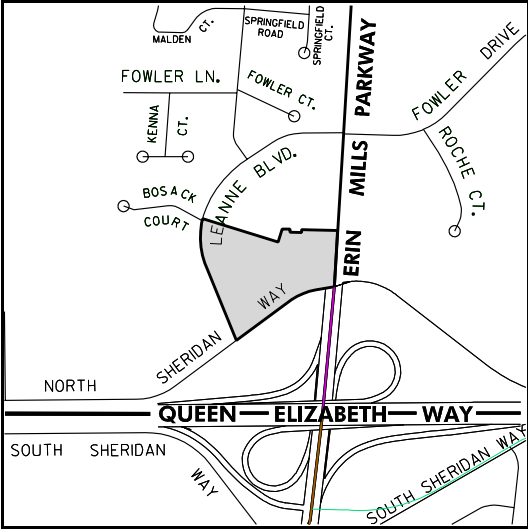
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.28, District Policies, Rathwood District Policies, Special Site Policies	Section 4.28 Page 6	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	368	That Section 4.28.6.2.a, 2 <sup>nd</sup> bullet, Site 1, be amended as follows: <ul style="list-style-type: none"> <li>convenient pedestrian access through this site to nearby transit service on Rathburn Road East, Cawthra Road and the future Mississauga <del>Transitway</del> <i>Bus Rapid Transit (BRT) facility</i>;</li> </ul>
Section 4.28, District Policies, Rathwood District Policies, Special Site Policies	Section 4.28 Page 7	The Comprehensive Zoning By-law Review identified that, the lands designated Residential High Density II that are part of Special Site 2 should be amended to include townhouse dwellings as a permitted use to be consistent with the existing zoning and recognize the existing development.	369	That Section 4.28.6.3, Site 2, be amended as follows: <ul style="list-style-type: none"> <li><i>e. The lands designated Residential High Density II will permit townhouse dwellings.</i></li> </ul>
Section 4.28, District Policies, Rathwood District Policies, Special Site Policies	Section 4.28 Page 7	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	370	That Section 4.28.6.3.a, 2 <sup>nd</sup> bullet, Site 2, be amended as follows: <ul style="list-style-type: none"> <li>convenient pedestrian access through the site to nearby transit service on Rathburn Road East, Dixie Road and the future Mississauga <del>Transitway</del> <i>Bus Rapid Transit (BRT) facility</i>;</li> </ul>

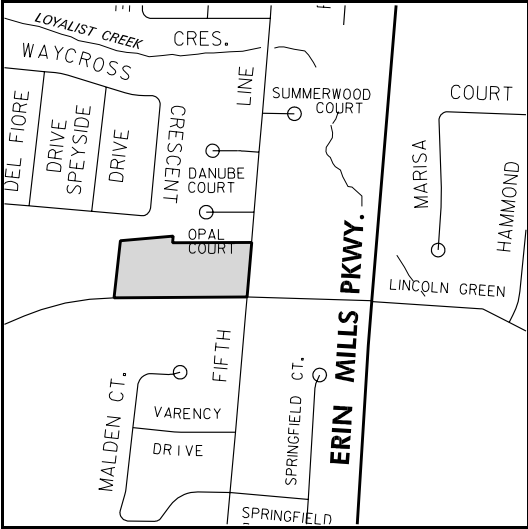
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.28, District Policies, Rathwood District Policies, Rathwood District Land Use Map	Rathwood District Land Use Map	The Transportation and Works Department requested editorial changes to the Rathwood District Land Use Map.	371	That the Rathwood District Land Use Map, be amended as follows:  1. Replace the reference to "Transitway" and" Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.28, District Policies, Rathwood District Policies, Rathwood District Land Use Map	Rathwood District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	372	That the Rathwood District Land Use Map, be amended as follows:  2. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Rathwood District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.29, District Policies, Sheridan District Policies, Land Use	Section 4.29 Page 4	The Comprehensive Zoning By-law Review identified that, Section 4.29.3.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	373	<p>That Section 4.29.3.1.4, be amended as follows:</p> <p><b>4.29.3.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings at a Floor Space Index (FSI) of 0.5-0.75.</p>
Section 4.29, District Policies, Sheridan District Policies, Land Use	Section 4.29 Page 4	<p>In Section 4.29.3.3, the uses that are permitted in Employment Districts should be deleted as they are covered under Section 3.3.1, Business Employment, Permitted Uses.</p> <p>Further, Section 4.29.3.3, should be revised to be consistent with the terminology of other sections of Mississauga Plan.</p>	374	<p>That Section 4.29.3.3, be amended as follows:</p> <p><b>4.29.3.3 Business Employment</b></p> <p>Notwithstanding the Business Employment policies of this Plan, <i>overnight accommodations and conference centres</i> <del>the following uses</del> will not be permitted.</p> <p><del>a. transportation facilities;</del></p> <p><del>b. waste processing or transfer stations and composting facilities;</del></p> <p><del>c. trucking terminals;</del></p> <p><del>d. hotels, motels and conference centres;</del></p> <p><del>e. motor vehicle body repair facilities;</del></p> <p><del>f. motor vehicle repair garages.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.29, District Policies, Sheridan District Policies, Special Site Policies	Section 4.29 Page 8	The Comprehensive Zoning By-law Review identified that, Section 4.29.5.6, Special Site 5, should be revised to permit overnight accommodations to be consistent with the existing zoning and recognize the existing development.	375	<div>That Section 4.29.5.6, be amended as follows:</div> <div><div>4.29.5.6Site 5</div><div></div><div>The lands identified as Special Site 5 are located on the north side of North Sheridan Way, between Erin Mills Parkway and Leanne Boulevard.</div><div>Notwithstanding the provisions of the Office designation, a long term health-care facility <i>and overnight accommodations</i> will also be permitted. <del>and</del> Limited commercial uses may be considered.</div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.29, District Policies, Sheridan District Policies, Special Site Policies	Section 4.29 Page 10	The Comprehensive Zoning By-law Review identified that, the lands at the northwest corner of Sheridan Park Drive and Fifth Line West should be redesignated from Residential Medium Density II to Residential High Density I to be consistent with the existing zoning and recognize the existing development. A Special Site is required to recognize an Floor Space Index of 0.5.	376	<p>That a new Special Site be added to the Sheridan District Policies as follows:</p> <p><b>4.29.5.9                      Site 8</b></p> <div></div> <p><i>The lands identified as Special Site 8 are located at the northwest corner of Sheridan Park Drive and Fifth Line West.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I policies, a Floor Space Index (FSI) of 0.5 will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.29, District Policies, Sheridan District Policies, Sheridan District Land Use Map	Sheridan District Land Use Map	The Comprehensive Zoning By-law Review identified that the lands located at 1564 Mississauga Road currently do not have an Official Plan designation. A detached dwelling which is designated in the heritage inventory is located on the lands. The lands should be designated Residential Low Density I to be consistent with the existing zoning and recognize the existing development.	377	That the Sheridan District Land Use Map, be amended as follows:  1. Redesignate the lands located south of Mississauga Road, north of the Queen Elizabeth Way (QEW) from "no designation" to "Residential Low Density I".
Section 4.29, District Policies, Sheridan District Policies, Sheridan District Land Use Map	Sheridan District Land Use Map	The Comprehensive Zoning By-law Review identified that the lands at the northwest corner of Sheridan Park Drive and Fifth Line West should be redesignated from Residential Medium Density II to Residential High Density I to be consistent with the existing zoning and recognize the existing development.	378	That the Sheridan District Land Use Map, be amended as follows:  2. Redesignate the lands located at the northwest corner of Sheridan Park Drive and Fifth Line West from "Residential Medium Density II" to "Residential High Density I".
Section 4.29, District Policies, Sheridan District Policies, Sheridan District Land Use Map	Sheridan District Land Use Map	As a result of revising the General Commercial policies to only permit motor vehicle uses in Employment Districts but not in Nodes, the site located on the south side of Dundas Street West, east of Liruma Road should be redesignated from General Commercial to Motor Vehicle Commercial to be consistent with the existing zoning and development.	379	That the Sheridan District Land Use Map, be amended as follows:  3. Redesignate the lands located on the south side of Dundas Street West, east of Liruma Road, from "General Commercial" to "Motor Vehicle Commercial".
Section 4.29, District Policies, Sheridan District Policies, Sheridan District Land Use Map	Sheridan District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	380	That the Sheridan District Land Use Map, be amended as follows:  4. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Sheridan District Land Use Map			

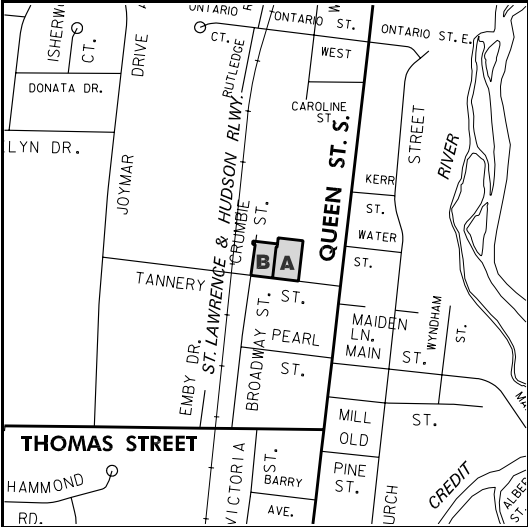
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.30, District Policies, Sheridan Park District Policies, District Land Use Map	Sheridan Park District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	381	That the Sheridan Park District Land Use Map, be amended as follows:  1. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

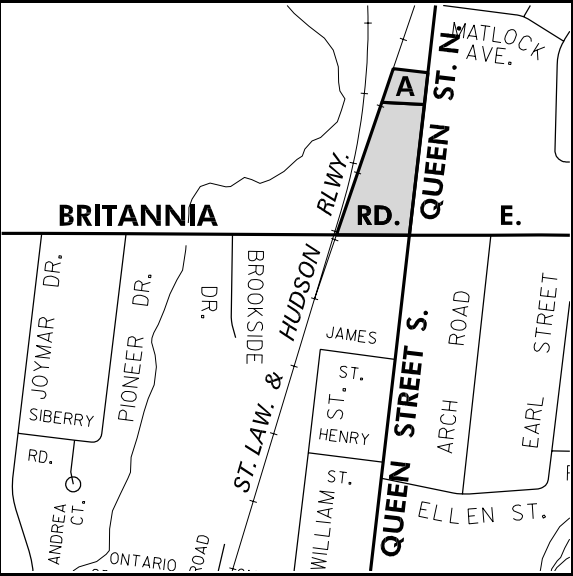
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Sheridan Park District Land Use Map			

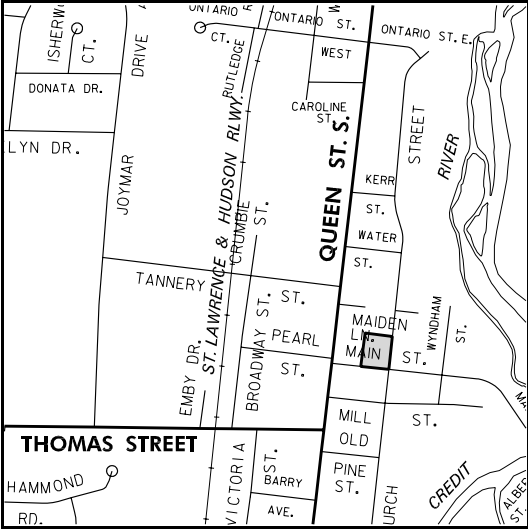


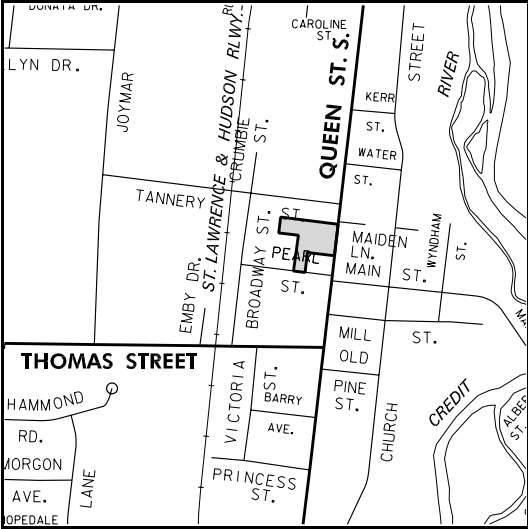
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.31, District Policies, Southdown District Policies, District Land Use Map	Southdown District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	382	That the Southdown District Land Use Map, be amended as follows:  1. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

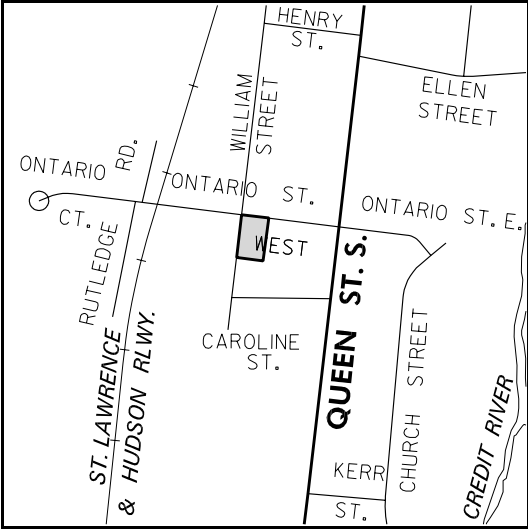
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Southdown District Land Use Map			

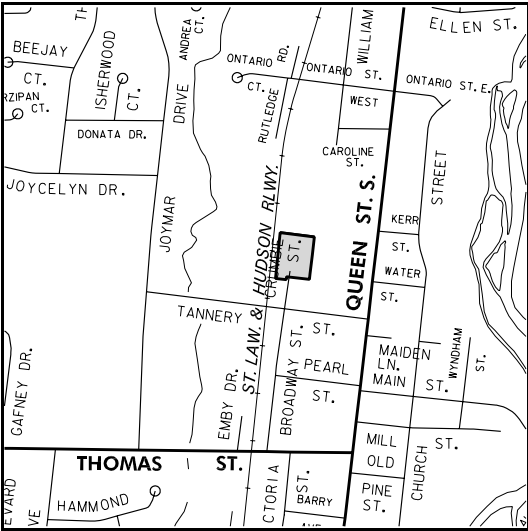
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.32, District Policies, Streetsville District Policies, Land Use	Section 4.32 Page 10	The Comprehensive Zoning By-law Review identified that, Section 4.32.4.1.2, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	383	<p>That Section 4.32.4.1.2, be amended as follows:</p> <p><b>4.32.4.1.2 Residential Low Density II</b></p> <p>The Residential Low Density II designation permits detached, semi-detached, <i>triplex dwellings</i>, street townhouse <i>dwellings</i>, and duplex dwellings at a density of 18-37 units per net residential hectare.</p>
Section 4.32, District Policies, Streetsville District Policies, Special Site Policies	Section 4.32 Page 16	The Comprehensive Zoning By-law Review identified that, Section 4.32.6.7, Special Site 6, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	384	<p>That Section 4.32.6.7, Special Site 6, be amended as follows:</p> <p><b>4.32.6.7 Site 6</b></p> <div></div> <p>The lands identified as Special Site 6 are located on the north side of Tannery Street, east of Crumie Street.</p> <p>Notwithstanding <i>the provisions of</i> the Mainstreet Commercial designation, the following <del>additional uses will also be permitted:</del> <i>will apply.</i></p> <p><del>a. an apartment building with a maximum floor space index of 1.7 times the lot area.</del></p> <p><b>4.32.6.7.1 Area 6A</b></p> <p><i>For the lands identified as Area 6A, the maximum height permitted will be 6-storeys.</i></p> <p><b>4.32.6.7.2 Area 6B</b></p> <p><i>For the lands identified as Area 6B, the maximum height permitted will be 7-storeys.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.32, District Policies, Streetsville District Policies, Special Site Policies	Section 4.32 Page 17	The Comprehensive Zoning By-law Review identified that, Section 4.32.6.8, Special Site 7, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	385	<p>That Section 4.32.6.8, Site 7, be amended as follows:</p> <p><b>4.32.6.8                      Site 7</b></p> <div></div> <p><del>4.32.6.8.1</del> The lands identified as Special Site 7 are located north of Britannia Road East and west of Queen Street North.</p> <p>Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional <del>policies</del> <i>policy</i> will apply:</p> <p><b>a.</b> convenience restaurants will be permitted.</p> <p><b>4.32.6.8.2.1                      Area 7A</b></p> <p>For the lands identified as Area 7A, <del>automobile</del> <i>motor vehicle</i> sales and service will also be permitted.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.32, District Policies, Streetsville District Policies, Special Site Policies	Section 4.32 Page 20	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Main Street, west of Church Street. requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	386	<p>That a new Special Site be added to the Streetsville District Policies as follows:</p> <p><b>4.32.6.13                      Site 12</b></p> <div></div> <p><i>The lands identified as Special Site 12 are located on the north side of Main Street, west of Church Street.</i></p> <p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the maximum height permitted will be 5-storeys.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 32, District Policies, Streetsville District Policies, Special Site Policies	Section 32 Page 20	The Comprehensive Zoning By-law Review identified that, the lands located on the west side Queen Street South, south of Tannery Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	387	<p>That a new Special Site be added to the Streetsville District Policies as follows:</p> <p><b>4.32.6.14      Site 13</b></p> <div></div> <p><i>The lands identified as Special Site 13 are located on the west side Queen Street South, south of Tannery Street.</i></p> <p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the maximum height permitted will be 5-storeys.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 32, District Policies, Streetsville District Policies, Special Site Policies	Section 32 Page 20	The Comprehensive Zoning By-law Review identified that, the lands located at 85 William Street on the south side of Ontario Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	388	<p>That a new Special Site be added to the Streetsville District Policies as follows:</p> <p><b>4.32.6.15      Site 14</b></p> <div></div> <p><i>The lands identified as Special Site 14 are located at the southeast corner of Ontario Street and William Street.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density I designation, horizontal multiple dwellings will be permitted.</i></p>

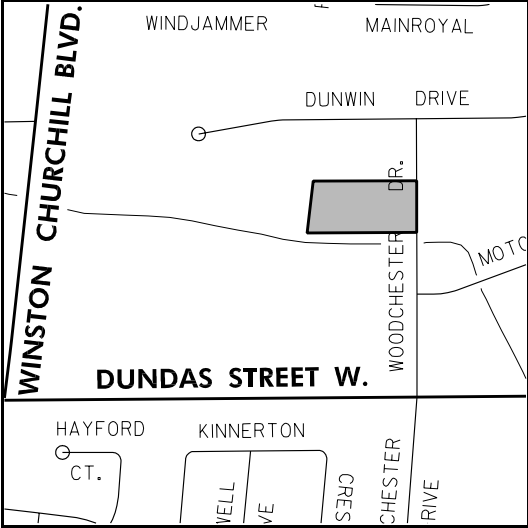
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 32, District Policies, Streetsville District Policies, Special Site Policies	Section 32 Page 20	The Comprehensive Zoning By-law Review identified that, the lands located east of the St. Lawrence and Hudson Railway tracks and north of Crumbie Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	389	<p>That a new Special Site be added to the Streetsville District Policies as follows:</p> <p><b>4.32.6.16      Site 15</b></p> <div></div> <p><i>The lands identified as Special Site 15 are located east of the St. Lawrence and Hudson Railway tracks and north of Crumbie Street.</i></p> <p><i>Notwithstanding the provisions of the General Commercial designation, motor vehicle repair facilities will be permitted.</i></p>

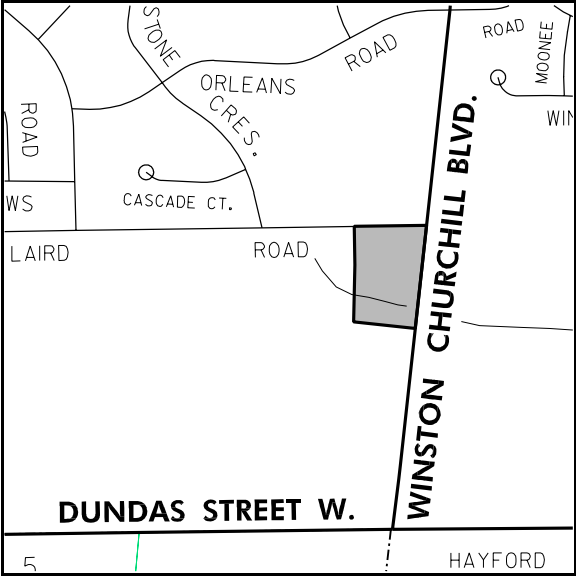


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located east of Queen Street, between Ellen Street and Ontario Street should be redesignated from Residential Medium Density to Open Space to be consistent with the existing zoning and recognize the existing development.	<b>390</b>	That the Streetsville District Land Use Map, be amended as follows:  1. Redesignate the lands located east of Queen Street, between Ellen Street and Ontario Street from "Residential Medium Density I" to "Public Open Space".
Section 4.32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east side of Victoria Street, known as 20 Princess Street should be redesignated from Residential Low Density II to Residential High Density I to be consistent with the existing zoning and recognize the existing development.	<b>391</b>	That the Streetsville District Land Use Map, be amended as follows:  2. Redesignate the lands located at the northeast corner of Victoria Street and Princess Street from "Residential Low Density II" to "Residential High Density I".
Section 4.32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, a portion of the lands located on the GO station parking lot should be redesignated from Residential Low Density II to Greenbelt to be consistent with the existing zoning and recognize the existing development.	<b>392</b>	That the Streetsville District Land Use Map, be amended as follows:  3. Redesignate a portion of the lands located on the GO station parking lot from "Residential Low Density II" to "Greenbelt".
Section 4.32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the south side of Falconer Drive, north of Charing Drive should be redesignated from Residential Medium Density I to Convenience Commercial to be consistent with the existing zoning and recognize the existing development.	<b>393</b>	That the Streetsville District Land Use Map, be amended as follows:  4. Redesignate the lands located on the south side of Falconer Drive, north of Charing Drive from "Residential Medium Density I" to "Convenience Commercial".

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located south of Falconer Drive currently part of the Convenience Commercial site should be redesignated from Convenience Commercial to Motor Vehicle Commercial to be consistent with the existing zoning and recognize the existing development.	394	That the Streetsville District Land Use Map, be amended as follows:  5. Redesignate the lands located on the south side of Falconer Drive, west of the lands currently part of the "Convenience Commercial" site from "Convenience Commercial" to "Motor Vehicle Commercial".
Section 4.32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	395	That the Streetsville District Land Use Map, be amended as follows:  6. Revise "Open Space" to "Public Open Space" in Land Use Designations.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Streetsville District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.33.5.1, District Policies, Western Business Park, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.33 Page 5	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	396	<p>That Section 4.33.5.1, Table 1, Basic Road Characteristics, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Add illustration of Ninth Line as 35 m ROW Width south of Eglinton Avenue West to Dundas Street West, Town of Oakville border.;</li><li>2. Revise Dundas Street West ROW Width between Ninth Line and Highway 403 from 35 m to 42 m.</li></ol>
Section 4.33, District Policies, Western Business Park, Special Site Policies	Section 4.33 Page 7	The Comprehensive Zoning By-law Review identified that, the lands located on the west side of Woodchester Drive, north of Dundas Street West be redesignated from Motor Vehicle Commercial to Business Employment. As a result, Special Site 4 should be deleted as it is redundant.	397	<p>That Section 4.33.6.5, Site 4, be deleted.</p> <p><del>4.33.6.5</del> ——— <del>Site 4</del></p> <div></div> <p><del>The lands identified as Special Site 4 are located at the south of Dunwin Drive and west of Woodchester Drive.</del></p> <p><del>Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policy will apply:</del></p> <p><del>a. motor vehicle body repair uses will be permitted.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.33, District Policies, Western Business Park, Special Site Policies	Section 4.33 Page 8	As the lands located in Special Site 5 are being redesignated from Convenience Commercial to General Commercial. As a result, Special Site should be deleted as it is redundant	398	<div><div>That Section 4.33.6.6, Site 5, be deleted.</div><div><div>4.33.6.6 — Site 5</div><div></div></div><div><div>The lands identified as Special Site 5 are located at the southwest corner of Winston Churchill Boulevard and Laird Drive.</div><div>Notwithstanding the provisions of the Convenience Commercial designation, the following additional policy will apply:</div><div>a. a car wash will be permitted.</div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.33, District Policies, Western Business Park, Western Business Park District Land Use Map	Western Business Park District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation in Employment Districts, lands currently designated Motor Vehicle Commercial should be redesignated to Business Employment.	399	That the Western Business Park District Land Use Map, be amended as follows:  1. Redesignate the lands located on the west side of Woodchester Drive, north of Dundas Street West from "Motor Vehicle Commercial" to "Business Employment".
Section 4.33, District Policies, Western Business Park District Policies, Western Business Park District Land Use Map	Western Business Park District Land Use Map	Upon further review, it would be appropriate for lands located at the southwest corner of Laird Road and Winston Churchill Boulevard to be redesignated from Convenience Commercial to General Commercial. They are located on an Arterial Road and are surrounded by lands designated General Commercial they should be redesignated to General Commercial.	400	That the Western Business Park District Land Use Map, be amended as follows:  2. Redesignate the lands located at the southwest corner of Laird Road and Winston Churchill Boulevard from "Convenience Commercial" to "General Commercial".
Section 4.33, District Policies, Western Business Park District Policies, Western Business Park District Land Use Map	Western Business Park District Land Use Map	The Transportation and Works Department requested editorial changes to the Western Business Park District Land Use Map.	401	That the Western Business Park District Land Use Map, be amended as follows:  3. Add Ninth Line as an Arterial Road south of Eglinton Avenue to Town of Oakville border;  4. Relocate Ridgeway Transitway Station to east side of Ridgeway Drive;  5. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.33, District Policies, Western Business Park District Policies, Western Business Park District Land Use Map	Western Business Park District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	402	That the Western Business Park District Land Use Map, be amended as follows:  6. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Western Business Park District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 5.3, Implementation, Development Applications, General Policies	Section 5.3 Page 4	The Transportation and Works Department requested Section 5.3.1.10, be amended to clarify its intent.	403	That Section 5.3.1.10, be amended as follows:  <b>5.3.1.10</b> Development applications for the reduction of densities in proximity to Major Transit Corridors, will <i>be discouraged</i> . <del>require a transit impact assessment to show the impact on transit usage.</del> <i>The use of the Provincial Transit Supportive Land Use Guidelines will be applied during the development review process.</i>
Section 5.4.2, Implementation, Public Participation, Ongoing Public Participation	Section 5.4 Page 11	Section 5.4.2.1, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	404	That Section 5.4.2.1, be amended as follows:  <b>5.4.2.1</b> Planning policies and reports will be made available to <del>the public</del> <i>all, including those with disabilities</i> to encourage continuing public awareness and input into the process.
Section 5.4.2, Implementation, Public Participation, Ongoing Public Participation	Section 5.4 Page 11	Section 5.4.2.2, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	405	That Section 5.4.2.2, be amended as follows:  <b>5.4.2.2</b> Mississauga encourages <i>all</i> individuals <i>including those with disabilities</i> and groups to take an active interest in the planning of the City. Where possible, Mississauga will provide the necessary resources upon request, to assist organizations in preparing briefs, submissions and responses to planning activities.
Section 7, Glossary	Section 7 Page 1	The Transportation and Works Department requested that a definition for “Bus Rapid Transit (BRT)” be added to the Glossary of Mississauga Plan.	406	That Section 7, Glossary, be amended by adding the following new definition:  <b><i>BUS RAPID TRANSIT (BRT)</i></b> <i>Bus Rapid Transit is an exclusive grade-separated two-lane bus-only road with stations which allow for integration with local services.</i>
Section 7, Glossary	Section 7 Page 7	The Transportation and Works Department requested that a definition for “Transit Demand Management (TDM)” be added to the Glossary of Mississauga Plan.	407	That Section 7, Glossary, be amended by adding the following new definition:  <b><i>TRANSPORTATION DEMAND MANAGEMENT (TDM)</i></b> <i>Is the application of a range of measures which optimize the use of transportation facilities and services through the reduction of individual travel needs, shifting travel to non-peak periods or the use of more efficient travel modes. Examples can include programs aimed at encouraging increased vehicle occupancy, greater use of transit, walking and cycling.</i>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 7, Glossary	Section 7 Page 7	The Transportation and Works Department requested that the definition for “Transitway” be deleted.	<b>408</b>	That Section 7, Glossary, be amended by deleting the following definition:  <del><b>TRANSITWAY</b> the Transitway is a roadway on exclusive right-of-way dedicated solely to transit uses. It is one form of rapid transit using bus technology.</del>
Section 7, Glossary	Section 7 Page 6	A new definition for “Universal Design Principles” should be added to the Glossary to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	<b>409</b>	That Section 7, Glossary, be amended by adding the following new definition:  <b><i>UNIVERSAL DESIGN PRINCIPLES</i></b> <i>means the principles by which the environment can be designed in order to accommodate the abilities of all. For detailed information regarding the Principles of Universal Design, the City of Mississauga Accessibility Plan should be consulted.</i>
Section 7, Glossary, Acronyms	Section 7 Page 8	The Transportation and Works Department requested that BRT “Bus Rapid Transit” and TDM “Transportation Demand Management” be added to the list of Acronyms found at the end of the Glossary.	<b>410</b>	That Section 7, Glossary, be amended by adding the following Acronyms:  <b>BRT</b> Bus Rapid Transit  <b>TDM</b> Transportation Demand Management
Appendices, Appendix N, Planning Guidelines and Studies	Appendix N, Planning Guidelines and Studies Page A-31	The City of Mississauga Accessibility Plan should be added to Appendix N: Planning Guidelines and Studies, as it is referred to in the Glossary in the definition of “Universal Design Principles”.	<b>411</b>	That Appendix N: Planning Guidelines and Studies, be amended by adding the following:  "City of Mississauga Accessibility Plan".
Entire Mississauga Plan		All terms that are defined in the Glossary of Mississauga Plan should be bolded and italicised.	<b>412</b>	That Mississauga Plan, be amended as follows:  That all terms defined in the Glossary be <b><i>bolded and italicised</i></b> wherever they appear in the text.
All District Land Use Maps		Upon further review, symbols for the parks classifications in the Public Open Space designation should be deleted as the types of uses provided in specific parks are covered by the <i>Future Directions</i> document.	<b>413</b>	That Mississauga Plan, be amended as follows:  That the symbols for all parks, in the Public Open Space designation shown on all the District Land Use Maps, be deleted.



# MISSISSAUGA PLAN PROPOSED AMENDMENTS - SUPPLEMENTARY REPORT

MISSISSAUGA PLAN PROPOSED AMENDMENTS - SUPPLEMENTARY REPORT

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RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Amended recommendations to Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1- 2005 January))					
Planning and B u i l d i n g Department	Section 1.2, Context	Section 1.2, 11 <sup>th</sup> paragraph, should be updated to reflect current conditions and projections.	The requested revisions are appropriate.	Amend 2	That Section 1.2, 11 <sup>th</sup> paragraph, be amended as follows:  By mid-year 2001+ 2005, Mississauga had a population of 613-000 695 000 persons and 385-000 425 000 employment opportunities. Mississauga is a net importer of labour. By 2011, Mississauga expects to have 680-000 725 000 persons and 440-000 470 000 employment opportunities. By 2021 there should be 715-000 750 000 persons and 475-000 495 000 employment opportunities. Population and employment projections are reviewed on a regular basis and adjusted accordingly.
Planning and B u i l d i n g Department	Section 3.2, Residential	There is a new <i>Health Professions Act</i> , that regulates occupations such as, Chiropractic, Dietetics, Massage Therapy, etc. Previously, these occupations were regulated under the <i>Drugless Practitioners Act</i> .	As a result of the new <i>Health Professions Act</i> , it would be appropriate to add "Health Professionals" to permit an accessory office to their principal private residence.	Amend part of 12	That Section 3.2.1.3, be amended as follows:  3.2.1.3 Accessory offices for physicians, dentists, <i>health professionals</i> , and drugless practitioners in their principal private residences.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 3.2, Residential	Section 3.2.2 should be amended to clarify the different residential land use designations.	Section 3.2.2 should be reformatted to be consistent with the rest of Mississauga Plan and to clarify the different residential land use designations.	Amend part of 13	<p>That Section 3.2.2, be amended as follows:</p> <p><b>3.2.2                    <del>Density</del> Designations</b></p> <p><b><del>3.2.2.1</del>                    Introduction</b></p> <p><b><del>a 3.2.2.1</del></b>                    These policies provide the principles and framework on which residential <del>densities</del> <i>designations</i> will be based in District Policies. <del>Density categories</del> <i>Designations</i> as defined by built form and density range for each District will be determined by consideration of community character and scale specific to each District.</p> <p><b><del>3.2.2.2</del>                    <del>Density Categories</del></b></p> <p><b>3.2.2.2</b>                    Residential development will occur within one of the following <del>density categories</del>:</p>
Planning and Building Department	Section 3.2, Residential	The need to refer to both density and height with respect to apartment dwellings.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	Amend Part of 13	<p>That Section 3.2.2.2.c, be amended as follows:</p> <p><b>c.    High Density I and II</b> - permits apartment dwellings, housing for the elderly and shelters. High density development <i>in terms of density and height</i> will be located generally in the City Centre; in Nodes <i>and Corridors</i>; along arterial and major collector roads; or in proximity to Major Transit Corridors, the Bus Rapid Transit (BRT) or GO Transit stations.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 3.3, Business Employment	When considering potential impacts on lands designated "Business Employment" in Residential Districts, it would be appropriate to only permit "Motor Vehicle Rental Facilities" within the "Business Employment" designation in Employment Districts, but not in Nodes.	Amend Recommendation 15 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), to add "only in Employment Districts, but not in Nodes".	<b>Amend part of 15</b>	That Section 3.3.1.14, be amended as follows:  <del>3.3.1.14</del> Motor vehicle rental facilities, <i>only in Employment Districts, but not in Nodes.</i>
Planning and Building Department	Section 3.3, Business Employment	Mississauga Plan is currently silent on where "Commercial Schools" are permitted. A review of "Commercial Schools" indicated that it would be appropriate to permit them under the "Business Employment" designation and "Commercial Schools" should be added as a permitted use under the "Business Employment" designation.	See Appendix 5 to the Corporate Report Commercial Schools.	<b>Amend part of 15</b>	That Section 3.3.1, be amended by adding the following:  <b>3.3.1.20</b> <i>Commercial Schools;</i>
Planning and Building Department	Section 3.3, Business Employment	Mississauga Plan is currently silent on where "Cardlock Fuel Dispensing Facilities" are permitted. A review of these facilities indicated that it would be appropriate to permit them under the "Business Employment" designation.	"Cardlock Fuel Dispensing Facilities" should be added as a permitted use under the "Business Employment" designation.	<b>Amend part of 15</b>	That Section 3.3.1, be amended by adding the following:  <b>3.3.1.21</b> <i>Cardlock Fuel Dispensing Facilities.</i>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 3.4, Industrial	Mississauga Plan is currently silent on where "Commercial Schools" are permitted. A review of "Commercial Schools" indicated that it would be appropriate to permit them under the "Industrial" designation and "Commercial Schools" should be added as a permitted use under the "Industrial" designation.	See Appendix 5 to the Corporate Report Commercial Schools.	<b>Amend part of 17</b>	That Section 3.4.1, be amended by adding the following:  <b>3.4.1.22</b> <i>Commercial Schools.</i>
Planning and Building Department	Section 3.4, Industrial	Mississauga Plan is currently silent on where "Cardlock Fuel Dispensing Facilities" are permitted. A review of these facilities indicated that it would be appropriate to permit them under the "Industrial" designation.	"Cardlock Fuel Dispensing Facilities" should be added as a permitted use under the "Industrial" designation.	<b>Amend part of 15</b>	That Section 3.4.1, be amended by adding the following:  <b>3.4.1.23</b> <i>Cardlock Fuel Dispensing Facilities.</i>
Community Services Department	Section 3.8, Open Space	The Community Services Department requested that Section 3.8.3.2.d be amended to include a reference to facilities.	This requested revision is appropriate to clarify the intent of including facilities as part of the Public Open Space Policies.	<b>Amend part of 34</b>	That Section 3.8.3.2.d, be amended as follows:  <b>d.</b> Mississauga will own, lease, operate, maintain, and administer public parkland <i>and facilities</i> to meet the recreational, cultural, educational and social needs of citizens.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Region of Peel and  Community Services Department	New Section 3.9, Greenbelt	<p>The Region of Peel requested minor revisions to the proposed wording of the 1<sup>st</sup> paragraph of Section 3.9 Greenbelt.</p> <p>The Community Services Department requested amending the 1<sup>st</sup> paragraph of Section 3.9, Greenbelt, to clarify the intent of the "Greenbelt" designation.</p>	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	<p>That Section 3.9, 1<sup>st</sup> paragraph be amended as follows:</p> <p>Lands designated Greenbelt are generally associated with natural hazards or significant natural areas where development is restricted to <del>either</del> protect people and property from damage <i>and to provide for the conservation of natural heritage features and areas</i>. These policies are to be read in conjunction with the policies for Natural Heritage and Natural Hazards.</p>
Region of Peel	New Section 3.9, Greenbelt	The Region of Peel requested minor revisions to the proposed wording.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	<p>That Section 3.9.1.1, be amended as follows:</p> <p><b>3.9.1.1</b> The following uses will be permitted subject to the satisfaction of the appropriate Conservation Authority and the City, <i>and other appropriate approval agencies</i>:</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Region of Peel	New Section 3.9, Greenbelt	The Region of Peel requested a policy be added to address piped services being permitted in the "Greenbelt" designation and deletion of reference to "the appropriate Conservation Authority" already mentioned previously in the preamble to the section.	The requested amendment is appropriate to be consistent with the Region of Peel Official Plan.	<b>Amend part of 38</b>	<p>That Section 3.9.1.1.e, f, and g, be amended as follows:</p> <p><b>e.</b> passive recreation activities where they are compatible with the viability of the natural area, while respecting appropriate buffers from watercourses and valley slopes <del>as determined in consultation with the appropriate Conservation Authority;</del></p> <p><b>f.</b> <i>existing</i> legal non-conforming facilities, buildings, and structures;</p> <p><b>g.</b> <i>piped services and related facilities used for water, wastewater and storm water provided that an Environmental Assessment has been completed in conformity with the Environmental Assessment Act or a satisfactory Environmental Impact Study has been approved by the appropriate Conservation Authority and the City, and other appropriate approval agencies. If an Environmental Assessment is not required under the Environmental Assessment Act, the Environmental Impact Study shall evaluate all options available.</i></p> <p><b>g-h.</b> accessory facilities to an adjacent land use which are of a passive, non-structural nature and do not adversely affect the ability of the flood plain to pass flood waters.</p>



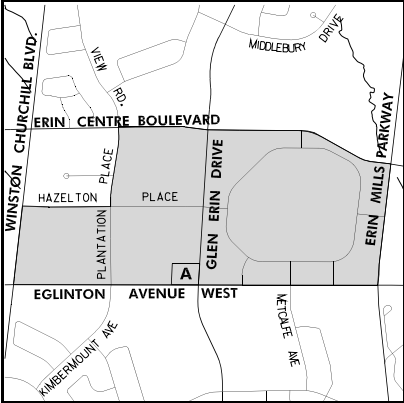
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Credit Valley Conservation	New Section 3.9, Greenbelt	The CVC requested revisions to the Greenbelt policies.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	That Section 3.9.2.1 be amended as follows:  <b>3.9.2.1</b> Greenbelt is determined on a site by site basis and is defined by the greater of <i>the "regulatory storm" flood plain</i> , the "Top of Bank"and/or combined influence of the stable slope <i>line</i> /stable slope allowance, erosion allowance, and the average annual recession rate, <i>including the hazards associated with Lake Ontario, where applicable, and the limits of identified natural features</i> . These parameters are determined <i>in consultation with the City and appropriate Conservation Authority and/or</i> through studies completed by the proponent to the satisfaction of the City and the appropriate Conservation Authority.
Transportation and Works Department	New Section 3.9, Greenbelt	The Transportation and Works Department have updated Environmental Site Assessment Requirements.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	That Section 3.9.2.3, be amended as follows:  <b>3.9.2.3</b> <del>Mississauga may also request that proponents conduct site evaluation, site cleanup or management measures prior to conveyance of Greenbelt lands.</del> <i>Prior to conveyance of Greenbelt lands, the proponent may be requested to conduct a Phase 1 Environmental Site Assessment (ESA) in accordance with the latest standards of the Canadian Standards Association. Should the Phase 1 ESA indicate that further investigation is required, the proponent may be requested to conduct further investigation, perform site clean-up and provide the appropriate environmental documentation.</i>
Region of Peel	New Section 3.9, Greenbelt	The Region of Peel requested minor revisions to the proposed wording.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	That Section 3.9.2.4, be amended as follows:  <b>3.9.2.4</b> Development adjacent to Greenbelt lands will be subject to the delineation of the natural features, buffers and setbacks by the City in consultation with the appropriate Conservation Authority. Dedication <i>and/or</i> restrictive zoning of buffers to Greenbelt may also be required by the City in consultation with the appropriate Conservation Authority.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Region of Peel	New Section 3.9, Greenbelt	The Region of Peel requested minor revisions to the proposed wording.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	That Section 3.9.2.5, be amended as follows:  <b>3.9.2.5</b> The Greenbelt designation applies to both public and privately owned lands. Where Greenbelt land is privately owned, this Plan does not imply that it is free and open to the general public or that it will be acquired by the City or any other public agency. Consideration will be given, however, to public acquisition of these areas <del>through the development approval process.</del>
Credit Valley Conservation	New Section 3.9, Greenbelt	The CVC requested revisions to the Greenbelt policies.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	That Section 3.9.2.8 be amended as follows:  <b>3.9.2.8</b> Reconstruction, minor additions, and maintenance of legal non-conforming facilities, buildings, and structures may be permitted. <i>With respect to reconstruction, the development should be relocated to an area that is least susceptible to natural hazards.</i>
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	There is a need to reference corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	<b>Amend 40</b>	That Section 3.10, renumbered as Section 3.13, be amended as follows:  <b>3.13 CITY CENTRE, <del>AND</del> NODES <del>AND</del> CORRIDORS</b>
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	There is a need to reference corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	<b>Amend 41</b>	That Section 3.10.1.3, renumbered as Section 3.13.1.3, be amended as follows:  <b>3.13.1.3</b> City Centre, <del>and</del> Nodes <i>and Corridors</i> , reflective of the urban form hierarchy, will be served by transportation corridors containing roads and transit, and may contain rapid transit and Bus Rapid Transit (BRT) facilities.
Greater Toronto Airports Authority	New Section 3.11, Airport	The GTAA requested that Section 3.11.2.1.1 be amended to exclude the reference to "additional runways may be constructed".	Amend Recommendation 49 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), to delete reference in Section 3.11.2.1.1 to "additional runways may be constructed".	<b>Amend part of 49</b>	That Section 3.11.2.1.1 be amended as follows:  <b>3.11.2.1.1</b> The policies of this Plan are based on a six-runway configuration of the Airport, <del>however, additional runways may be constructed.</del>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Greater Toronto A i r p o r t s Authority	New Section 3.11, Airport	The GTAA requested amending Section 3.11.2.1.6 to include the phrase "as a principal or accessory use" to clarify the intent of the policy.	Amend Recommendation 49 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), to add the following words "as a principal or accessory use" to Section 3.11.2.1.6.	<b>Amend part of 49</b>	That Section 3.11.2.1.6 be amended as follows:  <b>3.11.2.1.6</b> New development and redevelopment or infilling for hospitals, nursing homes, daycare facilities and public and private schools within the LBPIA Operating Area will not be permitted <i>as a principal or accessory use</i> .
Greater Toronto A i r p o r t s Authority	New Section 3.11, Airport	The GTAA requested amending Section 3.11.2.1.7 to add "below 35 NEF/NEP" to clarify the intent of the policy.	Amend Recommendation 49 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), to add the following words "below the 35 NEF/NEP composite contour" to Section 3.11.2.1.7.	<b>Amend part of 49</b>	That Section 3.11.2.1.7 be amended as follows:  <b>3.11.2.1.7</b> Notwithstanding Section 3.11.2.1.6, redevelopment or infilling for hospitals, nursing homes, daycare facilities and public and private schools within the Malton, Meadowvale Village and East Credit Districts may be permitted inside the LBPIA Operating Area on an individual basis <i>below the 35 NEF/NEP composite contour</i> .
Region of Peel and  C o m m u n i t y S e r v i c e s Department	New Section 3.12, Utilities	The Region of Peel requested a policy to address piped services being permitted in the "Greenbelt" designation.  The Community Services Department requested that "above ground" be deleted as then the policy would apply to both above ground and below ground facilities.	The requested policy is appropriate to be consistent with the Region of Peel Official Plan.	<b>Amend part of 50</b>	That Section 3.12.1.1, be amended as follows:  <b>3.12.1.1</b> <del>Above ground</del> Pumping stations, water and sewage treatment plants, <del>piped services</del> , electric transformer and distributing stations, electric transmission lines and cabled services, except when <i>the lands are</i> identified as a Provincially Significant Wetland.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Region of Peel	New Section 3.12, Utilities	The Region of Peel requested minor rewording regarding an Environmental Impact Study.	The requested policy is appropriate to be consistent with the Region of Peel Official Plan.	<b>Amend part of 50</b>	That Section 3.12.2.1, be amended as follows:  <b>3.12.2.1</b> When public works not subject to the Environmental Assessment Act are planned to traverse, coincide with, or otherwise affect the Natural Areas System, an Environmental Impact Study will be required <del>and presented to be submitted to</del> and approved by the City and the appropriate Conservation Authority. Terms of Reference are available from the City.
Region of Peel	New Section 3.14, Physical Services	The Region of Peel requested a policy to address piped services being permitted in the "Greenbelt" designation.	The requested policy is appropriate to be consistent with the Region of Peel Official Plan.	<b>Amend part of 51</b>	That Section 3.14, first paragraph, be amended as follows, and a new second paragraph be added:  This section sets out the policies of the City with respect to the provision of <del>piped services, including</del> natural gas and oil pipelines; electric power, telephone, and other cabled service, which are permitted in all Land Use Designations except Greenbelt.  <i>Piped services and related facilities used for water, wastewater and storm water are permitted in all Land Use Designations, including Greenbelt, only if other options are not feasible.</i>
Region of Peel	New Section 3.14, Physical Services	The Region of Peel requested minor revisions to the proposed wording.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 51</b>	That Section 3.14.1.3, be amended as follows:  <b>3.14.1.3</b> When public works not subject to the Environmental Assessment Act are planned to traverse, coincide with, or otherwise affect the Natural Areas System, an Environmental Impact Study will be required <del>and presented to be submitted to</del> and approved by the City and the appropriate Conservation Authority. Terms of Reference are available from the City.


RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Credit Valley Conservation	New Section 3.14, Physical Services	The CVC requested revisions to Section 3.14.2.4.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 51</b>	That Section 3.14.2.4, be amended as follows:  <b>3.14.2.4</b> Any Stormwater Quality/Quantity Facilities within Greenbelt lands must have regard for the viability of natural features and functions, and will be subject to naturalization efforts <i>to the satisfaction of the City and the appropriate Conservation Authority</i> , as a part of development.
Region of Peel	Section 3.14, renumbered as Section 3.17, Transportation	The Region requested editorial changes to Section 3.17.3.6 to clarify its intent.	The Planning and Building Department agree with the revisions requested.	<b>Amend 70</b>	That Section 3.17.3.6, be amended as follows:  <b>3.17.3.6</b> The use of transit will be supported through transit priority measures, such as express services, new technologies, fare integration and service coordination with <i>GO Transit</i> and neighbouring transit systems.
Region of Peel	Section 3.14, renumbered as Section 3.17, Transportation	The Region requested editorial changes to Section 3.17.4.5 to clarify its intent.	The Planning and Building Department agree with the revisions requested.	<b>Amend 80</b>	That Section 3.17.4.5, be amended as follows:  <b>3.17.4.5</b> Where there is a change in road classification or right-of-way widths at or near municipal boundaries, <del>a suitable</del> <i>an appropriate</i> transition <del>location</del> shall be determined and accommodated in consultation with the municipalities involved.
Community Services Department	Section 3.16, renumbered as Section 3.19, Community Uses	The Community Services Department requested revisions to Section 3.19.2.7 to delete the word "small" as some community uses sites are larger.	The Planning and Building Department agree with the revisions requested.	<b>Amend 102</b>	That Section 3.19.2.7, be amended as follows:  <b>3.19.2.7</b> Community uses generally occupy <del>small</del> sites on arterial or collector roads along transit routes and serve immediate or surrounding District needs.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.4, Central Erin Mills District Policies	Lands located at the northwest corner of Eglinton Avenue West and Glen Erin Drive designated "General Commercial" contain a gas bar that should be recognized as part of Special Site 4.	The requested revisions are appropriate.	<b>Amend 126</b>	<p>That Section 4.4.5.5, Site 4, be amended as follows:</p> <p><b>4.4.5.5 Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are bounded by Erin Centre Boulevard, Plantation Place, Hazelton Place, Winston Churchill Boulevard, Eglinton Avenue West and Erin Mills Parkway.</p> <p>Notwithstanding the General Commercial designation, <i>Residential High Density II</i> uses will be permitted. <del>on these lands, the following additional policies will apply:</del></p> <p><del>a. Residential High Density II uses will be permitted;</del></p> <p><del>b. a concept plan will be required as part of a development application, which will address among other aspects, the following:</del></p> <ul style="list-style-type: none"><li><del>major land use components of the subject lands;</del></li><li><del>circulation, including pedestrian, vehicular and transit;</del></li><li><del>engineering services;</del></li><li><del>development controls, including urban design, landscaping features, provision of parking facilities, accessibility and open space;</del></li><li><del>compatible architectural design.</del></li></ul>

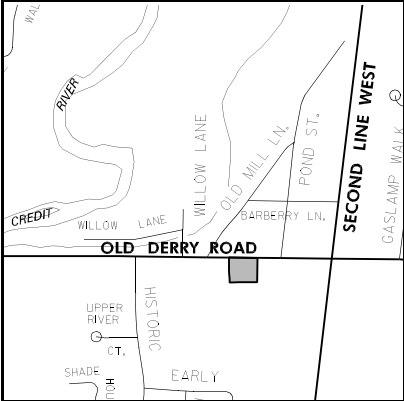
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.4, Central Erin Mills District Policies	(continued)	(continued)	<b>Amend 126 (cont.)</b>	<b>4.4.5.5.1 Area 4A</b> <i>The lands identified as Area 4A are located at the northwest corner of Eglinton Avenue West and Glen Erin Drive. Notwithstanding the provisions of the General Commercial designation, a gas bar will also be permitted.</i>
Transportation and Works Department	Section 4.5, Churchill Meadows District Policies	The Transportation and Works Department requested a change to Section 4.5.5.1, Table 1, Basic Road Characteristics to amend Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton".	The Planning and Building Department agree with the revisions requested.	<b>Amend 137</b>	That Section 4.5.5.1, Table 1, Basic Road Characteristics, be amended as follows:  1. Add Ninth Line as 35 m ROW Width south of Eglinton Avenue West to Dundas Street West, Town of Oakville border <i>and amend Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton".</i>
Community Services Department	Section 4.6, City Centre District Policies	The Community Services Department requested that "where appropriate" be added to the 8 <sup>th</sup> bullet of Section 4.6.3.2.2.d.	The Planning and Building Department agree with the revisions requested.	<b>Amend 147</b>	That Section 4.6.3.2.2.d, 8 <sup>th</sup> bullet point, be amended as follows:  • access for all, including those with disabilities, to and from building entrances and the public sidewalk, parking areas, and open spaces, <i>where appropriate.</i>

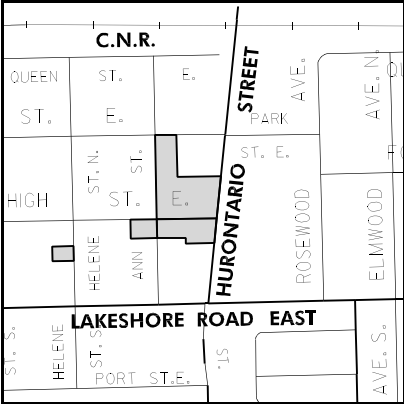
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Sorensen Gravely Lowes for 260 Dundas Street West	Section 4.8 Cooksville District Land Use Policies	The lands located on the south side of Dundas Street West, east of Mary Fix Creek were proposed to be redesignated from "General Commercial" to "Motor Vehicle Commercial".	The Planning and Building Department was advised that the lands have been decommissioned to meet MOE's Environmental Guidelines for residential and parkland purposes and are currently being used for motor vehicle sales. It is, therefore, appropriate to amend part of Recommendation 178 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), for the lands to remain designated "General Commercial" on the Cooksville District Land Use Map.	<b>Amend part of 178</b>	<p>That the Cooksville District Land Use Map, be amended as follows:</p> <p>That recommendation 178, 5<sup>th</sup> bullet point, to redesignate lands from "General Commercial" to "Motor Vehicle Commercial" be deleted as follows:</p> <p><del>• the south side of Dundas Street West, east of Mary Fix Creek;</del></p> <p>and</p> <p>That the "General Commercial" designation on the lands located on the south side of Dundas Street West, east of Mary Fix Creek, should be retained and not be redesignate to "Motor Vehicle Commercial".</p>
Planning and Building Department	Section 4.10, Dixie District Policies	Initially it was proposed for the lands to be redesignated from "Business Employment" to "Industrial" to recognize the existing uses. Upon further review, when considering the accumulative effect on additional heavy industry it would be appropriate only to recognize the existing uses through the "Business Employment" policies in Recommendation 184 of Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January).	The requested revisions are appropriate.	<b>Amend 186</b>	<p>That the Dixie District Land Use Map, be amended as follows:</p> <p>That recommendation 186, to redesignate the lands from "Business Employment" to "Industrial" be deleted as follows:</p> <p><del>1. Redesignate the lands located south of the St. Lawrence and Hudson Railway, between Haines Road and Dixie Road from "Business Employment" to "Industrial", and add "Industrial" to the Land Use Designations legend.</del></p> <p>and</p> <p>That the "Business Employment" designation on the lands located south of the St. Lawrence and Hudson Railway, between Haines Road and Dixie Road, should be retained and not be redesignate to "Industrial" .</p>



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.17, Lakeview District Policies	Upon further review, it was identified that Section 4.17.6.19, Site 18, in the Lakeview District Policies contains motor vehicle sales and service uses and, therefore, b. should be retained.	It is appropriate to amend recommendation 268 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), to retain section b.	<b>Amend 268</b>	<p>That Section 4.17.6.19, be amended as follows:</p> <p><b>4.17.6.19 Site 18</b></p> <div></div> <p>The lands identified as Special Site 18 include 5 sites located north of Lakeshore Road East between Greaves Avenue and Ogden Avenue.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <i>the following additional policies will apply:</i></p> <p><i>a. a motor vehicle repair garage will be permitted;</i></p> <p><i>b. for the lands identified as Area 18A, motor vehicle sales and service will be permitted.</i></p>
Greater Toronto Airports Authority	Section 4.19, Malton District Policies	The name "Rexford Road" is incorrect and should be "Rexwood Road".	Amend Recommendation 283 and 285 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), so that reference to "Rexford Road" is "Rexwood Road".	<b>Amend 283 &amp; 285</b>	<p>That Recommendations 283 and 285 be amended as follows:</p> <p>Reference to "Rexford Road" be amended to "Rexwood Road".</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.23, Meadowvale Village District Policies	A portion of the lands in Meadowvale Village District are designated for residential uses. However, these lands are above the 35NEF/NEP noise contours and, therefore, cannot be developed for residential purposes because of the restrictions of the NEF/NEP Aircraft noise policies. It is appropriate to redesignate these lands for "Business Employment" which required a review of Section 4.23.4.3 policies as it pertains to these lands.	See Appendix 4 to the Corporate Report Proposed Amendments to the Meadowvale Village District Policies.	<b>Amend 305</b>	<p>That a new Section be added to Section 4.23.4, as follows:</p> <p><b>4.23.4.3 Business Employment</b></p> <p>Notwithstanding the Business Employment policies of this Plan, <i>only</i> the following uses will <b>not</b> be permitted:</p> <p><del>a. overnight accommodations;</del></p> <p><del>b. financial institutions;</del></p> <p><del>c. broadcasting/communication establishments.</del></p> <p><i>a. industrial uses within enclosed buildings including, manufacturing, assembling, processing, fabricating, repairing, warehousing, distributing and wholesaling;</i></p> <p><i>b. offices;</i></p> <p><i>c. financial institutions;</i></p> <p><i>d. conference centres;</i></p> <p><i>e. all types of restaurants, including banquet halls;</i></p> <p><i>f. funeral establishments;</i></p> <p><i>g. self-storage facilities.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.23, Meadowvale Village District Policies	Lands located on the south side of Old Derry Road, west of Second Line West, designated "Convenience Commercial" are occupied by existing motor vehicle service station, existing detached dwelling and the dwelling unit above a retail store in an existing detached dwelling.	The requested revisions are appropriate, and Site 9 should be amended to recognize the existing uses.	<b>Amend 306</b>	<p>That Section 4.23.6.10, Site 9, be amended as follows:</p> <p><b>4.23.6.10 Site 9</b></p> <div></div> <p>The lands identified as Special Site 9 are located on the south side of Old Derry Road, west of Second Line West.</p> <p>Notwithstanding <i>the provisions of the General Convenience Commercial</i> designation, the existing motor vehicle service station, <del>and small convenience commercial facility</del> <i>existing detached dwelling and the dwelling unit above a retail store in an existing detached dwelling</i> will only be permitted, provided that it is in keeping with the historic character of the Meadowvale Village Heritage Conservation District Plan.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.26, Northeast District Policies	Initially it was proposed for the lands to be redesignated from "Business Employment" to "Industrial" to recognize the existing uses. Upon further review, when considering the accumulative effects of the additional heavy industry on the existing residential development, it would be appropriate only to recognize the existing uses through the "Business Employment" policies in the Northeast District Policies.	The requested revisions are appropriate.	<b>Amend part of 324</b>	<p>That the Northeast District Land Use Map, be amended as follows:</p> <p>That recommendation 324, 3<sup>rd</sup> bullet point, to redesignate lands from "Business Employment" to "Industrial" be amended as follows:</p> <ul style="list-style-type: none"><li>the lands located south of the Brampton border, <del>east and</del> west of Torbram Road <i>and north of Drew Road</i>;</li></ul> <p>and</p> <p>That the "Business Employment" designation on the lands located east of Torbram Road, north of Derry Road East and the lands located west of Torbram Road, south of Drew Road, should be retained and not be redesignate to "Industrial" .</p>
Planning and Building Department	Section 4.27, Port Credit District Policies	The location map for Special Site 30 should be amended to include the property on Helene Street North to recognize the existing office.	The requested revision to the locational map of Special Site 30 to include an existing office located on Helene Street North is appropriate.	<b>Amend part of 355</b>	<p>That Section 4.27.6.31, location map, be replaced with the following location map:</p> <p><b>4.27.6.31 Site 30</b></p> 

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.33, Western Business Park District Policies	The Transportation and Works Department requested a change to Section 4.33.5.1, Table 1, Basic Road Characteristics to amend Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton".	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 396</b>	That Section 4.33.5.1, Table 1, Basic Road Characteristics, be amended as follows:  1. Add Ninth Line as 35 m ROW Width south of Eglinton Avenue West to Dundas Street West, Town of Oakville border <i>and amend Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton"</i> .
Transportation and Works Department	Section 5, Implementation	The Transportation and Works Department requested amendments to Section 5.3.1.10 to include listing the Major Transit Corridors that are identified on Schedule 4: Road and Transit Network Long Term Concept.  They have also requested policies to discourage the reduction of densities below Residential Medium in proximity to Arterial and Major Collector Roads that have not been identified as a Major Transit Corridor.	The Planning and Building Department agree with the revisions requested.	<b>Amend 403</b>	That Section 5.3.1.10, be amended as follows:  <b>5.3.1.10</b> <i>Dundas Street, Hurontario Street and Eglinton Avenue are identified as Major Transit Corridors on Schedule 4: Road and Transit Network Long Term Concept, to support high density development.</i>  Development applications for the reduction of densities in proximity to Major Transit Corridors, will be discouraged.  <i>Development applications for the reduction of densities below Residential Medium Density in proximity to other arterial and major collector roads, will be discouraged.</i>  The use of the Provincial Transit Supportive Land Use Guidelines will be applied during the development review process.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 7, Glossary	The Transportation and Works department requested amending the definition for Bus Rapid Transit (BRT).	The Planning and Building Department agree with the revisions requested.	<b>Amend 406</b>	<p>That Section 7, Glossary, be amended as follows:</p> <p><b>BUS RAPID TRANSIT (BRT)</b> <del>Bus Rapid Transit is an exclusive grade-separated two-lane bus-only road with stations which allow for integration with local services.</del> <i>Bus Rapid Transit is a rubber-tired form of rapid transit that may combine a variety of physical, operating and system elements. Other technologies such as light rail transit may be introduced in the future where the feasibility and need can be demonstrated.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Recommendations and numbers continued from, Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1 - 2005 January)					
Planning and Building Department	Section 1.2, Context	The need to identify the urban form hierarchy as the basis for development throughout the City.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	414	<p>That Section 1.2, eight and ninth paragraphs, be deleted and replaced by the following:</p> <p><del>City Centre is a vibrant area featuring a mix of residential, employment, cultural, and recreational uses at densities suitable for a downtown area.</del></p> <p><del>The Nodes identified on Schedule 2: Urban Form Concept, will provide a focus for high intensity uses for residential, commercial, employment and other activities. Land use intensification that will support transit will occur in appropriate locations in other parts of the City.</del></p> <p><i>The urban form is based on a hierarchy of City Centre, Nodes and Corridors, as identified on Schedule 2: Urban Form Concept, each with varying levels of intensity of use. The City Centre is the focal point of the urban form hierarchy and should contain the highest level of development in terms of density and height. Nodes and Corridors will provide a focus for high intensity uses for residential, commercial, employment and other activities. Density and height should be less than the general levels in the City Centre and greater than the surrounding districts to reflect transit-supportive development. Other sites, such as, transit stations and entry points also provide suitable locations for higher levels of development, in terms of density and height, subject to compatibility with surrounding land uses and a suitable transition of built form to the surrounding area. The remainder of the City will generally be developed for medium and low rise uses.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Greater Toronto A i r p o r t s Authority	Schedule 2: Urban Form Concept	The "Lands Exempt from LBPIA Operating Area" hatching on the lands indicated as "Employment" between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West should be deleted.	The Planning and Building Department agree with the revisions requested.	<b>415</b>	That Schedule 2: Urban Form Concept, be amended as follows:  7. Deleting the "Lands Exempt from LBPIA Operating Area" hatching on the lands indicated as "Employment" between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West.
Planning and B u i l d i n g Department	Section 2.2, Urban F o r m   a n d C o m m u n i t y Identity	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	<b>416</b>	That Section 2.2.1.2, be amended as follows:  <b>2.2.1.2</b> Mississauga will have an urban form <i>based on the urban form hierarchy of Centres, Nodes and Corridors. The City Centre will be the main focal point in terms of intensity of uses (density and height of development) followed by Nodes and Corridors and recognizable communities</i> <del>characterised by City Centre, Nodes and recognizable communities.</del>
Planning and B u i l d i n g Department	Section 2.2, Urban F o r m   a n d C o m m u n i t y Identity	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	<b>417</b>	That Section 2.2.2.5, be amended as follows:  <b>2.2.2.5</b> To develop and locate Nodes, <i>within the context of the urban form hierarchy of Centres, Nodes and Corridors</i> , with a greater intensity of housing, employment, commercial, and community facilities that are accessible and provide a focus for the people they serve.
C o m m u n i t y S e r v i c e s Department	Section 2.9, Lake Ontario Waterfront	The Community Services Department requested amending Section 2.9.2.7 as parts of the Port Credit Harbour Transition Master Plan and the Mississauga Waterfront Plan are out of date.	The Planning and Building Department agree with the revisions requested.	<b>418</b>	That Section 2.9.2.7, be amended as follows:  <b>2.9.2.7</b> To promote development of the Lake Ontario shoreline and Port Credit Harbour <del>in accordance with</del> <i>having regard for</i> the principles established in the <i>Port Credit Harbour Transition Master Plan</i> and <i>Mississauga Waterfront Plan</i> while recognizing the Lake Ontario shoreline as an important element of the regional ecosystem.



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 2.11, Urban Design	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	419	That Section 2.11.1.4, be amended as follows:  <b>2.11.1.4</b> Mississauga will ensure that development contributes to a built form, <i>reflective of the urban form hierarchy of Centres, Nodes and Corridors</i> , giving prominence to the City Centre <del>and emphasizing Nodes</del> .
Planning and Building Department	Section 2.11, Urban Design	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	420	That Section 2.11.2.2, be amended as follows:  <b>2.11.2.2</b> To promote the creation of distinctive places and locales, including the City Centre, Nodes <i>and Corridors</i> and high profile locations such as entry points to the City and communities.
Planning and Building Department	Section 2.11, Urban Design	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	421	That Section 2.11.2.6, be amended as follows:  <b>2.11.2.6</b> To promote built form <i>reflective of the urban form hierarchy</i> that relates to the public street and defines its scale.
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	422	That Section 3.10.1.1, renumbered as Section 3.13.1.1, be amended as follows:  <b>3.13.1.1</b> A mix of medium and high density housing, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged to locate in City Centre, <del>and</del> Nodes <i>and Corridors</i> , <i>reflective of the urban form hierarchy</i> . However, not all of these uses will be permitted in City Centre, <del>and</del> Nodes <i>and Corridors</i> .

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	423	That Section 3.10.1.2, renumbered as Section 3.13.1.2, be amended as follows:  <b>3.13.1.2</b> City Centre, <del>and</del> Nodes <i>and Corridors</i> , reflective of the urban form hierarchy will accommodate a greater variety and concentration of uses than their surrounding areas and will:
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	To recognize height along with density in the City Centre.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	424	That Section 3.10.2.1, renumbered as Section 3.13.2.1, be amended as follows:  <b>3.13.2.1</b> City Centre will develop as a major regional centre and the primary location for mixed use development. The City Centre will contain the greatest concentration of activities and variety of uses including the highest residential and employment densities <i>and height</i> and the largest commercial component in the City.
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	To recognize height along with density in the City Centre.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	425	That Section 3.10.3.4.b, renumbered as Section 3.13.3.4.b, be amended as follows:  <b>b.</b> lands immediately adjacent to or within a Node should provide both a transition between the higher density <i>and height of</i> development within the Node and lower density <i>and height of</i> developments in the surrounding area;
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	To recognize the need for a transition zone surrounding the City Centre.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	426	That Section 3.10.2, renumbered as Section 3.13.2, be amended by adding the following:  <b>3.13.2.4</b> Lands immediately adjacent to or within the City Centre should provide both a transition between the higher density and height of development within the City Centre and lower density and height of developments in the surrounding area.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 3.12, renumbered as Section 3.15, Environment	Section 3.12.1.4 should be amended to include references to "renewable energy" to be consistent with the new Provincial Policy Statement (PPS).	As it is mandatory for municipal official plans to be consistent with the PPS, it is appropriate to update it accordingly.	427	That Section 3.12.1.4, renumbered as Section 3.15.1.4 be amended as follows:  <b>3.15.1.4</b> The Environmental Issues policies address mineral resources, sites with potential soil or ground water contamination, pollution prevention and reduction, environmental compatibility, urban drainage, waste management, <i>renewable energy</i> , energy conservation and noise sources and levels.
Planning and Building Department	Section 3.12, renumbered as Section 3.15, Environment	As a result of the Natural Areas Survey update, revisions to Section 3.12.2.2.a were requested.	The requested revisions are appropriate.	428	That Section 3.12.2.2.a, renumbered as Section 3.15.2.2.a, 5 <sup>th</sup> bullet, be amended as follows:  <ul style="list-style-type: none"> <li>all areas that support <i>provincially significant or "species at risk" listed as special concern, Vulnerable, Threatened species</i> or Endangered (<del>VTE</del>) species;</li> </ul>
Planning and Building Department	Section 3.12, renumbered as Section 3.15, Environment	As a result of the Natural Areas Survey update, revisions to Section 3.12.2.2.b were requested.	The requested revisions are appropriate.	429	That Section 3.12.2.2.b, renumbered as Section 3.15.2.2.b, 3 <sup>rd</sup> and 4 <sup>th</sup> bullets, be amended as follows:  <ul style="list-style-type: none"> <li>all <del>woodlands</del> <i>areas</i> that represent uncommon vegetation associations in the City;</li> <li>all areas that support regionally <del>rare</del> or significant plant <i>or animal</i> species;</li> </ul>
Community Services Department	Section 3.13, renumbered as Section 3.16, Lake Ontario Waterfront	The Community Services Department requested amending Section 3.13.1.4 as parts of the Port Credit Harbour Transition Master Plan and the Mississauga Waterfront Plan are out of date.	The Planning and Building Department agree with the revisions requested.	430	That Section 3.13.1.4, renumbered as Section 3.16.1.4, be amended as follows:  <b>3.16.1.4</b> The review of applications for development along the Lake Ontario Waterfront and the mouth of the Credit River, will have regard for the <del>concepts</del> and principles expressed in the Port Credit Harbour Transition Master Plan and the Mississauga Waterfront Plan, as well as the following:

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 3.14, renumbered as Section 3.17, Transportation	The Transportation and Works Department requested amendments to Section 3.17.2.2 to identify the importance of a transit link to the Airport.	The Planning and Building Department agree with the revisions requested.	431	<p>That Section 3.14.2.2, renumbered as Section 3.17.2.2, be amended as follows:</p> <p><b>3.17.2.2</b> Mississauga will work with other levels of government to further inter-regional transit plans which include proposals for Rapid Transit, Commuter Rail, GTA Transit Corridors and GTA Transportation Centres. Notwithstanding that Airport Road has not been designated as a Major Transit Corridor on Schedule 4: Road and Transit Network - Long Term Concept, Mississauga recognizes this roadway as a <del>potential rapid</del> <i>an important transit corridor link to the airport</i> and will work with the City of Brampton and the Region of Peel in addressing this issue.</p>
Transportation and Works Department	Section 3.14, renumbered as Section 3.17, Transportation	The Transportation and Works Department requested that Section 3.14.3.11 be amended to clarify its intent.	The Planning and Building Department agree with the revisions requested.	432	<p>That Section 3.14.3.11, renumbered as Section 3.17.3.11, be amended as follows:</p> <p><b>3.17.3.11</b> <del>Proposals for the development of a rapid transit link between the Airport and Toronto will be subject to, among other matters, a detailed review of the potential ridership demand, the proposals role in serving transit markets, interconnections with GTA Transit corridors, and funding priority relative to other GTA Transit projects. An Air Rail Link between Toronto Union Station and Lester B. Pearson International Airport is being proposed. City of Mississauga staff will continue to work with Transport Canada and other stakeholders through the environmental assessment process for the project.</del></p>

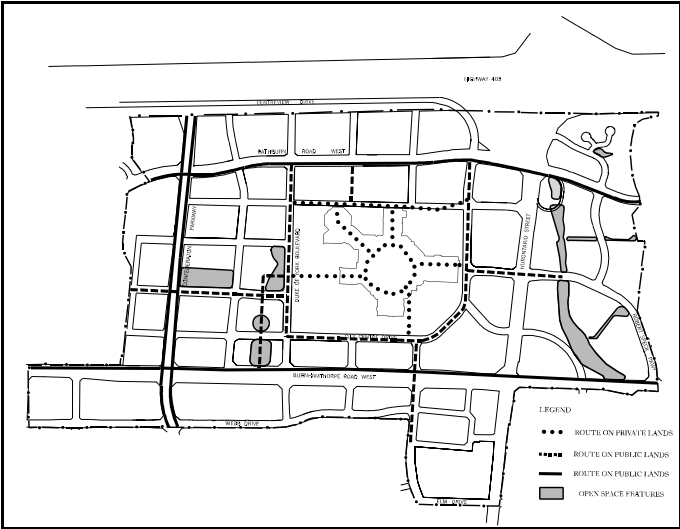
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 3.14, renumbered as Section 3.17, Transportation	The Transportation and Works Department requested amendments to Section 3.17.5.4 to require the City to be satisfied that with any minor adjustments to the basic right-of-way widths the role and function of the road is maintained.	The Planning and Building Department agree with the revisions requested.	433	That Section 3.14.5.4, renumbered as Section 3.17.5.4, be amended as follows:  <b>3.17.5.4</b> Minor adjustments to the <i>basic right-of-way widths</i> <del>rights-of-way</del> and alignments <i>for roads</i> may be made without further amendment to this Plan, <i>subject to the City being satisfied that the role and function of such roads are maintained</i> <del>provided they are consistent with the general intent of this Plan.</del>
Planning and Building Department	Section 3.15, renumbered as Section 3.18, Urban Design	The need to recognize height and density in terms of built form.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	434	That Section 3.15.2.1, renumbered as Section 3.18.2.1, be amended as follows:  <b>3.18.2.1</b> The most prominent, most intensive and highest built form <i>in terms of density and height</i> will <del>should</del> be encouraged in the City Centre.
Planning and Building Department	Section 3.15, renumbered as Section 3.18, Urban Design	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	435	That Section 3.15.3.2, renumbered as Section 3.18.3.2, be amended as follows:  <b>3.18.3.2</b> Urban character will be achieved within the City Centre, <del>along major streets, in</del> Nodes and Corridors and elsewhere as identified in this Plan <i>in accordance with the urban form hierarchy</i> .
Planning and Building Department	Section 3.15, renumbered as Section 3.18, Urban Design	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	436	That Section 3.15.3.2, renumbered as Section 3.18.3.2, be amended as follows:  <b>3.18.3.2</b> Urban character will be achieved within the City Centre, <del>along major streets, in</del> Nodes and Corridors and elsewhere as identified in this Plan <i>in accordance with the urban form hierarchy</i> .

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	Section 3.17, renumbered as Section 3.20, Heritage Resources	The Community Services Department requested that a new policy be added to proposed Section 3.20.3.2 to be consistent with changes to the <i>Ontario Heritage Act</i> .	The Planning and Building Department agree with the revisions requested.	437	That Section 3.17.3.2, renumbered as Section 3.20.3.2, be amended by adding the following:  <i>e. Properties designated under the Ontario Heritage Act will be required to have regard for the preservation of the significant architectural features and not detract or destroy any of the heritage features or architectural elements in keeping with the Guiding Principles in the Conservation of Heritage Properties, Ministry of Culture.</i>
Planning and Building Department	Schedule 3: Environmental Areas	As a result of the Natural Areas Survey update, revisions to Schedule 3: Environmental Areas were requested.	The requested revisions are appropriate.	438	That Schedule 3: Environmental Areas, be amended as follows:  4. Extending the "Special Management Area" and "Natural Area" easterly, located south of Lakeshore Road West, west of Southdown Road; and 5. Deleting the "Natural Area" located south of Lakeshore Road East, west of Elmwood Avenue South.
Transportation and Works Department	Schedule 4: Road and Transit Network Long Term Concept	The Transportation and Works Department requested that Schedule 4: Road and Transit Network Long Term Concept be amended by Topflight Drive from Hurontario Street to Edwards Boulevard being shown as a "Major Collector".	The Planning and Building Department agree with the revisions requested.	439	That Schedule 4: Road and Transit Network Long Term Concept be amended as follows:  19. Topflight Drive Hurontario Street to Edwards Boulevard is added as a "Major Collector".

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Schedule 5: Designated Right-of-Way Widths	The Transportation and Works Department requested amending Note 1 on Schedule 5: Designated Right-of-Way Widths to clarify its intent.	Note 1 Schedule 5: Designated Right-of-Way Widths should be amended to be consistent with the wording of Section 3.14.5.2.	440	That Schedule 5: Designated Right-of-Way Widths, Note 1, be amended as follows:  15. 1. <del>These</del> <i>"Designated right-of-way widths"</i> are considered <i>the basic required</i> rights-of-way <i>along roadway sections</i> . At <del>major</del> intersections, grade separations, or major physical or topographical constraints, wider rights-of-way may be required to accommodate bus bays, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.
Transportation and Works Department	Schedule 5: Designated Right-of-Way Widths	The Transportation and Works Department requested amending Schedule 5: Designated Right-of-Way Widths to update the information provided for Topflight Drive.	The Planning and Building Department agree with the revisions requested.	441	That Schedule 5: Designated Right-of-Way Widths be amended as follows:  16. Topflight Drive from Hurontario Street to Edwards Boulevard is added with a right-of-way width of "26 m"; and 17. Capstan Drive from Maritz Drive to Hurontario Street from a right-of-way width of "26 m" to a right-of-way width of "30 m".
Transportation and Works Department	Schedule 5: Designated Right-of-Way Widths	The Transportation and Works Department requested amending Schedule 5: Designated Right-of-Way Widths to update the information provided for Thomas Street.	The Planning and Building Department agree with the revisions requested.	442	That Schedule 5: Designated Right-of-Way Widths be amended as follows:  18. Thomas Street, McFarren Boulevard/Gafney Drive to Queen Street right-of-way width from "30 m" to "20-26 m".

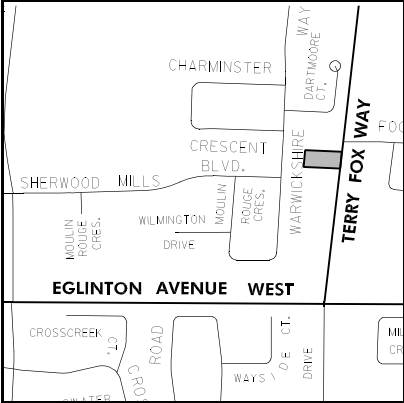

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	All District Policies, Sections 4.2 to Section 4.33, inclusive, except Section 4.6, City Centre District Policies	The Transportation and Works Department requested amending the asterisk note under Table 1: Basic Road Characteristics for all Districts to be consistent with Section 3.14.5.2.	Amend the asterisk note under Table 1: Basic Road Characteristics for all Districts except City Centre District to be consistent with the wording of Section 3.14.5.2.	443	<p>That Sections 4.2 to Section 4.33, inclusive, Table 1: Basic Road Characteristics, asterisk note, except for Section 4.6, City Centre District Policies, Table 1: Basic Road Characteristics, asterisk note, be amended as follows:</p> <p>* <del>These</del> <i>"Designated right-of-way widths"</i> are considered <i>the</i> basic <i>required</i> rights-of-way <i>along roadway sections</i>. At <del>major</del> intersections, grade separations, or major physical or topographical constraints, wider rights-of-way may be required to accommodate bus bays, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.</p>
Planning and Building Department	Section 4.3, Applewood District Policies	As the lands east of Fieldgate Drive, south of Kirkwall Crescent, are used for parkland, the lands should be redesignated from "Residential Low Density II" to "Public Open Space".	The requested revisions are appropriate.	444	<p>That the Applewood District Land Use Map be amended as follows:</p> <p>4. Redesignate the lands east of Fieldgate Drive, south of Kirkwall Crescent, from "Residential Low Density II" to "Public Open Space".</p>
Planning and Building Department	Section 4.3, Applewood District Policies	Lands east of Treadwells Drive, north of Dundas Street East, designated "Residential Low Density II", should be redesignated to "Residential Medium Density I" as the lands are surrounded by lands designated "Residential High Density I" and "Residential Medium Density I" and also the boundary should be adjusted accordingly.	The requested revisions are appropriate.	445	<p>That the Applewood District Land Use Map be amended as follows:</p> <p>5. Redesignate the lands east of Treadwells Drive, north of Dundas Street East, from "Residential Low Density II" to "Residential Medium Density I";</p> <p>and</p> <p>Adjust the Applewood District boundary to coincide with the Dixie District boundary by following existing property lines and zoning.</p>

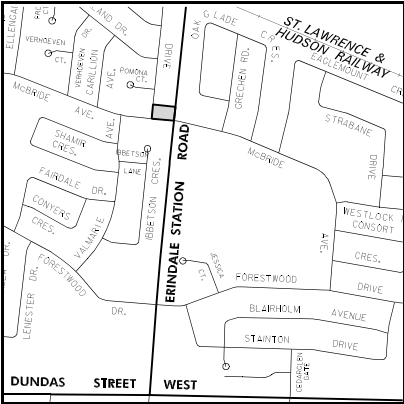


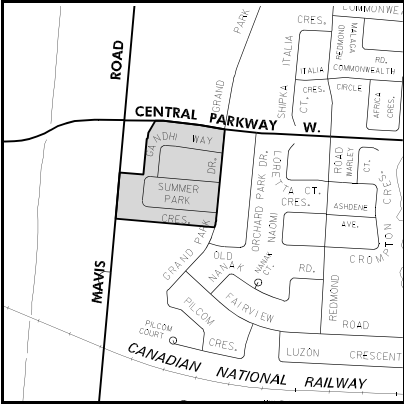
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	Section 4.4, Central Erin Mills District Policies	The lands are part of Park #374, Mullet's Walk, located east of McFarren Boulevard opposite Mullet Drive and should be designated "Public Open Space".	The Planning and Building Department agree with the revisions requested.	446	<p>That the Central Erin Mills District Land Use Map be amended as follows:</p> <p>8. Redesignate the lands located east of McFarren Boulevard, opposite Mullet Drive, from "Residential Low Density II" to "Public Open Space".</p>
Community Services Department	Section 4.5, Churchill Meadows District Policies	The Community Services Department requested amending the Churchill Meadows District Land Use Map to recognize an existing Stormwater Management Facility.	The Planning and Building Department agree with the revisions requested.	447	<p>That the Churchill Meadows District Land Use Map be amended as follows:</p> <p>7. Adding an "Existing Stormwater Management Facility symbol" to the "Public Open Space" designated lands located south of Aquinas Avenue, east of Sebastian Drive.</p>
Planning and Building Department	Section 4.6, City Centre District Policies	The locational map for Section 4.6.3.2.3 should be amended to include the Open Space Feature located north of Princess Royal Drive, west of Living Arts Drive.	The requested revisions are appropriate.	448	<p>That Section 4.6.3.2.3, location map, be replaced with the following location map:</p> 

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.6, City Centre District Policies	The Transportation and Works Department requested amending the third paragraph of Section 4.6.5.2.5 as there is now only one option for the conceptual alignment.	As there is now only one option, change the words "two conceptual options" to "a conceptual alignment".	449	That Section 4.6.5.2.5, 3 <sup>rd</sup> paragraph, last sentence be amended as follows:  The City Centre Land Use Map shows <del>two</del> <i>a conceptual options alignment</i> on how this one-way eastbound roadway is proposed to connect to Provincial Highway 403.
Transportation and Works Department	Section 4.6, City Centre District Policies	The Transportation and works Department requested amending the first asterisk note under Table 1: Basic Road Characteristics.	The Planning and Building Department agree with the revisions requested.	450	That Section 4.6.5.1, Table 1: Basic Road Characteristics, first asterisk note, be amended as follows:  <del>These</del> <i>"Designated right-of-way widths"</i> are considered <i>the basic required</i> rights-of-way <i>along roadway sections</i> . At intersections, grade separations, <del>site triangles</del> , or major physical or topographical constraints, wider rights-of-way may be required to accommodate bus bays, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc. Rights-of-way may be increased without an amendment to this Plan when development applications are evaluated or further transportation studies are carried out.
Community Services Department	Section 4.6, City Centre District Policies	The Community Services Department requested the lands located north of Princess Royal Drive, west of Living Arts Drive from "Mixed Use" to "Public Open Space" to recognize the proposed park for the City Centre.	The Planning and Building Department agree with the revisions requested.	451	That the City Centre District Land Use Map be amended as follows:  5. Redesignate the lands located north of Princess Royal Drive, west of Living Arts Drive, from "Mixed Use" to "Public Open Space".
Community Services Department	Section 4.7, Clarkson-Lorne Park District Policies	The Community Services Department requested amending the Clarkson Lorne Park District Land Use Map to recognize the existing park located south of Canyon Street opposite Cobalt Street.	The Planning and Building Department agree with the revisions requested.	452	That the Clarkson-Lorne Park District Land Use Map be amended as follows:  2. Redesignate the lands located south of Canyon Street, opposite Cobalt Street, from "Residential Low Density I" to "Public Open Space".

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.8, Cooksville District Policies	Lands located on the north side of Dundas Street West between Elmcreek Drive and Clayhill Road, designated "Residential High Density I" contain townhouse dwellings that should be recognized.	Revise Special Site 4 policies to allow townhouses as a permitted use.	453	That Section 4.8.7.5.a, be amended as follows:  a. all forms of horizontal multiple dwellings as well as low-rise apartments <i>and townhouse dwellings</i> will be permitted in combination with Residential High Density I uses provided the overall density achieves the minimum permitted FSI of 1.0 for the subject lands;
Community Services Department	Section 4.10, Dixie District Policies	The Community Services Department requested that the lands located south of the St. Lawrence and Hudson Railway, west of Etobicoke Creek from "Public Open Space" to "Business Employment" and "Greenbelt" on the Dixie District Land Use Map to be consistent with existing zoning.	The Planning and Building Department agree with the revisions requested as the lands are no longer required for park purposes.	454	That the Dixie District Land Use Map be amended as follows:  6. Redesignate the lands located south of the St. Lawrence and Hudson Railway, west of Etobicoke Creek, from "Public Open Space" to "Business Employment" and "Greenbelt".
Planning and Building Department	Section 4.10, Dixie District Policies	Lands east of Treadwells Drive, north of Dundas Street East, designated "Residential Low Density II", should be redesignated to "General Commercial" as the lands are part of the property fronting on Dundas Street East designated "General Commercial" and the boundary should be adjusted accordingly.	The requested revisions are appropriate.	455	That the Dixie District Land Use Map be amended as follows:  7. Adjust the Dixie District boundary to coincide with the Applewood District boundary by following existing property lines and zoning for the lands east of Treadwells Drive, north of Dundas Street East; and Redesignate the lands from "Residential Low Density II" to "General Commercial".

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.11, East Credit District Policies	Lands on the west side of Terry Fox Way, north of Eglinton Avenue West, designated "Residential Low Density II" are occupied by a dental office, approved in accordance with an OMB decision.	It is appropriate to recognize the existing dental office as a Special Site.	456	<p>That a new Special Site be added to the East Credit District Policies as follows:</p> <p><b>4.11.6.15 Site 14</b></p>  <p><i>The lands identified as Special Site 14 are located on the west side of Terry Fox Way, north of Eglinton Avenue West.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, the office of a dentist will also be permitted.</i></p>
Planning and Building Department	Section 4.11, East Credit District Policies	Lands on the north side of Eglinton Avenue West, east of Fallingbrook Drive designated "Residential Medium Density I" are occupied by a veterinary clinic.	It is appropriate to recognize the veterinary clinic use as a Special Site.	457	<p>That a new Special Site be added to the East Credit District Policies as follows:</p> <p><b>4.11.6.16 Site 15</b></p>  <p><i>The lands identified as Special Site 15 are located on the north side of Eglinton Avenue West, east of Fallingbrook Drive.</i></p> <p><i>Notwithstanding the provisions of the Residential Medium Density I designation, a veterinary clinic will also be permitted.</i></p>

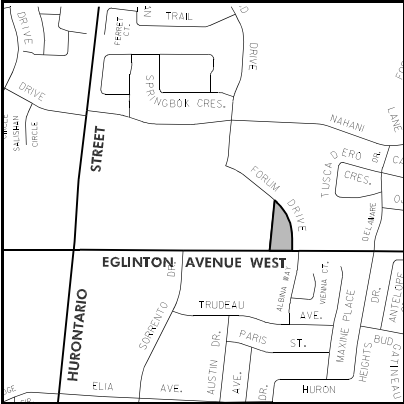
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Greater Toronto A i r p o r t s Authority	Section 4.11, East Credit District Policies	<p>The "LBPIA Operating Area Boundary" is difficult to follow on the Land Use Maps and should be indicated in a clearer fashion.</p> <p>The "Area Exempt from LBPIA Operating Area" hatching on the "Business Employment" and "General Commercial" lands between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West should be deleted.</p>	The Planning and Building Department agree with the revisions requested.	458	<p>That the East Credit District Land Use Map be amended as follows:</p> <p>8. Changing the "LBPIA Operating Area Boundary" from an "orange solid line" to a "dark grey dashed line".</p> <p>and</p> <p>9. Deleting the "Area Exempt from LBPIA Operating Area" hatching on the "Business Employment" and "General Commercial" lands between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West.</p>
Planning and B u i l d i n g Department	Section 4.12, Erindale District Policies	Lands at the northwest corner of Erindale Station Road and McBride Avenue designated "Residential Low Density II" are occupied by medical offices with 4 medical practitioners.	It is appropriate to recognize the medical office as a Special Site.	459	<p>That a new Special Site be added to the Erindale District Policies as follows:</p> <p><b>4.12.5.9                      Site 8</b></p> <div></div> <p><i>The lands identified as Special Site 8 are located at the northwest corner of Erindale Station Road and McBride Avenue.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, medical offices will also be permitted.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	Section 4.13, Erin Mills District Policies	The Community Services Department requested that the lands located north of Dundas Street West, east of Mississauga Road be redesignated from "Public Open Space" to "Institutional - University" as the University of Toronto at Mississauga has purchased these lands from the City to accommodate the University's expansion.	The Planning and Building Department agree with the revisions requested.	460	<p>That the Erin Mills District Land Use Map be amended as follows:</p> <p>10. Redesignate the lands located north of Dundas Street West, east of Mississauga Road, from "Public Open Space" to "Institutional - University".</p>
Planning and Building Department	Section 4.14, Fairview District Policies	Lands located south of Central Parkway West between Mavis Road and Grand Park Drive are designated "Residential Medium Density I". The existing zoning permits semi-detached dwellings and townhouse dwellings which are not permitted under the "Residential Medium Density I" designation.	It is appropriate to recognize the semi-detached dwellings and townhouse dwellings use as a Special Site.	461	<p>That a new Special Site be added to the Fairview District Policies as follows:</p> <p><b>4.14.5.7                      Site 6</b></p> <div><p>The map shows a street grid in the Fairview District. Central Parkway West runs horizontally across the middle. Mavis Road runs vertically on the left. Grand Park Drive runs vertically on the right. Other streets include Summer Park Drive, Orchard Park Drive, and various residential streets like Italia, Shepela, and Ashdene. The Canadian National Railway runs along the bottom. A specific area is highlighted with a grey box and labeled 'SUMMER PARK'.</p></div> <p><i>The lands identified as Special Site 6 are located south of Central Parkway West between Mavis Road and Grand Park Drive.</i></p> <p><i>Notwithstanding the provisions of the Residential Medium Density I designation, semi-detached dwellings will also be permitted.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.15, Gateway District Policies	Amend the Major Collector names to be consistent with the existing road names.	The Planning and Building Department agree with the revisions requested.	<b>462</b>	That Section 4.15.4.1, Table 1: Basic Road Characteristics, Major Collector, be amended as follows:  Hurontario West Collector, Topflight Drive to World Drive to read <i>Maritz Drive Extension/Maritz Drive/Kateson Drive, Topflight Drive Extension to Capstan Drive</i> ; and Topflight Drive, Hurontario West Collector to Hurontario Street to read <i>Topflight Drive Extension, Hurontario Street to Edwards Boulevard</i> ; and World Drive, Hurontario West Collector to Edwards Boulevard to read <i>Capstan Drive/World Drive, Kateson Drive to Edwards Boulevard</i> .
Transportation and Works Department	Section 4.15, Gateway District Policies	The Transportation and Works Department requested that the Gateway District Land Use Map be amended by showing Topflight Drive from Hurontario Street to Edwards Boulevard as a "Major Collector".	The Planning and Building Department agree with the revisions requested.	<b>463</b>	That the Gateway District Land Use Map be amended as follows:  7. Topflight Drive from Hurontario Street to Edwards Boulevard from "Minor Collector to <i>Major Collector</i> ".
Planning and Building Department	Section 4.15, Gateway District Policies	The lands located on the west side of Hurontario Street and south of World Drive are currently designated "Motor Vehicle Commercial". As these lands have recently been rezoned to permit uses consistent with the "Business Employment" designation, it is not appropriate to retain the "Motor Vehicle Commercial" designation.	Lands should be redesignated from "Motor Vehicle Commercial" to "Business Employment" to be consistent with the existing zoning.	<b>464</b>	That the Gateway District Land Use Map be amended as follows:  8. Redesignate the lands located on the west side of Hurontario Street and south of World Drive from "Motor Vehicle Commercial" to "Business Employment".

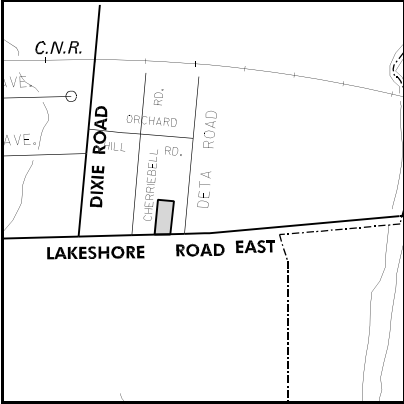
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.15, Gateway District Policies	Lands on the east side of Hurontario Street, south of Britannia Road East are occupied by a Place of Religious Assembly and a cemetery.	Lands should be redesignated from "Business Employment" to "Private Open Space - Cemetery" to recognize the existing cemetery.	<b>465</b>	That the Gateway District Land Use Map be amended as follows:  9. Redesignate the lands on the east side of Hurontario Street, south of Britannia Road East, from "Business Employment" to "Private Open Space - Cemetery".
Community Services Department	Section 4.15, Gateway District Policies	The Community Services Department requested that the boundaries of the lands designated "Public Open Space" located north of Matheson Boulevard West, east of Falbourne Street to coincide with the existing park limits.	The Planning and Building Department agree with the revisions requested.	<b>466</b>	That the Gateway District Land Use Map be amended as follows:  10. Amend the boundaries of the "Public Open Space" and "Business Employment" lands located north of Matheson Boulevard West, east of Falbourne Street, to coincide with the park limits.
Peel District School Board	Section 4.16, Hurontario District Policies	The Peel District School Board is currently in the process of developing a Master Plan for the Britannia Farm lands and are not considering a golf course as part of this review exercise.	The Planning and Building Department agree with the revisions requested.	<b>467</b>	That Section 4.16.4.2.b be deleted.  <del>b. Notwithstanding the Institutional policies of this Plan, the lands will be permitted to develop for a golf course and related facilities.</del>



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands at the northwest corner of Eglinton Avenue East and Forum Drive are designated "Residential High Density II". Through a Committee of Adjustment decision the site permits a 20- storey apartment building with an FSI of 3.7.	It is appropriate to recognize the existing 20-storey apartment with an FSI of 3.7 use as a Special Site in the Hurontario District Policies.	468	<p>That a new Special Site be added to the Hurontario District Policies as follows:</p> <p><b>4.16.6.11 Site 10</b></p> <div></div> <p><i>The lands identified as Special Site 10 are located at the northwest corner of Eglinton Avenue East and Forum Drive.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, an apartment building to a maximum Floor Space Index (FSI) of 3.7 and a maximum height of 20-storeys, will be permitted.</i></p>
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands west of Hurontario Street, north of Ceremonial Drive designated "Residential High Density I" are occupied by existing condominium townhouses.	Lands should be redesignated from "Residential High Density I" to "Residential Medium Density I" to recognize the existing condominium townhouses.	469	<p>That the Hurontario District Land Use Map be amended as follows:</p> <p>16. Redesignate the lands west of Hurontario Street, north of Ceremonial Drive, from "Residential High Density I" to "Residential Medium Density I".</p>

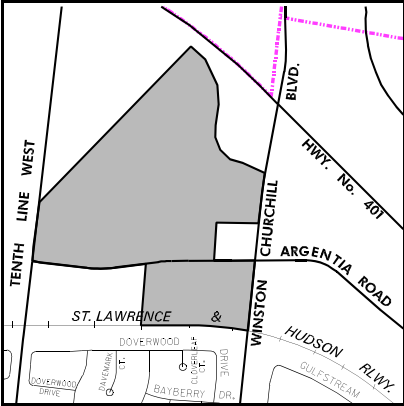
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands north of Eglinton Avenue West, east of Fairwind Drive designated "Public Open Space", east and west of Cooksville Creek, are currently vacant and are not part of the Community Services parks listing to be consistent with adjacent land use designations.	Lands should be redesignated from "Public Open Space" to "Residential Low Density I" and "Residential Medium Density I".	<b>470</b>	That the Hurontario District Land Use Map be amended as follows:  <i>17.</i> Redesignate the lands north of Eglinton Avenue West, east of Fairwind Drive and, east of Cooksville Creek, from "Public Open Space" to "Residential Medium Density I" and adjust the "Node Boundary" westerly accordingly; and <i>18.</i> Redesignate the lands north of Eglinton Avenue West, east of Fairwind Drive and, west of Cooksville Creek, from "Public Open Space" to "Residential Low Density II".
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands at the northeast corner of Eglinton Avenue West and Fairwind Drive designated "Residential Low Density II" should be combined with the parcel to the east designated "Residential Medium Density I".	Lands should be redesignated from "Residential Low Density II" to "Residential Medium Density I" to be consistent with the adjacent designation to the east.	<b>471</b>	That the Hurontario District Land Use Map be amended as follows:  <i>19.</i> Redesignate the lands at the northeast corner of Eglinton Avenue West and Fairwind Drive, from "Residential Low Density II" to "Residential Medium Density I".
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands fronting on Tree Crest Court and Mirage Place at the northeast corner of Mavis Road and Bristol Road West designated "Residential Medium Density I" are occupied by semi-detached dwellings.	Lands should be redesignated from "Residential Medium Density I" to "Residential Low Density II" to recognize the existing use.	<b>472</b>	That the Hurontario District Land Use Map be amended as follows:  <i>20.</i> Redesignate the lands fronting on Tree Crest Court and Mirage Place at the northeast corner of Mavis Road and Bristol Road West, from "Residential Medium Density I" to "Residential Low Density II".

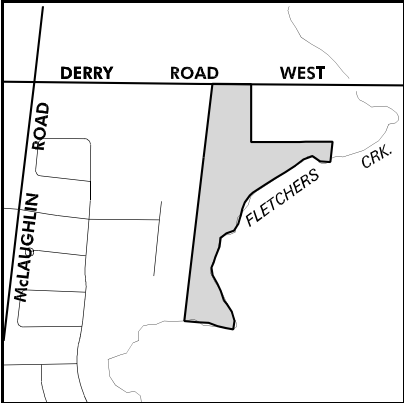
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands fronting on Starwood Drive, Longhouse Crescent, Richborough Drive, and Whitfield Terrace, west of Mavis Road and south of Bristol Road West, designated "Residential Medium Density I" are occupied by semi-detached dwellings.	Lands should be redesignated from "Residential Medium Density I" to "Residential Low Density II" to recognize the existing use.	<b>473</b>	That the Hurontario District Land Use Map be amended as follows:  21. Redesignate the lands fronting on Starwood Drive, Longhouse Crescent, Richborough Drive, and Whitfield Terrace west of Mavis Road and south of Bristol Road West, from "Residential Medium Density I" to "Residential Low Density II".
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands fronting on Constellation Drive, west of Mavis Road and north of Eglinton Avenue West designated "Residential Medium Density I" are occupied by semi-detached dwellings.	Lands should be redesignated from "Residential Medium Density I" to "Residential Low Density II" to recognize the existing use.	<b>474</b>	That the Hurontario District Land Use Map be amended as follows:  22. Redesignate the lands fronting on Constellation Drive, west of Mavis Road and north of Eglinton Avenue West, from "Residential Medium Density I" to "Residential Low Density II".
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands on the west side of McLaughlin Road north of Ceremonial Drive designated "Residential Low Density II" are occupied by condominium townhouse dwellings.	Lands should be redesignated from "Residential Low Density II" to "Residential Medium Density I" to recognize the existing use.	<b>475</b>	That the Hurontario District Land Use Map be amended as follows:  23. Redesignate the lands on the west side of McLaughlin Road, south of Langport Court, from "Residential Low Density II" to "Residential Medium Density I".
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands on the west side of Ashprior Drive east of Mavis Road designated "Residential Medium Density I" are occupied by detached dwellings.	Lands should be redesignated from "Residential Medium Density I" to "Residential Low Density II" to recognize the existing use.	<b>476</b>	That the Hurontario District Land Use Map be amended as follows:  24. Redesignate the lands on the west side of Ashprior Drive, east of Mavis Road, from "Residential Medium Density I" to "Residential Low Density II".

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.17, Lakeview District Policies	Upon further review, it was identified that Section 4.17.6.21, Site 20 should be deleted as an overnight accommodation is a permitted use in the "Mainstreet Commercial" designation.	Section 4.17.6.21, Site 20 should be deleted as "motel" is now "overnight accommodation" which is a permitted use in Mainstreet Commercial.	477	<p>That Section 4.17.6.21, be deleted:</p> <p><del>4.17.6.21</del> <del>Site 20</del></p> <div></div> <p>The lands identified as <del>Special Site 20</del> are located at the northwest corner of Lakeshore Road East and Deta Road:</p> <p>Notwithstanding the provisions of the <del>Mainstreet Commercial designation</del>, the following additional policy will apply:</p> <p><del>a. a motel will be permitted.</del></p>
Planning and Building Department	Section 4.18, Lisgar District Policies	As there is no longer lands designated "Residential High Density" in the Lisgar Planning District, the reference to high density residential is planned should be deleted.	As there are no lands designated "High Density" in the Lisgar District Policies it is appropriate to delete reference to high density development in Section 4.18.2 Development Concept.	478	<p>That Section 4.18.2, first paragraph be amended as follows:</p> <p>The Lisgar District is a developing Residential District with one-third of the lands remaining to be developed. Most of the District has been planned to accommodate a variety of housing types within the low and medium density range. <del>A small component is planned to be high density residential.</del></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.18, Lisgar District Policies	<p>As there are no lands designated "Residential High Density", the "Residential High Density I" land use policies should be deleted.</p> <p>Further, Section 4.18.4.1.6 should be amended to delete all references to "Residential High Density" development.</p>	Section 4.18.4.1.5, Residential High Density I Land Use policies should be deleted and Section 4.18.4.1.6 should be amended to delete all references to "Residential High Density" development.	<b>479</b>	<p>That Section 4.18.4.1.5 and Section 4.18.4.1.6, be amended as follows:</p> <p><del>4.18.4.1.5</del> <del>Residential High Density I</del></p> <p>The Residential High Density I designation permits apartment dwellings at a Floor Space Index of 0.5-1.0. Building height should not exceed 4 storeys.</p> <p><b>4.18.4.1.6 5 Residential Medium and High Density Development</b></p> <p>a. In addition to the general Residential Medium and High Density Development policies of this Plan, the following additional policy applies specifically to this District:</p> <ul style="list-style-type: none"> <li>in order to create acceptable built form transitions, buildings should be limited in height when adjacent to low density residential neighbourhoods and buildings abutting low density housing forms should be limited to 3 storeys.</li> </ul>
Transportation and Works Department	Section 4.18, Lisgar District Policies	The Transportation and Works Department requested that Ninth Line be identified as being under the jurisdiction of the Region of Halton.	The Planning and Building Department agree with the revisions requested.	<b>480</b>	<p>That Section 4.18.5.1, Table 1: Basic Road Characteristics, Major Collector, be amended as follows:</p> <p>Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton".</p>
Planning and Building Department	Section 4.18, Lisgar District Policies	Lands east of Russian Olive Close, south of Partition Road designated "Residential Low Density II" are part of city park #468 under construction.	Lands should be redesignated from "Residential Low Density II" to "Public Open Space".	<b>481</b>	<p>That the Lisgar District Land Use Map be amended as follows:</p> <p>5. Redesignate the lands located east of Russian Olive Close, south of Partition Road, from "Residential Low Density II" to "Public Open Space".</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Greater Toronto A i r p o r t s Authority and C o m m u n i t y S e r v i c e s Department	Section 4.19, Malton District Policies	The "Regulatory Floodplain" overlay designation is missing from the Land Use Map.	The "Regulatory Floodplain" overlay designation should be included on the Land Use Map.	<b>482</b>	That the Malton District Land Use Map be amended as follows:  6. Indicate the "Regulatory Floodplain" overlay designation on the Land Use Map.
Greater Toronto A i r p o r t s Authority	Section 4.19, Malton District Policies	The "LBPIA Operating Area Boundary is difficult to follow on the Land Use Maps and should be indicated in a clearer fashion.	The Planning and Building Department agree with the revisions requested.	<b>483</b>	That the Malton District Land Use Map be amended as follows:  7. Changing the "LBPIA Operating Area Boundary" from an "orange solid line" to a "dark grey dashed line".
Peel District School Board and C o m m u n i t y S e r v i c e s Department	Section 4.19, Malton District Policies	The property limits of the school and park lands have been realigned and the "Residential Low Density II" and "Public Open Space" land use designations should reflect the realigned property limits.	The Planning and Building Department agree with the revisions requested.	<b>484</b>	That the Malton District Land Use Map be amended as follows:  8. Redesignate the lands north of Roselle Crescent, east of Priory Crescent, from "Residential Low Density II" to "Public Open Space"; and 9. Redesignate the lands west of Anaka Drive, north of Brandon Gate Drive, from "Public Open Space" to "Residential Low Density II".
C o m m u n i t y S e r v i c e s Department	Section 4.22, Meadowvale District Policies	The Community Services Department requested that the Meadowvale District Land Use Map be amended by redesignating the lands located south of Derry Road West east of Shelter Bay Road from "Private Open Space - Cemetery" to "Public Open Space - Cemetery".	The Planning and Building Department agree with the revisions requested as the City has taken over the responsibility of the cemetery.	<b>485</b>	That the Meadowvale District Land Use Map be amended as follows:  4. Redesignate the lands located south of Derry Road West, east of Shelter Bay Road, from "Private Open Space - Cemetery" to "Public Open Space - Cemetery".

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.22, Meadowvale Business Park District Policies	The Transportation and Works Department requested that Ninth Line be identified as being under the jurisdiction of the Region of Halton.	The Planning and Building Department agree with the revisions requested.	486	<p>That Section 4.22.5.1, Table 1: Basic Road Characteristics, Major Collector, be amended as follows:</p> <p>Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton".</p>
Planning and Building Department	Section 4.22, Meadowvale Business Park District Policies	Section 4.22.6.4 should be deleted as the lands are no longer in the Node and have been primarily developed for retail commercial development.	The requested revisions are appropriate.	487	<p>That Section 4.22.6.4, be deleted.</p> <p><del>4.22.6.4</del> <del>Site 3</del></p> <div><p>The lands identified as Special Site 3 are located west of Winston Churchill Boulevard, east of Tenth Line West, south of Provincial Highway 401 and north of the St. Lawrence and Hudson Railway.</p><p>Notwithstanding the General Commercial designation, the following additional policies will apply:</p><p><del>a. office uses to a maximum floor space index of 0.5 may be permitted subject to a traffic study demonstrating that:</del></p><ul style="list-style-type: none"><li><del>there is adequate transportation capacity to reasonably accommodate the additional office Gross Floor Area; or,</del></li><li><del>adequate transportation capacity to accommodate the additional development proposed can be achieved through the implementation of the improvements that are recommended in the traffic study.</del></li></ul></div>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.23 Meadowvale Village District Policies	A portion of the lands in Meadowvale Village District are designated for residential uses. However, these lands are above the 35NEF/NEP noise contours and, therefore, cannot be developed for residential purposes because of the restrictions of the NEF/NEP Aircraft noise policies. It is appropriate to redesignate these lands from "Residential Medium Density I" to "Business Employment" and amend the Special Site policy.	See Appendix 4 to the Corporate Report Proposed Amendments to the Meadowvale Village District Policies.	488	<p>That Section 4.23.6.5, be amended as follows:</p> <p><b>4.23.6.5 Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are located on the south side of Derry Road West, east of McLaughlin Road.</p> <p>Notwithstanding their <del>Residential Medium Density I</del> <i>Business Employment</i> and Greenbelt designations, the lands may be used as a Place of Religious Assembly. Subject to the Greenbelt policies of this Plan and Credit Valley Conservation policies for valleyland protection and floodplain management, the lands may be used for Place of Religious Assembly related and passive recreational uses, the exact nature and extent of which will be determined during the processing of development applications.</p>
Pallet Valo, LLP for Ranko and Natasa Lazarevic	Section 4.23 Meadowvale Village District Policies	It has been identified that the lands located west of McLaughlin Road, north of Fletcher's Creek should be redesignated from "Greenbelt" to "Residential Low Density II" as they have gone through a top-of-bank staking satisfactory to the Credit Valley Conservation.	Currently the subject lands are designated as "Greenbelt" in Mississauga Plan. As the lands have gone through a top-of-bank satisfactory to the Credit Valley Conservation, the lands should be redesignated to "Residential Low Density II".	489	<p>That the Meadowvale Village District Land Use Map be amended as follows:</p> <p>7. Redesignate the lands located west of McLaughlin Road, north of Fletcher's Creek, from "Greenbelt" to "Residential Low Density II".</p>




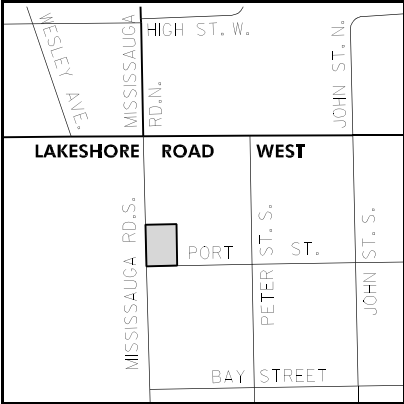
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	Section 4.23 Meadowvale Village District Policies	The Community Services Department requested that the lands located south of Old Derry Road, west of Second Line West be redesignated from "Residential Low Density I" to "Public Open Space" to recognize an existing park.	The Planning and Building Department agree with the revisions requested.	490	That the Meadowvale Village District Land Use Map be amended as follows:  8. Redesignate the lands located south of Old Derry Road, west of Second Line West, from "Residential Low Density I" to "Public Open Space".
Planning and Building Department	Section 4.23 Meadowvale Village District Policies	A portion of the lands in Meadowvale Village District are designated for residential uses. However, these lands are above the 35NEF/NEP noise contours and, therefore, cannot be developed for residential purposes because of the restrictions of the NEF/NEP Aircraft noise policies. It is appropriate to redesignate these lands from "Residential Low Density II" and "Residential Medium Density I" to "Business Employment".	See Appendix 4 to the Corporate Report Proposed Amendments to the Meadowvale Village District Policies.	491	That the Meadowvale Village District Land Use Map be amended as follows:  9. Redesignate all lands, basically following existing property lines, above the 35 NEF noise contour, from "Residential Low Density II" and "Residential Medium Density I" to "Business Employment".
Transportation and Works Department	Section 4.24, Mineola District Policies	The right-of-way width of Stavebank Road from CNR to Pinetree Way has been revised from 20 m to a range of 12-15 m.	The Planning and Building Department agree with the revisions requested.	492	That Section 4.24.6.1, Table 1: Basic Road Characteristics, be amended by adding the following:  Stavebank Road from CNR to Pinetree Way as a MINOR COLLECTOR with a Right-of-Way width of 12-15 m.

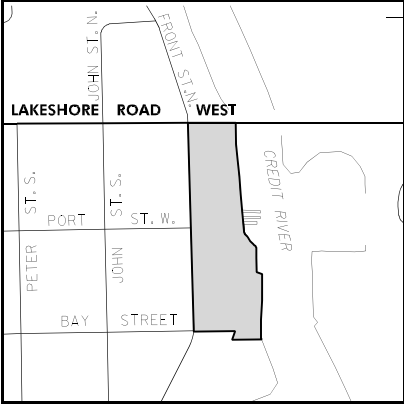
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.24, Mineola District Policies	The Transportation and Works Department requested Section 4.24.7.3 be amended by adding a policy to address access to lands on Hurontario Street.	The Planning and Building Department agree with the revisions requested.	493	That Section 4.24.7.3, be amended by adding the following:  <i>h. for developments located at intersections, access to the minor streets will be discouraged, and where technically feasible, access will be permitted on Hurontario Street.</i>
Transportation and Works Department	Section 4.26, Northeast District Policies	The Transportation and Works Department requested that the Northeast District Land Use Maps be amended by deleting the Bren Road extension from Rena Road to the Drew Road extension as a Minor Collector as the existing Bren Road will not be extended.	The Planning and Building Department agree with the revisions requested.	494	That the Northeast District Land Use Map be amended as follows:  18. Delete Bren Road extension from Rena Road to Drew Road extension as a Minor Collector.
Planning and Building Department	Section 4.26, Northeast District Policies	Lands within the Airport owned lands, now designated "Airport", adjacent to Etobicoke Creek and the East and West Branches of Etobicoke Creek are designated Core Area Greenland in the Region of Peel Official Plan.	Lands should be redesignated from "Airport" to "Greenbelt".	495	That the Northeast District Land Use Map be amended as follows:  19. Redesignate the lands adjacent to Etobicoke Creek and the East and West Branches of Etobicoke Creek from "Airport" to "Greenbelt".
Greater Toronto Airports Authority	Section 4.26, Northeast District Policies	The GTAA identified that the Northeast District Land Use Maps do not reflect the current Airport-owned lands.	The Planning and Building Department agree with the revisions requested.	496	That the Northeast District Land Use Map be amended as follows:  20. All Airport-owned lands to be designated "Airport" as per information provided by GTAA.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	Section 4.27.4.5 should be deleted as it only applies to Marina Park. It would be appropriate for these policies to be included in a Special Site.	The requested revisions are appropriate.	497	<p>That Section 4.27.4.5, be deleted.</p> <p><del>4.27.4.5</del> <del>Open Space</del></p> <p><del>Lands identified as Marina Park are located at the southeast corner of Lakeshore Road West and Front Street South. Marina Park is to be developed as an integral component of the Port Credit Harbour and Historical Village in terms of complementary uses and design while recognizing its potential to establish a vibrant river and village edge. Notwithstanding the provisions of the Open Space and Greenbelt designations on these lands, the following additional policies will apply:</del></p> <p><del>a. in addition to the uses permitted by the Open Space designation, the following uses will be permitted subject to, among other matters, the approval of Credit Valley Conservation:</del></p> <ul style="list-style-type: none"><li><del>community uses;</del></li><li><del>offices;</del></li><li><del>commercial uses, except for commercial uses with a drive-through facility;</del></li><li><del>conference centre;</del></li><li><del>community centre;</del></li></ul>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	(continued)	(continued)	497 cont.	<p><del>b. Marina Park will be developed as an integral part of both Port Credit Harbour and the Old Port Credit Village Heritage Conservation District, having regard for the following principles:</del></p> <ul style="list-style-type: none"><li><del>• public access to the Credit River will be enhanced;</del></li><li><del>• views of the Credit River from both the Port Street West and the Bay Street road allowances will be extended through the site;</del></li><li><del>• building height will not exceed two storeys;</del></li><li><del>• buildings will be articulated to reduce the perception of bulk;</del></li><li><del>• buildings will be oriented to the Credit River, Front Street South and the district street grid;</del></li><li><del>• pedestrian links along the Credit River through the site and both north and south of it will be pursued, where feasible;</del></li><li><del>• historical interpretation of the site will be integrated into any future development;</del></li></ul> <p><del>c. prior to any development, the City will prepare a Master Plan to address the future use and layout of Marina Park. The Master Plan should be prepared in consultation with the public, and should address, among other matters, the future layout of the site, archaeological assessment, historical interpretation opportunities, and the feasibility of a river trail;</del></p> <p><del>d. when the Master Plan has been prepared and approved by City Council, the "holding" designation in the Zoning By-law may be removed.</del></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	Special Site 15 lands are part of new Special Site 26 lands added by Recommendation 351.	Special Site 15 should be deleted as the lands are now included in Special Site 26.	498	<div><p>That Section 4.27.6.16 be deleted.</p><p><del>4.27.6.16</del> — <del>Site 15</del></p><p>The lands identified as Special Site 15 are located north of Lakeshore Road West and west of Front Street North.</p><p>Notwithstanding the provisions of the Residential Medium Density I designation, the following additional policy will apply:</p><p><del>a. offices will be permitted.</del></p></div>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	A new special site should be added to recognize the existing personal service use for the lands located east of Mississauga Road South, north of Port Street West.	The requested revisions are appropriate.	499	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.34            Site 33</b></p> <div><p>The map shows a grid of streets. The vertical streets from left to right are Wesley Ave., Mississauga Rd. S., Mississauga Rd. N., and John St. N. The horizontal streets from top to bottom are High St. W., Port St., Peter St., and Bay Street. A shaded rectangular area is located at the intersection of Mississauga Rd. S. and Port St., between Wesley Ave. and John St. N.</p></div> <p><i>The lands identified as Special Site 33 are located east of Mississauga Road South, north of Port Street West.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density I designation, the following additional policy will apply:</i></p> <p><i>a. offices, restaurants and personal service uses will be permitted.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	A new special site should be added for the lands located at the southeast corner of Lakeshore Road West and Front Street South. This special site represents the policies that were previously in Section 4.27.4.5.	The requested revisions are appropriate.	500	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.35            Site 34</b></p> <div><p>The lands identified as Special Site 34, Marina Park, are located at the southeast corner of Lakeshore Road West and Front Street South. Marina Park is to be developed as an integral component of the Port Credit Harbour and Historical Village in terms of complementary uses and design while recognizing its potential to establish a vibrant river and village edge.</p></div> <p><i>Notwithstanding the provisions of the Public Open Space and Greenbelt designations on these lands, the following additional policies will apply:</i></p> <p><b>a.</b> <i>in addition to the uses permitted by the Public Open Space designation, the following uses will be permitted subject to, among other matters, the approval of Credit Valley Conservation:</i></p> <ul style="list-style-type: none"><li>• <i>community uses;</i></li><li>• <i>offices;</i></li><li>• <i>commercial uses, except for commercial uses with a drive-through facility;</i></li><li>• <i>conference centre;</i></li><li>• <i>community centre;</i></li><li>• <i>marina;</i></li></ul>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	(continued)	(continued)	500 cont.	<p><i>b. in addition to the uses permitted by the Greenbelt designation, a marina will be permitted;</i></p> <p><i>c. Marina Park will be developed as an integral part of both Port Credit Harbour and the Old Port Credit Village Heritage Conservation District, having regard for the following principles:</i></p> <ul style="list-style-type: none"><li><i>• public access to the Credit River will be enhanced;</i></li><li><i>• views of the Credit River from both the Port Street West and the Bay Street road allowances will be extended through the site;</i></li><li><i>• building height will not exceed two storeys;</i></li><li><i>• buildings will be articulated to reduce the perception of bulk;</i></li><li><i>• buildings will be oriented to the Credit River, Front Street South and the district street grid;</i></li><li><i>• pedestrian links along the Credit River through the site and both north and south of it will be pursued, where feasible;</i></li><li><i>• historical interpretation of the site will be integrated into any future development;</i></li></ul> <p><i>d. prior to any development, the City will prepare a Master Plan to address the future use and layout of Marina Park. The Master Plan should be prepared in consultation with the public, and should address, among other matters, the future layout of the site, archaeological assessment, historical interpretation opportunities, and the feasibility of a river trail;</i></p> <p><i>e. when the Master Plan has been prepared and approved by City Council, the "holding" designation in the Zoning By-law may be removed.</i></p>



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	Lands at the northwest corner of Lakeshore Road West and Benson Avenue designated "Residential Medium Density III" are occupied by retail commercial uses with apartments above.	Lands should be redesignated from "Residential Medium Density III" to "Mainstreet Commercial".	<b>501</b>	That the Port Credit District Land Use Map be amended as follows:  <i>11.</i> Redesignate the lands at the northwest corner of Lakeshore Road West and Benson Avenue, from "Residential Medium Density III" to "Mainstreet Commercial".
Planning and Building Department	Section 4.27, Port Credit District Policies	Lands at the southwest corner of Park Street East and Stavebank Road designated "Residential High Density I" are occupied by a hydro substation.	Lands should be redesignated from "Residential High Density I" to "Utility".	<b>502</b>	That the Port Credit District Land Use Map be amended as follows:  <i>12.</i> Redesignate the lands at the southwest corner of Park Street East and Stavebank Road, from "Residential High Density I" to "Utility".
Peel District School Board and Community Services Department	Section 4.28, Rathwood District Policies	The property limits of the school and park lands have been realigned and the "Residential Low Density I" and "Public Open Space" land use designations should reflect the realigned property limits.	The Planning and Building Department agree with the revisions requested.	<b>503</b>	That the Rathwood District Land Use Map be amended as follows:  <i>3.</i> Redesignate the lands north of Rathburn Road East, east of Willowbank Trail, from "Residential Low Density I" to "Public Open Space"; and <i>4.</i> Redesignate the lands east of Willowbank Trail, north of Rathburn Road East, from "Public Open Space" to "Residential Low Density I".
Community Services Department	Section 4.29, Sheridan District Policies	The Community Services Department requested that the lands located north of Mississauga Road opposite Geran Crescent be redesignated from "Residential Low Density I" to "Greenbelt", as the lands are zoned Greenbelt.	The Planning and Building Department agree with the revisions requested.	<b>504</b>	That the Sheridan District Land Use Map be amended as follows:  <i>5.</i> Redesignate the lands located north of Mississauga Road, opposite Geran Crescent, from "Residential Low Density I" to "Greenbelt".

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Transportation and Works Department	Section 4.32, Streetsville District Policies	The Transportation and Works Department requested revisions to Section 4.32.5.1 Table 1 Basic Road Characteristics, Major Collector.	The Planning and Building Department agree with the revisions requested.	505	That Section 4.32.5.1, Table 1: Basic Road Characteristics, Major Collector, be amended as follows:  Thomas Street, Erin Mills Parkway to Queen Street with a right-of-way width of 30 m to read Thomas Street, Erin Mills Parkway to McFarren Boulevard/Gafney Drive with a right-of-way width of 30 m; and Thomas Street, McFarren Boulevard/Gafney Drive to Queen Street with a right-of-way width of 20-26 m.
Community Services Department	Section 4.32, Streetsville District Policies	The lands are part of Park #374, Mullet's Walk, located west of Hillside Drive opposite Mullet Drive and should be designated "Public Open Space".	The Planning and Building Department agree with the revisions requested.	506	That the Streetsville District Land Use Map be amended as follows:  7. Redesignate the lands located west of Hillside Drive, opposite Mullet Drive, from "Residential Low Density II" to "Public Open Space".
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Adjacent Lands".	It is appropriate to update the definition of "Adjacent Lands (for Provincially Significant Wetlands)" to be consistent with the PPS.	507	That Section 7, be amended as follows:  <del><b>ADJACENT LANDS (FOR PROVINCIALY SIGNIFICANT WETLANDS)</b></del> <del>means those lands within 120 m of an individual wetland area and all lands connecting individual wetland areas within a wetland complex.</del> <b>ADJACENT LANDS</b> <i>means those lands contiguous to a specific natural heritage feature or area where it is likely that development or site alteration would have a negative impact on the feature or area. The extent of the adjacent lands may be recommended by the Province or based on municipal approaches which achieve the same objectives.</i>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Areas of Natural and Scientific Interest (ANSI)".	It is appropriate to update the definition of "Areas of Natural and Scientific Interest (ANSI's) to be consistent with the PPS.	508	<p>That Section 7, be amended as follows:</p> <p><b>AREAS OF NATURAL AND SCIENTIFIC INTEREST (ANSI's)</b> means areas of land and water containing natural landscapes or features <del>which</del> <i>that</i> have been identified <del>by the Provincial Government</del> as having <i>life science or earth science</i> values related to protection, scientific study or education.</p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Conserved".	It is appropriate to update the definition of "Conserve" to be consistent with the PPS.	509	<p>That Section 7, be amended as follows:</p> <p><del><b>CONSERVE</b> means the act of ensuring that use of a resource is controlled such that its long-term viability is not threatened.</del></p> <p><b>CONSERVED</b> <i>means the identification, protection, use and/or management of cultural heritage and archaeological resources in such a way that their heritage values, attributes and integrity are retained. This may be addressed through a conservation plan or heritage impact assessment.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Cultural Heritage Landscape".	It is appropriate to update the definition of "Cultural Landscape" to be consistent with the PPS.	<b>510</b>	<p>That Section 7, be amended as follows:</p> <p><del><b>CULTURAL LANDSCAPE</b></del>  <del>means a defined geographical area of heritage significance which has been modified by human activities and valued by a community and is significant to the understanding of a people or place.</del></p> <p><b>CULTURAL HERITAGE LANDSCAPE</b>  <i>means a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value.</i></p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Development".	It is appropriate to update the definition of "Development" to be consistent with the PPS.	<b>511</b>	<p>That Section 7, be amended as follows:</p> <p><b>DEVELOPMENT</b>  means the creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the <i>Planning Act</i>; but does not include:</p> <p><i>a.</i> activities that create or maintain infrastructure authorized under an environmental assessment process; or</p> <p><i>b.</i> works subject to the <i>Drainage Act</i>.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Ecological Function".	It is appropriate to update the definition of "Ecological Function" to be consistent with the PPS.	512	<p>That Section 7, be amended as follows:</p> <p><b>ECOLOGICAL FUNCTION</b> means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical and sociol-economic interactions. <del>Examples may include, habitat provision, recharge and discharge of ground water, flood and erosion control and habitat passage.</del></p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Erosion Hazard".	It is appropriate to update the definition of "Erosion Hazards" to be consistent with the PPS.	513	<p>That Section 7, be amended as follows:</p> <p><del><b>EROSION HAZARDS</b></del> <b>EROSION HAZARD</b> means the loss of land, due to human or natural processes, that poses a threat to life and property. The erosion hazard limit is determined using <i>considerations that include</i> the <i>one hundred (100)</i> <del>100</del> year erosion rate (the average annual rate of recession extended over <del>a</del> <i>an</i> <i>one hundred (100)</i> year time span), an allowance for slope stability, and an erosion/<i>erosion access</i> allowance.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Flooding Hazards".	It is appropriate to update the definition of "Flooding Hazards" to be consistent with the PPS.	514	<p>That Section 7, be amended as follows:</p> <p><b>FLOODING HAZARDS</b> means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or a stream system and <del>not</del> <i>not</i> ordinarily covered by water:</p> <p><b>a.</b> along the Lake Ontario shoreline, the flooding hazard limit is based on the <i>one hundred (100) <del>100</del></i> year flood level plus an allowance for wave uprush and other water-related hazards;</p> <p><b>b.</b> along river and stream systems, the flooding hazard limit is the <del>regulatory flood limit</del> <i>greater of:</i></p> <p><i>1. the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;</i></p> <p><i>2. the one hundred (100) year flood;</i></p> <p><i>3. a flood which is greater than 1. or 2. which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources;</i> <i>except where the use of the one hundred (100) year flood or the actually experienced event has been approved by the Minister of Natural Resources as the standard for a specific watershed (where the past history of flooding supports the lowering of the standard).</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Flood Fringe".	It is appropriate to update the definition of "Flood Fringe" to be consistent with the PPS.	515	<p>That Section 7, be amended as follows:</p> <p><b>FLOOD FRINGE</b> <i>(for river and stream systems)</i> means <i>the</i> outer portion of the floodplain between the floodway and the <i>flooding hazard</i> limit of the regulatory flood. <del>Flood</del> <del>depths and velocities of</del> <i>flooding</i> are generally less severe in the flood fringe than those experienced in the floodway.</p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Flood Plain".	It is appropriate to update the definition of "Floodplain" to be consistent with the PPS.	516	<p>That Section 7, be amended as follows:</p> <p><del><b>FLOODPLAIN</b></del> <del>means a land area susceptible to flooding under specified meteorologic and hydrologic conditions based on the Regulatory Storm.</del> <b>FLOOD PLAIN</b> <i>(for river and stream systems)</i> means <i>the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding hazards.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Floodway".	It is appropriate to update the definition of "Floodway" to be consistent with the PPS.	517	<p>That Section 7, be amended as follows:</p> <p><b>FLOODWAY</b>  <del>means the channel of a watercourse and that inner portion of the floodplain where flood depths and velocities are generally higher than those experience in the flood fringe. The floodway represents that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage.</del></p> <p><b>FLOODWAY</b>  <i>(for river and stream systems) means the portion of the flood plain where development and site alteration would cause a danger to public health and safety or property damage.</i></p> <p><i>Where the one zone concept is applied, the floodway is the entire contiguous flood plain.</i></p> <p><i>Where the two zone concept is applied, the floodway is the contiguous inner portion of the flood plain, representing that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage. Where the two zone concept applies, the outer portion of the flood plain is called the flood fringe.</i></p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Ground Water Feature".	It is appropriate to update the definition of "Ground Water" to be consistent with the PPS.	518	<p>That Section 7, be amended as follows:</p> <p><b>GROUND-WATER</b>  <del>means sub-surface water, or water stored in the pores, cracks, and crevices in the ground below the water table.</del></p> <p><b>GROUND WATER FEATURE</b>  <i>means water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations.</i></p>



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Hazard Lands".	It is appropriate to update the definition of "Hazard Lands" to be consistent with the PPS.	519	<p>That Section 7, be amended as follows:</p> <p><b>HAZARD LANDS</b> means property or lands that could be unsafe for development due to naturally occurring processes. Along <i>the shoreline of Lake Ontario</i>, this means the land, <del>including that covered by water between the international boundary, where applicable, and between a defined offshore distance or depth</del> and the furthest landward limit of the flooding <i>hazard</i>, erosion <i>hazard</i> or dynamic beach hazard limits. Along river and stream systems, this means the land, including that covered by water, to the furthest landward limit of the flooding <i>hazard</i> or erosion hazard limits.</p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Intensification".	It is appropriate to update the definition of "Intensification" to be consistent with the PPS.	520	<p>That Section 7, be amended as follows:</p> <p><del><b>INTENSIFICATION</b> means the creation of new residential units in existing buildings or on previously developed serviced land.</del></p> <p><b>INTENSIFICATION</b> <i>means the development of a property, site or area at a higher density than currently exists through:</i></p> <ul style="list-style-type: none"> <li><i>a. redevelopment, including the reuse of brownfield sites;</i></li> <li><i>b. the development of vacant and/or underutilized lots within previously developed areas;</i></li> <li><i>c. infill development;</i></li> <li><i>d. the expansion or conversion of existing buildings.</i></li> </ul>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "One Hundred Year Flood".	It is appropriate to update the definition of "One Hundred Year Flood" to be consistent with the PPS.	521	That Section 7, be amended as follows:  <b>ONE HUNDRED YEAR FLOOD</b> (for <del>riverine floodplains</del> <i>river and stream systems</i> ) means that flood, based on an analysis of precipitation, snow melt, or a combination thereof, having a return period of <i>one hundred (100) +00</i> years on average, or having a one percent ( <i>1%</i> ) chance of occurring or being exceeded in any given year.
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "One Hundred Year Flood Level".	It is appropriate to update the definition of "One Hundred Year Flood Level" to be consistent with the PPS.	522	That Section 7, be amended as follows:  <b>ONE HUNDRED YEAR FLOOD LEVEL</b> <i>means for the shoreline of Lake Ontario, the peak instantaneous stillwater level, resulting from combinations due to the combined occurrences of mean monthly lake levels and wind set-ups, which has a one percent (1%) chance of being that is equalled or exceeded in one percent of all years any given year. In the connecting channels, the one hundred year flood level is the peak instantaneous still water level that is equalled or exceeded in one percent of all years. Lake levels and wind setups that have a one percent (1%) chance of being equalled or exceeded in any given year, except that, where sufficient water level records do not exist, the one hundred (100) year flood level is based on the highest known water level and wind setups.</i>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Wetlands".	This definition is no longer required as there is no definition for "Provincially Significant Wetlands" in the PPS and it has been replaced with a definition for "Wetlands", therefore, the definition for "Provincially Significant Wetlands" should be deleted.	523	That Section 7, be amended by deleting the following:  <b>PROVINCIALY SIGNIFICANT WETLANDS</b> <del>means Class 1, 2, and 3 wetlands in that part of the Great Lakes-St. Lawrence Region below the line approximating the south edge of the Canadian Shield, defined in <i>An Evaluation System for Wetlands of Ontario South of the Precambrian Shield</i>, Second Edition, 1984, as amended from time to time.</del>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Redevelopment".	It is appropriate to update the definition of "Redevelopment" to be consistent with the PPS.	524	That Section 7, be amended as follows:  <del>REDEVELOPMENT</del> <del>see Development.</del> <b>REDEVELOPMENT</b> <i>means the creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites.</i>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Dynamic Beach Hazard".	It is appropriate to update the definition of "Regulatory Dynamic Beach Standard" to be consistent with the PPS.	525	That Section 7, be amended as follows:  <del>REGULATORY DYNAMIC BEACH STANDARD</del> <del>means the approved standard involving the combined influence of flooding and a dynamic beach allowance to define the shoreline dynamic beach limits for regulatory purposes.</del> <b>DYNAMIC BEACH HAZARD</b> <i>means areas of inherently unstable accumulations of shoreline sediments along Lake Ontario, as identified by Provincial standards, as amended from time to time. The dynamic beach hazard limit consists of the flooding hazard limit plus a dynamic beach allowance.</i>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005.	This definition is no longer required as there is no definition for "Regulatory Erosion Standard" in the PPS, therefore, the definition for "Regulatory Erosion Standard" should be deleted.	526	That Section 7, be amended by deleting the following:  <del>REGULATORY EROSION STANDARD</del> <del>means the approved standards involving the combined influence of stable slope, recession, and/or and an erosion allowance to define the shoreline erosion limits for regulatory purposes.</del>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005.	This definition is no longer required as there is no definition for "Regulatory Flood" in the PPS, therefore, the definition for "Regulatory Flood" should be deleted.	527	That Section 7, be amended by deleting the following:  <del>REGULATORY FLOOD</del> <del>means the riverine floodplain limits for regulatory purposes are based on flood resulting from Hurricane Hazel Storm (1954) or the 100 Year Flood, whichever is greater.</del>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Floodproofing Standard".	It is appropriate to update the definition of "Regulatory Flood Standard" to be consistent with the PPS.	<b>528</b>	That Section 7, be amended as follows:  <b><del>REGULATORY FLOOD STANDARD</del></b> <del>means the approved standards involving the combined influence of lake levels, wave uprush and other water related hazards used to define the shorelines flood limits for regulatory purposes.</del> <b>FLOODPROOFING STANDARD</b> <i>means the combination of measures incorporated into the basic design and/or construction of buildings, structures, or properties to reduce or eliminate flooding hazards, wave uprush and other water-related hazards along the shoreline of Lake Ontario, and flooding hazards along river and stream systems.</i>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005.	This definition is no longer required as there is no definition for "Regulatory Shoreline" in the PPS, therefore, the definition for "Regulatory Shoreline" should be deleted.	<b>529</b>	That Section 7, be amended by deleting the following:  <b><del>REGULATORY SHORELINE</del></b> <del>means the lands, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of regulatory flood standard, regulatory erosion standard, or the regulatory dynamic beach standard.</del>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with a definition for "River and Stream System".	It is appropriate to add the definition of "River and Stream System" to be consistent with the PPS.	<b>530</b>	That Section 7, be amended by adding the following:  <b>RIVER AND STREAM SYSTEM</b> <i>means all watercourses, rivers and streams that have a measurable or predictable response to a single runoff event.</i>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Sensitive Land Uses".	It is appropriate to update the definition of "Sensitive Land Uses" to be consistent with the PPS.	531	<p>That Section 7, be amended as follows:</p> <p><b>SENSITIVE LAND USES</b> means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples <i>may</i> include, <i>but are not limited to</i>: residences; day care centres; <del>and</del> educational <i>facilities</i>; and health facilities.</p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Woodlands".	It is appropriate to update the definition of "Significant Woodland" to be consistent with the PPS.	532	<p>That Section 7, be amended as follows:</p> <p><del><b>SIGNIFICANT WOODLAND</b> means an area of land not less than 0.4 ha dominated by trees but containing other vegetation.</del></p> <p><b>WOODLANDS</b> <i>means treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and provincial levels.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Special Needs Housing".	It is appropriate to update the definition of "Special Needs Housing" to be consistent with the PPS.	533	<p>That Section 7, be amended as follows:</p> <p><b><del>SPECIAL NEEDS HOUSING</del></b> <del>means housing for the elderly, such as homes for the aged, satellite homes, retirement homes, rest homes, senior apartments, congregate housing, life care communities, and senior retirement communities, and garden suites; supportive housing, such as group homes, shelters for victims of family violence, transitional homes for youth, and student housing.</del></p> <p><b>SPECIAL NEEDS HOUSING</b> <i>means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include, but are not limited to, housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for the elderly.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Special Policy Area".	It is appropriate to update the definition of "Special Policy Area" to be consistent with the PPS.	534	<p>That Section 7, be amended as follows:</p> <p><del><b>SPECIAL POLICY AREA</b></del> (pertaining to floodplain planning) means an area within a community that has historically existed in the flood plain and where strict adherence to certain Province-wide policies concerning new development would result in social and economic hardships for the community. As a result, site specific policies are formulated and applied within the defined limits of the special policy area.</p> <p><b>SPECIAL POLICY AREA</b> <i>means an area within a community that has historically existed in the flood plain and where site-specific policies, approved by both the Ministers of Natural Resources and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning development. The criteria and procedures for approval are established by the Province.</i></p> <p><i>A Special Policy Area is not intended to allow for new or intensified development and site alteration, if a community has feasible opportunities for development outside the flood plain.</i></p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with a definition for "Threatened Species".	It is appropriate to add the definition of "Threatened Species" to be consistent with the PPS.	535	<p>That Section 7, be amended by adding the following:</p> <p><b>THREATENED SPECIES</b> <i>means a species that is listed or categorized as a "Threatened Species" on the Ontario Ministry of Natural Resources' official species at risk list, as updated and amended from time to time.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Watershed".	It is appropriate to update the definition of "Watershed" to be consistent with the PPS.	536	That Section 7, be amended as follows:  <b>WATERSHED</b> means <del>the</del> <i>an area that is</i> drained by a river <del>or stream and its tributaries</del> .
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Wayside Pit or Wayside Quarry".	It is appropriate to update the definition of "Wayside Pit or Wayside Quarry" to be consistent with the PPS.	537	That Section 7, be amended as follows:  <b>WAYSIDE PIT OR WAYSIDE QUARRY</b> means a temporary pit or quarry opened and used by or for a public <del>road</del> authority solely for the purpose of a particular project or contract of road construction and not located on the road right-of-way.
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Wetlands".	It is appropriate to update the definition of "Wetland" to be consistent with the PPS.	538	That Section 7, be amended as follows:  <del><b>WETLAND</b></del> <b>WETLANDS</b> means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens. <del>Lands being used for agricultural purposes, that are periodically "soaked" or "wet", are not considered to be wetlands in this definition. Such lands, whether or not they were wetlands at one time are considered to have been converted to alternate uses.</del>  <i>Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition.</i>



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Wildlife Habitat".	It is appropriate to update the definition of "Wildlife Habitat" to be consistent with the PPS.	539	<p>That Section 7, be amended as follows:</p> <p><del><b>WILDLIFE HABITAT</b></del>  <del>means areas of the natural environment where plants, animals, and other organisms, excluding fish, survive in self-sustaining populations, and from which they derive such as cover, protection or food.</del></p> <p><b>WILDLIFE HABITAT</b>  <i>means areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.</i></p>
Planning and Building Department	Section 7, Glossary	As a result of the Natural Areas Survey update, revisions to Section 3.12.2.2.a added the term "species at risk".	Amend the Glossary by adding the meaning of "species at risk".	540	<p>That Section 7, be amended by adding the following:</p> <p><b>SPECIES AT RISK</b>  <i>means any plant or animal threatened by, or vulnerable to, extinction and listed in regulations under the Endangered Species Act, R.S.O. 1990, c.E.15, as amended.</i></p>
Greater Toronto Airports Authority	Appendix I, Lester B. Pearson International Airport Operating Area	The "Lands Exempt from LBPIA Operating Area" hatching on the lands between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West should be deleted.	The Planning and Building Department agree with the revisions requested.	541	<p>That Appendix I: Lester B. Pearson International Airport Operating Area, be amended as follows:</p> <p>I. Deleting the "Lands Exempt from LBPIA Operating Area" hatching on the lands between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Greg Dell and Associates for Petro-Canada	Section 4.6, City Centre District Policies	Revise the Special Site 4 provision to also permit a gas bar.	Mississauga Plan currently recognizes the existing service station. A gas bar is not considered an appropriate long-term use for the City Centre.		No change recommended.
Beacon Planning Services for 2935 and 2955 Mississauga Road	Section 4.29, Sheridan District Policies	The lands are designated "Greenbelt" in Mississauga Plan. The respondent is requesting a new special site to permit residential development on the lands.	Although there has been some work done with the Credit Valley Conservation, there has not been an application submitted to the City to redesignate and amend the zoning of the lands to date.		No change recommended.
Credit Valley Conservation	Section 4, District Land Use Maps	The CVC requested that the Greenbelt designation and the regulatory floodplain hatching be updated for: Serson Creek, Applewood Creek, Cawthra Creek, Cooksville Creek, Mary Fix Creek, Stavebank Creek, Lornewood Creek, Turtle Creek, Sheridan Creek, Wolfdale Creek, Mullet Creek, Kenolli Creek and the Credit River.	The Planning and Building Department agree with updating the Greenbelt designation and regulatory floodplain hatching on the various watercourses, but does not think it is appropriate to update the Greenbelt designation and regulatory floodplain hatching at this time, as further consultation, study and updated mapping is required.		No change recommended.
Greater Toronto Airports Authority	Mississauga Plan	Current configuration of Terminal 1 at LBPIA should be shown on all Schedules, Land Use Maps and Appendices.	The current configuration of Terminal 1 at LBPIA has already been incorporated on the Schedules, District Land Use Maps and Appendices as per previous T&W comments of 2005 January.		No changes recommended

## APPENDIX 3

### Implications of the Ontario Municipal Board Decision 2023958 Ontario Inc. (Rose Corporation)

#### 1. Background

On April 12, 2005, the Ontario Municipal Board (OMB) issued a Decision/Order No. 0892 pertaining to the property at 1695 The Collegeway next to the Glen Erin Inn.

The developer sought an Official Plan Amendment and a rezoning to permit a 22-storey tower and a four-storey podium. The City refused the proposal but supported a 12-storey tower plus a three-storey podium. The OMB allowed the appeal by the developer. The primary issue was urban form and, more specifically, height.

The City's position was that the developer's proposal was not appropriate in this location and that a 22-storey building would be a better fit in the City Centre or a Node. The OMB, however, concluded that Mississauga Plan did not specially state that buildings of this height should be confined to the City Centre or a Node.

#### 2. Issues raised by the OMB

The main concern the OMB expressed was the difference between the "intent" of Mississauga Plan and what was "actually" contained in the document. The decision states:

*"Furthermore "good planning" is more than the conception of a theory, no matter how elegant. It involves committing that theory to writing, whereon the City, the development community and the public at large can make decisions for the future."*

With respect to the specific application, it states:

*"Indeed, this "system of centres" had its roots as far back as the City's 1981 Primary Plan, but emerged fully in 1997."*

*"The OP does indeed describe a hierarchy, beginning with City Centre and Nodes, dating from 1997. There are, however, two problems with the City's position:*

- *although the OP clearly refers to clustering buildings in Nodes by intensity of use (ss.1.2 and 3.10.3.1);*
- *it says nothing about clustering them there by height. Although the OP "encourages" the "highest building form" in City Centre (s.3.15.2.1), it says nothing about confining such heights to the Centre and Nodes."*

*“The Board does not doubt the sincerity of the City’s witnesses in their belief that this interpretation of “urban form” reflects the City’s intent..... But even if the City did indeed intent to confine tall buildings to Nodes, why not say so forthrightly in the Plan?”*

*On a subject as elementary as building height, the City owes it to itself, to the development community, and to the public to spell out what it wants”.*

### **3. Proposed Amendments to Mississauga Plan**

In response to the issues raised by the OMB and the potential implications of this decision, amendments to Mississauga Plan are required to clearly articulate the intent of the urban form policies with respect to height. These amendments are to eliminate the possibility of misinterpretation between “intent” and what is “actually” in the document. This clarification is especially important to clearly establish the appropriate urban form framework (hierarchy) regarding height as Mississauga transforms from “greenfield” development to redevelopment/infill/intensification.

#### **a) Introduction – 1.2 Context**

Section 1.2 Context, provides an overview of the urban form and development patterns for the City. Schedule 2, Urban Form Concept, illustrates the generalized development pattern and structure that Mississauga ultimately will achieve.

While this section (2) refers to the City Centre at a vibrant area with uses – at densities “suitable for a downtown area” and that Nodes “will provide a focus for high intensity uses,” it is silent on the urban form hierarchy of development and specifically with reference to height. “Also, intensity of uses” should refer to both density and height as it applies to the urban form hierarchy.

It is recommended that this section be amended by adding a reference to the basis for the hierarchy of centres or “system of centres” as referred to in the OMB decision.

The urban form hierarchy is premised on the City Centre as the focal point for development throughout the City. It is not only the geographic centre, but also the primary centre for urban form. It is to contain the highest intensity of mixed uses in terms of density and height throughout the City.

The second level in the urban form hierarchy are Nodes and Corridors, as identified on Schedule 2, Urban Form Concept. Nodes are “a focus for high intensity uses for residential, commercial, employment and other activities”. This definition should include reference that development in Nodes should be less than the density and height of development in the City Centre.

Corridors are the third level of development potential within the urban form hierarchy. Corridors refer to major transportation spines throughout the City where mixed use transit-supportive development is encouraged. Corridors are generally Arterials (e.g. Hurontario Street, Dundas Street). Development within corridors should be less than the level of development, in terms of density and height, in the City Centre or Nodes.

A fourth category within the hierarchy of urban form refers to special sites such as transit stations or entry points. These locations (e.g. a GO station) should be allowed to develop at a higher density and height, subject to compatibility with surrounding uses.

The urban form hierarchy establishes the basic framework for the development pattern for the City. While specific sites may vary from this pattern, development throughout the remainder of the City will generally be in terms of medium and low density and height.

In view of the above, it is recommended that Section 1.2, Context, be amended by deleting the eight and ninth paragraphs and adding the following:

*“The urban form is based on a hierarchy of City Centre, Nodes and Corridors, as identified on Schedule 2: Urban Form Concept, each with varying levels of intensity of use. The City Centre is the focal point of the urban form hierarchy and should contain the highest level of development in terms of density and height. Nodes and Corridors will provide a focus for high intensity of uses for residential, commercial, employment and other activities. Density and height should be less than the general levels in the City Centre and greater than the surrounding districts to reflect transit-supportive development. Other sites, such as, transit stations and entry points also provide suitable locations for higher levels of development, in terms of density and height, subject to compatibility with surrounding land uses and a suitable transition of built form to the surrounding area. The remainder of the City will generally be developed for medium and low rise uses”.*

In addition, Schedule 2 should be amended to identify Corridors suitable for mixed use development.

b) Goals and Objectives  
2.2 Urban Form and Community Identity

Section 2.2.1.2 states:

*“Mississauga will have an urban form characterized by City Centre, Nodes and recognizable communities”*

This section should be amended to read as:

*“Mississauga will have an urban form based on the urban form hierarchy of Centres, Nodes, and Corridors. The City Centre will be the main focal point in terms of intensity of uses (height and density of development) followed by Nodes, Corridors and recognizable communities.*

Section 2.2.2.5 states:

*“To develop and locate Nodes with a greater intensity of housing, employment, commercial and community facilities that are accessible and provide a focus for the people they serve.”*

This section should be amended to read as:

*“To develop and locate Nodes, within the context of the urban form hierarchy of Centres, Nodes and Corridors, with a greater intensity of housing, employment, commercial and community facilities that are accessible and provide a focus for the people they serve”.*

## 2.11 Urban Design

Section 2.11.1.4 states:

*“Mississauga will ensure that development contributes to a built form, giving prominence to the City Centre and emphasizing Nodes.”*

This section should be amended to read as:

*“Mississauga will ensure that development contributes to a built form, reflective of the urban form hierarchy of Centres, Nodes and Corridors, giving prominence to the City Centre”.*

Section 2.11.2.2, Objectives, should be amended to add the words “and Corridors” after Nodes to read as:

*“To promote the creation of distinctive places and locales, including the City Centre, Nodes and Corridors and high profile locations such as entry points to the City and communities.”*

Section 2.11.2.6 states:

*“To promote built form that relates to the public street and defines its scale.”*

This section should be amended to read as:

*“To promote built form reflective of the urban form hierarchy that relates to the public street and defines its scale.”*

c) 3.0 General Policies

3.2 Residential

Section 3.2.2.2. (c), Density Categories, High Density I and II, should be amended to read as:

*“**High Density I and II** – permits apartment dwellings. High density (including height) development will be located generally in the City Centre; in Nodes; along Corridors; reflective of the urban form hierarchy and will be; or in proximity to major transit corridors, the Bus Rapid Transit (BRT) or GO Transit stations.”*

3.10 City Centre and Nodes

Section 3.10 should be renamed “City Centre, Nodes and Corridors”;

Sections 3.10.1.1, 3.10.1.2 and 3.10.1.3 should be amended to add the phrase “and Corridors, reflective of the urban form hierarchy” after the word “Nodes”;

Section 3.10.2.1, “City Centre, should be amended to add the words “and height” after “densities”;

Section 3.10.3.4 (b), Nodes, should be amended by adding the words “and height of” after “density”;

Section 3.10.3.4 Nodes, - subsection (b) states:

*“lands immediately adjacent to or within a Node should provide both a transition between the higher density development within the Node and the lower density developments in the surrounding areas.”*

A similar policy should also apply to the City Centre and Corridors.

Section 3.10.3.4, Nodes – subsection (c) states:

*“down-zoning of lands within a Node and in the transition area adjacent to the Node should not be permitted.”*

A similar policy should also apply to the City Centre and Corridors.

Section 3.10 should be amended to add a subsection on Corridors.

### 3.15 Urban Design

Section 3.15.2.1, Content, should be amended by the phrase “in terms of height and density” after the word “form”.

Section 3.15.3.2, Places, should be amended to read as follows:

*“Urban character will be achieved within the City Centre, Nodes, Corridors and elsewhere as identified in this Plan in accordance with the urban form hierarchy.”*



## **APPENDIX 4**

### **Proposed Amendments to the Meadowvale Village District Policies**

The Meadowvale Village Secondary Plan (Amendment 238), was adopted by City Council on February 1, 1995. At that time, all of the lands within the Meadowvale Village Planning District were below the 35 NEP (Noise Exposure Prediction) contour, which was the maximum limit for residential development established by Provincial policy and the guidelines of the Department of Transport. Consequently, all of the lands, with the exception of a small portion adjacent to Highway 401 were designated for residential development.

Amendment 238 was subsequently referred to the Ontario Municipal Board (OMB) as well as numerous subdivision and rezoning applications which were appealed by the owners. In the intervening period between the adoption of Amendment 238 by City Council and the modification and approval of the Amendment by the OMB in January, 1996, a revised set of noise contours, now referred to as Noise Exposure Forecast (NEF) contours were prepared by Transport Canada and approved for use by the Ministry of Municipal Affairs. These contours expanded the limits of the 35 NEP/NEF contour westerly into the Meadowvale Village Planning District, such that a portion of the lands north and south of Derry Road West, east of McLaughlin Road fell within the 35 NEF contour. Provincial policy prohibited residential development in this area.

Consequently, the OMB approved the residential designation of the lands within the 35 NEF contour, subject to a policy to prohibit residential development and other noise sensitive land uses for lands experiencing noise levels greater than 35 NEF, to comply with Provincial Policy. As a result, the lands are largely undevelopable.

At that time, it was believed that the noise contours would recede in the future due to Federal legislation mandating quieter Chapter 3 aircrafts. Based on this premise, the City Plan Policies for the Meadowvale Village District, approved August 11, 2000, and confirmed by the approval of Mississauga Plan in 2003, continued to designate the lands for residential purposes.

To date, alterations to the existing contours have not been contemplated as the GTAA has no plans to revise the noise contours. Further, as the GTAA is vigilant in protecting the airport from the incursion of noise sensitive land uses, it is unlikely that the contours will be amended to permit residential development closer to the airport, as this would negate the cost and effort of replacing the aircraft fleet with less noisy Chapter 3 aircrafts.

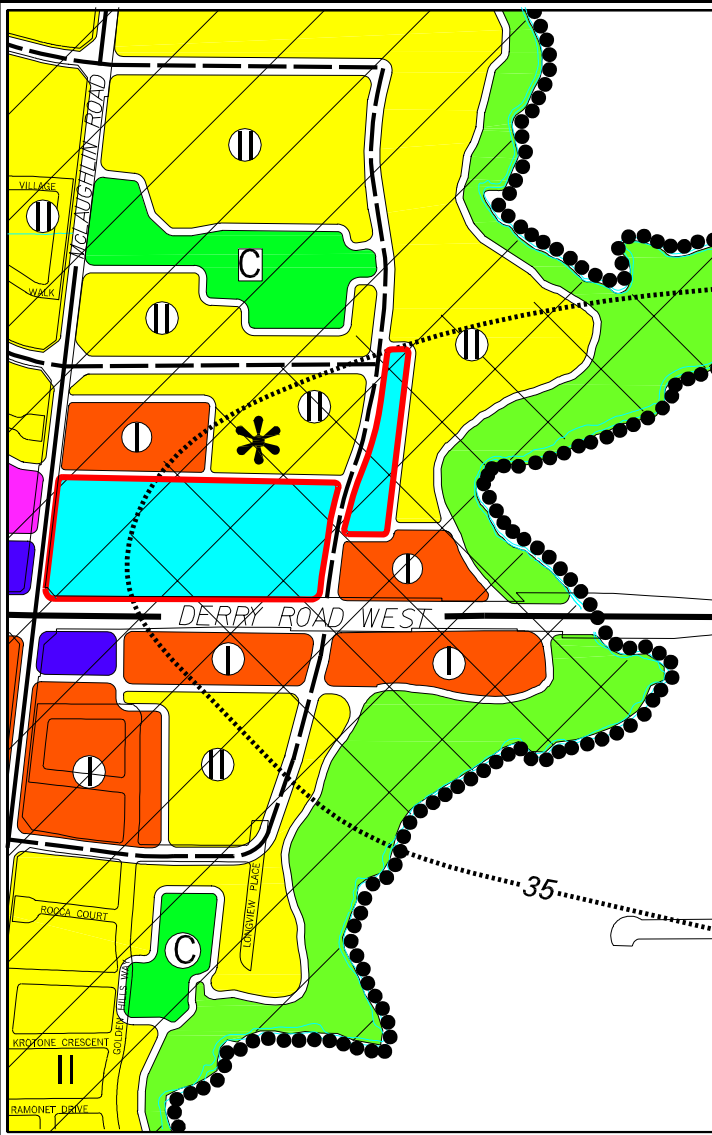
As a result, it is appropriate to consider alternative uses for the subject lands and consequently, it is recommended that the Meadowvale Village District Land Use Map be amended by redesignating the lands within the 35 NEF Contour from “Residential Low Density II” and “Residential Medium Density” I to “Business Employment” as shown on the attached map.

Further, as a result of the lands being adjacent to residential development, it would be appropriate to limit the uses permitted under the “Business Employment” designation to address compatibility. As a result a new section should be added to the Meadowvale Village District Policies as follows:

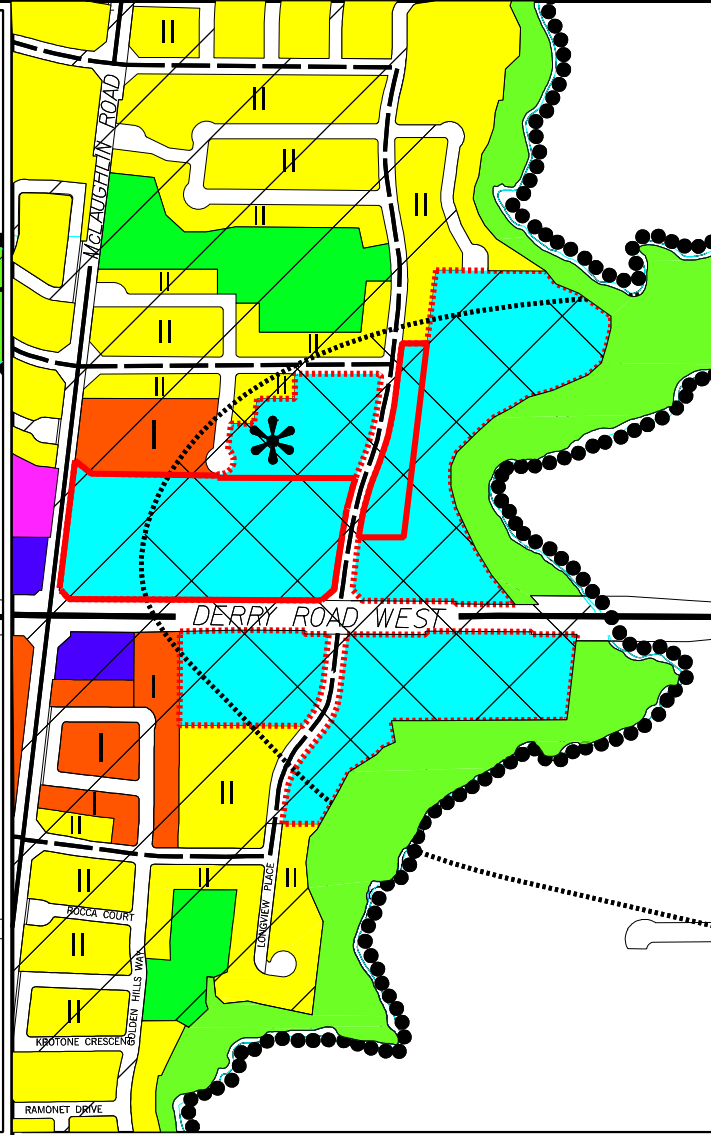
#### **4.23.4.3 Business Employment**

Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted:

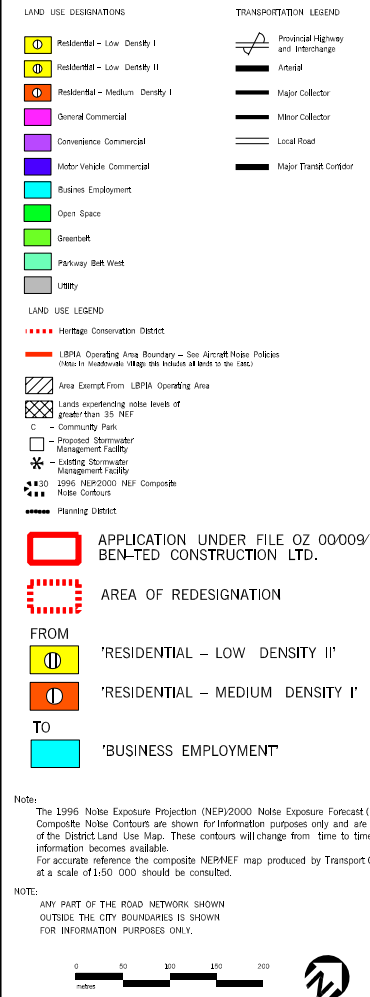
- a.** Industrial uses within enclosed buildings including, manufacturing, assembling, processing, fabricating, repairing, warehousing, distributing and wholesaling;
- b.** Offices;
- c.** Financial Institutions;
- d.** Conference Centres;
- e.** All types of restaurants, including banquet halls;
- f.** Funeral Establishments;
- g.** Self-storage facilities.



EXISTING LAND USE DESIGNATIONS



PROPOSED LAND USE DESIGNATIONS



Part of Meadowvale Village District  
Land Use Map  
of Mississauga Plan

City of Mississauga 2005 December

**APPENDIX 5****Commercial Schools**

In order to accommodate commercial schools under Mississauga Plan, a review of the existing establishments in the City was conducted. Consideration was also given to the goals and objectives of Mississauga Plan and its land use designations.

The Draft Comprehensive Zoning By-law defines commercial schools as *“a building, structure or part thereof, where specialized instruction is provided and may include, but is not limited to, a business school, a trade school, a driving school, a dance school, a music school, a martial arts school, a nursery school or a tutoring school”*. Commercial schools are distinct from public or private schools and daycare facilities.

The 2004 Mississauga Employment Database (MED) indicates that there are approximately 281 commercial schools in the City. A wide range of commercial schools are found, such as business training schools, athletic instruction and heavy equipment operation training. Commercial schools also serve a variety of groups, ranging from the public-at-large to smaller groups of the population, such as employees of particular industries. The type of training provided may be general or highly specialized. Recognizing they range in type, a broad approach to accommodating the variety of commercial schools was adopted within the non-residential land use designations of Mississauga Plan.

Most commercial schools are located in the “Mainstreet Commercial” and “General Commercial” designations, comprising approximately 42% of the commercial schools in Mississauga. The location of these establishments in commercial areas is appropriate given the commercial nature of these uses. A further amendment to Mississauga Plan is not required to accommodate commercial schools in retail commercial designations.

Approximately 36% of Mississauga’s commercial schools are located on lands designated “Business Employment”. Commercial schools that provide specialized training or serve a particular market are better accommodated under this designation compared to retail commercial areas. Having consideration for the permitted uses under the “Business Employment” designation, issues related to compatibility are not expected.

The “Industrial” and “Business Employment” designations are also appropriate to accommodate establishments that require outdoor storage areas, such as the storage of trucks associated with a truck driving school, or tanks associated with a welder’s training school. Within “Business Employment” areas, the zoning provision that restricts the amount of outdoor storage associated with a permitted industrial use to 5% of the lot area or 10% of the Gross Floor Area would also apply to commercial schools in these circumstances, which is consistent with the Mississauga Plan policy that activities in Business Employment areas are to occur primarily within enclosed buildings. Establishments that require additional outdoor storage are more appropriately directed to lands designated “Industrial”.

Commercial schools that tend to be oriented around a classroom setting are found on lands designated “Office”, and include language training, information technology and driver training classrooms. From a land-use perspective, these establishments function in a similar manner to other office types.

The “Mixed Used” and “Retail Core Commercial” designations of the City Centre District Policies permit all forms of commercial uses, excluding drive-through facilities and motor vehicle commercial uses. Accordingly, Commercial Schools should be included as permitted uses in the CC1, CC2 and CC3 zone categories. No further amendment to Mississauga Plan is required.

Proposed amendments to Mississauga Plan are included in Appendix 2 – Mississauga Plan Proposed Amendment – Supplementary Report.

City of Mississauga  
300 City Centre Drive  
MISSISSAUGA ON L5B 3C1



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January 24, 2006

To : Ed Sajecki, Commissioner  
Planning and Building Department

From: Shalini Alleluia  
Committee Coordinator

Re : Supplementary Report – Proposed Amendments to Mississauga Plan  
CD.03.

The Planning and Development Committee at its meeting of January 9, 2006 considered your report dated December 13, 2005 regarding the above matter and recommended as follows:

- PDC-0007-2006
1. That the submissions made at the public meeting held at the Planning and Development Committee meeting on January 9, 2006 to consider the recommendations of the reports titled "Proposed Amendments to Mississauga Plan – Supplementary Report" dated December 13, 2005 and "Proposed Amendments to Mississauga Plan" dated December 14, 2004 from the Commissioner of Planning and Building be received.
  2. That the Planning and Building Department staff report back to Planning and Development Committee on the submissions made with respect to the reports titled "Proposed Amendments to Mississauga Plan – Supplementary Report" dated December 13, 2005 and "Proposed Amendments to Mississauga Plan" dated December 14, 2004 from the Commissioner of Planning and Building along with the following amendments:
    - i) That Recommendations 113 and 114 on page 61 of Exhibit 1 attached to the Report dated December 13, 2005, from the Commissioner of Planning and Building regarding the Proposed Amendments to Mississauga Plan be referred back to staff for review with respect to the Applewood District Plan.

..... continued .....



Page 2.....

Re : Supplementary Report – Proposed Amendments to Mississauga Plan  
CD.03.

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- ii) That Recommendation 314 of Exhibit 1 attached to the Report dated December 13, 2005, from the Commissioner of Planning and Building regarding the Proposed Amendments to Mississauga Plan be further amended to reflect the property addresses in Special Site 2.

3. That the following correspondence be received:

- (a) Letter dated January 9, 2006 from Glen Schnarr & Associates with respect to issues relating to several District plans, on behalf of various clients.
- (b) That the letter dated January 9, 2006 from WeirFoulds, Barristers & Solicitors, on behalf of Glen Ellen Properties Inc. owners of the property at 2476 Argentia Road, with respect to the rezoning application of adjacent lands at 2480 Argentia Road and proposed amendments to the Meadowvale Park District policies of the Mississauga Plan as they relate to guidelines to develop and establish a prestige image for the area, relative to outdoor storage provisions.
- (c) Letter dated January 9, 2006 from Walker Nott Dragicevic on behalf of Oxford Properties Group who manage Square One Shopping Centre, with respect to proposed changes to the Official Plan relating to Corridors.
- (d) Letter dated January 3, 2006 from Greg Dell & Associates representing the owners of 1471 and 1484 Hurontario Street, with respect proposed changes to Part 493, Section 4.24.7.3.
- (e) Letter dated January 4, 2006 from Greg Dell & Associates representing the owners of 255 Inglewood Drive, with respect proposed changes to Part 492, Section 4.24.6.1.
- (f) Letter dated January 9, 2006 from the Ontario Restaurant Hotel and Motel Association (ORHMA) with respect to the impact of the amendments to the Mississauga Plan on food service establishments with drive-through facilities.

..... continued .....

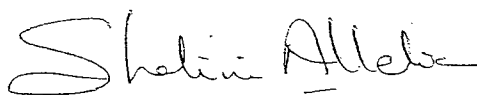
Page 3.....

Re : Supplementary Report – Proposed Amendments to Mississauga Plan  
CD.03.

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- (g) Letter dated January 6, 2006 from the Cawthra Ratepayers' and Residents' Association and the Friends of the Cawthra Bush & Greater Mississauga Area, with respect to proposed amendments to the Draft Zoning By-law and the Mississauga Plan as it relates to the area surrounding the Cawthra Bush.

The above Recommendation was adopted by Council at its meeting of January 18, 2006.



Shalini Alleluia  
Committee Coordinator  
905-615-3200, ext.5471

cc: J. Calvert, Director, Planning and Building  
D. Childs, Planner, Planning and Building  
Glen Schnarr & Associates, 10 Kingsbridge Garden Circle, Suite 700, Mississauga L5R 3K6  
WeirFoulds, Barristers & Solicitors, The Exchange Tower, suite 1600, P. O. Box 480, 130 King Street West, Toronto, M5X 1J5  
Walker Nott Dragicevic, 172 St. George Street, Toronto, M5R 2M7  
Greg Dell & Associates, 1140 Burnhamthorpe Road West, Mississauga L5C 4E9  
Ontario Restaurant Hotel and Motel Association (ORHMA), Ste 8-201, 2600 Skymark Avenue, Mississauga, L4W 5B2  
D. Barber, Cawthra Ratepayers' and Residents' Association and the Friends of the Cawthra Bush & Greater Mississauga Area, Station B, Box 1504, Mississauga, L4Y 4G2





# Corporate Report

Clerk's Files

Originator's  
Files

CD.03.MIS

**PDC APRIL 03 2005**

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**DATE:** March 14, 2006

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: April 3, 2006

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Proposed Amendments to Mississauga Plan – Report on  
Comments**

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**RECOMMENDATION:** That the report dated March 14, 2006 from the Commissioner of Planning and Building recommending approval of the amendments to the Official Plan (Mississauga Plan) including the recommendations of the reports titled “Proposed Amendments to Mississauga Plan – Supplementary Report” dated December 13, 2005 from the Commissioner of Planning and Building and “Proposed Amendments to Mississauga Plan” dated December 14, 2004 from the Commissioner of Planning and Building, be adopted.

**BACKGROUND:** Mississauga Plan was adopted by City Council on July 10, 2002 and approved by the Region of Peel on May 5, 2003, subject to modifications, withheld decisions and appeals to the Ontario Municipal Board (OMB).

On January 10, 2005, Planning and Development Committee considered a report titled “Proposed Amendments to Mississauga Plan” dated December 14, 2004 from the Commissioner of Planning and Building (Appendix 1). Exhibit 1 to that report (which was provided under separate cover and should be brought to this meeting) contained 413 recommendations to amend Mississauga Plan. Most of

these proposed amendments were in response to the Comprehensive Zoning By-law Review. Other changes were a result of the adoption of the Accessibility Plan and clarification of the intent of several policies.

On January 9, 2006, Planning and Development Committee at a public meeting considered a report titled “Proposed Amendments to Mississauga Plan - Supplementary Report” dated December 13, 2005 from the Commissioner of Planning and Building (Appendix 2). Appendix 2 to that report (which was provided under separate cover and should be brought to this meeting) contained further amendments to some of the original 413 recommendations and added recommendations 414 to 541. The Planning and Development Committee directed staff to report back on the submissions made with respect to the two above-mentioned reports along with specific directions regarding Recommendations 113, 114 and 314. The resolution which was adopted by City Council on January 18, 2006 is attached as Appendix 3.

**COMMENTS:**

The latest proposed recommendations are under separate cover as Appendix 4 - “Mississauga Plan Proposed Amendments – Report on Comments”. Appendix 4 contains further amendments to some of the original recommendations and added recommendations 542 to 560 in response to comments received since the public meeting.

The comments are in order in which the policies appear in Mississauga Plan. Deletions are shown as “~~strikeouts~~” and additions in “*italics*”.

The recommendations do not include editorial changes, such as typographical or grammatical errors, minor matters of style or organization, minor cartographic revisions, or minor rewording that does not alter the intent of Mississauga Plan.

The major recommendations contained in Appendix 4 are as follows:

- several housekeeping amendments;
- conveyance of greenbelt lands will occur after the proponent has completed all requirements to the satisfaction of the City (see Page 2 in Appendix 4);
- piped services and related facilities used for water, wastewater and storm water are permitted in Greenbelt lands subject to the satisfaction of the appropriate conservation authority and the City (see Page 3 in Appendix 4);
- with respect to Recommendation 314, the property addresses have been added to the special site policies (see Page 9 in Appendix 4); and
- amending Recommendation 491, regarding the Meadowvale Village District Land Use Map, to allow for residential development for all lands zoned residential below the 35 NEF/NEP contour (see Page 15 in Appendix 4).

In order to update Mississauga Plan to: establish the policy framework for the New Zoning By-law; clarify specific policies in response to a recent OMB decision; incorporate the policies of the Accessibility Plan; update part of the Meadowvale Village District Policies; incorporate policies regarding commercial schools; and several housekeeping amendments; the following need to be adopted:

- Recommendations 1 to 413 contained in the report titled “Proposed Amendments to Mississauga Plan” dated December 14, 2004 from the Commissioner of Planning and Building;
- Recommendations 414 to 541 contained in the report titled “Proposed Amendments to Mississauga Plan - Supplementary Report” dated December 13, 2005 from the Commissioner of Planning and Building; and

- Recommendations 542 to 560 contained in the report titled “Proposed Amendments to Mississauga Plan - Report on Comments” dated March 14, 2006.

A number of requests to amend land use designations or to add to the list of permitted uses for specific sites were received and were not supported. Such requests should be subject to the development application process to ensure the opportunity to provide notice to surrounding landowners and to circulate the proposal to the appropriate departments and agencies and other levels of government for review and comment.

#### **Further Studies**

A number of issues were identified through this review that requires further study. For example, reference to “Corridors” has been added to Section 1.2, Context, as a result of the Rose Corporation OMB decision, however, a comprehensive review of corridors is required to be consistent with the Provincial Policy Statement. This report is currently underway.

Further, as previously noted, the issue of “Community Uses” has evolved into a comprehensive study that will be brought forward to Planning and Development Committee at a later date.

**FINANCIAL IMPACT:** Not applicable.

**CONCLUSION:** This report includes the analysis by staff of the comments received both in writing and verbally since the statutory public meeting on the recommended changes to Mississauga Plan. The proposed amendments are generally housekeeping in nature and are required in order to establish the policy framework for the New Zoning By-law.

**ATTACHMENTS:**

APPENDIX 1: Corporate Report: Proposed Amendments to Mississauga Plan dated December 14, 2004 from the Commissioner of Planning and Building.

APPENDIX 2: Corporate Report: Proposed Amendments to Mississauga Plan - Supplementary Report dated December 13, 2005 from the Commissioner of Planning and Building.

APPENDIX 3: City Council Resolution – dated January 18, 2006 pertaining to Proposed Amendments to Mississauga Plan.

APPENDIX 4: Under Separate Cover: Mississauga Plan Proposed Amendments – Report on Comments.

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Edward R. Sajecki  
Commissioner of Planning and Building



# Corporate Report

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**DATE:** December 14, 2004 **PDC JAN 10 2005**

**TO:** Chairman and Members of Planning and Development Committee  
Meeting Date: January 10, 2005

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Proposed Amendments to Mississauga Plan**

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**ORIGIN:** Planning and Building Department

**BACKGROUND:** Mississauga Plan was adopted by City Council on July 10, 2002 and approved by the Region of Peel on May 5, 2003, subject to modifications, withheld decisions and appeals to the Ontario Municipal Board (OMB). Since that time, the need for amendments to the Plan has emerged resulting from the Comprehensive Zoning By-law Review, City Council approved amendments from the Accessibility Committee, and the resolution of appeals.

Exhibit 1 "Mississauga Plan Proposed Amendments" (under separate cover) contains the proposed amendments (413 recommendations) in the order in which the policies appear in Mississauga Plan. Deletions are shown as "~~strikeouts~~" and additions are shown as "*italics*".

**COMMENTS:****Comprehensive Zoning By-law Review**

At its meeting on April 26, 2000, City Council adopted the Planning and Development Committee recommendation directing the Commissioner of Planning and Building to undertake a Comprehensive Zoning By-law Review. Subsequently, the review was delayed until 2002 because of staffing issues.

Through research and review of specific zones and regulations, a number of changes were identified that require amendments to Mississauga Plan. The majority of proposed amendments are district specific. Examples include adjusting the Floor Space Index (FSI) ranges in the district land use policies or proposing additional Special Sites to be consistent with the existing zoning and to reflect the as-built condition.

**Accessibility Committee**

On March 10, 2004 City Council adopted recommendation AAC-0009-2204 which states:

"That the recommended changes to Mississauga Plan, be endorsed by the Accessibility Advisory Committee, as amended, in Section 3.6 subsection 5.4.2.1, to read "Planning policies and reports will be made available to all, in an accessible format, to encourage continuing public awareness and input into the process" and be referred to the Planning and Building Department for inclusion in the next review of the Mississauga Plan."

A number of policies were amended to raise accessibility awareness in Mississauga Plan. The majority of the changes were general in nature, although district specific policies were also amended with respect to the City Centre Planning District.

**Clarification and Rewording**

Some of the proposed amendments represent clarification or rewording of specific policies and housekeeping updates. They do not include editorial changes such as typographical or grammatical errors, minor matters of style or organization, minor cartographic revisions, or minor rewording that does not alter the intent of a policy.

**General Policies**

A number of amendments are being proposed to the General Policies of Mississauga Plan to clarify their intent or, where appropriate, to strengthen the policies to provide greater direction.

**Outstanding Issues**

Through the Comprehensive Zoning By-law Review, two outstanding issues have been identified; community uses and commercial schools.

Currently, there is confusion with respect to the "Community Uses" definition in the Glossary, and Section 3.16, Community Uses policies. A comprehensive analysis will be conducted to review issues such as, community uses versus sensitive land uses, the use of symbols to identify community uses on district land use maps and the potential land use conflicts of community uses with other permitted uses.

The other outstanding issue is commercial schools. Mississauga Plan is silent with respect to commercial schools. Through the Comprehensive Zoning By-law Review, it was identified that a clear definition, locational criteria and appropriate zoning are required for commercial schools. A detailed review will be undertaken and a report brought forward to the Planning and Development Committee outlining recommended changes.



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**Public Process**

As detailed changes are proposed to update Mississauga Plan, it is appropriate to expand the public participation program to include meetings in each of the nine wards. These ward meetings are part of the communication strategy for the Comprehensive Zoning By-law Review. The Mississauga Plan Proposed Amendments and the Draft Comprehensive Zoning By-law going through the public process at the same time reinforce the relationship of the Draft Comprehensive Zoning By-laws role in implementing Mississauga Plan.

After the completion of the ward meetings, a report will be submitted to the Planning and Development Committee outlining any additional changes or revisions and recommending the statutory public meeting be held in accordance with the *Planning Act*, to consider the proposed Official Plan amendments.

**CONCLUSION:**

A number of recommended amendments to Mississauga Plan are proposed, the majority of which were identified through the Comprehensive Zoning By-law Review. As a result of the integral relationship between these documents, it is appropriate for both documents to proceed through the public participation program simultaneously.

**RECOMMENDATION:**

That the report titled "Proposed Amendments to Mississauga Plan", dated December 14, 2004, from the Commissioner of Planning and Building be received and circulated to internal and external stakeholders for their review and comments.

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Edward R. Sajecki  
Commissioner of Planning and Building



# Corporate Report

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**DATE:** December 13, 2005 **PDC JAN 9 2006**

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: January 9, 2006

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Proposed Amendments to Mississauga Plan - Supplementary Report**  
**PUBLIC MEETING**

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- RECOMMENDATION:**
1. That the submissions made at the public meeting held at the Planning and Development Committee meeting on January 9, 2006 to consider the recommendations of the reports titled "Proposed Amendments to Mississauga Plan - Supplementary Report " dated December 13, 2005 and "Proposed Amendments to Mississauga Plan" dated December 14, 2004 from the Commissioner of Planning and Building be received.
  2. That Planning and Building Department staff report back to Planning and Development Committee on the submissions made with respect to the reports titled "Proposed Amendments to Mississauga Plan - Supplementary Report " dated December 13, 2005 and "Proposed Amendments to Mississauga Plan" dated December 14, 2004 from the Commissioner of Planning and Building.

**BACKGROUND:**

On January 19, 2005 City Council adopted the following recommendation:

“PDC-0005-2005:

That the report titled “Proposed Amendments to Mississauga Plan”, dated December 14, 2004, from the Commissioner of Planning and Building be received and circulated to internal and external stakeholders for their review and comments.” Appendix 1,

“Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January)” is attached under separate cover.

The Proposed Amendments to Mississauga Plan (OPA 25) report was circulated to the appropriate internal and external stakeholders along with the Draft Comprehensive Zoning By-law for comment. Most of the proposed amendments are in response to issues identified through the Draft Comprehensive Zoning By-law Review or are housekeeping amendments.

Two issues that were identified in OPA 25 were Commercial Schools and Community Uses. The review of “Commercial Schools” has been incorporated into this report, however, the issue of “Community Uses” has evolved into a comprehensive study and will be brought forward to Planning and Development Committee at a later date.

**PRESENT STATUS:**

The public meeting scheduled for Planning and Development Committee on January 9, 2006 is the statutory public meeting to fulfil the requirements of the *Planning Act*.

**COMMENTS:**

This report addresses the comments received from the circulation of OPA 25 and the series of 19 community meetings. In addition, this report includes further amendments to Mississauga Plan stemming from the new Provincial Policy Statement (PPS), the Rose Corporation Ontario Municipal Board (OMB) Decision, lands in the Meadowvale Village Planning District that are above the 35 NEF/NEP and Commercial Schools. These proposed amendments are under separate cover as Appendix 2, “Mississauga Plan Proposed Amendments – Supplementary Report”. The comments are in the order in which the

policies appear in Mississauga Plan. Deletions are shown as “~~strikeouts~~” and additions in “*italics*”.

The recommendations do not include editorial changes, such as typographical or grammatical errors, minor matters of style or organization, minor cartographic revisions, or minor rewording that does not alter the intent of Mississauga Plan.

When approved, the recommendations in Appendix 1 and 2 represent all the proposed amendments to Mississauga Plan.

A number of requests to amend land use designations or to add to the list of permitted uses for specific sites were received and were not supported. Such requests should be subject to the development application process to ensure the opportunity to provide notice to surrounding landowners and to circulate the proposal to the appropriate departments and agencies and other levels of government for review and comment.

### **Provincial Policy Statement**

The new Provincial Policy Statement (PPS) came into effect on March 1, 2005. A review of the document concluded that Mississauga Plan conforms with the PPS. There are, however, several policies of the PPS to be implemented which will require additional study (some are currently underway) and consultation with Regional and Provincial staff, as necessary. These include:

- designating sufficient lands to meet projected needs for a 20-year time horizon;
- identifying opportunities for intensification and redevelopment;
- establishing minimum targets for intensification and redevelopment;
- identifying, in consultation with the Region, nodes and corridors linking the nodes; density targets for areas adjacent to transit corridors policies on matters that cross municipal boundaries;

- maintaining a 10-year supply of land designated for residential growth;
- establishing, in consultation with the Region, targets for affordable housing;
- establishing development standards for intensification to minimize the cost of housing; and
- permitting alternative energy systems in accordance with Provincial and Federal requirements.

A number of definitions have been updated to be consistent with the PPS and are included in Appendix 2 “Mississauga Plan Proposed Amendments – Supplementary Report”.

### **Rose Corporation Ontario Municipal Board (OMB) Decision**

On April 12, 2005, the OMB issued a decision pertaining to the property at 1695 The Collegeway next to the Glen Erin Inn. The OMB concluded that although it might have been the intent of the Official Plan (Mississauga Plan), the Plan did not specifically state that buildings of the height proposed should be confined to the City Centre and Nodes. Appendix 3, “Implications of the Ontario Municipal Board Decision 2023958 Ontario Inc. (Rose Corporation)”, specifically outlines the issues raised in the OMB decision and recommends proposed amendments to Mississauga Plan to alleviate any confusion over the intent of the policies of the Plan. These changes are incorporated in Appendix 2.

### **Meadowvale Village**

Through the circulation of the OPA 25, it was noted that a portion of the lands in the Meadowvale Village Planning District can not be developed in accordance with the existing designations. It was identified that this area of the Meadowvale Village Planning District is above the 35 NEF/NEP, however, it is designated Residential Low Density II and Medium Density I. Appendix 4, “Proposed Amendments to the Meadowvale Village District Policies” outlines

the history of this area and proposed changes to the Meadowvale Village District Policies and the Meadowvale Village District Land Use Map.

### **Commercial Schools**

Currently, Mississauga Plan is silent with respect to the appropriate designations for commercial schools. In an attempt to resolve this issue, staff examined where existing commercial schools are located. The analysis indicated that it would be appropriate to permit all types of commercial schools in the “Business Employment”, “Industrial” and “Office” designations. Further, commercial schools that require no outdoor storage should be permitted in the “General Commercial” and “Mainstreet Commercial” retail commercial land use designations. Appendix 5, “Commercial Schools”, outlines the rationale behind the proposed amendments to Mississauga Plan. A definition and appropriate zoning regulations for commercial schools are included in the Draft Comprehensive Zoning By-law.

### **Outstanding Issues**

A number of issues have been identified through this review which require further study. For example, reference to “Corridors” has been added to Section 1.2, Context, as a result of the Rose Corporation OMB decision, however, a comprehensive review of Corridors is required to be consistent with the Provincial Policy Statement. Further, as previously noted, the issue of “Community Uses” has evolved into a comprehensive study that will be brought forward to Planning and Development Committee at a later date. Other examples of outstanding issues are those previously outlined on Page 3 of this report, as requirements of the PPS.

**FINANCIAL IMPACT:** Not applicable.

**CONCLUSION:** After the public meeting is held and all issues are addressed, the Planning and Building Department will be in a position to make final recommendations with respect to amending Mississauga Plan. A report will be brought forward to the Planning and Development Committee in early 2006.

**ATTACHMENTS:** APPENDIX 1: Under Separate Cover: Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January)  
APPENDIX 2: Under Separate Cover: Mississauga Plan Proposed Amendments – Supplementary Report (2006 January)  
APPENDIX 3: Implications of the Ontario Municipal Board Decision 2023958 Ontario Inc. (Rose Corporation)  
APPENDIX 4: Proposed Amendments to the Meadowvale Village District Policies  
APPENDIX 5: Commercial Schools

*Original Signed By:*

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Edward R. Sajecki  
Commissioner of Planning and Building





MISSISSAUGA PLAN PROPOSED AMENDMENTS

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SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 1.2, Introduction, Context	Section 1 page 1 and 2	The Transportation and Works Department have requested editorial changes to the 10 <sup>th</sup> paragraph of Section 1.2.	1	<p>That Section 1.2, 10<sup>th</sup> paragraph, be amended as follows:</p> <p>Mississauga <del>will continue to be traversed by</del> <i>is served by</i> three commuter rail lines (Lakeshore, Milton and Georgetown) and <del>three seven</del> expressways (401, 403, <del>407, 409, 410, 427</del> and the QEW) <del>with a fourth (407) just outside the boundaries of Mississauga. Provincial Highways (410) to the north and (409) to the east also provide access to Mississauga.</del> Major Transit Corridors are located on Hurontario Street, Dundas Street and Eglinton Avenue with an inter-regional <i>bus rapid</i> transit corridor <i>being developed</i> in the vicinity of Provincial Highway 403/<i>Eglinton Avenue (Transitway)</i> <del>providing to provide</del> connections to transit facilities east and west of Mississauga. <del>GTA Transit Airport Connections are proposed on the east side of the Lester B. Pearson International Airport.</del></p>
Section 1.2, Introduction, Context	Section 1 page 2	Section 1.2, 11 <sup>th</sup> paragraph, should be updated to reflect current conditions and projections.	2	<p>That Section 1.2, 11<sup>th</sup> paragraph, be amended as follows:</p> <p>By mid-year <del>2001</del> <i>2004</i>, Mississauga had a population of <del>613 000</del> <i>685 000</i> persons and <del>385 000</del> <i>410 000</i> employment opportunities. Mississauga is a net importer of labour. By 2011, Mississauga expects to have <del>680 000</del> <i>725 000</i> persons and <del>440 000</del> <i>470 000</i> employment opportunities. By 2021 there should be <del>715 000</del> <i>735 000</i> persons and <del>475 000</del> <i>485 000</i> employment opportunities. Population and employment projections are reviewed on a regular basis and adjusted accordingly.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 1, Introduction, Schedule 2: Urban Form Concept	Schedule 2	The Transportation and Works Department requested revisions to Schedule 2: Urban Form Concept.	3	<p>That Schedule 2: Urban Form Concept, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise North-South Arterial Road alignment;</li><li>2. Revise Transitway alignment in City Centre area;</li><li>3. Add illustration of Ninth Line as Arterial south of Eglinton Avenue West to Dundas Street West, Town of Oakville border;</li><li>4. Revise Airport Terminal configuration;</li><li>5. Revise "Transitway" in legend to "Bus Rapid Transit";</li><li>6. Revise "GTA Transit Airport Connections" in legend to "Transit Airport Connections".</li></ol>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Schedule 2: Urban Form Concept			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 2.8, Goals and Objectives, Open Space	Section 2.8 Page 5	Section 2.8.2.7, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	4	That Section 2.8.2.7, be amended as follows:  <b>2.8.2.7</b> To ensure that the design of recreational facilities and the open space system addresses safety considerations <i>and accessibility</i> .
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	The Transportation and Works Department requested that Section 2.10.2.4, be amended to clarify its intent.	5	That Section 2.10.2.4, be amended as follows:  <b>2.10.2.4</b> To locate conventional transit services close to medium and high density development, and in lower density areas, where appropriate. Alternative transit delivery concepts will be <del>examined</del> <i>encouraged</i> particularly in lower density areas.
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	Section 2.10.2.5 should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	6	That Section 2.10.2.5, be amended as follows:  <b>2.10.2.5</b> To improve pedestrian linkages to existing and future parking areas <i>for all, including those with disabilities</i> .
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	The Transportation and Works Department requested that Section 2.10.2.6, be deleted as it is redundant.	7	That Section 2.10.2.6, be deleted.  <del><b>2.10.2.6</b> To give a high priority to the provision of transportation facilities which are designed to accommodate trips within the City.</del>
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	Section 2.10.2.12, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	8	That Section 2.10.2.12, be amended as follows:  <b>2.10.2.12</b> To encourage increased <i>accessible</i> pedestrian and cyclist trips.
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	A new objective should be added to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	9	That a new objective be added to Section 2.10.2 as follows:  <b>2.10.2.14</b> <i>To promote a transportation system that is accessible to all, including those with disabilities.</i>
Section 2.10, Goals and Objectives, Transportation	Section 2.10 Page 6	The Transportation and Works Department requested that the order of objectives in Section 2.10.2, be rearranged to group the objectives in a more logical order.	10	That the order of objectives in Section 2.10.2 be rearranged as follows:  2.10.2.1, 2.10.2.3, 2.10.2.7, 2.10.2.4, 2.10.2.8, 2.10.2.11, 2.10.2.9, 2.10.2.10, 2.10.2.12, 2.10.2.14, 2.10.2.5, 2.10.2.2, 2.10.2.13.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 2.11.2, Goals and Objectives, Urban Design	Section 2 page 7	A new objective should be added to accommodate the changes from the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	11	That a new objective be added to Section 2.11.2 as follows:  <i><b>2.11.2.13</b> To encourage a physical and built environment that is accessible to all, including persons with disabilities, and that has regard for universal design principles, where appropriate.</i>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.2.1, General Policies, Residential, Permitted Uses	Section 3 page 2	<p>This section should be reformatted to be consistent with the other General Policies.</p> <p>The Comprehensive Zoning By-law Review identified that, “Home Based Businesses” should be permitted in detached dwellings as they are currently permitted in some areas of the City. The restrictions and regulations to implement “Home Based Businesses” are contained in the draft Zoning By-law.</p> <p>The reference to Group Homes should be deleted to be consistent with a recent Ontario Municipal (OMB) decision in Brampton which prohibited people zoning.</p> <p>References to student housing and transitional homes should be deleted as these uses are addressed by permitting residential dwellings.</p>	12	<p>That Section 3.2.1, be amended, as follows:</p> <p><b>3.2.1 Permitted Uses</b></p> <p><del>3.2.1.1</del> <del>Uses permitted by Residential designations are:</del></p> <p><del>a. 3.2.1.1</del> Residential dwellings.</p> <p><del>b. 3.2.1.2</del> Special needs housing, such as: <del>group homes</del>; shelters; <del>transitional homes</del>; and housing for the elderly; <del>student housing</del>.</p> <p><del>c. 3.2.1.3</del> Accessory offices for physicians, dentists, and drugless practitioners in their principal private residences.</p> <p><b>3.2.1.4</b> <i>Home based businesses in detached dwellings.</i></p> <p><del>d. 3.2.1.5</del> Other uses associated with residential development, such as: <i>parks and community uses.</i></p> <p><del>a. — parks and open spaces;</del></p> <p><del>b. — community uses.</del></p> <p><del>3.2.1.2</del> <b>3.2.1.6</b> A convenience commercial facility may be permitted in areas designated Residential High Density I and II provided that:</p> <p>c. it forms an integral part of the building;</p> <p>b. it is oriented to pedestrian use;</p> <p>c. there is no outdoor signage.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.2.2, General Policies, Residential, Density	Section 3 page 2	This section should be revised to clarify that shelters and housing for the elderly are permitted in the Low and Medium density categories provided that they are compatible with the surrounding development.	13	<p>That Section 3.2.2.2, be amended as follows:</p> <p><b>3.2.2.2                    Density Categories</b></p> <p>Residential development will occur within one of the following density categories:</p> <p><b>a.    Low Density I and II</b> - permits detached, semi-detached, duplex, and other forms of low-rise dwellings, such as, triplexes and on-street townhouses <i>dwellings</i>. Low density residential development will generally be located along local roads and collector roads.</p> <p><b>b.    Medium Density I, II and III</b> - permits development of townhouse dwellings, all forms of horizontal multiple dwellings and low-rise apartments. Medium density development will be located generally along transit routes, near or in Nodes; and in areas that serve as a transition between low and high density residential development.</p> <p><b>c.    High Density I and II</b> - permits apartment dwellings, <i>housing for the elderly and shelters</i>. High density development will be located generally in the City Centre; in Nodes; along arterial and major collector roads; or in proximity to Major Transit Corridors, the <del>Transitway</del> <i>Bus Rapid Transit (BRT)</i> or GO Transit stations.</p> <p><b>3.2.2.3                   </b> <i>In addition to the uses permitted in the Low and Medium Density categories, in the individual planning districts, the following uses will also be permitted:</i></p> <p><b>a.   </b> <i>housing for the elderly;</i></p> <p><b>b.   </b> <i>shelters.</i></p>
Section 3.2.3, General Policies, Residential, Policies	Section 3 page 3	This policy should apply to all permitted uses instead of only special needs housing.	14	<p>That Section 3.2.3.9, be amended as follows:</p> <p><b>3.2.3.9                   </b> <del>Special needs housing will be permitted in all residential designations, provided the housing is compatible with the surrounding development.</del> <i>Permitted uses must be compatible with the surrounding development.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.3.1, General Policies, Business Employment, Permitted Uses	Section 3 page 4	<p>The terminology in this section is updated for consistency. Further, the Comprehensive Zoning By-law Review established, that to be consistent with the zoning, funeral establishments and self-storage facilities should be permitted in the Business Employment designation and Adult Entertainment Establishments and Body Rub Establishments should be permitted in the Business Employment designation in Employment Districts.</p> <p>Section 3.3.1.1.e, should be deleted as these uses are covered under Section 3.16, Community Uses.</p>	15	<p>That Section 3.3.1, be amended as follow:</p> <p><b>3.3.1 Permitted Uses</b></p> <p><del>3.3.1.1</del> Uses permitted by the Business Employment designation are:</p> <p><del>a. 3.1.1.1</del> Industrial uses, including, manufacturing, assembling, processing, fabricating, research and development, <i>accessory</i> sales and service, warehousing, distributing and wholesaling.</p> <p><del>b. 3.3.1.2</del> <del>uses</del> Accessory to the permitted uses.</p> <p><del>c. 3.3.1.3</del> Outdoor storage and display areas related to permitted industrial uses.</p> <p><del>d. 3.3.1.4</del> Offices.</p> <p><del>e. </del>Community uses, provided that public and private schools, day care facilities, hospitals, and nursing homes will not be permitted as a principal or accessory use within the LBPIA Operating Area.</p> <p><del>f. 3.3.1.5</del> Entertainment, recreation and sports facilities.</p> <p><del>g. 3.3.1.6</del> Transportation facilities, <i>only in Employment Districts but not in Nodes.</i></p> <p><del>h. 3.3.1.7</del> Waste processing or transfer stations and composting facilities, <i>only in Employment Districts but not in Nodes.</i></p> <p><del>i. 3.3.1.8</del> Trucking terminals, <i>only in Employment Districts but not in Nodes.</i></p> <p><del>j. 3.3.1.9</del> Broadcasting, communication, and utility rights-of-way.</p> <p><del>k. 3.3.1.10</del> <del>hotels, motels,</del> <i>Overnight accommodations</i> and conference centres.</p> <p><del>l. 3.3.1.11</del> Financial institutions.</p> <p><del>m. 3.3.1.12</del> All types of restaurants, including banquet halls.</p>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.3.1, General Policies, Business Employment, Permitted Uses	Section 3 page 4	(continued)	15	<p><del>n.</del> <b>3.3.1.13</b> Motor vehicle body repair facilities, <i>only in Employment Districts, but not in Nodes.</i></p> <p><del>o.</del> <b>3.3.1.14</b> Motor vehicle rental facilities.</p> <p><del>p.</del> <b>3.3.1.15</b> Motor vehicle commercial uses, only in Employment Districts, but not in Nodes.</p> <p><b>3.3.1.16</b> <i>Funeral establishments.</i></p> <p><b>3.3.1.17</b> <i>Self-storage facilities.</i></p> <p><b>3.3.1.18</b> <i>Adult entertainment establishments, only in Employment Districts, but not in Nodes.</i></p> <p><b>3.3.1.19</b> <i>Body rub establishments, only in Employment Districts, but not in Nodes.</i></p>
Section 3.3.2, General Policies, Business Employment, Policies	Section 3 Page 5	This policy is updated to clarify its intent.	16	<p>That Section 3.3.2.5, be amended as follows:</p> <p><b>3.3.2.5</b> All accessory uses should be <i>on the same lot and</i> clearly subordinate to and directly related to the functioning of the permitted use.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.4.1, General Policies, Industrial, Permitted Uses	Section 3 Page 6	<p>The terminology in this section is updated for consistency. Further, the Comprehensive Zoning By-law Review established, that to be consistent with the zoning, funeral establishments, self-storage facilities, Adult Entertainment Establishments and Body Rub Establishments should be permitted in the Industrial designation.</p> <p>Section 3.4.1.1.c, should be deleted as these uses are covered under Section 3.16, Community Uses.</p> <p>Office has been added to the Permitted Uses list as this use would be compatible with other Industrial uses.</p>	17	<p>That Section 3.4.1, be amended as follows:</p> <p><b>3.4.1 Permitted Uses</b></p> <p><del>3.4.1.1</del> <del>Uses permitted by the Industrial designation are:</del></p> <p><del>a. 3.4.1.1</del> Industrial uses including manufacturing, assembling, processing, fabricating, warehousing, distributing, and wholesaling that require extensive outdoor processing or storage, and may be obnoxious due to outdoor activities, noise, odour, and visual aesthetics.</p> <p><del>b. 3.4.1.2</del> Existing resource extraction.</p> <p><del>c. Community uses, provided that public and private schools, day care facilities, hospitals, and nursing homes will not be permitted as a principal or accessory use within the LBPIA Operating Area.</del></p> <p><del>d. 3.4.1.3</del> Entertainment, recreation and sports facilities.</p> <p><del>e. 3.4.1.4</del> Transportation facilities.</p> <p><del>f. 3.4.1.5</del> Trucking terminals.</p> <p><del>g. 3.4.1.6</del> Utility installations.</p> <p><del>h. 3.4.1.7</del> Broadcasting, communication, and utility rights-of-way.</p> <p><del>i. 3.4.1.8</del> <del>uses</del> Accessory to the permitted uses.</p> <p><del>j. 3.4.1.9</del> Financial institutions.</p> <p><del>3.4.1.10</del> <i>Offices.</i></p> <p><del>k. 3.4.1.11</del> <del>hotels, motels,</del> <i>Overnight accommodations</i> and conference centres.</p> <p><del>l. 3.4.1.12</del> All types of restaurants, including banquet halls.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.4.1, General Policies, Industrial, Permitted Uses	Section 3 Page 6	(continued)	17	<p><del>m. 3.4.1.13</del> Waste processing or transfer stations and composting facilities.</p> <p><del>n. 3.4.1.14</del> Power generating stations.</p> <p><del>o. 3.4.1.15</del> Motor vehicle body repair facilities.</p> <p><del>p. 3.4.1.16</del> Motor vehicle rental facilities.</p> <p><del>q. 3.4.1.17</del> Motor vehicle commercial uses. <del>only in Employment Districts, but not in Nodes.</del></p> <p><del>3.4.1.18</del> <i>Funeral establishments.</i></p> <p><del>3.4.1.19</del> <i>Self-storage facilities.</i></p> <p><del>3.3.1.20</del> <i>Adult entertainment establishments.</i></p> <p><del>3.3.1.21</del> <i>Body rub establishments.</i></p>
Section 3.4.2, General Policies, Industrial, Policies	Section 3 Page 7	This policy is updated to clarify its intent.	18	<p>That Section 3.4.2.1, be amended as follows:</p> <p><b>3.4.2.1</b> All accessory uses should be <i>on the same lot and</i> clearly subordinate to and directly related to the functioning of the permitted use.</p>
Section 3.5.1.2.c, General Policies, Commercial, Permitted Uses, Mainstreet Commercial	Section 3 Page 8	<p>This policy is updated to clarify its intent.</p> <p>This section is renumbered to be consistent with other sections of Mississauga Plan.</p>	19	<p>That Section 3.5.1.2.c, be amended as follows:</p> <p><del>c. 3.5.1.2.3</del> Motor vehicle commercial uses, motor vehicle sales and rentals, motor vehicle <i>body</i> repair uses, motor vehicle wrecking, <del>truck washes and retail and service</del> commercial uses with drive-through facilities, <i>self storage facilities and detached and semi-detached dwellings</i>, will not be permitted. These uses which exist in areas designated Mainstreet Commercial at the time this Plan is approved will be permitted <i>until such time as they cease operation.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.5.1.3.a, General Policies, Commercial, Permitted Uses, General Commercial	Section 3 Page 8	<p>This policy is updated to clarify its intent and renumbered to be consistent with other sections of Mississauga Plan.</p> <p>Further to City Council's direction to identify motor vehicle commercial uses, it would be appropriate for the lands designated General Commercial to only permit motor vehicle commercial uses in the employment districts. The lands currently used for motor vehicle commercial uses that are designated General Commercial in residential districts should be redesignated to Motor Vehicle Commercial.</p>	20	<p>That Section 3.5.1.3, be amended as follows:</p> <p><b>3.5.1.3 General Commercial</b></p> <p><del>a. 3.5.1.3.1</del> General Commercial refers to <i>commercial</i> development <i>located primarily on major roads in designated commercial areas</i>. Development of General Commercial will be encouraged through infilling to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas. Residential uses <del>will only be permitted in combination</del> <i>must be combined</i> with commercial uses. Motor vehicle commercial uses will <del>only also</del> be permitted, <i>in Employment Districts, but not in Nodes</i>. Motor vehicle sales and rental facilities will be permitted. Motor vehicle body repair, motor vehicle wrecking <del>and truck washes</del> <i>and self-storage facilities</i> will not be permitted.</p> <p><del>b. 3.5.1.3.2</del> Lands designated General Commercial within Employment Districts may be developed for Business Employment uses.</p>
Section 3.5.1.4, General Policies, Commercial, Permitted Uses, Convenience Commercial	Section 3 Page 8	<p>This policy is updated to clarify its intent.</p> <p>This section is renumbered to be consistent with other sections of Mississauga Plan.</p>	21	<p>That Section 3.5.1.4, be amended as follows:</p> <p><b>3.5.1.4 Convenience Commercial</b></p> <p><b>3.5.1.4.1</b> Convenience Commercial refers to development in designated commercial areas, not exceeding 2 000 m<sup>2</sup> GFA. Motor vehicle commercial uses, motor vehicle body repair uses, motor vehicle wrecking, <i>self-storage facilities</i>, <del>truck washes</del> <i>overnight accommodations</i> and motor vehicle sales and rentals will not be permitted. <del>except for</del> Gas bars, <i>will be permitted</i> provided they are adjacent to an arterial road. <i>Residential uses must be combined with commercial uses.</i></p>
Section 3.5.1.5.1, General Policies, Commercial, Permitted Uses, Motor Vehicle Commercial	Section Page 8	The terminology of this section is updated for consistency.	22	<p>That Section 3.5.1.5.1, be amended as follows:</p> <p><b>3.5.1.5.1</b> Lands designated Motor Vehicle Commercial permit only gas bars and <i>motor vehicle</i> service stations; <del>car</del> <i>motor vehicle</i> washes; establishments for minor motor vehicle repairs; and commercial uses of a convenience nature, including an accessory take-out restaurant which may include a drive-through facility, in conjunction with other motor vehicle commercial uses.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.5.2.2, General Policies, Commercial, Policies	Section 3 Page 9	This policy is redundant as it is covered in the Urban Design Policies.	<b>23</b>	That Section 3.5.2.2, be deleted.  <del><b>3.5.2.2</b> Commercial development will be of a high quality urban design.</del>
Section 3.5.2.2, General Policies, Commercial, Policies	Section 3 Page 9	This policy is redundant as it is covered in the Urban Design Policies.	<b>24</b>	That Section 3.5.2.3, be deleted.  <del><b>3.5.2.3</b> Where commercial and residential developments are combined, these uses will be compatibly designed.</del>
Section 3.6.1, General Policies, Office, Permitted Uses	Section 3 Page 10	The terminology of this section is updated for consistency.	<b>25</b>	That Section 3.6.1, be amended as follows:  <b>3.6.1 Permitted Uses</b>  <del><b>3.6.1.1</b> The predominant use of the lands will be for offices.</del>  <del><b>3.6.1.2</b> Accessory commercial uses, including all types of restaurants, community uses and recreational facilities will also be permitted.</del>
Section 3.6.2, General Policies, Office, Policies	Section 3 Page 10	A new policy should be added to address accessory uses.	<b>26</b>	That Section 3.6.2.4, be added as follows:  <i><b>3.6.2.4</b> All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.</i>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.7.1, General Policies, Institutional, Permitted Uses	Section 3 Page 11	The terminology of this section is updated for consistency.	27	<p>That Section 3.7.1, be amended as follows:</p> <p><b>3.7.1 Permitted Uses</b></p> <p><del>3.7.1.1</del> — Uses include, but are not necessarily limited to:</p> <p><del>a.</del> <b>3.7.1.1</b> Hospitals.</p> <p><del>b.</del> <b>3.7.1.2</b> Post-secondary educational facilities, such as universities and community colleges.</p> <p><del>c.</del> <b>3.7.1.3</b> Major cultural or government facilities.</p> <p><b>3.7.1.4</b> Accessory uses.</p> <p><b>3.7.1.5</b> Residential dwellings associated with institutional uses.</p>
Section 3.7.2, General Policies, Institutional, Policies	Section 3 Page 11	As accessory uses and residential facilities associated with institutional uses are listed under the Institutional, Permitted Uses, Section 3.7.2.2, is redundant.	28	<p>That Section 3.7.2.2, be deleted.</p> <p><del>3.7.2.2</del> — Residential facilities associated with institutional uses will be permitted.</p>
Section 3.7.2, General Policies, Institutional, Policies	Section 3 Page 11	As accessory uses and residential facilities associated with institutional uses are listed under the Institutional, Permitted Uses, Section 3.7.2.3, is redundant.	29	<p>That Section 3.7.2.3, be deleted.</p> <p><del>3.7.2.3</del> — Accessory uses either within institutional buildings or in separate buildings will be permitted.</p>
Section 3.7.2, General Policies, Institutional, Policies	Section 3 Page 11	A new policy should be added to address accessory uses.	30	<p>That a new Section be added to the Institutional Policies as follows:</p> <p><b>3.7.2.4</b> All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.1, General Policies, Open Space, Introduction	Section 3 Page 12	<p>The Open Space section has been revised to clarify the intent of the policies of this section and for consistency.</p> <p>The Greenbelt policies have been relocated to a stand alone section.</p>	31	<p>That Section 3.8.1, be amended as follows:</p> <p><b>3.8.1     <del>Introduction</del> <i>Permitted Uses</i></b></p> <p><b>3.8.1.1</b>     The Open Space network consists of <del>four components</del> <i>two designations</i>:</p> <p><b>a.</b>   <del>Public Parkland</del>; <i>Public Open Space</i>;</p> <p><b>b.</b>   <del>Greenbelt</del>; <i>Private Open Space</i>.</p> <p><b>c.</b>   <del>Cemeteries</del>;</p> <p><b>d.</b>   <del>Private Open Space</del>.</p> <p><b>3.8.1.2</b>     Natural areas acquired by Mississauga will be <del>incorporated</del> <i>designated</i> either <del>into public parkland</del> <i>Public Open Space</i> or Greenbelt. Their recreation potential will be restricted to protect their viability.</p> <p><b>3.8.1.3</b>     The provision of recreational facilities within city parks and community parks will be responsive to identifiable needs and in general conformity with the guidelines contained in the <i>Future Directions for Recreation and Parks</i> document.</p>
Section 3.8.2, General Policies, Open Space, Policies	Section 3 Page 12	Section 3.8.2.5, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	32	<p>That Section 3.8.2.5, be amended as follows:</p> <p><b>3.8.2.5</b>     The Open Space network will be designed to allow access <i>for all, including those with disabilities</i> to a variety of complementary activities through interconnections of pathways, a multi-use recreational trail, and the Open Space network; and, to provide a safe <i>and accessible</i> environment through development of clear sight-lines, openness, visible entrances, and facilities for local events.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.2, General Policies, Open Space, Policies	Section 3 Page 15	Section 3.8.5, Cemeteries, has been incorporated into the policies section as cemeteries are shown as a symbol on specific district land use maps and located in both the Public and Private Open Space designations.	33	<p>That Section 3.8.5 be relocated to Section 3.8.2.11 as follows:</p> <p><b>3.8.2.11</b> <i>Cemeteries will be permitted in either Public Open Space or Private Open Space and will be subject to the following:</i></p> <p><b>a.</b> <i>as cemeteries constitute an open space use, consideration will be given to public cemeteries being used for passive open space purposes. However, cemeteries that are privately owned are not intended to be open to the public;</i></p> <p><b>b.</b> <i>future and proposed cemeteries and related facilities will be located to minimize conflict with existing and future land use and transportation;</i></p> <p><b>c.</b> <i>crematoria, columbaria, and mausolea will be located only in cemeteries;</i></p> <p><b>d.</b> <i>cemeteries will recognise, reflect and integrate all heritage resources within and/or adjacent to cemetery property.</i></p>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.3, General Policies, Open Space, Public Parkland	Section 3 Page 13	A Permitted Uses section has been added to the Public Open Space designation to be consistent with other sections of Mississauga Plan.	34	<p>That Section 3.8.3, be amended as follows:</p> <p><b>3.8.3     Public <i>Open Space</i> Parkland</b></p> <p><b>3.8.3.1     Permitted Uses</b></p> <p><i>a.   Lands designated Public Open Space will either be used for public parkland or a public cemetery. Accessory uses will be permitted and should generally be limited to a maximum of 20% of the total Gross Floor Area (GFA) and should be on the same lot, clearly subordinate to and directly related to the functioning of the permitted use.</i></p> <p><del>3.8.3.1</del>     <b>3.8.3.2     Introduction Public Parkland</b></p> <p><i>a.   The classification of public parkland expresses two distinct parkland functions which occur at various scales and levels of accessibility: city parks and community parks. The different park classifications are further described and their locations identified in the Future Directions document.</i></p> <p><del>•     city parks;</del></p> <p><del>•     community parks;</del></p> <p><i>b.   Each level may incorporate components of the Natural Areas System to provide opportunities for enjoyment, appreciation, and protection of nature.</i></p> <p><i>c.   Additional public parkland may be acquired by the City through the processing of development applications or by way of purchase.</i></p> <p><i>d.   Mississauga will own, lease, operate, maintain, and administer public parkland to meet the recreational, cultural, educational and social needs of citizens.</i></p> <p><i>e.   Parks should generally be accessible for residents within 800 m of their homes and be as centrally located within a residential neighbourhood as possible.</i></p> <p><i>f.   Parkland provision should be 1.2 ha per 1 000 population for Residential Districts.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.3, General Policies, Open Space, Public Parkland	Section 3 Page 13 and 14	The operational policies for city parks and community parks have been deleted.	35	<p>That Section 3.8.3.2, be deleted.</p> <p><del>3.8.3.2 — City Parks</del></p> <p><del>a. Mississauga will attempt to acquire land which will be developed and maintained as city parks and will provide one or more of the following:</del></p> <ul style="list-style-type: none"><li><del>• opportunities for recreational experiences, and educational and day outings for individuals, families, and groups;</del></li><li><del>• large open spaces which will contribute to the identity of the City and enhance the quality of urban landscape;</del></li><li><del>• opportunities for specialized activities and facilities, such as, a city garden park or a sports stadium;</del></li><li><del>• local community use.</del></li></ul> <p><del>b. City parks will conform, if feasible, with the following criteria:</del></p> <ul style="list-style-type: none"><li><del>• serve the entire population of Mississauga;</del></li><li><del>• be accessible from major roads and Provincial Highways and by both public and private transportation;</del></li><li><del>• be designed and developed in concert with identified City-wide needs.</del></li></ul> <p><del>c. Mississauga will cooperate with other public agencies, senior levels of government or the private sector to establish city parks, where feasible, which will include:</del></p> <ul style="list-style-type: none"><li><del>• sports parks;</del></li><li><del>• waterfront parks;</del></li><li><del>• special use parks.</del></li></ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.3.2, General Policies, Open Space, Community Parks	Section 3 Page 14	The operational policies for city parks and community parks have been deleted.	36	<p>That Section 3.8.3.3, be deleted.</p> <p><del>3.8.3.3 — Community Parks</del></p> <p><del>a. Community parks will be established, developed, maintained and will be designed to provide, where feasible:</del></p> <ul style="list-style-type: none"> <li><del>• a range of recreational opportunities within walking distance of the home which could include social, cultural, educational and athletic activities of interest to the community;</del></li> <li><del>• opportunities for active and passive recreation;</del></li> <li><del>• opportunities for social interaction;</del></li> <li><del>• multiple-purpose, year round activities.</del></li> </ul> <p><del>b. Community parks will be as centrally located within the neighbourhood, as possible.</del></p>
Section 3.8.4, General Policies, Open Space, Greenbelt	Section 3 Page 14	This section has been deleted from the Open Space policies. As Greenbelt lands represent lands not suitable for urban development it is appropriate for it to form its own section in Mississauga Plan.	37	<p>That Section 3.8.4, be deleted.</p> <p><del>3.8.4 — Greenbelt</del></p> <p><del>3.8.4.1 — Introduction</del></p> <p><del>a. Policies in this section address the use of greenbelt as potential areas for passive recreation. The Environment Policies address flood and erosion control, drainage, and conservation of the Natural Areas System.</del></p> <p><del>3.8.4.2 — Permitted Uses</del></p> <p><del>3.8.4.2.1 Lands reserved principally for flood and erosion management and conservation purposes; other uses which complement the principal conservation functions will be considered on their merit.</del></p> <p><del>3.8.4.2.2 Linear, open space systems consisting primarily of multi-use recreational trails may be established, where they are compatible with the viability of the natural area, while respecting appropriate buffers from watercourses and valley slopes as determined in consultation with the appropriate Conservation Authority.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.4, General Policies, Open Space, Greenbelt	Section 3 Page 14	(Continued)	37	<p><del>3.8.4.3 — Policies</del></p> <p><del>3.8.4.3.1 — Areas designated Greenbelt, are deemed not suitable for urban development. Where a development proposal includes Greenbelt lands which are required for purposes such as: lands required for conservation; lands required solely for drainage; lands susceptible to flooding; steep valley slopes; and lands below the top-of bank; such lands will be conveyed to the City or other public agency. Such lands will not be accepted as part of the dedication of land for park or other public recreational purposes contribution or credited against any cash in lieu for park or other public recreational purposes or be included in the calculation of density for building coverage. Development adjacent to Greenbelt lands will be subject to the delineation of the natural features, buffers and setbacks by the City in consultation with the appropriate Conservation Authority.</del></p> <p><del>3.8.4.3.2 — Mississauga may also request that proponents conduct site evaluation, site cleanup or management measures prior to conveyance of Greenbelt lands.</del></p> <p><del>3.8.4.3.3 — Dedication or restrictive zoning of buffers to Greenbelt may also be required by the City in consultation with the appropriate Conservation Authority.</del></p> <p><del>3.8.4.3.4 — The Greenbelt designation applies to both public and privately owned lands. Where Greenbelt land is privately owned, this Plan does not imply that it is free and open to the general public or that it will be acquired by the City or any other public agency. Consideration will be given however, to public acquisition of these areas through the development approval process.</del></p> <p><del>3.8.4.3.5 — The construction of buildings or structures will generally not be permitted except those which are intended for flood and erosion management, or are otherwise required by the City, and meet the combined requirements of the City and the appropriate Conservation Authority. In some instances, public facilities may be permitted where these are required for passive recreational purposes and will not cause environmental damage or affect flooding. Active recreational facilities will not be permitted.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.8.4, General Policies, Open Space, Greenbelt	Section 3 Page 14	(Continued)	37	<del>3.8.4.3.6</del> For existing lots of record, development will not be permitted to extend within the "regulatory storm" floodplain or hazard lands associated with a watercourse or valley corridor if there are lands suitable for development on the property beyond the hazard lands. Reconstruction, minor additions, and maintenance of these facilities, buildings, and structures may be permitted subject to approval of the City and the appropriate Conservation Authority.  <del>3.8.4.3.7</del> Lands may be zoned Greenbelt within any land use designation if through the processing of a development application natural hazards are identified which renders the lands not suitable for development.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.9.1, General Policies, Greenbelt, Permitted Uses	Section 3.9	The Greenbelt section has been removed from the Open Space section of Mississauga Plan as Greenbelt lands represent lands not suitable for urban development. It is appropriate for Greenbelt to form its own section in Mississauga Plan.	38	<p>That a new Section 3.9, Greenbelt, be added as follows:</p> <p><b>3.9 GREENBELT</b></p> <p><i>Lands designated Greenbelt are generally associated with natural hazards or significant natural areas where development is restricted to either protect people and property from damage. These policies are to be read in conjunction with the policies for Natural Heritage and Natural Hazards.</i></p> <p><b>3.9.1 Permitted Uses</b></p> <p><b>3.9.1.1</b> <i>The following uses will be permitted subject to the satisfaction of the appropriate Conservation Authority and the City:</i></p> <p><i>a. flood and/or erosion works;</i></p> <p><i>b. conservation;</i></p> <p><i>c. other uses which complement the principal conservation functions;</i></p> <p><i>d. facilities which by their nature must locate near water or traverse watercourses (ie. bridges, storm sewer outlets and stormwater management facilities);</i></p> <p><i>e. passive recreation activities where they are compatible with the viability of the natural area, while respecting appropriate buffers from watercourses and valley slopes as determined in consultation with the appropriate Conservation Authority;</i></p> <p><i>f. legal non-conforming facilities, buildings, and structures;</i></p> <p><i>g. accessory facilities to an adjacent land use which are of a passive, non-structural nature and do not adversely affect the ability of the floodplain to pass flood waters.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.9.2, General Policies, Greenbelt, Policies	Section3.9	(continued)	38	<p><b>3.9.2     Policies</b></p> <p><b>3.9.2.1</b>     <i>Greenbelt is determined on a site by site basis and is defined by the greater of the “Top of Bank” and/or combined influence of the stable slope/stable slope allowance, erosion allowance, and the average annual recession rate. These parameters are determined through studies completed by the proponent to the satisfaction of the City and the appropriate Conservation Authority.</i></p> <p><b>3.9.2.2</b>     <i>Greenbelt lands will be conveyed to the City or other public agency. Such lands will not be accepted as part of the dedication of land for park or other public recreational purposes contribution or credited against any cash in lieu for park or other public recreational purposes or be included in the calculation of density for building coverage.</i></p> <p><b>3.9.2.3</b>     <i>Mississauga may also request that proponents conduct site evaluation, site cleanup or management measures prior to conveyance of Greenbelt lands.</i></p> <p><b>3.9.2.4</b>     <i>Development adjacent to Greenbelt lands will be subject to the delineation of the natural features, buffers and setbacks by the City in consultation with the appropriate Conservation Authority. Dedication or restrictive zoning of buffers to Greenbelt may also be required by the City in consultation with the appropriate Conservation Authority.</i></p> <p><b>3.9.2.5</b>     <i>The Greenbelt designation applies to both public and privately owned lands. Where Greenbelt land is privately owned, this Plan does not imply that it is free and open to the general public or that it will be acquired by the City or any other public agency. Consideration will be given, however, to public acquisition of these areas through the development approval process.</i></p> <p><b>3.9.2.6</b>     <i>For existing lots of record, development will not be permitted to extend within the "regulatory storm" floodplain or hazard lands associated with a watercourse or valley corridor if there are lands suitable for development on the property beyond the hazard lands.</i></p> <p><b>3.9.2.7</b>     <i>Lands may be zoned Greenbelt within any land use designation.</i></p> <p><b>3.9.2.8</b>     <i>Reconstruction, minor additions, and maintenance of legal non-conforming facilities, buildings, and structures may be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.9, General Policies, Parkway Belt West	Section 3.9 Page 17	Section 3.10, should be renumbered to accommodate the addition of the new Greenbelt section.	39	<p>That Section 3.9, be retained and renumbered as follows:</p> <p><b><del>3.9</del> 3.10 PARKWAY BELT WEST</b></p> <p>Lands <del>shown as</del> <i>designated</i> Parkway Belt West <i>on individual District Land Use Maps</i> will be governed by the provisions of the Parkway Belt West Plan, 1978 July, as amended. In case of any discrepancy between the Parkway Belt West Plan and this Plan, the provisions of the Parkway Belt West Plan will prevail.</p>
Section 3.10, General Policies, City Centre and Nodes	Section 3.10 Page 18	Section 3.10, should be renumbered to Section 3.13, to accommodate the addition of new Greenbelt, Utility and Airport sections.	40	That Section 3.10, be retained and renumbered to Section 3.13.
Section 3.10, General Policies, City Centre and Nodes	Section 3.10 Page 18	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	41	<p>That Section 3.10.1.3, be amended as follows:</p> <p><b><del>3.10.1.3</del> 3.13.1.3</b> City Centre and Nodes will be served by transportation corridors containing roads and transit, and may contain rapid transit and <del>Transitway</del> <i>Bus Rapid Transit (BRT)</i> facilities.</p>
Section 3.10, General Policies, City Centre and Nodes	Section 3.10 Page 18	<p>This section should be renumbered to Section 3.11, to accommodate the addition of the new Greenbelt section.</p> <p>Further, the existing Section 3.10.3.5, should be relocated to the Policies section.</p>	42	<p>That Section 3.10.3.5, be relocated to Section 3.10.1 and renumbered to Section 3.13 as follows:</p> <p><b>3.13.1.5</b> <i>Within Nodes in Employment Districts the following uses will not be permitted:</i></p> <ul style="list-style-type: none"> <li><b>b.</b> <i>outdoor storage and display areas;</i></li> <li><b>b.</b> <i>transportation facilities, except public transportation facilities;</i></li> <li><b>c.</b> <i>waste processing or transfer stations and composting facilities;</i></li> <li><b>d.</b> <i>trucking facilities;</i></li> <li><b>e.</b> <i>Motor vehicle commercial uses;</i></li> <li><b>f.</b> <i>motor vehicle body repair facilities.</i></li> </ul>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.10, General Policies, City Centre and Nodes	Section 3.10 Page 18	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	43	That Section 3.10.2.3, be amended as follows:  <del>3.10.2.3</del> <b>3.13.2.3</b> City Centre will be served by the <del>Transitway</del> <i>Bus Rapid Transit (BRT)</i> facility and should be considered by the Provincial Government and neighbouring municipalities as a key point for any proposed inter-regional transit system extensions or new facilities.
Section 3.10.2, General Policies, City Centre and Nodes, City Centre	Section 3.10 Page 18	A new policy should be added to prohibit a reduction of densities of lands within the City Centre.	44	That a new Section 3.13.2.4, be added as follows:  <b>3.13.2.4</b> <i>Reduction in densities of lands within the City Centre should be prohibited.</i>
Section 3.10.3, General Policies, City Centre and Nodes, Nodes	Section 3.10 Page 19	Section 3.10.3.2, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	45	That Section 3.10.3.2, be amended as follows:  <del>3.10.3.2</del> <b>3.13.3.2</b> A high quality, compact and urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation <i>for all, including those with disabilities</i> complement adjacent uses, and distinguish the significance of the Nodes from surrounding areas.
Section 3.10.3, General Policies, City Centre and Nodes, Nodes	Section 3.10 Page 19	Section 3.10.3.3, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	46	That Section 3.10.3.3, be amended as follows:  <del>3.10.3.3</del> <b>3.13.3.3</b> Pedestrian movement and access <i>for all, including those with disabilities</i> from major transit routes should be a priority in Nodes.
Section 3.10.3, General Policies, City Centre and Nodes, Nodes	Section 3.10 Page 19	Section 3.10.3.4.g, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	47	That Section 3.10.3.4.g, be amended and renumbered to Section 3.13.3.4.g as follows:  <b>g.</b> pedestrian and cycling convenience and safety will be priorities in the design and development of Nodes and abutting areas. Walkways and cycling routes should be visually prominent, <i>accessible to all, including those with disabilities</i> , link principal destinations with the abutting community, and be oriented to, and an integral part of, active building facades and spaces.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.10.3, General Policies, City Centre and Nodes	Section 3.10 Page 19	Section 3.10.3.5, has been relocated to Section 3.13.3.5.	48	<p>That Section 3.10.3.5, be deleted.</p> <p><del>3.10.3.5</del> Within Nodes in Employment Districts the following uses will not be permitted:</p> <p><del>g.</del> Outdoor storage and display areas;</p> <p><del>h.</del> Transportation facilities, except public transportation facilities;</p> <p><del>i.</del> Waste processing or transfer stations and composting facilities;</p> <p><del>j.</del> Trucking terminals;</p> <p><del>k.</del> Motor vehicle repair garages.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies	Section 3.11 Page 18	The Comprehensive Zoning By-law Review identified that although Airport lands have zoning, there is no Land Use designation in Mississauga Plan on Airport lands. Airport policies are combined with the Transportation policies. It is proposed to designate the Airport and relocate the policies to its own section. All existing policies have been retained.	49	<p>That a new Section 3.11, be added as follows:</p> <p><b>3.11 AIRPORT</b></p> <p><i>Lands designated Airport represent the lands directly associated with the operation of Lester B. Pearson International Airport (LBPIA).</i></p> <p><b>3.11.1 Policies</b></p> <p><b>3.11.1.1</b> <i>It is recognized that the impacts of LBPIA operations, particularly noise, extend far beyond its geographic boundaries. This is a permanent circumstance which this Plan acknowledges.</i></p> <p><b>3.11.1.2</b> <i>Because of the economic importance of LBPIA to the City of Mississauga, Region of Peel, and Province of Ontario, development should be either complementary or compatible with airport operations and allow the airport to function at maximum efficiency to achieve full economic potential having regard for:</i></p> <p><i>a. existing and future industry;</i></p> <p><i>b. business and employment opportunities;</i></p> <p><i>c. the interests of existing and future residents.</i></p> <p><b>3.11.1.3</b> <i>Where appropriate, improvements and enhancements of LBPIA will be supported, recognizing the concerns of the existing and future residents and the role of LBPIA in the City of Mississauga, Region of Peel and Province of Ontario.</i></p> <p><b>3.11.1.4</b> <i>The importance of the Airport as a major transportation facility is recognized and its integration with other transportation modes is promoted subject to the provision of adequate ground access facilities and services to accommodate trips to and from the Airport on Provincial Highways and inter-regional transit facilities is encouraged.</i></p> <p><b>3.11.1.5</b> <i>The City will coordinate and integrate its own transportation plans with the Greater Toronto Airports Authority (GTAA).</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies	Section 3.11 Page 18	(Continued)	49	<p><b>3.11.1.6</b>    <i>Appendix H illustrates Airport Obstacle Limitation Surfaces at Lester B. Pearson International Airport.</i></p> <p><b>3.11.2</b>                    <b><i>Aircraft Noise</i></b></p> <p><i>There are areas of Mississauga which are subject to high levels of aircraft noise. As a result, policies are required which set out the restrictions on development within the areas subject to high levels of aircraft noise.</i></p> <p><i>These policies are based on no major second airport being built in the GTA in the foreseeable future.</i></p> <p><b>3.11.2.1</b>                    <b><i>Policies</i></b></p> <p><b>3.11.2.1.1</b>                <i>The policies of this Plan are based on a six-runway configuration of the Airport, however, additional runways may be constructed.</i></p> <p><b>3.11.2.1.2</b>                <i>The City will cooperate with the Federal Government, or successors, to ensure that new construction within the area of influence of the Airport is compatible with the requirements of the Airport for:</i></p> <p><i>a.    protection of navigational aids and telecommunications;</i></p> <p><i>b.    protection from wildlife hazards;</i></p> <p><i>c.    visibility;</i></p> <p><i>d.    height limitations.</i></p> <p><b>3.11.2.1.3</b>                <i>New residential development and redevelopment, and infilling which increases the number of dwelling units will not be permitted within the Lester B. Pearson International Airport (LBPIA) Operating Area outlined on Schedule 2: Urban Form Concept, and the following affected District Land Use Maps: Airport Corporate, East Credit, Gateway, Malton, Meadowvale Village and Northeast.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies	Section 3.11 Page 18	(Continued)	49	<p><b>3.11.2.1.4</b>      <i>Notwithstanding Section 3.11.2.1.3, within the area inside the LBPIA Operating Area identified on Schedule 2: Urban Form Concept, as "Exempt Area", development applications for residential development, redevelopment or infill (being official plan amendments, zoning by-law amendments, plans of subdivision, minor variance or consent applications, site plans) may be processed for approval provided that all of the following are satisfied:</i></p> <p><i>a. appropriate conditions relating to airport noise are included in the approval;</i></p> <p><i>b. the application was filed prior to 1997 February 01, or the lands were designated Residential prior to 1997 February 01;</i></p> <p><i>c. the site is located below the 35 NEF/NEP composite contour;</i></p> <p><i>d. the redevelopment or infill has a density not greater than the highest density of immediately adjacent existing residential development located within the LBPIA Operating Area.</i></p> <p><b>3.11.2.1.5</b>      <i>Notwithstanding Section 3.11.2.1.3, redevelopment or infilling which does not significantly increase the number of dwelling units within the Malton District may be permitted, provided the site is below the 35 NEF/NEP composite contour and has a density not greater than the highest density of immediately adjacent existing residential development located within the LBPIA Operating Area.</i></p> <p><b>3.11.2.1.6</b>      <i>New development and redevelopment or infilling for hospitals, nursing homes, daycare facilities and public and private schools within the LBPIA Operating Area will not be permitted.</i></p> <p><b>3.11.2.1.7</b>      <i>Notwithstanding Section 3.11.2.1.6, redevelopment or infilling for hospitals, nursing homes, daycare facilities and public and private schools within the Malton, Meadowvale Village and East Credit Districts may be permitted inside the LBPIA Operating Area on an individual basis.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies	Section 3.11 Page 18	(Continued)	49	<p><b>3.11.2.1.8</b> For residential land uses, passive use parks, public and private schools, day care facilities, libraries, places of religious assembly, theatres, auditoria, hospitals, and nursing homes, affected by an NEP/NEF of 25 or greater, as shown on Appendix J: 1996 NEP/2000 NEF Composite Noise Contours, and if otherwise permitted by this Plan, a noise study will be undertaken by a qualified acoustical consultant in accordance with Provincial Government policy to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.</p> <p><b>3.11.2.1.9</b> For hotels, motels, retail or service commercial uses, office uses, athletic fields, playgrounds, or outdoor swimming pools affected by an NEP/NEF of 30 or greater, as shown on Appendix J: 1996 NEP/2000 NEF Composite Noise Contours, and if otherwise permitted by this Plan, a noise study will be undertaken by a qualified acoustical consultant in accordance with Provincial Government policy to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.</p> <p><b>3.11.2.1.10</b> For industrial, warehousing, or arena uses affected by an NEP/NEF of 35 or greater, as shown on Appendix J: 1996 NEP/2000 NEF Composite Noise Contours, and if otherwise permitted by this Plan, a noise study will be undertaken by a qualified acoustical consultant in accordance with Provincial Government policy to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.</p> <p><b>3.11.2.1.11</b> For the purposes of this section, redevelopment means an application for approval under the Planning Act for:</p> <p><b>a.</b> the creation of one or more new lots;</p> <p><b>b.</b> the creation of one or more new dwelling units;</p> <p><b>c.</b> a change in land use; or</p> <p><b>d.</b> the construction of buildings or structures;</p> <p>and where the subject lands have or previously had one or more buildings erected thereon.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies	Section 3.11 Page 18	(Continued)	49	<p><b>3.11.2.1.12</b> For the purposes of this Section, infilling means an application for approval under the Planning Act for:</p> <p><i>a. the creation of one or more new lots;</i></p> <p><i>b. the creation of one or more new dwelling units;</i></p> <p><i>c. a change in land use; or</i></p> <p><i>d. the construction of buildings or structures;</i></p> <p><i>and where the subject lands comprise less than 2 ha and the lands have no buildings erected thereon and are located in an area having existing uses of the same or similar character as the use proposed.</i></p> <p><b>3.11.2.1.13</b> Mississauga will require tenants and purchasers to be notified when the proposed development or redevelopment is located between the NEF/NEP contours of 25 and under 30, as shown on Appendix J: 1996 NEP/2000 NEF Composite Noise Contours. Notice is also to be provided regarding the requirement for the provision for central air conditioning.</p> <p><b>3.11.2.1.14</b> Mississauga will require tenants and purchasers to be notified when the proposed development or redevelopment is located at the NEF/NEP contours of 30 and above, as shown on Appendix J: 1996 NEP/2000 NEF Composite Noise Contours. Notice is also to be provided regarding the requirement for the installation of central air conditioning.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.11, Physical Services and Utilities	Section 3.11 Page 21	Currently the Utility land use policies are combined with the general Physical Services policies which can be confusing. It is appropriate to split the Utilities policies out of this section as it is a separate designation on the specific district land use maps. Physical services are permitted in all land use designations.	50	<p>That a new section 3.12, Utilities, be added as follows:</p> <p><b>3.12 UTILITIES</b></p> <p><i>Lands designated Utility permit utility rights-of-way and larger above ground facilities.</i></p> <p><b>3.12.1 Permitted Uses</b></p> <p><b>3.12.1.1</b> <i>Above ground pumping stations, water and sewage treatment plants, piped services, electric transformer and distributing stations, electric transmission lines and cabled services, except when identified as a Provincially Significant Wetland.</i></p> <p><b>3.12.1.2</b> <i>Open Space.</i></p> <p><b>3.12.1.3</b> <i>Greenbelt.</i></p> <p><b>3.12.1.4</b> <i>Parking.</i></p> <p><b>3.12.1.5</b> <i>Outdoor storage areas will be permitted in electric power rights-of-way in Employment Districts.</i></p> <p><b>3.12.2 Policies</b></p> <p><b>3.12.2.1</b> <i>When public works not subject to the Environmental Assessment Act are planned to traverse, coincide with, or otherwise affect the Natural Areas System, an Environmental Impact Study will be required and presented to and approved by the City and the appropriate Conservation Authority. Terms of Reference are available from the City.</i></p>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.11, Physical Services and Utilities	Section 3.11 Page 21	Currently the Utility Land Use Policies are combined with the general Physical Services policies which can be confusing. It is appropriate to split the Utilities policies out of this section as it is a separate designation on District Land Use Maps. Physical services are permitted in all land use designations.	51	<p>That a new Section 3.14, Physical Services, be added as follows:</p> <p><b>3.14     <i>PHYSICAL SERVICES</i></b></p> <p><i>This section sets out the policies of the City with respect to the provision of piped services, including natural gas and oil pipelines; electric power, telephone, and other cabled service, which are permitted in all Land Use Designations except Greenbelt.</i></p> <p><i>Of these services and facilities, the City provides storm sewer services. The Region provides sanitary sewer and water services, and waste management facilities which are addressed in the Region of Peel Official Plan. Natural gas and oil pipelines, electric power, telephones and other cabled services are provided by the private sector.</i></p> <p><b>3.14.1   <i>Policies</i></b></p> <p><b>3.14.1.1</b>   <i>All development will have adequate water, sanitary, and storm drainage facilities.</i></p> <p><b>3.14.1.2</b>   <i>Where possible, the existing conditions should be augmented by the re-establishment of native vegetation and the preservation of existing landforms, vegetation and drainage patterns. All efforts to this effect should be guided by the appropriate environmental agencies according to all Provincial Government, Regional Government and municipal regulations.</i></p> <p><b>3.14.1.3</b>   <i>When public works not subject to the Environmental Assessment Act are planned to traverse, coincide with, or otherwise affect the Natural Areas System, an Environmental Impact Study will be required and presented to and approved by the City and the appropriate Conservation Authority. Terms of Reference are available from the City.</i></p> <p><b>3.14.1.4</b>   <i>Electric power facilities, except for a power generating station will be permitted in any land use designation. Power generating stations will be permitted only in lands designated Industrial.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.11, Physical Services and Utilities	Section 3.11 Page 21	(Continued)	51	<p>That Section 3.11.4, be relocated to Section 3.14.2 as follows:</p> <p><b>3.14.2 Storm Sewer Services</b></p> <p><b>3.14.2.1</b> <i>Appropriate storm sewer facilities will be installed for the safety of residents, with due regard to the need to protect watercourses and associated ecosystems from any possible destructive effects of storm water runoff.</i></p> <p><b>3.14.2.2</b> <i>The sizing of storm sewer facilities will be based on the ultimate development pattern within the various drainage areas.</i></p> <p><b>3.14.2.3</b> <i>Development proposals will be subject to the recommendations of watershed studies to assess potential effects of these proposals on receiving watercourses. In addition, development will be required to implement stormwater management strategies in accordance with the most current stormwater management guidelines prepared by the City, the appropriate Conservation Authority and the Provincial Government.</i></p> <p><b>3.14.2.4</b> <i>Any Stormwater Quality/Quantity Facilities within Greenbelt lands must have regard for the viability of natural features and functions, and will be subject to naturalization efforts as a part of development.</i></p> <p><b>3.14.2.5</b> <i>Storm sewer services policies are to be read in conjunction with urban drainage policies.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.11, Physical Services and Utilities	Section 3.11 Page 21	(Continued)	51	<p>That Section 3.11.5, be relocated to Section 3.14.3 as follows:</p> <p><b>3.14.3    <i>Natural Gas and Oil Pipelines</i></b></p> <p><b>3.14.3.1</b>    <i>The design standards used in the construction of any natural gas or oil transmission pipeline through undeveloped areas within Mississauga will take into account ultimate urbanization near or adjacent to that pipeline.</i></p> <p><b>3.14.3.2</b>    <i>Setbacks of a residence, place of work, or public assembly to an oil or gas easement or associated structure, and an appropriate building design, will be determined based on the type of pipeline, stress level of the pipeline and shall take into consideration the Guidelines for Development in the vicinity of Oil and Gas Pipeline Facilities prepared by the Technical Standards Safety Authority.</i></p> <p><b>3.14.3.3</b>    <i>Existing or new easements accommodating gas and/or oil pipelines should be incorporated into development plans as open space, walkways or bicycle paths but not be incorporated into individual lots. In some cases, in consultation with the pipeline operator, certain other uses such as vehicle parking may be considered if it forms an integral part of the development.</i></p> <p><b>3.14.3.4</b>    <i>Appendix K indicates Oil and Gas Transmission Lines.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.11, Physical Services and Utilities	Section 3.11 Page 21	(Continued)	<b>51</b>	<p>That Section 3.11.6, be relocated to Section 3.14.4 as follows:</p> <p><b>3.14.4 Local Service Power Lines, Telephone, and Other Cabled Services</b></p> <p><b>3.14.4.1</b> Local service power lines, telephone, and other cabled services will be located underground, where feasible and desirable.</p> <p><b>3.14.4.2</b> Telecommunication facilities, including buildings and related structures, satellite dishes and cellular antennas should be designed and located to minimize visual impact in high profile and sensitive areas.</p> <p><b>3.14.4.3</b> To ensure the integration of utilities in future subdivision designs, wherever feasible, services will be located in road rights-of-way. Where this standard location is not possible, the provision of utility easements will be such that:</p> <p><b>a.</b> the land use pattern of the area in which the easement is to be placed is minimally affected;</p> <p><b>b.</b> the environmental policies of this Plan are observed.</p>
Section 3.12, General Policies, Environment	Section 3.12 Page 24	Section 3.12, should be renumbered to Section 3.14, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	<b>52</b>	That Section 3.12, be renumbered to Section 3.15.
Section 3.12.2, General Policies, Environment, Natural Heritage	Section 3 Page 26	It is more appropriate for the existing Section 3.12.3.2.c, to be relocated to this section to have all the habitat related policies together.	<b>53</b>	<p>That a new Section 3.15.2.2.t, be added as follows:</p> <p><b>t.</b> Areas of fish habitat and potential fish habitat, listed in Appendix B: Areas of Fish Habitat and Potential Fish Habitat (Identified by the Provincial Government), will be protected from development. Options available for the protection of fish habitat include the use of setbacks or vegetative buffers. Setbacks and buffers will be determined by the EIS which shall conform with approved fisheries management plans.</p>
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 27	Section 3.12.3.2.a, is covered in Section 3.9, Greenbelt, and therefore, should be deleted.	<b>54</b>	<p>That Section 3.12.3.2.a, be deleted.</p> <p><del><b>a.</b> Natural Hazards are designated Greenbelt and are not suited for development or parking except as otherwise required by the City. Accordingly, through policy and programs, Mississauga will strive to balance goals of ecological restoration and hazard protection.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 27	Section 3.12.3.2.c, is covered in Section 3.9, Greenbelt, and therefore, should be deleted.	55	<p>That Section 3.12.3.2.c, be deleted.</p> <p><del>c. Areas of fish habitat and potential fish habitat, listed in Appendix B: Areas of Fish Habitat and Potential Fish Habitat (Identified by the Provincial Government), will be protected from development. There are a number of options available for the protection of fish habitat such as the use of setbacks or vegetative buffers. Setbacks and buffers will be determined by the EIS which shall conform with approved fisheries management plans.</del></p>
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 27 and 28	Section 3.12.3.2.f, has been moved to Section 3.9, Greenbelt.	56	<p>That Section 3.12.3.2.f, be deleted.</p> <p><del>f. The following uses will be permitted within valley and watercourse corridors subject to the satisfaction of the appropriate Conservation Authority and the City:</del></p> <ul style="list-style-type: none"> <li><del>• flood and/or erosion works;</del></li> <li><del>• facilities which by their nature must locate near water or traverse watercourses (ie. bridges, storm sewer outlets and stormwater management facilities);</del></li> <li><del>• passive recreation activities;</del></li> <li><del>• facilities, buildings, and structures existing as legal non-conforming. Reconstruction, minor additions, and maintenance of these facilities, buildings, and structures may be permitted subject to review;</del></li> <li><del>• accessory facilities to an adjacent land use which are of a passive, non-structural nature and do not adversely affect the ability of the floodplain to pass flood waters.</del></li> </ul>
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 28	Section 3.12.3.2.i, has been moved to Section 3.9, Greenbelt.	57	<p>That Section 3.12.3.2.i, be deleted.</p> <p><del>i. Existing lots of record, additions and alterations to existing development will be subject to individual review at the time of application, having regard for potential environmental effects and hazards and for conformity with Conservation Authority policies.</del></p>
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 28	Section 3.12.3.2.j, has been moved to Section 3.9, Greenbelt.	58	<p>That Section 3.12.3.2.j, be deleted.</p> <p><del>j. Development adjacent to Valley and Watercourse Corridors will be restricted within the identified hazard lands. The limit of Valley and Watercourse Corridors is determined on a site by site basis and is defined by the greater of the “Top of Bank” and/or combined influence of the stable slope/stable slope allowance, erosion allowance, and the average annual recession rate. These parameters are determined through studies completed by the proponent to the satisfaction of the City and the appropriate Conservation Authority.</del></p>

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Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 28	Section 3.12.3.2.l, has been moved to Section 3.9, Greenbelt.	<b>59</b>	That Section 3.12.3.2.l, be deleted.  <del>l. Hazard lands are not suitable for development and will not be included in the calculation of density.</del>
Section 3.12.3, General Policies, Environment Natural Hazards	Section 3 Page 28	Section 3.12.3.2.m, has been moved to Section 3.9, Greenbelt.	<b>60</b>	That Section 3.12.3.2.m, be deleted.  <del>m. On lands adjacent to Lake Ontario, development will generally be directed to areas outside of the hazard lands.</del>
Section 3.13, General Policies, Lake Ontario Waterfront	Section 3.13 Page 33	Section 3.13, should be renumbered to Section 3.16, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	<b>61</b>	That Section 3.13, be renumbered to Section 3.16.
Section 3.14, General Policies, Transportation	Section 3.14 Page 34	Section 3.14, should be renumbered to Section 3.17, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	<b>62</b>	That Section 3.14, be renumbered to Section 3.17.
Section 3.14, General Policies, Transportation	Section 3.14 Page 34	The Transportation and Works Department requested that Section 3.14.2.1, be deleted and replaced with a policy that has been expanded to include supply, demand and technology.	<b>63</b>	That Section 3.14.2.1, be amended as follows:  <del><b>3.14.2.1</b> A more efficient use of road space will be supported and promoted through various incentives, such as the use of High Occupancy Vehicle (HOV) lanes and related incentives to encourage more ride-sharing. Other transportation demand management strategies should be developed, such as alternative work schedules, to reduce the use of transportation infrastructure during peak periods.</del>  <i><b>3.17.2.1</b> Mississauga will develop an efficient transportation network through the provision of transportation infrastructure and services, and by encouraging a greater emphasis on Transportation Demand Management (TDM) solutions and the use of new technologies which improve urban mobility.</i>
Section 3.14, General Policies, Transportation	Section 3.14 Page 34	The Transportation and Works Department requested that a new policy be added after Section 3.14.2.3, to implement objective 2.10.2.11.	<b>64</b>	That a new policy be added to Section 3.14.2 as follows:  <i><b>3.17.2.4</b> Mississauga will develop a safe transportation network through roadway and boulevard design.</i>

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Section 3.14, General Policies, Transportation	Section 3.14 Page 34	The Transportation and Works Department requested that a new policy be added to implement objective 2.10.2.7.	65	That a new policy be added to Section 3.14.2, as follows:  <i>3.17.2.5 Mississauga will develop and monitor transit ridership targets.</i>
Section 3.14, General Policies, Transportation	Section 3.14 Page 34	As a result of adding 2 additional policies, Section 3.14.2.4, should be renumbered to Section 3.14.2.6.	66	That Section 3.14.2.4, be renumbered to Section 3.17.2.6.
Section 3.14 General Policies, Transportation	Section 3.14 Page 34	The Transportation and Works Department requested that Section 3.14.2.5, be relocated to Section 3.14.4.	67	That Section 3.14.2.5, be deleted.  <del>3.14.2.5 Mississauga acknowledges that where there is a transition of function and right-of-way widths at or near municipal boundaries, a suitable transition between right-of-way widths and cross-section designs will be accommodated in consultation with the municipalities involved.</del>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	Section 3.14.3.3, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.  Further, the Transportation and Works Department requested editorial changes to Section 3.14.3.3, to clarify its intent.	68	That Section 3.14.3.3, be amended and renumbered as follows:  <del>3.14.3.3</del> <i>3.17.3.3 The need to provide Accessible transit facilities and passenger amenities, specifically such as, bus bays, bus loops, bus stop platforms, and shelters, will be considered during acquired through the processing of development applications, where appropriate.</i>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested editorial changes to Section 3.14.3.4, to clarify its intent.	69	That Section 3.14.3.4, be amended and renumbered as follows:  <del>3.14.3.4</del> <i>3.17.3.4 Consideration will be given to improving Accessibility for special user groups in the is a priority for the planning and operation of transit services.</i>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested editorial changes to Section 3.14.3.6, to clarify its intent.	70	That Section 3.14.3.6, be amended and renumbered as follows:  <del>3.14.3.6</del> <i>3.17.3.6 The use of transit will be supported and promoted through transit priority measures, such as express services, new technologies, fare integration and service coordination with neighbouring transit and GTA Transit providers systems.</i>

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Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested editorial changes to Section 3.14.3.8, to clarify its intent.	71	<p>That Section 3.14.3.8, be renumbered and amended as follows:</p> <p><del>3.14.3.8</del> <b>3.17.3.8</b> The City Centre Transit Terminal will be a key transit <del>the main</del> hub within for the City and inter-regional transit services as part of the transit network of the GTA. Transit terminals utilized by Mississauga Transit within the City are shown in Appendix L: Transit Terminals.</p>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested Section 3.14.3.9, be deleted as it is shown on Schedule 4 Road and Transit Network Long Term Concept.	72	<p>That Section 3.14.3.9, be deleted.</p> <p><del>3.14.3.9</del> Go Transit is the primary inter-regional service provider supported by a network of commuter rail and bus services.</p>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested that Section 3.14.3.11, be deleted as it is redundant and is covered in Schedule 4.	73	<p>That Section 3.14.3.11, be deleted.</p> <p><del>3.14.3.11</del> ——— Proposals for the development of a rapid transit link between the Airport and Toronto will be subject to, among other matters, a detailed review of the potential ridership demand; the proposals role in serving transit markets; interconnections with GTA Transit corridors; and funding priority relative to other GTA Transit projects.</p>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested editorial changes to Section 3.14.3.12, be deleted and replaced with another policy to clarify its intent.	74	<p>That Section 3.14.3.12, be renumbered and amended as follows:</p> <p><del>3.14.3.12</del> ——— Mississauga supports the development of an inter-regional transit terminal in the vicinity of The East Mall as part of the proposed extension of the Bloor Subway beyond Kipling Station, which will be subject to updating and review of the approved Environmental Assessment. Further extension of the subway system into Mississauga will be subject to detailed review.</p> <p><b>3.17.3.12</b> Mississauga supports an inter-regional transit hub on the Bloor-Danforth subway corridor. Relocation of the existing facilities at Islington would be subject to appropriate studies and cost sharing arrangements with relevant stakeholders. The extension of the Bloor-Danforth subway corridor into Mississauga will be subject to further studies.</p>



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Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested Section 3.14.3.13, be expanded to clarify its intent.	75	<p>That Section 3.14.3.13, be renumbered and amended as follows:</p> <p><del>3.14.3.13—</del> <del>Proposals for a Provincial Highway 407 Transitway should be subject to a detailed review.</del></p> <p><b>3.17.3.13</b> <i>The City supports development of the Highway 407 Transitway as part of an inter-regional Bus Rapid Transit (BRT) network, subject to completion of an environmental assessment study which will examine alternative alignments and station locations within the corridor.</i></p>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested editorial changes to Section 3.14.3.14.b, to clarify its intent.	76	<p>That Section 3.14.3.14.b, be amended and renumbered to 3.17.3.14.b as follows:</p> <p><b>b.</b> <del>The Transitway, which is a proposed east-west inter-regional Rapid Transit facility, is planned</del> <i>A Bus Rapid Transit (BRT) facility is being developed in the Highway 403/Eglinton Avenue corridor to link major development areas such as the City Centre and employment areas around the Airport with Residential Districts and to connect with the GTA Transit network extending into the Region of Halton and the City of Toronto. Development of the Transitway BRT facility will be based on passenger demand and available funding with initial services and transit priority measures phased in as appropriate. Portions of the Transitway BRT alignment are protected by the Province through the Parkway Belt West Plan;</i></p>
Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested that Section 3.14.3.14.c, be revised to clarify its intent.	77	<p>That Section 3.14.3.14.c, be amended and renumbered to 3.17.3.14.c as follows:</p> <p><del>c. the GTAA has identified the internal development of a People Mover System which can be connected to the GTA Transit network in the Georgetown GO Transit rail corridor to the north and to the Transitway corridor at Renforth Drive. The alignment and property requirements for the connection to Renforth Drive will be subject of further study;</del></p> <p><b>c.</b> <i>The City of Mississauga supports the development of a transit connection between the Airport and the inter-regional BRT network;</i></p>

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Section 3.14.3, General Policies, Transportation, Transit	Section 3.14 Page 35	The Transportation and Works Department requested that Section 3.14.3.14.d, be revised to clarify its intent.	<b>78</b>	<p>That Section 3.14.3.14.d, be amended and renumbered to 3.17.3.14.d as follows:</p> <p><del><b>d.</b> GTA Commuter Rail Corridors providing rail service through GO Transit with a focus on efficiently serving key GTA corridors with high transit demand. This Plan also identifies existing GO Transit rail stations and the development of a new station on the Milton GO Transit line, west of Winston Churchill Boulevard.</del></p> <p><i><b>d.</b> GO Transit has plans to improve commuter rail service on the Milton, Lakeshore, and Georgetown corridors. Mississauga supports giving priority to the Milton GO Rail service improvements, including a new rail station west of Tenth Line.</i></p>
Section 3.14.4, General Policies, Transportation, Roads	Section 3.14 Page 35	The Transportation and Works Department requested that a new section be added to implement the transportation objective 2.10.2.8. The other sections will be renumbered accordingly.	<b>79</b>	<p>That a new section be added as Section 3.14.4, which has been renumbered to Section 3.17.4, as follows:</p> <p><i><b>3.17.4.3</b> Mississauga will work with other levels of government agencies and the private sector to encourage a greater emphasis on transportation demand solutions.</i></p>
Section 3.14.4, General Policies, Transportation, Roads	Section 3.14 Page 35	The Transportation and Works Department requested that Section 3.14.2.5, be relocated to Section 3.14.4, Roads	<b>80</b>	<p>That Section 3.14.2.5, be amended and relocated:</p> <p><del><b>3.14.2.5</b></del> <i><b>3.17.4.5</b> Mississauga acknowledges that Where there is a change in road classification or transition of function and right-of-way widths at or near municipal boundaries, a suitable transition between right-of-way widths and cross-section designs will be accommodated location shall be determined in consultation with the municipalities involved.</i></p>

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Section 3.14.4, General Policies, Transportation, Roads	Section 3.14 Page 36	The Transportation and Works Department requested that the Drew Road extension be added to Section 3.14.4.7, to identify it as a priority.	81	<p>That Section 3.14.4.7, be amended and renumbered as follows:</p> <p><del>3.14.4.7</del>   <b>3.17.4.8</b>   Road/rail grade separations may be required for various locations, to support the achievement of a safe and efficient transportation system, and to maintain an adequate level of service on the road network. The following have been <del>initially</del> identified as priority needs:</p> <p><b>a.</b>   Torbram Road and Canadian National Railway (CNR) (north);</p> <p><b>b.</b>   Torbram Road and CNR (south);</p> <p><b>c.</b>   Goreway Drive and CNR;</p> <p><b>d.</b>   <i>Drew Road Extension and CNR</i></p> <p><del>d.</del> <b>e.</b> Erindale Station Road and St. Lawrence and Hudson Railway.</p>
Section 3.14.6, General Policies, Transportation, Parking	Section 3.14 Page 39	Section 3.14.6.3, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	82	<p>That Section 3.14.6.3, be amended and renumbered as follows:</p> <p><del>3.14.6.3</del>   <b>3.17.6.3</b>   Adequate <i>and accessible</i> parking facilities will be provided for special user groups.</p>

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Section 3.14.6, General Policies, Transportation, Parking	Section 3.14 Page 39	The City Plan policy that addressed Cash-in-lieu of parking should be added into Mississauga Plan. As Mississauga reaches maturity, the focus of planning and the issues which will arise will change. As in any fast growing municipality, much of the focus has been on planning for new greenfield areas and other growth-related issues. In the future attention will shift more to redevelopment and intensification issues. As such, issues involving design and the provision of parking will be in the forefront. In many developed areas where intensification is appropriate, the provision of parking can become a barrier to an otherwise appropriate development. The cash-in-lieu policies provide a suitable alternative to on-site parking requirements that support related Corporate Policy and Procedures.	<b>83</b>	<p>That a new policy be added to Section 3.14.6, as follows:</p> <p><b>3.17.6.7</b> <i>City Council may consider receiving a cash payment-in-lieu of all, or part, of the Zoning By-law requirements for parking, having regard for the following:</i></p> <ul style="list-style-type: none"> <li><i>a. the existing parking supply in the surrounding area can accommodate the on-site parking deficiency;</i></li> <li><i>b. the presence of site constraints that prevent the provision of the required number of parking spaces;</i></li> <li><i>c. the use of the property is not considered over-development of the site.</i></li> </ul>
Section 3.14.7, General Policies, Transportation, Trucking	Section 3.14 Page 40	The Transportation and Works Department requested that Section 3.14.7.1, be revised as the second part of the policy is covered in Section 3.14.7.2.	<b>84</b>	<p>That Section 3.14.7.1, be amended as follows:</p> <p><del>3.14.7.1</del> <b>3.17.8.1</b> The movement of goods on the road network by truck will continue to be a vital element of transportation services in Mississauga. <del>Truck routes will be provided with due regard for the need to protect residential neighbourhoods from truck noise, pollutant emissions, and hazard.</del></p>
Section 3.14.7, General Policies, Transportation, Trucking	Section 3.14 Page 40	The Transportation and Works Department requested that editorial changes be made to Section 3.14.7.2.	<b>85</b>	<p>That Section 3.14.7.2, be amended and renumbered as follows:</p> <p><del>3.14.7.2</del> <b>3.17.8.2</b> <del>The following policies ensure protection of residential neighbourhoods:</del>  <i>In view of the need to protect residential neighbourhoods from truck noise, pollutant emissions, and hazards the following policies apply:</i></p> <ul style="list-style-type: none"> <li><del>a. through truck movement will be actively discouraged</del> on local and collector roadways within residential neighbourhoods, <i>will be restricted through the Traffic By-law as required;</i></li> <li><del>b. the location of</del> activities generating substantial truck traffic will be encouraged <i>to locate</i> near or adjacent to Provincial Highways and arterials.</li> </ul>

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Section 3.14.7, General Policies, Transportation, Trucking	Section 3.14 Page 40	The Transportation and Works Department requested that an additional location be identified for improvement to the interchange at Highway 401 E/B off-ramp, west of the Etobicoke Creek.	<b>86</b>	That a new Section 3.14.7.3.e, be added and renumbered as Section 3.17.8.3.e as follows:  <i>e. Provincial Highway 401 E/B off-ramp (west of Etobicoke Creek).</i>
Section 3.14.8, General Policies, Transportation, Cycling and Walking	Section 3.14 Page 40	The Transportation and Works Department requested that Section 3.14.8, Cycling and Walking, be relocated to follow 3.14.5, Road Classification.	<b>87</b>	That Section 3.14.8 be relocated and renumbered to 3.17.6.
Section 3.14.10, General Policies, Transportation, Airport	Section 3.15 Page 42	Section 3.14.10, Airport, should be deleted as it has been relocated to Section 3.11.	<b>87</b>	That Section 3.14.10, be deleted.
Section 3.15, General Policies, Urban Design	Section 3.15 Page 45	Section 3.15, should be renumbered to Section 3.18, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	<b>89</b>	That Section 3.15, be renumbered to Section 3.18.
Section 3.15.6, General Policies, Urban Design Policies, Pedestrian Activity	Section 3.15 Page 48	Section 3.15.6.1, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	<b>90</b>	That Section 3.15.6.1, be amended and renumbered as follows:  <del>3.15.6.1</del> <b>3.18.6.1</b> The design of buildings, spaces and streetscapes will ensure pedestrian amenity, climatic comfort and safety in all publicly accessible spaces and will encourage active use of the sidewalks and public spaces <i>for all, including those with disabilities</i> .
Section 3.15.6, General Policies, Urban Design Policies, Pedestrian Activity	Section 3.15 Page 48	Section 3.15.6.4, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	<b>91</b>	That Section 3.15.6.4, be amended and renumbered as follows:  <del>3.15.6.4</del> <b>3.18.6.4</b> An attractive and comfortable environment for pedestrians <i>including those with disabilities</i> will be created through the use of landscaping, the screening of unattractive views, protection from the elements, as well as the buffering of parking, loading and storage areas.
Section 3.15.6, General Policies, Urban Design Policies, Pedestrian Activity	Section 3.15 Page 48	Section 3.15.6.5, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	<b>92</b>	That Section 3.15.6.5, be amended and renumbered as follows:  <del>3.15.6.5</del> <b>3.18.6.5</b> Where buildings and structures are separated from roadways by parking lots, efforts to upgrade pedestrian access <i>for all, including those with disabilities</i> to buildings through landscaping, site design and the development of street-related frontages are encouraged.

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Section 3.15.6, General Policies, Urban Design Policies, Pedestrian Activity	Section 3.15 Page 48	Section 3.15.6.6, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	93	That Section 3.15.6.6, be amended and renumbered as follows:  <del>3.15.6.6</del> <b>3.18.6.6</b> Residential areas will be planned to preserve privacy and comfort and will provide easy and safe pedestrian access <i>for all, including those with disabilities</i> to commercial and community facilities.
Section 3.15.13, General Policies, Urban Design Policies, Accessibility	Section 3.15 Page 52	A new subsection should be added to the Urban Design Section to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	94	That a new Section 3.18.13, be added as follows:  <b>3.18.13 Accessibility</b>  <b>3.18.13.1</b> <i>The design of the physical and built environment should have regard for accessibility for those with disabilities.</i>  <b>3.18.13.2</b> <i>The physical and built environment should be designed in such a manner that it is accessible to all, including those with disabilities, and should have regard for universal principles, where appropriate.</i>
Section 3.15.13, General Policies, Urban Design Policies, Accessibility	Section 3.15 Page 52	The existing Section 3.15.13, should be renumbered to Section 3.18.14.	95	That Section 3.15.13, be renumbered to Section 3.18.14.
Section 3.16, General Policies, Community Uses	Section 3 Page 53	Section 3.16, should be renumbered to Section 3.19, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	96	That Section 3.16, be renumbered to Section 3.19.
Section 3.16, General Policies, Community Uses	Section 3 Page 53	Section 3.16.1.1, is covered in Section 2.5.1.1	97	That Section 3.16.1.1, be deleted.  <del>3.16.1.1</del> Mississauga will have an appropriate level of facilities and services such as recreation, education, religious, spiritual, cultural, and emergency services and facilities.
Section 3.16, General Policies, Community Uses	Section 3 Page 53	Section 3.16.1.4, should be a policy, and therefore, relocated to Section 3.16.2, Policies.	98	That Section 3.16.1.4, be deleted.  <del>3.16.1.4</del> Community uses generally occupy small sites on arterial or collector roads along transit routes and serve immediate or surrounding District needs.

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Section 3.16.2, General Policies, Community Uses, Policies	Section 3 Page 53	Whereas, Section 3.16.2.1, permits community uses in all land use designations and Greenbelt lands do not permit development, this section should be revised to not include Greenbelt lands. It should also be renumbered appropriately.	99	That Section 3.16.2.1, be renumbered and amended as follows:  <del>3.16.2.1</del> <b>3.19.2.1</b> Community uses are permitted in all land use designations, <i>except Greenbelt</i> . Notwithstanding the forgoing, development, infilling and redevelopment for public and private schools, day care facilities, hospitals, <del>nursing homes</del> will not be permitted as a principal or accessory use within the LBPIA Operating Area except for those parts of the East Credit, Malton and Meadowvale Village Districts within the LBPIA Operating Area below the 35 NEF/NEP noise contour, subject to the aircraft noise policies of this Plan.
Section 3.16.2, General Policies, Community Uses, Policies	Section 3 Page 53	It is appropriate to limit accessory uses in conjunction with permitted community uses.	100	That a new Section 3.19.2.2, be added as follows:  <b>3.19.2.2</b> <i>Accessory uses will be permitted and should generally be limited to a maximum of 20% of the total Gross Floor Area (GFA).</i>
Section 3.16.2, General Policies, Community Uses, Policies	Section 3.16 Page 53	A policy should be added permitting accessory uses associated with Community Uses to be consistent with other sections of Mississauga Plan.	101	That a new section 3.19.2.3, be added as follows:  <b>3.19.2.3</b> <i>Accessory uses should be on the same lot, clearly subordinate to and directly related to the functioning of the permitted use.</i>
Section 3.16.2, General Policies, Community Uses, Policies	Section 3.16 Page 53	The existing Section 3.16.1.4, should be moved from the “Introduction” to the “Policies” section of Community Uses.	102	That a new Section 3.19.2.7, be added as follows:  <b>3.19.2.7</b> <i>Community uses generally occupy small sites on arterial or collector roads along transit routes and serve immediate or surrounding District needs.</i>
Section 3.17, General Policies, Heritage Resources	Section 3.17 Page 55	Section 3.17, should be renumbered to Section 3.20, to accommodate the addition of the new Greenbelt, Utility and Airport sections.	103	That Section 3.17, be renumbered to Section 3.20.

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Section 3, General Policies, Schedule 3, Environmental Area	Schedule 3	The Transportation and Works Department requested a number of revisions to Schedule 3: Environmental Areas.	104	<p>That Schedule 3: Environmental Areas, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise North-South Arterial Road alignment;</li><li>2. Add illustration of Ninth Line as Arterial south of Eglinton Avenue West to Dundas Street West, Town of Oakville border;</li><li>3. Update current Airport Terminal configuration (new Terminal 1).</li></ol>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Schedule 3: Environmental Areas			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies, Schedule 4, Road and Transit Network Long Term Concept	Schedule 4	The Transportation and Works Department requested a number of revisions to Schedule 4: Road and Transit Network Long Term Concept.	105	<p>That Schedule 4: Road and Transit Network Long Term Concept, be amended as follows:</p> <ol style="list-style-type: none"><li>Revise the Argentia Road Major Collector realignment west of Tenth Line West;</li><li>Delete the Meadowpine Boulevard extension Major Collector from Meadowvale Boulevard to Mississauga Road;</li><li>Add illustration of Ninth Line as Arterial south of Eglinton Avenue West to Dundas Street West, Town of Oakville border;</li><li>Revise ramps at Hurontario Street and Highway 401;</li><li>Add Future Major Collector conceptual Britannia Road East link to Abilene Drive from Tomken Road to Kennedy Road;</li><li>Add Confederation Parkway ramp changes in City Centre (BRT alignment);</li><li>Revise MTO Highway 401 westbound off-ramp east of Dixie Road;</li><li>Relocate Ridgeway Transitway Station to east side of Ridgeway Drive;</li><li>Revise North-South Arterial Road alignment;</li><li>Update current Airport Terminal configuration (new Terminal 1);</li><li>Delete "(conceptual)" after "Future Arterial" in legend;</li><li>Add "Future Major Collector (conceptual)" in legend;</li><li>Revise "Transitway" and" Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station";</li><li>Revise "GTA Transit Airport Connections" in legend to "Transit Airport Connections";</li><li>Add Note: "The Britannia Road East link to Abilene Drive is conceptual and is subject to further study";</li></ol>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies, Schedule 4, Road and Transit Network Long Term Concept	Schedule 4	(continued)	105	16. Add Note: "Roads shown on the map are not all under Mississauga jurisdiction";  17. Delete Mavis Road Transitway Station;  18. Revise Transitway alignment in City Centre area.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Schedule 4: Road and Transit Network Long Term Concept			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies, Schedule 5, Designated Rights-Of-Way	Schedule 5	The Transportation and Works Department requested a number of revisions to Schedule 5: Designated Rights-Of-Way Widths.	106	<p>That Schedule 5: Designated Rights-Of-Way Widths, be amended as follows:</p> <ol style="list-style-type: none"><li>Revise the Argentia Road realignment west of Tenth Line West;</li><li>Delete the Meadowpine Boulevard extension 30 m ROW Width from Meadowvale Boulevard to Mississauga Road;</li><li>Add illustration of Ninth Line as 35 m ROW Width south of Eglinton Avenue West to Dundas Street West, Town of Oakville border;</li><li>Revise ramps at Hurontario Street and Highway 401;</li><li>Add 26 m ROW Width conceptual Britannia Road East link to Abilene Drive from Tomken Road to Kennedy Road;</li><li>Add Confederation Parkway ramp changes in City Centre (BRT alignment);</li><li>Revise MTO Highway 401 westbound off-ramp east of Dixie Road;</li><li>Revise North-South Arterial Road 36 m and 30 m ROW Width alignment;</li><li>Revise Dundas Street West ROW Width between Ninth Line and Highway 403 from 35 m to 42 m and add to legend;</li><li>Revise Centre View Drive ROW Width between Station Road and Rathburn Road West from 30 m to 30 m-50 m and add to legend;</li><li>Revise Centre View Drive ROW Width between western boundary of City Centre District and Station Road from 30 m to 50 m;</li><li>Revise Rathburn Road West ROW Width between Station Road and Centre View Drive from 40 m to 55 m and add to legend;</li></ol>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 3, General Policies, Schedule 5, Designated Rights-Of-Way	Schedule 5	(Continued)	106	13. Update current Airport Terminal configuration (new Terminal 1);  14. Add Note: "Designated Right-of-Way Widths" shown on the map are not all under Mississauga jurisdiction.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Schedule 5: Designated Right-of-Way Widths			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4, District Policies, Schedule 6, Planning Districts	Schedule 6	The Transportation and Works Department requested revisions to Schedule 6: Planning Districts.	107	That Schedule 6: Planning Districts, be amended as follows:  1. Revise North-South Arterial Road alignment;  2. Add illustration of Ninth Line as Arterial south of Eglinton Avenue West to Dundas Street West, Town of Oakville border;  3. Update current Airport Terminal configuration (new Terminal 1).
Section 4, District Policies, Schedule 6, Planning Districts	Schedule 6	Upon further review, it is appropriate to amend Schedule 6: Planning Districts, and to add the Airport lands to the Northeast Employment District.	108	That Schedule 6: Planning Districts, be amended as follows:  4. Add Airport Area to the Northeast Employment District.



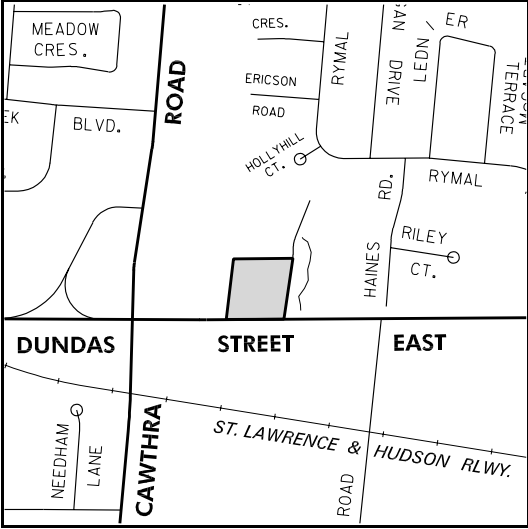
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Schedule 6: Planning Districts			

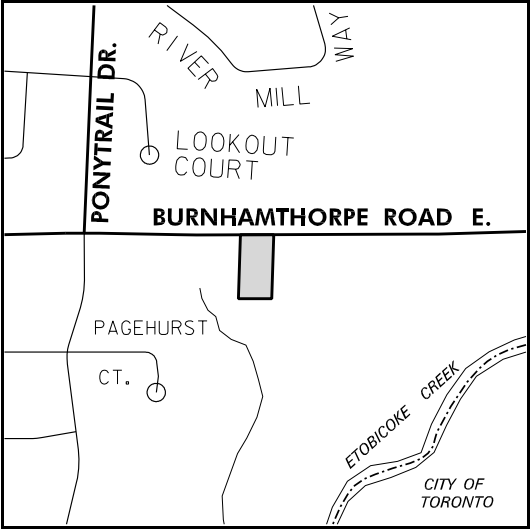
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.2.4, District Policies, Airport Corporate, Land Use	Section 4.2 Page 4	As the Airport Corporate District is located entirely within a node this section can be deleted as the Business Employment provisions are covered by the City Centre and Nodes policies.	109	<p>That Section 4.2.4.1, be deleted.</p> <p><del>4.2.4.1 — Business Employment</del></p> <p><del>Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</del></p> <p><del>a. — motor vehicle body repair facilities.</del></p>

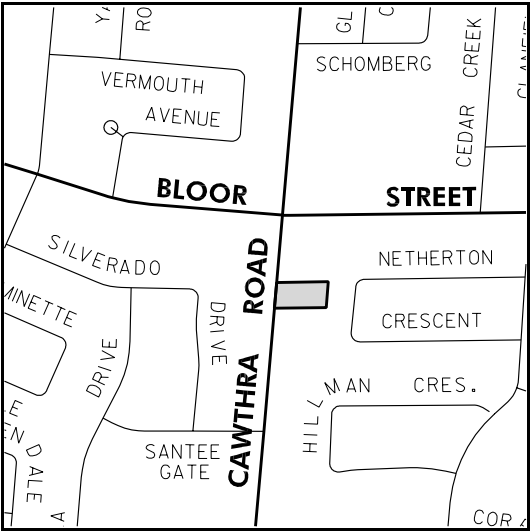
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.2, District Policies, Airport Corporate District Policies, Airport Corporate District Land Use Map	Airport Corporate District Land Use Map	The Transportation and Works Department requested a number of editorial changes to the Airport Corporate District Land Use Map.	110	<p>That the Airport District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise North-South Arterial Road alignment;</li><li>2. Revise MTO Highway 401 westbound off-ramp east of Dixie Road;</li><li>3. Update current Airport Terminal configuration (new Terminal 1);</li><li>4. Delete "(conceptual)" after "Future Arterial" in legend;</li><li>5. Revise "GTA Transit Airport Connections" in legend to "Transit Airport Connections";</li><li>6. Revise "Transitway" and " Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".</li></ol>
Section 4.2, District Policies, Airport Corporate District Policies, Airport Corporate District Land Use Map	Airport Corporate District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	111	<p>That the Airport District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"><li>7. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.</li></ol>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Airport Corporate District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.3.4, District Policies, Applewood, Land Use	Section 4.3 Page 5	The reference to low-rise is not required as the height is capped at 4-storeys.	112	<p>That Section 4.3.4.1.4, be amended as follows:</p> <p><b>4.3.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits townhouse dwellings, all forms of horizontal multiple dwellings, and <del>low-rise</del> apartments, at a Floor Space Index (FSI) of 0.4-0.9. Building height should not exceed 4-storeys.</p>
Section 4.3.4, District Policies, Applewood, Land Use	Section 4.3 Page 5	The Comprehensive Zoning By-law Review identified that, the Floor Space Index (FSI) range should be adjusted to reflect the existing zoning and development.	113	<p>That Section 4.3.4.1.5, be amended as follows:</p> <p><b>4.3.4.1.5 Residential High Density I</b></p> <p>The Residential High Density I designation permits apartment dwellings at a Floor Space Index (FSI) of 0.5-<del>±0</del> 1.2.</p>
Section 4.3.4, District Policies, Applewood, Land Use	Section 4.3 Page 5	The Comprehensive Zoning By-law Review identified that, the Floor Space Index (FSI) range should be adjusted to reflect the existing zoning and development.	114	<p>That Section 4.3.4.1.6, be amended as follows:</p> <p><b>4.3.4.1.6 Residential High Density II</b></p> <p>The Residential High Density II designation permits apartment dwellings at a Floor Space Index (FSI) of <del>±0</del> 1.2-1.5.</p>
Section 4.3.4, District Policies, Applewood, Land Use	Section 4.3 Page 6	The term “car dealership” should be deleted and replaced “motor vehicle sales” to be consistent with the rest of Mississauga Plan.	115	<p>That Section 4.3.4.3.1, be amended as follows:</p> <p><b>4.3.4.3.1 General Commercial</b></p> <p>a. Notwithstanding the General Commercial policies of this Plan, <del>car dealerships</del> <i>motor vehicle sales</i> will not be permitted on the lands located at the northwest corner of Bloor Street and Runningbrook Drive.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.3.6, District Policies, Applewood, Special Sites	Section 4.3 Page 10	Section 4.3.6.6, Site 5, should be amended by designating the site Office and permitting apartment dwellings in accordance with the Residential High Density I designation to eliminate the split designation.	116	<p>That Section 4.3.6.6, Special Site 5, be amended as follows:</p> <p><b>4.3.6.6                      Site 5</b></p> <div></div> <p>The lands identified as Special Site 5 are located on the north side of Dundas Street East, east of Cawthra Road.</p> <p>Notwithstanding the provisions of the Office and/or <del>Residential High Density I</del> designations, <i>apartment dwellings in accordance with the Residential High Density I designation, will also be permitted and</i> the following additional policies will apply:</p> <ul style="list-style-type: none"><li>a. the extension of the existing cemetery is also permitted on the westerly portion of these lands;</li><li>b. approval for development will be subject to approval of a tree survey submission which demonstrates appropriate tree preservation measures.</li></ul>

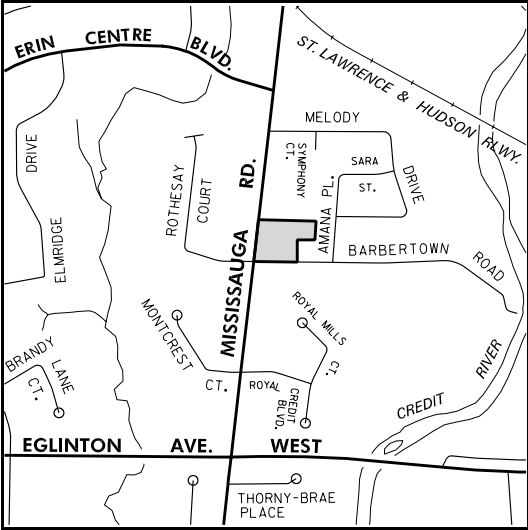
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.3.6, District Policies, Applewood, Special Sites	Section 4.3 Page 12	A new Special Site should be added to recognize the existing zoning which permits a veterinary clinic in a detached dwelling.	117	<p>That a new Special Site be added to the Applewood District Policies as follows:</p> <p><b>4.3.6.11                      Site 10</b></p> <div></div> <p><i>The lands identified as Special Site 10 are located on the south side of Burnhamthorpe Road East, east of Ponytrail Drive.</i></p> <p><i>Notwithstanding the provisions of the Greenbelt designation,, a veterinary clinic will also be permitted.</i></p>

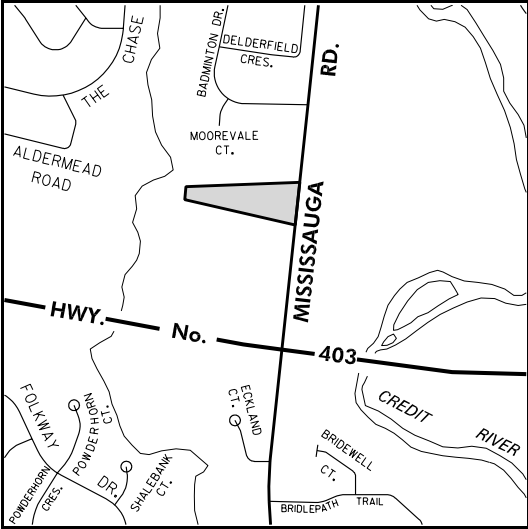
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.3.6, District Policies, Applewood, Special Sites	Section 4.3 Page 12	A new Special Site should be added to recognize the existing zoning which permits a detached dwelling or office for a maximum of 3 non-resident physicians, dentists and drugless practitioners.	118	<p>That a new Special Site be added to the Applewood District Policies as follows:</p> <p><b>4.3.6.12                      Site 11</b></p> <div></div> <p><i>The lands identified as Special Site 11 are located on the east side of Cawthra Road, south of Bloor Street.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation,, only a detached dwelling or an office for a maximum of three (3) non-resident physicians, dentists and drugless practitioners will be permitted.</i></p>




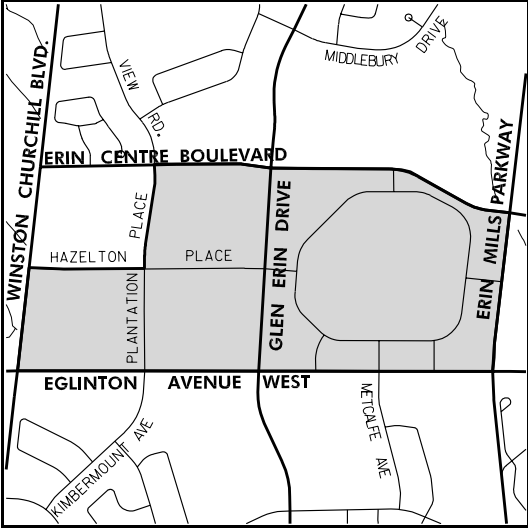
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.3, District Policies, Applewood District, Applewood District Land Use Map	Applewood District Land Use Map	The lands identified as Special Site 5 should be redesignated to Office to eliminate the split designation.	119	That the Applewood District Land Use Map, be amended as follows:  1. Redesignate the lands located north of Dundas Street East, east of Cawthra Road the lands identified by Special Site 5, from "Office" and "Residential High Density II" to "Office".
Section 4.3, District Policies, Applewood District, Applewood District Land Use Map	Applewood District Land Use Map	As a result of revising the General Commercial policies to only permit motor vehicle uses in Employment Districts but not in Nodes, the site located at the north-west corner of Dundas Street East and Dixie Road should be redesignated from General Commercial to Motor Vehicle Commercial to be consistent with the existing zoning and development.	120	That the Applewood District Land Use Map, be amended as follows:  2. Redesignate the lands located at the north-west corner of Dundas Street East and Dixie Road, from "General Commercial" to "Motor Vehicle Commercial".
Section 4.3, District Policies, Applewood District, Applewood District Land Use Map	Applewood District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	121	That the Applewood District Land Use Map, be amended as follows:  3. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Applewood District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4.3, District Policies, Central Erin Mills District Policies, Land Use Policies	Section 4.4 Page 4	Section 4.4.3.1.3, should be amended to permit all forms of horizontal dwellings to be consistent with other sections of Mississauga Plan.	122	<p>That Section 4.4.3.1.3, be amended as follows:</p> <p><b>4.4.3.1.3 Residential Medium Density I</b></p> <p>The Residential Medium Density I designation permits detached, semi-detached, <del>townhouse</del> <i>horizontal multiple</i> dwellings or any combination of these dwelling units, within a density range of 27-57 units per net residential hectare. <del>All forms of horizontal dwellings will also be permitted within this density range.</del></p>
Section 4.4.5, District Policies, Central Erin Mills District Policies, Special Sites	Section 4.4 Page 6	Section 4.4.5.2, Special Site 1, should be deleted as it is covered in the heritage policies.	123	<p>That Section 4.4.5.2, be deleted.</p> <p><del>4.4.5.2 Site 1</del></p> <div></div> <p><del>The lands identified as Special Site 1 are located on the northeast corner of Mississauga Road and Barbertown Road and are known as the Barber House. The Barber House has been designated under the <i>Ontario Heritage Act</i> since 1982.</del></p> <p><del>Notwithstanding the provisions of the General Commercial designation, this site will be subject to the following policies:</del></p> <ul style="list-style-type: none"><li><del>a. renovations will have regard for the preservation of the significant architectural features and not detract or destroy any of the heritage features or architectural elements;</del></li><li><del>b. the design and height of any addition should be in keeping with the existing building.</del></li></ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4.5, District Policies, Central Erin Mills District Policies, Special Sites	Section 4.4 Page 6	Section 4.4.5.3, Special Site 2, should be deleted as the lands have been developed for retirement dwellings which are permitted in the Residential Low and Medium Density categories.	124	<p>That Section 4.4.5.3, be deleted.</p> <p><del>4.4.5.3</del> — <del>Site 2</del></p>  <p>The lands identified as Special Site 2 are located on west side of Mississauga Road, north of Provincial Highway 403.</p> <p><del>A convent is permitted on the site.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4.5, District Policies, Central Erin Mills District Policies, Special Sites	Section 4.4 Page 7	Section 4.4.5.4, Special Site 3, to permit townhouses should be deleted as the lands where the townhouses are located are being redesignated to Residential Medium Density I.	125	<div><div>That Section 4.4.5.4, be deleted.</div><div><del>4.4.5.4</del> — <del>Site 3</del></div><div></div><div><div>The lands identified as Special Site 3 are bounded by Erin Centre Boulevard, Plantation Place, Hazelton Place and Winston Churchill Boulevard.</div><div>Notwithstanding the provisions of the Residential High Density II designation on these lands, the following additional policy will apply:</div><div><div>a. townhouses will be permitted on approximately 2 ha at the southwest corner of Erin Centre Boulevard and Plantation Place.</div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4.5, District Policies, Central Erin Mills District Policies, Special Sites	Section 4.4 Page 7	Section 4.4.3.5.b, Special Site 4, should be deleted as the requirement for a concept plan is covered under Section 5, Implementation.	126	<p>That Section 4.4.5.5, Site 4, be amended as follows:</p> <p><b>4.4.5.5                      Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are bounded by Erin Centre Boulevard, Plantation Place, Hazelton Place, Winston Churchill Boulevard, Eglinton Avenue West and Erin Mills Parkway.</p> <p>Notwithstanding the General Commercial designation, <i>Residential High Density II uses will be permitted. on these lands, the following additional policies will apply:</i></p> <p><del>a. Residential High Density II uses will be permitted;</del></p> <p><del>b. a concept plan will be required as part of a development application, which will address among other aspects, the following:</del></p> <ul style="list-style-type: none"><li><del>major land use components of the subject lands;</del></li><li><del>circulation, including pedestrian, vehicular and transit;</del></li><li><del>engineering services;</del></li><li><del>development controls, including urban design, landscaping features, provision of parking facilities, accessibility and open space;</del></li><li><del>compatible architectural design.</del></li></ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	With respect to the lands located on the south side of Eglinton Avenue West, east side of Winston Churchill Boulevard, the 8-storey apartment building and the 7-storey retirement building should be redesignated from Residential High Density I to Residential High Density II and the townhouse dwellings on the site should be redesignated to Residential Medium Density I to reflect existing development.	<b>127</b>	That the Central Erin Mills District Land Use Map, be amended as follows:  1. Redesignate the lands on the south side of Eglinton Avenue West, east side of Winston Churchill Boulevard, the 8-storey apartment building and the 7-storey retirement building, from "Residential High Density I" to "Residential High Density II";  2. Redesignate the lands on the south side of Eglinton Avenue West, east side of Winston Churchill Boulevard, the townhouse dwellings on the site, from "Residential High Density I" to "Residential Medium Density I".
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	The lands identified for townhouse dwellings in Special Site 3, should now be identified as Medium Density I on the District Land Use Map to reflect existing development.	<b>128</b>	That the Central Erin Mills District Land Use Map, be amended as follows:  3. Redesignate the lands (approximately 2 hectares) at the southwest corner of Erin Centre Boulevard and Plantation Place from "Residential High Density II" to "Medium Density I".
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east side of Erin Mills Parkway, north of Eglinton Avenue West are used for access to the Erin Mills Town Centre and currently designated Greenbelt. The lands are owned and maintained by the City of Mississauga and, therefore, should have no land use designation.	<b>129</b>	That the Central Erin Mills District Land Use Map, be amended as follows:  4. Delete the "Greenbelt" designation on the lands located on the east side of Erin Mills Parkway, north of Eglinton Avenue West that are used for road access into the Erin Mills Town Centre. The node boundary should be adjusted to include these lands.
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located north of Carlson Court, south of Termini Terrace should be redesignated from Greenbelt to Public Open Space as the lands are part of the adjacent park and are not consistent with the requirements in the Greenbelt policies or Greenbelt Zoning.	<b>130</b>	That the Central Erin Mills District Land Use Map, be amended as follows:  5. Redesignate the lands located north of Carlson Court, south of Termini Terrace from "Greenbelt" to "Public Open Space".
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	The Transportation and Works Department requested that reference to the "Transitway" and "Transitway Station" be replaced with "Bus Rapid Transit" and "Bus Rapid Transit Station".	<b>131</b>	That the Central Erin Mills District Land Use Map, be amended as follows:  6. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.4, District Policies, Central Erin Mills District Policies, District Land Use Map	Central Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	132	That the Central Erin Mills District Land Use Map, be amended as follows:  7. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Central Erin Mills District Land Use Map			

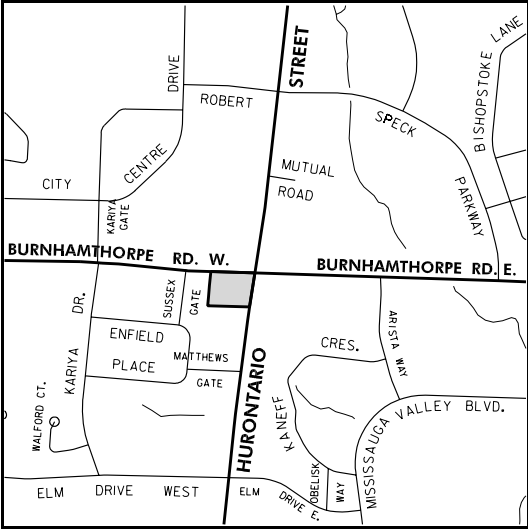
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.5, District Policies, Churchill Meadows District Policies, Development Concept	Section 4.5 Page 4	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	133	That Section 4.5.2.d, be amended as follows:  <b>d.</b> proximity to Provincial Highway 403, Provincial Highway 407 and the <del>Mississauga Transitway</del> <i>Bus Rapid Transit facility</i> ;
Section 4.5, District Policies, Churchill Meadows District Policies, Land Use	Section 4.5 Page 8	Section 4.5.4.1.4, should be revised to be consistent with other sections of Mississauga Plan.	134	That Section 4.5.4.1.4, be amended as follows:  <b>4.5.4.1.4 Residential High Density I</b>  The Residential High Density I designation permits <del>back-to-back townhouses dwellings, stacked townhouses and medium-rise</del> <i>horizontal multiple dwellings and</i> apartment buildings at a density range of 45-138 units per net residential hectare with a maximum height of 8-storeys.
Section 4.5, District Policies, Churchill Meadows District Policies, Land Use	Section 4.5 Page 8	Section 4.5.4.2.2, should be deleted as it is covered under Section 3.3.1, Business Employment, Permitted Uses.	135	That Section 4.5.4.2.2, be deleted.  <del><b>4.5.4.2.2</b> Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</del>  <del><b>a.</b> motor vehicle body repair facilities;</del>  <del><b>b.</b> motor vehicle repair garages.</del>
Section 4.5, District Policies, Churchill Meadows District Policies, Land Use	Section 4.5 Page 8	As the location for elementary schools in the Churchill Meadows Planning District have been determined Section 4.5.4.4, is redundant.	136	That Section 4.5.4.4, be deleted.  <del><b>4.5.4.4 Schools</b></del>  <del>Elementary schools should be near parkland with access to the Multi-Use Recreational Trail System.</del>
Section 4.5.5.1, District Policies, Churchill Meadows District Policies, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.5 Page 9	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	137	That Section 4.5.5.1, Table 1, Basic Road Characteristics, be amended as follows:  1. Add Ninth Line as 35 m ROW Width south of Eglinton Avenue West to Dundas Street West, Town of Oakville border.

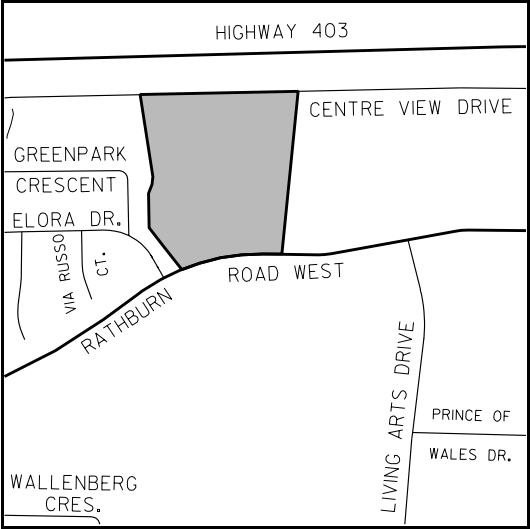
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.5, District Policies, Churchill Meadows District Policies, Special Site Policies	Section 4.5 Page 11	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	138	That Section 4.5.7.2.a, Site 1, be amended as follows:  a. the physical integration of the <del>Transitway</del> <i>Bus Rapid Transit (BRT) facility</i> with adjacent development will be encouraged;
Section 4.5, District Policies, Churchill Meadows District Policies, Special Site Policies	Section 4.5 Page 11	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	139	That Section 4.5.7.3.2.a, Area 2A, Site 2, be amended as follows:  a. the physical integration of the <del>Transitway</del> <i>Bus Rapid Transit (BRT) facility</i> with adjacent development will be encouraged.
Section 4.5, District Policies, Churchill Meadows District Policies, District Land Use Map	Churchill Meadows District Land Use Map	The lands currently designated Residential Medium Density I on the north side of Workman Drive, east of Long Valley Road should be redesignated to Residential Low Density II as the current zoning only permits detached dwellings.	140	That the Churchill Meadows District Land Use Map, be amended as follows:  1. Redesignate the lands on the north side of Workman Drive, east of Long Valley Road from "Residential Medium Density I" to "Residential Low Density II".
Section 4.5, District Policies, Churchill Meadows District Policies, District Land Use Map	Churchill Meadows District Land Use Map	The lands currently designated Residential Medium Density I on the north side of Eglinton Avenue West, west of Long Valley Road should be redesignated to Residential Low Density II as the current zoning only permits detached dwellings.	141	That the Churchill Meadows District Land Use Map, be amended as follows:  2. Redesignate the lands on the north side of Eglinton Avenue West, west of Long Valley Road from "Residential Medium Density I" to "Residential Low Density II".
Section 4.5, District Policies, Churchill Meadows District Policies, District Land Use Map	Churchill Meadows District Land Use Map	The Transportation and Works Department requested that reference to the “Transitway” and “Transitway Station” be replaced with “Bus Rapid Transit” and “Bus Rapid Transit Station”.	142	That the Churchill Meadows District Land Use Map, be amended as follows:  3. Add Ninth Line as an Arterial Road south of Eglinton Avenue West to Dundas Street West;  4. Relocate the Ridgeway Transitway Station to the east side of Ridgeway Drive;  5. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.5, District Policies, Churchill Meadows District Policies, District Land Use Map	Churchill Meadows District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	143	That the Churchill Meadows District Land Use Map, be amended as follows:  6. Revise "Open Space" to "Public Open Space" in Land Use Designations legend;.

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SEE Churchill Meadows District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.6, District Policies, City Centre District Policies, Development Concept, Development Objectives	Section 4.6 Page 4	A new Section 4.6.2.2.n, should be added to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	144	That a new Section 4.6.2.2.n, be added as follows:  <i>n. Encourage pedestrian related development that is accessible to all, including those with disabilities.</i>
Section 4.6, District Policies, City Centre District Policies,	Section 4.6 Page 4	The 8 <sup>th</sup> bullet of Section 4.6.3.2.1.a, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	145	That the 8 <sup>th</sup> bullet of Section 4.6.3.1.a, be amended as follows:  • promote a balance of vehicular traffic and pedestrian priorities with features and amenities critical to pedestrian comfort, convenience and safety <i>for all, including those with disabilities</i> ;
Section 4.6, District Policies, City Centre District Policies,	Section 4.6 Page 5	The 2 <sup>nd</sup> bullet in Section 4.6.3.2.1.a, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	146	That the 2 <sup>nd</sup> bullet of Section 4.6.3.2.1.a, be amended as follows:  • promote pedestrian amenity, comfort, convenience and safety <i>for all, including those with disabilities</i> ;
Section 4.6, District Policies, City Centre District Policies,	Section 4.6 Page 6	The 8 <sup>th</sup> bullet in Section 4.6.3.2.2.d, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	147	That the 8 <sup>th</sup> bullet in Section 4.6.3.2.2.d, be amended as follows:  • <del>access for the physically challenged</del> <i>access for all, including those with disabilities</i> , to and from building entrances and the public sidewalk, parking areas, and open spaces.
Section 4.6, District Policies, City Centre District Policies,	Section 4.6 Page 7	The 3 <sup>rd</sup> bullet in Section 4.6.3.2.2.g, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	148	That the 3 <sup>rd</sup> bullet in Section 4.6.3.2.2.g, be amended as follows:  • <i>clear</i> identification of the site address <i>for all, including those with disabilities</i> .
Section 4.6, District Policies, City Centre District Policies, Mixed Use, Permitted Uses	Section 4.6 Page 20	This section should delete reference to “recreational” as recreational facilities are considered a community use.  Further, reference to “park” should be deleted as it is permitted under open space.	149	That Section 4.6.4.1.1.g, be amended as follows:  <i>g. Community and recreational facilities, and park and open space.</i>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.6.5.1, District Policies, City Centre District Policies, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.6 Page 20	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	150	<p>That Section 4.6.5.1, Table 1, Basic Road Characteristics, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise Centre View Drive ROW Width between Station Road and Rathburn Road West from 30 m to 30 m-50 m;</li><li>2. Revise Centre View Drive ROW Width between western boundary of City Centre District and Station Road from 30 m to 50 m;</li><li>3. Revise Rathburn Road West ROW Width between Station Road and Centre View Drive from 40 m to 55 m;</li></ol>
Section 4.6, District Policies, City Centre District Policies, Transportation	Section 4.6 Page 22	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	151	<p>That Section 4.6.5.2.4, 2<sup>nd</sup> and 3<sup>rd</sup> paragraphs, be amended as follows:</p> <p>As part of the proposed Mississauga <del>Transitway</del> <i>Bus Rapid Transit (BRT) facility</i>, the existing transit terminal may be expanded to serve future development growth and to connect with the <del>Transitway</del> <i>BRT facility</i>. In the long term, an additional <del>transitway</del> <i>BRT</i> station is also proposed near Hurontario Street, between Rathburn Road West and Provincial Highway 403.</p> <p>Transit facilities will be designed to accommodate the City-wide transit network; an internal transit service operating on the perimeter roadway around Square One; the east-west <del>Transitway</del> <i>BRT facility</i> in the Provincial Highway 403 corridor, inter-urban transit systems; and the pedestrian system linking office concentrations, Square One and cultural activities.</p>

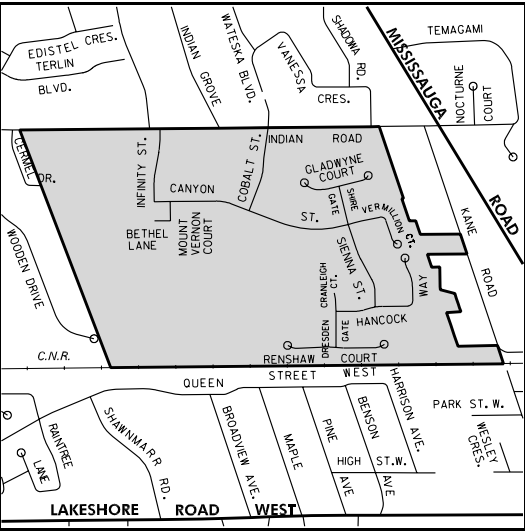
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.6, District Policies, City Centre District Policies, Special Site Policies	Section 4.6 Page 25	Special Site 4 should be reformatted to be consistent with other Special Sites in Mississauga Plan.	152	<p>That Section 4.6.7.5, be amended as follows:</p> <p><b>4.6.7.5                      Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are located at the southwest corner of Burnhamthorpe Road West and Hurontario Street.</p> <p>Notwithstanding the provisions of the Mixed Use designation, <del>the following additional policy will apply:</del></p> <p><b>a.</b> a motor vehicle service station will be permitted.</p>

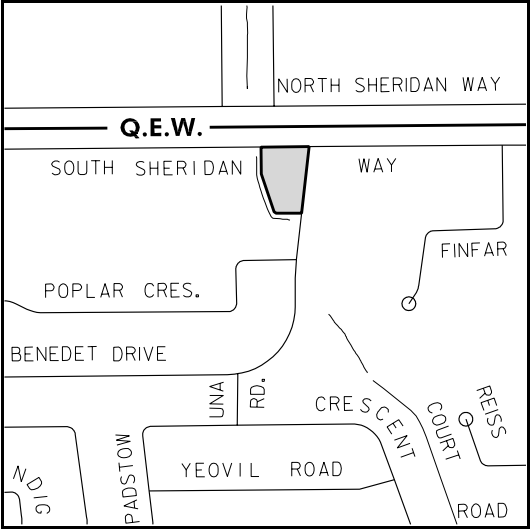
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.6, District Policies, City Centre District Policies, Special Site Policies	Section 4.6 Page 25	A new Special Site should be added for the lands located north of Rathburn Road West, west of the proposed Confederation Parkway extension to permit townhouse dwellings, to be consistent with the existing zoning.	153	<p>That a new Special Site be added to the City Centre District Policies as follows:</p> <p><b>4.6.7.6                      Site 5</b></p> <div><p>The map shows a shaded area representing Special Site 5. It is located north of Rathburn Road West, west of the proposed Confederation Parkway extension. The site is bounded by Highway 403 to the north, Centre View Drive to the east, and Rathburn Road West to the south. To the west of the site are several streets: Greenpark Crescent, Elora Dr., Wallenberg Cres., Via Russo Ct., and Living Arts Drive. To the east of the site is Prince of Wales Dr.</p></div> <p><i>The lands identified as Special Site 5 are located north of Rathburn Road West, west of the Confederation Parkway extension.</i></p> <p><i>Notwithstanding the provisions of the Mixed Use designation, townhouse dwellings will be permitted.</i></p>




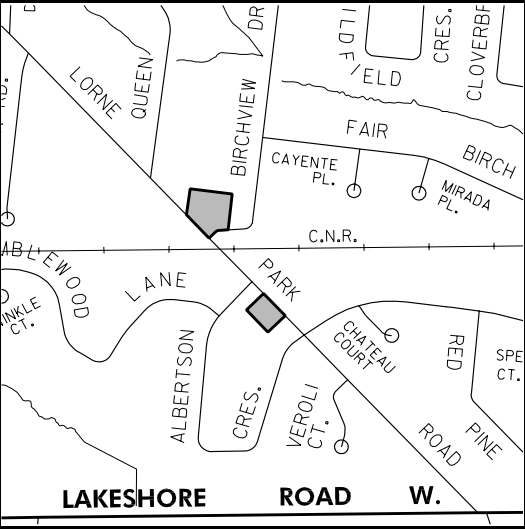
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.6, District Policies, City Centre District Policies, City Centre District Land Use Map	City Centre District Land Use Map	The Transportation and Works Department requested that reference to the “Transitway” and “Transitway Station” be replaced with “Bus Rapid Transit” and “Bus Rapid Transit Station”.	154	<p>That the City Centre District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Revise the location of the Transitway off-ramp and alignment at Confederation Parkway;</li><li>2. Delete option 2 and renumbering option 3 accordingly;</li><li>3. Replace the reference to "Transitway" and" Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".</li></ol>
Section 4.6, District Policies, City Centre District Policies, City Centre District Land Use Map	City Centre District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	155	<p>That the City Centre District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"><li>4. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.</li></ol>

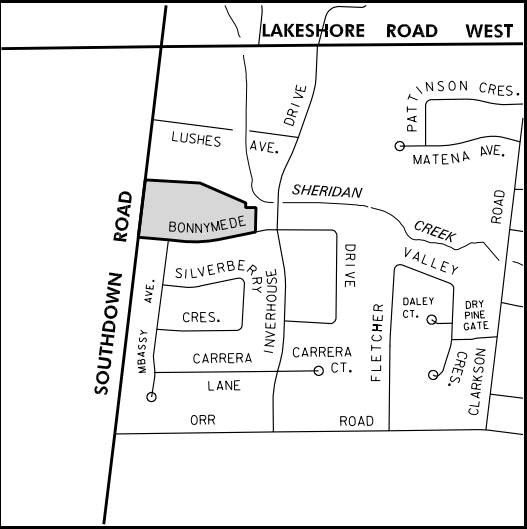
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE City Centre District Land Use Map			

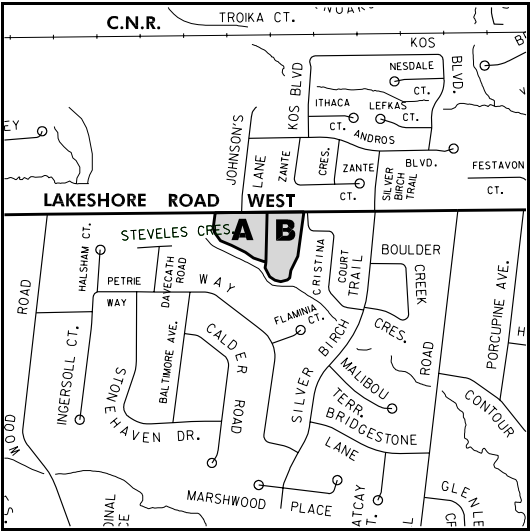
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 7	Section 4.7.4.4.1.a, is redundant as motor vehicle sales is prohibited in Mainstreet Commercial (See Section 3.5.1.2.c).	156	<p>That Section 4.7.4.4.1.a, be deleted.</p> <p><del>4.7.4.4.1 Mainstreet Commercial</del></p> <p><del>a. Notwithstanding the Mainstreet Commercial policies of this Plan, car dealerships will not be permitted.</del></p>
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 7	Reference in Section 4.7.4.4.2.a, to “car dealerships” should be replaced with “motor vehicle sales” to be consistent with the rest of Mississauga Plan.	157	<p>That Section 4.7.4.4.2.a, be amended as follows:</p> <p><del>a. Notwithstanding the General Commercial policies of this Plan, car dealerships</del> <i>motor vehicle sales</i> will not be permitted.</p>
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 10	Section 4.7.7.4, Special Site 3, should be deleted as the lands have all been zoned. The maximum number of dwelling units permitted through the zoning is 395.	158	<p>That Section 4.7.7.4, be deleted.</p> <p><del>4.7.7.4 Site 3</del></p> <div><p>The map shows a residential area in Mississauga. Key streets include Indian Road running horizontally across the top, Kane Road running vertically on the right, and Queen Street West running horizontally across the bottom. Other streets shown include Edistel Cres. Terlin Blvd., Indian Grove, Wateska Blvd., Vaneesa Cres., Shadow Rd., Temagami, Nocturne Court, Cobalt St., Gladwyne Court, Vermilion Ct., Kane Road, Renshaw Court, Queen Street West, Brown Ave., Pine Ave., High St. W., Park St. W., West Creek, Lakeshore Road West, Swanmore Rd., Raintree Lane, and C.N.R. The area between Indian Road and Kane Road, west of Kane Road, is shaded grey and labeled as the area of Special Site 3.</p></div> <p><del>The lands identified as Special Site 3 are located between Indian Road and the CNR tracks, west of Kane Road.</del></p> <p><del>Notwithstanding their Residential Low Density I designation, the maximum number of detached dwellings will not exceed 395 units.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 15	Special Site 10 should be amended to permit only a gas bar. Permitting a food store is redundant as a convenience retail kiosk with a maximum gross floor area of 300 m <sup>2</sup> is permitted in conjunction with a gas bar.	159	<div><div><div>That Section 4.7.7.11, Site 10, be amended as follows:</div><div><div>4.7.7.11Site 10</div><div></div></div><div><div>The lands identified as Special Site 10 are located at the southwest corner of South Sheridan Way and Benedet Drive.</div><div>Notwithstanding the provisions of the Motor Vehicle Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a: only a gas bar <del>and food store</del> will be permitted.</div></div></div></div></div>

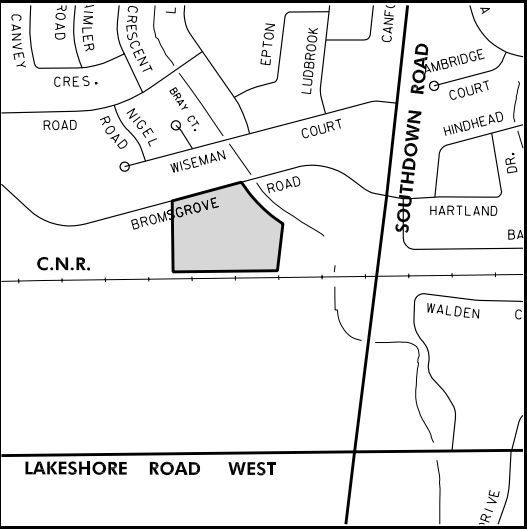
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 15	Reference in Special Site 11 to “car wash” should be deleted and replaced with “motor vehicle wash” to be consistent with the terminology used in Mississauga Plan.	160	<div><div>That Section 4.7.7.12, Site 11, be amended as follows:</div><div><div>4.7.7.12Site 11</div><div></div></div><div><div>The lands identified as Special Site 11 are located at the northwest corner of Lakeshore Road West and Clarkson Road.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a. a motor vehicle service station and <del>car</del> motor vehicle wash will be permitted.</div></div></div></div>

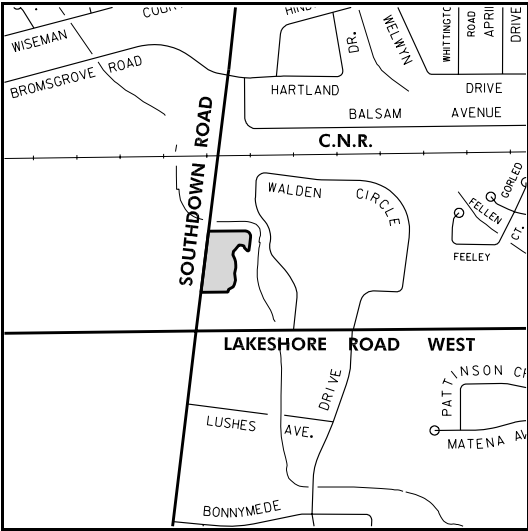
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 16	The graphic and the first paragraph of Special Site 12 should be amended to describe the location of the motor vehicle repair garage on the north side of the railway tracks on the east side of Lorne Park Road.	161	<p>That Section 4.7.7.13, Site 12, be amended as follows:</p> <p><b>4.7.7.13                      Site 12</b></p> <div></div> <p>The lands identified as Special Site 12 are located <i>north of Lorne Park Road, west of Birchview Drive and south of Lorne Park Road, and east of Albertson Crescent.</i></p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p> <p><del>a.</del> <i>a</i> motor vehicle repair garage will be permitted.</p>

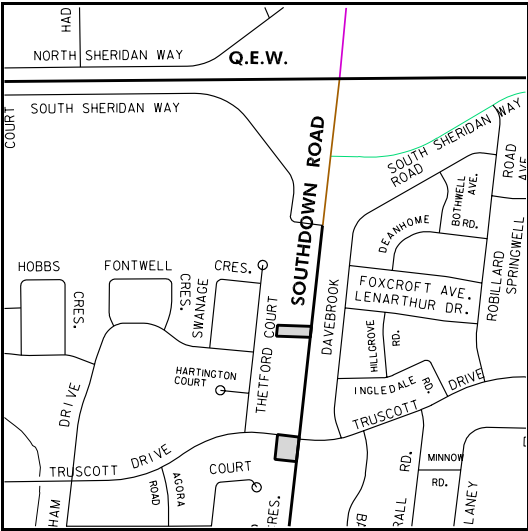
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 17	A new Special Site should be added to the Clarkson-Lorne Park District Policies to recognize the existing 4-storey stacked townhouse dwellings located on the north side of Bonnymede Drive, east of Southdown Road.	162	<div><div><p>That a new Special Site be added to the Clarkson-Lorne Park District Policies as follows:</p><p><b>4.7.7.18                      Site 17</b></p><p>The lands identified as Special Site 17 are located on the north side of Bonnymede Drive, east of Southdown Road.</p><p>Notwithstanding the provisions of the Residential Medium Density I designation, horizontal multiple dwellings will be permitted.</p></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 17	A new Special Site should be added to the Clarkson-Lorne Park District Policies to recognize the existing townhouses and 3-storey retirement dwelling on the south side of Lakeshore Road West, west of Cristina Court.	163	<p>That a new Special Site be added to the Clarkson-Lorne Park District Policies as follows:</p> <p><b>4.7.7.19                      Site 18</b></p> <div></div> <p><i>The lands identified as Special Site 18 are located on the south side of Lakeshore Road West, west of Cristina Court.</i></p> <p><b>4.7.7.19.1                      Area 18A</b></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, retirement dwellings with a Floor Space Index (FSI) of 1.3, to a maximum height of 3-storeys, will be permitted.</i></p> <p><b>4.7.7.19.2                      Area 18B</b></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, 21 one-storey townhouse dwellings will be permitted.</i></p>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies	Section 4.7 Page 17	A new Special Site should be added to the Clarkson-Lorne Park District Policies to recognize the existing four-storey stacked townhouse dwellings located on the south side of Bromsgrove Road, west of Southdown Road.	164	<p>That a new Special Site be added to the Clarkson-Lorne Park District Policies as follows:</p> <p><b>4.7.7.20                      Site 19</b></p> <div></div> <p><i>The lands identified as Special Site 19 are located on the south side of Bromsgrove Road, west of Southdown Road.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, horizontal multiple dwellings will be permitted.</i></p>

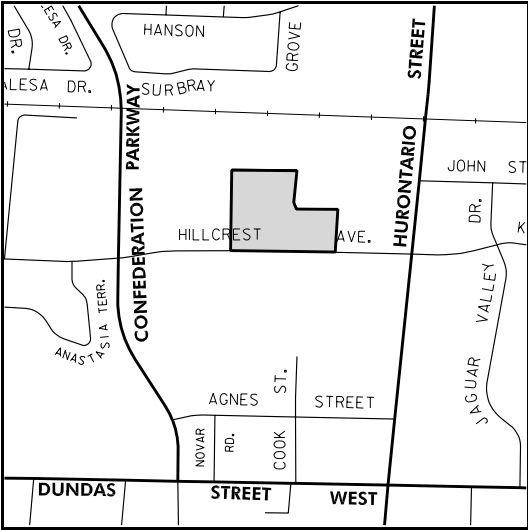
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies, Special Site Policies	Section 4.7 Page 17	A new Special Site should be added to the Clarkson-Lorne Park District Policies to permit a 15-storey apartment building with an Floor Space Index of 5.5 to be consistent with the existing zoning on the lands located on the east side of Southdown Road, north of Lakeshore Road West.	165	<p>That a new Special Site be added to the Clarkson-Lorne Park District Policies as follows:</p> <p><b>4.7.7.21                      Site 20</b></p> <div><p>The map shows a street grid in Mississauga. Southdown Road runs vertically. To its east is a shaded rectangular area labeled 'Special Site 20'. To the west of Southdown Road are streets: Wiseman, Bromsgrove Road, Hartland Drive, Balsam Drive, and Bonnymede. To the east of Southdown Road are streets: Walden Circle, Lushes Ave., and Matena Ave. A horizontal line labeled 'C.N.R.' (Canadian National Railway) runs across the middle. Other streets shown include Whittington Road, April Drive, Feeley, and Pattonson Ct.</p></div> <p><i>The lands identified as Special Site 20 are located on the east side of Southdown Road, north of Lakeshore Road West.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, an apartment building with a maximum height of 15-storeys and a maximum Floor Space Index (FSI) of 5.5 is permitted.</i></p>

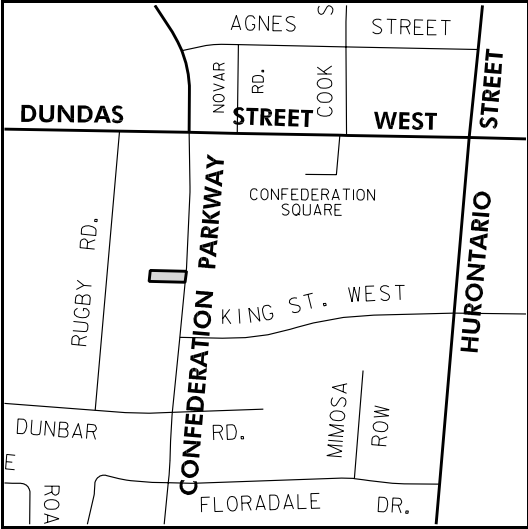
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.7, District Policies, Clarkson-Lorne Park District Policies, Special Site Policies	Section 4.7 Page 17	The Comprehensive Zoning By-law Review identified that, a new Special Site should be added to the Clarkson-Lorne Park District Policies on the lands located on the west side of Southdown Road, south of Truscott Drive and north of Truscott Drive to be consistent with the existing zoning and development.	166	<p>That a new Special Site be added to the Clarkson-Lorne Park District Policies as follows:</p> <p><b>4.7.7.22                      Site 21</b></p> <div></div> <p><i>The lands identified as Special Site 21 are located on the west side of Southdown Road, south of Truscott Drive and north of Truscott Drive.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, offices will be permitted.</i></p>

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Section 4.7, District Policies, Clarkson-Lorne Park District Policies, District Land Use Map	Clarkson-Lorne Park District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	167	That the Clarkson-Lorne Park District Land Use Map, be amended as follows:  1. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

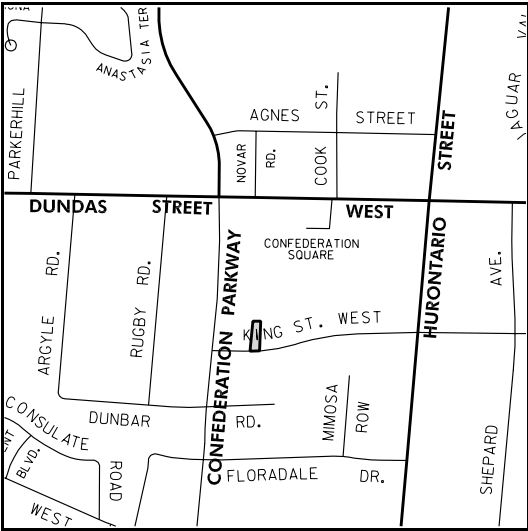
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Clarkson-Lorne Park District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, Land Use	Section 4.8 Page 8	Section 4.8.4.1.4, should be revised to be consistent with other sections of Mississauga Plan.	168	<p>That section 4.8.4.1.4, be amended as follows:</p> <p><b>4.8.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings and <del>low-rise</del> apartments at a Floor Space Index (FSI) of 0.4-0.9. Building height should not exceed a maximum of 4-storeys unless otherwise specified in the Urban Design policies of this Plan.</p>
Section 4.8, District Policies, Cooksville District Policies, Land Use	Section 4.8 Page 8	The Comprehensive Zoning By-law Review identified that, the Floor Space Index (FSI) range should be adjusted to reflect the existing zoning and development.	169	<p>That Section 4.8.4.1.5, be amended as follows:</p> <p><b>4.8.4.1.5 Residential High Density I</b></p> <p>The Residential High Density I designation permits apartment dwellings at a Floor Space Index of <del>1.0-1.8</del> 0.5-1.5. Buildings should not exceed a maximum of 8-storeys in height unless otherwise specified in the Urban Design policies of this Plan.</p>
Section 4.8, District Policies, Cooksville District Policies, Land Use	Section 4.8 Page 9	The Comprehensive Zoning By-law Review identified that, the Floor Space Index (FSI) range should be adjusted to reflect the existing zoning and development.	170	<p>That Section 4.8.4.1.6, be amended as follows:</p> <p><b>4.8.4.1.6 Residential High Density II</b></p> <p>The Residential High Density II designation permits apartment dwellings at a Floor Space Index of <del>1.9</del> 1.5-2.9.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, Special Site Policies	Section 4.8 Page 16	The word “Commercial” should be deleted from Section 4.8.6.7, Special Site 6, to permit all types of accessory uses.	171	<div><div><div>That Special Site 6, Section 4.8.6.7, be amended as follows:</div><div><div>4.8.6.7</div><div>Site 6</div><div>A map of a residential area in Mississauga. Hillcrest Ave. runs horizontally across the middle. To its north are Hanson Grove and Surbray. To its south are Agnes St., Cook St., and Dundas Street West. To the west of Hillcrest Ave. is Confederation Parkway. To the east of Hillcrest Ave. is Hurontario Street. Other streets shown include Lesa Dr., Novar Rd., and Sanguar Valley Dr. A specific parcel on Hillcrest Ave. is shaded in grey.</div></div><div><div>The lands identified as Special Site 6 are located <del>along</del> on the north side of Hillcrest Avenue, west of Hurontario Street.</div><div>Notwithstanding <i>the provisions of</i> the Residential High Density II designation, <del>on the lands, the following additional policies will apply:</del></div><div><div>a:</div><div>office development will be permitted at a maximum gross floor area of 61 439 m<sup>2</sup>, of which a maximum of 9 290 m<sup>2</sup> will be used for accessory <del>commercial</del> uses.</div></div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, Special Site Policies	Section 4.8 Page 19	A new Special Site should be added to recognize the existing uses to permit offices on the west side of Confederation Parkway, south of Dundas Street West.	172	<div><div><div>That a new Special Site be added the Cooksville District Policies as follows:</div><div><div><div>4.8.6.16Site 15</div><div></div></div></div><div><div>The lands identified as Special Site 15 are located on the west side of Confederation Parkway, south of Dundas Street West.</div><div>Notwithstanding the provisions of the Residential Low Density II designation, offices will be permitted.</div></div></div></div>

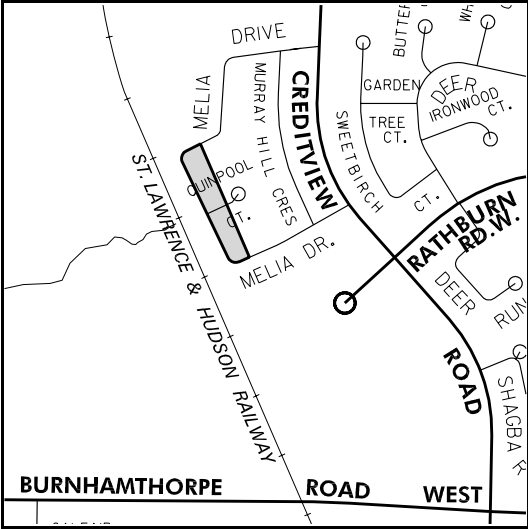


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, Special Site Policies	Section 4.8 Page 19	A new Special Site should be added to recognize the existing offices on the north side of King Street West, east of Confederation Parkway.	173	<p>That a new Special Site be added the Cooksville District Policies as follows:</p> <p><b>4.8.6.17                      Site 16</b></p> <div></div> <p><i>The lands identified as Special Site 16 are located on the north side of King Street West, east of Confederation Parkway.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, offices will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map	Cooksville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands on the north side of John Street, east of Hurontario Street should be redesignated from Residential High Density I to Residential High Density II to be consistent with the existing zoning.	174	That the Cooksville District Land Use Map, be amended as follows:  1. Redesignate the lands located on the north side of John Street, east of Hurontario Street from "Residential High Density I" to "Residential High Density II".
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map.	Cooksville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the land located east of Clayhill Road, across from Shoreline Drive should be redesignated from Residential Medium Density to Public Open Space to be consistent with the existing development and the proposed zoning.	175	That the Cooksville District Land Use Map, be amended as follows:  2. Redesignate the lands located east of Clayhill Road, across from Shoreline Drive from "Residential Medium Density I" to "Public Open Space".
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map	Cooksville District Land Use Map	Convenience Commercial lands that are located on an Arterial Road and are surrounded by lands designated General Commercial should be redesignated to General Commercial.	176	That the Cooksville District Land Use Map, be amended as follows:  3. Redesignate the following lands from "Convenience Commercial" to "General Commercial": <ul style="list-style-type: none"> <li>• the north side of Dundas Street West, west of Parkerhill Boulevard;</li> <li>• the south side of Dundas Street West, west of Confederation Parkway;</li> <li>• the north side of Dundas Street East, east of Kirwin Avenue;</li> <li>• the north side of Dundas Street East, east of Franze Drive;</li> <li>• the south side of Dundas Street East, east of Burslem Road.</li> </ul>
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map	Cooksville District Land Use Map	The lands located south of the railway tracks on the east side of Hurontario Street should be redesignated from Convenience Commercial to Mainstreet Commercial as they are located on an Arterial Road and are surrounded by lands designated Mainstreet Commercial.	177	That the Cooksville District Land Use Map, be amended as follows:  4. Redesignate the lands located on the east side of Hurontario Street, south of the railway tracks from "Convenience Commercial" to "Mainstreet Commercial".

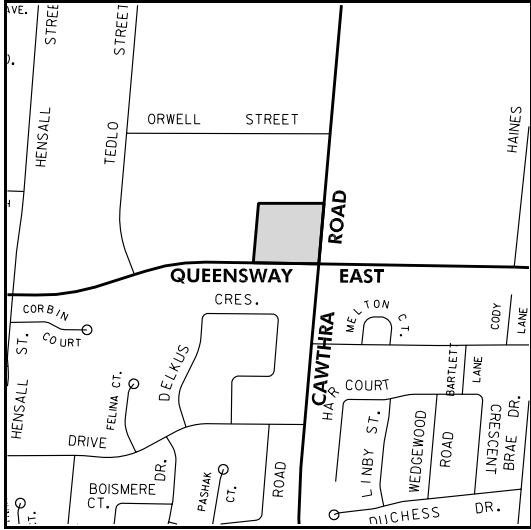
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map	Cooksville District Land Use Map	As a result of revising the General Commercial policies to only permit motor vehicle uses in Employment Districts but not in Nodes, various sites along Dundas Street West and East should be redesignated from General Commercial to Motor Vehicle Commercial to be consistent with the existing zoning and development.	178	<p>That the Cooksville District Land Use Map, be amended as follows:</p> <p>5. Redesignate the following lands from "General Commercial" to "Motor Vehicle Commercial":</p> <ul style="list-style-type: none"><li>• the north-west corner of Dundas Street East and Franze Drive;</li><li>• the north-east corner of Dundas Street East and Given Road;</li><li>• the south-east corner of Dundas Street East and Cliff Road;</li><li>• the west side of Hensal Street, south of Dundas Street East;</li><li>• the south side of Dundas Street West, east of Mary Fix Creek;</li><li>• the south-west corner of Dundas Street West and Argyle Road.</li></ul>
Section 4.8, District Policies, Cooksville District Policies, District Land Use Map	Cooksville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	179	<p>That the Cooksville District Land Use Map, be amended as follows:</p> <p>6. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Cooksville District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.9, District Policies, Creditview District Policies, Land Use	Section 4.9 Page 4	Section 4.9.4.2, should be deleted as it is operational.	180	<p>That Section 4.9.4.2, be deleted.</p> <p><del>4.9.4.2 — Open Space</del></p> <p><del>A pedestrian linkage may be developed connecting this community with lands, which may be developed as the City's Public Gardens, on the west side of the St. Lawrence &amp; Hudson Railway.</del></p>
Section 4.9, District Policies, Creditview District Policies, Land Use	Section 4.9 Page 8	The Comprehensive Zoning By-law Review identified that, a new Special Site should be added for the street townhouse dwellings located on the east side of Melia Drive, east and west of Quinpool Court as they are currently designated Residential Low Density II which only permits detached, semi-detached, and duplexes.	181	<p>That a new Special Site be added to the Creditview District Policies as follows:</p> <p><b>4.9.6.7                      Site 6</b></p> <div><p>The map shows a residential area with Melia Drive running vertically. To the west of Melia Drive is the St. Lawrence &amp; Hudson Railway. To the east of Melia Drive are several streets: Quinpool Ct., Murray Hill Cres, Sweet Birch Ct., Garden Tree Ct., Butterfield Ct., and Deerwood Ct. Further east is Rathburn Rd. W. The area is labeled 'CREDITVIEW' and 'BURNHAMTHORPE ROAD WEST'. A specific area on the east side of Melia Drive, between Quinpool Ct. and Murray Hill Cres, is highlighted with a grey box and labeled 'Special Site 6'.</p></div> <p><i>The lands identified as Special Site 6 are located on the east side of Melia Drive east and west of Quinpool Court.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, townhouse dwellings will also be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.9, District Policies, Creditview District Policies	Section 4.9 Creditview District Land Use Map	The Transportation and Works Department requested editorial changes to the Creditview District Land Use Map.	182	That the Creditview District Land Use Map, be amended as follows:  1. Delete the Mavis Road Transitway Station and revise the Transitway alignment;  2. Replace the reference to "Transitway" and" Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.9, District Policies, Creditview District Policies	Section 4.9 Creditview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	183	That the Creditview District Land Use Map, be amended as follows:  3. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Creditview District Land Use Map			

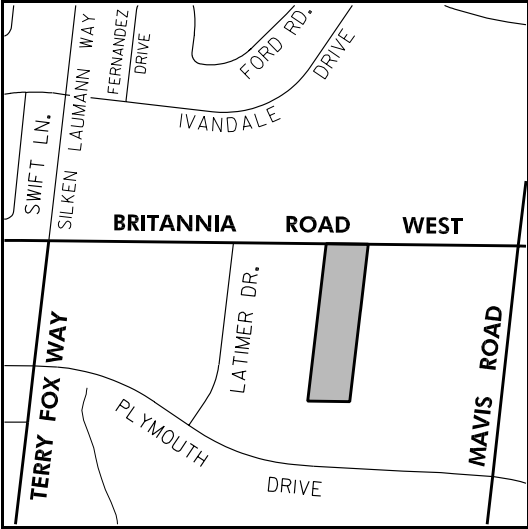
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.10, District Policies, Dixie District Policies, Land Use	Section 4.10 Page 4	A new policy should be added to Section 4.10.4, Land Use, to permit existing employment uses that require extensive outdoor processing and storage to continue or expand.	184	<p>That a new Section be added to Section 4.10.4, as follows:</p> <p><b>4.10.4.3 Business Employment</b></p> <p><i>Notwithstanding the Business Employment policies of this Plan, the following additional uses will be permitted:</i></p> <p><i>a. existing industrial uses that require extensive outdoor processing and storage will be permitted, and may expand.</i></p>
Section 4.10, District Policies, Dixie District Policies, Special Site Policies	Section 4.10 Page 11	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation in Employment Districts, it would be appropriate to redesignate all lands currently designated Motor Vehicle Commercial to Business Employment. As a result, Section 4.10.6.6, Site 5, should be deleted.	185	<p>That Section 4.10.6.6 Site 5, be deleted.</p> <p><del>4.10.6.6 Site 5</del></p> <div></div> <p><del>The lands identified as Special Site 5 are located at the northwest corner of Queensway East and Cawthra Road.</del></p> <p><del>Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policy will apply:</del></p> <p><del>a. all types of restaurants will be permitted.</del></p>

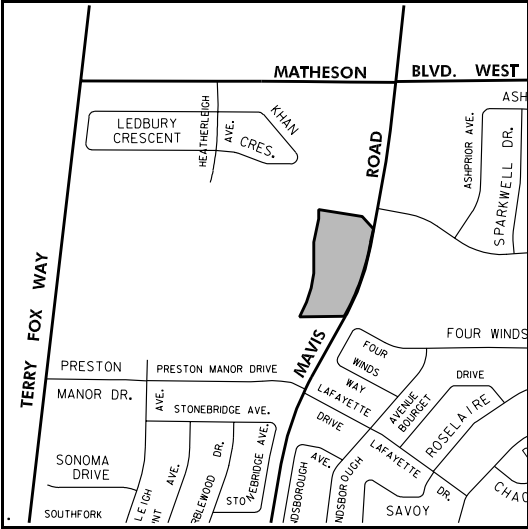


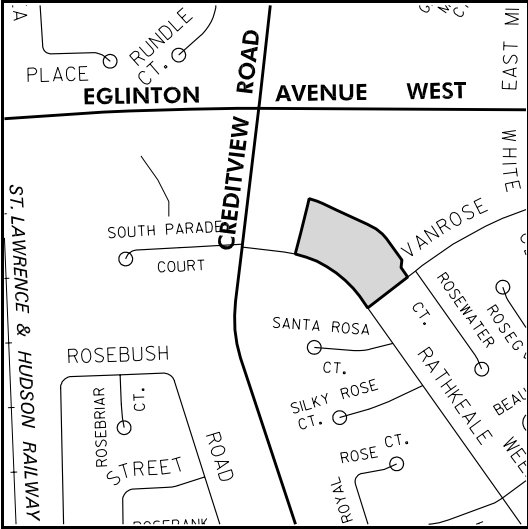
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.10, District Policies, Dixie District Policies, District Land Use Map	Dixie District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located south of the St. Lawrence and Hudson Railway Tracks between Haines Road and Dixie Road, with an existing zoning of M2 should be redesignated from Business Employment to Industrial to be consistent with existing development and existing and proposed zoning.	<b>186</b>	That the Dixie District Land Use Map, be amended as follows:  1. Redesignate the lands located south of the St. Lawrence and Hudson Railway, between Haines Road and Dixie Road from "Business Employment" to "Industrial", and add "Industrial" to the Land Use Designations legend.
Section 4.10, District Policies, Dixie District Policies, District Land Use Map	Dixie District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located north of the St. Lawrence and Hudson Railway, west of Blundell Road should be redesignated from Business Employment to General Commercial to be consistent with the existing zoning and development.	<b>187</b>	That the Dixie District Land Use Map, be amended as follows:  2. Redesignate the lands located north of the St. Lawrence and Hudson Railway, west of Blundell Road from "Business Employment" to "General Commercial".
Section 4.10, District Policies, Dixie District Policies, District Land Use Map	Dixie District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the General Commercial designation, all lands currently designated Motor Vehicle Commercial should be redesignated to General Commercial.	<b>188</b>	That the Dixie District Land Use Map, be amended as follows:  3. Redesignate the following lands from "Motor Vehicle Commercial" to "General Commercial": <ul style="list-style-type: none"> <li>• southeast corner of Dundas Street East and Haines Road;</li> <li>• southwest corner of Dundas Street East and Haines Road;</li> <li>• southeast corner of Dundas Street East and Stanfield Road;</li> <li>• southeast corner of Dundas Street East and Dixie Road.</li> </ul>
Section 4.10, District Policies, Dixie District Policies, District Land Use Map	Dixie District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation, the lands at the northwest corner of Queensway East and Cawthra Road currently designated Motor Vehicle Commercial should be redesignated to Business Employment.	<b>189</b>	That the Dixie District Land Use Map, be amended as follows:  4. Redesignate the lands on the northwest corner of Queensway East and Cawthra Road from "Motor Vehicle Commercial" to "Business Employment".
Section 4.10, District Policies, Dixie District Policies, District Land Use Map	Dixie District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>190</b>	That the Dixie District Land Use Map, be amended as follows:  5. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

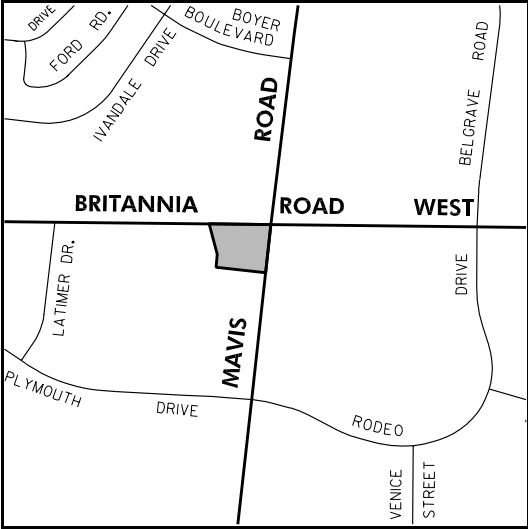
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Dixie District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 4	The terminology used in Section 4.11.4.1.2, should be updated to be consistent with the rest of Mississauga Plan.	191	<p>That Section 4.11.4.1.2, be amended as follows:</p> <p><b>4.11.4.1.2 Residential Low Density II</b></p> <p>The Residential Low Density II designation permits detached, semi-detached and <del>other types of freehold dwellings including</del> street townhouses <i>dwellings</i>, within a density range of 18-30 units per net residential hectare.</p>
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 4	Section 4.11.4.2, should be deleted as it is covered under Section 3.3.1, Business Employment, Permitted Uses.	192	<p>That Section 4.11.4 2, be deleted.</p> <p><del>4.11.4.2 Business Employment</del></p> <p><del>Notwithstanding the Business Employment Policies of this Plan the following uses will not be permitted:</del></p> <p><del>a. waste processing or transfer stations and composting facilities;</del></p> <p><del>b. trucking terminals and transportation depots;</del></p> <p><del>c. motor vehicle body repair facilities;</del></p> <p><del>d. motor vehicle repair garages.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 8	The Comprehensive Zoning By-law Review identified that, Section 4.11.6.4, Special Site 3, should be amended to be consistent with the existing zoning and development.	193	<p>That Section 4.11.6.4, Special Site 3, be amended as follows:</p> <p><b>4.11.6.4                      Site 3</b></p> <div></div> <p>The lands identified as Special Site 3 are located on the south side of Britannia Road West between Terry Fox Way and Mavis Road.</p> <p>Notwithstanding the General Commercial designation, <i>a truck terminal with a maximum Gross Floor Area (GFA) of 510 m<sup>2</sup> will be permitted</i> the following additional policy will apply:</p> <p><del>a. the existing uses will be permitted to continue but permission will not be given to enlarge or extend the buildings and structures beyond the limits of the lands;</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 11	Section 4.11.6.9, Special Site 8, should be amended to delete references to permitting a long term care facility with an ancillary day care and community centre as these uses are permitted.	194	<p>That Section 4.11.6.9, Special Site 8, be amended as follows:</p> <p><b>4.11.6.9                      Site 8</b></p> <div></div> <p>The lands identified as Special Site 8 are located on the west side of Mavis Road, north of Preston Manor Drive.</p> <p>Notwithstanding the provisions of the Residential High Density I designation, <del>on the lands, the following additional policies will apply:</del></p> <ul style="list-style-type: none"><li><del>a. a long term care facility with an ancillary day care and community centre will be permitted;</del></li><li><del>b. development of the property will be permitted up to a maximum floor space index of 1.75.</del></li></ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 13	The Comprehensive Zoning By-law Review identified that, a new Special Site should be added to the East Credit District Policies for the lands located on the north side of Rathkeale Road, east of Creditview Road to permit an FSI of 2.1 to be consistent with the existing zoning and development.	195	<p>That a new Special Site be added to the East Credit District Policies as follows:</p> <p><b>4.11.6.13      Site 12</b></p> <div></div> <p><i>The lands identified as Special Site 12 are located on the north side of Rathkeale Road, east of Creditview Road.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, a maximum FSI of 2.1 will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies	Section 4.11 Page 13	As a result of revising the General Commercial policies to only permit motor vehicle uses in Employment Districts but not in Nodes, the site located at the south-west corner of Britannia Road West and Mavis Road should be added as a Special Site to be consistent with the existing zoning and development.	196	<p>That a new Special Site be added to the East Credit District Policies as follows:</p> <p><b>4.11.6.14            Site 13</b></p> <div></div> <p><i>The lands identified as Special Site 13 are located at the south-west corner of Britannia Road West and Mavis Road.</i></p> <p><i>Notwithstanding the provisions of the General Commercial designation, motor vehicle commercial uses will be permitted.</i></p>

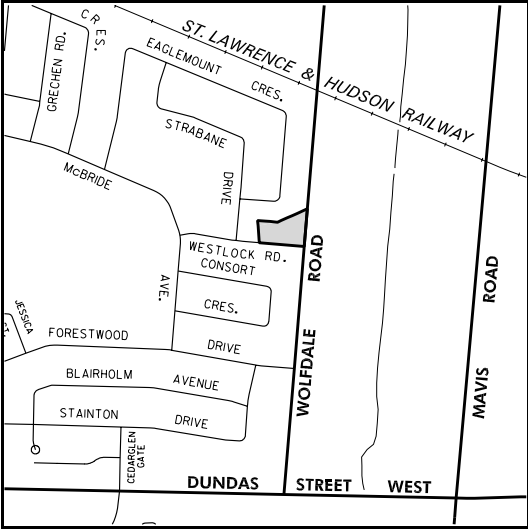
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies	East Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the townhouse dwellings located on the north side of South Parade Court, west of Creditview Road should be redesignated from Residential High Density I to Residential Medium Density I.	<b>197</b>	That the East Credit District Land Use Map, be amended as follows:  1. Redesignate the lands on the north side of South Parade Court, west of Creditview Road from "Residential High Density I" to "Residential Medium Density I".
Section 4.11, District Policies, East Credit District Policies	East Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located north of Eglinton Avenue, east of Heatherleigh Avenue should be redesignated from Convenience Commercial to Residential Medium Density I to be consistent with the existing development and the existing and proposed zoning.	<b>198</b>	That the East Credit District Land Use Map, be amended as follows:  2. Redesignate the lands located north of Eglinton Avenue West, east of Heatherleigh Avenue from "Convenience Commercial" to "Residential Medium Density I".
Section 4.11, District Policies, East Credit District Policies, East Credit District Land Use Map	East Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located north of Eglinton Avenue, west of Mavis Road should be redesignated from Residential Medium I to Residential High Density I to be consistent with the existing development and the existing and proposed zoning.	<b>199</b>	That the East Credit District Land Use Map, be amended as follows:  3. Redesignate the lands located north of Eglinton Avenue West, west of Mavis Road from "Residential Medium Density I" to "Residential High Density I".
Section 4.11, District Policies, East Credit District Policies, East Credit District Land Use Map	East Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located adjacent to the Creditview Wetlands, not considered part of the Creditview Wetlands should be redesignated from Greenbelt to Public Open Space.	<b>200</b>	That the East Credit District Land Use Map, be amended as follows:  4. Redesignate the lands located south of Willowvale Gardens, east of Brockworth Drive (Creditview Wetlands) from "Greenbelt" to "Public Open Space".



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.11, District Policies, East Credit District Policies, East Credit District Land Use Map	East Credit District Land Use Map	The Transportation and Works Department requested editorial changes to the East Credit District Land Use Map.	201	That the East Credit District Land Use Map, be amended as follows:  5. Delete the Mavis Road Transitway Station;  6. Replace the reference to "Transitway" and" Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.11, District Policies, East Credit District Policies, East Credit District Land Use Map	East Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	202	That the East Credit District Land Use Map, be amended as follows:  7. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

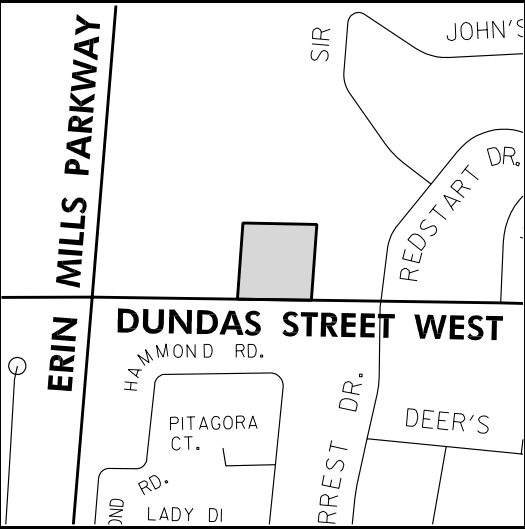
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE East Credit District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.12, District Policies, Erindale District Policies, Land Use	Section 4.12 Page 4	Through the Comprehensive Zoning By-law Review it was identified that the Residential Medium Density I policies should be amended to permit semi-detached dwellings as they currently exist.	203	<p>That Section 4.12.3.1.3, be amended as follows:</p> <p><b>4.12.3.1.3 Residential Medium Density I</b></p> <p>The Residential Medium Density I designation permits <i>semi-detached dwellings and townhouse dwellings development</i>, within a density range of 25-50 units per net residential hectare. Building height should not exceed a maximum of 3-storeys in height.</p>
Section 4.12 District Policies, Erindale, District Policies, Land Use	Section 4.12 Page 4	Through the Comprehensive Zoning By-law Review it was identified that the Floor Space Index range in the Residential High Density I was inconsistent with the existing zoning and development.	204	<p>That section 4.12.3.1.4, be amended as follows:</p> <p><b>4.12.3.1.4 Residential High Density I</b></p> <p>The Residential High Density I designation permits <del>medium-rise</del> apartment dwellings at a Floor Space Index of <del>±0-1.8</del> 0.5-1.0. These dwellings should not exceed a maximum of 8-storeys in height.</p>
Section 4.12, District Policies, Erindale District Policies, Land Use	Section 4.12 Page 4	Through the Comprehensive Zoning By-law Review it was identified that the Floor Space Index range in the Residential High Density II was inconsistent with the existing zoning and what is built.	205	<p>That section 4.12.3.1.5, be amended as follows:</p> <p><b>4.12.3.1.5 Residential High Density II</b></p> <p>The Residential High Density II designation permits <del>medium-rise and high-rise</del> apartment dwellings at a Floor Space Index of <del>±0-2.9</del> 1.0-1.8.</p>
Section 4.12, District Policies, Erindale District Policies, Land Use	Section 4.12 Page 4	Section 4.12.3.2.1, General Commercial, is redundant and should be deleted as it is covered in Section 3.15, Urban Design.	206	<p>That Section 4.12.3.2, be deleted.</p> <p><del><b>4.12.3.2 Commercial</b></del></p> <p><del><b>4.12.3.2.1 General Commercial</b></del></p> <p><del>To increase greater pedestrian traffic near the facility, Westdale Mall expansion will be encouraged to take the form of free-standing, street related buildings.</del></p>
Section 4.12, District Policies, Erindale District Policies, Special Site Policies	Section 4.12 Page 6	An additional policy should be added to the Special Site 1 policies to address height in the Mainstreet Commercial designation.	207	<p>That Section 4.12.5.2, be amended as follows:</p> <p><i><b>h. Buildings should have a minimum height of 2-storeys and a maximum height of 3-storeys.</b></i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.12, District Policies, Erindale District Policies, Special Site Policies	Section 4.12 Page 9	The Comprehensive Zoning By-law Review identified that, it would be appropriate to redesignate the lands identified as Special Site 6 located at the northwest corner of Wolfedale Road and Westlock Road from Residential Medium Density I to Convenience Commercial to recognize the existing plaza. The Special Site policies should be amended appropriately.	208	<p>That Section 4.12.5.7, Special Site 6, be amended as follows:</p> <p><b>4.12.5.7                      Site 6</b></p> <div></div> <p>The lands identified as Special Site 6 are located at the northwest corner of Wolfedale Road and Westlock Road.</p> <p>Notwithstanding the provisions of the <del>Residential Medium Density-I Convenience Commercial</del> designation, the following additional uses will also be permitted:</p> <ul style="list-style-type: none"><li><del>a. Convenience Commercial uses;</del> <i>townhouse dwellings;</i></li><li><del>b. motor vehicle rental facilities.</del> <i>facility.</i></li></ul>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.12, District Policies, Erindale District Policies, Erindale District Land Use Map	Erindale District Land Use Map	The lands located on the northwest corner of Wolfedale Road and Westlock Road should be redesignated from Residential Medium Density I to Convenience Commercial to recognize the existing zoning and commercial centre.	209	That the Erindale District Land Use Map, be amended as follows:  1. Redesignate the lands located on the northwest corner of Wolfedale Road and Westlock Road from "Residential Medium Density I" to "Convenience Commercial".
Section 4.12, District Policies, Erindale District Policies, Erindale District Land Use Map	Erindale District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	210	That the Erindale District Land Use Map, be amended as follows:  2. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Erindale District Land Use Map			

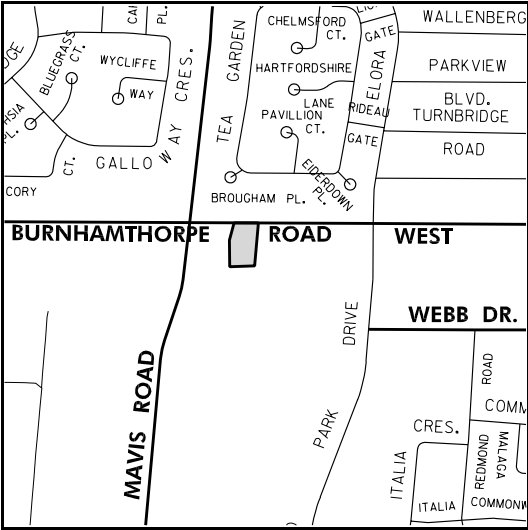
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.13, District Policies, Erin Mills District Policies, Land Use	Section 4.13 Page 4	Section 4.13.3.1.2, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	211	<p>That Section 4.13.3.1.2, be amended as follows:</p> <p><b>4.13.3.1.2 Residential Low Density II</b></p> <p>The Residential Low Density II designation permits detached, semi-detached, duplex and <del>other types of dwellings with individual frontages on a public street</del> <i>street townhouse dwellings</i>, within a <del>net</del> density range of 18-30 units per net residential hectare.</p>
Section 4.13, District Policies, Erin Mills District Policies, Land Use	Section 4.13 Page 4	Section 4.13.3.1.3, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	212	<p>That Section 4.13.3.1.3, be amended as follows:</p> <p><b>4.13.3.1.3 Residential Medium Density I</b></p> <p>The Residential Medium Density I designation permits detached, semi-detached, duplex, <del>and townhouse dwellings and all forms of horizontal multiple dwellings</del> within a <del>net</del> density range of 30-57 units per net residential hectare. <del>All forms of low-rise multiple dwellings will also be permitted within this density range.</del></p>
Section 4.13, District Policies, Erin Mills District Policies, Special Site Policies	Section 4.13 Page 10	A new Special Site should be added to the Erin Mills District Policies to permit the existing funeral home on the north side of Dundas Street West, east of Erin Mills Parkway.	213	<p>That a new Special Site be added to the Erin Mills District Policies as follows:</p> <p><b>4.13.5.9 Site 8</b></p> <div></div> <p><i>The lands identified as Special Site 8 are located on the north side of Dundas Street West, east of Erin Mills Parkway.</i></p> <p><i>Notwithstanding the provisions of the General Commercial designation, a Funeral Establishment will be the only permitted use.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands on the east side of Sawmill Valley Drive, north of Burnhamthorpe Road West be redesignated from Greenbelt to Residential Low Density I.	<b>214</b>	That the Erin Mills District Land Use Map, be amended as follows:  1. Redesignate the lands on the east side of Sawmill Valley Drive, north of Burnhamthorpe Road West from "Greenbelt" to "Residential Low Density I".
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands north of the Collegeway, west of South Millway be redesignated from Residential High Density I to Residential Medium Density I to recognize the existing townhouse dwellings.	<b>215</b>	That the Erin Mills District Land Use Map, be amended as follows:  2. Redesignate the lands north of the Collegeway, west of South Millway from "Residential High Density I" to "Residential Medium Density I".
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands on the north side of The Collegeway (#2433, 2401) east of Glen Erin Drive (#3477) be redesignated from Residential High Density II to Residential Medium Density I to recognize the existing townhouse dwellings.	<b>216</b>	That the Erin Mills District Land Use Map, be amended as follows:  3. Redesignate the lands on the north side of The Collegeway (#2433, 2401) east of Glen Erin Drive (#3477) "High Density II" to "Residential Medium Density I".
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands on the west side of The Collegeway, southeast of South Millway be redesignated from Residential High Density I to Residential Medium Density I to recognize the existing townhouse dwellings.	<b>217</b>	That the Erin Mills District Land Use Map, be amended as follows:  4. Redesignate the lands on the west side of The Collegeway, southeast of South Millway from "Residential High Density I" to "Residential Medium Density I".
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Dundas Street West should be redesignated from Residential Low Density I to General Commercial to be consistent with the existing development and proposed zoning.	<b>218</b>	That the Erin Mills District Land Use Map, be amended as follows:  5. Redesignate the lands located on the north side of Dundas Street West, east of Erin Mills Parkway from "Residential Low Density I" to "General Commercial".



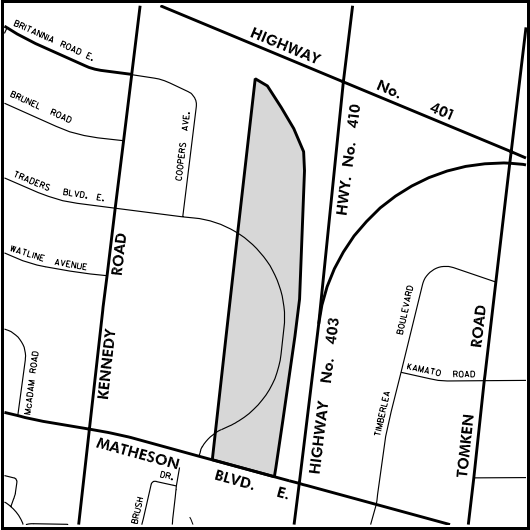
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Transportation and Works Department requested that the Erin Mills District Land Use Map be amended to reflect the Bus Rapid Transit alignment and stations.	219	That the Erin Mills District Land Use Map, be amended as follows:  6. Add Ninth Line as an Arterial Road south of Eglinton Avenue West to Dundas Street West;  7. Add the Bus Rapid Transit alignment and Bus Rapid Transit Stations;  8. Add reference to "Bus Rapid Transit" and "Bus Rapid Transit Station" in the legend.
Section 4.13, District Policies, Erin Mills District Policies, Erin Mills District Land Use Map	Erin Mills District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	220	That the Erin Mills District Land Use Map, be amended as follows:  9. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

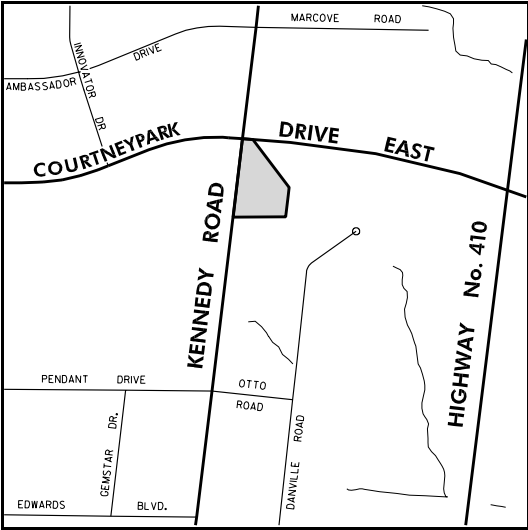
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Erin Mills District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.14, District Policies, Fairview District Policies, Land Use	Section 4.14 Page 4	The Comprehensive Zoning By-law Review identified that, street townhouse dwellings should be permitted in the Residential Low Density II designation to be consistent with the existing zoning and development.	221	<p>That Section 4.14.3.1.2, be amended as follows:</p> <p><b>4.14.3.1.2 Residential Low Density II</b></p> <p>The Residential Low Density II designation permits detached, semi-detached, duplex and <del>other types of dwellings with individual frontages on a public street</del> <i>street townhouse dwellings</i>, within a density range of 18-30 units per net residential hectare.</p>
Section 4.14, District Policies, Fairview District Policies, Special Site Policies	Section 4.14 Page 6	The Comprehensive Zoning By-law Review identified that, the lands located in Special Site 1 should permit a self storage facility to be consistent with a recent rezoning on the property.	222	<p>That Section 4.14.5.2.3, be amended by adding a new Section 4.14.5.2.3.f as follows:</p> <p><i>f. a self storage facility will also be permitted.</i></p>
Section 4.14, District Policies, Fairview District Policies, Special Site Policies	Section 4.14 Page 9	Section 4.14.5.6, Site 5, should be deleted and the lands be redesignated from Motor Vehicle Commercial to General Commercial to permit the existing restaurants.	223	<p>That Section 4.14.5.6, Site 5, be deleted.</p> <p><b>4.14.5.6 Site 5</b></p> <div><p>The map shows a street grid. Burnhamthorpe Road runs horizontally across the middle. Mavis Road runs vertically on the left. Webb Dr. runs vertically on the right. To the north of Burnhamthorpe Road, there are several residential streets including Chelmsford Ct., Hartfordshire Lane, Pavilion Ct., and Brougham Pl. To the south of Burnhamthorpe Road, there are streets like Italia Cres. and Redmond Common. A grey shaded area, representing Site 5, is located east of Mavis Road and south of Burnhamthorpe Road.</p></div> <p><del>The lands identified as Special Site 5 are located south of Burnhamthorpe Road West and east of Mavis Road.</del></p> <p><del>Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policy will apply:</del></p> <p><del>a. all types of restaurants will be permitted.</del></p>

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Section 4.14, District Policies, Fairview District Policies, Fairview District Land Use Map	Fairview District Land Use Map	Through the Comprehensive Zoning By-law Review, it was identified that the lands on the south side of Burnhamthorpe West, east of the motor vehicle service station at the southeast corner of Mavis Road be redesignated from Motor Vehicle Commercial to General Commercial.	<b>224</b>	That the Fairview District Land Use Map, be amended as follows:  1. Redesignate the lands located on the south side of Burnhamthorpe West, east of motor vehicle service station at the corner of Mavis Road from "Motor Vehicle Commercial" to "General Commercial".
Section 4.14, District Policies, Fairview District Policies, Fairview District Land Use Map	Fairview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands on the west side of Grand Park Drive, south of Central Parkway West be redesignated from Open Space to Residential Low Density II to recognize two detached dwellings that were recently built.	<b>225</b>	That the Fairview District Land Use Map, be amended as follows:  2. Redesignate the lands on the west side of Grand Park Drive, south of Central Parkway West from "Open Space" to "Residential Low Density II".
Section 4.14, District Policies, Fairview District Policies, Fairview District Land Use Map	Fairview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>226</b>	That the Fairview District Land Use Map, be amended as follows:  3. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

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SEE Fairview District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.15.4.1, District Policies, Gateway District Policies, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.15 Page 7	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	227	<p>That Section 4.15.4.1, Table 1, Basic Road Characteristics, be amended as follows:</p> <p>1. Add 26 m ROW Width conceptual Britannia Road East link to Abilene Drive from Tomken Road to Kennedy Road.</p>
Section 4.15, District Policies, Gateway District Policies, Special Site Policies	Section 4.15 Page 16	The terminology in Section 4.15.5.10, should be updated to be consistent with other sections of Mississauga Plan.	228	<p>That Section 4.15.5.10, Site 9, be amended as follows:</p> <p><b>4.15.5.10 Site 9</b></p> <div></div> <p>The lands identified as Special Site 9, known as the Hershey Centre, are located west of Provincial Highway 403, between Provincial Highway 401 and Matheson Boulevard East.</p> <p>Notwithstanding <i>the provisions of the Public Open Space</i> designation, the following additional policy will apply:</p> <p>a. land uses permitted within Special Site 9 include recreational and spectator facilities such as spectator arenas, outdoor stadiums, community arenas, and indoor sport complex, as well as complimentary uses such as, but not limited to, commercial uses, restaurants, sports medical clinic, health and fitness centre, accessory offices, and <i>overnight accommodations a hotel.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.15, District Policies, Gateway District Policies, Special Site Policies	Section 4.15 Page 16	Section 4.15.5.11, Site 10, should be deleted as all the additional uses are permitted under the Business Employment designation.	229	<div><div>That Section 4.15.5.11, Site 10, be deleted.</div><div><del>4.15.5.11 — Site 10</del></div><div></div><div><div>The lands identified as Special Site 10, are located at the southeast corner of Courtney Park Drive East and Kennedy Road.</div><div>Notwithstanding the Business Employment designation, the following additional policy will apply:</div><div><div>a. a gas bar which may include a commercial kiosk, a car wash, a truck stop facility with accessory uses will be permitted.</div></div></div></div>

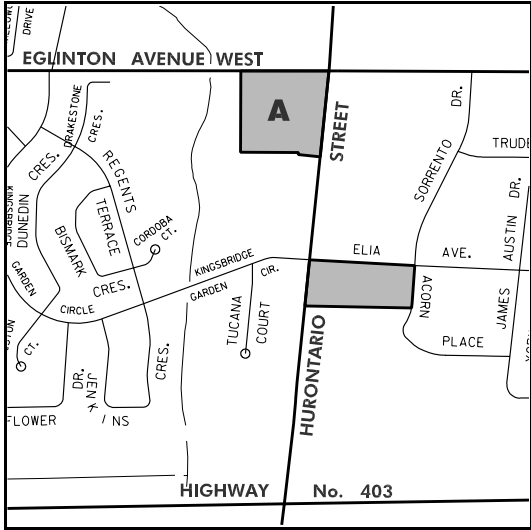
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.15, District Policies, Gateway District Policies, Gateway District Land Use Map	Gateway District Land Use Map	The Comprehensive Zoning By-law Review identified that, a number of internal properties had existing industrial operations with extensive outdoor processing and/or storage areas. These lands are currently designated Business Employment and zoned M2. It would be appropriate to redesignate these lands from Business Employment to Industrial to be consistent with the existing land uses.	230	That the Gateway District Land Use Map, be amended as follows:  1. Redesignate the following lands from "Business Employment" to "Industrial" and add "Industrial" to the Land Use Designations legend: <ul style="list-style-type: none"> <li>the lands located east of Kennedy Road, north and south of Slate Drive;</li> <li>the lands located south of Britannia Road East, north and south of Brunel Road;</li> <li>the lands located east of Whittle Road, north and south of Watline Avenue.</li> </ul>
Section 4.15, District Policies, Gateway District Policies, Gateway District Land Use Map	Gateway District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation, all lands currently designated Motor Vehicle Commercial should be redesignated to Business Employment.	231	That the Gateway District Land Use Map, be amended as follows:  2. Redesignate the following lands from "Motor Vehicle Commercial" to "Business Employment": <ul style="list-style-type: none"> <li>northeast corner of Cantay Road and Mavis Road;</li> <li>northeast corner of Matheson Boulevard East and Kennedy Road;</li> <li>southeast corner of Matheson Boulevard East and Hurontario Street;</li> <li>southwest corner of Derry Road East and Kennedy Road;</li> <li>northeast corner of Derry Road East and Kennedy Road;</li> <li>northeast corner of Britannia Road West and McLaughlin Road.</li> </ul>
Section 4.15, District Policies, Gateway District Policies, Gateway District Land Use Map	Gateway District Land Use Map	The Transportation and Works Department requested that editorial changes be made to the Gateway District Land Use Map.	232	That the Gateway District Land Use Map, be amended as follows:  3. Update location of the Hurontario Street/Highway 401 ramps;  4. Add the Britannia Road East link to Abilene Drive;  5. Add "Future Major Collector (conceptual)" in legend.
Section 4.15, District Policies, Gateway District Policies, Gateway District Land Use Map	Gateway District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	233	That the Gateway District Land Use Map, be amended as follows:  6. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.



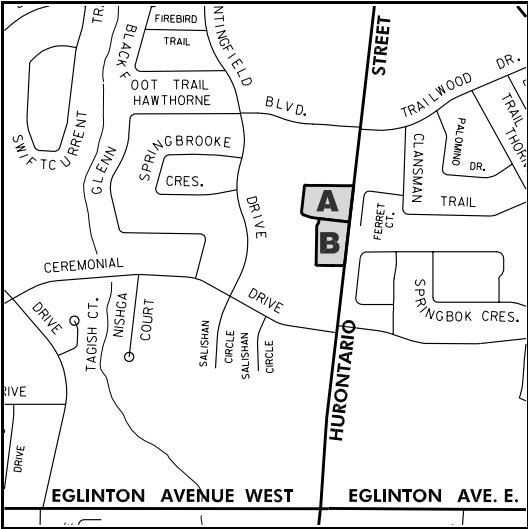
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Gateway District Land Use Map			

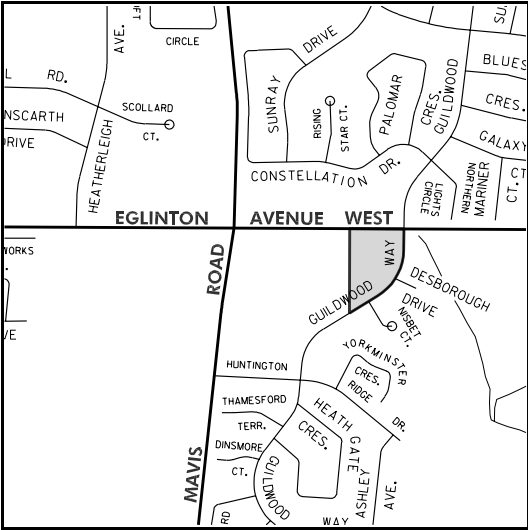
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Land Use	Section 4.16 Page 4	Section 4.16.4.1.4, should be revised to be consistent with other sections of Mississauga Plan.	234	<p>That section 4.16.4.1.4, be amended as follows:</p> <p><b>4.16.4.1.4        Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings as well as <del>low-rise</del> apartments <i>dwellings</i> at a Floor Space Index (FSI) of 0.4-0.9. Building height should not exceed 4-storeys.</p>

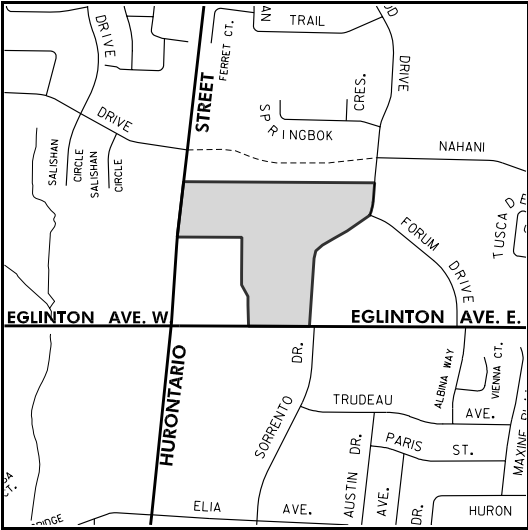
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 8	The Comprehensive Zoning By-law Review identified that, Section 4.16.6.3, Site 2, should be amended by redesignating the lands identified as 2B from Residential High Density I to Residential Medium Density I and deleting Section 4.16.6.3.2, Area 2B, from Site 2 to be consistent with the existing zoning and development.	<div> <div>235</div> <div> <p>That Section 4.16.6.3, be amended as follows:</p> <p><b>4.16.6.3 Site 2</b></p> <p>The lands identified as Special Site 2 are located east of Mavis Road and south of Matheson Boulevard West.</p> <p>Notwithstanding <i>the provisions of</i> the Residential High Density I designation, <del>on the lands</del>, the following additional <del>policies</del> <i>policy</i> will apply.</p> <p><b>4.16.6.3.1 Area 2A</b></p> <p><i>a.</i> The lands <del>identified as Area 2A</del> will only be permitted to be developed for apartments at a maximum Floor Space Index (FSI) of 1.8 and a minimum FSI of 1.0 with a height range of 8 to 16-storeys and a minimum landscaped open space of 50% of the lot area; and to permit an accessory commercial facility up to a maximum of 130 m<sup>2</sup> to be located within one of the apartment buildings; and to permit a maximum of 10% of the condominium resident parking as tandem spaces.</p> <p><b>4.16.6.3.2 Area 2B</b></p> <p>The lands identified as Area 2B, will only permit apartments greater than 4-storeys as well as other forms of multiple horizontal dwellings at a maximum density of 78 units per hectare with a height range of a minimum 2 to a maximum of 4-storeys and a minimum open space area of 40% of the lot area and a maximum of 10% of the condominium resident parking as tandem spaces.</p> </div> </div>

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Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 9	The Comprehensive Zoning By-law Review identified that, the lands identified as Special Site 3 should be designated Office and as part of the Special Site policies, allow Residential High Density II to be permitted. Site 3A will now apply to the lands located at the southwest corner of Eglinton Avenue East and Hurontario Street, where overnight accommodations will also be permitted.	236	<p>That Section 4.16.6.4, Special Site 3, be amended as follows:</p> <p><b>4.16.6.4 Site 3</b></p> <div></div> <p><b><del>4.16.6.4.1</del></b> The lands identified as Special Site 3 are located west of Hurontario Street and south of Eglinton Avenue West and east of Hurontario Street south of Elia Avenue.</p> <p>Notwithstanding <i>the provisions of the Residential High Density II and Mixed Residential High Density II and Office designation, on the lands</i>, the following additional policies will apply:</p> <p>a. Residential High Density II development or Residential High Density II development in combination with Office uses will <i>also</i> be permitted, either within one building or in separate buildings. When in combination within a building or on a single site, an integrated development will be required.</p> <p>b. The preferred location of Office development will be adjacent to Hurontario Street.</p> <p><b><del>4.16.6.4.2 Areas 3A and 3B</del></b></p> <p><del>For the lands identified as Areas 3A and 3B the following additional policies will apply:</del></p> <p><del>a. c.</del> architectural building and site plan solutions will be developed to create an interesting and identifiable street edge along Hurontario Street;</p>

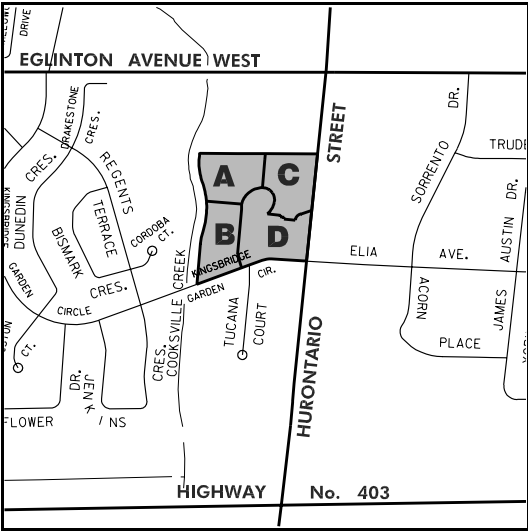
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 9	(continued)	236	<p><del>b. d.</del> special consideration may be given to reducing building setbacks and other requirements of the Zoning By-law as a means of increasing the opportunities for creative development;</p> <p><del>c.</del> lands designated for Office uses will be used for one or more buildings that have as the predominant function the provision of office space. Commercial uses will be permitted provided that they are accessory to office development;</p> <p><del>d.</del> the office space will generally not exceed a Floor Space Index of 0.5. Development with a Floor Space Index in excess of 0.5 will only be considered subject to, among other matters, adequate engineering services, sufficient capacity in the transportation system, satisfactory access arrangements, and compatibility with surrounding land uses;</p> <p>e. in order to achieve a continuous street frontage, buildings will be encouraged to minimize setbacks from street lines.</p> <p><b>4.16.6.4.3 I      Area 3B A</b></p> <p>The lands identified as Area 3B A may also be developed for a hotel, with accessory commercial uses: <i>overnight accommodations</i>.</p>

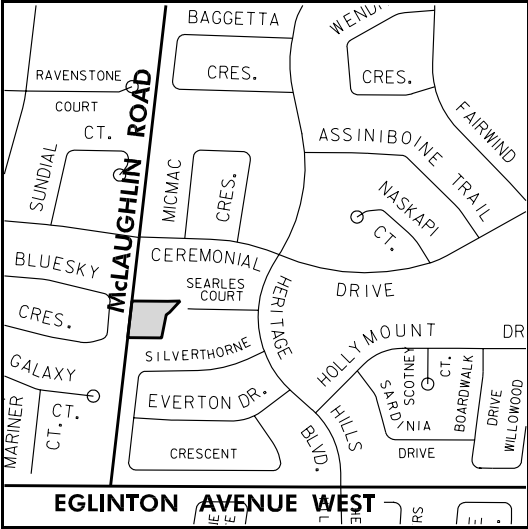
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 10	As the lands identified as Special Site 4 are developed, Section 4.16.6.5, should be amended to recognize and permit the two existing 20-storey and 15-storey apartment buildings.	237	<p>That Section 4.16.6.5, Site 4, be amended as follows:</p> <p><b>4.16.6.5                      Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are located west of Hurontario Street and south of Glenn Hawthorne Boulevard.</p> <p><del>Notwithstanding the Residential High Density I and Residential Medium Density II policies of this Plan, for the lands identified as Special Site 4, a maximum of 968 apartment or townhouse units or a mixture thereof will be permitted.</del></p> <p><b>4.16.6.5.1                      Area 4A</b></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, an apartment building to the maximum height of 20-storeys and a maximum Floor Space Index</i></p> <p><i>(FSI) of 4.18, will be permitted.</i></p> <p><b>4.16.6.5.2                      Area 4B</b></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, an apartment building to the maximum height of 15-storeys and maximum Floor Space Index (FSI) of 3.45, will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 11	The Comprehensive Zoning By-law Review identified that, Section 4.16.6.7, Site 6, should be deleted as the site has been developed for skylight apartments.	238	<div><div><div>That Section 4.16.6.7, be deleted.</div><div><div><del>4.16.6.7</del> — <del>Site 6</del></div><div></div></div><div><div>The lands identified as Special Site 6 are located south of Eglinton Avenue West and west of Guildwood Way.</div><div>Notwithstanding the Residential High Density I policies of this Plan, the lands will only be permitted to be developed for an assisted seniors residence, with a maximum density of 148 units per net residential hectare.</div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 11	Section 4.16.6.8, Site 7, should be deleted as the policies are covered in Section 5.3, Development Applications.	239	<p>That Section 4.16.6.8, Site 7, be deleted.</p> <p><del>4.16.6.8</del> — <del>Site 7</del></p>  <p>The lands identified as Special Site 7 are located east of Hurontario Street and north of Eglinton Avenue East.</p> <p>Notwithstanding the Residential High Density H policies of this Plan, the following additional policies will apply:</p> <p>a. a concept plan will be required to address, among other matters:</p> <ul style="list-style-type: none"><li>compatibility of building form and scale with existing and proposed surrounding land uses;</li><li>acceptable ingress and egress arrangements for Hurontario Street, Eglinton Avenue East, and Thornwood Drive.</li></ul>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 11	The Comprehensive Zoning By-law Review identified that, a new Special Site be added for lands designated Residential High Density II located west of Hurontario Street, north of Kingsbridge Garden Circle to permit two apartment buildings that have floor space indexes of 3.6 and 3.9 which are above the permitted FSI range.	240	<p>That a new Special Site be added as follows:</p> <p><b>4.16.6.9                      Site 8</b></p> <div></div> <p>The lands identified as Special Site 8 are located west of Hurontario Street, north of Kingsbridge Garden Circle.</p> <p><b>4.16.6.9.1                      Area 8A</b></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, the lands identified as Area 8A will be permitted to develop to a maximum Floor Space Index (FSI) of 3.6.</i></p> <p><b>4.16.6.9.2                      Area 8B</b></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, the lands identified as Area 8B will be permitted to develop to a maximum Floor Space Index (FSI) of 3.9.</i></p> <p><b>4.16.6.9.3                      Area 8C</b></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, the lands identified as Area 8C will be permitted to develop to a maximum Floor Space Index (FSI) of 3.6. Offices will also be permitted.</i></p> <p><b>4.16.6.9.4                      Area 8D</b></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, the lands identified as Area 8D offices will also be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Special Site Policies	Section 4.16 Page 11	The Comprehensive Zoning By-law Review identified that, a new Special Site be added for lands designated Residential Low Density II located on the east side of McLaughlin Road north of Silverthorne Crescent to permit an office for a maximum of two (2) physicians, dentists or drugless practitioners.	241	<p>That a new Special Site be added as follows:</p> <p><b>4.16.6.10            Site 9</b></p> <div></div> <p><i>The lands identified as Special Site 9 are located on the east side of McLaughlin Road, north of Silverthorne Crescent.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, an office for a maximum of two (2) physicians, dentists or drugless practitioners will be permitted.</i></p>

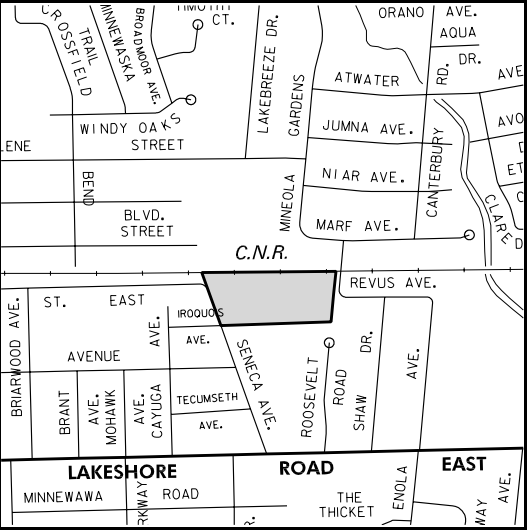
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east and west side of Drakestone Crescent, north of Regent's Terrace, south of Eglinton Avenue West should be redesignated from Residential Medium Density I to Residential Low Density II to recognize the existing detached and semi-detached dwellings.	242	That the Hurontario District Land Use Map, be amended as follows:  1. Redesignate the lands located on the east and west side of Drakestone Crescent, north of Regent's Terrace, south of Eglinton Avenue West from "Residential Medium Density I" to "Residential Low Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on Founders Walk and Empress Crescent, south of Eglinton Avenue West should be redesignated from Residential Medium Density I to Residential Low Density II to recognize the existing semi-detached dwellings.	243	That the Hurontario District Land Use Map, be amended as follows:  2. Redesignate the lands located on Founders Walk and Empress Crescent, south of Eglinton Avenue West from "Residential Medium Density I" to "Residential Low Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the north and south sides of Leatherleaf Drive, East of Kennedy Road be redesignated from Residential Medium Density I to Residential Low Density II to recognize the existing detached and semi-detached dwellings.	244	That the Hurontario District Land Use Map, be amended as follows:  3. Redesignate the lands located on the north and south sides of Leatherleaf Drive, East of Kennedy Road from "Residential Medium Density I" to "Residential Low Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located along the north side of Nahani Way, east of Hurontario Street should be redesignated from Greenbelt to Residential Medium Density II as these lands do not meet the criteria to be designated Greenbelt.	245	That the Hurontario District Land Use Map, be amended as follows:  4. Redesignate the lands located along the north side of Nahani Way, east of Hurontario Street from "Greenbelt" to "Residential Medium Density II" .
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Trailwood Drive, east of Hurontario Street be redesignated from Residential Medium Density I to Residential Medium Density II to recognize the existing 4-storey apartment building.	246	That the Hurontario District Land Use Map, be amended as follows:  5. Redesignate the lands located on the north side of Trailwood Drive, east of Hurontario Street from "Residential Medium Density I" to "Residential Medium Density II".

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at #211 Forum Drive, north of Eglinton Avenue East be redesignated from Residential Medium Density I to Residential High Density II to recognize the existing apartment building.	247	That the Hurontario District Land Use Map, be amended as follows:  6. Redesignate the lands located at Forum Drive, north of Eglinton Avenue East from "Residential Medium Density I" to "Residential High Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the west side of Forum Drive, north of Eglinton Avenue East be redesignated from Residential Medium Density I to Residential High Density II to be consistent with the existing zoning on the property that permits an 18-storey apartment building.	248	That the Hurontario District Land Use Map, be amended as follows:  7. Redesignate the lands located on the west side of Forum Drive, north of Eglinton Avenue East from "Residential Medium Density I" to "Residential High Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the west side of Hurontario Street, south of Eglinton Avenue West be redesignated from Mixed Residential High Density II and Office to Residential High Density II. A new Special Site is proposed to permit the Office.	249	That the Hurontario District Land Use Map, be amended as follows:  8. Redesignate the lands located on the west side of Hurontario Street, south of Eglinton Avenue West from "Mixed Residential High Density II" and "Office" to "Residential High Density II".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east and west sides of Hurontario Street, south of Eglinton Avenue West be redesignated from Mixed Residential High Density II and Office to Office. It is proposed that the Special Site 3 policies be amended to permit the Residential High Density II.	250	That the Hurontario District Land Use Map, be amended as follows:  9. Redesignate the lands located on the east and west sides of Hurontario Street, south of Eglinton Avenue West from "Mixed Residential High Density II" and "Office" to "Office" and add "Office" to the Land Use Designations legend.
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at #5379 McLaughlin Road, north of Faith Drive be redesignated from Residential Medium Density I to Residential High Density I to be consistent with the existing zoning on the property which permits a 6-storey apartment building.	251	That the Hurontario District Land Use Map, be amended as follows:  10. Redesignate the lands located at McLaughlin Road, north of Faith Drive from "Residential Medium Density I" to "Residential High Density I".


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Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east side of Mavis Road, south of Avonwick Avenue be redesignated from Residential High Density I to Residential Medium Density I to recognize the existing townhouse dwellings.	<b>252</b>	That the Hurontario District Land Use Map, be amended as follows:  11. Redesignate the lands located on the east side of Mavis Road, south of Avonwick Avenue from "Residential High Density I" to "Residential Medium Density I".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Transportation and Works Department requested minor editorial changes to the Hurontario District Land Use Map.	<b>253</b>	That the Hurontario District Land Use Map, be amended as follows:  12. Update the location of the Transitway off-ramps at Confederation Parkway;  13. Delete the Mavis Road Transitway Station;  14. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.16, District Policies, Hurontario District Policies, Hurontario District Land Use Map	Hurontario District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>254</b>	That the Hurontario District Land Use Map, be amended as follows:  15. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

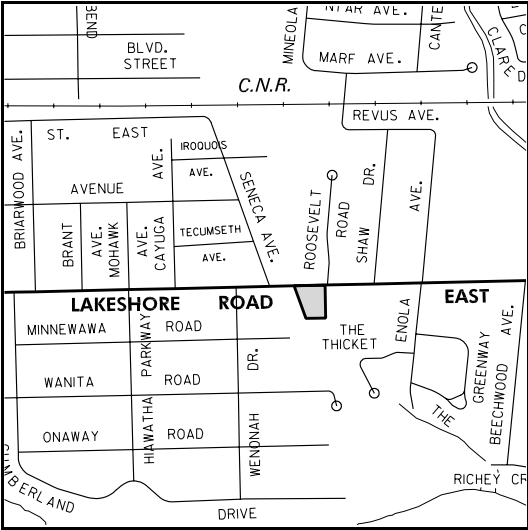
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Hurontario District Land Use Map			

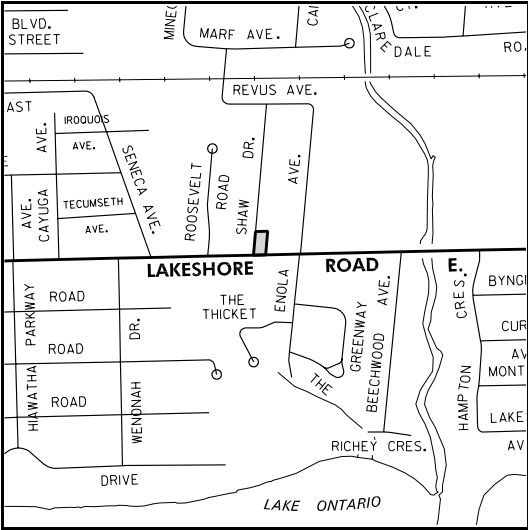
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Land Use	Section 4.17 Page 7	The Comprehensive Zoning By-law Review identified that the only existing townhouse dwellings designated Residential Low Density II in the Lakeview Planning District were not street townhouse dwellings. Further, a number of triplexes exist in the Residential Low Density II designation that should be recognized.	255	<p>That Section 4.17.4.1.2, be amended as follows:</p> <p><b>4.17.4.1.2 Residential Low Density II</b></p> <p>The Residential Low Density II designation permits detached, semi-detached, duplex, <i>triplex</i> and <del>street</del> townhouses <i>dwellings</i>, within a <del>net</del> density range of 17-30 units per net residential hectare.</p>
Section 4.17, District Policies, Lakeview District Policies, Land Use	Section 4.17 Page 7	Section 4.17.4.1.3, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	256	<p>That Section 4.17.4.1.3, be amended as follows:</p> <p><b>4.17.4.1.3 Residential Medium Density I</b></p> <p>The Residential Medium Density I designation permits detached, semi-detached, duplex, and townhouse dwellings <i>and all forms of horizontal multiple dwellings</i> within a <del>net</del> density range of 30-57 units per net residential hectare. <del>All forms of low-rise multiple dwellings will also be permitted within this density range.</del></p>
Section 4.17, District Policies, Lakeview District Policies, Land Use	Section 4.17 Page 7	Section 4.17.4.1.6.a, Intensification of Existing Apartment Sites, should be clarified to only permit townhouse dwellings.	257	<p>That Section 4.17.4.1.6.a, be amended as follows:</p> <p><b>a.</b> on lands designated Residential High Density I or II, development in addition to existing buildings will be restricted to <del>the uses permitted in the Residential Medium Density I designation</del>, <i>townhouse dwellings</i> up to the maximum density specified for the Residential High Density designation;</p>
Section 4.17, District Policies, Lakeview District Policies, Land Use	Section 4.17 Page 7	Section 4.17.4.2, should be deleted as it is covered under Section 3.3.1, Business Employment, Permitted Uses.	258	<p>That Section 4.17.4.2, be deleted.</p> <p><del><b>4.17.4.2 Business Employment</b></del></p> <p><del>Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</del></p> <p><del><b>a.</b> waste processing or transfer stations and composting facilities;</del></p> <p><del><b>b.</b> motor vehicle body repair facilities;</del></p> <p><del><b>c.</b> motor vehicle repair garages.</del></p>

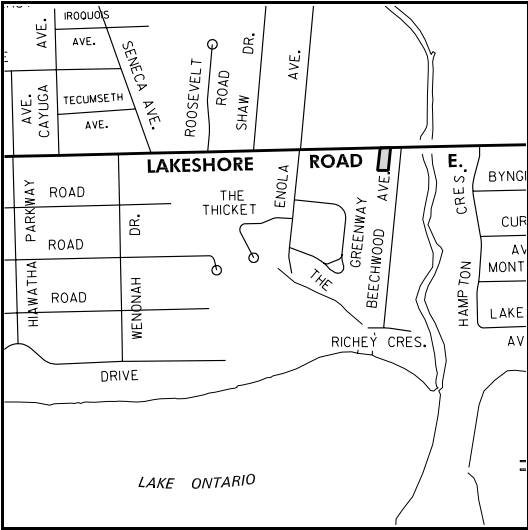
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Land Use	Section 4.17 Page 7	Upon further review, it is appropriate to add minimum and maximum height restrictions in the Mainstreet Commercial designation to be consistent with other sections of Mississauga Plan.	259	<p>That Section 4.17.4, be amended by adding Mainstreet Commercial policies as follows:</p> <p><b>4.17.4.3                      Commercial</b></p> <p><b>4.17.4.3.1                    Mainstreet Commercial</b></p> <p><i>Buildings should have a minimum height of 2-storeys and a maximum height of 3-storeys.</i></p>
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 13	Section 4.17.6.7, Site 6, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	260	<p>That Section 4.17.6.7, Site 6, be amended as follows:</p> <p><b>4.17.6.7                      Site 6</b></p> <div></div> <p>The lands identified as Special Site 6 are located west of Revus Avenue, south of the Canadian National Railway tracks.</p> <p>Notwithstanding <i>the provisions of</i> the Business Employment designation, <del>of this Plan</del>, the following uses will not be permitted:</p> <ul style="list-style-type: none"><li>a. outdoor storage;</li><li>b. trucking <del>terminals</del> <i>facilities</i>, <del>transportation depots</del> and <del>other</del> transportation facilities;</li><li>c. <del>hotels, motels</del> <i>overnight accommodation and conference</i> and <del>trade</del> centres;</li><li>d. broadcasting, communication, and utility rights-of-way;</li><li>e. <del>banks and other</del> financial institutions;</li><li>f. entertainment, recreation and sports facilities;</li><li>g. all types of restaurants.</li></ul>

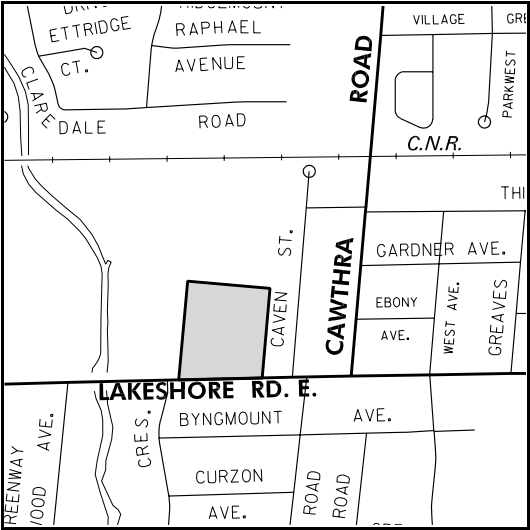


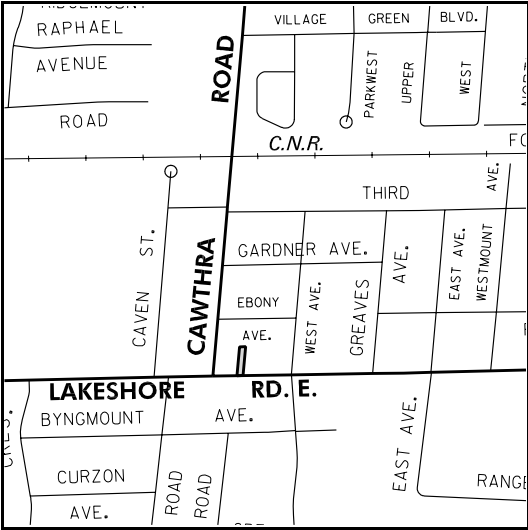
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 14	Section 4.17.6.8, Site 7, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	261	<div><div>That Section 4.17.6.8, Site 7, be amended as follows:</div><div><div>4.17.6.8Site 7</div><div>The map shows a grid of streets. A shaded rectangular area is located between Casson Avenue and Haig Blvd, bounded by Strathgordon Avenue to the west and Oakville Avenue to the east. The map includes labels for various streets: Avenue, Meredith Ave., Garrard Ave., Serson Ave., Pelham Ave., Wales Ave., Strathgordon Ave., Sawyer Ave., C.N.R. Street, Casson Ave., Gardner Ave., Edgeleigh Ave., Ogden Strathgordon Ave., ELLA Ave., St., Haig Blvd., Orchard Rd., Lakeshore Road, and East. A north arrow is located near the top left of the map.</div></div><div><div>The lands identified as Special Site 7 are located along Casson Avenue, west of the utility corridor.</div><div>Notwithstanding <i>the provisions of</i> the Business Employment designation, <del>of this Plan</del>, the following uses will not be permitted:</div><div><div>a. outdoor storage;</div><div>b. <del>trucking terminals</del> <i>facilities</i> <del>transportation depots</del> and <del>other</del> transportation facilities;</div><div>c. <del>hotels, motels</del>; <i>overnight accommodation</i> and conference <del>and trade</del> centres;</div><div>d. broadcasting, communication, and utility rights-of-way;</div><div>e. <del>banks and other</del> financial institutions;</div><div>f. entertainment, recreation and sports facilities;</div><div>g. all types of restaurants.</div></div></div></div>

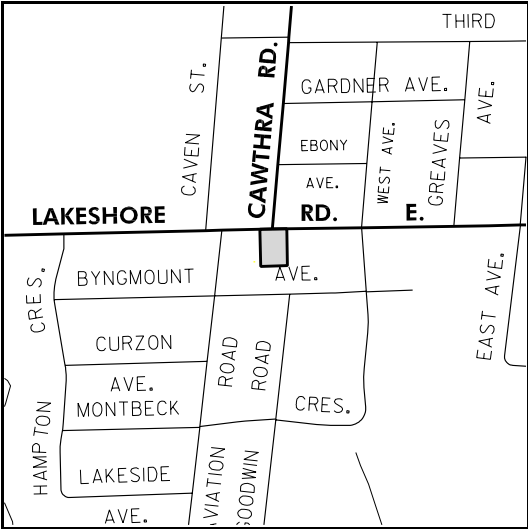
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 15	Section 4.17.6.11, Site 10, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	262	<p>That Section 4.17.6.11, Site 10, be amended as follows:</p> <p><b>4.17.6.11            Site 10</b></p> <div></div> <p>The lands identified as Special Site 10 are located south of Lakeshore Road East and east of Wenonah Drive.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p> <p><del>a. a convenience restaurant with a drive-through facility will be permitted.</del></p>


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 16	Section 4.17.6.13, Site 12, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	263	<p>That Section 4.17.6.13, Site 12, be amended as follows:</p> <p><b>4.17.6.13            Site 12</b></p>  <p>The lands identified as Special Site 12 are located at the northeast corner of Lakeshore Road East and Shaw Drive.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p> <p><b>a.</b>    <i>a motor vehicle repair service garage</i> will be permitted.</p>

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Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 17	Section 4.17.6.14, Site 13, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	264	<div><div>That Section 4.17.6.14, Site 13, be amended as follows:</div><div><div><div>4.17.6.14Site 13</div><div></div></div><div><div>The lands identified as Special Site 13 are located south of Lakeshore Road East and west of Beechwood Avenue.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a. a motor vehicle repair service garage will be permitted.</div></div></div></div></div>

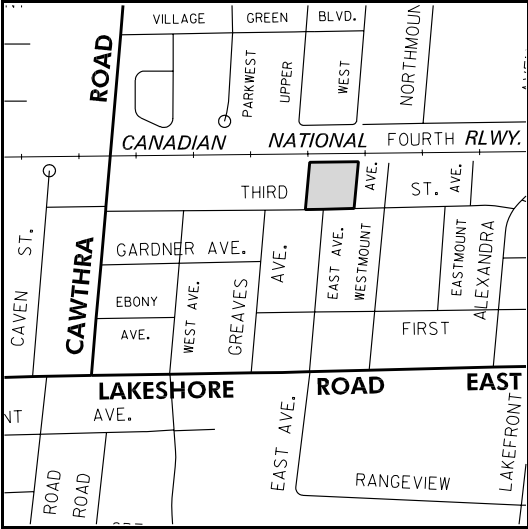
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 17	Section 4.17.6.15, Site 14, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	265	<div><div>That Section 4.17.6.15, Site 14, be amended as follows:</div><div><div>4.17.6.15Site 14</div><div></div></div><div><div>The lands identified as Special Site 14 are located north of Lakeshore Road East and west of Caven Street.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a. a convenience restaurant with a drive-through facility will be permitted.</div></div></div></div>

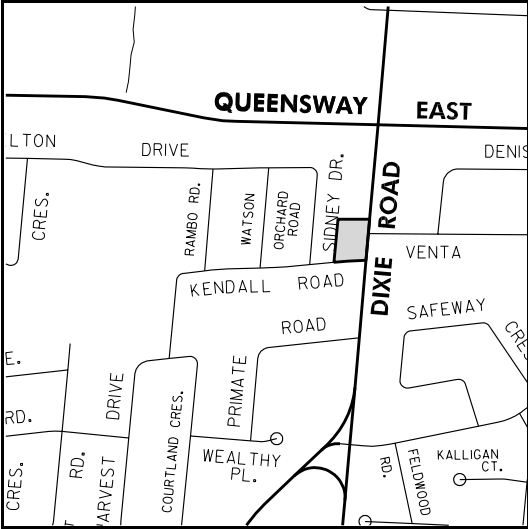
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Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 18	Section 4.17.6.16, Site 15, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	266	<div><div>That Section 4.17.6.16, Site 15, be amended as follows:</div><div><div><div>4.17.6.16Site 15</div><div></div></div><div><div>The lands identified as Special Site 15 are located north of Lakeshore Road East and east of Cawthra Road.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a. a motor vehicle repair service garage will be permitted.</div></div></div></div></div>

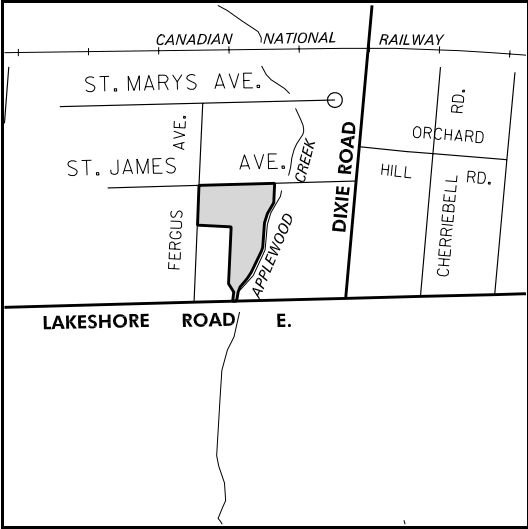
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 19	Section 4.17.6.18, Site 17, should be deleted as there is no convenience restaurant at this location.	267	<div><div>That Section 4.17.6.18, Site 17, be deleted.</div><div><del>4.17.6.18</del> — <del>Site 17</del></div><div></div><div><div>The lands identified as Special Site 17 are located south of Lakeshore Road East and east of Aviation Road.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, the following additional policy will apply:</div><div><div>a. a convenience restaurant with a drive-through facility will be permitted.</div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 19	Section 4.17.6.19, Site 18, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	268	<div><div>That Section 4.17.6.19 Site 18, be amended as follows:</div><div><div>4.17.6.19Site 18</div><div></div></div><div><div>The lands identified as Special Site 18 include 5 sites located north of Lakeshore Road East between Greaves Avenue and Ogden Avenue.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, the following additional policies will apply:</div><div><div>a: a motor vehicle repair service garage will be permitted;</div></div></div></div>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 21	The Comprehensive Zoning By-law Review identified that, a new Special Site is required for the lands located east of Cawthra Road, south of the Canadian National Railway tracks to recognize 2 existing 3-storey apartment buildings.	269	<div><p>That a new Special Site be added to the Lakeview District Policies as follows:</p><p><b>4.17.6.23                      Site 22</b></p><div></div><p><i>The lands identified as Special Site 22 are located east of Cawthra Road, south of the Canadian National Railway tracks.</i></p><p><i>Notwithstanding the provisions of the Residential Low Density II designation, 2, 3-storey apartment buildings will be permitted.</i></p></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 21	The Comprehensive Zoning By-law Review identified that, a new Special Site is required for the lands located on the west side of Dixie Road, north of Kendall Road to recognize the existing medical practitioners office.	270	<p>That a new Special Site be added to the Lakeview District Policies as follows:</p> <p><b>4.17.6.24            Site 23</b></p> <div></div> <p><i>The lands identified as Special Site 23 are located west of Dixie Road, north of Kendall Road.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density I designation, an office for a maximum of 4 medical practitioners will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Special Site	Section 4.17 Page 22	The Comprehensive Zoning By-law Review identified that, a new Special Site is required for the lands located at #1025 Fergus Avenue, north of Lakeshore Road East to recognize the existing townhouse dwellings.	271	<p>That a new Special Site be added to the Lakeview District Policies as follows:</p> <p><b>4.17.6.25            Site 24</b></p> <div></div> <p><i>The lands identified as Special Site 24 are located east of Fergus Avenue, north of Lakeshore Road East.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, townhouse dwellings will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.17, District Policies, Lakeview District Policies, Lakeview District Land Use Map	Lakeview District Land Use Map	The Comprehensive Zoning By-law Review identified that, there were 3 houses zoned residential backing on to the Toronto Golf and Country Club that were designated Private Open Space. These houses should be redesignated from Private Open Space to Residential Low Density I.	272	That the Lakeview District Land Use Map, be amended as follows:  1. Redesignate the lands east of Dixie Road, north of the Canadian National Railway from "Private Open Space" to "Residential Low Density I".
Section 4.17, District Policies, Lakeview District Policies, Lakeview District Land Use Map	Lakeview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at #1045 Enola Avenue, north of Lakeshore Road East should be redesignated from Residential Low Density II to Residential High Density I to recognize the existing 6-storey apartment building.	273	That the Lakeview District Land Use Map, be amended as follows:  2. Redesignate the lands located on the east side of Enola Avenue, north of Lakeshore Road East from "Residential Low Density II" to "Residential High Density I".
Section 4.17, District Policies, Lakeview District Policies, Lakeview District Land Use Map	Lakeview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located east of Seneca Avenue, north of Lakeshore Road East should be redesignated from Residential High Density I to Residential High Density II to be consistent with the existing zoning and development.	274	That the Lakeview District Land Use Map, be amended as follows:  3. Redesignate the lands located east of Seneca Avenue, north of Lakeshore Road East from "Residential High Density I" to "Residential High Density II"
Section 4.17, District Policies, Lakeview District Policies, Lakeview District Land Use Map	Lakeview District Land Use Map	Upon further review, it would be appropriate for lands that are currently designated Convenience Commercial located on an Arterial Road and are surrounded by lands designated Mainstreet Commercial be redesignated to Mainstreet Commercial.	275	That the Lakeview District Land Use Map, be amended as follows:  4. Redesignate the following lands from "Convenience Commercial" to "Mainstreet Commercial": <ul style="list-style-type: none"> <li>the lands located on the north side of Lakeshore Road East, east of Dixie Road;</li> <li>the lands located on the north side of Lakeshore Road East, east of Seneca Avenue.</li> </ul>
Section 4.17, District Policies, Lakeview District Policies, Lakeview District Land Use Map	Lakeview District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	276	That the Lakeview District Land Use Map, be amended as follows:  5. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Lakeview District Land Use Map			

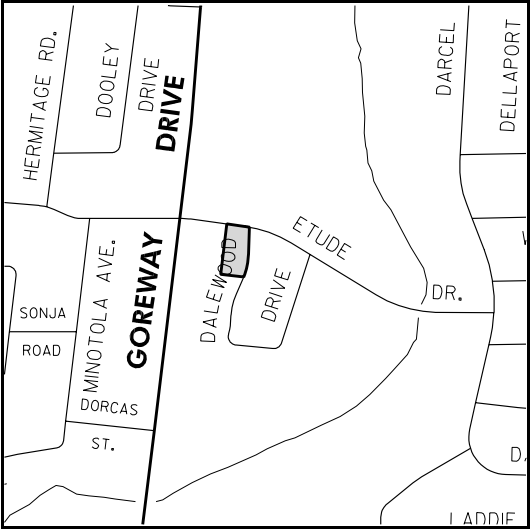
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.18, District Policies, Lisgar District Policies, Land Use	Section 4.18 Page 4	Section 4.18.4.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	277	<p>That Section 4.18.4.1.4, be amended as follows:</p> <p><b>4.18.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings, as well as <del>low-rise</del> apartments at a Floor Space Index of 0.4-0.9. Building height should not exceed 4-storeys.</p>
Section 4.18, District Policies, Lisgar District Policies, Special Site	Section 4.18 Page 8	Section 4.18.7.2.a, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	278	<p>That Section 4.18.7.2.a, be amended as follows:</p> <p><b>a. <del>professional, business and administrative</del></b> offices will be permitted in existing detached dwellings.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.18, District Policies, Lisgar District Land Use Map	Lisgar District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands currently designated Greenbelt on the south side of Gracefield Drive should be redesignated to Residential Low Density II.	279	That the Lisgar District Land Use Map, be amended as follows:  1. Redesignate the lands on the south side of Gracefield Drive from "Greenbelt" to "Residential Low Density II".
Section 4.18, District Policies, Lisgar District Land Use Map	Lisgar District Land Use Map	The Transportation and Works Department requested minor revisions to the Lisgar District Land Use Map.	280	That the Lisgar District Land Use Map, be amended as follows:  2. Updated the alignment of Argentinia Road, west of Tenth Line West;  3. Relocate the future commuter rail station symbol to west side of Tenth Line West.
Section 4.18, District Policies, Lisgar District Land Use Map	Lisgar District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	281	That the Lisgar District Land Use Map, be amended as follows:  4. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Lisgar District Land Use Map			

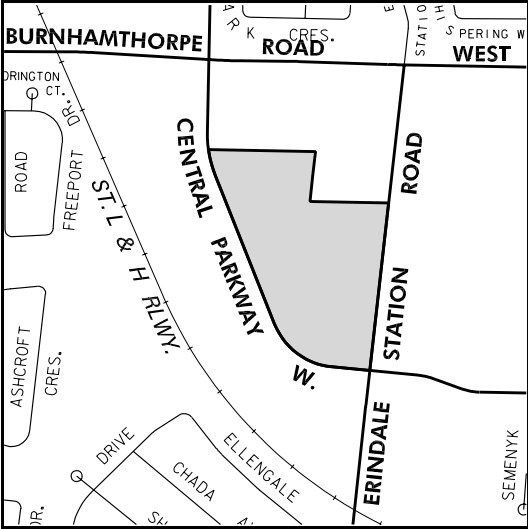


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.19, District Policies, Malton District Policies, Land Use	Section 4.19 Page7	Section 4.19.4.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	282	<p>That Section 4.19.4.1.4, be amended as follows:</p> <p><b>4.19.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwelling and</i> all forms of horizontal multiple dwellings as well as <del>low-rise</del> apartments at a Floor Space Index of 0.4-0.9.</p>
Section 4.19, District Policies, Malton District Policies, Land Use	Section 4.19 Page7	The Comprehensive Zoning By-law Review identified that, the land designated Business Employment located south of Rexford Road, north of Derry Road East has been developed for a long term care facility. The lands should be redesignated to Residential Medium Density II and the Business Employment land use policies deleted.	283	<p>That Section 4.19.4.2, be deleted.</p> <p><del><b>4.19.4.2 Business Employment</b></del></p> <p><del>Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</del></p> <p><del>a. transportation facilities;</del></p> <p><del>b. waste processing or transfer stations and composting facilities;</del></p> <p><del>c. trucking terminals and transportation depots;</del></p> <p><del>d. motor vehicle body repair facilities;</del></p> <p><del>e. motor vehicle repair garages;</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.19, District Policies, Malton District Policies, Special Site Policies	Section 4.19 Page 12	Section 4.19.7.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	284	<div><div>That Section 4.19.7.4, Site 3, be amended as follows:</div><div><div>4.19.7.4Site 3</div><div></div><div><div>The lands identified as Special Site 3 are located at the southwest corner of Etude Drive and Dalewood Drive.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a. a motor vehicle repair and tire service centre garage will be permitted.</div></div></div></div></div>

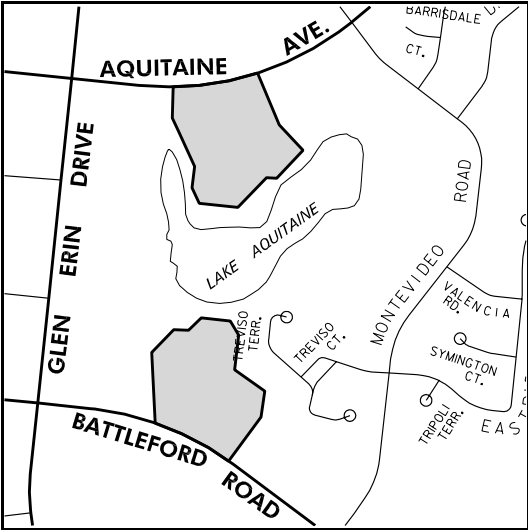
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.19, District Policies, Malton District Policies, Malton District Land Use Map	Malton District Land Use Map	The lands located north of Derry Road East, south of Rexford Road should be redesignated from Business Employment to Residential Medium Density II to recognize the existing long term care facility and to be consistent with the existing zoning to permit common element condominium townhouse dwellings.	<b>285</b>	That the Malton District Land Use Map, be amended as follows:  1. Redesignate the lands located north of Derry Road East, south of Rexford Road from "Business Employment" to "Residential Medium Density II".
Section 4.19, District Policies, Malton District Policies, Malton District Land Use Map	Malton District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east side of Victory Crescent, across from McNaughton Avenue should be redesignated from Residential Low Density II to Public Open Space to recognize that the land is owned by the City and is being used for a parking lot for the adjacent park.	<b>286</b>	That the Malton District Land Use Map, be amended as follows:  2. Redesignate the lands located on the east side of Victory Crescent, across from McNaughton Avenue from "Residential Low Density II" to "Public Open Space".
Section 4.19, District Policies, Malton District Policies, Malton District Land Use Map	Malton District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Derry Road East, west of Goreway Drive should be redesignated from Convenience Commercial to General Commercial as the property is located on Derry Road East and does not function in the general intent of a Convenience Commercial facility.	<b>287</b>	That the Malton District Land Use Map, be amended as follows:  3. Redesignate the lands located on the north side of Derry Road East, west of Goreway Drive from "Convenience Commercial" to "General Commercial".
Section 4.19, District Policies, Malton District Policies, Malton District Land Use Map	Malton District Land Use Map	As a result of revising the General Commercial policies to only permit motor vehicle uses in Employment Districts but not in Nodes, various sites along Derry Road East should be redesignated from General Commercial to Motor Vehicle Commercial to be consistent with the existing zoning and development.	<b>288</b>	That the Malton District Land Use Map, be amended as follows:  4. Redesignate the following lands from "General Commercial" to "Motor Vehicle Commercial": <ul style="list-style-type: none"> <li>the north side of Derry Road East, east of Airport Road;</li> <li>the north-east corner of Derry Road East and Cattrick Street.</li> </ul>
Section 4.19, District Policies, Malton District Policies, Malton District Land Use Map	Malton District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>289</b>	That the Malton District Land Use Map, be amended as follows:  5. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

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SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.20, District Policies, Mavis-Erindale District Policies, Special Site Policies	Section 4.20 Page 6	<p>Special Site 1 in the Mavis-Erindale District Policies should be deleted as it is not appropriate to permit residential development in an Employment District. Currently, the site permits an apartment building to a maximum Floor Space Index (FSI) of 1.0.</p> <p>Further, by deleting Special Site 1 the designation will now be consistent with the existing zoning and development.</p>	290	<p>That Section 4.20.6.2, Site 1 of the Mavis-Erindale District Policies, be deleted.</p> <p><del>4.20.6.2</del> — <del>Site 1</del></p> <div></div> <p><del>The lands identified as Special Site 1 are located on the east side of Central Parkway West, south of Burnhamthorpe Road West.</del></p> <p><del>Notwithstanding the General Commercial designation apartments at a maximum Floor Space Index (FSI) of 1.0 will be permitted.</del></p>

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Section 4.20, District Policies, Mavis Erindale District Policies, Mavis-Erindale District Land Use Map	Mavis-Erindale District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the General Commercial designation in Employment Districts, all lands currently designated Motor Vehicle Commercial should be redesignated to General Commercial.	291	<p>That the Mavis-Erindale District Land Use Map, be amended as follows:</p> <p>1. Redesignate the following lands from "Motor Vehicle Commercial" to "General Commercial":</p> <ul style="list-style-type: none"><li>• southeast corner of Burnhamthorpe Road West and Erindale Station Road;</li><li>• southwest corner of Burnhamthorpe Road and Mavis Road;</li><li>• northeast corner of Dundas Street West and Wolfedale Road;</li><li>• south side of Burnhamthorpe Road West and west of Wolfedale Road.</li></ul>

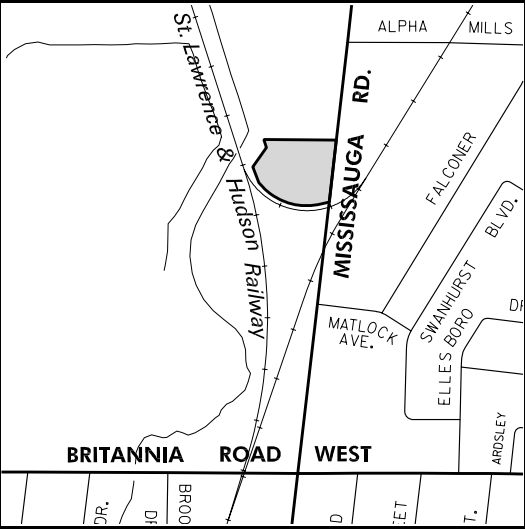
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Mavis-Erindale District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.21, District Policies, Meadowvale District Policies, Land Use	Section 4.21 Page 4	Section 4.21.4.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	292	<p>That Section 4.21.4.1.4, be amended as follows:</p> <p><b>4.21.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings, as well as <del>low-rise</del> apartments at a Floor Space Index of 0.4-0.9. Building height should not exceed 4-storeys.</p>
Section 4.21, District Policies, Meadowvale District Policies, Land Use	Section 4.21 Page 4	Section 4.21.4.1.6, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	293	<p>That Section 4.21.4.1.6, be amended as follows:</p> <p>The Residential High Density II designation permits <del>high-rise</del> apartment dwellings at a Floor Space Index of 1.0-1.3, in excess of 8-storeys.</p>
Section 4.21, District Policies, Meadowvale District Policies, Special Sites	Section 4.21 Page 9	A new Special Site should be added to the Meadowvale District Policies for the lands south of Aquitaine Avenue and north of Battleford Road to recognize the existing townhouse dwellings.	294	<p>That a new Special Site be added to the Meadowvale District Policies as follows:</p> <p><b>4.21.6.3 Site 2</b></p> <div></div> <p><i>The lands identified as Special Site 2 are located on the south side of Aquitaine Avenue, east of Glen Erin Drive and on the north side of Battleford Road, east of Glen Erin Drive.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, townhouse dwellings are permitted.</i></p>



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Section 4.21, District Policies, Meadowvale District Policies, Meadowvale District Land Use Map	Meadowvale District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands north of Derry Road, west of Winston Churchill Boulevard (#3114-3118 Pendleton Road) should be redesignated from Residential Low Density II to Residential Medium Density I to recognize the existing street townhouse dwellings.	<b>295</b>	That the Meadowvale District Land Use Map, be amended as follows:  1. Redesignate the lands north of Derry Road West, west of Winston Churchill Boulevard (#3114-3118 Pendleton Road) from "Residential Low Density II" to "Residential Medium Density I".
Section 4.21, District Policies, Meadowvale District Policies, Meadowvale District Land Use Map	Meadowvale District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at #6152-6205 Townwood Court, east of Windwood Drive be redesignated from Residential Low Density I to Residential Medium Density I to recognize the existing street townhouse dwellings.	<b>296</b>	That the Meadowvale District Land Use Map, be amended as follows:  2. Redesignate the lands located at #6152-6205 Townwood Court, east of Windwood Drive from "Residential Low Density I" to "Residential Medium Density I".
Section 4.21, District Policies, Meadowvale District Policies, Meadowvale District Land Use Map	Meadowvale District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	<b>297</b>	That the Meadowvale District Land Use Map, be amended as follows:  3. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

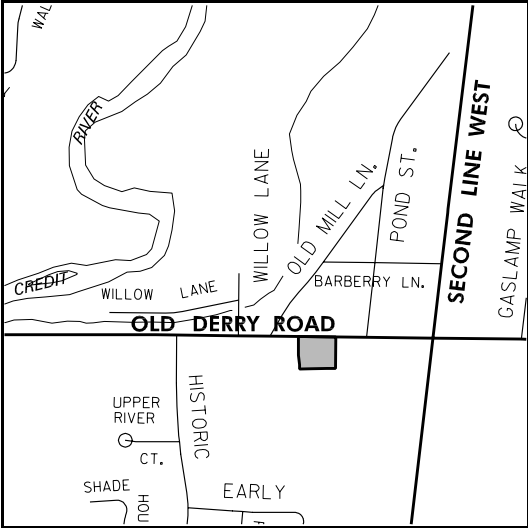
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
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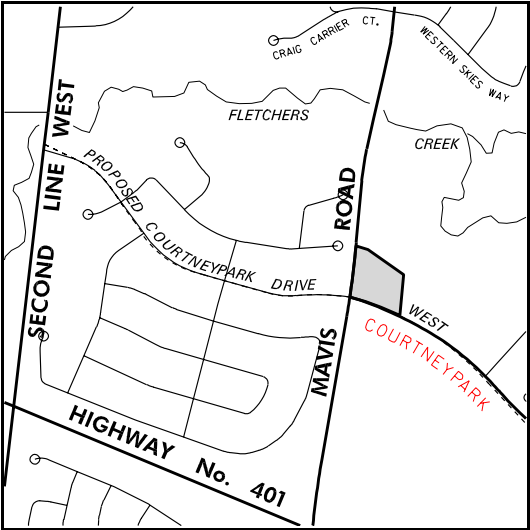
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.22.5.1, District Policies, Meadowvale Business Park District Policies, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.22 Pages 7 and 8	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	298	<p>That Section 4.22.5.1, Table 1, Basic Road Characteristics, be amended as follows:</p> <p>1. Delete the Meadowpine Boulevard extension 30 m ROW Width from Meadowvale Boulevard to Mississauga Road.</p>
Section 4.22, District Policies, Meadowvale Business Park District Policies, Special Site Policies	Section 4.22 Page 11	Section 4.22.6.7, should be revised to be consistent with the terminology of other sections of Mississauga Plan. A gas bar, car wash, motor vehicle repair garage and motor vehicle body repair facility are all permitted uses under the Business Employment designation.	299	<p>That Section 4.22.6.7, be amended as follows:</p> <p><b>4.22.6.7 Site 6</b></p> <div></div> <p>The lands identified as Special Site 6 are located on the west side of Mississauga Road, north of the St. Lawrence and Hudson Railway.</p> <p>Notwithstanding the provisions of the Business Employment designation, <del>the following additional policy will apply:</del></p> <p><b>a.</b> <del>a gas bar, car wash, motor vehicle repair garage and body shop, and a motor vehicle sales and equipment outlet will be permitted.</del></p>

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Section 4.22, District Policies, Meadowvale Business Park District Policies, Meadowvale Business Park District Land Use Map	Meadowvale Business Park District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Meadowvale Business Park District Land Use Map be amended by redesignating the lands located east of Battleford Road, north of the Wabukayne Creek from Business Employment to Industrial to be consistent with the existing M2 zoning.	300	That the Meadowvale Business Park District Land Use Map, be amended as follows:  1. Redesignate the lands located east of Battleford Road, north of the Wabukayne Creek from "Business Employment" to "Industrial".
Section 4.22, District Policies, Meadowvale Business Park District Policies, Meadowvale Business Park District Land Use Map	Meadowvale Business Park District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the General Commercial designation in Employment Districts, lands currently designated Motor Vehicle Commercial should be redesignated to General Commercial.	301	That the Meadowvale Business Park District Land Use Map, be amended as follows:  2. Redesignate the following lands from "Motor Vehicle Commercial" to "General Commercial": <ul style="list-style-type: none"> <li>southeast corner of Erin Mills Parkway and Battleford Road;</li> <li>northeast corner of Erin Mills Parkway and Battleford Road;</li> <li>northwest corner of Argentia Road and Winston Churchill Boulevard.</li> </ul>
Section 4.22, District Policies, Meadowvale Business Park District Policies, Meadowvale Business Park District Land Use Map	Meadowvale Business Park District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation in Employment Districts, the lands located northeast corner of Derry Road West and Millcreek Drive should be redesignated from Motor Vehicle Commercial to Business Employment.	302	That the Meadowvale Business Park District Land Use Map, be amended as follows:  3. Redesignate the lands located on the northeast corner of Derry Road West and Millcreek Drive from "Motor Vehicle Commercial" to "Business Employment".
Section 4.22, District Policies, Meadowvale Business Park District Policies, Meadowvale Business Park District Land Use Map	Meadowvale Business Park District Land Use Map	The Transportation and Works Department requested editorial changes to the Meadowvale Business Park District Land Use Map.	303	That the Meadowvale Business Park District Land Use Map, be amended as follows:  4. Revise the alignment of Argentia Road, west of Tenth Line West;  5. Add future commuter rail station symbol to west side of Tenth Line West and to the Transportation Legend;  6. Delete Meadowpine Boulevard extension as a Major Collector from Meadowvale Boulevard to Mississauga Road;  7. Delete West Credit Avenue as a Minor Collector from Meadowpine Boulevard extension to Meadowvale Boulevard.

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Section 4.22, District Policies, Meadowvale Business Park District Policies, Meadowvale Business Park District Land Use Map	Meadowvale Business Park District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	304	That the Meadowvale Business Park District Land Use Map, be amended as follows:  8. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

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SEE Meadowvale Business Park District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.23, District Policies, Meadowvale Village District Policies, Land Use	Section 4.23 Page 8	Upon further review, it is appropriate to restrict the permitted uses in the Business Employment designation as Meadowvale Village is a residential planning district and the lands designated Business Employment are adjacent to residential uses.	305	<p>That a new Section be added to Section 4.23.4, as follows:</p> <p><b>4.23.4.3 Business Employment</b></p> <p><i>Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</i></p> <p><i>a. overnight accommodations;</i></p> <p><i>b. financial institutions;</i></p> <p><i>c. broadcasting/communication establishments.</i></p>
Section 4.23, District Policies, Meadowvale Village District Policies, Special Site	Section 4.23 Page 15	The Comprehensive Zoning By-law Review identified that, the lands identified in Special Site 9, should be amended to be consistent with the proposed amendment to redesignate the lands from General Commercial to Convenience Commercial.	306	<p>That Section 4.23.6.10, Site 9, be amended as follows:</p> <p><b>4.23.6.10 Site 9</b></p> <div><p>The map shows a section of land bounded by Old Derry Road to the north, Second Line West to the east, and Willow Lane to the west. A small rectangular area is highlighted on Old Derry Road, south of Willow Lane. Other features include the Credit River to the northwest, Upper River Ct. to the southwest, and Historic Early to the south. A Gaslamp Walk is also indicated on the east side of Second Line West.</p></div> <p>The lands identified as Special Site 9 are located on the south side of Old Derry Road, west of Second Line West.</p> <p>Notwithstanding <i>the provisions of the General Convenience Commercial</i> designation, the existing motor vehicle service station and small convenience commercial facility will only be permitted, provided that it is in keeping with the historic character of the Meadowvale Village Heritage Conservation District Plan.</p>

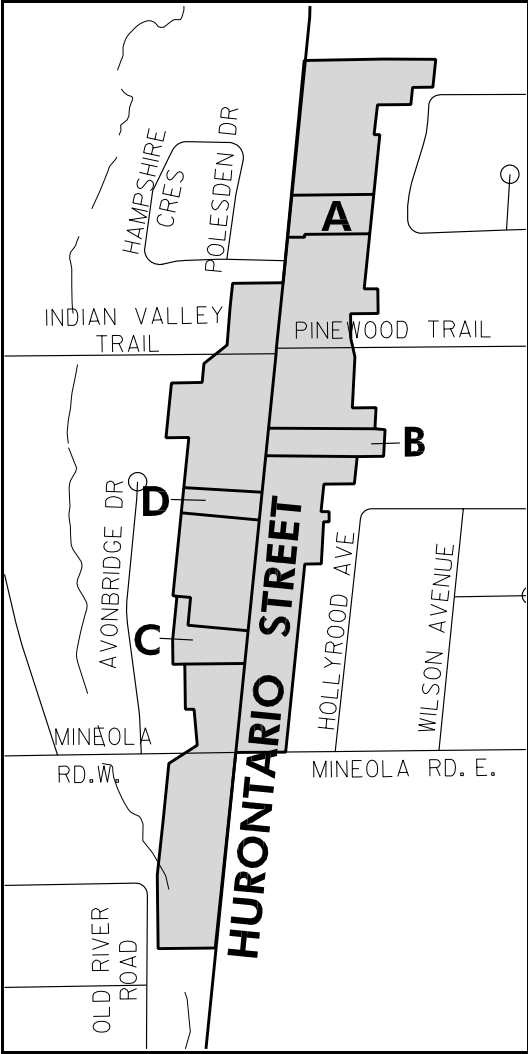
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.23, District Policies, Meadowvale Village District Policies, Special Site	Section 4.23 Page 16	The Comprehensive Zoning By-law Review identified that, Special Site 11 should be amended to refer to the land use designation as Motor Vehicle Commercial and the Special Site policies be amended to permit Convenience Commercial uses.	307	<p>That Section 4.23.6.12 Special Site 11 in the Meadowvale Village District Policies, be amended as follows:</p> <p><b>4.23.6.12            Site 11</b></p> <div></div> <p>The lands identified as Special Site 11 are located at the northeast corner of Courtneypark Drive and Mavis Road.</p> <p>Notwithstanding the provisions of the Motor Vehicle Commercial <del>and Convenience Commercial</del> designations, the following additional policy will apply:</p> <p>a. <del>, the lands may be developed for both Motor Vehicle Commercial and Convenience Commercial uses. on one site, or for Motor Vehicle Commercial and Convenience Commercial uses on individual sites, subject to the Motor Vehicle Commercial and Convenience Commercial policies of this Plan.</del></p>

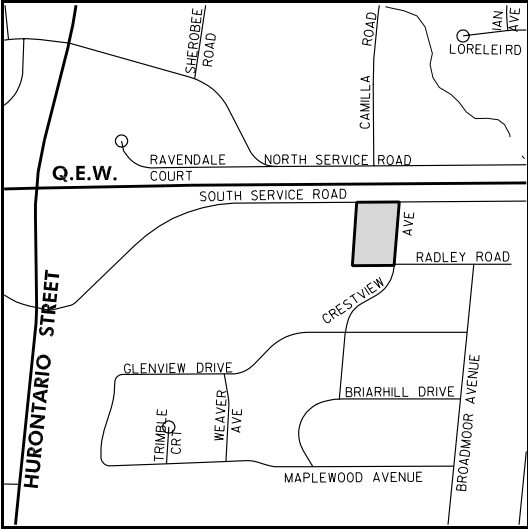


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Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that the lands located west of Second Line West, south of Hickory Hollow Glen should be redesignated from Open Space to Residential Low Density II to be consistent with the existing residential zoning.	<b>308</b>	That the Meadowvale Village District Land Use Map, be amended as follows:  1. Redesignate the lands located west of Second Line West, south of Hickory Hollow Glen from "Open Space" to "Residential Low Density II".
Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at 427-451 Arrowsmith Drive, east of McLaughlin Road should be redesignated from Residential Medium Density I to Residential Low Density II to recognize the existing detached dwellings.	<b>309</b>	That the Meadowvale Village District Land Use Map, be amended as follows:  2. Redesignate the lands located at 427-451 Arrowsmith Drive, east of McLaughlin Road from "Residential Medium Density I" to "Residential Low Density II".
Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at the northeast corner of Mavis Road and Courtney Park Drive West should be redesignated from Convenience Commercial and Motor Vehicle Commercial to Motor Vehicle Commercial to recognize the existing motor vehicle commercial uses. A Special Site should be added to permit Convenience Commercial uses.	<b>310</b>	That the Meadowvale Village District Land Use Map, be amended as follows:  3. Redesignate the lands located at the northeast corner of Mavis Road and Courtneypark Drive West from "Convenience Commercial/Motor Vehicle Commercial" to "Motor Vehicle Commercial".
Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at 729, 733 and 737 Novo Star Drive should be redesignated from Residential Medium Density I to Residential Low Density II to recognize the existing detached dwellings.	<b>311</b>	That the Meadowvale Village District Land Use Map, be amended as follows:  4. Redesignate the lands located at 729, 733 and 737 Novo Star Drive from "Residential Medium Density I" to "Residential Low Density II".
Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the south side of Old Derry Road, west of Second Line West should be redesignated from General Commercial to Convenience Commercial to recognize the existing development and existing and proposed zoning.	<b>312</b>	That the Meadowvale Village District Land Use Map, be amended as follows:  5. Redesignate the lands located on the south side of Old Derry Road, west of Second Line West from "General Commercial" to "Convenience Commercial".

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Section 4.23, District Policies, Meadowvale Village District Policies, Meadowvale Village District Land Use Map	Meadowvale Village District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	313	That the Meadowvale Village District Land Use Map, be amended as follows:  6. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

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SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.24, District Policies, Mineola District Policies, Special Site Policies	Section 4.24 Page 8	Section 4.24.7.3, Special Site 2, should be amended by adding offices located on Hurontario Street, located in the Special Site that exceeds the maximum 420 m <sup>2</sup> gross floor area.	314	<p>That Section 4.24.7.3, location map, f. and g., Site 2, be amended as follows:</p> <div></div> <p><b>f. 4.27.7.3.1     Area 2A</b></p> <p>Notwithstanding subsection e. of this section, for the lands identified as Area 2A, the existing building at 1523 Hurontario Street will not exceed 584.7 585 m<sup>2</sup> gross floor area;</p> <p><b>g. 4.27.7.3.2     Area 2B</b></p> <p>Notwithstanding subsection e. of this section, for the lands identified as Area 2B, an office building at 1443 Hurontario Street will not exceed 552 m<sup>2</sup> gross floor area.</p> <p><b>4.27.7.3.3     Area 2C</b></p> <p>Notwithstanding subsection e. of this section, for the lands identified as Area 2C, an office building will not exceed 465 m<sup>2</sup> gross floor area.</p> <p><b>4.27.7.3.4     Area 2D</b></p> <p>Notwithstanding subsection e. of this section, for the lands identified as Area 2D, the maximum gross floor area will not exceed 460 m<sup>2</sup> gross floor area and the maximum gross floor area used for an office will not exceed 250 m<sup>2</sup> gross floor area.</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.24, District Policies, Mineola District Policies, Special Site Policies	Section 4.24 Page 9	The Comprehensive Zoning By-law Review identified that, it would be appropriate to redesignate the lands identified as Special Site 4 located at the southwest corner of South Service Road and Crestview Avenue from Residential Medium Density I to Convenience Commercial to recognize the existing plaza. The Special Site policies will permit townhouse dwellings.	315	<p>That Section 4.24.7.5, Special Site 4, be amended as follows:</p> <p><b>4.24.7.51            Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are located at the southwest corner of South Service Road and Crestview Avenue.</p> <p>Notwithstanding the provisions of the <del>Residential Medium Density I Convenience Commercial</del> designation, <del>the existing commercial facility is recognised as a permitted use which may continue subject to the General Commercial policies</del> <i>townhouse dwellings will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.24, District Policies, Mineola District Policies, Mineola District Land Use Map	Mineola District Land Use Map	The Comprehensive Zoning By-law Review identified that, it would be appropriate to redesignate the lands identified as Special Site 4 located at the southwest corner of South Service Road and Crestview Avenue from Residential Medium Density I to Convenience Commercial to recognize the existing plaza.	316	That the Mineola District Land Use Map, be amended as follows:  1. Redesignate the lands located at the southwest corner of South Service Road and Crestview Avenue from "Residential Medium Density I" to "Convenience Commercial".
Section 4.24, District Policies, Mineola District Policies, Mineola District Land Use Map	Mineola District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	317	That the Mineola District Land Use Map, be amended as follows:  2. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Mineola District Land Use Map			

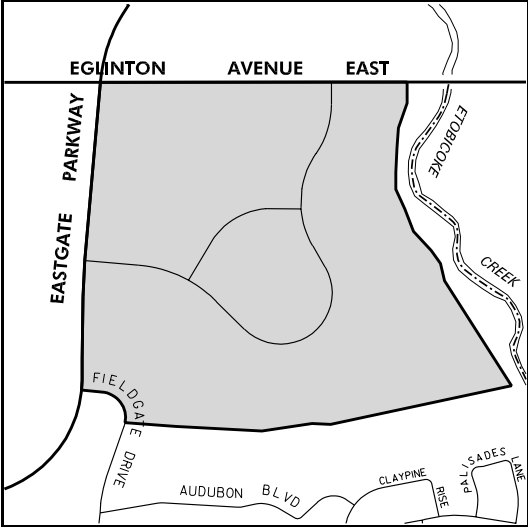
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.25, District Policies, Mississauga Valleys District Policies, Land Use	Section 4.25 Page 4	Section 4.25.4.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	318	<p>That Section 4.25.4.1.4, be amended as follows:</p> <p><b>4.25.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings, as well as <del>low-rise</del> apartments, at a Floor Space Index of 0.4-0.9. Building height should not exceed 4-storeys.</p>

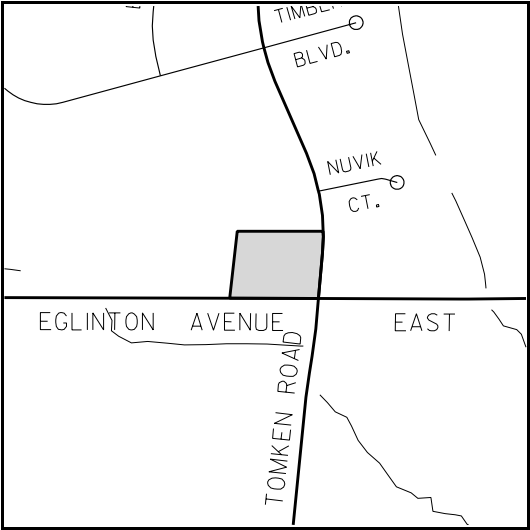


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.25, District Policies, Mississauga Valleys District Policies, Mississauga Valleys District Land Use Map	Mississauga Valleys District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the south side of Bloor Street, east of Mississauga Valley Boulevard be redesignated from General Commercial to Convenience Commercial to be consistent with the existing development and existing and proposed development.	319	That the Mississauga Valleys District Land Use Map, be amended as follows:  1. Redesignate the lands located on the south side of Bloor Street, east of Mississauga Valleys Boulevard from "General Commercial" to "Convenience Commercial".
Section 4.25, District Policies, Mississauga Valleys District Policies, Mississauga Valleys District Land Use Map	Mississauga Valleys District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	320	That the Mississauga Valleys District Land Use Map, be amended as follows:  2. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Mississauga Valleys District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26.4.1, District Policies, Northeast District Policies, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.26 Pages 5 and 6	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	321	That Section 4.26.4.1, Table 1, Basic Road Characteristics, be amended as follows:  1. Add 26 m ROW Width conceptual Britannia Road East link to Abilene Drive from Tomken Road to Kennedy Road;  2. Revise North-South Arterial Road 36 m and 30 m ROW Width alignment.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26, District Policies, Northeast District Policies, Special Site Policies	Section 4.26 Page 7	The Comprehensive Zoning By-law Review identified that, the Special Site 2 policies should be amended to delete reference to motels to be consistent with the terminology used in the rest of Mississauga Plan.	322	<p>That Section 4.26.5.3, Site 2, be amended as follows:</p> <p><b>4.26.5.3 Site 2</b></p> <div></div> <p><b>4.26.5.3.1</b> The lands identified as Special Site 2 are located south of Eglinton Avenue East, east of Eastgate Parkway.</p> <p><b>4.26.5.3.2 Area 2A</b></p> <p><del>Notwithstanding the provisions of the Motor Vehicle Commercial policies of this Plan, Business Employment uses will also be permitted on the lands identified as Area 2A, excluding motels and waste processing or transfer stations and composting facilities.</del></p> <p><b>4.26.5.3.3 Area 2B</b></p> <p><del>Notwithstanding the provisions of the General Commercial and Business Employment designations, waste processing, transfer stations and composting facilities will not be permitted. policies of this Plan, development on the lands identified as Area 2B A will be subject to the following:</del></p> <p><del>a. motel uses will not be permitted;</del></p> <p><del>b. Business Employment uses will also be permitted, excluding motels and waste processing or transfer stations and composting facilities.</del></p> <p><b>4.26.5.3.4 Area 2C</b></p> <p><del>Notwithstanding the provisions of the Business Employment, policies of this Plan, motels and waste processing or transfer stations and composting facilities will not be permitted on the lands identified as Area 2C.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26, District Policies, Northeast District Policies, Special Site Policies	Section 4.26 Page 9	Section 4.26.5.6, Site 5, should be deleted as it is being proposed to redesignate the lands to Business Employment which would permit the convenience restaurant.	323	<div><div>That Section 4.26.5.6, Site 5, be deleted.</div><div><div><div><div>4.26.5.6</div><div>Site 5</div></div><div></div></div><div><div>The lands identified as Special Site 5 are located at the northwest corner of Eglinton Avenue East and Tomken Road.</div><div>Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policy will apply:</div><div><div>a.</div><div>a convenience restaurant with a drive-through facility will be permitted.</div></div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Comprehensive Zoning By-law Review identified that, a number of internal properties had existing industrial operations with extensive outdoor processing and/or storage areas. These lands are currently designated Business Employment and zoned M2. It would be appropriate to redesignate these lands from Business Employment to Industrial to be consistent with the existing land uses.	<b>324</b>	<p>That the Northeast District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"> <li>Redesignate the following lands from "Business Employment" to "Industrial": <ul style="list-style-type: none"> <li>the lands located north of Highway 401, east and west of Dixie Road;</li> <li>the lands located south of the Brampton border, east and west of Dixie Road;</li> <li>the lands located south of the Brampton border, east and west of Torbram Road;</li> <li>the lands located south of Derry Road West, east of Airport Road;</li> <li>the lands located south of Highway 401, east and west of Dixie Road;</li> <li>the lands located north of Derry Road East, west of Tomken Road;</li> <li>the lands located south of Derry Road East, east and west of Pacific Circle;</li> <li>the lands located north and south of Matheson Boulevard East, east of Timberlea Boulevard;</li> <li>the lands located west of Tomken Road, north and south of Gana Road;</li> <li>the lands located south of Crestlawn Drive, north of Fewster Drive.</li> </ul> </li> </ol>
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the General Commercial designation in Employment Districts, lands currently designated Motor Vehicle Commercial should be redesignated to General Commercial.	<b>325</b>	<p>That the Northeast District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"> <li>Redesignate the following lands from "Motor Vehicle Commercial" to "General Commercial": <ul style="list-style-type: none"> <li>southeast corner of Eglinton Avenue East and Eastgate Parkway;</li> <li>northwest corner of Eglinton Avenue East and Dixie Road;</li> <li>northeast corner of Aimco Boulevard and Dixie Road;</li> <li>southwest corner of Derry Road East and Rexwood Road.</li> </ul> </li> </ol>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation in Employment Districts, lands currently designated Motor Vehicle Commercial should be redesignated to Business Employment.	326	<p>That the Northeast District Land Use Map, be amended as follows:</p> <p>3. Redesignate the following lands from "Motor Vehicle Commercial" to "Business Employment":</p> <ul style="list-style-type: none"> <li>• northwest corner of Eglinton Avenue East and Tomken Road;</li> <li>• southwest corner of Britannia Road East and Dixie Road;</li> <li>• southeast corner of Courtneypark Drive East and Dixie Road;</li> <li>• northeast corner of Courtneypark Drive and Dixie Road;</li> <li>• southwest corner of Derry Road East and Tomken Road;</li> <li>• southeast corner of Derry Road East and Dixie Road;</li> <li>• southwest corner of Derry Road East and Menkes Drive;</li> <li>• northwest corner of Slough Street and Airport Road;</li> <li>• east side of Airport Road, north of Orlando Drive;</li> <li>• northeast corner of Bresler Drive and Airport Road;</li> <li>• southeast corner of Bresler Drive and Airport Road;</li> <li>• northeast corner of Highway 427 and Airport Road.</li> </ul>
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Industrial designation in Employment Districts, lands currently designated Motor Vehicle Commercial should be redesignated to Industrial.	327	<p>That the Northeast District Land Use Map, be amended as follows:</p> <p>4. Redesignate the following lands from "Motor Vehicle Commercial" to "Industrial":</p> <ul style="list-style-type: none"> <li>• southeast corner of Matheson Boulevard East and General Road;</li> <li>• south side of Britannia Road East, west of Dixie Road;</li> </ul>
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located south of Drew Road, west of the west branch of the Etobicoke Creek should be redesignated from Greenbelt to Industrial to be consistent with the Greenbelt policies, the existing development and the existing and proposed zoning.	328	<p>That the Northeast District Land Use Map, be amended as follows:</p> <p>5. Redesignate the lands located south of Drew Road, west of the west branch of the Etobicoke Creek from "Greenbelt" to "Industrial".</p>
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located south of Derry Road East, east of Tomken Road are not part of the cemetery and should be redesignated from Private Open Space to Business Employment to be consistent with the existing zoning.	329	<p>That the Northeast District Land Use Map, be amended as follows:</p> <p>6. Redesignate the lands located south of Derry Road East, east of Tomken Road from "Private Open Space - Cemetery" to "Business Employment".</p>

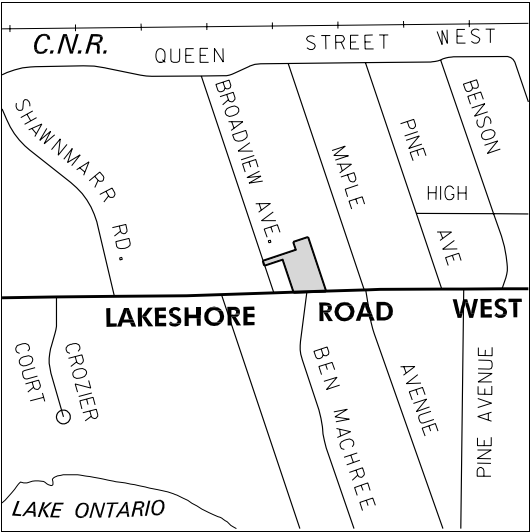
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located south of Derry Road East, east of Tomken Road are not part of the cemetery and should be redesignated from Private Open Space to Greenbelt to be consistent with the existing zoning.	330	That the Northeast District Land Use Map, be amended as follows:  7. Redesignate the lands located south of Derry Road East, east of Tomken Road from "Private Open Space - Cemetery" to "Greenbelt".
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	Upon further review and through the Comprehensive Zoning By-law Review, it is appropriate to add an Airport Land Use Designation to include all Airport lands.	331	That the Northeast District Land Use Map, be amended as follows:  8. Add Airport Land Use Designation to the Northeast District and add "Airport" to the Land Use Designations legend.
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Transportation and Works Department requested editorial updates to the Northeast District Land Use Map.	332	That the Northeast District Land Use Map, be amended as follows:  9. Update current Airport Terminal configuration (new Terminal 1);  10. Revise alignment of North-South Arterial Road;  11. Add alignment of Britannia Road East link to Abilene Drive;  12. Revise Highway 401 westbound off-ramp;  13. Delete "(conceptual)" after "Future Arterial" in legend;  14. Add "Future Major Collector (conceptual)" in legend;  15. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station";  16. Revise "GTA Transit Airport Connections" in legend to "Transit Airport Connections".
Section 4.26, District Policies, Northeast District Policies, Northeast District Land Use Map	Northeast District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	333	That the Northeast District Land Use Map, be amended as follows:  17. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

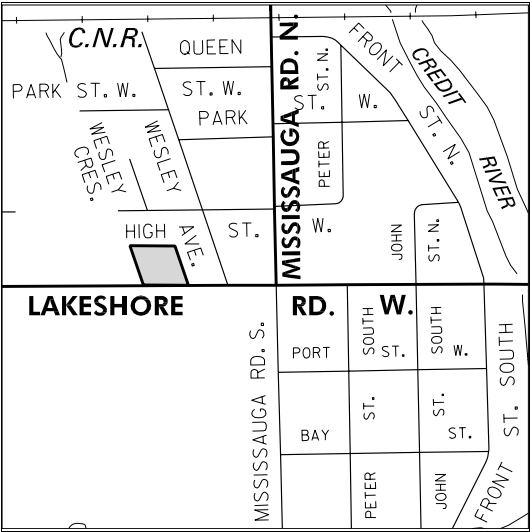



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Northeast District Land Use Map (Map 1 of 2)			

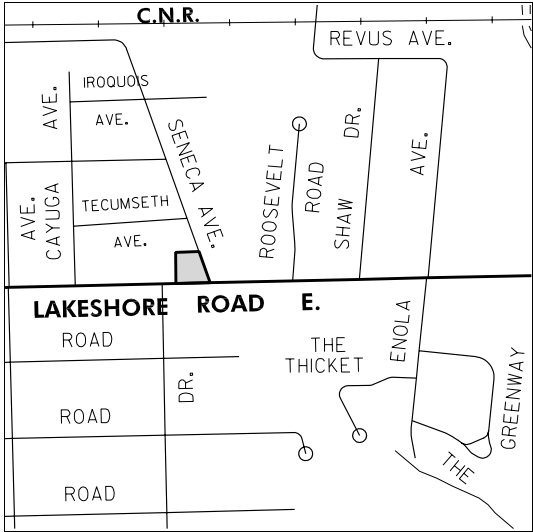
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Northeast District Land Use Map (Map 2 of 2)			

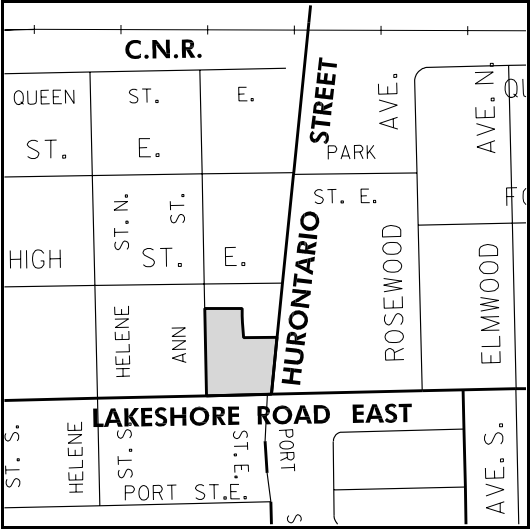
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Urban Design Policies	Section 4.27 Page 9	The Comprehensive Zoning By-law Review identified that, Section 4.27.3.1.7.c, should be revised to be consistent with the terminology of other sections of Mississauga Plan by permitting a height range of 2 to 3-storeys.	334	That Section 4.27.3.1.7.c, be amended as follows:  c. Building heights should <del>not exceed</del> <i>be a minimum of 2-storeys and a maximum of 3-storeys.</i> <del>Lands designated Mainstreet Commercial which front onto the south side of Lakeshore Road East between Hurontario Street and Elmwood Avenue are encouraged to be developed as mixed commercial/residential "live/work" units and shall not exceed a building height of 3-storeys.</del>
Section 4.27, District Policies, Port Credit District Policies, Land Use	Section 4.27 Page 12	The Comprehensive Zoning By-law Review identified that, Section 4.27.4.1.2, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	335	That Section 4.27.4.1.2, be amended as follows:  <b>4.27.4.1.2 Residential Low Density II</b>  The Residential Low Density II designation permits detached, semi-detached, duplex, <i>triplex and street townhouse dwellings</i> <del>and other types of dwellings with individual frontages on a public street</del> , at a density of 13-30 units per net residential hectare.
Section 4.27, District Policies, Port Credit District Policies, Land Use	Section 4.27 Page 12	The Comprehensive Zoning By-law Review identified that, Section 4.27.4.1.3, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	336	That Section 4.27.4.1.3, be amended as follows:  <b>4.27.4.1.3 Residential Medium Density I</b>  The Residential Medium Density I designation permits townhouse <del>development</del> <i>dwellings</i> at a density of 26-42 units per net residential hectare. Building height should not exceed 3-storeys, unless otherwise specified in the Port Credit Urban Design policies of this Plan.
Section 4.27, District Policies, Port Credit District Policies, Land Use	Section 4.27 Page 12	The Comprehensive Zoning By-law Review identified that, Section 4.27.4.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.  Further, reference to lands that are designated Residential Medium Density II and located in the Harbour Mixed Use Character Area should be deleted as there are no lands in the Harbour Mixed Use Character Area that are designated Residential Medium Density II.	337	That Section 4.27.4.1.4, be amended as follows:  <b>4.27.4.1.4 Residential Medium Density II</b>  The Residential Medium Density II designation permits <i>townhouse dwellings</i> and all forms of horizontal multiple dwellings, as well as <del>low-rise</del> apartments at a Floor Space Index of 0.4-0.9. <del>Development on all lands designated Residential Medium Density II and located in the Harbour Mixed Use character area will not exceed a maximum Floor Space Index of 0.70 (75 uph).</del> Building height should not exceed 4-storeys, unless otherwise specified in the Port Credit Urban Design policies of this Plan.

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 27	The Comprehensive Zoning By-law Review identified that, Section 4.27.6.7, Special Site 6, should be deleted as this site is proposed to be redesignated to Mainstreet Commercial.	338	<div><p>That Section 4.27.6.7, Special Site 6, be deleted.</p><p><del>4.27.6.7</del> — <del>Site 6</del></p><p>The lands identified as Special Site 6 are located north of Lakeshore Road West and east of Broadview Avenue.</p><p><del>Notwithstanding the provisions of the General Commercial designation, the following additional policy will apply:</del></p><p><del>a. apartment uses will be permitted.</del></p></div>

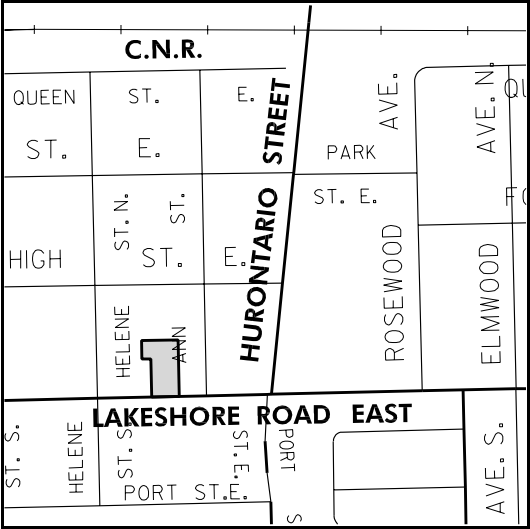
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 28	The Comprehensive Zoning By-law Review identified that, Section 4.27.6.8, Special Site 7, should be redesignated from Motor Vehicle Commercial to Mainstreet Commercial as it reflects the ultimate vision for these lands.	339	<div><div><div>That Section 4.27.6.8, Special Site 7, be amended as follows:</div><div>4.27.6.8                      Site 7</div><div></div><div>The lands identified as Special Site 7 are located on the north side of Lakeshore Road West and west of Wesley Avenue.</div><div>Notwithstanding the provisions of the <del>Motor Vehicle Commercial</del> <i>Mainstreet Commercial</i> designation, <del>the following additional policy will apply:</del></div><div>a. motor vehicle sales <del>and service</del> will be permitted.</div></div></div>


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 29	Section 4.27.6.11, Special Site 10, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	340	<div><div><div>That Section 4.27.6.11, Special Site 10, be amended as follows:</div><div>4.27.6.11                      Site 10</div><div></div></div><div><div>The lands identified as Special Site 10 are located north of Lakeshore Road East and east of Hurontario Street.</div><div>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></div><div><div>a. a gas bar, <del>car and a motor vehicle wash and convenience kiosk</del> will be permitted.</div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 30	Section 4.27.6.13, Special Site 12, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	341	<p>That Section 4.27.6.13, Site 12, be amended as follows:</p> <p><b>4.27.6.13            Site 12</b></p> <div></div> <p>The lands identified as Special Site 12 are located at the northwest corner of Lakeshore Road East and Seneca Avenue.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p> <p><del>a. a motor vehicle car wash will be permitted.</del></p>

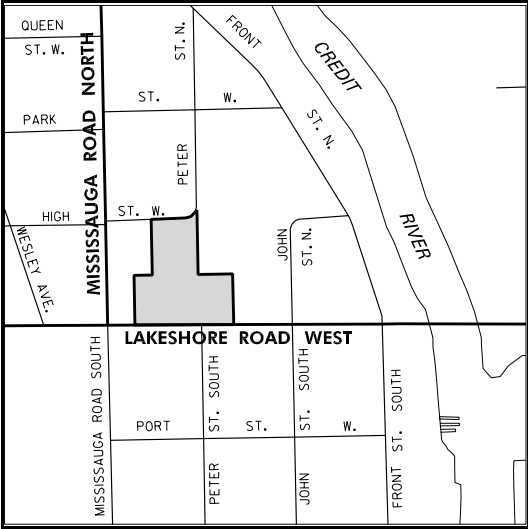
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road East, west of Hurontario Street, east of Ann Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	342	<div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.18      Site 17</b></p><div></div><p><i>The lands identified as Special Site 17 are located on the north side of Lakeshore Road East, west of Hurontario Street, east of Ann Street.</i></p><p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the following additional policies will apply:</i></p><ul style="list-style-type: none"><li><i>a. apartment dwellings to a maximum Floor Space Index of 2.3 will be permitted.</i></li><li><i>b. the maximum height permitted will be 20-storeys.</i></li></ul></div>

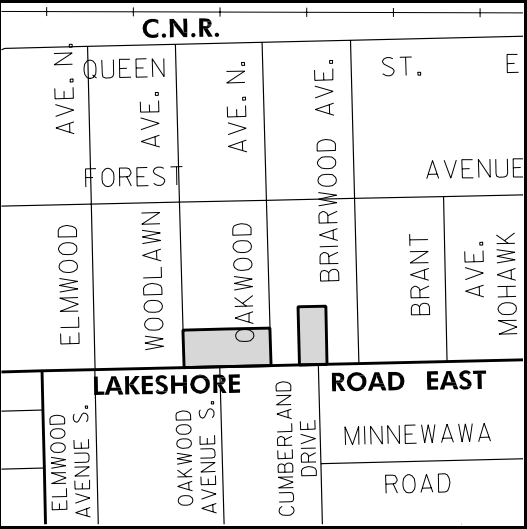


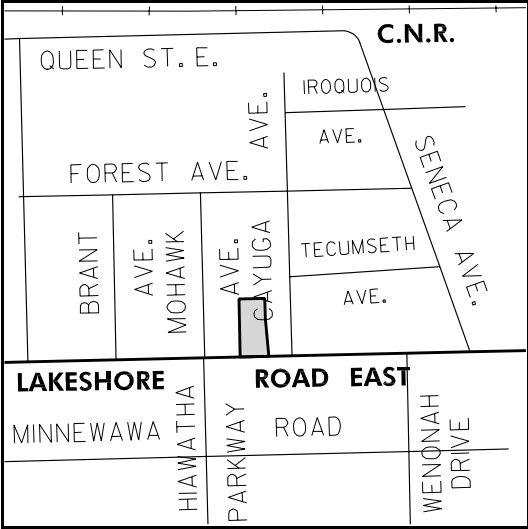
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located north of Lakeshore Road East, east of Helene Street North and west of Ann Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	343	<div><div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.19            Site 18</b></p><div></div><p><i>The lands identified as Special Site 18 are located north of Lakeshore Road East, east of Helene Street North and west of Ann Street.</i></p><p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the maximum height permitted will be 5-storeys.</i></p></div></div>


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Port Street, west of Elizabeth Street South, east of Stavebank Road South requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	344	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.20            Site 19</b></p> <div><p>The map shows a street grid in Port Credit. Lakeshore Road East runs horizontally across the middle. Port Street runs vertically on the right side. Elizabeth Street South runs vertically on the left side. Stavebank Road South runs diagonally from the bottom left towards the center. The Credit River is shown on the far left. Two specific areas are highlighted with black boxes and labeled 'A' and 'B'. Area A is a small rectangular lot at the intersection of Port Street and Elizabeth Street South. Area B is a larger rectangular lot to the east of Area A, also at the intersection of Port Street and Elizabeth Street South. The map also shows other streets: Park High, St. E., St. N., and Helene St. S.</p></div> <p><i>The lands identified as Special Site 19 are located on the north side of Port Street, west of Elizabeth Street South, east of Stavebank Road South.</i></p> <p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the following will apply.</i></p> <p><b>4.27.6.20.1            Area 19A</b></p> <p><i>For the lands identified as Area 19A, the maximum height permitted will be 14-storeys.</i></p> <p><b>4.27.6.20.2            Area 19B</b></p> <p><i>For the lands identified as Area 19B, the maximum height permitted will be 7-storeys.</i></p>


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road West, west of John Street North, requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	345	<div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.21            Site 20</b></p><div></div><p><i>The lands identified as Special Site 20 are located on the north side of Lakeshore Road West, west of John Street North.</i></p><p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the following will apply.</i></p><p><b>4.27.6.21.1            Area 20A</b></p><p><i>For the lands identified as Area 20A, the maximum height permitted will be 5-storeys.</i></p><p><b>4.27.6.21.2            Area 20B</b></p><p><i>For the lands identified as Area 20B, the maximum height permitted will be 4-storeys.</i></p></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road West, east of Mississauga Road requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	346	<div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div><div>4.27.6.22Site 21</div><div></div><div><div>The lands identified as Special Site 21 are located on the north side of Lakeshore Road West, east of Mississauga Road.</div><div>Notwithstanding the provisions of the Mainstreet Commercial and Residential High Density I designations, the maximum height permitted will be 19-storeys.</div></div></div></div>

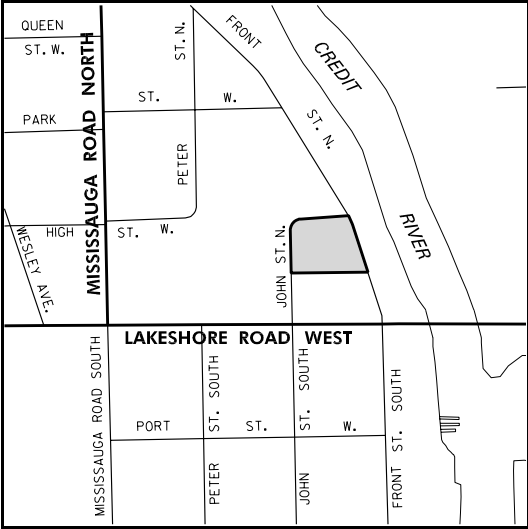
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road East, between Woodlawn Avenue and Oakwood Avenue North and the lands located north of Lakeshore Road East west of Briarwood Avenue requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	347	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.23                      Site 22</b></p> <div><p>The map shows a grid of streets. The top horizontal street is labeled 'C.N.R.'. Below it are 'QUEEN AVE. N.', 'FOREST AVE.', 'OAKWOOD AVE. N.', 'BRIARWOOD AVE.', and 'ST. E'. The bottom horizontal street is 'LAKESHORE ROAD EAST'. The vertical streets from left to right are 'ELMWOOD AVE. S.', 'OAKWOOD AVE. S.', 'CUMBERLAND DRIVE', 'BRANT AVE.', and 'MOHAWK AVE.'. The site is located north of Lakeshore Road East, between Woodlawn Avenue and Oakwood Avenue North. The site is highlighted in grey.</p></div> <p><i>The lands identified as Special Site 22 are located on the north side of Lakeshore Road East, between Woodlawn Avenue and Oakwood Avenue North and the lands located north of Lakeshore Road East west of Briarwood Avenue.</i></p> <p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the maximum height permitted will be 4-storeys.</i></p>

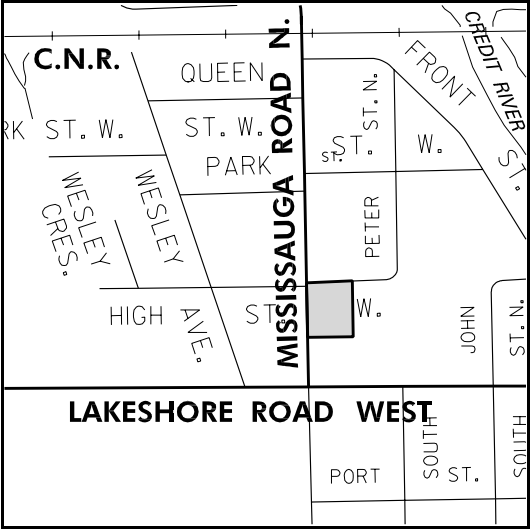
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road East, west of Cayuga Avenue requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	348	<div><div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.24            Site 23</b></p><div></div><p><i>The lands identified as Special Site 23 are located on the north side of Lakeshore Road East, west of Cayuga Avenue.</i></p><p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the maximum height permitted will be 5-storeys.</i></p></div></div>

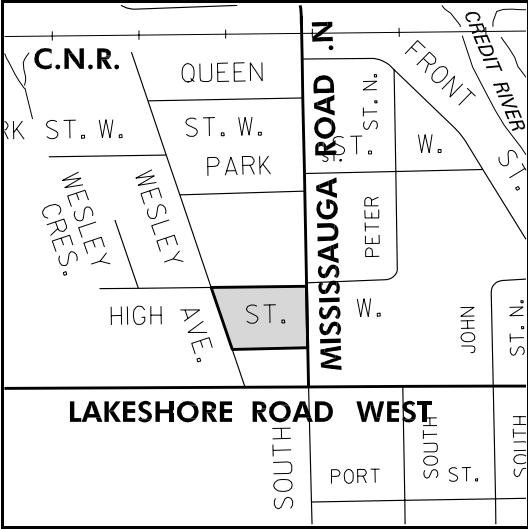
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located north of Park Street, south of Queen Street and west of Mississauga Road required a new Special Site to be consistent with the existing zoning and recognize the existing development.	349	<div><div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.25      Site 24</b></p></div><div><p><i>The lands identified as Special Site 24 are located on the north side of Park Street West, south of Queen Street and west of Mississauga Road.</i></p><p><i>Notwithstanding the provisions of the Residential Medium Density I designation, detached, duplex and triplex dwellings will be permitted.</i></p></div></div>

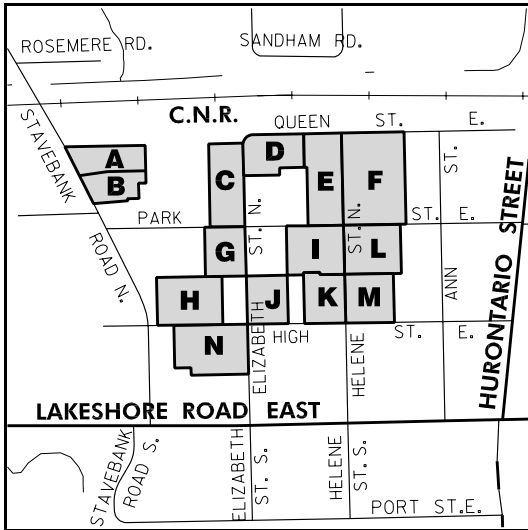
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located north of Park Street West, east and west of Peter Street North and the lands south of Park Street West, between Mississauga Road North and Peter Street North, requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	350	<div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div><div>4.27.6.26Site 25</div><div></div><div><div>The lands identified as Special Site 25 are located north of Park Street West, east and west of Peter Street North and the lands south of Park Street West, between Mississauga Road North and Peter Street North.</div><div>Notwithstanding the provisions of the Residential High Density I designation, detached, semi-detached, triplex and horizontal multiple dwellings will be permitted.</div></div></div></div>

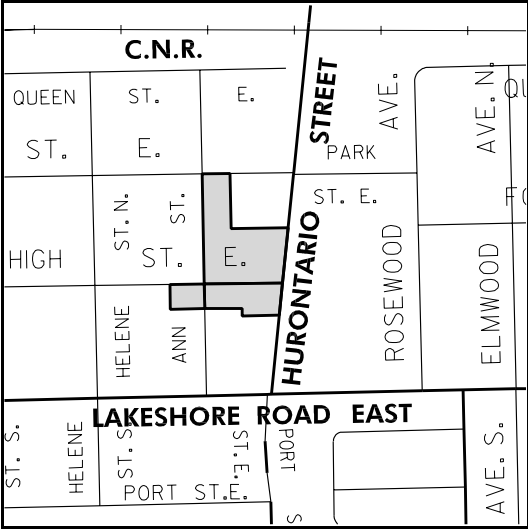



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the west side of Front Street North, north of Lakeshore Road West requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	351	<div><div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div><div>4.27.6.27Site 26</div><div></div><div><div>The lands identified as Special Site 26 are located on the west side of Front Street North, north of Lakeshore Road West.</div><div>Notwithstanding the provisions of the Residential Medium Density I designation, office, duplex and apartment dwellings will be permitted.</div></div></div></div></div>


SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the east side of Mississauga Road North, south of High Street West requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	352	<div><div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.28                      Site 27</b></p></div><div><p><i>The lands identified as Special Site 27 are located on the east side of Mississauga Road North, south of High Street West.</i></p><p><i>Notwithstanding the provisions of the Residential High Density I designation, duplex dwellings and horizontal multiple dwellings will be permitted.</i></p></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the south side of High Street West between Mississauga Road North and Wesley Avenue. requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	353	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.29                      Site 28</b></p> <div><p>The map shows a street grid in Port Credit. High Street West runs north-south. Mississauga Road North runs east-west, intersecting High Street West. Wesley Avenue runs east-west, south of Mississauga Road North. Lakeshore Road West runs east-west, south of Wesley Avenue. To the west of High Street West are Wesley Cres. and Wesley Ave. To the east are Peter St. N., John St. N., and Credit River. Other streets shown include Queen St. W., Park St. W., and Front St. N. A specific lot on the south side of High Street West, between Wesley Avenue and Mississauga Road North, is highlighted in grey and labeled 'ST. W.'.</p></div> <p><i>The lands identified as Special Site 28 are located on the south side of High Street West between Mississauga Road North and Wesley Avenue.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, detached and triplex dwellings will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN																																															
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located north of Lakeshore Road East, south of the Canadian National Railway, east of Stavebank Road and west Hurontario Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	354	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.30      Site 29</b></p> <div><p>The map shows a grid of lots labeled A through N. The area is bounded by Stavebank Road to the west, Lakeshore Road East to the south, and Hurontario Street to the east. To the north is the C.N.R. railway line. Other streets shown include Rosemere Rd., Sandham Rd., Queen St. E., Park St. N., Elizabeth St. N., Elizabeth St. S., Helene St. S., and Port St. E.</p></div> <p><i>The lands identified as Special Site 29 are located north of Lakeshore Road East, south of the Canadian National Railway, east of Stavebank Road and west Hurontario Street.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, the following will apply:</i></p> <table><tr><th>Area</th><th>FSI Range</th><th>Maximum Height Permitted</th></tr><tr><td>A</td><td>1.0-2.3 FSI</td><td>13-storeys</td></tr><tr><td>B</td><td>1.0-2.8 FSI</td><td>11-storeys</td></tr><tr><td>C</td><td>1.0-2.7 FSI</td><td>13-storeys</td></tr><tr><td>D</td><td>1.0-2.4 FSI</td><td>11-storeys</td></tr><tr><td>E</td><td>1.0-2.8 FSI</td><td>NA</td></tr><tr><td>F</td><td>1.0-4.0 FSI</td><td>27-storeys</td></tr><tr><td>G</td><td>1.0-2.4 FSI</td><td>10-storeys</td></tr><tr><td>H</td><td>1.0-2.4 FSI</td><td>16-storeys</td></tr><tr><td>I</td><td>1.0-2.9 FSI</td><td>14-storeys</td></tr><tr><td>J</td><td>1.5-2.9 FSI</td><td>NA</td></tr><tr><td>K</td><td>1.0-3.3 FSI</td><td>10-storeys</td></tr><tr><td>L</td><td>1.0-2.5 FSI</td><td>NA</td></tr><tr><td>M</td><td>1.0-2.7 FSI</td><td>13-storeys</td></tr><tr><td>N</td><td>1.0-2.8 FSI</td><td>14-storeys</td></tr></table>		Area	FSI Range	Maximum Height Permitted	A	1.0-2.3 FSI	13-storeys	B	1.0-2.8 FSI	11-storeys	C	1.0-2.7 FSI	13-storeys	D	1.0-2.4 FSI	11-storeys	E	1.0-2.8 FSI	NA	F	1.0-4.0 FSI	27-storeys	G	1.0-2.4 FSI	10-storeys	H	1.0-2.4 FSI	16-storeys	I	1.0-2.9 FSI	14-storeys	J	1.5-2.9 FSI	NA	K	1.0-3.3 FSI	10-storeys	L	1.0-2.5 FSI	NA	M	1.0-2.7 FSI	13-storeys	N	1.0-2.8 FSI	14-storeys
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Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located west of Hurontario Street, north and south of High Street East requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	355	<div><div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div><div>4.27.6.31</div><div>Site 30</div><div></div></div><div><div>The lands identified as Special Site 30 are located west of Hurontario Street, north and south of High Street East.</div><div>Notwithstanding the provisions of the Residential High Density I designation, offices will be permitted in detached dwellings.</div></div></div></div>

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Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Lakeshore Road West, east of Benson Avenue requires a new Special Site on two properties to recognize the motor vehicle repair as a permitted use.	356	<div><div><p>That a new Special Site be added to the Port Credit District Policies as follows:</p><p><b>4.27.6.32      Site 31</b></p><p><i>The lands identified as Special Site 31 are located on the north side of Lakeshore Road West, east of Benson Avenue.</i></p><p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, motor vehicle repair will be permitted.</i></p></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Special Site Policies	Section 4.27 Page 33	The Community Services Department have requested that we recognize the existing restaurant in the lands designated Open Space located west of Port Street East, south of Lakeshore Road West.	357	<div><div><div>That a new Special Site be added to the Port Credit District Policies as follows:</div><div><div>4.27.6.33</div><div>Site 32</div></div><div></div></div><div><div>The lands identified as Special Site 32 are located west of Stavebank Road South, south of Lakeshore Road West.</div><div>Notwithstanding the provisions of the Public Open Space and Greenbelt designations, the existing restaurant and marina will be permitted.</div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the west side of Broadview Avenue, north of Lakeshore Road West should be redesignated from Residential Medium Density II to Residential Low Density II to be consistent with the existing zoning and recognize the existing development.	<b>358</b>	That the Port Credit District Land Use Map, be amended as follows:  1. Redesignate the lands located on the west side of Broadview Avenue, north of Lakeshore Road West from "Residential Medium Density II" to "Residential Low Density II".
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located west side of Broadview Avenue, north of Lakeshore Road West should be redesignated from Residential Low Density II to Residential Medium Density II to be consistent with the existing zoning and recognize the existing development.	<b>359</b>	That the Port Credit District Land Use Map, be amended as follows:  2. Redesignate the lands located west of Broadview Avenue, north of Lakeshore Road West from "Residential Low Density II" to "Residential Medium Density II".
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located at 80 High Street should be redesignated from Residential High Density I to Utility to be consistent with the existing zoning and recognize the existing development.	<b>360</b>	That the Port Credit District Land Use Map, be amended as follows:  3. Redesignate the lands located north of High Street East, west of Ann Street from "Residential High Density I" to "Utility".
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located east of Godfrey Lane, south of Lakeshore Road West should be redesignated from Residential Medium Density II to Residential Medium Density III to be consistent with the existing zoning and recognize the existing development.	<b>361</b>	That the Port Credit District Land Use Map, be amended as follows:  4. Redesignate the lands located east of Godfrey Lane, south of Lakeshore Road West from "Residential Medium Density II" to "Residential Medium Density III".
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located east of Broadview Avenue, north of Lakeshore Road West should be redesignated from General Commercial to Mainstreet Commercial to be consistent with the existing zoning and recognize the existing development.	<b>362</b>	That the Port Credit District Land Use Map, be amended as follows:  5. Redesignate the lands located east of Broadview Avenue, north of Lakeshore Road West from "General Commercial" to "Mainstreet Commercial".



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	<p>The Comprehensive Zoning By-law Review identified that, the following lands should be redesignated from Motor Vehicle Commercial to Mainstreet Commercial:</p> <ul style="list-style-type: none"> <li>lands located on the north side of Lakeshore Road West, east of Benson Avenue, to establish the vision for continuous Mainstreet development in the area;</li> <li>lands located on the north side of Lakeshore Road West and west of Wesley Avenue, as it represents a more appropriate land use in terms of compatibility and ultimate land use. Special Site 7 has been retained to recognize the existing motor vehicle sales.</li> </ul>	<b>363</b>	<p>That the Port Credit District Land Use Map, be amended as follows:</p> <p>6. Redesignate the following lands from "Motor Vehicle Commercial" to "Mainstreet Commercial":</p> <ul style="list-style-type: none"> <li>lands located on the north side of Lakeshore Road West, east of Benson Avenue;</li> <li>lands located on the north side of Lakeshore Road West and west of Wesley Avenue.</li> </ul>
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	<p>The Comprehensive Zoning By-law Review identified that, the lands located on the south side of Lakeshore Road East, west of Stavebank Road should be redesignated from Open Space to Mainstreet Commercial to be consistent with the existing zoning and recognize the existing development.</p>	<b>364</b>	<p>That the Port Credit District Land Use Map, be amended as follows:</p> <p>7. Redesignate the lands located on the south side of Lakeshore Road East, west of Stavebank Road from "Open Space" to "Mainstreet Commercial".</p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	<p>The Comprehensive Zoning By-law Review identified that, the following lands should be redesignated from Residential Medium Density to Mainstreet Commercial:</p> <ul style="list-style-type: none"> <li>lands located east of Wenonah Drive on the south side of Lakeshore Road East, to establish the vision for continuous Mainstreet Commercial development in the area;</li> <li>lands located on the north side of Lakeshore Road East, east of Woodlawn Avenue, to be consistent with the existing vision of Lakeshore Road and recognize the existing development.</li> <li>lands located on the north side of Lakeshore Road East, east of Cayuga Avenue, to be consistent with the existing vision of Lakeshore Road and recognize the existing development.</li> </ul>	365	<p>That the Port Credit District Land Use Map, be amended as follows:</p> <p>8. Redesignate the following lands from "Residential Medium Density III" to "Mainstreet Commercial":</p> <ul style="list-style-type: none"> <li>the lands located east of Wenonah Drive on the south side of Lakeshore Road East;</li> <li>the lands located on the north side of Lakeshore Road East, east of Woodlawn Avenue;</li> <li>the lands located on the north side of Lakeshore Road East, east of Cayuga Avenue.</li> </ul>
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	<p>The Comprehensive Zoning By-law Review identified that, the cemetery located on the south side of Lakeshore Road West, west of John Street South should be designated Private Open Space.</p>	366	<p>That the Port Credit District Land Use Map, be amended as follows:</p> <p>9. Redesignate the lands located south of Lakeshore Road West, west of John Street South from "Mainstreet Commercial" to "Private Open Space with the Cemetery symbol" and add "Cemetery symbol" to the Land Use Legend.</p>
Section 4.27, District Policies, Port Credit District Policies, Port Credit District Land Use Map	Port Credit District Land Use Map	<p>The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.</p>	367	<p>That the Port Credit District Land Use Map, be amended as follows:</p> <p>10. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.</p>

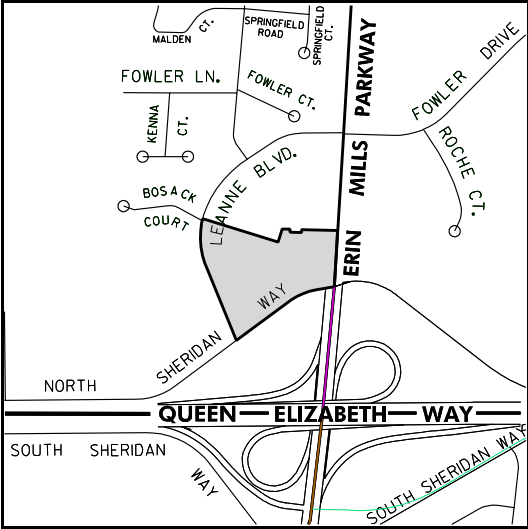
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Port Credit District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.28, District Policies, Rathwood District Policies, Special Site Policies	Section 4.28 Page 6	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	<b>368</b>	That Section 4.28.6.2.a, 2 <sup>nd</sup> bullet, Site 1, be amended as follows: <ul style="list-style-type: none"> <li>convenient pedestrian access through this site to nearby transit service on Rathburn Road East, Cawthra Road and the future Mississauga <del>Transitway</del> <i>Bus Rapid Transit (BRT) facility</i>;</li> </ul>
Section 4.28, District Policies, Rathwood District Policies, Special Site Policies	Section 4.28 Page 7	The Comprehensive Zoning By-law Review identified that, the lands designated Residential High Density II that are part of Special Site 2 should be amended to include townhouse dwellings as a permitted use to be consistent with the existing zoning and recognize the existing development.	<b>369</b>	That Section 4.28.6.3, Site 2, be amended as follows: <ul style="list-style-type: none"> <li><i>e. The lands designated Residential High Density II will permit townhouse dwellings.</i></li> </ul>
Section 4.28, District Policies, Rathwood District Policies, Special Site Policies	Section 4.28 Page 7	The Transportation and Works Department requested that reference to the “Transitway” be replaced with “Bus Rapid Transit”.	<b>370</b>	That Section 4.28.6.3.a, 2 <sup>nd</sup> bullet, Site 2, be amended as follows: <ul style="list-style-type: none"> <li>convenient pedestrian access through the site to nearby transit service on Rathburn Road East, Dixie Road and the future Mississauga <del>Transitway</del> <i>Bus Rapid Transit (BRT) facility</i>;</li> </ul>

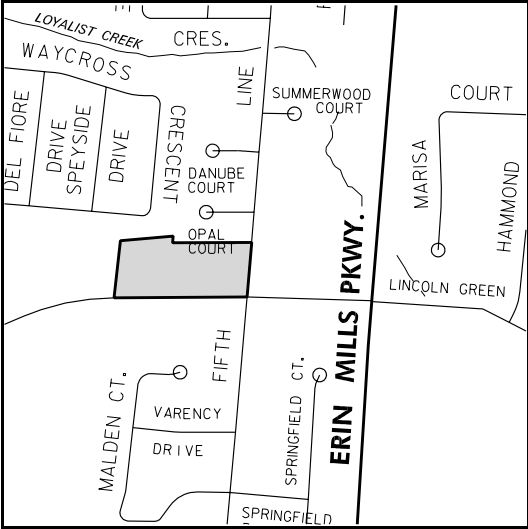
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.28, District Policies, Rathwood District Policies, Rathwood District Land Use Map	Rathwood District Land Use Map	The Transportation and Works Department requested editorial changes to the Rathwood District Land Use Map.	371	That the Rathwood District Land Use Map, be amended as follows:  1. Replace the reference to "Transitway" and" Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.28, District Policies, Rathwood District Policies, Rathwood District Land Use Map	Rathwood District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	372	That the Rathwood District Land Use Map, be amended as follows:  2. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

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SEE Rathwood District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.29, District Policies, Sheridan District Policies, Land Use	Section 4.29 Page 4	The Comprehensive Zoning By-law Review identified that, Section 4.29.3.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	373	<p>That Section 4.29.3.1.4, be amended as follows:</p> <p><b>4.29.3.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings at a Floor Space Index (FSI) of 0.5-0.75.</p>
Section 4.29, District Policies, Sheridan District Policies, Land Use	Section 4.29 Page 4	<p>In Section 4.29.3.3, the uses that are permitted in Employment Districts should be deleted as they are covered under Section 3.3.1, Business Employment, Permitted Uses.</p> <p>Further, Section 4.29.3.3, should be revised to be consistent with the terminology of other sections of Mississauga Plan.</p>	374	<p>That Section 4.29.3.3, be amended as follows:</p> <p><b>4.29.3.3 Business Employment</b></p> <p>Notwithstanding the Business Employment policies of this Plan, <i>overnight accommodations and conference centres</i> <del>the following uses</del> will not be permitted.</p> <p><del>a. transportation facilities;</del></p> <p><del>b. waste processing or transfer stations and composting facilities;</del></p> <p><del>c. trucking terminals;</del></p> <p><del>d. hotels, motels and conference centres;</del></p> <p><del>e. motor vehicle body repair facilities;</del></p> <p><del>f. motor vehicle repair garages.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.29, District Policies, Sheridan District Policies, Special Site Policies	Section 4.29 Page 8	The Comprehensive Zoning By-law Review identified that, Section 4.29.5.6, Special Site 5, should be revised to permit overnight accommodations to be consistent with the existing zoning and recognize the existing development.	375	<div>That Section 4.29.5.6, be amended as follows:</div> <div><div>4.29.5.6Site 5</div><div></div><div>The lands identified as Special Site 5 are located on the north side of North Sheridan Way, between Erin Mills Parkway and Leanne Boulevard.</div><div>Notwithstanding the provisions of the Office designation, a long term health-care facility <i>and overnight accommodations</i> will also be permitted. <del>and</del> Limited commercial uses may be considered.</div></div>



SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.29, District Policies, Sheridan District Policies, Special Site Policies	Section 4.29 Page 10	The Comprehensive Zoning By-law Review identified that, the lands at the northwest corner of Sheridan Park Drive and Fifth Line West should be redesignated from Residential Medium Density II to Residential High Density I to be consistent with the existing zoning and recognize the existing development. A Special Site is required to recognize an Floor Space Index of 0.5.	376	<p>That a new Special Site be added to the Sheridan District Policies as follows:</p> <p><b>4.29.5.9                      Site 8</b></p> <div></div> <p><i>The lands identified as Special Site 8 are located at the northwest corner of Sheridan Park Drive and Fifth Line West.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I policies, a Floor Space Index (FSI) of 0.5 will be permitted.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.29, District Policies, Sheridan District Policies, Sheridan District Land Use Map	Sheridan District Land Use Map	The Comprehensive Zoning By-law Review identified that the lands located at 1564 Mississauga Road currently do not have an Official Plan designation. A detached dwelling which is designated in the heritage inventory is located on the lands. The lands should be designated Residential Low Density I to be consistent with the existing zoning and recognize the existing development.	377	That the Sheridan District Land Use Map, be amended as follows:  1. Redesignate the lands located south of Mississauga Road, north of the Queen Elizabeth Way (QEW) from "no designation" to "Residential Low Density I".
Section 4.29, District Policies, Sheridan District Policies, Sheridan District Land Use Map	Sheridan District Land Use Map	The Comprehensive Zoning By-law Review identified that the lands at the northwest corner of Sheridan Park Drive and Fifth Line West should be redesignated from Residential Medium Density II to Residential High Density I to be consistent with the existing zoning and recognize the existing development.	378	That the Sheridan District Land Use Map, be amended as follows:  2. Redesignate the lands located at the northwest corner of Sheridan Park Drive and Fifth Line West from "Residential Medium Density II" to "Residential High Density I".
Section 4.29, District Policies, Sheridan District Policies, Sheridan District Land Use Map	Sheridan District Land Use Map	As a result of revising the General Commercial policies to only permit motor vehicle uses in Employment Districts but not in Nodes, the site located on the south side of Dundas Street West, east of Liruma Road should be redesignated from General Commercial to Motor Vehicle Commercial to be consistent with the existing zoning and development.	379	That the Sheridan District Land Use Map, be amended as follows:  3. Redesignate the lands located on the south side of Dundas Street West, east of Liruma Road, from "General Commercial" to "Motor Vehicle Commercial".
Section 4.29, District Policies, Sheridan District Policies, Sheridan District Land Use Map	Sheridan District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	380	That the Sheridan District Land Use Map, be amended as follows:  4. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

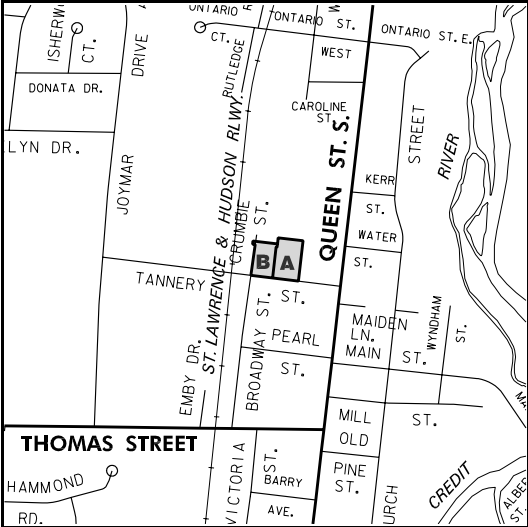
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN
SEE Sheridan District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.30, District Policies, Sheridan Park District Policies, District Land Use Map	Sheridan Park District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	381	That the Sheridan Park District Land Use Map, be amended as follows:  1. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

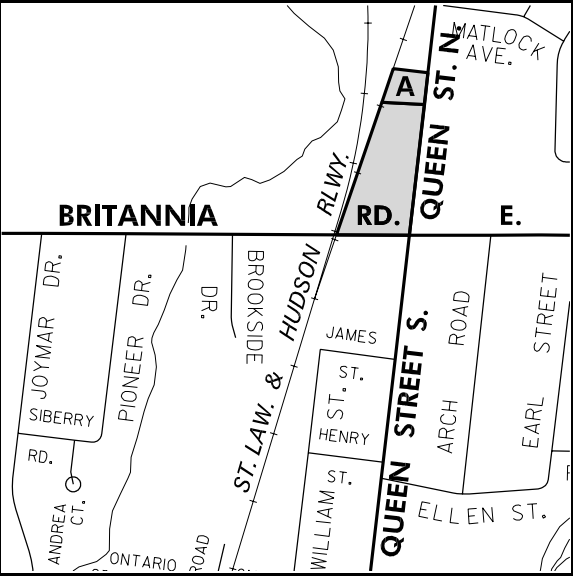
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SEE Sheridan Park District Land Use Map			

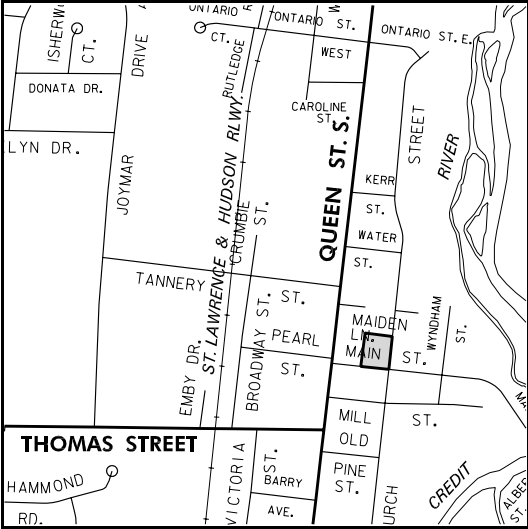
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.31, District Policies, Southdown District Policies, District Land Use Map	Southdown District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	382	That the Southdown District Land Use Map, be amended as follows:  1. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

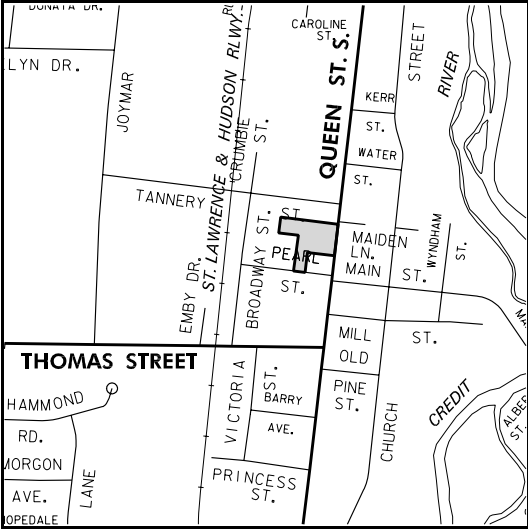
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SEE Southdown District Land Use Map			

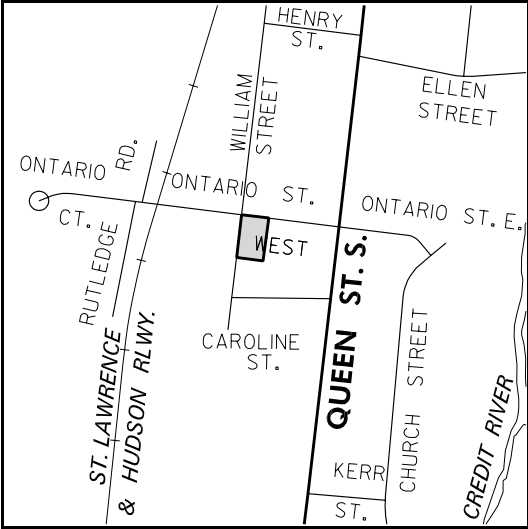
SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.32, District Policies, Streetsville District Policies, Land Use	Section 4.32 Page 10	The Comprehensive Zoning By-law Review identified that, Section 4.32.4.1.2, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	383	<p>That Section 4.32.4.1.2, be amended as follows:</p> <p><b>4.32.4.1.2 Residential Low Density II</b></p> <p>The Residential Low Density II designation permits detached, semi-detached, <i>triplex dwellings</i>, street townhouse <i>dwellings</i>, and duplex dwellings at a density of 18-37 units per net residential hectare.</p>
Section 4.32, District Policies, Streetsville District Policies, Special Site Policies	Section 4.32 Page 16	The Comprehensive Zoning By-law Review identified that, Section 4.32.6.7, Special Site 6, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	384	<p>That Section 4.32.6.7, Special Site 6, be amended as follows:</p> <p><b>4.32.6.7 Site 6</b></p> <div></div> <p>The lands identified as Special Site 6 are located on the north side of Tannery Street, east of Crumie Street.</p> <p>Notwithstanding <i>the provisions of</i> the Mainstreet Commercial designation, the following <del>additional uses will also be permitted:</del> <i>will apply.</i></p> <p><del>a. an apartment building with a maximum floor space index of 1.7 times the lot area.</del></p> <p><b>4.32.6.7.1 Area 6A</b></p> <p><i>For the lands identified as Area 6A, the maximum height permitted will be 6-storeys.</i></p> <p><b>4.32.6.7.2 Area 6B</b></p> <p><i>For the lands identified as Area 6B, the maximum height permitted will be 7-storeys.</i></p>

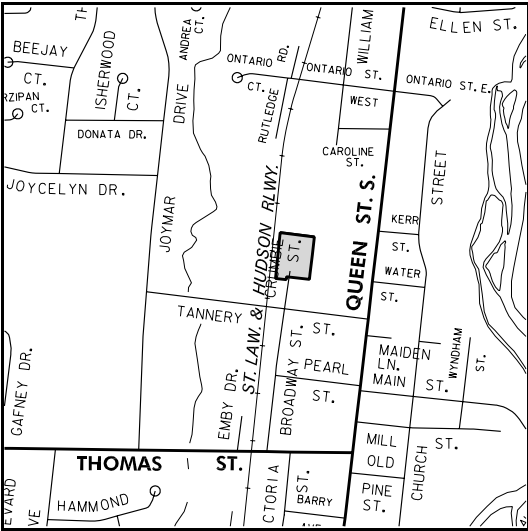


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Section 4.32, District Policies, Streetsville District Policies, Special Site Policies	Section 4.32 Page 17	The Comprehensive Zoning By-law Review identified that, Section 4.32.6.8, Special Site 7, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	385	<div><div>That Section 4.32.6.8, Site 7, be amended as follows:</div><div><div><div>4.32.6.8</div><div>Site 7</div></div><div></div><div><div><div><div><div><div><del>4.32.6.8.1</del></div><div>The lands identified as Special Site 7 are located north of Britannia Road East and west of Queen Street North.</div></div></div><div><div>Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional <del>policies</del> <i>policy</i> will apply:</div><div><div>a. convenience restaurants will be permitted.</div></div><div><div><div><div>4.32.6.8.2.1</div><div>Area 7A</div></div><div>For the lands identified as Area 7A, <del>automobile</del> <i>motor vehicle</i> sales and service will also be permitted.</div></div></div></div></div></div></div></div></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.32, District Policies, Streetsville District Policies, Special Site Policies	Section 4.32 Page 20	The Comprehensive Zoning By-law Review identified that, the lands located on the north side of Main Street, west of Church Street. requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	386	<p>That a new Special Site be added to the Streetsville District Policies as follows:</p> <p><b>4.32.6.13                      Site 12</b></p> <div></div> <p><i>The lands identified as Special Site 12 are located on the north side of Main Street, west of Church Street.</i></p> <p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the maximum height permitted will be 5-storeys.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 32, District Policies, Streetsville District Policies, Special Site Policies	Section 32 Page 20	The Comprehensive Zoning By-law Review identified that, the lands located on the west side Queen Street South, south of Tannery Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	387	<p>That a new Special Site be added to the Streetsville District Policies as follows:</p> <p><b>4.32.6.14      Site 13</b></p> <div></div> <p><i>The lands identified as Special Site 13 are located on the west side Queen Street South, south of Tannery Street.</i></p> <p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the maximum height permitted will be 5-storeys.</i></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 32, District Policies, Streetsville District Policies, Special Site Policies	Section 32 Page 20	The Comprehensive Zoning By-law Review identified that, the lands located at 85 William Street on the south side of Ontario Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	388	<p>That a new Special Site be added to the Streetsville District Policies as follows:</p> <p><b>4.32.6.15      Site 14</b></p> <div></div> <p><i>The lands identified as Special Site 14 are located at the southeast corner of Ontario Street and William Street.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density I designation, horizontal multiple dwellings will be permitted.</i></p>

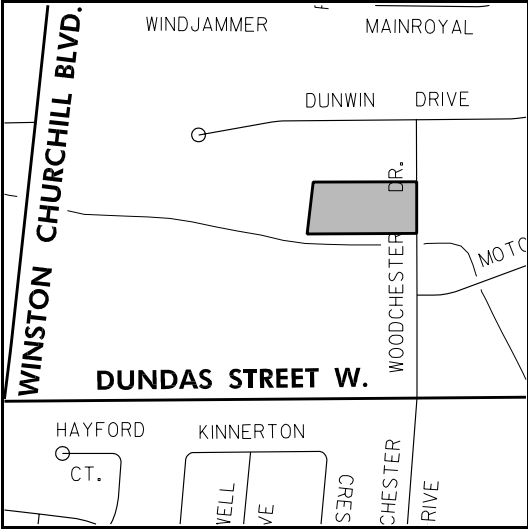
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Section 32, District Policies, Streetsville District Policies, Special Site Policies	Section 32 Page 20	The Comprehensive Zoning By-law Review identified that, the lands located east of the St. Lawrence and Hudson Railway tracks and north of Crumbie Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	389	<p>That a new Special Site be added to the Streetsville District Policies as follows:</p> <p><b>4.32.6.16            Site 15</b></p> <div></div> <p><i>The lands identified as Special Site 15 are located east of the St. Lawrence and Hudson Railway tracks and north of Crumbie Street.</i></p> <p><i>Notwithstanding the provisions of the General Commercial designation, motor vehicle repair facilities will be permitted.</i></p>

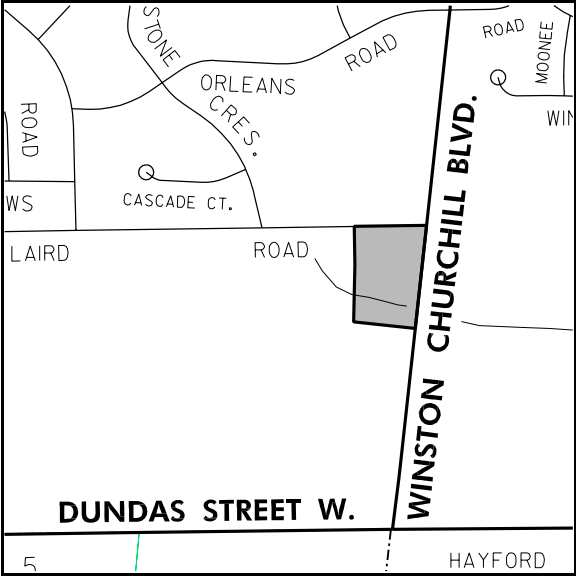
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Section 32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located east of Queen Street, between Ellen Street and Ontario Street should be redesignated from Residential Medium Density to Open Space to be consistent with the existing zoning and recognize the existing development.	<b>390</b>	That the Streetsville District Land Use Map, be amended as follows:  1. Redesignate the lands located east of Queen Street, between Ellen Street and Ontario Street from "Residential Medium Density I" to "Public Open Space".
Section 4.32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the east side of Victoria Street, known as 20 Princess Street should be redesignated from Residential Low Density II to Residential High Density I to be consistent with the existing zoning and recognize the existing development.	<b>391</b>	That the Streetsville District Land Use Map, be amended as follows:  2. Redesignate the lands located at the northeast corner of Victoria Street and Princess Street from "Residential Low Density II" to "Residential High Density I".
Section 4.32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, a portion of the lands located on the GO station parking lot should be redesignated from Residential Low Density II to Greenbelt to be consistent with the existing zoning and recognize the existing development.	<b>392</b>	That the Streetsville District Land Use Map, be amended as follows:  3. Redesignate a portion of the lands located on the GO station parking lot from "Residential Low Density II" to "Greenbelt".
Section 4.32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located on the south side of Falconer Drive, north of Charing Drive should be redesignated from Residential Medium Density I to Convenience Commercial to be consistent with the existing zoning and recognize the existing development.	<b>393</b>	That the Streetsville District Land Use Map, be amended as follows:  4. Redesignate the lands located on the south side of Falconer Drive, north of Charing Drive from "Residential Medium Density I" to "Convenience Commercial".

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the lands located south of Falconer Drive currently part of the Convenience Commercial site should be redesignated from Convenience Commercial to Motor Vehicle Commercial to be consistent with the existing zoning and recognize the existing development.	394	That the Streetsville District Land Use Map, be amended as follows:  5. Redesignate the lands located on the south side of Falconer Drive, west of the lands currently part of the "Convenience Commercial" site from "Convenience Commercial" to "Motor Vehicle Commercial".
Section 4.32, District Policies, Streetsville District Policies, Streetsville District Land Use Map	Streetsville District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	395	That the Streetsville District Land Use Map, be amended as follows:  6. Revise "Open Space" to "Public Open Space" in Land Use Designations.

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SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.33.5.1, District Policies, Western Business Park, Transportation, Road Classification, Table 1, Basic Road Characteristics	Section 4.33 Page 5	The Transportation and Works Department requested a number of revisions to the Designated Rights-Of-Way Widths.	396	<p>That Section 4.33.5.1, Table 1, Basic Road Characteristics, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Add illustration of Ninth Line as 35 m ROW Width south of Eglinton Avenue West to Dundas Street West, Town of Oakville border.;</li><li>2. Revise Dundas Street West ROW Width between Ninth Line and Highway 403 from 35 m to 42 m.</li></ol>
Section 4.33, District Policies, Western Business Park, Special Site Policies	Section 4.33 Page 7	The Comprehensive Zoning By-law Review identified that, the lands located on the west side of Woodchester Drive, north of Dundas Street West be redesignated from Motor Vehicle Commercial to Business Employment. As a result, Special Site 4 should be deleted as it is redundant.	397	<p>That Section 4.33.6.5, Site 4, be deleted.</p> <p><del>4.33.6.5</del> — <del>Site 4</del></p> <div></div> <p><del>The lands identified as Special Site 4 are located at the south of Dunwin Drive and west of Woodchester Drive.</del></p> <p><del>Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policy will apply:</del></p> <p><del>a. motor vehicle body repair uses will be permitted.</del></p>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.33, District Policies, Western Business Park, Special Site Policies	Section 4.33 Page 8	As the lands located in Special Site 5 are being redesignated from Convenience Commercial to General Commercial. As a result, Special Site should be deleted as it is redundant	398	<div><p>That Section 4.33.6.6, Site 5, be deleted.</p><p><del>4.33.6.6</del> — <del>Site 5</del></p><div></div><p><del>The lands identified as Special Site 5 are located at the southwest corner of Winston Churchill Boulevard and Laird Drive.</del></p><p><del>Notwithstanding the provisions of the Convenience Commercial designation, the following additional policy will apply:</del></p><p><del>a. a car wash will be permitted.</del></p></div>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 4.33, District Policies, Western Business Park, Western Business Park District Land Use Map	Western Business Park District Land Use Map	As the uses permitted under the Motor Vehicle Commercial designation are permitted under the Business Employment designation in Employment Districts, lands currently designated Motor Vehicle Commercial should be redesignated to Business Employment.	399	That the Western Business Park District Land Use Map, be amended as follows:  1. Redesignate the lands located on the west side of Woodchester Drive, north of Dundas Street West from "Motor Vehicle Commercial" to "Business Employment".
Section 4.33, District Policies, Western Business Park District Policies, Western Business Park District Land Use Map	Western Business Park District Land Use Map	Upon further review, it would be appropriate for lands located at the southwest corner of Laird Road and Winston Churchill Boulevard to be redesignated from Convenience Commercial to General Commercial. They are located on an Arterial Road and are surrounded by lands designated General Commercial they should be redesignated to General Commercial.	400	That the Western Business Park District Land Use Map, be amended as follows:  2. Redesignate the lands located at the southwest corner of Laird Road and Winston Churchill Boulevard from "Convenience Commercial" to "General Commercial".
Section 4.33, District Policies, Western Business Park District Policies, Western Business Park District Land Use Map	Western Business Park District Land Use Map	The Transportation and Works Department requested editorial changes to the Western Business Park District Land Use Map.	401	That the Western Business Park District Land Use Map, be amended as follows:  3. Add Ninth Line as an Arterial Road south of Eglinton Avenue to Town of Oakville border;  4. Relocate Ridgeway Transitway Station to east side of Ridgeway Drive;  5. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit" and "Bus Rapid Transit Station".
Section 4.33, District Policies, Western Business Park District Policies, Western Business Park District Land Use Map	Western Business Park District Land Use Map	The Comprehensive Zoning By-law Review identified that, the Open Space policies of Mississauga Plan should be rewritten. The City Parks System is now designated Public Open Space.	402	That the Western Business Park District Land Use Map, be amended as follows:  6. Revise "Open Space" to "Public Open Space" in Land Use Designations legend.

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SEE Western Business Park District Land Use Map			

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 5.3, Implementation, Development Applications, General Policies	Section 5.3 Page 4	The Transportation and Works Department requested Section 5.3.1.10, be amended to clarify its intent.	403	That Section 5.3.1.10, be amended as follows:  <b>5.3.1.10</b> Development applications for the reduction of densities in proximity to Major Transit Corridors, will <i>be discouraged</i> . <del>require a transit impact assessment to show the impact on transit usage.</del> <i>The use of the Provincial Transit Supportive Land Use Guidelines will be applied during the development review process.</i>
Section 5.4.2, Implementation, Public Participation, Ongoing Public Participation	Section 5.4 Page 11	Section 5.4.2.1, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	404	That Section 5.4.2.1, be amended as follows:  <b>5.4.2.1</b> Planning policies and reports will be made available to <del>the public</del> <i>all, including those with disabilities</i> to encourage continuing public awareness and input into the process.
Section 5.4.2, Implementation, Public Participation, Ongoing Public Participation	Section 5.4 Page 11	Section 5.4.2.2, should be amended to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	405	That Section 5.4.2.2, be amended as follows:  <b>5.4.2.2</b> Mississauga encourages <i>all</i> individuals <i>including those with disabilities</i> and groups to take an active interest in the planning of the City. Where possible, Mississauga will provide the necessary resources upon request, to assist organizations in preparing briefs, submissions and responses to planning activities.
Section 7, Glossary	Section 7 Page 1	The Transportation and Works Department requested that a definition for “Bus Rapid Transit (BRT)” be added to the Glossary of Mississauga Plan.	406	That Section 7, Glossary, be amended by adding the following new definition:  <b><i>BUS RAPID TRANSIT (BRT)</i></b> <i>Bus Rapid Transit is an exclusive grade-separated two-lane bus-only road with stations which allow for integration with local services.</i>
Section 7, Glossary	Section 7 Page 7	The Transportation and Works Department requested that a definition for “Transit Demand Management (TDM)” be added to the Glossary of Mississauga Plan.	407	That Section 7, Glossary, be amended by adding the following new definition:  <b><i>TRANSPORTATION DEMAND MANAGEMENT (TDM)</i></b> <i>Is the application of a range of measures which optimize the use of transportation facilities and services through the reduction of individual travel needs, shifting travel to non-peak periods or the use of more efficient travel modes. Examples can include programs aimed at encouraging increased vehicle occupancy, greater use of transit, walking and cycling.</i>

SECTION	PAGE NO.	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Section 7, Glossary	Section 7 Page 7	The Transportation and Works Department requested that the definition for “Transitway” be deleted.	<b>408</b>	That Section 7, Glossary, be amended by deleting the following definition:  <del><b>TRANSITWAY</b> the Transitway is a roadway on exclusive right-of-way dedicated solely to transit uses. It is one form of rapid transit using bus technology.</del>
Section 7, Glossary	Section 7 Page 6	A new definition for “Universal Design Principles” should be added to the Glossary to accommodate the changes proposed by the Accessibility Advisory Committee as adopted by City Council on March 10, 2004.	<b>409</b>	That Section 7, Glossary, be amended by adding the following new definition:  <b><i>UNIVERSAL DESIGN PRINCIPLES</i></b> <i>means the principles by which the environment can be designed in order to accommodate the abilities of all. For detailed information regarding the Principles of Universal Design, the City of Mississauga Accessibility Plan should be consulted.</i>
Section 7, Glossary, Acronyms	Section 7 Page 8	The Transportation and Works Department requested that BRT “Bus Rapid Transit” and TDM “Transportation Demand Management” be added to the list of Acronyms found at the end of the Glossary.	<b>410</b>	That Section 7, Glossary, be amended by adding the following Acronyms:  <b>BRT</b> Bus Rapid Transit  <b>TDM</b> Transportation Demand Management
Appendices, Appendix N, Planning Guidelines and Studies	Appendix N, Planning Guidelines and Studies Page A-31	The City of Mississauga Accessibility Plan should be added to Appendix N: Planning Guidelines and Studies, as it is referred to in the Glossary in the definition of “Universal Design Principles”.	<b>411</b>	That Appendix N: Planning Guidelines and Studies, be amended by adding the following:  "City of Mississauga Accessibility Plan".
Entire Mississauga Plan		All terms that are defined in the Glossary of Mississauga Plan should be bolded and italicised.	<b>412</b>	That Mississauga Plan, be amended as follows:  That all terms defined in the Glossary be <b><i>bolded and italicised</i></b> wherever they appear in the text.
All District Land Use Maps		Upon further review, symbols for the parks classifications in the Public Open Space designation should be deleted as the types of uses provided in specific parks are covered by the <i>Future Directions</i> document.	<b>413</b>	That Mississauga Plan, be amended as follows:  That the symbols for all parks, in the Public Open Space designation shown on all the District Land Use Maps, be deleted.



# MISSISSAUGA PLAN PROPOSED AMENDMENTS - SUPPLEMENTARY REPORT

MISSISSAUGA PLAN PROPOSED AMENDMENTS - SUPPLEMENTARY REPORT

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RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Amended recommendations to Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1- 2005 January))					
Planning and B u i l d i n g Department	Section 1.2, Context	Section 1.2, 11 <sup>th</sup> paragraph, should be updated to reflect current conditions and projections.	The requested revisions are appropriate.	Amend 2	That Section 1.2, 11 <sup>th</sup> paragraph, be amended as follows:  By mid-year 2001+ 2005, Mississauga had a population of 613-000 695 000 persons and 385-000 425 000 employment opportunities. Mississauga is a net importer of labour. By 2011, Mississauga expects to have 680-000 725 000 persons and 440-000 470 000 employment opportunities. By 2021 there should be 715-000 750 000 persons and 475-000 495 000 employment opportunities. Population and employment projections are reviewed on a regular basis and adjusted accordingly.
Planning and B u i l d i n g Department	Section 3.2, Residential	There is a new <i>Health Professions Act</i> , that regulates occupations such as, Chiropractic, Dietetics, Massage Therapy, etc. Previously, these occupations were regulated under the <i>Drugless Practitioners Act</i> .	As a result of the new <i>Health Professions Act</i> , it would be appropriate to add "Health Professionals" to permit an accessory office to their principal private residence.	Amend part of 12	That Section 3.2.1.3, be amended as follows:  3.2.1.3 Accessory offices for physicians, dentists, <i>health professionals</i> , and drugless practitioners in their principal private residences.



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 3.2, Residential	Section 3.2.2 should be amended to clarify the different residential land use designations.	Section 3.2.2 should be reformatted to be consistent with the rest of Mississauga Plan and to clarify the different residential land use designations.	Amend part of 13	<p>That Section 3.2.2, be amended as follows:</p> <p><b>3.2.2                    <del>Density</del> Designations</b></p> <p><b><del>3.2.2.1</del>                    Introduction</b></p> <p><b><del>a 3.2.2.1</del></b>                    These policies provide the principles and framework on which residential <del>densities</del> <i>designations</i> will be based in District Policies. <del>Density categories</del> <i>Designations</i> as defined by built form and density range for each District will be determined by consideration of community character and scale specific to each District.</p> <p><b><del>3.2.2.2</del>                    <del>Density Categories</del></b></p> <p><b>3.2.2.2</b>                    Residential development will occur within one of the following <del>density categories</del>:</p>
Planning and Building Department	Section 3.2, Residential	The need to refer to both density and height with respect to apartment dwellings.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	Amend Part of 13	<p>That Section 3.2.2.2.c, be amended as follows:</p> <p><b>c.    High Density I and II</b> - permits apartment dwellings, housing for the elderly and shelters. High density development <i>in terms of density and height</i> will be located generally in the City Centre; in Nodes <i>and Corridors</i>; along arterial and major collector roads; or in proximity to Major Transit Corridors, the Bus Rapid Transit (BRT) or GO Transit stations.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 3.3, Business Employment	When considering potential impacts on lands designated "Business Employment" in Residential Districts, it would be appropriate to only permit "Motor Vehicle Rental Facilities" within the "Business Employment" designation in Employment Districts, but not in Nodes.	Amend Recommendation 15 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), to add "only in Employment Districts, but not in Nodes".	<b>Amend part of 15</b>	That Section 3.3.1.14, be amended as follows:  <del>3.3.1.14</del> Motor vehicle rental facilities, <i>only in Employment Districts, but not in Nodes.</i>
Planning and Building Department	Section 3.3, Business Employment	Mississauga Plan is currently silent on where "Commercial Schools" are permitted. A review of "Commercial Schools" indicated that it would be appropriate to permit them under the "Business Employment" designation and "Commercial Schools" should be added as a permitted use under the "Business Employment" designation.	See Appendix 5 to the Corporate Report Commercial Schools.	<b>Amend part of 15</b>	That Section 3.3.1, be amended by adding the following:  <b>3.3.1.20</b> <i>Commercial Schools;</i>
Planning and Building Department	Section 3.3, Business Employment	Mississauga Plan is currently silent on where "Cardlock Fuel Dispensing Facilities" are permitted. A review of these facilities indicated that it would be appropriate to permit them under the "Business Employment" designation.	"Cardlock Fuel Dispensing Facilities" should be added as a permitted use under the "Business Employment" designation.	<b>Amend part of 15</b>	That Section 3.3.1, be amended by adding the following:  <b>3.3.1.21</b> <i>Cardlock Fuel Dispensing Facilities.</i>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 3.4, Industrial	Mississauga Plan is currently silent on where "Commercial Schools" are permitted. A review of "Commercial Schools" indicated that it would be appropriate to permit them under the "Industrial" designation and "Commercial Schools" should be added as a permitted use under the "Industrial" designation.	See Appendix 5 to the Corporate Report Commercial Schools.	<b>Amend part of 17</b>	That Section 3.4.1, be amended by adding the following:  <b>3.4.1.22</b> <i>Commercial Schools.</i>
Planning and Building Department	Section 3.4, Industrial	Mississauga Plan is currently silent on where "Cardlock Fuel Dispensing Facilities" are permitted. A review of these facilities indicated that it would be appropriate to permit them under the "Industrial" designation.	"Cardlock Fuel Dispensing Facilities" should be added as a permitted use under the "Industrial" designation.	<b>Amend part of 15</b>	That Section 3.4.1, be amended by adding the following:  <b>3.4.1.23</b> <i>Cardlock Fuel Dispensing Facilities.</i>
Community Services Department	Section 3.8, Open Space	The Community Services Department requested that Section 3.8.3.2.d be amended to include a reference to facilities.	This requested revision is appropriate to clarify the intent of including facilities as part of the Public Open Space Policies.	<b>Amend part of 34</b>	That Section 3.8.3.2.d, be amended as follows:  <b>d.</b> Mississauga will own, lease, operate, maintain, and administer public parkland <i>and facilities</i> to meet the recreational, cultural, educational and social needs of citizens.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Region of Peel and  Community Services Department	New Section 3.9, Greenbelt	<p>The Region of Peel requested minor revisions to the proposed wording of the 1<sup>st</sup> paragraph of Section 3.9 Greenbelt.</p> <p>The Community Services Department requested amending the 1<sup>st</sup> paragraph of Section 3.9, Greenbelt, to clarify the intent of the "Greenbelt" designation.</p>	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	<p>That Section 3.9, 1<sup>st</sup> paragraph be amended as follows:</p> <p>Lands designated Greenbelt are generally associated with natural hazards or significant natural areas where development is restricted to <del>either</del> protect people and property from damage <i>and to provide for the conservation of natural heritage features and areas</i>. These policies are to be read in conjunction with the policies for Natural Heritage and Natural Hazards.</p>
Region of Peel	New Section 3.9, Greenbelt	The Region of Peel requested minor revisions to the proposed wording.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	<p>That Section 3.9.1.1, be amended as follows:</p> <p><b>3.9.1.1</b>           The following uses will be permitted subject to the satisfaction of the appropriate Conservation Authority and the City, <i>and other appropriate approval agencies</i>:</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Region of Peel	New Section 3.9, Greenbelt	The Region of Peel requested a policy be added to address piped services being permitted in the "Greenbelt" designation and deletion of reference to "the appropriate Conservation Authority" already mentioned previously in the preamble to the section.	The requested amendment is appropriate to be consistent with the Region of Peel Official Plan.	<b>Amend part of 38</b>	<p>That Section 3.9.1.1.e, f, and g, be amended as follows:</p> <p><b>e.</b> passive recreation activities where they are compatible with the viability of the natural area, while respecting appropriate buffers from watercourses and valley slopes <del>as determined in consultation with the appropriate Conservation Authority;</del></p> <p><b>f.</b> <i>existing</i> legal non-conforming facilities, buildings, and structures;</p> <p><b>g.</b> <i>piped services and related facilities used for water, wastewater and storm water provided that an Environmental Assessment has been completed in conformity with the Environmental Assessment Act or a satisfactory Environmental Impact Study has been approved by the appropriate Conservation Authority and the City, and other appropriate approval agencies. If an Environmental Assessment is not required under the Environmental Assessment Act, the Environmental Impact Study shall evaluate all options available.</i></p> <p><b>g-h.</b> accessory facilities to an adjacent land use which are of a passive, non-structural nature and do not adversely affect the ability of the flood plain to pass flood waters.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Credit Valley Conservation	New Section 3.9, Greenbelt	The CVC requested revisions to the Greenbelt policies.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	That Section 3.9.2.1 be amended as follows:  <b>3.9.2.1</b> Greenbelt is determined on a site by site basis and is defined by the greater of <i>the "regulatory storm" flood plain</i> , the "Top of Bank"and/or combined influence of the stable slope <i>line</i> /stable slope allowance, erosion allowance, and the average annual recession rate, <i>including the hazards associated with Lake Ontario, where applicable, and the limits of identified natural features</i> . These parameters are determined <i>in consultation with the City and appropriate Conservation Authority and/or</i> through studies completed by the proponent to the satisfaction of the City and the appropriate Conservation Authority.
Transportation and Works Department	New Section 3.9, Greenbelt	The Transportation and Works Department have updated Environmental Site Assessment Requirements.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	That Section 3.9.2.3, be amended as follows:  <b>3.9.2.3</b> <del>Mississauga may also request that proponents conduct site evaluation, site cleanup or management measures prior to conveyance of Greenbelt lands.</del> <i>Prior to conveyance of Greenbelt lands, the proponent may be requested to conduct a Phase 1 Environmental Site Assessment (ESA) in accordance with the latest standards of the Canadian Standards Association. Should the Phase 1 ESA indicate that further investigation is required, the proponent may be requested to conduct further investigation, perform site clean-up and provide the appropriate environmental documentation.</i>
Region of Peel	New Section 3.9, Greenbelt	The Region of Peel requested minor revisions to the proposed wording.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	That Section 3.9.2.4, be amended as follows:  <b>3.9.2.4</b> Development adjacent to Greenbelt lands will be subject to the delineation of the natural features, buffers and setbacks by the City in consultation with the appropriate Conservation Authority. Dedication <i>and/or</i> restrictive zoning of buffers to Greenbelt may also be required by the City in consultation with the appropriate Conservation Authority.

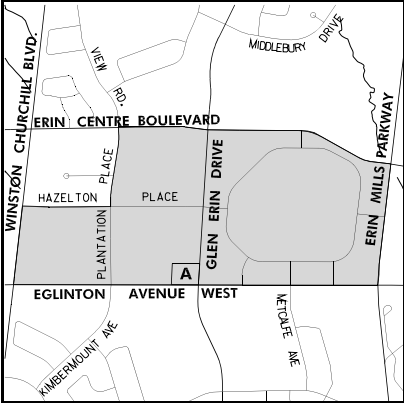
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Region of Peel	New Section 3.9, Greenbelt	The Region of Peel requested minor revisions to the proposed wording.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	That Section 3.9.2.5, be amended as follows:  <b>3.9.2.5</b> The Greenbelt designation applies to both public and privately owned lands. Where Greenbelt land is privately owned, this Plan does not imply that it is free and open to the general public or that it will be acquired by the City or any other public agency. Consideration will be given, however, to public acquisition of these areas <del>through the development approval process.</del>
Credit Valley Conservation	New Section 3.9, Greenbelt	The CVC requested revisions to the Greenbelt policies.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 38</b>	That Section 3.9.2.8 be amended as follows:  <b>3.9.2.8</b> Reconstruction, minor additions, and maintenance of legal non-conforming facilities, buildings, and structures may be permitted. <i>With respect to reconstruction, the development should be relocated to an area that is least susceptible to natural hazards.</i>
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	There is a need to reference corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	<b>Amend 40</b>	That Section 3.10, renumbered as Section 3.13, be amended as follows:  <b>3.13 CITY CENTRE, <del>AND</del> NODES <del>AND</del> CORRIDORS</b>
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	There is a need to reference corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	<b>Amend 41</b>	That Section 3.10.1.3, renumbered as Section 3.13.1.3, be amended as follows:  <b>3.13.1.3</b> City Centre, <del>and</del> Nodes <i>and Corridors</i> , reflective of the urban form hierarchy, will be served by transportation corridors containing roads and transit, and may contain rapid transit and Bus Rapid Transit (BRT) facilities.
Greater Toronto Airports Authority	New Section 3.11, Airport	The GTAA requested that Section 3.11.2.1.1 be amended to exclude the reference to "additional runways may be constructed".	Amend Recommendation 49 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), to delete reference in Section 3.11.2.1.1 to "additional runways may be constructed".	<b>Amend part of 49</b>	That Section 3.11.2.1.1 be amended as follows:  <b>3.11.2.1.1</b> The policies of this Plan are based on a six-runway configuration of the Airport, <del>however, additional runways may be constructed.</del>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Greater Toronto A i r p o r t s Authority	New Section 3.11, Airport	The GTAA requested amending Section 3.11.2.1.6 to include the phrase "as a principal or accessory use" to clarify the intent of the policy.	Amend Recommendation 49 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), to add the following words "as a principal or accessory use" to Section 3.11.2.1.6.	<b>Amend part of 49</b>	That Section 3.11.2.1.6 be amended as follows:  <b>3.11.2.1.6</b> New development and redevelopment or infilling for hospitals, nursing homes, daycare facilities and public and private schools within the LBPIA Operating Area will not be permitted <i>as a principal or accessory use</i> .
Greater Toronto A i r p o r t s Authority	New Section 3.11, Airport	The GTAA requested amending Section 3.11.2.1.7 to add "below 35 NEF/NEP" to clarify the intent of the policy.	Amend Recommendation 49 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), to add the following words "below the 35 NEF/NEP composite contour" to Section 3.11.2.1.7.	<b>Amend part of 49</b>	That Section 3.11.2.1.7 be amended as follows:  <b>3.11.2.1.7</b> Notwithstanding Section 3.11.2.1.6, redevelopment or infilling for hospitals, nursing homes, daycare facilities and public and private schools within the Malton, Meadowvale Village and East Credit Districts may be permitted inside the LBPIA Operating Area on an individual basis <i>below the 35 NEF/NEP composite contour</i> .
Region of Peel and  C o m m u n i t y S e r v i c e s Department	New Section 3.12, Utilities	The Region of Peel requested a policy to address piped services being permitted in the "Greenbelt" designation.  The Community Services Department requested that "above ground" be deleted as then the policy would apply to both above ground and below ground facilities.	The requested policy is appropriate to be consistent with the Region of Peel Official Plan.	<b>Amend part of 50</b>	That Section 3.12.1.1, be amended as follows:  <b>3.12.1.1</b> <del>Above ground</del> Pumping stations, water and sewage treatment plants, <del>piped services</del> , electric transformer and distributing stations, electric transmission lines and cabled services, except when <i>the lands are</i> identified as a Provincially Significant Wetland.




RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Region of Peel	New Section 3.12, Utilities	The Region of Peel requested minor rewording regarding an Environmental Impact Study.	The requested policy is appropriate to be consistent with the Region of Peel Official Plan.	<b>Amend part of 50</b>	That Section 3.12.2.1, be amended as follows:  <b>3.12.2.1</b> When public works not subject to the Environmental Assessment Act are planned to traverse, coincide with, or otherwise affect the Natural Areas System, an Environmental Impact Study will be required <del>and presented to be submitted to</del> and approved by the City and the appropriate Conservation Authority. Terms of Reference are available from the City.
Region of Peel	New Section 3.14, Physical Services	The Region of Peel requested a policy to address piped services being permitted in the "Greenbelt" designation.	The requested policy is appropriate to be consistent with the Region of Peel Official Plan.	<b>Amend part of 51</b>	That Section 3.14, first paragraph, be amended as follows, and a new second paragraph be added:  This section sets out the policies of the City with respect to the provision of <del>piped services, including</del> natural gas and oil pipelines; electric power, telephone, and other cabled service, which are permitted in all Land Use Designations except Greenbelt.  <i>Piped services and related facilities used for water, wastewater and storm water are permitted in all Land Use Designations, including Greenbelt, only if other options are not feasible.</i>
Region of Peel	New Section 3.14, Physical Services	The Region of Peel requested minor revisions to the proposed wording.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 51</b>	That Section 3.14.1.3, be amended as follows:  <b>3.14.1.3</b> When public works not subject to the Environmental Assessment Act are planned to traverse, coincide with, or otherwise affect the Natural Areas System, an Environmental Impact Study will be required <del>and presented to be submitted to</del> and approved by the City and the appropriate Conservation Authority. Terms of Reference are available from the City.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Credit Valley Conservation	New Section 3.14, Physical Services	The CVC requested revisions to Section 3.14.2.4.	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 51</b>	That Section 3.14.2.4, be amended as follows:  <b>3.14.2.4</b> Any Stormwater Quality/Quantity Facilities within Greenbelt lands must have regard for the viability of natural features and functions, and will be subject to naturalization efforts <i>to the satisfaction of the City and the appropriate Conservation Authority</i> , as a part of development.
Region of Peel	Section 3.14, renumbered as Section 3.17, Transportation	The Region requested editorial changes to Section 3.17.3.6 to clarify its intent.	The Planning and Building Department agree with the revisions requested.	<b>Amend 70</b>	That Section 3.17.3.6, be amended as follows:  <b>3.17.3.6</b> The use of transit will be supported through transit priority measures, such as express services, new technologies, fare integration and service coordination with <i>GO Transit</i> and neighbouring transit systems.
Region of Peel	Section 3.14, renumbered as Section 3.17, Transportation	The Region requested editorial changes to Section 3.17.4.5 to clarify its intent.	The Planning and Building Department agree with the revisions requested.	<b>Amend 80</b>	That Section 3.17.4.5, be amended as follows:  <b>3.17.4.5</b> Where there is a change in road classification or right-of-way widths at or near municipal boundaries, <del>a suitable</del> <i>an appropriate</i> transition <del>location</del> shall be determined and accommodated in consultation with the municipalities involved.
Community Services Department	Section 3.16, renumbered as Section 3.19, Community Uses	The Community Services Department requested revisions to Section 3.19.2.7 to delete the word "small" as some community uses sites are larger.	The Planning and Building Department agree with the revisions requested.	<b>Amend 102</b>	That Section 3.19.2.7, be amended as follows:  <b>3.19.2.7</b> Community uses generally occupy <del>small</del> sites on arterial or collector roads along transit routes and serve immediate or surrounding District needs.

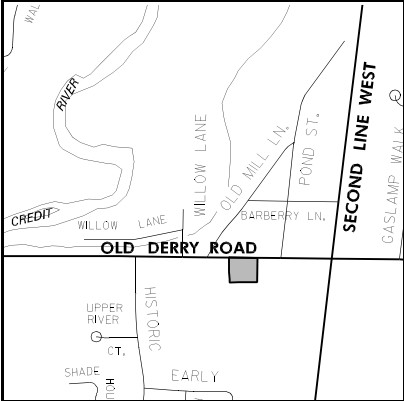
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.4, Central Erin Mills District Policies	Lands located at the northwest corner of Eglinton Avenue West and Glen Erin Drive designated "General Commercial" contain a gas bar that should be recognized as part of Special Site 4.	The requested revisions are appropriate.	<b>Amend 126</b>	<p>That Section 4.4.5.5, Site 4, be amended as follows:</p> <p><b>4.4.5.5 Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are bounded by Erin Centre Boulevard, Plantation Place, Hazelton Place, Winston Churchill Boulevard, Eglinton Avenue West and Erin Mills Parkway.</p> <p>Notwithstanding the General Commercial designation, <i>Residential High Density II</i> uses will be permitted. <del>on these lands, the following additional policies will apply:</del></p> <p><del>a. Residential High Density II uses will be permitted;</del></p> <p><del>b. a concept plan will be required as part of a development application, which will address among other aspects, the following:</del></p> <ul style="list-style-type: none"><li><del>major land use components of the subject lands;</del></li><li><del>circulation, including pedestrian, vehicular and transit;</del></li><li><del>engineering services;</del></li><li><del>development controls, including urban design, landscaping features, provision of parking facilities, accessibility and open space;</del></li><li><del>compatible architectural design.</del></li></ul>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.4, Central Erin Mills District Policies	(continued)	(continued)	<b>Amend 126 (cont.)</b>	<b>4.4.5.5.1 Area 4A</b> <i>The lands identified as Area 4A are located at the northwest corner of Eglinton Avenue West and Glen Erin Drive. Notwithstanding the provisions of the General Commercial designation, a gas bar will also be permitted.</i>
Transportation and Works Department	Section 4.5, Churchill Meadows District Policies	The Transportation and Works Department requested a change to Section 4.5.5.1, Table 1, Basic Road Characteristics to amend Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton".	The Planning and Building Department agree with the revisions requested.	<b>Amend 137</b>	That Section 4.5.5.1, Table 1, Basic Road Characteristics, be amended as follows:  1. Add Ninth Line as 35 m ROW Width south of Eglinton Avenue West to Dundas Street West, Town of Oakville border <i>and amend Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton".</i>
Community Services Department	Section 4.6, City Centre District Policies	The Community Services Department requested that "where appropriate" be added to the 8 <sup>th</sup> bullet of Section 4.6.3.2.2.d.	The Planning and Building Department agree with the revisions requested.	<b>Amend 147</b>	That Section 4.6.3.2.2.d, 8 <sup>th</sup> bullet point, be amended as follows:  • access for all, including those with disabilities, to and from building entrances and the public sidewalk, parking areas, and open spaces, <i>where appropriate.</i>

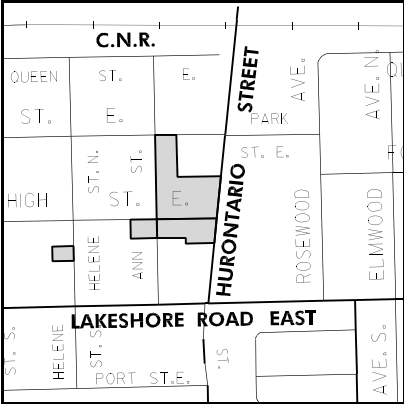
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Sorensen Gravely Lowes for 260 Dundas Street West	Section 4.8 Cooksville District Land Use Policies	The lands located on the south side of Dundas Street West, east of Mary Fix Creek were proposed to be redesignated from "General Commercial" to "Motor Vehicle Commercial".	The Planning and Building Department was advised that the lands have been decommissioned to meet MOE's Environmental Guidelines for residential and parkland purposes and are currently being used for motor vehicle sales. It is, therefore, appropriate to amend part of Recommendation 178 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), for the lands to remain designated "General Commercial" on the Cooksville District Land Use Map.	<b>Amend part of 178</b>	<p>That the Cooksville District Land Use Map, be amended as follows:</p> <p>That recommendation 178, 5<sup>th</sup> bullet point, to redesignate lands from "General Commercial" to "Motor Vehicle Commercial" be deleted as follows:</p> <p><del>• the south side of Dundas Street West, east of Mary Fix Creek;</del></p> <p>and</p> <p>That the "General Commercial" designation on the lands located on the south side of Dundas Street West, east of Mary Fix Creek, should be retained and not be redesignate to "Motor Vehicle Commercial".</p>
Planning and Building Department	Section 4.10, Dixie District Policies	Initially it was proposed for the lands to be redesignated from "Business Employment" to "Industrial" to recognize the existing uses. Upon further review, when considering the accumulative effect on additional heavy industry it would be appropriate only to recognize the existing uses through the "Business Employment" policies in Recommendation 184 of Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January).	The requested revisions are appropriate.	<b>Amend 186</b>	<p>That the Dixie District Land Use Map, be amended as follows:</p> <p>That recommendation 186, to redesignate the lands from "Business Employment" to "Industrial" be deleted as follows:</p> <p><del>1. Redesignate the lands located south of the St. Lawrence and Hudson Railway, between Haines Road and Dixie Road from "Business Employment" to "Industrial", and add "Industrial" to the Land Use Designations legend.</del></p> <p>and</p> <p>That the "Business Employment" designation on the lands located south of the St. Lawrence and Hudson Railway, between Haines Road and Dixie Road, should be retained and not be redesignate to "Industrial" .</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.17, Lakeview District Policies	Upon further review, it was identified that Section 4.17.6.19, Site 18, in the Lakeview District Policies contains motor vehicle sales and service uses and, therefore, b. should be retained.	It is appropriate to amend recommendation 268 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), to retain section b.	<b>Amend 268</b>	<p>That Section 4.17.6.19, be amended as follows:</p> <p><b>4.17.6.19 Site 18</b></p> <div></div> <p>The lands identified as Special Site 18 include 5 sites located north of Lakeshore Road East between Greaves Avenue and Ogden Avenue.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <i>the following additional policies will apply:</i></p> <p><i>a. a motor vehicle repair garage will be permitted;</i></p> <p><i>b. for the lands identified as Area 18A, motor vehicle sales and service will be permitted.</i></p>
Greater Toronto Airports Authority	Section 4.19, Malton District Policies	The name "Rexford Road" is incorrect and should be "Rexwood Road".	Amend Recommendation 283 and 285 in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January), so that reference to "Rexford Road" is "Rexwood Road".	<b>Amend 283 &amp; 285</b>	<p>That Recommendations 283 and 285 be amended as follows:</p> <p>Reference to "Rexford Road" be amended to "Rexwood Road".</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.23, Meadowvale Village District Policies	A portion of the lands in Meadowvale Village District are designated for residential uses. However, these lands are above the 35NEF/NEP noise contours and, therefore, cannot be developed for residential purposes because of the restrictions of the NEF/NEP Aircraft noise policies. It is appropriate to redesignate these lands for "Business Employment" which required a review of Section 4.23.4.3 policies as it pertains to these lands.	See Appendix 4 to the Corporate Report Proposed Amendments to the Meadowvale Village District Policies.	<b>Amend 305</b>	<p>That a new Section be added to Section 4.23.4, as follows:</p> <p><b>4.23.4.3 Business Employment</b></p> <p>Notwithstanding the Business Employment policies of this Plan, <i>only</i> the following uses will <b>not</b> be permitted:</p> <p><del>a. overnight accommodations;</del></p> <p><del>b. financial institutions;</del></p> <p><del>c. broadcasting/communication establishments.</del></p> <p><i>a. industrial uses within enclosed buildings including, manufacturing, assembling, processing, fabricating, repairing, warehousing, distributing and wholesaling;</i></p> <p><i>b. offices;</i></p> <p><i>c. financial institutions;</i></p> <p><i>d. conference centres;</i></p> <p><i>e. all types of restaurants, including banquet halls;</i></p> <p><i>f. funeral establishments;</i></p> <p><i>g. self-storage facilities.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.23, Meadowvale Village District Policies	Lands located on the south side of Old Derry Road, west of Second Line West, designated "Convenience Commercial" are occupied by existing motor vehicle service station, existing detached dwelling and the dwelling unit above a retail store in an existing detached dwelling.	The requested revisions are appropriate, and Site 9 should be amended to recognize the existing uses.	<b>Amend 306</b>	<p>That Section 4.23.6.10, Site 9, be amended as follows:</p> <p><b>4.23.6.10 Site 9</b></p> <div></div> <p>The lands identified as Special Site 9 are located on the south side of Old Derry Road, west of Second Line West.</p> <p>Notwithstanding <i>the provisions of the General Convenience Commercial</i> designation, the existing motor vehicle service station, <del>and small convenience commercial facility</del> <i>existing detached dwelling and the dwelling unit above a retail store in an existing detached dwelling</i> will only be permitted, provided that it is in keeping with the historic character of the Meadowvale Village Heritage Conservation District Plan.</p>



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.26, Northeast District Policies	Initially it was proposed for the lands to be redesignated from "Business Employment" to "Industrial" to recognize the existing uses. Upon further review, when considering the accumulative effects of the additional heavy industry on the existing residential development, it would be appropriate only to recognize the existing uses through the "Business Employment" policies in the Northeast District Policies.	The requested revisions are appropriate.	<b>Amend part of 324</b>	<p>That the Northeast District Land Use Map, be amended as follows:</p> <p>That recommendation 324, 3<sup>rd</sup> bullet point, to redesignate lands from "Business Employment" to "Industrial" be amended as follows:</p> <ul style="list-style-type: none"><li>the lands located south of the Brampton border, <del>east and</del> west of Torbram Road <i>and north of Drew Road</i>;</li></ul> <p>and</p> <p>That the "Business Employment" designation on the lands located east of Torbram Road, north of Derry Road East and the lands located west of Torbram Road, south of Drew Road, should be retained and not be redesignate to "Industrial" .</p>
Planning and Building Department	Section 4.27, Port Credit District Policies	The location map for Special Site 30 should be amended to include the property on Helene Street North to recognize the existing office.	The requested revision to the locational map of Special Site 30 to include an existing office located on Helene Street North is appropriate.	<b>Amend part of 355</b>	<p>That Section 4.27.6.31, location map, be replaced with the following location map:</p> <p><b>4.27.6.31                      Site 30</b></p> 

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.33, Western Business Park District Policies	The Transportation and Works Department requested a change to Section 4.33.5.1, Table 1, Basic Road Characteristics to amend Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton".	The Planning and Building Department agree with the revisions requested.	<b>Amend part of 396</b>	That Section 4.33.5.1, Table 1, Basic Road Characteristics, be amended as follows:  1. Add Ninth Line as 35 m ROW Width south of Eglinton Avenue West to Dundas Street West, Town of Oakville border <i>and amend Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton"</i> .
Transportation and Works Department	Section 5, Implementation	The Transportation and Works Department requested amendments to Section 5.3.1.10 to include listing the Major Transit Corridors that are identified on Schedule 4: Road and Transit Network Long Term Concept.  They have also requested policies to discourage the reduction of densities below Residential Medium in proximity to Arterial and Major Collector Roads that have not been identified as a Major Transit Corridor.	The Planning and Building Department agree with the revisions requested.	<b>Amend 403</b>	That Section 5.3.1.10, be amended as follows:  <b>5.3.1.10</b> <i>Dundas Street, Hurontario Street and Eglinton Avenue are identified as Major Transit Corridors on Schedule 4: Road and Transit Network Long Term Concept, to support high density development.</i>  Development applications for the reduction of densities in proximity to Major Transit Corridors, will be discouraged.  <i>Development applications for the reduction of densities below Residential Medium Density in proximity to other arterial and major collector roads, will be discouraged.</i>  The use of the Provincial Transit Supportive Land Use Guidelines will be applied during the development review process.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 7, Glossary	The Transportation and Works department requested amending the definition for Bus Rapid Transit (BRT).	The Planning and Building Department agree with the revisions requested.	<b>Amend 406</b>	<p>That Section 7, Glossary, be amended as follows:</p> <p><b>BUS RAPID TRANSIT (BRT)</b> <del>Bus Rapid Transit is an exclusive grade-separated two-lane bus-only road with stations which allow for integration with local services.</del> <i>Bus Rapid Transit is a rubber-tired form of rapid transit that may combine a variety of physical, operating and system elements. Other technologies such as light rail transit may be introduced in the future where the feasibility and need can be demonstrated.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Recommendations and numbers continued from, Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1 - 2005 January)					
Planning and Building Department	Section 1.2, Context	The need to identify the urban form hierarchy as the basis for development throughout the City.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	414	<p>That Section 1.2, eight and ninth paragraphs, be deleted and replaced by the following:</p> <p><del>City Centre is a vibrant area featuring a mix of residential, employment, cultural, and recreational uses at densities suitable for a downtown area.</del></p> <p><del>The Nodes identified on Schedule 2: Urban Form Concept, will provide a focus for high intensity uses for residential, commercial, employment and other activities. Land use intensification that will support transit will occur in appropriate locations in other parts of the City.</del></p> <p><i>The urban form is based on a hierarchy of City Centre, Nodes and Corridors, as identified on Schedule 2: Urban Form Concept, each with varying levels of intensity of use. The City Centre is the focal point of the urban form hierarchy and should contain the highest level of development in terms of density and height. Nodes and Corridors will provide a focus for high intensity uses for residential, commercial, employment and other activities. Density and height should be less than the general levels in the City Centre and greater than the surrounding districts to reflect transit-supportive development. Other sites, such as, transit stations and entry points also provide suitable locations for higher levels of development, in terms of density and height, subject to compatibility with surrounding land uses and a suitable transition of built form to the surrounding area. The remainder of the City will generally be developed for medium and low rise uses.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Greater Toronto A i r p o r t s Authority	Schedule 2: Urban Form Concept	The "Lands Exempt from LBPIA Operating Area" hatching on the lands indicated as "Employment" between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West should be deleted.	The Planning and Building Department agree with the revisions requested.	<b>415</b>	That Schedule 2: Urban Form Concept, be amended as follows:  7. Deleting the "Lands Exempt from LBPIA Operating Area" hatching on the lands indicated as "Employment" between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West.
Planning and B u i l d i n g Department	Section 2.2, Urban F o r m   a n d C o m m u n i t y Identity	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	<b>416</b>	That Section 2.2.1.2, be amended as follows:  <b>2.2.1.2</b> Mississauga will have an urban form <i>based on the urban form hierarchy of Centres, Nodes and Corridors. The City Centre will be the main focal point in terms of intensity of uses (density and height of development) followed by Nodes and Corridors and recognizable communities</i> <del>characterised by City Centre, Nodes and recognizable communities.</del>
Planning and B u i l d i n g Department	Section 2.2, Urban F o r m   a n d C o m m u n i t y Identity	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	<b>417</b>	That Section 2.2.2.5, be amended as follows:  <b>2.2.2.5</b> To develop and locate Nodes, <i>within the context of the urban form hierarchy of Centres, Nodes and Corridors</i> , with a greater intensity of housing, employment, commercial, and community facilities that are accessible and provide a focus for the people they serve.
C o m m u n i t y S e r v i c e s Department	Section 2.9, Lake Ontario Waterfront	The Community Services Department requested amending Section 2.9.2.7 as parts of the Port Credit Harbour Transition Master Plan and the Mississauga Waterfront Plan are out of date.	The Planning and Building Department agree with the revisions requested.	<b>418</b>	That Section 2.9.2.7, be amended as follows:  <b>2.9.2.7</b> To promote development of the Lake Ontario shoreline and Port Credit Harbour <del>in accordance with</del> <i>having regard for</i> the principles established in the <i>Port Credit Harbour Transition Master Plan</i> and <i>Mississauga Waterfront Plan</i> while recognizing the Lake Ontario shoreline as an important element of the regional ecosystem.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 2.11, Urban Design	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	419	That Section 2.11.1.4, be amended as follows:  <b>2.11.1.4</b> Mississauga will ensure that development contributes to a built form, <i>reflective of the urban form hierarchy of Centres, Nodes and Corridors</i> , giving prominence to the City Centre <del>and emphasizing Nodes</del> .
Planning and Building Department	Section 2.11, Urban Design	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	420	That Section 2.11.2.2, be amended as follows:  <b>2.11.2.2</b> To promote the creation of distinctive places and locales, including the City Centre, Nodes <i>and Corridors</i> and high profile locations such as entry points to the City and communities.
Planning and Building Department	Section 2.11, Urban Design	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	421	That Section 2.11.2.6, be amended as follows:  <b>2.11.2.6</b> To promote built form <i>reflective of the urban form hierarchy</i> that relates to the public street and defines its scale.
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	422	That Section 3.10.1.1, renumbered as Section 3.13.1.1, be amended as follows:  <b>3.13.1.1</b> A mix of medium and high density housing, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged to locate in City Centre, <del>and</del> Nodes <i>and Corridors</i> , <i>reflective of the urban form hierarchy</i> . However, not all of these uses will be permitted in City Centre, <del>and</del> Nodes <i>and Corridors</i> .

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	423	That Section 3.10.1.2, renumbered as Section 3.13.1.2, be amended as follows:  <b>3.13.1.2</b> City Centre, <del>and</del> Nodes <i>and Corridors</i> , reflective of the urban form hierarchy will accommodate a greater variety and concentration of uses than their surrounding areas and will:
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	To recognize height along with density in the City Centre.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	424	That Section 3.10.2.1, renumbered as Section 3.13.2.1, be amended as follows:  <b>3.13.2.1</b> City Centre will develop as a major regional centre and the primary location for mixed use development. The City Centre will contain the greatest concentration of activities and variety of uses including the highest residential and employment densities <i>and height</i> and the largest commercial component in the City.
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	To recognize height along with density in the City Centre.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	425	That Section 3.10.3.4.b, renumbered as Section 3.13.3.4.b, be amended as follows:  <b>b.</b> lands immediately adjacent to or within a Node should provide both a transition between the higher density <i>and height of</i> development within the Node and lower density <i>and height of</i> developments in the surrounding area;
Planning and Building Department	Section 3.10, renumbered as Section 3.13, City Centre and Nodes	To recognize the need for a transition zone surrounding the City Centre.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	426	That Section 3.10.2, renumbered as Section 3.13.2, be amended by adding the following:  <b>3.13.2.4</b> Lands immediately adjacent to or within the City Centre should provide both a transition between the higher density and height of development within the City Centre and lower density and height of developments in the surrounding area.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 3.12, renumbered as Section 3.15, Environment	Section 3.12.1.4 should be amended to include references to "renewable energy" to be consistent with the new Provincial Policy Statement (PPS).	As it is mandatory for municipal official plans to be consistent with the PPS, it is appropriate to update it accordingly.	427	<p>That Section 3.12.1.4, renumbered as Section 3.15.1.4 be amended as follows:</p> <p><b>3.15.1.4</b> The Environmental Issues policies address mineral resources, sites with potential soil or ground water contamination, pollution prevention and reduction, environmental compatibility, urban drainage, waste management, <i>renewable energy</i>, energy conservation and noise sources and levels.</p>
Planning and Building Department	Section 3.12, renumbered as Section 3.15, Environment	As a result of the Natural Areas Survey update, revisions to Section 3.12.2.2.a were requested.	The requested revisions are appropriate.	428	<p>That Section 3.12.2.2.a, renumbered as Section 3.15.2.2.a, 5<sup>th</sup> bullet, be amended as follows:</p> <ul style="list-style-type: none"> <li>all areas that support <i>provincially significant or "species at risk" listed as special concern, Vulnerable, Threatened species</i> or Endangered (<del>VTE</del>) species;</li> </ul>
Planning and Building Department	Section 3.12, renumbered as Section 3.15, Environment	As a result of the Natural Areas Survey update, revisions to Section 3.12.2.2.b were requested.	The requested revisions are appropriate.	429	<p>That Section 3.12.2.2.b, renumbered as Section 3.15.2.2.b, 3<sup>rd</sup> and 4<sup>th</sup> bullets, be amended as follows:</p> <ul style="list-style-type: none"> <li>all <del>woodlands</del> <i>areas</i> that represent uncommon vegetation associations in the City;</li> <li>all areas that support regionally <del>rare</del> or significant plant <i>or animal</i> species;</li> </ul>
Community Services Department	Section 3.13, renumbered as Section 3.16, Lake Ontario Waterfront	The Community Services Department requested amending Section 3.13.1.4 as parts of the Port Credit Harbour Transition Master Plan and the Mississauga Waterfront Plan are out of date.	The Planning and Building Department agree with the revisions requested.	430	<p>That Section 3.13.1.4, renumbered as Section 3.16.1.4, be amended as follows:</p> <p><b>3.16.1.4</b> The review of applications for development along the Lake Ontario Waterfront and the mouth of the Credit River, will have regard for the <del>concepts</del> and principles expressed in the Port Credit Harbour Transition Master Plan and the Mississauga Waterfront Plan, as well as the following:</p>



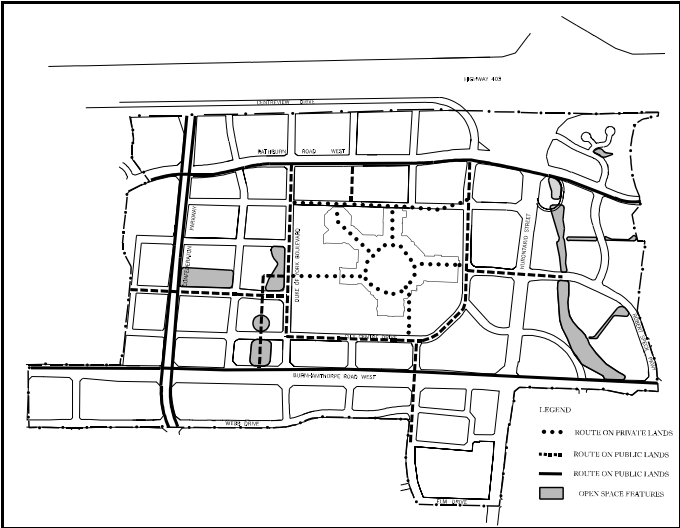
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 3.14, renumbered as Section 3.17, Transportation	The Transportation and Works Department requested amendments to Section 3.17.2.2 to identify the importance of a transit link to the Airport.	The Planning and Building Department agree with the revisions requested.	431	<p>That Section 3.14.2.2, renumbered as Section 3.17.2.2, be amended as follows:</p> <p><b>3.17.2.2</b> Mississauga will work with other levels of government to further inter-regional transit plans which include proposals for Rapid Transit, Commuter Rail, GTA Transit Corridors and GTA Transportation Centres. Notwithstanding that Airport Road has not been designated as a Major Transit Corridor on Schedule 4: Road and Transit Network - Long Term Concept, Mississauga recognizes this roadway as a <del>potential rapid</del> <i>an important transit corridor link to the airport</i> and will work with the City of Brampton and the Region of Peel in addressing this issue.</p>
Transportation and Works Department	Section 3.14, renumbered as Section 3.17, Transportation	The Transportation and Works Department requested that Section 3.14.3.11 be amended to clarify its intent.	The Planning and Building Department agree with the revisions requested.	432	<p>That Section 3.14.3.11, renumbered as Section 3.17.3.11, be amended as follows:</p> <p><b>3.17.3.11</b> <del>Proposals for the development of a rapid transit link between the Airport and Toronto will be subject to, among other matters, a detailed review of the potential ridership demand, the proposals role in serving transit markets, interconnections with GTA Transit corridors, and funding priority relative to other GTA Transit projects. An Air Rail Link between Toronto Union Station and Lester B. Pearson International Airport is being proposed. City of Mississauga staff will continue to work with Transport Canada and other stakeholders through the environmental assessment process for the project.</del></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 3.14, renumbered as Section 3.17, Transportation	The Transportation and Works Department requested amendments to Section 3.17.5.4 to require the City to be satisfied that with any minor adjustments to the basic right-of-way widths the role and function of the road is maintained.	The Planning and Building Department agree with the revisions requested.	433	That Section 3.14.5.4, renumbered as Section 3.17.5.4, be amended as follows:  <b>3.17.5.4</b> Minor adjustments to the <i>basic right-of-way widths</i> <del>rights-of-way</del> and alignments <i>for roads</i> may be made without further amendment to this Plan, <i>subject to the City being satisfied that the role and function of such roads are maintained</i> <del>provided they are consistent with the general intent of this Plan.</del>
Planning and Building Department	Section 3.15, renumbered as Section 3.18, Urban Design	The need to recognize height and density in terms of built form.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	434	That Section 3.15.2.1, renumbered as Section 3.18.2.1, be amended as follows:  <b>3.18.2.1</b> The most prominent, most intensive and highest built form <i>in terms of density and height</i> will <del>should</del> be encouraged in the City Centre.
Planning and Building Department	Section 3.15, renumbered as Section 3.18, Urban Design	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	435	That Section 3.15.3.2, renumbered as Section 3.18.3.2, be amended as follows:  <b>3.18.3.2</b> Urban character will be achieved within the City Centre, <del>along major streets, in</del> Nodes and Corridors and elsewhere as identified in this Plan <i>in accordance with the urban form hierarchy</i> .
Planning and Building Department	Section 3.15, renumbered as Section 3.18, Urban Design	The need to recognize corridors as part of the urban form hierarchy.	See Appendix 3 to the Corporate Report Implications of the Ontario Municipal Board (OMB) Decision 2023958 Ontario Inc. (Rose Corporation).	436	That Section 3.15.3.2, renumbered as Section 3.18.3.2, be amended as follows:  <b>3.18.3.2</b> Urban character will be achieved within the City Centre, <del>along major streets, in</del> Nodes and Corridors and elsewhere as identified in this Plan <i>in accordance with the urban form hierarchy</i> .

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	Section 3.17, renumbered as Section 3.20, Heritage Resources	The Community Services Department requested that a new policy be added to proposed Section 3.20.3.2 to be consistent with changes to the <i>Ontario Heritage Act</i> .	The Planning and Building Department agree with the revisions requested.	437	That Section 3.17.3.2, renumbered as Section 3.20.3.2, be amended by adding the following:  <i>e. Properties designated under the Ontario Heritage Act will be required to have regard for the preservation of the significant architectural features and not detract or destroy any of the heritage features or architectural elements in keeping with the Guiding Principles in the Conservation of Heritage Properties, Ministry of Culture.</i>
Planning and Building Department	Schedule 3: Environmental Areas	As a result of the Natural Areas Survey update, revisions to Schedule 3: Environmental Areas were requested.	The requested revisions are appropriate.	438	That Schedule 3: Environmental Areas, be amended as follows:  4. Extending the "Special Management Area" and "Natural Area" easterly, located south of Lakeshore Road West, west of Southdown Road; and 5. Deleting the "Natural Area" located south of Lakeshore Road East, west of Elmwood Avenue South.
Transportation and Works Department	Schedule 4: Road and Transit Network Long Term Concept	The Transportation and Works Department requested that Schedule 4: Road and Transit Network Long Term Concept be amended by Topflight Drive from Hurontario Street to Edwards Boulevard being shown as a "Major Collector".	The Planning and Building Department agree with the revisions requested.	439	That Schedule 4: Road and Transit Network Long Term Concept be amended as follows:  19. Topflight Drive Hurontario Street to Edwards Boulevard is added as a "Major Collector".

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Schedule 5: Designated Right-of-Way Widths	The Transportation and Works Department requested amending Note 1 on Schedule 5: Designated Right-of-Way Widths to clarify its intent.	Note 1 Schedule 5: Designated Right-of-Way Widths should be amended to be consistent with the wording of Section 3.14.5.2.	440	That Schedule 5: Designated Right-of-Way Widths, Note 1, be amended as follows:  15. 1. <del>These</del> <i>"Designated right-of-way widths"</i> are considered <i>the basic required</i> rights-of-way <i>along roadway sections</i> . At <del>major</del> intersections, grade separations, or major physical or topographical constraints, wider rights-of-way may be required to accommodate bus bays, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.
Transportation and Works Department	Schedule 5: Designated Right-of-Way Widths	The Transportation and Works Department requested amending Schedule 5: Designated Right-of-Way Widths to update the information provided for Topflight Drive.	The Planning and Building Department agree with the revisions requested.	441	That Schedule 5: Designated Right-of-Way Widths be amended as follows:  16. Topflight Drive from Hurontario Street to Edwards Boulevard is added with a right-of-way width of "26 m"; and 17. Capstan Drive from Maritz Drive to Hurontario Street from a right-of-way width of "26 m" to a right-of-way width of "30 m".
Transportation and Works Department	Schedule 5: Designated Right-of-Way Widths	The Transportation and Works Department requested amending Schedule 5: Designated Right-of-Way Widths to update the information provided for Thomas Street.	The Planning and Building Department agree with the revisions requested.	442	That Schedule 5: Designated Right-of-Way Widths be amended as follows:  18. Thomas Street, McFarren Boulevard/Gafney Drive to Queen Street right-of-way width from "30 m" to "20-26 m".

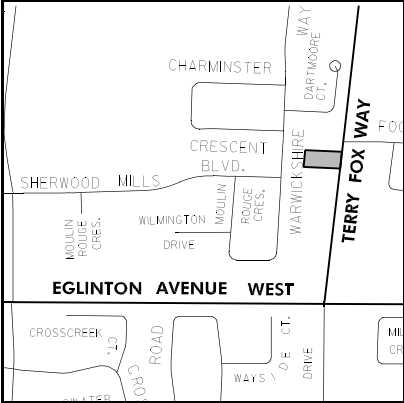

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	All District Policies, Sections 4.2 to Section 4.33, inclusive, except Section 4.6, City Centre District Policies	The Transportation and Works Department requested amending the asterisk note under Table 1: Basic Road Characteristics for all Districts to be consistent with Section 3.14.5.2.	Amend the asterisk note under Table 1: Basic Road Characteristics for all Districts except City Centre District to be consistent with the wording of Section 3.14.5.2.	443	<p>That Sections 4.2 to Section 4.33, inclusive, Table 1: Basic Road Characteristics, asterisk note, except for Section 4.6, City Centre District Policies, Table 1: Basic Road Characteristics, asterisk note, be amended as follows:</p> <p>* <del>These</del> <i>"Designated right-of-way widths"</i> are considered the basic <i>required</i> rights-of-way <i>along roadway sections</i>. At <del>major</del> intersections, grade separations, or major physical or topographical constraints, wider rights-of-way may be required to accommodate bus bays, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.</p>
Planning and Building Department	Section 4.3, Applewood District Policies	As the lands east of Fieldgate Drive, south of Kirkwall Crescent, are used for parkland, the lands should be redesignated from "Residential Low Density II" to "Public Open Space".	The requested revisions are appropriate.	444	<p>That the Applewood District Land Use Map be amended as follows:</p> <p>4. Redesignate the lands east of Fieldgate Drive, south of Kirkwall Crescent, from "Residential Low Density II" to "Public Open Space".</p>
Planning and Building Department	Section 4.3, Applewood District Policies	Lands east of Treadwells Drive, north of Dundas Street East, designated "Residential Low Density II", should be redesignated to "Residential Medium Density I" as the lands are surrounded by lands designated "Residential High Density I" and "Residential Medium Density I" and also the boundary should be adjusted accordingly.	The requested revisions are appropriate.	445	<p>That the Applewood District Land Use Map be amended as follows:</p> <p>5. Redesignate the lands east of Treadwells Drive, north of Dundas Street East, from "Residential Low Density II" to "Residential Medium Density I";</p> <p>and</p> <p>Adjust the Applewood District boundary to coincide with the Dixie District boundary by following existing property lines and zoning.</p>

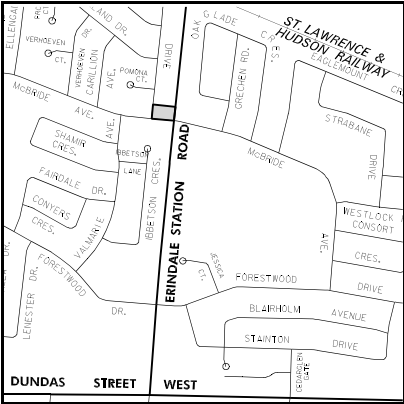
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	Section 4.4, Central Erin Mills District Policies	The lands are part of Park #374, Mullet's Walk, located east of McFarren Boulevard opposite Mullet Drive and should be designated "Public Open Space".	The Planning and Building Department agree with the revisions requested.	446	<p>That the Central Erin Mills District Land Use Map be amended as follows:</p> <p>8. Redesignate the lands located east of McFarren Boulevard, opposite Mullet Drive, from "Residential Low Density II" to "Public Open Space".</p>
Community Services Department	Section 4.5, Churchill Meadows District Policies	The Community Services Department requested amending the Churchill Meadows District Land Use Map to recognize an existing Stormwater Management Facility.	The Planning and Building Department agree with the revisions requested.	447	<p>That the Churchill Meadows District Land Use Map be amended as follows:</p> <p>7. Adding an "Existing Stormwater Management Facility symbol" to the "Public Open Space" designated lands located south of Aquinas Avenue, east of Sebastian Drive.</p>
Planning and Building Department	Section 4.6, City Centre District Policies	The locational map for Section 4.6.3.2.3 should be amended to include the Open Space Feature located north of Princess Royal Drive, west of Living Arts Drive.	The requested revisions are appropriate.	448	<p>That Section 4.6.3.2.3, location map, be replaced with the following location map:</p> 

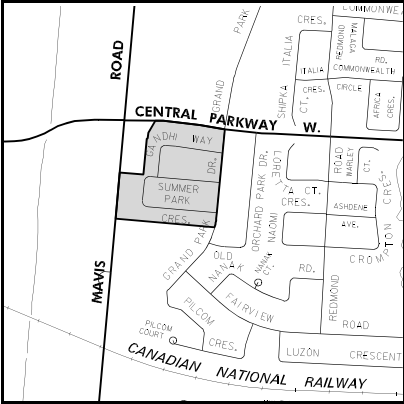
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.6, City Centre District Policies	The Transportation and Works Department requested amending the third paragraph of Section 4.6.5.2.5 as there is now only one option for the conceptual alignment.	As there is now only one option, change the words "two conceptual options" to "a conceptual alignment".	449	That Section 4.6.5.2.5, 3 <sup>rd</sup> paragraph, last sentence be amended as follows:  The City Centre Land Use Map shows <del>two</del> <i>a conceptual options alignment</i> on how this one-way eastbound roadway is proposed to connect to Provincial Highway 403.
Transportation and Works Department	Section 4.6, City Centre District Policies	The Transportation and works Department requested amending the first asterisk note under Table 1: Basic Road Characteristics.	The Planning and Building Department agree with the revisions requested.	450	That Section 4.6.5.1, Table 1: Basic Road Characteristics, first asterisk note, be amended as follows:  <del>These</del> <i>"Designated right-of-way widths"</i> are considered <i>the</i> basic <i>required</i> rights-of-way <i>along roadway sections</i> . At intersections, grade separations, <del>site triangles</del> , or major physical or topographical constraints, wider rights-of-way may be required to accommodate bus bays, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc. Rights-of-way may be increased without an amendment to this Plan when development applications are evaluated or further transportation studies are carried out.
Community Services Department	Section 4.6, City Centre District Policies	The Community Services Department requested the lands located north of Princess Royal Drive, west of Living Arts Drive from "Mixed Use" to "Public Open Space" to recognize the proposed park for the City Centre.	The Planning and Building Department agree with the revisions requested.	451	That the City Centre District Land Use Map be amended as follows:  5. Redesignate the lands located north of Princess Royal Drive, west of Living Arts Drive, from "Mixed Use" to "Public Open Space".
Community Services Department	Section 4.7, Clarkson-Lorne Park District Policies	The Community Services Department requested amending the Clarkson Lorne Park District Land Use Map to recognize the existing park located south of Canyon Street opposite Cobalt Street.	The Planning and Building Department agree with the revisions requested.	452	That the Clarkson-Lorne Park District Land Use Map be amended as follows:  2. Redesignate the lands located south of Canyon Street, opposite Cobalt Street, from "Residential Low Density I" to "Public Open Space".

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.8, Cooksville District Policies	Lands located on the north side of Dundas Street West between Elmcreek Drive and Clayhill Road, designated "Residential High Density I" contain townhouse dwellings that should be recognized.	Revise Special Site 4 policies to allow townhouses as a permitted use.	453	That Section 4.8.7.5.a, be amended as follows:  a. all forms of horizontal multiple dwellings as well as low-rise apartments <i>and townhouse dwellings</i> will be permitted in combination with Residential High Density I uses provided the overall density achieves the minimum permitted FSI of 1.0 for the subject lands;
Community Services Department	Section 4.10, Dixie District Policies	The Community Services Department requested that the lands located south of the St. Lawrence and Hudson Railway, west of Etobicoke Creek from "Public Open Space" to "Business Employment" and "Greenbelt" on the Dixie District Land Use Map to be consistent with existing zoning.	The Planning and Building Department agree with the revisions requested as the lands are no longer required for park purposes.	454	That the Dixie District Land Use Map be amended as follows:  6. Redesignate the lands located south of the St. Lawrence and Hudson Railway, west of Etobicoke Creek, from "Public Open Space" to "Business Employment" and "Greenbelt".
Planning and Building Department	Section 4.10, Dixie District Policies	Lands east of Treadwells Drive, north of Dundas Street East, designated "Residential Low Density II", should be redesignated to "General Commercial" as the lands are part of the property fronting on Dundas Street East designated "General Commercial" and the boundary should be adjusted accordingly.	The requested revisions are appropriate.	455	That the Dixie District Land Use Map be amended as follows:  7. Adjust the Dixie District boundary to coincide with the Applewood District boundary by following existing property lines and zoning for the lands east of Treadwells Drive, north of Dundas Street East; and Redesignate the lands from "Residential Low Density II" to "General Commercial".



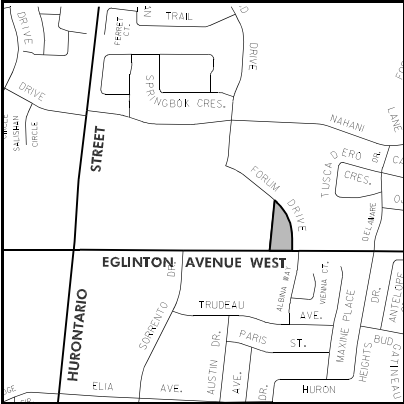
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.11, East Credit District Policies	Lands on the west side of Terry Fox Way, north of Eglinton Avenue West, designated "Residential Low Density II" are occupied by a dental office, approved in accordance with an OMB decision.	It is appropriate to recognize the existing dental office as a Special Site.	456	<p>That a new Special Site be added to the East Credit District Policies as follows:</p> <p><b>4.11.6.15 Site 14</b></p>  <p><i>The lands identified as Special Site 14 are located on the west side of Terry Fox Way, north of Eglinton Avenue West.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, the office of a dentist will also be permitted.</i></p>
Planning and Building Department	Section 4.11, East Credit District Policies	Lands on the north side of Eglinton Avenue West, east of Fallingbrook Drive designated "Residential Medium Density I" are occupied by a veterinary clinic.	It is appropriate to recognize the veterinary clinic use as a Special Site.	457	<p>That a new Special Site be added to the East Credit District Policies as follows:</p> <p><b>4.11.6.16 Site 15</b></p>  <p><i>The lands identified as Special Site 15 are located on the north side of Eglinton Avenue West, east of Fallingbrook Drive.</i></p> <p><i>Notwithstanding the provisions of the Residential Medium Density I designation, a veterinary clinic will also be permitted.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Greater Toronto A i r p o r t s Authority	Section 4.11, East Credit District Policies	<p>The "LBPIA Operating Area Boundary" is difficult to follow on the Land Use Maps and should be indicated in a clearer fashion.</p> <p>The "Area Exempt from LBPIA Operating Area" hatching on the "Business Employment" and "General Commercial" lands between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West should be deleted.</p>	The Planning and Building Department agree with the revisions requested.	<b>458</b>	<p>That the East Credit District Land Use Map be amended as follows:</p> <p>8. Changing the "LBPIA Operating Area Boundary" from an "orange solid line" to a "dark grey dashed line".</p> <p>and</p> <p>9. Deleting the "Area Exempt from LBPIA Operating Area" hatching on the "Business Employment" and "General Commercial" lands between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West.</p>
Planning and B u i l d i n g Department	Section 4.12, Erindale District Policies	Lands at the northwest corner of Erindale Station Road and McBride Avenue designated "Residential Low Density II" are occupied by medical offices with 4 medical practitioners.	It is appropriate to recognize the medical office as a Special Site.	<b>459</b>	<p>That a new Special Site be added to the Erindale District Policies as follows:</p> <p><b>4.12.5.9                      Site 8</b></p> <div></div> <p><i>The lands identified as Special Site 8 are located at the northwest corner of Erindale Station Road and McBride Avenue.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II designation, medical offices will also be permitted.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	Section 4.13, Erin Mills District Policies	The Community Services Department requested that the lands located north of Dundas Street West, east of Mississauga Road be redesignated from "Public Open Space" to "Institutional - University" as the University of Toronto at Mississauga has purchased these lands from the City to accommodate the University's expansion.	The Planning and Building Department agree with the revisions requested.	460	<p>That the Erin Mills District Land Use Map be amended as follows:</p> <p>10. Redesignate the lands located north of Dundas Street West, east of Mississauga Road, from "Public Open Space" to "Institutional - University".</p>
Planning and Building Department	Section 4.14, Fairview District Policies	Lands located south of Central Parkway West between Mavis Road and Grand Park Drive are designated "Residential Medium Density I". The existing zoning permits semi-detached dwellings and townhouse dwellings which are not permitted under the "Residential Medium Density I" designation.	It is appropriate to recognize the semi-detached dwellings and townhouse dwellings use as a Special Site.	461	<p>That a new Special Site be added to the Fairview District Policies as follows:</p> <p><b>4.14.5.7                      Site 6</b></p> <div><p>The map shows a street grid in the Fairview District. Central Parkway West runs horizontally across the middle. Mavis Road runs vertically on the left side. To the right of Mavis Road, there are several streets including Grand Park Drive, Old Mavis Road, and Fairview Road. The Canadian National Railway runs along the bottom of the map. Various residential streets like Summer Park Drive, Orchard Park Drive, and others are also shown. The area between Mavis Road and Grand Park Drive, south of Central Parkway West, is highlighted as the location of Site 6.</p></div> <p><i>The lands identified as Special Site 6 are located south of Central Parkway West between Mavis Road and Grand Park Drive.</i></p> <p><i>Notwithstanding the provisions of the Residential Medium Density I designation, semi-detached dwellings will also be permitted.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.15, Gateway District Policies	Amend the Major Collector names to be consistent with the existing road names.	The Planning and Building Department agree with the revisions requested.	<b>462</b>	That Section 4.15.4.1, Table 1: Basic Road Characteristics, Major Collector, be amended as follows:  Hurontario West Collector, Topflight Drive to World Drive to read <i>Maritz Drive Extension/Maritz Drive/Kateson Drive, Topflight Drive Extension to Capstan Drive</i> ; and Topflight Drive, Hurontario West Collector to Hurontario Street to read <i>Topflight Drive Extension, Hurontario Street to Edwards Boulevard</i> ; and World Drive, Hurontario West Collector to Edwards Boulevard to read <i>Capstan Drive/World Drive, Kateson Drive to Edwards Boulevard</i> .
Transportation and Works Department	Section 4.15, Gateway District Policies	The Transportation and Works Department requested that the Gateway District Land Use Map be amended by showing Topflight Drive from Hurontario Street to Edwards Boulevard as a "Major Collector".	The Planning and Building Department agree with the revisions requested.	<b>463</b>	That the Gateway District Land Use Map be amended as follows:  7. Topflight Drive from Hurontario Street to Edwards Boulevard from "Minor Collector to <i>Major Collector</i> ".
Planning and Building Department	Section 4.15, Gateway District Policies	The lands located on the west side of Hurontario Street and south of World Drive are currently designated "Motor Vehicle Commercial". As these lands have recently been rezoned to permit uses consistent with the "Business Employment" designation, it is not appropriate to retain the "Motor Vehicle Commercial" designation.	Lands should be redesignated from "Motor Vehicle Commercial" to "Business Employment" to be consistent with the existing zoning.	<b>464</b>	That the Gateway District Land Use Map be amended as follows:  8. Redesignate the lands located on the west side of Hurontario Street and south of World Drive from "Motor Vehicle Commercial" to "Business Employment".

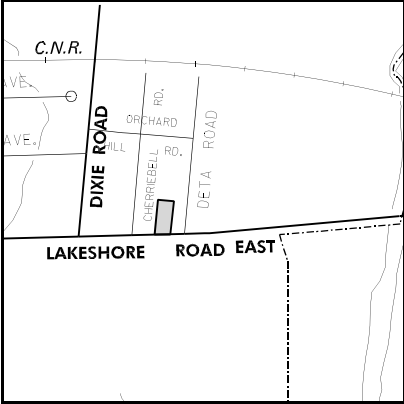
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.15, Gateway District Policies	Lands on the east side of Hurontario Street, south of Britannia Road East are occupied by a Place of Religious Assembly and a cemetery.	Lands should be redesignated from "Business Employment" to "Private Open Space - Cemetery" to recognize the existing cemetery.	<b>465</b>	That the Gateway District Land Use Map be amended as follows:  9. Redesignate the lands on the east side of Hurontario Street, south of Britannia Road East, from "Business Employment" to "Private Open Space - Cemetery".
Community Services Department	Section 4.15, Gateway District Policies	The Community Services Department requested that the boundaries of the lands designated "Public Open Space" located north of Matheson Boulevard West, east of Falbourne Street to coincide with the existing park limits.	The Planning and Building Department agree with the revisions requested.	<b>466</b>	That the Gateway District Land Use Map be amended as follows:  10. Amend the boundaries of the "Public Open Space" and "Business Employment" lands located north of Matheson Boulevard West, east of Falbourne Street, to coincide with the park limits.
Peel District School Board	Section 4.16, Hurontario District Policies	The Peel District School Board is currently in the process of developing a Master Plan for the Britannia Farm lands and are not considering a golf course as part of this review exercise.	The Planning and Building Department agree with the revisions requested.	<b>467</b>	That Section 4.16.4.2.b be deleted.  <del>b. Notwithstanding the Institutional policies of this Plan, the lands will be permitted to develop for a golf course and related facilities.</del>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands at the northwest corner of Eglinton Avenue East and Forum Drive are designated "Residential High Density II". Through a Committee of Adjustment decision the site permits a 20- storey apartment building with an FSI of 3.7.	It is appropriate to recognize the existing 20-storey apartment with an FSI of 3.7 use as a Special Site in the Hurontario District Policies.	468	<p>That a new Special Site be added to the Hurontario District Policies as follows:</p> <p><b>4.16.6.11 Site 10</b></p> <div></div> <p><i>The lands identified as Special Site 10 are located at the northwest corner of Eglinton Avenue East and Forum Drive.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, an apartment building to a maximum Floor Space Index (FSI) of 3.7 and a maximum height of 20-storeys, will be permitted.</i></p>
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands west of Hurontario Street, north of Ceremonial Drive designated "Residential High Density I" are occupied by existing condominium townhouses.	Lands should be redesignated from "Residential High Density I" to "Residential Medium Density I" to recognize the existing condominium townhouses.	469	<p>That the Hurontario District Land Use Map be amended as follows:</p> <p>16. Redesignate the lands west of Hurontario Street, north of Ceremonial Drive, from "Residential High Density I" to "Residential Medium Density I".</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands north of Eglinton Avenue West, east of Fairwind Drive designated "Public Open Space", east and west of Cooksville Creek, are currently vacant and are not part of the Community Services parks listing to be consistent with adjacent land use designations.	Lands should be redesignated from "Public Open Space" to "Residential Low Density I" and "Residential Medium Density I".	<b>470</b>	That the Hurontario District Land Use Map be amended as follows:  <i>17.</i> Redesignate the lands north of Eglinton Avenue West, east of Fairwind Drive and, east of Cooksville Creek, from "Public Open Space" to "Residential Medium Density I" and adjust the "Node Boundary" westerly accordingly; and <i>18.</i> Redesignate the lands north of Eglinton Avenue West, east of Fairwind Drive and, west of Cooksville Creek, from "Public Open Space" to "Residential Low Density II".
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands at the northeast corner of Eglinton Avenue West and Fairwind Drive designated "Residential Low Density II" should be combined with the parcel to the east designated "Residential Medium Density I".	Lands should be redesignated from "Residential Low Density II" to "Residential Medium Density I" to be consistent with the adjacent designation to the east.	<b>471</b>	That the Hurontario District Land Use Map be amended as follows:  <i>19.</i> Redesignate the lands at the northeast corner of Eglinton Avenue West and Fairwind Drive, from "Residential Low Density II" to "Residential Medium Density I".
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands fronting on Tree Crest Court and Mirage Place at the northeast corner of Mavis Road and Bristol Road West designated "Residential Medium Density I" are occupied by semi-detached dwellings.	Lands should be redesignated from "Residential Medium Density I" to "Residential Low Density II" to recognize the existing use.	<b>472</b>	That the Hurontario District Land Use Map be amended as follows:  <i>20.</i> Redesignate the lands fronting on Tree Crest Court and Mirage Place at the northeast corner of Mavis Road and Bristol Road West, from "Residential Medium Density I" to "Residential Low Density II".

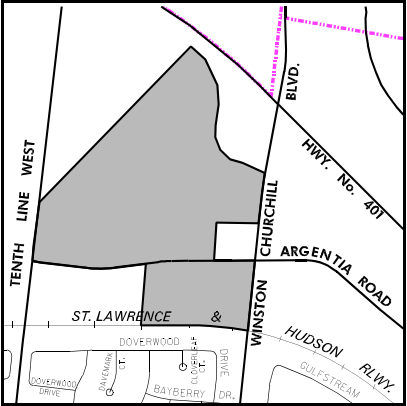
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands fronting on Starwood Drive, Longhouse Crescent, Richborough Drive, and Whitfield Terrace, west of Mavis Road and south of Bristol Road West, designated "Residential Medium Density I" are occupied by semi-detached dwellings.	Lands should be redesignated from "Residential Medium Density I" to "Residential Low Density II" to recognize the existing use.	<b>473</b>	That the Hurontario District Land Use Map be amended as follows:  21. Redesignate the lands fronting on Starwood Drive, Longhouse Crescent, Richborough Drive, and Whitfield Terrace west of Mavis Road and south of Bristol Road West, from "Residential Medium Density I" to "Residential Low Density II".
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands fronting on Constellation Drive, west of Mavis Road and north of Eglinton Avenue West designated "Residential Medium Density I" are occupied by semi-detached dwellings.	Lands should be redesignated from "Residential Medium Density I" to "Residential Low Density II" to recognize the existing use.	<b>474</b>	That the Hurontario District Land Use Map be amended as follows:  22. Redesignate the lands fronting on Constellation Drive, west of Mavis Road and north of Eglinton Avenue West, from "Residential Medium Density I" to "Residential Low Density II".
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands on the west side of McLaughlin Road north of Ceremonial Drive designated "Residential Low Density II" are occupied by condominium townhouse dwellings.	Lands should be redesignated from "Residential Low Density II" to "Residential Medium Density I" to recognize the existing use.	<b>475</b>	That the Hurontario District Land Use Map be amended as follows:  23. Redesignate the lands on the west side of McLaughlin Road, south of Langport Court, from "Residential Low Density II" to "Residential Medium Density I".
Planning and Building Department	Section 4.16, Hurontario District Policies	Lands on the west side of Ashprior Drive east of Mavis Road designated "Residential Medium Density I" are occupied by detached dwellings.	Lands should be redesignated from "Residential Medium Density I" to "Residential Low Density II" to recognize the existing use.	<b>476</b>	That the Hurontario District Land Use Map be amended as follows:  24. Redesignate the lands on the west side of Ashprior Drive, east of Mavis Road, from "Residential Medium Density I" to "Residential Low Density II".

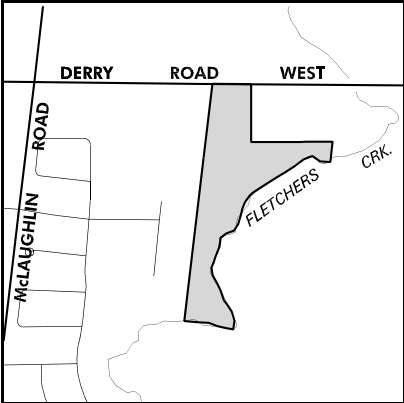


RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.17, Lakeview District Policies	Upon further review, it was identified that Section 4.17.6.21, Site 20 should be deleted as an overnight accommodation is a permitted use in the "Mainstreet Commercial" designation.	Section 4.17.6.21, Site 20 should be deleted as "motel" is now "overnight accommodation" which is a permitted use in Mainstreet Commercial.	477	<p>That Section 4.17.6.21, be deleted:</p> <p><del>4.17.6.21</del> <del>Site 20</del></p> <div></div> <p>The lands identified as <del>Special Site 20</del> are located at the northwest corner of Lakeshore Road East and Deta Road:</p> <p>Notwithstanding the provisions of the <del>Mainstreet Commercial designation</del>, the following additional policy will apply:</p> <p><del>a. a motel will be permitted.</del></p>
Planning and Building Department	Section 4.18, Lisgar District Policies	As there is no longer lands designated "Residential High Density" in the Lisgar Planning District, the reference to high density residential is planned should be deleted.	As there are no lands designated "High Density" in the Lisgar District Policies it is appropriate to delete reference to high density development in Section 4.18.2 Development Concept.	478	<p>That Section 4.18.2, first paragraph be amended as follows:</p> <p>The Lisgar District is a developing Residential District with one-third of the lands remaining to be developed. Most of the District has been planned to accommodate a variety of housing types within the low and medium density range. <del>A small component is planned to be high density residential.</del></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.18, Lisgar District Policies	<p>As there are no lands designated "Residential High Density", the "Residential High Density I" land use policies should be deleted.</p> <p>Further, Section 4.18.4.1.6 should be amended to delete all references to "Residential High Density" development.</p>	Section 4.18.4.1.5, Residential High Density I Land Use policies should be deleted and Section 4.18.4.1.6 should be amended to delete all references to "Residential High Density" development.	<b>479</b>	<p>That Section 4.18.4.1.5 and Section 4.18.4.1.6, be amended as follows:</p> <p><del>4.18.4.1.5</del> <del>Residential High Density I</del></p> <p>The Residential High Density I designation permits apartment dwellings at a Floor Space Index of 0.5-1.0. Building height should not exceed 4 storeys.</p> <p><b>4.18.4.1.6 5 Residential Medium and High Density Development</b></p> <p>a. In addition to the general Residential Medium and High Density Development policies of this Plan, the following additional policy applies specifically to this District:</p> <ul style="list-style-type: none"> <li>in order to create acceptable built form transitions, buildings should be limited in height when adjacent to low density residential neighbourhoods and buildings abutting low density housing forms should be limited to 3 storeys.</li> </ul>
Transportation and Works Department	Section 4.18, Lisgar District Policies	The Transportation and Works Department requested that Ninth Line be identified as being under the jurisdiction of the Region of Halton.	The Planning and Building Department agree with the revisions requested.	<b>480</b>	<p>That Section 4.18.5.1, Table 1: Basic Road Characteristics, Major Collector, be amended as follows:</p> <p>Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton".</p>
Planning and Building Department	Section 4.18, Lisgar District Policies	Lands east of Russian Olive Close, south of Partition Road designated "Residential Low Density II" are part of city park #468 under construction.	Lands should be redesignated from "Residential Low Density II" to "Public Open Space".	<b>481</b>	<p>That the Lisgar District Land Use Map be amended as follows:</p> <p>5. Redesignate the lands located east of Russian Olive Close, south of Partition Road, from "Residential Low Density II" to "Public Open Space".</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Greater Toronto A i r p o r t s Authority and C o m m u n i t y S e r v i c e s Department	Section 4.19, Malton District Policies	The "Regulatory Floodplain" overlay designation is missing from the Land Use Map.	The "Regulatory Floodplain" overlay designation should be included on the Land Use Map.	<b>482</b>	That the Malton District Land Use Map be amended as follows:  6. Indicate the "Regulatory Floodplain" overlay designation on the Land Use Map.
Greater Toronto A i r p o r t s Authority	Section 4.19, Malton District Policies	The "LBPIA Operating Area Boundary is difficult to follow on the Land Use Maps and should be indicated in a clearer fashion.	The Planning and Building Department agree with the revisions requested.	<b>483</b>	That the Malton District Land Use Map be amended as follows:  7. Changing the "LBPIA Operating Area Boundary" from an "orange solid line" to a "dark grey dashed line".
Peel District School Board and C o m m u n i t y S e r v i c e s Department	Section 4.19, Malton District Policies	The property limits of the school and park lands have been realigned and the "Residential Low Density II" and "Public Open Space" land use designations should reflect the realigned property limits.	The Planning and Building Department agree with the revisions requested.	<b>484</b>	That the Malton District Land Use Map be amended as follows:  8. Redesignate the lands north of Roselle Crescent, east of Priory Crescent, from "Residential Low Density II" to "Public Open Space"; and 9. Redesignate the lands west of Anaka Drive, north of Brandon Gate Drive, from "Public Open Space" to "Residential Low Density II".
C o m m u n i t y S e r v i c e s Department	Section 4.22, Meadowvale District Policies	The Community Services Department requested that the Meadowvale District Land Use Map be amended by redesignating the lands located south of Derry Road West east of Shelter Bay Road from "Private Open Space - Cemetery" to "Public Open Space - Cemetery".	The Planning and Building Department agree with the revisions requested as the City has taken over the responsibility of the cemetery.	<b>485</b>	That the Meadowvale District Land Use Map be amended as follows:  4. Redesignate the lands located south of Derry Road West, east of Shelter Bay Road, from "Private Open Space - Cemetery" to "Public Open Space - Cemetery".

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.22, Meadowvale Business Park District Policies	The Transportation and Works Department requested that Ninth Line be identified as being under the jurisdiction of the Region of Halton.	The Planning and Building Department agree with the revisions requested.	486	<p>That Section 4.22.5.1, Table 1: Basic Road Characteristics, Major Collector, be amended as follows:</p> <p>Ninth Line Jurisdiction from "Town of Milton" to "Region of Halton".</p>
Planning and Building Department	Section 4.22, Meadowvale Business Park District Policies	Section 4.22.6.4 should be deleted as the lands are no longer in the Node and have been primarily developed for retail commercial development.	The requested revisions are appropriate.	487	<p>That Section 4.22.6.4, be deleted.</p> <p><del>4.22.6.4</del> <del>Site 3</del></p> <div><p>The lands identified as Special Site 3 are located west of Winston Churchill Boulevard, east of Tenth Line West, south of Provincial Highway 401 and north of the St. Lawrence and Hudson Railway.</p><p>Notwithstanding the General Commercial designation, the following additional policies will apply:</p><p><del>a. office uses to a maximum floor space index of 0.5 may be permitted subject to a traffic study demonstrating that:</del></p><ul style="list-style-type: none"><li><del>there is adequate transportation capacity to reasonably accommodate the additional office Gross Floor Area; or,</del></li><li><del>adequate transportation capacity to accommodate the additional development proposed can be achieved through the implementation of the improvements that are recommended in the traffic study.</del></li></ul></div>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.23 Meadowvale Village District Policies	A portion of the lands in Meadowvale Village District are designated for residential uses. However, these lands are above the 35NEF/NEP noise contours and, therefore, cannot be developed for residential purposes because of the restrictions of the NEF/NEP Aircraft noise policies. It is appropriate to redesignate these lands from "Residential Medium Density I" to "Business Employment" and amend the Special Site policy.	See Appendix 4 to the Corporate Report Proposed Amendments to the Meadowvale Village District Policies.	488	<p>That Section 4.23.6.5, be amended as follows:</p> <p><b>4.23.6.5 Site 4</b></p> <div></div> <p>The lands identified as Special Site 4 are located on the south side of Derry Road West, east of McLaughlin Road.</p> <p>Notwithstanding their <del>Residential Medium Density I</del> <i>Business Employment</i> and Greenbelt designations, the lands may be used as a Place of Religious Assembly. Subject to the Greenbelt policies of this Plan and Credit Valley Conservation policies for valleyland protection and floodplain management, the lands may be used for Place of Religious Assembly related and passive recreational uses, the exact nature and extent of which will be determined during the processing of development applications.</p>
Pallet Valo, LLP for Ranko and Natasa Lazarevic	Section 4.23 Meadowvale Village District Policies	It has been identified that the lands located west of McLaughlin Road, north of Fletcher's Creek should be redesignated from "Greenbelt" to "Residential Low Density II" as they have gone through a top-of-bank staking satisfactory to the Credit Valley Conservation.	Currently the subject lands are designated as "Greenbelt" in Mississauga Plan. As the lands have gone through a top-of-bank satisfactory to the Credit Valley Conservation, the lands should be redesignated to "Residential Low Density II".	489	<p>That the Meadowvale Village District Land Use Map be amended as follows:</p> <p>7. Redesignate the lands located west of McLaughlin Road, north of Fletcher's Creek, from "Greenbelt" to "Residential Low Density II".</p>


RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	Section 4.23 Meadowvale Village District Policies	The Community Services Department requested that the lands located south of Old Derry Road, west of Second Line West be redesignated from "Residential Low Density I" to "Public Open Space" to recognize an existing park.	The Planning and Building Department agree with the revisions requested.	490	That the Meadowvale Village District Land Use Map be amended as follows:  8. Redesignate the lands located south of Old Derry Road, west of Second Line West, from "Residential Low Density I" to "Public Open Space".
Planning and Building Department	Section 4.23 Meadowvale Village District Policies	A portion of the lands in Meadowvale Village District are designated for residential uses. However, these lands are above the 35NEF/NEP noise contours and, therefore, cannot be developed for residential purposes because of the restrictions of the NEF/NEP Aircraft noise policies. It is appropriate to redesignate these lands from "Residential Low Density II" and "Residential Medium Density I" to "Business Employment".	See Appendix 4 to the Corporate Report Proposed Amendments to the Meadowvale Village District Policies.	491	That the Meadowvale Village District Land Use Map be amended as follows:  9. Redesignate all lands, basically following existing property lines, above the 35 NEF noise contour, from "Residential Low Density II" and "Residential Medium Density I" to "Business Employment".
Transportation and Works Department	Section 4.24, Mineola District Policies	The right-of-way width of Stavebank Road from CNR to Pinetree Way has been revised from 20 m to a range of 12-15 m.	The Planning and Building Department agree with the revisions requested.	492	That Section 4.24.6.1, Table 1: Basic Road Characteristics, be amended by adding the following:  Stavebank Road from CNR to Pinetree Way as a MINOR COLLECTOR with a Right-of-Way width of 12-15 m.

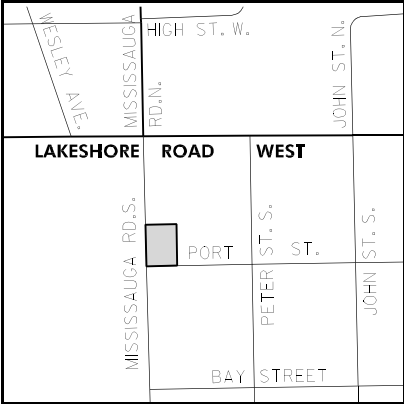
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.24, Mineola District Policies	The Transportation and Works Department requested Section 4.24.7.3 be amended by adding a policy to address access to lands on Hurontario Street.	The Planning and Building Department agree with the revisions requested.	493	That Section 4.24.7.3, be amended by adding the following:  <i>h. for developments located at intersections, access to the minor streets will be discouraged, and where technically feasible, access will be permitted on Hurontario Street.</i>
Transportation and Works Department	Section 4.26, Northeast District Policies	The Transportation and Works Department requested that the Northeast District Land Use Maps be amended by deleting the Bren Road extension from Rena Road to the Drew Road extension as a Minor Collector as the existing Bren Road will not be extended.	The Planning and Building Department agree with the revisions requested.	494	That the Northeast District Land Use Map be amended as follows:  18. Delete Bren Road extension from Rena Road to Drew Road extension as a Minor Collector.
Planning and Building Department	Section 4.26, Northeast District Policies	Lands within the Airport owned lands, now designated "Airport", adjacent to Etobicoke Creek and the East and West Branches of Etobicoke Creek are designated Core Area Greenland in the Region of Peel Official Plan.	Lands should be redesignated from "Airport" to "Greenbelt".	495	That the Northeast District Land Use Map be amended as follows:  19. Redesignate the lands adjacent to Etobicoke Creek and the East and West Branches of Etobicoke Creek from "Airport" to "Greenbelt".
Greater Toronto Airports Authority	Section 4.26, Northeast District Policies	The GTAA identified that the Northeast District Land Use Maps do not reflect the current Airport-owned lands.	The Planning and Building Department agree with the revisions requested.	496	That the Northeast District Land Use Map be amended as follows:  20. All Airport-owned lands to be designated "Airport" as per information provided by GTAA.

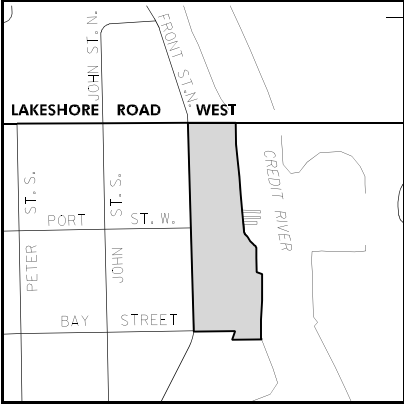
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	Section 4.27.4.5 should be deleted as it only applies to Marina Park. It would be appropriate for these policies to be included in a Special Site.	The requested revisions are appropriate.	497	<p>That Section 4.27.4.5, be deleted.</p> <p><del>4.27.4.5</del> <del>Open Space</del></p> <p><del>Lands identified as Marina Park are located at the southeast corner of Lakeshore Road West and Front Street South. Marina Park is to be developed as an integral component of the Port Credit Harbour and Historical Village in terms of complementary uses and design while recognizing its potential to establish a vibrant river and village edge. Notwithstanding the provisions of the Open Space and Greenbelt designations on these lands, the following additional policies will apply:</del></p> <p><del>a. in addition to the uses permitted by the Open Space designation, the following uses will be permitted subject to, among other matters, the approval of Credit Valley Conservation:</del></p> <ul style="list-style-type: none"><li><del>community uses;</del></li><li><del>offices;</del></li><li><del>commercial uses, except for commercial uses with a drive-through facility;</del></li><li><del>conference centre;</del></li><li><del>community centre;</del></li></ul>



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	(continued)	(continued)	497 cont.	<p><del>b. Marina Park will be developed as an integral part of both Port Credit Harbour and the Old Port Credit Village Heritage Conservation District, having regard for the following principles:</del></p> <ul style="list-style-type: none"><li><del>• public access to the Credit River will be enhanced;</del></li><li><del>• views of the Credit River from both the Port Street West and the Bay Street road allowances will be extended through the site;</del></li><li><del>• building height will not exceed two storeys;</del></li><li><del>• buildings will be articulated to reduce the perception of bulk;</del></li><li><del>• buildings will be oriented to the Credit River, Front Street South and the district street grid;</del></li><li><del>• pedestrian links along the Credit River through the site and both north and south of it will be pursued, where feasible;</del></li><li><del>• historical interpretation of the site will be integrated into any future development;</del></li></ul> <p><del>c. prior to any development, the City will prepare a Master Plan to address the future use and layout of Marina Park. The Master Plan should be prepared in consultation with the public, and should address, among other matters, the future layout of the site, archaeological assessment, historical interpretation opportunities, and the feasibility of a river trail;</del></p> <p><del>d. when the Master Plan has been prepared and approved by City Council, the "holding" designation in the Zoning By-law may be removed.</del></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	Special Site 15 lands are part of new Special Site 26 lands added by Recommendation 351.	Special Site 15 should be deleted as the lands are now included in Special Site 26.	498	<div><p>That Section 4.27.6.16 be deleted.</p><p><del>4.27.6.16</del> — <del>Site 15</del></p><p>The lands identified as Special Site 15 are located north of Lakeshore Road West and west of Front Street North.</p><p>Notwithstanding the provisions of the Residential Medium Density I designation, the following additional policy will apply:</p><p><del>a. offices will be permitted.</del></p></div>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	A new special site should be added to recognize the existing personal service use for the lands located east of Mississauga Road South, north of Port Street West.	The requested revisions are appropriate.	499	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.34            Site 33</b></p> <div><p>The map shows a grid of streets. The vertical streets from left to right are Wesley Ave., Mississauga Rd. S., and John St. N. The horizontal streets from top to bottom are High St. W., Port St., and Bay Street. The intersection of Mississauga Rd. S. and Port St. is shaded. The area to the east of Mississauga Rd. S. and north of Port St. is labeled 'LAKESHORE ROAD WEST'.</p></div> <p><i>The lands identified as Special Site 33 are located east of Mississauga Road South, north of Port Street West.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density I designation, the following additional policy will apply:</i></p> <p><i>a. offices, restaurants and personal service uses will be permitted.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	A new special site should be added for the lands located at the southeast corner of Lakeshore Road West and Front Street South. This special site represents the policies that were previously in Section 4.27.4.5.	The requested revisions are appropriate.	500	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.35            Site 34</b></p> <div><p>The lands identified as Special Site 34, Marina Park, are located at the southeast corner of Lakeshore Road West and Front Street South. Marina Park is to be developed as an integral component of the Port Credit Harbour and Historical Village in terms of complementary uses and design while recognizing its potential to establish a vibrant river and village edge.</p></div> <p><i>Notwithstanding the provisions of the Public Open Space and Greenbelt designations on these lands, the following additional policies will apply:</i></p> <p><b>a.</b> <i>in addition to the uses permitted by the Public Open Space designation, the following uses will be permitted subject to, among other matters, the approval of Credit Valley Conservation:</i></p> <ul style="list-style-type: none"><li>• <i>community uses;</i></li><li>• <i>offices;</i></li><li>• <i>commercial uses, except for commercial uses with a drive-through facility;</i></li><li>• <i>conference centre;</i></li><li>• <i>community centre;</i></li><li>• <i>marina;</i></li></ul>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	(continued)	(continued)	500 cont.	<p><i>b. in addition to the uses permitted by the Greenbelt designation, a marina will be permitted;</i></p> <p><i>c. Marina Park will be developed as an integral part of both Port Credit Harbour and the Old Port Credit Village Heritage Conservation District, having regard for the following principles:</i></p> <ul style="list-style-type: none"><li><i>• public access to the Credit River will be enhanced;</i></li><li><i>• views of the Credit River from both the Port Street West and the Bay Street road allowances will be extended through the site;</i></li><li><i>• building height will not exceed two storeys;</i></li><li><i>• buildings will be articulated to reduce the perception of bulk;</i></li><li><i>• buildings will be oriented to the Credit River, Front Street South and the district street grid;</i></li><li><i>• pedestrian links along the Credit River through the site and both north and south of it will be pursued, where feasible;</i></li><li><i>• historical interpretation of the site will be integrated into any future development;</i></li></ul> <p><i>d. prior to any development, the City will prepare a Master Plan to address the future use and layout of Marina Park. The Master Plan should be prepared in consultation with the public, and should address, among other matters, the future layout of the site, archaeological assessment, historical interpretation opportunities, and the feasibility of a river trail;</i></p> <p><i>e. when the Master Plan has been prepared and approved by City Council, the "holding" designation in the Zoning By-law may be removed.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	Lands at the northwest corner of Lakeshore Road West and Benson Avenue designated "Residential Medium Density III" are occupied by retail commercial uses with apartments above.	Lands should be redesignated from "Residential Medium Density III" to "Mainstreet Commercial".	<b>501</b>	That the Port Credit District Land Use Map be amended as follows:  <i>11.</i> Redesignate the lands at the northwest corner of Lakeshore Road West and Benson Avenue, from "Residential Medium Density III" to "Mainstreet Commercial".
Planning and Building Department	Section 4.27, Port Credit District Policies	Lands at the southwest corner of Park Street East and Stavebank Road designated "Residential High Density I" are occupied by a hydro substation.	Lands should be redesignated from "Residential High Density I" to "Utility".	<b>502</b>	That the Port Credit District Land Use Map be amended as follows:  <i>12.</i> Redesignate the lands at the southwest corner of Park Street East and Stavebank Road, from "Residential High Density I" to "Utility".
Peel District School Board and Community Services Department	Section 4.28, Rathwood District Policies	The property limits of the school and park lands have been realigned and the "Residential Low Density I" and "Public Open Space" land use designations should reflect the realigned property limits.	The Planning and Building Department agree with the revisions requested.	<b>503</b>	That the Rathwood District Land Use Map be amended as follows:  <i>3.</i> Redesignate the lands north of Rathburn Road East, east of Willowbank Trail, from "Residential Low Density I" to "Public Open Space"; and <i>4.</i> Redesignate the lands east of Willowbank Trail, north of Rathburn Road East, from "Public Open Space" to "Residential Low Density I".
Community Services Department	Section 4.29, Sheridan District Policies	The Community Services Department requested that the lands located north of Mississauga Road opposite Geran Crescent be redesignated from "Residential Low Density I" to "Greenbelt", as the lands are zoned Greenbelt.	The Planning and Building Department agree with the revisions requested.	<b>504</b>	That the Sheridan District Land Use Map be amended as follows:  <i>5.</i> Redesignate the lands located north of Mississauga Road, opposite Geran Crescent, from "Residential Low Density I" to "Greenbelt".

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Section 4.32, Streetsville District Policies	The Transportation and Works Department requested revisions to Section 4.32.5.1 Table 1 Basic Road Characteristics, Major Collector.	The Planning and Building Department agree with the revisions requested.	505	That Section 4.32.5.1, Table 1: Basic Road Characteristics, Major Collector, be amended as follows:  Thomas Street, Erin Mills Parkway to Queen Street with a right-of-way width of 30 m to read Thomas Street, Erin Mills Parkway to McFarren Boulevard/Gafney Drive with a right-of-way width of 30 m; and Thomas Street, McFarren Boulevard/Gafney Drive to Queen Street with a right-of-way width of 20-26 m.
Community Services Department	Section 4.32, Streetsville District Policies	The lands are part of Park #374, Mullet's Walk, located west of Hillside Drive opposite Mullet Drive and should be designated "Public Open Space".	The Planning and Building Department agree with the revisions requested.	506	That the Streetsville District Land Use Map be amended as follows:  7. Redesignate the lands located west of Hillside Drive, opposite Mullet Drive, from "Residential Low Density II" to "Public Open Space".
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Adjacent Lands".	It is appropriate to update the definition of "Adjacent Lands (for Provincially Significant Wetlands)" to be consistent with the PPS.	507	That Section 7, be amended as follows:  <del><b>ADJACENT LANDS (FOR PROVINCIALY SIGNIFICANT WETLANDS)</b></del> <del>means those lands within 120 m of an individual wetland area and all lands connecting individual wetland areas within a wetland complex.</del> <b>ADJACENT LANDS</b> <i>means those lands contiguous to a specific natural heritage feature or area where it is likely that development or site alteration would have a negative impact on the feature or area. The extent of the adjacent lands may be recommended by the Province or based on municipal approaches which achieve the same objectives.</i>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Areas of Natural and Scientific Interest (ANSI)".	It is appropriate to update the definition of "Areas of Natural and Scientific Interest (ANSI's) to be consistent with the PPS.	508	<p>That Section 7, be amended as follows:</p> <p><b>AREAS OF NATURAL AND SCIENTIFIC INTEREST (ANSI's)</b> means areas of land and water containing natural landscapes or features <del>which</del> <i>that</i> have been identified <del>by the Provincial Government</del> as having <i>life science or earth science</i> values related to protection, scientific study or education.</p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Conserved".	It is appropriate to update the definition of "Conserve" to be consistent with the PPS.	509	<p>That Section 7, be amended as follows:</p> <p><del><b>CONSERVE</b> means the act of ensuring that use of a resource is controlled such that its long-term viability is not threatened.</del></p> <p><b>CONSERVED</b> <i>means the identification, protection, use and/or management of cultural heritage and archaeological resources in such a way that their heritage values, attributes and integrity are retained. This may be addressed through a conservation plan or heritage impact assessment.</i></p>



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Cultural Heritage Landscape".	It is appropriate to update the definition of "Cultural Landscape" to be consistent with the PPS.	<b>510</b>	<p>That Section 7, be amended as follows:</p> <p><del><b>CULTURAL LANDSCAPE</b></del>  <del>means a defined geographical area of heritage significance which has been modified by human activities and valued by a community and is significant to the understanding of a people or place.</del></p> <p><b>CULTURAL HERITAGE LANDSCAPE</b>  <i>means a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value.</i></p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Development".	It is appropriate to update the definition of "Development" to be consistent with the PPS.	<b>511</b>	<p>That Section 7, be amended as follows:</p> <p><b>DEVELOPMENT</b>  means the creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the <i>Planning Act</i>; but does not include:</p> <p><i>a.</i> activities that create or maintain infrastructure authorized under an environmental assessment process; or</p> <p><i>b.</i> works subject to the <i>Drainage Act</i>.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Ecological Function".	It is appropriate to update the definition of "Ecological Function" to be consistent with the PPS.	512	<p>That Section 7, be amended as follows:</p> <p><b>ECOLOGICAL FUNCTION</b> means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical and sociol-economic interactions. <del>Examples may include, habitat provision, recharge and discharge of ground water, flood and erosion control and habitat passage.</del></p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Erosion Hazard".	It is appropriate to update the definition of "Erosion Hazards" to be consistent with the PPS.	513	<p>That Section 7, be amended as follows:</p> <p><del><b>EROSION HAZARDS</b></del> <b>EROSION HAZARD</b> means the loss of land, due to human or natural processes, that poses a threat to life and property. The erosion hazard limit is determined using <i>considerations that include</i> the <i>one hundred (100)</i> <del>100</del> year erosion rate (the average annual rate of recession extended over <del>a</del> <i>an</i> <i>one hundred (100)</i> year time span), an allowance for slope stability, and an erosion/<i>erosion access</i> allowance.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Flooding Hazards".	It is appropriate to update the definition of "Flooding Hazards" to be consistent with the PPS.	514	<p>That Section 7, be amended as follows:</p> <p><b>FLOODING HAZARDS</b> means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or a stream system and <del>not</del> <i>not</i> ordinarily covered by water:</p> <p><b>a.</b> along the Lake Ontario shoreline, the flooding hazard limit is based on the <i>one hundred (100)</i> <del>100</del> year flood level plus an allowance for wave uprush and other water-related hazards;</p> <p><b>b.</b> along river and stream systems, the flooding hazard limit is the <del>regulatory flood limit</del> <i>greater of:</i></p> <p>1. <i>the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;</i></p> <p>2. <i>the one hundred (100) year flood;</i></p> <p>3. <i>a flood which is greater than 1. or 2. which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources;</i> <i>except where the use of the one hundred (100) year flood or the actually experienced event has been approved by the Minister of Natural Resources as the standard for a specific watershed (where the past history of flooding supports the lowering of the standard).</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Flood Fringe".	It is appropriate to update the definition of "Flood Fringe" to be consistent with the PPS.	515	That Section 7, be amended as follows:  <b>FLOOD FRINGE</b> <i>(for river and stream systems)</i> means <i>the</i> outer portion of the floodplain between the floodway and the <i>flooding hazard</i> limit of the regulatory flood. <del>Flood</del> <del>d</del> Depths and velocities of <i>flooding</i> are generally less severe in the flood fringe than those experienced in the floodway.
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Flood Plain".	It is appropriate to update the definition of "Floodplain" to be consistent with the PPS.	516	That Section 7, be amended as follows:  <del><b>FLOODPLAIN</b></del> <del>means a land area susceptible to flooding under specified meteorologic and hydrologic conditions based on the Regulatory Storm.</del> <b>FLOOD PLAIN</b> <i>(for river and stream systems)</i> means <i>the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding hazards.</i>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Floodway".	It is appropriate to update the definition of "Floodway" to be consistent with the PPS.	517	<p>That Section 7, be amended as follows:</p> <p><b>FLOODWAY</b>  <del>means the channel of a watercourse and that inner portion of the floodplain where flood depths and velocities are generally higher than those experience in the flood fringe. The floodway represents that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage.</del></p> <p><b>FLOODWAY</b>  <i>(for river and stream systems) means the portion of the flood plain where development and site alteration would cause a danger to public health and safety or property damage.</i></p> <p><i>Where the one zone concept is applied, the floodway is the entire contiguous flood plain.</i></p> <p><i>Where the two zone concept is applied, the floodway is the contiguous inner portion of the flood plain, representing that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage. Where the two zone concept applies, the outer portion of the flood plain is called the flood fringe.</i></p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Ground Water Feature".	It is appropriate to update the definition of "Ground Water" to be consistent with the PPS.	518	<p>That Section 7, be amended as follows:</p> <p><b>GROUND-WATER</b>  <del>means sub-surface water, or water stored in the pores, cracks, and crevices in the ground below the water table.</del></p> <p><b>GROUND WATER FEATURE</b>  <i>means water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Hazard Lands".	It is appropriate to update the definition of "Hazard Lands" to be consistent with the PPS.	519	<p>That Section 7, be amended as follows:</p> <p><b>HAZARD LANDS</b> means property or lands that could be unsafe for development due to naturally occurring processes. Along <i>the shoreline of Lake Ontario</i>, this means the land, <del>including that covered by water between the international boundary, where applicable, and between a defined offshore distance or depth</del> and the furthest landward limit of the flooding <i>hazard</i>, erosion <i>hazard</i> or dynamic beach hazard limits. Along river and stream systems, this means the land, including that covered by water, to the furthest landward limit of the flooding <i>hazard</i> or erosion hazard limits.</p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Intensification".	It is appropriate to update the definition of "Intensification" to be consistent with the PPS.	520	<p>That Section 7, be amended as follows:</p> <p><del><b>INTENSIFICATION</b> means the creation of new residential units in existing buildings or on previously developed serviced land.</del></p> <p><b>INTENSIFICATION</b> <i>means the development of a property, site or area at a higher density than currently exists through:</i></p> <ul style="list-style-type: none"> <li><i>a. redevelopment, including the reuse of brownfield sites;</i></li> <li><i>b. the development of vacant and/or underutilized lots within previously developed areas;</i></li> <li><i>c. infill development;</i></li> <li><i>d. the expansion or conversion of existing buildings.</i></li> </ul>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "One Hundred Year Flood".	It is appropriate to update the definition of "One Hundred Year Flood" to be consistent with the PPS.	521	That Section 7, be amended as follows:  <b>ONE HUNDRED YEAR FLOOD</b> (for <del>riverine floodplains</del> <i>river and stream systems</i> ) means that flood, based on an analysis of precipitation, snow melt, or a combination thereof, having a return period of <i>one hundred (100) +00</i> years on average, or having a one percent ( <i>1%</i> ) chance of occurring or being exceeded in any given year.
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "One Hundred Year Flood Level".	It is appropriate to update the definition of "One Hundred Year Flood Level" to be consistent with the PPS.	522	That Section 7, be amended as follows:  <b>ONE HUNDRED YEAR FLOOD LEVEL</b> <i>means for the shoreline of Lake Ontario, the peak instantaneous stillwater level, resulting from combinations due to the combined occurrences of mean monthly lake levels and wind set-ups, which has a one percent (1%) chance of being that is equalled or exceeded in one percent of all years any given year. In the connecting channels, the one hundred year flood level is the peak instantaneous still water level that is equalled or exceeded in one percent of all years. Lake levels and wind setups that have a one percent (1%) chance of being equalled or exceeded in any given year, except that, where sufficient water level records do not exist, the one hundred (100) year flood level is based on the highest known water level and wind setups.</i>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Wetlands".	This definition is no longer required as there is no definition for "Provincially Significant Wetlands" in the PPS and it has been replaced with a definition for "Wetlands", therefore, the definition for "Provincially Significant Wetlands" should be deleted.	523	That Section 7, be amended by deleting the following:  <b>PROVINCIALY SIGNIFICANT WETLANDS</b> <del>means Class 1, 2, and 3 wetlands in that part of the Great Lakes-St. Lawrence Region below the line approximating the south edge of the Canadian Shield, defined in <i>An Evaluation System for Wetlands of Ontario South of the Precambrian Shield</i>, Second Edition, 1984, as amended from time to time.</del>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Redevelopment".	It is appropriate to update the definition of "Redevelopment" to be consistent with the PPS.	524	That Section 7, be amended as follows:  <del>REDEVELOPMENT</del> <del>see Development.</del> <b>REDEVELOPMENT</b> <i>means the creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites.</i>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Dynamic Beach Hazard".	It is appropriate to update the definition of "Regulatory Dynamic Beach Standard" to be consistent with the PPS.	525	That Section 7, be amended as follows:  <del>REGULATORY DYNAMIC BEACH STANDARD</del> <del>means the approved standard involving the combined influence of flooding and a dynamic beach allowance to define the shoreline dynamic beach limits for regulatory purposes.</del> <b>DYNAMIC BEACH HAZARD</b> <i>means areas of inherently unstable accumulations of shoreline sediments along Lake Ontario, as identified by Provincial standards, as amended from time to time. The dynamic beach hazard limit consists of the flooding hazard limit plus a dynamic beach allowance.</i>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005.	This definition is no longer required as there is no definition for "Regulatory Erosion Standard" in the PPS, therefore, the definition for "Regulatory Erosion Standard" should be deleted.	526	That Section 7, be amended by deleting the following:  <del>REGULATORY EROSION STANDARD</del> <del>means the approved standards involving the combined influence of stable slope, recession, and/or and an erosion allowance to define the shoreline erosion limits for regulatory purposes.</del>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005.	This definition is no longer required as there is no definition for "Regulatory Flood" in the PPS, therefore, the definition for "Regulatory Flood" should be deleted.	527	That Section 7, be amended by deleting the following:  <del>REGULATORY FLOOD</del> <del>means the riverine floodplain limits for regulatory purposes are based on flood resulting from Hurricane Hazel Storm (1954) or the 100 Year Flood, whichever is greater.</del>



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Floodproofing Standard".	It is appropriate to update the definition of "Regulatory Flood Standard" to be consistent with the PPS.	<b>528</b>	That Section 7, be amended as follows:  <b><del>REGULATORY FLOOD STANDARD</del></b> <del>means the approved standards involving the combined influence of lake levels, wave uprush and other water related hazards used to define the shorelines flood limits for regulatory purposes.</del> <b>FLOODPROOFING STANDARD</b> <i>means the combination of measures incorporated into the basic design and/or construction of buildings, structures, or properties to reduce or eliminate flooding hazards, wave uprush and other water-related hazards along the shoreline of Lake Ontario, and flooding hazards along river and stream systems.</i>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005.	This definition is no longer required as there is no definition for "Regulatory Shoreline" in the PPS, therefore, the definition for "Regulatory Shoreline" should be deleted.	<b>529</b>	That Section 7, be amended by deleting the following:  <b><del>REGULATORY SHORELINE</del></b> <del>means the lands, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of regulatory flood standard, regulatory erosion standard, or the regulatory dynamic beach standard.</del>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with a definition for "River and Stream System".	It is appropriate to add the definition of "River and Stream System" to be consistent with the PPS.	<b>530</b>	That Section 7, be amended by adding the following:  <b>RIVER AND STREAM SYSTEM</b> <i>means all watercourses, rivers and streams that have a measurable or predictable response to a single runoff event.</i>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Sensitive Land Uses".	It is appropriate to update the definition of "Sensitive Land Uses" to be consistent with the PPS.	531	<p>That Section 7, be amended as follows:</p> <p><b>SENSITIVE LAND USES</b> means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples <i>may</i> include, <i>but are not limited to</i>: residences; day care centres; <del>and</del> educational <i>facilities</i>; and health facilities.</p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Woodlands".	It is appropriate to update the definition of "Significant Woodland" to be consistent with the PPS.	532	<p>That Section 7, be amended as follows:</p> <p><del><b>SIGNIFICANT WOODLAND</b> means an area of land not less than 0.4 ha dominated by trees but containing other vegetation.</del></p> <p><b>WOODLANDS</b> <i>means treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and provincial levels.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Special Needs Housing".	It is appropriate to update the definition of "Special Needs Housing" to be consistent with the PPS.	533	<p>That Section 7, be amended as follows:</p> <p><b><del>SPECIAL NEEDS HOUSING</del></b> <del>means housing for the elderly, such as homes for the aged, satellite homes, retirement homes, rest homes, senior apartments, congregate housing, life care communities, and senior retirement communities, and garden suites; supportive housing, such as group homes, shelters for victims of family violence, transitional homes for youth, and student housing.</del></p> <p><b>SPECIAL NEEDS HOUSING</b> <i>means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include, but are not limited to, housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for the elderly.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Special Policy Area".	It is appropriate to update the definition of "Special Policy Area" to be consistent with the PPS.	534	<p>That Section 7, be amended as follows:</p> <p><b><del>SPECIAL POLICY AREA</del></b> <del>(pertaining to floodplain planning) means an area within a community that has historically existed in the flood plain and where strict adherence to certain Province-wide policies concerning new development would result in social and economic hardships for the community. As a result, site specific policies are formulated and applied within the defined limits of the special policy area.</del></p> <p><b>SPECIAL POLICY AREA</b> <i>means an area within a community that has historically existed in the flood plain and where site-specific policies, approved by both the Ministers of Natural Resources and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning development. The criteria and procedures for approval are established by the Province.</i></p> <p><i>A Special Policy Area is not intended to allow for new or intensified development and site alteration, if a community has feasible opportunities for development outside the flood plain.</i></p>
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with a definition for "Threatened Species".	It is appropriate to add the definition of "Threatened Species" to be consistent with the PPS.	535	<p>That Section 7, be amended by adding the following:</p> <p><b>THREATENED SPECIES</b> <i>means a species that is listed or categorized as a "Threatened Species" on the Ontario Ministry of Natural Resources' official species at risk list, as updated and amended from time to time.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Watershed".	It is appropriate to update the definition of "Watershed" to be consistent with the PPS.	536	That Section 7, be amended as follows:  <b>WATERSHED</b> means <del>the</del> <i>an area that is</i> drained by a river <del>or stream</del> and its tributaries.
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Wayside Pit or Wayside Quarry".	It is appropriate to update the definition of "Wayside Pit or Wayside Quarry" to be consistent with the PPS.	537	That Section 7, be amended as follows:  <b>WAYSIDE PIT OR WAYSIDE QUARRY</b> means a temporary pit or quarry opened and used by or for a public <del>road</del> authority solely for the purpose of a particular project or contract of road construction and not located on the road right-of-way.
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Wetlands".	It is appropriate to update the definition of "Wetland" to be consistent with the PPS.	538	That Section 7, be amended as follows:  <del><b>WETLAND</b></del> <b>WETLANDS</b> means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens. <del>Lands being used for agricultural purposes, that are periodically "soaked" or "wet", are not considered to be wetlands in this definition. Such lands, whether or not they were wetlands at one time are considered to have been converted to alternate uses.</del>  <i>Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition.</i>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 7, Glossary	The Provincial Policy Statement came into effect on March 1, 2005 with an amended definition for "Wildlife Habitat".	It is appropriate to update the definition of "Wildlife Habitat" to be consistent with the PPS.	539	<p>That Section 7, be amended as follows:</p> <p><del><b>WILDLIFE HABITAT</b></del>  <del>means areas of the natural environment where plants, animals, and other organisms, excluding fish, survive in self-sustaining populations, and from which they derive such as cover, protection or food.</del></p> <p><b>WILDLIFE HABITAT</b>  <i>means areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.</i></p>
Planning and Building Department	Section 7, Glossary	As a result of the Natural Areas Survey update, revisions to Section 3.12.2.2.a added the term "species at risk".	Amend the Glossary by adding the meaning of "species at risk".	540	<p>That Section 7, be amended by adding the following:</p> <p><b>SPECIES AT RISK</b>  <i>means any plant or animal threatened by, or vulnerable to, extinction and listed in regulations under the Endangered Species Act, R.S.O. 1990, c.E.15, as amended.</i></p>
Greater Toronto Airports Authority	Appendix I, Lester B. Pearson International Airport Operating Area	The "Lands Exempt from LBPIA Operating Area" hatching on the lands between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West should be deleted.	The Planning and Building Department agree with the revisions requested.	541	<p>That Appendix I: Lester B. Pearson International Airport Operating Area, be amended as follows:</p> <p>I. Deleting the "Lands Exempt from LBPIA Operating Area" hatching on the lands between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Greg Dell and Associates for Petro-Canada	Section 4.6, City Centre District Policies	Revise the Special Site 4 provision to also permit a gas bar.	Mississauga Plan currently recognizes the existing service station. A gas bar is not considered an appropriate long-term use for the City Centre.		No change recommended.
Beacon Planning Services for 2935 and 2955 Mississauga Road	Section 4.29, Sheridan District Policies	The lands are designated "Greenbelt" in Mississauga Plan. The respondent is requesting a new special site to permit residential development on the lands.	Although there has been some work done with the Credit Valley Conservation, there has not been an application submitted to the City to redesignate and amend the zoning of the lands to date.		No change recommended.
Credit Valley Conservation	Section 4, District Land Use Maps	The CVC requested that the Greenbelt designation and the regulatory floodplain hatching be updated for: Serson Creek, Applewood Creek, Cawthra Creek, Cooksville Creek, Mary Fix Creek, Stavebank Creek, Lornewood Creek, Turtle Creek, Sheridan Creek, Wolfdale Creek, Mullet Creek, Kenolli Creek and the Credit River.	The Planning and Building Department agree with updating the Greenbelt designation and regulatory floodplain hatching on the various watercourses, but does not think it is appropriate to update the Greenbelt designation and regulatory floodplain hatching at this time, as further consultation, study and updated mapping is required.		No change recommended.
Greater Toronto Airports Authority	Mississauga Plan	Current configuration of Terminal 1 at LBPIA should be shown on all Schedules, Land Use Maps and Appendices.	The current configuration of Terminal 1 at LBPIA has already been incorporated on the Schedules, District Land Use Maps and Appendices as per previous T&W comments of 2005 January.		No changes recommended

## APPENDIX 3

### Implications of the Ontario Municipal Board Decision 2023958 Ontario Inc. (Rose Corporation)

#### 1. Background

On April 12, 2005, the Ontario Municipal Board (OMB) issued a Decision/Order No. 0892 pertaining to the property at 1695 The Collegeway next to the Glen Erin Inn.

The developer sought an Official Plan Amendment and a rezoning to permit a 22-storey tower and a four-storey podium. The City refused the proposal but supported a 12-storey tower plus a three-storey podium. The OMB allowed the appeal by the developer. The primary issue was urban form and, more specifically, height.

The City's position was that the developer's proposal was not appropriate in this location and that a 22-storey building would be a better fit in the City Centre or a Node. The OMB, however, concluded that Mississauga Plan did not specially state that buildings of this height should be confined to the City Centre or a Node.

#### 2. Issues raised by the OMB

The main concern the OMB expressed was the difference between the "intent" of Mississauga Plan and what was "actually" contained in the document. The decision states:

*"Furthermore "good planning" is more than the conception of a theory, no matter how elegant. It involves committing that theory to writing, whereon the City, the development community and the public at large can make decisions for the future."*

With respect to the specific application, it states:

*"Indeed, this "system of centres" had its roots as far back as the City's 1981 Primary Plan, but emerged fully in 1997."*

*"The OP does indeed describe a hierarchy, beginning with City Centre and Nodes, dating from 1997. There are, however, two problems with the City's position:*

- *although the OP clearly refers to clustering buildings in Nodes by intensity of use (ss.1.2 and 3.10.3.1);*
- *it says nothing about clustering them there by height. Although the OP "encourages" the "highest building form" in City Centre (s.3.15.2.1), it says nothing about confining such heights to the Centre and Nodes."*



*“The Board does not doubt the sincerity of the City’s witnesses in their belief that this interpretation of “urban form” reflects the City’s intent..... But even if the City did indeed intent to confine tall buildings to Nodes, why not say so forthrightly in the Plan?”*

*On a subject as elementary as building height, the City owes it to itself, to the development community, and to the public to spell out what it wants”.*

### **3. Proposed Amendments to Mississauga Plan**

In response to the issues raised by the OMB and the potential implications of this decision, amendments to Mississauga Plan are required to clearly articulate the intent of the urban form policies with respect to height. These amendments are to eliminate the possibility of misinterpretation between “intent” and what is “actually” in the document. This clarification is especially important to clearly establish the appropriate urban form framework (hierarchy) regarding height as Mississauga transforms from “greenfield” development to redevelopment/infill/intensification.

#### **a) Introduction – 1.2 Context**

Section 1.2 Context, provides an overview of the urban form and development patterns for the City. Schedule 2, Urban Form Concept, illustrates the generalized development pattern and structure that Mississauga ultimately will achieve.

While this section (2) refers to the City Centre at a vibrant area with uses – at densities “suitable for a downtown area” and that Nodes “will provide a focus for high intensity uses,” it is silent on the urban form hierarchy of development and specifically with reference to height. “Also, intensity of uses” should refer to both density and height as it applies to the urban form hierarchy.

It is recommended that this section be amended by adding a reference to the basis for the hierarchy of centres or “system of centres” as referred to in the OMB decision.

The urban form hierarchy is premised on the City Centre as the focal point for development throughout the City. It is not only the geographic centre, but also the primary centre for urban form. It is to contain the highest intensity of mixed uses in terms of density and height throughout the City.

The second level in the urban form hierarchy are Nodes and Corridors, as identified on Schedule 2, Urban Form Concept. Nodes are “a focus for high intensity uses for residential, commercial, employment and other activities”. This definition should include reference that development in Nodes should be less than the density and height of development in the City Centre.

Corridors are the third level of development potential within the urban form hierarchy. Corridors refer to major transportation spines throughout the City where mixed use transit-supportive development is encouraged. Corridors are generally Arterials (e.g. Hurontario Street, Dundas Street). Development within corridors should be less than the level of development, in terms of density and height, in the City Centre or Nodes.

A fourth category within the hierarchy of urban form refers to special sites such as transit stations or entry points. These locations (e.g. a GO station) should be allowed to develop at a higher density and height, subject to compatibility with surrounding uses.

The urban form hierarchy establishes the basic framework for the development pattern for the City. While specific sites may vary from this pattern, development throughout the remainder of the City will generally be in terms of medium and low density and height.

In view of the above, it is recommended that Section 1.2, Context, be amended by deleting the eight and ninth paragraphs and adding the following:

*“The urban form is based on a hierarchy of City Centre, Nodes and Corridors, as identified on Schedule 2: Urban Form Concept, each with varying levels of intensity of use. The City Centre is the focal point of the urban form hierarchy and should contain the highest level of development in terms of density and height. Nodes and Corridors will provide a focus for high intensity of uses for residential, commercial, employment and other activities. Density and height should be less than the general levels in the City Centre and greater than the surrounding districts to reflect transit-supportive development. Other sites, such as, transit stations and entry points also provide suitable locations for higher levels of development, in terms of density and height, subject to compatibility with surrounding land uses and a suitable transition of built form to the surrounding area. The remainder of the City will generally be developed for medium and low rise uses”.*

In addition, Schedule 2 should be amended to identify Corridors suitable for mixed use development.

b) Goals and Objectives  
2.2 Urban Form and Community Identity

Section 2.2.1.2 states:

*“Mississauga will have an urban form characterized by City Centre, Nodes and recognizable communities”*

This section should be amended to read as:

*“Mississauga will have an urban form based on the urban form hierarchy of Centres, Nodes, and Corridors. The City Centre will be the main focal point in terms of intensity of uses (height and density of development) followed by Nodes, Corridors and recognizable communities.*

Section 2.2.2.5 states:

*“To develop and locate Nodes with a greater intensity of housing, employment, commercial and community facilities that are accessible and provide a focus for the people they serve.”*

This section should be amended to read as:

*“To develop and locate Nodes, within the context of the urban form hierarchy of Centres, Nodes and Corridors, with a greater intensity of housing, employment, commercial and community facilities that are accessible and provide a focus for the people they serve”.*

## 2.11 Urban Design

Section 2.11.1.4 states:

*“Mississauga will ensure that development contributes to a built form, giving prominence to the City Centre and emphasizing Nodes.”*

This section should be amended to read as:

*“Mississauga will ensure that development contributes to a built form, reflective of the urban form hierarchy of Centres, Nodes and Corridors, giving prominence to the City Centre”.*

Section 2.11.2.2, Objectives, should be amended to add the words “and Corridors” after Nodes to read as:

*“To promote the creation of distinctive places and locales, including the City Centre, Nodes and Corridors and high profile locations such as entry points to the City and communities.”*

Section 2.11.2.6 states:

*“To promote built form that relates to the public street and defines its scale.”*

This section should be amended to read as:

*“To promote built form reflective of the urban form hierarchy that relates to the public street and defines its scale.”*

c) 3.0 General Policies

3.2 Residential

Section 3.2.2.2. (c), Density Categories, High Density I and II, should be amended to read as:

*“**High Density I and II** – permits apartment dwellings. High density (including height) development will be located generally in the City Centre; in Nodes; along Corridors; reflective of the urban form hierarchy and will be; or in proximity to major transit corridors, the Bus Rapid Transit (BRT) or GO Transit stations.”*

3.10 City Centre and Nodes

Section 3.10 should be renamed “City Centre, Nodes and Corridors”;

Sections 3.10.1.1, 3.10.1.2 and 3.10.1.3 should be amended to add the phrase “and Corridors, reflective of the urban form hierarchy” after the word “Nodes”;

Section 3.10.2.1, “City Centre, should be amended to add the words “and height” after “densities”;

Section 3.10.3.4 (b), Nodes, should be amended by adding the words “and height of” after “density”;

Section 3.10.3.4 Nodes, - subsection (b) states:

*“lands immediately adjacent to or within a Node should provide both a transition between the higher density development within the Node and the lower density developments in the surrounding areas.”*

A similar policy should also apply to the City Centre and Corridors.

Section 3.10.3.4, Nodes – subsection (c) states:

*“down-zoning of lands within a Node and in the transition area adjacent to the Node should not be permitted.”*

A similar policy should also apply to the City Centre and Corridors.

Section 3.10 should be amended to add a subsection on Corridors.

### 3.15 Urban Design

Section 3.15.2.1, Content, should be amended by the phrase “in terms of height and density” after the word “form”.

Section 3.15.3.2, Places, should be amended to read as follows:

*“Urban character will be achieved within the City Centre, Nodes, Corridors and elsewhere as identified in this Plan in accordance with the urban form hierarchy.”*

## **APPENDIX 4**

### **Proposed Amendments to the Meadowvale Village District Policies**

The Meadowvale Village Secondary Plan (Amendment 238), was adopted by City Council on February 1, 1995. At that time, all of the lands within the Meadowvale Village Planning District were below the 35 NEP (Noise Exposure Prediction) contour, which was the maximum limit for residential development established by Provincial policy and the guidelines of the Department of Transport. Consequently, all of the lands, with the exception of a small portion adjacent to Highway 401 were designated for residential development.

Amendment 238 was subsequently referred to the Ontario Municipal Board (OMB) as well as numerous subdivision and rezoning applications which were appealed by the owners. In the intervening period between the adoption of Amendment 238 by City Council and the modification and approval of the Amendment by the OMB in January, 1996, a revised set of noise contours, now referred to as Noise Exposure Forecast (NEF) contours were prepared by Transport Canada and approved for use by the Ministry of Municipal Affairs. These contours expanded the limits of the 35 NEP/NEF contour westerly into the Meadowvale Village Planning District, such that a portion of the lands north and south of Derry Road West, east of McLaughlin Road fell within the 35 NEF contour. Provincial policy prohibited residential development in this area.

Consequently, the OMB approved the residential designation of the lands within the 35 NEF contour, subject to a policy to prohibit residential development and other noise sensitive land uses for lands experiencing noise levels greater than 35 NEF, to comply with Provincial Policy. As a result, the lands are largely undevelopable.

At that time, it was believed that the noise contours would recede in the future due to Federal legislation mandating quieter Chapter 3 aircrafts. Based on this premise, the City Plan Policies for the Meadowvale Village District, approved August 11, 2000, and confirmed by the approval of Mississauga Plan in 2003, continued to designate the lands for residential purposes.

To date, alterations to the existing contours have not been contemplated as the GTAA has no plans to revise the noise contours. Further, as the GTAA is vigilant in protecting the airport from the incursion of noise sensitive land uses, it is unlikely that the contours will be amended to permit residential development closer to the airport, as this would negate the cost and effort of replacing the aircraft fleet with less noisy Chapter 3 aircrafts.

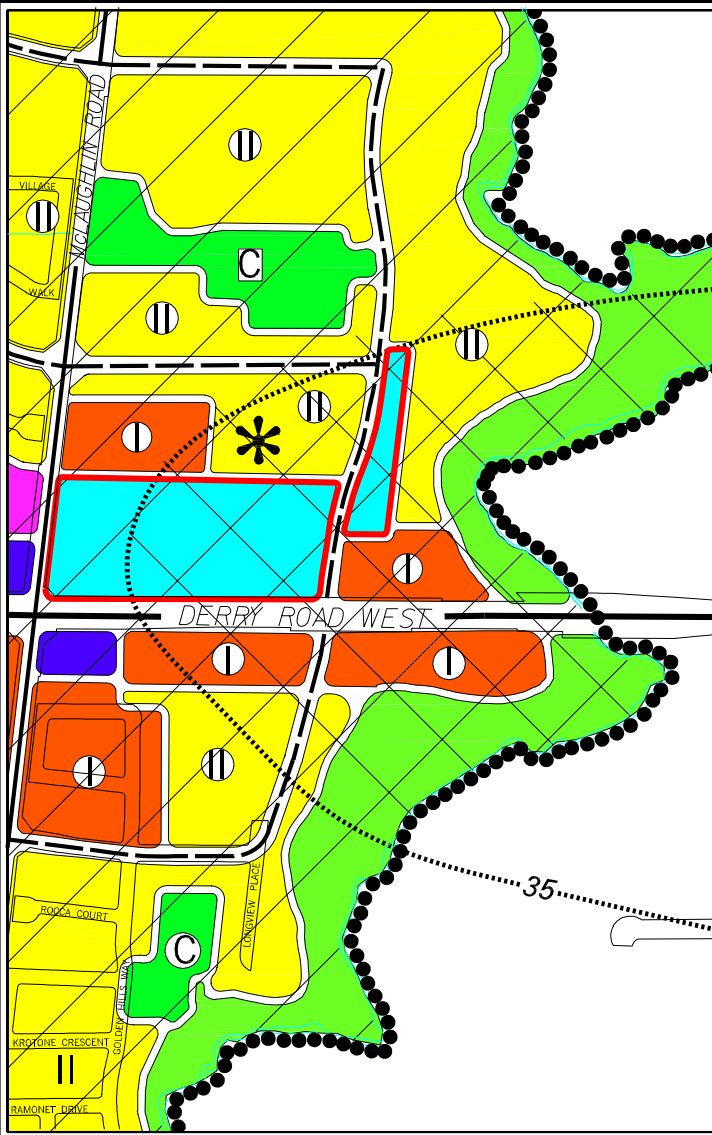
As a result, it is appropriate to consider alternative uses for the subject lands and consequently, it is recommended that the Meadowvale Village District Land Use Map be amended by redesignating the lands within the 35 NEF Contour from “Residential Low Density II” and “Residential Medium Density” I to “Business Employment” as shown on the attached map.

Further, as a result of the lands being adjacent to residential development, it would be appropriate to limit the uses permitted under the “Business Employment” designation to address compatibility. As a result a new section should be added to the Meadowvale Village District Policies as follows:

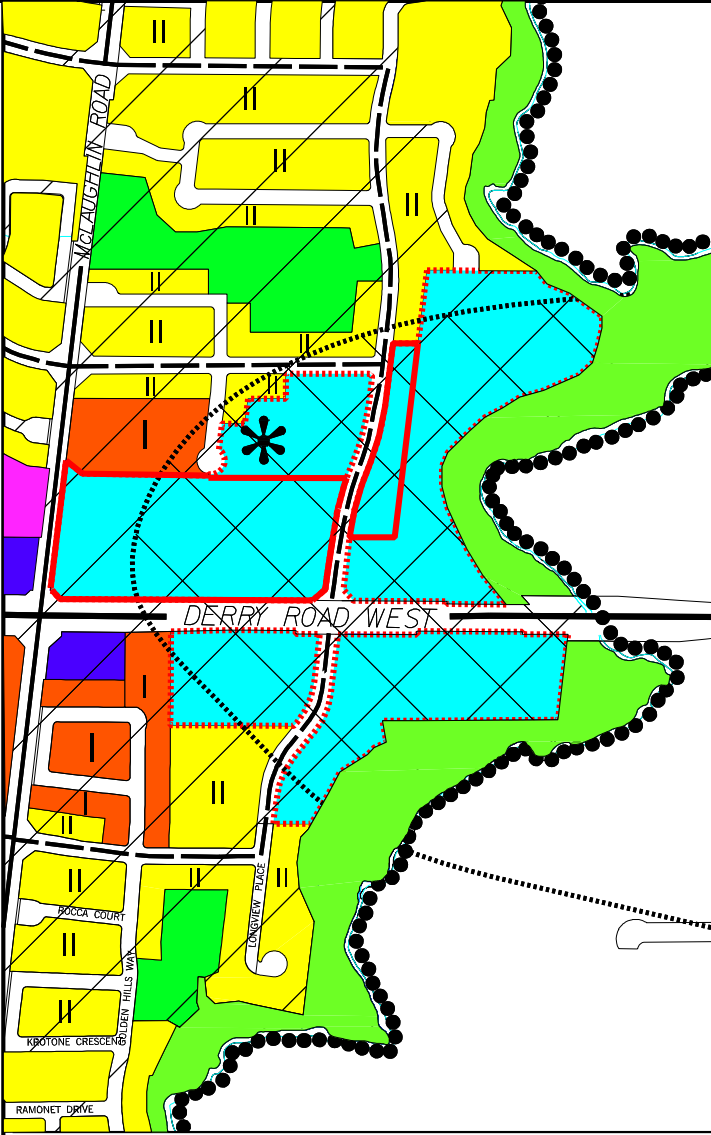
#### **4.23.4.3 Business Employment**

Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted:

- a.** Industrial uses within enclosed buildings including, manufacturing, assembling, processing, fabricating, repairing, warehousing, distributing and wholesaling;
- b.** Offices;
- c.** Financial Institutions;
- d.** Conference Centres;
- e.** All types of restaurants, including banquet halls;
- f.** Funeral Establishments;
- g.** Self-storage facilities.



EXISTING LAND USE DESIGNATIONS



PROPOSED LAND USE DESIGNATIONS

**LAND USE DESIGNATIONS**

- Residential - Low Density I
- Residential - Low Density II
- Residential - Medium Density I
- General Commercial
- Convenience Commercial
- Motor Vehicle Commercial
- Business Employment
- Open Space
- Greenbelt
- Parkway Belt West
- Utility

**TRANSPORTATION LEGEND**

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Minor Collector
- Local Road
- Major Transit Corridor

**LAND USE LEGEND**

- Heritage Conservation District
- LBPIA Operating Area Boundary - See Aircraft Noise Policies (Note in Meadowvale Village Map includes Attachments to the map)
- Area Exempt From LBPIA Operating Area
- Lands exceeding noise levels of greater than 35 NEF
- Community Park
- Proposed Stormwater Management Facility
- Existing Stormwater Management Facility
- 1996 NEP/2000 NEF Composite
- Noise Contours
- Planning District

**APPLICATION UNDER FILE OZ 00009/ BEN-TED CONSTRUCTION LTD.**

**AREA OF REDESIGNATION**

**FROM**

- 'RESIDENTIAL - LOW DENSITY II'
- 'RESIDENTIAL - MEDIUM DENSITY I'

**TO**

- 'BUSINESS EMPLOYMENT'

**Notes:**

The 1996 Noise Exposure Projection (NEP)/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the District Land Use Map. These contours will change from time to time as new information becomes available.

For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

**NOTE:**

ANY PART OF THE ROAD NETWORK SHOWN OUTSIDE THE CITY BOUNDARIES IS SHOWN FOR INFORMATION PURPOSES ONLY.

**Scale:** 0 50 100 150 200 metres

**Part of Meadowvale Village District  
Land Use Map  
of Mississauga Plan**

City of Mississauga 2005 December



**APPENDIX 5****Commercial Schools**

In order to accommodate commercial schools under Mississauga Plan, a review of the existing establishments in the City was conducted. Consideration was also given to the goals and objectives of Mississauga Plan and its land use designations.

The Draft Comprehensive Zoning By-law defines commercial schools as *“a building, structure or part thereof, where specialized instruction is provided and may include, but is not limited to, a business school, a trade school, a driving school, a dance school, a music school, a martial arts school, a nursery school or a tutoring school”*. Commercial schools are distinct from public or private schools and daycare facilities.

The 2004 Mississauga Employment Database (MED) indicates that there are approximately 281 commercial schools in the City. A wide range of commercial schools are found, such as business training schools, athletic instruction and heavy equipment operation training. Commercial schools also serve a variety of groups, ranging from the public-at-large to smaller groups of the population, such as employees of particular industries. The type of training provided may be general or highly specialized. Recognizing they range in type, a broad approach to accommodating the variety of commercial schools was adopted within the non-residential land use designations of Mississauga Plan.

Most commercial schools are located in the “Mainstreet Commercial” and “General Commercial” designations, comprising approximately 42% of the commercial schools in Mississauga. The location of these establishments in commercial areas is appropriate given the commercial nature of these uses. A further amendment to Mississauga Plan is not required to accommodate commercial schools in retail commercial designations.

Approximately 36% of Mississauga’s commercial schools are located on lands designated “Business Employment”. Commercial schools that provide specialized training or serve a particular market are better accommodated under this designation compared to retail commercial areas. Having consideration for the permitted uses under the “Business Employment” designation, issues related to compatibility are not expected.

The “Industrial” and “Business Employment” designations are also appropriate to accommodate establishments that require outdoor storage areas, such as the storage of trucks associated with a truck driving school, or tanks associated with a welder’s training school. Within “Business Employment” areas, the zoning provision that restricts the amount of outdoor storage associated with a permitted industrial use to 5% of the lot area or 10% of the Gross Floor Area would also apply to commercial schools in these circumstances, which is consistent with the Mississauga Plan policy that activities in Business Employment areas are to occur primarily within enclosed buildings. Establishments that require additional outdoor storage are more appropriately directed to lands designated “Industrial”.

Commercial schools that tend to be oriented around a classroom setting are found on lands designated “Office”, and include language training, information technology and driver training classrooms. From a land-use perspective, these establishments function in a similar manner to other office types.

The “Mixed Used” and “Retail Core Commercial” designations of the City Centre District Policies permit all forms of commercial uses, excluding drive-through facilities and motor vehicle commercial uses. Accordingly, Commercial Schools should be included as permitted uses in the CC1, CC2 and CC3 zone categories. No further amendment to Mississauga Plan is required.

Proposed amendments to Mississauga Plan are included in Appendix 2 – Mississauga Plan Proposed Amendment – Supplementary Report.

City of Mississauga  
300 City Centre Drive  
MISSISSAUGA ON L5B 3C1



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<b>PLANNING &amp; BUILDING</b>			
<b>RECEIVED</b>			
JAN 26 2006			
Division	Action	Info	Seen
Commissioner			
Building			
Policy Planning			
Dev. & Design			
Admin. & Tech.			

January 24, 2006

To : Ed Sajecki, Commissioner  
Planning and Building Department

From: Shalini Alleluia  
Committee Coordinator

Re : Supplementary Report – Proposed Amendments to Mississauga Plan  
CD.03.

The Planning and Development Committee at its meeting of January 9, 2006 considered your report dated December 13, 2005 regarding the above matter and recommended as follows:

- PDC-0007-2006
1. That the submissions made at the public meeting held at the Planning and Development Committee meeting on January 9, 2006 to consider the recommendations of the reports titled "Proposed Amendments to Mississauga Plan – Supplementary Report" dated December 13, 2005 and "Proposed Amendments to Mississauga Plan" dated December 14, 2004 from the Commissioner of Planning and Building be received.
  2. That the Planning and Building Department staff report back to Planning and Development Committee on the submissions made with respect to the reports titled "Proposed Amendments to Mississauga Plan – Supplementary Report" dated December 13, 2005 and "Proposed Amendments to Mississauga Plan" dated December 14, 2004 from the Commissioner of Planning and Building along with the following amendments:
    - i) That Recommendations 113 and 114 on page 61 of Exhibit 1 attached to the Report dated December 13, 2005, from the Commissioner of Planning and Building regarding the Proposed Amendments to Mississauga Plan be referred back to staff for review with respect to the Applewood District Plan.

..... continued .....



Re : Supplementary Report – Proposed Amendments to Mississauga Plan  
CD.03.

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- ii) That Recommendation 314 of Exhibit 1 attached to the Report dated December 13, 2005, from the Commissioner of Planning and Building regarding the Proposed Amendments to Mississauga Plan be further amended to reflect the property addresses in Special Site 2.

3. That the following correspondence be received:

- (a) Letter dated January 9, 2006 from Glen Schnarr & Associates with respect to issues relating to several District plans, on behalf of various clients.
- (b) That the letter dated January 9, 2006 from WeirFoulds, Barristers & Solicitors, on behalf of Glen Ellen Properties Inc. owners of the property at 2476 Argentia Road, with respect to the rezoning application of adjacent lands at 2480 Argentia Road and proposed amendments to the Meadowvale Park District policies of the Mississauga Plan as they relate to guidelines to develop and establish a prestige image for the area, relative to outdoor storage provisions.
- (c) Letter dated January 9, 2006 from Walker Nott Dragicevic on behalf of Oxford Properties Group who manage Square One Shopping Centre, with respect to proposed changes to the Official Plan relating to Corridors.
- (d) Letter dated January 3, 2006 from Greg Dell & Associates representing the owners of 1471 and 1484 Hurontario Street, with respect proposed changes to Part 493, Section 4.24.7.3.
- (e) Letter dated January 4, 2006 from Greg Dell & Associates representing the owners of 255 Inglewood Drive, with respect proposed changes to Part 492, Section 4.24.6.1.
- (f) Letter dated January 9, 2006 from the Ontario Restaurant Hotel and Motel Association (ORHMA) with respect to the impact of the amendments to the Mississauga Plan on food service establishments with drive-through facilities.

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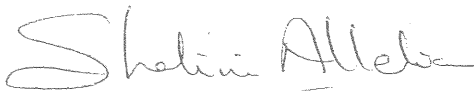
Page 3.....

Re : Supplementary Report – Proposed Amendments to Mississauga Plan  
CD.03.

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- (g) Letter dated January 6, 2006 from the Cawthra Ratepayers' and Residents' Association and the Friends of the Cawthra Bush & Greater Mississauga Area, with respect to proposed amendments to the Draft Zoning By-law and the Mississauga Plan as it relates to the area surrounding the Cawthra Bush.

The above Recommendation was adopted by Council at its meeting of January 18, 2006.



Shalini Alleluia  
Committee Coordinator  
905-615-3200, ext.5471

cc: J. Calvert, Director, Planning and Building  
D. Childs, Planner, Planning and Building  
Glen Schnarr & Associates, 10 Kingsbridge Garden Circle, Suite 700, Mississauga L5R 3K6  
WeirFoulds, Barristers & Solicitors, The Exchange Tower, suite 1600, P. O. Box 480, 130 King Street West, Toronto, M5X 1J5  
Walker Nott Dragicevic, 172 St. George Street, Toronto, M5R 2M7  
Greg Dell & Associates, 1140 Burnhamthorpe Road West, Mississauga L5C 4E9  
Ontario Restaurant Hotel and Motel Association (ORHMA), Ste 8-201, 2600 Skymark Avenue, Mississauga, L4W 5B2  
D. Barber, Cawthra Ratepayers' and Residents' Association and the Friends of the Cawthra Bush & Greater Mississauga Area, Station B, Box 1504, Mississauga, L4Y 4G2



## MISSISSAUGA PLAN PROPOSED AMENDMENTS - REPORT ON COMMENTS

MISSISSAUGA PLAN PROPOSED AMENDMENTS - REPORT ON COMMENTS

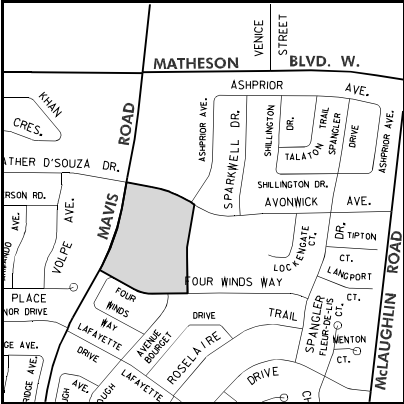
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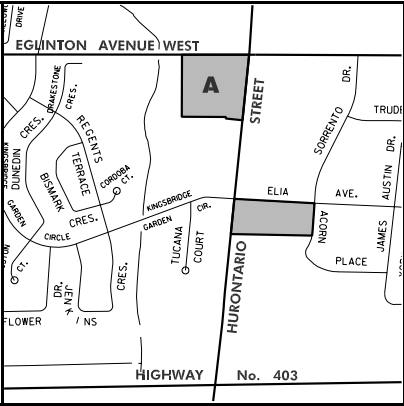
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 3.2, Residential	Through the Comprehensive Zoning By-law Review the term "home based businesses" has been revised to "home occupations".	The requested revisions are appropriate.	<b>Amend part of 12</b>	<p>That <b>Recommendation 12</b> in Appendix 1 be further amended as follows:</p> <p><b>From</b> That Section 3.2.1.4, be amended as follows:</p> <p><b>3.2.1.4</b>                <i>Home based businesses in detached dwellings.</i></p> <p><b>To</b> That Section 3.2.1.4, be amended as follows:</p> <p><b>3.2.1.4</b>                <i>Home <del>based businesses</del> occupations in detached dwellings.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	New Section 3.9, Greenbelt	The Community Services Department has requested amending Section 3.9.2.3 to include reference to the conveyance of Greenbelt lands will only occur after all requirements have been completed to the satisfaction of the City.	The requested revisions are appropriate.	<b>Amend part of 38</b>	<p>That amended <b>Recommendation 38</b> in Appendix 2 be further amended as follows:</p> <p><b>From</b> That Section 3.9.2.3, be amended as follows:</p> <p><b>3.9.2.3</b> <del>Mississauga may also request that proponents conduct site evaluation, site cleanup or management measures prior to conveyance of Greenbelt lands. Prior to conveyance of Greenbelt lands, the proponent may be requested to conduct a Phase 1 Environmental Site Assessment (ESA) in accordance with the latest standards of the Canadian Standards Association. Should the Phase 1 ESA indicate that further investigation is required, the proponent may be requested to conduct further investigation, perform site clean-up and provide the appropriate environmental documentation.</del></p> <p><b>To</b> That Section 3.9.2.3, be amended as follows:</p> <p><b>3.9.2.3</b> <del>Mississauga may also request that proponents conduct site evaluation, site cleanup or management measures prior to conveyance of Greenbelt lands. Prior to conveyance of Greenbelt lands, the proponent may be requested to conduct a Phase 1 Environmental Site Assessment (ESA) in accordance with the latest standards of the Canadian Standards Association. Should the Phase 1 ESA indicate that further investigation is required, the proponent may be requested to conduct further investigation, perform site clean-up and provide the appropriate environmental documentation.</del> The conveyance of the Greenbelt lands will occur after the proponent has completed all requirements to the satisfaction of the City.</p>




RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	New Section 3.14, Physical Services	The Community Services Department requested amending the second paragraph of Section 3.14 to include a reference to the satisfaction of the appropriate Conservation Authority and the City with respect to piped services being permitted in the Greenbelt designation.	The requested revisions are appropriate.	<b>Amend part of 51</b>	<p>That amended <b>Recommendation 51</b> in Appendix 2 be further amended as follows:</p> <p><b>From</b> That Section 3.14, first and second paragraphs, be amended as follows:</p> <p>This section sets out the policies of the City with respect to the provision of <del>piped services, including</del> natural gas and oil pipelines; electric power, telephone, and other cabled service, which are permitted in all Land Use Designations except Greenbelt.</p> <p><i>Piped services and related facilities used for water, wastewater and storm water are permitted in all Land Use Designations, including Greenbelt, only if other options are not feasible.</i></p> <p><b>To</b> That Section 3.14, first and second paragraphs, be amended as follows:</p> <p>This section sets out the policies of the City with respect to the provision of <del>piped services, including</del> natural gas and oil pipelines; electric power, telephone, and other cabled service, which are permitted in all Land Use Designations except Greenbelt.</p> <p><i>Piped services and related facilities used for water, wastewater and storm water are permitted in all Land Use Designations, including Greenbelt, only if other options are not feasible, subject to the satisfaction of the appropriate Conservation Authority and the City.</i></p>

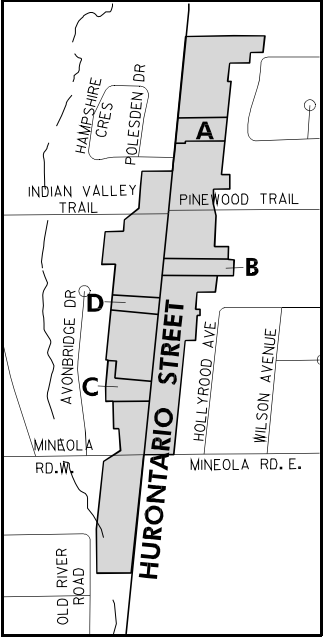
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	<p>As a result of Official Plan Amendment No. 41, the previous Special Site 2 was revised as the lands were redesignated to "Residential Medium Density I".</p> <p>The current Special Site 2 is no longer necessary as the site has been recommended to be redesignated from "Residential High Density I" to "Residential Medium Density I" (<b>Recommendation 252</b> in Appendix 1).</p>	The requested revisions are appropriate.	<b>Amend 235</b>	<p>That <b>Recommendation 235</b> in Appendix 1 be deleted and revised as follows:</p> <p><b>From</b> Section 4.16.6.3, be amended as follows:</p> <p><b>To</b> Section 4.16.6.3, Site 2, be deleted:</p> <p><b>4.16.6.3 — Site 2</b></p> <div></div> <p>The lands identified as Special Site 2 are located east of Mavis Road and south of Avonwick Avenue.</p> <p>Notwithstanding the Residential High Density I policies of this Plan, the lands identified as Special Site 2 will only permit apartments greater than 4 storeys as well as other forms of multiple horizontal dwellings at a maximum density of 78 units per hectare with a height range of a minimum 2 storeys to a maximum of 4 storeys and a minimum open space area of 40% of the lot area and a maximum of 10% of the condominium resident parking as tandem spaces.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	Through the Comprehensive Zoning By-law Review it was identified that the lands located west of Hurontario Street, south of Eglinton Avenue West designated "Residential High Density II" may also be developed for overnight accommodations.	The requested revisions are appropriate.	<b>Amend 236</b>	<p>That <b>Recommendation 236</b> in Appendix 1 be deleted and revised as follows:</p> <p><b>From</b> That Section 4.16.6.4, Special Site 3, be amended as follows:</p> <p><b>4.16.6.4 Site 3</b></p> <div></div> <p><del><b>4.16.6.4.1</b></del> The lands identified as Special Site 3 are located west of Hurontario Street and south of Eglinton Avenue West and east of Hurontario Street south of Elia Avenue.</p> <p>Notwithstanding <i>the provisions of the Residential High Density II and Mixed Residential High Density II</i> designation, <del>on the lands</del>, the following additional policies will apply:</p> <ul style="list-style-type: none"><li><b>a.</b> Residential High Density II development or Residential High Density II development in combination with Office uses will <i>also</i> be permitted, either within one building or in separate buildings. When in combination within a building or on a single site, an integrated development will be required.</li><li><b>b.</b> The preferred location of Office development will be adjacent to Hurontario Street.</li></ul> <p><del><b>4.16.6.4.2 Areas 3A and 3B</b></del></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	(continued)		<b>Amend 236 cont.</b>	<p><del>For the lands identified as Areas 3A and 3B the following additional policies will apply:</del></p> <p><del>a. c.</del> architectural building and site plan solutions will be developed to create an interesting and identifiable street edge along Hurontario Street;</p> <p><del>b. d.</del> special consideration may be given to reducing building setbacks and other requirements of the Zoning By-law as a means of increasing the opportunities for creative development;</p> <p><del>c.</del> lands designated for Office uses will be used for one or more buildings that have as the predominant function the provision of office space. Commercial uses will be permitted provided that they are accessory to office development;</p> <p><del>d.</del> the office space will generally not exceed a Floor Space Index of 0.5. Development with a Floor Space Index in excess of 0.5 will only be considered subject to, among other matters, adequate engineering services, sufficient capacity in the transportation system, satisfactory access arrangements, and compatibility with surrounding land uses;</p> <p>e. in order to achieve a continuous street frontage, buildings will be encouraged to minimize setbacks from street lines.</p> <p><b>4.16.6.4.3 I Area 3B A</b></p> <p>The lands identified as Area 3BA may also be developed for a hotel, with accessory commercial uses: <i>overnight accommodations.</i></p>

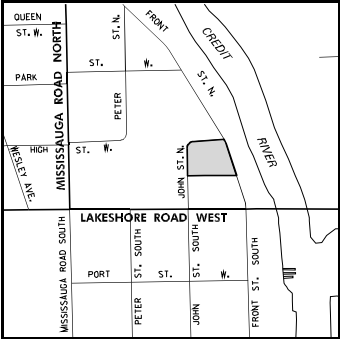
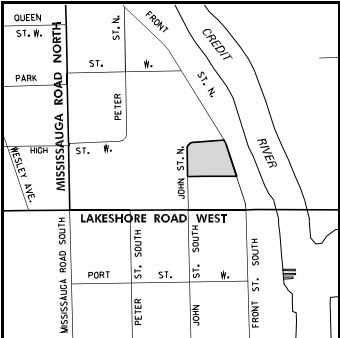
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	(continued)		Amend 236 cont.	<p><b>To</b></p> <p>That Section 4.16.6.4, Special Site 3, be amended as follows:</p> <p><b>4.16.6.4 Site 3</b></p> <div></div> <p><del>4.16.6.4.1</del> The lands identified as Special Site 3 are located west of Hurontario Street and south of Eglinton Avenue West and east of Hurontario Street south of Elia Avenue.</p> <p>Notwithstanding <i>the provisions of</i> the Residential High Density II and <del>Mixed</del> <b>Residential High Density II</b> and Office designation, <del>on the lands</del>, the following additional policies will apply:</p> <p>a. Residential High Density II development or Residential High Density II development in combination with Office uses will <i>also</i> be permitted, either within one building or in separate buildings. When in combination within a building or on a single site, an integrated development will be required.</p> <p>b. The preferred location of Office development will be adjacent to Hurontario Street.</p> <p><del>4.16.6.4.2 Areas 3A and 3B</del></p> <p>For the lands identified as <del>Areas 3A and 3B</del> the following additional policies will apply:</p>

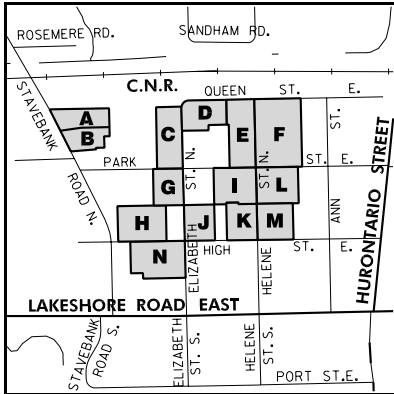
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	(continued)		<b>Amend 236 cont.</b>	<p><del>a. c.</del> architectural building and site plan solutions will be developed to create an interesting and identifiable street edge along Hurontario Street;</p> <p><del>b. d.</del> special consideration may be given to reducing building setbacks and other requirements of the Zoning By-law as a means of increasing the opportunities for creative development;</p> <p><del>c.</del> lands designated for Office uses will be used for one or more buildings that have as the predominant function the provision of office space. Commercial uses will be permitted provided that they are accessory to office development;</p> <p><del>d.</del> the office space will generally not exceed a Floor Space Index of 0.5. Development with a Floor Space Index in excess of 0.5 will only be considered subject to, among other matters, adequate engineering services, sufficient capacity in the transportation system, satisfactory access arrangements, and compatibility with surrounding land uses;</p> <p>e. in order to achieve a continuous street frontage, buildings will be encouraged to minimize setbacks from street lines.</p> <p><b>4.16.6.4.3 I      Area 3B A</b></p> <p>The lands identified as Area 3B4 may also be developed for <del>a hotel, with accessory commercial uses.</del> <i>overnight accommodations.</i></p>

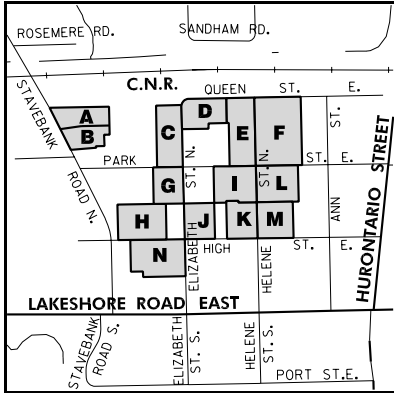
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Development Committee	Section 4.24, Mineola District Policies	Planning and Development Committed requested that <b>Recommendation 314</b> in Appendix 1 be amended to include the municipal addresses.	The requested revisions are appropriate.	<b>Amend 314</b>	<p>That <b>Recommendation 314</b> in Appendix 1 be amended as follows:</p> <p><b>From</b> That Section 4.24.7.3, location map, f. and g., Site 2, be amended as follows:</p> <div><div></div><div><p><b>f. 4.24.7.3.1      Area 2A</b></p><p>Notwithstanding subsection e. of this section, <i>for the lands identified as Area 2A</i>, the existing building at <del>1523 Hurontario Street</del> will not exceed <del>584.7</del> 585 m<sup>2</sup> gross floor area;</p><p><b>g. 4.24.7.3.2      Area 2B</b></p><p>Notwithstanding subsection e. of this section, <i>for the lands identified as Area 2B</i>, an office building at <del>1443 Hurontario Street</del> will not exceed 552 m<sup>2</sup> gross floor area.</p><p><b>4.24.7.3.3      Area 2C</b></p><p><i>Notwithstanding subsection e. of this section, for the lands identified as Area 2C</i>, an office building will not exceed 465 m<sup>2</sup> gross floor area.</p><p><b>4.24.7.3.4      Area 2D</b></p><p><i>Notwithstanding subsection e. of this section, for the lands identified as Area 2D</i>, the maximum gross floor area will not exceed 460 m<sup>2</sup> gross floor area and the maximum gross floor area used for an office will not exceed 250 m<sup>2</sup> gross floor area.</p></div></div>

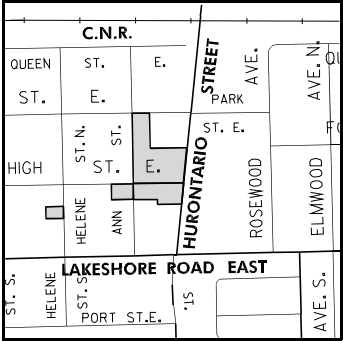
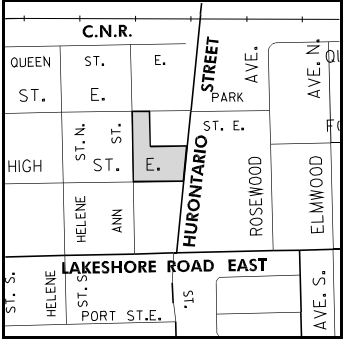




RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	Special Site 26 that was previously added in <b>Recommendation 351</b> in Appendix 1 and should be amended to clarify that offices are only permitted in detached dwellings.	The requested revisions are appropriate.	<b>Amend 351</b>	<p>That <b>Recommendation 351</b> in Appendix 1 be amended as follows:</p> <p><b>From</b> That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.27                      Site 26</b></p> <div></div> <p><i>The lands identified as Special Site 26 are located on the west side of Front Street North, north of Lakeshore Road West.</i></p> <p><i>Notwithstanding the provisions of the Residential Medium Density I designation, office, duplex and apartment dwellings will be permitted.</i></p> <p><b>To</b> That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.27                      Site 26</b></p> <div></div> <p><i>The lands identified as Special Site 26 are located on the west side of Front Street North, north of Lakeshore Road West.</i></p> <p><i>Notwithstanding the provisions of the Residential Medium Density I designation, offices in detached dwellings, duplex and apartment dwellings will be permitted.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN																																															
Planning and Building Department	Section 4.27, Port Credit District Policies	Through the Comprehensive Zoning By-law Review it was further identified that Special Site 29 "FSI Range" and "Maximum Height Permitted" should be amended to conform to the Special Site provisions in the existing Port Credit Zoning By-law.	The requested revisions are appropriate.	<b>Amend 354</b>	<p>That <b>Recommendation 354</b> in Appendix 1 be further amended as follows:</p> <p><b>From</b> That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.30                      Site 29</b></p> <div><p>The lands identified as Special Site 29 are located north of Lakeshore Road East, south of the Canadian National Railway, east of Stavebank Road and west Hurontario Street.</p><p>Notwithstanding the provisions of the Residential High Density I designation, the following will apply:</p><table><tr><th>Area</th><th>FSI Range</th><th>Maximum Height Permitted</th></tr><tr><td>A</td><td>1.0-2.3 FSI</td><td>13-storeys</td></tr><tr><td>B</td><td>1.0-2.8 FSI</td><td>11-storeys</td></tr><tr><td>C</td><td>1.0-2.7 FSI</td><td>13-storeys</td></tr><tr><td>D</td><td>1.0-2.4 FSI</td><td>11-storeys</td></tr><tr><td>E</td><td>1.0-2.8 FSI</td><td>NA</td></tr><tr><td>F</td><td>1.0-4.0 FSI</td><td>27-storeys</td></tr><tr><td>G</td><td>1.0-2.4 FSI</td><td>10-storeys</td></tr><tr><td>H</td><td>1.0-2.4 FSI</td><td>16-storeys</td></tr><tr><td>I</td><td>1.0-2.9 FSI</td><td>14-storeys</td></tr><tr><td>J</td><td>1.5-2.9 FSI</td><td>NA</td></tr><tr><td>K</td><td>1.0-3.3 FSI</td><td>10-storeys</td></tr><tr><td>L</td><td>1.0-2.5 FSI</td><td>NA</td></tr><tr><td>M</td><td>1.0-2.7 FSI</td><td>13-storeys</td></tr><tr><td>N</td><td>1.0-2.8 FSI</td><td>14-storeys</td></tr></table></div>		Area	FSI Range	Maximum Height Permitted	A	1.0-2.3 FSI	13-storeys	B	1.0-2.8 FSI	11-storeys	C	1.0-2.7 FSI	13-storeys	D	1.0-2.4 FSI	11-storeys	E	1.0-2.8 FSI	NA	F	1.0-4.0 FSI	27-storeys	G	1.0-2.4 FSI	10-storeys	H	1.0-2.4 FSI	16-storeys	I	1.0-2.9 FSI	14-storeys	J	1.5-2.9 FSI	NA	K	1.0-3.3 FSI	10-storeys	L	1.0-2.5 FSI	NA	M	1.0-2.7 FSI	13-storeys	N	1.0-2.8 FSI	14-storeys
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RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN																																															
Planning and Building Department	Section 4.27, Port Credit District Policies	(continued)			<p><b>To</b></p> <p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.30                      Site 29</b></p> <div></div> <p><i>The lands identified as Special Site 29 are located north of Lakeshore Road East, south of the Canadian National Railway, east of Stavebank Road and west Hurontario Street.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, the following will apply:</i></p> <table><tr><th>Area</th><th>FSI Range</th><th>Maximum Height Permitted</th></tr><tr><td>A</td><td>1.0-2.5 FSI</td><td>13-storeys</td></tr><tr><td>B</td><td>1.0-2.5 FSI</td><td>12-storeys</td></tr><tr><td>C</td><td>1.0-2.5 FSI</td><td>13-storeys</td></tr><tr><td>D</td><td>1.0-2.5 FSI</td><td>11-storeys</td></tr><tr><td>E</td><td>1.0-2.5 FSI</td><td>8-storeys</td></tr><tr><td>F</td><td>1.0-4.0 FSI</td><td>28-storeys</td></tr><tr><td>G</td><td>1.0-2.5 FSI</td><td>10-storeys</td></tr><tr><td>H</td><td>1.0-2.4 FSI</td><td>16-storeys</td></tr><tr><td>I</td><td>1.0-2.8 FSI</td><td>14-storeys</td></tr><tr><td>J</td><td>1.0-2.5 FSI</td><td>10-storeys</td></tr><tr><td>K</td><td>1.0-2.5 FSI</td><td>10-storeys</td></tr><tr><td>L</td><td>1.0-2.5 FSI</td><td>12-storeys</td></tr><tr><td>M</td><td>1.0-2.5 FSI</td><td>13-storeys</td></tr><tr><td>N</td><td>1.0-2.8 FSI</td><td>14-storeys</td></tr></table>	Area	FSI Range	Maximum Height Permitted	A	1.0-2.5 FSI	13-storeys	B	1.0-2.5 FSI	12-storeys	C	1.0-2.5 FSI	13-storeys	D	1.0-2.5 FSI	11-storeys	E	1.0-2.5 FSI	8-storeys	F	1.0-4.0 FSI	28-storeys	G	1.0-2.5 FSI	10-storeys	H	1.0-2.4 FSI	16-storeys	I	1.0-2.8 FSI	14-storeys	J	1.0-2.5 FSI	10-storeys	K	1.0-2.5 FSI	10-storeys	L	1.0-2.5 FSI	12-storeys	M	1.0-2.5 FSI	13-storeys	N	1.0-2.8 FSI	14-storeys	
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Planning and Building Department	Section 4.27, Port Credit District Policies	The location map for Special Site 30 should be amended to delete the properties south of High Street East from the Special Site 30 location map as the properties have been redesignated from "Residential High Density I" to "Mainstreet Commercial" in accordance with <b>Recommendation 557</b> in this Appendix.	The requested revisions are appropriate.	<b>Amend part of 355</b>	<p>That amended <b>Recommendation 355</b> in Appendix 2 be further amended as follows:</p> <p><b>From</b> That Section 4.27.6.31, location map, be replaced with the following location map:</p> <p><b>4.27.6.31 Site 30</b></p>  <p><b>To</b> That Section 4.27.6.31, location map, be replaced with the following location map:</p> <p><b>4.27.6.31 Site 30</b></p> 

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	Through the Comprehensive Zoning By-law Review it was identified that it was no longer appropriate to redesignate the lands fronting on Richborough Drive, and Whitfield Terrace west of Mavis Road and south of Bristol Road West, from Residential Medium Density I to Residential Low Density II. This reference should be deleted in <b>Recommendation 473</b> in Appendix 2.	The requested revisions are appropriate.	<b>Amend 473</b>	<p>That <b>Recommendation 473</b> in Appendix 2 be amended as follows:</p> <p><b>From</b> That the Hurontario District Land Use Map be amended as follows:</p> <p>21. Redesignate the lands fronting on Starwood Drive, Longhouse Crescent, Richborough Drive, and Whitfield Terrace west of Mavis Road and south of Bristol Road West, from "Residential Medium Density I" to "Residential Low Density II".</p> <p><b>To</b> That the Hurontario District Land Use Map be amended as follows:</p> <p>21. Redesignate the lands fronting on Starwood Drive <i>and</i> Longhouse Crescent, <del>Richborough Drive, and Whitfield Terrace west of Mavis Road and south of Bristol Road West,</del> from "Residential Medium Density I" to "Residential Low Density II".</p>

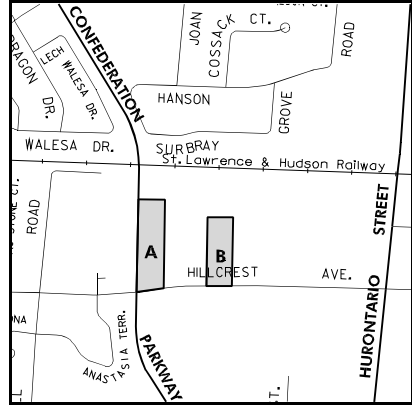
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.16, Hurontario District Policies	<p>Upon further review of the Hurontario District Policies being implemented through the Comprehensive Zoning By-law Review, it was identified that <b>Recommendation 474</b> in Appendix 2 that redesignated the lands from "Residential Medium Density I" to "Residential Low Density II" be deleted.</p> <p>Also, the "Residential Medium Density I" designation on the lands fronting on Constellation Drive, west of Mavis Road and north of Eglinton Avenue West should be retained and not redesignated to "Residential Low Density II".</p>	The requested revisions are appropriate.	<b>Amend 474</b>	<p>That <b>Recommendation 474</b> in Appendix 2 be deleted as follows:</p> <p><b>From</b> That the Hurontario District Land Use Map be amended as follows:</p> <p>22. Redesignate the lands fronting on Constellation Drive, west of Mavis Road and north of Eglinton Avenue West, from "Residential Medium Density I" to "Residential Low Density II".</p> <p><b>To</b> That the "Residential Medium Density I" designation on the lands fronting on Constellation Drive, west of Mavis Road and north of Eglinton Avenue West should be retained and not be redesignated to "Residential Low Density II".</p>

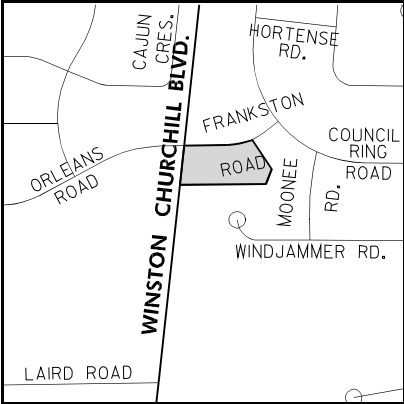
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Glen Schnarr & Associates Inc. for various clients	Section 4.23 Meadowvale Village District Policies	Concerns were expressed with part of <b>Recommendation 491</b> in Appendix 2 in Meadowvale Village where the proposal is to redesignate the lands from Residential Low Density II to Business Employment that are above the 35 NEF/NEP.	The mapping currently being proposed is based on property lines. The outcome of the current recommendation would take away the existing residential zoning for a portion of the lands that are less than 35 NEF/NEP. As this was not the intent of <b>Recommendation 491</b> in Appendix 2, it is recommended not to include the lands below the 35 NEF/NEP that are currently zoned residential.	<b>Amend 491</b>	<p>That <b>Recommendation 491</b> in Appendix 2 be amended as follows:</p> <p><b>From</b> That the Meadowvale Village District Land Use Map be amended as follows:</p> <p>9. Redesignate all lands, basically following existing property lines, above the 35 NEF noise contour, from "Residential Low Density II" and "Residential Medium Density I" to "Business Employment".</p> <p><b>To</b> That the Meadowvale Village District Land Use Map be amended as follows:</p> <p>9. Redesignate all lands, <del>basically following existing property lines,</del> <i>not currently zoned Residential</i> above the 35 NEF noise contour, from "Residential Low Density II" and "Residential Medium Density I" to "Business Employment".</p>

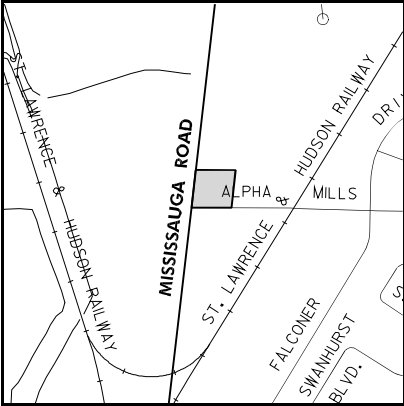
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Recommendations and numbers continued from, Appendix 1 (2005 January) and Appendix 2 (2006 January), Mississauga Plan Proposed Amendments					
Planning and Building Department	Section 4.3, Applewood District Policies	To recognize the existing development located at the west side of Dixie Road, south of Burnhamthorpe Road East, that has an FSI of 0.77.	The requested revisions are appropriate.	542	That the Applewood District Land Use Map be amended as follows:  6. Redesignate the lands located at the west side of Dixie Road, south of Burnhamthorpe Road East, from "Residential High Density II" to "Residential High Density I".
Community Services Department	Section 4.3, Applewood District Policies	The Community Services Department requested that the cemetery located at the northeast corner of Dundas Street East and Cawthra Road be redesignated from Private Open Space - Cemetery to Public Open Space - Cemetery as it is maintained by the City.	The requested revisions are appropriate.	543	That the Applewood District Land Use Map be amended as follows:  7. Redesignate the lands located at the northeast corner of Dundas Street East and Cawthra Road, from "Private Open Space - Cemetery" to "Public Open Space - Cemetery".
Community Services Department	Section 4.3, Applewood District Policies	The Community Services Department requested that the cemetery located at the southeast corner of Burnhamthorpe Road and Dixie Road be redesignated from Public Open Space - Cemetery to Private Open Space - Cemetery as it is not maintained by the City.	The requested revisions are appropriate.	544	That the Applewood District Land Use Map be amended as follows:  8. Redesignate the lands located at the southeast corner of Dixie Road and Burnhamthorpe Road from "Public Open Space - Cemetery" to "Private Open Space - Cemetery".


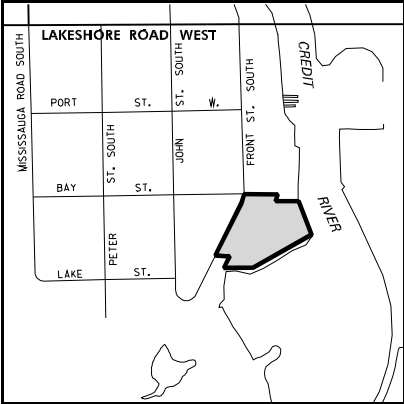


RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.7, Clarkson-Lorne Park District Policies	To recognize the existing development, located east of Mississauga Road, north of the CNR the lands should be redesignated from "Private Open Space" to "Residential Low Density I".	The requested revisions are appropriate.	545	That the Clarkson-Lorne Park District Land Use Map be amended as follows:  3. Redesignate the lands located east of Mississauga Road, north of the CNR, from "Private Open Space" to "Residential Low Density I".
Planning and Building Department	Section 4.7, Clarkson-Lorne Park District Policies	To recognize the existing seniors building located south of Truscott Drive, west of Seagull Drive that has an FSI of 1.5.	The requested revisions are appropriate.	546	That the Clarkson-Lorne Park District Land Use Map be amended as follows:  4. Redesignate the lands located south of Truscott Drive, west of Seagull Drive, from "Residential High Density I" to "Residential High Density II".
Community Services Department	Section 4.7, Clarkson-Lorne Park District Policies	The Community Services Department requested that the lands located south of the CNR tracks, east of Lorne Park Road be redesignated from Residential Medium Density to Public Open Space to recognize the existing park.	The requested revisions are appropriate.	547	That the Clarkson-Lorne Park District Land Use Map be amended as follows:  5. Redesignate the lands located south of the CNR tracks, east of Lorne Park Road, from "Residential Medium Density I" to "Public Open Space".
Planning and Building Department	Section 4.8, Cooksville District Policies	To recognize the existing stormwater management facility located south of Hillcrest Avenue, west of Parkerhill Road, the lands should be redesignated from "Residential Medium Density I" to "Greenbelt".	The requested revisions are appropriate.	548	That the Cooksville District Land Use Map, be amended as follows:  7. Redesignate the lands located south of Hillcrest Avenue, west of Parkerhill Road from "Residential Medium Density I" to "Greenbelt".

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.8, Cooksville District Policies	A new special site should be added to the Cooksville District Policies to recognize the two apartment buildings, that are designated Residential High Density II located on the north side of Hillcrest Avenue, east of Confederation Parkway having a higher FSI as what is permitted in the Cooksville District Policies.	The requested revisions are appropriate.	549	<p>That a new Special Site be added to the Cooksville District Policies as follows:</p> <p><b>4.8.7.18 Site 17</b></p>  <p><i>The lands identified as Special Site 17 are located on the north side of Hillcrest Avenue, east of Confederation Parkway.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation, the lands identified as Area 17A will be permitted to develop to a maximum Floor Space Index (FSI) of 3.5 and the lands identified as Area 17B will be permitted to develop to a maximum Floor Space Index (FSI) of 4.0.</i></p>
Community Services Department	Section 4.12, Erindale District Policies	The Community Services Department requested that the lands located on the northwest corner of Dundas Street West and the Credit Woodlands be redesignated from Residential Low Density I to Public Open Space to recognize the existing park.	The requested revisions are appropriate.	550	<p>That the Erindale District Land Use Map, be amended as follows:</p> <p>3. Redesignate the lands located at the northwest corner of Dundas Street West and The Credit Woodlands from "Residential Low Density I" to "Public Open Space".</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.13, Erin Mills District Policies	The Erin Mills District Land Use Map should be amended by redesignating the lands located on the west side of The Collegeway, north of Broad Hollow Gate from "Residential High Density I" to "Residential High Density II" to recognize the existing development.	The requested revisions are appropriate.	551	<p>That the Erin Mills District Land Use Map, be amended as follows:</p> <p>11. Redesignate the lands located on the west side of The Collegeway, north of Broad Hollow Gate from "Residential High Density I" to "Residential High Density II".</p>
Planning and Building Department	Section 4.13, Erin Mills District Policies	To be consistent with the existing development, lands located at the southeast corner of Frankston Road and Winston Churchill Boulevard should recognize the garden centre use.	The requested revisions are appropriate.	552	<p>That a new Special Site be added to the Erin Mills District Policies as follows:</p> <p><b>4.13.5.10            Site 9</b></p> <div></div> <p><i>The lands identified as Special Site 9 are located at the southeast corner of Frankston Road and Winston Churchill Boulevard.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density I designation, a garden centre will also be permitted.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.22, Meadowvale Business Park District Policies	A new special site should be added to the Meadowvale Business Park District Policies, to recognize the existing retail use.	The requested revisions are appropriate.	553	<p>That a new Special Site be added to the Meadowvale Business Park District Policies as follows:</p> <p><b>4.22.6.9            Site 8</b></p> <div><p>The lands identified as Special Site 8 are located at the northeast corner of Alpha Mills Road and Mississauga Road.</p><p>Notwithstanding the provisions of the Business Employment designation, a retail use will also be permitted.</p></div>
Planning and Building Department	Section 4.23, Meadowvale Village District Policies	To be consistent with the existing zoning and to recognize the stormwater management pond, the lands located east of McLaughlin Road, north of Derry Road West should be redesignated from Residential Low Density II" to "Greenbelt".	The requested revisions are appropriate.	554	<p>That the Meadowvale Village District Land Use Map be amended as follows:</p> <p>10. Redesignate lands located east of McLaughlin Road, north of Derry Road West from "Residential Low Density II" to "Greenbelt".</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	Section 4.27, Port Credit District Policies	That a new Special Site be added to the Port Credit District Policies to recognize the legion lands located south of the CNR tracks, east of Front Street North.	The requested revisions are appropriate.	555	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.36      Site 35</b></p> <div></div> <p><i>The lands identified as Special Site 35 are located south of the CNR tracks, east of Front Street North.</i></p> <p><i>Notwithstanding the provisions of the Private Open Space and Greenbelt designations, a private club will also be permitted.</i></p>
Planning and Building Department	Section 4.27, Port Credit District Policies	That a new Special Site be added to the Port Credit District Policies to recognize the existing apartment building with a height of 20 storeys.	The requested revisions are appropriate.	556	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.37      Site 36</b></p> <div></div> <p><i>The lands identified as Special Site 36 are located east of Front Street South north of Lake Street.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, the maximum building height will be twenty (20) storeys.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Michael Spaziani Architects Inc.	Section 4.27, Port Credit District Policies	<p>It was identified that the Mainstreet Commercial development should extend north from Lakeshore Road on some of the local roads.</p> <p>To be consistent with the existing development and use rights, lands south of High Street East, west of Hurontario Street should be redesignated from "Residential High Density I" to "Mainstreet Commercial".</p>	The requested revisions are appropriate.	<b>557</b>	<p>That the Port Credit District Land Use Map be amended as follows:</p> <p><i>13.</i> Redesignate the lands located south of High Street East, west of Hurontario Street from "Residential High Density I" to "Mainstreet Commercial".</p>
Community Services Department	Section 4.27, Port Credit District Policies	The Community Services Department requested that the Legion Lands located south of the CNR tracks, east of Front Street North be redesignated from Public Open Space to Private Open Space as they are not owned by the City.	The requested revisions are appropriate.	<b>558</b>	<p>That the Port Credit District Land Use Map be amended as follows:</p> <p><i>14.</i> Redesignate the lands located south of the CNR tracks, east of Front Street North from "Public Open Space" to "Private Open Space".</p>
Planning and Building Department	Section 4.31, Southdown District Policies	The site is currently part of the GO station parking lot. By changing the land use to "General Commercial" it would permit both "General Commercial" and "Business Employment" uses.	The requested revisions are appropriate.	<b>559</b>	<p>That the Southdown District Land Use Map, be amended as follows:</p> <p><i>2.</i> Redesignate the lands located south of CNR tracks, west of Southdown Road from "Business Employment" to "General Commercial".</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.32, Streetsville District Policies	The site located north of Pearl Street, east of Broadway Street is currently used as a parking lot for the adjacent commercial uses and should be redesignated from "Utility" to "Mainstreet Commercial".	The requested revisions are appropriate.	560	That the Streetsville District Land Use Map, be amended as follows:  8. Redesignate the lands located north of Pearl Street, east of Broadway Street from "Utility" to "Mainstreet Commercial".
Walker Nott Dragicevic for Oxford Properties Group	Throughout Mississauga Plan	On behalf of Oxford Properties Limited, support was given to the inclusion and reference to "corridors" throughout Mississauga Plan.	No comment required.		No change recommended.
Glen Schnarr & Associates Inc. for various clients	Section 3.2, Residential	Glen Schnarr and Associates requested that the word corridor be deleted from Amended <b>Recommendation 13</b> in Appendix 2.	Reference to Corridors was added to Mississauga Plan as it is a requirement of the Provincial Policy Statement. The Planning and Building Department is currently undertaking a Nodes and Corridors study to identify the appropriate locations for Corridors in Mississauga.		No change recommended.
Planning and Development Committee	Section 4.3, Applewood District Policies	Planning and Development Committed requested that <b>Recommendation 113</b> and <b>Recommendation 114</b> in Appendix 1 be referred back to staff for review.	Recommendations 113 and 114 pertain to the Residential High Density I and II policies in the Applewood District Policies. The proposed changes were to increase the FSI range in each designation to reflect the existing development and zoning.		No change recommended.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Glen Schnarr & Associates Inc. for various clients	Section 4.7, Clarkson-Lorne Park District Policies	Glen Schnarr and Associates requested that <b>Recommendation 165</b> of Appendix 1 (Special Site 20, Clarkson-Lorne Park District Policies) be amended to extend the Residential High Density II across the entire site.	After meeting with a representative from Glen Schnarr and Associates, it was determined that the concern identified is with the Comprehensive Zoning By-law as the Official Plan permits Greenbelt zoning in all land use designations.		No change recommended.
Glen Schnarr & Associates Inc. for various clients	Section 4.8, Cooksville District Policies	Glen Schnarr and Associates identified a concern with respect to the lands on the west side of Kirwin Avenue, north of Dundas Street East. Amendment 25 does not recognize the 42-storey hotel currently the subject of a site plan application.	<p>The lands are designated Mainstreet Commercial in the Cooksville District Policies which has a height cap of 6 storeys. The property has an old C1" zoning that does not have a height cap and within the Comprehensive Zoning By-law the property will have a 6 storey cap to be consistent with Mississauga Plan.</p> <p>Amendment 25 is not the document to amend the designation. This site should continue to be evaluated through a site specific development application.</p> <p>As the purpose of a Zoning By-law is to implement the Official Plan, one of the main objectives of the Comprehensive Zoning By-law Review is to bring the Zoning into conformity with Mississauga Plan.</p> <p>If the applicant's site plan application is complete and crystalized prior to the adoption of the new Zoning By-law, it can proceed.</p>		No change recommended.



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Gagnon Law Bozzo Urban Planners Ltd. for 1500, 1546 and 1554 Dundas Street East	Section 4.10, Dixie District	It was requested that Planning and Building staff consider mixed use development along portions of Dundas Street East in the Dixie Employment District, as previously discussed with staff in the early 1990's.	The purpose of this amendment is to recommend general housekeeping amendments to Mississauga Plan, that were identified through the Comprehensive Zoning By-law Review. In order for this type of redevelopment to be considered, either a site specific Official Plan and Zoning By-law amendment would be required or a comprehensive study of the Dixie Employment District.		No change recommended.
The Cawthra Ratepayers' and Residents' Association (CRRRA) and Friends of the Cawthra Bush & Greater Mississauga Area	Section 4.17, Lakeview District	Concerns were raised with respect to the current policy framework to protect the Cawthra Bush.	Mississauga updates the Natural Areas Survey (NAS) annually and where appropriate, updates the Mississauga Plan. When the new Comprehensive Zoning By-law is approved, updated regulations will also be considered annually.		No change recommended.
WeirFoulds Barristers & Solicitors for Glen Ellen Properties Inc.	Section 4.22, Meadowvale Business Park District Policies	It was suggested that further detail with respect to outdoor storage in the Business Employment designation be added to Mississauga Plan.	The appropriate location for the detail, for such things as, the type of outdoor storage that may be permitted as an accessory use should be part of the Zoning By-law and not the Official Plan. The purpose of the Official Plan is to set the policy context, with the provisions and regulations for implementation located in the Zoning By-law.		No change recommended.
Glen Schnarr & Associates Inc. for various clients	Section 4.23, Meadowvale Village District Policies	For the lands located north of Derry Road, east of McLaughlin Road (Special Site 12B), it was requested that the Special Site policies be extended south to Derry Road West.	The lands that form Special Site 12B went through a site specific Official Plan Amendment. In order for these special site policies to apply to the adjacent lands to the south, a site specific Official Plan Amendment would be required in order to go through the public consultation process.		No change recommended.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Glen Schnarr & Associates Inc. for various clients	Section 4.24, Mineola District Policies	It was suggested that <b>Recommendations 493</b> in Appendix 2 (Special Site 2, Mineola District Policies) not be amended to prohibit access from local streets as they have recently submitted an Official Plan Amendment and Zoning By-law Amendment for the northeast corner of Hurontario Street and Pinewood Trail.	<b>Recommendation 493</b> in Appendix 2 was requested by the Transportation and Works Department as a result of concerns of further office development on Hurontario Street having an impact on the adjacent residential neighbourhood.		No change recommended.
Greg Dell & Associates for 1471 and 1484 Hurontario Street	Section 4.24, Mineola District Policies	It was suggested that <b>Recommendations 493</b> in Appendix 2 (Special Site 2, Mineola District Policies) not be amended to prohibit access from local streets as they have recently submitted an Official Plan Amendment and Zoning By-law Amendment for the northeast corner of Hurontario Street and Pinewood Trail.	<b>Recommendation 493</b> in Appendix 2 was requested by the Transportation and Works Department as a result of concerns of further office development on Hurontario Street having an impact on the adjacent residential neighbourhood.		No change recommended.
Greg Dell & Associates for 255 Inglewood Drive	Section 4.24, Mineola District Policies	A concern was raised with respect to <b>Recommendations 492</b> in Appendix 2, which proposes to designate Stavebank Road as a scenic route.	A separate report to amend the Official Plan to reclassify Stavebank Road as scenic route was previously brought forward to a Statutory Public Meeting on January 30, 2006 to Planning Development Committee.		No change recommended.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Ontario Restaurant Hotel & Motel Association (ORHMA)	Not applicable.	A concern was raised with adding a policy to Mississauga Plan that states "Restaurants with a drive-through facility will be encouraged to locate in areas other than important intersections".	It is not proposed through this amendment to add this policy.		No change recommended.

City of Mississauga  
300 City Centre Drive  
MISSISSAUGA ON L5B 3C1



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PLANNING & BUILDING  
RECEIVED

APR 25 2006

April 18, 2006

To : Ed Sajecki, Commissioner  
Planning and Building Department

From: Shalini Alleluia  
Committee Coordinator

Re : Proposed Amendments to Mississauga Plan  
Report on Comments  
File : CD.03.Mississauga

Division	Action	Info	Seen
Commissioner			CA
Building			
Policy Planning	✓		JC
Dev. & Design			
Admin. & Tech.			

The Planning and Development Committee at its meeting of April 3, 2006 considered your report dated March 14, 2006 regarding the above matter and recommended as follows:

PDC-0040-2006 That the report dated March 14, 2006 from the Commissioner of Planning and Building recommending approval of the amendments to the Official Plan (Mississauga Plan) including the recommendations of the reports titled "Proposed Amendments to Mississauga Plan – Supplementary Report" dated December 13, 2005 from the Commissioner of Planning and Building and "Proposed Amendments to Mississauga Plan" dated December 14, 2004 from the Commissioner of Planning and Building, be received and that the sites identified in the submissions made to the Planning and Development Committee with respect to the Mississauga Plan be received and referred to staff for comment.

The above Recommendation was adopted by Council at its meeting of April 12, 2006.

..... continued .....



Page 2...

Re : Proposed Amendments to Mississauga Plan  
Report on Comments  
File : CD.03.Mississauga

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Also, at the Planning & Development Committee meeting, Councillor Pat Mullin directed that Sections 4.7.3.2, 4.8.7.12 and 4.24.3.1 of the Mississauga Plan be amended by adding the following :

- House designs which fit the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged.
- the building mass, side yards and rear yards should respect and relate to those of adjacent lots.

Also, in the discussion, Councillor Mullin requested that the Commercial designation near the GO station on Southdown Road be deleted as she felt that commercial should be concentrated in the Clarkson Village and allowing it along Southdown Road may encourage the commercial designation to creep up Southdown Road beyond the village.

And further, Councillor Maja Prentice requested that staff look at the following – (i) units per hectare in the Residential Low Density II provision in the Applewood District Policies, (ii) the wording in the Official Plan as it related to transition and redevelopment of infill sites and finally, Councillor Prentice reminded about a previous request she made with respect to a report on intensification and its impacts on the City's budget.



Shalini Alleluia  
Committee Coordinator  
905-615-3200, ext.5471

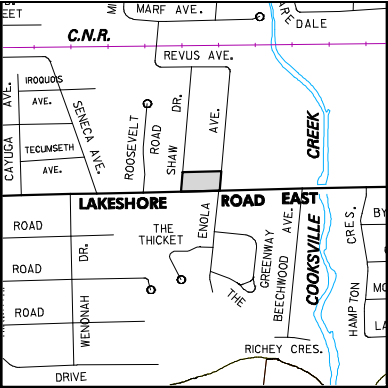
cc : John Calvert, Director, Planning and Building Department  
Marianne Cassin, Planner, Planning and Building Department  
Councillor Pat Mullin  
Councillor Maja Prentice

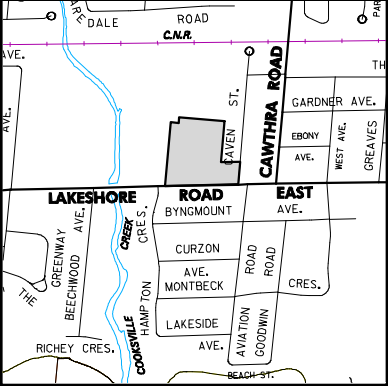


## MISSISSAUGA PLAN PROPOSED AMENDMENTS - FURTHER COMMENTS


MISSISSAUGA PLAN PROPOSED AMENDMENTS - FURTHER COMMENTS

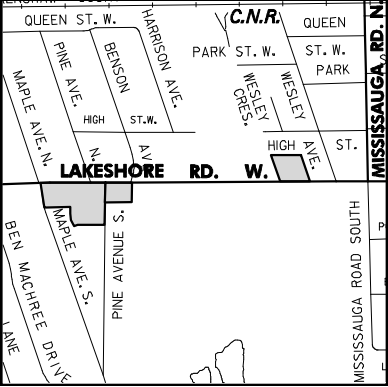
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RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.17, Lakeview District Policies	Upon further review, The Comprehensive Zoning By-law Review identified that the graphic indicating the parcel in Section 4.17.6.13, Site 12, in the Lakeview District Policies was incorrect and should be revised.	It is appropriate to amend <b>Recommendation 263 in Appendix 1</b> , Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January) by replacing the graphic and revising the locational description.	<b>Amend 263</b>	<p>That <b>Recommendation 263 in Appendix 1</b>, be amended as follows:</p> <p><b>4.17.6.13 Site 12</b></p>  <p>The lands identified as Special Site 12 are located <del>at the northeast corner</del> north of Lakeshore Road East <del>and between Shaw Drive and Enola Avenue</del>.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p> <p><del>a.</del> a motor vehicle repair <del>service</del> garage will be permitted.</p>


RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.17, Lakeview District Policies	Upon further review, the Comprehensive Zoning By-law Review identified that the graphic indicating the parcel in Section 4.17.6.15, Site 14, in the Lakeview District Policies was incorrect and should be revised.	It is appropriate to amend <b>Recommendation 265 in Appendix 1</b> , Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January) by replacing the graphic.	<b>Amend 265</b>	<p>That <b>Recommendation 265 in Appendix 1</b>, be amended as follows:</p> <p><b>4.17.6.15 Site 14</b></p>  <p>The lands identified as Special Site 14 are located north of Lakeshore Road East and west of Caven Street.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <del>the following additional policy will apply:</del></p> <p><del>a- a convenience restaurant with a drive through facility</del> will be permitted.</p>

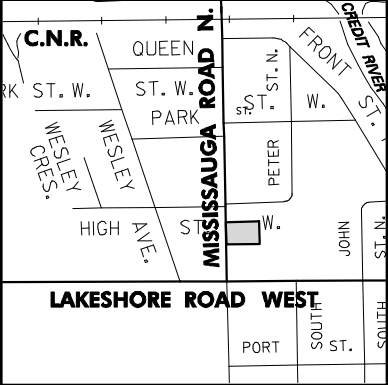


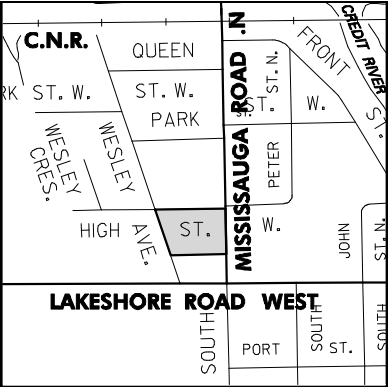
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.17, Lakeview District Policies	Upon further review, the Comprehensive Zoning By-law Review identified that the graphic indicating the parcels in Section 4.17.6.19, Site 18, in the Lakeview District Policies was incorrect and should be revised and also needed to reflect consistent wording in Mississauga Plan.	It is appropriate to amend <b>Recommendation 268 in Appendix 1</b> , Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January) and <b>Amended Recommendation 268 in Appendix 2</b> , Mississauga Plan Proposed Amendments – Supplementary Report (Exhibit 2, 2006 January) by replacing the graphic and to reflect consistent wording.	<b>Amend 268</b>	<p>That <b>Recommendation 268 in Appendix 1</b> and <b>Amended Recommendation 268 in Appendix 2</b>, be amended as follows:</p> <p><b>4.17.6.19 Site 18</b></p>  <p>The lands identified as Special Site 18 include <del>five (5)</del> <i>six (6)</i> sites located north of Lakeshore Road East between Greaves Avenue and Ogden Avenue.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <i>the following additional policies will apply:</i></p> <ul style="list-style-type: none"><li><i>a. a motor vehicle repair garage will be permitted;</i></li><li><i>b. for the lands identified as Area 18A, motor vehicle sales and rental service will also be permitted.</i></li></ul>

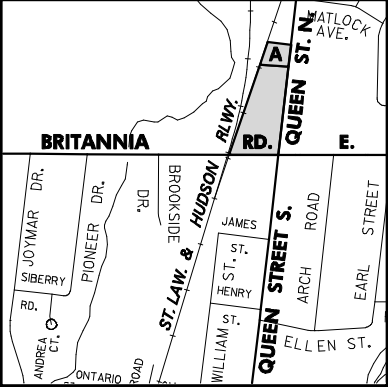
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, the Comprehensive Zoning By-law Review identified that additional lands on the south side of Lakeshore Road West, east and west of Pine Street South, were also designated Mainstreet Commercial and also needed to reflect consistent wording in Mississauga Plan.	It is appropriate to amend <b>Recommendation 339 in Appendix 1</b> , Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January) by adding the lands located on the south side of Lakeshore Road West, east and west of Pine Street and to reflect consistent wording.	<b>Amend 339</b>	<p>That <b>Recommendation 339 in Appendix 1</b>, be amended as follows:</p> <p><b>4.27.6.8            Site 7</b></p>  <p>The lands identified as Special Site 7 are located on the north side of Lakeshore Road West, <del>and</del> west of Wesley Avenue <i>and on the south side of Lakeshore Road West, east and west of Pine Avenue South.</i></p> <p>Notwithstanding the provisions of the <del>Motor Vehicle Commercial</del> <i>Mainstreet Commercial</i> designation, <del>the following additional policy will apply:</del></p> <p><del>a.</del>    motor vehicle sales and <i>rental service</i> will be permitted.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, the Comprehensive Zoning By-law Review identified that the graphic indicating the parcel in Section 4.27.6.25, Site 24, in the Port Credit District Policies was incorrect and should be revised, as part of the site is designated Business Employment.	It is appropriate to amend <b>Recommendation 349 in Appendix 1</b> , Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January) by replacing the graphic.	<b>Amend 349</b>	<p>That <b>Recommendation 349 in Appendix 1</b>, be amended as follows:</p> <p><b>4.27.6.25      Site 24</b></p>  <p><i>The lands identified as Special Site 24 are located on the north side of Park Street West, south of Queen Street and west of Mississauga Road.</i></p> <p><i>Notwithstanding the provisions of the Residential Medium Density I designation, detached, duplex and triplex dwellings will be permitted.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, the Comprehensive Zoning By-law Review identified that the graphic indicating the parcel in Section 4.27.6.26, Site 25, in the Port Credit District Policies was incorrect and should be revised, as part of the site contains a nursing home.	It is appropriate to amend <b>Recommendation 350 in Appendix 1</b> , Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January) by replacing the graphic.	<b>Amend 350</b>	<p>That <b>Recommendation 350 in Appendix 1</b>, be amended as follows:</p> <p><b>4.27.6.26        Site 25</b></p>  <p><i>The lands identified as Special Site 25 are located north of Park Street West, east and west of Peter Street North and the lands south of Park Street West, between Mississauga Road North and Peter Street North.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, detached, semi-detached, triplex and horizontal multiple dwellings will be permitted.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, the Comprehensive Zoning By-law Review identified that the graphic indicating the parcel in Section 4.27.6.28, Site 27, in the Port Credit District Policies was incorrect and should be revised, and that duplex dwellings should be deleted.	It is appropriate to amend <b>Recommendation 352 in Appendix 1</b> , Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January) by replacing the graphic and deleting duplex dwellings.	<b>Amend 352</b>	<p>That <b>Recommendation 352 in Appendix 1</b>, be amended as follows:</p> <p><b>4.27.6.28            Site 27</b></p>  <p>The lands identified as Special Site 27 are located on the east side of Mississauga Road North, south of High Street West.</p> <p>Notwithstanding the provisions of the Residential High Density I designation, <del>duplex dwellings and</del> horizontal multiple dwellings will be permitted.</p>

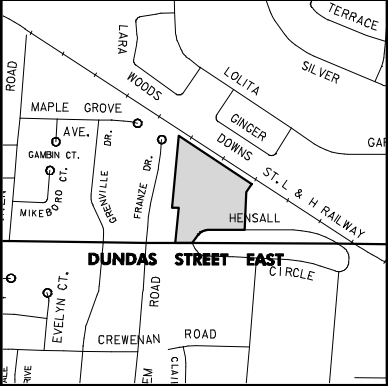
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, the Comprehensive Zoning By-law Review identified that the property identified by Section 4.27.6.29, Site 28, in the Lakeview District Policies also contained duplex dwellings and should be revised.	It is appropriate to amend <b>Recommendation 353 in Appendix 1</b> , Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January) by adding duplex dwellings as a permitted use.	<b>Amend 353</b>	<p>That <b>Recommendation 353 in Appendix 1</b>, be amended as follows:</p> <p><b>4.27.6.29            Site 28</b></p> <div></div> <p>The lands identified as Special Site 28 are located on the south side of High Street West between Mississauga Road North and Wesley Avenue.</p> <p>Notwithstanding the provisions of the Residential High Density I designation, detached, <i>duplex</i> and triplex dwellings will be permitted.</p>

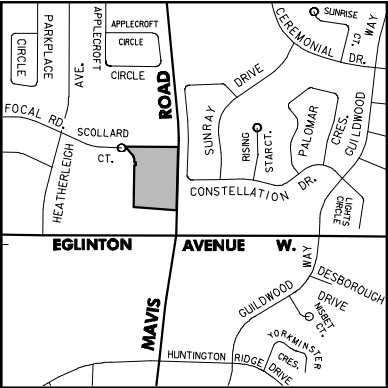
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.32, Streetsville District Policies	Upon further review, the Comprehensive Zoning By-law Review identified that the property identified by Section 4.32.6.8, Site 7, in the Streetsville District Policies should be amended to recognize the existing uses and zoning rights.	It is appropriate to amend <b>Recommendation 385 in Appendix 1</b> , Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January) by adding restaurants, offices and medical offices as permitted uses.	<b>Amend 385</b>	<p>That <b>Recommendation 385 in Appendix 1</b>, be amended as follows:</p> <p><b>4.32.6.8 Site 7</b></p>  <p><b>4.32.6.8.1</b> The lands identified as Special Site 7 are located north of Britannia Road East and west of Queen Street North.</p> <p>Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional <del>policies</del> <i>policy</i> will apply:</p> <p><b>a.</b> <i>restaurants, convenience restaurants, offices and medical offices</i> will be permitted.</p> <p><b>4.32.6.8.2.1 Area 7A</b></p> <p>For the lands identified as Area 7A, <del>automobile</del> <i>motor vehicle</i> sales and service will also be permitted.</p>

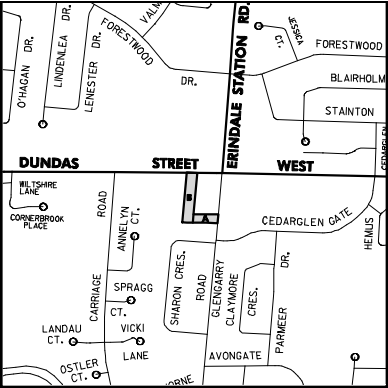
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Transportation and Works Department	Schedule 5: Designated Right-of-Way Widths	Upon further review, the Transportation and Works Department identified that Schedule 5: Designated Right-of-Way Widths contained an error. The locational description for amending No. 17 should have said "Topflight Drive Extension" not "Capstan Drive".	It is appropriate to amend <b>Recommendation 441 in Appendix 2</b> , Mississauga Plan Proposed Amendments – Supplementary Report (Exhibit 2, 2006 January) by amending the locational description.	<b>Amend 441</b>	<p>That <b>Recommendation 441 in Appendix 2</b>, be amended as follows:</p> <p><b>From</b></p> <p>16. Topflight Drive from Hurontario Street to Edwards Boulevard is added with a right-of-way width of "26 m"; and</p> <p>17. Capstan Drive from Maritz Drive to Hurontario Street from a right-of-way width of "26 m" to a right-of-way width of "30 m".</p> <p><b>To</b></p> <p>16. Topflight Drive from Hurontario Street to Edwards Boulevard is added with a right-of-way width of "26 m"; and</p> <p>17. Topflight Drive Extension from Maritz Drive Extension to Hurontario Street from a right-of-way width of "26 m" to a right-of-way width of "30 m".</p>
Planning and Development Committee	Section 4.31, Southdown District Policies	At the April 3, 2006 Planning and Development Committee meeting, staff were requested to retain the Business Employment designation on the GO station parking lot lands.	The "Business Employment" designation on the lands located south of CNR tracks, west of Southdown Road should be retained and not be redesignated to "General Commercial".	<b>Amend 559</b>	<p>That <b>Recommendation 559 in Appendix 4</b> be deleted:</p> <p>That the Southdown District Land Use Map, be amended as follows:</p> <p>2. Redesignate the lands located south of CNR tracks, west of Southdown Road from "Business Employment" to "General Commercial".</p>



RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Recommendations and numbers continued from, Appendix 1 (2005 January), Appendix 2 (2006 January) and Appendix 4 (2006 April), Mississauga Plan Proposed Amendments					
Community Services Department	Section 3, General Policies and Mississauga Plan	The <i>Ontario Heritage Act</i> was amended in April 2005. In order to be consistent with the language in the Act it was requested that all references to "Mississauga Heritage Inventory" be changed to "Mississauga Heritage Register".	The requested revisions are appropriate.	561	That Section 3.17.1.3, renumbered as 3.20.1.3 be amended as follows:  <b>3.20.1.3</b> The identity, category, location, and status of heritage resources will be contained in the Mississauga Heritage <del>Inventory</del> <i>Register</i> .
				562	That Mississauga Plan be amended as follows:  That all references to "Mississauga Heritage Inventory" be changed to " <i>Mississauga Heritage Register</i> ".
Planning and Building Department	Schedule 3: Environmental Areas	Upon further review, as the definition for "Provincially Significant Wetlands" in the PPS has been replaced with a definition for "Wetlands", an explanatory note is required for Schedule 3: Environmental Areas that reference "Provincial Significance".	The requested revisions are appropriate.	563	That Schedule 3: Environmental Areas, be amended by adding the following Note:  <i>4. Provincially Significant Wetlands and Areas of Natural and Scientific Interest – Provincial Significance are determined by the Ministry of Natural Resources.</i>
Planning and Development Committee	Section 4.7, Clarkson-Lorne Park District Policies	At the April 3, 2006 Planning and Development Committee meeting, staff were requested to amend the infill housing design guidelines for the Clarkson-Lorne Park District Policies to address house designs, building mass and the size of yards.	The requested revisions are appropriate.	564	That Section 4.7.3.2 be amended by adding the following:  <i>i. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged;</i>  <i>j. the building mass, side yards and rear yards should respect and relate to those of adjacent lots.</i>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.8, Cooksville District Policies	Upon further review, the Comprehensive Zoning By-law Review identified that the lands on the north side of Dundas Street West, east of Franze Drive should be included in the graphic indicating the parcel in Section 4.8.7.3, Site 2, in the Cooksville District Policies to recognize the existing townhouses.	The requested revisions are appropriate.	565	<p>That Section 4.8.7.3, Site 2 graphic, be amended by replacing it with the following graphic:</p> <p><b>4.8.7.3 Site 2</b></p> 
Planning and Development Committee	Section 4.8, Cooksville District Policies	At the April 3, 2006 Planning and Development Committee meeting, staff were requested to amend the infill housing design guidelines for Special Site 11 of the Cooksville District Policies to address house designs, building mass and the size of yards.	The requested revisions are appropriate.	566	<p>That Section 4.8.7.12 be amended by adding the following:</p> <ul style="list-style-type: none"><li><i>i. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged;</i></li><li><i>j. the building mass, side yards and rear yards should respect and relate to those of adjacent lots.</i></li></ul>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.8, Cooksville District Policies	Upon further review, the Comprehensive Zoning By-law Review identified that lands on the north side of Dundas Street West, east of Franze Drive should be redesignated from General Commercial to Residential Medium Density I to recognize the existing townhouses.	The requested revisions are appropriate.	567	<p>That the Cooksville District Land Use Map, be amended as follows:</p> <p>8. Redesignate the lands located on the north side of Dundas Street West, east of Franze Drive from "General Commercial" to "Residential Medium Density I".</p>
Planning and Building Department	Section 4.11, East Credit District Policies	Upon further review, the Comprehensive Zoning By-law Review identified that the lands on the west side of Mavis Road, north of Eglinton Avenue West should be included in the graphic indicating the parcel in Section 4.11.6.6, Site 5, in the East Credit District Policies to recognize the additional lands redesignated as per <b>Recommendation 199 in Appendix 1</b> , Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January).	The requested revisions are appropriate.	568	<p>That Section 4.11.6.6, Site 5 graphic, be amended by replacing it with the following graphic:</p> <p><b>4.11.6.6 Site 5</b></p> 

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.12, Erindale District Policies	Upon further review, the Comprehensive Zoning By-law Review identified that in Section 4.12.5.4, Site 3, Erindale District Policies, the three parcels currently designated and zoned for townhouses, on the south side of Dundas Street West, west of Glengarry Road should be deleted and the other two parcels should recognize the existing permitted zoning uses of offices, a financial institution and a medical building.	The requested revisions are appropriate.	569	<p>That Section 4.12.5.4, Site 3, be amended as follows:</p> <p><b>4.12.5.4 Site 3</b></p>  <p>The lands identified as Special Site 3 are located on the south side of Dundas Street West, <del>mid-block between Old Carriage Road and</del> west of Glengarry Road, and may be accessed from Glengarry Road.</p> <p>These lands consist of <del>five</del> two individual properties that could be assembled to form the basis for a Residential Medium Density I development.</p> <p>Notwithstanding the provisions of the Residential Medium Density I designation on these lands, the following additional policies will apply:</p> <p><b>a.</b> the preparation of a concept plan promoting the integrated development of the existing lots will be required in conjunction with any development applications. The concept plan will be required to address the following:</p>

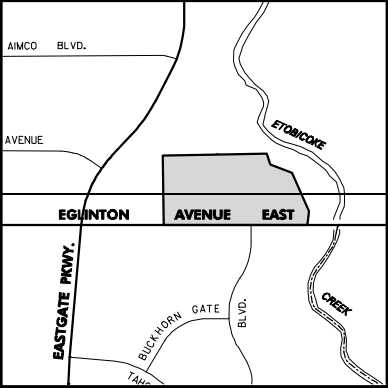
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.12, Erindale District Policies	(continued)		<b>569 (cont)</b>	<ul style="list-style-type: none"><li>• street access;</li><li>• housing forms that orient the development to, and enhance the Dundas Street West streetscape;</li><li>• impacts on adjacent residential lands;</li></ul> <p><del><b>b.</b> offices and a medical building will be permitted.</del></p> <p><i><b>b.</b> for the lands identified as Area 3A, offices, a financial institution and a medical building will be permitted;</i></p> <p><i><b>c.</b> for the lands identified as Area 3B, offices and a medical building will be permitted.</i></p>
Planning and Building Department	Section 4.8, Erindale District Policies	Upon further review, the Comprehensive Zoning By-law Review identified that in Section 4.12.5.5, Site 4, Erindale District Policies, the lots fronting on Mississauga Heights Drive have been developed with a minimum frontage of 30 m (98.4 ft.) and a minimum area of 1 400 m <sup>2</sup> (15,070 sq. ft.) and should, therefore, be amended accordingly.	The requested revisions are appropriate.	<b>570</b>	<p>That Section 4.12.5.5.i, Site 4, be amended as follows:</p> <p><b>i.</b> the lots fronting on Mississauga Heights Drive will be required to have a minimum frontage of <del>43 m</del> 30 m and a minimum area of <del>1 600 m<sup>2</sup></del> 1 400 m<sup>2</sup>.</p>

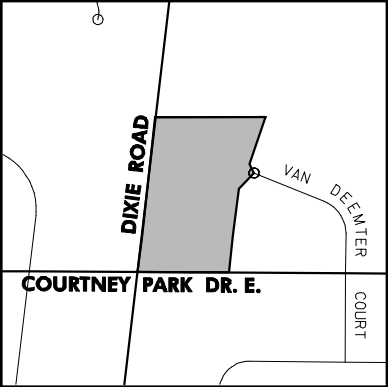
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Sorensen Gravely Lowes Planning Associates Inc. for G. Revesz, 1009644 Ontario Ltd.	Section 4.8, Erindale District Policies	It has been identified that a portion of the lands located west of Heartwood Court should be redesignated from "Greenbelt" to "Residential Low Density I".  Currently the subject lands are designated "Greenbelt". As the lands have gone through a top-of-bank staking satisfactory to Credit Valley Conservation, the lands should be redesignated from "Greenbelt" to "Residential Low Density I".	The requested revisions are appropriate.	<b>571</b>	That the Erindale District Land Use Map be amended as follows:  4. Redesignate a portion of the lands located west of Heartwood Court from "Greenbelt" to "Residential Low Density I".
Gillian Seagrave, Director, Government & Corporate Affairs for Fielding Chemical Technologies Inc.	Section 4.14, Fairview District Policies	It has been identified that in Section 4.14.5.2, Site 1, the existing Special Site 1, Area 1B policies do not provide for minor alterations or minor additions to existing facilities.	The requested revisions are appropriate.	<b>572</b>	That Section 4.14.5.2.3, Area 1B, be amended by adding the following:  <i>g. Minor alterations or additions to existing industrial facilities, buildings and structures will be permitted.</i>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Pound & Stewart Services for Orlando Corporation	Section 4.15, Gateway District Policies	Pound & Stewart Services on behalf of Orlando Corporation requested that connections for both north-west and south-east of Highway 401/Hurontario Street quadrants be reconsidered.	The requested revisions are appropriate.	573	That Section 4.15.4.2.b, be amended as follows:  b. The merits of potential Provincial Highway interchange ramp connections with City roads will be examined in cooperation with the appropriate agencies, including the Provincial Government, at the following locations: <i>southeast quadrant</i> Provincial Highway 401/Mavis Road; <i>northwest and southeast quadrants</i> Provincial Highway 401/Hurontario Street; and <i>southeast quadrant</i> Provincial Highway 407/Hurontario Street. This statement is intended to protect these potential ramp connections for future consideration and does not represent a commitment on the part of the Provincial Government.
	and  Schedule 4, Road and Transit Network Long Term Concept	The Transportation and Works Department having reviewed this matter have suggested some revisions to Section 4.15.4.2.b, Road System, Transportation, Gateway District Policies to add other potential connections, and to amend the Gateway District Land Use Map, Schedule 4: Road and Transit Network Long Term Concept and Schedule 5: Designated Right-of-Way Widths accordingly.		574	That the Gateway District Land Use Map be amended as follows:  11. Extend the "Major Collectors" to the property lines for Belgrave Road and Whittle Road.
	and  Schedule 5, Designated Right-of-Way Widths			575	That Schedule 4, Road and Transit Network Long Term Concept be amended as follows:  20. Extend the "Major Collectors" to the property lines for Belgrave Road and Whittle Road.
				576	That Schedule 5, Designated Right-of-Way Widths be amended as follows:  19. Extend the "Right-of-Way Widths" to the property lines for Belgrave Road and Whittle Road.

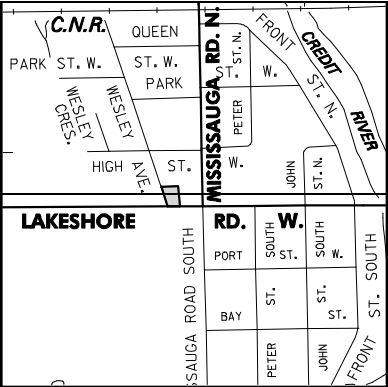
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.17, Lakeview District Policies	Upon further review, The Comprehensive Zoning By-law Review identified that Section 4.17.6.2, Site 1, in the Lakeview District Policies should be revised to reflect current zoning provisions.	The requested revisions are appropriate.	<b>577</b>	<p>That Section 4.17.6.2.a be amended by adding the following bullet points:</p> <ul style="list-style-type: none"> <li>• art gallery or studio;</li> <li>• museum;</li> <li>• commercial school that may include a business school, driving school, dance school, music school, arts school, crafts school or a martial arts school, but shall not include a trade school or a private school.</li> </ul>
Planning and Building Department	Section 4.22, Meadowvale Business Park District Policies	Upon further review, the Comprehensive Zoning By-law Review identified that as the lands located on the north side of the St. Lawrence and Hudson Railway, east of Tenth Line West is proposed to be developed for a hydro substation, the lands should be redesignated from Business Employment to Utility.	The requested revisions are appropriate.	<b>578</b>	<p>That the Meadowvale Business Park District Land Use Map, be amended as follows:</p> <p>9. Redesignate the lands located on the north side of the St. Lawrence and Hudson Railway, east of Tenth Line West from "Business Employment" to "Utility".</p>
Planning and Development Committee	Section 4.24, Mineola District Policies	At the April 3, 2006 Planning and Development Committee meeting, staff were requested to amend the infill housing design guidelines for the Mineola District Policies to address house designs, building mass and the size of yards.	The requested revisions are appropriate.	<b>579</b>	<p>That Section 4.24.3.1 be amended by adding the following:</p> <p><i>j. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged;</i></p> <p><i>k. the building mass, side yards and rear yards should respect and relate to those of adjacent lots.</i></p>

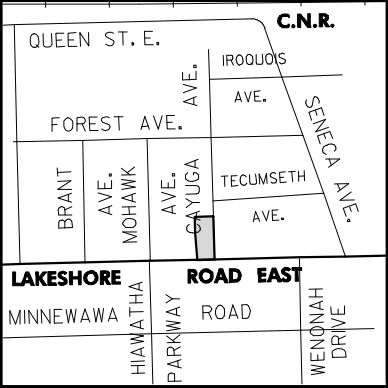


RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.26 Northeast District Policies	Upon further review, the Comprehensive Zoning By-law Review identified that the Special Site 1 policies should be deleted to be consistent with the terminology used in the rest of Mississauga Plan as the reference to motel uses not being permitted can be dealt with in the new Zoning By-law.	The requested revisions are appropriate.	580	<p>That Section 4.26.5.2, Site 1, be deleted:</p> <p><del>4.26.5.2 Site 1</del></p>  <p><del>The lands identified as Special Site 1 are located west of the Etobicoke Creek, north of Eglinton Avenue East.</del></p> <p><del>Notwithstanding the Business Employment designation on these lands, motel uses will not be permitted.</del></p>

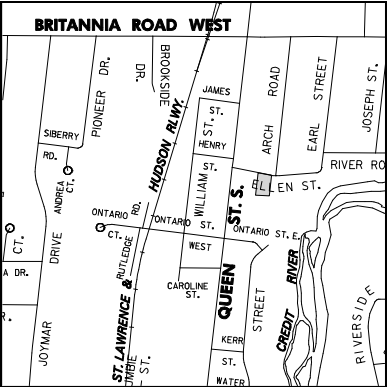
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.26 Northeast District Policies	Upon further review, the Comprehensive Zoning By-law Review identified that lands located at the northeast corner of Courtneypark Drive East and Dixie Road should be included in the graphic indicating the parcel in Section 4.26.5.5, Site 4, in the Northeast District Policies as it is proposed to redesignate the lands at the northeast corner to Business Employment to allow the Motor Vehicle Commercial use.	The requested revisions are appropriate.	581	<p>That Section 4.26.5.5, Site 4 graphic, be amended by replacing it with the following graphic:</p> <p><b>4.26.5.5            Site 4</b></p> 

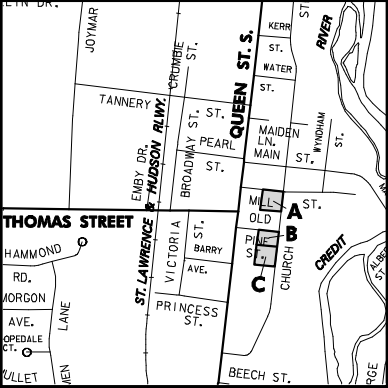
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Community Services Department	Section 4.27, Port Credit District Policies	Upon further review, the Community Services Department identified that Section 4.27.4.4, Heritage of the Port Credit District Policies is no longer required and should be deleted. Section 4.27.4.4, Heritage states that the City will encourage the "investigation of the old townsite of Port Credit as an area to be examined for future designation as a Heritage Conservation District ....". This investigation has been completed and an Heritage Conservation District established.	The requested revisions are appropriate.	582	<p>That Section 4.27.4.4, Heritage be deleted.</p> <p><b>4.27.4.4 — Heritage</b></p> <p><del>Mississauga will encourage the investigation of the old townsite of Port Credit as an area to be examined for future designation as a Heritage Conservation District in accordance with the <i>Ontario Heritage Act</i>.</del></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, the Comprehensive Zoning By-law Review identified that Section 4.27.6.9, Special Site 8, should be deleted as this site is now a City parking lot.	The requested revisions are appropriate.	583	<p>That Section 4.27.6.9, Special Site 8 be deleted.</p> <p><del>4.27.6.9</del> — <del>Site 8</del></p>  <p>The lands identified as Special Site 8 are located northeast corner of Lakeshore Road West and Wesley Avenue.</p> <p><del>Notwithstanding the provisions of the Mainstreet Commercial designation, the following additional policy will apply:</del></p> <p><del>a. — motor boat repair and service will be permitted.</del></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Glen Schnarr & Associates Inc. for 289 Lakeshore Road East	Section 4.27, Port Credit District Policies	Glen Broll on behalf of the owners of 298 Lakeshore Road East requested that a special site be added to the Port Credit District Policies which allow a maximum FSI of 1.5 and retail commercial uses currently permitted by the existing zoning.	The requested revisions are appropriate.	584	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.38            Site 37</b></p>  <p><i>The lands identified as Special Site 37 are located at the northwest corner of Lakeshore Road East and Cayuga Avenue.</i></p> <p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the following additional policy will apply:</i></p> <p><b>a.</b>    <i>apartment dwellings with a maximum FSI of 1.5 will be permitted.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Blake, Cassels & Graydon LLP for 37 Ben Machree Drive	Section 4.27, Port Credit District Policies	Gerald Swinkin on behalf of the owners of 37 Ben Machree Drive requested that a special site be added to the Port Credit District Policies which recognizes the existing use of the property for three dwelling units.	The requested revisions are appropriate.	585	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.39            Site 38</b></p> <div data-bbox="1803 495 2190 880"></div> <p><i>The lands identified as Special Site 38 are located on the east side of Ben Machree Drive, south of Lakeshore Road West.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density I designation, the following additional policy will apply:</i></p> <p><b>a.</b>    <i>a residential building containing three (3) dwelling units may also be permitted.</i></p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.29, Sheridan District Policies	Upon further review of the Sheridan District Policies, it was identified that a portion of Section 4.29.3.1.5, Residential High Density I duplicates Section 4.29.3.2, Intensification of Existing Apartment Sites and should be deleted.	The requested revisions are appropriate.	586	<p>That Section 4.29.3.1.5, be amended as follows:</p> <p><b>4.29.3.1.5 Residential High Density I</b></p> <p>The Residential High Density I designation permits medium-rise and high-rise apartment buildings at a Floor Space Index (FSI) of 0.75-1.0. <del>Notwithstanding the foregoing, intensification of existing apartment sites will be restricted to townhouse development up to the maximum density specified for the Residential High Density I designation.</del></p>
Planning and Building Department	Section 4.32, Streetsville District Policies	Upon further review, the Comprehensive Zoning By-law Review identified that the lands located south side of Ellen Street, east of Queen Street South requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	The requested revisions are appropriate.	587	<p>That a new Special Site be added to the Streetsville District Policies as follows:</p> <p><b>4.32.6.17 Site 16</b></p>  <p>The lands identified as Special Site 16 are located on the south side of Ellen Street, east of Queen Street South.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, a two (2) storey apartment building will be permitted.</p>

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 4.32, Streetsville District Policies	Upon further review, the Comprehensive Zoning By-law Review identified that the lands located on the west side of Church Street, south of Mill Street requires a new Special Site to be consistent with the existing zoning and recognize the existing development.	The requested revisions are appropriate.	588	<p>That a new Special Site be added to the Streetsville District Policies as follows:</p> <p><b>4.32.6.18                      Site 17</b></p>  <p><i>The lands identified as Special Site 17 are located on the west side of Church Street, south of Mill Street.</i></p> <p><i>Notwithstanding the provisions of the Mainstreet Commercial designation, the following additional policies will apply:</i></p> <ul style="list-style-type: none"><li><i>a. for the lands identified as Area 17A, a six (6) storey apartment building will be permitted;</i></li><li><i>b. for the lands identified as Area 17B, a four (4) storey apartment building will be permitted;</i></li><li><i>c. for the lands identified as Area 17C, a five (5) storey apartment building will be permitted.</i></li></ul>



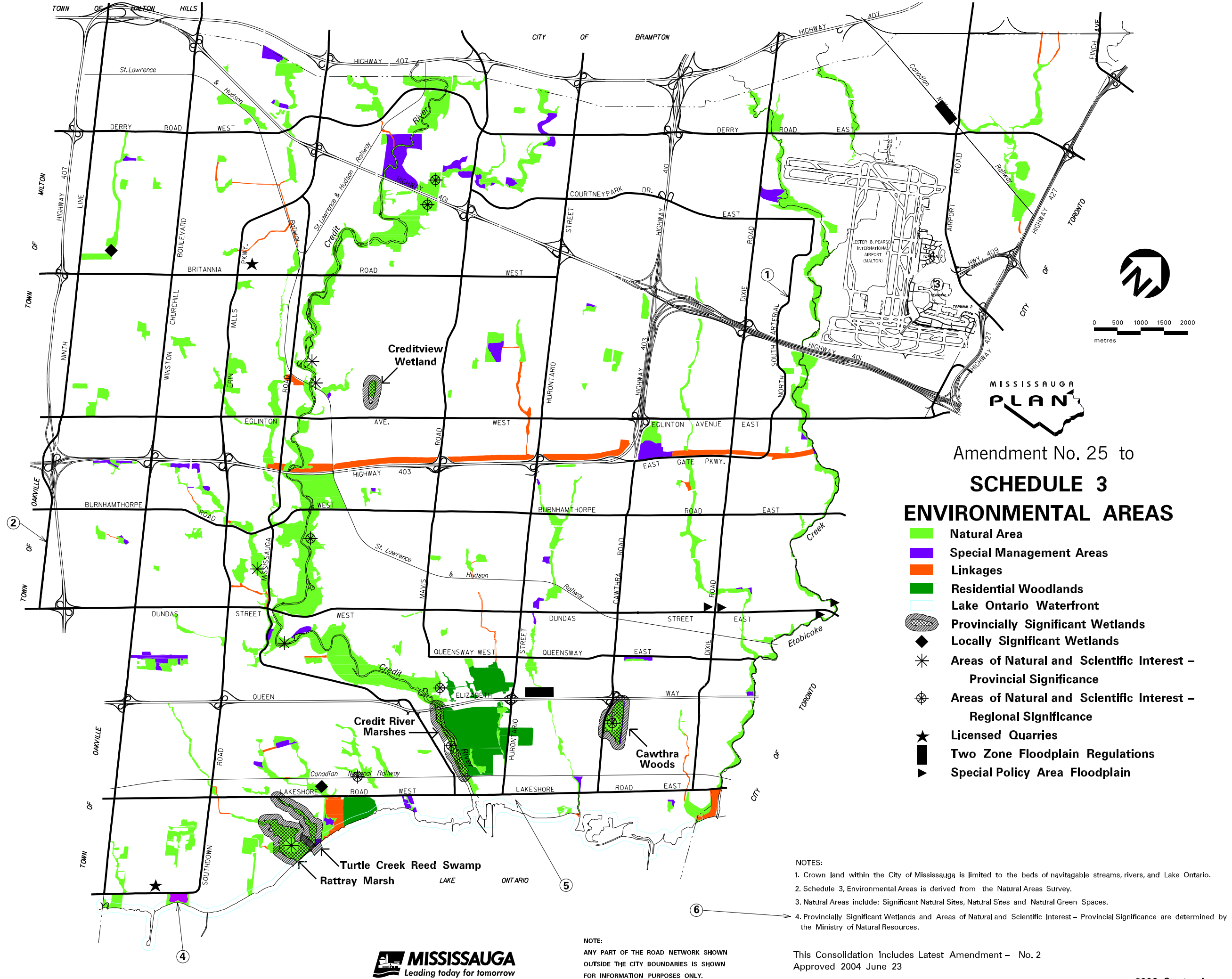
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Building Department	Section 5, Implementation	To implement Council Resolution 0060-2003, Section 5.3.7, Condominiums, Development Applications should be amended to add a new section that addresses common element road condominiums and vacant land condominiums.	The requested revisions are appropriate.	589	<p>That Section 5.3.7 be amended by adding the following:</p> <p><b>5.3.7.3</b>     <i>Common element road condominiums and vacant land condominiums will not be permitted if the City requires public ownership of the lands for pedestrian or vehicular access to create local road connections to existing developed or undeveloped lands. Regard shall be given to the scale of the development and its integration with the surrounding community.</i></p>

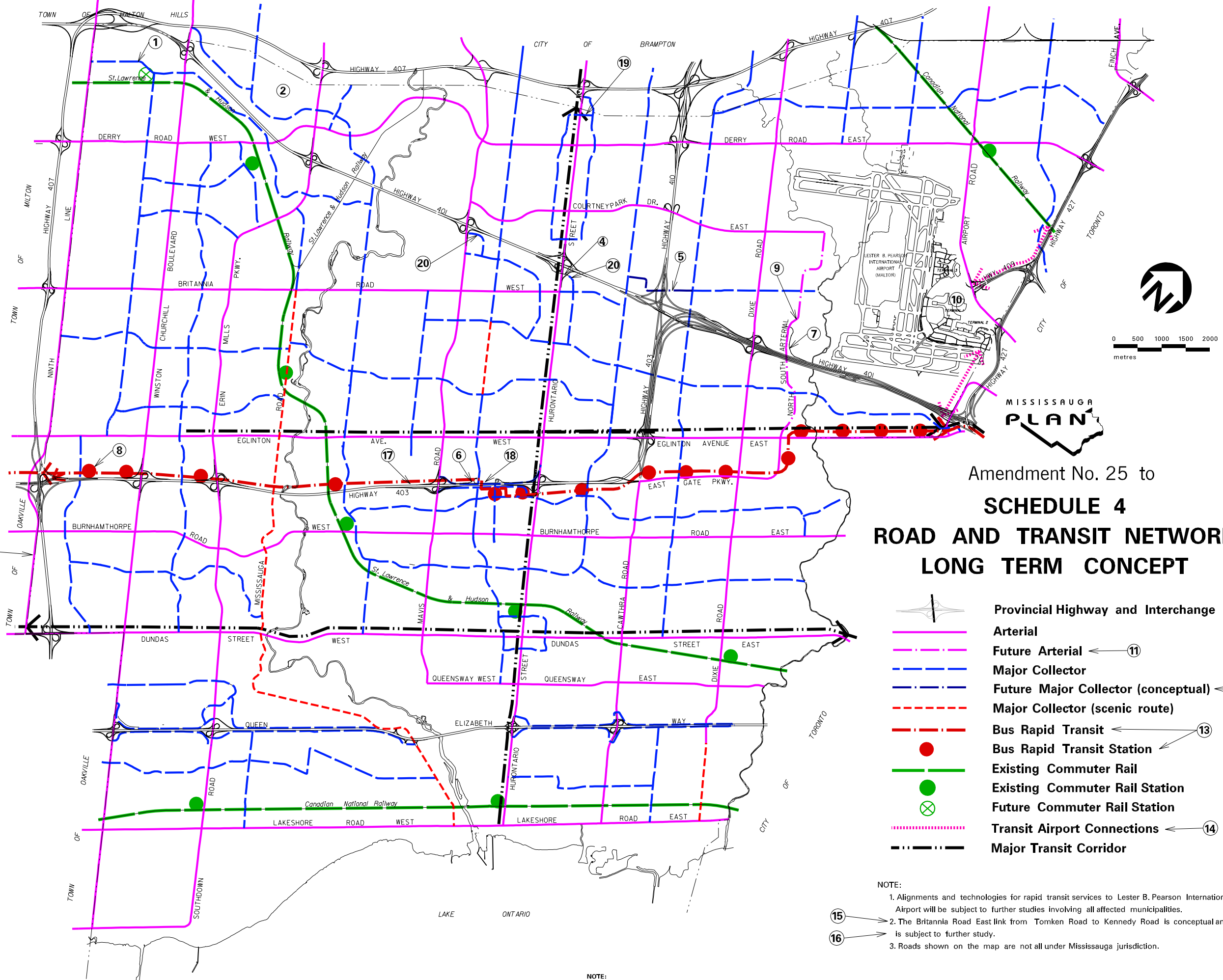
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Planning and Development Committee	Section 3.2 Residential	At the April 3, 2006 Planning and Development Committee meeting, staff were requested to replace the intensification policies in Section 3.2.3.8 of Mississauga Plan with revised intensification policies.	Staff addressed this through a separate report on Interim Residential Intensification Policies at Planning and Development Committee on August 2, 2006.		No change recommended.
Planning and Development Committee	Section 4.3, Applewood District Policies	At the April 3, 2006 Planning and Development Committee meeting, staff were requested to examine the density range permitted by the Residential Low Density II designation in the Applewood District Policies.	A report on this issue was presented at the Planning and Development Committee meeting of May 27, 2006 and direction was given to call a Public Meeting. The Public Meeting is scheduled for September 5, 2006.		No change recommended.
Planning and Development Committee	Section 4.3, Applewood District Policies	At the April 3, 2006 Planning and Development Committee meeting, staff were requested to review Recommendation <b>113</b> and <b>Recommendation 114</b> in Appendix 1.	Recommendations 113 and 114 pertain to the Residential High Density I and II policies in the Applewood District Policies. The proposed changes were to increase the FSI range in each designation to reflect the existing density of development and zoning.		No change recommended.  No change was also recommended in <b>Appendix 4</b> .
Greg Dell and Associates for Petro-Canada	Section 4.6, City Centre District Policies	Greg Dell and Associates on behalf of Petro-Canada requested a revision to the Special Site 4 provision in the City Centre District Policies to also permit a gas bar at the southwest corner of Hurontario and Burnhamthorpe.	Mississauga Plan currently recognizes the existing service station. A gas bar is not considered an appropriate long-term use for the City Centre.		No change recommended.  No change was also recommended in <b>Appendix 2</b> .

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Glen Schnarr & Associates Inc. for various clients	Section 4.8, Cooksville District Policies	Glen Schnarr and Associates identified a concern with respect to the lands on the west side of Kirwin Avenue, north of Dundas Street East. Amendment 25 does not recognize the 42-storey hotel currently the subject of a site plan application.	<p>The lands are designated Mainstreet Commercial in the Cooksville District Policies which has a height cap of 6 storeys. The property has an existing "C1" zoning that does not have a height cap. Within the Comprehensive Zoning By-law Review the property will have a 6 storey cap to be consistent with Mississauga Plan.</p> <p>Amendment 25 is not the document to amend the designation. This site should continue to be evaluated through a site specific development application.</p> <p>As the purpose of a Zoning By-law is to implement the Official Plan, one of the main objectives of the Comprehensive Zoning By-law Review is to bring the Zoning into conformity with Mississauga Plan.</p> <p>If the applicant's site plan application is complete and crystallized prior to the adoption of the new Zoning By-law, it can proceed.</p>		<p>No change recommended.</p> <p>No change was also recommended in <b>Appendix 4</b>.</p>
Glen Schnarr & Associates Inc. for Harris Farm 6545 Creditview Road	<p>Section 4.11, East Credit District Policies</p> <p>and</p> <p>Section 4.32, Streetsville District Policies</p>	Glen Schnarr and Associates Inc. on behalf of Harris Farm requested that the Greenbelt designation be amended to allow for a golf course on the Harris Farm lands.	Amendment 25 is not the document to amend the designation. This site should be evaluated through a site specific development application.		No change recommended.

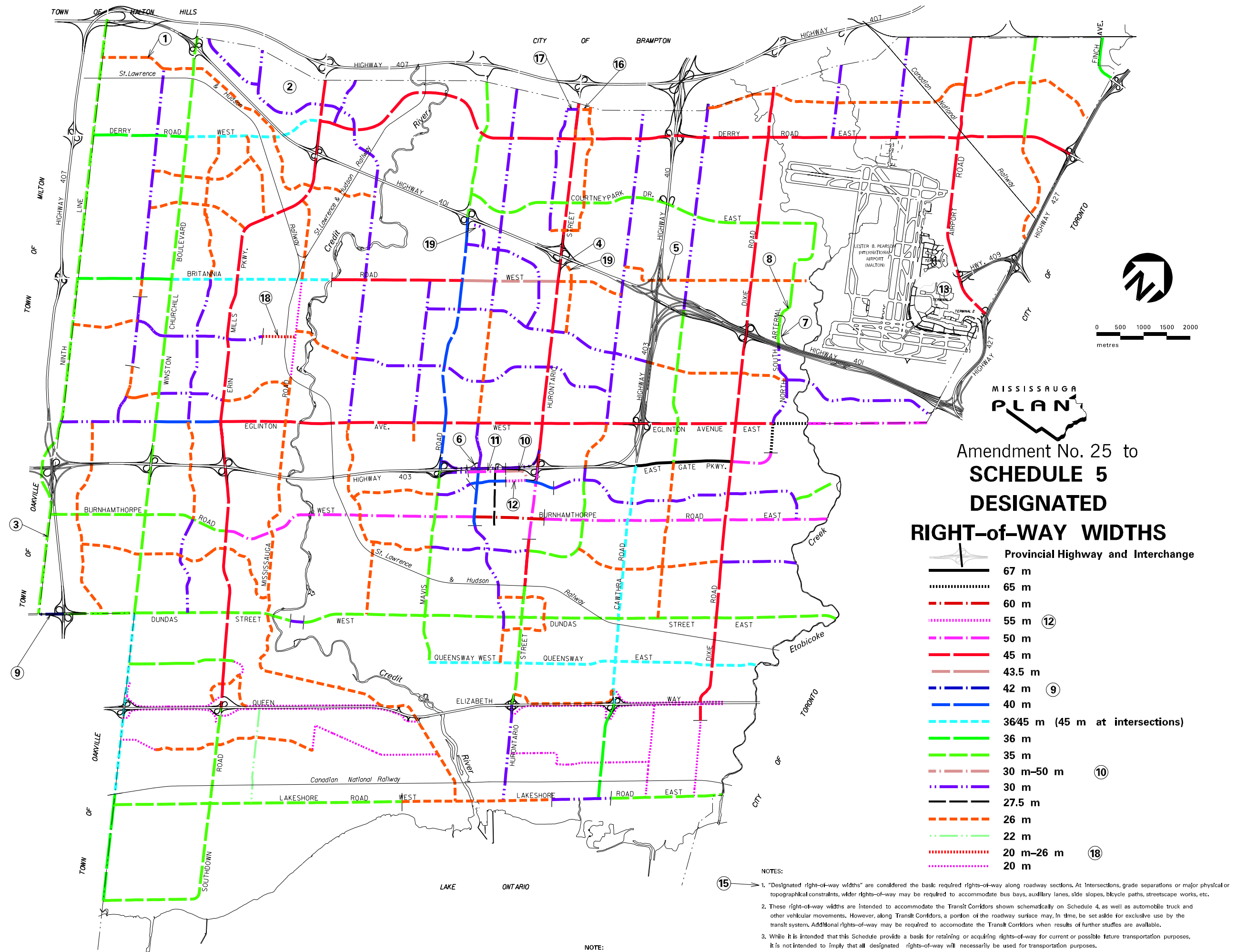
RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Pound & Stewart Services for Orlando Corporation	Section 4.15, Gateway District Policies	Phil Stewart on behalf of Orlando Corporation requested that day care facilities be permitted within the Gateway Node on the lands below the 35 NEF/NEP composite contour.	The request does not conform to the Region of Peel Official Plan policies.		No change recommended.
Glen Schnarr & Associates Inc. for various clients	Section 4.24, Mineola District Policies	Glen Schnarr & Associates Inc. on behalf of various clients requested that <b>Recommendations 493</b> in Appendix 2 (Special Site 2, Mineola District Policies) not be amended to prohibit access from local streets as they have recently submitted an Official Plan Amendment and Zoning By-law Amendment for the northeast corner of Hurontario Street and Pinewood Trail.	<b>Recommendation 493</b> in Appendix 2 was requested by the Transportation and Works Department as a result of concerns of further office development on Hurontario Street having an impact on the adjacent residential neighbourhood.		No change recommended.  No change was also recommended in <b>Appendix 4</b> .
Planning and Development Committee	Section 4.26, Northeast District Policies	Councillor Adams requested that <b>Recommendation 324</b> in Appendix 1 and Amended <b>Recommendation 324</b> in Appendix 2 be deleted.	Upon further review <b>Recommendation 324</b> in Appendix 1 and Amended <b>Recommendation 324</b> in Appendix 2 are appropriate and should be retained.		No change recommended.

RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
Alan Young, Weston Consulting Group for Antorisa Investments	Section 4.27, Port Credit District Policies	Alan Young, Weston Consulting Group on behalf of Antorisa Investments requested to amend <b>Recommendation 339</b> in Appendix 1, Mississauga Plan Proposed Amendments (Exhibit 1, 2005 January) to permit motor vehicle service in addition to motor vehicle sales.	Motor vehicle service is considered an accessory use and would be permitted.		No change recommended.
Dennis Trinaistich for Kraft Canada Inc.	Section 4.32, Streetsville District Policies	Mr. Trinaistich on behalf of Kraft Canada Inc. requested a Special Site policy for the Kraft lands which would recognize the existing flour mill use and allow for maintenance and expansions necessary for the viability of the mill operation.	Amendment 25 is not the document to implement a special site policy. The request is dealt with through the Streetsville District review, which will be considered by PDC on September 5, 2006.		No change recommended.

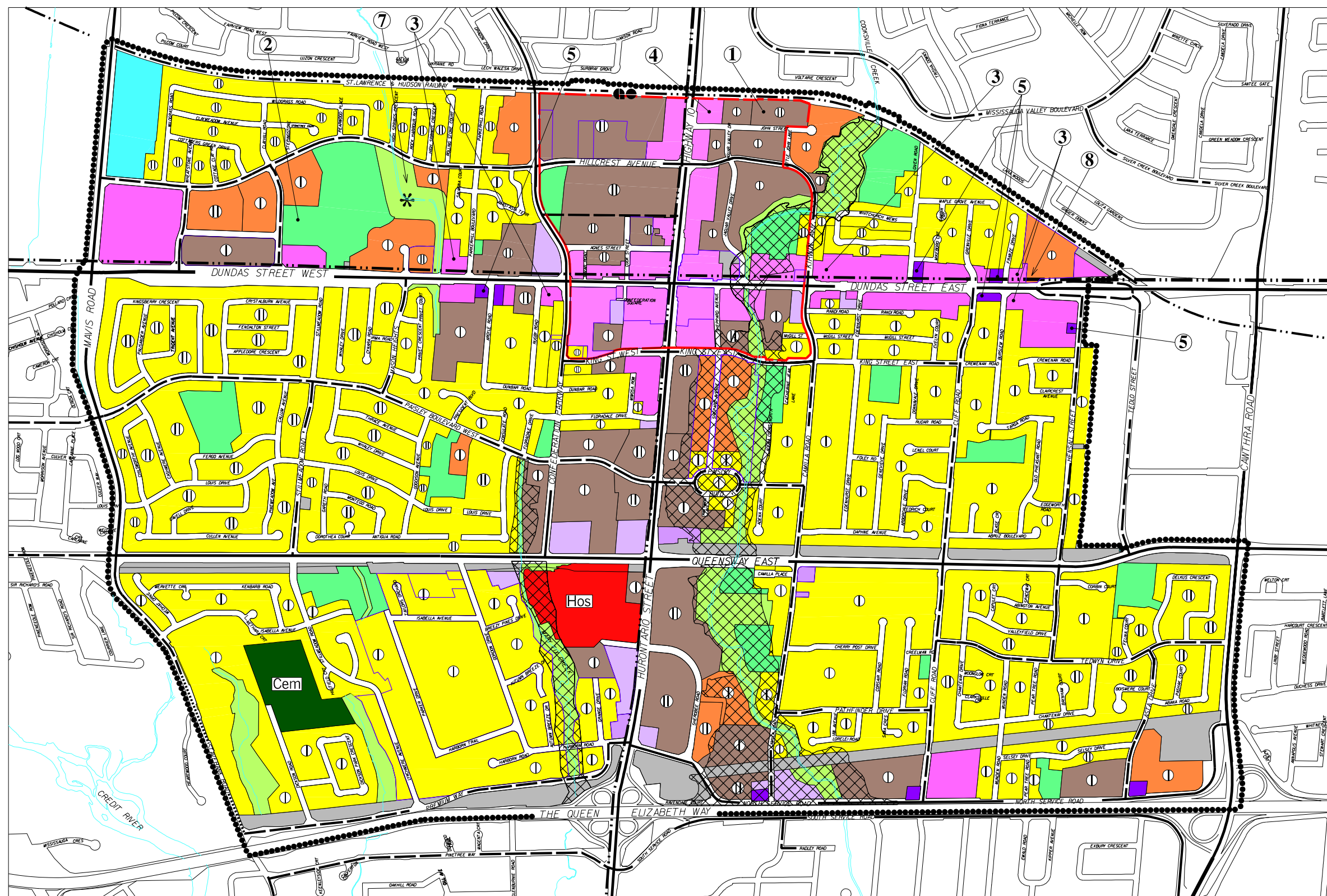












LAND USE DESIGNATIONS

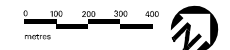
- Residential – Low Density I
- Residential – Low Density II
- Residential – Medium Density I
- Residential – Medium Density II
- Residential – High Density I
- Residential – High Density II
- Mainstreet Commercial
- General Commercial
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Institutional
- Public Open Space
- Private Open Space
- Greenbelt
- Utility

TRANSPORTATION LEGEND

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

LAND USE LEGEND

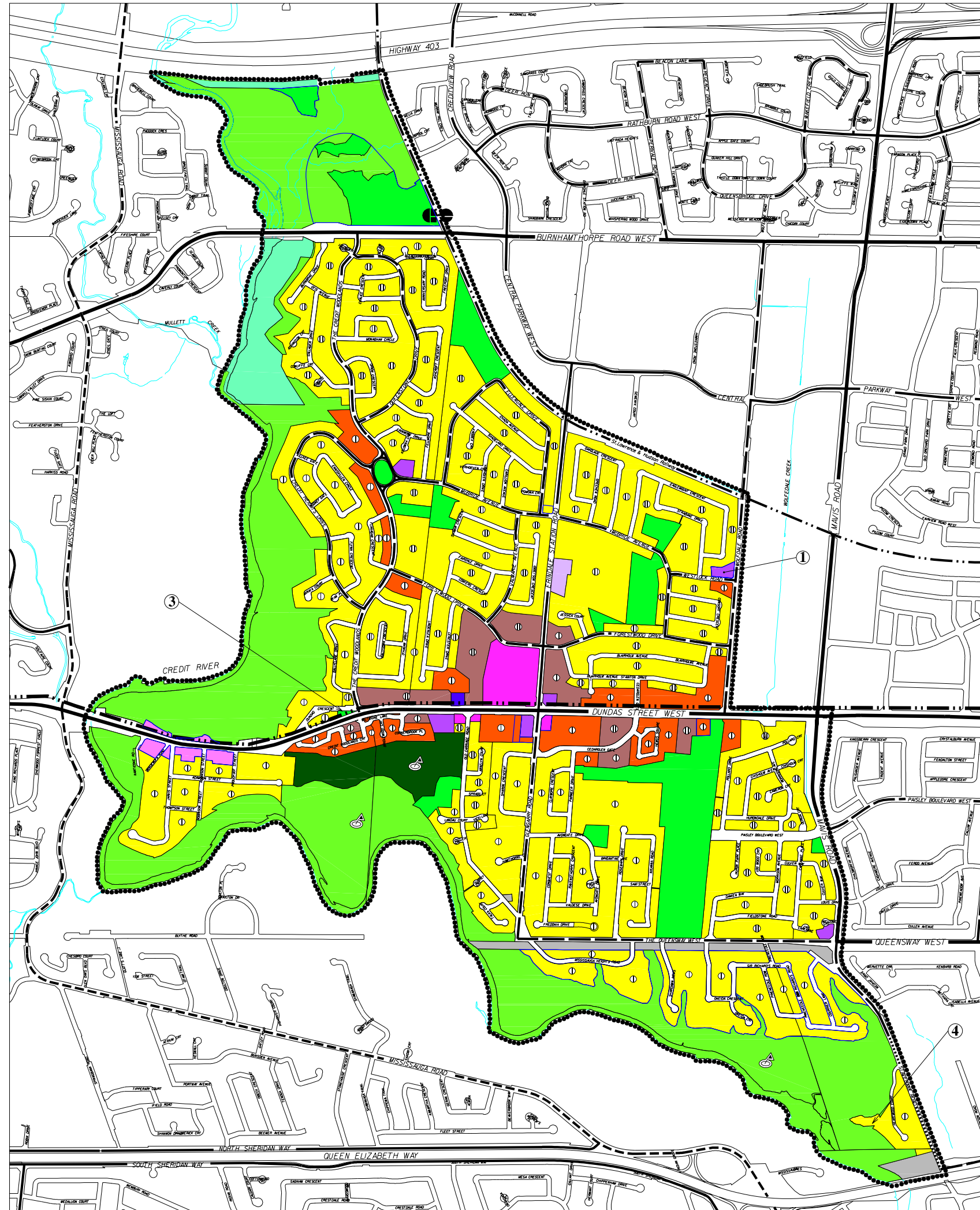
- Regulatory Floodplain
- Node Boundary
- Hos – Hospital
- Cem – Cemetery
- Existing Stormwater Management Facility
- Planning District
- Special Site Areas (See Special Site Policies)









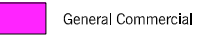
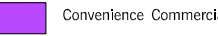
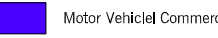




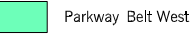

Amendment No. 25 to  
Cooksville District  
Land Use Map

This Consolidation includes Latest Approved Amendment – No. 29  
Approved 2006 July 27

City of Mississauga 2006 September













#### LAND USE DESIGNATIONS

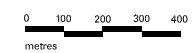
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-  Residential – Low Density II
-  Residential – Medium Density I
-  Residential – High Density I
-  Residential – High Density II
-  Mainstreet Commercial
-  General Commercial
-  Convenience Commercial
-  Motor Vehicle Commercial
-  Office
-  Public Open Space ②
-  Greenbelt
-  Private Open Space
-  Parkway Belt West
-  Utility

#### LAND USE LEGEND

-  – Golf Course
-  – Planning District
-  Special Site Areas  
(See Special Site Policies)

#### TRANSPORTATION LEGEND

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

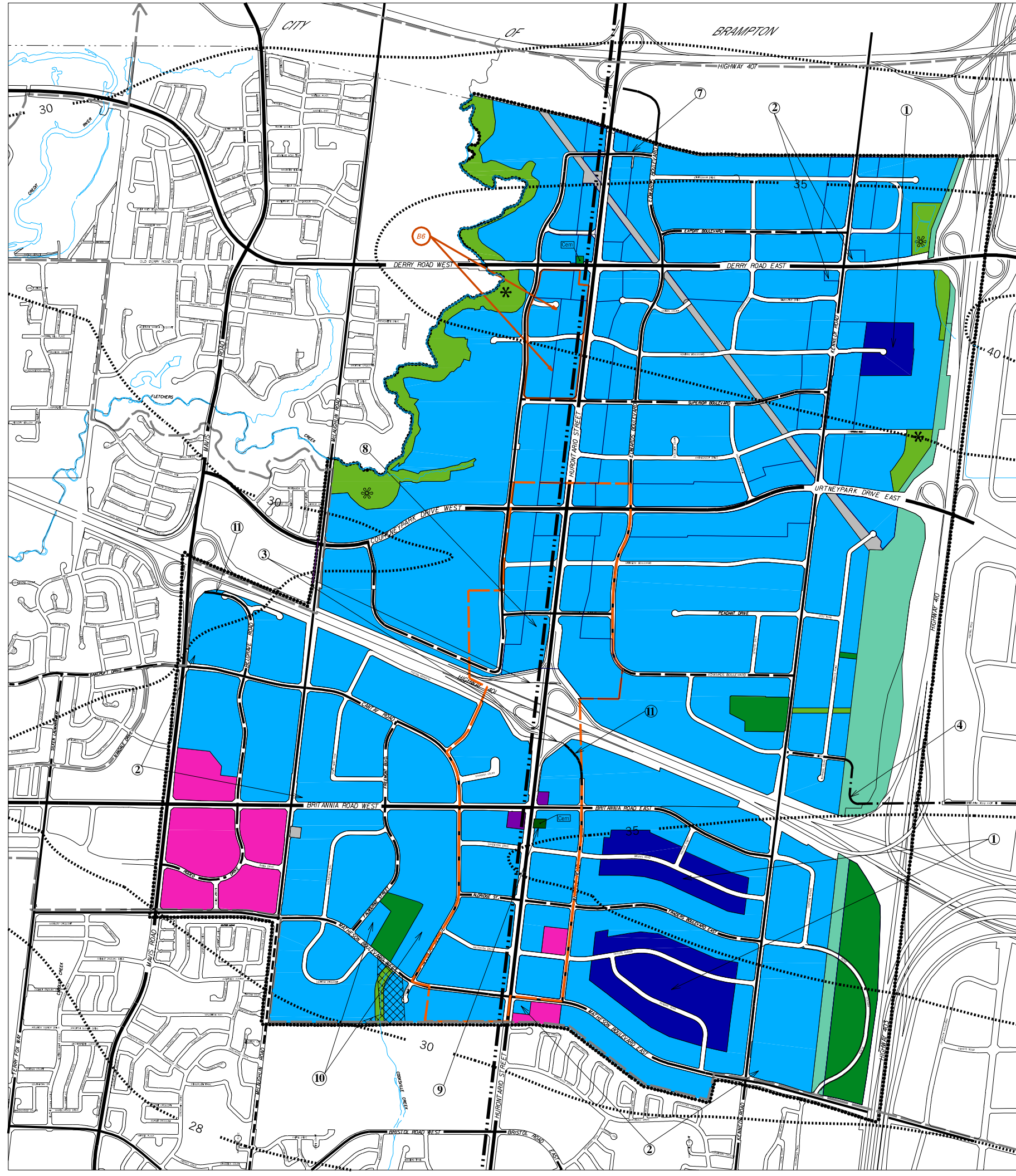


## Amendment No. 25 to Erindale District Land Use Map

This Consolidation includes Latest Approved Amendment – No. 33  
Approved 2005 July 19

City of Mississauga 2006 September



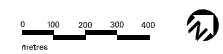


- LAND USE DESIGNATIONS**
- General Commercial
  - Motor Vehicle Commercial
  - Business Employment
  - Industrial ①
  - Public Open Space ⑥
  - Private Open Space ⑨
  - Greenbelt
  - Parkway Belt West
  - Utility
- TRANSPORTATION LEGEND**
- Provincial Highway and Interchange
  - Arterial
  - Major Collector
  - Major Collector (Scenic Route)
  - Future Major Collector (conceptual) ⑤
  - Minor Collector
  - Local Road
  - Major Transit Corridor
- LAND USE LEGEND**
- Regulatory Floodplain
  - LBPIA Operating Area Boundary – See Aircraft Noise Policies  
Note: In Gateway, all lands are within the LBPIA Operating Area
  - Node Boundary
  - Cem – Cemetery
  - Existing Stormwater Management Facility
  - Proposed Stormwater Management Facility
  - Special Site Areas (See Special Site Policies)
  - 1996 NEP/2000 NEF Composite Noise Contours
  - Planning District

**Note:**  
The 1996 Noise Exposure Projection (NEP/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the District Land Use Map. These contours will change from time to time as new information becomes available.  
For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

**NOTE:**  
ANY PART OF THE ROAD NETWORK SHOWN OUTSIDE THE CITY BOUNDARIES IS SHOWN FOR INFORMATION PURPOSES ONLY.

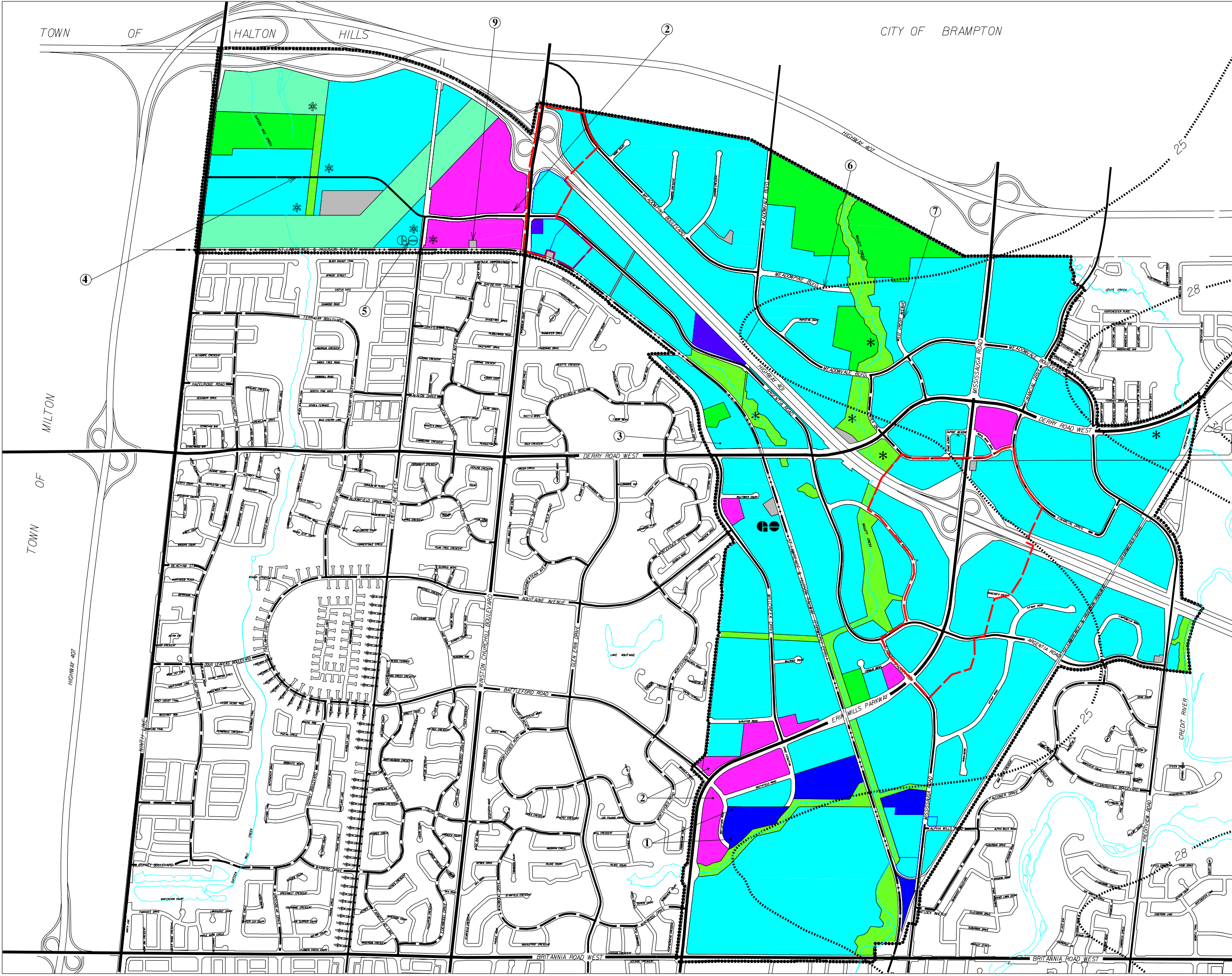
**B#** *Appealed to the Ontario Municipal Board*



**Amendment No. 25 to  
Gateway District  
Land Use Map**

This Consolidation includes Latest Approved Amendment – No.32  
Approved 2005 June 22





LAND USE DESIGNATIONS

- General Commercial
- Motor Vehicle Commercial
- Business Employment
- Industrial
- Public Open Space ⑧
- Greenbelt
- Parkway Belt West
- Utility

TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Minor Collector
- Local Road
- Existing Commuter Rail
- GO Transit Station
- Future Commuter Rail Station ⑤

LAND USE LEGEND

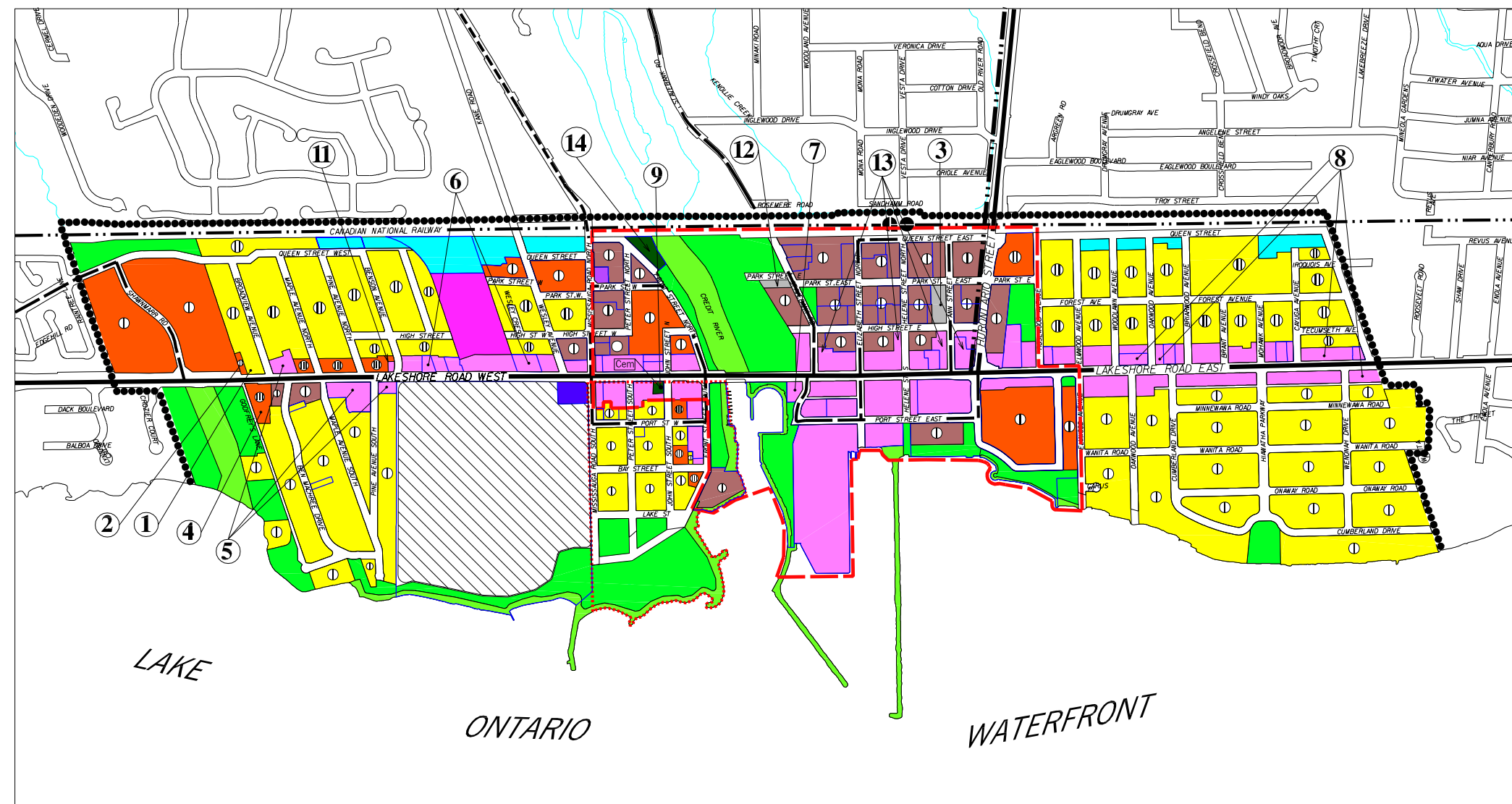
- Node Boundary
- Existing Stormwater Management Facility
- Proposed Stormwater Management Facility
- 1996 NEP/2000 NEF Composite Noise Contours
- Planning District
- Special Site Areas (See Special Site Policies)

Note:  
The 1996 Noise Exposure Projection (NEP)/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the District Land Use Map. These contours will change from time to time as new information becomes available.  
For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

















NOTE:  
ANY PART OF THE ROAD NETWORK SHOWN OUTSIDE THE CITY BOUNDARIES IS SHOWN FOR INFORMATION PURPOSES ONLY.












Amendment No. 25 to  
**Meadowvale Business Park District  
Land Use Map**







LAND USE DESIGNATIONS

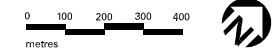
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-  Residential – Low Density II
-  Residential – Medium Density I
-  Residential – Medium Density II
-  Residential – Medium Density III
-  Residential – High Density I
-  Mainstreet Commercial
-  General Commercial
-  Convenience Commercial
-  Motor 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
-  Major Transit Corridor
-  Planning District

LAND USE LEGEND

-  Node Boundary
-  Cem Cemetery
-  Heritage Conservation District
-  Special Site Areas (See Special Site Policies)

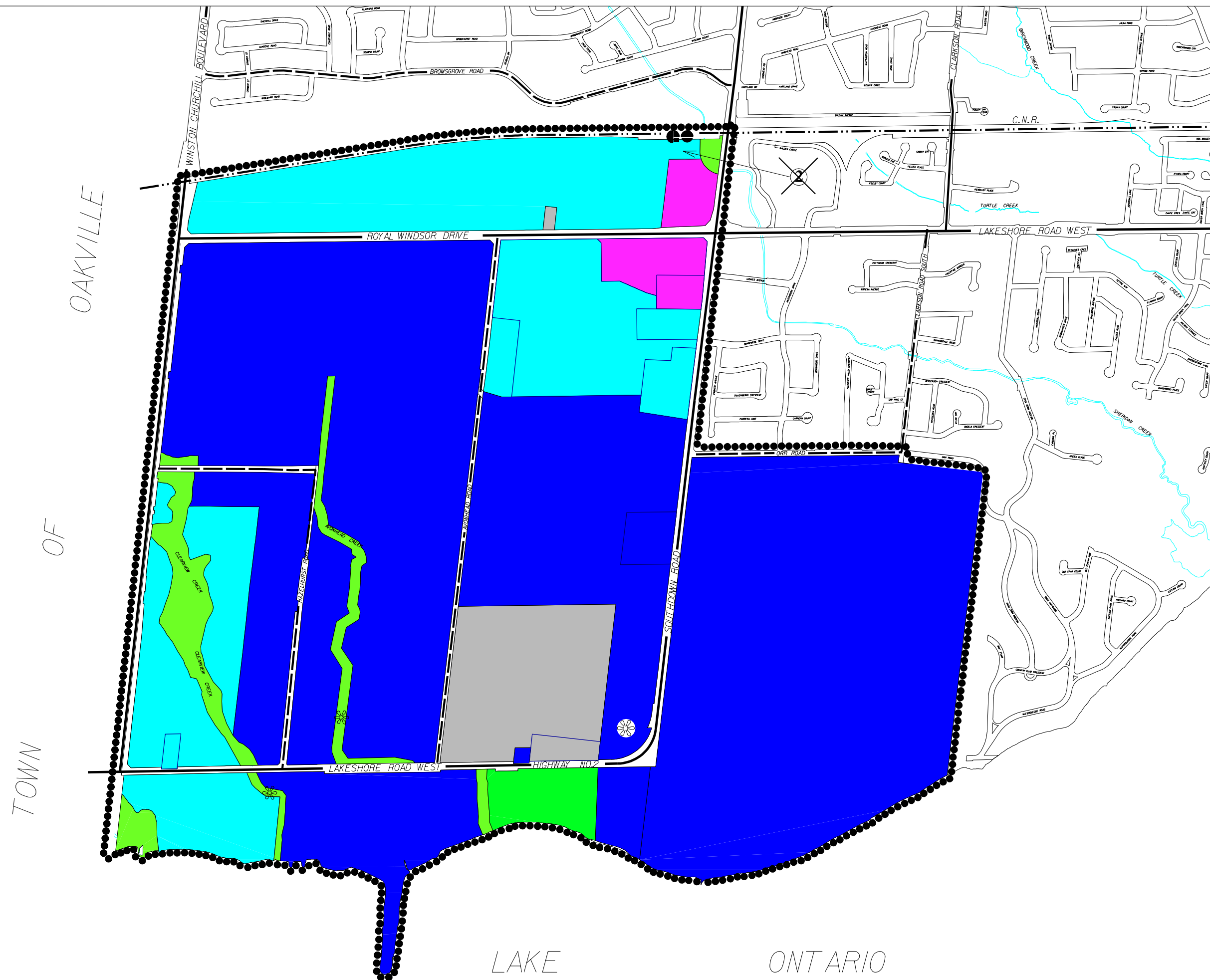


# Amendment No. 25 to Port Credit District Land Use Map

This Consolidation includes Latest Amendment – No. 18  
Approved by O.M.B. 2005 July 15

City of Mississauga 2006 September





LAND USE DESIGNATIONS

- General Commercial
- Business Employment
- Industrial
- Public Open Space ①
- Greenbelt
- Utility

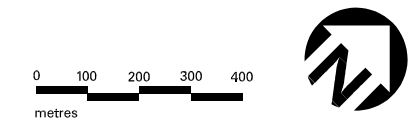
TRANSPORATION LEGEND

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

LAND USE LEGEND

- Proposed Stormwater Management Facility
- Planning District
- Special Site Areas (See Special Site Policies)

NOTE:  
ANY PART OF THE ROAD NETWORK SHOWN  
OUTSIDE THE CITY BOUNDARIES IS SHOWN  
FOR INFORMATION PURPOSES ONLY.



Amendment No. 25 to  
Southdown District  
Land Use Map



## MISSISSAUGA PLAN PROPOSED AMENDMENTS – ADDITIONAL COMMENTS

## MISSISSAUGA PLAN PROPOSED AMENDMENTS

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APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Transportation and Works Department	Schedule 2: Urban Form Concept	The Transportation and Works Department requested that for clarification purposes, reference to "Bus Rapid Transit" on the Schedule 2: Urban Form Concept should be revised to "Bus Rapid Transit Corridor".	It is appropriate to amend <b>Recommendation 3 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January).	<b>Amend part of 3</b>	That <b>Recommendation 3 in Appendix 1</b> , be further amended as follows:  That Schedule 2: Urban Form Concept, be amended as follows:  5. Revise "Transitway" in legend to "Bus Rapid Transit <i>Corridor</i> ";
7	Planning and Building Department	Schedule 2: Urban Form Concept	A portion of the lands in Meadowvale Village District are designated for residential uses. However, these lands are above the 35NEF/NEP noise contours and, therefore, cannot be developed for residential purposes because of the restrictions of the NEF/NEP Aircraft noise policies. Since <b>Amended Recommendation 491 in Appendix 4</b> , Mississauga Plan Proposed Amendments – Report on Comments (2006 March) redesignated these lands from "Residential Low Density II" and "Residential Medium Density I" to "Business Employment", these changes should also be reflected on Schedule 2, Urban Form Concept.	It is appropriate to amend <b>Recommendation 415 in Appendix 2</b> , Mississauga Plan Proposed Amendments – Supplementary Report (2006 January) to delete the "Lands Exempt from LBPIA Operating Area" hatching on the lands indicated as "Residential" and "Major Open Space" north and south of Derry Road West between the 35 NEP/NEF noise contour, and revise the lands indicated as "Residential" north and south of Derry Road West between the 35 NEP/NEF noise contour to "Employment".	<b>Amend 415</b>	That <b>Recommendation 415 in Appendix 2</b> , be further amended as follows:  That Schedule 2: Urban Form Concept, be amended as follows:  7. Deleting the "Lands Exempt from LBPIA Operating Area" hatching on the lands indicated as "Employment" between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West.  8. <i>Deleting the "Lands Exempt from LBPIA Operating Area" hatching on the lands indicated as "Residential" and "Major Open Space" north and south of Derry Road West between the 35 NEP/NEF noise contour.</i>  <i>And</i>  <i>Revise the lands indicated as "Residential" north and south of Derry Road West between the 35 NEP/NEF noise contour to "Employment".</i>



APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 3.3, Business Employment	Mississauga Plan is currently silent on where "Animal Boarding Establishments" are permitted. To be consistent with the new Comprehensive Zoning By-law, "Animal Boarding Establishments", which may include outdoor facilities, should be permitted in the "Business Employment" designation. The use should be limited to Employment Districts and not in Nodes.	It is appropriate to amend <b>Amended Recommendation 15 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January) by adding "Animal Boarding Establishment" as a permitted use under the "Business Employment" designation.	<b>Amend 15</b>	That <b>Amended Recommendation 15 in Exhibit 1</b> , be further amended as follows:  That Section 3.3.1, be amended by adding the following:  <b>3.3.1.22</b> <i>Animal boarding establishments, which may include outdoor facilities, only in Employment Districts, but not in Nodes.</i>
7	Planning and Building Department	Section 3.4, Industrial	Mississauga Plan is currently silent on where "Animal Boarding Establishment" are permitted. To be consistent with the new Comprehensive Zoning By-law, "Animal Boarding Establishments", which may include outdoor facilities, should be permitted in the "Industrial" designation.	It is appropriate to amend <b>Amended Recommendation 17 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January) by adding "Animal Boarding Establishment" as a permitted use under the "Industrial" designation.	<b>Amend 17</b>	That <b>Amended Recommendation 17 in Exhibit 1</b> , be further amended as follows:  That Section 3.4.1, be amended by adding the following:  <b>3.4.1.24</b> <i>Animal boarding establishments, which may include outdoor facilities.</i>
7	Transportation and Works Department	Schedule 4: Road and Transit Network Long Term Concept	The Transportation and Works Department requested that for clarification purposes, reference to "Bus Rapid Transit" on the Schedule 4: Road and Transit Network Long Term Concept should be revised to "Bus Rapid Transit Corridor".	It is appropriate to amend <b>Recommendation 105 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January).	<b>Amend part of 105</b>	That <b>Recommendation 105 in Appendix 1</b> , be further amended as follows:  That Schedule 4: Road and Transit Network Long Term Concept, be amended as follows:  13. Revise "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit <i>Corridor</i> " and "Bus Rapid Transit Station".

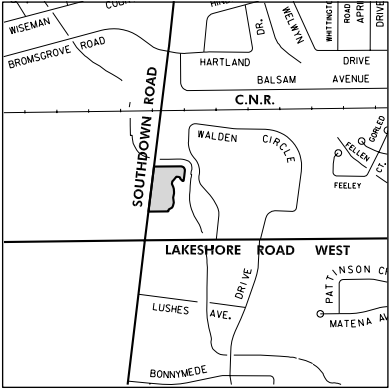
APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Transportation and Works Department	Schedule 5: Designated Right-of-Way Widths	The Transportation and Works Department requested further revisions to Note 1 and Note 2 on Schedule 5: Designated Right-of-Way Widths to clarify its intent and to be consistent with the wording of Section 3.14.5.2 (renumbered Section 3.17.5.2).	It is appropriate to amend <b>Recommendation 440 in Appendix 2</b> , Mississauga Plan Proposed Amendments – Supplementary Report (2006 January).	<b>Amend 440</b>	<p>That <b>Recommendation 440 in Appendix 2</b>, be further amended as follows:</p> <p>That Schedule 5: Designated Right-of-Way Widths, Note 1 and Note 2, be amended as follows:</p> <p>15. 1. <del>"Designated right-of-way widths"</del> <i>These are considered the basic required rights-of-way along roadway sections. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate bus bays, transit stations along Major Transit Corridors, Bus Rapid Transit facility, Bus Rapid Transit stations, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.</i></p> <p>2. These right-of-way widths are intended to accommodate the Major Transit Corridors, Bus Rapid Transit facility and Bus Rapid Transit stations shown schematically on Schedule 4, as well as transit stations along Major Transit Corridors, automobile, truck and other vehicular movements. <del>However, along Transit Corridors, a portion of the roadway surface may, in time, be set aside for exclusive use by the transit system. Additional rights of way may be required to accommodate the Transit Corridors when results of further studies are available. 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 5. Portions of the Bus Rapid Transit facility are protected under the Parkway Belt West Plan.</del></p> <p><i>In addition, the City may acquire lands for a public transit right-of-way along Major Transit Corridors and the Bus Rapid Transit Corridor where the creation of a public transit right-of-way separate from, adjacent to, or in addition to a road right-of-way is deemed appropriate.</i></p>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Transportation and Works Department	All District Policies, Sections 4.2 to Section 4.33, inclusive, except Section 4.6, City Centre District Policies	The Transportation and Works Department requested further revisions to the asterisk note under Table 1: Basic Road Characteristics for all Districts to clarify its intent and to be consistent with the wording of Section 3.14.5.2 (renumbered Section 3.17.5.2).	It is appropriate to amend <b>Recommendation 443 in Appendix 2</b> , Mississauga Plan Proposed Amendments – Supplementary Report (2006 January).	<b>Amend 443</b>	<p>That <b>Recommendation 443 in Appendix 2</b>, be further amended as follows:</p> <p>That Sections 4.2 to Section 4.33, inclusive, Table 1: Basic Road Characteristics, asterisk note, except for Section 4.6, City Centre District Policies, Table 1: Basic Road Characteristics, asterisk note, be amended as follows:</p> <p>* <del>"Designated right-of-way widths"</del> <i>These are considered the basic required rights-of-way along roadway sections.</i> At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate bus bays, <i>transit stations along Major Transit Corridors, Bus Rapid Transit facility, Bus Rapid Transit stations</i>, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.</p>
7	Transportation and Works Department	Section 4.2, Airport Corporate District Policies	The Transportation and Works Department requested that for clarification purposes, reference to "Bus Rapid Transit" on the Land Use Map should be revised to "Bus Rapid Transit Corridor".	It is appropriate to amend <b>Recommendation 110 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January).	<b>Amend part of 110</b>	<p>That <b>Recommendation 110 in Appendix 1</b>, be further amended as follows:</p> <p>That the Airport Corporate District Land Use Map, be amended as follows:</p> <p>6. Revise "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit <i>Corridor</i>" and "Bus Rapid Transit Station".</p>
7	Planning and Building Department	Section 4.4, Central Erin Mills District Policies	Upon further review, to be consistent with other sections of Mississauga Plan, townhouses should not be deleted from the Residential Medium Density I land use designation.	It is appropriate to amend <b>Recommendation 122 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January).	<b>Amend 122</b>	<p>That <b>Recommendation 122 in Appendix 1</b>, be further amended as follows:</p> <p>That Section 4.4.3.1.3, be amended as follows:</p> <p><b>4.4.3.1.3 Residential Medium Density I</b></p> <p>The Residential Medium Density I designation permits detached, semi-detached, <i>townhouse and</i> horizontal multiple dwellings or any combination of these dwelling units, within a density range of 27-57 units per net residential hectare.</p>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.4, Central Erin Mills District Policies	As a result of Official Plan Amendment No. 66, part of Section 4.4.5.4, Special Site 3, is required to remain to permit a maximum apartment building height of 17 storeys on the vacant portion, south of Rio Court.	It is appropriate to amend <b>Recommendation 125 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January) by not deleting Section 4.4.5.4, Special Site 3, but retaining a portion of Section 4.4.5.4, Special Site 3 for the purposes of restricting apartment height to 17 storeys.	<b>Amend 125</b>	<p>That <b>Recommendation 125 in Exhibit 1</b> be further amended as follows:</p> <p><i>That Section 4.4.5.4, Site 3, be amended as follows:</i></p> <p><b>4.4.5.4                      Site 3</b></p> <div></div> <p><i>The lands identified as Special Site 3 are located at the northwest corner of Hazelton Place and Plantation Place, bounded by Erin Centre Boulevard, Plantation Place, Hazelton Place and Winston Churchill Boulevard.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density II designation on these lands, the following additional policy will apply:</i></p> <p><b>a.</b>     <del>townhouses will be permitted on approximately 2 ha at the southwest corner of Erin Centre Boulevard and Plantation Place.</del></p> <p><b>b.</b>     <del>for the lands south of Rio Court the maximum apartment building height will be seventeen (17) storeys.</del></p>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Transportation and Works Department	Section 4.4, Central Erin Mills District Policies	The Transportation and Works Department requested that for clarification purposes, reference to "Bus Rapid Transit" on the Land Use Map should be revised to "Bus Rapid Transit Corridor".	It is appropriate to amend <b>Recommendation 131 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January).	<b>Amend 131</b>	<p>That <b>Recommendation 131 in Appendix 1</b>, be further amended as follows:</p> <p>That the Central Erin Mills District Land Use Map, be amended as follows:</p> <p>6. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit <i>Corridor</i>" and "Bus Rapid Transit Station".</p>
7	Transportation and Works Department	Section 4.5, Churchill Meadows District Policies	The Transportation and Works Department requested that for clarification purposes, reference to "Bus Rapid Transit" on the Land Use Map should be revised to "Bus Rapid Transit Corridor".	It is appropriate to amend <b>Recommendation 142 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January).	<b>Amend part of 142</b>	<p>That <b>Recommendation 142 in Appendix 1</b>, be further amended as follows:</p> <p>That the Churchill Meadows District Land Use Map, be amended as follows:</p> <p>5. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit <i>Corridor</i>" and "Bus Rapid Transit Station".</p>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Transportation and Works Department	Section 4.6, City Centre District Policies	The Transportation and works Department requested further revisions to the first asterisk note under Table 1: Basic Road to clarify its intent and to be consistent with the wording of Section 3.14.5.2 (renumbered Section 3.17.5.2).	It is appropriate to amend <b>Recommendation 450 in Appendix 2</b> , Mississauga Plan Proposed Amendments – Supplementary Report (2006 January).	<b>Amend 450</b>	<p>That <b>Recommendation 450 in Appendix 2</b>, be further amended as follows:</p> <p>That Section 4.6.5.1, Table 1: Basic Road Characteristics, first asterisk note, be amended as follows:</p> <p>* <del>"Designated right-of-way widths"</del> <i>These</i> are considered <del>the</del> basic required rights-of-way <del>along roadway sections</del>. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate bus bays, <i>transit stations along Major Transit Corridors, Bus Rapid Transit facility, Bus Rapid Transit stations</i>, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc. Rights-of-way may be increased without an amendment to this Plan when development applications are evaluated or further transportation studies are carried out.</p>
7	Transportation and Works Department	Section 4.6, City Centre District Policies	The Transportation and Works Department requested that for clarification purposes, reference to "Bus Rapid Transit" on the Land Use Map should be revised to "Bus Rapid Transit Corridor". Also, the City Centre Transit Terminal should be identified in accordance with the transit policies, as it is a key transit hub.	It is appropriate to amend <b>Recommendation 154 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January).	<b>Amend part of 154</b>	<p>That <b>Recommendation 154 in Appendix 1</b>, be further amended as follows:</p> <p>That the City Centre District Land Use Map, be amended as follows:</p> <p>3. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit <i>Corridor</i>" and "Bus Rapid Transit Station" and to identify the "City Centre Transit Terminal" on the Land Use Map and in the legend.</p>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.7, Clarkson-Lorne Park District Policies	As a result of Official Plan Amendment No. 59, a Special Site policy was added to the Clarkson-Lorne Park District Policies. Therefore the addition of a Special Site 22 policy is no longer necessary and should be deleted ( <b>Recommendation 165 in Exhibit 1</b> ).	It is appropriate to delete <b>Recommendation 165 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January).	<b>Amend 165</b>	<p>That <b>Recommendation 165 in Exhibit 1</b> be deleted as follows:</p> <p><del>That a new Special Site be added to the Clarkson-Lorne Park District Policies as follows:</del></p> <p><del>4.7.7.23 ——— Site 22</del></p>  <p><del>The lands identified as Special Site 22 are located on the east side of Southdown Road, north of Lakeshore Road West.</del></p> <p><del>Notwithstanding the provisions of the Residential High Density II designation, an apartment building with a maximum height of 15 storeys and a maximum Floor Space Index (FSI) of 5.5 is permitted.</del></p>
7	Transportation and Works Department	Section 4.9, Creditview District Policies	The Transportation and Works Department requested that for clarification purposes, reference to “Bus Rapid Transit” on the Land Use Map should be revised to “Bus Rapid Transit Corridor”.	It is appropriate to amend <b>Recommendation 182 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January).	<b>Amend part of 182</b>	<p>That <b>Recommendation 182 in Appendix 1</b>, be further amended as follows:</p> <p>That the Creditview District Land Use Map, be amended as follows:</p> <p>2. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit <i>Corridor</i>" and "Bus Rapid Transit Station".</p>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.10, Dixie District Policies	Upon further review, in the Dixie District, the expansion of Industrial uses that require extensive outdoor processes and storage should not be permitted where adjacent to residential lands.	It is appropriate to amend <b>Recommendation 184 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January).	<b>Amend 184</b>	<p>That <b>Recommendation 184 in Exhibit 1</b> be further amended as follows:</p> <p>That a new Section be added to Section 4.10.4, as follows:</p> <p><b>4.10.4.3 Business Employment</b></p> <p>Notwithstanding the Business Employment policies of this Plan, the following additional uses will be permitted:</p> <p><b>a.</b> existing industrial uses that require extensive outdoor processing and storage will be permitted, and may expand, <i>except where adjacent to residentially designated lands.</i></p>



APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Glen Schnarr & Associates Inc.	Section 4.11, East Credit District Policies	<p>Glen Schnarr and Associates identified a concern with respect to <b>Recommendation 197 in Exhibit 1</b>. The existing High Density I designation on the subject lands, in conjunction with High Density I lands to the north, permits apartments with an FSI of 1.0-1.5. The existing zoning of these lands, RM7D5-2244, permits a maximum of 250 apartment units.</p> <p><b>Recommendation 197</b> decreases the land area designated High Density I. To be in conformity with the Official Plan, the Comprehensive Zoning By-law also decreases the area and restricts the site to 1.0-1.5 FSI. This has the effect of reducing the currently permitted number of units on these lands. This was not the intent of <b>Recommendation 197</b> and, therefore, should be deleted.</p> <p>A special site amendment will be required to recognize the existing townhouses in the High Density I designation (see <b>Recommendation 600 in Appendix 7</b>).</p>	It is appropriate to delete <b>Recommendation 197 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January).	Amend 197	<p>That <b>Recommendation 197 in Exhibit 1</b> be deleted as follows:</p> <p><del>That the East Credit District Land Use Map, be amended as follows:</del></p> <p><del>1. Redesignate the lands on the north side of South Parade Court, west of Creditview Road from "Residential High Density I" to "Residential Medium Density I".</del></p> <p><b>And</b></p> <p>That the lands remain designated "Residential High Density I".</p>

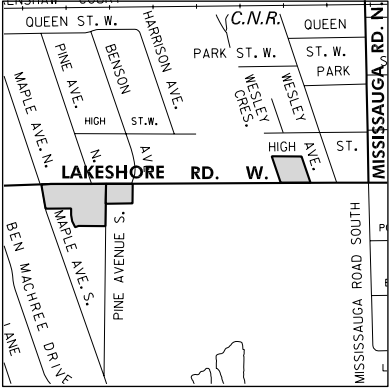
APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Transportation and Works Department	Section 4.11, East Credit District Policies	The Transportation and Works Department requested that for clarification purposes, reference to “Bus Rapid Transit” on the Land Use Map should be revised to “Bus Rapid Transit Corridor”.	It is appropriate to amend <b>Recommendation 201 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January).	<b>Amend part of 201</b>	That <b>Recommendation 201 in Appendix 1</b> , be further amended as follows:  That the East Credit District Land Use Map, be amended as follows:  6. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit <i>Corridor</i> " and "Bus Rapid Transit Station".
7	Community Services Department	Section 4.13, Erin Mills District Policies	The Community Services Department requested that the lands located on the east side of Sawmill Valley Drive, north of Burnhamthorpe Road West be redesignated from "Greenbelt" to "Public Open Space" to recognize the existing lands that form part of the adjacent park.	It is appropriate to amend <b>Recommendation 214 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January).	<b>Amend 214</b>	That <b>Recommendation 214 in Exhibit 1</b> be further amended as follows:  That the Erin Mills District Land Use Map, be amended as follows:  1. Redesignate the lands on the east side of Sawmill Valley Drive, north of Burnhamthorpe Road West from "Greenbelt" to <del>"Residential Low Density 1"</del> <i>"Public Open Space"</i> .
7	Transportation and Works Department	Section 4.13, Erin Mills District Policies	The Transportation and Works Department requested that for clarification purposes, reference to “Bus Rapid Transit” on the Land Use Map should be revised to “Bus Rapid Transit Corridor”.	It is appropriate to amend <b>Recommendation 219 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January).	<b>Amend part of 219</b>	That <b>Recommendation 219 in Appendix 1</b> , be further amended as follows:  That the Erin Mills District Land Use Map, be amended as follows:  8. Add reference to "Bus Rapid Transit <i>Corridor</i> " and "Bus Rapid Transit Station" in the legend.

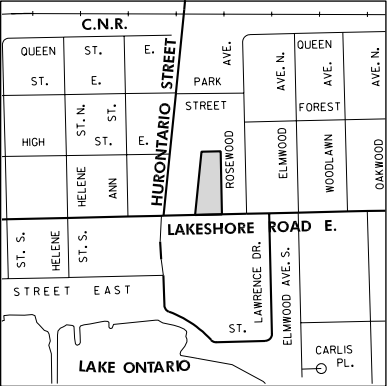
APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Transportation and Works Department	Section 4.16, Hurontario District Policies	The Transportation and Works Department requested that for clarification purposes, reference to "Bus Rapid Transit" on the Land Use Map should be revised to "Bus Rapid Transit Corridor".	It is appropriate to amend <b>Recommendation 253 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January).	<b>Amend part of 253</b>	That <b>Recommendation 253 in Appendix 1</b> , be further amended as follows:  That the Hurontario District Land Use Map, be amended as follows:  14. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit <i>Corridor</i> " and "Bus Rapid Transit Station".
7	Community Services Department	Section 4.16, Hurontario District Policies	<b>Recommendation 470 in Appendix 2</b> , Mississauga Plan Proposed Amendments – Supplementary Report (2006 January) proposed to redesignate two parcels of land in Hurontario from "Public Open Space" to "Residential Medium Density I" and "Residential Low Density II". Community Services has requested that the parkland designation be reinstated for future park purposes.	It is appropriate to amend <b>Recommendation 470 in Appendix 2</b> , Mississauga Plan Proposed Amendments – Supplementary Report (2006 January).	<b>Amend 470</b>	That <b>Recommendation 470 in Appendix 2</b> be deleted as follows:  <del>That the Hurontario District Land Use Map be amended as follows:</del>  <del>17. Redesignate the lands north of Eglinton Avenue West, east of Fairwind Drive and, east of Cooksville Creek, from "Public Open Space" to "Residential Medium Density I" and adjust the "Node Boundary" westerly accordingly;</del>  <b>And</b>  <del>18. Redesignate the lands north of Eglinton Avenue West, east of Fairwind Drive and, west of Cooksville Creek, from "Public Open Space" to "Residential Low Density II".</del>  That the lands remain designated "Public Open Space" and that the "Node Boundary" not be adjusted westerly.

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.17, Lakeview District Policies	Upon further review, it was identified that only the Lakeview Planning District will allow condominium townhouses in the Residential Low Density II designation. In order to maintain consistency in the Official Plan, only street townhouses should be permitted in the Residential Low Density II designation. This amendment will necessitate an additional special site in the Lakeview Planning District, see <b>Recommendation 603 in Appendix 7.</b>	It is appropriate to amend <b>Recommendation 255 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January) by adding the word “street” townhouse dwellings.	<b>Amend 255</b>	<p>That <b>Recommendation 255 in Exhibit 1</b> be further amended as follows:</p> <p>That Section 4.17.4.1.2, be amended as follows:</p> <p><b>4.17.4.1.2                      Residential Low Density II</b></p> <p>The Residential Low Density II designation permits detached, semi-detached, duplex, triplex and <i>street</i> townhouse dwellings, within a density range of 17-30 units per net residential hectare.</p>

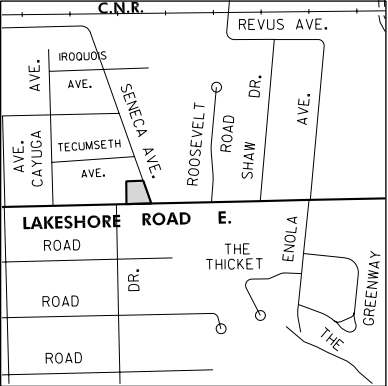
APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.23 Meadowvale Village District Policies	A portion of the lands in Meadowvale Village District are designated for residential uses. However, these lands are above the 35NEF/NEP noise contours and, therefore, cannot be developed for residential purposes because of the restrictions of the NEF/NEP Aircraft noise policies. Since <b>Amended Recommendation 491 in Appendix 4</b> , Mississauga Plan Proposed Amendments – Report on Comments (2006 March) redesignated these lands from "Residential Low Density II" and "Residential Medium Density I" to "Business Employment", these changes should also be reflected on the Meadowvale Village District Land Use Map. Also for clarification the "Lands experiencing noise levels of greater than 35 NEF" cross-hatching should be rotated from a 45° angle to a perpendicular angle to differentiate the pattern from “Lands Exempt From LBPIA Operating Area”.	It is appropriate to amend <b>Amended Recommendation 491 in Appendix 4</b> , Mississauga Plan Proposed Amendments – Report on Comments (2006 March) to delete the "Lands Exempt from LBPIA Operating Area" hatching on the lands indicated as "General Commercial", "Business Employment", and "Greenbelt" north and south of Derry Road West between the 35 NEP/NEF noise contour. To make a clear distinction between the “Lands Exempt From LBPIA Operating Area” and “Lands Experiencing noise levels of greater than 35 NEF” the mapping cross-hatching showing "Lands experiencing noise levels of greater than 35 NEF" is rotated from a 45° angle to a perpendicular angle.	<b>Amend 491</b>	<p>That <b>Amended Recommendation 491 in Appendix 4</b> be further amended as follows:</p> <p>That the Meadowvale Village District Land Use Map be amended as follows:</p> <p>9. Redesignate all lands not currently zoned Residential above the 35 NEF noise contour, from "Residential Low Density II" and "Residential Medium Density I" to "Business Employment".</p> <p><i>And</i></p> <p><i>Deleting the "Lands Exempt from LBPIA Operating Area" hatching on the lands indicated as "General Commercial", "Business Employment" and "Greenbelt" north and south of Derry Road West between the 35 NEP/NEF noise contour.</i></p> <p><i>And</i></p> <p><i>Rotating the "Lands experiencing noise levels of greater than 35 NEF" cross-hatching from a 45° angle to a perpendicular angle on the District Land Use Map and in the Land Use Legend.</i></p>


APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Transportation and Works Department and Planning and Building Department	Section 4.24, Mineola District Policies	<p>The right-of-way width of Stavebank Road from CNR to Pinetree Way has been revised from 20 m to a range of 12-15 m.</p> <p>City Council on February 8, 2006 approved the PDC recommendation to designate Stavebank Road from CNR to Pinetree Way as a Scenic Route.</p> <p>Therefore <b>Recommendation 492 in Appendix 2</b>, Mississauga Plan Proposed Amendments – Supplementary Report (2006 January) should be revised accordingly.</p>	It is appropriate to amend <b>Recommendation 492 in Appendix 2</b> , Mississauga Plan Proposed Amendments – Supplementary Report (2006 January).	<b>Amend 492</b>	<p>That <b>Recommendation 492 in Appendix 2</b> be further amend as follows:</p> <p>That Section 4.24.6.1, Table 1: Basic Road Characteristics, be amended by adding the following:</p> <p>Stavebank Road (Scenic Route) from CNR to Pinetree Way as a MINOR COLLECTOR with a Right-of-Way width of 12-15 m.</p> <p><i>And</i></p> <p><i>That the Mineola District Land Use Map be amended as follows:</i></p> <p>3. <i>Designating Stavebank Road from CNR to Pinetree Way as a Minor Collector (Scenic Route) and adding the Minor Collector (Scenic Route) line pattern to the Transportation Legend.</i></p>
7	Transportation and Works Department	Section 4.26, Northeast District Policies	The Transportation and Works Department requested that for clarification purposes, reference to "Bus Rapid Transit" on the Land Use Map should be revised to "Bus Rapid Transit Corridor".	It is appropriate to amend <b>Recommendation 332 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January).	<b>Amend part of 332</b>	<p>That <b>Recommendation 332 in Appendix 1</b>, be further amended as follows:</p> <p>That the Northeast District Land Use Map, be amended as follows:</p> <p>15. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit <i>Corridor</i>" and "Bus Rapid Transit Station".</p>

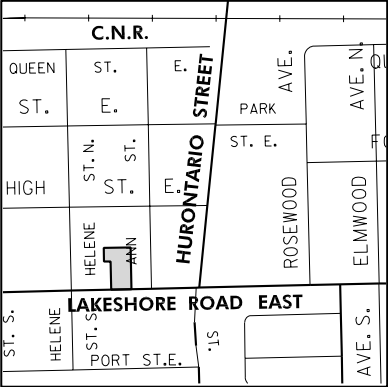
APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, it was identified that Special Site 7 requires revisions to clarify the intent of the Policy.	It is appropriate to amend <b>Amended Recommendation 339 in Appendix 6</b> , Mississauga Plan Proposed Amendments – Further Comments (2006 September) by restricting the development to what is existing.	<b>Amend 339</b>	<p>That <b>Amended Recommendation 339 in Appendix 6</b> be further amended as follows:</p> <p>That Section 4.27.6.8, Site 7, be amended as follows:</p> <p><b>4.27.6.8                      Site 7</b></p> <div></div> <p>The lands identified as Special Site 7 are located on the north side of Lakeshore Road West, west of Wesley Avenue and on the south side of Lakeshore Road West, east and west of Pine Avenue South.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <i>the existing</i> motor vehicle sales and rental will be permitted.</p>


APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, it was identified that Special Site 10 requires revisions to clarify the intent of the Policy.	It is appropriate to amend <b>Recommendation 340 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January) by restricting the development to what is existing.	<b>Amend 340</b>	<p>That <b>Recommendation 340 in Exhibit 1</b> be further amended as follows:</p> <p>That Section 4.27.6.11, Site 10, be amended as follows:</p> <p><b>4.27.6.11 Site 10</b></p> <div></div> <p>The lands identified as Special Site 10 are located north of Lakeshore Road East and east of Hurontario Street.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <i>the existing</i> a gas bar and a motor vehicle wash will be permitted.</p>



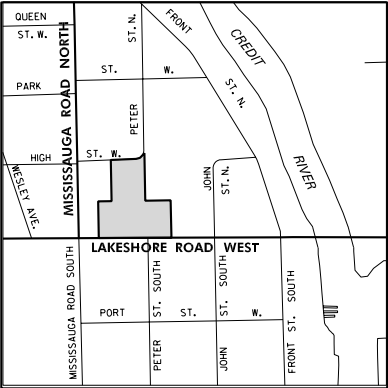
APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, it was identified that Special Site 12 requires revisions to clarify the intent of the Policy.	It is appropriate to amend <b>Recommendation 341 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January) by restricting the development to what is existing.	<b>Amend 341</b>	<p>That <b>Recommendation 341 in Exhibit 1</b> be further amended as follows:</p> <p>That Section 4.27.6.13, Site 12, be amended as follows:</p> <p><b>4.27.6.13                      Site 12</b></p> <div></div> <p>The lands identified as Special Site 12 are located at the northwest corner of Lakeshore Road East and Seneca Avenue.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <i>the existing</i> a motor vehicle wash will be permitted.</p>

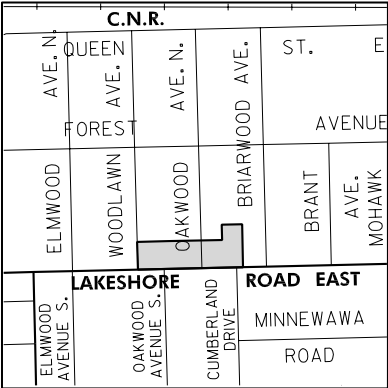
APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, it was identified that Special Site 17 contains inconsistent restrictions and requires revisions to clarify the intent of the Policy.	It is appropriate to amend <b>Recommendation 342 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January) by rewording to clarify that exemptions are from the Urban Design Policies, Mainstreet Commercial provisions. Further, the FSI permission is deleted in favour of restricting the development to what is existing.	Amend 342	<p>That <b>Recommendation 342 in Exhibit 1</b> be further amended as follows:</p> <p>That Section 4.27.6.18, Site 17, be amended as follows:</p> <p><b>4.27.6.18                      Site 17</b></p> <div></div> <p>The lands identified as Special Site 17 are located on the north side of Lakeshore Road East, west of Hurontario Street, east of Ann Street.</p> <p>Notwithstanding the <i>Urban Design Policies, Mainstreet Commercial provisions, the maximum height of the existing apartment building with street-related commercial uses, will be twenty (20) storeys.</i></p> <p><del>provisions of the Mainstreet Commercial designation, the following additional policies will apply:</del></p> <p><del>a. apartment dwellings to a maximum Floor Space Index of 2.3 will be permitted.</del></p> <p><del>b. the maximum height permitted will be twenty (20) storeys.</del></p>

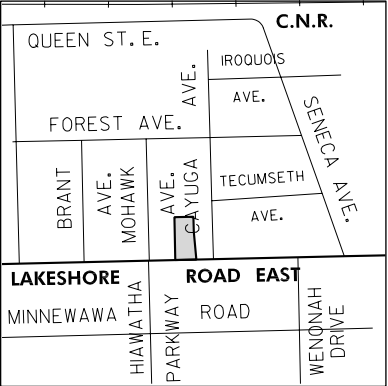
APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, it was identified that Special Site 18 requires revisions to clarify the intent of the Policy.	It is appropriate to amend <b>Recommendation 343 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January) by rewording to clarify that the height exemption is from the Urban Design Policies, Mainstreet Commercial provisions and by restricting the development to what is existing.	Amend <b>343</b>	<p>That <b>Recommendation 343 in Exhibit 1</b> be further amended as follows:</p> <p>That Section 4.27.6.19, Site 18, be amended as follows:</p> <p><b>4.27.6.19                      Site 18</b></p> <div></div> <p>The lands identified as Special Site 18 are located north of Lakeshore Road East, east of Helene Street North and west of Ann Street.</p> <p>Notwithstanding the <i>Urban Design Policies, Mainstreet Commercial provisions, the maximum height of the existing apartment building will be five (5) storeys. provisions of the Mainstreet Commercial designation, the maximum height permitted will be five (5) storeys.</i></p>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, it was identified that Special Site 19 requires revisions to clarify the intent of the Policy.	It is appropriate to amend <b>Recommendation 344 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January) by rewording to clarify that the height exemption is from the Urban Design Policies, Harbour Mixed Use provisions and by restricting the development to what is existing.	<b>Amend 344</b>	<p>That <b>Recommendation 344 in Exhibit 1</b> be further amended as follows:</p> <p>That Section 4.27.6.20, Site 19, be amended as follows:</p> <p><b>4.27.6.20 Site 19</b></p> <div></div> <p>The lands identified as Special Site 19 are located on the north side of Port Street, west of Elizabeth Street South, east of Stavebank Road South.</p> <p><del>Notwithstanding the provisions of the Mainstreet Commercial designation, the following will apply.</del></p> <p><b>4.27.6.20.1 Area 19A</b></p> <p><i>Notwithstanding the Urban Design Policies, Harbour Mixed Use provisions, for the lands identified as Area 19A, the existing apartment hotel with a maximum building height of fourteen (14) storeys will be permitted. <del>the maximum height permitted will be 14 storeys.</del></i></p> <p><b>4.27.6.20.2 Area 19B</b></p> <p><i>Notwithstanding the Urban Design Policies, Harbour Mixed Use provisions, for the lands identified as Area 19B, the existing apartment hotel with a maximum building height of seven (7) storeys will be permitted. <del>the maximum height permitted will be 7 storeys.</del></i></p>


APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, it was identified that Special Site 20 requires revisions to clarify the intent of the Policy.	It is appropriate to amend <b>Recommendation 345 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January) by rewording to clarify that the height exemption is from the Urban Design Policies, Mainstreet Commercial provisions and by restricting the development to what is existing.	Amend 345	<p>That <b>Recommendation 345 in Exhibit 1</b> be further amended as follows:</p> <p>That Section 4.27.6.21, Site 20, be amended as follows:</p> <p><b>4.27.6.21 Site 20</b></p> <div></div> <p>The lands identified as Special Site 20 are located on the north side of Lakeshore Road West, west of John Street North.</p> <p><del>Notwithstanding the provisions of the Mainstreet Commercial designation, the following will apply.</del></p> <p><b>4.27.6.21.1 Area 20A</b></p> <p><i>Notwithstanding the Urban Design Policies, Mainstreet Commercial provisions, for the lands identified as Area 20A, the existing apartment with a maximum building height of five (5) storeys will be permitted. <del>the maximum height permitted will be 5 storeys.</del></i></p> <p><b>4.27.6.21.2 Area 20B</b></p> <p><i>Notwithstanding the Urban Design Policies, Mainstreet Commercial provisions, for the lands identified as Area 20B, the existing apartment with a maximum building height of four (4) storeys will be permitted. <del>the maximum height permitted will be 4 storeys.</del></i></p>


APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, it was identified that Special Site 21 requires revisions to clarify the intent of the Policy.	It is appropriate to amend <b>Recommendation 346 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January) by rewording to clarify that the height exemption is from the Urban Design Policies, Mainstreet Commercial provisions and by restricting the development to what is existing.	<b>Amend 346</b>	<p>That <b>Recommendation 346 in Exhibit 1</b> be further amended as follows:</p> <p>That Section 4.27.6.22, Site 21, be amended as follows:</p> <p><b>4.27.6.22                      Site 21</b></p> <div></div> <p>The lands identified as Special Site 21 are located on the north side of Lakeshore Road West, east of Mississauga Road North.</p> <p>Notwithstanding the <del>provisions of the Mainstreet Commercial and Residential High Density I designations, and the Urban Design Policies, Mainstreet Commercial provisions,</del> the maximum height of the existing apartment building with street-related commercial uses, <del>permitted</del> will be nineteen (19) storeys.</p>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, the Comprehensive Zoning By-law Review identified that additional lands at the northeast corner of Lakeshore Road East and Oakwood Avenue North should be included in Special Site 22. In addition, Special Site 22 requires revisions to clarify the intent of the Policy.	It is appropriate to amend <b>Recommendation 347 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January) by replacing the graphic, by rewording to clarify that the height exemption is from the Urban Design Policies, Mainstreet Commercial provisions and by restricting the development to what is existing.	Amend 347	<p>That <b>Recommendation 347 in Exhibit 1</b> be further amended as follows:</p> <p>That Section 4.27.6.23, Site 22, be amended as follows:</p> <p><b>4.27.6.23                      Site 22</b></p> <div></div> <p>The lands identified as Special Site 22 are located on the north side of Lakeshore Road East, between Woodlawn Avenue and <del>Oakwood Avenue North</del> and the lands north of <del>Lakeshore Road East</del> lands west of Briarwood Avenue.</p> <p>Notwithstanding the <i>Urban Design Policies, Mainstreet Commercial provisions</i>, <del>provisions of the Mainstreet Commercial designation</del>, the maximum height of the existing apartment buildings permitted will be four (4) storeys.</p>

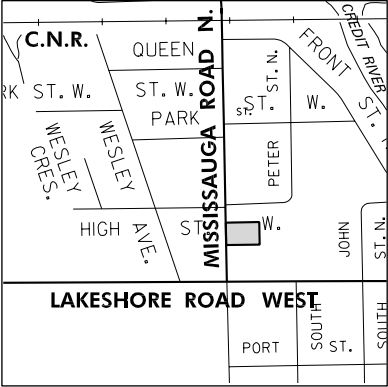
APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, it was identified that Special Site 23 requires revisions to clarify the intent of the Policy.	It is appropriate to amend <b>Recommendation 348 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January) by rewording to clarify that the height exemption is from the Urban Design Policies, Mainstreet Commercial provisions and by restricting the development to what is existing.	<b>Amend 348</b>	<p>That <b>Recommendation 348 in Exhibit 1</b> be further amended as follows:</p> <p>That Section 4.27.6.24, Site 23, be amended as follows:</p> <p><b>4.27.6.24                      Site 23</b></p> <div></div> <p>The lands identified as Special Site 23 are located on the north side of Lakeshore Road East, west of Cayuga Avenue.</p> <p>Notwithstanding the <i>Urban Design Policies, Mainstreet Commercial provisions</i>, <del>provisions of the Mainstreet Commercial designation</del>, the maximum height of <i>the existing apartment building</i> <del>permitted</del> will be <i>five (5) storeys</i>.</p>




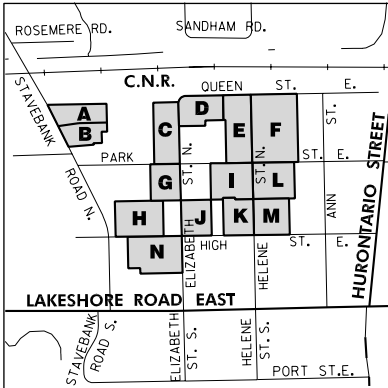
APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, it was identified that Special Site 24 requires revisions to clarify the intent of the Policy.	It is appropriate to amend <b>Amended Recommendation 349 in Exhibit 6</b> , Mississauga Plan Proposed Amendments – Further Comments (2006 September) by restricting the development to what is existing.	<b>Amend 349</b>	<p>That <b>Amended Recommendation 349 in Appendix 6</b> be further amended as follows:</p> <p>That Section 4.27.6.25, Site 24, be amended as follows:</p> <p><b>4.27.6.25                      Site 24</b></p> <div></div> <p>The lands identified as Special Site 24 are located on the north side of Park Street West, south of Queen Street West and west of Mississauga Road North.</p> <p>Notwithstanding the provisions of the Residential Medium Density I designation, <i>existing</i> detached, <i>existing</i> duplex and <i>existing</i> triplex dwellings will be permitted.</p>


APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, it was identified that Special Site 25 requires revisions to clarify the intent of the Policy.	It is appropriate to amend <b>Amended Recommendation 350 in Exhibit 6</b> , Mississauga Plan Proposed Amendments – Further Comments (2006 September) by restricting the development to what is existing.	<b>Amend 350</b>	<p>That <b>Amended Recommendation 350 in Appendix 6</b> be further amended as follows:</p> <p><b>4.27.6.26                      Site 25</b></p> <div><p>The lands identified as Special Site 25 are located north of Park Street West, east and west of Peter Street North and the lands south of Park Street West, between Mississauga Road North and Peter Street North.</p><p>Notwithstanding the provisions of the Residential High Density I designation, <i>existing</i> detached, <i>existing</i> semi-detached, <i>existing</i> duplex, <i>existing</i> triplex and <i>existing</i> horizontal multiple dwellings will be permitted.</p></div>


APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department  and  Mr. Peter Chee, Mi-Ko Urban Consulting Inc. for 487345 Ontario Inc. and Ronald Robinson, owners of 10 and 14 Front Street North	Section 4.27, Port Credit District Policies	<p>Upon further review, it was identified that Special Site 26 requires revisions to recognize an Ontario Municipal Board decision for Area 26A and to clarify the intent of the Policy.</p> <p>In addition, Mr. Chee has expressed concerns regarding 10 Front Street North and has noted that Special Site 26 does not recognize the existing office use approved by the Committee of Adjustment in 2002.</p>	<p>It is appropriate to amend <b>Amended Recommendation 351 in Appendix 4</b>, Mississauga Plan Proposed Amendments – Report on Comments (2006 March) by re-establishing a use permitted by an Ontario Municipal Board decision for Area 26A and by restricting the development to what is existing.</p> <p>Further to Mr. Chee’s concern, the Planning and Building Department is satisfied that the proposed Special Site recognizes the existing office located at 10 Front Street North.</p>	<b>Amend 351</b>	<p>That <b>Amended Recommendation 351 in Appendix 4</b> be further amended as follows:</p> <p>That Section 4.27.6.27, Site 26, be amended as follows:</p> <p><b>4.27.6.27                      Site 26</b></p> <div></div> <p>The lands identified as Special Site 26 are located on the west side of Front Street North, north of Lakeshore Road West.</p> <p><del>Notwithstanding the provisions of the Residential Medium Density I designation, offices in detached dwellings, duplex and apartment dwellings will be permitted.</del></p> <p><b>4.27.6.21.1                      Area 26A</b></p> <p><i>Notwithstanding the provisions of the Residential Medium Density I designation, for the lands identified as Area 26A, an existing detached dwelling and offices will be permitted.</i></p> <p><b>4.27.6.21.2                      Area 26B</b></p> <p><i>Notwithstanding the provisions of the Residential Medium Density I designation, for the lands identified as Area 26B, the existing detached dwellings, existing duplex and existing apartment dwelling will be permitted.</i></p>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, it was identified that Special Site 27 requires revisions to clarify the intent of the Policy.	It is appropriate to amend <b>Amended Recommendation 352 in Exhibit 6</b> , Mississauga Plan Proposed Amendments – Further Comments (2006 September) by restricting the development to what is existing.	<b>Amend 352</b>	<p>That <b>Amended Recommendation 352 in Appendix 6</b> be further amended as follows:</p> <p><b>4.27.6.28                      Site 27</b></p> <div></div> <p>The lands identified as Special Site 27 are located on the east side of Mississauga Road North, south of High Street West.</p> <p>Notwithstanding the provisions of the Residential High Density I designation, <i>existing</i> horizontal multiple dwellings will be permitted.</p>


APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, it was identified that Special Site 28 requires revisions to clarify the intent of the Policy.	It is appropriate to amend <b>Amended Recommendation 352 in Exhibit 6</b> , Mississauga Plan Proposed Amendments – Further Comments (2006 September) by restricting the development to what is existing.	<b>Amend 353</b>	<p>That <b>Amended Recommendation 353 in Appendix 6</b> be further amended as follows:</p> <p><b>4.27.6.29                      Site 28</b></p> <div><p>The map shows a grid of streets. The vertical streets from left to right are: C.N.R., QUEEN, ST. W., PARK, WESLEY, HIGH AVE., MISSISSAUGA ROAD, PETER, JOHN, SOUTH, PORT, SOUTH ST., and HILLIS. The horizontal streets from top to bottom are: ST. N., FRONT, and CREDIT RIVER. A shaded rectangular area is located between HIGH AVE. and MISSISSAUGA ROAD, and between ST. W. and PARK. This area is labeled 'ST.'.</p></div> <p>The lands identified as Special Site 28 are located on the south side of High Street West between Mississauga Road North and Wesley Avenue.</p> <p>Notwithstanding the provisions of the Residential High Density I designation, <i>existing</i> detached, <i>existing</i> duplex and <i>existing</i> triplex dwellings will be permitted.</p>

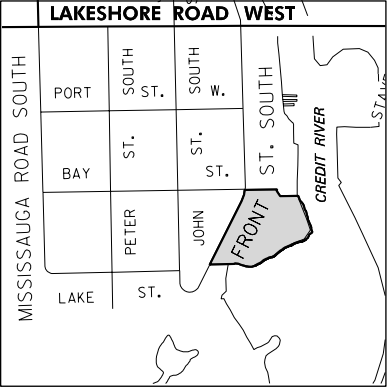
APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN																																															
7	Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, it was identified that Special Site 29 requires revisions to clarify the intent of the Policy.	It is appropriate to amend <b>Amended Recommendation 354 in Appendix 4</b> , Mississauga Plan Proposed Amendments – Report on Comments (2006 March) by rewording to clarify that the height exemption is from the Urban Design Policies, Central Residential provisions and by restricting the development to what is existing.	<b>Amend 354</b>	<p>That <b>Amended Recommendation 354 in Appendix 4</b> be further amended as follows:</p> <p>That Section 4.27.6.30, Site 29, be amended as follows:</p> <p><b>4.27.6.30                      Site 29</b></p> <div></div> <p>The lands identified as Special Site 29 are located north of Lakeshore Road East, south of the Canadian National Railway, east of Stavebank Road and west Hurontario Street.</p> <p>Notwithstanding the <del>provisions of the Residential High Density I designation and the Urban Design Policies, Central Residential provisions, the following will apply:</del> the existing apartment buildings with the following Floor Space Indices and maximum building heights will be permitted:</p> <table><tr><th>Area</th><th>FSI Range</th><th>Maximum Height Permitted</th></tr><tr><td>A</td><td>1.0-2.5 FSI</td><td>13-storeys</td></tr><tr><td>B</td><td>1.0-2.5 FSI</td><td>12-storeys</td></tr><tr><td>C</td><td>1.0-2.5 FSI</td><td>13-storeys</td></tr><tr><td>D</td><td>1.0-2.5 FSI</td><td>11-storeys</td></tr><tr><td>E</td><td>1.0-2.5 FSI</td><td>8-storeys</td></tr><tr><td>F</td><td>1.0-4.0 FSI</td><td>28-storeys</td></tr><tr><td>G</td><td>1.0-2.5 FSI</td><td>10-storeys</td></tr><tr><td>H</td><td>1.0-2.4 FSI</td><td>16-storeys</td></tr><tr><td>I</td><td>1.0-2.8 FSI</td><td>14-storeys</td></tr><tr><td>J</td><td>1.0-2.5 FSI</td><td>10-storeys</td></tr><tr><td>K</td><td>1.0-2.5 FSI</td><td>10-storeys</td></tr><tr><td>L</td><td>1.0-2.5 FSI</td><td>12-storeys</td></tr><tr><td>M</td><td>1.0-2.5 FSI</td><td>13-storeys</td></tr><tr><td>N</td><td>1.0-2.8 FSI</td><td>14-storeys</td></tr></table>		Area	FSI Range	Maximum Height Permitted	A	1.0-2.5 FSI	13-storeys	B	1.0-2.5 FSI	12-storeys	C	1.0-2.5 FSI	13-storeys	D	1.0-2.5 FSI	11-storeys	E	1.0-2.5 FSI	8-storeys	F	1.0-4.0 FSI	28-storeys	G	1.0-2.5 FSI	10-storeys	H	1.0-2.4 FSI	16-storeys	I	1.0-2.8 FSI	14-storeys	J	1.0-2.5 FSI	10-storeys	K	1.0-2.5 FSI	10-storeys	L	1.0-2.5 FSI	12-storeys	M	1.0-2.5 FSI	13-storeys	N	1.0-2.8 FSI	14-storeys
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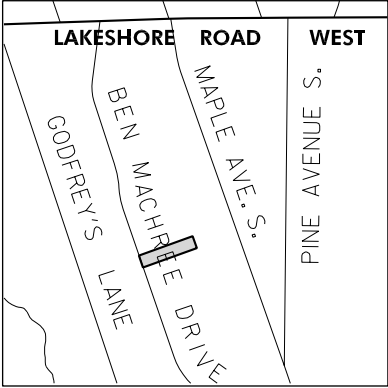
APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.27, Port Credit District Policies	The location map for Special Site 30 should be amended to delete the properties east of Ann Street, north of High Street East from the Special Site 30 location map as the properties do not have offices located on them. Further, the special site requires revisions to clarify the intent of the Policy.	It is appropriate to amend <b>Amended Recommendation 355 in Appendix 4</b> , Mississauga Plan Proposed Amendments – Report on Comments (2006 March) and <b>Recommendation 355 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January) by revising the location map and the property description and restricting the development to what is existing.	Amend 355	<p>That <b>Amended Recommendation 355 in Appendix 4</b> and <b>Recommendation 355 in Exhibit 1</b> be further amended as follows:</p> <p>That Section 4.27.6.31, Site 30, be amended as follows:</p> <p><b>4.27.6.31                      Site 30</b></p> <div></div> <p>The lands identified as Special Site 30 are located west of Hurontario Street, north <del>and</del> south of High Street East.</p> <p>Notwithstanding the provisions of the Residential High Density I designation, offices will be permitted in <i>existing</i> detached dwellings.</p>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, it was identified that Special Site 31 requires revisions to clarify the intent of the Policy.	It is appropriate to amend <b>Recommendation 356 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January) by restricting the development to what is existing.	<b>Amend 356</b>	<p>That <b>Recommendation 356 in Exhibit 1</b> be further amended as follows:</p> <p>That Section 4.27.6.32, Site 31, be amended as follows:</p> <p><b>4.27.6.32                      Site 31</b></p> <div></div> <p>The lands identified as Special Site 31 are located on the north side of Lakeshore Road West, east of Benson Avenue.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, <i>the existing</i> motor vehicle repair <i>uses</i> will be permitted.</p>



APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, it was identified that Special Site 35 requires revisions to clarify the intent of the Policy.	It is appropriate to amend <b>Recommendation 555 in Appendix 4</b> , Mississauga Plan Proposed Amendments – Report on Comments (2006 March) by restricting the development to what is existing.	<b>Amend 555</b>	<p>That <b>Recommendation 555 in Appendix 4</b> be further amended as follows:</p> <p>That Section 4.27.6.36, Site 35, be amended as follows:</p> <p><b>4.27.6.36                      Site 35</b></p> <div><p>The map shows a triangular area labeled 'FRONT' bounded by the C.N.R. tracks to the north, Front Street North to the east, and a property line to the west. This area is identified as Site 35. Surrounding streets include Queen St. West, Park Street West, High Street West, Lakeshore Road West, John St. North, and Peter St. North. The Credit River is shown to the east of the site.</p></div> <p>The lands identified as Special Site 35 are located south of the Canadian National Railway tracks, east of Front Street North.</p> <p>Notwithstanding the provisions of the Private Open Space and Greenbelt designations, <i>the existing a</i>-private club will also be permitted.</p>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, it was identified that Special Site 36 requires revisions to clarify the intent of the Policy.	It is appropriate to amend <b>Recommendation 556 in Appendix 4</b> , Mississauga Plan Proposed Amendments – Report on Comments (2006 March) by rewording to clarify that the height exemption is from the Residential High Density I designation and the Urban Design Policies, Central Residential provisions, by recognizing that a portion of the land is designated Greenbelt and by restricting the development to what is existing.	<b>Amend 556</b>	<p>That <b>Recommendation 556 in Appendix 4</b> be further amended as follows:</p> <p>That Section 4.27.6.37, Site 36, be amended as follows:</p> <p><b>4.27.6.37                      Site 36</b></p> <div><div></div><div><p>The lands identified as Special Site 36 are located east of Front Street South north of Lake Street.</p><p>Notwithstanding the <del>provisions of the</del> Residential High Density I and Greenbelt designations and the Urban Design Policies, Historical Village provisions, the maximum <del>building</del> height of the existing apartment building will be twenty (20) storeys.</p></div></div>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, it was identified that Special Site 38 requires revisions to clarify the intent of the Policy.	It is appropriate to amend <b>Amended Recommendation 585 in Exhibit 6</b> , Mississauga Plan Proposed Amendments – Further Comments (2006 September) by restricting the development to what is existing.	<b>Amend 585</b>	<p>That <b>Amended Recommendation 585 in Appendix 6</b> be further amended as follows:</p> <p><b>4.27.6.39 Site 38</b></p> <div><p>The lands identified as Special Site 38 are located on the east side of Ben Machree Drive, south of Lakeshore Road West.</p><p>Notwithstanding the provisions of the Residential Low Density I designation, the following additional policy will apply:</p><p><b>a. <del>a</del> the existing triplex residential building containing three (3) dwelling units may</b></p><p><i>will also be permitted.</i></p></div>
7	Transportation and Works Department	Section 4.28, Rathwood District Policies	The Transportation and Works Department requested that for clarification purposes, reference to “Bus Rapid Transit” on the Land Use Map should be revised to “Bus Rapid Transit Corridor”.	It is appropriate to amend <b>Recommendation 371 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January).	<b>Amend 371</b>	<p>That <b>Recommendation 371 in Appendix 1</b>, be further amended as follows:</p> <p>That the Rathwood District Land Use Map, be amended as follows:</p> <ol style="list-style-type: none"><li>1. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit <i>Corridor</i>" and "Bus Rapid Transit Station".</li></ol>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.32, Streetsville District Policies	As a result of Official Plan Amendment No. 49, revised Streetsville District Policies, being adopted and approved, the recommended changes to the previous Streetsville District Policies are no longer necessary as they have all been incorporated and, therefore, should be deleted from <b>Exhibit 1, Appendix 2, Appendix 4 and Appendix 6.</b>	The requested revisions are appropriate.	<b>Amend</b>	That the following <b>Recommendations in Exhibit 1</b> be deleted:  <b>383 Recommendation 383</b> <b>384 Recommendation 384</b> <b>385 Recommendation 385</b> <b>386 Recommendation 386</b> <b>387 Recommendation 387</b> <b>388 Recommendation 388</b> <b>389 Recommendation 389</b> <b>390 Recommendation 390</b> <b>391 Recommendation 391</b> <b>392 Recommendation 392</b> <b>393 Recommendation 393</b> <b>394 Recommendation 394</b> <b>395 Recommendation 395</b>  That the following <b>Recommendations in Appendix 2</b> be deleted:  <b>505 Recommendation 505</b> <b>506 Recommendation 506</b>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.32, Streetsville District Policies (con't.)			560	That the following <b>Recommendations in Appendix 4</b> be deleted:  <b>Recommendation 560</b>
					Amend 385 587 588	That the following <b>Recommendations in Appendix 6</b> be deleted:  <b>Recommendation Amended 385</b> <b>Recommendation 587</b> <b>Recommendation 588</b>
7	Transportation and Works Department	Section 4.33, Western Business Park District Policies	The Transportation and Works Department requested that for clarification purposes, reference to “Bus Rapid Transit” on the Land Use Map should be revised to “Bus Rapid Transit Corridor”.	It is appropriate to amend <b>Recommendation 401 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January).	Amend part of 401	That <b>Recommendation 401 in Appendix 1</b> , be further amended as follows:  That the Western Business Park District Land Use Map, be amended as follows:  5. Replace the reference to "Transitway" and "Transitway Station" in legend to "Bus Rapid Transit <i>Corridor</i> " and "Bus Rapid Transit Station".

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 3.4, Industrial, General Policies	<b>Recommendation 17 in Exhibit 1</b> , Mississauga Plan Proposed Amendments (2005 January) recognized offices as a permitted use in the Industrial designation. To be consistent with the Business Employment policies, sections should be added to the Industrial policies that address the maximum FSI of 0.5 for offices and that accessory uses will be limited to a maximum 20% of the total GFA.	The requested revisions are appropriate.	<b>590</b>	<p>That Section 3.4.2, be amended by adding the following:</p> <p><b>3.4.2.1</b>        <i>The maximum Floor Space Index (FSI) for offices not located in Nodes is 0.5.</i></p> <p><b>3.4.2.2</b>        <i>Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area (GFA).</i></p> <p><b><i>And</i></b></p> <p>That existing Sections 3.4.2.1 and 3.4.2.2 will be renumbered accordingly to <i>Sections 3.4.2.3 and 3.4.2.4.</i></p>

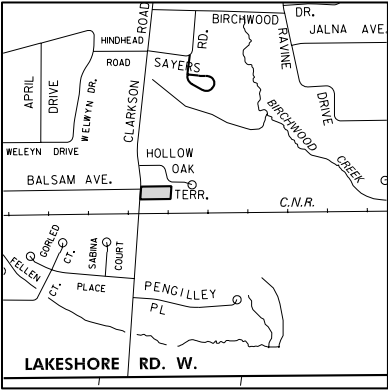
APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Transportation and Works Department	Section 3.14, renumbered as Section 3.17, Transportation	The Transportation and Works Department requested amendments to Section 3.14.5.2 (renumbered Section 3.17.5.2) to clarify its intent and also to implement recent amendments to the <i>Planning Act</i> that enhance authority to acquire land to be dedicated for public transit rights-of-way, commuter parking lots, transit stations and related infrastructure.	The requested revisions are appropriate.	591	<p>That Section 3.14.5.2, renumbered as Section 3.17.5.2, be amended as follows:</p> <p><del>3.14.5.2</del> <b>3.17.5.2</b> "Designated right-of-way widths" are considered the basic required rights-of-way along roadway sections. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate bus bays, <i>transit stations along Major Transit Corridors, Bus Rapid Transit facility, Bus Rapid Transit stations</i>, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.</p> <p><i>These right-of-way widths are intended to accommodate the Major Transit Corridors, Bus Rapid Transit facility and Bus Rapid Transit stations shown schematically on Schedule 4: Road and Transit Network Long Term Concept, as well as transit stations along Major 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 5: Designated Right-of-Way Widths. Portions of the Bus Rapid Transit facility are protected under the Parkway Belt West Plan.</i></p> <p><i>In addition, the City may acquire lands for a public transit right-of-way along Major Transit Corridors and the Bus Rapid Transit Corridor where the creation of a public transit right-of-way separate from, adjacent to, or in addition to a road right-of-way is deemed appropriate.</i></p>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Transportation and Works Department	Schedule 5, Designated Right-of-Way Widths	As a result of <b>Recommendation 595 in Appendix 7</b> , Schedule 5, Designated Right-of-Way Widths requires amendment to reduce the right-of-way width for the section of Mississauga Road between Indian Road and the CNR tracks from 26 m to a range of 23 m to 26 m. The reason for this change is to maintain the scenic route character of this road and to minimize any damage to the mature trees as a result of any widenings that may occur in the future.	The requested revisions are appropriate.	<b>592</b>	That Schedule 5: Designated Right-of-Way Widths, be amended as follows:  20. <i>Revise Mississauga Road (Scenic Route) – ROW Width between Indian Road to Canadian National Railway tracks from 26 m to a ROW width of 23-26 m and add to legend.</i>
7	Community Services Department	Section 4.2, Airport Corporate District Policies	The Community Services Department requested that the lands located east of Explorer Drive, north of Matheson Boulevard East be redesignated from "Business Employment" to "Greenbelt" to recognize existing City owned lands that form part of the adjacent Greenbelt.	The requested revisions are appropriate.	<b>593</b>	That the Airport Corporate District Land Use Map be amended as follows:  8. Redesignate the lands located east of Explorer Drive, north of Matheson Boulevard East from "Business Employment" to "Greenbelt".

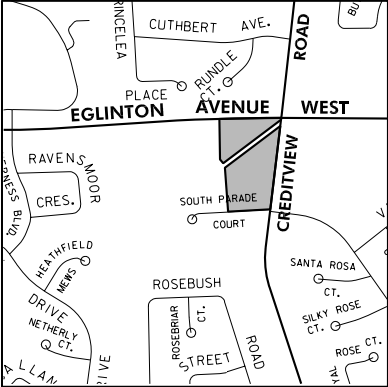



APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.7, Clarkson-Lorne Park District Policies	Upon further review, it was identified that Section 4.7.3.3, Character Areas, Urban Design Policies should be amended to clarify the intent of the Policies and to be consistent with the Land Use Policies in the Clarkson-Lorne Park Planning District as not all lands are designated Commercial.	The requested revisions are appropriate.	594	<p>That Section 4.7.3.3 text, be amended as follows:</p> <p><b>4.7.3.3 Character Areas</b></p> <p><b>a.</b> For the purposes of this Plan, two <del>Mixed-Use/Linear</del> Character Areas are identified <del>which have a commercial focus</del> (Clarkson Village Mainstreet Commercial Area and Lorne Park Road Corridor).</p> <p><b>b.</b> The location of these Character Areas are identified on Figure 1, Character Areas - Clarkson-Lorne Park District.</p> <p><del>4.7.3.3.1 Mixed-Use/Linear Character Areas</del></p> <p><del>4.7.3.3.1.1 Clarkson Village Mainstreet Commercial Area</del></p> <p><b>a.</b> Encourage pedestrian walkways and elements along the edge of Turtle Creek to connect to the parking areas and the shopping street to encourage the visual enjoyment and surveillance of this natural creek feature.</p> <p><b>b.</b> Encourage the development of symbolic gateways to define entry to and exit from Clarkson Village.</p> <p><b>c.</b> Encourage more on-street parking and promote the introduction of well-lit on-site parking to be located at the rear of buildings with clear visibility and sight lines through to Lakeshore Road West.</p> <p><b>d.</b> Encourage two (2) to three (3) storey, zero street lot line, mixed use development.</p>

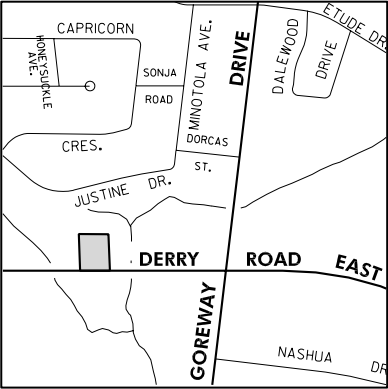
APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.7, Clarkson-Lorne Park District Policies (cont.)			594 (cont.)	<b>4.7.3.3-4.2 Lorne Park Road Corridor</b> <b>a.</b> This streetscape should emphasize older buildings which are close to the street. <b>b.</b> Encourage two (2) storey, <del>zero street lot line</del> development, with buildings designed to de-emphasize height, and to be consistent with the residential character of the neighbourhood.
7	Transportation and Works Department	Section 4.7, Clarkson-Lorne Park District Policies	The Transportation and Works Department requested an amendment to Section 4.7.6.1, Table 1, Basic Road Characteristics to reduce the right-of-way width for the section of Mississauga Road between Indian Road and the CNR tracks from 26 m to a range of 23 m to 26 m. The reason for this change is to maintain the scenic route character of this road and to minimize any damage to the mature trees as a result of any widenings that may occur in the future.	The requested revisions are appropriate.	595	That Section 4.7.6.1, Table 1, Basic Road Characteristics, be amended as follows:  <b>Amend</b> Mississauga Road (Scenic Route) – Queen Elizabeth Way to <del>Indian Road</del> <del>Canadian National Railway tracks</del> with a right-of-way width of 26 m  <b>AND</b>  <b>Add</b> <i>Mississauga Road (Scenic Route) – Indian Road to Canadian National Railway tracks with a right-of-way width of 23-26 m</i>

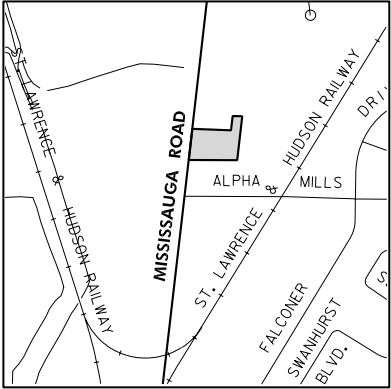
APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Glen Schnarr & Associates Inc. for 1141 Clarkson Road North	Section 4.7, Clarkson-Lorne Park District Policies	Glen Schnarr and Associates Inc. on behalf of 1141 Clarkson Road North requested that the Residential Low Density I designation be amended to Office to recognize the existing business, professional and administrative offices.	<p>Amendment 25 is not the document to amend the designation. This request should be evaluated through a site specific development application.</p> <p>To recognize the existing office use in the detached dwelling, a new special site should be added. The property will remain designated Residential Low Density I and permit office uses in the existing detached dwelling.</p>	596	<p>That a new Special Site be added to the Clarkson-Lorne Park District Policies as follows:</p> <p><b>4.7.7.24                      Site 23</b></p> <div></div> <p><i>The lands identified as Special Site 23 are located on the west side of Clarkson Road North, south of Hollow Oak Terrace.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density I designation, office use in the existing detached dwelling will be permitted.</i></p>
7	Community Services Department	Section 4.7, Clarkson-Lorne Park District Policies	The Community Services Department requested that the lands located on the south side of Watersedge Road, west of Country Club Crescent be redesignated from "Residential Low Density I" to "Public Open Space" to recognize the existing CVC owned lands that form part of the adjacent parks.	The requested revisions are appropriate.	597	<p>That the Clarkson-Lorne Park District Land Use Map be amended as follows:</p> <p>6.        Redesignate the lands located on the south side of Watersedge Road, west of Country Club Crescent from "Residential Low Density I" to "Public Open Space".</p>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Community Services Department	Section 4.7, Clarkson-Lorne Park District Policies	The Community Services Department requested that the lands located east of Winston Churchill Boulevard, south of Widemarr Road be redesignated from "Residential Low Density II" to "Public Open Space" to recognize the existing City owned lands that form part of Clarkson Park.	The requested revisions are appropriate.	598	<p>That the Clarkson-Lorne Park District Land Use Map be amended as follows:</p> <p>7. Redesignate the lands located east of Winston Churchill Boulevard, south of Widemarr Road from "Residential Low Density II" to "Public Open Space".</p>
7	Planning and Building Department	Section 4.8, Cooksville District Policies	Upon further review, it was identified that Special Site 3 should be amended to clarify the intent of the Policy.	It is appropriate to amend Section 4.8.7.4, Special Site 3, 2 <sup>nd</sup> paragraph by rewording to clarify that exemptions are also from the Urban Design Policies, Main Street Character provisions.	599	<p>That Special Site 3, Section 4.8.7.4, 2<sup>nd</sup> paragraph be amended as follows:</p> <p>Notwithstanding the <del>provisions of the</del> Mainstreet Commercial and Utility designations <i>and the Urban Design Policies, Main Street Character provisions</i>, the following additional policies will apply:</p>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Glen Schnarr & Associates Inc.	Section 4.11, East Credit District Policies	As a result of <b>Amended Recommendation 197 in Appendix 7</b> , Section 4.11.6.13, Site 12, in the East Credit District Policies requires amendment by extending the special site south to South Parade Court and by recognizing the existing townhouses located within the Residential High Density I designation.	It is appropriate to amend Section 4.11.6.13, Site 12 by replacing the graphic and permitting townhouse dwellings.	600	<p>That Section 4.11.6.13, Site 12 be amended as follows:</p> <p><b>4.11.6.13 Site 12</b></p>  <p>The lands identified as Special Site 12 are located at the southwest corner of Eglinton Avenue West and Creditview Road.</p> <p>Notwithstanding the provisions of the Residential High Density I designation, <i>the following additional policies will apply:</i></p> <p><i>a. townhouse dwellings will be permitted;</i></p> <p><i>b. the maximum apartment building height will be twelve (12) storeys.</i></p>
7	Community Services Department	Section 4.12, Erindale District Policies	The Community Services Department requested that the lands located east of Burnbrae Drive, south of Otis Avenue be redesignated from "Residential Low Density II" to "Greenbelt" to recognize the existing greenbelt lands.	The requested revisions are appropriate.	601	<p>That the Erindale District Land Use Map be amended as follows:</p> <p>5. Redesignate the lands located east of Burnbrae Drive, south of Otis Avenue from "Residential Low Density II" to "Greenbelt".</p>

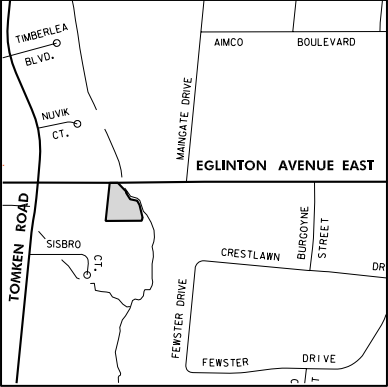
APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Community Services Department	Section 4.15, Gateway District Policies	The Community Services Department requested that the lands located on the east side of McLaughlin Road, south of Matheson Boulevard West be redesignated from "Business Employment" to "Public Open Space" to recognize the existing park.	The requested revisions are appropriate.	602	<p>That the Gateway District Land Use Map be amended as follows:</p> <p>12. Redesignate the lands located east of McLaughlin Road, south of Matheson Boulevard West from "Business Employment" to "Public Open Space".</p>
7	Planning and Building Department	Section 4.17, Lakeview District Policies	As a result of <b>Amended Recommendation 255 in Appendix 7</b> , the lands located on the north side of Lakeshore Road East, east of Strathy Avenue require a new Special Site to recognize the existing condominium townhouse development.	The requested revisions are appropriate.	603	<p>That a new Special Site be added to the Lakeview District Policies as follows:</p> <p><b>4.17.6.28                      Site 27</b></p> <div></div> <p><i>The lands identified as Special Site 27 are located on the north side of Lakeshore Road East, east of Strathy Avenue.</i></p> <p><i>Notwithstanding the provisions of the Residential Low Density II and Mainstreet Commercial designations,                      townhouse dwellings will be permitted.</i></p>

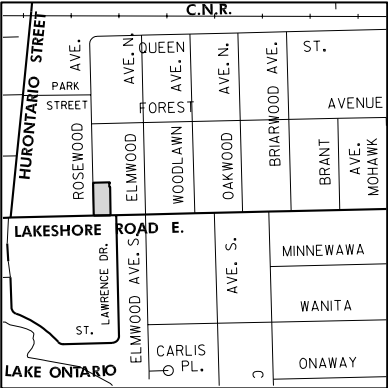
APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Community Services Department	Section 4.17, Lakeview District Policies	The Community Services Department requested that the lands located south of Richley Crescent, on both sides of Cooksville Creek be redesignated from "Residential Low Density I" and "Residential Low Density II" to "Greenbelt" to recognize the existing CVC owned lands that form part of the adjacent greenbelt.	The requested revisions are appropriate.	604	<p>That the Lakeview District Land Use Map be amended as follows:</p> <p>6. Redesignate the lands located south of Richley Crescent, on both sides of Cooksville Creek from "Residential Low Density I" and "Residential Low Density II" to "Greenbelt".</p>
7	Planning and Building Department	Section 4.19, Malton District Policies	As a result of revising the General Commercial policies to permit motor vehicle uses only in Employment Districts, but not in Nodes, the site located on the north side of Derry Road East, west of Goreway Drive should be added as a Special Site to be consistent with the existing zoning and development.	The requested revisions are appropriate.	605	<p>That a new Special Site be added to the Malton District Policies as follows:</p> <p><b>4.19.7.6 Site 5</b></p>  <p><i>The lands identified as Special Site 5 are located on the north side of Derry Road East, west of Goreway Drive.</i></p> <p><i>Notwithstanding the provisions of the General Commercial designation, motor vehicle commercial uses will be permitted.</i></p>

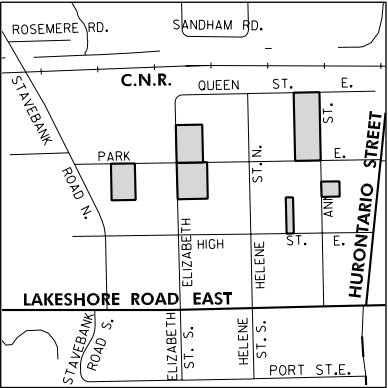
APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Community Services Department	Section 4.19, Malton District Policies	The Community Services Department requested that the lands located on the north side of Derry Road East, west of Rexwood Road be redesignated from "Motor Vehicle Commercial" to "Public Open Space" to recognize the existing park.	The requested revisions are appropriate.	606	<p>That the Malton District Land Use Map be amended as follows:</p> <p>10. Redesignate the lands located north of Derry Road East, west of Rexwood Road from "Motor Vehicle Commercial" to "Public Open Space".</p>
7	Planning and Building Department	Section 4.22, Meadowvale Business Park District Policies	Upon further review, the lands located on the east side of Mississauga Road, north of Alpha Mills Road require a Special Site to recognize the existing motor vehicle sales use in the Business Employment designation.	The requested revisions are appropriate.	607	<p>That a new Special Site be added to the Meadowvale Business Park District Policies as follows:</p> <p><b>4.22.6.11 Site 10</b></p> <div></div> <p><i>The lands identified as Special Site 10 are located on the east side of Mississauga Road, north of Alpha Mills Road.</i></p> <p><i>Notwithstanding the Business Employment designation, motor vehicle sales will also be permitted.</i></p>




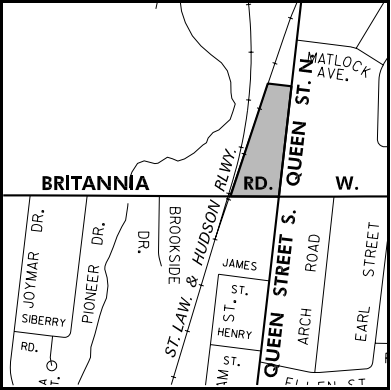
APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Transportation and Works Department	Section 4.22, Meadowvale Business Park District Policies	The Transportation and Works Department, Development Engineering Section, has requested that Millcreek Drive be extended southerly to link opposite Joymar Drive. This extension from Erin Mills Parkway to Joymar Drive is conceptual and will be classified as a Minor Collector Road with a right-of-way of 24 m.	The requested revisions are appropriate.	<b>608</b>	That the Meadowvale Business Park District Land Use Map be amended as follows:  <i>10.</i> Millcreek Drive be extended southerly from Erin Mills Parkway to Britannia Road West to link opposite Joymar Drive and be classified as a Minor Collector Road.
7	Community Services Department	Section 4.22, Meadowvale Business Park District Policies	The Community Services Department requested that the lands located on the south side of Derry Road West, east of Creditview Road be redesignated from "Business Employment" to "Greenbelt" to recognize the existing Stormwater Management Facility.	The requested revisions are appropriate.	<b>609</b>	That the Meadowvale Business Park District Land Use Map be amended as follows:  <i>11.</i> Redesignate the lands located on the south side of Derry Road West, east of Creditview Road from "Business Employment" to "Greenbelt".
7	Community Services Department	Section 4.24, Mineola District Policies	The Community Services Department requested that the lands located east of Elaine Trail and north of Willa Road be redesignated from "Residential Low Density I" to "Greenbelt" to recognize the existing City owned lands that form part of the adjacent greenbelt.	The requested revisions are appropriate.	<b>610</b>	That the Mineola District Land Use Map be amended as follows:  <i>4.</i> Redesignate the lands located east of Elaine Trail and north of Willa Road from "Residential Low Density I" to "Greenbelt".

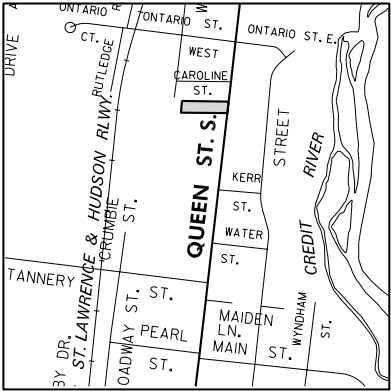
APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.26, Northeast District Policies	The Comprehensive Zoning By-law Review identified that, the lands located on the south side of Eglinton Avenue East, east of Tomken Road, require a new Special Site to be consistent with the existing zoning and recognize the existing development.	The requested revisions are appropriate.	611	<p>That a new Special Site be added to the Northeast District Policies as follows:</p> <p><b>4.26.5.7                      Site 6</b></p>  <p><i>The lands identified as Special Site 6 are located on the south side of Eglinton Avenue East, east of Tomken Road.</i></p> <p><i>Notwithstanding the provisions of the Business Employment and Greenbelt designations, housing for the elderly will be permitted.</i></p>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, it was identified that Special Site 11 should be amended to clarify the intent of the Policy.	It is appropriate to amend Section 4.27.6.12, Special Site 11 by restricting the development to what is existing.	612	<p>That Section 4.27.6.12, Site 11 be amended as follows:</p> <p><b>4.27.6.12                      Site 11</b></p> <div></div> <p>The lands identified as Special Site 11 are located at the northeast corner of Lakeshore Road East and Rosewood Avenue.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, the following additional policy will apply:</p> <p><b>a.    <del>a</del> the existing</b> motor vehicle repair garage will be permitted.</p>
7	Planning and Building Department	Section 4.27, Port Credit District Policies	Upon further review, it was identified that Special Site 13 should be amended to clarify the intent of the Policy.	It is appropriate to amend Section 4.27.6.14, Special Site 13, 2 <sup>nd</sup> paragraph by rewording to clarify that exemptions are also from the Urban Design Policies, Central Residential provisions.	613	<p>That Special Site 13, Section 4.27.6.14, 2<sup>nd</sup> paragraph be amended as follows:</p> <p>Notwithstanding <del>the provisions of</del> the Residential Medium Density II designation <i>and Urban Design Policies, Central Residential provisions on these lands</i>, the following additional policies will apply:</p>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.27, Port Credit District Policies	The Comprehensive Zoning By-law Review identified that, the lands located north of Lakeshore Road East, south of the Canadian National Railway, east of Stavebank Road and west of Hurontario Street, require a new Special Site to be consistent with the existing zoning and recognize the existing development.	The requested revisions are appropriate.	614	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.40                      Site 39</b></p> <div></div> <p><i>The lands identified as Special Site 39 are located north of Lakeshore Road East, south of the Canadian National Railway, east of Stavebank Road and west Hurontario Street.</i></p> <p><i>Notwithstanding the provisions of the Residential High Density I designation, existing detached, existing duplex and existing triplex dwellings will also be permitted.</i></p>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.27, Port Credit District Policies	The Comprehensive Zoning By-law Review identified that, the lands located at the northwest corner of Port Street East and Helene Street South, require a new Special Site to recognize the existing development.	The requested revisions are appropriate.	615	<p>That a new Special Site be added to the Port Credit District Policies as follows:</p> <p><b>4.27.6.41                      Site 40</b></p> <div></div> <p><i>The lands identified as Special Site 40 are located at the northwest corner of Port Street East and Helene Street South.</i></p> <p><i>Notwithstanding the Urban Design Policies, Harbour Mixed Use provisions, the maximum height of the existing apartment building will be five (5) storeys.</i></p>
7	Community Services Department	Section 4.29, Sheridan District Policies	The Community Services Department requested that the lands located east of Mississauga Road, north of Blythe Road be redesignated from "Residential Low Density I" to "Greenbelt" to recognize the greenbelt lands.	The requested revisions are appropriate.	616	<p>That the Sheridan District Land Use Map be amended as follows:</p> <p>6.        Redesignate the lands located east of Mississauga Road, north of Blythe Road from "Residential Low Density I" to "Greenbelt".</p>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.32, Streetsville District Policies	Upon further review, it was identified that Section 4.32.4.1.4, should be revised to be consistent with the terminology of other sections of Mississauga Plan.	The requested revisions are appropriate.	617	<p>That 4.32.4.1.4 be amended as follows:</p> <p><b>4.32.4.1.4 Residential Medium Density II</b></p> <p>The Residential Medium Density II designation permits <i>townhouse dwellings and</i> all forms of horizontal multiple dwellings at a density of 42-57 units per net residential hectare and <del>low-rise</del> <i>apartments dwellings</i> at a Floor Space Index of 0.3-1.0. Building height should generally not exceed four (4) storeys.</p>
7	Planning and Building Department	Section 4.32, Streetsville District Policies	Upon further review, the Comprehensive Zoning By-law Review identified that the lands on the west side of Queen Street North, north of Britannia Road West should be included in the graphic indicating the parcel in Section 4.32.8.5, Site 4, in the Streetsville District Policies to recognize the existing motor vehicle commercial use.	The requested revisions are appropriate.	618	<p>That Section 4.32.8.5, Site 4 graphic, be amended by replacing it with the following graphic:</p> <p><b>4.32.8.5 Site 4</b></p> 

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Planning and Building Department	Section 4.32, Streetsville District Policies	Upon further review, it was identified that Special Site 6 should be amended to clarify the intent of the Policy.	It is appropriate to amend Section 4.32.8.7, Special Site 6, 2 <sup>nd</sup> paragraph by rewording to clarify that exemptions are from the Urban Design Policies, Mainstreet Commercial Character provisions.	619	<p>That Special Site 6, Section 4.32.8.7, 2<sup>nd</sup> paragraph be amended as follows:</p> <p>Notwithstanding <del>the provisions of the Mainstreet Commercial designation,</del> the Urban Design Policies, Mainstreet Commercial Character provisions, the maximum height permitted will be five (5) storeys.</p>
7	Planning and Building Department	Section 4.32, Streetsville District Policies	Upon further review, it was identified that Special Site 9 should be amended to clarify the intent of the Policy.	It is appropriate to amend Section 4.32.8.10, Special Site 9, 2 <sup>nd</sup> paragraph by rewording to clarify that exemptions are from the Urban Design Policies, Mainstreet Commercial Character provisions.	620	<p>That Special Site 9, Section 4.32.8.10, 2<sup>nd</sup> paragraph be amended as follows:</p> <p>Notwithstanding <del>the provisions of the Mainstreet Commercial designation,</del> the Urban Design Policies, Mainstreet Commercial Character provisions, the building heights should not exceed two (2) storeys.</p>
7	Planning and Building Department	Section 4.32, Streetsville District Policies	Upon further review the land known as Streetsville Rotary Park, located on the west side of Queen Street South, south of Caroline Street requires a new Special Site to recognize the existing Public Open Space.	The requested revisions are appropriate.	621	<p>That a new Special Site be added to the Streetsville District Policies as follows:</p> <p><b>4.32.8.15                      Site 14</b></p>  <p>The lands identified as Special Site 14 are located on the west side of Queen Street South, south of Caroline Street.</p> <p>Notwithstanding the Mainstreet Commercial designation, Public Open Space will also be permitted.</p>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Mr. Ted Davidson, Ted Davidson Consultants Inc.	Section 4.27, Port Credit District Policies and All Schedules and District Land Use Maps in Mississauga Plan	Mr. Davidson has expressed concerns regarding the general approach taken with OPA 25 and the Comprehensive Zoning By-law, in particular the use of special sites in the Official Plan to recognize existing development. Mr. Davidson has also noted that the numbers indicated on the Land Use Schedules in the various Appendices of Mississauga Plan Proposed Amendments required clarification.	Two of the major goals of the Comprehensive Zoning By-law Review were to bring the Official Plan designations and the zoning into conformity with each other within the policy framework, and, to avoid the creation of legal non-conforming uses. To achieve the second goal, many existing sites are proposed to be recognized in a limited or restricted form in Mississauga Plan through the use of Special Site Policies. These uses have been restricted to what currently “exists”. Should the use cease, the underlying designation, which is in keeping with the overall vision, applies. This strategy allows for the recognition of continuing viable uses, while maintaining the overall integrity of the policy vision for the district. With respect to Port Credit, the strategy is an interim step which not only recognizes that the District is going through a transition phase, but also facilitates the rationalization of the planning framework with the new Zoning By-law. A comprehensive review of the Port Credit District Policies has commenced, wherein the special sites will be revaluated within the context of the new policies. In addition, the new policies will address new Provincial Policy such as the Provincial Growth Plan.  The requested revisions to add a note on all Schedules and District Land Use Maps in the various Appendices of Mississauga Plan Proposed Amendments and the numbering of Special Site Areas on all Consolidated District Land Use Maps are appropriate.	622	That All Schedules and District Land Use Maps in the various Appendices of Mississauga Plan Proposed Amendments be amended by adding the following:  <i><b>Note:</b></i> <i>Numbers, such as ①, indicated on the Schedules/District Land Use Maps are related to mapping changes outlined in various Appendices of Mississauga Plan Proposed Amendments.</i>  <b>This note will not be included on the Consolidated Schedules and District Land Use Maps in Mississauga Plan.</b>
					623	That All Consolidated District Land Use Maps in Mississauga Plan be amended as follows:  <i>Special Site Areas will be indicated by outline and number with a note to reference Special Site Policies.</i>



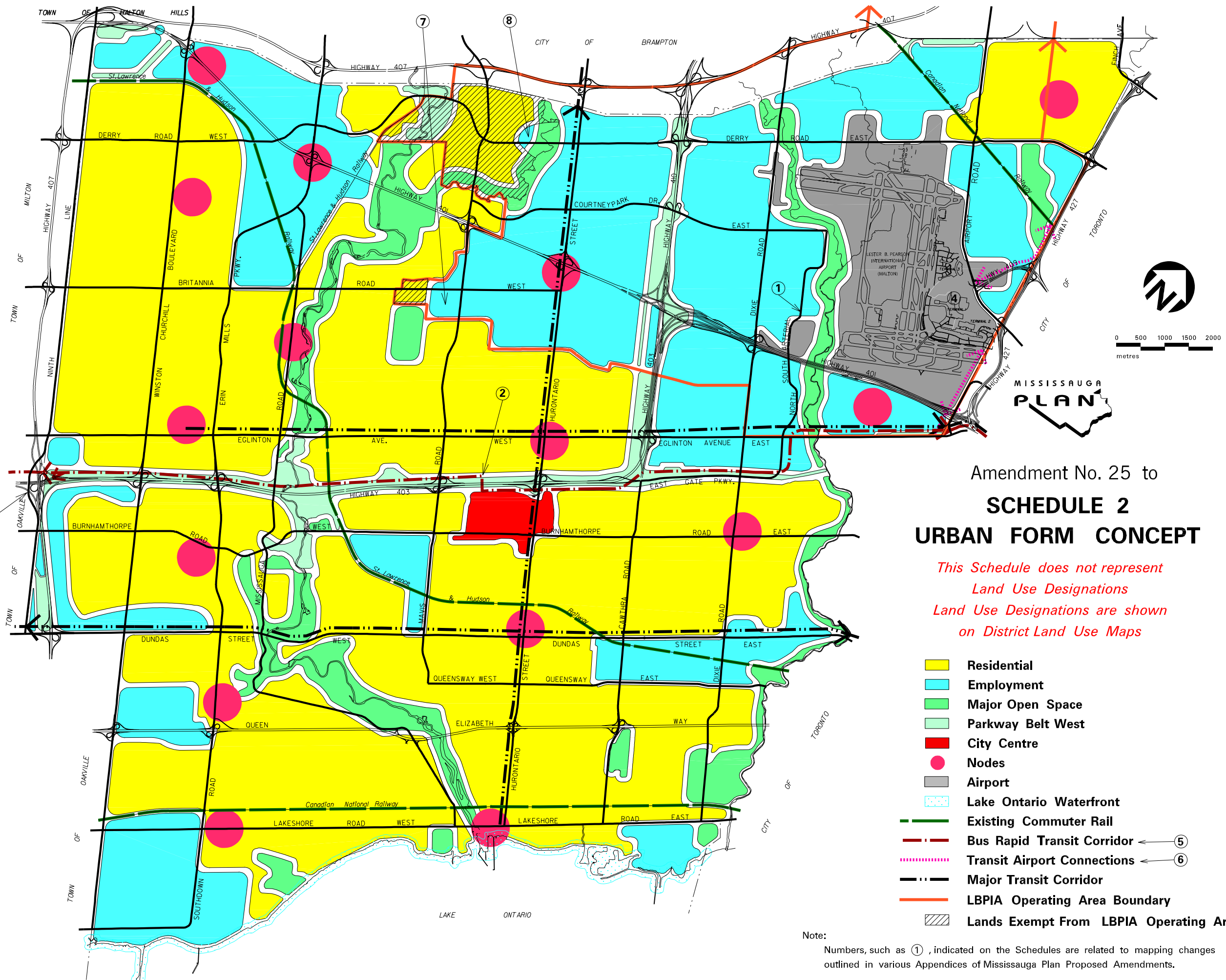
APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	PMG Planning Consultants for Cedar Heights Construction Limited	Section 4.3, Applewood District Policies	PMG Planning Consultants identified a concern with respect to the proposed D zoning on the lands located on the north side of Dundas Street East, between Cawthra Road and Haines Road.	The subject lands are located in the Applewood District. The larger northerly portion is designated Residential Medium Density I and permits townhouses. The southerly portion consists of a laneway with access to Dundas Street East and is designated for Office and Residential High Density uses. The current zoning is H-RM7D4. As the zoning does not conform to the Residential Medium Density designation, the lands were placed in a D zone through the Comprehensive By-law Review.		<b>No change recommended.</b>
7	Greg Dell and Associates for Petro-Canada	Section 4.6, City Centre District Policies	Greg Dell and Associates on behalf of Petro-Canada requested a revision to the Special Site 4 provision in the City Centre District Policies to also permit a gas bar at the southwest corner of Hurontario and Burnhamthorpe.	Mississauga Plan currently recognizes the existing service station. A gas bar is not considered an appropriate long-term use for the City Centre.		<b>No change recommended.</b>  <b>No change was also recommended in Appendix 2 and Appendix 6.</b>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Glen Schnarr & Associates Inc. for Various clients	Section 4.8, Cooksville District Policies	Glen Schnarr and Associates identified a concern with respect to the lands on the west side of Kirwin Avenue, north of Dundas Street East. Amendment 25 does not recognize the 42-storey hotel currently the subject of a site plan application.	<p>The lands are designated Mainstreet Commercial in the Cooksville District Policies which has a height cap of 6 storeys. The property has an existing "C1" zoning that does not have a height cap. Within the Comprehensive Zoning By-law Review the property will have a 6 storey cap to be consistent with Mississauga Plan.</p> <p>Amendment 25 is not the document to amend the designation. This site should continue to be evaluated through a site specific development application.</p> <p>As the purpose of a Zoning By-law is to implement the Official Plan, one of the main objectives of the Comprehensive Zoning By-law Review is to bring the Zoning into conformity with Mississauga Plan.</p> <p>If the applicant's site plan application is complete and crystallized prior to the adoption of the new Zoning By-law, it can proceed.</p>		<p><b>No change recommended.</b></p> <p><b>No change was also recommended in Appendix 4 and Appendix 6.</b></p>
7	Glen Schnarr & Associates Inc. for Harris Farm 6545 Creditview Road	Section 4.11, East Credit District Policies	Glen Schnarr and Associates Inc. on behalf of Harris Farm requested that the Greenbelt designation be amended to allow for a golf course on the Harris Farm lands.	Amendment 25 is not the document to amend the designation. This site should be evaluated through a site specific development application.		<p><b>No change recommended.</b></p> <p><b>No change was also recommended in Appendix 6.</b></p>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Jim Tovey, Acting President, Lakeview Ratepayers Association	Section 4.17, Lakeview District Policies	Mr. Tovey, on behalf of the Lakeview Ratepayers Association, expressed concerns regarding the Residential Low Density II designation. It was noted that street townhouses should not be permitted in the Residential Low Density II designation. Further, it was requested that Special Site 9 dealing with the Lakeview power generating site, be removed from the district policies.	<p>The Residential Low Density II designation in the approved Lakeview District Policies permits detached, semi-detached, duplex, and street townhouse dwellings with a density range of 17-30 uph. Like many other planning districts in Mississauga, street townhouse dwellings are permitted in the Residential Low Density II designation.</p> <p>The approved Lakeview District Policies, Special Site 9, designates the Lakeview power generating station as Utility and permits an electric power generating station. No changes are proposed in Amendment 25.</p> <p>Amendment 25 is not the document to address the Lakeview Ratepayers Association's concerns. These concerns should be evaluated through the Lakeview District Policies review process which is currently underway. As part of the review land use designations and appropriate built form will be examined in detail.</p>		<b>No change recommended.</b>
7	Osler, Hoskin & Harcourt for Toyotoshi Realty Inc. at 2950 Argentia Road	Section 4.22, Meadowvale Business Park District Policies	Osler, Hoskin & Harcourt, on behalf of Toyotoshi Realty Inc. owners of 2950 Argentia Road, have requested that the approved variance to permit a car dealership be recognized in the draft zoning by-law.	Mississauga Plan designates the subject site Business Employment in the Meadowvale Business Park District. The lands are identified as Special Site 2 which permits offices with a maximum Gross Floor Area of 55 208 m <sup>2</sup> . The site is also within a Node. The Official Plan does not permit a car dealership at this location. Further, the draft zoning by-law does not recognize or incorporate approved variances for use. These uses will be allowed to continue as per the conditions of the approved variances if building permits have been obtained.		<b>No change recommended.</b>

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Glen Schnarr & Associates Inc. for Various clients	Section 4.24, Mineola District Policies	Glen Schnarr & Associates Inc. on behalf of various clients requested that <b>Recommendation 493</b> in Appendix 2 (Special Site 2, Mineola District Policies) not be amended to prohibit access from local streets as they have recently submitted an Official Plan Amendment and Zoning By-law Amendment for the northeast corner of Hurontario Street and Pinewood Trail.	<b>Recommendation 493</b> in Appendix 2 was requested by the Transportation and Works Department as a result of concerns of further office development on Hurontario Street having an impact on the adjacent residential neighbourhood.		<b>No change recommended.</b>  <b>No change was also recommended in Appendix 4 and Appendix 6.</b>
7	Glen Schnarr & Associates Inc. for 289 Lakeshore Road East	Section 4.27, Port Credit District Policies	Glen Broll on behalf of the owners of 298 Lakeshore Road East requested that a special site be added to the Port Credit District Policies which allow a maximum FSI of 1.5 and retail commercial uses currently permitted by the existing zoning.	The requested revisions are appropriate. <b>Recommendation 584 in Exhibit 6</b> , Mississauga Plan proposed Amendments – Further Comments (2006 September) proposes a new special site, Site 37, Port Credit District Policies, which accommodates the current zoning permission at 298 Lakeshore Road East.		<b>Recommendation 584 in Exhibit 6</b> accommodates the request for a special site at 298 Lakeshore Road East in the Port Credit District Policies.

APP. NO.	RESPONDENT	SECTION	ISSUE	COMMENTS	RECOMMENDATIONS TO EXISTING MISSISSAUGA PLAN	
7	Ms. Anita Albrecht for 1047064 Ontario Inc., owners of 24 Ann Street	Section 4.27, Port Credit District Policies	Anita Albrecht has concerns with the Residential designation and zoning of many of the properties south of the Port Credit GO station, north of Lakeshore Road East, in particular along Ann Street. She notes that the because of the proximity to the GO station and bus terminal that this area suffers from noise, pollution and excessive traffic. She suggests that the area should be redesignated and zoned for commercial type uses.	Amendment 25 is not the document to amend the designation of lands in the vicinity of the Port Credit GO station. A comprehensive review of the Port Credit District Policies has commenced, wherein Ms Albrecht’s comments will be considered.		<b>No change recommended.</b>



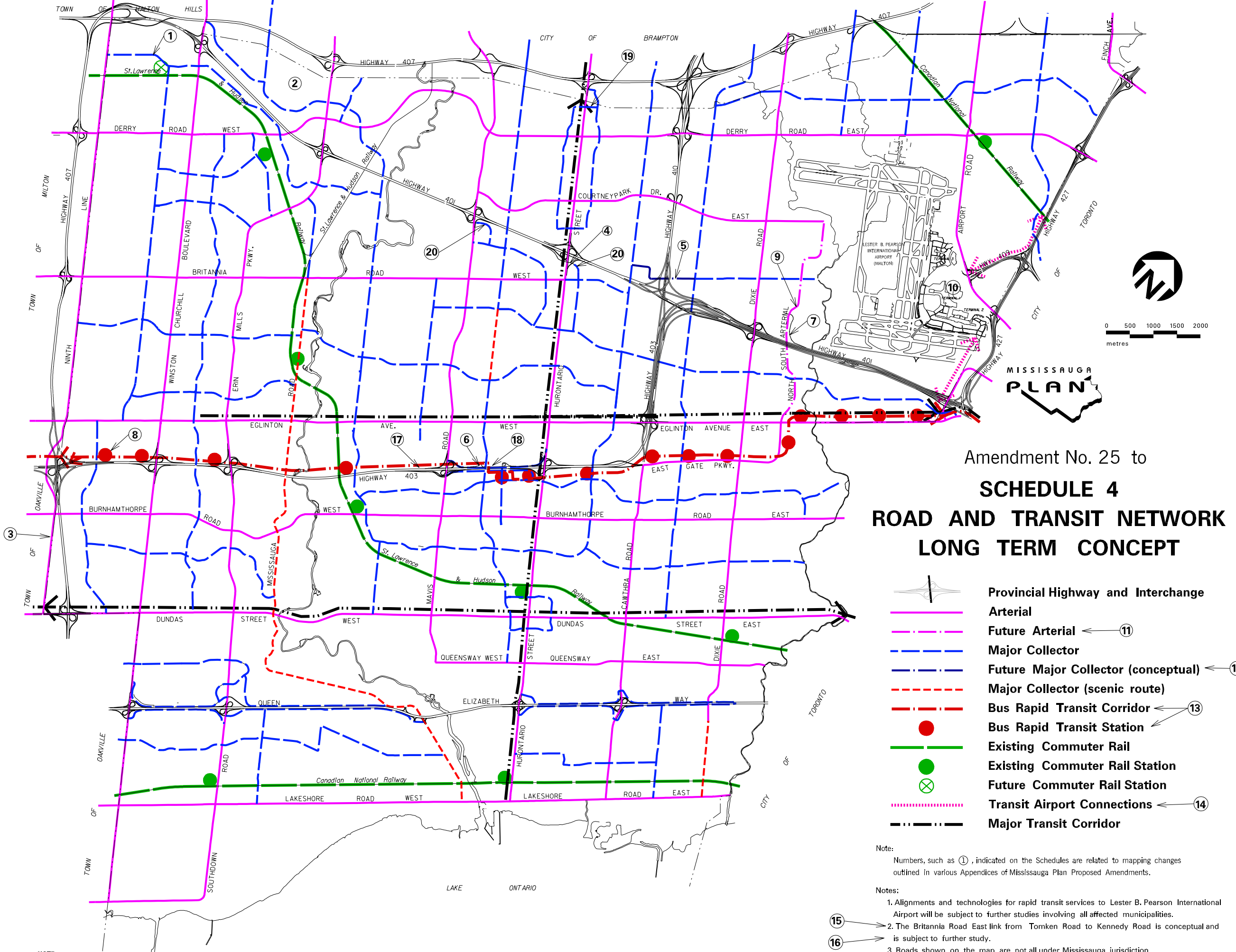
Amendment No. 25 to  
**SCHEDULE 2**  
**URBAN FORM CONCEPT**

*This Schedule does not represent  
Land Use Designations  
Land Use Designations are shown  
on District Land Use Maps*

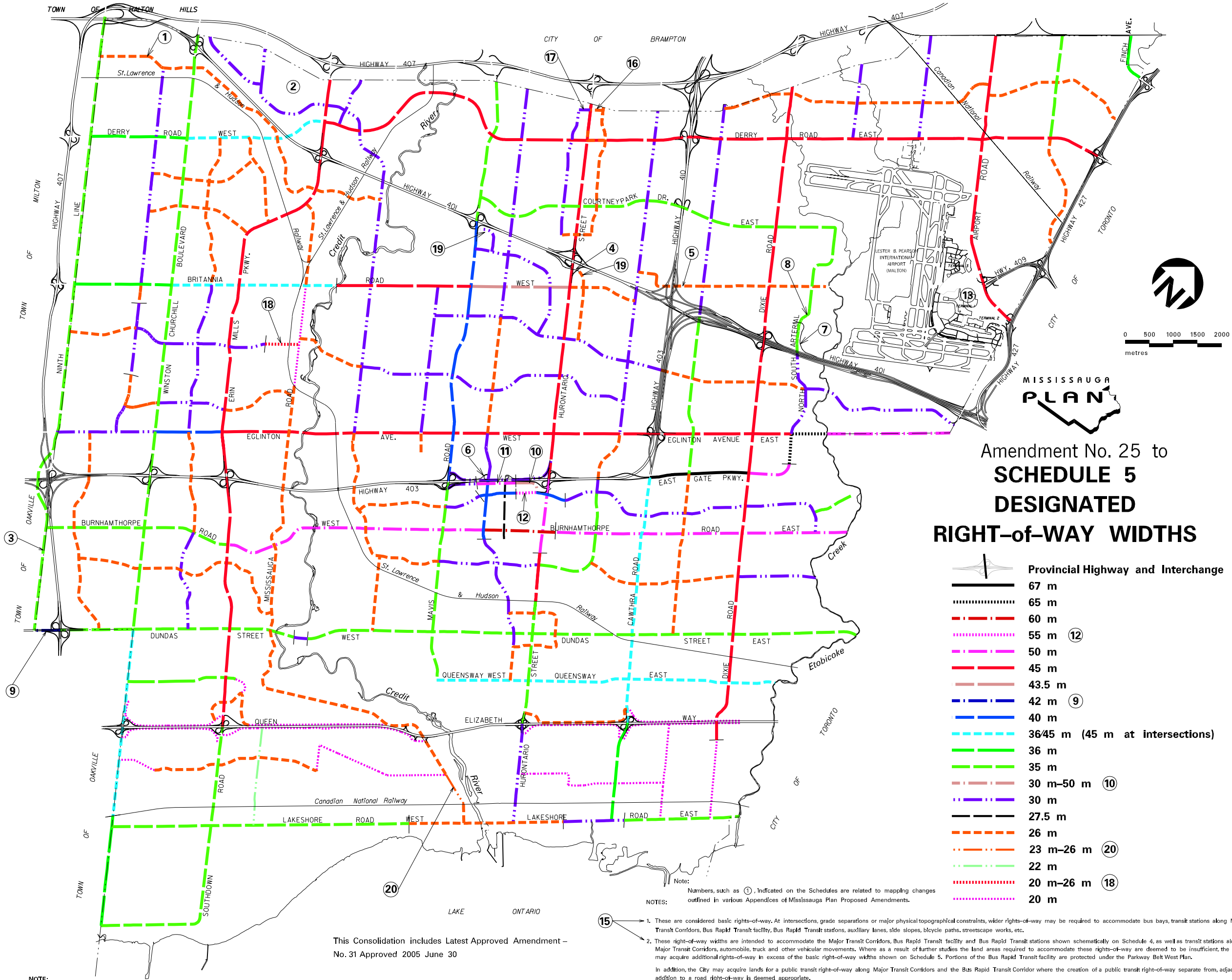
- Residential
- Employment
- Major Open Space
- Parkway Belt West
- City Centre
- Nodes
- Airport
- Lake Ontario Waterfront
- Existing Commuter Rail
- Bus Rapid Transit Corridor ← ⑤
- Transit Airport Connections ← ⑥
- Major Transit Corridor
- LBPIA Operating Area Boundary
- Lands Exempt From LBPIA Operating Area

Note:  
Numbers, such as ①, indicated on the Schedules are related to mapping changes outlined in various Appendices of Mississauga Plan Proposed Amendments.

NOTE:  
ANY PART OF THE ROAD NETWORK SHOWN  
OUTSIDE THE CITY BOUNDARIES IS SHOWN  
FOR INFORMATION PURPOSES ONLY.







Amendment No. 25 to  
**SCHEDULE 5**  
**DESIGNATED**  
**RIGHT-of-WAY WIDTHS**

Provincial Highway and Interchange	
	67 m
	65 m
	60 m
	55 m ⑫
	50 m
	45 m
	43.5 m
	42 m ⑨
	40 m
	36/45 m (45 m at intersections)
	36 m
	35 m
	30 m-50 m ⑩
	30 m
	27.5 m
	26 m
	23 m-26 m ⑳
	22 m
	20 m-26 m ⑱
	20 m

This Consolidation includes Latest Approved Amendment –  
No. 31 Approved 2005 June 30

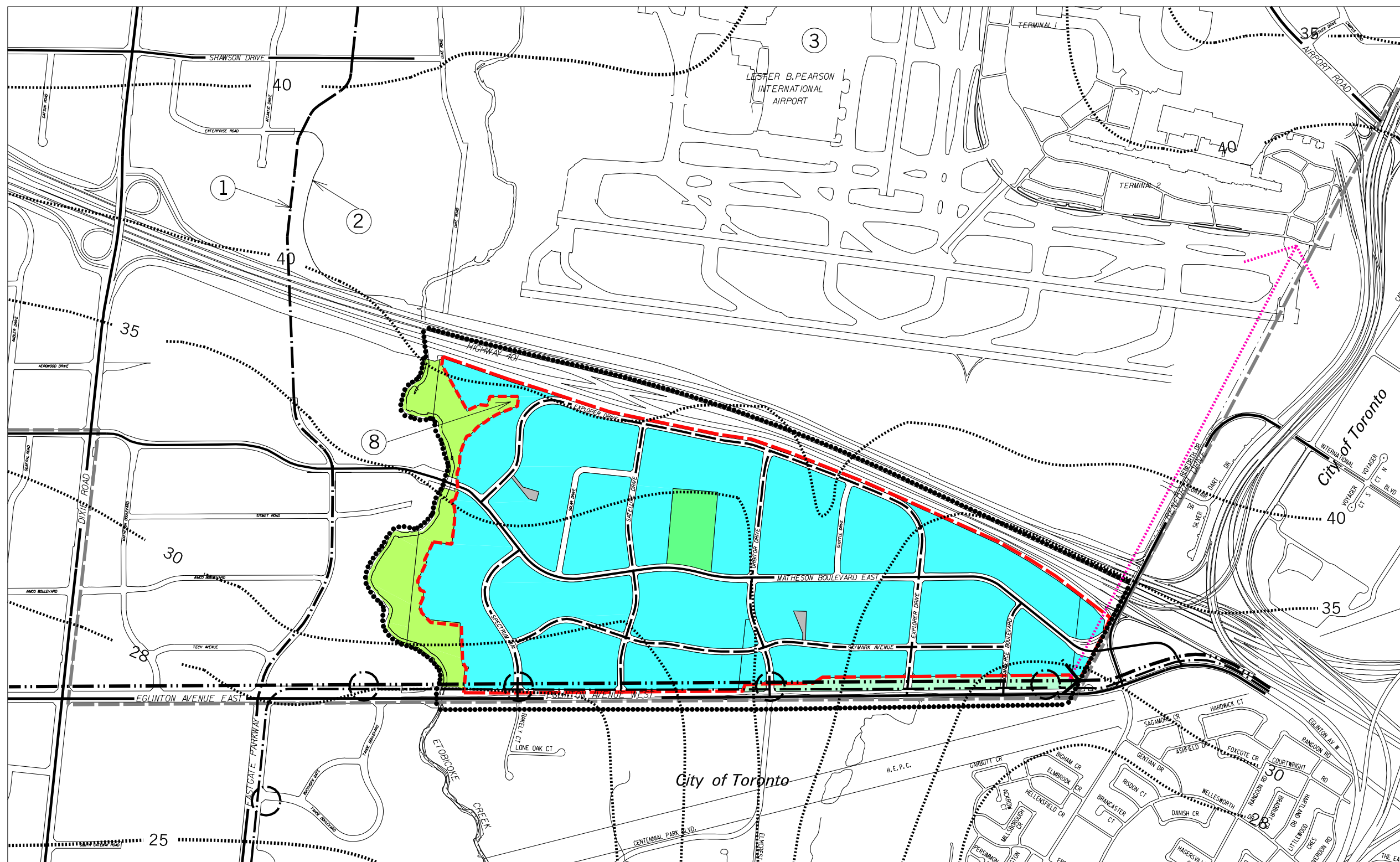


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NOTES:  
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- ⑮ These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate bus bays, transit stations along Major Transit Corridors, Bus Rapid Transit facility, Bus Rapid Transit stations, auxiliary lanes, slide slopes, bicycle paths, streetscape works, etc.
- ⑮ These right-of-way widths are intended to accommodate the Major Transit Corridors, Bus Rapid Transit facility and Bus Rapid Transit stations shown schematically on Schedule 4, as well as transit stations along Major 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 5. 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 Major Transit Corridors and the Bus Rapid Transit Corridor where the creation of a public transit right-of-way separate from, adjacent to, or in addition to a road right-of-way is deemed appropriate.
- ⑮ 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.
- ⑮ "Designated Right-of-Way Widths" of Regional Roads as shown in the Region of Peel Official Plan
- ⑮ "Designated Right-of-Way Widths" shown on the map are not all under Mississauga jurisdiction.





**LAND USE DESIGNATIONS**

- Business Employment
- Public Open Space
- Greenbelt
- Parkway Belt West
- Utility

**LAND USE LEGEND**

- Node Boundary
- 1996 NEP/2000 NEF Composite Noise Contours
- Planning District
- LBPIA Operating Area Boundary - See Aircraft Noise Policies  
Note: In Airport Corporate District, this includes all lands.

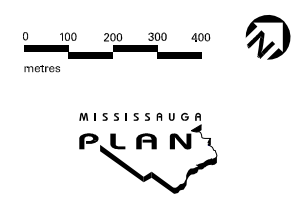
**TRANSPORTATION LEGEND**

- Provincial Highway and Interchange
- Arterial
- Future Arterial
- Major Collector
- Minor Collector
- Local Road
- Transit Airport Connections
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Major Transit Corridor

**Note:**  
The 1996 Noise Exposure Projection (NEP)/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the District Land Use Map. These contours will change from time to time as new information becomes available.  
For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

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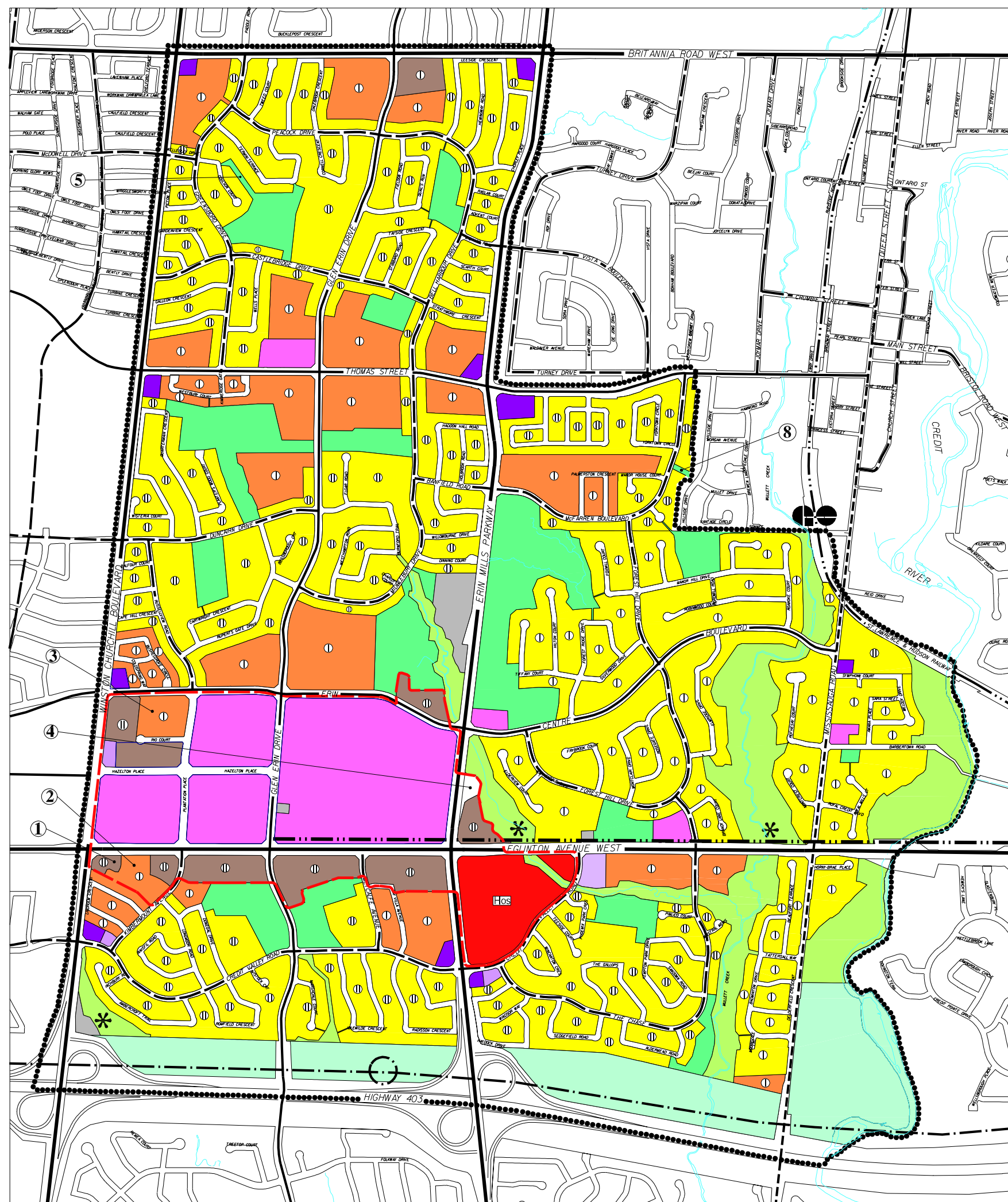
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












**Amendment No. 25 to  
Airport Corporate District  
Land Use Map**

This Consolidation includes Latest Approved Amendment –  
OMB Order No. 0662 2004 March 29






**City of Mississauga 2007 April**














#### LAND USE DESIGNATIONS

-  Residential – Low Density I
-  Residential – Low Density II
-  Residential – Medium Density I
-  Residential – High Density I
-  Residential – High Density II
-  General Commercial
-  Convenience Commercial
-  Motor Vehicle Commercial
-  Office
-  Public Open Space ⑦
-  Greenbelt
-  Institutional
-  Parkway Belt West
-  Utility

#### LAND USE LEGEND

-  – Node Boundary
-  – Hospital
-  – Existing Stormwater Management Facility
-  – Planning District
-  Special Site Areas (See Special Site Policies)

#### TRANSPORTATION LEGEND

-  Provincial Highway and Interchange
-  Arterial
-  Major Collector
-  Major Collector (Scenic Route)
-  Minor Collector
-  Local Road
-  Existing Commuter Rail
-  GO Transit Station
-  Bus Rapid Transit Corridor ⑥
-  Bus Rapid Transit Station
-  Major Transit Corridor

#### Note:

Numbers, such as ①, indicated on the Land Use Maps are related to mapping changes outlined in various Appendices of Mississauga Plan Proposed Amendments.

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metres



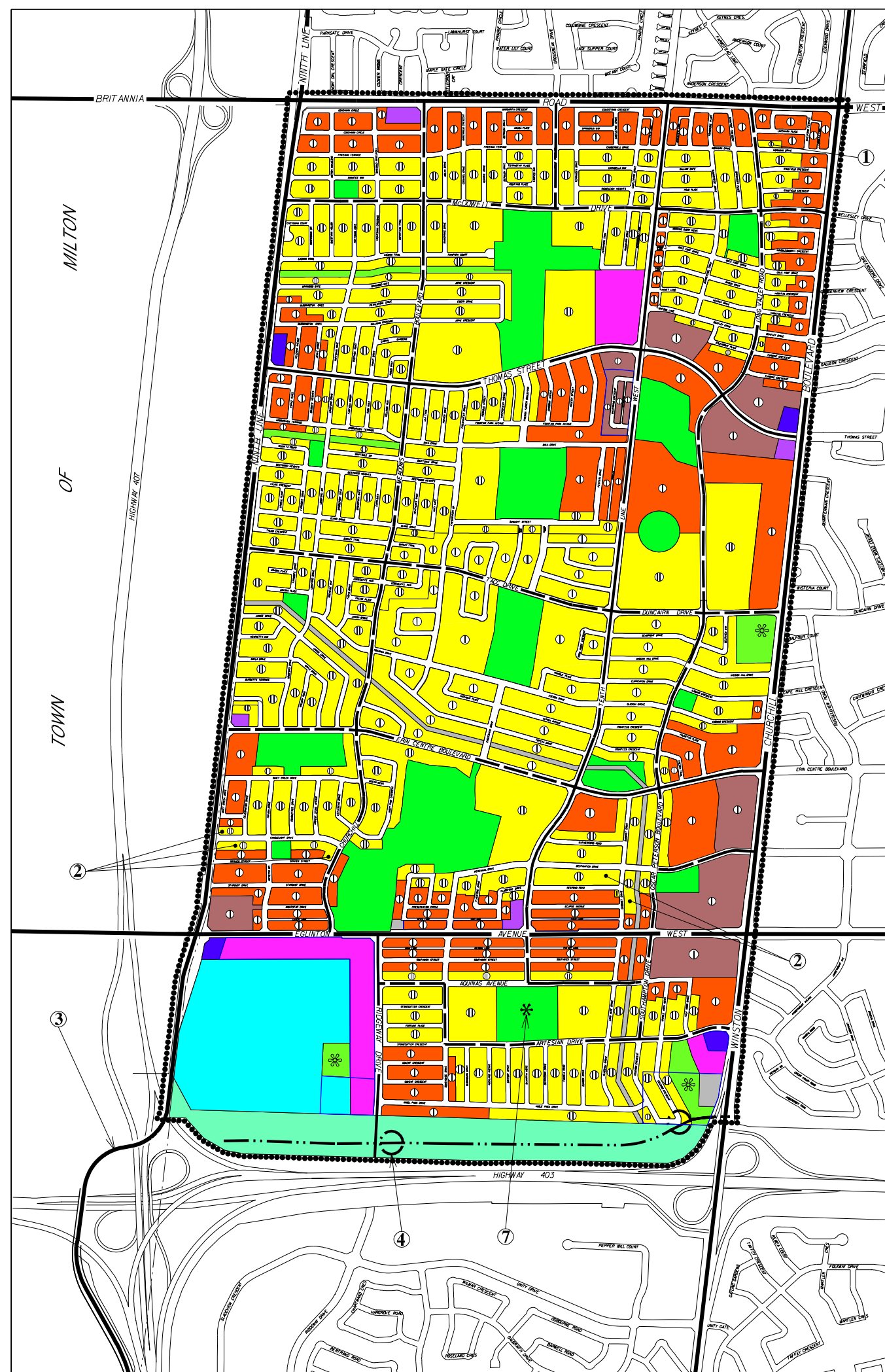
## Amendment No. 25 to Central Erin Mills District Land Use Map

This Consolidation includes Latest Approved Amendment –  
OMB Order No. 0662 2004 March 29

City of Mississauga

2007 April





#### LAND USE DESIGNATIONS

- Residential – Low Density I
- Residential – Low Density II
- Residential – Medium Density I
- Residential – High Density I
- General Commercial
- Convenience Commercial
- Motor Vehicle Commercial
- Business Employment
- Public Open Space ⑥
- Greenbelt
- Parkway Belt West
- Utility

#### LAND USE LEGEND

- Proposed Stormwater Management Facility
- Existing Stormwater Management Facility ⑦
- Special Site Areas (See Special Site Policies)
- Planning District

#### NOTE:

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#### Note:

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#### TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Minor Collector
- Local Road
- Bus Rapid Transit Corridor ⑤
- Bus Rapid Transit Station

0 100 200 300 400  
meters

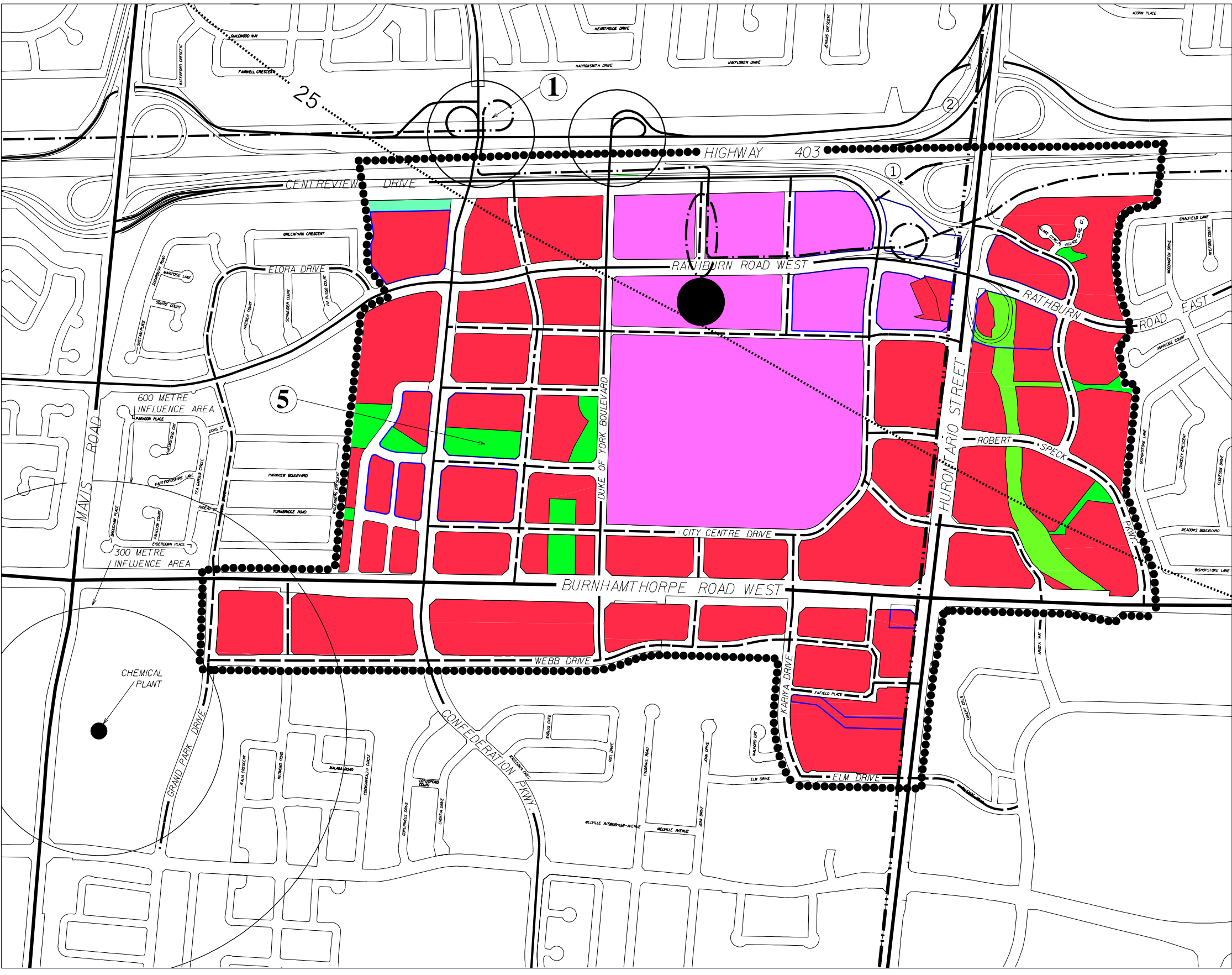


## Amendment No. 25 to Churchill Meadows District Land Use Map

This Consolidation includes Latest Approved Amendment –  
OMB Order No. 0662 2004 March 29

City of Mississauga

2007 April



LAND USE DESIGNATIONS

- Mixed Use
- Retail Core Commercial
- Public Open Space
- Greenbelt
- Parkway Belt West

TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Minor Collector
- Local Road
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- City Centre Transit Terminal
- Major Transit Corridor
- Proposed Grade Separation
- 1996 NEP /2000 NEF Composite Noise Contours
- Special Site Areas (See Special Site Policies)
- Planning District

- Option 1, Conceptual Centre View Drive connection to EB Hwy. 403 concept.
- Conceptual N-W ramp terminal relocation

Note:  
All road proposals within the Highway 403 Corridor are conceptual and require review and approval of the Provincial Government.

Note:  
The 1996 Noise Exposure Projection (NEP)/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the District Land Use Map. These contours will change from time to time as new information becomes available. For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

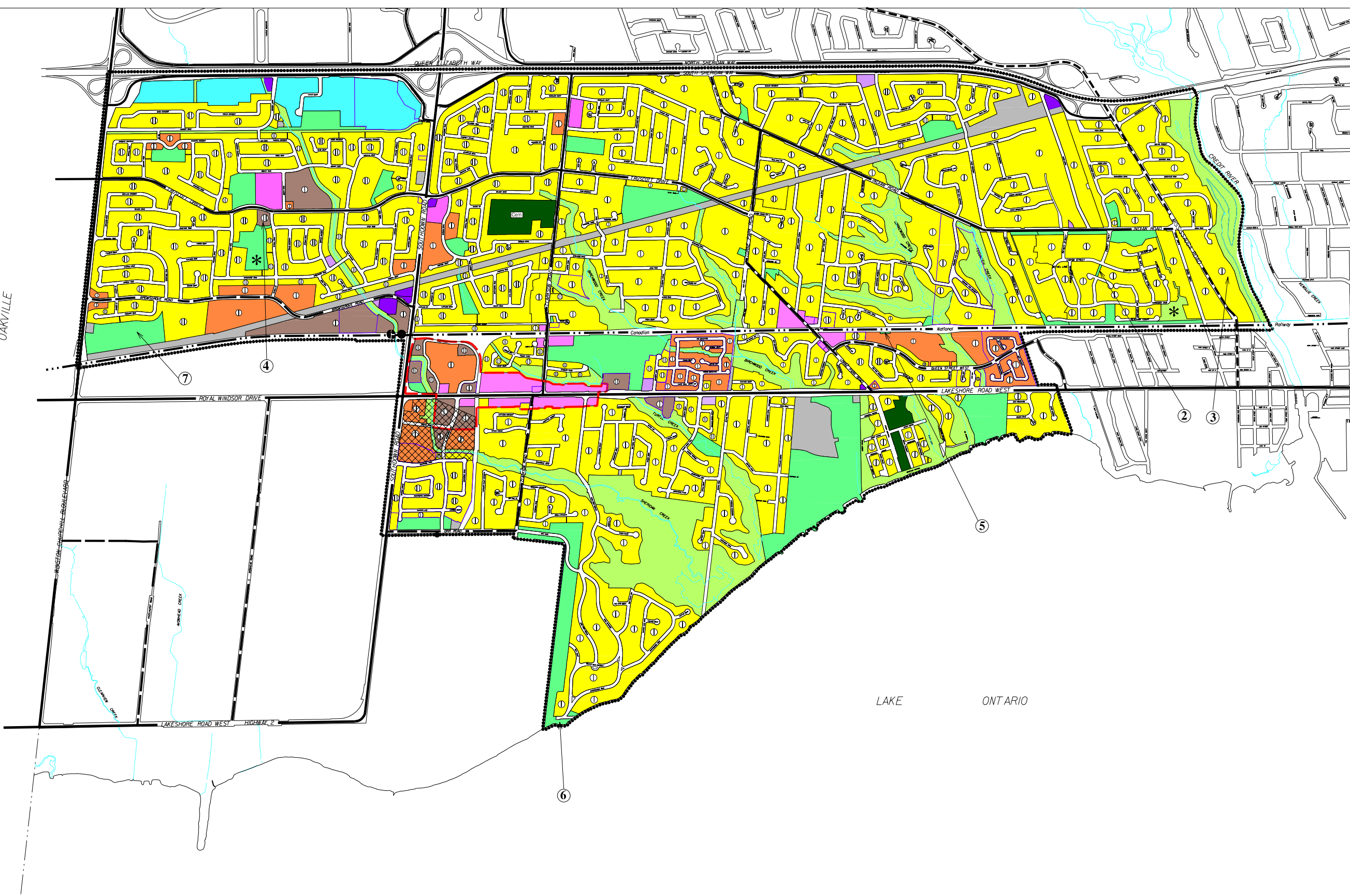
Note:  
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Amendment No. 25 to  
City Centre District  
Land Use Map

This Consolidation includes Latest Approved Amendment –  
No. 52 Approved 2006 April 26  
City of Mississauga 2007 April





- LAND USE DESIGNATIONS

  - Residential- Low Density I
  - Residential- Low Density II
  - Residential- Medium Density I
  - Residential- High Density I
  - Residential- High Density II
  - Mainstreet Commercial
  - General Commercial
  - Convenience Commercial
  - Motor Vehicle Commercial
  - Office
  - 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

- ①
- Regulatory Floodplain
  - Node Boundary
  - Cem - Cemetery
  - Existing Stormwater Management Facility
  - Planning District
  - Special Site Areas (See Special Site Policies)

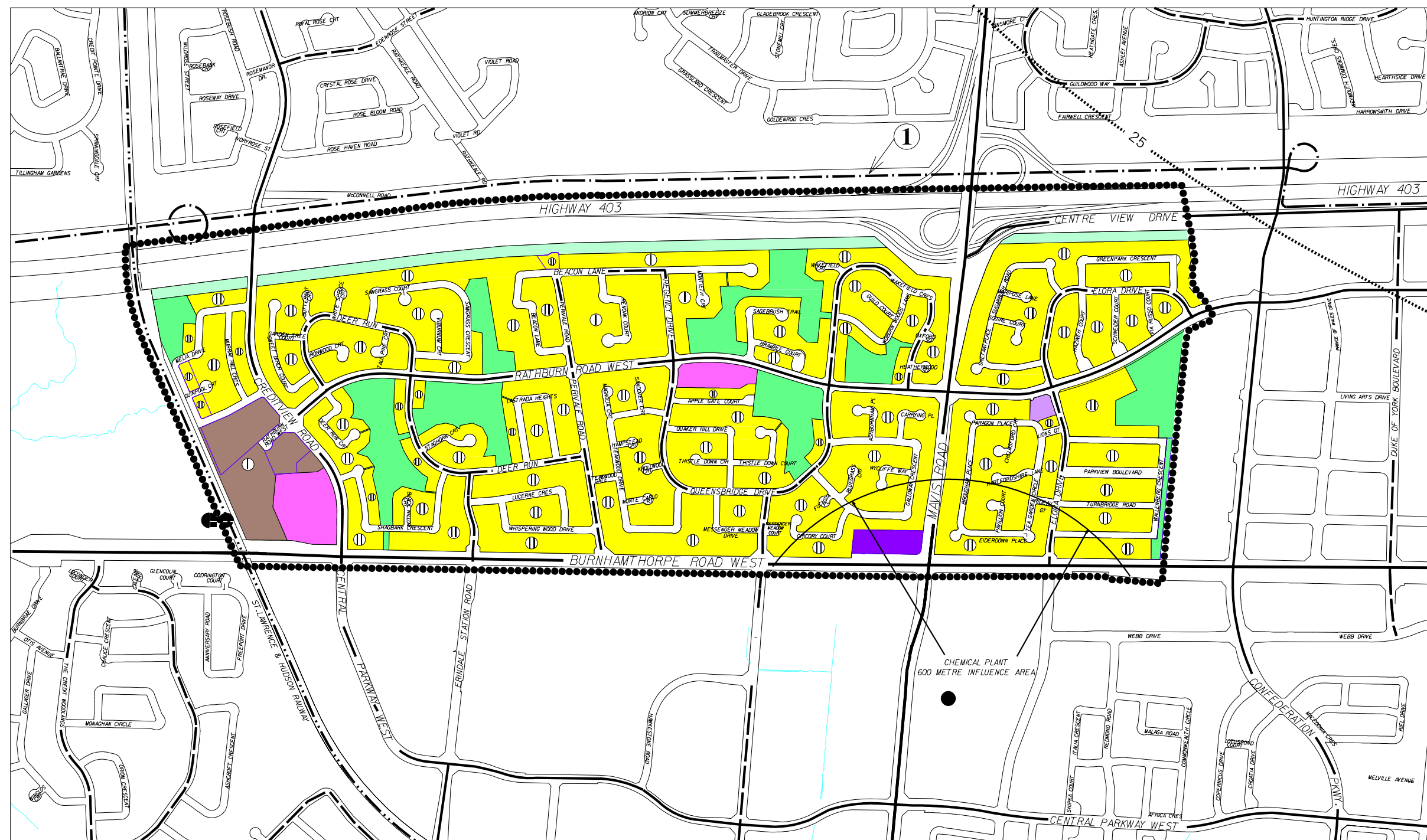
NOTE:  
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Note:  
Numbers, such as ①, indicated on the Land Use Maps are related to mapping changes outlined in various Appendices of Mississauga Plan Proposed Amendments.











Amendment No. 25 to  
Clarkson-Lorne Park District  
Land Use Map












This Consolidation includes Latest Approved Amendment - No. 57  
Approved 2006 July 27



#### LAND USE DESIGNATIONS

-  Residential- Low Density I
-  Residential- Low Density II
-  Residential- High Density I
-  General Commercial
-  Convenience Commercial
-  Motor Vehicle Commercial
-  Public Open Space
-  Parkway Belt West

#### TRANSPORTATION LEGEND

-  Provincial Highway and Interchange
-  Arterial
-  Major Collector
-  Minor Collector
-  Local Road
-  Existing Commuter Rail
-  Bus Rapid Transit Corridor
-  Bus Rapid Transit Station
-  GO Transit Station
-  Planning District
-  Special Site Areas (See Special Site Policies)

#### LAND USE LEGEND

-  1996 NEP/2000 NEF Composite Noise Contours



Note:

The 1996 Noise Exposure Projection (NEP)/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the District Land Use Map. These contours will change from time to time as new information becomes available. For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

Note:

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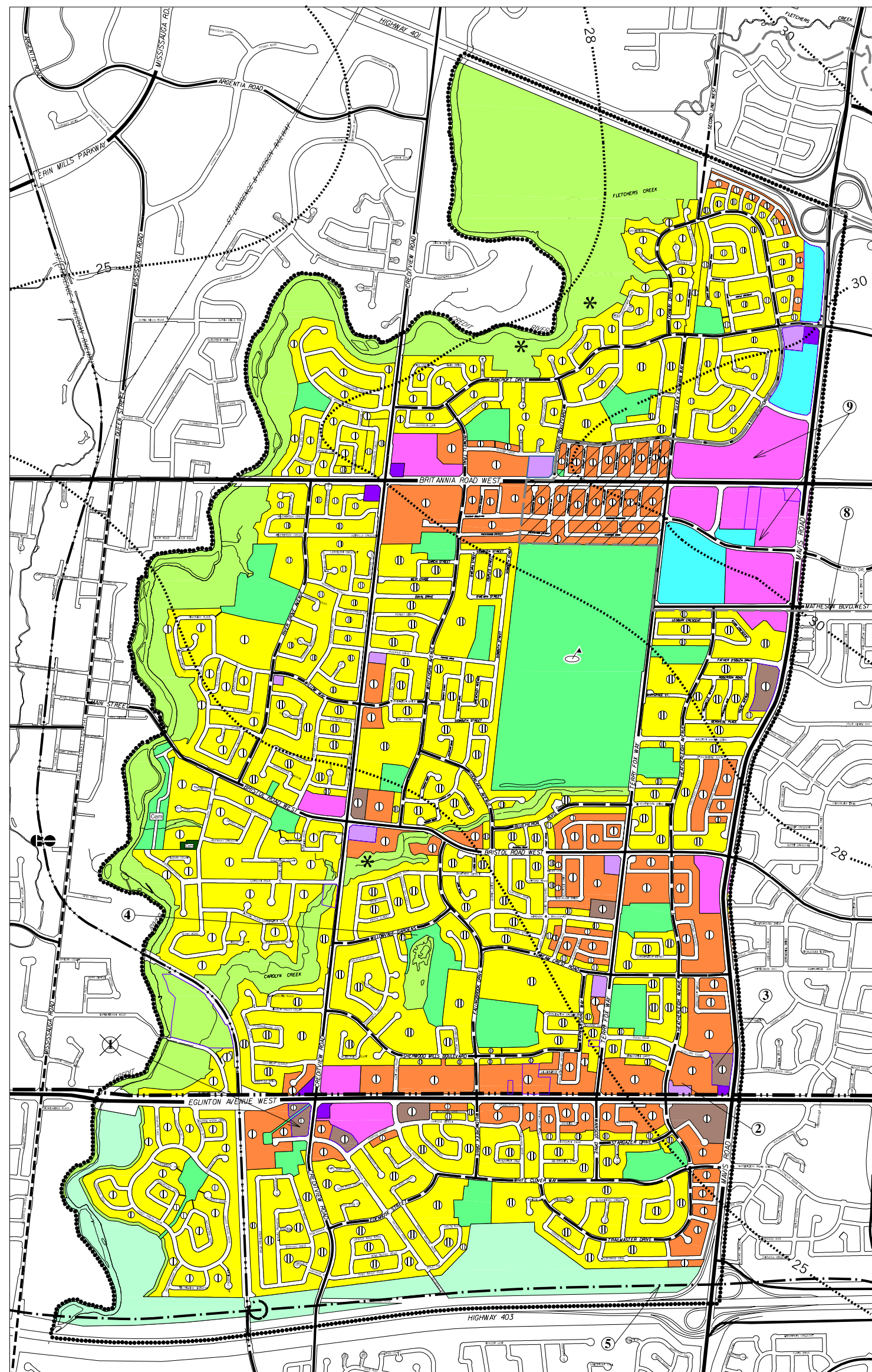
## Amendment No. 25 to Creditview District Land Use Map

This Consolidation includes Latest Approved Amendment – No. 43  
Approved 2006 January 06

City of Mississauga

2007 April





- LAND USE DESIGNATIONS

  - Residential - Low Density I
  - Residential - Low Density II
  - Residential - Medium Density I
  - Residential - High Density I
  - General Commercial
  - Convenience Commercial
  - Motor Vehicle Commercial
  - Business Employment
  - Public Open Space
  - Private Open Space
  - Greenbelt
  - Parkway Belt West
- TRANSPORTATION LEGEND

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

- LAND USE LEGEND
- LBPIA Operating Area Boundary - See Aircraft Noise Policies
  - Lands Exempt From LBPIA Operating Area
  - Cem - Cemetery
  - Golf Course
  - Existing Stormwater Management Facility
  - 1996 NEP/2000 NEF Composite Noise Contours
  - Planning District
  - Special Site Areas (See Special Site Policies)

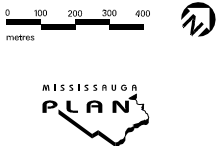
Note:

The 1996 Noise Exposure Projection (NEP)/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the District Land Use Map. These contours will change from time to time as new information becomes available.

For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

Note:

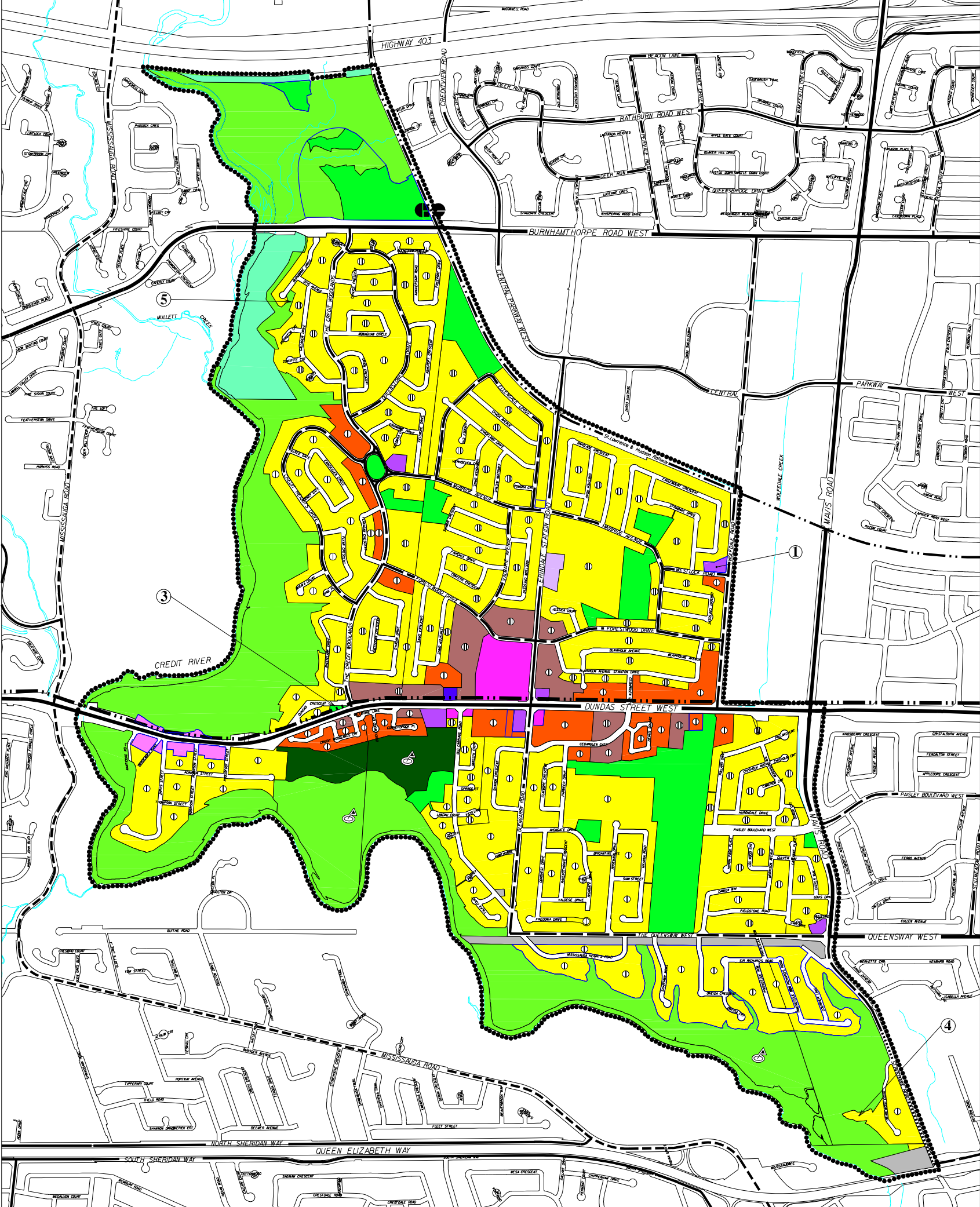
Numbers, such as ①, indicated on the Land Use Maps are related to mapping changes outlined in various Appendices of Mississauga Plan Proposed Amendments.



Amendment No. 25 to  
**East Credit District  
Land Use Map**

This Consolidation Includes Latest Amendment - No. 64  
Approved 2007 March 13





LAND USE DESIGNATIONS

- Residential – Low Density I
- Residential – Low Density II
- Residential – Medium Density I
- Residential – High Density I
- Residential – High Density II
- Mainstreet Commercial
- General Commercial
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Public Open Space ②
- Greenbelt
- Private Open Space
- Parkway Belt West
- Utility

LAND USE LEGEND

- Golf Course
- Planning District
- Special Site Areas (See Special Site Policies)

TRANSPORTATION LEGEND

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

Note:  
Numbers, such as ①, indicated on the Land Use Maps are related to mapping changes outlined in various Appendices of Mississauga Plan Proposed Amendments.

0 100 200 300 400  
metres



MISSISSAUGA  
PLAN

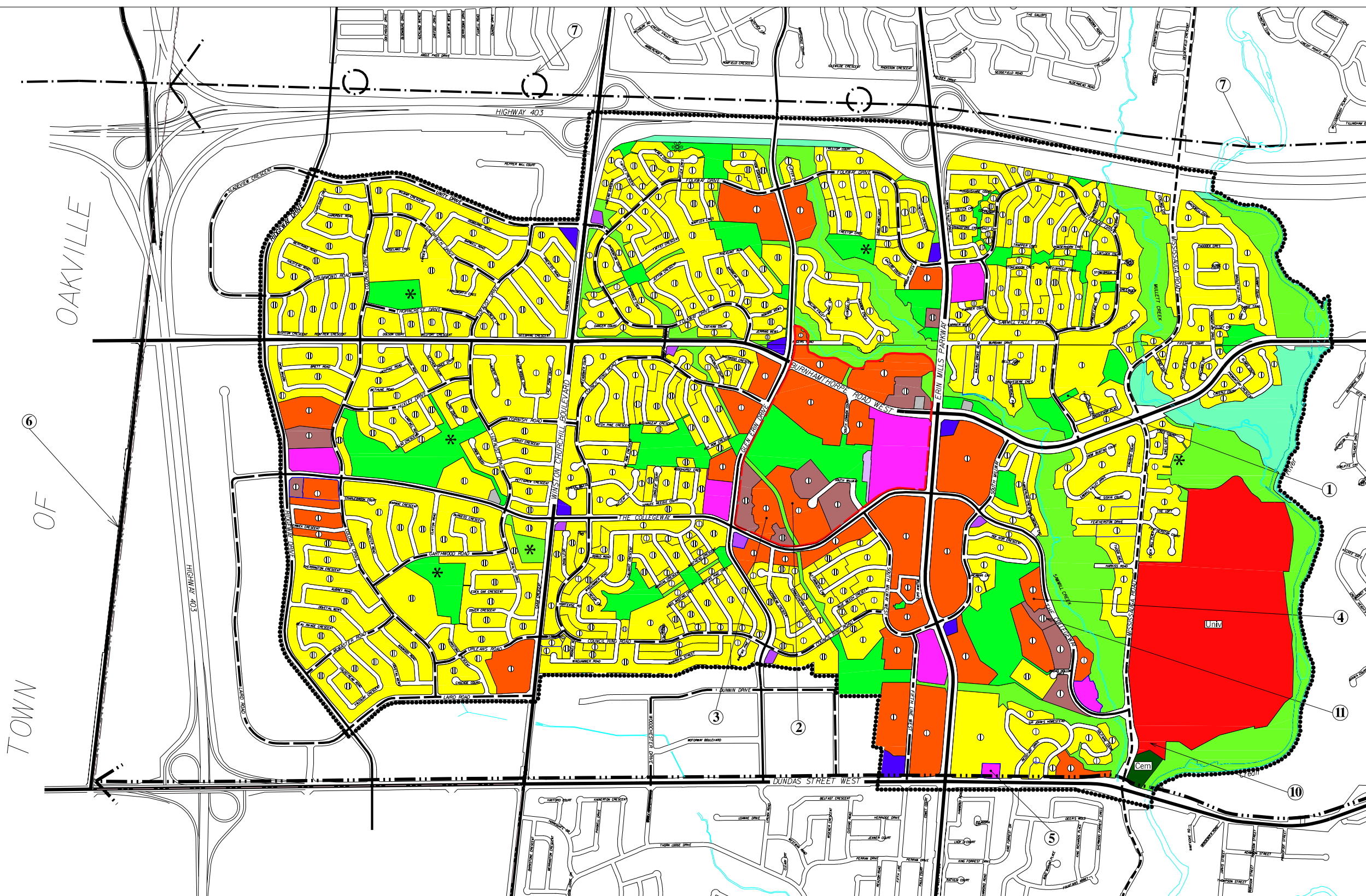
Amendment No. 25 to  
Erindale District  
Land Use Map

This Consolidation includes Latest Approved Amendment – No. 33  
Approved 2005 July 19

City of Mississauga

2007 April





LAND USE DESIGNATIONS

- Residential – Low Density I
- Residential – Low Density II
- Residential – Medium Density I
- Residential – High Density I
- Residential – High Density II
- General Commercial
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Institutional
- Public Open Space ⑨
- Private Open Space
- Greenbelt
- Parkway Belt West
- Utility

TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Minor Collector
- Local Road
- Major Transit Corridor
- Bus Rapid Transit Corridor ⑧
- Bus Rapid Transit Station

LAND USE LEGEND

- Node Boundary
- Cemetery
- University
- Existing Stormwater Management Facility
- Proposed Stormwater Management Facility
- Planning District
- Special Site Areas (See Special Site Policies)

NOTE:

ANY PART OF THE ROAD NETWORK SHOWN OUTSIDE THE CITY BOUNDARIES IS SHOWN FOR INFORMATION PURPOSES ONLY.

Note:

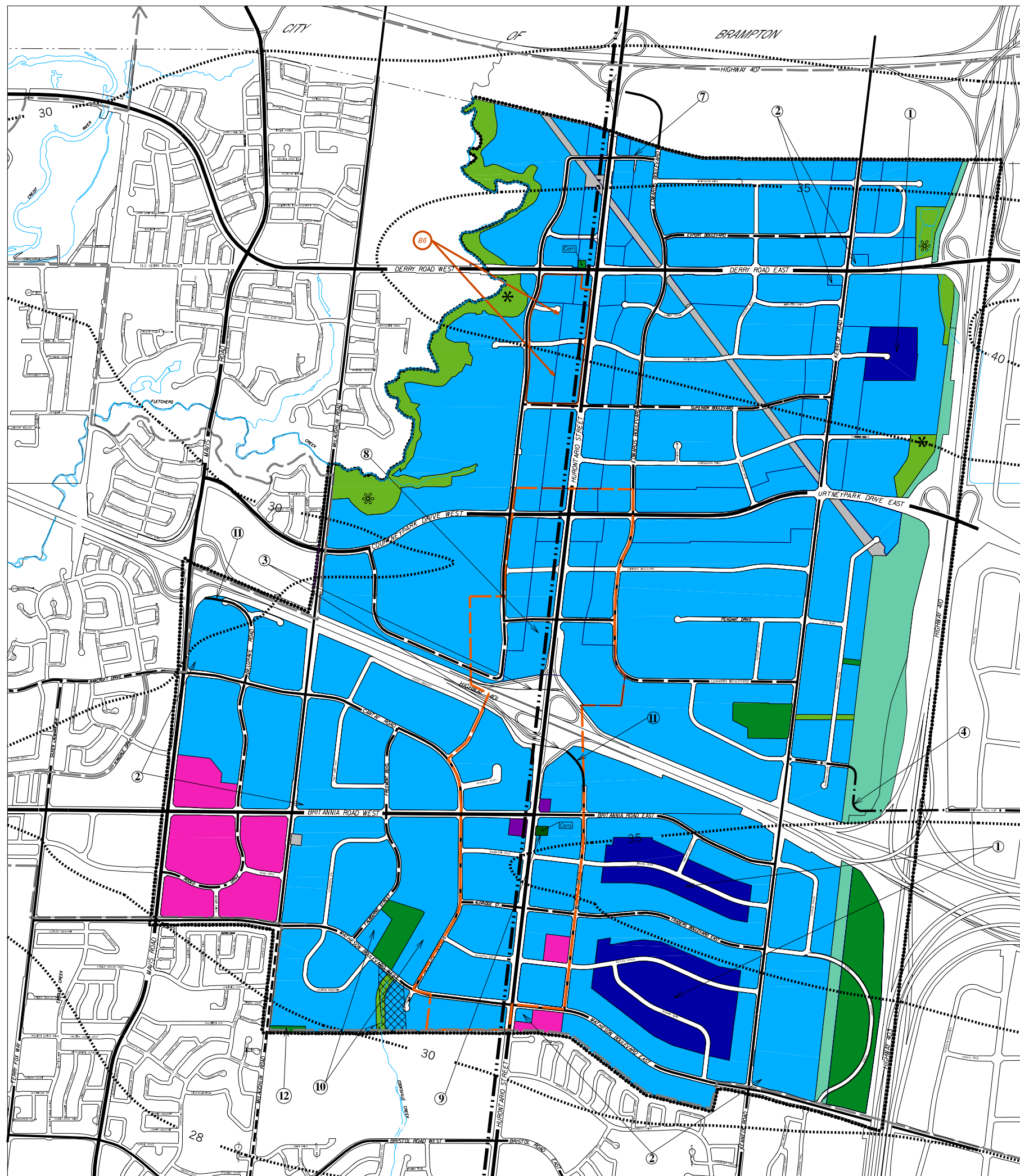
Numbers, such as ①, indicated on the Land Use Maps are related to mapping changes outlined in various Appendices of Mississauga Plan Proposed Amendments.

Amendment No. 25 to  
**Erin Mills District  
Land Use Map**

This Consolidation Includes Latest Approved Amendment – No. 24  
OMB Order 2006 March 13

**City of Mississauga      2007 April**





**LAND USE DESIGNATIONS**

- General Commercial
- Motor Vehicle Commercial
- Business Employment
- Industrial ①
- Public Open Space ⑥
- Private Open Space ⑨
- Greenbelt
- Parkway Belt West
- Utility

**TRANSPORTATION LEGEND**

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Future Major Collector (conceptual) ⑤
- Minor Collector
- Local Road
- Major Transit Corridor

**LAND USE LEGEND**

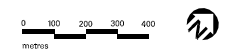
- Regulatory Floodplain
- LBPIA Operating Area Boundary – See Aircraft Noise Policies  
Note: In Gateway, all lands are within the LBPIA Operating Area
- Node Boundary
- Cem – Cemetery ⑨
- Existing Stormwater Management Facility
- Proposed Stormwater Management Facility
- Special Site Areas (See Special Site Policies)
- 1996 NEP/2000 NEF Composite Noise Contours
- Planning District

**Notes**  
The 1996 Noise Exposure Projection (NEP)/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the District Land Use Map. These contours will change from time to time as new information becomes available.  
For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

**NOTE:**  
ANY PART OF THE ROAD NETWORK SHOWN OUTSIDE THE CITY BOUNDARIES IS SHOWN FOR INFORMATION PURPOSES ONLY.

**B# Appealed to the Ontario Municipal Board**

**Notes:**  
Numbers, such as ①, indicated on the Land Use Maps are related to mapping changes outlined in various Appendices of Mississauga Plan Proposed Amendments.



**Amendment No. 25 to Gateway District Land Use Map**

This Consolidation includes Latest Approved Amendment – No.32  
Approved 2005 June 22



LAND USE DESIGNATIONS

- Residential – Low Density I
- Residential – Low Density II
- Residential – Medium Density I
- Residential – Medium Density II
- Residential – High Density I
- Residential – High Density II
- General Commercial
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Institutional
- Public Open Space
- Private Open Space
- Greenbelt
- Parkway Belt West
- Utility
- Mixed Residential High Density II and Office

TRANSPORTATION LEGEND

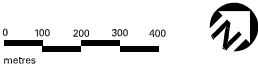
- Provincial Highway and Interchange
- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Minor Collector
- Local Road
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Major Transit Corridor
- Proposed Grade Separation

LAND USE LEGEND

- Regulatory Floodplain
- Node Boundary
- 1996 NEP /2000 NEF Composite Noise Contours
- Golf Course
- Planning District
- Special Site Areas (See Special Site Policies)

Note:  
The 1996 Noise Exposure Projection (NEP)/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the District Land Use Map. These contours will change from time to time as new information becomes available.  
For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

Note:  
Numbers, such as 1, indicated on the Land Use Maps are related to mapping changes outlined in various Appendices of Mississauga Plan Proposed Amendments.

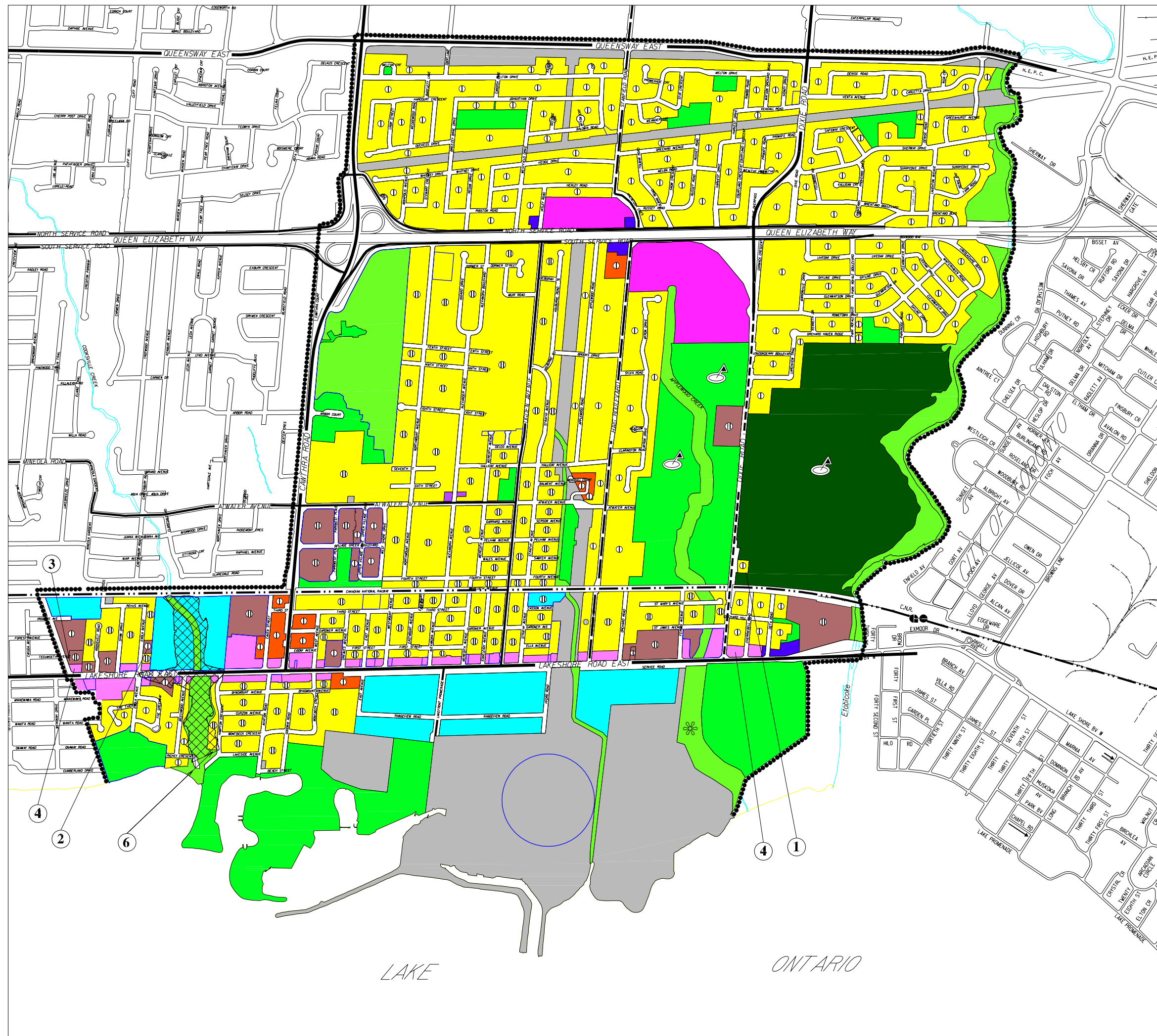


Amendment No. 25 to  
Hurontario District  
Land Use Map

This Consolidation Includes Latest Approved Amendment – No. 41  
Approved 2005 September 07

City of Mississauga 2007 April





LAND USE DESIGNATIONS

- Residential – Low Density I
- Residential – Low Density II
- Residential – Medium Density I
- Residential – High Density I
- Residential – High Density II
- Mainstreet Commercial
- General Commercial
- Convenience Commercial
- Motor Vehicle Commercial
- Business Employment
- Public Open Space ⑤
- Private Open Space
- Greenbelt
- Utility

LAND USE LEGEND

- Regulatory Floodplain
- Golf Course
- Proposed Stormwater Management Facility
- Planning District
- Special Site Areas (See Special Site Policies)

NOTE:  
ANY PART OF THE ROAD NETWORK SHOWN  
OUTSIDE THE CITY BOUNDARIES IS SHOWN  
FOR INFORMATION PURPOSES ONLY.

Note:  
Numbers, such as ①, indicated on the Land Use Maps are related to mapping changes  
outlined in various Appendices of Mississauga Plan Proposed Amendments.

TRANSPORTATION LEGEND

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

0 100 200 300 400  
metres

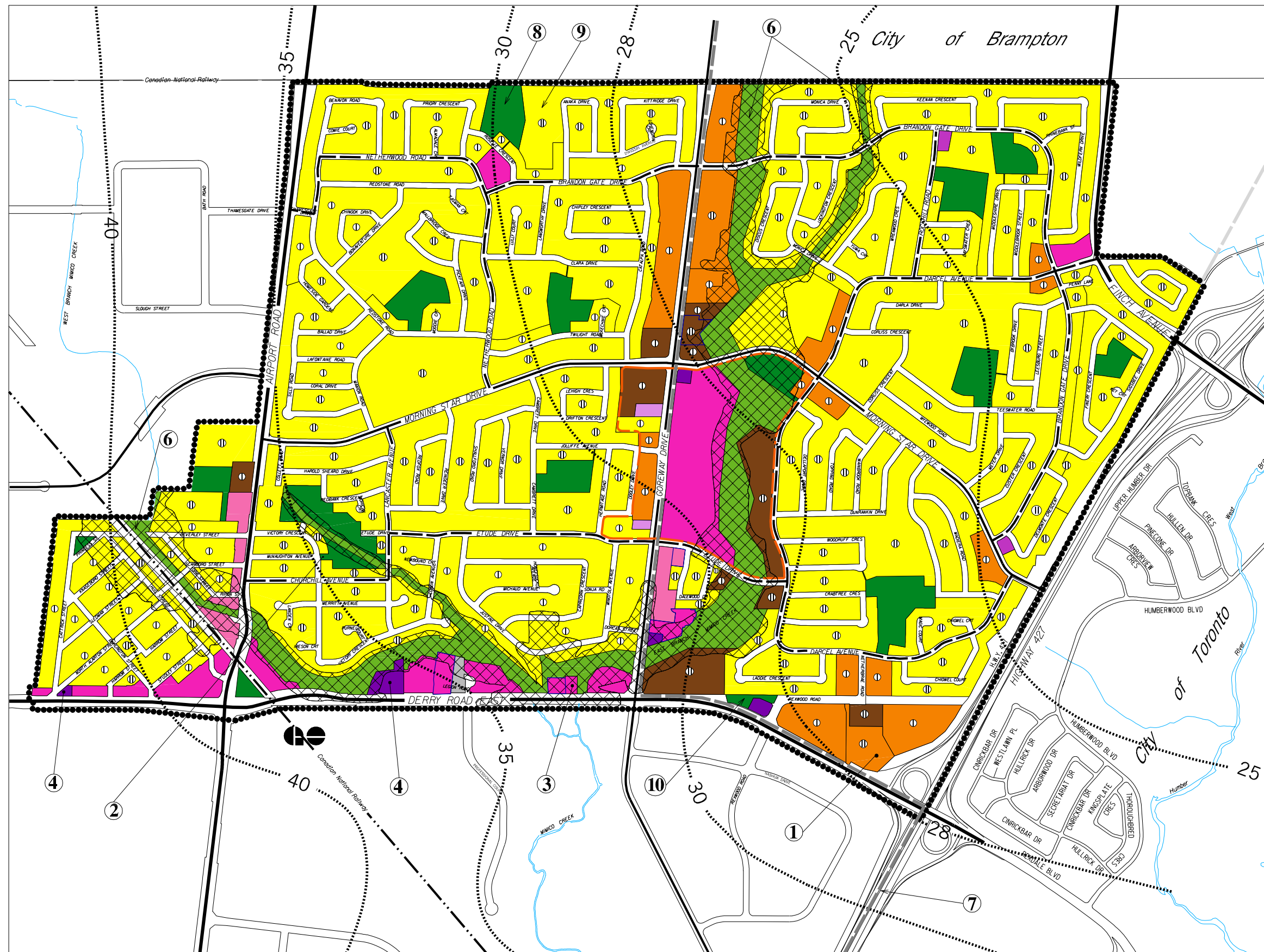


Amendment No. 25 to  
**Lakeview District  
Land Use Map**

This Consolidation includes Latest Approved Amendment –  
OMB Order No. 0662 2004 March 29

**City of Mississauga 2007 April**





- LAND USE DESIGNATIONS

  - Residential – Low Density I
  - Residential – Low Density II
  - Residential – Medium Density I
  - Residential – Medium Density II
  - Residential – High Density I
  - Residential – High Density II
  - Mainstreet Commercial
  - General Commercial
  - Convenience Commercial
  - Motor Vehicle Commercial
  - Office
  - Public Open Space
  - Greenbelt
  - Utility
- TRANSPORTATION LEGEND

  - Provincial Highway and Interchange
  - Arterial
  - Major Collector
  - Minor Collector
  - Local Road
  - Existing Commuter Rail
  - Existing Commuter Rail Station
  - 1996 NEP/2000 NEF Composite Noise Contours
  - Planning District

- LAND USE LEGEND

  - Regulatory Floodplain
  - Node Boundary
  - LBPIA Operating Area Boundary – See Aircraft Noise Policies  
Note: In Malton, this includes all lands to the west of Goreway Drive.
  - Special Site Areas (See Special Site Policies)

Note:  
The 1996 Noise Exposure Projection (NEP)/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the District Land Use Map. These contours will change from time to time as new information becomes available.  
For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

NOTE:  
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Note:  
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# Amendment No. 25 to Malton District Land Use Map

This Consolidation includes Latest Approved Amendment – No. 38  
Approved 2006 August 24  
**City of Mississauga** **2007 April**



LAND USE DESIGNATIONS

- General Commercial
- Motor Vehicle Commercial
- Business Employment
- Industrial
- Public Open Space ⑧
- Greenbelt
- Parkway Belt West
- Utility

TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Minor Collector
- Local Road
- Existing Commuter Rail
- GO Transit Station
- Future Commuter Rail Station ⑤

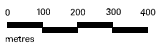
LAND USE LEGEND

- Node Boundary
- Existing Stormwater Management Facility
- Proposed Stormwater Management Facility
- 1996 NEP/2000 NEF Composite Noise Contours
- Planning District
- Special Site Areas (See Special Site Policies)

Note:  
The 1996 Noise Exposure Projection (NEP)/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the District Land Use Map. These contours will change from time to time as new information becomes available.  
For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

NOTE:  
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Note:  
Numbers, such as ①, indicated on the Land Use Maps are related to mapping changes outlined in various Appendices of Mississauga Plan Proposed Amendments.

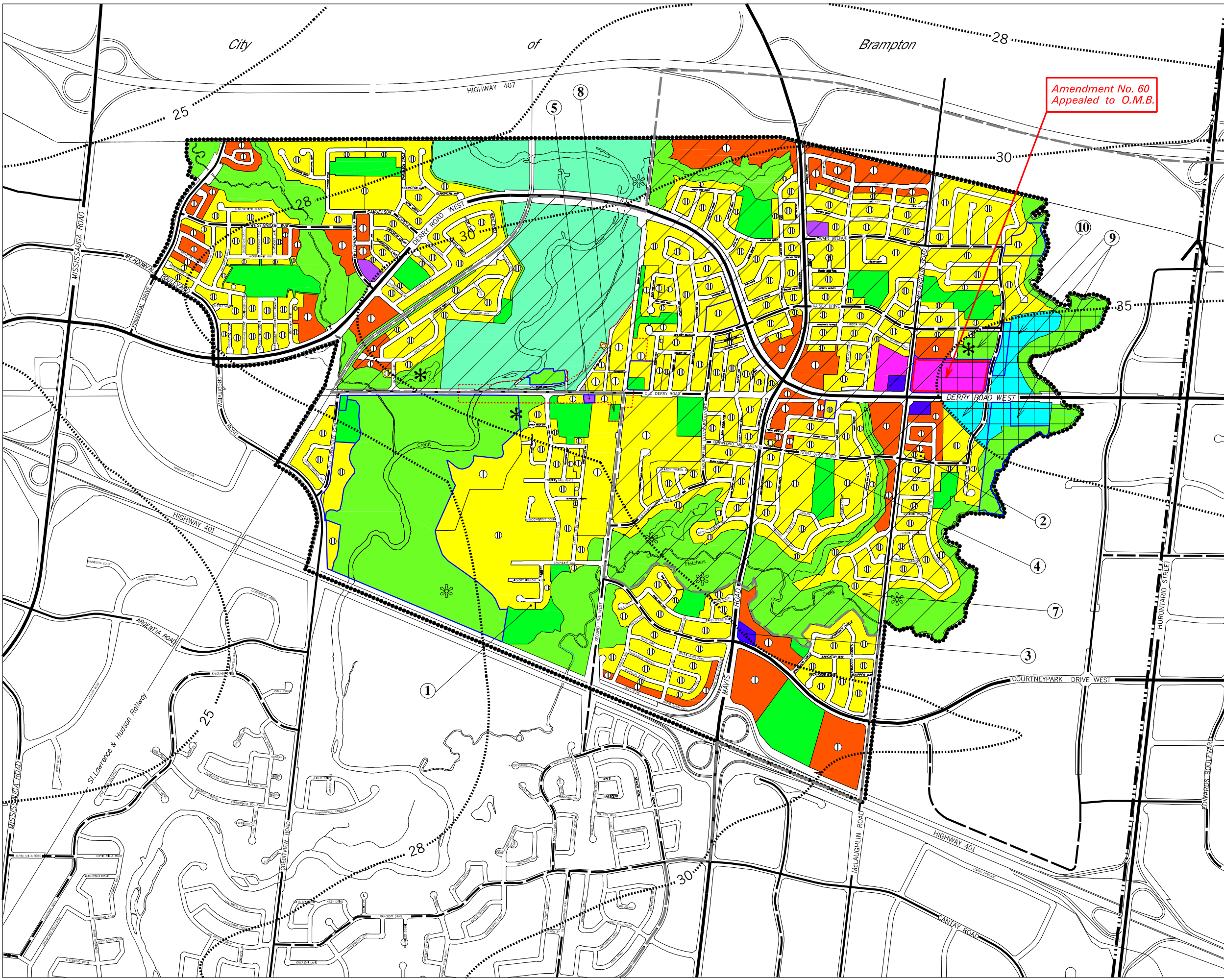


Amendment No. 25 to  
**Meadowvale Business Park District  
Land Use Map**

This Consolidation includes Latest Approved Amendment –  
OMB Order No. 1598 Approved 2006 May 30

**City of Mississauga 2007 April**





**LAND USE DESIGNATIONS**

- Residential – Low Density I
- Residential – Low Density II
- Residential – Medium Density I
- General Commercial
- Convenience Commercial
- Motor Vehicle Commercial
- Busines Employment
- Public Open Space
- Greenbelt
- Parkway Belt West
- Utility

**TRANSPORTATION LEGEND**

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Minor Collector
- Local Road
- Major Transit Corridor

**LAND USE LEGEND**

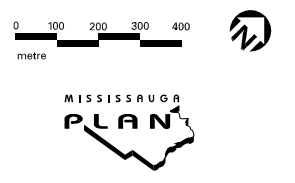
- Heritage Conservation District
- LBPIA Operating Area Boundary – See Aircraft Noise Policies (Note: In Meadowvale Village this includes all lands to the East.)
- Lands Exempt From LBPIA Operating Area
- Lands experiencing noise levels of greater than 35 NEF
- Proposed Stormwater Management Facility
- Existing Stormwater Management Facility
- 1996 NEP/2000 NEF Composite Noise Contours
- Planning District
- Special Site Areas (See Special Site Policies)

**NOTE:**  
ANY PART OF THE ROAD NETWORK SHOWN OUTSIDE THE CITY BOUNDARIES IS SHOWN FOR INFORMATION PURPOSES ONLY.

**Note:**  
The 1996 Noise Exposure Projection (NEP)/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the District Land Use Map. These contours will change from time to time as new information becomes available. For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

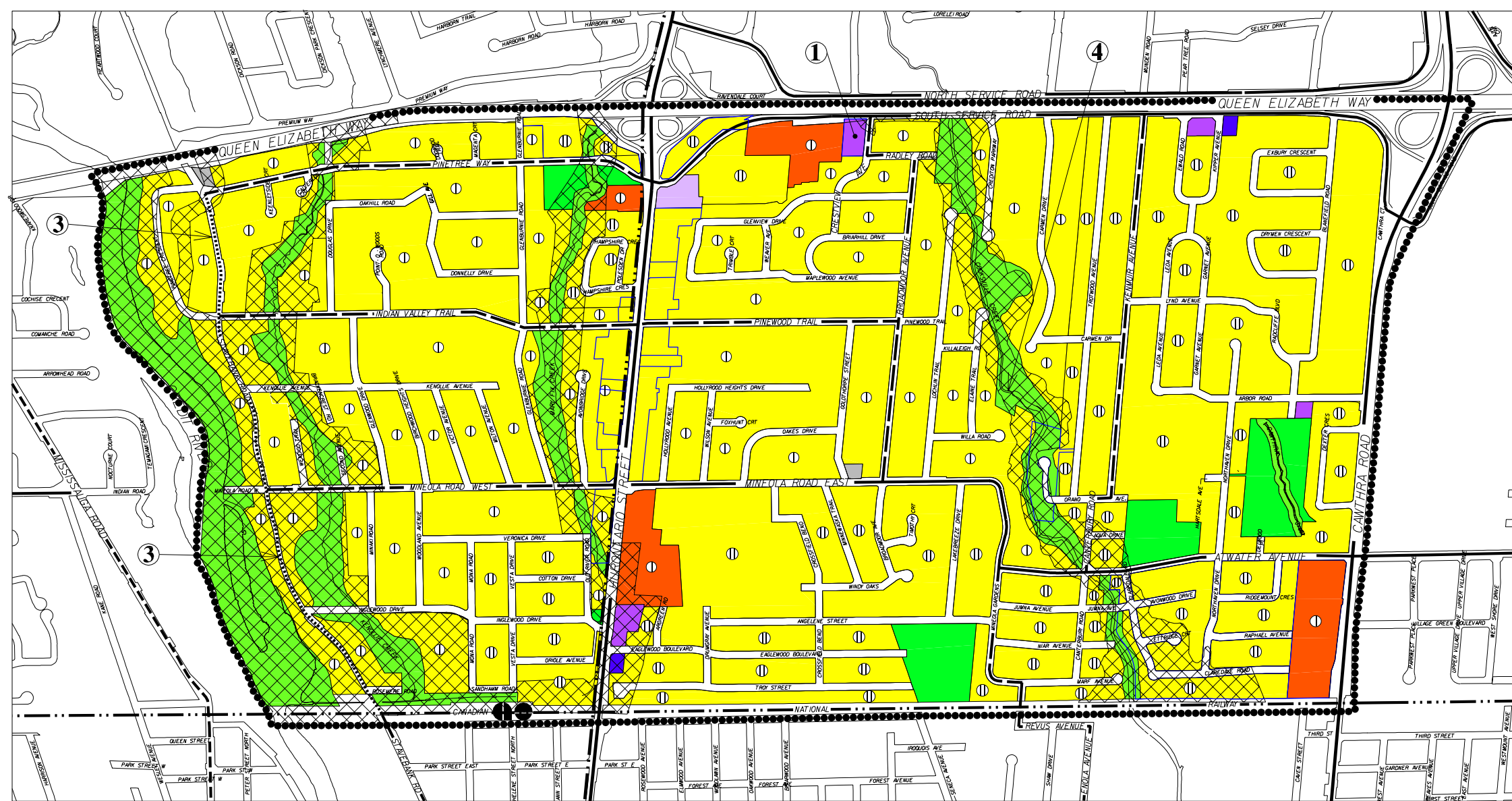
**Note:**  
Numbers, such as ①, indicated on the Land Use Maps are related to mapping changes outlined in various Appendices of Mississauga Plan Proposed Amendments.

Appealed to the Ontario Municipal Board



Amendment No. 25 to  
**Meadowvale Village District  
Land Use Map**

This Consolidation includes Latest Approved Amendment – No. 60  
Dated 2006 August 24  
**City of Mississauga**      **2007 April**



#### LAND USE DESIGNATIONS

- ① Residential – Low Density I
- ② Residential – Low Density II
- ③ Residential – Medium Density I
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Public Open Space ②
- Greenbelt
- Utility

#### TRANSPORTATION LEGEND

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

#### LAND USE LEGEND

- Regulatory Floodplain
- Planning District
- Special Site Areas (See Special Site Policies)

Note:

Numbers, such as ①, indicated on the Land Use Maps are related to mapping changes outlined in various Appendices of Mississauga Plan Proposed Amendments.

0 100 200 300 400  
metres

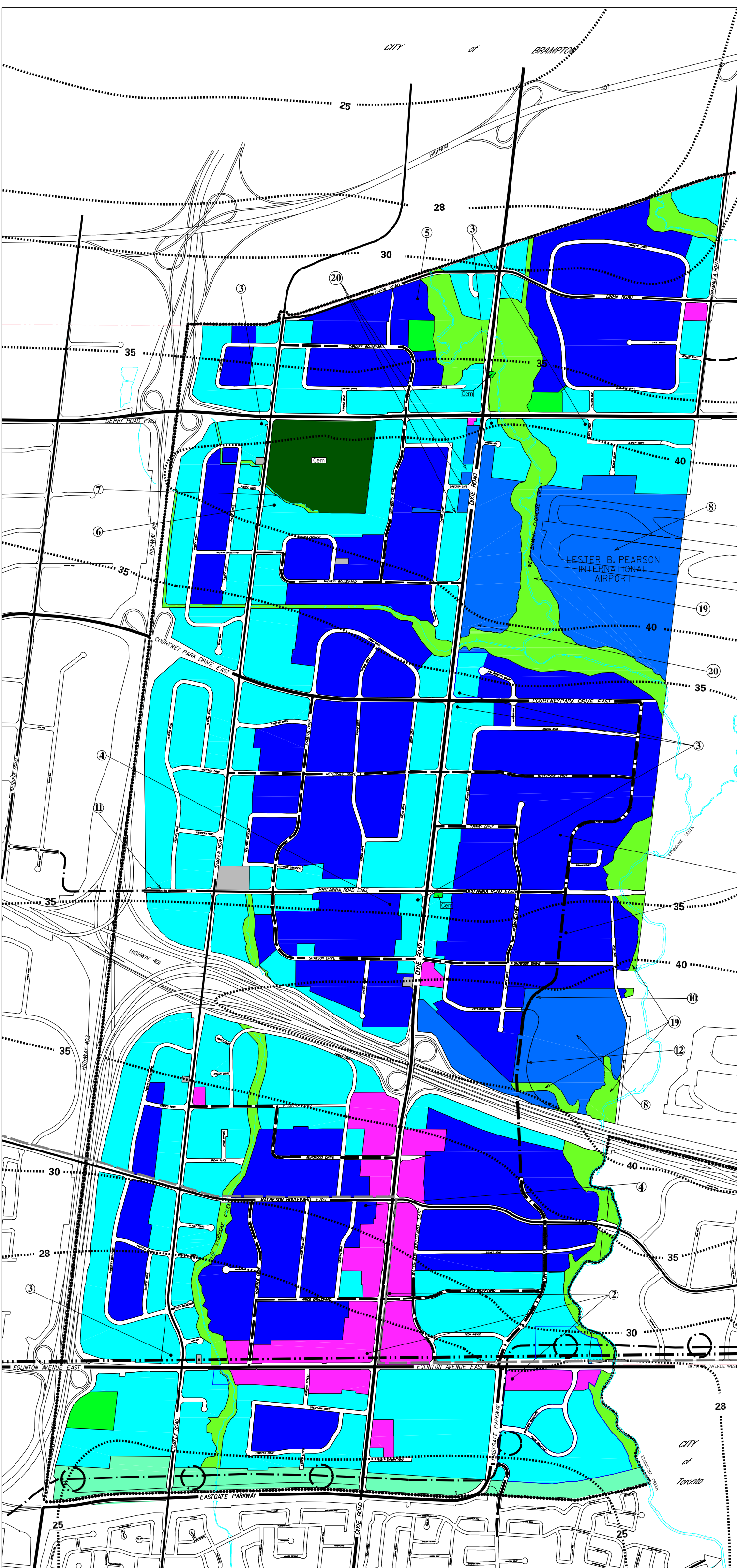


## Amendment No. 25 to Mineola District Land Use Map

This Consolidation includes Latest Approved Amendment –  
OMB Order No. 0662 2004 March 29

City of Mississauga 2007 April





LAND USE DESIGNATIONS

- General Commercial
- Business Employment
- Industrial
- Public Open Space 17
- Private Open Space
- Greenbelt
- Parkway Belt West
- Airport 8
- Utility

TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Future Arterial 13
- Major Collector
- Future Major Collector (conceptual) 14
- Minor Collector
- Local Road
- Bus Rapid Transit Corridor 15
- Bus Rapid Transit Station
- Major Transit Corridor

LAND USE LEGEND

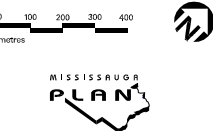
- LBPIA Operating Area Boundary – See Aircraft Noise Policies  
Note: In Northeast, this includes all lands north of Eglinton/Dixie/Matheson indicated on map 1 of 2
- Cem – Cemetery
- 1996 NEP /2000 NEF
- Composite Noise Contours
- Planning District
- Special Site Areas  
(See Special Site Policies)

Existing Industrial – All other Industrial Designations please refer to Number 1

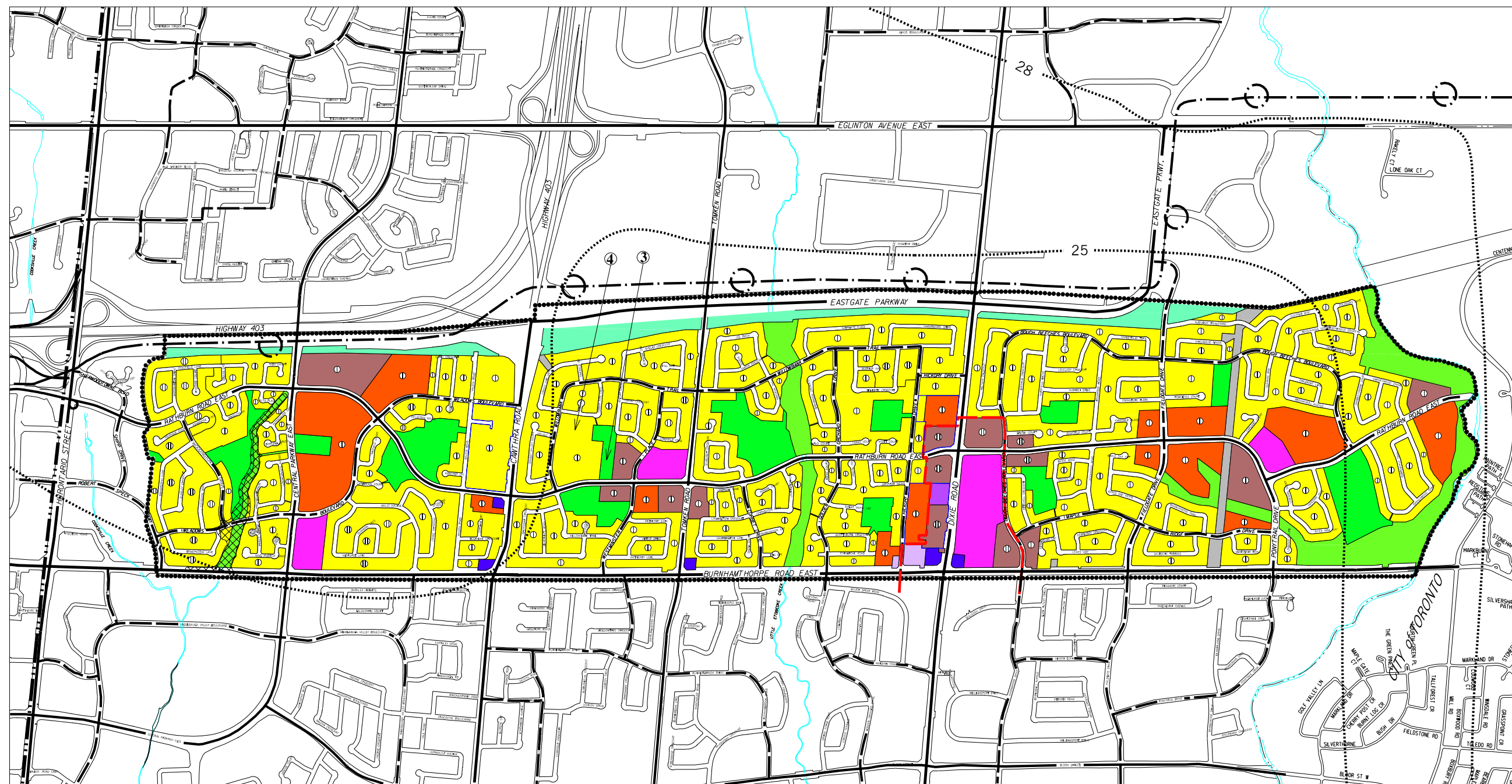
Note:  
The 1996 Noise Exposure Projection (NEP)/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the District Land Use Map. These contours will change from time to time as new information becomes available.  
For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

NOTE:  
ANY PART OF THE ROAD NETWORK SHOWN OUTSIDE THE CITY BOUNDARIES IS SHOWN FOR INFORMATION PURPOSES ONLY.

Note:  
Numbers, such as 1, indicated on the Land Use Maps are related to mapping changes outlined in various Appendices of Mississauga Plan Proposed Amendments.



Amendment No. 25 to  
Northeast District  
Land Use Map  
(1 of 2)



**LAND USE DESIGNATIONS**

- Residential – Low Density I
- Residential – Low Density II
- Residential – Medium Density I
- Residential – High Density I
- Residential – High Density II
- General Commercial
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Public Open Space
- Greenbelt
- Parkway Belt West
- Utility

**TRANSPORTATION LEGEND**

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Minor Collector
- Local Road
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Major Transit Corridor

**LAND USE LEGEND**

- Regulatory Floodplain
- Node Boundary
- 1996 NEP/2000 NEF Composite Noise Contours
- Planning District
- Special Site Areas (See Special Site Policies)

Note:

The 1996 Noise Exposure Projection (NEP)2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the District Land Use Map. These contours will change from time to time as new information becomes available.

For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

NOTE:

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Note:

Numbers, such as ①, indicated on the Land Use Maps are related to mapping changes outlined in various Appendices of Mississauga Plan Proposed Amendments.

Amendment No. 25 to

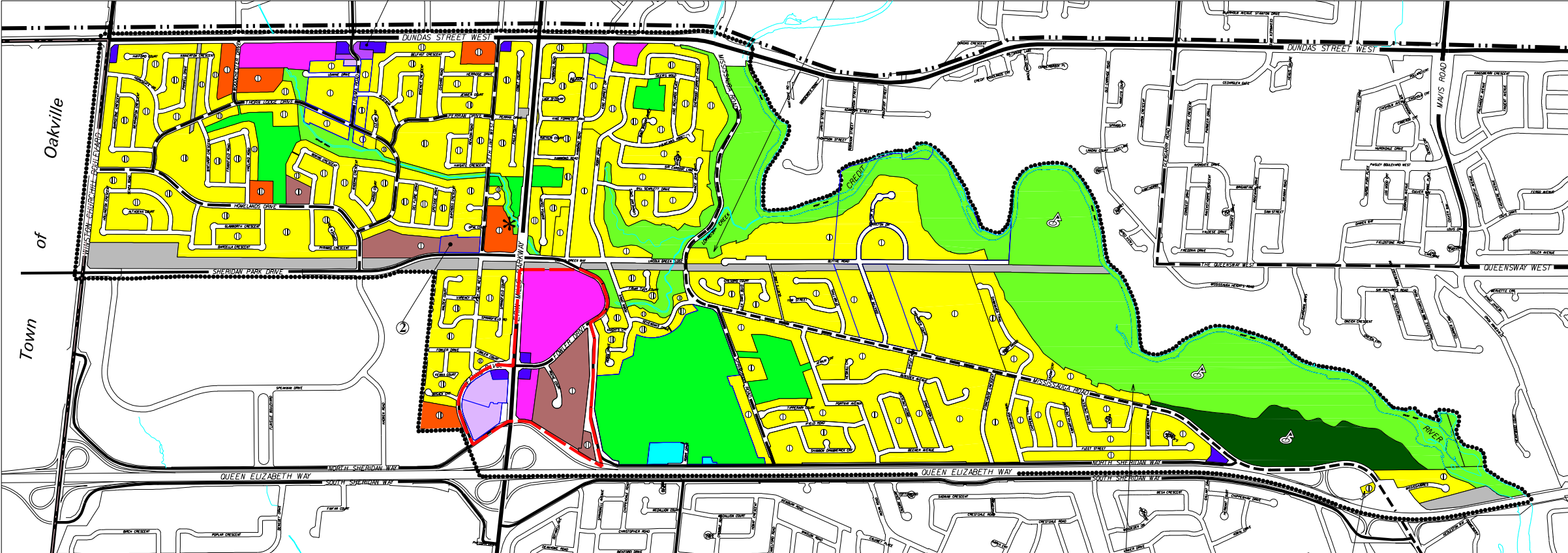
**Rathwood District**

**Land Use Map**

This Consolidation includes Latest Approved Amendment –  
OMB Order No. 0662 2004 March 29

**City of Mississauga** **2007 April**





- LAND USE DESIGNATIONS**
- Residential – Low Density I
  - Residential – Low Density II
  - Residential – Medium Density I
  - Residential – Medium Density II
  - Residential – High Density I
  - Residential – High Density II
  - General Commercial
  - Convenience Commercial
  - Motor Vehicle Commercial
  - Office
  - Business Employment
  - Public Open Space
  - Greenbelt
  - Private Open Space
  - Utility

- TRANSPORTATION LEGEND**
- Provincial Highway and Interchange
  - Arterial
  - Major Collector
  - Major Collector (Scenic Route)
  - Minor Collector
  - Local Road
  - Major Transit Corridor

- LAND USE LEGEND**
- Node Boundary
  - Golf Course
  - Existing Stormwater Management Facility
  - Planning District
  - Special Site Areas (See Special Site Policies)

NOTE:  
ANY PART OF THE ROAD NETWORK SHOWN  
OUTSIDE THE CITY BOUNDARIES IS SHOWN  
FOR INFORMATION PURPOSES ONLY.

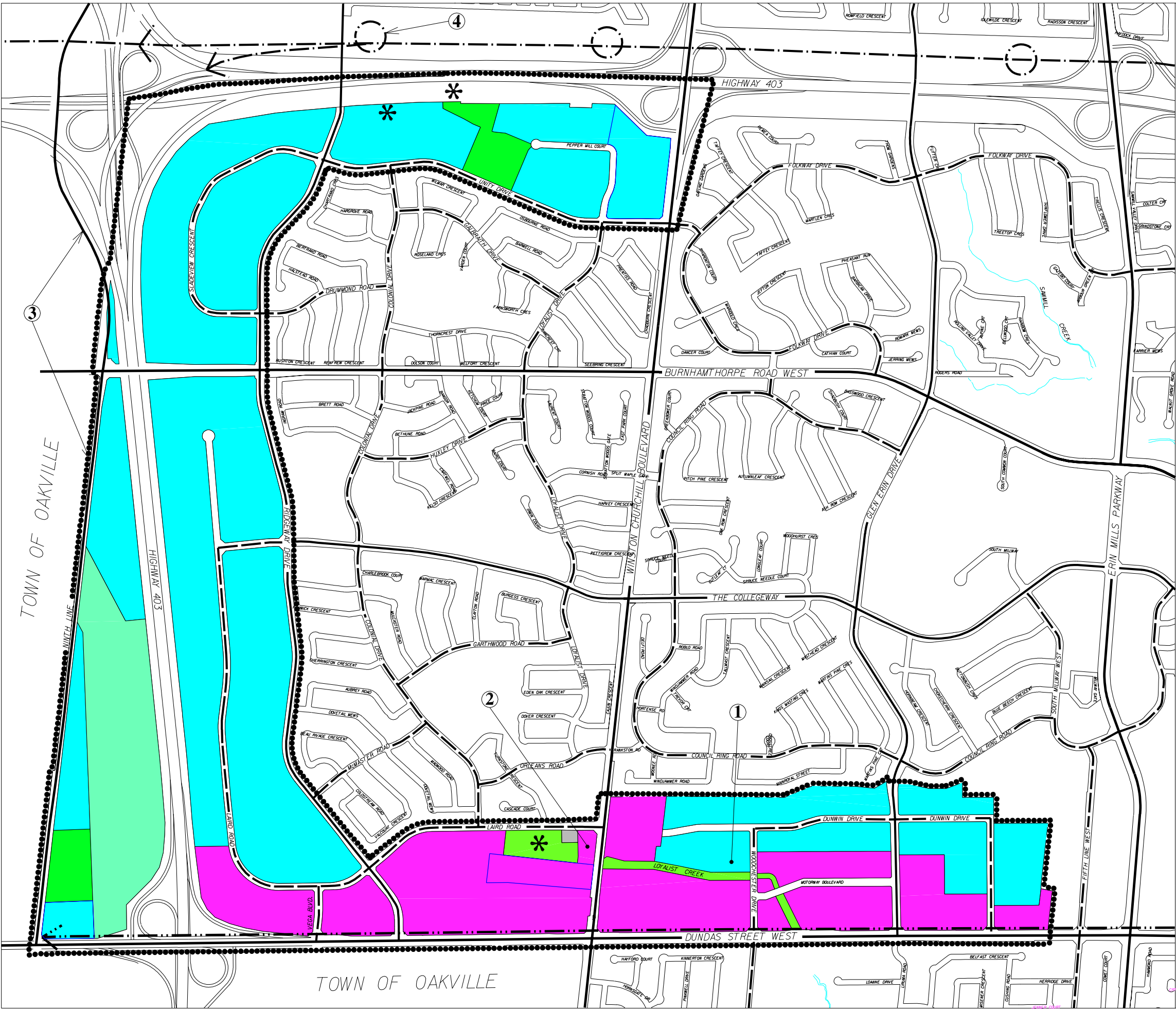
Note:  
Numbers, such as ①, indicated on the Land Use Maps are related to mapping changes outlined in various Appendices of Mississauga Plan Proposed Amendments.



### Amendment No. 25 to Sheridan District Land Use Map

This Consolidation includes Latest Approved Amendment –  
OMB Order No. 0662 2004 March 29

City of Mississauga 2007 April



LAND USE DESIGNATIONS

- General Commercial
- Business Employment
- Public Open Space
- Greenbelt
- Parkway Belt West
- Utility

LAND USE LEGEND

- Existing Stormwater Management Facility
- Planning District

NOTE:  
ANY PART OF THE ROAD NETWORK SHOWN  
OUTSIDE THE CITY BOUNDARIES IS SHOWN  
FOR INFORMATION PURPOSES ONLY.

Note:  
Numbers, such as ①, indicated on the Land Use Maps are related to mapping changes outlined in various Appendices of Mississauga Plan Proposed Amendments.

TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Minor Collector
- Local Road
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Major Transit Corridor
- Special Site Areas (See Special Site Policies)



Amendment No. 25 to  
Western Business Park District  
Land Use Map

This Consolidation includes Latest Approved Amendment –  
OMB Order No. 0662 2004 March 29