



# Corporate Report

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**DATE:** June 3, 2008

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: June 23, 2008

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

**SUBJECT:** **Report on Comments - Amendment 63 to Mississauga Plan -  
Southdown District Policies WARD 2**

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- RECOMMENDATION:**
1. That the report titled "Report on Comments – Amendment 63 to Mississauga Plan – Southdown District Policies" dated June 3, 2008 from the Commissioner of Planning and Building, be adopted.
  2. That Section 4.31, Southdown District Policies of Mississauga Plan, as amended, be deleted and replaced by Amendment 63, Section 4.31, Southdown District Policies, 2008 May (attached as Appendix 2 to the report titled "Report on Comments – Amendment 63 to Mississauga Plan – Southdown District Policies", dated June 3, 2008 from the Commissioner of Planning and Building).
  3. That the Zoning By-law for the lands in the Southdown Planning District be amended, where necessary, to conform with Amendment 63 to Mississauga Plan, Southdown District Policies.

**BACKGROUND:** City Council, on June 20, 2007, considered the report titled "Draft Southdown District Policies" dated May 22, 2007 from the Commissioner of Planning and Building and adopted the following:

- “1. That the submissions made at the public meeting held at the Planning and Development Committee meeting on June 11, 2007 to consider “Amendment 63 to Mississauga Plan, Draft Southdown District Policies” dated March 2007, be received.
2. That Planning and Building Department staff report back to City Council on submissions made with respect to “Amendment 63 to Mississauga Plan, Draft Southdown District Policies” dated March 2007.
3. That the following correspondence with respect to the subject matter be received:
  - (i) Letter dated June 6, 2007 from Nestle Purina Petcare Canada, 2500 Royal Windsor Drive, with respect to their comments on OPA 63.
  - (ii) Letter dated June 6, 2007 from St. Lawrence Cement, 2391 Lakeshore Road East, with respect to their concerns relating to OPA 63.
  - (iii) Letter dated June 6, 2007 from Mike Kerley Sr., Active Engines Rebuilding, 939 Winston Churchill Boulevard, with respect to their concerns on OPA 63.
  - (iv) Letter dated June 8, 2007 from McMillan Binch Mendelsohn, on behalf of Ashland Canada Corp., 2620 Royal Windsor Drive, Mississauga, with respect to their comments and concerns on OPA 63.
  - (v) Letter dated June 8, 2007 from Andrew Payton, QC, on behalf of Petro Canada, regarding the effect of OPA 63 on their client’s properties within the Southdown District and the OMB Order 1601 dated October 3, 2001.
  - (vi) Letter dated June 11, 2007 from CertainTeed Gypsum Canada Inc., 2424 Lakeshore Road West, with respect to their comments and opposition to OPA 63.”

A public display of the Draft Southdown District Policies was held at Lorne Park Hall on May 23, 2007, which was attended by approximately 45 persons.

The statutory public meeting, to fulfill the requirements of the *Planning Act*, held by Planning and Development Committee on June 22, 2007 was attended by approximately 23 persons. Six public submissions were received at this meeting.

On January 16, 2008, a community meeting was held with stakeholders to present preliminary directions for revisions to the Draft Southdown District Policies. Staff presented the urban design strategy and revised urban design policies as well as proposed changes in land use. Subsequent to this meeting, additional submissions were received.

## COMMENTS:

### 1. Summary of Proposed Changes to Draft Southdown District Policies

Planning and Building Department staff have considered the submissions and comments received on the Draft Southdown District Policies (document dated March, 2007) and propose changes, where appropriate. The recommendations are summarized in Appendix 1.

The comments are in the order in which the policies appear in the Draft Southdown District Policies and, unless otherwise noted, the numbering of sections refers to the March 2007 Draft Southdown District Policies. Deletions are shown as “~~strikeouts~~” and additions are in “*italics*”. The recommendations do not include editorial changes, minor matters of style or organization, minor cartographic revision, or minor rewording that does not alter the intent of the proposed policies.

The major proposed changes are:

- addition of a District Vision to clearly articulate the future direction for the district for expansions to existing uses, redevelopment and development of vacant lands;

- addition of an Urban Design Strategy and enhanced urban design policies to assist in guiding the District Vision and to establish priorities for community identity, guide site organization, built-form and landscaping qualities, with an emphasis on development that is transit and pedestrian-supportive;
- revised land use policies to prohibit outdoor processing and to require outdoor storage of materials within enclosed containers in addition to the existing policies within *Mississauga Plan* (e.g. screening from the street, appropriate setbacks, lessen the visual impact). The rationale for this change is to reduce sources of particulate matter and to promote a distinct urban form and streetscape, improve the public realm, recognize this area as an important gateway into the City of Mississauga, and the proximity to the neighbouring residential areas;
- prohibit certain additional uses from locating along Lakeshore Road West, Royal Windsor Drive, Southdown Road and Winston Churchill Boulevard. The additional uses include contractor service shop, contractors yard and vehicle pound facility. This proposed change is to prohibit uses that could have a negative visual impact along the arterial roads, and to further the District Vision of a distinct urban form and streetscape and relationship to the Lake Ontario waterfront;
- revision to the proposed redesignation of selected vacant lands; and
- add a special site policy for Park 389 to allow a reuse of the existing heritage structure in keeping with the Waterfront Parks Strategy.

A revised version of the District Policies (under separate cover) is included as Appendix 2 “Amendment 63 to Mississauga Plan-Section 4.31 Southdown District Policies of Mississauga Plan, 2008 May”.

The following sections summarize the context and issues which provided the framework for the preparation and review of the Draft Plan.

## **2. Provincial Policy Statement, Provincial Growth Plan and *Planning Act* Reforms (Bill 51)**

### Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under section 3 of the *Planning Act* and came into effect March 1, 2005.

Section 1.3, Employment Areas, contains policies regarding the economic strength of communities and the importance of municipalities in maintaining an adequate supply of land for economic activities and future employment opportunities. Subsection 1.3.1 (c) states that planning authorities shall promote..... “planning for, protecting and preserving employment areas for current and future uses”, while section 1.3.2 states “ planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review.....” The revised Plan protects employment lands within the district for future development and the proposed redesignations do not involve conversions to non-employment uses.

Section 1.8, Energy and Air Quality, states that Planning authorities “shall support energy efficiency and improved air quality through land use and development patterns”. The Draft Strategic Plan submitted to General Committee on June 11, 2008) has established five Pillars (Areas of Strategic Change) as the basis of the Plan. One of the Strategic Goals of the “Living Green” Pillar is “to lead and promote the utilization of technologies and tactics to conserve energy and water, reduce emissions and waste, improve air quality and protect our natural environment.

### Places to Grow

The Growth Plan for the Greater Golden Horseshoe (Places to Grow) came into effect on June 16, 2006.

The policies to protect and preserve employment lands to accommodate the growth forecasts in the Plan are similar to the PPS. The proposed policies and redesignations conform with the Growth Plan.

### Bill 51

Recent amendments to the *Planning Act*, referred to as Bill 51, reinforce the Provincial directions for employment land by defining an “area of employment” as land designated in an official plan and strengthening the municipality’s ability to refuse applications to convert employment land to other uses by removing the ability to appeal to Ontario Municipal Board (OMB).

New Provincial policy directions provide a strong framework for protecting existing employment lands and promoting economic success. The revised Southdown District Policies conform to Provincial Policy by protecting employment lands, permitting a range of employment uses, while addressing improved air quality.

### **3. Mississauga Plan**

Mississauga Plan establishes the policy framework to guide, among other matters, the development of employment lands in the City. This framework includes objectives such as providing a range of employment opportunities, continuing as a net importer of labour and providing for a wide range of business activities comprising industrial, office and limited accessory commercial uses.

In keeping with the goals and objectives in Mississauga Plan, the revised Southdown District Policies continue to encourage a range of employment uses while recognizing the importance of the existing operations.

### **4. Mississauga Waterfront Parks Strategy**

The Mississauga Waterfront Parks Strategy is a comprehensive long-term plan to manage the future development of the City’s Waterfront Parks. The strategy sets out park development priorities, guides park design, recommends programming for each park and criteria for park expansion. Of the five priority parks identified in the strategy, two priority parks are located in the Southdown Planning District, Lakeside Park and Park 389 (unofficially referred to as Fusion Park).

Through the Waterfront Parks Strategy, concept designs were developed as a starting point for a future detailed design process.

Some of the concepts for Lakeside Park include:

- a themed demonstration area for green technologies;
- a commentary landscape focusing on the contrast between industrial and waterfront landscapes;
- water access from the beach, demonstration gardens, multi-use trails; and
- a leash-free area.

Some of the concepts for Park 389 include:

- existing heritage house themed as an early century manor house with a narrative landscape and public access to the grounds;
- bird watching and interpretation centre;
- walking trails;
- waterfront trail connections; and
- skating rink adjacent to Lakeshore Road West.

The Waterfront Parks Strategy was endorsed by City Council on March 26, 2008. The recommendations from the Waterfront Parks Strategy were considered in the development and review of the Southdown District Policies, in particular land use compatibility, consideration of the existing and proposed parks as City-wide destinations, and improved streetscape for Lakeshore Road West, Southdown Road and Winston Churchill Boulevard.

## **5. Clarkson Airshed Study**

In 2000, the Ministry of the Environment (MOE) initiated the Clarkson Airshed Study to address MOE, public and stakeholder concerns over air quality in the Clarkson area<sup>1</sup>. The four-part study involved identifying specific target pollutants<sup>2</sup>, conducting an ambient air monitoring program, determining contributions and impacts from

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<sup>1</sup> The Clarkson Airshed is located in South Mississauga and is bounded by Lake Ontario to the south, Winston Churchill Boulevard to the west, the Queen Elizabeth Way (QEW) to the north, and Southdown Road to the east.

<sup>2</sup> The target pollutants include: total suspended particulates (TSP, including inhalable particulate matter PM<sub>10</sub>, respirable particulate matter PM<sub>2.5</sub>); nitrogen oxides NO<sub>x</sub>, including nitric oxide NO and nitrogen dioxide NO<sub>2</sub>; and volatile organic compounds VOCs.

major source emissions through air dispersion modelling and looking at abatement options that may take area industries “beyond compliance” to improve air quality. Sources that were monitored include local industry, major highways such as the QEW, residential communities and long range transport of air pollutants into the airshed from sources external to the area.

Part I of the study was completed in 2002 and results indicated that out of the 133 potential local industrial/commercial sources identified within the study area, 57 of these facilities were major emitters of target pollutants. Upon detailed inspection, all 57 of the facilities were found to be in compliance with existing legislation.

Part II of the Clarkson Airshed Study was completed in March 2005 and the results were released in November 2006 in the report titled *Clarkson Airshed Study, a Scientific Approach to Improving Air Quality, Part II-The Ambient Air Monitoring Program*. The key findings of the Part II of the study are:

- the airshed is considered “taxed” with respect to concentrations of respirable particulates ( $PM_{2.5}$ ), especially during smog events;
- local industrial/commercial sources may contribute up to 25% of  $PM_{2.5}$  in the study area;
- a majority of the elevated  $PM_{2.5}$  readings occurred during smog events when the winds were blowing from a south/south-westerly direction;
- emissions from vehicular traffic on the QEW were found to be significant;
- concentrations of nitrogen dioxide within the study area were found to be among the highest in the GTA and Hamilton; and
- volatile organic compound concentrations, with a few exceptions, were found to be similar to areas such as Toronto, Windsor, Sarnia and Hamilton.

Part III of the study has been completed and is going through an internal review by the MOE prior to public release. Part IV of the study will be initiated in 2008 and involves industry implementing abatement programs to reduce emission of targeted pollutants.



On April 11, 2007, City Council received a report from the Transportation and Works Department titled, *Clarkson Airshed Study Part II – The Ambient Air Monitoring Program, Ministry of the Environment (Wards 2 and 8)*. The report summarized results from the airshed study and recommended, among other things, that the City request the MOE to consider the ambient air quality prior to approving applications for new or updated Certificates of Approval (Air) in the Clarkson Airshed Study area and staff consider opportunities to improve air quality in the Southdown area through the review of policies and land use designations as part of the Southdown District Policies review. The study results and the above direction of City Council were considered in the preparation and review of the Plan.

## **6. Public Health**

Region of Peel Public Health (Peel Health) is participating in the development of a community-wide ambient air monitoring program. Peel Health have indicated (see Appendix 4) that poor air quality can harm human health with effects ranging from irritation to premature death.

In 2007, Peel Health presented a report to Region of Peel Council regarding the Clarkson Airshed Study and air quality in the Clarkson area. Regional Council adopted a number of recommendations, including requesting the Province to develop an approval process for air emissions that considers the cumulative impact of emissions to the airshed. The report also recommended that the MOE implement an interim policy or statement that permits existing ambient air quality to be considered when Certificate of Approval applications for new or expanded processes are submitted.

Peel Health also feels that “...*changes to land use can also have a positive effect on air quality*”, and that the Southdown District Policies will contribute to lower emissions in the area which in turn should reduce health impacts. Further, they also feel that:

“... *zoning changes which reduce outdoor processing and require outdoor storage to be in containers may reduce sources of particulate matter, and requiring tree planting along roadways can also help*

*filter particulate matter. Prohibiting trucking terminals will prevent a large influx of trucks into the area and lower diesel particulate levels. Policies that encourage walking, cycling and transit in the area will help reduce transportation-related emissions like particulate matter and NO<sub>x</sub> along major roadways.”*

The revised Southdown District Policies take steps towards improved air quality in the Clarkson area by managing outdoor storage, prohibiting outdoor processing and encouraging an improved urban form. This direction is supported by Peel Health.

## **7. Draft Employment Land Review Study**

In mid-2007, Hemson Consulting Ltd. (Hemson) was retained by the City of Mississauga to undertake an Employment Land Review Study. The purpose was to identify employment land policy directions to maintain Mississauga as a major employment concentration as the City transitions to a mature and slower-growing urban area. The study addresses, among other matters, the challenges facing mature employment areas including the conversion to other uses, and considers city goals and objectives within *Mississauga Plan* and new Provincial policy directions.

As the Southdown Employment District is an older employment district, Hemson considered existing development in the area in the context of Provincial policy and City objectives. The draft study suggests there are challenges to continued development and redevelopment in the Southdown area due to the nature of existing industrial operations, and a development pattern consisting of mainly large parcels of land. The draft study recommends that the Southdown area be retained for industrial use, with key arterial corridors developed for a wider range of uses such as offices. This is in recognition that the Southdown district provides gateways into the City of Mississauga, and also contains significant waterfront features.

The revised Southdown District Policies, particularly the proposed re-designation of vacant lands to *Business Employment*, is consistent with the recommendations proposed in the *Draft Employment Land Review Study*.

**FINANCIAL IMPACT:** Not applicable

**CONCLUSION:** The Southdown District Policies have been reviewed and updated to be consistent with changing local circumstances and recent Provincial planning initiatives such as the Growth Plan, Provincial Policy Statement and Bill 51. The revised policies also take into consideration recommendations from the *Draft Employment Land Review Study* and results from the Clarkson Air Shed Study. The policies have also been revised to eliminate duplication of policies which are already included in the General Policies of Mississauga Plan.

**ATTACHMENTS:** APPENDIX 1: Amendment 63 to Mississauga Plan Draft Southdown District Policies-Report on Comments  
APPENDIX 2: Amendment 63 to Mississauga Plan Section 4.31 Southdown District Policies of Mississauga Plan, May 2008 (under separate cover)  
APPENDIX 3: Proposed Areas for Revision From *Business Employment to Industrial*  
APPENDIX 4: Peel Health Department Comments

*Original Signed By:*

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Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Susan Tanabe, Planner, Policy Planning Division*

# AMENDMENT 63 TO MISSISSAUGA PLAN DRAFT SOUTHDOWN DISTRICT POLICIES

# APPENDIX 1

## REPORT ON COMMENTS

RESPONDENT	SECTION (refers to March 2007 Policies)	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT SOUTHDOWN DISTRICT POLICIES
Planning and Building Department	Section 1.2.6 Interpretation	Technical revisions to the Official Plan without the need for an amendment.	Pursuant to the resolution of an appeal to OPA 25, Official Plan amendments now contain a provision which identify the technical revisions with may be made to the Official Plan when it is amended. To be consistent with the amendments, it is appropriate that the Southdown District Policies also contain similar provisions.	<p><b>1.</b> That Section 1.2.6, the last paragraph be revised to read as follows:</p> <p>Upon approval of this Amendment, Section 4.31 the Southdown District Policies and Southdown District Land Use Map of Mississauga Plan (Official Plan), will be amended in accordance with this Amendment, <i><b>subject to technical revisions being permitted to this Amendment without official plan amendments with respect to: changing the numbering, cross-referencing and arrangement of the text, tables, schedules and maps; altering punctuation or language for consistency; and correcting grammatical, dimensional and boundary, mathematical or typographical errors, provided that the purpose, effect, intent, meaning and substance of this Amendment are in no way affected. The appendices are included as background information, and do not constitute part of the Official Plan.</b></i></p>
Planning and Building Department	Section 2 District Policies and Land Use Map	Upon further review, Section 2 should be revised to include an introduction, purpose, history, natural and built environment sections to provide additional background for the District Policies.		<p><b>2.</b> That Section 2, District Policies and Land Use Map be revised to include the following renumbered sections:</p> <p><b>4.31.1 Introduction</b>  <b>4.31.1.1 Purpose</b>  <b>4.31.1.2 Historical Summary</b>  <b>4.31.1.3 Planning Context</b>  <b>4.31.1.4 Natural Environment</b>  <b>4.31.1.5 Built Environment</b>  (for complete text see Appendix 2 Southdown District Policies)</p>

RESPONDENT	SECTION (refers to March 2007 Policies)	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT SOUTHDOWN DISTRICT POLICIES	
Conservation Halton	Section 4.31.1 Planning Context	The reference to Conservation Halton in the 14th paragraph should be changed to the Region of Halton.	The requested revision is appropriate.	3.	That Section 4.31.1, Planning Context, 14th paragraph be revised to read:  Joshua Creek has been identified as an Environmentally Sensitive Area by <del>Conservation Halton</del> <b>the Region of Halton</b> and is considered largely undisturbed and provides warm water fish habitat.
Planning and Building Department	Section 2 District Policies and Land Use Map	Upon further review, Section 2 should be revised to include a section on the vision for the Southdown Planning District to clearly articulate how the area should develop over time.		4.	That Section 2, District Policies and Land Use Map be revised to include the following section, renumbered as 4.31.2:  <b>4.31.2 District Vision</b>  (for complete text see Appendix 2 Southdown District Policies)
Planning and Building Department	Section 4.31.3 Urban Design Policies	Upon further review, Section 4.31.3, <i>Urban Design</i> should be revised to include enhanced urban design policies to assist in further defining the District Vision.		5.	That Section 4.31.3, <i>Urban Design</i> be deleted and replaced with the following renumbered sections:  <b>4.31.3 Urban Design Strategy</b> <b>4.31.4 Urban Design Policies</b>  (for complete text see Appendix 2 Southdown District Policies)
Planning and Building Department	Section 4.31.4.1 a., b., Land Use, Business Employment	Upon further review, the outdoor storage policies in the <i>Business Employment</i> section should be revised to address potential impact of outdoor storage on air quality.	Given the concerns raised in the Clarkson Airshed Study regarding air quality and particulate matter, the policies should	6.	That Section 4.31.4.1 a.and b., <i>Business Employment</i> be deleted and replaced with the following renumbered section:  <b>4.31.5.1. Business Employment, subsection a and b</b>  (for complete text see Appendix 2 Southdown District Policies)

RESPONDENT	SECTION (refers to March 2007 Policies)	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT SOUTHDOWN DISTRICT POLICIES	
Planning and Building Department (continued)	Section 4.31.4.1 a., b., Land Use, Business Employment (continued)		be revised to require outdoor storage within enclosed containers.		
Planning and Building Department	Section 4.31.4.1 b., Land Use, Business Employment	Upon further review, the <i>Business Employment</i> policies should be revised to prohibit waste processing, transfer stations and composting facilities along the arterial corridors.	Given the District Vision to promote urban form, limit development which may require extensive outdoor processing/storage and limit transportation and other related uses, waste processing, transfer stations and composting facilities should be prohibited along arterial roads.	7.	That Section 4.31.4.1 b., <i>Business Employment</i> be deleted and replaced with the following renumbered section:  <b>4.31.5.1. Business Employment, subsection c</b>  <b>c. Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:</b> <ul style="list-style-type: none"> <li>● trucking terminals;</li> <li>● outdoor storage of motor vehicles exceeding</li> <li>● 3 000 kg in weight; and</li> <li>● waste processing or transfer stations and composting facilities.</li> </ul>
Planning and Building Department	Section 4.31.4.2 a., Land Use, Industrial	Upon further review, the <i>Industrial</i> policies should be revised to permit existing operations, including existing outdoor processing, to prohibit new or expansions to outdoor processing, and not allow contractors and bulk	The District Vision recognizes existing uses as an important component in the continuing success of the area.  The District Vision also	8.	That Section 4.31.4.2, <i>Industrial</i> be deleted and replaced with the following renumbered section:  <b>4.31.5.2 Industrial</b>  (for complete text see Appendix 2 Southdown District Policies)

RESPONDENT	SECTION (refers to March 2007 Policies)	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT SOUTHDOWN DISTRICT POLICIES	
Planning and Building Department (continued)	Section 4.31.4.2 a., Land Use, Industrial (continued)	storage yards as a permitted use.	<p>promotes improved urban form, limits development which may require extensive outdoor processing/storage and limits transportation and other related uses, therefore new and expanded outdoor processing and contractors and bulk storage yards are deleted as a permitted use.</p> <p>In addition, given concerns raised in the Clarkson Airshed Study regarding air quality and particulate matter, the policies should be revised to require outdoor storage within enclosed containers.</p>		

RESPONDENT	SECTION (refers to March 2007 Policies)	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT SOUTHDOWN DISTRICT POLICIES
Planning and Building Department	Section 4.31.4.1 c., Land Use, Business Employment	Since the revised Draft Southdown District Policies propose to redesignate some lands adjacent to arterial roads from <i>Business Employment</i> to <i>Industrial</i> , the policy prohibiting certain uses on <i>Business Employment</i> lands will not apply.	The policy should be deleted and replaced with a policy prohibiting certain uses, regardless of designation, along all arterial corridors in keeping with the District vision and urban design strategy and policies. The prohibited uses section should include additional uses that may visually impact the corridors in a negative way such as contractor service shop, contractors yard and vehicle pound facility.	<p>9. That Section 4.31.4.1 c., <i>Business Employment</i> be deleted and replaced with the following renumbered section:</p> <p><b>4.31.5.3. Prohibited Uses</b></p> <p>(for complete text see Appendix 2 Southdown District Policies)</p>



RESPONDENT	SECTION (refers to March 2007 Policies)	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT SOUTHDOWN DISTRICT POLICIES
Region of Peel	Section 4.31.6.4, Special Site Policies, Site 3	The Region of Peel requested the location of the Community Recycling Centre be moved from fronting onto Lakeshore Road West, to the north east corner of Lakeshore Road West and Avonhead Road.	The requested revision is appropriate.	<p><b>10.</b> That Section 4.31.6.4, Site 3 be deleted and replaced with the following renumbered section:</p> <p><b>4.31.7.4 Site 3</b></p> <p>(for complete text see Appendix 2, Southdown District Policies)</p>
Community Services Department	Section 4.31.6, Special Site Policies	The Waterfront Parks Strategy recommended the heritage house in Park 389 (unofficially known as Fusion Park) be used for complementary uses to the open space component of the park, respecting the natural area.	The requested revision is appropriate.	<p><b>11.</b> That Section 4.31.6, Special Site Policies, be revised to include a special site for Park 389 with the following renumbered section:</p> <p><b>Section 4.31.7.5 Site 4</b></p> <p>(for complete text see Appendix 2, Southdown District Policies)</p>
Wendy Nott, Walker, Nott Dragicevic Associates Inc on behalf of Praxair, 366 Southdown Road	Section 4.31.6, Special Site Policies	Praxair's Southdown Road facility processes and recycles waste carbon dioxide from the nearby Petro-Canada plant. Praxair raised concerns the proposed redesignation from <i>Industrial</i> to <i>Business Employment</i> would not allow the existing fixed storage tanks, cooling tower and condenser, and temporary truck parking	Although staff clarified that the current operations on the site are in conformity to the proposed <i>Business Employment</i> policies, the requested special site policies are appropriate.	<p><b>12.</b> That Section 4.31.6, Special Site Policies be revised to include a special site for Praxair located at 566 Southdown Road with the following renumbered section:</p> <p><b>4.31.7.6, Site 5</b></p> <p>(for complete text see Appendix 2, Southdown District Policies)</p>

RESPONDENT	SECTION (refers to March 2007 Policies)	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT SOUTHDOWN DISTRICT POLICIES	
Wendy Nott, Walker, Nott Dragicevic Associates Inc on behalf of Praxair, 366 Southdown Road (continued)	Section 4.31.6, Special Site Policies (continued)	due to the prohibitions on outdoor storage and processing.  Consequently, Praxair requests special site policies for their location on Southdown Road.			
Andrea Bourie, St. Lawrence Cement 2391 Lakeshore Road West	Section 4.31.6, Special Site Policies	St. Lawrence Cement has proposed special site policies to recognize existing and future uses on the site that permit outdoor storage and processing. They also advise that there is no intention to redevelop the property other than for industrial use.	There is no change proposed to the existing <i>Industrial</i> designation on the St. Lawrence Cement lands. The proposed <i>Industrial</i> land use policies permit existing industrial operations to continue, including outdoor processing.  Further, the <i>Industrial</i> policies permit outdoor storage, and do not require extracted resources to be in containers.	13.	No change recommended.

RESPONDENT	SECTION (refers to March 2007 Policies)	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT SOUTHDOWN DISTRICT POLICIES
Andrea Bourie, St. Lawrence Cement 2391 Lakeshore Road West (continued)	Section 4.31.6, Special Site Policies (continued)		In addition, general policies in <i>Mississauga Plan</i> permit existing resource extraction for lands designated <i>Industrial</i> .	
Mary Flynn- Guglietti McMillan Binch Mendelshon for Ashland Canada Corp., 2620 Royal Windsor Drive  Karen Kuwahara, Nestle Purina Petcare Canada 2490 and 2500 Royal Windsor Drive  Andrea Bourie, St. Lawrence Cement 2391 Lakeshore Road West	Areas 2, 3b, 5b 6 and 9b on Appendix 3, Proposed Areas for Revision, May 2008	The Draft Southdown District Policies proposed a <i>Business Employment</i> designation on the noted lands from <i>Industrial</i> in the current plan.  Existing companies expressed the following concerns: -re-designation may permit incompatible and sensitive uses in proximity to existing heavy industrial uses; -this is the last industrial area in the City of Mississauga with access to waterborne transport, rail transport and truck access to the Queen Elizabeth Way;	Given the concerns raised by the existing businesses regarding business operations and incompatible uses, it is appropriate to retain the current <i>Industrial</i> designation for the hatched lands referenced on Appendix 3.  Although a concern was raised regarding outdoor storage and processing, existing businesses can continue their current operations,	<b>14.</b> That the District land use map be revised as follows:  The lands referenced on Appendix 3 as area 2, 3b, 5b, 6 and 9b designated <i>Business Employment</i> in the March, 2007 Draft Southdown District Policies, be revised to <i>Industrial</i> .

RESPONDENT	SECTION (refers to March 2007 Policies)	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT SOUTHDOWN DISTRICT POLICIES	
<p>Graham Beasant, CertainTeed Gypsum, 2424 Lakeshore Road West and 658 Hazelhurst Road</p> <p>Russell Cheeseman, representing the South West Mississauga Industrial Association</p> <p>Rene Le Tendre, Mister Mechanic, 955 Winston Churchill Blvd.</p>	Areas 2, 3b, 5b 6 and 9b on Appendix 3, Proposed Areas for Revision, May 2008 (continued)	<p>-air quality in the area is monitored by the Ministry of the Environment and businesses in the area meet the emissions requirements;</p> <p>-companies have located in the Southdown area creating interrelationships between business functions eg. Ashland Chemicals uses Universal Drum in processing, PPG is a major customer of Ashland; and</p> <p>-restricting outdoor storage/processing for many of the existing companies will affect current operations and future plans.</p>	and only expansions are subject to revised policies.		
Celeste Tamola, Como Trucking & Excavating Ltd., 460 Hazelhurst Road	District Land Use Map, Lands on the west side of Hazelhurst Road, north of Lakeshore Road West	The current business operation includes trucking and outdoor storage of motor vehicles and the owner may want to expand to include waste processing, transfer station and composting facilities.	The revised District policies propose to designate the subject lands as <i>Industrial</i> . The additional uses requested (waste	15.	Addressed in recommendation 14.

RESPONDENT	SECTION (refers to March 2007 Policies)	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT SOUTHDOWN DISTRICT POLICIES	
Celeste Tamola, Como Trucking & Excavating Ltd., 460 Hazelhurst Road (continued)	Within area 5b on Appendix 3, Proposed Areas for Revision, May 2008	Proposed policies will hinder existing operations and would not permit an expansion to include waster processing etc. Further, the existing business does not have an adverse effect on air quality.	processing and transfer station) are not in keeping with the district vision.		
Andrea Bourie, St. Lawrence Cement	District Land Use Map, Lands on the west side of Hazelhurst Road, north of Lakeshore Road	<p>Concerned that the <i>Greenbelt</i> designation along the Lake Ontario shoreline on the St. Lawrence Cement property will give the impression that these lands are open to the public and the existing industrial port will be eliminated.</p> <p>Propose a notation on the Southdown Land Use Map indicating that Greenbelt lands are not open to the public and are intended to implement the Provincial Policy Statement as it relates to hazard lands.</p>	Section 4.31.1.1., Purpose in the proposed Southdown District Policies (May, 2008), states that the District Policies should be read in conjunction with the policies contained in <i>Mississauga Plan</i> . The respondents concern is addressed in Section 3.9.2.5, <i>Land Use</i> , <i>Greenbelt</i> , of <i>Mississauga Plan</i> , which states “ <i>The Greenbelt</i>	16.	No change recommended.

RESPONDENT	SECTION (refers to March 2007 Policies)	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT SOUTHDOWN DISTRICT POLICIES	
Andrea Bourie, St. Lawrence Cement (continued)	District Land Use Map, Lands on the west side of Hazelhurst Road, north of Lakeshore Road (continued)		<i>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... ”</i>		
Ratepayers Associations and Resident Input:  John Pengram, Meadow Wood Rattray Residents Association  Dianne Richardson, Whiteoaks Lorne Park Community Association	Proposed Southdown District Policies and Land Use Map	The Residents Associations and individual residents in the surrounding community are supportive of the vision for the district to promote distinctive urban form and streetscape, for the area to evolve to embrace a mix of uses and to mitigate outdoor storage and processing. Specific comments include: -concerns about air quality within Southdown and surrounding areas and impact from the heavy industrial uses given the results of the Clarkson Airshed Study;	The limitations on outside storage, and outdoor processing are intended to improve air quality by reducing sources of particulate matter. Prohibitions of trucking terminals and other land uses will improve land use compatibility.	17.	No change recommended.

RESPONDENT	SECTION (refers to March 2007 Policies)	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT SOUTHDOWN DISTRICT POLICIES	
Bernie Fishbein, West Erindale Homeowners Association  Fran Goddu Ian Crook Gayle Everett Boyd Upper	Proposed Southdown District Policies and Land Use Map (continued)	-concerned about the amount of trucking in the area; -would like to see more “light” industrial uses; -compatibility with the surrounding uses; and -support for the re- designation of vacant land to <i>Business Employment</i> .			

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**NOTE:**

**THE POLICIES IN THIS DOCUMENT ARE SPECIFIC TO THE  
SOUTHDOWN PLANNING DISTRICT OF MISSISSAUGA PLAN,  
AND MUST BE READ IN CONJUNCTION WITH ALL THE  
POLICIES OF MISSISSAUGA PLAN.**

**PLEASE REFER TO MISSISSAUGA PLAN  
FOR ADDITIONAL CITY-WIDE POLICIES WHICH APPLY TO  
THIS DISTRICT.**



**AMENDMENT NO. 63  
TO MISSISSAUGA PLAN  
SECTION 4.31  
SOUTHDOWN DISTRICT POLICIES  
OF MISSISSAUGA PLAN**





**Specific policies in this section must be read in conjunction with all the policies in this Plan.**  
**Southdown District Policies of Mississauga Plan**



Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

1 INTRODUCTION

1.1 STATUTORY PROVISIONS

1.1.1 Adopting By-law

This Amendment No. 63, Southdown District Policies, to Mississauga Plan for the City of Mississauga Planning Area, was adopted by By-law, as attached hereto (previous page).

1.1.2Amendment Approval

A decision, in accordance with sections 17 and 22 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, was made to approve all of Amendment No. 63, Southdown District Policies, to Mississauga Plan (Official Plan) for the City of Mississauga as adopted by By-law No. \_\_\_\_\_. The decision of the City of Mississauga is final if a Notice of Appeal is not received on or before the date of appeal noted below.

\_\_\_\_\_  
Date of Decision

\_\_\_\_\_  
Date of Notice

\_\_\_\_\_  
Last Date of Appeal

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**Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan**

## **1.2 AMENDMENT TO MISSISSAUGA PLAN**

### **1.2.1 Purpose**

The purpose of this Amendment is to replace the Southdown District Policies of Mississauga Plan (Official Plan).

### **1.2.2 Location**

The lands affected by this Amendment are located in the Southdown Planning District, in Mississauga Plan.

### **1.2.3 Basis**

The Southdown District Policies have been reviewed and updated to be consistent with changing local circumstances and recent Provincial planning initiatives. The policies have also been revised to eliminate duplication of policies which are included in the General Policies of Mississauga Plan.

### **1.2.4 Details of the Amendment and Policies Related Thereto**

Details regarding this Amendment to the Southdown District Policies of Mississauga Plan (Official Plan) are contained in the Planning and Building Report dated June 3, 2008.

### **1.2.5 Implementation**

Upon the approval of this Amendment by the City of Mississauga, the Zoning By-law applicable to the subject lands will be amended to the appropriate classification, in accordance with this Amendment.

Provisions will be made through the rezoning of the lands subject to this Amendment, for development to occur, subject to approved subdivision and site development plans, in accordance with this Amendment.

### **1.2.6 Interpretation**

The provisions of Mississauga Plan (Official Plan), as amended from time to time regarding the interpretation of that Plan, shall apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Plan (Official Plan).

Upon approval of this Amendment, Section 4.31 the Southdown District Policies and Southdown District Land Use Map of Mississauga Plan (Official Plan), will be amended in accordance with this Amendment, subject to technical revisions being permitted to this Amendment without official plan amendments with respect to : changing the numbering, cross-referencing and arrangement of the text, tables, schedules and maps; altering punctuation or language for consistency; and correcting grammatical, dimensional and boundary, mathematical or typographical errors, provided that the purpose, effect, intent, meaning and substance of this Amendment are in no way affected. The appendices are included as background information, and do not constitute part of the Official Plan.



Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

2 DISTRICT POLICIES AND  
LAND USE MAP

4.31 Southdown

4.31.1 Introduction

The Southdown Employment District provides a vital and necessary economic role for the City of Mississauga. It has been a long-standing area for industrial operations offering both employment and needed services. The policies contained in this document advance a continuation of this role with the intent to also improve the appearance and relationship of the district with the surrounding residential communities in a sustainable and environmentally sensitive manner.

In addition, the district policies must recognize that Lake Ontario represents one of the great natural features in Mississauga and needs to be elevated in profile and promoted as an important place for public gathering.

4.31.1.1 Purpose

The purpose of the District Policies is to provide clear direction for development and to address the unique circumstances within the area and adjacent communities. The District Policies should be read in conjunction with all the policies of Mississauga Plan.

**Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan**



The St. Lawrence Cement Company commenced operations in 1957 with the intent of becoming one of the most technically innovative industries of its kind in the world.



In 1995, the Mississauga leg of the Waterfront Trail System, extending from the Niagara Region to Gananoque, was opened.

### 4.31.1.2 Historical Summary

Following the York (Toronto) purchase of land in 1805 from the Mississaugans, rural development officially commenced in the region. Over the course of the next 50 years, farming communities were established across the newly formed Toronto Township including the area in the southwest corner of the township, known today as the Southdown District. By the mid-19<sup>th</sup> Century, industrial landscapes, such as a major shipping dock and the completion of the Great Western Railway Line began to alter the direction of the quiet rural economies of Southdown and Clarkson.

Today, Southdown maintains a strong industrial character including long-standing industries such as the Petro Canada refinery which opened in the early 1940s as the British American Oil Company. Key to the urban design policies is recognizing the role of industrial heritage, inclusive of its natural resources, in forming the future physical character of Southdown District over the next generation of urban development. Appendix A to the Southdown District Policies provides a detailed historical overview.

### 4.31.1.3 Planning Context

The Official (Primary) Plan, approved in 1981, and the Clarkson-Lorne Park Secondary Plan approved in 1986, established the current configuration of the Southdown District.

City Plan, approved in 1997, established Southdown as an Employment District which contains industrial and business employment uses. Some of the existing industrial operations are major facilities with extensive amounts of outdoor storage (e.g. Petro Canada, St. Lawrence Cement).

The district is well served by a network of spur lines from the CNR mainline and accessibility to the Queen Elizabeth Way.

Southdown is a well-established, stable Employment District and is primarily designated for industrial uses. Of the approximately 670 hectares of land in Southdown, 380 hectares are designated Industrial, 180 hectares are designated Business Employment and 20 hectares are designated General Commercial

**Specific policies in this section must be read in conjunction with all the policies in this Plan.**  
**Southdown District Policies of Mississauga Plan**



A defining aspect of Southdown's character is its industrial heritage (shown above: the St. Lawrence Cement Company).

According to the 2008 Vacant Lands report, there are 177 hectares of vacant land, representing 24% of all land in the district. Over half of the approximately 20 vacant parcels are less than two hectares. However, there are six larger parcels between eight to 20 hectares and three parcels that are between 20 to 40 hectares. Of the 290 business sites, there are 25 vacancies, consisting of vacant units, buildings or floors.

The 2007 Employment Profile indicates there are 6,200 employees in Southdown, employed in approximately 270 businesses. Southdown's business profile is dominated by small businesses. Forty-one percent of all businesses employ fewer than five people. Firms with fewer than five employees represent only 4% of total employment, with almost 50% of employment found in businesses that employ between 20 to 299 people, a mid-range firm size.

There are many types of business activities in the district. However, approximately 80% of the businesses are within the manufacturing and wholesaling trade sector. Other business sectors represented include construction, transportation and warehousing, and waste management and remediation services.

The role of Southdown District, to date, has been to provide a variety of employment opportunities. However, it is unique in that it abuts residential areas as well as the Lake Ontario Shoreline, resulting in both opportunities and constraints due to its location.



The waterfront trail along Lakeshore Road West offers public access and use of Lake Ontario.

The impact of industrial operations on air quality has long been of concern to the surrounding residents. Extensive trucking operations have resulted in noise and traffic impacts, as well as contributing to the taxed air shed. Extensive outdoor processing and storage activity has detracted from achieving quality urban design within the area. A power generating facility, approved in 2001, is located on the east side of Winston Churchill Boulevard, south of Royal Windsor Drive.

The City's Waterfront Parks Strategy has identified Lakeside Park and Park 389 as priority parks, where detailed concept plans will be developed to outline potential uses and features.

The district also contains a number of contaminated or potentially contaminated sites and closed or current waste disposal sites.



Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

4.31.1.4 Natural Environment



Clearview Creek as seen from Lakeshore Road West

The Southdown District, consisting of approximately five and a half square kilometres, contains an abundance of environmental features shown on Schedule 3: Environmental Areas, and the *Mississauga Natural Areas Survey*. The district is defined by the sub-watersheds of Avonhead Creek, Clearview Creek, Joshua’s Creek, Lakeside Creek, Sheridan Creek and Lake Ontario and is subject to the Southdown District Master Drainage Plan.

Joshua Creek has been identified as an Environmentally Sensitive Area by the Region of Halton and is considered largely undisturbed and provides warmwater fish habitat.

Portions of Avonhead Creek, Lakeside Creek and Clearview Creek have been channelized within the district. Clearview Creek supports a warmwater fish habitat and is connected to several upland woodlands. It also serves as a wildlife corridor and linkage to other features within and beyond the district, including Lake Ontario, Joshua Creek and the Town of Oakville.

Lake Ontario retains much of its original shoreline with the exception of a prominent pier element protruding out from the shoreline built to move cement products from ships harbouring along side it. The shoreline is characterized by a natural beach west of the Petro Canada lands, which includes some of the last remaining cobble beaches along Lake Ontario. Shoreline erosion protection works are located east of the Petro Canada lands. The lands along Lake Ontario are partially within the Regulatory Shoreline as defined by the 100-year floodplain, including wave uprush, the 100-year erosion limit and the dynamic beach hazards. A variety of fish habitat is provided in the near shore areas of Lake Ontario.

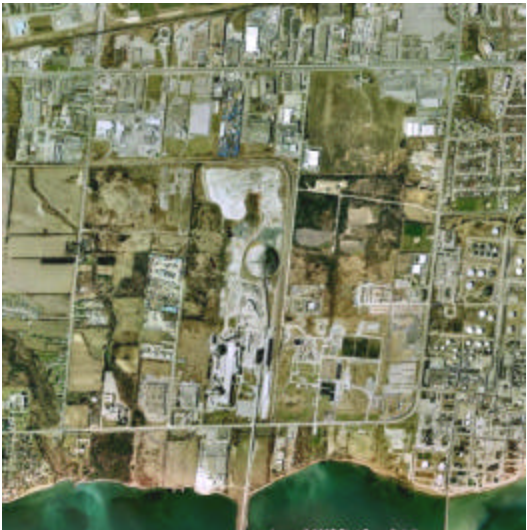
The shoreline at the Mississauga/Oakville municipal boundary is also characterized by a plantation woodland, which is considered the last remaining woodland of any size along the Mississauga shoreline. The woodland is also associated with the valley corridor of Joshua Creek.

Few original woodlots remain from pre-land clearing days, however, new ones have grown in areas where industrial activity and uses have not been established. This is evident along Winston Churchill Boulevard, the waterfront area south of Lakeshore Road West (also known as Highway 2), and the interior of the district. The most significant of the woodland areas is the red maple-red oak forest located south of existing Orr Road.

These Policies designate the three watercourses and the length of the Lake Ontario shoreline as “Greenbelt”.

Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

### 4.31.1.5 Built Environment



Existing development consists of low-rise buildings, multi-unit developments, office uses and industrial uses that require outdoor processing or storage, including two large land extensive users, Petro Canada and St. Lawrence Cement. Retail commercial uses are located at the northwest and southwest corners of Royal Windsor Drive and Southdown Road, including Clarkson Crossing Commercial Centre. Residential development borders the district on the north and east sides, along with industrial/commercial uses and vacant lands to the west, in the Town of Oakville. The Clarkson GO station is located at the CNR tracts and Southdown Road, supporting both the residential and employment communities.

The buildings offer minimal street enclosure and parking is generally located in the front, with some landscaping. In some areas, the streets do not have sidewalks, pedestrian amenity and sufficient streetscape treatment to support and encourage walking and cycling.

Both Southdown Road and Winston Churchill Boulevard provide connections to Lake Ontario. This natural connection is reinforced by the existing nurseries, agricultural uses, open fields, trees and other landscape features.



There are attractive views of the lake from Lakeshore Road West. Walkways and bike paths connect the two waterfront parks, providing public access to the lake and a framework for an active waterfront system connected to the rest of Mississauga. The St. Lawrence Cement Company conveyor bridge spans Lakeshore Road West and is a significant component of the area's landscape.





Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

4.31.2 District Vision



Southdown will continue to be a place of employment, evolving in the longer term to include a range of other compatible land uses.

The vision for the Southdown District is to continue to provide a place of employment (inclusive of current land uses) and to evolve in the long term, to embrace other employment uses such as a mix of manufacturing, research and development and offices. The vision contemplates a denser grid of streets and blocks, an improved public realm and land uses that recognize the distinct location, its proximity to neighbouring residential areas, and as an important gateway into the City of Mississauga.

The District Policies are also intended to address the interface between the employment and residential communities, as well as the visual and functional impact of development by:

- promoting a distinctive urban form and streetscape;
- limiting development which may require extensive outdoor storage and/or processing; and
- limiting transportation and other related uses.

To do so, these policies encourage new development as well as redevelopment to accommodate industrial activities consisting of a mix of manufacturing, research and development and office uses primarily within enclosed buildings. To achieve a high quality business image, specific design policies apply along arterial roads with Royal Windsor Drive and Lakeshore Road West functioning as gateways into Mississauga.

The vision also acknowledges the importance of the Lake Ontario waterfront. It advocates a high quality environment with improved urban design consisting of pedestrian and transit-supportive development which is environmentally sensitive and sustainable.

The waterfront parks, Lakeside Park and Park 389 (not yet named), are identified as priority parks for which a concept plan will be developed to outline potential linkages, cultural heritage resources, features and uses. As such, specific urban design policies apply to Winston Churchill Boulevard and Southdown Road to provide a connection to the waterfront parks as well as Lake Ontario.

Existing industrial operations, which may have extensive outdoor processing or storage areas, will be permitted to continue, however, the long term vision is to develop certain of the vacant lands in accordance with this vision.

The proposed Orr Road extension from Southdown Road to Winston Churchill Boulevard and the proposed Avonhead Road extension from Royal Windsor Drive to Lakeshore Road West will improve accessibility within the district. Hazelhurst Road may be extended northerly across the CNR spur line. Such future improvements are expected to stimulate the development of vacant lands.

All development should ensure that there is minimal impact on adjacent residential lands.

Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

4.31.3 Urban Design Strategy



New development should support a pedestrian and transit friendly environment along key corridors and intersections in Southdown District, as illustrated above.

This section provides detailed guidance with respect to how the District Vision may be achieved through new development and redevelopment of existing sites.

These principles establish priorities for community identity and guide site organization, built-form and landscaping qualities, with an emphasis on development that is transit and pedestrian-supportive. Emphasis is also placed on the importance of connectivity to the waterfront with overall enhancement of the pedestrian environment, encouraging accessibility, direct linkages and area vibrancy. The following statements assist in guiding the District Vision:

- a. Encourage public accessibility and reinforce the character, vitality and recreational nature of the Lake Ontario waterfront as an important amenity for the district, adjacent residential areas, and the City and the Region as a whole. Further, enhance connectivity for pedestrians and bicycles, where possible, and reinforce view corridors connecting to the waterfront;
- b. Create a permeable network of streets and blocks, including the north and south extensions to Hazelhurst and Avonhead Roads, among the introduction of new streets;
- c. Provide a pedestrian and cycling environment that allows safe and comfortable movement through the area while having regard for industrial operations;
- d. Encourage and facilitate transit trips among employment buildings, neighbouring residential areas, the Lake Ontario waterfront and other area amenities;
- e. Create community identity and character by promoting distinctive built form, a high quality public realm and landscaping that define the image of the community: This would include provision for significant gateways on Royal Windsor Drive and Lakeshore Road West through-built form and/or landscape components. Enhance Southdown Road and Winston Churchill Boulevard as both visual and physical connections to Lake Ontario and the waterfront parks by means of streetscape, scenic views, focal points, view corridors and improve pedestrian and cycling access;
- f. Development should have regard for heritage resources and features, including those with industrial significance, to form the evolving basis of a distinct community character and identity;
- g. Mature trees and vegetation should be recognized for providing important environmental benefits and contributing to aspects of roadside character along Royal Windsor Drive, Lakeshore Road West and the presentation of the Lake Ontario waterfront;



Major traffic corridors should be complemented, where possible, by rows of street trees, well designed sidewalks and coordinated streetscape treatment help to create a pedestrian friendly environment.



Buildings which are carefully articulated and massed to promote distinctive character and community identity are encouraged, as illustrated above.

**Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan**



Green Roofs ameliorate the urban heat island effect and support natural habitat.

- h. Development will consider adjacent residential communities regarding scale and built-form, and provide appropriate landscape buffers and interfaces between uses; and
- i. Development should consider sustainable building practices (i.e. green roofs and development performance standards), environmentally enhanced construction standards, energy efficiency and site development strategies to reduce storm-water run-off, hard-surface pavement and the heat island effect.

Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

4.31.4 Urban Design Policies

Based on the foregoing Urban Design Strategy, the following urban design policies implement the District Vision.

4.31.4.1 Community Pattern

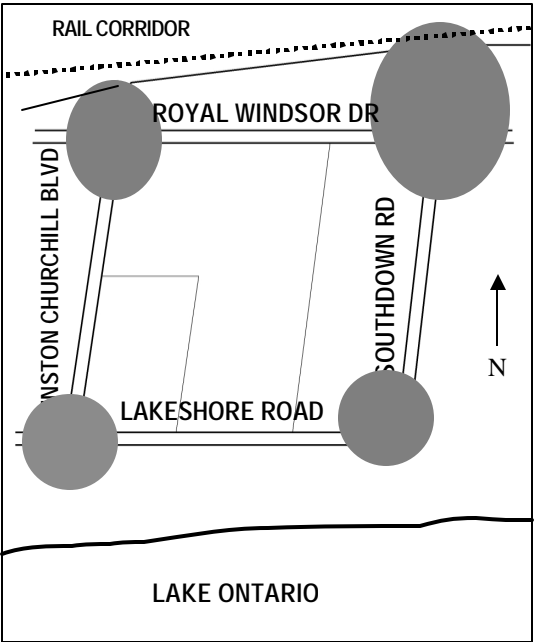
Streets, Blocks and Circulation:

- a. A streets and blocks network should be created to accommodate future industrial and/or business employment development, taking into consideration the needs of truck transport and related activities;
- b. Continuous sidewalks and open spaces should be provided on new public streets that link into the greater arterial road network and the waterfront trail located along the edge of Lake Ontario;
- c. New streets should support a pedestrian and transit-friendly environment connected to the waterfront trail, where possible ;
- d. At entry locations, encourage development to form gateways that are substantial in built-form with landmark architectural character and quality and special landscape treatment (see key plan: Gateway Locations);
- e. A streetscape masterplan should be undertaken to coordinate treatments for the public realm;

Cultural Heritage Resources:

- f. Development will be compatible with cultural heritage properties by respecting their massing, scale, built-form qualities and setbacks, and by providing ample buffer areas with appropriate urban design, architectural and landscape treatments necessary to preserve important aspects of a property’s setting and sense-of-place;
- g. Develop environmentally-sensitive means to connect into the system of watercourses, such as Avonhead and Clearview Creeks, to encourage public awareness regarding sensitivity of these mature natural settings and eco-systems. Provide continuous pedestrian walkway systems along these watercourses, where appropriate;
- h. Opportunities to express forms of interpretation of local cultural heritage resources should be explored as development occurs on or adjacent to properties of cultural heritage value;

Gateway Locations



Development at Major Intersections should have substantial built-form, with landscape treatments and landmark quality architecture.



The Robertson Farm (located north of Lakeshore Road West and east of Winston Churchill Boulevard) is an example of agricultural heritage in Southdown and is listed on the City's Heritage Register as a heritage designated property.



Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

Sustainable Design:

- i. Build upon the unique qualities of the existing streets where distinctive green elements and sustainable features such as swales and wetlands are already present. Enhance and reinforce these attributes and integrate them into proposed new development sites.



Attractive and well-landscaped connections from principle building entrances to public sidewalks help to support a pedestrian and transit friendly environment.

4.31.4.2 Site Organization

- a. Buildings should be oriented to have a strong relationship to the street with most of the required parking located at the rear or the sides of the building(s);
- b. Generous amount of landscape treatment should be promoted between the building’s face and the edge of the right-of-way. The allocation of parking within this setback area should be limited to visitor’s parking, and parcelled into small areas with well-landscaped islands and pedestrian walkways connecting to principal building entrances;
- c. Encourage the use of shared access points between adjacent properties to minimize conflicts with public sidewalks while promoting continuous and attractive streetscapes. Consider shared truck service routes and common points of site entry that lead to rear service areas, and which minimize conflicts with pedestrian movement;
- d. Main building entrances should be oriented to the street, and clearly articulated and linked to pedestrian walkway systems, in particular, the public sidewalk. The design of building entrances should reinforce building identification and articulation of the exterior form. Large manufacturing, warehousing and industrial facilities are encouraged to orient associated office components to address the public street;
- e. Buildings should provide for pedestrian comfort through the incorporation of such elements as canopies, arcades and colonnades at ground level;
- f. Prestigious buildings should be located on corner sites with the highest order of buildings located at the major intersection corners;
- g. Buildings on corner sites should incorporate special architectural treatment along both street frontages with offices and entrance elements located directly at corners;



Buildings should have a strong relationship to the street with most parking located at the rear or sides of the buildings.



Development located at the intersection of two roads require upgraded elevations with office components located to reinforce corner conditions and overall presentation to the street.

Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan



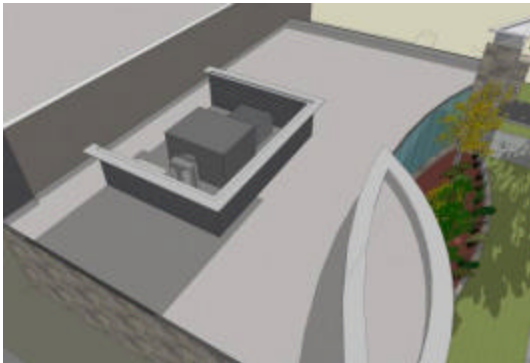
Development along Royal Windsor Drive should have regard for existing pedestrian contexts, and contribute positively to the streetscape through animated facades that engage the street and support transit, as illustrated above.



Buildings in Southdown should engage street frontages with upgraded elevations and materials to encourage visual interest and direct connections to the public sidewalk.



Buildings brought forward to the street should be a minimum of two storeys in height and contain administrative office or retail functions associated with manufacturing, warehousing and industrial uses, as illustrated above.



Provide architectural screening around roof-mounted mechanical equipment to minimize the visual impact from the street.

Royal Windsor Drive:

- h. New buildings along Royal Windsor Drive should support a transit and pedestrian environment to create a strong and continuous street edge that has regard for adjacent community patterns. New development should contain uses and spaces that encourage pedestrian activity and animate the street. Parking areas should be allocated to rear, sides or below grade to achieve streetscape objectives;

Parking and Loading Areas:

- i. Parking lots should have defined pedestrian circulation systems leading conveniently to main and employee entries;

**4.31.4.3 Building Mass and Articulation**

- a. Buildings brought forward to the street should be a minimum of two storeys in height and contain administrative/office and retail functions associated with manufacturing, warehousing and industrial uses;
- b. Façades visible to the street should have upgraded elevations and active frontages with sufficient window fenestration and door entrances to animate the street edge. Buildings should also be designed with prominent roof forms, elaborated parapets, upper level window bands, architectural projections, canopies or shading devices, enhanced exit doors and changes in materials;
- c. Notwithstanding the placement of the main entrances and major office components, equal attention to detail and quality of materials should be given to arterial and local street elevations to establish a consistent and quality district image;
- d. Buildings, landscape elements and plantings should screen views of facility operations and storage areas from the street(s). As an alternative, in situations where such activity and operations are visual features of the area, consideration should be given to developing a visual foreground that softens and enhances those features;

**4.31.4.4 Pedestrian Environment**

Public Sidewalks, Bicycle Facility, and Private Walkways

- a. Continuous sidewalks should be provided along all streets. Comfortable and barrier free walkways should be provided from buildings to public sidewalks and transit stops. In situations where there are no public sidewalks within the public street allowance, provide walkway connections to the public roadway. Walkways should be uninterrupted by parking or drive aisles and consist of paving materials other than asphalt;



**Specific policies in this section must be read in conjunction with all the policies in this Plan.**  
**Southdown District Policies of Mississauga Plan**



A transit stop conveniently located to an adjacent office building provides weather protection and seating.



Generous pedestrian sidewalks and a double row of trees provide rhythm, structure and comfort for pedestrians, and helps screen adjacent industrial operations.



Boulevards in parking areas should incorporate soft landscape materials and shade trees with design elements and systems that mitigate storm water run-off.



Opportunities for environmental restoration and landscaping of sites should be considered in new development, as illustrated above.

- b. Along arterials roads, consideration will be given to providing sidewalks on both sides of the street;
- c. Transit stops and stations should also include places for seating and weather protective areas;
- d. Consideration should be given to providing a second continuous pedestrian system of walkways, lighting and other amenities located completely within development that connects to adjacent properties, particularly in instances where multiple units are proposed along the street frontage;

Landscaping

- e. Planting should visually enhance individual sites, screen parking and loading areas, while enabling views of buildings and creating a consistent landscape treatment along streets. It should be appropriate to the streetscape while improving the appearance of parking areas and internal roads. Landscaping should contribute to the visual continuity of the street edge;
- f. Shade tree planting and landscaped areas should be provided on the site to break up the parking areas, and in areas where pavement is not required;
- g. Encourage environmental revitalization and restoration of sites through planting and other landscape treatments;
- h. Appropriately scaled and landscaped outdoor amenity areas should be provided in an area suitable for users within the development, and should include an area that is protected from the elements;
- i. Opportunities for strategic streetscape and landscape improvements along Lakeshore Road West with significant preservation of trees and vegetation, and for enhancement and additional greening along this route should be explored as development occurs;

Pedestrian Amenity

- j. Development should provide for the storage of bicycles on-site to encourage the use of alternative modes of transportation to, and within the area. These areas need to be protected from the natural elements, in addition to providing clear and safe access to the bicycle path network;
- k. The inclusion of public art is encouraged in areas of social gathering, as part of built-form expression, or adjacent to the public right-of-way. Such installations should be encouraged to contribute to the development of a distinctive character while drawing upon the unique qualities of the Southdown District in theme;

**Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan**

Signage & Lighting



On-site bicycle storage provides choices for alternative modes of transportation.



Pedestrian scale lighting provides illumination for public amenity areas, sidewalks and pathways, as illustrated above.

- l. A continuous system of pedestrian lighting should be investigated to illuminate sidewalks and multi-purpose trails to ensure safe access to and along the waterfront. Particular attention should be given to the development of a pedestrian lighting system along major streets, inclusive of major traffic corridors, to be attractive, distinct and separate from roadway lighting;
- m. Lighting should be provided on pedestrian paths and outdoor amenity areas on private lands. Landscape lights should be placed to avoid spill-over on adjacent properties;
- n. The design and location of way-finding and building signage should be coordinated throughout the site, and integrated with its landscape treatment and building façade(s) through appropriate scale, colour, materials and consistency;
- o. The design and location of entry features and waterfront park signage should be coordinated and integrated into the streetscape design;



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**Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan**

## **4.31.5 Land Use**

### **4.31.5.1 Business Employment**

- a. Existing industrial operations, including existing outdoor storage areas, will be permitted to continue.
- b. Outdoor storage of materials will be within enclosed containers. Expansions to the outdoor storage areas will be permitted in accordance with the Business Employment Policies.
- c. Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:
  - trucking terminals;
  - outdoor storage of motor vehicles exceeding 3 000 kg in weight; and
  - waste processing or transfer stations and composting facilities.

### **4.31.5.2 Industrial**

- a. Existing industrial operations, including existing outdoor processing, will be permitted to continue.
- b. Notwithstanding the Industrial policies of this Plan, the following uses will not be permitted:
  - trucking terminals;
  - outdoor storage of motor vehicles exceeding 3 000 kg in weight;
  - waste processing or transfer stations and composting facilities;
  - expansions to or new outdoor processing; and
  - contractors and bulk storage yards.
- c. Outdoor storage of materials, except extracted resources, will be within enclosed containers.

### **4.31.5.3 Prohibited Uses**

Notwithstanding the Business Employment and Industrial policies of this Plan, for the lands fronting on Royal Windsor Drive, Lakeshore Road West, Winston Churchill Boulevard and Southdown Road, the following uses will not be permitted:

- adult entertainment establishments;
- body rub establishments;
- cardlock fuel dispensing facilities;
- motor vehicle storage, commercial motor vehicle storage, truck tractors and/or tractor trailer storage;
- motor vehicle body repair facility;
- contractor service shop;
- contractors yard; and
- vehicle pound facility.



Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

4.31.6      Transportation

4.31.6.1      Road Classification

The transportation system is illustrated on the Southdown District Land Use Map, and described in Table 1, Basic Road Characteristics, Southdown District.

TABLE 1: BASIC ROAD CHARACTERISTICS, SOUTHDOWN DISTRICT				
ROAD TYPE	NAME	SECTION	JURISDICTION	RIGHTS-OF-WAY*
ARTERIAL	Royal Windsor Drive	Winston Churchill Boulevard to Southdown Road	City of Mississauga	35 m
	Lakeshore Road West	Winston Churchill Boulevard to Southdown Road	City of Mississauga	35 m
	Winston Churchill Boulevard	CN Railway tracks to Lakeshore Road West	Region of Peel Region of Halton	36 m
	Southdown Road	CN Railway tracks to Lakeshore Road West	City of Mississauga	35 m
MINOR COLLECTOR	As shown on District Land Use Map		City of Mississauga	26 m
LOCAL ROAD	As shown on District Land Use Map		City of Mississauga	17-20 m

\* These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate bus bays, transit stations along Major Transit Corridors, Bus Rapid Transit stations, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.

4.31.6.2      Road System

- a. The intersection of the proposed Orr Road extension at Southdown Road will be designed in such a manner as to restrict through traffic from the Southdown District to the residential community to the east.
- b. The location of the proposed Orr Road extension from Southdown Road to Hazelhurst Road will be determined during the processing of development applications.

Notwithstanding the provisions of subsection 4.31.6.1 of this section, the width of the proposed Orr Road extension from Southdown Road to Winston Churchill Boulevard will be a minimum of 24 m.

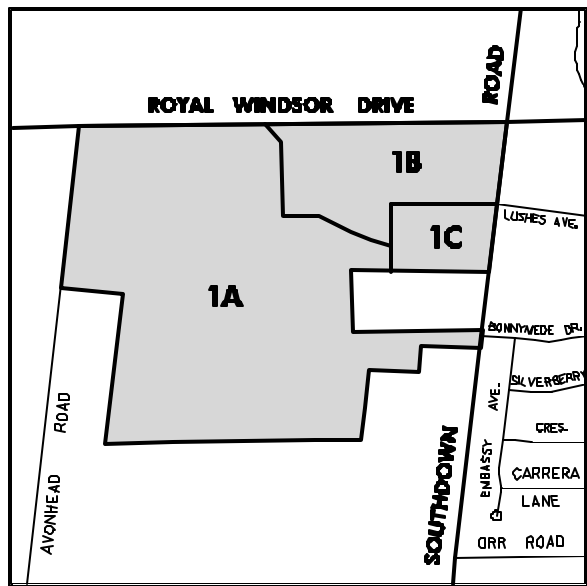
Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

4.31.7 Special Site Policies

4.31.7.1 Introduction

There are sites within the District which merit special attention and are subject to the following policies.

4.31.7.2 Site 1



4.31.7.2.1 Area 1A

The lands identified as Area 1A are located on the south side of Royal Windsor Drive and west of Areas 1B and 1C.

Notwithstanding the Business Employment designation, the uses permitted on the lands will be subject to the following additional policies:

- a. access will be available to Southdown Road opposite Bonnymede Drive and to Royal Windsor Drive opposite the City Works yard access; and further additional points to Royal Windsor Drive, Southdown Road and Avonhead Road may be considered by the City at the time of site plan approval when the ultimate development plan has been determined;
- b. prior to site plan approval for any part of Area 1A, a concept plan may be required to indicate how adjacent lands could be developed with respect to ensuring that all lands have adequate access and parking, and that traffic and pedestrian circulation is adequately provided.

4.31.7.2.2 Area 1B

The lands identified as Area 1B are located at the immediate southwest corner of Royal Windsor Drive and Southdown Road.

Notwithstanding the General Commercial designation, the following additional policies will apply:

- a. development at the intersection of Royal Windsor Drive and Southdown Road is encouraged to have generous open spaces with landscaping to enhance the streetscape;
- b. access will be available to Royal Windsor Drive opposite the City Works yard access. Additional access points to Royal Windsor Drive may be considered by the City at the time of site plan approval.

4.31.7.2.3 Area 1C

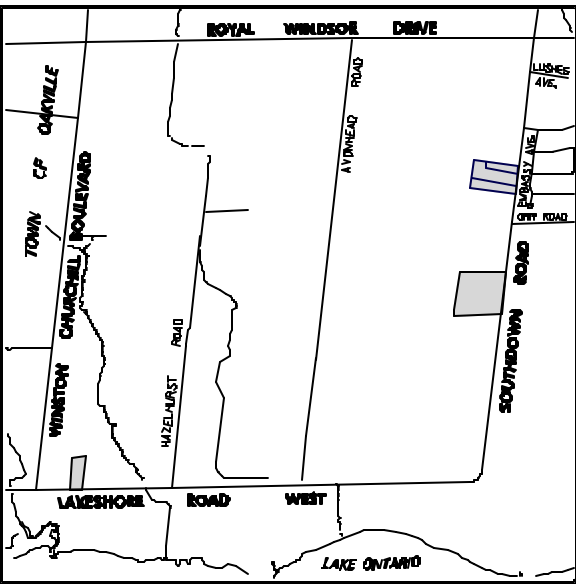
The lands identified as Area 1C are located on the west side of Southdown Road, immediately to the south of Area 1B.

Notwithstanding the provisions of the General Commercial designation, the following additional policies will apply:

- a. permitted uses will only include retail warehouses, which generally consist of home furnishings, home accessories and an automotive centre;
- b. in addition to the above, community uses and all types of restaurants, except for convenience restaurants, will be permitted;
- c. business employment uses;
- d. uses not permitted within this designation include department stores, supermarkets and drug stores, and other commercial uses which, either individually or collectively, could create an impact on commercial centres;
- e. outdoor storage and display areas should not be visible from major roads, parks, greenbelt or residential lands. Appropriate setbacks, screening and buffering will be required to lessen the visual impact of the facility. Display areas are to be an integral part of the overall site design and evaluated based on their visual impact on the streetscape.

Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

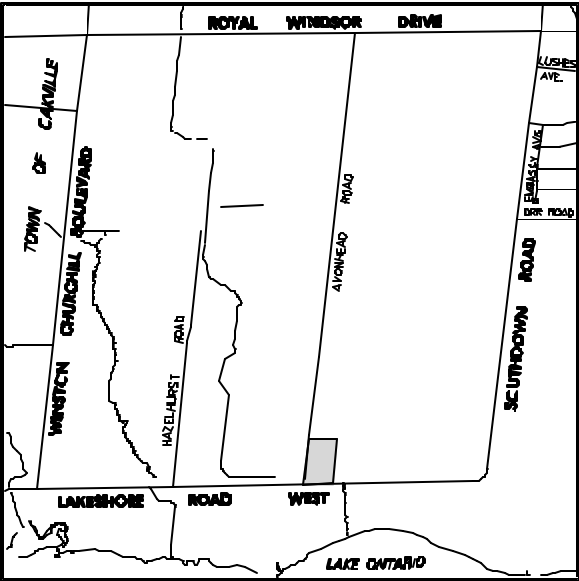
4.31.7.3 Site 2



The lands identified as Special Site 2 consists of three areas, two are located on the west side of Southdown Road, south of Royal Windsor Drive and the other is located on the north side of Lakeshore Road West, east of Winston Churchill Boulevard.

Notwithstanding the Business Employment designation, the lands may also be used for a garden centre.

4.31.7.4 Site 3

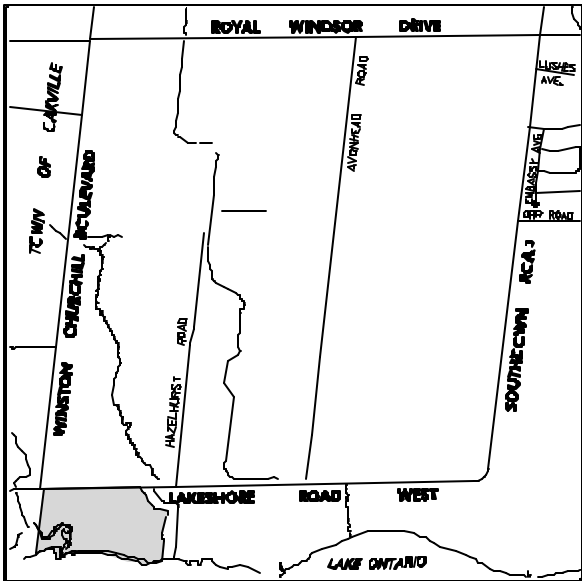


The lands identified as Special Site 3 are located on the north side of Lakeshore Road West, west of Southdown Road.

Notwithstanding the provisions of the Utility designation, the lands may also be developed for a Community Recycling Centre with outdoor storage and an accessory retail store for reusable goods.

Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

4.31.7.5 Site 4

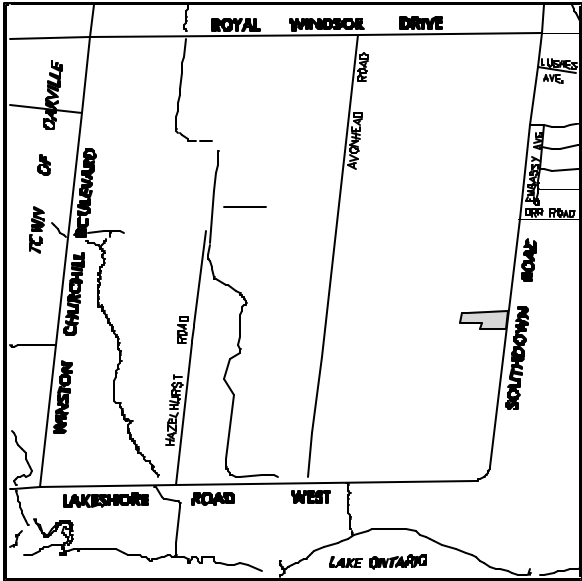


The lands identified as Special Site 4 are located on the south side of Lakeshore Road West, east of Winston Churchill Boulevard.

Notwithstanding the provisions of the Public Open Space designation on these lands, the following additional policies will apply:

- a. in addition to the uses permitted in the Public Open Space designation, the following uses will also be permitted within the existing structure:
  - offices;
  - commercial uses that are accessory to the park;
  - conference centre;
  - banquet hall
  - conservatory/greenhouse complex;
  - commercial school;
  - restaurant;
- b. any proposed structure will be limited in size and to a design compatible with the existing structures and will be designed and located in a manner that minimizes the removal of forest cover.

4.31.7.6 Site 5



The lands identified as Special Site 5 are located on the west side of Southdown Road at 566 Southdown Road.

Notwithstanding the provisions of the Business Employment designation, the lands may also be used for a gas processing operation including outdoor processing activities and outdoor storage and may include the temporary parking of commercial motor vehicles.



Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

Appendix A

The following concepts demonstrate how change could be accommodated along principal arterial roads which define the Southdown District over a 25-year time frame. Each illustration takes into consideration a number of staged improvements geared to supporting transit, pedestrians, alternative modes of transportation such as cycling, a coordinated public realm, and a streetscape treatment with an articulated built-form to define street edges. Also shown are improved amenities and accessibility to the Lake Ontario waterfront. These changes result in improved image and presentation of the Southdown District.

1. Evolution of Southdown Road



Commentary:

Existing Condition

The view shown in Figure (1) is looking south to Lake Ontario, from Orr Road, on the east side of Southdown Road. This portion exists as a two-lane road (with a left-turning lane in the middle), curbed sidewalks, sodded boulevards, and a conventional 1.5 m sidewalk on the east side only. A right-turn lane services Orr Road with unsheltered bus stops located on both sides of Southdown Road. Power wires are overhead, but all other utilities are buried underground, or located at the rear of properties.

Ten-to-Fifteen Year Condition

The early phase of re-development within the Southdown Road right-of-way should consist of modest boulevard upgrades including (Figure 2):

- soft landscape improvements, a bicycle facility within the right-of-way and additional transit stops to encourage transportation alternatives;
- private development brought closer to the street edge with a generous landscape setback; and
- new development with front doors and windows oriented to the streets, and visitor's parking minimized along frontages with appropriate landscape screening.

Twenty-Five Year Vision

The long-term vision should include significant changes in both the public and private realms (Figure 3):

- overhead utility lines relocated to below grade (and the utility poles should be removed), with new street lighting;
- designated bicycle facilities extended in each direction of the roadway, and transit shelters strategically positioned at high volume bus stops;
- boulevards planted with street trees in a soft landscape permeable surface;
- generous sidewalks to accommodate pedestrians and phased-in, on-street parking for convenience, and to help mitigate travel speeds for an improved pedestrian environment;
- on private lands, two-to-three storey buildings with harmonized setbacks creating consistent streetscape;
- buildings engaging the public realm with active, high quality facades through front entries and windows to support a vibrant public realm; and
- buildings addressing the street with an appropriate setback, a public realm coordinated with high quality streetscape, street furniture, pedestrian amenities, way-finding signage, street trees and pedestrian-scale lighting to augment the district's character.

Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

2. Evolution of Lakeshore Road West



Commentary:

Existing Condition

The view shown in figure (4 ) is looking west toward Oakville on Lakeshore Road West:

- the existing two-lane road (left-turn lane in middle), has been planted with continuous rows of trees on both sides of street;
- on the south side, west from the access drive into Lakeside Park, continuous engineered curb (sodded boulevard) three-foot wide splash pad;
- on north side, soft gravel shoulder, shallow ditch and indigenous grass and ornamental front yards, and right-turning lanes servicing several intersecting streets; and
- no pedestrian sidewalk in the ROW, but a bike and foot path runs on south side parallel to Lakeshore Road West behind the continuous rows of trees.

Ten-Fifteen Year Condition

The early phase of re-development within the Lakeshore Road West ROW should consist of the following (Figure 5):

- significant boulevard upgrades including soft landscape improvements, bicycle facilities and lay-by parking within the roadway and more sheltered bus stops to facilitate transit use and travel to lakefront;
- relocated overhead wiring to below -grade, new streetlighting combining pedestrian-scaled lighting, coordinated street furniture and enhanced landscape treatment to transform the area into an attractive destination;
- significant private development is not anticipated along the corridor, but, where possible, place it closer to street edge in order to provide definition, enclosure and a streetscape supporting street activity and attractive public spaces; and
- highest quality architecture with active facades and front entrances and windows oriented to street, placing visitor parking at sides or rear of buildings.



Twenty-Five Year Vision

In the long-term, Lakeshore Road West should change considerably (Figure 6);

- greater intensification of streetscape amenities should reinforce the pedestrian function;
- continuous rows of boulevard trees planted in a soft landscape permeable surface, with sidewalks constructed on both sides of the street to accommodate increased pedestrian traffic;
- further beautify the street with landscape features such as a landscaped median to help slow traffic speeds and make pedestrians primary street users;
- new development to consist of two-to-three storey buildings along north side to frame, enclose and reinforce a consistent pedestrian scaled streetscape;
- increased front doors, principal window fenestration and high-quality elevation design; and
- buildings minimally setback, with landscape that integrates with streetscape character, and consider at-grade retail to support future pedestrian activity.





Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

3. Evolution of Royal Windsor Drive



Commentary:

Existing Condition

The view shown in figure (7) is looking west to Oakville, from Avonhead Road, on the south side of Royal Windsor Drive:

- five-lane road (left-turn lane in middle), curb-lined on both sides, grass boulevards, narrow 1.5 m wide sidewalk on north side and 0.75 m wide concrete splash pad on south side;
- grass swales, overhead power lines, varying industrial building types dominating street character; and
- right-turn lane located at intersecting streets, with unsheltered bus stops on both sides.

Ten-Fifteen Year Condition

If Royal Windsor Drive is to evolve into a pedestrian ‘main street’ character within an industrial park theme, the following should proceed (Figure 8):

- upgraded public realm with wide pedestrian sidewalks and landscape improvements such as landscaped medians, transit shelters, benches, etc.;
- bicycle facility within roadway encouraging transit alternatives, overhead wiring replaced by attractive street lighting;
- phase in parallel service road across development frontages to form continuous network, with some parking in front of buildings, in an attractive manner;
- new two-to-three storey buildings reinforcing future service road street edge on both sides, to occur incrementally transforming street into more pedestrian one, with more walking and cycling; and
- significantly high quality of architecture with front doors and principal windows oriented to streets.

Twenty-Five Year Vision

Royal Windsor Drive should continue to transform, with significant changes occurring within the public and private realms (Figure 9):

- attractive streetscapes that promote pedestrian environments common to ‘typical’ main streets;
- additional landscape to augment public boulevards with continuous street trees, horticultural displays in planter boxes, decorative fencing and array of street furnishings supporting pedestrian usage;
- provide wide sidewalks and plant street trees in a continuous raised beds;
- consider a central landscaped median to beautify and visually narrow street, slowing down traffic and creating a pedestrian oriented street; and
- continue new two-to-three storey buildings at edge of service road to providing street definition, and active facades with principal front entrances, transparent window fenestration and high-quality elevation design.





Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

4. Evolution of Winston Churchill Boulevard



Commentary:

Existing Condition

The view shown in figure (10) is looking north along Winston Churchill Boulevard towards Royal Windsor Drive. Winston Churchill Boulevard holds a unique place within the Southdown District. It defines the border between the Town of Oakville and the City of Mississauga at its western edge. The road has a distinctive rural profile, measuring two-lanes in width, with soft shoulders and drainage ditches on both sides containing tall grasses and other natural plant material. Overhead power lines exist on the east side of the road. A range of building types such as 19<sup>th</sup> Century houses and barns, to industrial and residential buildings (Oakville side) also form a part of the street character. While the street has limited capacity to accommodate bicycles, it does not encourage pedestrian uses.

Ten-Fifteen Year Condition

A number of subtle interventions should be introduced in this phase (Figure 11):

- important elements include enhanced bicycle lanes and pedestrian sidewalks designed to encourage recreational access to the Lake Ontario waterfront. These improvements should be modest in nature with a view to enhancing the street character; and
- landscape enhancements should reinforce the rural quality of the area, particularly at the roadway edges, utilizing native plant materials and plantings that augment the pastoral quality of Winston Churchill Boulevard.

Twenty-five Year Vision

Winston Churchill Boulevard should continue to evolve in the long-term along the Mississauga interface, with some modest development that integrates with its pastoral landscape character (Figure 12):

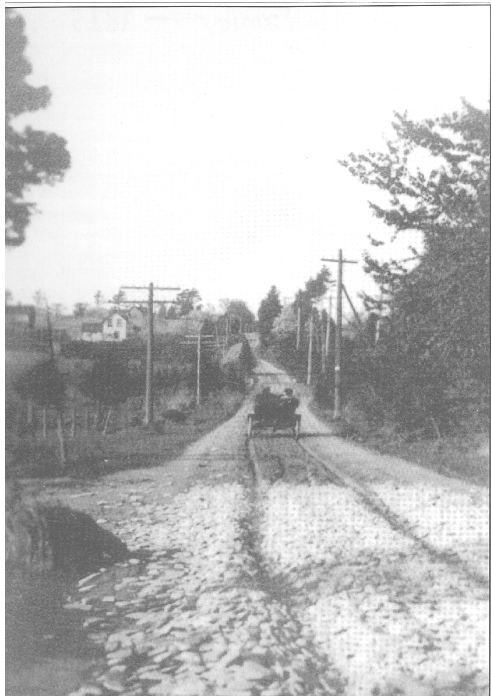
- a different urban design is recommended that encourages subtle variation in setbacks for buildings in order to compliment the pastoral street character and provide visual interest;
- parking should be located on the side or at the rear of buildings to establish a thematic frontage condition along the street through generous landscaped buffers along individual property frontages;
- landscaping should incorporate sustainable native species, with designs that reinforce the street profile, compliment the architecture of buildings, and the rural quality of Winston Churchill Boulevard; and
- all overhead wiring and poles should be relocated underground, and replaced with appropriate street lighting.

Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

Appendix B: Historical Overview of Southdown



"The Anchorage", built circa 1840 by Captain John Skynner, is an example of Ontario Regency Architecture. It was relocated in 1978 to the Bradley Museum Grounds.



Southdown Road (formerly 5<sup>th</sup> Line) looking north of Royal Windsor Drive circa 1850.



The Robertson House, located on the first grant allotment (Gable Allotment) was built circa 1851. The structure, barn and farmstead layout exists today at northeast corner of Winston Churchill Boulevard and Lakeshore Road West.

In 1805, the Government of York (Toronto) bought 34,000 hectares of land called the Mississauga Tract, and proclaimed it “open for settlement”. Mississauga purportedly means “river of the north with many mouths”.

The area identified as the Southdown District was first settled between 1807 and 1815 through government allotments of large parcels of land, typically for farming purposes to the original settlers. Due to early land grants, additional allotments, and the continuous acquisition of lands by early settlers, land assemblies evolved to include large areas held by prominent landowners. In addition to the farming community, a major shipping dock was located in proximity to the lands known as Lakeside Park, which was used for shipping grain to England.

The northern boundary of the district was defined around 1853 by the Great Western Railway which formed a portion of the new province’s first major railway corridor. As the railway was constructed, the quiet rural economy that existed in the Southdown and Clarkson areas was expanded as railway workers moved into the area.

The transition from rural farming to an industrial area began in the early 1900s when George Gooderham and his son introduced the idea of mass production to this area, including mass production for agricultural uses. The industrial nature of the Gooderham’s operation helped define the future of Southdown as one of industrial prominence. Also of note, in the early 1900s, the greenhouses that have characterized the west side of Southdown Road, including Herridge’s Farm Fresh Market, Sheridan Nurseries and Clairgreen Greenhouses, were established.

The transition to an industrial area was furthered by the establishment of the British American Oil Company and its waterfront refinery in the early 1940s. Eventually, through amalgamations and take-overs, the British American Oil Company became Petro-Canada in 1985.

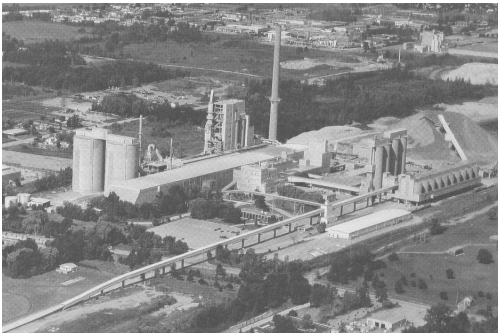


The British American Oil Company commenced building its facilities in 1944 at the edge of Lake Ontario.

The St. Lawrence Cement Company, another notable industrial establishment in this area, was introduced in the 1950s and is known for its conveyor belt that arcs Lakeshore Road West. The conveyor belt is a prominent landmark and is one representation of Southdown’s industrial heritage.



Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan



The St. Lawrence Cement Company commenced operations in 1957.



In 1995, the Mississauga leg of the Waterfront Trail System, extending from the Niagara Region to Gananoque, was opened.

Since the early 1800s, the area now known as the Southdown District has transformed from a quiet rural farming community to an employment and industrial area. It is envisioned that this area will intensify and continue to provide employment in the form of office, manufacturing and industrial uses while recognizing and respecting the important heritage and natural features of this area in accordance with the District Policies.



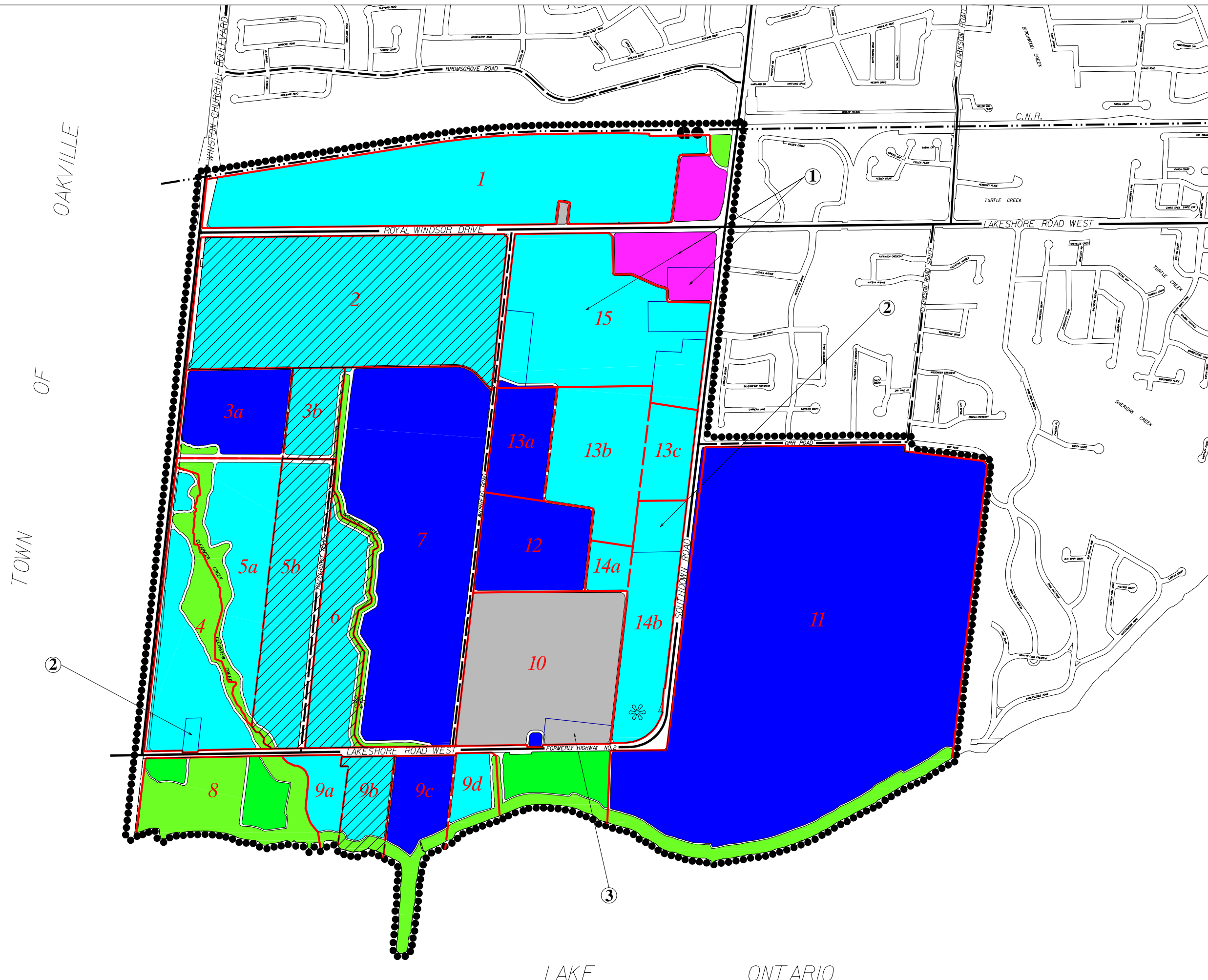
Lakeshore Road was one of the first highways constructed in 1914-22, of concrete in the country. Public protests resulted in Lakeshore Road being re-routed south along Southdown Road (formerly 5<sup>th</sup> Line) rather than slicing diagonally through south Clarkson.



Historical maps showing early settlement patterns and property ownership in the Southdown District.



**Specific policies in this section must be read in conjunction with all the policies in this Plan.**  
**Southdown District Policies of Mississauga Plan**



LAND USE DESIGNATIONS

General Commercial

Business Employment

Industrial

Public Open Space

Greenbelt

Utility

TRANSPORATION LEGEND

Provincial Highway and Interchange

Arterial

Major Collector

Minor Collector

Local Road

Existing Commuter Rail

GO Transit Station

LAND USE LEGEND

Special Site Areas (See Special Site Policies)

Proposed Stormwater Management Facility

Planning District

Note:  
Refer to Schedule 3, Environmental Areas for the location of Natural Areas and environmental features and Section 3.12, Environment for related policies.

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

Change from Business Employment to Industrial

THIS MAP TOGETHER WITH THE TEXT  
CONSTITUTES AMENDMENT No. 63

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metres

MISSISSAUGA

PLAN

*Appendix 3*  
*Proposed Areas for Revision*  
*from Business Employment*  
*to Industrial*

## Southdown District Policy Report Appendix

### Clarkson Airshed Study:

In 2000, the Ontario Ministry of the Environment (MOE) initiated the Clarkson Airshed Study in order to address concerns by the MOE, the public and other stakeholders about air quality, specifically levels of suspended fine particulate matter, in the south Mississauga (Clarkson) area. The overall study consists of four parts:

- Part I: Identifying major sources of specific target pollutants;
- Part II: Conducting an ambient air monitoring program to determine whether the air quality in the area was “taxed”;
- Part III: Determining contributions and impacts from the major sources of emissions through air dispersion modeling; and
- Part IV: Looking at abatement options that may take area industries “beyond compliance” as a means of improving air quality.

The results of Parts I and II have been released by the MOE. The air monitoring study (Part II) concluded:

- That at times, especially during smog events, concentrations of respirable particulate matter (PM<sub>2.5</sub>) and inhalable particulate matter (PM<sub>10</sub>) can be elevated and are contributing to a taxed airshed.
- Local industries were found to contribute up to 25 percent of the PM<sub>2.5</sub> concentrations in the airshed area.
- Vehicular traffic along major roadways (including the QEW) was found to contribute measurably to elevated PM<sub>2.5</sub>, nitric oxide (NO), and nitrogen dioxide (NO<sub>2</sub>) concentrations found within the study area.
- With two exceptions (acrolein and acrylonitrile), the volatile organic compounds (VOCs) studied were well within air standards.

Acrolein and acrylonitrile were further monitored and evaluated by the Ontario MOE Technical Support Section over the summer of 2007. The results of this work and Part III have been completed and are going through internal review by the MOE prior to public release. The Clarkson Airshed Advisory Committee (CASAC) and the Clarkson Airshed Industrial Association (CASIA) have been formed to look at moving industry “beyond compliance.”

### Health Impacts from Poor Air Quality:

Poor air quality is a significant issue which negatively affects human health, the environment and economy. Air has no boundaries and is constantly moving. Therefore, Mississauga’s air quality is affected not only by local sources of air

pollution, but also regional, national and international sources. Air pollution comes from a number of natural and man made sources which include industry, transportation, heating and cooling, dust and forest fires.

1. Epidemiological studies have shown important population health impacts at current ambient air quality levels in Ontario - levels which largely meet the current regulatory requirements. This suggests that current regulatory criteria for air quality are not sufficiently protective of human health.

Poor air quality can harm human health, with the effects ranging in severity from irritation to premature death. The health effects of air pollution can be described as a pyramid. Relatively rare, but more serious health outcomes such as premature deaths and hospitalizations are at the peak of the pyramid, while more common health outcomes such as asthma symptom days and respiratory infections, appear towards the bottom of the pyramid.

The impact of poor air quality includes:

- eye, nose and throat irritation
- cardiovascular effects
- impaired lung function
- an increase in and a worsening of asthma attacks
- increased lung cancers
- increased medication use
- increased physician office visits
- increased emergency room visits
- increased hospital admissions
- premature death

For some pollutants there does not appear to be a safe level of exposure. Even low levels of air pollution can negatively affect human health. Although everyone is at risk from air pollution, certain vulnerable populations include children, seniors, people with allergies, asthma, heart and/or lung conditions and people who work or exercise outside.

Based on the Illness Cost of Air Pollution model developed by the Ontario Medical Association, the following table describes the health burden associated with air pollution, both in Ontario and Peel-specifically. Table 1 represents the province-wide estimates for four health endpoints (premature death, hospitalization, emergency room visits and minor illness) and the corresponding Peel Region estimates for 2005. The 2026 projections are based on the assumption that air quality does not improve over the next 20 years and, as the



population ages, the proportion of elderly cases is forecast to increase substantially.

The model predicts that the majority of the premature deaths occur in the 65+ age group. Premature death for infants and children could not be estimated because of a lack of data.

**Table 1: ICAP Health Burden Estimates<sup>1</sup>**

Health Endpoint	Ontario			Peel Region		
	2000	2005	2026 <sup>4</sup>	2000	2005	2026
Premature Death <sup>2</sup>	1,925	5,829	10,061	NA	370	630
Hospitalization <sup>3</sup>	9,807	16,807	24,587	NA	1,240	1,710
Emergency Room Visits <sup>3</sup>	45,250	59,696	87,963	NA	4,590	6,370
Minor Illnesses <sup>4</sup>	46,445,663	29,292,100	38,549,300	NA	2,490,000	NA

Peel Public Health is concerned about the levels of air pollutants and has been active in advocating to the Province of Ontario that the current Point of Impingement Standards (POIs) are not adequately protecting human health and that the cumulative impact of multiple emitters in an airshed must be considered when approving new industry.

### **Improving Air Quality**

Peel Public Health strongly supports a concerted effort to improve air quality in Peel Region, including the Clarkson area. Poor air quality has resulted from emissions of numerous sectors including transportation, trans-boundary, industry, residential and commercial sources. Addressing poor air quality requires action on numerous fronts.

In 2007, Region of Peel Council adopted a number of recommendations related to air quality in Clarkson:

<sup>1</sup> NA – estimates not available

<sup>2</sup> Findings are based on time-series studies for ozone, SO<sub>2</sub>, NO<sub>2</sub>, CO and cohort studies of PM<sub>2.5</sub>

<sup>3</sup> Findings are based on time-series studies for ozone and PM<sub>2.5</sub>

<sup>4</sup> Findings are based on PM<sub>10</sub>



- Endorsing the Ontario Ministry of Environment's (MOE) plan to approach local industry to establish an industry-led ambient air monitoring program in the Clarkson airshed.
- Endorsing the MOE plan to ask emitters identified in the Clarkson airshed to voluntarily develop and implement abatement programs that go beyond compliance with existing regulatory approaches
- Calling on the Province to develop an approval process for air emissions that considers the cumulative impact of emissions to the airshed, and
- Requesting that the MOE implement an interim policy instrument or statement that permits existing ambient air quality to be considered as applications for Certificates of Approval – air for new or expanded emission sources are evaluated.

Given that the Part II study identified that local industries contributed as much as 25 percent of the PM<sub>2.5</sub> concentrations in the airshed area, actions to reduce local sources of emissions are integral. CASAC and CASIA have been formed to look at moving local industry “beyond compliance.”

Changes to land use can also have a positive effect on air quality. The draft policies for the Southdown District will contribute to lower emissions locally, which should lead to decreased health impacts. For example, zoning changes which reduce outdoor processing and require outdoor storage to be in containers may reduce sources of particulate matter, and requiring tree planting along roadways can also help filter particulate matter. Prohibiting trucking terminals will prevent a large influx of trucks into the area and lower diesel particulate levels. Policies that encourage walking, cycling and transit in the area will help reduce transportation-related emissions like particulate matter and NO<sub>x</sub> along major roadways.

Planning policies that encourage sustainable building practices and energy efficiency strategies may not have a significant impact locally but are important regionally because they help reduce the emissions associated with the generation of electricity.

Improving air quality requires action on all fronts. Reducing emissions from industry and changes to land use are two pieces of a larger puzzle. Reducing emissions is important to improve population health.