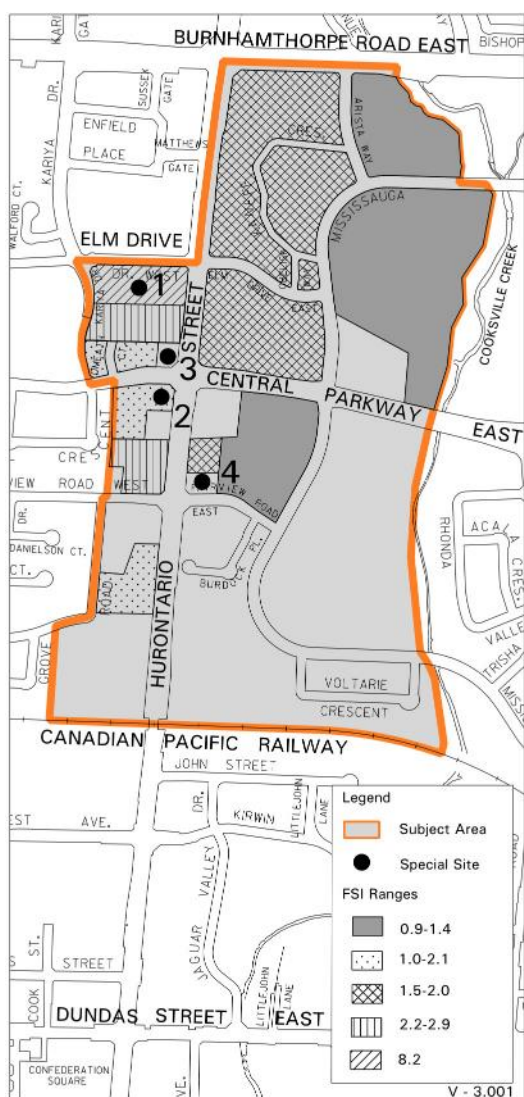


Notes:

Existing policies are shown in the black text. Proposed new changes are shown in the **red text**. Proposed deletions to existing policies are shown as ~~strike-outs~~. Text and maps shown in a **blue box** have been included in this document for information purposes only and are intended to be included in a broader amendment related to Major Transit Station Areas to conform to the Region's Official Plan Amendment.

12.3 Downtown Fairview



Map 12-3: Downtown Fairview Character Area

Changes to Map 12-3:

- Delete FSI Ranges
- Delete Special Sites 1 to 4
- Add new Exempt Site – Exempt Site 1

12.3.1 Introduction

Downtown Fairview is situated on the periphery of Mississauga's Downtown Core and provides an area of transition to Downtown Cooksville. Downtown Fairview contains a number of sub-areas, each with its own unique character and built form. Along Mississauga Valley Boulevard, there is a collection of 'tower in the park' developments with generally 20 to 24 storey apartment buildings that are surrounded by large open space areas with connections to trails and the Cooksville Creek. The area at Hurontario Street and Elm Drive West contains the greatest densities in Downtown Fairview, with point towers as tall as 50 storeys. The townhouses located in the southern end of Downtown Fairview are the predominant built form and provides housing for families.

There is limited retail and commercial uses along Hurontario Street, however with planned higher order transit, new developments can transform the street into vibrant places to shop and visit. Anchored by a grocery store, the existing retail site located at the northeast corner of Central Parkway East and Mississauga Valley Boulevard provides convenient shopping for nearby residents.

12.3.2 Vision

Downtown Fairview will be a distinct walkable community that provides a transition to lower heights and densities from the Downtown Core. With more shops and amenities along Hurontario Street, Downtown Fairview will be an attractive place where residents can access their daily needs within a short distance from their homes. Mixed use development located at the northeast corner of Central Parkway East and Mississauga Valley Boulevard will continue to serve the retail and commercial needs of the local community. The area along Mississauga Valley Boulevard will continue to be defined by existing towers in the park and beautiful green spaces, with improved connections to trails and to Cooksville Creek.

An expanded pedestrian network will connect new development with nearby amenities and residential

areas, and improve access to transit, parks and open spaces.

The vision is based on the following guiding principles:

1. Heights and densities that are appropriate to the planned context. The greatest heights will be located at Hurontario Street and Elm Drive West, with a transition to lower building heights and densities for new developments south along Hurontario Street and east towards Mississauga Valley Boulevard;
2. An attractive, walkable environment along Hurontario Street with a vibrant mix of shops, restaurants, cafes and service establishments;
3. Accessible public spaces for all, with enhanced connections for walking and cycling; and
4. A mix of housing forms and tenure with a range of housing options that meet the needs of a diverse community.

12.3.3 General

12.3.3.1 In accordance with the City's housing strategy, the City will require that development be supported by a range of housing options for residents, such as a mix of tenure and the provision of units that are affordable to middle income households.

12.3.3.2 Development will explore partnerships with the Region of Peel and non-profit housing organizations to provide housing with deeper affordability to lower income households and to contribute towards Peel-wide needs-based housing targets on density, rental tenure, and affordability.

12.3.3.3 Mississauga will encourage partnerships and collaborations to identify needs and develop community infrastructure such as integrating a school or a daycare facility within the podium of a building.

12.3.3.4 The City will work in collaboration with the school board(s) to determine the need for educational facilities. The location and size of a school facility will

be confirmed through the review of development applications.

12.3.3.5 Downtown Fairview will develop with a high quality and well-designed network of public parkland and open space that is green, safe, attractive, and supports a range of social and recreation activities. Parkland may also provide gathering spaces and connections to existing and future parks and open spaces, commercial developments, community facilities and to surrounding neighbourhoods.

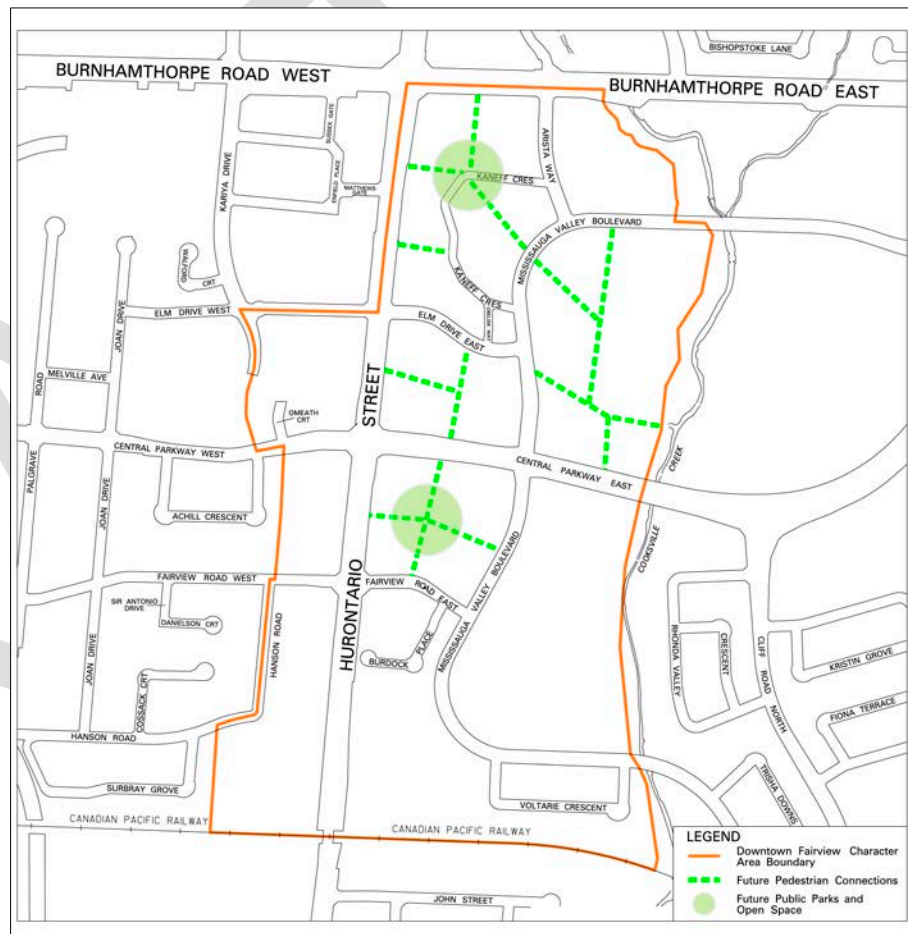


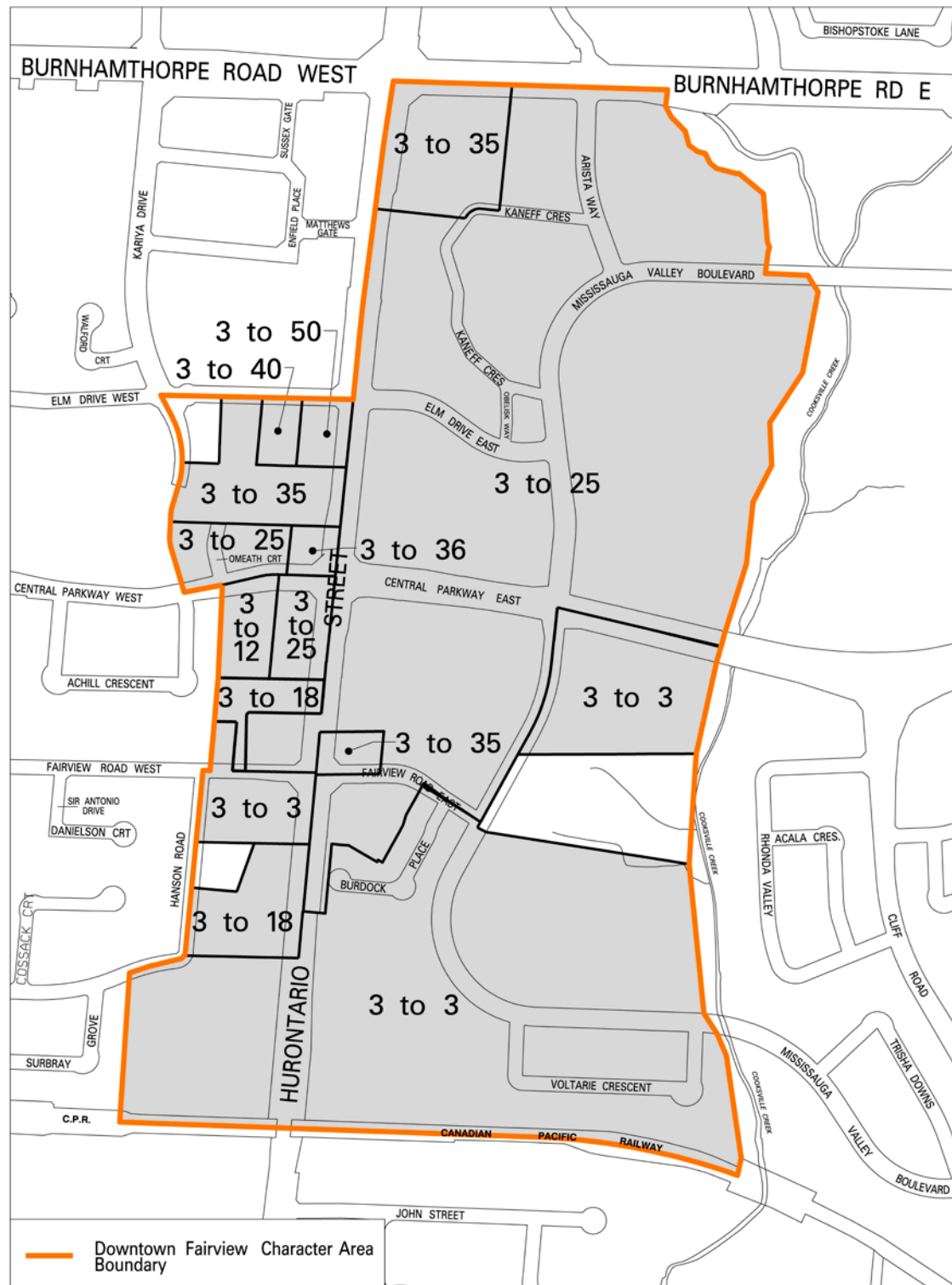
Figure 1: Future pedestrian connection and public parkland and open space network. These symbols represent the general location of new pedestrian connections, as well as public parkland and open spaces in the vicinity.

12.3.3.6 As part of the development application review process, the City will determine the location, configuration and size of the parkland block(s), and the requirement for land dedication. Opportunities to obtain parkland will also be explored through purchase by the City.

12.3.3.7 The City will explore opportunities to further increase the provision of public open space by establishing public easements and entering into future agreements, where appropriate. These open spaces will be complementary to the public parkland system.

12.3.4 Building Height

12.3.4.1 The greatest heights will be located in the existing and planned buildings at Elm Drive West and Hurontario Street. Building heights will not exceed the maximum limits as shown on Map 12-3.2: Downtown Fairview Character Area Minimum to Maximum Building Heights.



Map 12-3.2 Downtown Fairview Character Area Minimum to Maximum Building Heights

12.3.5 Urban Form

12.3.5.1 General

12.3.5.1.1 New buildings will achieve a high quality urban design and built form, and will be designed and located to:

- create a transition in height generally consistent with a 45 degree angular plane that is measured from the property line adjacent to low and medium density residential areas;
- maintain a minimum separation distance, generally of 30 metres between portions of buildings that are greater than six storeys;
- add visual interest by varying the use of massing and materials; and
- promote visibility and interest from the street through the use of high quality materials and architectural detailing in the design of the podium.

12.3.5.1.2 For larger developments where more than one tower is proposed, a variation in heights of three to five storeys will be achieved.

12.3.5.1.3 **Tall buildings** will incorporate podiums that are a minimum of three storeys and a maximum of six storeys.

12.3.5.1.4 The floor plate of buildings above the podium will vary in size depending on the height of the building. For **tall buildings**, the tower above the podium will have a limited floor plate size.

12.3.5.1.5 Along Hurontario Street, development will incorporate appropriate setbacks between the edge of the podium and tower portion of the building.

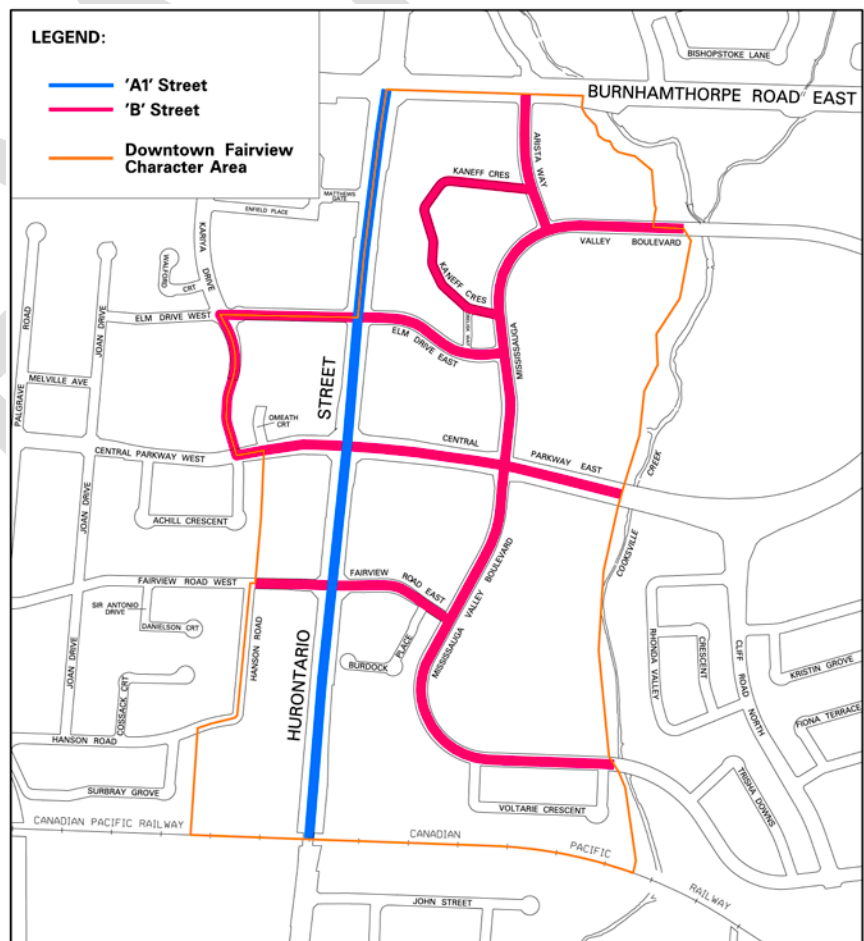
12.3.5.1.6 Infill development on existing 'tower in the park' sites will orient new buildings to face Hurontario Street, where possible.

12.3.5.2 Street Frontage Provisions

The majority of existing and new roads in Downtown Fairview are categorized as 'A' or 'B' Streets and are shown on Map 12-3.3: Downtown Fairview Street Types.

'A' Streets are considered primary arteries with buildings that integrate at-grade retail and service commercial uses. The built form and streetscape treatment of 'A' streets will be designed to foster active uses and a pedestrian friendly environment.

The built form along 'B' Streets will be primarily residential in character. The design of the built form and streetscape along 'B' streets will help establish a unified character while ensuring adequate light and skyviews, and a seamless interface and transition between the public and private realms.



Map 12-3.3 Downtown Fairview Street Types

12.3.5.2.1 Provisions for 'A' Streets

12.3.5.2.1.1 'A' Streets will have a strong sense of place and main street character with active, mixed use building frontages and a highly pedestrianized nature. These street frontages should reinforce a distinctive, quality image with high standards in built form, landscaping and related pedestrian amenities.

12.3.5.2.1.2 Development abutting the street will incorporate grade related retail with residential and/or offices above. Development will address the following:

- a. promote a mainstreet character with smaller retail units and frequent entrances accessible from the public sidewalk;
- b. frame and animate streets and public spaces, with active building frontages including storefronts, prominent entrances and residential lobbies linking the building and the sidewalk;
- c. a consistent streetwall will be required. Periodic building indentations should be provided as relief to long building walls and to provide opportunities for pedestrian spaces;
- d. design retail and service commercial units at street corner locations with animated storefronts that wrap the corner;
- e. generous setbacks from the street to accommodate, among other things, landscaping, street furniture, wayfinding, pedestrian scaled lighting and outdoor patios;
- f. appropriate setbacks between the edge of the podium and tower portion of the building; and
- g. development of private land abutting the sidewalk should closely coordinate with the public boulevard to create an integrated design character and to reinforce the main street context. Opportunities for the development of entry forecourts and plazas will be encouraged in order to create a varied *streetscape*.

12.3.5.2.2 Provisions for 'B' Streets

12.3.5.2.2.1 Development along 'B' Streets will primarily support housing and pedestrian access and movement. Although 'B' Streets are primarily residential in nature, development may include some commercial uses on the ground floor. Development will address the following:

- a. a consistent streetwall will be required. Periodic building indentations should be provided as relief to long building walls and to provide opportunities for pedestrian spaces;
- b. generous setbacks from the street to accommodate, among other things, landscaping, terraces, and pedestrian scaled lighting;
- c. a high quality seamless interface and transition between the public sidewalk and principle building entrance to ensure adequate separation, definition and privacy; and
- d. appropriate setbacks between the edge of the podium and tower portion of the building; and

12.3.6 Transportation

12.3.6.1 Development will be required to provide pedestrian connections to connect to the Hurontario Light Rail Transit (LRT), transit routes/stops, trails, and parks and open spaces.

12.3.6.2 Public easements will be required where pedestrian connections are proposed on private lands.

12.3.6.3 Vehicular access from Hurontario Street will be restricted and consolidated to minimize driveways and disruption to pedestrians, cyclists and transit.

12.3.6.4 Roads will be designed as complete streets. New roads will be designed to incorporate active transportation and transit infrastructure.

Existing arterial and collector roads dissecting and surrounding the Character Area will be redesigned to incorporate active transportation and transit infrastructure, as appropriate.

~~12.3.1~~ 12.3.7 Land Use

~~12.3.1.1 For lands designated Residential Medium density, building height should not exceed three storeys.~~

12.3.7.1 Notwithstanding the policies of this Plan, the following additional policies will apply to new development along Hurontario Street:

- a. at grade retail and service commercial uses will be required; and
- b. residential dwellings will not be permitted at grade.

12.3.7.2 Mixed Use

12.3.7.2.1 Redevelopment that results in a loss of office, retail and service commercial floor space will not be permitted, unless it can be demonstrated that the planned function of the non-residential component will be maintained or replaced as part of the redevelopment.

12.3.7.2.2 For the purposes of the policies in this section, maintaining the non-residential planned function of the Mixed Use designation means providing:

- a. a concentration of convenient, easily accessible office, retail and service commercial uses such as a grocery store that meet the needs of local residents and employees; and
- b. employment opportunities, such as office and institutional jobs.

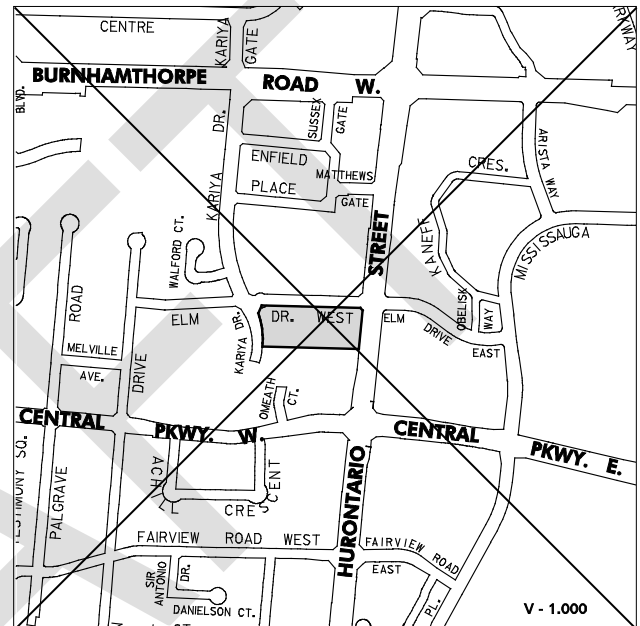
12.3.7.3 Office

12.3.7.3.1 Redevelopment of existing office buildings that results in the loss of office floor space will not be permitted, unless the same amount of office space is retained or replaced through development.

~~12.3.2~~ 12.3.8 Special Site Policies

There are sites within the Character Area that merit special attention and are subject to the following policies.

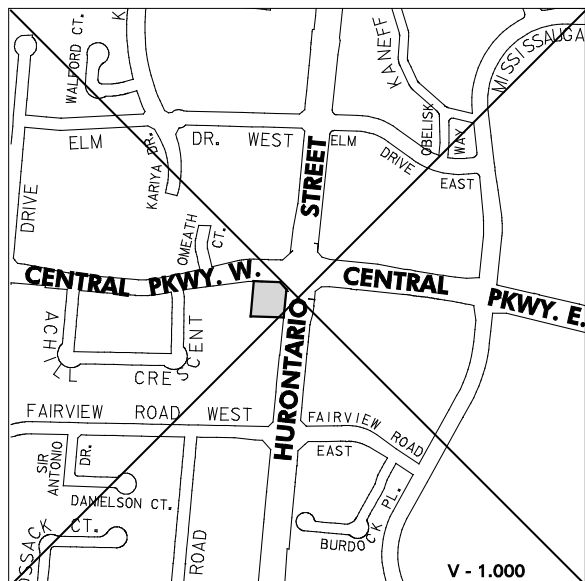
~~12.3.2.1~~ Site 1



~~12.3.2.1.1 The lands identified as Special Site 1 are located on the west side of Hurontario Street, south of Elm Drive.~~

~~12.3.2.1.2 Notwithstanding the policies of this Plan, the following additional policies will apply:~~

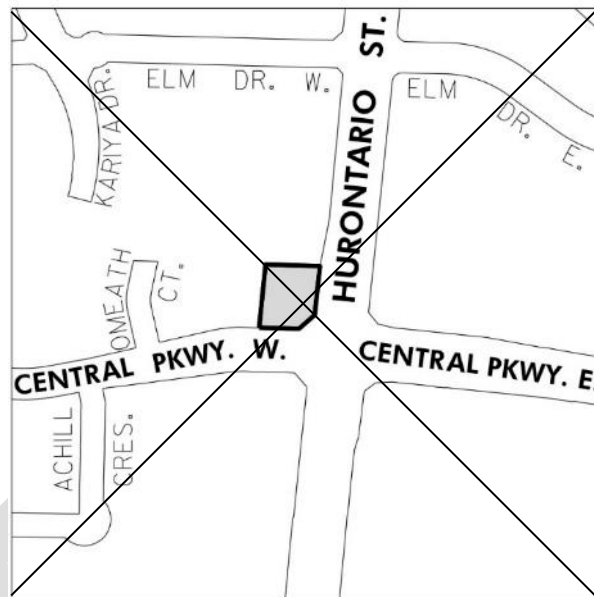
- a. three apartment buildings with maximum heights of 35, 40 and 50 storeys with a total maximum floor space index (FSI) of 8.2 will be permitted;
- b. commercial uses will be permitted; and
- c. access to the site will only be permitted from Kariya Drive and Elm Drive West.

~~12.3.2.2 Site 2~~

~~12.3.2.2.1 The lands identified as Special Site 2 are located on the west side of Hurontario Street, south of Central Parkway West.~~

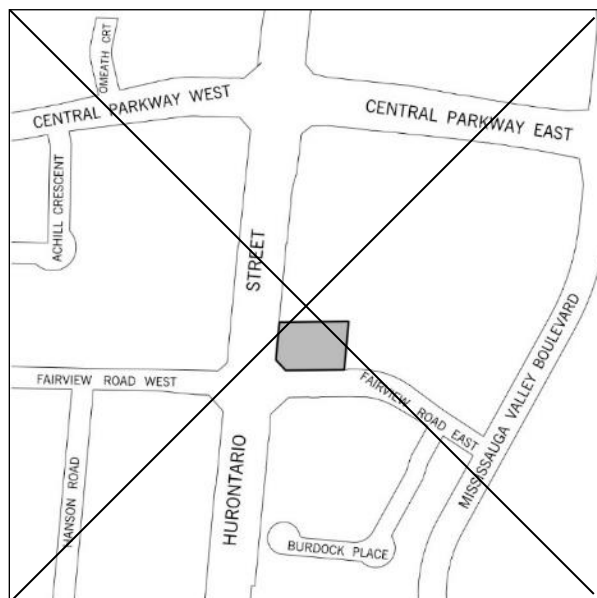
~~12.3.2.2.2 Notwithstanding the provisions of the Residential High Density designation and applicable policies, the following additional policies will apply:~~

- ~~a. the total number of units constructed on the site will not exceed 135; and~~
- ~~b. a maximum *floor space index (FSI)* of 3.75 will be permitted.~~

~~12.3.2.3 Site 3~~

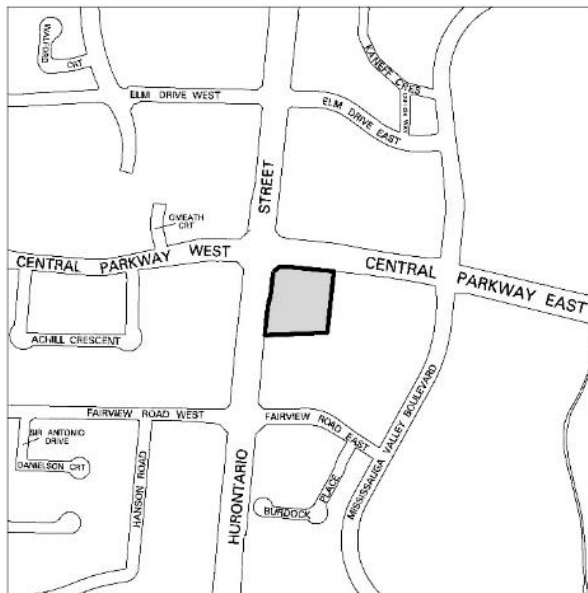
~~12.3.2.3.1 The lands identified as Special Site 3 are located at the northwest corner of Central Parkway West and Hurontario Street.~~

~~12.3.2.3.2 Notwithstanding the policies of this Plan, an apartment dwelling with a maximum height of 36 storeys will be permitted.~~

~~12.3.2.4 Site 4~~

~~12.3.2.4.1 The lands identified as Special Site 4 are located at the northeast corner of Fairview Road East and Hurontario Street.~~

~~12.3.2.4.2 Notwithstanding the policies of this Plan, an apartment building with a maximum height of 32 storeys will be permitted.~~

12.3.9 Exempt Site Policies**12.3.9.1 Site 1**

12.3.9.1.1 The lands identified as Exempt Site 1 are located on the southeast corner of Hurontario Street and Central Parkway East.

12.3.9.1.2 Notwithstanding the policies of this Plan, motor vehicle commercial uses will also be permitted.

Notes:

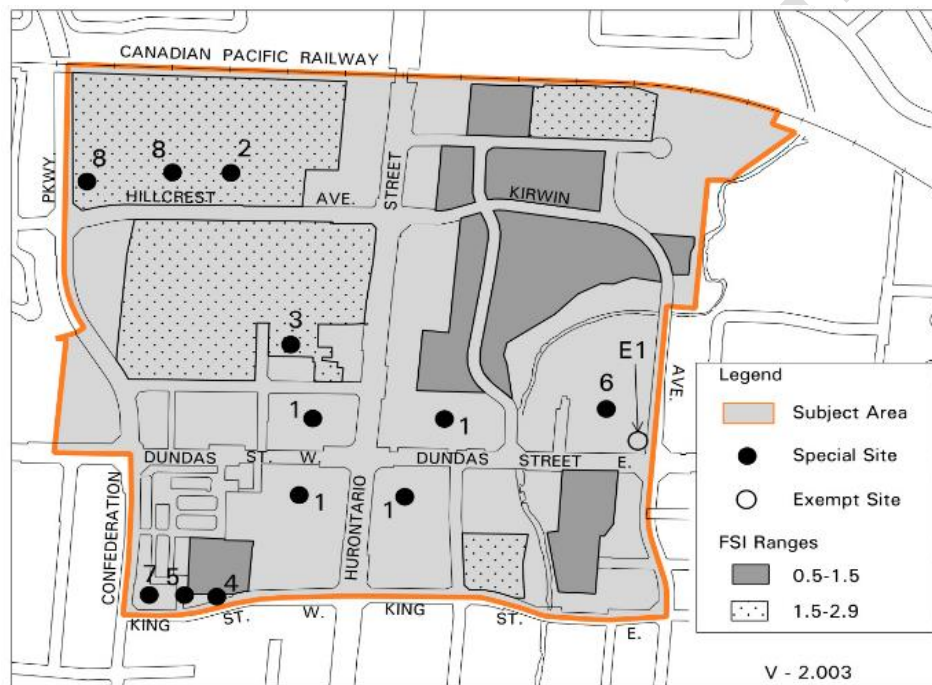
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thrive. The cultural diversity of the neighbourhood is reflected in the variety of shops, restaurants and services that are available in the area. Immigrant programs and services in Downtown Cooksville provides an important function in helping families transition to a new country.

Hurontario Street and Dundas Street is generally characterized by retail plazas that are one to two storeys with residential and/or office uses above and surrounded with surface parking. There are a few office and residential buildings along the corridor that are generally of a low or mid-rise form.

With the potential for two-way, all-day GO Transit service at Cooksville GO Station, planned Bus Rapid Transit (BRT) along Dundas Street and the Hurontario Light Rail Transit (LRT), significant transit investments will strengthen its connection to the rest of Mississauga and beyond. These transit investments will increase access to employment, shopping, entertainment and other destinations, while also attracting more visitors. Transit-oriented development will ensure transit investments are supported with greater access to housing, jobs and services.

12.4 Downtown Cooksville



Map 12-4: Downtown Cooksville Character Area

Changes to Map 12-4:

- Delete FSI ranges
- Delete Special Sites 2, 3, 6 and 8
- Add new Special Site – Special Site 9

12.4.2 Downtown Cooksville as a 15-Minute City

12.4.1 Introduction

Centred at Hurontario Street and Dundas Street, Downtown Cooksville has a rich history as a destination for newcomers to Canada and as a place for entrepreneurs and small businesses to set up shop and

Downtown Cooksville will continue to reflect its welcoming and multicultural heritage while integrating key elements of a 15-minute city concept. Downtown Cooksville is walkable and liveable, where the basic needs of everyday life are accessible and can easily be reached within a 15-minute walk. It has amenities that serve residents – parks, groceries, jobs, medical clinics, pharmacies, schools, shops, restaurants, and more –

that can be conveniently accessed without the use of a car.

12.4.3 Vision

Downtown Cooksville will be a walkable mixed use community with places for culture and art. Hurontario and Dundas streets will be animated with storefronts and other active uses that support local businesses. The area immediately surrounding the intersection of Hurontario and Dundas (Cooksville Corners) will be developed with a vibrant mainstreet focus that includes a mix of uses and a human-scaled built form. The Cooksville GO Station area will be a focal point for transit oriented development with a concentration and mix of residential, community, office, retail and service commercial uses.

The vision is based on the following guiding principles:

1. Create a mixed use, vibrant community – mix of local and unique businesses along the Hurontario and Dundas streets, spaces for educational, cultural and recreational uses, a vibrant public realm, and a network of connected parks and open spaces;
2. Plan for more housing and people – provide new housing and jobs with the greatest heights and densities located at the Cookville GO Station;
3. Achieve a walkable, connected community - pedestrian-oriented mainstreet character along Hurontario and Dundas streets, improved pedestrian and cycling infrastructure, public art and public realm; and
4. Plan for high quality transit – provide convenient and efficient transit with seamless connections to local and higher-order transit service.

12.4.4 General

12.4.4.1 Arts and cultural uses are encouraged to concentrate in Downtown Cooksville to add vibrancy to the area.

12.4.4.2 In accordance with the City's housing strategy, the City will require that development be supported by a range of housing options for residents, such as a mix of tenure and the provision of units that are affordable to middle income households.

12.4.4.3 Development will explore partnerships with the Region of Peel and non-profit housing organizations to provide housing with deeper affordability to lower income households and to contribute towards Peel-wide needs-based housing targets on density, rental tenure, and affordability.

12.4.4.4 Mississauga will encourage partnerships and collaborations to identify needs and develop community infrastructure such as integrating a school or a daycare facility within the podium of a building.

12.4.4.5 The City will work in collaboration with the school board(s) to determine the need for educational facilities. The location and size of a school facility will be confirmed through the review of development applications.

12.4.4.6 Downtown Cooksville will develop with a high quality and well-designed network of public parkland and open space that is green, safe, attractive, and supports a range of social and recreation activities. Parkland may also provide gathering spaces and connections, to existing and future parks and open spaces, commercial developments, community facilities and to surrounding neighbourhoods.

12.4.4.7 As part of the development application review process, the City will determine the location, configuration and size of the parkland block(s), and the requirement for land dedication. Opportunities to obtain parkland will also be explored through purchase by the City.

12.4.4.8 The City will explore opportunities to further increase the provision of public open space by establishing public easements and entering into future agreements, where appropriate. These open spaces will be complementary to the public parkland system.

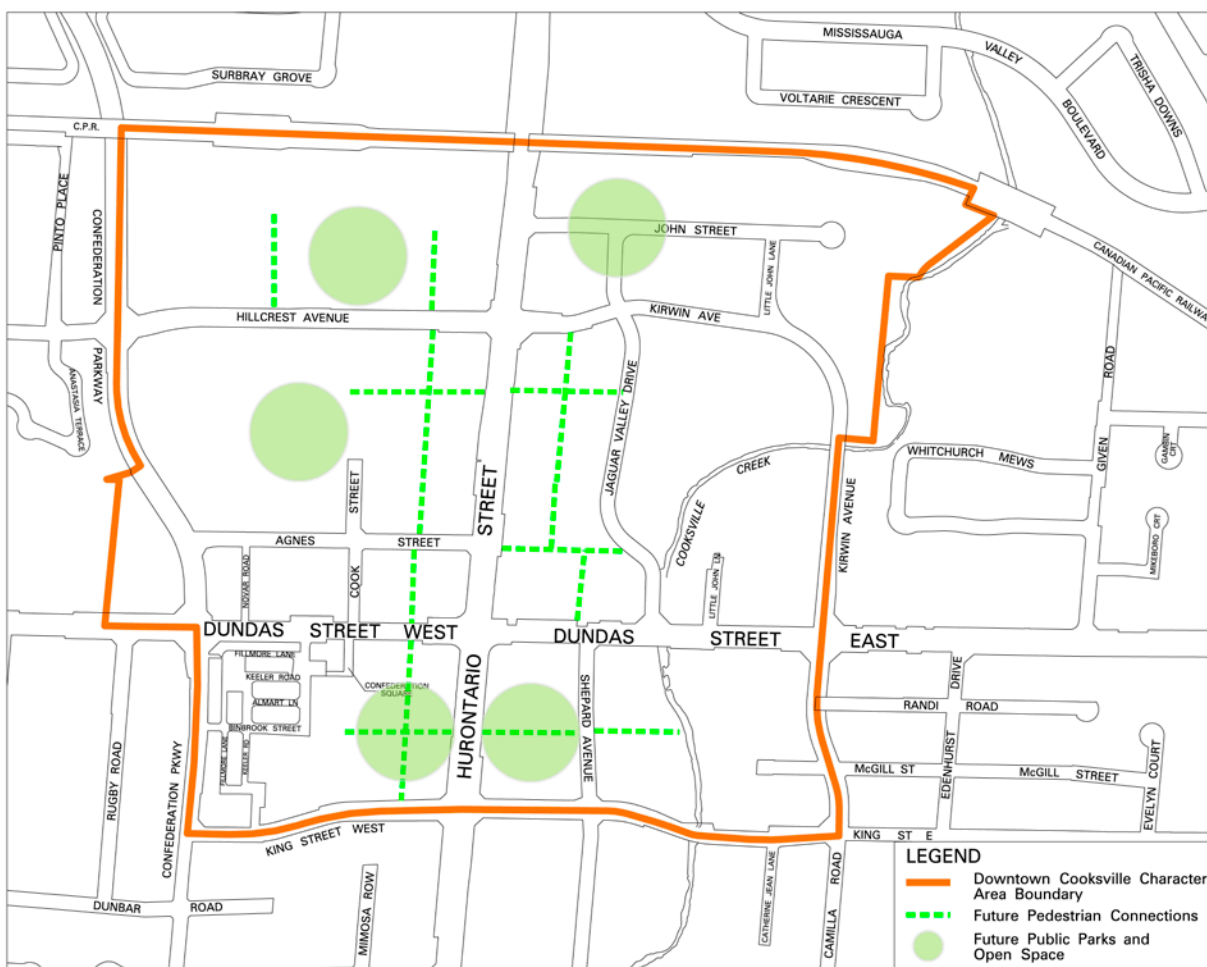
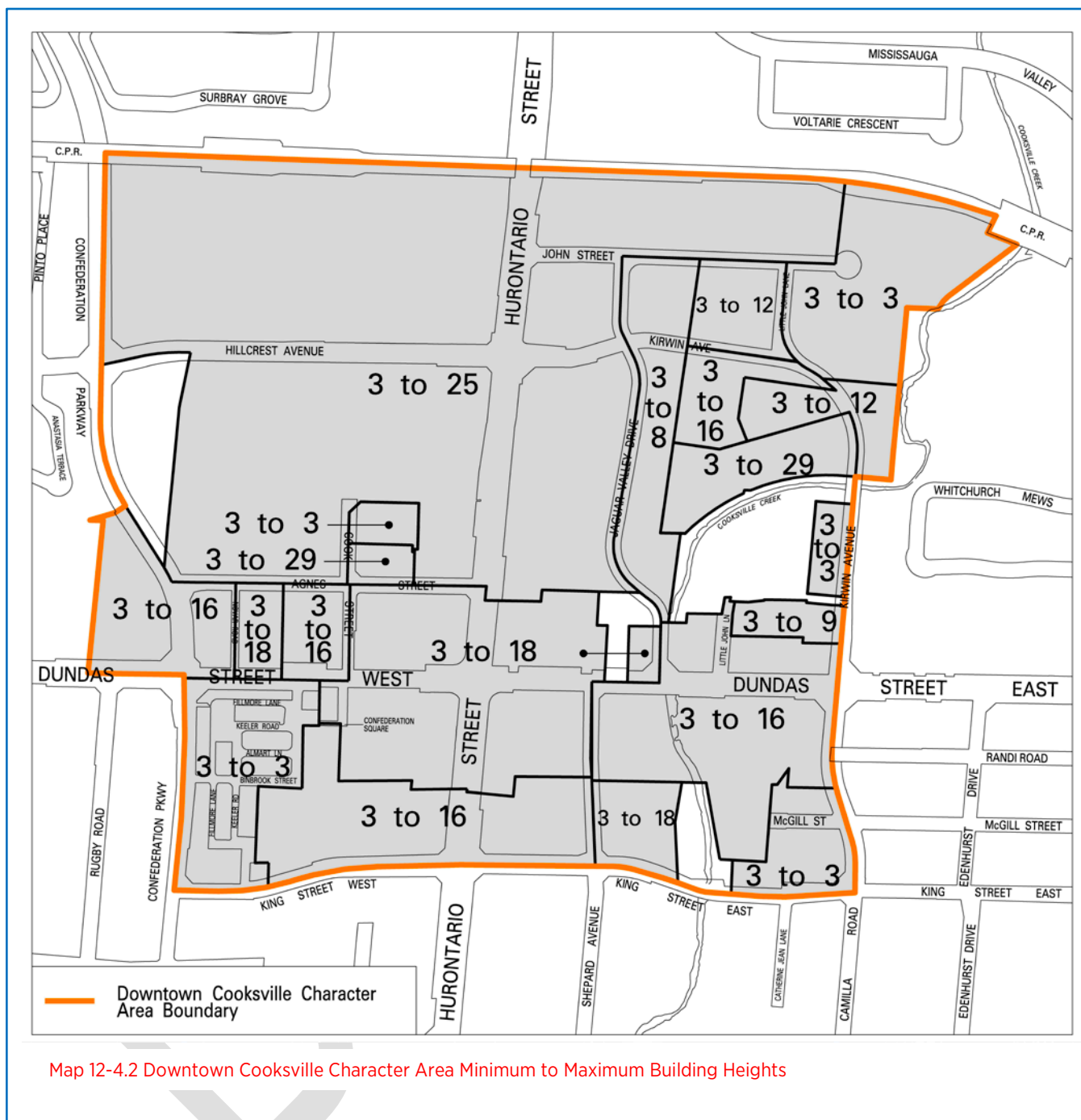


Figure 1: Future pedestrian connection and public parkland and open space network. These symbols represent the general location of new pedestrian connections, as well as public parkland and open spaces in the vicinity.

12.4.5 Building Height

12.4.5.1 The greatest heights will be located at the Cooksville GO station and along Hurontario Street north of Agnes Street. Building heights in Downtown Cooksville will not exceed the maximum limits as shown on Map 12-4.2: Downtown Cooksville Character Area Minimum to Maximum Building Heights.



12.4.1 Urban Design Policies

Overall Character

12.4.1.1 A high level of urban design, pedestrian amenity, and intensity of development is encouraged along principal street frontages. A sense of entry to the Character Area should be articulated at these locations by prominent built form, landscaping and signage components.

12.4.1.2 The sections of Hurontario Street and Dundas Street within the Character Area should function as a focus for the Cooksville Neighbourhood, having a strong sense of place and main street character with active mixed use building frontages and highly pedestrianized nature. These street frontages should reinforce a distinctive, quality image with high standards in built form, landscaping and related pedestrian amenities.

Character of Dundas Street and Hurontario Street

12.4.1.3 Street Edge Uses – Development abutting the street should encourage a high level of activity along the street by incorporating grade related retail with residential and/or offices above. Retail units should be clearly oriented to, and accessed from, the public sidewalk.

12.4.1.4 Street Scale and Enclosure – Development should be closely related to, and integrated with, the public sidewalk to focus activity on the street and provide a sense of spatial enclosure for the street. Development should address the following:

- a. limited building setback range of three to five metres from the street line, with the larger setback in areas of high transit or pedestrian use;
- b. minimum building height of two to four storeys and maximum of six storeys directly abutting the street line;
- c. maximum continuity of street walls with built form occupying a minimum of 80% of the street frontage; and
- d. a minimum setback of ten metres from the street line is required for buildings exceeding six storeys in height.

12.4.1.5 Bulk and Massing – Development should be generally consistent in its bulk, massing and scale within the Character Area with use of taller more prominent buildings to highlight the Dundas and Hurontario Street intersection. A general height progression should be encouraged from this intersection to the Character Area edges and abutting the Downtown Hospital Character Area. A ratio of 1:2 (building height to eventual street width) should be provided by built form abutting Dundas and Hurontario Streets.

12.4.1.6 Development Fabric – Development fronting on the Hurontario Street and Dundas Street frontages should reinforce patterns and characteristics supportive of a main street role with highly animated pedestrian spaces. Development should address the following:

- a. commercial frontages should be broken up into smaller retail units and accessed directly from the public sidewalk with frequent access doorways;
- b. no parking should be provided between the buildings and street line;
- c. blank walls should be avoided along the street in favour of fenestration;
- d. service, loading and garbage storage areas should be accessed from rear lanes or abutting side streets;
- e. split level commercial frontages should be avoided;
- f. periodic building indentations should be provided as relief to long building walls and to provide opportunities for pedestrian spaces;
- g. storefront signage should respect the pedestrian scale and architectural character of development;
- h. pedestrian weather protection should be provided in the form of canopies and/or inset arcades; and
- i. the development and integration of rear yard parking lots to reduce the number of driveways along Hurontario Street and Dundas Street.

12.4.1.7 *Streetscape* (Open Space and Landscaping) – Development of private land abutting the sidewalk

~~should closely coordinate with the public boulevard to create an integrated design character at the pedestrian level and to reinforce the sense of a community main street. Opportunities for the development of entry forecourts and plazas will be encouraged in order to create a varied *streetscape*.~~

~~12.4.1.8 Private Development Zone – Development should address the following:~~

- ~~a. front yard setback areas should be provided with site furnishings, landscaping and paving materials, coordinate with the public boulevard design, and extend the usability of the public sidewalk; and~~
- ~~b. opportunities for pedestrian spaces and circulation areas should be promoted at intersection corners, major building entrances and terminations of vistas.~~

~~12.4.1.9 Public Realm: The Design of the Public Boulevard – The following features should be encouraged to reduce the perceived visual width of the street and improve the level of pedestrian comfort, safety and convenience within the public boulevard:~~

- ~~a. common paving materials and patterns, street furniture and signage;~~
- ~~b. road crossings defined by special paving;~~
- ~~c. intersection design to moderate speed of turning traffic in favour of pedestrian movements, i.e. avoid the construction of designated right turn lanes with islands;~~
- ~~d. setting back of bus bays from intersection corners to allow sidewalks to project;~~
- ~~e. curb edge parking; and~~
- ~~f. provision of street trees, feature lighting and related pedestrian amenities.~~

12.4.6 Urban Form

12.4.6.1 General

12.4.6.1.1 New buildings will achieve a high quality urban design and built form, and will be designed and located to:

- a. create a transition in height generally consistent with a 45 degree angular plane that is measured from the property line adjacent to low and medium density residential areas;
- b. maintain a minimum separation distance, generally 30 metres between portions of buildings that are greater than six storeys;
- c. add visual interest by varying the use of massing and materials; and
- d. promote visibility and interest from the street through the use of high quality materials and architectural detailing in the design of the podium.

12.4.6.1.2 For larger developments where more than one tower is proposed, variation in heights of three to five storeys will be achieved.

12.4.6.1.3 *Tall buildings* will incorporate podiums that are generally a minimum of three storeys and a maximum of six storeys.

12.4.6.1.4 The floor plate of buildings above the podium will vary in size depending on the height of the building. For *tall buildings*, the tower above the podium will have a limited floor plate size.

12.4.6.2 Street Frontage Provisions

The majority of existing and new roads in Downtown Cooksville are categorized as 'A', 'B' or 'C' Streets and are shown on Map 12-4.3: Downtown Cooksville Street Types.

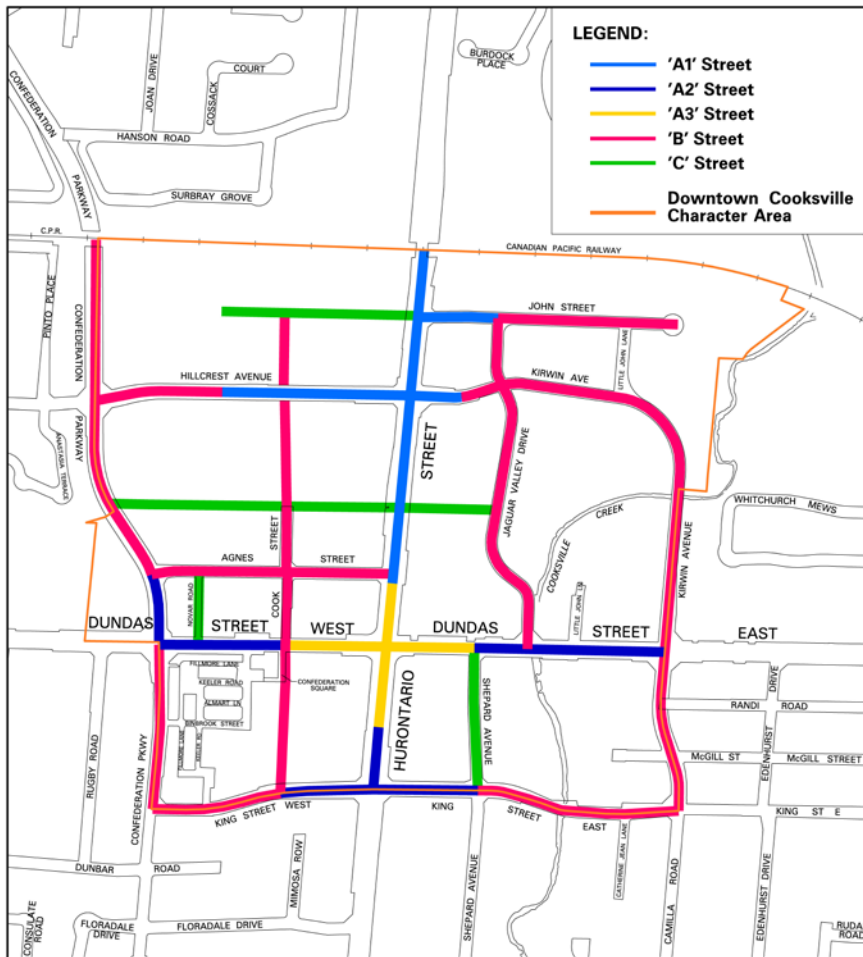
'A' Streets are considered primary arteries with buildings that integrate at-grade retail and service commercial uses. The built form and streetscape treatment of 'A' streets will be designed to foster active uses and a pedestrian friendly environment.

The built form along 'B' Streets will be primarily residential in character. The design of the built form and streetscape along 'B' streets will help establish a unified character while ensuring adequate light and skyviews, and a seamless interface and transition between the public and private realms.

'C' Streets are tertiary streets that connect to 'A' or 'B' Streets. 'C' Streets are intended to support a pedestrian environment by integrating a high standard

of urban design. These streets will also provide for vehicular access to on-site service, loading, parking and garbage storage areas.

- b. frame and animate streets and public spaces, with active building frontages including storefronts, prominent entrances and residential lobbies linking the building and the sidewalk;



Map 12-4.3 Downtown Cooksville Street Types

12.4.6.2.1 Provisions for 'A' Streets

12.4.6.2.1.1 'A' Streets will have a strong sense of place and main street character with active, mixed use building frontages and a highly pedestrianized nature. These street frontages should reinforce a distinctive, quality image with high standards in built form, landscaping and related pedestrian amenities.

12.4.6.2.1.2 Development abutting the street will incorporate grade related retail with residential and/or offices above. Development will address the following:

- a. promote a mainstreet character with smaller retail units and frequent entrances accessible from the public sidewalk;

- c. a consistent streetwall will be required. Periodic building indentations should be provided as relief to long building walls and to provide opportunities for pedestrian spaces;

- d. design retail and service commercial units at street corner locations with animated storefronts that wrap the corner;

- e. generous setbacks from the street to accommodate, among other things, landscaping, street furniture, wayfinding, pedestrian scaled lighting and outdoor patios;

- f. appropriate stepbacks between the edge of the podium and tower portion of the building; and

- g. development of private land abutting the sidewalk should closely coordinate with the public boulevard to create an integrated design character and to reinforce the main street context. Opportunities for the development of entry forecourts and plazas will be encouraged in order to create a varied *streetscape*.

12.4.6.2.2 Provisions for 'B' Streets

12.4.6.2.2.1 Development along 'B' Streets will primarily support housing and pedestrian access and movement. Although 'B' Streets are primarily residential in nature, development may include some commercial uses on the ground floor. Development will address the following:

- a. a consistent streetwall will be required. Periodic building indentations should be provided as relief to long building walls and to provide opportunities for pedestrian spaces;
- b. generous setbacks from the street to accommodate, among other things, landscaping, terraces, and pedestrian scaled lighting;

- c. a high quality seamless interface and transition between the public sidewalk and principle building entrance to ensure adequate separation, definition and privacy; and
- d. appropriate setbacks between the edge of the podium and tower portion of the building.

12.4.6.2.3 Provisions for 'C' Streets

12.4.6.2.3.1 Development along 'C' Streets will support a pedestrian environment and vehicular access to parking and other service areas such as deliveries, garbage pick-up, service and loading. 'C' Streets may also support residential, retail and service commercial uses. Development should address the following:

- a. opportunities to consolidate service, parking and loading to serve a number of buildings;
- b. ensure the visual impact of the parking, loading and service areas from the street is minimized and screened from view; and
- c. provide a secondary entrance for pedestrian access, where appropriate.

12.4.27 Transportation

~~12.4.2.1 All development applications are required to address the relationship with adjacent properties and the need to minimize access onto Hurontario Street and Dundas Street.~~

~~12.4.2.2.1~~ A future signalized intersection with Hurontario Street is proposed in the vicinity of the former Melissa Street right-of-way along the southerly boundary of T.L. Kennedy Secondary School. This will connect with Cook Street initially and, with the potential redevelopment of the school site, may extend to Confederation Parkway in conjunction with the possible future extension of Cook Street northerly to the east GO Access Road. Redevelopment proposals in this area will consider these options.

~~12.4.2.3 The City of Mississauga Parking Strategy, carried out in 1993, made recommendations on the short, medium and long term strategies to meet the parking requirements and to achieve urban design objectives. These recommendations will be considered in conjunction with development applications and~~

~~implementation of High Occupancy Vehicle (HOV) lanes on Hurontario Street and Dundas Street East.~~

12.4.7.2 Development will be required to provide pedestrian connections to connect to the Hurontario Light Rail Transit (LRT), transit routes/stops, trails, and parks and open spaces.

12.4.7.3 Public easements will be required where pedestrian connections are proposed on private lands.

12.4.7.4 Vehicular access from Hurontario Street and Dundas Street will be restricted and consolidated to minimize driveways and disruption to pedestrians, cyclists and transit.

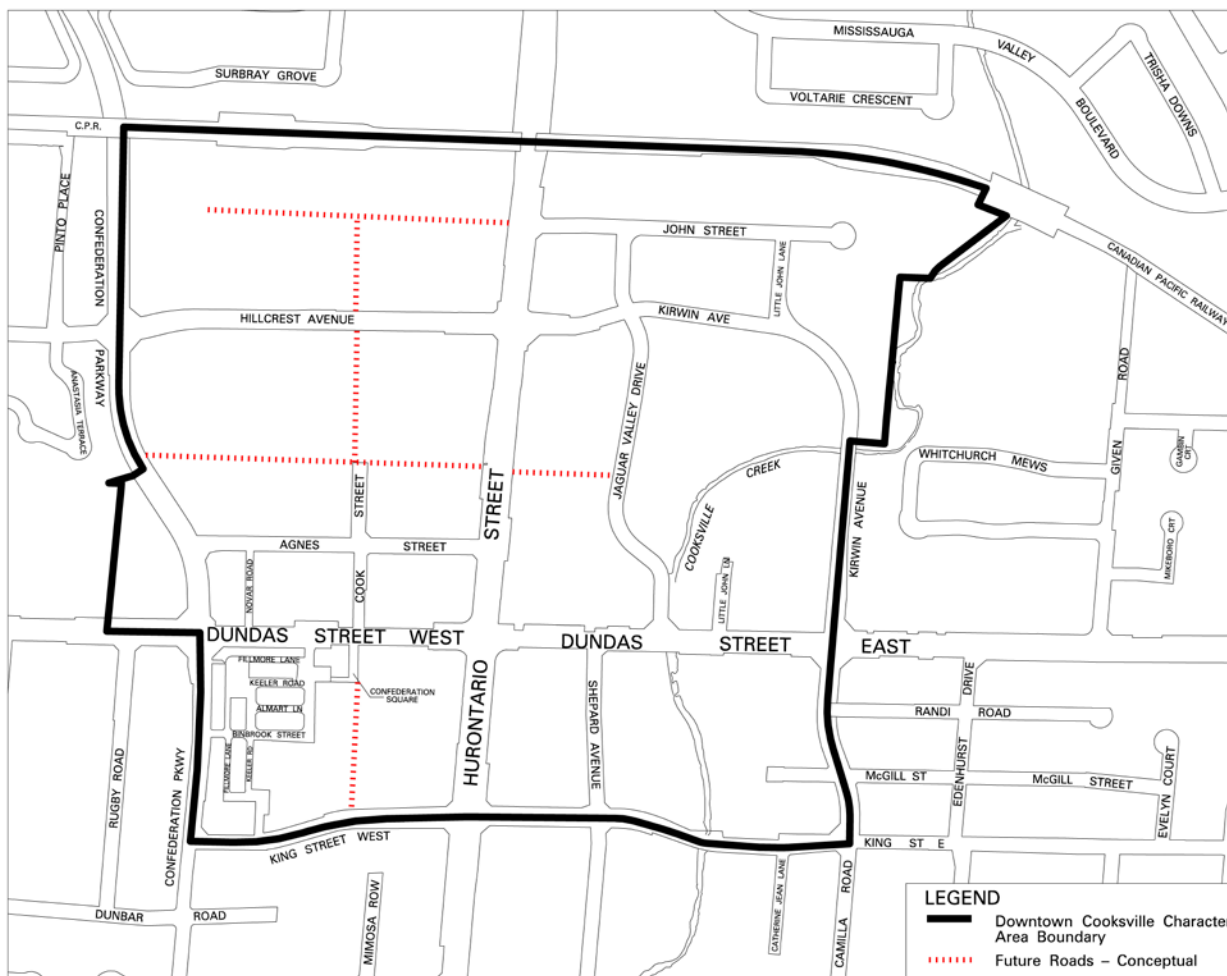
12.4.7.5 Roads will be designed as complete streets. New roads will be designed to incorporate active transportation and transit infrastructure.

Existing arterial and collector roads dissecting and surrounding the Character Area will be redesigned to incorporate active transportation and transit infrastructure, as appropriate.

12.4.7.6 The road network identified on Map 12-4.3 will support improved connectivity within Downtown Cooksville for pedestrian and cycling movement and to transit.

12.4.7.7 Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. all roads will be public;
- b. the design and access requirements for roads will be determined through the development application review process; and
- c. minor adjustments to the road network may be made without amendment to Map 12-4.3 at the City's discretion to accommodate block development, while maintaining the goal of breaking up large blocks with roads.



Map 12-4.3 Downtown Cooksville Character Area Future Roads

12.4.8 Land Use

12.4.8.1 Notwithstanding the policies of this Plan, the following additional policies will apply to new development along Hurontario Street, Dundas Street, Hillcrest Avenue (Cook Street to Hurontario Street) and King Street (new Cook Street to Shepard Avenue):

- a. at grade retail and service commercial uses will be required; and
- b. residential dwellings will not be permitted at grade.

12.4.8.2 Mixed Use

12.4.8.2.1 Redevelopment that results in a loss of office, retail and service commercial floor space will not be permitted unless it can be demonstrated that the planned function of the non-residential component will be maintained or replaced as part of the redevelopment.

12.4.8.2.2 Notwithstanding the policies of this Plan, the following additional uses will be permitted:

- a. banquet hall;
- b. conference centre; and
- c. entertainment, recreation and sports facilities.

12.4.8.2.3 For the purposes of the policies in this section, maintaining the non-residential planned function of the Mixed Use designation means providing:

- a. a concentration of convenient, easily accessible office, retail and service commercial uses such as a grocery store that meet the needs of local residents and employees; and
- b. employment opportunities, such as office and institutional jobs; and

12.4.8.3 Office

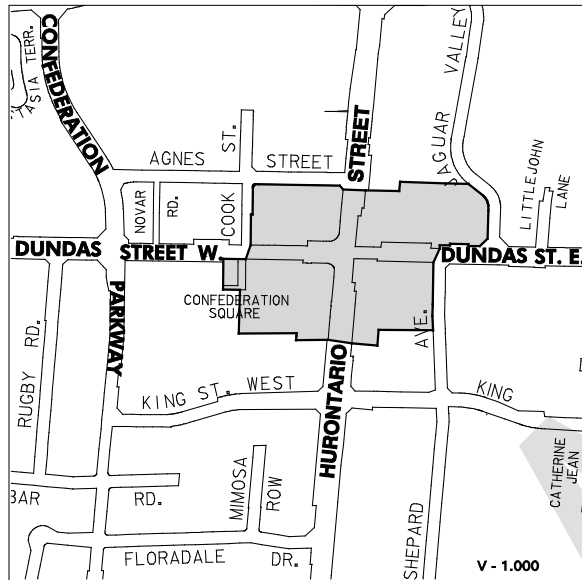
12.4.8.3.1 Redevelopment of existing office buildings that results in the loss of office floor space will not be

permitted, unless the same amount of office space is retained or replaced through development.

12.4.3.9 Special Site Policies

There are sites within the Character Area that merit special attention and are subject to the following policies.

12.4.3.9.1 Site 1



12.4.3.9.1.1 The lands identified as Special Site 1, known as Cooksville Corners, are the lands surrounding the intersection of Hurontario Street and Dundas Street.

12.4.3.9.1.2 Notwithstanding the provisions of the Mixed Use and Utility designations, the Urban Design Policies, and other provisions of policies of this Plan, the following additional policies will apply:

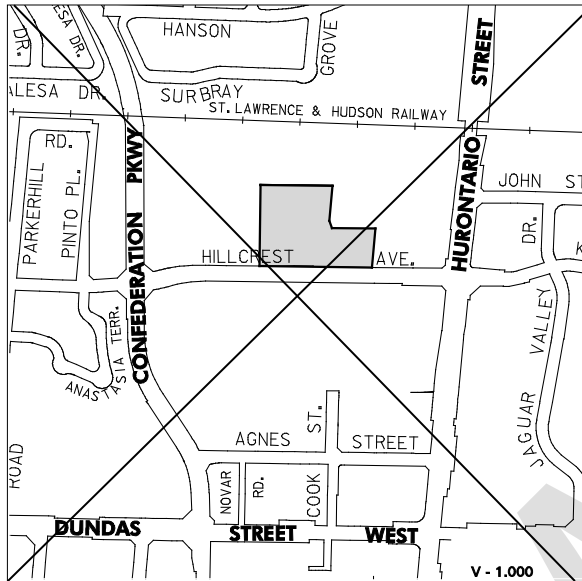
- a. development up to a **floor space index (FSI)** of 1.0 will be permitted for street related retail, office, and community uses. Development between an **floor space index (FSI)** of 1.0 and 2.9 will be permitted at a ratio of 80% residential, office, community uses and overnight accommodation uses and 20% retail uses;
- b. principal building entries and related forecourts are to be provided at the Dundas and Hurontario streets intersection. Dundas and Hurontario street frontages are to be developed with retail uses having direct access to the public street and

~~continuous weather protection by an arcade and/or projecting awnings;~~

- e. ~~internal pedestrian courtyards with retail/restaurant uses will be permitted subject to: the provision of integral walkways to the public street; visibility from the sidewalk; and, such courtyards being clearly secondary to street related retail uses;~~
- d. minimum building heights of three storeys and a maximum of **six 18** storeys directly abutting Dundas and Hurontario street frontages ~~are encouraged~~ to create an appropriate **main** street scale **of development** and enclosure relationship. Development exceeding six storeys to a maximum of 18 storeys will be considered subject to a minimum setback of ten metres from the building edge abutting the public sidewalk. Terracing of taller built form will be encouraged; and
- e. the lands located at the southeast corner of Agnes Street and Cook Street can be utilized on an interim basis for parking for the Mixed Use development to the west. When these lands are developed, they are to be in compliance with the Residential High Density designation. The majority of parking for the mixed retail and residential development shall be accommodated in a below-grade parking structure.
- f. **tall buildings** will incorporate podiums that are reflective of a main street character;
- g. buildings along Hurontario Street and Dundas Street will incorporate a generous setback between the edge of the podium and tower portion of the building;
- h. a minimum of three floors of non-residential uses will be required for buildings on lands designated Mixed Use or Residential High Density that are adjacent to Hurontario Street and Dundas Street; and
- i. to achieve vibrant walkable spaces, buildings along pedestrian connections will promote animation at-grade with outdoor patios and

storefront entrances to individual retail and service commercial units.

12.4.3.2 Site 2

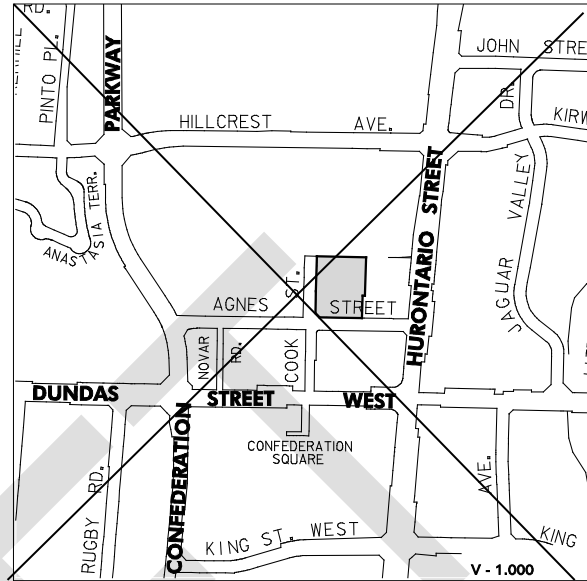


12.4.3.2.1 The lands identified as Special Site 2 are located on the north side of Hillcrest Avenue, west of Hurontario Street.

12.4.3.2.2 Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply:

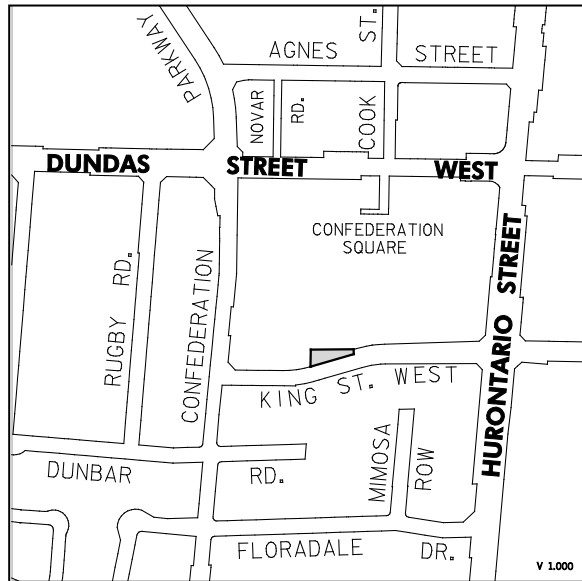
- a. office development will be permitted at a maximum Gross Floor Area (GFA) of 61 439 m², of which a maximum of 9 290 m² will be used for accessory uses; and
- b. apartments will be permitted at a maximum *floor space index (FSI)* of 1.5 - 2.9.

12.4.3.3 Site 3



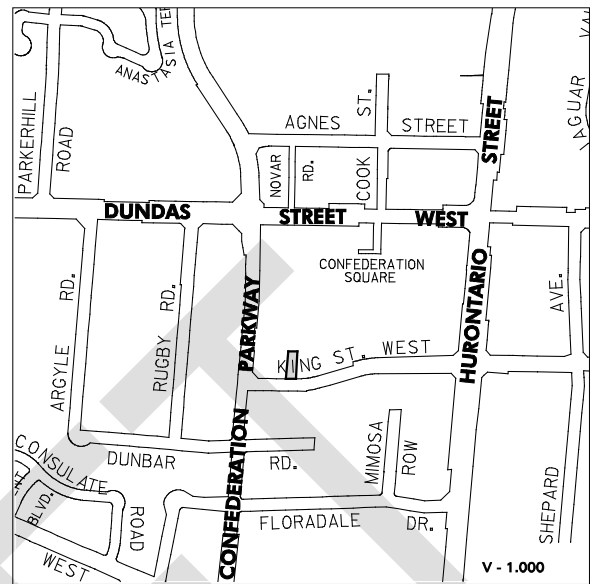
12.4.3.3.1 The lands identified as Special Site 3 are located at the northeast corner of Agnes Street and Cook Street.

12.4.3.3.2 Notwithstanding the policies of this Plan, a maximum of 27 townhouse dwellings and a 28 storey apartment building will be permitted.

12.4.3.9.4 Site 4

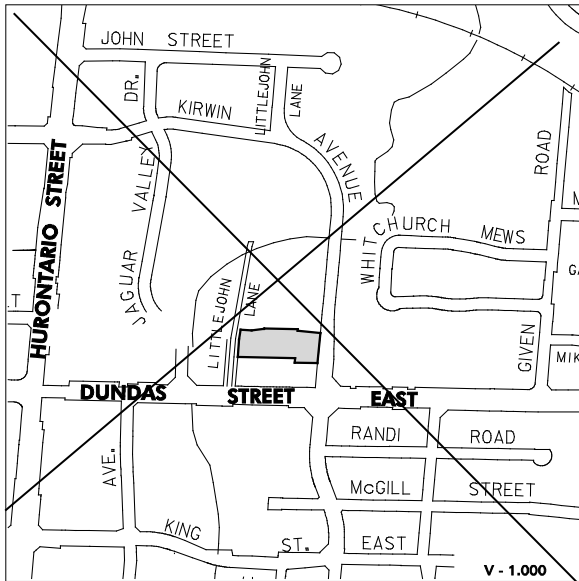
12.4.3.9.4.1 The lands identified as Special Site 4 are located on the north side of King Street West, east of Confederation Parkway.

12.4.3.9.4.2 Notwithstanding the provisions of this Plan, these lands must only be developed as part of a comprehensive development with adjacent lands designated Residential High Density.

12.4.3.9.5 Site 5

12.4.3.9.5.1 The lands identified as Special Site 5 are located on the north side of King Street West, east of Confederation Parkway.

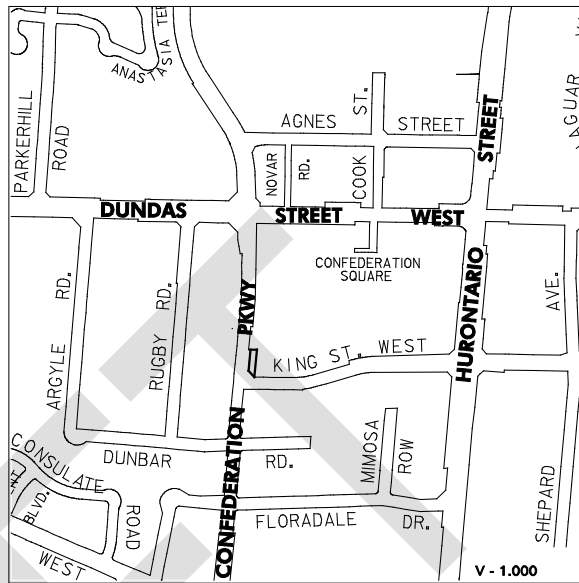
12.4.3.9.5.2 Notwithstanding the provisions of the Residential Low Density II designation, offices will be permitted.

12.4.3.6 Site 6

12.4.3.6.1 The lands identified as Special Site 6 are located on the west side of Kirwin Avenue, north of Dundas Street East.

12.4.3.6.2 Notwithstanding the provisions of the Mixed Use designation, the following additional policies will apply:

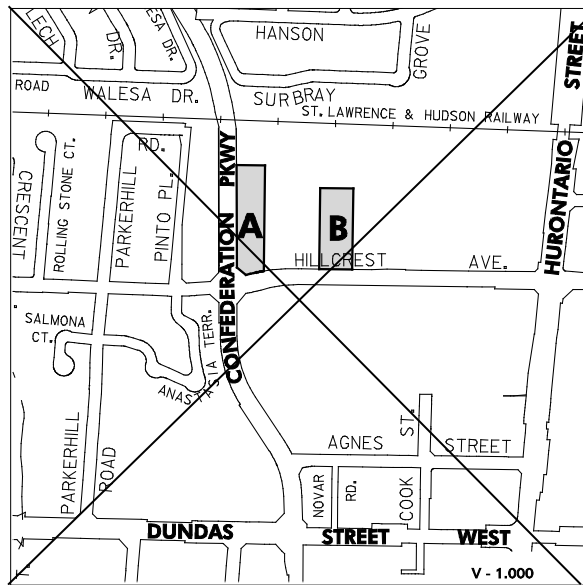
- a. a hotel not exceeding 42 storeys will be permitted.

12.4.3.9.7 Site 7

12.4.3.9.7.1 The lands identified as Special Site 7 are located on the northeast corner of King Street West and Confederation Parkway.

12.4.3.9.7.2 Notwithstanding the provisions of the Residential Low Density II designation, offices will be permitted.

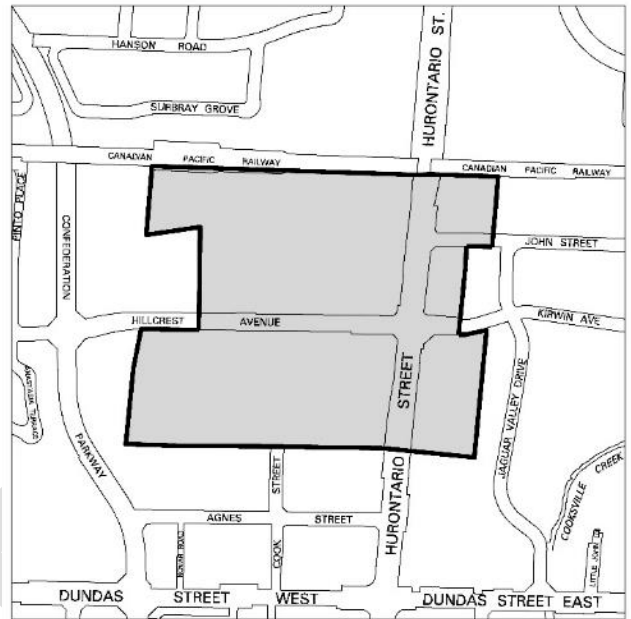
12.4.3.8 Site 8



12.4.3.8.1 The lands identified as Special Site 8 are located on the north side of Hillcrest Avenue, east of Confederation Parkway.

12.4.3.8.2 Notwithstanding the provisions of the Residential High Density designation, the lands identified as Area 8A will be permitted to develop to a maximum *floor space index (FSI)* of 3.5 and the lands identified as Area 8B will be permitted to develop to a maximum *floor space index (FSI)* of 4.0.

12.4.9.9 Site 9



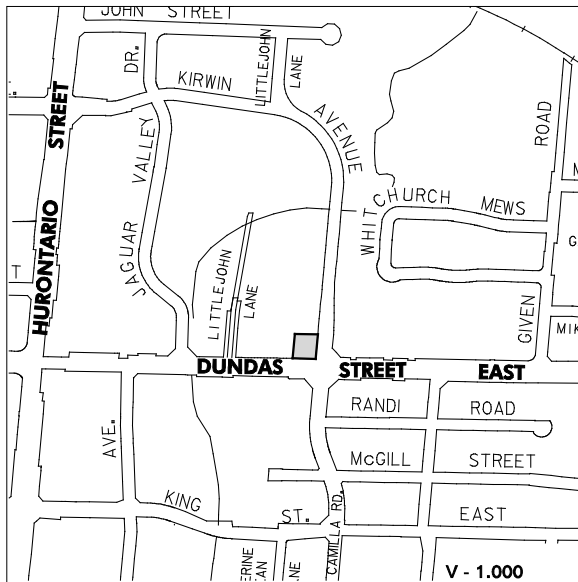
12.4.3.9.1 The lands identified as Special Site 9 are generally located on the east and west sides of Hurontario Street between the Canadian Pacific Railway and Agnes Street.

12.4.3.9.2 Notwithstanding the policies of this Plan the following additional policy will apply:

- a. a minimum of three floors of non-residential uses will be required for buildings on lands designated Mixed Use or Residential High Density that are adjacent to Hillcrest Avenue, Hurontario Street, John Street, and Kirwin Avenue.

12.4.4-10 Exempt Site Policies

12.4.4-10.1 Site 1



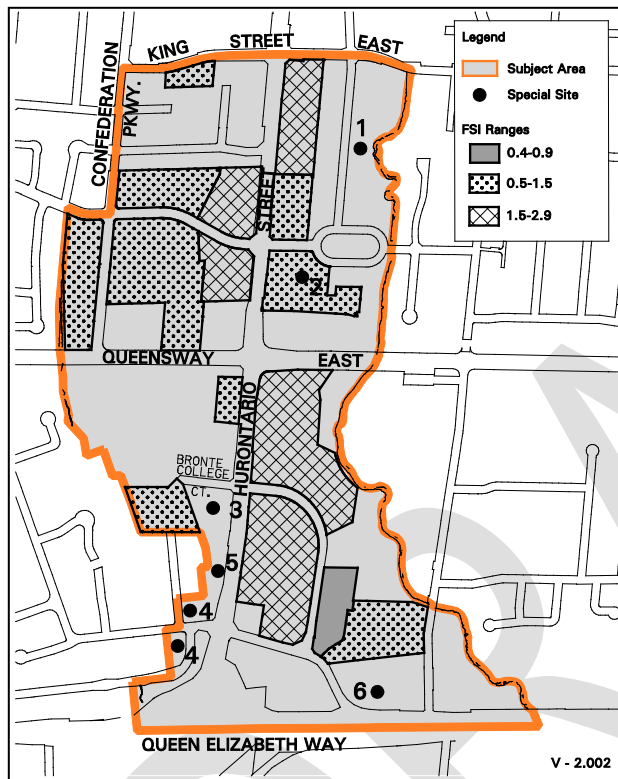
12.4.4-10.1.1 The lands identified as Exempt Site 1 are located at the northwest corner of Dundas Street East and Kirwin Avenue.

12.4.4-10.1.2 Notwithstanding the provisions of the Mixed Use designation, motor vehicle commercial uses will also be permitted.

Notes:

Existing policies are shown in the black text. Proposed new changes are shown in the **red text**. Proposed deletions to existing policies are shown as **strike-outs**. Text and maps shown in a **blue box** have been included in this document for information purposes only and are intended to be included in a broader amendment related to Major Transit Station Areas to conform to the Region's Official Plan Amendment.

12.5 Downtown Hospital



Map 12-5: Downtown Hospital Character Area

Changes to Map 12-5:

- Delete FSI Ranges
- Delete Special Sites 2 to 5
- Add a new Special Site - Special Site 7

~~12.5.1.1 For lands designated Residential Medium Density, building height should not exceed a maximum of four storeys unless otherwise specified in the Urban Design policies of this Plan.~~

12.5.1 Introduction

The focal point of Downtown Hospital continues to be the Trillium Mississauga Hospital, serving as one of Canada's leading health centres with specialized

regional programs. Downtown Hospital consists primarily of residential high density uses. Small pockets of low rise dwellings are located on the edges of the Character Area. Office uses are located in the area surrounding the hospital along Hurontario Street and Queensway. Mixed commercial is clustered at three main intersections along Hurontario Street at King Street, Queensway and North Service Road.

Cooksville Creek is a significant natural feature and portions of the creek have been impacted by channelization associated with flood and erosion control and storm water management.

The open space network is primarily concentrated adjacent to Cooksville Creek. To meet growth needs, additional parkland and improvements to existing parks are planned.

12.5.2 Vision

Downtown Hospital will be developed as a health district, anchored by the hospital with a broad range of uses clustered around the Trillium Mississauga Hospital, supporting more retail and service commercial uses, research and development, health facilities, offices, parks and residential uses.

Transit-oriented development along Hurontario and Queensway will ensure transit investments are supported with greater access to housing, jobs and services.

The vision is based on the following guiding principles:

1. Support health care services – promote a range of health care services, supportive uses and research and development; and
2. Create a more walkable and transit-oriented community – provide additional pedestrian connections to Hurontario Street and Queensway and incorporate street related retail and service commercial uses along these corridors.

12.5.3 General

12.5.3.1 In accordance with the City's housing strategy, the City will require that development be supported by a range of housing options for residents, such as a mix of tenure and the provision of units that are affordable to middle income households.

12.5.3.2 Development will explore partnerships with the Region of Peel and non-profit housing organizations to provide housing with deeper affordability to lower income households and to contribute towards Peel-wide needs-based housing targets on density, rental tenure, and affordability.

12.5.3.3 Mississauga will encourage partnerships and collaborations to identify needs and develop community infrastructure such as integrating a school or a daycare facility within the podium of a building.

12.5.3.4 The City will work in collaboration with the school board(s) to determine the need for educational facilities. The location and size of a school facility will be confirmed through the review of development applications.

12.5.3.5 Downtown Hospital will develop with a high quality and well-designed network of public parkland and open space that is green, safe, attractive, and supports a range of social and recreation activities. Parkland may also provide gathering spaces and connections to existing and future parks and open spaces, commercial developments, community facilities and to surrounding neighbourhoods.

12.5.3.6 As part of the development application review process, the City will determine the location, configuration and size of the parkland block(s), and the requirement for land dedication. Opportunities to obtain parkland will also be explored through purchase by the City.

12.5.3.7 The City will explore opportunities to further increase the provision of public open space by establishing public easements and entering into future agreements, where appropriate. These open spaces will be complementary to the public parkland system.

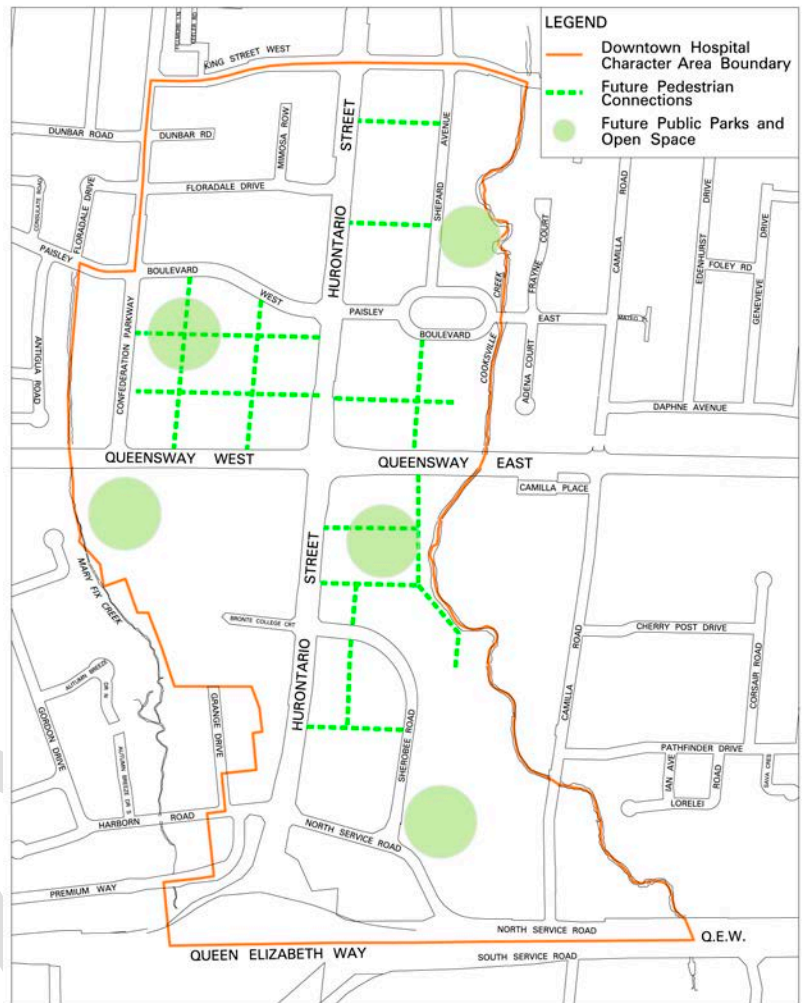
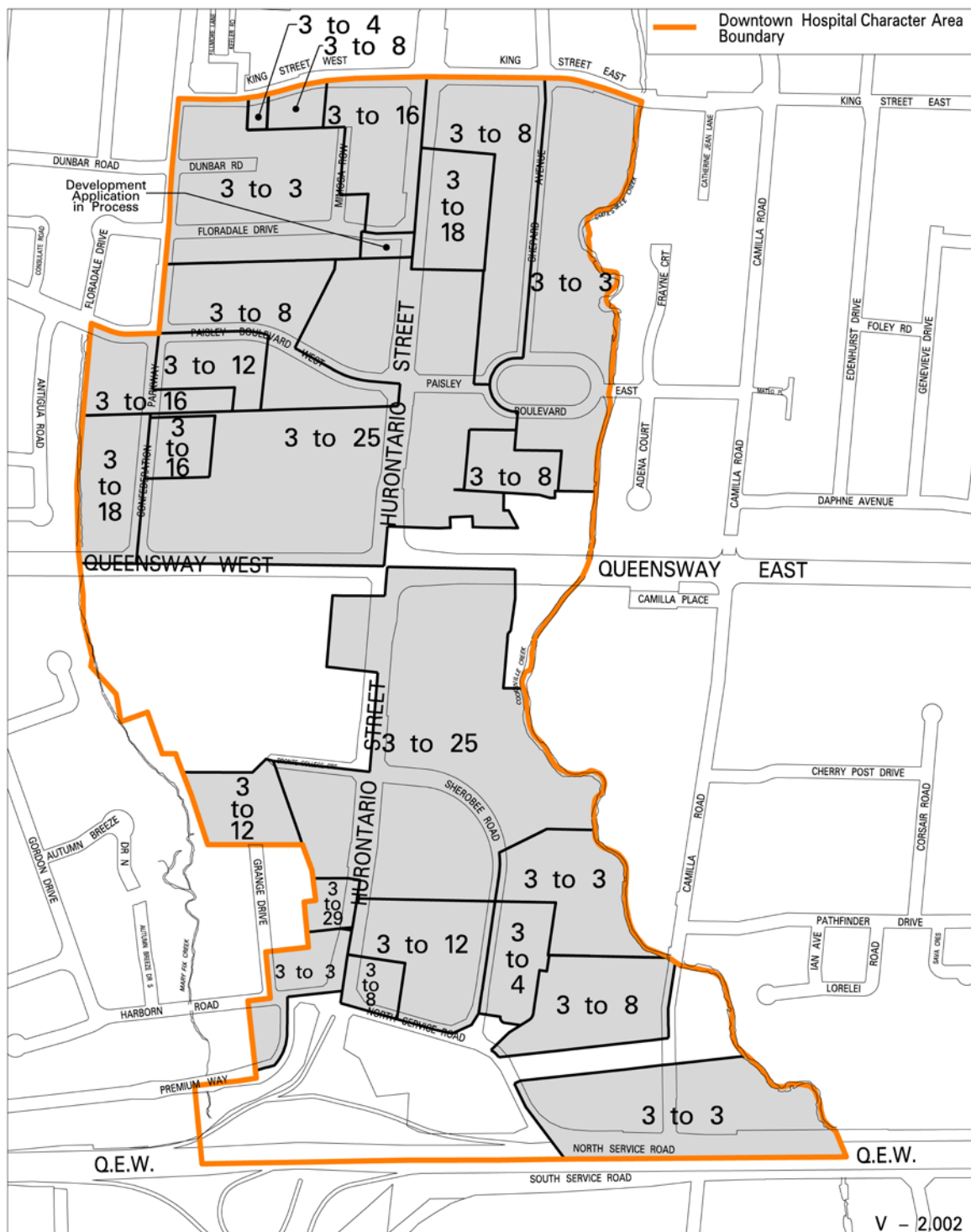


Figure 1: Future pedestrian connection and public parkland and open space network. These symbols represent the general location of new pedestrian connections, as well as public parkland and open spaces in the vicinity.

12.5.4 Building Height

12.5.4.1 The greatest heights will be located at the rapid transit stop at Queensway and Hurontario Street. Building heights in Downtown Hospital will not exceed the maximum limits as shown on Map 12-5.2: Downtown Hospital Character Area Minimum to Maximum Building Heights.



Map 12-5.2 Downtown Hospital Character Area Minimum to Maximum Building Heights

12.5.5 Urban Form

12.5.5.1 General

12.5.5.1.1 New buildings will achieve a high quality urban design and built form, and will be designed and located to:

- create a transition in height generally consistent with a 45 degree angular plane that is measured from the property line adjacent to low and medium density residential areas;
- maintain a minimum separation distance, generally 30 metres between portions of buildings that are greater than six storeys;
- add visual interest by varying the use of massing and materials; and
- promote visibility and interest from the street through the use of high quality materials and architectural detailing in the design of the podium.

12.5.5.1.2 For larger developments where more than one tower is proposed, a variation in heights of three to five storeys will be achieved.

12.5.5.1.3 **Tall buildings** will incorporate podiums that are a minimum of three storeys and a maximum of six storeys.

12.5.5.1.4 The floor plate of buildings above the podium will vary in size depending on the height of the building. For **tall buildings**, the tower above the podium will have a limited floor plate size.

12.5.5.1.5 Along Hurontario Street, development will incorporate appropriate setbacks between the edge of the podium and tower portion of the building.

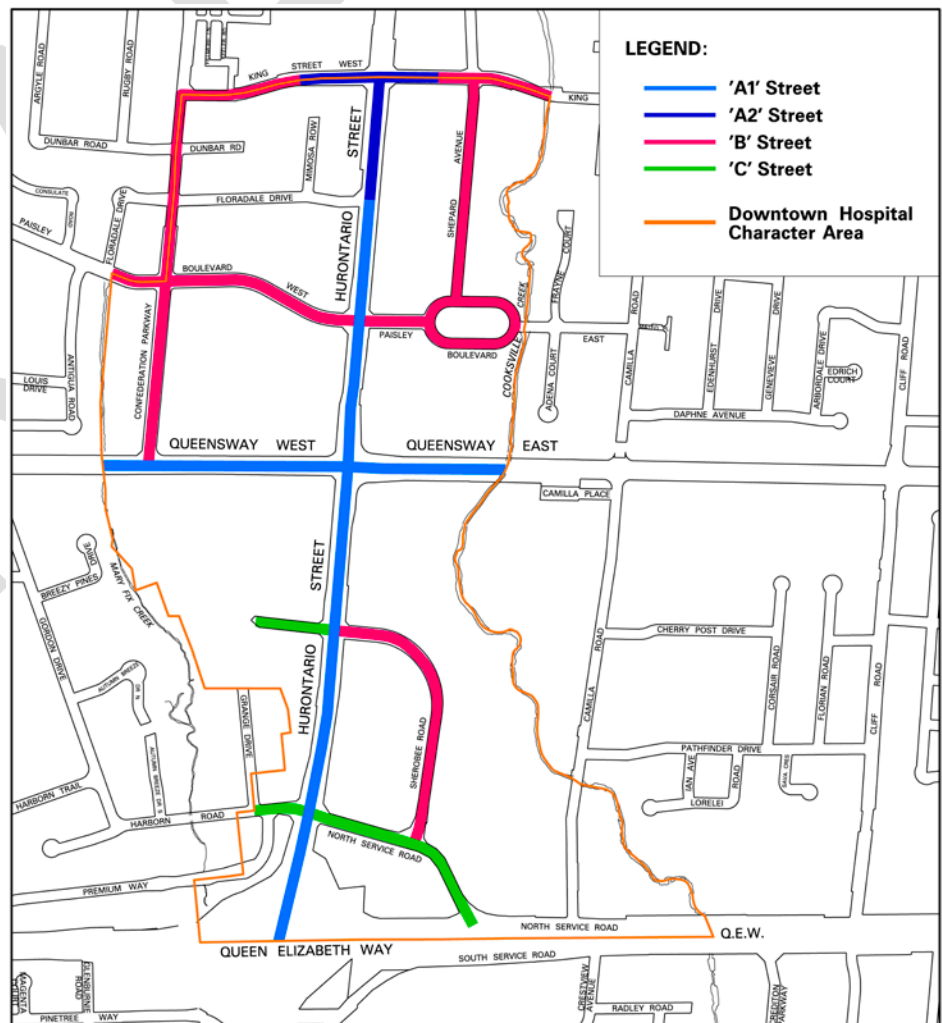
12.5.5.2 Street Frontage Provisions

The majority of existing and new roads in Downtown Hospital are categorized as 'A', 'B' or 'C' Streets and are shown on Map 12-5-3 Downtown Hospital Street Types.

'A' Streets are considered primary arteries with buildings that integrate at-grade retail and service commercial uses. The built form and streetscape treatment of 'A' streets will be designed to foster active uses and a pedestrian friendly environment.

The built form along 'B' Streets will be primarily residential in character. The design of the built form and streetscape along 'B' streets will help establish a unified character while ensuring adequate light and skyviews, and a seamless interface and transition between the public and private realms.

'C' Streets are tertiary streets that connect to 'A' or 'B' Streets. 'C' Streets are intended to support a pedestrian environment by integrating a high standard of urban design. These streets will also provide for vehicular access to on-site service, loading, parking and garbage storage areas.



Map 12-5.3 Downtown Hospital Street Types

12.5.5.2.1 Provisions for 'A' Streets

12.5.5.2.1.1 'A' Streets will have a strong sense of place and main street character with active, mixed use building frontages and a highly pedestrianized nature. These street frontages should reinforce a distinctive, quality image with high standards in built form, landscaping and related pedestrian amenities.

12.5.5.2.1.2 Development abutting the street will incorporate grade related retail with residential and/or offices above. Development will address the following:

- a. promote a mainstreet character with smaller retail units and frequent entrances accessible from the public sidewalk;
- b. frame and animate streets and public spaces, with active building frontages including storefronts, prominent entrances and residential lobbies linking the building and the sidewalk;
- c. a consistent streetwall will be required. Periodic building indentations should be provided as relief to long building walls and to provide opportunities for pedestrian spaces;
- d. design retail and service commercial units at corner locations with animated storefronts that wrap the corner;
- e. generous setbacks from the street to accommodate, among other things, landscaping, street furniture, wayfinding, pedestrian scaled lighting and outdoor patios;
- f. appropriate stepbacks between the edge of the podium and tower portion of the building; and
- g. development of private land abutting the sidewalk should closely coordinate with the public boulevard to create an integrated design character and to reinforce the main street context. Opportunities for the development of entry forecourts and plazas will be encouraged in order to create a varied *streetscape*.

12.5.5.2.2 Provision for 'B' Streets

12.5.5.2.2.1 Development along 'B' Streets will primarily support housing and pedestrian access and movement. Although 'B' Streets are primarily residential in nature,

development may include some commercial uses on the ground floor. Development will address the following:

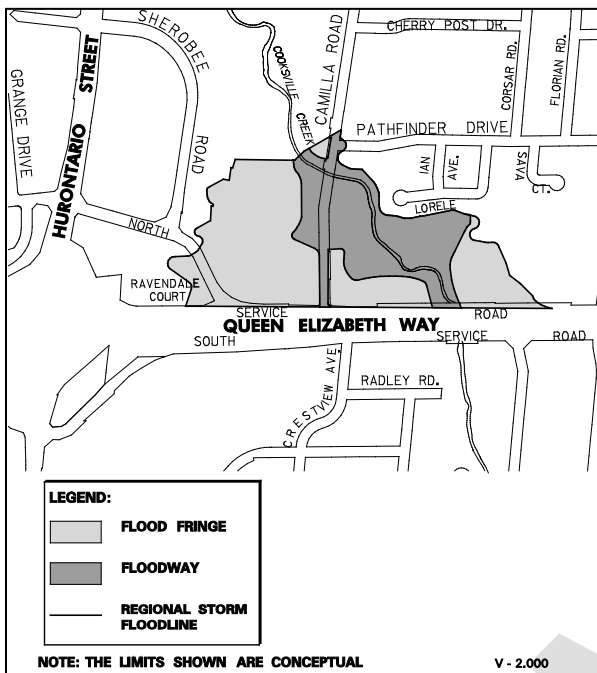
- a. a consistent streetwall will be required. Periodic building indentations should be provided as relief to long building walls and to provide opportunities for pedestrian spaces;
- b. generous setbacks from the street to accommodate, among other things, landscaping, terraces, and pedestrian scaled lighting;
- c. a high quality seamless interface and transition between the public sidewalk and principle building entrance to ensure adequate separation, definition and privacy; and
- d. appropriate stepbacks between the edge of the podium and tower portion of the building.

12.5.5.2.3 Provision for 'C' Streets

12.5.5.2.3.1 Development along 'C' Streets will support a pedestrian environment and vehicular access to parking and other service areas such as deliveries, garbage pick-up, service and loading. 'C' Streets may also support residential, retail and service commercial uses. Development should address the following:

- a. opportunities to consolidate service, parking and loading to serve a number of buildings;
- b. ensure the visual impact of the parking, loading and service areas from the street is minimized and screened from view; and
- c. provide a secondary entrance for pedestrian access, where appropriate.

12.5.2.6 Environmental Planning Area



Map 12-5.1-12-5.4: Cooksville Creek Floodplain Management Concept

12.5.2.6.1 The lands identified above are located generally between the North Service Road and where the Cooksville Creek crosses Camilla Road. The area subject to these policies within the Downtown Hospital Character Area, is generally located west of Cooksville Creek. The lands shown are subject to the *two-zone floodplain management concept*, which divides the regulatory floodplain into two portions known as the floodway and the flood fringe. The limits of the flood fringe and the floodway are conceptual, the exact limits of which will be determined through further study.

12.5.2.6.2 Notwithstanding the Natural Hazards policies of this Plan, the following policies will apply to those lands within the regulatory floodplain:

- a. ~~the lands within the floodway are designated Residential High Density, Office, Greenlands and Utility. Notwithstanding the Residential High Density, Office, Greenlands and Utility policies of this Plan, the following uses will be permitted within the floodway subject to the satisfaction of the City and Credit Valley Conservation:~~

- ~~flood and/or erosion works;~~
- ~~facilities which by their nature must locate near water or traverse *watercourse* (i.e. bridges, storm sewer outlets and stormwater management facilities); and~~
- ~~passive recreation activities; and~~
- b. floodway lands will be zoned in an appropriate hazard category in the implementing Zoning By-law;
- c. the lands within the flood fringe are subject to their respective land use designations and the following additional policies:
 - development may be permitted provided the use, building or structure is flood proofed to the regulatory flood level as required by Credit Valley Conservation;
 - ingress/egress for all development located in the flood fringe will be such that emergency vehicular and pedestrian movement is not prevented during times of flooding in order that safe access/evacuation is ensured. The determination of safe access shall be made by Credit Valley Conservation based on the depth and velocity factors;
 - enclosed underground parking will be subject to the installation of stringent flood proofing measures to the elevation of the regulatory flood level; and
 - the zoning of lands may utilize a holding **zone provision** to **ensure** ~~provide direction as to future permitted uses while ensuring flood proofing and safe access are addressed prior to development to the satisfaction of the City and Credit Valley Conservation~~ The Zoning By-law will be amended to remove the holding symbol when the requirements for flood proofing, the provision of safe access to the proposed development and a detailed spill assessment and a financing agreement for the reconstruction of the culvert at the QEW has been completed to the satisfaction of the City, Credit Valley Conservation and the Ministry of Transportation;

d. the following uses will not be allowed within the floodplain:

- institutional services such as hospitals, nursing homes, and schools where there would be a significant threat to the safety of inhabitants involved in an emergency evacuation situation as a result of flooding or failure of flood proofing measures;
- new uses associated with the manufacture, storage, disposal and/or consumption of hazardous substances or the treatment, collection and disposal of sewage, which would pose an unacceptable threat to public safety if they were to escape their normal containment/use as a result of flooding or failure of flood proofing measures; and
- emergency services such as those provided by fire, police, and ambulance stations and electrical substations, which would be impaired during a flood emergency as a result of flooding or failure of flood proofing measures.

12.5.7.4 Roads will be designed as complete streets. New roads will be designed to incorporate active transportation and transit.

Existing arterial and collector roads dissecting and surrounding the Character Area will be redesigned to incorporate active transportation and transit infrastructure, as appropriate.

12.5.3 12.5.7 Transportation

~~12.5.3.1 The City of Mississauga Parking Strategy, carried out in 1993, made recommendations on the short, medium and long term strategies to meet the parking requirements and to achieve urban design objectives. These recommendations will be considered in conjunction with development applications and implementation of High Occupancy Vehicle (HOV) lanes on Hurontario Street and Dundas Street East.~~

12.5.7.1 Development will be required to provide pedestrian connections to connect to the Hurontario Light Rail Transit (LRT), transit routes/stops, trails, and parks and open spaces.

12.5.7.2 Public easements will be required where pedestrian connections are proposed on private lands.

12.5.7.3 Vehicular access from Hurontario Street will be restricted and consolidated to minimize driveways and disruption to pedestrians, cyclists and transit.

12.5.8 Land Use

12.5.8.1 Notwithstanding the policies of this Plan, the following additional policies will apply to new development along Hurontario Street, King Street (new Cook Street to Hurontario) and Queensway:

- a. at grade retail and service commercial uses will be required; and
- b. residential dwellings will not be permitted at grade.

12.5.8.2 Mixed Use

12.5.8.2.1 Redevelopment that results in a loss of office, retail and service commercial floor space will not be permitted, unless it can be demonstrated that the planned function of the non-residential component will be maintained or replaced as part of the redevelopment.

12.5.8.2.2 For the purposes of the policies in this section, maintaining the non-residential planned function of the Mixed Use designation means providing:

- a. a concentration of convenient, easily accessible office, retail and service commercial uses such as a grocery store that meet the needs of local residents and employees; and
- b. employment opportunities, such as health sector, office and institutional jobs.

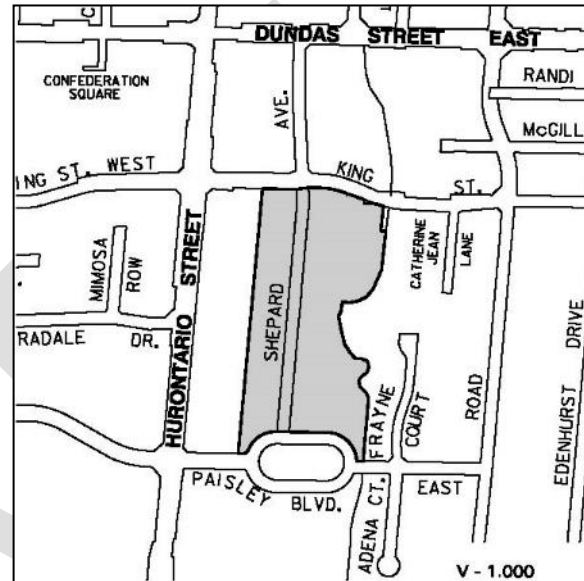
12.5.8.3 Office

12.5.8.3.1 Redevelopment of existing office buildings that results in the loss of office floor space will not be permitted, unless the same amount of office space is retained or replaced through development.

12.5.4 12.5.9 Special Site Policies

There are sites within the Character Area that merit special attention and are subject to the following policies.

12.5.4.9.1 Site 1



12.5.4.9.1.1 The lands identified as Special Site 1 are located on Shepard Avenue between King Street East and Paisley Boulevard East.

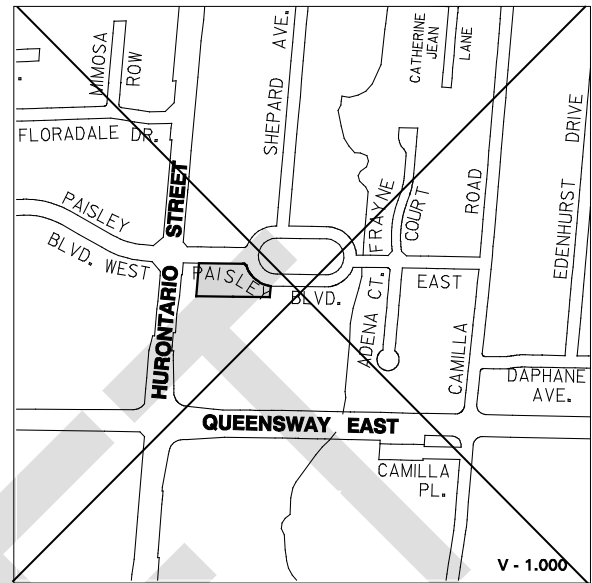
12.5.4.9.1.2 Notwithstanding the ~~provisions of the Residential Low Density I, Residential Medium Density and Greenlands designations~~, the policies of this Plan, the following additional policies will apply:

- a. any proposal to alter the natural alignment of the Cooksville Creek and associated Greenlands lands through filling or channelization will require the appropriate approvals from Credit Valley Conservation and the City of Mississauga. The final design of such alteration works will address the following:
 - criteria for erosion measures; and
 - incorporation of the recommendations of the Cooksville Creek Rehabilitation Study for the reach of the Cooksville Creek between King Street East and Paisley Boulevard East; and

- b. in the event that structural management options are not feasible and, subject to a detailed planning design and supporting engineering studies for the Special Site 1 lands, a *two-zone floodplain management concept*, or combination of a *two-zone floodplain management concept* and structural management options, may be implemented;
- c. the limits of the development will be determined through detailed studies to address limits of flooding. Lands not suitable for development will be redesignated to Greenlands; and
- d. the preparation of a concept plan promoting the integrated redevelopment of the existing residential lots will be required in conjunction with any redevelopment applications. The concept plan will be required to address the following:
 - naturalization of the Cooksville Creek and retention of existing vegetation;
 - an alternate street access and design to limit access to the lands from only King Street East; and
 - housing forms that provide for the stepping of densities and building heights from higher at the north and west ends of the site to lower at the south and east ends of the site.

The policies in this section and the land use designation on Schedule 10 – Land Use Designations with respect to Site 1 are under appeal under OMB Case No. PL980724 (OPA 3).

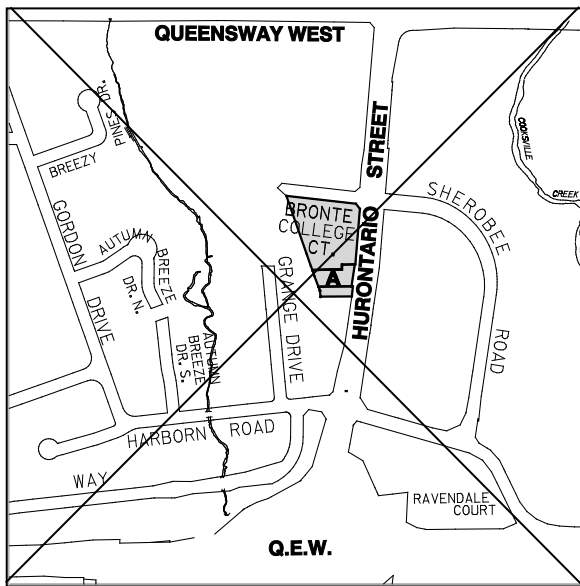
12.5.4.2 Site 2



~~12.5.4.2.1 The lands identified as Special Site 2 are located on the south side of Paisley Boulevard, east of Hurontario Street.~~

~~12.5.4.2.2 Notwithstanding the provisions of the Residential High Density designation, apartments will be permitted at a maximum *floor space index (FSI)* of 0.5 – 1.5.~~

12.5.4.3 Site 3



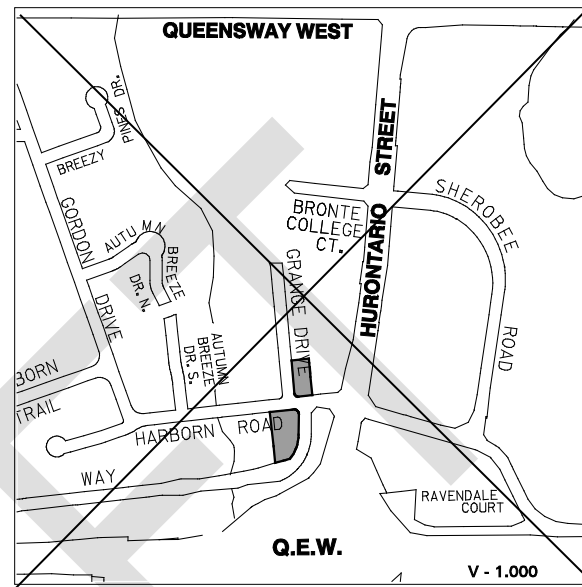
12.5.4.3.1 The lands identified as Special Site 3 are located along the west side of Hurontario Street, north of Harborn Road.

12.5.4.3.2 Notwithstanding the provisions of the Office designation, the following additional policies will apply:

- a. funeral homes and nursing homes will also be permitted;
- b. vehicular access and internal circulation and parking must respect both the visual and functional quality of the street as well as the privacy of the residential areas to the west;
- c. efforts must be made to retain the existing vegetation cover maintaining the continuity of the area character;
- d. building height and form should provide a positive scale transition between Hurontario Street and existing residential development to the west;
- e. the building setback from the rear lot line should provide for the retention of natural vegetation to function as a buffer from residential uses to the west; and

- f. the lands identified as Area A, located at 2150 Hurontario Street, will be permitted to develop at a maximum *floor space index (FSI)* of 1.0.

12.5.4.4 Site 4



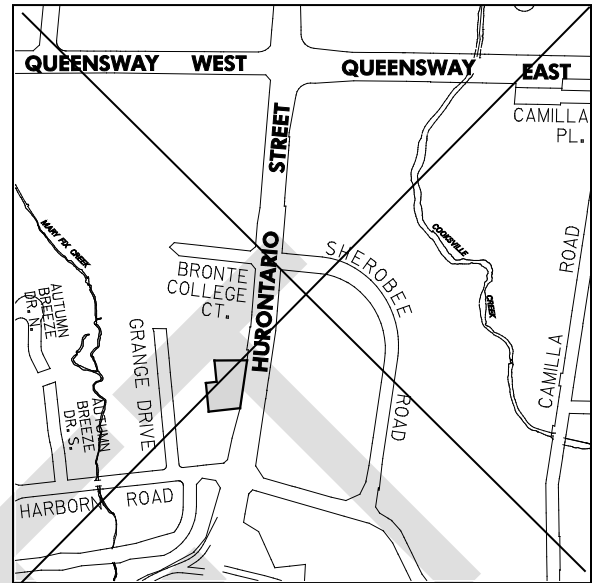
12.5.4.4.1 The lands identified as Special Site 4 are located west of Hurontario Street, south of Queensway West.

12.5.4.4.2 Notwithstanding the provisions of the Residential Low Density II designation on these lands, the following additional policies will apply:

- a. preserve and enhance the generous front, rear and side yard setbacks;
- b. ensure that existing grades and drainage conditions are preserved;
- c. encourage new housing to fit the scale and character of the surrounding areas, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation;
- d. garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property;
- e. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;

- f. ~~encourage buildings to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;~~
- g. ~~reduce the hard surface areas in the front yard;~~
- h. ~~preserve existing mature high quality trees to maintain the existing mature nature of these areas;~~
- i. ~~house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged;~~
- j. ~~the building mass, side yards and rear yards should respect and relate to those of adjacent lots; and~~
- k. ~~a maximum height of three storeys will be permitted for street townhouses.~~

12.5.4.5 Site 5



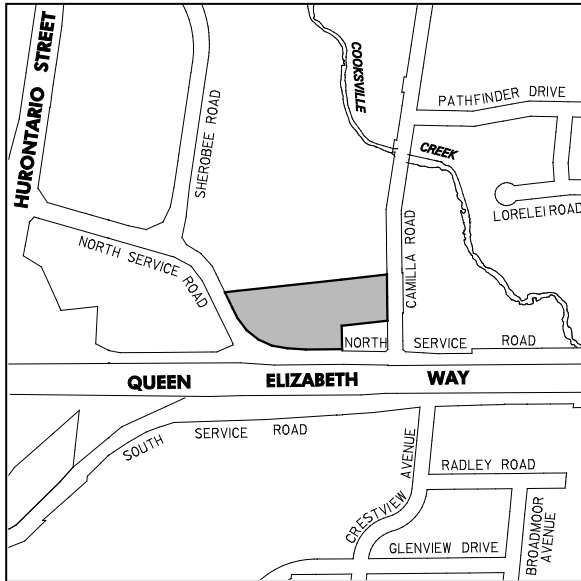
12.5.4.5.1 The lands identified as Special Site 5 are located on the west side of Hurontario Street, north of Harbourn Road.

12.5.4.5.2 Notwithstanding the policies of this Plan the following additional policies will apply:

- a. ~~ground level commercial uses will be permitted;~~
- b. ~~office uses will be permitted; and,~~
- e. ~~maximum of two towers, one with a maximum height of 26 storeys and the second with a maximum height of 29 storeys, will be permitted.~~

12.5.4.9.6

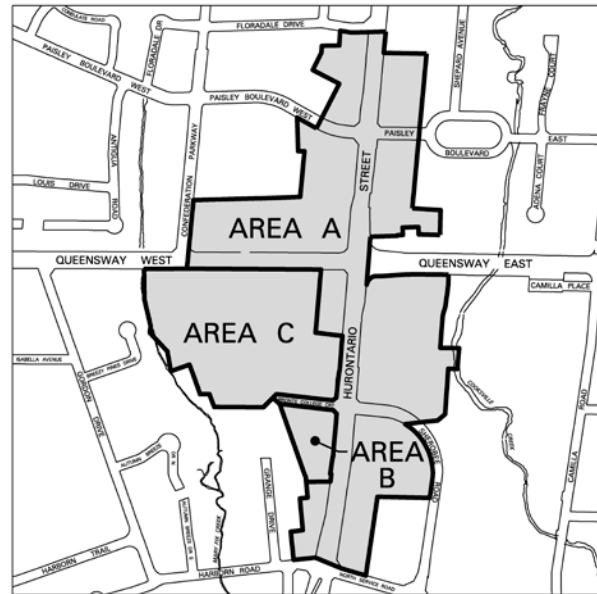
Site 6



12.5.4.9.6.1 The lands identified as Special Site 6 are located on the north side of North Service Road and west side of Camilla Road.

12.5.4.9.6.2 Notwithstanding the policies of this Plan, townhouses will be permitted.

12.5.9.7 Site 7



12.5.9.7.1 The lands identified as Special Site 7 are generally located on the east and west sides of Hurontario Street between Floradale Drive and Harborn Road/North Service Road and identified as a health district.

12.5.9.7.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

- on lands identified as Area A and Area B, a minimum of three floors of non-residential uses will be required for buildings on lands designated Mixed Use or Residential High Density that are adjacent to Hurontario Street and Queensway West; and
- lands identified as Area B will also permit funeral homes and nursing homes;
- lands identified as Area C will also permit the following uses:
 - conference centre;
 - financial institution;
 - long-term care facility to a maximum building height of 25 storeys;
 - major and *secondary office*;
 - overnight accommodation;

- personal service establishment;
- research and development;
- restaurant;
- retail store; and
- special needs housing to a maximum building height of 25 storeys.

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