

Planning Rationale for Proposed Amendments to Downtown Fairview, Cooksville and Hospital Character Areas, Mississauga Official Plan (MOP), Chapter 12 Downtown

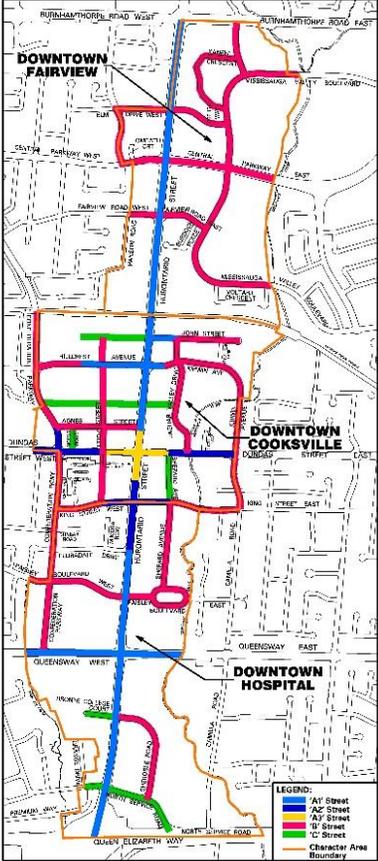
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| 12.1 Introduction | <i>Added</i> | 146 | <p>Policies shown in a text box are Protected Major Transit Station Area policies in accordance with the <i>Planning Act</i>. The Protected Major Transit Station Area policies of this section will not come into force and effect until the Major Transit Station Area policies of the Region of Peel Official Plan adopted by Region of Peel By-law 20-2022 is approved by the Minister of Municipal Affairs and Housing, and Mississauga Official Plan Amendment No. 144 is in force and effect.</p> <p>In the event of a conflict between the policies of the Region of Peel Official Plan as adopted by Region of Peel By-law 20-2022 and the policies of Mississauga Official Plan Amendment No. 146, the Region of Peel Official Plan policies will prevail.</p> <p>The Downtown includes 10 Protected Major Transit Station Areas as shown on Schedule 2: Intensification Areas and identified on Schedule 11: Protected Major Transit Station Areas.</p> <ul style="list-style-type: none"> • Burnhamthorpe; • City Centre; • Cooksville GO; • Duke of York; • Dundas; • Fairview; • Robert Speck; • Main; • North Service; and • Queensway. | <p>Text introduces Major Transit Station Areas (MTSA) in the Downtown, and identifies related Protected Major Transit Station Area policies in Chapter 12 Downtown with a text box around each policy.</p> |
| 12.1.1 General | <i>Deleted</i> | 145 | <p>12.1.1.1 Proponents of development applications within the Downtown may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio.</p> | <p>New policies and schedules expand on and replace these policies.</p> |

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| | <i>Deleted</i> | 146 | <p>12.1.1.2 A minimum building height of three storeys is required on lands within the Downtown. Character Area policies may specify maximum building height requirements. Alternative minimum building heights may be established for existing areas with low density residential development.</p> <p>12.1.1.3 Proposals for heights less than three storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:</p> <ol style="list-style-type: none"> a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan. <p>12.1.1.5 Down-zoning of lands within the Downtown and in the transition area adjacent to the Downtown should not be permitted.</p> | New policies and schedules expand on and replace these policies. |
| | <i>Added</i> | 145 | 12.1.1.1 Proponents of development applications within the Downtown may be required to demonstrate how new development contributes to a concentration and mix of jobs as a key component of a mixed use transit-supportive development. | Policy emphasizes the importance of a concentration and mix of jobs in achieving mixed use, transit-supportive development in PMTSAs as required by provincial and regional MTSA policies. |
| | <i>Added</i> | 145 | 12.1.1.4 Prior to development within flood plains, the development proponent will assess impacts, identify flood management measures and mitigate flood hazards to the satisfaction of the City and the appropriate conservation authority. | New policy provides further clarity as to how development should address flood risks within flood plains to ensure public safety. |
| 12.1.2 Residential | <i>Deleted</i> | 146 | 12.1.2.2 Notwithstanding the Residential High Density policies of this Plan, the maximum building height for lands designated Residential High Density will not exceed 25 storeys. | References to maximum building heights will be included in the new City-Wide MTSA OPA. Conflicts with new policies allowing for greater heights on select sites. |
| 12.1.8 Downtown Fairview, | <i>Added</i> | 145 | The following additional policies apply to the Downtown Fairview, Downtown Cooksville and Downtown Hospital Character Areas. | New section introduces general policies on community infrastructure, public parkland and supporting local businesses. Additional sections |

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| Cooksville and Hospital | | | | on urban form, and transportation policies that apply to Downtown Fairview, Cooksville and Hospital Character Areas are proposed and outlined below. |
| 12.1.8.1 General | <i>Added</i> | 145 | <p>12.1.8.1.1 Partnerships and collaborations will be encouraged to identify needs and develop community infrastructure such as integrating a school, a daycare facility or a community facility within a building with other uses.</p> <p>12.1.8.1.2 Downtown Fairview, Cooksville and Hospital will develop with a high quality, well-designed and expanded 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 infrastructure and to surrounding neighbourhoods.</p> | <p>New section provides direction on community infrastructure, and public parkland to ensure that they meet the needs of a growing community, and support the vision of a vibrant, 15-minute city in Downtown Fairview, Cooksville and Hospital with access to recreation, parks and open spaces.</p> <p>Small businesses reflect the multicultural heritage and character of the community and provide employment opportunities. The City will explore incentives to retain existing small businesses in new developments.</p> |

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| | | | <p>Figure 1: Future pedestrian connections and public parkland network. These symbols represent the general location of new pedestrian connections, as well as public parkland in the vicinity.</p> <p>12.1.8.1.3 As part of the development application review process, the City will determine the location, configuration and size of new and/or expanded parkland blocks, and the</p> | |

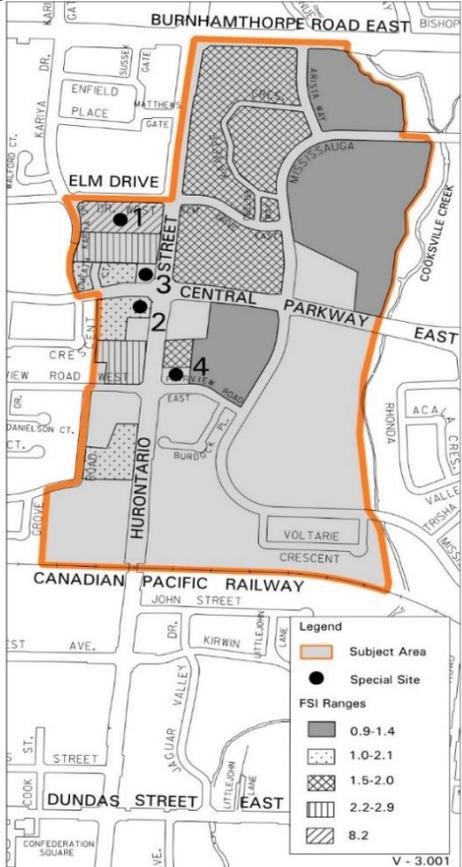
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| | | | <p>requirement for land dedication. Opportunities to obtain parkland will also be explored through purchase by the City.</p> <p>12.1.8.1.4 Through development, opportunities to increase the provision of open space will be explored. These open spaces will be complementary to the public parkland system.</p> <p>12.1.8.1.5 Strategies to support the retention of local businesses and increase employment uses may be pursued including Community Improvement Plans and other incentives.</p> | |
| <p>12.1.8.2 Urban Form and Building Transition</p> | <p><i>Added</i></p> | <p>145</p> | <p>12.1.8.2.1 New buildings will achieve a high quality urban design and built form, and will be designed and located to:</p> <ul style="list-style-type: none"> a. create a transition in height generally consistent with a 45 degree angular plane that is measured from the property line adjacent to residential low and medium density land use designations; b. generally maintain a minimum separation distance of 30 metres between portions of buildings that are greater than six storeys; c. add visual interest by varying the massing of buildings; 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. <p>12.1.8.2.2 For larger developments where more than one tower is proposed, a variation in building heights will be achieved.</p> <p>12.1.8.2.3 Tall buildings will incorporate podiums that are a minimum of three storeys and a maximum of six storeys.</p> <p>12.1.8.2.4 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 smaller floor plate size.</p> <p>12.1.8.2.5 Infill development on lands immediately adjacent to the Hurontario Street right-of-way will have buildings located along the street edge, where possible.</p> | <p>New section proposes policies that promote a walkable built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.</p> <p>The policies complement existing urban form policies in the Official Plan, and will ensure appropriate building height transitions, building separation distances, a desirable mix of building heights, podium conditions and pedestrian-oriented streetscape.</p> <p>Further direction is provided for existing and new roads to ensure street frontage conditions align with the land use vision for these 3 communities. Three different street types are identified; each with their own function and character, and associated street frontage provisions.</p> |

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| | | | <p>Street Frontage Provisions The majority of existing and new roads in Downtown Fairview, Downtown Cooksville and Downtown Hospital are categorized as 'A', 'B' or 'C' Streets and are shown on Map 12-1.2: Downtown Fairview, Cooksville and Hospital Street Types.</p>  | |

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| | | | <p>Provisions for 'A' Streets</p> <p>12.1.8.2.6 'A1', 'A2' and 'A3' Streets will have a strong sense of place and a main street, pedestrian friendly character with active, mixed use building frontages. Buildings fronting these streets will reinforce a distinct high quality built form, public realm, landscaping and pedestrian amenities.</p> <p>12.1.8.2.7 Development abutting 'A1', 'A2' and 'A3' Streets will incorporate ground floor non-residential uses. Development will:</p> <ul style="list-style-type: none"> a. promote a main street 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. provide a consistent streetwall with building indentations as visual relief; d. design non-residential units at street corner locations with animated frontages that wrap the corner; e. provide generous setbacks from the street to accommodate, among other things, landscaping, street furniture, wayfinding, bus shelters, pedestrian-scaled lighting and outdoor patios; f. provide appropriate setbacks between the edge of the podium and tower portion of the building; and g. coordinate private land abutting the sidewalk with the public boulevard to create an integrated design character and reinforce the main street context. Opportunities for the development of entry forecourts and plazas will be encouraged in order to create a varied streetscape. <p>Provisions for 'B' Streets</p> <p>12.1.8.2.8 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 non-residential uses on the ground floor. The design of the built form and streetscape along 'B' streets will</p> | |

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| | | | <p>establish a unified character while ensuring adequate light and skyviews, and a seamless interface and transition between the public and private realms. Development will address the following:</p> <ul style="list-style-type: none"> a. a consistent streetwall with building indentations will be provided as visual relief; b. generous setbacks from the street to accommodate, among other things, landscaping, terraces, bus shelters, and pedestrian scaled lighting; c. a high quality seamless interface and transition between the public sidewalk and principal 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. <p>Provisions for 'C' Streets</p> <p>12.1.8.2.9 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:</p> <ul style="list-style-type: none"> 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. | |
| <p>12.1.8.3 Transportation</p> | <p><i>Added</i></p> | <p>145</p> | <p>12.1.8.3.1 Development will be required to provide pedestrian connections to connect to the light rail transit (LRT) line, transit routes/stops, trails, and parks and open spaces.</p> <p>12.1.8.3.2 Public easements will be required where pedestrian connections are proposed on private lands.</p> | <p>Road design and pedestrian connectivity are important elements of a walkable, transit-supportive community. New policies are proposed to achieve an expanded publicly-accessible pedestrian network, minimize vehicular-pedestrian conflict through road access restriction and driveway consolidation,</p> |

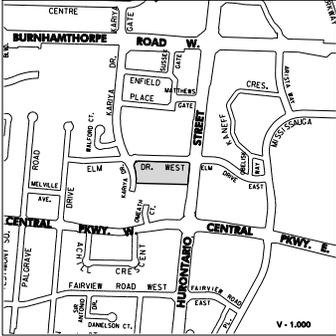
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| | | | <p>12.1.8.3.3 Vehicular access from Hurontario Street and Dundas Street will be restricted and consolidated to minimize driveways and conflict with pedestrians, cyclists and transit.</p> <p>12.1.8.3.4 Roads will be designed as complete streets and incorporate active transportation and transit infrastructure.</p> <p>12.1.8.3.5 Existing arterial and collector roads bisecting and surrounding the Character Areas will incorporate active transportation and transit infrastructure when redesigned, as appropriate.</p> | <p>and integrate complete street design, active transportation and transit infrastructure.</p> |

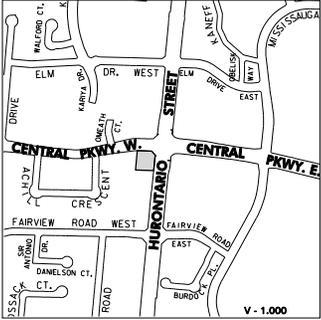
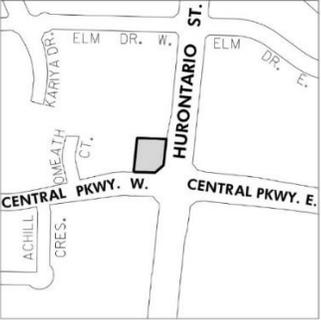
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| <p>12.3 Downtown Fairview</p> | <p><i>Revised</i></p> | <p>146</p> |  <p>Map 12-3: Downtown Fairview Character Area Proposed changes to Map 12-3:</p> <ul style="list-style-type: none"> • Delete FSI Ranges • Delete Special Sites 1 to 4 • Add a new Exempt Site – Exempt Site 1 | <p>New policies on minimum densities, maximum building heights and urban form replace the need for floor space index (FSI) values on the Character Area Map.</p> <p>Special sites that are no longer needed are deleted. A new exempt site recognizes the existing use with the intent that the lands will be redeveloped over time with the underlying land use designation.</p> |
| <p>12.3.1 Introduction</p> | <p><i>Added</i></p> | <p>145</p> | <p>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.</p> | <p>New section introduces Downtown Fairview, including its context to the south of the Downtown Core, and the unique character and built form of various sub-areas. There is an</p> |

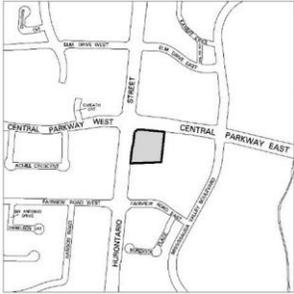
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| | | | <p>Along Mississauga Valley Boulevard, ‘tower in the park’ developments, with generally 20 to 24 storey apartment buildings are surrounded by large open space areas with connections to trails and the Cooksville Creek. The area at Hurontario 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.</p> <p>There are 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, work 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.</p> <p>The Cooksville Creek is a significant natural heritage feature that runs north-south in Downtown Fairview and drains into Lake Ontario. Opportunities to enhance the ecological features of existing natural habitats and the urban forest will be encouraged.</p> <p>The existing open space network is primarily concentrated adjacent to Cooksville Creek. To meet growth needs, opportunities for additional parkland and improvements to existing parks will be pursued.</p> | <p>opportunity to build on this context through appropriate development, with a focus on introducing a greater mix of uses along Hurontario Street, as well as opportunities to improve and expand existing parks.</p> |
| 12.3.2 Vision | Added | 145 | <p>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 people can access their daily needs within a short distance from their homes and places of work. Mixed use development located at the northeast corner of Central Parkway East and Mississauga Valley Boulevard will serve the retail and commercial needs of the local community. The area along</p> | <p>Setting a vision for Downtown Fairview will provide a clear direction for future growth and development; the vision is reinforced with a series of guiding principles and a new policy framework.</p> |

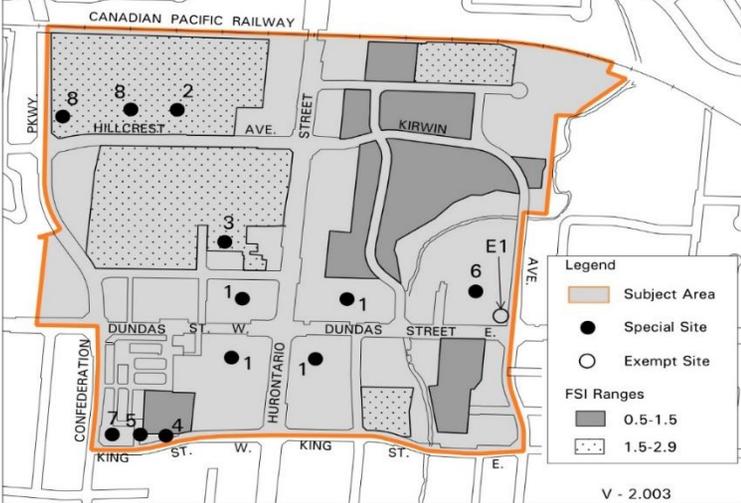
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| | | | <p>Mississauga Valley Boulevard will continue to be defined by existing towers in the park and beautiful green spaces, with improved connections to trails and Cooksville Creek.</p> <p>An expanded pedestrian network will connect new development with nearby amenities and residential areas, and improve access to transit, parks and open spaces.</p> <p>The vision is based on the following guiding principles:</p> <ol style="list-style-type: none"> 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 Building Heights | <i>Added</i> | 146 | <p>12.3.3.1 The greatest building heights will be located in the existing and planned buildings at Elm Drive West and Hurontario Street as shown on Schedule 11-K: Protected Major Transit Station Area Building Heights Schedule. Heights beyond this intersection should transition down to ensure the prominence of the Downtown Core.</p> <p>12.3.3.2 On lands designated Residential High Density and Mixed Use, the maximum permitted building height as shown on Schedule 11-K may be exceeded by up to three storeys without an amendment to this Plan, subject to meeting the building transition policies of this Plan, where a development provides additional non-residential uses, including community infrastructure. One additional storey in building height may be permitted for every 900 square metres of non-residential gross floor area (GFA) provided above the first storey. This does not</p> | <p>New maximum building heights are proposed to manage the growth and density within Downtown Fairview and to support a mixed use community. Maximum buildings heights will be implemented through the City-Wide MTSA official plan amendment (MTSA OPA).</p> <p>The basis for the maximum building heights support the following:</p> <ul style="list-style-type: none"> • meets provincial and regional minimum densities and contributes to the City's growth allocation; • supports transit investments; • emphasizes the prominence of the Downtown Core; |

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| | | | <p>include amenity space, above grade parking or ground floor non-residential uses, where required by the policies of this Plan.</p> | <ul style="list-style-type: none"> • recognizes that Downtown Fairview is not planned to accommodate the same level of growth and development as the Downtown Core; • provides more certainty around maximum heights; • aligns with the vision for Downtown Fairview with a transition to lower heights and densities from the Downtown Core; • aligns with the planned land use designation; and • recognizes approved or existing development. <p>A new policy is proposed to incentivize additional non-residential uses beyond what is required along key streets on the ground floor. Increases to the prescribed maximum building heights of up to 3 storeys may be permitted. Building transition policy requirements will still apply.</p> |
| <p>12.3.4 Land Use</p> | <p><i>Added</i></p> | <p>146</p> | <p>12.3.4.1 Residential High Density 12.3.4.1.1 Notwithstanding the policies of this Plan, development along Hurontario Street will provide non-residential uses on the ground floor where the building is immediately adjacent to the Hurontario Street right-of-way.</p> <p>12.3.4.2 Mixed Use 12.3.4.2.1 Notwithstanding the policies of this Plan, development along Hurontario Street:</p> <ol style="list-style-type: none"> a. will provide non-residential uses on the ground floor where the building is immediately adjacent to Hurontario Street; and b. may consist of primarily residential uses above the ground floor. | <p>Downtown Fairview, which forms part of an Urban Growth Centre, and identified as a strategic growth area will support a mix of uses, including a balanced mix of employment and residential uses. The City is challenged with development applications that propose a large number of residential dwelling units, but offer minimal office, community facilities, retail and commercial uses.</p> <p>New policies to activate uses on the ground floor are proposed by requiring new developments to provide a minimum amount of non-residential uses. This will help to achieve the vision, in part, for a vibrant 15-minute city.</p> |

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| | | | <p>12.3.4.3 Office 12.3.4.3.1 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.</p> | <p>To help provide continued access to services and employment, new policies will also require developments to replace existing non-residential floor space.</p> |
| <p>Former 12.3.2 Special Site Policies</p> | <p><i>Deleted</i></p> | <p>146</p> | <p>12.3.2.1 Site 1</p>  <p>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.</p> <p>12.3.2.1.2 Notwithstanding the policies of this Plan, the following additional policies will apply:</p> <ol style="list-style-type: none"> three apartment buildings with maximum heights of 35, 40 and 50 storeys with a total maximum <i>floor space index (FSI)</i> of 8.2 will be permitted; commercial uses will be permitted; and access to the site will only be permitted from Kariya Drive and Elm Drive West. | <p>Special site policies that are no longer needed, or have been expanded on and replaced with new policies, have been deleted.</p> |

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| | | | <p>12.3.2.2 Site 2</p>  <p>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.</p> <p>12.3.2.2.2 Notwithstanding the provisions of the Residential High Density designation and applicable policies, the following additional policies will apply:</p> <ul style="list-style-type: none"> d. the total number of units constructed on the site will not exceed 135; and e. a maximum <i>floor space index (FSI)</i> of 3.75 will be permitted. <p>12.3.2.3 Site 3</p>  | |

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| | | | <p>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.</p> <p>12.3.2.3.2 Notwithstanding the policies of this Plan, an apartment dwelling with a maximum height of 36 storeys will be permitted.</p> <p>12.3.2.4 Site 4</p>  <p>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.</p> <p>12.3.2.4.2 Notwithstanding the policies of this Plan, an apartment building with a maximum height of 32 storeys will be permitted.</p> | |
| <p>12.3.5.1 Exempt Site 1 Policies</p> | <p><i>Added</i></p> | <p>146</p> |  | <p>New exempt site recognizes existing motor vehicle commercial uses with the intent that the site be redeveloped with a mix of uses, in accordance with the underlying mixed use designation.</p> |

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| | | | <p>12.3.5.1.1 The lands identified as Exempt Site 1 are located on the southeast corner of Hurontario Street and Central Parkway East.</p> <p>12.3.5.1.2 Notwithstanding the policies of this Plan, motor vehicle commercial uses will also be permitted.</p> | |
| <p>12.4 Downtown Cooksville</p> | <p><i>Revised</i></p> | <p>146</p> |  <p>Map 12-4: Downtown Cooksville Character Area</p> <p>Proposed changes to Map 12-4:</p> <ul style="list-style-type: none"> • Delete FSI Ranges • Delete Special Site 2 and replace with a new Special Site 2 • Delete Special Sites 6 and 8 | <p>New policies on minimum densities, maximum building heights and urban form replace the need for floor space index (FSI) values on the Character Area Map.</p> <p>Special site policies that are no longer needed are deleted. Special Site 2 is deleted and replaced to provide further policy direction for lands located near the Cooksville GO Station.</p> |
| <p>Former Section 12.4.1 Urban Design Policies</p> | <p><i>Deleted</i></p> | <p>145</p> | <p>Overall Character</p> <p>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.</p> | <p>New policies expand on and replace the existing urban design policies for Downtown Cooksville.</p> |

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| | | | <p>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.</p> <p>Character of Dundas Street and Hurontario Street</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> f. 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; g. minimum building height of two to four storeys and maximum of six storeys directly abutting the street line; h. maximum continuity of street walls with built form occupying a minimum of 80% of the street frontage; and i. a minimum setback of ten metres from the street line is required for buildings exceeding six storeys in height. <p>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</p> | |

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| | | | <p>width) should be provided by built form abutting Dundas and Hurontario Streets.</p> <p>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:</p> <ul style="list-style-type: none"> 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. <p>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</p> | |

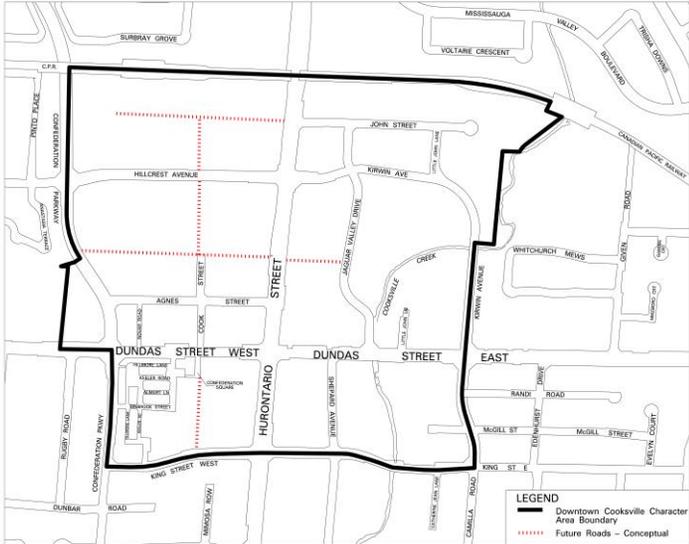
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| | | | <p>encouraged in order to create a varied streetscape. Any existing vegetation will be considered for preservation through the redevelopment/infill process to enhance the liveability of a space.</p> <p>12.4.1.8 Private Development Zone – Development should address the following:</p> <ul style="list-style-type: none"> 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. <p>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:</p> <ul style="list-style-type: none"> 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. | |
| <p>Former section 12.4.2 Transportation</p> | <p><i>Deleted</i></p> | <p>145</p> | <p>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.</p> | <p>New policies expand on and replace former transportation policies 12.4.2.1 and 12.4.2.2.</p> <p>The City of Mississauga Parking Strategy from 1993 is an outdated document and the policy</p> |

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| | | | <p>12.4.2.2 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 extension of Cook Street northerly to the east GO Access Road. Redevelopment proposals in this area will consider these options.</p> <p>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.</p> | <p>can be deleted. Official Plan policies on parking requirements and urban design objectives are contained in Chapter 8: Create a Multi-Modal City.</p> |
| <p>12.4.1 Introduction</p> | <p><i>Added</i></p> | <p>145</p> | <p>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 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 provide an important function in helping families transition to a new country.</p> <p>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.</p> <p>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</p> | <p>New section introduces Downtown Cooksville, including its history as a destination for newcomers, and a place for small businesses to set up shop and thrive. Existing and planned rapid transit will improve connections to the rest of the City and the Greater Toronto Area.</p> <p>The proposed policy framework builds on this context by providing for transit-supportive development that is walkable, promotes a mix of uses, and improves access to housing, jobs and services.</p> |

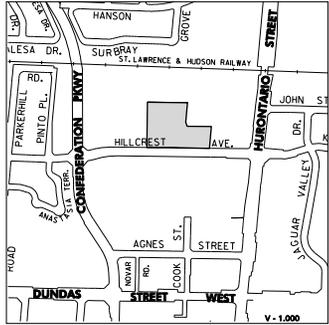
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| | | | <p>and other destinations, while also attracting more visitors. Transit- supportive development will ensure transit investments are supported with greater access to housing, jobs and services.</p> <p>The Cooksville Creek is a significant natural heritage feature in Downtown Cooksville. Cooksville Creek serves as a wildlife corridor and linkage to other features within and beyond Downtown Cooksville. This corridor is also used for recreation with opportunities for restoration, rehabilitation and hazard mitigation along the watercourse.</p> <p>The existing open space network is primarily concentrated adjacent to Cooksville Creek. To meet growth needs, opportunities for additional parkland and improvements to existing parks will be pursued.</p> | |
| 12.4.2 Downtown Cooksville as a 15-Minute City | <i>Added</i> | 145 | 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 the community – parks, groceries, jobs, medical clinics, pharmacies, schools, shops, restaurants, and more – that can be conveniently accessed without the use of a car. | Downtown Cooksville already contains many elements of a 15-minute city that are to be retained and strengthened through redevelopment. |
| 12.4.3 Vision | <i>Added</i> | 145 | Downtown Cooksville will be a walkable mixed use community with places for community amenities, culture and art. Hurontario and Dundas streets will be animated with storefronts and other active uses that support existing and future local businesses. Downtown Cooksville will continue to offer a diversity of local retailers and restaurants. The area immediately surrounding the intersection of Hurontario and Dundas Streets (Cooksville Corners) will be developed with a vibrant main street 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-supportive development with a concentration and mix of residential, community, office, retail and service commercial uses. | <p>The vision builds on the concept of the 15-minute city. The historic intersection of Hurontario and Dundas Streets will continue to play an important role for the community, with a vibrant, main street focus. Transit-supportive development with a greater concentration of uses is envisioned around the Cooksville GO Station.</p> <p>The vision contains a series of guiding principles for policies that apply to the Character Area that will be supported by a new policy framework.</p> |

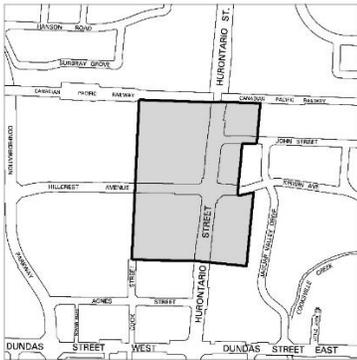
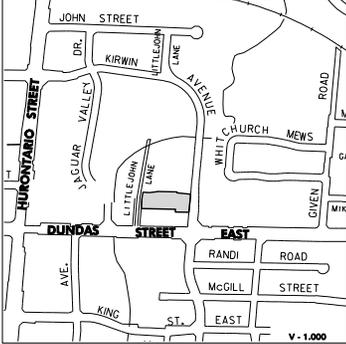
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| | | | <p>The vision is based on the following guiding principles:</p> <ol style="list-style-type: none"> 1. Establish a mixed use, vibrant community – create a range of local and unique businesses along Hurontario and Dundas streets, spaces for educational, cultural and community uses, a vibrant public realm, and a network of connected parks and open spaces; 2. Plan for more people and employment – provide a range of housing options both in type and affordability, and jobs with the greatest heights and densities located in proximity to the Cookville GO Station; 3. Achieve a walkable, connected community – promote a pedestrian-oriented main street character along Hurontario and Dundas streets, public art and a vibrant public realm, and improve pedestrian and cycling infrastructure; and 4. Plan for high quality transit – provide convenient and efficient transit with seamless connections to local and higher-order transit services. | |
| 12.4.4 General | <i>Added</i> | 145 | 12.4.4.1 Arts and cultural uses are encouraged to concentrate in Downtown Cooksville to add vibrancy to the area. | Downtown Cooksville is an ideal location for arts and cultural uses that celebrate its identity. |
| 12.4.5 Building Heights | <i>Added</i> | 146 | <p>12.4.5.1 The greatest building heights will be located in proximity to the Cooksville GO station as shown on Schedule 11-L: Protected Major Transit Station Area Building Heights Schedule.</p> <p>12.4.5.2 On lands designated Residential High Density and Mixed Use and located outside of Special Site 1 in Downtown Cooksville, the maximum permitted building height as shown on Schedule 11-L may be exceeded by up to three storeys without an amendment to this Plan, subject to meeting the building transition policies of this Plan, where a development provides additional non-residential uses, including community infrastructure. One additional storey in building height may be permitted for every 900 square metres of non-residential gross floor area (GFA) provided above the first storey. This does not include amenity space, above grade parking or ground floor non-residential uses, where required by the policies of this Plan.</p> | <p>New maximum building heights are proposed to manage the growth and density within Downtown Cooksville and to support a mixed use community. Maximum buildings heights will be implemented through the City-Wide MTSA official plan amendment (MTSA OPA).</p> <p>The basis for the maximum building heights support the following:</p> <ul style="list-style-type: none"> • meets provincial and regional minimum densities and contributes to the City's growth allocation; • supports transit investments; • recognizes that Downtown Cooksville is not planned to accommodate the same level of growth and development as the Downtown Core; |

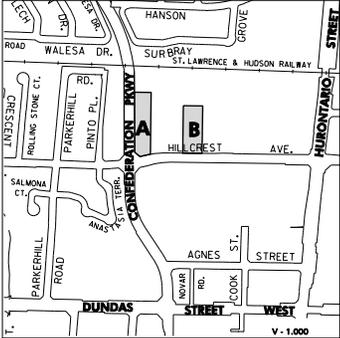
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| | | | | <ul style="list-style-type: none"> • provides more certainty around maximum heights; • aligns with the vision for Downtown Cooksville with taller heights near the Cooksville GO Station; • aligns with the vision for a vibrant, mainstreet focus and human-scaled built form near the Hurontario and Dundas Street intersection, and more generally along Dundas Street; • aligns with the planned land use designation; and • recognizes approved or existing development. <p>A new policy is proposed to incentivize additional non-residential uses beyond what is required along key streets on the ground floor. The policy does not apply to the lands identified as Special Site 1 to ensure that the vision for a mainstreet character and human-scale built form is maintained for that area. Lands within Special Site 1 contain several existing buildings with more than one storey of non-residential uses.</p> <p>Increases to the prescribed maximum building heights of up to 3 storeys may be permitted. Building transition policy requirements will still apply.</p> |
| <p>12.4.6 Transportation</p> | <p><i>Added</i></p> | <p>145</p> | <p>12.4.6.1 The road network identified on Map 12-4.2 will support improved connectivity within Downtown Cooksville for pedestrian and cycling movement and to transit.</p> <p>Improvements to the road network will be achieved through development. Future additions to the road network include, but are not limited to the following:</p> <ul style="list-style-type: none"> • a new east-west road from Confederation Parkway to Jaguar Valley Drive on the southern boundary of T.L. | <p>New policies are proposed to improve the road network in Downtown Cooksville and near the Cooksville GO Station with new roads and expansions to existing roads. A more connected road network can reduce overall walking distances to services and amenities, including transit, and dissipate vehicular traffic through an expanded road network. Public ownership of</p> |

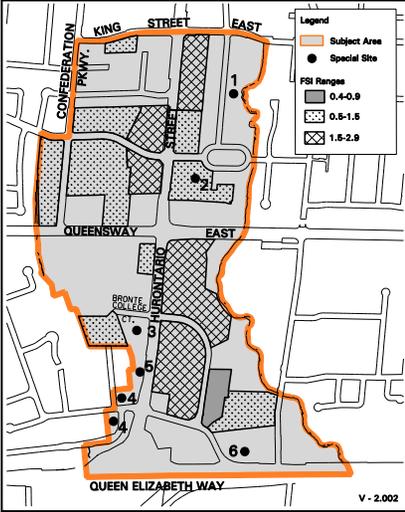
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| | | | <p>Kennedy Secondary School and former Melissa Street, aligning with a new road on the east side of Hurontario Street;</p> <ul style="list-style-type: none"> • extension of Cook Street northerly from the southern boundary of T.L. Kennedy Secondary School to connect with John Street; and • extension of Cook Street southerly from Dundas Street West to connect with King Street West.  <p>Map 12-4.2: Downtown Cooksville Character Area Future Roads</p> <p>12.4.6.3 Notwithstanding the policies of this Plan, the following additional policies will apply:</p> <ol style="list-style-type: none"> all roads will be public; the design and access requirements for roads will be determined through the development application review process; and | <p>roads will ensure that they are accessible to all users.</p> |

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| | | | <p>c. minor adjustments to the road network may be made without amendment to Map 12-4.2 at the City's discretion to accommodate development and break up large blocks with roads and pedestrian connections.</p> | |
| 12.4.7 Land Use | <i>Added</i> | 146 | <p>12.4.7 Residential High Density 12.4.7.1.1 Notwithstanding the policies of this Plan, development will provide non-residential uses on the ground floor where the building is immediately adjacent to any of the following streets: Hurontario Street, Dundas Street, Hillcrest Avenue (Cook Street to Hurontario Street) and King Street (new Cook Street to Shepard Avenue).</p> <p>12.4.7.2 Mixed Use 12.4.7.2.1 Notwithstanding the policies of this Plan, development along Hurontario Street, Dundas Street, Hillcrest Avenue (Cook Street to Hurontario Street) and King Street (new Cook Street to Shepard Avenue):</p> <ol style="list-style-type: none"> a. will provide non-residential uses on the ground floor where the building is immediately adjacent to a street listed above; and b. may consist of primarily residential uses above the ground floor if not subject to a special site policy. <p>12.4.7.2.2 Notwithstanding the policies of this Plan, the following additional uses will be permitted:</p> <ol style="list-style-type: none"> a. banquet hall; b. conference centre; and c. entertainment, recreation and sports facilities. <p>12.4.7.3 Office 12.4.7.3.1 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.</p> | <p>Downtown Cooksville, which forms part of an Urban Growth Centre, and identified as a strategic growth area will support a mix of uses, including a balanced mix of employment and residential uses. The City is challenged with development applications that propose a large number of residential dwelling units, but offer minimal office, community facilities, retail and commercial uses.</p> <p>New policies to activate uses on the ground floor are proposed by requiring new developments to provide a minimum amount of non-residential uses. This will help to achieve the vision, in part, for a vibrant 15-minute city.</p> <p>To help provide continued access to services and employment, new policies will also require developments to replace existing non-residential floor space.</p> |
| 12.4.8.1 Special Site 1 Policies | <i>Revised</i> | 145 (policies 'b' and 'c') and 146 | <p>12.4.8.1.2 Notwithstanding the policies of this Plan, the following additional policies will apply:</p> <ol style="list-style-type: none"> a. minimum building heights of three storeys and a maximum of 18 storeys directly abutting Dundas Street and Hurontario | <p>New special site policies expand on the vision for the lands around the historic intersection of Hurontario and Dundas Street of a vibrant, mainstreet focus and human-scale built form.</p> |

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| | | (policies 'a' and 'd') | <p>Street to create an appropriate main street scale of development;</p> <p>b. tall buildings will incorporate podiums that are reflective of a main street character; buildings along Hurontario Street and Dundas Street will incorporate a generous setback between the edge of the podium and tower portion of the building;</p> <p>c. 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; and</p> <p>d. 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 immediately adjacent to Hurontario Street and Dundas Street.</p> | <p>These policies are an important component of achieving a balanced mix of uses within Downtown Cooksville with a minimum amount of non-residential uses.</p> <p>In this location, three floors of non-residential uses can allow for a range of employment opportunities, services and amenities in Downtown Cooksville. This location is intended to serve as a one-stop destination where the greatest mix of services and amenities are accessible by walking or cycling.</p> |
| <p>Former 12.4.3.2 Special Site 2 Policies</p> | <p><i>Deleted</i></p> | <p>146</p> |  <p>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.</p> <p>12.4.3.2.2 Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply:</p> <ol style="list-style-type: none"> 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 apartments will be permitted at a maximum floor space index (FSI) of 1.5 - 2.9. | <p>New policies expand on and replace existing Special Site 2 policies.</p> |

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| <p>12.4.8.2 Special Site 2 Policies</p> | <p><i>Added</i></p> | <p>146</p> |  <p>12.4.8.2.1 The lands identified as Special Site 2 are located on the east and west sides of Hurontario Street between the Canadian Pacific Railway and north of Agnes Street.</p> <p>12.4.8.2.2 Notwithstanding the policies of this Plan, 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 immediately adjacent to Hillcrest Avenue and Hurontario Street.</p> | <p>New special site policies expand on the vision for transit-supportive development with a mix of employment, community facilities, retail and service commercial uses and housing. These policies are an important component of achieving a balanced mix of uses within Downtown Cooksville with a minimum amount of non-residential uses.</p> <p>In this location, three floors of non-residential uses can allow for a range of employment opportunities, services and amenities in Downtown Cooksville. This location is intended to serve as a one-stop destination where the greatest mix of services and amenities are accessible by walking or cycling.</p> |
| <p>Former 12.4.3.6 Special Site 6 Policies</p> | <p><i>Deleted</i></p> | <p>146</p> |  <p>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.</p> <p>12.4.3.6.2 Notwithstanding the provisions of the Mixed Use designation, the following additional policies will apply:</p> | <p>New policies expand on and replace existing Special Site 6 policies.</p> |

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| | | | <p>a. a hotel not exceeding 42 storeys will be permitted.</p> | |
| <p>Former 12.4.3.8 Special Site 8 Policies</p> | <p><i>Deleted</i></p> | <p>146</p> |  <p>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.</p> <p>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 <i>floor space index (FSI)</i> of 3.5 and the lands identified as Area 8B will be permitted to develop to a maximum <i>floor space index (FSI)</i> of 4.0.</p> | <p>New policies expand on and replace existing Special Site 8 policies.</p> |

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| <p>12.5 Downtown Hospital</p> | <p><i>Revised</i></p> | <p>146</p> |  <p>Map 12-5: Downtown Hospital Character Area</p> <p>Proposed changes to Map 12-5:</p> <ul style="list-style-type: none"> • Delete FSI Ranges • Delete Special Site 2 and replace with a new Special Site 2 • Delete Special Sites 3, 4 and 5 | <p>New policies on minimum densities, maximum building heights and urban form replace the need for floor space index (FSI) values on the Character Area Map.</p> <p>Special site policies that are no longer needed are deleted. Special Site 2 is deleted and replaced to provide further policy direction for lands located near the Mississauga Hospital.</p> |
| | <p><i>Deleted</i></p> | <p>146</p> | <p>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.</p> | <p>New policies expand on and replace this policy.</p> |
| <p>Former section 12.5.3 Transportation</p> | <p><i>Deleted</i></p> | <p>145</p> | <p>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.</p> | <p>The City of Mississauga Parking Strategy from 1993 is an outdated document and the policy can be deleted. Official Plan policies on parking requirements and urban design objectives are contained in Chapter 8: Create a Multi-Modal City.</p> |
| <p>12.5.1 Introduction</p> | <p><i>Added</i></p> | <p>145</p> | <p>The focal point of Downtown Hospital continues to be the Mississauga Hospital, serving as one of Canada's leading health centres with specialized regional programs. Downtown Hospital</p> | <p>New section introduces Downtown Hospital as home to the Mississauga Hospital that is</p> |

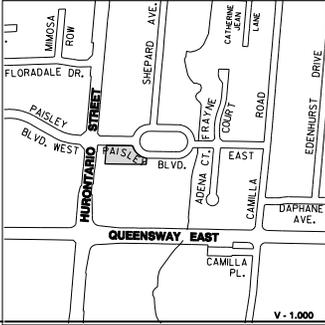
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| | | | <p>consists primarily of residential high density uses. Small pockets of low rise dwellings are located on the edges of the Character Area. Office uses are located in the area surrounding the hospital along Hurontario Street and Queensway. Mixed commercial uses are clustered at three main intersections along Hurontario Street at King Street, Queensway and North Service Road.</p> <p>Cooksville Creek is a significant <i>natural heritage feature</i> and portions of the creek have been impacted by channelization associated with flood and erosion control and storm water management. Enhancements to the ecological features of existing natural habitats and the urban forest will be encouraged.</p> <p>The existing open space network is primarily concentrated adjacent to Cooksville Creek. To meet growth needs, opportunities for additional parkland and improvements to existing parks will be pursued.</p> | <p>supported by a surrounding mix of office, commercial and residential uses.</p> <p>Opportunities exist to enhance the natural features of the existing Cooksville Creek, and expand existing parks.</p> |
| <p>12.5.2 Vision</p> | <p><i>Added</i></p> | <p>145</p> | <p>Downtown Hospital will be developed as a health district, anchored by the hospital with a broad range of uses clustered around the Mississauga Hospital, supporting more retail and service commercial uses, research and development, health facilities, offices, parks and residential uses.</p> <p>Transit-supportive development along Hurontario Street and Queensway will ensure greater access to housing, jobs and services.</p> <p>The vision is based on the following guiding principles:</p> <ol style="list-style-type: none"> 1. Support health care services – promote a range of health care services, supportive uses and research and development that create a healthier community; and 2. Create a more walkable and transit-supportive community – provide pedestrian connections to Hurontario Street and Queensway, and street related retail and service commercial uses along these corridors. | <p>The vision emphasizes the creation of a health district with a mix of employment, commercial and residential uses. The area has the potential to become a significant centre for health care services, research and development and supportive uses. The vision is supported by guiding principles and new policies that provide direction for how the health district can be achieved.</p> |

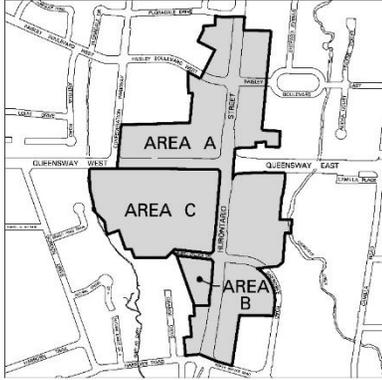
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| <p>12.5.3 Building Heights</p> | <p><i>Added</i></p> | <p>146</p> | <p>12.5.3.1 The greatest building heights will be located at the rapid transit stop at Hurontario Street and Queensway as shown on Schedule 11-L: Protected Major Transit Station Area Building Heights Schedule.</p> <p>12.5.3.2 On lands designated Residential High Density and Mixed Use, the maximum permitted building height as shown on Schedule 11-L may be exceeded by up to three storeys without an amendment to this Plan, subject to meeting the building transition policies of this Plan, where a development provides additional non-residential uses, including community infrastructure. One additional storey in building height may be permitted for every 900 square metres of non-residential gross floor area (GFA) provided above the first storey. This does not include amenity space, above grade parking or ground floor non-residential uses, where required by the policies of this Plan.</p> | <p>New maximum building heights are proposed to manage the growth and density within Downtown Hospital and to support a mixed use community. Maximum buildings heights will be implemented through the City-Wide MTSA official plan amendment (MTSA OPA).</p> <p>The basis for the maximum building heights support the following:</p> <ul style="list-style-type: none"> • meets provincial and regional minimum densities and contributes to the City’s growth allocation; • supports transit investments; • recognizes that Downtown Hospital is not planned to accommodate the same level of growth and development as the Downtown Core; • provides more certainty around maximum heights; • facilitates transit-supportive development along Hurontario and Queensway with maximum building heights of 25 storeys for new residential development; • allows for greater heights and density for office designated sites to help achieve the vision of a health district; • aligns with the planned land use designation; and • recognizes approved or existing development. <p>A new policy is proposed to incentivize additional non-residential uses beyond what is required along key streets on the ground floor. Increases to the prescribed maximum building heights of up to 3 storeys may be permitted. Building transition policy requirements will still apply.</p> |

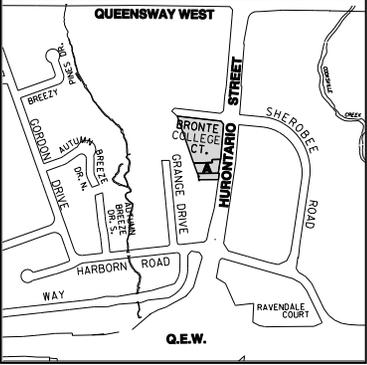
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| 12.5.4 Environmental Protection Area | <i>Deleted</i> | 145 | <p>a. the lands within the floodway are designated Residential High Density, Office, Greenlands and Utility. Notwithstanding the Residential High Density, Office, Greenlands and Utility policies of this Plan, the following uses will be permitted within the floodway subject to the satisfaction of the City and Credit Valley Conservation:</p> <ul style="list-style-type: none"> • 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 | The requirements of this policy are addressed and expanded on in other parts of the section, and as such this policy is not needed. |
| | <i>Revised</i> | 145 | <p>12.5.4.2 Notwithstanding the Natural Hazards policies of this Plan, the following policies will apply to those lands within the regulatory floodplain:</p> <p>a. floodway lands will be zoned in an appropriate hazard category in the implementing Zoning By-law;</p> <p>b. the lands within the flood fringe are subject to their respective land use designations and the following additional policies:</p> <ul style="list-style-type: none"> • development may be permitted provided the use, building or structure is flood proofed to the regulatory flood level as required by the conservation authority; • 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 the conservation authority 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 provision to ensure flood proofing and safe access are addressed prior to development to the satisfaction of the City and the conservation authority. The Zoning By-law will be amended to remove the holding symbol when the requirements for flood proofing, the provision of safe | Minor changes to provide clarity on holding provisions and consistency with the terminology used in the Mississauga Official Plan (i.e., the conservation authority). |

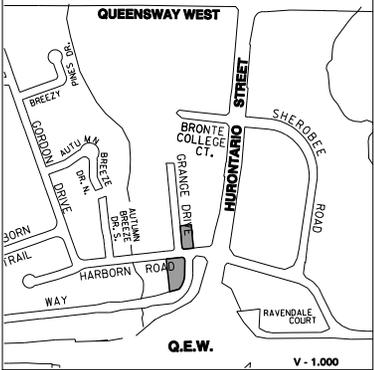
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| | | | <p>access to the proposed development and a detailed spill assessment and a financing agreement for the reconstruction of the culvert at the QEW has been completed to the satisfaction of the City, the conservation authority and the Ministry of Transportation; and</p> <p>c. the following uses will not be allowed within the floodplain:</p> <ul style="list-style-type: none"> • 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. | |
| 12.5.5 Land Use | <i>Added</i> | 146 | <p>12.5.5 Land Use</p> <p>12.5.5.1 Development proposals in the vicinity of the Mississauga Hospital must demonstrate that new buildings and structures do not interfere with the flight path to the hospital heliport.</p> <p>12.5.5.2 Residential High Density</p> <p>12.5.5.2.1 Notwithstanding the policies of this Plan, development will provide non-residential uses on the ground floor where the building is immediately adjacent to any of the following streets: Hurontario Street, King Street (new Cook Street to Hurontario) and Queensway.</p> | <p>Downtown Hospital, which forms part of an Urban Growth Centre, and identified as a strategic growth area will support a mix of uses, including a balanced mix of employment and residential uses. The City is challenged with development applications that propose a large number of residential dwelling units, but offer minimal office, community facilities, retail and commercial uses.</p> <p>New policies to activate uses on the ground floor are proposed by requiring new developments to provide a minimum amount of non-residential</p> |

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| | | | <p>12.5.5.3 Mixed Use 12.5.5.3.1 Notwithstanding the policies of this Plan, development along Hurontario Street, King Street (new Cook Street to Hurontario Street) and Queensway:</p> <ul style="list-style-type: none"> a. will provide non-residential uses on the ground floor where the building is immediately adjacent to a street listed above; and b. may consist of primarily residential uses above the ground floor if not subject to a special site policy. <p>12.5.5.4 Office 12.5.5.4.1 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.</p> | <p>uses. This will help to achieve the vision, in part, for a vibrant 15-minute city.</p> <p>To help provide continued access to services and employment, new policies will also require developments to replace existing non-residential floor space.</p> <p>A new policy also ensures safe and seamless operations of the hospital helipad.</p> |
| <p>12.5.6.1 Special Site 1</p> | <p><i>Revised</i></p> | <p>145</p> | <p>12.5.6.1.2 Notwithstanding the policies of this Plan, the following additional policies will apply:</p> <ul style="list-style-type: none"> a. any proposal to alter the natural alignment of the Cooksville Creek and associated Greenlands lands through filling or channelization will require approvals from the appropriate conservation authority and the City of Mississauga. The final design of such alteration works will address the following: <ul style="list-style-type: none"> • 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 | <p>New building transition policies are introduced in this amendment and existing official plan policies on urban form would apply to this site. As such, the building transition policy in this Special Site policy can be deleted.</p> <p>Minor wording changes reflect terminology that is consistent with other policies of the Mississauga Official Plan.</p> |

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| | | | <p>suitable for development will be redesignated to Greenlands; and</p> <p>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:</p> <ul style="list-style-type: none"> • naturalization of the Cooksville Creek and retention of existing vegetation; and • an alternate street access and design to limit access to the lands from only King Street East. | |
| <p>Former 12.5.4.2 Special Site 2 Policies</p> | <p><i>Deleted</i></p> | <p>146</p> |  <p>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.</p> <p>12.5.4.2.2 Notwithstanding the provisions of the Residential High Density designation, apartments will be permitted at a maximum <i>floor space index (FSI)</i> of 0.5 – 1.5.</p> | <p>New policies expand on and replace existing Special Site 2 policies.</p> |

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| <p>12.5.6.2 Special Site 2 Policies</p> | <p><i>Added</i></p> | <p>146</p> |  <p>12.5.6.2.1 The lands identified as Special Site 3 are located on the east and west sides of Hurontario Street between Floradale Drive and Harbourn Road/North Service Road and identified as a health district.</p> <p>12.5.6.2.2 Notwithstanding the policies of this Plan, the following additional policies will apply:</p> <ol style="list-style-type: none"> a. lands identified as Area A and Area B that are designated Mixed Use or Residential High Density will provide a minimum of three floors of non-residential uses in buildings immediately adjacent to Hurontario Street and Queensway West; b. lands identified as Area B will also permit funeral homes and nursing homes; and c. lands identified as Area C will provide a potential location for an urban plaza and will also permit the following uses: <ul style="list-style-type: none"> • conference centre; • education and training facility; • financial institution; • major and secondary office; • overnight accommodation; • personal service establishment; • research and development; • restaurant; | <p>New special site policies expand on the vision for transit-supportive development around the Mississauga Hospital, with a mix of employment, community facilities, retail and service commercial uses and housing. These policies are an important component of achieving a balanced mix of uses within Downtown Hospital with a minimum amount of non-residential uses.</p> <p>In Areas A and C, three floors of non-residential uses will increase the number of jobs, services and amenities in Downtown Hospital. This location is intended to serve as a hub for health care services, research and development, and supportive uses that are accessible by walking or cycling.</p> <p>The policies also continue to permit funeral homes and nursing homes on lands identified as Area B.</p> <p>Additional land use permissions to allow for a broader mix of uses are proposed to support the continued operation of the Mississauga Hospital, and achieve the vision of a health district.</p> |

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| | | | <ul style="list-style-type: none"> • retail store; • retirement building to a maximum building height of 25 storeys; and special needs housing, including a long-term care facility and a hospice to a maximum building height of 25 storeys. | |
| Former 12.5.4.3 Special Site 3 Policies | <i>Deleted</i> | 146 |  <p>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.</p> <p>12.5.4.3.2 Notwithstanding the provisions of the Office designation, the following additional policies will apply:</p> <ol style="list-style-type: none"> 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 | New policies expand on and replace existing Special Site 3 policies. |

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| | | | <p>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.</p> | |
| <p>Former 12.5.4.4 Special Site 4 Policies</p> | <p><i>Deleted</i></p> | <p>146</p> |  <p>12.5.4.4.1 The lands identified as Special Site 4 are located west of Hurontario Street, south of Queensway West.</p> <p>12.5.4.4.2 Notwithstanding the provisions of the Residential Low Density II designation on these lands, the following additional policies will apply:</p> <ol style="list-style-type: none"> preserve and enhance the generous front, rear and side yard setbacks; ensure that existing grades and drainage conditions are preserved; 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; garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property; ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook; encourage buildings to be one to two storeys in height. The design of the building should de-emphasize the height of the | <p>Townhouses on lands in Special Site 4 are built, and as such, the Special Site policies are no longer needed.</p> |

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| | | | <p>house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;</p> <p>g. reduce the hard surface areas in the front yard;</p> <p>h. preserve existing mature high quality trees to maintain the existing mature nature of these areas;</p> <p>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;</p> <p>j. the building mass, side yards and rear yards should respect and relate to those of adjacent lots; and</p> <p>k. a maximum height of three storeys will be permitted for street townhouses.</p> | |
| <p>Former 12.5.4.5 Special Site 5 Policies</p> | <p><i>Deleted</i></p> | <p>146</p> |  <p>12.5.4.5.1 The lands identified as Special Site 5 are located on the west side of Hurontario Street, north of Harborn Road.</p> <p>12.5.4.5.2 Notwithstanding the policies of this Plan the following additional policies will apply:</p> <p>l. ground level commercial uses will be permitted;</p> <p>m. office uses will be permitted; and,</p> <p>n. 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.</p> | <p>New policies expand on and replace existing Special Site 5 policies.</p> |

Planning Rationale for Proposed Amendments to Mississauga Official Plan (MOP), Schedules

| Schedule | Change | OPA No. | Proposed Revisions, Deletions or Additions to MOP | Planning Rationale |
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| <p>Schedule 1: Urban System</p> | <p><i>Revised</i></p> | <p>146</p> | <p>LEGEND</p> <p>GREEN SYSTEM</p> <ul style="list-style-type: none"> Green System <p>CITY STRUCTURE</p> <ul style="list-style-type: none"> Downtown Major Node Community Node Neighbourhood Corporate Centre Employment Area Special Purpose Area <p>CORRIDORS</p> <ul style="list-style-type: none"> Corridor Intensification Corridor <p>AREA OF AMENDMENT</p> <p>MAP 'A' Part of Schedule 1 Urban System of Mississauga Official Plan</p> <p>MISSISSAUGA</p> <p><small>Note: Base map information (e.g. roads, highways, railways, watercourses), including any roads or bridges or walls outside the city boundaries, is shown for information purposes only.</small></p> | <p>Schedule 1 is proposed to be revised to recognize the existing Cooksville Four Corners park.</p> |
| <p>Schedule 1a: Urban System – Green System</p> | <p><i>Revised</i></p> | <p>146</p> | <p>(This cell is empty in the original image)</p> | <p>Schedule 1a is proposed to be revised to recognize existing Cooksville Four Corners park.</p> |

| Schedule | Change | OPA No. | Proposed Revisions, Deletions or Additions to MOP | Planning Rationale |
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| | | | | |
| <p>Schedule 4: Parks and Open Space</p> | <p><i>Revised</i></p> | <p>146</p> | | <p>Schedule 4 is proposed to be revised to recognize the existing Cooksville Four Corners park.</p> |

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| | | | <p>LEGEND</p> <ul style="list-style-type: none"> Public and Private Open Spaces Parkway Belt West Educational Facilities Utilities AREA OF AMENDMENT <p>Notes:</p> <ol style="list-style-type: none"> The entire Green System is shown on Schedule 1a. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only. The Public and Private Open Spaces identified on this Schedule include lands designated Public Open Space, Private Open Space and Greenlands as shown on Schedule 10. <p>MAP 'C' Part of Schedule 4 Parks and Open Spaces of Mississauga Official Plan</p> <p>MISSISSAUGA</p> | |

| Schedule | Change | OPA No. | Proposed Revisions, Deletions or Additions to MOP | Planning Rationale |
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| <p>Schedule 5: Long Term Road Network</p> | <p><i>Revised</i></p> | <p>146</p> | | <p>Schedule 5 is proposed to be revised to recognize the existing road segment of Kariya Drive, and its extension southwards to Central Parkway West, as a Minor Collector and Future Minor Collector road, respectively.</p> |

| Schedule | Change | OPA No. | Proposed Revisions, Deletions or Additions to MOP | Planning Rationale |
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| <p>Schedule 10: Land Use Designations</p> | <p><i>Revised</i></p> | <p>146</p> | <p>MAP 'E1' Part of Schedule 10 Land Use Designations of Mississauga Official Plan</p> <p>MISSISSAUGA</p> | <p>Schedule 10 is proposed to be revised to:</p> <ul style="list-style-type: none"> • facilitate mixed use, transit-supportive development at 2 locations – a) the southeast corner of Hurontario Street and Central Parkway East; and b) southeast corner of Hurontario Street and Fairview Road East; • protect for office employment uses by re-designating the lands with an existing office building located north of Dundas Street East along Hurontario Street; • recognize townhouses located northeast of Agnes Street and Cook Street; and • recognize existing uses at Cookville Four Corners park and at Little John Lane. |
| | <p><i>Revised</i></p> | <p>146</p> | | <p>Schedule 10 is proposed to be revised to:</p> <ul style="list-style-type: none"> • facilitate higher density development on lands located on the western portion of Shepard Avenue, south of King Street East; • facilitate mixed use development at the existing commercial plaza |

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| | | | <p>LEGEND</p> <p>LAND USE DESIGNATIONS</p> <ul style="list-style-type: none"> Residential Low Density I Residential Low Density II Residential Medium Density Residential High Density Mixed Use Convenience Commercial Mixed-Use Commercial Office Institutional Public Open Space Private Open Space Greenlands Utility <p>BASE MAP INFORMATION</p> <ul style="list-style-type: none"> Highway Corridor Class City Structure City Centre (City Hall) City Centre Transit Terminal City Hall Transit Station Transitway Station Public School Catholic School Headed Community Facilities <p>AREA OF AMENDMENT</p> <p>FROM:</p> <ul style="list-style-type: none"> RESIDENTIAL LOW DENSITY I RESIDENTIAL LOW DENSITY II RESIDENTIAL MEDIUM DENSITY RESIDENTIAL HIGH DENSITY CONVENIENCE COMMERCIAL <p>TO:</p> <ul style="list-style-type: none"> RESIDENTIAL MEDIUM DENSITY RESIDENTIAL HIGH DENSITY MIXED USE INSTITUTIONAL <p>Approved by the Ontario Land Transfer (OLT) OLT Case Number: 14-000714 OLT 2 - City Plan</p> <p>MAP 'E2' Part of Schedule 10 Land Use Designations of Mississauga Official Plan</p> <p>MISSISSAUGA</p> | <p>located on the northeast corner of Hurontario Street and the Queensway;</p> <ul style="list-style-type: none"> reflect Minister's Zoning Order for the Mississauga Hospital lands; and recognize existing townhouses west of Hurontario Street, north of the QEW. |