

City of Mississauga

Draft Official Plan 2051 – Bundle 3

Enclosed are the proposed draft changes to the August 4, 2022 consolidation (including amendments brought through MOPA141) of the City of Mississauga Official Plan for review and comment. The following constitutes Bundle 3:

- Summary of proposed changes
- Chapter 05 Housing
- Chapter 10 Land Use Designations
- Chapter 11 Major Transit Station Areas
- Chapter 12 Urban Growth Centre
- Chapter 13 Nodes
- Chapter 14 Neighbourhoods
- Chapter 15 General Employment Areas
- Chapter 16 Special Site Policies
- Local Area Plans
- Chapter 18 Glossary
- Schedule 1 – City Structure
- Schedule 2 – Natural System
- Schedule 3 – Transportation: Long Term Road Network and Street Classification
- Schedule 4 – Transportation: Long Term Transit Network
- Schedule 5 – Transportation: Long Term Cycling Routes
- Schedule 6 – Transportation: Designated Right-of-Way Widths
- Schedule 7 – Land Use Designations ([Link to residential land use designations Only](#))

Bundle 3 Summary Table

New Chapter	Old Chapter in MOP	Key Changes Proposed
Chapter 5 Housing		<ul style="list-style-type: none"> • New chapter dedicated to housing policy, with emphasis on housing affordability and planning for an appropriate range and mix of housing options. Includes new policies and existing/amended policies moved from other sections of current Official Plan.
Chapter 10 Land Use Designations	Chapter 11 (General Land Use)	<ul style="list-style-type: none"> • Introducing new residential land use designations, that will: <ul style="list-style-type: none"> ○ Replace the current built form-based designation with a height-based designation. ○ Provide flexibility to meet the City's Growing Mississauga Action Plan goals and enable the creation of more housing types in Neighbourhoods. ○ Ease the implementation of changes required under Bill 23 and recommendations of the Increasing Housing Choices study. Bill 23 provisions permit 3 residential units per lot. • Introducing a new Employment Commercial designation that replaces the Mixed Use designation in the General and Office Node Employment Areas. <ul style="list-style-type: none"> ○ Lands designated Employment Commercial will permit all uses permitted within the Mixed Use designation, except for residential uses.
Chapter 11 Major Transit Station Areas (MTSAs)		<ul style="list-style-type: none"> • New dedicated MTSA Chapter, moving existing Council approved policies pertaining to citywide MTSAs (OPAs 143, 144) and the Dundas Street Corridor (OPAs 141, 142), from other sections in Official Plan. • Note the MTSA policies are not yet approved by Regional Council and subject to potential changes stemming from new provincial legislation and policy. The Dundas Street Corridor policies are under appeal.

<p>Chapter 12 Urban Growth Centre (UGC)</p>		<ul style="list-style-type: none"> • Change existing Chapter and Character Area name from "Downtown" to "Urban Growth Centre" to align with the Growth Plan and eliminate confusion between the Downtown Core and other UGC Character Areas. • The pending approval of the MTSA policies and any changes to height/land use permissions will affect policy in this chapter. • New policy introduced, amendments made to existing policy where required, and redundant policy deleted where addressed in other chapters, e.g. general transportation or urban design policy. • All Special Sites relocated to a dedicated Special Site chapter. • The Downtown Core Local Area Plan policies are now integrated into the UGC Chapter, with new draft policy and amendments resulting from the City's Downtown Strategy project.
<p>Chapter 13 Nodes</p>	<p>Chapter 13 Major Nodes; Chapter 14 Community Nodes; Chapter 15 Corporate Centres</p>	<ul style="list-style-type: none"> • Three existing Strategic Growth Area (SGA) Chapters, including Major Nodes, Community Nodes and Office Node Employment Areas (name change from Corporate Centres), combined into one Chapter, titled "Nodes". • The pending approval of the MTSA policies and any changes to height/land use permissions will affect policy in this chapter. • New policy introduced, amendments made to existing policy where required, and redundant policy deleted where addressed in other chapters, e.g. general transportation or urban design policy. Includes amendments to all Residential policies to align with new residential land use designations. • All Special Sites relocated to a dedicated Special Site chapter. • Employment Commercial designation replaces Mixed Use designation in Office Nodes. Lands designated Employment Commercial will permit all uses permitted within the Mixed Use designation except for residential uses. Office Nodes are SGAs and following the UGC, are the primary location for major office.

<p>Chapter 14 Neighbourhoods</p>	<p>Chapter 16 Neighbourhoods</p>	<ul style="list-style-type: none"> • New criteria for development of Mixed Use sites that are over 1 ha in size. • New policy introduced, amendments made to existing policy where required, and redundant policy deleted where addressed in other chapters, e.g. general transportation or urban design policy. Includes amendments to all Residential policies to align with new residential land use designations. • Policy amendments to allow for a broad range of housing options in residential areas by removing limiting policy language. • All Special Sites relocated to a dedicated Special Site chapter.
<p>Chapter 15 General Employment Areas</p>	<p>Chapter 17 Employment Areas</p>	<ul style="list-style-type: none"> • Employment Area name change to "General Employment Area", to differentiate from the Office Node Employment Area. General Employment Areas support lower density and sometimes land extensive, business and industrial employment uses + secondary office. • New Employment Commercial designation replaces Mixed Use in General Employment Areas. Lands designated Employment Commercial will permit all uses permitted within the Mixed Use designation except for residential uses. • All Special Sites relocated to a dedicated Special Site chapter. • New policy introduced, amendments made to existing policy where required, and redundant policy deleted where addressed in other chapters, e.g. general transportation or urban design policy. • Integrates policy from the Southdown Local Area Plan.
<p>Chapter 16 Special Site Policies</p>	<p>Under individual chapters corresponding to each City Structure element</p>	<ul style="list-style-type: none"> • All Special Sites consolidated in one chapter. • City-wide key map with all re-numbered Special Sites (<i>will be available for Draft Consolidated Official Plan</i>). • Special Sites that are built-up and with corresponding zoning in place, are removed.
<p>Chapter 18 Glossary</p>	<p>Chapter 20 Glossary</p>	<ul style="list-style-type: none"> • New and updated glossary terms. • List of provincial policy terms used in Official Plan.

	<p>Lakeview Local Area Plan</p> <p>Port Credit Local Area Plan</p>	<ul style="list-style-type: none"> • Amendments made to existing policy where required, and redundant policy deleted where addressed in other chapters, e.g. general transportation or urban design policy. • Policy amendments to allow for a broad range of housing options in residential areas by removing limiting policy language. • Changes to align the chapter with the new Residential Land Use Designation.
	<p>Southdown Local Area Plan</p> <p>Downtown Core Local Area Plan</p>	<ul style="list-style-type: none"> • The Southdown Local Area Plan policies are now integrated into the General Employment Area Chapter. • The Downtown Core Local Area Plan policies are now integrated into the UGC Chapter, with new draft policy and amendments resulting from the City's Downtown Strategy project.

5. Housing

Introduction

The provision of suitable and affordable housing is vital to everyone’s ability to meaningfully contribute to and participate in society. Mississauga, in collaboration with partners, all levels of government, the development industry, service and support agencies, housing providers and community organizations, is committed to providing housing that meets the needs of individuals of all ages, incomes and abilities. Individuals at different stages of their lives require different types of housing. Diversifying the City’s housing stock will allow residents to age in place while attracting and retaining highly skilled labour and young families.

As Mississauga continues to grow, a broad range of *housing options*, tenures and arrangements will be necessary to fulfill the increasing demand faced by the City. The affordability of housing within the City is a critical priority. The City, through this Plan as well as a range of strategies, will maximize every opportunity to provide affordable housing.

The policies of this chapter aim to protect existing affordable rental housing while ensuring new development yields diverse housing forms, tenures and affordability that align with the City’s growth trends and contribute to the creation of healthy, mixed-use, transit-supportive and complete communities.

To achieve Regional and local housing unit targets that are suitable for everyone’s needs, a wide range of housing choices must include but not be limited to:

- multiple housing types and built forms, such as detached dwellings, semi-detached dwellings, duplexes, triplexes, multi-plexes, townhouses, garden suites, and multi-unit residential buildings including apartments;
- housing arrangements, such as co-ownership housing, lodging homes, life lease housing, and co-operative housing;
- housing that is affordable to a range of households including low and moderate income residents and workers;
- diverse housing tenure (rental and ownership options); and
- housing provided to fill the needs of specific populations such as long-term care facilities, seniors housing, student housing, transitional housing and emergency shelters.

~~The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive, which is one of the Strategic Plan pillars. Mississauga is fortunate to have a diverse mix of housing that is largely in good condition.~~

~~Mississauga is a desirable place to locate for those who work within the city or surrounding municipalities. The city provides affordable housing options in a variety of housing forms and locations across the city. The Region is responsible for providing social housing. While the city has some social housing, the inventory of social housing is not adequate to meet the need that exists.~~

~~Much of Mississauga's housing was built in the last three to four decades and geared to the needs of families with children. As these households mature, the dwelling units and Neighbourhoods that they occupy may no longer meet their needs. Opportunities for aging in place or alternative housing within the community will assist households as they move through the lifecycle. This may include introducing alternative forms of housing within Neighbourhoods such as supportive housing for seniors and secondary suites.~~

~~Attracting and retaining young adults and families to Mississauga is important to ensure that employers have a strong local labour force on which to draw and that the demographic mix of the city remains diverse. It is also important to accommodate new immigrants choosing to locate in the city.~~

5.1 New Housing Supply Objectives

Mississauga will achieve its housing objectives by planning for an appropriate range and mix of *housing options* and densities that meet local needs. This will be achieved by collaborating with the Region or Peel and other partners and in accordance with the housing unit provisions prescribed by the policies of this Plan.

5.1.1 For development applications of approximately 50 units or more, a housing assessment is required. A housing assessment may be required for applications less than 50 units, in particular circumstances as determined by the City. The housing assessment will be consistent with the City's housing objectives and policies and will demonstrate contributions towards Peel-wide housing unit targets.

5.1.2 Phased development will ensure that a full range and mix of housing types is provided in each development phase.

5.1.3 In order to meet its current and projected demands reflecting socio-economic and demographic trends, Mississauga will require an appropriate mix of housing by density, type and affordability throughout the City.

5.1.4 To achieve a balanced mix of unit types and sizes, and support the creation of housing suitable for families, development containing more than 50 new residential units will include a minimum of 30 per cent of the total number of units as 2-bedroom units and a minimum of 10 per cent of the total number of units as 3-bedroom units. The City may reduce these requirements where development is providing:

- social housing or other publicly funded housing; or
- specialized housing such as residences owned and operated by a post-secondary institution or a health care institution or other entities to house students, patients, employees or people with special needs

5.1.5 Collaborate with the Region to plan for an appropriate range and mix of housing options and densities by implementing Peel-wide new housing unit targets shown in Table 1.

5.1.6 The City will collaborate with the Region to explore tools and programs to maximize the opportunity for existing buildings or land, redevelopment, and new development to improve and retain rental units and support the creation of new rental units.

5.1.7 The City will advocate to the Federal and Provincial governments to increase funding and incentives as well as improved cost-sharing arrangements that support the development of permanent and long-term affordable housing to achieve the City and Regional objectives and to support full implementation of the Regional Housing Strategy and the Peel Housing and Homelessness Plan.

Table 1 – Peel-Wide New Housing Unit Targets

Target Area	Targets
Affordability	That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households
Rental	That 25% of all new housing units are rental tenure
Density	That 50% of all new housing units are in forms other than detached and semi-detached houses. Note: These targets are based on housing need as identified in the Peel Housing and Homelessness Plan and Regional Housing Strategy

5.2 Achieving the Housing Supply Objectives

5.2.1 Support Complete Communities

It is expected that most future additions to the City's housing stock will be ~~higher density forms~~, through infill development mainly within Strategic Growth Areas, but also to a lesser extent within Neighbourhoods ~~particularly apartments~~. The Plan encourages the creation of ~~new housing~~ a broad range of *housing options* in the Urban Growth Centre, ~~Downtown~~, Major Nodes, ~~and~~ Community Nodes ~~and within Major Transit Station Areas that meets the needs of a diverse population~~. While housing in these areas is expected to be attractive to young and older adults, the needs of families must also be considered. *A broad range of housing options in Strategic Growth Areas is necessary to meet growth forecasts and provincial housing targets.* ~~As housing in Neighbourhoods is vacated by older adults, opportunities will exist for new families coming to the city. However, opportunities for families to live in the Downtown, Major Nodes and Community Nodes will also be encouraged.~~

5.2.1.1 ~~7.2.1~~ Mississauga will ~~direct the development of new housing~~ ~~ensure that housing is provided~~ in a manner that maximizes the use of community infrastructure and ~~engineering~~ public services, while meeting the housing needs ~~and preferences~~ of Mississauga's ~~current and future~~ residents.

5.2.1.2 ~~7.2.2~~ Mississauga will provide opportunities for:

- a. the development of a range of housing choices in terms of type, *arrangements*, tenure and price;
- b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and
- c. the production of housing for those with ~~special~~ *specific* needs, *people with disabilities, and older adults*, such ~~as housing for the elderly and~~ housing may include *accessible and supportive housing and shelters*.

5.2.1.3 ~~7.2.3~~ When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies ~~and plans~~.

5.2.1.4 ~~7.2.4~~ Mississauga will ensure that the quality and quantity of the existing housing stock is maintained.

5.2.1.5 ~~7.2.5~~ The onus will be placed on the applicant/developer to address Provincial and Regional housing requirements.

5.2.1.6 ~~7.2.6~~ Mississauga will consider the contribution that can be made to current housing needs by housing programs of other levels of government and will seek to maximize the use of those programs that meet the City's housing objectives.

5.2.1.7-7.2.9 The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Urban Growth Centre ~~Downtown~~, Major Nodes, ~~and~~ Community Nodes ~~and~~ within *Major Transit Station Areas*.

5.2.1.8 The City will explore opportunities to provide additional affordable housing, with a focus on rental housing units, especially within Strategic Growth Areas and along collectors and major arterials.

5.2.2 Diversify the Housing Supply

Mississauga will enable opportunities for greater flexibility and a suitable supply of *housing options* throughout the City and especially within neighbourhoods. While nearly all of the city's existing low-rise housing units were created to support the needs of families with children, additional ground-related housing is needed to support the growing diversity of Mississauga's households. This type of housing is usually referred to as Missing Middle housing which includes low-rise, multi-unit infill development that fits the scale and the local planned context of neighbourhoods. Missing Middle housing generally includes multiplexes, accessory suites and low-rise apartment buildings.

5.2.2.1 A diverse range of scale-appropriate housing units will be permitted in all neighbourhoods. These units will be in multiple built forms and accessory dwelling units in accordance with the City's Zoning Bylaw.

5.2.2.2 ~~11.2.5.9~~ Special needs housing ~~will be encouraged and~~ will be in a built form consistent with the dwelling forms permitted by the residential designation.

5.2.2.3 The city may permit certain housing accommodations such as cooperative, co-ownership, life leasing or other shared accommodation housing forms that do not require a dedicated dwelling unit per household in accordance with the Zoning Bylaw and in compliance with the Ontario Building Code and the Ontario Fire Code.

5.2.2.4 On a lot with a principal dwelling residence (detached, semi-detached or townhouse), the City will permit a secondary dwelling unit in the principal residence as well as an additional third residential unit. The additional third unit can be in a building ancillary to the main structure, or within the main structure as the two other units, subject to Building Code requirements.

5.2.2.5 Development on a lot with a principal dwelling residence (detached, semi-detached or townhouse) that intends to contain more than three units must comply with the applicable Zoning Bylaw land use permissions and development requirements.

5.2.3 Provide Affordable Housing

Mississauga will continue to seek opportunities to develop new affordable housing through the implementation of various municipal tools and partnerships. The City will collaborate with the Region, other levels of government, the building and development industry, service and support agencies, housing providers, and community organizations to implement the policies in this Plan and build accessible, suitable, and appropriate housing that is affordable throughout Mississauga.

Affordable housing should be included on large redevelopment sites as a matter of good planning and to address the needs of diverse households. The City will implement inclusionary zoning to secure affordable housing in *Major Transit Station Areas*.

The City encourages the Region and Federal and Provincial governments to prioritize selling or leasing surplus lands for the development of affordable housing while ensuring the goals, objectives and policies of this Plan are met. The City will explore strategies such as leveraging surplus government land, land banking, co-development with municipal facilities and providing incentives for housing producers to advance the objectives of this Plan.

5.2.3.1 ~~7.2.10~~ Mississauga will encourage the Region to provide social housing in appropriate locations to meet the needs of the local population.

5.2.3.2 ~~7.2.11~~ Mississauga will work with the Region to ~~develop~~ maintain a housing strategy ~~that will establish~~ and implement affordable housing targets.

5.2.3.3 ~~5.9.23~~ The City will continue to collaborate with the Region, developers, and non-profit organizations on the administration of affordable housing units, including the administration of units secured through Inclusionary Zoning, to support long-term affordability.

5.2.3.4 ~~7.2.8~~ Design solutions that support housing affordability while maintaining appropriate functional, sustainable and aesthetic quality will be encouraged.

5.2.3.5 Alternative development and design standards for affordable housing development including, but not limited to, reduced setbacks, narrower lot sizes, reduced parking standards, and on street parking management may be considered to reduce development costs.

Surplus lands

The City will explore opportunities to develop affordable housing in conjunction with City-owned lands and/or facilities.

5.2.3.6 Mississauga may support non-profit housing providers by undertaking City-initiated zoning by-law amendments to pre-zone lands to meet housing needs.

5.2.3.7 The City may use its own lands to pilot new models of affordable housing delivery subject to continuity of City operations. No amendment to this Plan will be required for the City to undertake development on a temporary or permanent basis.

5.2.3.8 The City will consult with the Region, school boards, and Federal and Provincial agencies to:

- a) identify surplus government lands and/or buildings that may be suitable for affordable and attainable housing development;
- b) prioritize the sale or lease of suitable surplus City property for the development of affordable and attainable housing in accordance with the City's housing objectives; and
- c) identify brownfield and greyfield sites, including underutilized commercial sites suitable for mixed-use residential intensification and affordable housing development.

5.2.3.9 The City will work to advance affordable housing and rental housing residential developments through the use of a Development Liaison.

Inclusionary Zoning

5.2.3.10 ~~7.3.1~~ Inclusionary Zoning is a tool that enables the City to require that new residential development or redevelopment in specified locations include affordable housing units where residential uses are permitted by this Plan. Inclusionary Zoning in Mississauga will be guided by the following principles and objectives:

- a. Inclusionary Zoning will be implemented in conjunction with other planning tools to increase the supply of affordable housing, contributing to diverse, mixed-income communities that offer a range of *housing options* for residents of various socio-economic backgrounds;
- b. Inclusionary Zoning policies will be informed by ongoing monitoring and periodic financial impact assessments in accordance with Provincial requirements, or more frequently as necessary, to create and maintain affordable housing stock without negatively impacting overall development activity;
- c. The City will work collaboratively with the Region of Peel, private and non-profit developers, housing providers, and other special interest groups to leverage expertise and achieve housing objectives; and
- d. The City and the Region of Peel will work collaboratively to establish Inclusionary Zoning Implementation Guidelines to ensure the efficient delivery and monitoring of affordable housing units, such as but not limited to the procedure for qualifying purchasers and tenants, establishing annual affordable prices and rents, and ensuring the units remain affordable for the affordability period

5.2.3.11 ~~7.3.2~~ An owner of new development or redevelopment proposing 50 or more residential units or 3,600 square metres or more of gross floor area (GFA) for residential purposes, and located within an IZ Area as identified on Map X ~~7-1~~: Inclusionary Zoning (IZ) Areas of this Plan, and subject to an Inclusionary Zoning By-law, is required to include affordable ownership housing units or affordable rental housing units for moderate-income households, as follows:

- a. the minimum required percentage of gross floor area for residential purposes in ownership housing to be set-aside as affordable ownership housing units or affordable rental housing units for moderate-income households is established in Table X ~~7-1~~;
- b. notwithstanding Policy ~~7.3.2~~ 5.2.3.11(a), a discounted set-aside rate may be considered for the delivery of housing for low-income households at the City's discretion through a site-specific zoning by-law amendment;

- c. through an amendment to this Plan, the City may introduce Inclusionary Zoning requirements for lands within protected Major Transit Station Areas that are not currently identified within an IZ Area on Map ~~7-1~~;
- d. IZ Area 4 is within an Employment Area and would require a land conversion to permit residential uses. Inclusionary Zoning requirements of Section 7.3 and 19.23 of this Plan will only apply to development on lands within IZ Area 4 in the event that residential uses are permitted; and
- e. the Inclusionary Zoning requirements of Policy ~~7-3-2~~ 5.2.3.11 (a) and Table ~~7-1~~ do not apply to portions of a development or redevelopment containing purpose-built rental housing until such time as it ceases to serve as purpose-built rental housing. Inclusionary Zoning requirements for purpose-built rental housing may be introduced through future amendments to this Plan

5.2.3.12 ~~7-3-3~~ To provide a range of affordable prices and rents, the City, in consultation with the Region of Peel, will establish maximum prices and rents on an annual basis during the affordability period for affordable ownership housing units and affordable rental housing units as follows, and in accordance with Implementation Guidelines:

- a. one-bedroom units will be priced at or below the maximum purchase price for the 4th income decile or rented at or below the maximum rent for the 4th renter income decile;
- b. two-bedroom units will be priced at or below the maximum purchase price for the 5th income decile or rented at or below the maximum rent for the 5th renter income decile; and
- c. three-bedroom units will be priced at or below the maximum purchase price for the 6th income decile or rented at or below the maximum rent for the 6th renter income decile.

5.2.3.10 ~~7-3-4~~ The suite mix of the affordable housing unit component will generally be a balanced mix of one-bedroom units and family sized units (two- and three-bedroom units), to provide a range of unit types suitable for individuals and families. Bachelor units will not qualify as affordable housing units for the purposes of Inclusionary Zoning requirements. Further unit size and suite mix requirements may be established through Implementation Guidelines.

5.2.3.11 ~~7-3-5~~ Affordable rental housing units or affordable ownership housing units will be required to be maintained at affordable rents or prices commencing upon execution of an Inclusionary Zoning Agreement for a minimum period of:

- a. 30 years calculated from the date of first occupancy of an affordable rental housing unit; or
- b. 99 years calculated from the later of the date of first occupancy or first closing of an affordable ownership housing unit.

5.2.3.12 ~~7-3-6~~ Notwithstanding Policy ~~7-3-5~~ 5.2.3.11 (a), after the last day of the 25th year of the affordability period, if the tenant chooses to vacate an affordable rental housing unit, the

affordability requirements of Section 5.2.3 of this Plan no longer apply to the affordable rental housing unit

5.2.3.13 ~~7.3.7~~ The City will receive a portion of the net proceeds from the sale of an affordable ownership housing unit in accordance with the following policies:

- a. the City will receive no more than 20% of the net proceeds of the sale of an affordable ownership housing unit sold during the 99 year affordability period, equivalent to no more than 2% of the sale price, for administration fees, where proceeds are the difference between the purchase price and the resale price of the affordable ownership unit; and
- b. the City will receive 50% of the net proceeds of the first sale of an affordable ownership housing unit at market price after the 99 year affordability period, to be reinvested in affordable housing, where net proceeds are the difference between the purchase price and the resale price of the affordable ownership unit, less any legal, administration or real estate commission fees.

5.2.3.14 ~~7.3.8~~ Inclusionary Zoning requirements may be met on an offsite location, at the discretion of the City through a site-specific zoning by-law amendment, subject to achieving the following conditions:

- a. the offsite location must be located in an IZ Area as identified on Map ~~7-1~~;
- b. offsite affordable housing units shall be located in proximity to the proposed development or redevelopment giving rise to the Inclusionary Zoning requirement. Proximity is deemed to be one or more of the following criteria:
 - i. the offsite location is in the same IZ Area as the development or redevelopment giving rise to the Inclusionary Zoning requirement;
 - ii. the offsite location is within 800 metres of the development or redevelopment giving rise to the Inclusionary Zoning requirement; or
 - iii. IZ Area 3B and IZ Area 4 will be considered to be the same IZ Area for the purposes of Policy ~~7.3.8~~ 3.3.14 (b).
- c. the offsite Inclusionary Zoning contribution results in one or more improved housing outcomes, such as:
 - i. the delivery of affordable housing units occurs sooner than if the units were delivered in the development giving rise to the Inclusionary Zoning requirement;
 - ii. the provision of affordable rental housing units
 - iii. the provision of more deeply affordable units than required (i.e. housing affordable to low-income households); or
 - iv. the provision of a greater amount of affordable gross floor area than required.
- d. Offsite units shall not be used to satisfy Inclusionary Zoning requirements that apply to the offsite location.

5.2.3.15 ~~7.3.9~~ Inclusionary Zoning By-laws will not apply to:

- a. long-term care buildings, retirement buildings, hospices, staff/student residences, group homes, or not-for profit buildings;
- b. Region of Peel or Peel Housing Corporation projects;
- c. approved development, as specifically identified as exempt in the zoning by-law, that is already subject to an affordable housing contribution requirement as of June 22, 2022. Inclusionary Zoning By-laws will apply to additional development permissions for such lands;
- d. development or redevelopment meeting the exemption criteria under the Planning Act or related Ontario Regulations; and
- e. notwithstanding 7.3.2, in no case will Inclusionary Zoning By-laws apply to development or redevelopment of less than 10 residential units.

5.2.3.16 ~~7.3.10~~ Any replacement of affordable rental units required through the Rental Housing Protection policies of this Plan and Rental Housing Protection By-law 0121-2018, as amended, shall not:

- a. be included in the gross floor area for residential purposes, used to calculate the Inclusionary Zoning requirements identified in Policy ~~7.3.2~~ 5.2.3.11 and Table 7-1 of this Plan; and
- b. contribute to the Inclusionary Zoning requirements in Policy ~~7.3.2~~ 5.2.3.11 of this Plan.

5.2.3.17 ~~7.3.11~~ Financial incentives will not be provided for affordable housing units provided in accordance with Policy ~~7.3.2~~ 3.3.11 of this Plan. An Inclusionary Zoning By-law may identify reductions to parking rates for affordable rental housing units and affordable ownership housing units in accordance with recommendations of City-wide parking studies.

5.2.3.18 ~~7.3.12~~ Inclusionary Zoning requirements identified in Section ~~7.3~~ 5.2.3 and Section 19.23 come into effect on the later of January 1, 2023 or the date the applicable protected Major Transit Station Area identified in the Region of Peel Official Plan is approved by the Minister of Municipal Affairs and Housing.

5.2.4 Protect and Grow the Rental Housing Stock

Rental housing is an important component of a sustainable housing supply. In contrast to secondary rental units offered for rent by investors, purpose-built rental housing can provide stable long-term *housing options* for low and middle-income households when home ownership is not financially feasible or where rental tenure is preferred.

The prevailing high cost of homeownership creates an even greater demand for quality rental housing. Yet despite this, very little new rental supply has been constructed in Mississauga. Older rental stock, which is a prime source of affordable market housing for moderate-income households is vulnerable to demolition and redevelopment. As the city continues to grow there

is a desire to balance the need to protect affordable rental housing, encourage upgrades to the existing stock and build new rental housing to meet local needs.

While the city has some social housing geared to low income and other vulnerable households, the current inventory is not adequate to meet the existing need. The City will continue to support the Region in its responsibility to provide social housing as the Housing Service Manager.

5.2.4.1 ~~7.2.7~~ Mississauga will directly assist all levels of government in the provision of rental housing by:

- a. supporting the efforts of the Region and other local not for profit housing organizations in providing low and moderate income rental housing and accommodation for ~~special needs~~ people with disabilities and older adults;
- b. assisting the development of new rental units through the promotion of, and participation in, programs aimed at producing rental housing; and
- c. supporting the preservation of the rental housing stock.

5.2.4.2 ~~7.2.12~~ Conversion of residential rental properties to a purpose other than the purpose of a residential rental property, or the demolition of residential rental properties exceeding six dwelling units will not be permitted if it adversely affects the supply of affordable rental housing as determined by affordable housing targets and rental vacancy rates.

5.2.4.3 Mississauga will ensure purpose-built rental apartments are retained to provide *housing options* for varying lifestyle and economic needs.

The City may prohibit and regulate the demolition of residential rental properties and may prohibit and regulate the conversion of residential rental properties to a purpose other than the purpose of a residential rental property, in accordance with the provisions of *the Municipal Act*.

5.2.4.4 The City will regulate:

- a) the conversion of residential rental units to any other form of tenure in properties with six or more dwelling units.
- b) the demolition of existing residential rental units in properties with six or more dwelling units.

5.2.4.5 A local municipal rental vacancy rate shall be used as a minimum threshold to permit the conversion of residential rental units to ownership tenure or demolition of residential rental units, unless replacement rental units are provided. The rental vacancy rate of 3 per cent for the preceding three years as reported by the Canada Mortgage and Housing Corporation shall be used.

5.2.4.6 If the replacement of rental units are permitted, replacement or retention of rental units should include:

- a) The same or higher number of units of comparable sizes (i.e. number of bedrooms);

- b) 20 year retention of units; and
- c) Replacement units will be retained at similar rents for 10 years. Similar rents are defined as the last rent paid by the tenant with an increase no higher than the annual Provincial Guideline and a one-time capital allowance of 3%

5.2.4.7 Demolition or conversion of rental properties will only be permitted where:

- a) the average rental vacancy rate within the City is at or above three (3) percent over the preceding three year period;
- b) the conversion to ownership housing would result in the creation of affordable housing;
or
- c) the demolition or conversion is needed to address existing health and safety issues through retrofits and renovations, which would result in an increase in rental levels above the threshold for affordability.

10 ~~11~~ ~~General~~ Land Use Designations

EDIT GUIDE:

Black – no change to text;

~~Red~~ – ~~deleted text~~;

Blue – new text

NOTE:

Peach highlight – under appeal

Green underline – pending Regional approval

~~11.1~~ Introduction

~~The use and development of land will reflect all components of the Urban System: The Green System: City Structure and Corridors. Part Three is organized by the elements of the City Structure, as shown on Schedule 1b: Urban System – City Structure. These elements are:~~

- ~~● Downtown;~~
- ~~● Major Nodes;~~
- ~~● Community Nodes;~~
- ~~● Corporate Centres;~~
- ~~● Neighbourhoods;~~
- ~~● Employment Areas; and~~
- ~~● Special Purpose Areas.~~

Land use designations are a high-level planning tool that describe the use and form of development permitted on a parcel of land. Land use designations can be permissive in allowing development of the land in accordance with policies and requirements that govern the intensity and compatibility of uses. They can also be restrictive in prohibiting development in select areas such as environmentally-sensitive lands.

~~General policies applicable e~~City wide policies for all land use designations are included in this chapter. Chapters 11 to 14 ~~12 to 18~~ contain modifications to the general policies specific to each ~~of the above~~ City Structure elements. These modifications may add or delete permitted uses and built forms.

Mississauga is also divided into a series of Character Areas, the boundaries of which are shown on Schedule 1 ~~9~~. Chapters 11 to 14 ~~12 to 18~~ also contain policies regarding Character Areas where the general policies may be further modified. Therefore, to determine permitted land uses, the policies of this Chapter ~~11~~ must be read in conjunction with the policies in Chapters 11 to 14 ~~12 to 18~~. Uses permitted in Chapters 11 to 14 ~~12 to 18~~ will be permitted provided that all other policies of this Plan are met.

Local area plans are part of this Plan. A local area plan may be prepared for all or parts of Character Areas, ~~Corridors or Major Transit Station Areas~~ and ~~are~~ may not necessarily entirely overlap ~~coincident~~ with the boundaries of these areas. A local area plan will contain general and detailed policies which elaborate on, or provide exception to the policies or schedules of this document, for the area to which it applies.

Schedule 7 ~~10~~: Land Use Designations, identifies the uses of land permitted by Mississauga Official Plan and will be read in conjunction with Schedule 1 ~~b~~: ~~Urban System~~ City Structure, as well as all other policies of this Plan. ~~In the event of a conflict, the land use designations on Schedule 7-10 take precedence over the City Structure policies, and describe in detail the individual characteristics and policies that are distinct to each designation.~~ Character Areas policies and local area plans are to be read in conjunction with all other policies of this Plan and take precedence in the event of a conflict.

Lands within a *Protected Major Transit Station Area* are subject to density, height and land use policies and schedules related to the applicable *Protected Major Transit Station Area*. In case of a conflict between these

policies and other policies and schedules within this Plan, *Protected Major Transit Station Area* policies and schedules will take precedence, where applicable.

10.1 ~~11.2~~ General Land Use

10.1.1 ~~11.2.1~~ Uses Permitted in all Designations

~~11.2.1.1~~ The following uses will be permitted in all land use designations, except Greenlands ~~and Parkway Belt West~~ unless specifically allowed:

- a. *community infrastructure*;
- b. *community gardening*;
- c. conservation;
- d. *electric power distribution and transmission facility*;
- e. flood control and/or erosion management;
- f. natural gas and oil pipeline;
- g. parkland;
- h. piped services and related facilities for water, wastewater and stormwater;
- i. telecommunication facility;
- j. transit facilities; and
- k. transportation infrastructure.

~~10.1.1.1-11.2.1.2~~ Publicly funded schools and community facilities are identified by symbols on Schedule 7 ~~10~~: Land Use Designations, for information purposes only. These symbols may be deleted, moved or added to without amendment to this Plan.

~~10.1.1.2 11.2.1.3~~ Uses accessory to a *community infrastructure* use, may be permitted. Accessory uses should generally be limited to a maximum of 20% of the total Gross Floor Area and should be on the same lot and clearly subordinate to the functioning of the permitted use.

10.1.2 ~~11.2.2~~ Utility

~~10.1.2.1-11.2.2.1~~ In addition to the Uses Permitted in all Designations, lands designated Utility will also permit the following uses:

- a. parking; and
- b. accessory uses.

~~10.1.2.2-11.2.2.2~~ Utility uses are not permitted when lands are identified as a *Provincially Significant Wetland*.

~~10.1.2.3-11.2.2.3~~ When public works not subject to the *Environmental Assessment Act* are planned to traverse, coincide with, or otherwise affect the Natural Heritage System, an acceptable assessment such as an *Environmental Impact Study* will be required to be submitted to and approved by the City ~~and the appropriate conservation authority.~~

10.1.3 ~~11.2.3~~ Greenlands

~~10.1.3.1-11.2.3.1~~ Lands designated *Greenbelt Greenlands* are generally associated with natural hazards and/or natural areas where development is restricted to protect people and property from damage and to provide for the protection, enhancement and restoration of the Natural Heritage System.

~~10.1.3.2-11.2.3.2~~ Lands designated Greenlands permit the following uses:

- a. conservation;
- b. *electric power distribution and transmission facility*;
- c. facilities that by their nature must locate near water or traverse *watercourses* (e.g. bridges, storm sewer outlets and stormwater management facilities);
- d. flood control and/or erosion management;
- e. passive recreational activity;
- f. parkland;
- g. piped services and related facilities for water, wastewater and stormwater; and
- h. accessory uses.

~~10.1.3.3-11.2.3.3~~ Lands may be zoned Greenlands within any land use designation.

~~10.1.3.4-11.2.3.4~~ Permitted uses will be subject to fulfilling the requirements of the appropriate conservation authority, the City and other appropriate approval agencies.

~~10.1.3.5-11.2.3.5~~ Passive recreational activities will be permitted where they are compatible with the viability of the natural area, while respecting appropriate buffers from *watercourses* and valley slopes.

~~10.1.3.6-11.2.3.6~~ Active recreational facilities will not be permitted.

~~10.1.3.7-11.2.3.7~~ Electricity transmission and distribution facilities, and piped services and related facilities used for water, wastewater and stormwater may only be permitted in Greenlands if other options are not feasible provided that an Environmental Assessment has been completed in conformity with the *Environmental Assessment Act* or a satisfactory Environmental Impact Study has been approved by the appropriate conservation authority, the City and other appropriate approval agencies. If an Environmental Assessment is not required under the *Environmental Assessment Act*, the acceptable assessment such as an *Environmental Impact Study* ~~shall~~ will evaluate all options available.

~~10.1.3.8-11.2.3.8~~ For existing lots of record, development will not be permitted to extend within the regulatory storm floodplain or hazard lands associated with a *valley and watercourse corridor* if there are lands suitable for development on the property beyond the hazard lands.

10.1.4 ~~11.2.4~~ Open Space

10.1.4.1 ~~11.2.4.1~~ The Open Space network consists of two designations:

- a. Public Open Space; and
- b. Private Open Space.

10.1.4.2 ~~11.2.4.2~~ In addition to the Uses Permitted in all Designations, lands designated Public Open Space will also permit the following uses:

- a. ~~agriculture demonstration site~~ ;
- b. cemetery;
- c. conservation;
- d. golf course;
- e. nursery gardening;
- f. recreational facility;
- g. stormwater retention and stormwater quality pond; and
- h. accessory uses.

10.1.4.3 ~~11.2.4.3~~ Lands designated Private Open Space permit the following uses:

- a. cemetery;
- b. conservation;
- c. golf course; and
- d. accessory uses.

10.1.4.4 ~~11.2.4.4~~ Crematoria, columbaria, and mausolea will be located only in cemeteries.

10.1.4.5 ~~11.2.4.5~~ Stormwater retention and stormwater quality ponds are generally not appropriate uses for public parkland, however, in some instances overland flow pond stormwater facilities may be accommodated in public parkland.

10.1.4.6 ~~11.2.4.6~~ Accessory uses should generally be limited to a maximum of 20% of the total Gross Floor Area (GFA) and should be on the same lot, clearly subordinate to the functioning of the permitted use.

10.1.5 ~~11.2.5~~ Residential

10.1.5.1 ~~11.2.5.1~~ Residential consists of four designations:

- a. Residential Low-Rise ~~Density~~ I;
- b. Residential Low-Rise ~~Density~~ II;

- c. Residential ~~Medium Mid-Rise-Density~~; and
- d. Residential High ~~Rise-Density~~.

10.1.5.2 ~~11.2.5.2~~ In addition to the Uses Permitted in all Designations, residential designations will also permit the following uses:

- a. Existing residential dwelling;
- b. accessory office for physicians, dentists, health professionals and drugless practitioners;
- c. home occupation; and
- d. special needs housing; and
- e. ~~urban-gardening~~.

10.1.5.3 the policies of residential designations are to be read in conjunction with those of the Housing, Urban Form and Design, and applicable Character area chapters.

10.1.5.4 ~~11.2.5.3~~ Lands designated Residential Low-Rise ~~Density~~ I will permit ~~the following uses:~~ all low-rise street-facing dwellings, up to three storeys.

- ~~a.—detached dwelling;~~
- ~~b.—semidetached dwelling; and~~
- ~~c.—duplex dwelling.~~

10.1.5.5 Policy 10.1.5.4 will not be interpreted so as to encourage, facilitate or justify the assembly of lots for the purpose of intensification that is not compatible with the existing local planning context.

10.1.5.6 ~~11.2.5.4~~ Lands designated Residential Low-Rise ~~Density~~ II will permit ~~the following uses:~~ all types of townhouse dwellings up to four storeys and apartment buildings up to four storeys.

- ~~a.—detached dwelling;~~
- ~~b.—semidetached dwelling;~~
- ~~c.—duplex dwelling; and~~
- ~~d.—triplexes, street townhouses and other forms of lowrise dwellings with individual frontages.~~

10.1.5.7 Development in areas designated Low-Rise I and Low-Rise II will be subject to the Zoning By-law regulations for appropriate minimum lot widths and areas, yards, heights, and other zoning regulations to ensure compatibility with surrounding uses.

10.1.5.8 ~~11.2.5.5~~ Lands designated Residential ~~Medium Mid-Rise-Density~~ will permit ~~the following uses~~ dwelling units in buildings that are five to eight storeys, unless otherwise specified in a Character Area or special site provision.

10.1.5.9 Lands designated Residential Mid-Rise will permit uses permitted in the Convenience Commercial designation at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities.

10.1.5.10 Development on lands designated Mid-rise will ensure buildings:

- a) have heights no greater than the width of the street right-of way that they front onto;
- b) ensure appropriate transition to surrounding low-rise properties;
- b) maintain street proportion and open views of the sky from the public realm by stepping back building massing in accordance with this Plans policies and applicable City guidelines; and
- c) allow for daylight and privacy for units by providing appropriate facing distances, building heights, angular planes and step-backs.

10.1.5.11 Development on corner sites designated Mid-Rise with different right-of-way widths will have building heights along each street edge that relate to their corresponding right-of way width.

10.1.5.12 development on deep sites designated Mid-Rise will be designed to provide and frame accessible and well-proportioned open spaces that have access to sunlight and daylight.

10.1.5.13 Development of Mid-rise buildings and on Mid-Rise designated lands will subject to the Urban Form and Design policies of this Plan.

~~a. — all forms of townhouse dwellings.~~

10.1.5.14 ~~11.2.5.6~~ Lands designated Residential High-Rise ~~Density~~ will permit ~~the following use:~~ dwelling units in buildings that are above eight storeys, with a maximum as specified in the Character Area or Special Site provisions. If the Character Area does not specify a maximum height, then the maximum height will not be greater than the tallest existing building on the property.

~~a. — apartment dwelling.~~

10.1.5.15 Lands designated Residential High-Rise will also permit:

- ~~b.~~ uses permitted in the Residential ~~Medium-Density~~ Low-Rise II designation, accessory to apartment dwellings on the same property; and
- ~~c.~~ uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities.

10.1.5.16 ~~11.2.5.7~~ Accessory offices for physicians, dentists, health professionals, and drugless practitioners will only be permitted in detached and semi-detached dwellings provided the dwelling is their principal private residence.

~~11.2.5.8 Second units within detached dwellings, semi-detached dwellings and townhouse dwellings will be permitted, where appropriate.~~

~~11.2.5.9~~ Moved to 5.2.2.2

10.1.5.17 ~~12.1.1~~ Residential buildings legally constructed prior to the approval date of this Area Plan are permitted.

10.1.6 ~~11.2.6~~ Mixed Use

10.1.6.1 ~~11.2.6.1~~ In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses:

- a. commercial parking facility
- b. Entertainment and indoor sports facilities;
- c. financial institution;
- d. funeral establishment;
- e. *makerspaces*;
- f. motor vehicle rental;
- g. motor vehicle sales;
- h. overnight accommodation;
- i. personal service establishment;
- j. post-secondary educational facility;
- k. residential, in conjunction with other permitted uses;
- l. restaurant;
- m. retail store; and
- n. *secondary office*.

10.1.6.2 ~~11.2.6.2~~ The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses.

10.1.6.3 ~~11.2.6.3~~ If a development ~~that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation~~ application proposes non-residential uses for less than 10% of the total building Gross Floor Area (GFA), an Official Plan Amendment for the appropriate residential designation will be required.

10.1.6.4 ~~11.2.6.4~~ Residential uses will be permitted in the same building with another permitted use but dwelling units will not be permitted on the ground floor.

10.1.6.5 ~~11.2.6.5~~ Residential uses will not include detached, semi-detached or duplex dwellings.

10.1.6.6 ~~11.2.6.6~~ If a development application includes buildings that are considered Residential High Rise Density and are not combined with other permitted uses, a development master plan is required.

10.1.6.7 ~~11.2.6.7~~ Notwithstanding the policies of this Plan, existing drive-through facilities will be permitted as they existed on the day these policies come into effect.

~~10.1.6.8 11.2.6.8~~ Zoning by-law amendments will be required for new drive-through facilities in [Strategic Growth Intensification](#) Areas and may be permitted where it can be demonstrated that the drive-through facility will not interfere with the intended function and form of the Character Area. Such applications may be permitted in circumstances where the location, design and function of the drive-through facility achieves the intent of the Plan, including, but not limited to, policies regarding the following:

- a. minimum height;
- b. minimal building setbacks;
- c. continuity of the planned built form;
- d. continuity and character of the *streetscape*;
- e. no driveways or parking areas between the building and the street;
- f. active facades that address principal street frontages, and
- g. the provision for pedestrian movement into and through the site.

The application will address, among other matters, the nature of surrounding uses, the specific location of the site within the Character Area, and opportunities for the integration of the drive-through facility with other uses within the development.

~~10.1.6.9 11.2.6.9~~ Drive-through facilities may be permitted in non- [Strategic Growth Intensification](#) areas, provided that the proposed development does not interfere with the intended function and form of these Character Areas. Drive-through facilities may be permitted where the location, design and function of the drive-through facility achieves the intent of the Plan and adequately addresses to the satisfaction of the City, among other matters, the nature of surrounding areas, compatibility with surrounding uses, the specific location of the site within the Character Area and opportunities for the integration of the drive-through facility with other uses within the development.

10.1.7 ~~11.2.7~~ Mixed Use Limited

10.1.7.1 ~~11.2.7.1~~ Lands designated Mixed Use Limited will permit all uses within the Mixed Use Designation, except:

- a. sensitive land uses, including residential; and
- b. drive-through facilities.

10.1.7.2 ~~11.2.7.2~~ The following additional uses will be permitted:

- a. banquet hall;
- b. media broadcast and communication facilities;
- c. commercial school, except for a truck driving school;
- d. conference centre; and
- e. entertainment, recreation and sports facilities.

10.1.7.3 ~~11.2.7.3~~ Notwithstanding the policies of this Plan, existing drive-through facilities will be permitted as they existed on the day these policies come into effect.

10.1.7.4 ~~11.2.7.4~~ Residential uses and other sensitive land uses may be permitted without amendment to this Plan where the use:

- a. is appropriate in accordance with the policies of this Plan;
- b. can be appropriately designed, buffered and/or separated from Employment Areas and/or major facilities;
- c. is not impacted by adverse effects from air, vibration, noise, dust, odour and other fugitive emissions;
- d. does not pose a risk to public health and safety;
- e. prevents or mitigates negative impacts and minimizes the risk of complaints;
- f. has regard for City land requirements relating to hazard land identified through flood mitigation studies;
- g. does not compromise the ability of existing nearby employment uses to comply with environmental approvals, registrations, legislations, regulations and guidelines; and
- h. permits Employment Areas to be developed for their intended purpose.

10.1.7.5 ~~11.2.7.5~~ The introduction of sensitive land uses, such as residential, should not negatively impact the continued viability of existing nearby businesses and industries.

10.1.7.6 ~~11.2.7.6~~ Development on lands within a floodplain, will not be permitted prior to the completion of City-initiated flood studies and the construction of recommended mitigation measures where necessary.

10.1.7.7 ~~11.2.7.7~~ A holding provision may be placed on lands where the ultimate desired use of the lands is specified but development cannot proceed until conditions set out in this Plan, or in an implementing by-law, are satisfied.

10.1.7.8 ~~11.2.7.8~~ Conditions to be met prior to the removal of a holding provision, include but are not limited to the following:

- a. acceptance of compatibility assessments, as identified by the City;
- b. acceptance of flood mitigation recommendations; and
- c. all flood remedial works are complete and deemed functional to the satisfaction of the City, Conservation Authority, the Province and other regulatory bodies.

10.1.8 ~~11.2.7~~ Office

10.1.8.1 ~~11.2.7.1~~ In addition to the Uses Permitted in all Designations, lands designated Office will also permit the following uses:

- a. major office;
- b. *secondary office*; and
- c. accessory uses.

10.1.8.2 ~~11.2.7.2~~ Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.

10.1.8.3 ~~11.2.7.3~~ All accessory uses should be on the same lot and clearly subordinate to the functioning of the permitted use.

10.1.9 ~~11.2.8~~ Institutional

10.1.9.1 ~~11.2.8.1~~ In addition to the Uses Permitted in all Designations, lands designated Institutional will also permit the following uses:

- a. hospital;
- b. postsecondary educational facility;
- c. residential dwellings associated with an institutional use; and

d. accessory uses.

10.1.9.2 ~~11.2.8.2~~ Institutional uses will be located in Strategic Growth Intensification Areas ~~or on a Corridor~~.

10.1.9.3 ~~11.2.8.3~~ Institutional uses will be located and designed to minimize adverse effects on adjoining residential areas.

10.1.9.4 ~~11.2.8.4~~ Accessory uses should generally be limited to a maximum of 20% of the total Gross Floor Area (GFA) and should be on the same lot, clearly subordinate to the functioning of the permitted use.

10.1.9.5 ~~11.2.8.5~~ A cogeneration facility will be permitted as an accessory use.

10.1.10 Employment Commercial (new designation for Mixed use in Employment Area)

10.1.10.1 Lands designated Employment Commercial are primarily located within General Employment Areas and Office Centre Employment Areas and are subject to policies in Chapter 9.

10.1.10.2 Lands designated Employment Commercial will permit all uses permitted within the Mixed Use designation except residential uses.

10.1.11 ~~11.2.9~~ Convenience Commercial

10.1.11.1 ~~11.2.9.1~~ In addition to the Uses Permitted in all Designations, lands designated Convenience Commercial will also permit the following uses:

- a. commercial parking facility;
- b. entertainment, recreation and sports facilities;
- c. financial institution;
- d. gas bar;
- e. personal service establishment;
- ~~f. residential, in conjunction with other permitted uses;~~
- g. restaurant;
- h. retail store; and
- i. secondary office.

10.1.11.2 ~~11.2.9.2~~ Gas bars will be permitted provided they are adjacent to an Arterial Road ~~Corridor~~.

10.1.11.3 ~~11.2.9.3~~ Residential uses will be combined on the same lot or same building with another permitted use.

10.1.11.4 ~~11.2.9.4~~ Residential uses will not be permitted on the ground floor frontage.

10.1.11.5 ~~11.2.9.5~~ Residential uses will not be permitted in combination with a gas bar.

10.1.11.6 ~~11.2.9.6~~ Notwithstanding the policies of this Plan, existing drive-through facilities will be permitted as they existed on the day these policies come into effect.

~~10.1.11.7 11.2.9.7~~ Zoning by-law amendments will be required for new drive-through facilities in **Strategic Growth Intensification** Areas and may be permitted where it can be demonstrated that the drive-through facility will not interfere with the intended function and form of the Character Area. Such applications may be permitted in circumstances where the location, design and function of the drive-through facility achieves the intent of the Plan, including, but not limited to, policies regarding the following:

- a. minimum height;
- b. minimal building setback;
- c. continuity of the planned built form;
- d. continuity and character of the *streetscape*;
- e. no driveways or parking areas between the building and the street;
- f. active facades that address principal street frontages, and
- g. the provision for pedestrian movement into and through the site.

The application will address, among other matters, the nature of surrounding uses, the specific location of the site within the Character Area, and opportunities for the integration of the drive-through facility with other uses within the development.

~~10.1.11.8 11.2.9.8~~ Drive-through facilities may be permitted in non- **Strategic Growth Intensification** areas, provided that the proposed development does not interfere with the intended function and form of these Character Areas. Drivethrough facilities may be permitted where the location, design and function of the drive-through facility achieves the intent of the Plan and adequately addresses to the satisfaction of the City, among other matters, the nature of surrounding areas, compatibility with surrounding uses, the specific location of the site within the Character Area and opportunities for the integration of the drive-through facility with other uses within the development.

~~10.1.12 11.2.10~~ Motor Vehicle Commercial

~~10.1.12.1 11.2.10.1~~ In addition to the Uses Permitted in all Designations, lands designated Motor Vehicle Commercial will also permit the following uses:

- a. gas bar;
- b. motor vehicle repair;
- c. motor vehicle service station; and
- d. motor vehicle wash.

~~10.1.12.2 11.2.10.2~~ Retail stores and take-out restaurants which may include a drive-through facility will be permitted accessory to Motor Vehicle Commercial uses.

~~10.1.12.3 11.2.10.3~~ Motor Vehicle Commercial uses will be encouraged to locate at intersections, except where such locations are important or sensitive in terms of city image, area character, *streetscape* or significant natural features.

10.1.12.4 ~~11.2.10.4~~ Motor Vehicle Commercial uses will be discouraged as single uses at important intersections and should be integrated with other commercial development.

10.1.12.5 ~~11.2.10.5~~ Generally more than one Motor Vehicle Commercial use at any intersection will be discouraged. However, a maximum of two Motor Vehicle Commercial uses may be permitted at any intersection. When two Motor Vehicle Commercial uses locate at the same intersection they are encouraged to locate at diagonally opposite corners, where feasible.

10.1.12.6 ~~11.2.10.6~~ Motor Vehicle Commercial uses along the same street are encouraged to locate on alternate sides of the street.

10.1.13 ~~11.2.11~~ Business Employment

10.1.13.1 ~~11.2.11.1~~ In addition to the Uses Permitted in all Designations, lands designated Business Employment will also permit the following uses:

- a. adult entertainment establishment;
- b. animal boarding establishment which may include outdoor facilities;
- c. banquet hall;
- d. body rub establishment;
- e. broadcasting, communication and utility rights-of-way;
- f. ~~cardlock~~ truck fuel dispensing facility;
- g. commercial parking facility;
- h. commercial school;
- i. conference centre;
- j. entertainment, recreation and sports facilities;
- k. financial institution;
- l. funeral establishment;
- m. manufacturing;
- n. Motor Vehicle Commercial;
- o. motor vehicle body repair facilities;
- p. motor vehicle rental;
- q. overnight accommodation;
- r. research and development;
- s. restaurant;
- t. *secondary office*;

- u. self storage facility;
- v. transportation facilities;
- w. trucking terminals;
- x. warehousing, distributing and wholesaling;
- y. *waste processing stations* or *waste transfer stations* and composting facilities; and
- z. accessory uses.

10.1.13.2 ~~11.2.11.2~~ The maximum *floor space index (FSI)* for *secondary offices* is 1.0.

10.1.13.3 ~~11.2.11.3~~ Permitted uses will operate mainly within enclosed buildings.

10.1.13.4 ~~11.2.11.4~~ Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.

10.1.13.5 ~~11.2.11.5~~ All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.

10.1.13.6 Motor vehicle sales are permitted as an accessory use to motor vehicle repair, provided that the accessory use does not exceed 40% of the Gross Floor Area (GFA) of the motor vehicle repair facility. Outdoor storage and display of motor vehicles accessory to motor vehicle repair is permitted.

10.1.13.7 ~~11.2.11.6~~ Notwithstanding the policies of this Plan, existing drive-through facilities will be permitted as they existed on the day these policies come into effect.

10.1.13.8 ~~11.2.11.7~~ Zoning by-law amendments will be required for new drive-through facilities in **Strategic Growth Intensification** Areas and may be permitted where it can be demonstrated that the drive-through facility will not interfere with the intended function and form of the Character Area. Such applications may be permitted in circumstances where the location, design and function of the drive-through facility achieves the intent of the Plan, including, but not limited to, policies regarding the following:

- a. minimum height;
- b. minimal building setback;
- c. continuity of the planned built form;
- d. continuity and character of the streetscape;
- e. no driveways or parking areas between the building and the street;
- f. active facades that address principal street frontages, and
- g. the provision for pedestrian movement into and through the site.

The application will address, among other matters, the nature of surrounding uses, the specific location of the site within the Character Area, and opportunities for the integration of the drive-through facility with other uses within the development.

10.1.13.9 ~~11.2.11.8~~ Drive-through facilities may be permitted in non- **Strategic Growth Intensification** areas, provided that the proposed development does not interfere with the intended function and form of these Character

Areas. Drive-through facilities may be permitted where the location, design and function of the drive-through facility achieves the intent of the Plan and adequately addresses to the satisfaction of the City, among other matters, the nature of surrounding areas, compatibility with surrounding uses, the specific location of the site within the Character Area, and opportunities for the integration of the drive-through facility with other uses within the development.

10.1.14 ~~11.2.12~~ Industrial

10.1.14.1 ~~11.2.12.1~~ In addition to the Uses Permitted in all Designations, lands designated Industrial will also permit the following uses:

- a. adult entertainment establishment;
- b. animal boarding establishment which may include an outdoor facility;
- c. banquet hall;
- d. body rub establishment;
- e. broadcasting, communication and utility rights-of-way;
- f. ~~cardlock~~ truck fuel dispensing facility;
- g. commercial school;
- h. conference centre;
- i. entertainment, recreation and sports facilities;
- j. financial institution;
- k. funeral establishment;
- l. *major power generating facility*;
- m. manufacturing;
- n. motor vehicle body repair facility;
- o. Motor Vehicle Commercial uses;
- p. motor vehicle rental facility;
- q. outdoor storage and display area;
- r. overnight accommodation;
- s. research and development;
- t. restaurant;
- u. *secondary office*;
- v. self storage facility;

- w. transportation facility;
- x. trucking terminal;
- y. warehousing, distributing and wholesaling;
- z. *waste processing stations* or *waste transfer stations* and composting facilities; and
- aa. accessory uses.

10.1.14.2 ~~11.2.12.2~~ The maximum *floor space index (FSI)* for *secondary offices* is 0.5.

10.1.14.3 ~~11.2.12.3~~ Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.

10.1.14.4 ~~11.2.12.4~~ All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.

10.1.14.5 ~~11.2.12.5~~ Notwithstanding the policies of this Plan, existing drive-through facilities will be permitted as they existed on the day these policies come into effect.

10.1.14.6 ~~11.2.12.6~~ Zoning by-law amendments will be required for new drive-through facilities in **Strategic Growth Intensification** Areas and may be permitted where it can be demonstrated that the drive-through facility will not interfere with the intended function and form of the Character Area. Such applications may be permitted in circumstances where the location, design and function of the drive-through facility achieves the intent of the Plan, including, but not limited to, policies regarding the following:

- a. minimum height;
- b. minimal building setback;
- c. continuity of the planned built form;
- d. continuity and character of the *streetscape*;
- e. no driveways or parking areas between the building and the street;
- f. active facades that address principal street frontages, and
- g. the provision for pedestrian movement into and through the site.

The application will address, among other matters, the nature of surrounding uses, the specific location of the site within the Character Area, and opportunities for the integration of the drive-through facility with other uses within the development.

10.1.14.7 ~~11.2.12.7~~ Drive-through facilities may be permitted in non- **Strategic Growth Intensification** areas, provided that the proposed development does not interfere with the intended function and form of these Character Areas. Drive-through facilities may be permitted where the location, design and function of the drive-through facility achieves the intent of the Plan and adequately addresses to the satisfaction of the City, among other matters, the nature of surrounding areas, compatibility with surrounding uses, the specific location of the site within the Character Area and opportunities for the integration of the drive-through facility with other uses within the development.

10.1.15 ~~11.2.13~~ Parkway Belt West

10.1.15.1 ~~11.2.13.1~~ Lands designated Parkway Belt West will be governed by the provisions of the Parkway Belt West Plan.

10.1.15.2 ~~11.2.13.2~~ Notwithstanding the provisions of the Parkway Belt West Plan, the following uses will not be permitted:

- a. *major power generating facility*; and
- b. *waste processing stations or waste transfer stations* and composting facilities.

10.1.16 ~~11.2.14~~ Airport

10.1.16.1 ~~11.2.14.1~~ Lands designated Airport permit all uses that support Airport operations, the needs of the traveling public and Airport employees.

10.2 ~~11.3~~ Land Use Designations in Local Area Plans

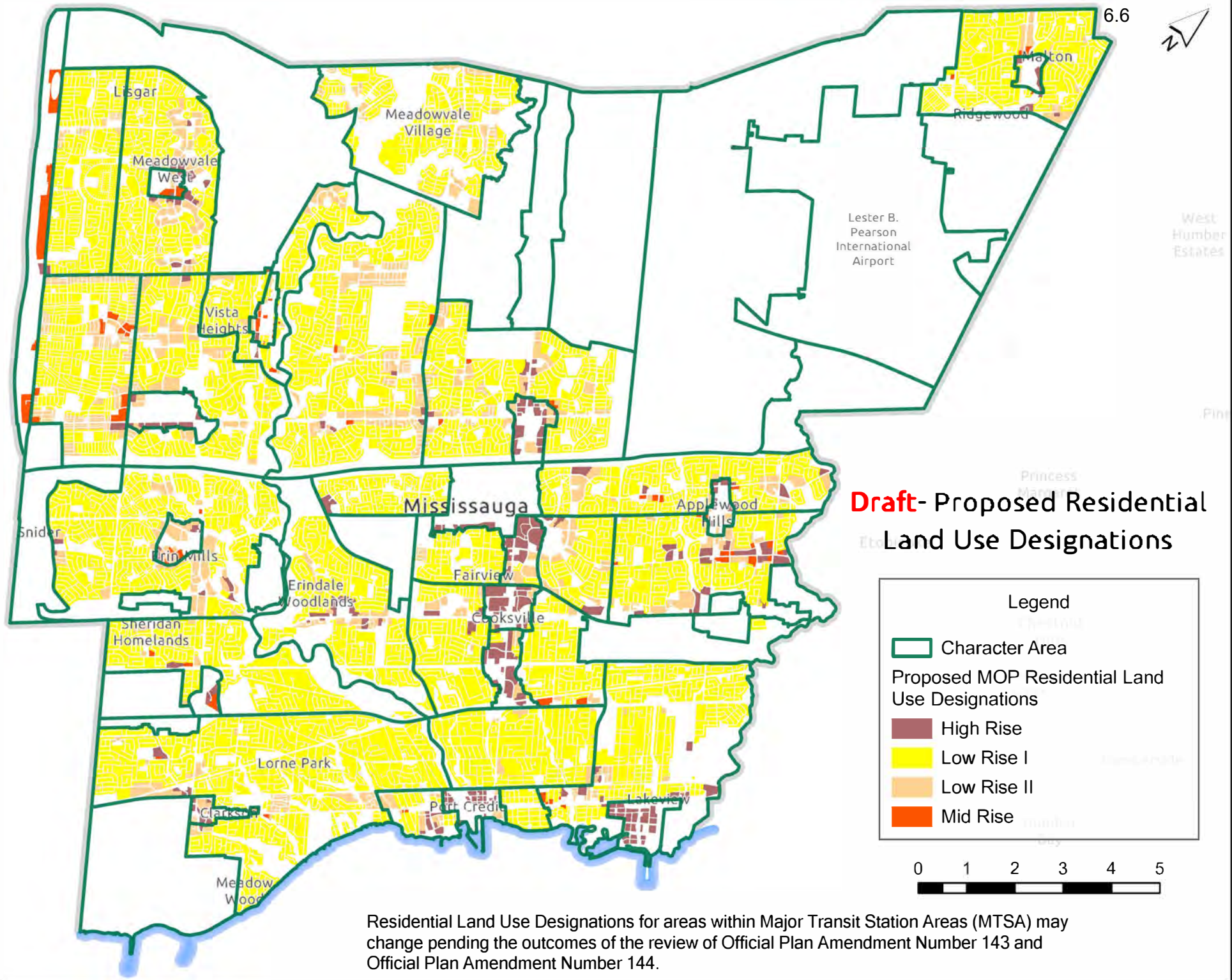
10.2.1 ~~11.3.1~~ In addition to the general land use designations, Local Area Plans may develop land use designations specific to the area they address.

10.2.2 ~~11.3.2~~ Policies for the following land use designations are included in Local Area Plans:

- a. Downtown Mixed Use (~~Downtown Core Local Area Plan~~) (Urban Growth Centre); and
- b. Downtown Core Commercial (~~Downtown Core Local Area Plan~~) (Urban Growth Centre); ~~and.~~
- c. ~~Land Use to be Determined (Port Credit Local Area Plan).~~

~~11.4 To Be Determined~~

~~The use of lands designated To Be Determined, will be addressed in future studies.~~



Residential Land Use Designations for areas within Major Transit Station Areas (MTSA) may change pending the outcomes of the review of Official Plan Amendment Number 143 and Official Plan Amendment Number 144.

11. Major Transit Station Areas

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Black – no change to text;

~~Red~~ – deleted text;

Blue – new text

NOTE:

Peach highlight – under appeal

Green underline – pending

Regional approval

Policies in Chapter 11 Major Transit Station Areas (MTSAs), Sections 11.1 and 11.2, from Mississauga Council-approved Official Plan Amendments 143 and 144 are still pending approval from the Region of Peel.

A decision by City Council was made on August 10, 2022 to submit [Official Plan Amendment Number 143](#) and [Official Plan Amendment Number 144](#) to the Regional Municipality of Peel for approval (By-law 0214-2022 and 0215-2022 respectively), which contain amendments to the Mississauga Official Plan related to MTSAs.

11.1 Introduction ~~5.7 Major Transit Station Areas~~

11.2 General ~~5.7.1~~

11.3 Dundas Street Corridor 5.4.15

~~Mississauga Official Plan Amendment No. 141 will not come into force and effect until 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 this deferral of Mississauga Official Plan Amendment No. 141 shall apply to all the following policies and schedules to be amended:~~

Dundas Street will continue its evolution towards a dynamic, urban, mixed-use corridor with multiple options for mobility including walking, cycling, and rapid transit. It will have a mix of residential, commercial and employment uses within a predominantly mid-rise built form with active storefronts, community facilities, public service facilities, integrated open spaces and amenities that result in an enhanced pedestrian experience. New public streets and pedestrian connections will be introduced to create smaller walkable blocks and multiple routes to key destinations.

Building heights will vary along the Corridor to reflect the City Structure and to visually emphasize key intersections. Buildings with the greatest heights will be located in proximity to the Dixie GO station area where several rapid transit lines intersect. The tallest mid-rise buildings will be located at the intersections of, Winston Churchill Boulevard, Erin Mills Parkway, Erindale Station Road, and Cawthra Road, with lower building heights in between these areas.

The Dundas Street Corridor will see growth in population and employment, while respecting existing communities, businesses, and industries. Development along the Corridor will support existing employment uses and industries. Not all lands along the Corridor will be able to accommodate the introduction of new sensitive land uses such as residential, due to land use compatibility issues.

11.3.1 ~~5.4.16~~ Lands within the Dundas Street Corridor correspond to the delineated boundaries of the protected **Major Transit Station Areas** located along Dundas Street extending from the City of Toronto in the east to the Town of Oakville in the west as shown on Map 5-2-11-1: Dundas Street Intensification Corridor.



Map 5-2-11-1: Dundas Street Intensification Corridor

~~Policies shown in a text box are Protected **Major Transit Station Area** policies in accordance with the *Planning Act*. 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.~~

~~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. 142, the Region of Peel Official Plan policies will prevail to the extent of the conflict, but in all other respects Mississauga Official Plan Amendment No. 142 will remain in effect.~~

11.3.2 ~~5.4.17~~ Development will contribute to the creation of a predominantly mid-rise corridor, with maximum building heights of 12 storeys except in key locations where additional heights are permitted, up to a maximum of 25 storeys. Specific height requirements for the corridor are identified in the Major Transit Station Area Section of this Plan.

11.3.3 ~~5.4.18~~ Development will be designed and located to:

- a. ensure sufficient minimum ground floor building heights to accommodate changes in uses over time;
- b. incorporate podiums that are generally a minimum of 3 storeys and a maximum of six storeys except where the building height is 9 storeys or less;
- c. introduce flexible ground floor non-residential spaces that are easily convertible to accommodate a diverse range of businesses that promote the vibrancy of Dundas Street;
- d. achieve a consistent streetwall with building indentations provided as visual relief;
- e. promote active frontages in mixed-use buildings with ground floor uses that animate the street;
- f. prohibit surface parking between a building and the street;
- g. incorporate underground parking and for above grade structured parking, to be completely screened by active uses along street frontages;
- h. achieve transition to surrounding lands designated low density residential through angular plane provisions;
- i. incorporate setbacks between the podium and the tower portion of the building fronting Dundas Street;
- j. maintain minimum separation distances between buildings to ensure sufficient access to sunlight, sky views and privacy; and
- k. achieve noise attenuation of common private outdoor amenity areas through site design, building design and location, instead of noise walls.

11.3.4 ~~5.4.19~~ Land use compatibility assessments will be required to determine the suitability of sensitive land uses, such as residential, in proximity to employment areas.

11.3.5 ~~5.4.20~~ Intensification and development on lands within the regulatory storm flood plain that poses an unacceptable risk, will not be permitted prior to the completion of City-initiated flood studies and the construction of recommended mitigation measures, where necessary.

11.3.6 ~~5.4.21~~ An expanded parkland and open space system will provide green, safe, attractive public spaces that include a range of social and recreation activities, as well as connections to the Etobicoke Valley, Culham and Glen Erin Trail systems. The exact location, configuration, size and design of future parks will be determined through the development application process.

11.3.7 5-4-22 The road network will be expanded to provide increased connectivity, a fine grained multi-modal transportation network, and encourage multi-modal access as shown conceptually in Figures 5-16.1 and 5-16.2, to:

- address through the development application process, the design, access requirements and public/private responsibilities for roads and pedestrian connections;
- create smaller development blocks with new roads and pedestrian connections; and
- prioritize pedestrian and cycling connections to transit facilities.

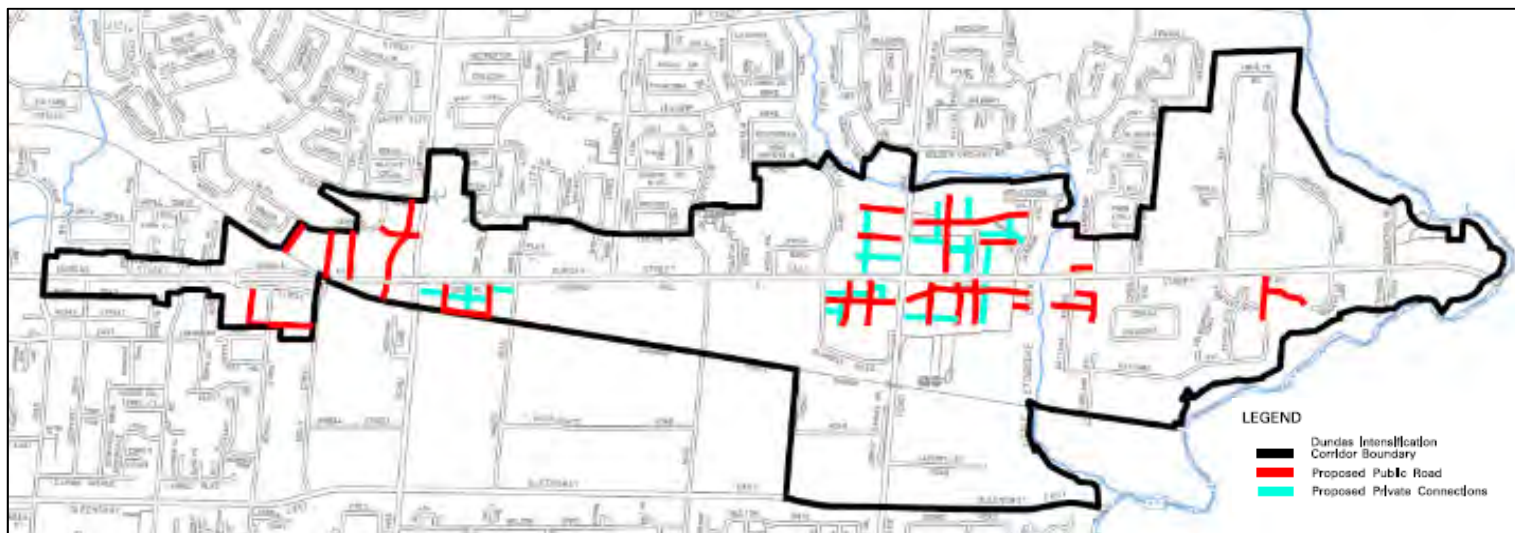


Figure 5-16.1 11-1.1: Conceptual road network expansion within and adjacent to the Dundas Street Corridor east of Hurontario Street.

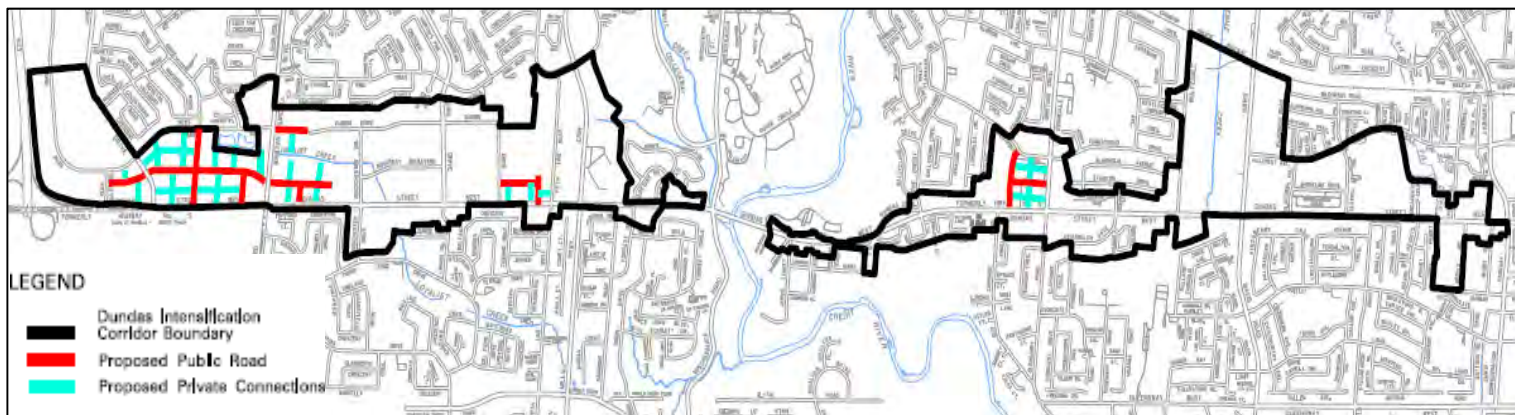


Figure 5-16.2 11-1.2: Conceptual road network expansion within and adjacent to the Dundas Street corridor west of Hurontario Street.

12. Urban Growth Centre

Downtown

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~~Red~~ – deleted text;

Blue – new text

NOTE:

Peach highlight – under appeal

Green underline – pending

Regional approval

12.1 Introduction

5.3.1 Downtown

The ~~Downtown~~ **Urban Growth Centre** represents a unique area within the City's Strategic Growth Areas Structure where ~~M~~ much of the city's new population and employment growth will locate ~~in the Downtown~~. The **Urban Growth Centre** will serve as a major employment centre that will attract significant employment uses, including major office developments. ~~It is the civic and cultural centre of the city and a destination within the Greater Toronto and Hamilton Area.~~ The ~~Downtown~~ **Urban Growth Centre** will be connected to key regional and city destinations by an efficient local network of transportation and transit corridors and regional **higher order transit** services.

The ~~Downtown~~ **Urban Growth Centre** will be a vibrant city and regional centre where residents are able to live, work and play. ~~It is the civic and cultural centre of the city and a destination within the Greater Toronto and Hamilton Area.~~ It is also where ~~residents, workers and visitors~~ **employees, shoppers, tourists, theatergoers and students** gather in a mixed use environment, where development is pedestrian friendly, the public realm is inviting and the street network is supportive of walking and cycling as **safe**, viable and convenient forms of transportation. Opportunities to enjoy **high quality urban open spaces and a variety of attractive open spaces and parks** ~~nature in a variety of urban open spaces~~ that include trees and other natural elements will be provided. Major infrastructure investments including **higher order transit** and community and cultural facilities will be encouraged in the ~~Downtown~~ **Urban Growth Centre**.

~~The Downtown is Mississauga's Urban Growth Centre as identified in the Provincial Growth Plan.~~

~~The Downtown is comprised of four Character Areas:~~

- ~~1. Downtown Core;~~
- ~~2. Downtown Fairview;~~
- ~~3. Downtown Cooksville; and~~
- ~~4. Downtown Hospital.~~

~~This section identifies the modifications to the General Land Use designations in Chapter 11 that apply to the Downtown.~~

~~Policies shown in a text box are **Protected Major Transit Station Area** policies in accordance with the *Planning Act*. 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. 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.~~

~~The **Downtown Urban Growth Centre** includes 10 **Protected Major Transit Station Areas** as shown on Schedule 2: **Intensification Strategic Growth Areas** and identified on Schedule 8 ~~11~~: **Protected Major Transit Station Areas**. The following **Major Transit Station Areas** are located in the **Urban Growth Centre**:~~

- ~~• Burnhamthorpe;~~
- ~~• City Centre;~~
- ~~• Cooksville GO;~~
- ~~• Duke of York;~~
- ~~• Dundas;~~
- ~~• Fairview;~~
- ~~• Robert Speck;~~
- ~~• Main;~~
- ~~• North Service; and~~
- ~~• Queensway.~~

ADD NEW Map 12-1 with entire UGC

12.1.1 General

~~12.1.1.1 5.3.1.1~~ The **Downtown Urban Growth Centre** is comprised of the lands along Hurontario Street between Highway 403 and the Queen Elizabeth Way, as ~~shown identified~~ on Schedule 1~~b~~: Urban System— City Structure ~~and Schedule 9: Character Areas~~.

~~12.1.1.2 5.3.1.2~~ The **Downtown Urban Growth Centre** ~~will be~~ is divided into four Character Areas:

- ~~a. Downtown Core;~~
- ~~b. **Downtown** Fairview;~~
- ~~c. **Downtown** Cooksville; and~~

d. ~~Downtown~~-Hospital.

12.1.1.3 The **Urban Growth Centre** will be planned to:

- a. ~~5.5.4 Intensification Areas will be planned to~~ reflect ~~their~~ its role in the City Structure hierarchy;
- b. ~~5.3.1.8 The Downtown will~~ accommodate significant population and employment growth and support opportunities for residents to work in Mississauga;
- c. ~~5.3.1.9 The Downtown will~~ develop as a major regional centre, ~~be and~~ the primary location for mixed use development. ~~The Downtown will~~ and contain the greatest concentration of activities and variety of uses in the city;
- d. accommodate a balance of housing, retail, office, services and **community infrastructure** in close proximity with each other;
- e. attract considerable employment, including **major offices**;
- f. achieve a high quality built form and urban environment (~~5.3.1.11~~);
- g. ~~5.3.1.10 The Downtown will~~ be ~~planned as~~ a focal area for investment in regional public service facilities, **community infrastructure**, as well as institutional, commercial, recreational, educational, **arts**, cultural and entertainment uses;
- h. ~~5.3.1.13 Downtown will be developed to support and encourage active transportation as a mode of transportation.~~ support a range of transportation options, including **higher order transit** and a safe and convenient **active transportation** network;
- i. encourage arts and cultural uses and the location of public art;
- j. ~~5.5.9 Intensification Areas will be planned to~~ maximize the use of existing and planned **infrastructure**; and,
- k. adapt to the impacts of a climate change, improve resilience, reduce greenhouse gas emissions, and contribute to environmental sustainability.

12.1.1.4 ~~5.3.1.4~~ The ~~Downtown~~ **Urban Growth Centre** will achieve a minimum gross density of residents and jobs combined per hectare as specified for each **Protected Major Transit Station Area**.

12.1.1.5 ~~5.3.1.5~~—Development applications within the ~~Downtown~~ **Urban Growth Centre** proposing a change to the designated land use, which results in a significant reduction in the number of ~~residents or~~ jobs that could be accommodated on the site, will not be permitted unless considered through an official plan review or update ~~municipal comprehensive review~~.

~~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.~~

~~12.1.1.6~~ ~~12.1.1.1~~ Proponents of development applications within the **Downtown Urban Growth Centre** 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.

~~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.

~~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:

- ~~a. an appropriate transition in heights that respects the surrounding context will be achieved;~~
- ~~a. the development proposal enhances the existing or planned development;~~
- ~~b. the City Structure hierarchy is maintained; and~~
- ~~c. the development proposal is consistent with the policies of this Plan.~~

~~12.1.1.5~~ Down-zoning of lands within the Downtown and in the transition area adjacent to the Downtown should not be permitted.

12.1.1.7 ~~5.5.5~~ Development in the **Urban Growth Centre** will ~~promote the qualities of~~ support the achievement of healthy sustainable complete communities that:

- a. ~~5.5.7~~ A mix of medium and high density housing provide a wide-range of uses, including residential, **community infrastructure**, employment, services, and commercial uses, including mixed use residential/commercial buildings and offices, according to the permitted land uses in the policies of the Plan will be encouraged. However, not all of these uses will be permitted in all areas;
- b. supply a diverse range and mix of housing options, unit types and sizes, including affordable housing, to accommodate the needs of a diverse population, including people with disabilities, older adults, and families;
- c. deliver a compact built form and density that allow people meet many of their needs locally and within walking distance, achieves a high quality urban environment, create a vibrant public realm, and support transit ridership;
- d. provide **active transportation** connections to the Light Rail Transit (LRT) line, transit routes/stops, trails, parks, open spaces and surrounding neighbourhoods;
- e. contribute to the provision of **community infrastructure** and other services necessary to support residents and/or workers;
- f. supply convenient and safe, publicly-accessible open spaces, parks, recreational facilities and other gathering spaces;

- g. support local food options, including access to urban agriculture and farmers markets; and,
- h. integrate green building design, **green infrastructure** and appropriate low impact development.

12.1.1.8 ~~5-5-8~~ Residential and/or employment density and mix of uses ~~should~~ will be sufficiently high to support transit usage, according to the permitted land uses in the policies of the Plan. Low density development will be discouraged.

12.1.1.9 ~~12-1-1-7~~ Prior to development within floodplains, 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.

12.1.1.10 ~~5-3-1-12~~ The **Urban Growth Centre-Downtown** will be serviced and supported by ~~served by local and frequent transit services, including~~ **higher order transit** facilities, which provide connections to all parts of the city and to neighbouring municipalities;

12.1.1.11 ~~5-5-14~~ Pedestrian movement and access from ~~major~~ transit routes and stops, and connections to the surrounding neighbourhoods will be a priority in the **Urban Growth Centre Intensification Areas**.

12.1.1.12 ~~5-5-12~~ Development will be phased in accordance with the provision of community infrastructure and ~~other~~ necessary **infrastructure** servicing.

12.1.1.13 ~~12-4-4-1~~ Arts and cultural uses are encouraged to concentrate in the **Urban Growth Centre** to add vibrancy to the area.

12.1.1.14 Strategies to encourage and support non-residential uses and the retention of local businesses in the **Urban Growth Centre** may be pursued including consideration of Community Improvement Plans and other incentives.

12.1.1.15 Partnerships and collaborations will be encouraged to identify community needs and develop **community infrastructure** such as schools, daycare facilities, open spaces or community facilities in the **Urban Growth Centre**. The City will explore the suitability of integrating **community infrastructure** within a building with other uses.

12.1.2 Urban Design

12.1.2.1 Development in the **Urban Growth Centre** will:

- a. ~~5-3-1-11 Development in the Downtown~~ support a built form ~~will be in a form~~ and density that achieves a high quality urban environment;
- b. locate and frame buildings adjacent and parallel to public streets and public open spaces, to define their edges and create a relationship with the public sidewalk;
- c. have a compatible massing and scale of built form that enhances the role and hierarchy of the **Urban Growth Centre**; ~~12-1-3-3 Compatible development is~~

~~encouraged that recognizes the scale and enhances the form and character of Mixed Use areas.~~

- d. consolidate access points and shared parking, service areas and driveway entrances, where feasible;
- e. ~~12.1.3.2 Mixed Use Development will~~ contribute to an attractive public realm and generally be pedestrian oriented and street related;
- f. incorporate **active transportation** connections to transit, public realm, open spaces and surrounding neighbourhoods, where applicable; and,
- g. provide publicly-accessible open space, including squares and plazas, appropriate to the size, location and type of the development.

12.1.2.2 ~~12.1.1.4 Lands immediately adjacent to, or within the Downtown, should provide both a transition between the higher density and height of development within the Downtown and lower density and height of development in the surrounding area.~~ Development on lands within the **Urban Growth Centre**, or immediately adjacent to, will be required to provide a transition in height and scale between the higher scale development within the **Urban Growth Centre** and lower scale development in the surrounding area.

12.1.2.3 **Community infrastructure** is encouraged to adopt a compact form and be integrated within buildings with other permitted uses.

12.1.2.4 ~~9.2.1.14~~ In appropriate locations, **tall buildings** will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.

12.1.2.5 Underground parking and/or integrated above grade structured parking are preferred in the **Urban Growth Centre**. Where integrated above grade parking structures are permitted, they will be screened in such a manner that vehicles are not visible from public view and have appropriate direction signage to the structure. Along prominent streets, parking structures should be screened by liner buildings that incorporate a mix of uses between the parking structure and the street.

12.1.2.6 Existing surface parking areas in the **Urban Growth Centre** will be replaced as part of a redevelopment by underground and/or integrated above grade-structured parking.

12.1.2.7 A limited amount of surface parking may be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off point delivery services. Where permitted, surface parking should be located at the rear or side of buildings, use screening to minimize impacts, and provide safe pedestrian amenities.

12.1.2.8 Parkland should be designed and located to create focus areas in the **Urban Growth Centre**. Parkland may also provide gathering spaces and linear connections throughout the **Urban Growth Centre**, to existing open spaces, commercial developments, **community infrastructure** and surrounding neighbourhoods.

12.1.2.9 Privately owned public spaces (POPS) may be incorporated into developments provided that:

- a. the POPS will be publicly accessible and integrated seamlessly with the public open space system, adjoining street network, and pedestrian environment;
- b. the POPS interfaces with existing and/or proposed development in a legible and cohesive manner; and
- c. the POPS is maintained as universally accessible and open to the public throughout the year.

12.1.2.10 **Tactical urbanism** is encouraged to enliven the **Urban Growth Centre** on a temporary basis or to test ideas for long-term changes.

12.1.3 Land Uses

~~This section identifies the modifications to the General Land Use designations in Chapter 11 that apply to the Urban Growth Centre.~~

~~12.1.1.6 Within the Downtown, on lands designated Mixed Use, Downtown Core Commercial, Convenience Commercial or Office, ground floor retail or office uses will be provided.~~

~~12.1.2~~ Residential

~~12.1.3.1 12.1.2.1 The Residential Low-Rise Density I and Residential Low Density II designations will not be permitted, except for lands designated Residential Low-Rise Density I and Residential Low Density II at the time this Plan comes into effect.~~

~~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.~~

12.1.3.2 Lands within the **Urban Growth Centre** that are designated Residential Mid-Rise will permit buildings up to 12 storeys, unless otherwise specified in **Major Transit Station Area** Schedule 8. Mid-rise buildings will be designed in accordance with the applicable policies of this Plan.

~~12.1.3~~ Mixed Use

~~12.1.3.1 Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted:~~

- ~~a. Major offices.~~

12.1.3.3 Lands within the **Urban Growth Centre** that are designated Mixed Use will also permit **Major Offices**.

~~12.1.3.2 Addressed in Policy 12.1.2.x~~

~~12.1.3.3 Addressed in Policy 12.1.2.x~~

~~12.1.4~~ Office

~~12.1.4.1 Notwithstanding the Office policies of this Plan, the following additional uses will be permitted:~~

~~a. Post secondary educational facilities.~~

12.1.3.4 Lands within the **Urban Growth Centre** that are designated Office will also permit Post-secondary educational facilities.

12.1.3.5 ~~12.3.4.3.1, 12.4.7.3.1, 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 new development.

~~12.1.5~~ Motor Vehicle Commercial

12.1.3.6 ~~12.1.5.4~~ The Motor Vehicle Commercial designation will not be permitted, except for lands designated Motor Vehicle Commercial at the time this Plan comes into effect.

~~12.1.6~~ Business Employment

12.1.3.7 ~~12.1.6.1~~ The Business Employment designation will not be permitted.

~~12.1.7~~ Industrial

12.1.3.8 ~~12.1.7.1~~ The Industrial designation will not be permitted

12.1.4 Fairview, Cooksville and Hospital Urban Growth Centre ~~12.1.8 Downtown~~

The following additional policies apply to the ~~Downtown~~ Fairview, ~~Downtown~~ Cooksville and ~~Downtown~~ Hospital **Urban Growth Centre** Character Areas.

~~12.1.8.1~~ General

12.1.4.1 ~~12.1.8.1.1~~ Partnerships and collaborations will be encouraged to identify community needs and develop community infrastructure such as integrating a school, a daycare facility or a community facility within a building with other uses.

12.1.4.2 ~~12.1.8.1.2~~ ~~Downtown~~ Fairview, Cooksville and Hospital **Urban Growth Centre** Character Areas 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.

12.1.4.3 ~~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 requirement for land dedication. Opportunities to obtain parkland will also be explored for purchase by the City.

12.1.4.4 ~~12.1.8.1.4~~ Through development applications, opportunities to increase the provision of open space will be explored. These open spaces will be complementary to the public parkland system.

12.1.4.5 ~~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.

~~12.1.8.2~~ Urban Form and Building Transition

12.1.4.6 ~~12.1.8.2.1~~ 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 residential low-rise ~~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.

12.1.4.7 ~~12.1.8.2.2~~ For larger developments where more than one tower is proposed, a variation in building heights will be achieved.

12.1.4.8 ~~12.1.8.2.3~~ **Tall buildings** will incorporate podiums that are a minimum of three storeys and a maximum of six storeys.

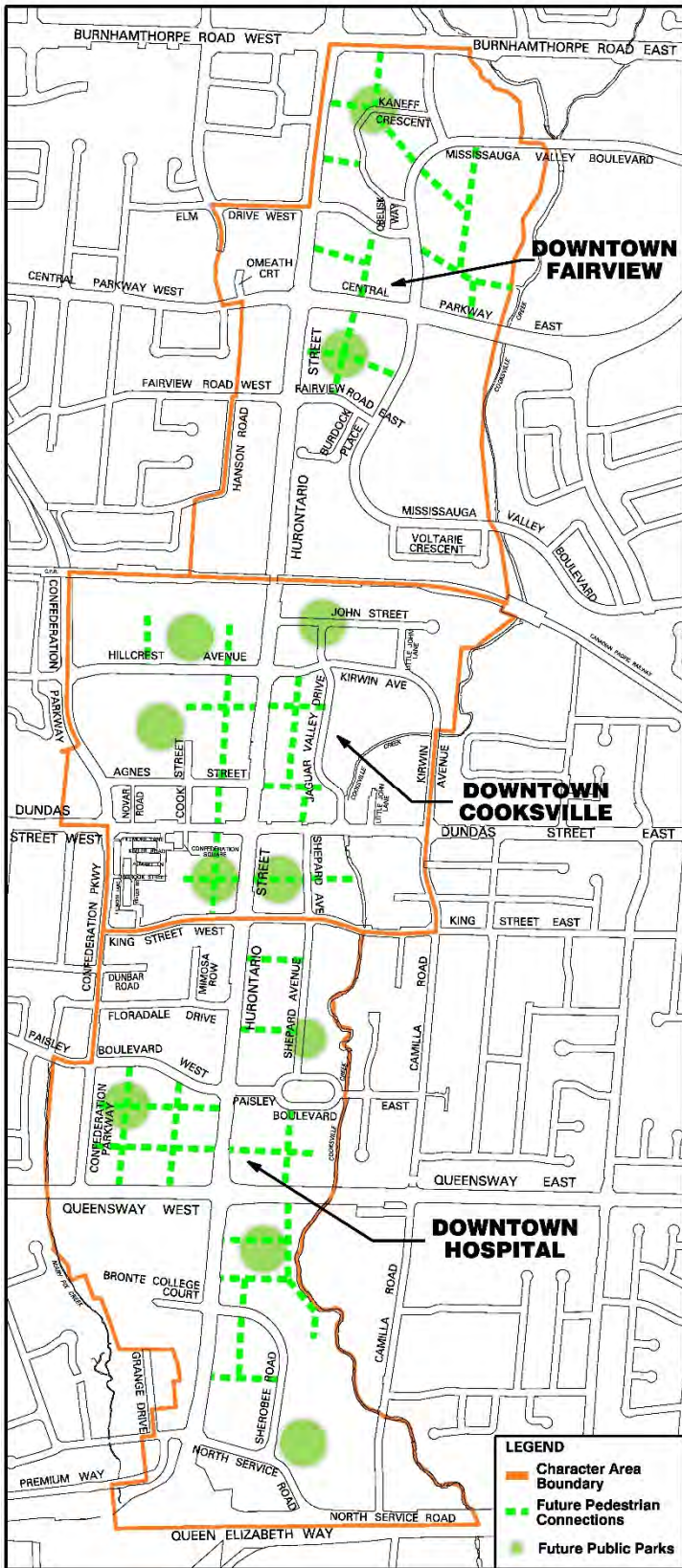
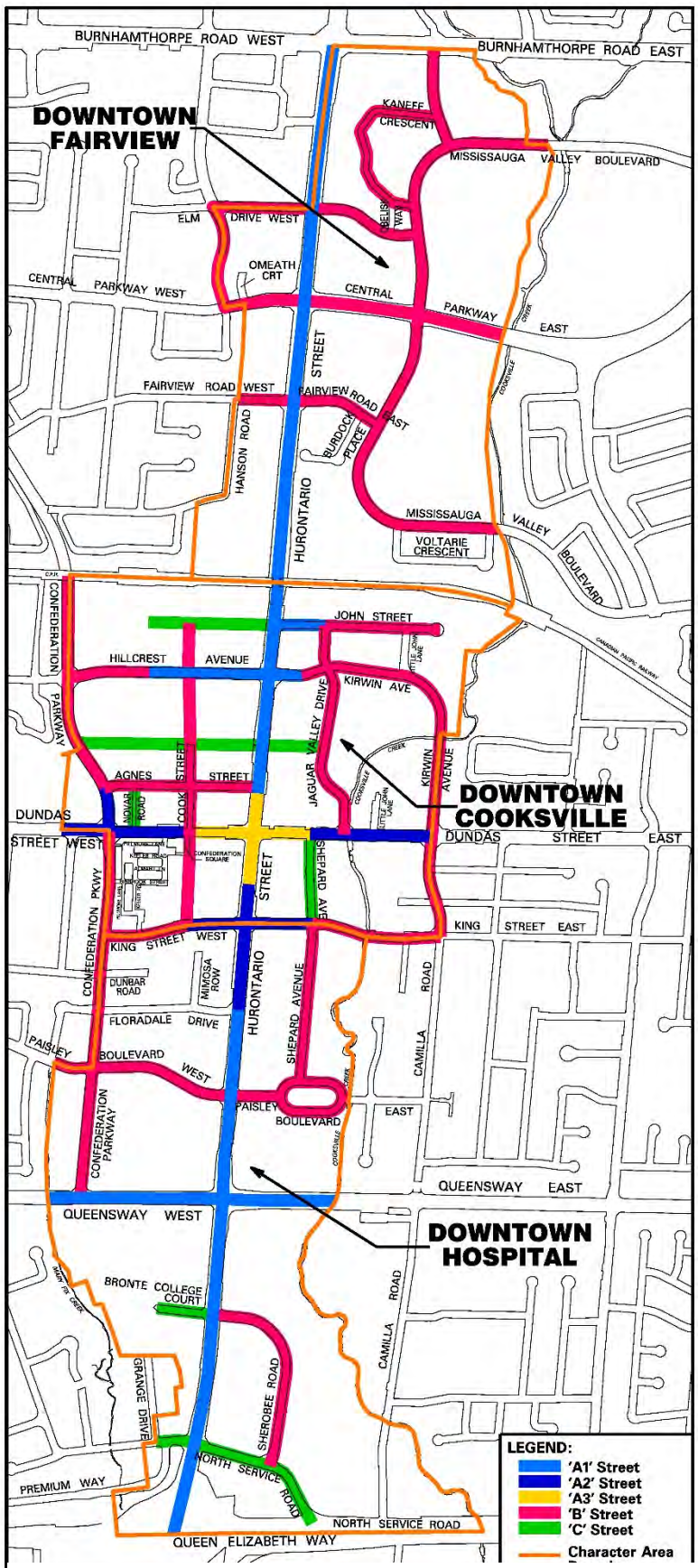


Figure 1: Future pedestrian connections and public parkland network. These symbols represent the general location of new pedestrian connections, as well as public parkland in the vicinity.



Map 12-1.2: Downtown Fairview, Cooksville and Hospital Urban Growth Centre Street Types

12.1.4.9 ~~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.

12.1.4.10 ~~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.

Street Frontage Provisions

The majority of existing and new roads in ~~Downtown~~ Fairview, ~~Downtown~~ Cooksville and ~~Downtown~~ Hospital **Urban Growth Centre Character Areas** are categorized as 'A', 'B' or 'C' Streets and are shown on Map 12-1.2: ~~Downtown~~ Fairview, Cooksville and Hospital **Urban Growth Centre Character Areas' Street Types**.

Provisions for 'A' Streets

12.1.4.11 ~~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.

12.1.4.12 ~~12.1.8.2.7~~ Development abutting 'A1', 'A2' and 'A3' Streets will incorporate ground floor non-residential uses. Development will:

- 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 stepbacks 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**.

Provisions for 'B' Streets

12.1.4.13 ~~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 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:

- 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.

Provisions for 'C' Streets

12.1.4.14 ~~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:

- 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.

12.1.8.3 Transportation

12.1.4.15 ~~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.

12.1.4.16 ~~12.1.8.3.2~~ Public easements will be required where pedestrian connections are proposed on private lands.

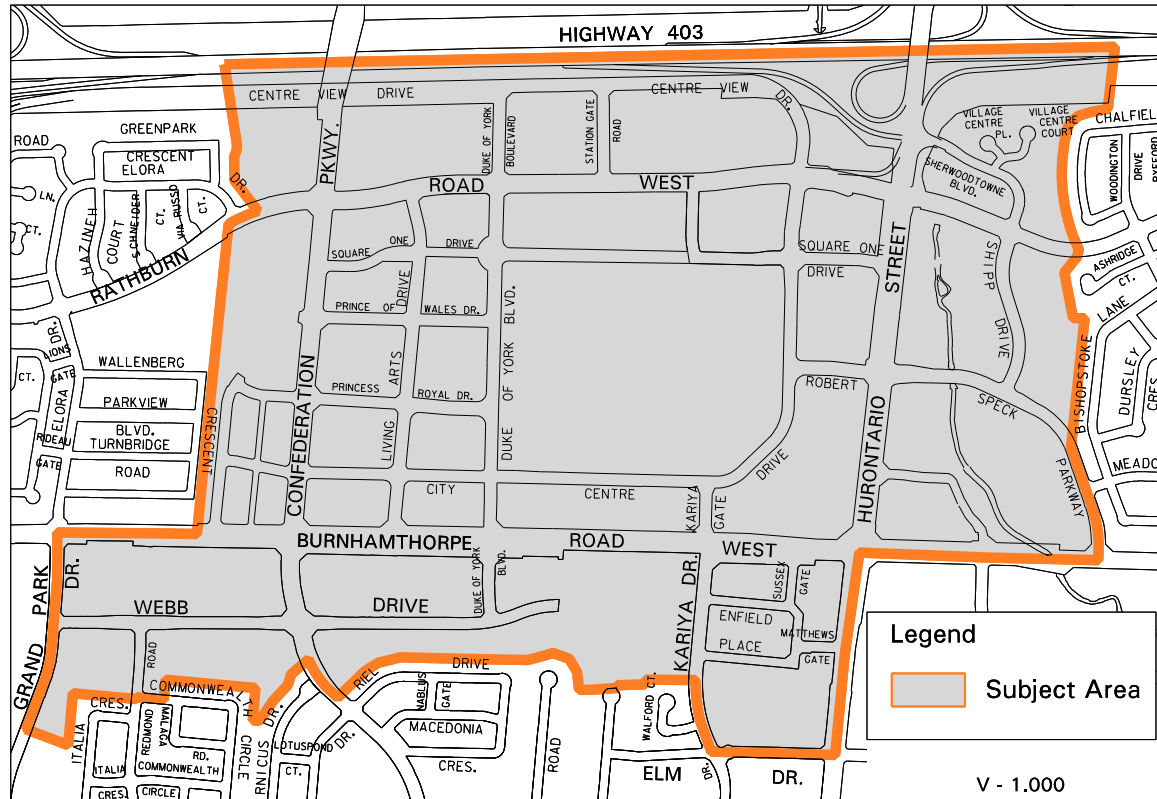
12.1.4.17 ~~12.1.8.3.3~~ Vehicular access from Hurontario Street and Dundas Street will be restricted and consolidated to minimize driveways and conflict with pedestrians, cyclists and transit.

12.1.4.18 ~~12.1.8.3.4~~ Roads will be designed as complete streets, and incorporate **active transportation** and transit infrastructure.

12.1.4.19 ~~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.

12.2 Downtown Core

Official Plan policies for lands within the Downtown Core Urban Growth Centre are contained in the Downtown Core Local Area Plan.



Map 12-2.1. Downtown Core Character Area

1.0 — HOW TO READ THE DOWNTOWN CORE LOCAL AREA PLAN

2.0 — CONTEXT

Introduction

Since its rural beginning as farmland in the 1970s, Downtown Core Mississauga has been evolving into an exciting urban place. Today the Downtown Core consists of high density residential developments, office buildings, mixed use developments, parks, post-secondary institutional and cultural facilities, civic uses and recreational and entertainment uses developed around the periphery of the Square One Shopping Centre.

The Downtown Core contains one of the GTA's largest transit terminals, which includes a connection to the Hurontario LRT. A high quality park network is continuing to be developed, including Celebration Square.

Over the last decade, Flexible zoning provisions combined with favourable market conditions have resulted in extensive private investment in high density residential and mixed use condominium development such as the internationally acclaimed Absolute/Marilyn buildings. During this time,

the Square One Shopping Centre has also strengthened its position as a significant premier retail destination in Ontario, but there has been limited new office development.

The Downtown Core Urban Growth Centre is the focus of an urban park system, providing residents publically accessible open space and to locally improve climate change resiliency. Given the anticipated increase in population and employment, opportunities for additional parkland and improvements to existing parks will be pursued.

~~3.0~~ — ~~COLLABORATION~~

~~The Downtown 21 Master Plan process was the basis for reviewing the Local Area Plan policies of this Plan. The goal of this Area Plan is to establish a framework for the development of a vibrant, urban downtown that serves as the commercial, business and cultural centre of Mississauga and is a place where people choose to live, work and play. The public were engaged throughout the process in open houses, workshops and presentations and will continue to be consulted as changes to the plans evolve.~~

12.2.1 Vision

~~A key goal of the City's Strategic Plan is to Create a Vibrant Downtown that will be the civic and cultural soul of the city as well as a strong economic centre.~~

~~The basis for the Downtown Core Local Area Plan is the Downtown 21 Master Plan, which was received by Council in April 2010.~~ The Downtown 21 Master Plan, 2010, set out the direction for transforming the Downtown Core from a suburban model to an urban mixed use centre.

The Downtown Core is envisaged to:

- Evolve as ~~objective is to~~ a high quality, pedestrian friendly, human scaled environment that is a meaningful place for all ~~citizens~~ residents, workers and visitors. Quality of life will be enhanced by a series of parks, publically accessible open spaces and mews, creating a comfortable and inviting place to relax and stroll.
- Be a mixed use urban centre, with a balance of residential, office and retail employment uses, complemented by civic and cultural uses. Continued development of a variety of entertainment activities that will contribute to activity both day and night will be encouraged where appropriate.
- ~~and also~~ Continue to attract lasting public and private investment in the Downtown to support existing and planned infrastructure, particularly higher order transit. The LRT will provide access between the Downtown Core and Brampton to the north and Port Credit to the south. ~~Additional investment is being made to transit in the Downtown, including the Light Rail Transit system along Hurontario Street and through the core.~~ The Bus Rapid Transit system will also serve the Downtown Core connecting it with areas to both the east and west.
- Include a high quality architectural design and mix of uses for the new transit terminal. To complement the transit system, the Downtown Core will offer a truly urban, rich in character and memorable pedestrian experience. ~~—The current focus for local and~~

~~interregional public transit is in the area of Rathburn Road West and Station Gate Road consisting of the City Centre Transit Terminal and GO platforms. The future BRT station will also be constructed in this area. With the ongoing commitment to public transit infrastructure combined with transit supportive developments this area will develop as a key mobility hub within the Greater Toronto Area.~~

~~The existing road pattern is made up of super blocks. An expanded road network is proposed that will create an urban pattern of development blocks that are walkable in scale and well connected.~~ The new **road street** network **will replace existing superblocks**, resulting in urban scaled blocks, providing routing options for vehicular, servicing and goods movement, pedestrian and cycling movement within the Core. The scale of the streets is to be narrower with special attention paid to the public realm and elements within the boulevard to ensure a comfortable, enjoyable and safe pedestrian environment.

~~Downtown Mississauga has already begun its transformation from a suburban auto-oriented centre, to one that is truly urban, rich in character, memorable and geared to the pedestrian experience.~~

~~The Downtown, which forms a part of the Urban Growth Centre is expected to be the focus for population and employment growth in the City to 2031.~~ The Core is expected to maintain its prominence as the city's highest density mixed use centre. Going forward, **additional office and other non-residential developments** ~~it~~ will be necessary to ensure a balance between residential and employment uses including retail, in order to achieve a sustainable Downtown Core.

12.2.2 Guiding Principles

The policies in this section ~~This Area Plan~~ aims to support the following **key guiding principles opportunities** for the Downtown Core:

- a. strengthen the Core's role as the primary location for major office, highest concentration of regional serving retail, commercial, mixed use, civic, **entertainment** and cultural uses;
- b. accommodate forecasted growth without impacting the natural environment and quality of life;
- c. attract new jobs, particularly in the office sector to balance population and employment;
- d. create a fine-grained, well connected road network that supports multi-modal transportation modes: walking, cycling, transit, servicing and goods movement, and the car;
- e. develop an integrated urban place that achieves design excellence in buildings, the public realm and a distinctive, memorable character in mixed use districts; and
- f. ~~provide a new development framework and policy regime founded on greater predictability and certainty of outcomes while allowing flexibility in unique circumstances, to better direct growth and support existing and planned services. Create an "Emerald Necklace" consisting of a~~ **create a series of parks and pedestrian mews linking districts together where it supports active and passive recreation, *active transportation*, and create a sense of identity and character.**

~~The vision for the Downtown Core is to be a mixed use urban centre, with a balance of residential, office and retail employment uses, complemented by civic and cultural uses. Continued development of a variety of entertainment activities that will contribute to activity both day and night will be encouraged where appropriate.~~

~~Additional office development is critical to achieve a strong employment base and move the Downtown in a forward direction.~~

~~This Plan will better direct development, achieve a stronger economic base, strengthen the transportation systems, create linkages and access, improve urban design and enhance the pedestrian experience resulting in a more vibrant and active mixed use Downtown Core.~~

~~4.2~~ **Community Concepts**

~~The focus of these policies is to reinforce and enhance the image of the Downtown Core as a prominent destination and urban mixed use centre in the Greater Toronto Area. These policies also address the role of the Downtown Core as a community within Mississauga. The Downtown Core's position as an employment, retail commercial, civic and cultural centre will be balanced by residential development, education, entertainment, and facilities for business visitors and tourists. New districts are proposed within the Downtown Core to support these existing and emerging activities. Each district will develop with its own character, mix of uses, function and scale. The policies of this Area Plan will serve to facilitate the dynamic growth and change of the Downtown Core as it matures.~~

12.2.3 Districts

The Downtown Core consists of districts that will each develop with their own character, mix of uses, function and scale. The policies will serve to facilitate the dynamic growth and change of the Downtown Core as it matures.

~~The City will prepare detailed plans and policies for the various Districts identified on Schedule 1, Downtown Core Districts, each with its own identity, scale and character, through future amendments to this Area Plan. The following provides a general outline of the intended character for each District within the Downtown Core. The Districts identified on Map 12-2.X are:~~

- The Exchange
- Civic
- Confederation
- Rathburn
- Cleary Park
- Hurontario
- Square One
- Sussex

4.3.1 12.2.3.1 The Exchange District

The Exchange District is envisioned as the heart of the Downtown Core, with a broad mix of active street level retail, restaurants, cafes, patios and entertainment facilities with a mix of uses above. The District will be a vibrant, walkable place that is active at all times of the day. The Exchange District is intended to bring together the commercial activity of the north, the Civic Centre district to the west, with the residential developments to the south **and serves as a model, catalyst and attractor for ongoing investment within the broader Downtown Core.**

~~The District straddles Burnhamthorpe Road West, extending southward to the south side of properties on the south side of Webb Drive and northward to Square One Shopping Centre. The Civic District and Duke of York are the western boundary with Kariya Drive and the Sussex and Hurontario Districts being the eastern boundary.~~

The vision for this District is to create an active lively pedestrian oriented urban place in the heart of the **Downtown Core** ~~emerging “downtown”~~ that ~~would~~ serve as a model, catalyst and attractor for ongoing investment ~~in the larger area~~. Key objectives include the following:

- a. to create at its heart a “main street” that connects from Square One Shopping Centre across Burnhamthorpe Road West to the **broader larger** residential communities to the south of Burnhamthorpe Road West;
- b. to incorporate a broad mix of uses and users that would contribute to make this a vibrant part of the city fabric; **and**,
- c. to create a critical mass of at least 5,000 residents, 5,000 employees, with neighbourhood-oriented retail/restaurant uses; **and**
- d. ~~to realize this vision in a relatively short time horizon.~~

~~The Exchange Transit Stop Area~~

~~4.3.1.1 The Exchange Street Stop serves as a destination node for The Exchange District and is shown on Schedule 3, Long Term Transit Network of this Plan. This stop area will be a vibrant, walkable, mixed-use place.~~

4.3.2 12.2.3.2 The Civic Centre District

The Civic Centre District is a five block public campus **and with** public open space that is home to the city’s premiere public **and cultural** institutions including the Civic Centre, Celebration Square, Central Library, Living Arts Centre, Scholars’ Green and the Sheridan College Campus. This district is envisioned as a singular civic space comprised of **smaller** parks, **and** plazas, **and** institutional **and cultural uses**, linked together by the **enhanced** pedestrian street design **of along** Duke of York Boulevard, Living Arts Drive and the flush street design of City Centre Drive, Princess Royal Drive, Prince of Wales Drive and Square One Drive. **The Civic District is also being considered for the location of a District Energy facility.**

~~Civic Centre Stop Area~~

~~The Civic Centre Stop Area serves as a destination node for the concentration of civic uses along Living Arts Drive including Celebration Square, Civic Centre, Central Library, YMCA, Living Arts~~

~~Centre and Sheridan College. Shown on Schedule 3, Long Term Transit Network of this Plan, the stop area will provide connection to the public open space network and serve a significant residential population in the Confederation Parkway District. Placemaking and wayfinding objectives will guide the development in this stop area.~~

~~4.3.3~~ **12.2.3.3 Confederation Parkway District**

The Confederation Parkway District ~~has grown rapidly~~ ~~serves as the western gateway to the Downtown Core.~~ Over the past decade as a ~~This is a rapidly growing urban~~ predominantly mixed use residential neighbourhood ~~that will be home to over 20,000 people,~~ centred along Confederation Parkway, ~~has grown rapidly.~~ The district ~~will~~ contains a series of new ~~and existing~~ park spaces that ~~will~~ connects Zonta Meadows Park to the Civic Centre District, ~~and includes a mix of uses and active street frontages which encourage a sense of place and pedestrian movement.~~ ~~The Confederation Parkway District will serve as the northwestern gateway into the Downtown Core and will includes a mix of uses and active street frontages which encourage a sense of place and pedestrian movement.~~

~~4.3.4~~ **12.2.3.4 Rathburn District**

The Rathburn District ~~consists is currently a pattern~~ of suburban retail uses and surface parking lots. This district will intensify over the long term with an emphasis on office and employment uses that can take advantage of highly designed, efficient, comfortable pedestrian amenities and access to future **higher order transit**. Visibility and access to Highway 403 and **higher order transit** make this District a prestigious employment ~~district area~~.

It is envisaged that Rathburn District will support the mixed-use Transit Terminal that achieves a high quality design and provides seamless transfer between local and regional bus networks, the LRT, and BRT. This district will also include a park that provides an east-west pedestrian connection.

~~Rathburn Transit Station Area~~

~~4.3.4.1 The Rathburn Station Area is served by the LRT and Bus Rapid Transit and, is adjacent to the City Centre Transit Terminal. It connects with the future development north of Square One Shopping Centre along Rathburn Road. The station area is characterized as an office district, with some entertainment uses.~~

~~4.3.5~~ **12.2.3.5 Cleary Park District**

This ~~future~~ predominantly residential neighbourhood ~~extends west to Grand Park Drive and~~ forms the southern ~~western gateway~~ edge of ~~to~~ the Downtown Core. The extension of Budd John Cleary Park ~~north to Burnhamthorpe Road will serve the future residential community and~~ completes the Mary Fix Greenway connection, ~~which and will~~ links this neighbourhood to ~~the~~ balance of the Downtown Core ~~through an east-west pedestrian connection.~~

As one of the more mature neighborhoods in the Downtown Core, reinvestment in the public realm, including sidewalk improvements, street furniture and an increased tree canopy, will strengthen this area's character and identity.

4.3.6. 12.2.3.6 Hurontario District

The Hurontario District permits a mix of commercial and residential uses and includes the Downtown's highest concentration of existing office uses, providing the foundation for new office development ~~in the short term~~. The district has the potential to increase the amount of office space through new development and intensification of existing sites. In order to improve connectivity through large blocks within the District and achieve urban design objectives, ~~additional~~ a mix of public and private publically accessible streets roads and pedestrian easements ~~with public easements~~ may be required through the development application process.

~~Robert Speck Transit Stop Area~~

~~4.3.6.1 This stop serves the concentration of office at Robert Speck Parkway and Hurontario Street and future office development along City Centre Drive.~~

4.3.7 12.2.3.7 Square One District

This ~~district e-Square One District~~ is home to ~~the~~ Square One Shopping Centre, ~~one of the largest and most successful shopping centres in Canada. It is expected that the shopping centre~~ which will continue to draw people from across the city and the larger region. It is also expected that it will evolve, intensify and adapt to develop under-utilized surface parking lots. Office uses combined with ground floor retail and possibly residential on the upper floors are encouraged, particularly along City Centre Drive, Duke of York, Robert Speck Parkway and Square One Drive. In the process of intensifying, the connectivity of the shopping centre to the surrounding area will be ~~achieved by strengthening and~~ the street network, ~~and introducing a series of parks and open space connections through the District.~~ ~~will be strengthened and a more urban built form will emerge.~~

~~4.3.7.1~~ Additions to Square One Shopping Centre will:

- a. be expressed in an outward fashion and designed to support a pedestrian friendly environment along the frontages;
- b. be designed in accordance with 'A' street frontage requirements when additions surround, have proximity to or have frontage facing public or private open space;
- c. have the highest level of architectural expression, articulation and use of materials at the frontage;
- d. have active ground floor uses to animate the adjoining walkway area, street or public or private open space; and
- e. have ground floor uses that incorporate transparent windows and entrances that have direct access to the adjoining walkway, street, or public or private open space.

4.3.8 12.2.3.8 Sussex District

This ~~is currently the densest,~~ mixed use district ~~in the Downtown Core and~~ includes significant office and residential development. Some infill opportunities exist for additional office, ancillary uses, and residential development.

As one of the more mature neighborhoods in the Downtown Core, re-investment in the public realm, including sidewalk improvements, street furniture and an increased tree canopy, will

strengthen this areas character and identity and maximize opportunities to connect with Kariya Park and the school lands to the south.

~~Matthew Gate Transit Stop Area~~

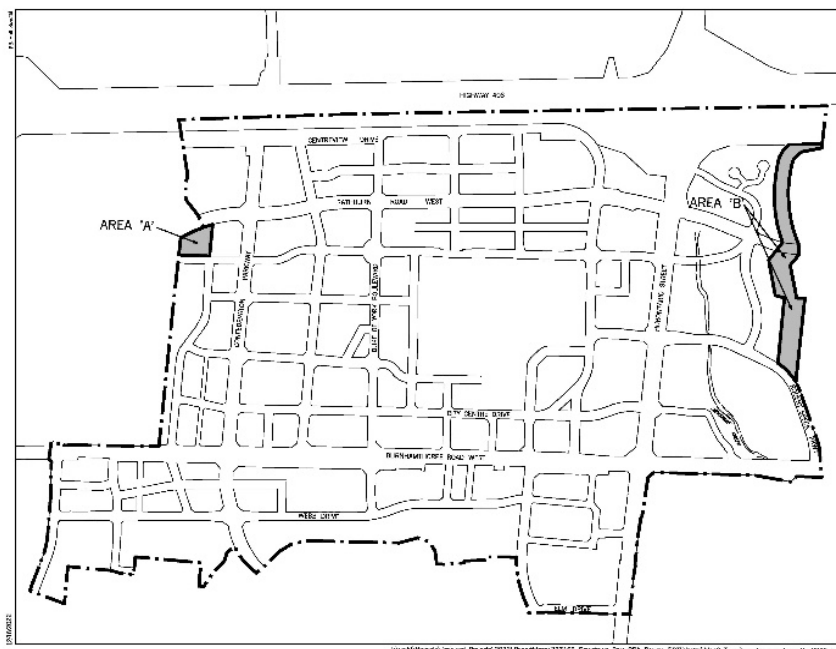
~~4.3.8.1 This stop area at Hurontario Street and Matthews Gate serves the concentration of office and residential lands in the Sussex and Mississauga Valley Precincts. The stop area will be designed to facilitate pedestrian connections among the Sussex Centre, Kariya Park, and the school board lands while also serving the needs of a dense residential area population.~~

4.3.9 12.2.3.9 Transition Area

~~4.3.9.1~~ 12.2.3.9.1 The Transition Areas will promote ~~positive~~ appropriate integration of building scale and intensity of development between the Downtown Core and abutting communities through built form and design.

~~4.3.9.2~~ 12.2.3.9.2 The design of the built environment should encourage:

- ~~a. ——— mid rise built form adjacent to the Downtown Core boundaries and north of Burnhamthorpe Road West, with height transitions to a maximum of five storeys, on lands shown as Area 'A' on Map 2;~~
- a. low-rise built form adjacent to the Downtown Core boundaries, with height transitions from a maximum of two storeys at the Downtown Core boundaries to a maximum of eight storeys at the inner edge of the Transition Areas for lands abutting the easterly limit of the Downtown Core, shown as Area 'B' on Map 2-12-2.3 and lands immediately south of Rathburn Road West, shown as Area 'A €' on Map 2-12-2.3;
- b. orientation of buildings enabling a sensitive integration with adjacent low density development;
- c. internalized service areas and parking to minimize impact on adjacent residential;
- d. pedestrian and bicycle links to adjacent communities; and
- e. appropriate setbacks and landscaping adjacent to the existing walkways.



Map 2-12-2.3: Transition Areas

5.0 DIRECT GROWTH

5.1 Introduction

12.2.4 Population and Employment Balance in the Downtown Core

The Downtown Core constitutes one of the four Character Areas within the greater Downtown, which is the City's Urban Growth Centre (UGC). The Downtown is intended to contain the highest densities, tallest buildings and greatest mix of uses. The entire UGC is planned to achieve a minimum gross density of 200 residents and jobs combined per hectare by 2031. The City will strive to achieve a gross density of 300 to 400 residents and jobs combined per hectare. The Downtown is also planned to achieve an average population to employment ratio of 1:1 measured as an average across the entire Downtown.

The existing gross density in the Downtown Core is approximately 210.7 residents and jobs combined per hectare. Based on existing development and that under construction, the current population to employment ratio is 1.6:1. It is estimated that existing planned and approved residential development will add up to 10,000 additional residents to the Downtown Core in the next decade. With a gross density of 210.7 residents and jobs combined per hectare, the Downtown Core exceeds the minimum density target. As the Downtown Core will likely need to offset lower densities elsewhere in the Downtown, additional overall intensification is desirable.

Given the unlimited height and density permitted in the Downtown Core and prevailing market conditions, high density residential development has predominated. Employment growth has not kept pace with residential development in the Downtown Core, and further growth will

compound this imbalance. The expected additional residential population will further skew the population to employment ratio.

The challenge will be to ~~meet the employment targets in order to~~ achieve a sustainable balance between residents and employees. Additional employment which includes retail, office, public sector, institutional and other jobs will be required to provide more opportunities to live and work in the City, ~~support~~ increase patronage to restaurants and entertainment venues in the evenings, and to support transit and other investments.

12.2.4.1 The Downtown Core will be developed as a mixed use community that supports offices, retail uses, cultural uses and a range of employment opportunities.

~~5.1.1 The City will monitor the gross density and population to employment ratio in the Downtown Core and assess its ability to accommodate further growth through the development approval process.~~

~~5.1.2~~ 12.2.4.2 Increases in employment opportunities will be accommodated on lands designated mixed use, office and the non-residential component of high density residential development where applicable.

~~5.1.3 Strategies to encourage, incent and support employment uses may be pursued including consideration of Community Improvement Plan and other planning tools.~~

12.2.5 Parks and Open Space

Open space in the Downtown Core has a distinct character from other city parks with a focus on place making, social interaction and district identity. Open space and publicly accessible ground related amenity areas may take the form of civic gathering spaces, neighbourhood parks, naturalized spaces, public squares, pedestrian greenways and private amenity areas. They should be accessible to people of all ages and abilities ~~as~~. These spaces should also be flexible and able to provide facilities for passive enjoyment, playing games or sports, socializing with neighbors and living an ~~and~~ urban life.

~~6.1.2.1 Public open space within the Downtown Core should be flanked by public roads to ensure they are open to all and not considered private spaces~~

Establishing the Parks and Open Space Network

~~6.1.2.2~~ 12.2.5.1 Public open spaces will be connected and continuous ~~to form an 'Emerald Necklace'~~ throughout the Downtown Core through a series of pedestrian linkages, mews, and trails. ~~and connect the downtown to existing adjacent parkland such as Zonta Meadows Park, John Cleary Park, Civic View Walk and Kariya Park, and as Greenlands such as Bishopstoke Walk along Cooksville Creek.~~ The size and configuration of all proposed parks will be subject to further review ~~through a Local Area Plan update or~~ through the review of individual development applications.

12.2.5.2 Pedestrian mews / greenways will offer a high quality pedestrian environment and may include linear parks, enhanced public sidewalks or easements. They will be distinguishable by signage, quality landscaping, tree plantings and street furniture, where appropriate.

12.2.5.3 Existing, as well as future park sites and pedestrian connections are conceptually located in Figure XX, where its final location and size will be determined through individual development applications.

12.2.5.4 Explore increased programming and installation of new amenities in existing and future public open spaces and pedestrian mews / greenways to increase social interaction and reflect the demography of the residents of the Downtown Core.

12.2.5.5 Innovative stormwater best management practices, including low impact development (LID) techniques, may be integrated within open spaces and pedestrian walkways. The location and design of LID will be determined through individual development applications.

~~6.1.2.3 Stormwater retention and stormwater quality ponds are generally not appropriate uses for public parkland, however, in some instances overland flow pond stormwater facilities may be accommodated in public parkland.~~

~~6.1.2.4~~ 12.2.5.6 Opportunities to obtain additional parkland and open space will be explored through the purchase by the City, establishment of easements (pedestrian mews and privately owned public space (POPS)), land dedication, or future agreements with land owners to ensure the adequate provision of parkland and open spaces.

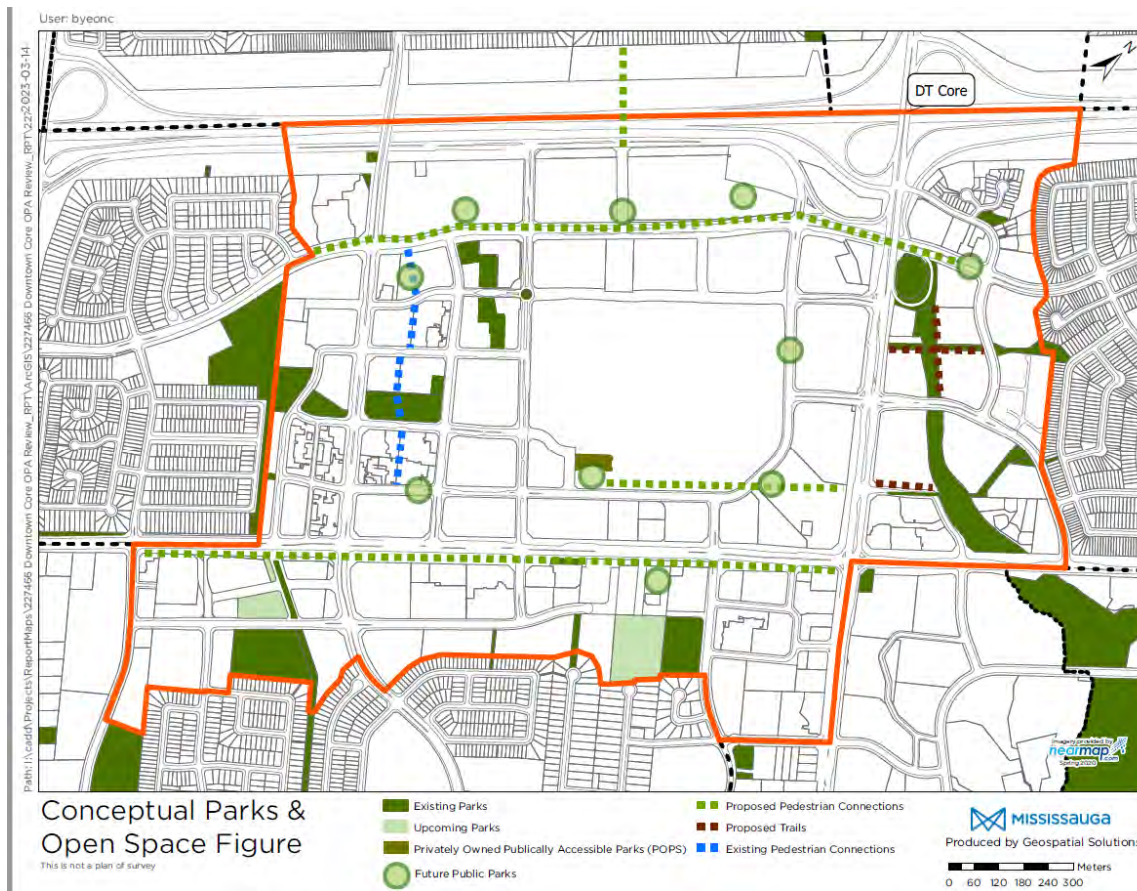


Figure X: Conceptual Park and Open Space Figure

Privately Owned Publicly Accessible Open Spaces

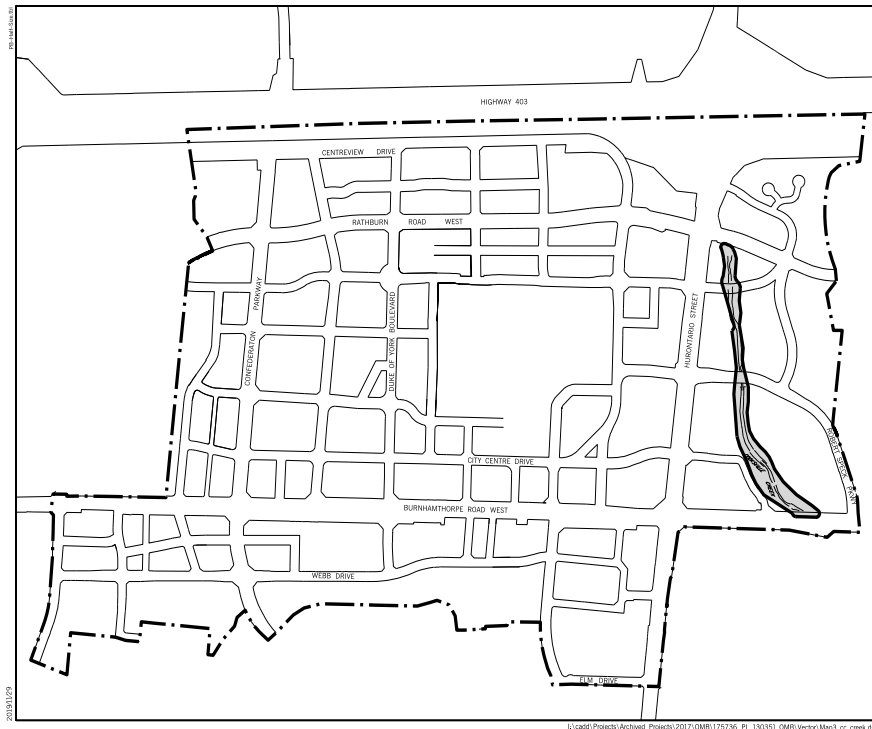
~~6.1.2.5 Privately Owned Public Space (POPS) will be:~~

- ~~a. generally subject to the Public Open Space policies of this Plan; and~~
~~b. privately owned and maintained outdoor space that is universally accessible and open to the public.~~

Cooksville Creek

~~6.2.4~~ 12.2.5.8 The Cooksville Creek Corridor as shown on Map 3 12-2.3 is recognized as a public amenity and resource. To protect, enhance and restore this natural feature, the design of the built environment will ensure:

- appropriate setback of buildings from the corridor (landscaping only);
- improved visibility, access and linkage to the corridor from development parcels and public streets;
- views/informal surveillance to the corridor;
- integration of public/private open space and landscape areas;
- compatible positive relationship between the built form and the corridor; and
- parking structures are designed and located to complement the corridor



Map 3 12-2.3: Cooksville Creek Corridor

12.2.5.9 The City shall explore extending the existing Cooksville Creek Trail that currently terminates at Robert Speck Parkway northward to provide linkages to Rathburn Road.

Stormwater Management

6.3.1 Any development within the Cooksville Creek watershed will require the implementation of on-site stormwater management techniques to control the 100-year post-development stormwater discharge to 2-year pre-development levels.

6.3.2—Development applications will follow the Green Development Standards as they relate to storm water management measures. All practices will be designed and implemented to the satisfaction of the City and CVC Authority.

Complete Communities

Introduction

The Downtown Core contains many elements of a complete community including:

- a mixture of land uses and an assortment of activities such as retail stores, employment uses, community and facilities, parks and public transit;
- a mixture of housing forms and densities;
- cultural and educational resources such as the Living Arts Centre, the Mississauga Art Gallery, the Central Library and Sheridan College; and
- opportunities for people to engage in community life through a high-quality public realm in the Civic District, vibrant cultural activities and meeting facilities.

7.1.1—In order to achieve a complete community in the Downtown Core, Mississauga will guide development toward:

- a compact urban form that is walkable and provides convenient access to a variety of land uses and public transit;
- a range of housing options;
- additional cultural resources, community infrastructure and educational institutions; and
- opportunities for enhancing the public realm.

12.2.6 Community and Cultural Infrastructure

Community and cultural infrastructure in the Downtown Core is unique, ~~in that it attracting local residents and functions both as a city-wide and sometimes~~ regional tourists draw as well as serving the local community who live in the core. The Downtown Core contains a significant concentration of distinctive educational and cultural resources such as the Living Arts Centre, the Mississauga Art Gallery, and Central Library which regularly hosts facilities, buildings and events and festivals, which representing the city's premier a cultural infrastructure cluster considered to be a cultural district. ~~node.~~

~~7.2.1~~ 12.2.6.1 ~~Mississauga~~ The City will work on securing additional cultural animation and spaces ~~encourage~~ through public – private partnerships and collaboration to enhance ~~further develop~~ community and cultural infrastructure ~~resources~~ in the Downtown Core.

12.2.6.2 The City will recognize the importance of land use needs of public service facilities, which include educational facilities, programs planned by School Boards, and the required amenity space for these programs and facilities. Any amendment to the City of Mississauga Official Plan or Zoning By-Law proposing residential development shall address the adequacy of public service facilities, including publicly funded schools, to serve the projected needs of residential growth. The City will work in collaboration with the school board(s) to determine the location of public service facilities through the development application process.

12.2.6.3 Community infrastructure is encouraged to adopt a compact form and be flexible to support a range of uses to meet the needs of urban life.

12.2.6.4 Enhance navigational signage near parks and open space, transit stations, landmarks and intersections to improve wayfinding and unique identity of the Downtown Core.

7.3 — Distinct Identity and Character

~~The Downtown Core exhibits a distinct identity and character from the rest of the city.~~

~~7.3.1 — Opportunities to further the significance of the Downtown Core through the design of the road and transit network, the public realm and built form will be addressed through the review of development applications and City initiatives.~~

8.0 — CREATING A MULTI-MODAL CITY

12.2.7 Transportation

Currently more than half of the trips made by Downtown Core residents that are under 5km are made in a car. Large sections of the Downtown Core remain car oriented and are designed to prioritize private vehicle use over walking and cycling.

While the all modes of transportation enable the movement of people and vehicles to, from and within the Downtown Core, it is important that the needs of pedestrians and cyclists are prioritized. Moreover, strengthening the culture of walking and cycling will be foundational for increased transit usage.

The hierarchy for prioritizing modes of transportation / users within the Downtown Core is below (in order of importance):

- a. Pedestrians;
- b. Cyclists;
- c. Transit users; and,
- d. Users of private vehicles and commercial / delivery vehicles.

Pedestrian Network

All streets will be designed with a focus on creating a high quality, accessible and enjoyable pedestrian experience.

12.2.7.1 Pedestrian connections with public easements will provide mid-block linear pedestrian connections that complement and enhance the accessibility of connected parks throughout the Downtown Core and Cooksville Creek Trail, and the surrounding road network.

Cycling Network

The Downtown Core's cycling network will be designed with consideration for the needs of local residents and a priority to grow the number of local trips made by bicycle. Its design should help encourage cycling as a true alternative to a private vehicle and a sustainable, healthy and economical way to move around the area.

12.2.7.2 Cycling facilities will be incorporated as per the Mississauga Cycling Master Plan. The City may in the future identify secondary cycling routes to be integrated with the design of the public realm.

12.2.7.3 Public bicycle parking should be provided on street to serve key Downtown Core destinations, for example shopping strips, the transit terminal, shopping malls, cultural facilities, schools and institutions.

Transit Network

12.2.7.4 The Downtown Core will be served by a **higher order transit** system that provides service within the Downtown with connections to other parts of the City, neighbouring municipalities and inter-regionally as identified on [Schedule](#) Map 12-2.4, Downtown Core Long Term Transit Network.

12.2.7.5 Local transit services will help to connect key destinations in the Downtown in the absence of a Downtown Loop.

12.2.7.6 The City shall work with Metrolinx and the Provincial government on securing the re-incorporation of the Hurontario LRT Loop.

12.2.7.7 The City shall undertake a review of the Hurontario LRT Loop alignment options, located either on Duke of York, Living Arts Drive or Confederation Parkway, as identified in [Schedule](#) Map 12-2.4 Downtown Core Long Term Transit Network.

12.2.7.8 The Downtown Mississauga Terminal and Transitway Connection (DMTTC) will achieve a high quality design and be an urban, mixed use facility that will activate the site and be served by strong pedestrian and cycling linkages. The DMTCC will support seamless connections between the LRT and BRT, local transit and inter-regional transit.

12.2.7.9 Development applications for lands adjacent to the DMTTC, **higher order transit** and all other transit stops will be supported by studies that include a review of the land use and urban design components, including surrounding privately held lands, the configuration and design of intersections and other pedestrian design elements within the public realm.

8.1 — Multi-Modal Network

~~A multi-modal transportation system is key to ensure the efficient movement of people and goods within the Downtown Core. Arterial roads, Highway 403 and a system of local collectors and roads facilitate the movement of vehicles, transit, cyclists, pedestrians and goods into, out of and within the Core.~~

8.2 Street Network

~~8.2.1 12.2.7.9~~ All streets shown on the [Map 12-2.5 Downtown Core Long Term Street Network and Classification](#), ~~Schedule 2~~, will be public, unless otherwise indicated. The design, access requirements and public/private responsibilities for streets and pedestrian connections will be determined through the development application process ~~or through a Local Area Plan update~~.

~~8.2.1.1 12.2.7.10~~ Where permitted, a private street with a public easement will be designed to look and feel like a public street and will include sidewalks and street trees on either side of the street to the City's satisfaction, with a public access easement for all modes of transportation (e.g. vehicles, bicycles, pedestrians).

~~8.2.1.2 Pedestrian connections with public easements will provide mid block linear pedestrian connections that complement and enhance the surrounding road network~~

~~8.2.2 12.2.7.11~~ Minor adjustments to the basic rights-of-way for minor collector streets and local streets, including private streets with public easements may be made without an amendment to this Plan subject to the City being satisfied that the role and function of such streets are maintained.

~~8.2.2.1 12.2.7.12~~ Additional private streets and pedestrian connections with public easements may be required through the development application process where deemed necessary to break up large blocks, without amendment to this Plan.

~~8.2.2.2 12.2.7.13~~ The location of private streets and pedestrian connections with public easements may be altered without amendment to this Plan through the development application process, subject to the City being satisfied that the role and function of such streets or pedestrian connections are maintained.

~~8.2.3 12.2.7.14~~ Within the Rathburn and Square One Districts, adjustments to the streets network and the classification of streets may be made without amendment to this Plan at the City's discretion to reflect the possible relocation of the transit terminal and to accommodate block development, while maintaining the goal of breaking up large blocks with streets and pedestrian easements.

~~8.2.4 12.2.7.14~~ Below-grade encroachments into the public streets system are generally not permitted. On an exception basis, limited encroachment into the public streets allowance may be considered by the City without amendment to this Plan, where the City is satisfied that its servicing, streetscape, transportation and design objectives are not compromised.

~~8.2.5 Additional rights of way will be required for the proposed roundabouts identified on Schedule 2, Downtown Core Long Term Road Network and Classification.~~

~~8.2.6—As traffic volumes increase, dedicated transit lanes may be necessary.~~

~~8.2.7—The proposed Highway 403 North Collector (Northern Distribution Road), located north of the Downtown Core, is intended to provide access to and from the Downtown Core road network.~~

~~8.2.8—Centre View Drive is intended to provide access to eastbound Highway 403 via a link east of City Centre Drive.~~

~~8.2.9—A future functional feasibility study will be undertaken to review the north collector, Centre View Drive link to Highway 403 and other road or ramp proposals contained in the Downtown21 Master Plan which may impact Highway 403.~~

~~8.2.10—Cycling facilities will be incorporated per the Mississauga Cycling Master Plan. The City may in the future identify secondary cycling routes to be integrated with the design of the public realm.~~

8.3 Parking and Transportation Demand Management

~~8.3.1—The City will undertake a strategy to evaluate the provision of parking in the Downtown.~~

~~8.3.2 12.2.7.15~~ Parking for new development will be accommodated in below ground or above ground structures.

~~8.3.3 12.2.7.16~~ Surface parking lots for new development will not be permitted.

8.4 Anchor Hub

~~8.4.1—The Downtown Core will be served by a higher order transit system that provides service within the Downtown with connections to other parts of the City, neighbouring municipalities and interregionally as identified on Schedule 3, Downtown Core Long Term Transit Network.~~

~~8.4.2—An Anchor Hub is designated at the interchange of the Bus Rapid Transit Corridor and the Hurontario Light Rail Corridor. The exact location will be determined through a future study.~~

~~8.4.3 As part of the proposed Mississauga Bus Rapid Transit (BRT) facility, the existing transit terminal may be modified to serve future development growth and to connect with the BRT facility. In the long term, an additional BRT station is also proposed near the intersection of Rathburn Road West and City Centre Drive.~~

~~8.4.4—Transit facilities will be designed to serve the city wide transit network; internal transit services; the BRT facility, interregional transit systems; and the pedestrian system linking developments, Square One Shopping Centre and cultural facilities.~~

~~8.4.5—**Higher order transit** stops will be situated within the Downtown Core.~~

~~8.4.6 The precise location of **higher order transit** stops within the areas illustrated above will be determined through the Hurontario Light Rail Transit (LRT) Project.~~

~~8.4.7—Within **higher order transit** stop areas, the City will require that development applications address Transit Oriented Development (TOD) objectives. These include moderate to high density~~

~~development, comprised of a mix of uses and designed with an emphasis on the pedestrian experience and opportunities to maximize transit ridership.~~

~~8.4.8—Development applications will be supported by studies that include a review of the land use and urban design components of the stop area as a whole, including surrounding privately held lands, the configuration and design of intersections and other pedestrian design elements within the public realm.~~

~~8.4.9—Ground level retail development will be required within transit stop areas to activate the area and street.~~

~~8.4.10—Parking will be managed carefully within transit stop areas. The City will consider reducing parking requirements within transit stop areas.~~

~~8.4.11—A distinct character for each higher order transit stop area will develop, guided by the District character descriptions of this Area Plan. The City may also develop higher order transit stop area plans as a basis for guiding and assessing development applications in transit stop areas.~~

9.0 — BUILD A DESIRE URBAN FORM

12.2.8 Urban Design

9.1 — General

~~Vibrant downtowns are diverse places, rich in character, experiences and complexity. To achieve a desirable urban form in this context, downtowns require a coordinating framework to create predictability in the built environment, to ensure highly accessible and social places that are healthy, comfortable, attractive, dynamic, memorable and geared to the pedestrian experience.~~

The intent of the urban design policies of this ~~chapter~~ **Area Plan** is to provide direction and define principles for the physical design ~~of~~ **specific to** the Downtown Core.

Urban ~~design excellence of the public and private realm~~ **form**—including the location of streets, mix of uses, a high standard of urban design, streetscape design, and the development and enhancement of a comprehensive public/private system of linkages and open space, including public art—will be achieved in the Downtown Core through the following **elements**:

- a fine-grain grid network of urban scale land blocks and streets that supports transit and a pedestrian oriented **Downtown Core**;
- the highest standard of design in the public and private realms that establishes a sense of place and civic identity ~~of the~~; ~~seamlessly integrating to produce a prominent high quality~~ **Downtown Core environment**;
 - a connected and well-designed urban open space system that provides opportunities for **climate change adaptation**, public gathering and **passive** outdoor recreation;

- well defined skyline elements, [protection of views of landmark buildings and urban landscapes](#), gateway treatments, ~~and~~ landmarks, distinctive character areas, districts and neighbourhoods, open space, high quality landscapes and streetscape treatment, public art and signage;
- a compact built form that has a high level of physical continuity and cohesion between buildings, from block to block, and from street to street;
- buildings that generate a high degree of animation, enabling active ground floors, vibrant streets and walking;
- the incremental transition of large surface parking lots into more intensive, urban scale development [while encouraging reduced reliance on the automobile through active transportation and higher order transit](#), and incorporating structured parking that supports the built form and multi-modal objectives of this plan;
- linkages [through built form, streetscape treatments and parks and open space](#) that ensure compatible integration, transition and contextual fit with the character and scale of adjacent communities; and
- ensuring that development combines high quality design, scale, massing and the use of materials together with landscape and streetscape to create a high standard of urbanity.

9.2 The Public Realm

The public realm consists of those areas that are shared and accessible to the public such as streets, boulevards, squares and open space. It is considered a significant asset in achieving a desirable urban form.

[There is emphasis on pedestrian safety and accessibility in the Downtown Core due to the population and employment densities and mix of land uses which fosters walkability. The public realm shall contribute to Vision Zero goals such as designing the public realm to maximize comfort, accessibility and safety for pedestrians without conflicts from motor vehicles and active transportation.](#)

Elements of the public realm also include [landscaping beds, street furniture, utility infrastructure such as street lights and hydro boxes](#), pedestrian paths, cycling amenities, bridges, plazas, transportation hubs, gateways, natural features, view corridors and public landmarks. Together, these convey the image, identity and character of the Downtown Core setting.

9.2.1 Streets and Blocks

A fine-grain grid and network of streets and blocks is fundamental to [the Downtown Core ~~this Plan~~](#) and will serve as the framework for achieving urbanism [by reducing the walking distance between intersections and improving pedestrian circulation by breaking up previously existing superblocks, and reducing traffic speed.](#)

A great benefit of a well-connected network of streets and small blocks is that it makes a downtown understandable to residents and visitors. There is order and clarity to the downtown's organization if its streets connect and allow intelligible ways to conceive the downtown and travel within and between places. Streets in the Downtown Core will also be defined by public and

private buildings and open space to create an important sense of enclosure and outdoor ‘rooms’ that function as public spaces themselves.

They serve pedestrians, transit, vehicles, cycling and provide space for public utilities and services, trees and landscaping, building access, framing of views, and access to sky views and sunlight.

~~9.2.1.1~~ 12.2.8.1 The Downtown Core will be developed to:

- a. create a fine-grain grid of streets;
- b. provide high quality designs for streets and intersections that achieve, definition, enclosure and comfort for pedestrians and street life;
- c. accommodate on-street parking and cycling amenity in public rights of way, where feasible; and,
- d. incorporate coordinated street furniture, street trees, [navigational signage](#), lighting systems and traffic signage appropriate to the character of the Downtown Core.

9.2.2 **Boulevards and Sidewalks**

~~9.2.2.1~~ 12.2.8.2 Boulevards and sidewalks provide an important framework for pedestrian movement, connectivity and street life. As public amenities, they integrate the special districts within the Downtown Core and provide connectivity to adjacent communities. The design of boulevards in the Downtown Core will:

- a. incorporate coordinated design themes, [including](#) high quality materials, street trees and landscaping, [street furniture, and navigational signage](#);
- b. be designed as active, animated public spaces that seamlessly integrate with buildings and other components of the public realm to define the street space;
- c. maximize opportunities to incorporate places to meet, sit and socialize; and
- d. achieve pedestrian comfort, [accessibility to main entrances to buildings](#), weather protection and safety, particularly at transit stops [and the transit terminal](#).

9.2.3 **Streets and Frontage Provisions** ~~Categories~~

~~9.2.3.1~~ 12.2.8.3 A hierarchy distinguishes the function and attributes of streets in the Downtown Core. Existing and proposed roads in the Downtown Core are identified for the purpose of:

- a. establishing ‘A’ and ‘B’ Street Frontage categories that identify:
 - streets having the highest pedestrian character; and
 - where vehicular access to development for parking, loading and servicing will occur on street frontages;
- b. identifying urban design policies that articulate the intent of the street frontage categories; and,

- c. specifying Built Form Standards that provide direction and detailed development guidance in relation to the urban design policies and frontage categories.

9.2.4 Gateways, Routes, Landmarks, and Views

~~9.2.4.1~~ 12.2.8.4 The Downtown Core is characterized by a number of landmark buildings and sites such as the Civic Centre, the Central Library, the Living Arts Centre, and Celebration Square, ~~and the Absolute 'Marilyn' buildings. As visual symbols of the Downtown Core, they that~~ create memorable experiences ~~and civic pride. For local residents and visitors alike.~~

~~9.2.4.2~~ 12.2.8.5 The **Downtown Core is characterized by a number of institutional and privately built landmark buildings.** The development of **new** landmark buildings in the Downtown Core will be encouraged on sites having the following attributes:

- high visibility;
- major views and vistas toward the site;
- unique topographic characteristics;
- gateway locations and intersections; and
- where the proposed use includes a major destination.

~~9.2.4.3~~ 12.2.8.6 The development of future buildings will ensure that important views along Burnhamthorpe Road and Hurontario Street, and views towards the Civic Centre District are preserved.

9.2.5 Open Space and Amenity Areas

12.2.8.7 Open Space and Amenity Areas in the Downtown Core will:

- consist of a variety of open spaces, parks, squares, plazas, naturalized green areas and publicly accessible ground related private amenity areas;
- positively contribute to the image and character of the Downtown Core with high standards and quality materials;
- reinforce and frame a view, a significant building or terminate a vista, where appropriate; and
- provide connections to the larger pedestrian and cycling network in the Downtown Core and adjacent areas, where appropriate.

9.2.6 Transit and Active Transportation

12.2.8.8 To achieve the transit and active transportation objectives of this ~~plan~~ **section**, development will need to interface seamlessly with the public realm by incorporating design elements that integrate with proposed transit stops and stations.

Design of the built form, streetscape and landscape areas will:

- a. integrate transit stations/stops and bus stops with development;

- b. provide walkways from transit stops to main front building entrance(s); and
- c. incorporate weather protection in waiting areas [and at transit stops](#).

9.3 Buildings and Site Development

9.3.1 Buildings

Buildings are the most pronounced element of the urban fabric and create the sense of place. Buildings in the Downtown Core will shape and articulate the streets and open spaces by forming edges and streetwalls to establish definition and enclosure. Collectively they create the pedestrian environment, frame the public realm and establish the urban setting.

~~9.3.1.1~~ [12.2.8.9](#) The design, location and character of buildings in the Downtown Core will:

- a. have regard for scale and enclosure of the public street;
- b. mitigate the perceived mass of large buildings and long frontages by:
 - using special massing to articulate the built form; and
 - providing a change in materials, textures, patterns, colours and details to create a sense of smaller scale buildings;
- c. design corner lot buildings with special massing and architectural treatments on both streets to give prominence along the frontages and visually distinguish these sites;
- d. prohibit blank building walls abutting the street; and
- e. have buildings that deploy high quality, resilient and durable materials such as stone, clay brick, wood, glass and metals.

9.3.2 Relationship to the Public Realm

The Downtown Core will evolve with built form that contains the streets with well-designed buildings and groups of buildings to create a predictable pattern of development, and define the public realm and open space system.

General policies to establish how buildings interface with the public realm apply to all streets in the Downtown Core. Specific policies articulate the role of 'A' and 'B' Street Frontages and provide further direction on access and servicing of development blocks, at grade retail, residential uses, buildings facing open space and structured parking.

~~9.3.2.1~~ [12.2.8.10](#) To create a desirable relationship with the public realm, buildings will be subject to the following:

- a. locate streetwalls of buildings within build-to areas on development blocks at the build-to line to contain the street and provide enclosure;
- b. coordinate build-to lines with adjacent properties in order to create consistent edges and streetwalls along frontages;

- c. ensure a variation in setbacks along the building frontages to articulate façade emphasis at the build-to line, thereby allowing for visual interest, outdoor patios, recessed entries and landscaped areas;
- d. design active ground floor uses to animate the public realm as an extension of the pedestrian environment;
- e. incorporate transparent windows in ground floor uses;
- f. locate functioning main front entrances to buildings so that they are clearly identifiable and prominent with direct access to the public sidewalk, pedestrian connections and transit facilities;
- g. design and locate lobby, retail and commercial entrances so that they are flush with the sidewalk elevation; and
- h. design and locate utilities, exhaust vents and municipal services to minimize negative impacts on the public realm.

9.3.3—Relationship to the Public Realm

9.3.3.1 Role of ‘A’ & ‘B’ Streets

All existing and new roads are categorized as ‘A’ and/or ‘B’ Streets and are shown on [Schedule Map 12-2.6 4](#), Downtown Core A and B Street Frontage of this [section Area Plan](#). The categories differentiate the streets by their role and function, character, built form treatments and overall design. They underpin the Downtown Core’s urban vision and implement the urban design and public realm objectives of the Downtown21 Master Plan.

‘A’ Streets have a critical role and function in the Downtown Core. They are the most important for securing animation and character, a comfortable pedestrian environment with access to sunlight and sky views, street activity and vibrancy. Development fronting onto ‘A’ Streets will require the greatest attention to urban design, ensuring a cohesive built form and streetscape treatment to achieve the highest standard in the public realm.

‘B’ Streets allow for site servicing and access, but also act to support street activity, a pedestrian friendly environment and a high quality built form and streetscape treatment.

New development will follow specified ‘A’ and/or ‘B’ street standards for each street in the Downtown Core. The site organization and character of built form varies according to the ‘A’ or ‘B’ Street frontage category as follows:

9.3.3.2 Provisions for ‘A’ Streets

~~9.3.3.2.1~~ [12.2.8.11](#) Development fronting onto ‘A’ Streets will:

- e. have continuous buildings along development blocks to provide a continuity of built form from one property to the next;
- b. provide functioning main front entrances to buildings on ‘A’ streets; and
- c. be prohibited from locating curb cuts, driveways and laneways on ‘A’ streets.

(Figure 2 photo deleted)

Provisions for 'B' Streets

~~9.3.3.3.1~~ 12.2.8.12 Development fronting onto 'B' Streets will:

- a. have buildings along development blocks, with provision for vehicular access to off-street parking, access for deliveries, garbage pick-up, servicing and loading; and
- b. provide functioning main front entrances to buildings on 'B' Street- frontages when there is no 'A' Street frontage;

(Figure 3 photo deleted)

9.3.3.4 Exceptions to Access Provisions

~~9.3.3.4.1~~ 12.2.8.13 The following exceptions will apply to all Streets in the Downtown Core:

- a. curb cuts, driveways and laneways may be located on 'A' streets provided that:
 - a site or block does not have access from a 'B' street, there is a requirement for emergency vehicle access; or,
 - where the City has determined that there are extenuating site constraints; and impacts on the pedestrian environment are minimized through a high standard of design treatment consistent with the quality of the public realm;
- b. where a development block has an 'A' and 'B' Street frontage, the most prominent building entrance will be located on the 'A' Street frontage except where it is a retail activation street; and
- c. corner entrances may be required where development is located at corner sites or prominent street intersection.

9.3.3.5 Buildings with At Grade Retail

~~9.3.3.5.1~~ 12.2.8.14 Development incorporating at grade retail frontages will be designed so that:

- a. the street is lined with continuous active retail uses;
- b. storefronts are articulated externally to breakdown the apparent width with a frequent rhythm that supports the pedestrian experience at the street level;
- c. uses will be directly related to the public sidewalk and street level, and will incorporate operating entrances, doorways and storefront windows oriented to the street, along with signage and lighting to provide animation, interest and variety in the streetscape;
- d. storefronts incorporate the highest standard of materials and design with clear transparent windows and doors that provide clear views into and out from ground floor uses;
- e. such uses will incorporate fixed canopies, awnings, cantilevers, or similar features that are architecturally compatible with the design of the building in order to achieve pedestrian scale, comfort and weather sheltered pedestrian routes; and

- f. where appropriate, patios and outdoor amenity space should be provided adjacent to retail and commercial entrances to promote activation and street vibrancy.

9.3.3.6 Residential Entrances Located On Retail Activation Streets

~~9.3.3.6.1~~ 12.2.8.15 Where areas of retail activation have been identified in accordance with ~~Schedule 5~~, Map 12-2.7: Retail Activation of this Area Plan, main front entrances and lobbies providing access to residential uses above the ground storey will be:

(Figure 4 photo deleted)

- a. limited in width;
- b. located to establish and reinforce patterns of access between blocks of development; and
- c. positioned so that there is minimal interruption of retail units along the block.

9.3.3.7 Residential Uses

~~9.3.3.7.1~~ 12.2.8.16 Development incorporating residential uses at grade or expressed in townhouse form will be designed to:

- a. provide functioning, individual entrances to residential units and to animate the frontage with windows on the ground floor that look out onto the street;
- b. create a high quality interface and transition between the public sidewalk and front door to ensure adequate separation, definition and privacy;
- c. provide high quality landscape architecture treatments within frontages, transition zones and setbacks; and
- d. consider designs that allow for the potential conversion of ground floor residential uses to commercial and retail uses over time.

(Figure 5 photo deleted)

(Figure 6 photo deleted)

9.3.3.8 Buildings facing Open Space

~~9.3.3.8.1~~ 12.2.8.17 Buildings that surround and face parks and open space will be designed according to 'A' street frontage requirements and will have the highest level of architectural expression, articulation and use of materials.

9.3.3.9 ~~Private Open Space~~ Public Open Space and Privately Owned Public Spaces (POPS)

~~Private open space~~ Public Open Space and Privately Owned Public Spaces (POPS) may be incorporated into new developments along 'A' or 'B' Street frontages in part or whole, provided that:

- the design of private open space will integrate seamlessly with the adjoining street network, pedestrian environment and overall open space system;

- the design of the private open space contributes positively to the identity of the Downtown Core;
- the private open space interfaces with existing and/or proposed development in a legible and cohesive manner;
- the design of the private open space is executed to the highest urban design and landscape architecture standards; and
- private open space is accessible, safe and is being provided for the use and enjoyment of the general public on a year-round, seasonal and 24 hour basis.

9.3.3.10- Integrated Above-Grade Structured Parking

~~9.3.3.10.1~~ 12.2.8.18 Integrated above-grade structured parking will be designed so that:

- a. Integrated above-grade structured parking and vehicular access will be located to minimize impacts on the property and on surrounding properties and will improve the safety and attractiveness of adjacent streets, parks and open spaces;
- b. Integrated above-grade parking structures will not directly front onto 'A' streets, but will be entirely screened by liner buildings incorporating a mix of uses between the parking structure and street space;
- c. Integrated above grade parking structures will have active uses on the ground floor such as retail with an appropriate scale and architectural expression to support activity on the streets, parks and/or open spaces;
- d. Integrated above grade parking structures will only directly front onto one 'B' street, where more than one 'B' street frontage exists;
- e. where facing 'B' streets, Integrated above grade parking structures and their facades will be designed to the highest level of architectural treatment and façade animation to mask the parking and screen views of the interior; and
- f. entrances, lobbies and passageways that provide a convenient means of pedestrian access to parking facilities from the sidewalk will be enclosed, limited in size, appropriately signed and integrated into the façade design without appearing as dominant elements on the street frontages.

9.3.3.11- Exceptions to Frontage Provisions

~~9.3.3.11.1~~ 12.2.8.19 The City at its discretion may consider exceptions, in part or in whole, to the frontage provisions without amendment to this Plan, where:

- a. the City has determined that there are extenuating site constraints; and/or
- b. development proposals are able to demonstrate urban design excellence.

9.4 Residential Buildings

To achieve a variety of character and diversity in built form, a wide range of building forms will be encouraged across the Downtown Core to include the following:

9.4.1—Low-Rise Buildings

~~9.4.1.1~~ 12.2.8.20 In certain areas of the Downtown Core, ~~Low~~ low-rise buildings (~~3—5 storeys~~) will be designed to provide in the form of townhouses with a minimum of 3 storeys both at the street frontage and across the entire building area are permitted. Townhouses contextually provide variations in building height within the Downtown Core and provides transition to the surrounding Character Areas.

(Figure 7 deleted)

9.4.2—Mid-Rise Buildings

~~9.4.2.1~~ 12.2.8.21 Mid-rise buildings (~~6—12 storeys~~) will be designed to:

- a. incorporate special massing, stepbacks, pedestrian perception lines, and articulation at the streetwall and upper storeys to contain the street or public space, and support a pedestrian scale; and
- b. mitigate the impacts of wind, shade and shadow and demonstrate how proposals adhere to the City of Mississauga Standards for Shadows Studies.

9.4.3 Tall Buildings

Tall buildings ~~tall residential buildings~~ characterize a good part of the Downtown Core and define the city pattern and urban structure. To ensure high quality of life, they must be designed to enhance the pedestrian environment, provide access to natural light, sky views and privacy for residents, employees and visitors to the Downtown Core.

General

~~9.4.3.1~~ 12.2.8.22 **Tall buildings** ~~tall residential buildings~~ proposals in the Downtown Core will be designed to:

- a. encourage a variation in heights on large development parcels; and
- b. integrate with adjacent buildings to ensure a seamless interface within blocks of development.

9.4.4 Form of Tall Residential Buildings

~~9.4.4.1~~ 12.2.8.23 **Tall buildings** ~~tall residential buildings~~ in the Downtown Core will be designed and massed in the form of a podium middle shaft/tower and top.

~~9.4.4.2~~ 12.2.8.24 The podium will be designed to:

- a. have a height that is generally equal to the width of the right of way, but not less than 3 storeys;
- b. incorporate a streetwall placed at the build-to-line, having a minimum height of 3 storeys; and
- c. incorporate step backs at the upper storeys.

~~9.4.4.3~~ 12.2.8.25 The middle shaft/tower will be designed to:

- a. located in relationship to the podium and adjacent buildings;
- b. designed to maintain generous spatial separation between towers to maximize access to sky views, natural daylighting, and adequate privacy;
- c. have a limited floor plate size;
- d. articulate the floor plates to break down the mass of the building; and
- e. create street interest and enhance skyline character.

~~9.4.4.4~~ 12.2.8.26 The tower top, consisting of the upper floors of a tall building, will be designed to:

- a. achieve a distinctive skyline profile; and
- b. use materials, finishes and patterns that are consistent with the overall building design and architectural expression.

~~9.4.5.1~~ 12.2.8.27 Parking facilities to support new development will:

- a. be accommodated in below-grade or above grade structured parking;
- b. identify access from the street;
- c. encourage shared parking between developments where appropriate;
- d. incorporate walkways, traffic islands and pedestrian refuges as integral components of parking facilities; and
- e. have recognition of the needs of cyclists.

~~9.4.5.2~~ 12.2.8.28 Service, loading and garbage storage facilities will be located internally within buildings.

(Figure 10 deleted)

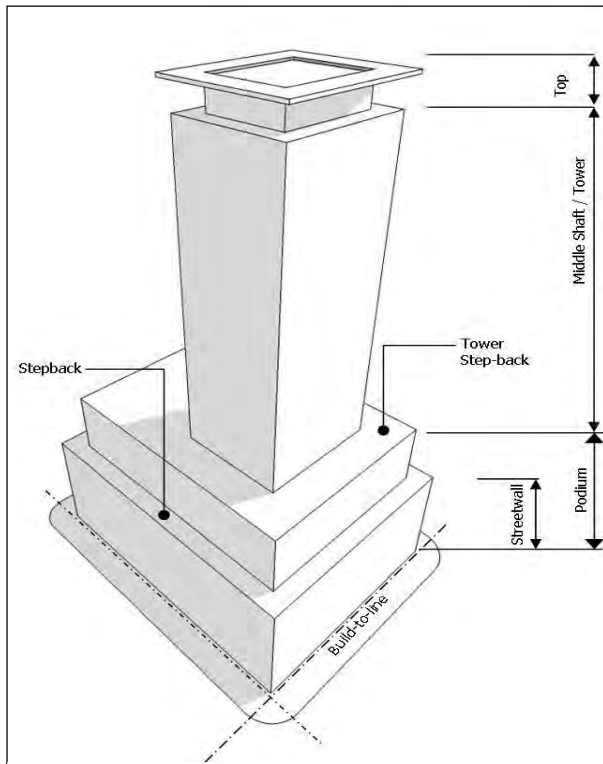


Figure 8: Massing of Tall Buildings

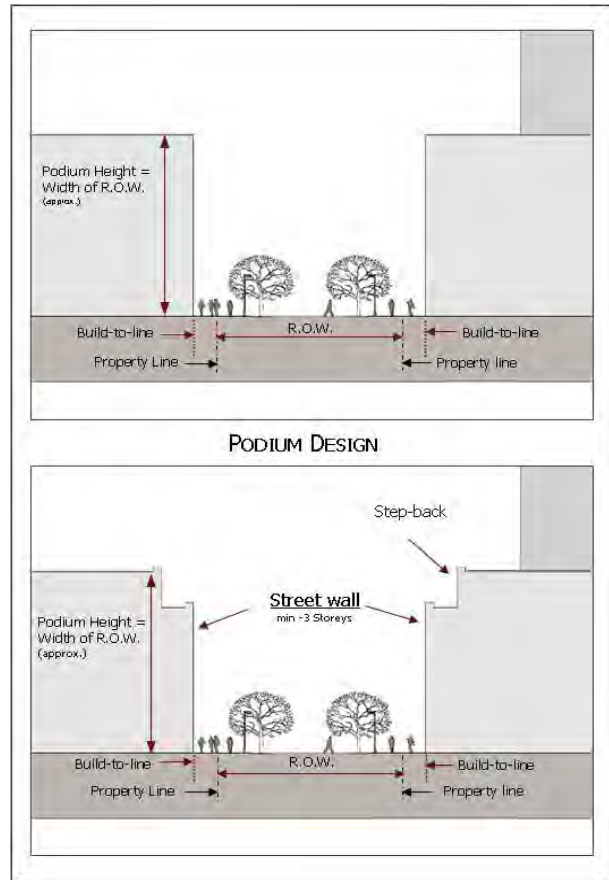


Figure 9: Tall buildings will incorporate a Podium that is generally equal to the width of the right of way. Streetwalls will also be incorporated into Podiums to contain the street, assist with pedestrian scale, sunlighting provisions on the public realm and mitigate the overall height of podiums.

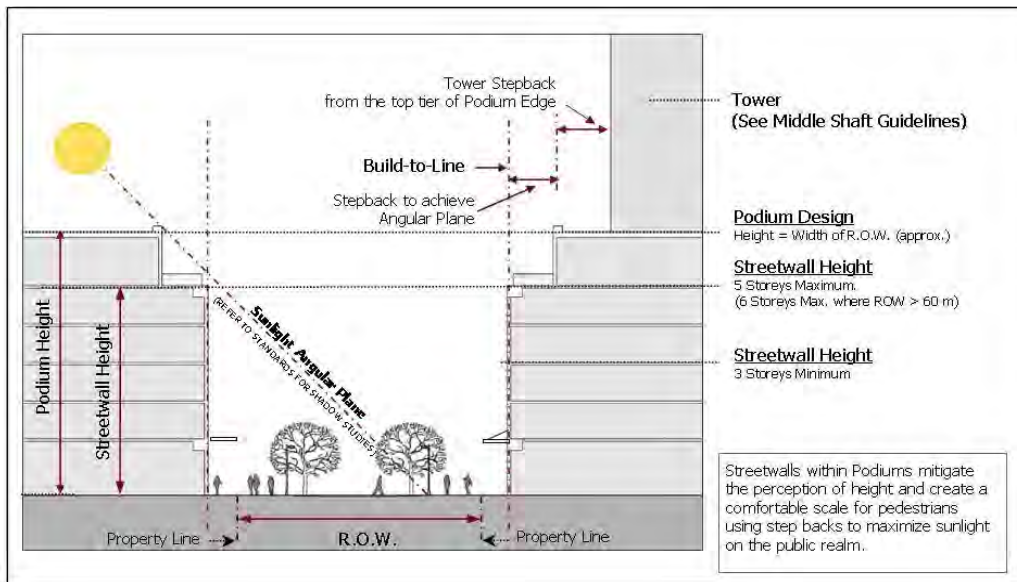


Figure 11: Podiums and their streetwalls will be designed with stepbacks at the upper storeys to provide light filled sidewalks and boulevards in the Downtown Core.

9.4.6 Signage

~~9.4.6.1~~ 12.2.8.29 The design, location, size and character of building signage will:

- a. be visually integrated with development as an extension of the building's architectural expression; and
- b. ensure compatibility of scale and character of the signage with the building and the context of the site.

9.4.7 Site Development

~~9.4.7.1~~ 12.2.8.30 Development proponents will be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing:

- a. street trees and landscaping and relocating utilities, if required;
- b. lighting;
- c. weather protections elements;
- d. screening of parking areas;
- e. bicycle parking;
- f. public art;
- g. street furniture; and
- h. sustainable design elements.

10.0 — Fostering a Strong Economy

~~The Downtown Core is important to the economy of the City of Mississauga. Square One Shopping Centre contains the primary retail concentration in the City and is a strong regional economic draw within the Downtown and the city as a whole. The further development of post-secondary education, cultural, entertainment, tourist and business activities including retail and major offices in the Downtown will contribute to the economic success and sustainability of this area.~~

~~Higher order transit initiatives will also support the development of the downtown as the economic centre of the city and a prominent regional destination.~~

~~10.1 Mississauga will promote collaboration through public-private partnerships to achieve office development, post-secondary educational institutions and higher order transit infrastructure within the downtown.~~

~~10.2 Mississauga will consider a range of planning tools to achieve these objectives.~~

~~10.3 Mississauga will encourage development and other activities that will expand business opportunities and tourism in the region.~~

12.2.9 Land Use

11.1.1 Uses Permitted in all Designations

~~11.1.1.1~~ ~~12.2.9.1~~ ~~Notwithstanding~~ In addition to the Uses Permitted in all Designations policies of this Plan, the following ~~additional~~ uses will also be permitted:

- a. **cogeneration** facility ~~will be permitted~~ as an accessory use; and
- b. commercial parking facility.

11.1.2 Residential

~~11.1.2.1~~ ~~12.2.9.2~~ Residential consists of the following designation:

- a. Residential High Rise.

~~11.1.2.2~~ ~~Notwithstanding the Residential High Density policies of this Plan, the following additional use will also be permitted:~~

- ~~a. townhouses accessory to an apartment dwelling.~~

~~11.1.2.3~~ ~~12.2.9.3~~ Special needs housing will be in a built form consistent with the dwelling forms permitted by ~~the residential~~ ~~this~~ designation.

11.1.3 Downtown Mixed Use

~~11.1.3.1~~ ~~Lands designated Downtown Mixed Use will permit a wide range of land uses and activities.~~

~~11.1.3.2~~ ~~12.2.9.4~~ Owners/developers will be encouraged to advise all purchasers or tenants occupying new residential units within the 600 m influence area of a chemical plant located on Mavis Road, south of Burnhamthorpe Road West, of the possibility of adverse odour emissions.

~~11.1.3.3~~ ~~12.2.9.5~~ ~~In addition to the Uses Permitted in all Designations, lands designated~~ The following uses shall ~~will~~ be permitted in the Downtown Mixed Use Zone ~~the following uses:~~

- a. apartment
- b. car share facilities;
- c. commercial parking facility;
- d. hospital;
- e. long term care building;
- f. major office;
- g. makerspaces;
- h. overnight accommodation;

- i. post-secondary educational facility;
- j. residential uses associated with an institutional use;
- k. retirement building;
- l. secondary office;
- m. townhouses accessory to an apartment;
- n. accessory commercial uses: retail store, personal service, restaurant, financial institution

11.1.4 Downtown Core Mixed Use

~~11.1.4.1~~ 12.2.9.6 Lands designated Downtown Core Mixed Use will accommodate the highest concentration of retail commercial activities in the city in addition to a mix of other land uses.

~~11.1.4.2~~ 12.2.9.7 ~~In addition to the uses permitted~~ ~~Uses Permitted in all Designations, lands~~ The following uses shall be permitted in the designated Downtown Core Mixed Use ~~will permit the following uses:~~

- a. apartment;
- b. commercial parking facility;
- c. financial institution;
- d. hospital;
- e. long term care building;
- f. major offices;
- g. makerspaces;
- h. overnight accommodation;
- i. ~~personal~~ service establishment
- j. post-secondary educational facility;
- k. residential uses associated with an institutional use;
- l. restaurant;
- m. retail store;
- n. retirement building;
- o. secondary office;
- p. townhouses accessory to an apartment.

~~11.1.4.3~~ 12.2.9.8 Special needs housing will be in a built form consistent with the dwelling forms permitted by the residential designation.

~~11.1.4.4~~ 12.2.9.9 The following uses are not permitted:

- a. convenience restaurant with drive-through facility; and
- b. motor vehicle sales and rental facility.

Retail Activation

~~11.1.4.5~~ 12.2.9.10 Existing and new streets in the Downtown Core have been identified on [Map Schedule 5](#), Retail Activation ~~of this Area Plan~~ for the purpose of:

- a. establishing retail objectives within mixed use buildings;
- b. identifying districts and areas of focus for which retail has been determined to be a strategic priority in the Downtown Core;
- c. setting out requirements for the amount of at grade retail to be achieved within buildings on street frontages in accordance with the ~~Schedule 5~~ [Map 12-2.7](#) Retail Activation ~~included in this Area Plan~~; and
- d. identifying permitted retail uses as outlined below.

~~11.1.4.6~~ 12.2.9.11 Notwithstanding the Mixed Use designation, only the following uses will be permitted in units on the ground floor of buildings fronting a Retail Activation street:

- a. financial institution;
- b. ~~personal~~ service establishment;
- c. restaurant; and
- d. retail store.

~~11.1.4.7~~ 12.2.9.12 Notwithstanding the Mixed Use designation, future development will accommodate linkages that will form part of an extensive system of linked parks and open spaces. The provision of linkages may be in the form of boulevards, plazas and park spaces, which will be made accessible to the public. The location and size will be determined in conjunction with development. In order to achieve open space of acceptable size, configuration and location, the City will consider how the proposed open space enhances connectivity between parks and the Districts. Prior to the approval of any draft plan of subdivision, severance or any other development application within this designation, property owners will demonstrate to the satisfaction of the City, how open space objectives within this area will be satisfied through the submission of development and open space concept plans.

~~11.1.4.8~~ 12.2.9.13 Notwithstanding the Downtown Mixed Use designation of lands located on the south side of Rathburn Road West, between Hurontario Street and the future extension of Duke of York Boulevard, future development will:

- a. accommodate one or more areas of Public Open Space and will form part of a system of Public Open Space and Privately Owned Public Spaces (POPS);
- b. The location, number and size of parkland and open space block(s) will be determined in conjunction with the development of lands in this area. The City will encourage the consolidation of multiple parkland sites within the Area, having consideration for matters including the proximity to residential uses and transit, in order to achieve Public Open Space and Privately Owned Public Spaces of acceptable size, configuration and location; and through the provision of development and parkland/open space concept plans, demonstrate to the satisfaction of the City how the City's parkland and open space objectives within this area will

be satisfied, prior to approval of any draft plan of subdivision, severance or any other development application within this area.

11.1.5 Office

~~11.1.5.1~~ **12.2.9.14** ~~Notwithstanding~~ In addition to the Office Designation policies of this Plan, the following ~~additional~~ uses ~~will~~ **are** also permitted:

- a. hospital;
- ~~b. post-secondary educational facility; and,~~
- b. overnight accommodation

~~11.1.5.2~~ **12.2.9.15** ~~Notwithstanding the Office policies of this Plan, t~~The total Gross Floor Area of accessory uses will not be limited.

~~11.1.5.3~~ **12.2.9.16** ~~Notwithstanding the Office policies of this Plan, d~~Development adjacent to ~~and~~ the proposed east-west street north of Rathburn Road West, west of City Centre Drive to Living Arts Drive will provide an important linkage in the parks and open space system. Future development along this corridor will be designed to provide a high quality pedestrian experience along boulevards and through public and privately owned public open space (POPS).

~~11.1.5.4~~ **12.2.9.17** Notwithstanding the Office designation, only the following uses will be permitted in units on the ground floor of buildings fronting a Retail Activation street:

- a. financial institution;
- b. ~~personal~~ services establishment
- c. restaurant; and
- d. retail store.

~~12.0~~ — Special Policies

Moved to Chapter 16

12.2.10 Implementation

~~13.1~~ **12.2.10.1** Mississauga may apply a holding provision to lands within the Downtown Core to ensure that the policies of this Plan are implemented. The removal of the holding provision will be conditional on the applicant satisfying the requirements of the policies of this Plan, including:

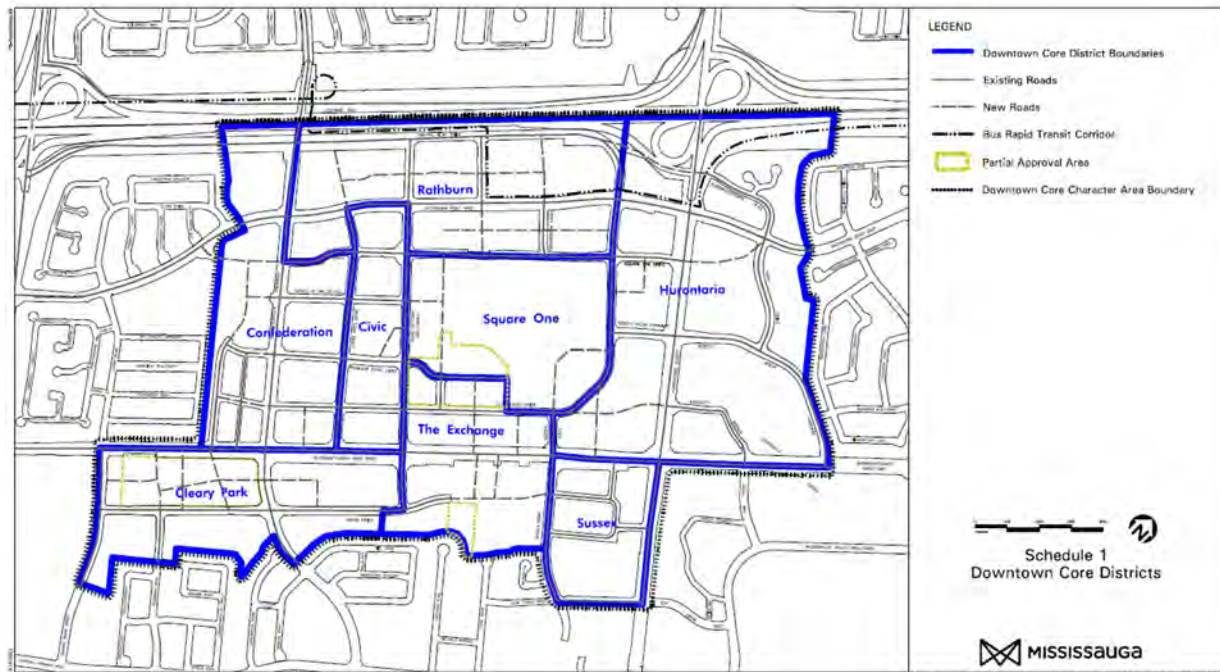
- a. entering into an agreement or other arrangements satisfactory to the City to secure land for new public roads identified in this Plan, including any realignments of roads, and said agreement may include an obligation upon a landowner to construct or pay for the construction of new roads;
- b. the submission of a concept plan for all development applications proposing phased development, and the introduction of new private roads, private roads with public easements

and mid-block pedestrian connections (with or without public easements) must demonstrate how the policies of this Plan and Character Area and this Area Plan will be implemented through the development review process; and

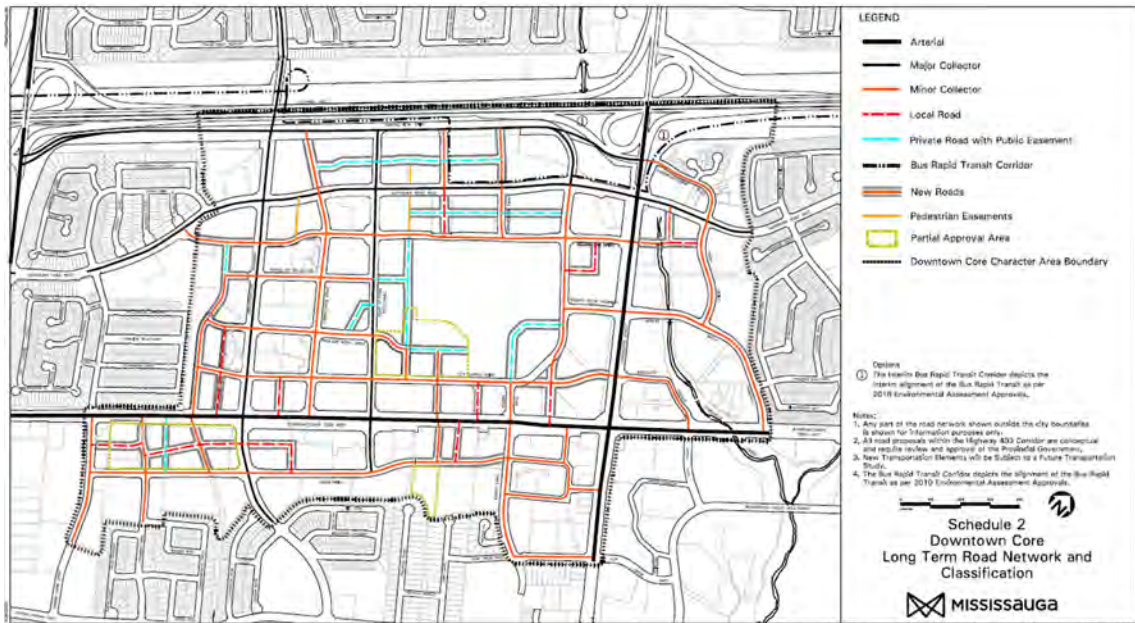
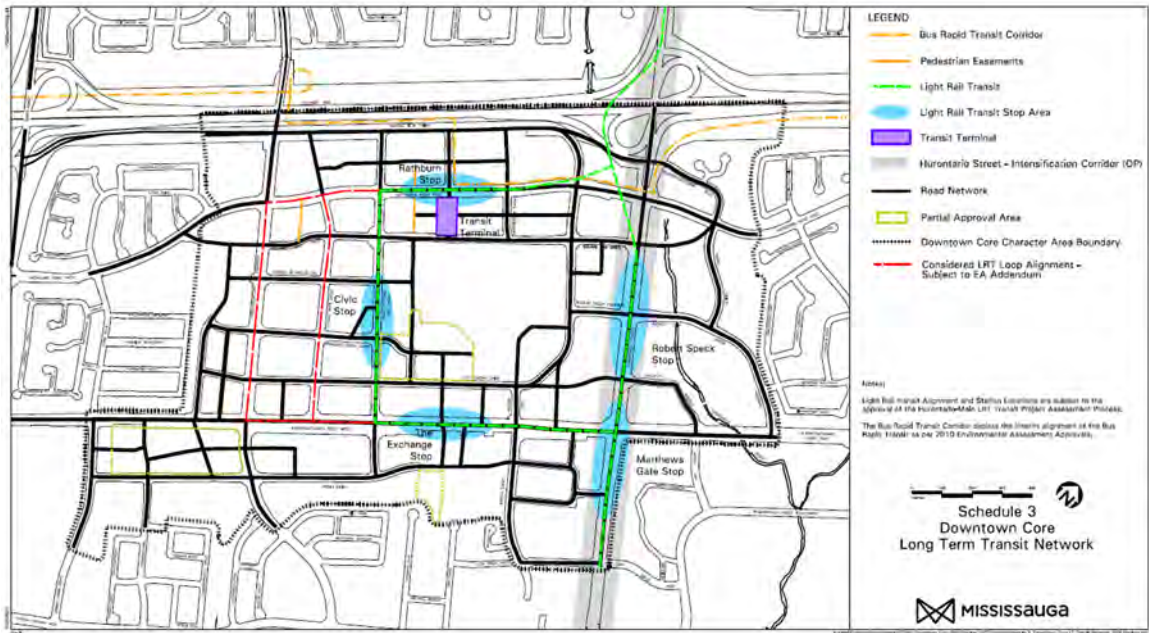
- c. the submission of a site plan application which demonstrates compliance with the built form policies of the Plan and this and Character Area and this Area Plan.

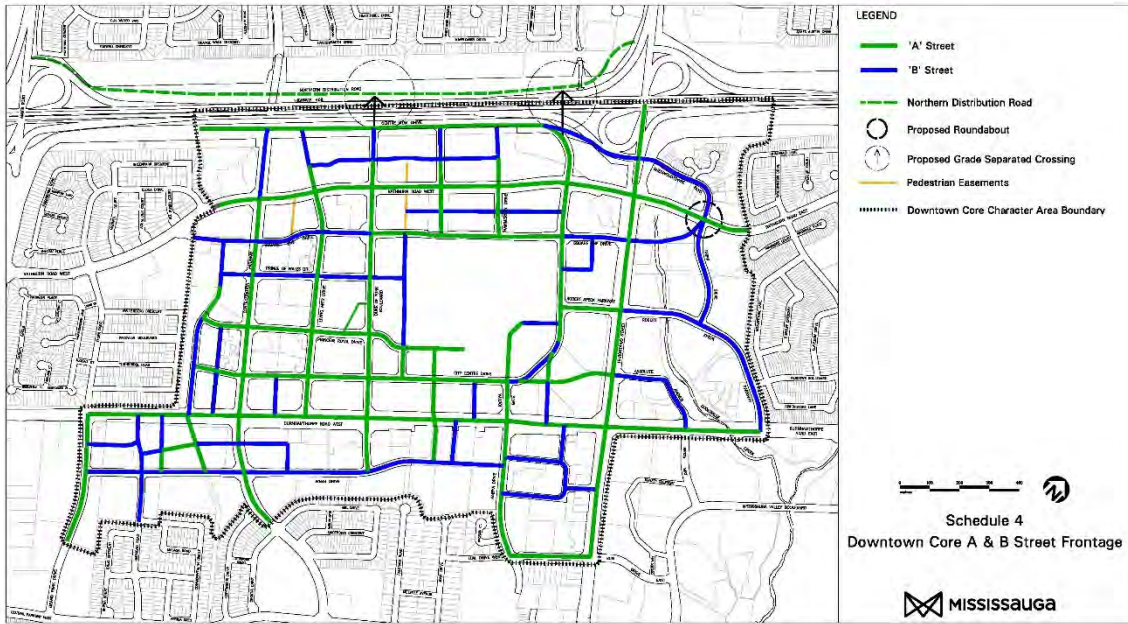
~~13.2~~ 12.2.10.2 Site plan control is a key mechanism to implement the Council approved Downtown Core Built Form Standards. The Built Form Standards will provide direction and guidance through the site plan approval process. A site plan application that does not adhere to the built form policies of this Plan and the Downtown Core Built Form Standards may be approved provided that the general intent and purpose of the Built Form Standards is maintained to the City's satisfaction.

~~13.3~~ 12.2.10.3 Where a provision in the Downtown Core Built Form Standards corresponds to a provision in By-law 0050-2013, as amended, and the relevant provision of Bylaw 0050-2013 is amended pursuant to section 34 of the *Planning Act*, or varied pursuant to section 45 of the *Planning Act*, the corresponding provision in the Downtown Core Built Form Standards will be deemed to have been correspondingly varied or amended.

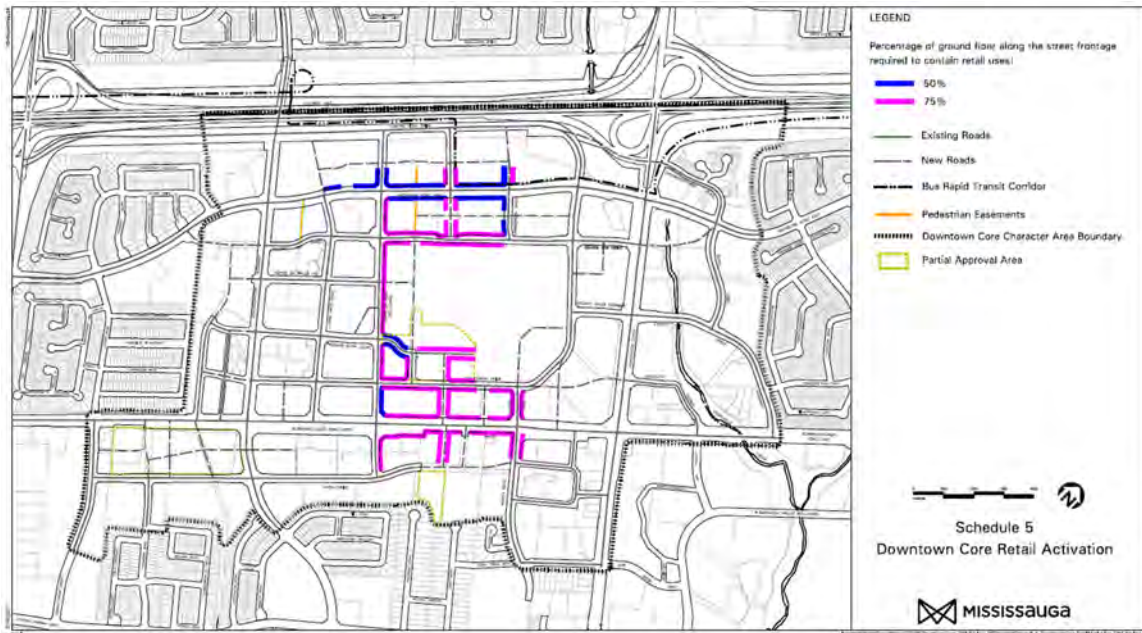


Map 12-2.2: Downtown Core Districts



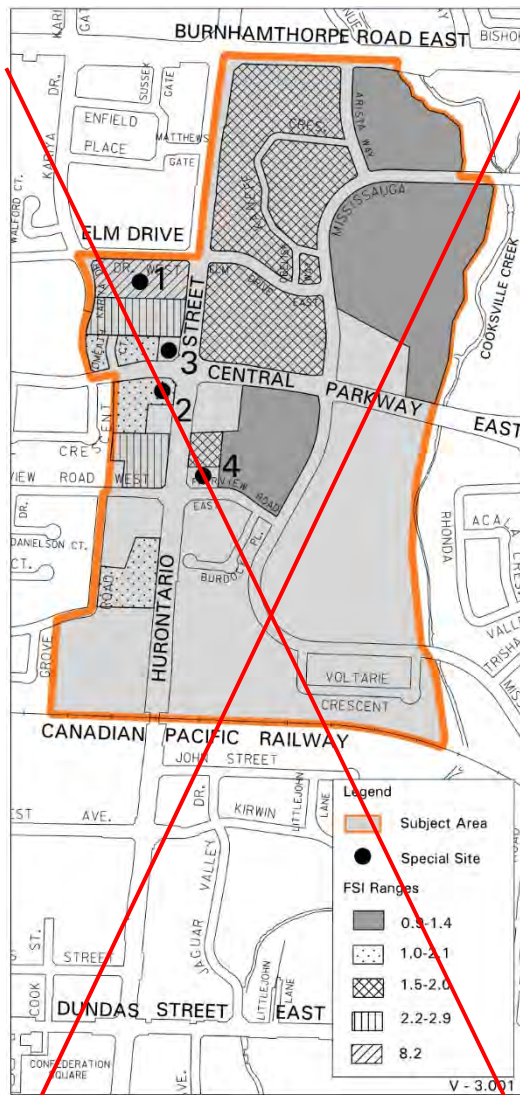


Map 12-2.6: Downtown Core A & B Street Frontage



Map 12-2.7: Downtown Core Retail Activation

12.3 Fairview ~~Downtown Fairview~~



Map 12-3: ~~Downtown~~ Fairview Urban Growth Centre Character Area REPLACE WITH MAP IN MOPA

12.3.1 Introduction

~~Downtown~~ Fairview Urban Growth Centre Character Area is situated on the periphery of Mississauga's Downtown Core and provides an area of transition to ~~Downtown~~ Cooksville Urban Growth Centre. ~~Downtown~~ Fairview Urban Growth Centre contains a number of sub-areas, each with its own unique character and built form.

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 Urban Growth Centre Character Area, with point towers as tall

as 50 storeys. The townhouses located in the southern end of **Downtown** Fairview **Urban Growth Centre** are the predominant built form ~~and provide housing for families.~~

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.

The Cooksville Creek is a significant natural heritage feature that runs north-south in **Downtown** Fairview **Urban Growth Centre** and drains into Lake Ontario. Opportunities to enhance the ecological features of existing natural habitats and the urban forest will be encouraged.

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.

12.3.2 Vision

Downtown Fairview **Urban Growth Centre** will be a distinct, walkable community that provides a transition to lower heights and densities from the Downtown Core **Urban Growth Centre**. With more shops and amenities along Hurontario Street, **Downtown** Fairview **Urban Growth Centre** 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 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.

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 **Building Height**

12.3.3.1 ~~12.3.3.1~~ The greatest building heights will be located at the existing and planned buildings at Elm Drive West and Hurontario Street as shown on Schedule 8 ~~44k~~: Protected Major Transit Station Area Building Heights Schedule. Heights beyond this intersection should transition down to ensure the prominence of the Downtown Core **Urban Growth Centre** Character Area.

12.3.3.2 ~~12.3.3.2~~ On lands designated Residential **High-Density High-Rise** and Mixed Use, the maximum permitted building height as shown on Schedule 8 ~~44k~~ 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.

12.3.4 **Land Use**

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

12.3.4.1 Residential High-Rise Density

12.3.4.1 ~~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.

12.3.4.2 Mixed Use

12.3.4.2 ~~12.3.4.2.1~~ Notwithstanding the policies of this Plan, development along Hurontario Street:

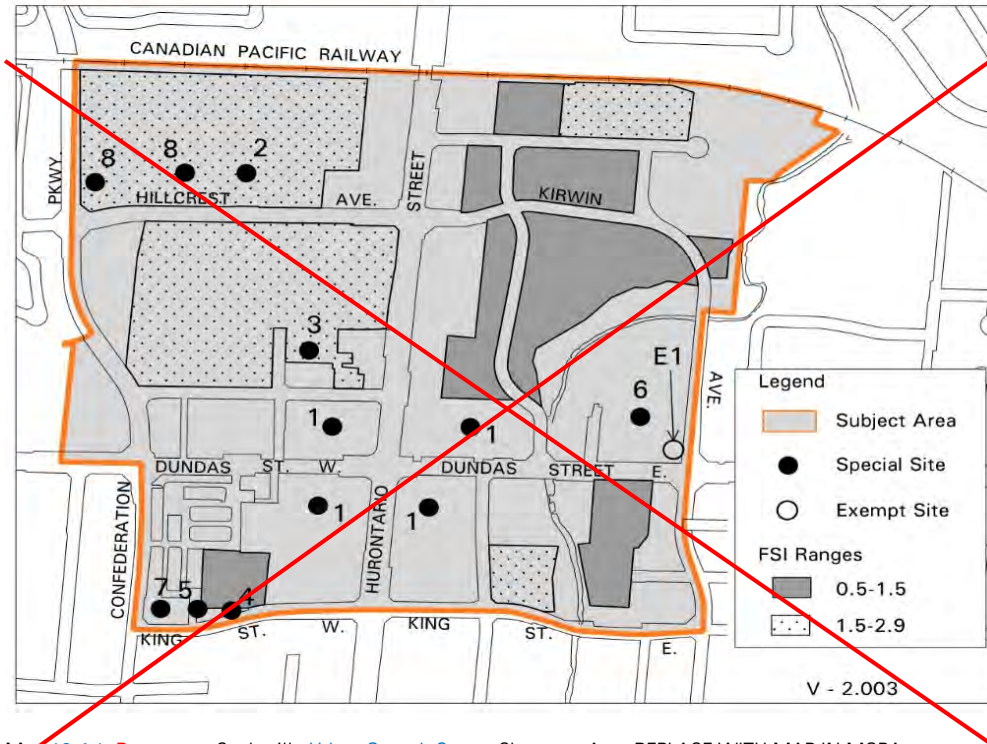
- a. will provide non-residential uses on the ground floor where the building is immediately adjacent to Hurontario Street; and
- b. may consist of primarily residential uses above the ground floor.

12.3.4.3 Office

~~12.3.4.3.1 Moved to Section 12.1.3 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 new development.~~

Moved to Chapter 16 12.3.2—Special Site Policies

12.4 Cooksville ~~Downtown Cooksville~~



Map 12-4.1: ~~Downtown~~ Cooksville Urban Growth Centre Character Area REPLACE WITH MAP IN MOPA

12.4.1 Introduction

Centred at Hurontario Street and Dundas Street, ~~Downtown~~ the Cooksville **Urban Growth Centre Character Area** 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 **Urban Growth Centre** provide an important function in helping families transition to a new country.

Hurontario Street and Dundas Street are 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 ~~corridors~~ **arterial streets** 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 Light Rail Transit (LRT) along Hurontario Street, 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-supportive development will ensure transit investments are supported with greater access to housing, jobs and services.

The Cooksville Creek is a significant **natural heritage feature** in ~~Downtown~~ Cooksville **Urban Growth Centre**. Cooksville Creek serves as a wildlife corridor and linkage to other features within and beyond ~~Downtown~~ Cooksville **Urban Growth Centre**. This corridor is also used for recreation with opportunities for restoration, rehabilitation and hazard mitigation along the **watercourse**.

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.

12.4.2 ~~Downtown~~ Cooksville Urban Growth Centre as a 15-Minute City

~~Downtown~~ Cooksville **Urban Growth Centre** will continue to reflect its welcoming and multicultural heritage while integrating key elements of a 15-minute city concept. ~~Downtown~~ Cooksville **Urban Growth Centre** 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.

12.4.3 Vision

~~Downtown~~ Cooksville **Urban Growth Centre** 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 **Urban Growth Centre** 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 higher density development with a concentration and mix of residential, community, office, retail and service commercial uses.

The vision is based on the following guiding principles:

- 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;
- 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;
- 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
- Plan for high quality transit – provide convenient and efficient transit with seamless connections to local and **higher order transit** services.

12.4.4 General

~~12.4.4.1~~ Arts and cultural uses are encouraged to concentrate in ~~Downtown~~ Cooksville **Urban Growth Centre** to add vibrancy to the area.

12.4.5 Building Height

~~12.4.5.1~~ The greatest building heights will be located in proximity to the Cooksville GO station as shown on Schedule 8 ~~4H~~: Protected Major Transit Station Area Building Heights Schedule.

~~12.4.5.2~~ On lands designated Residential **High-rise High Density** and Mixed Use and located outside of Special Site 1 in ~~Downtown~~ Cooksville **Urban Growth Centre**, the maximum permitted building height as shown on Schedule 118 ~~4H~~ 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.

~~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**. Any existing vegetation will be considered for preservation through the redevelopment/infill process to enhance the liveability of a space.~~

~~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.~~

~~12.4.2 ———— Transportation~~

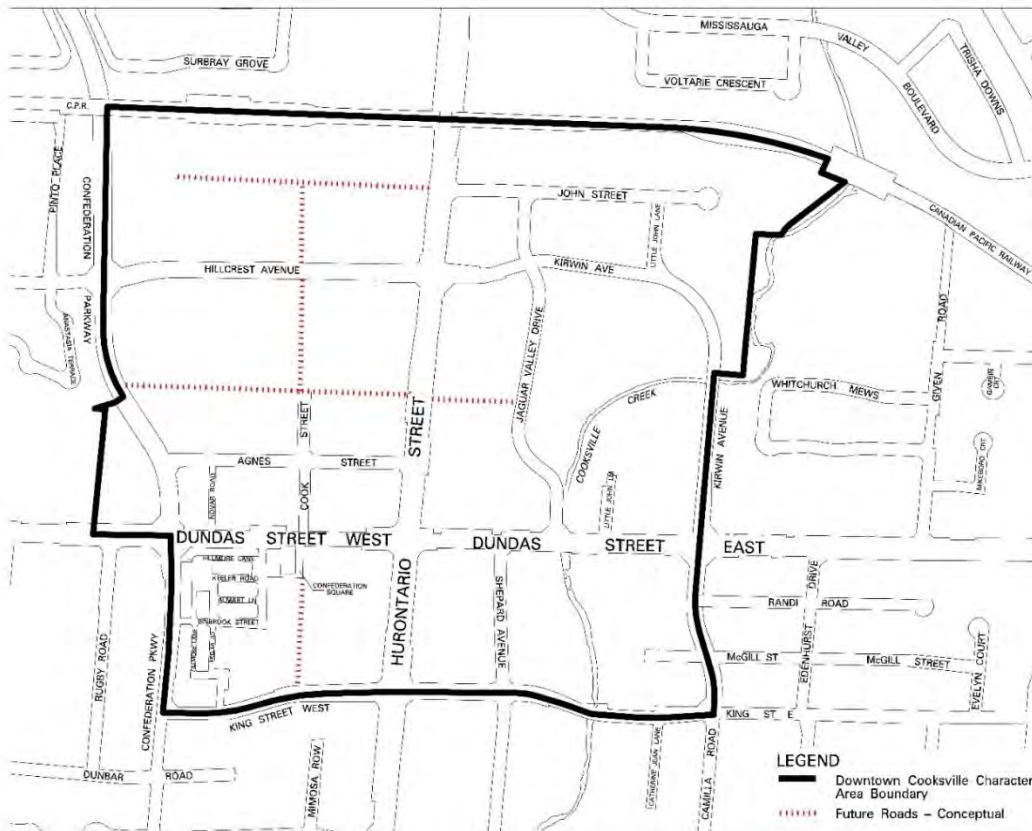
~~12.4.2.1 All development applications are required to address the relationship with adjacent properties and the need to minimize access onto Hurontario Street and Dundas Street.~~

~~12.4.2.2 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.~~

~~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.~~

12.4.6 Transportation

12.4.6.1 The road network identified on Map 12-4.2 will support improved connectivity within ~~Downtown~~ Cooksville **Urban Growth Centre** for pedestrian and cycling movement and to transit.



Map 12-4.2: Downtown Cooksville Urban Growth Centre Character Area Future Roads

12.4.6.2 Improvements to the road network will be achieved through development. Future additions to the road network include, but are not limited to the following:

- a new east-west road from Confederation Parkway to Jaguar Valley Drive on the southern boundary of T.L. Kennedy Secondary School and former Melissa Street, aligning with a new road on the east side of Hurontario Street;
- 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.

12.4.6.3 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 an amendment to Map 12-4.2 at the City's discretion to accommodate development and break up large blocks with roads and pedestrian connections.

12.4.7 Land Use

~~12.4.7.1 Residential High-Rise Density~~

~~12.4.7.1 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).

12.4.7.2 Mixed Use

12.4.7.2 ~~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):

- 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.

12.4.7.3 ~~12.4.7.2.2~~ 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.

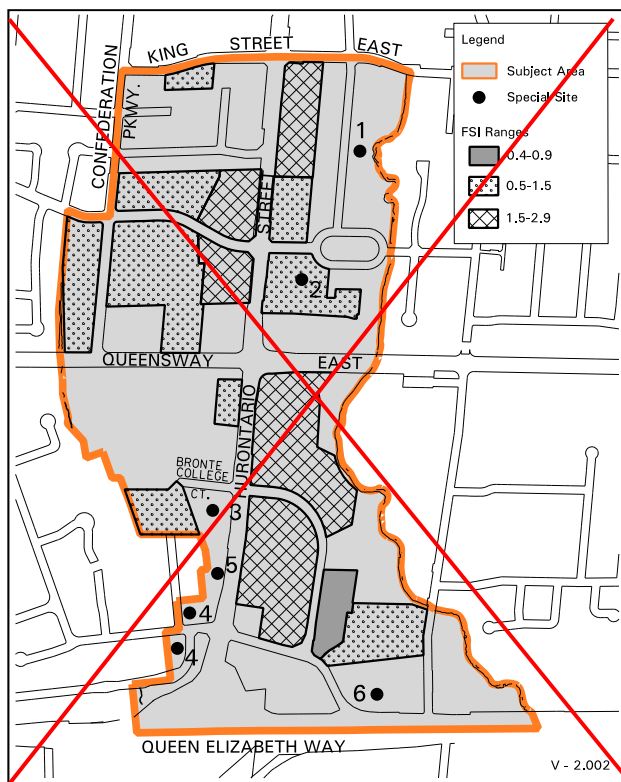
12.4.7.3 Office

~~12.4.7.3.1 Moved to Section 12.1.3 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 new development.~~

Moved to Chapter 16 ~~12.4.3 Special Site Policies~~

Moved to Chapter 16 ~~12.4.4 Exempt Site Policies~~

12.5 Hospital ~~Downtown~~ Hospital



Changes to Map 12-5:

- [Delete FSI Ranges](#)
- [Delete Special Site 2 and replace with a new Special Site 2](#)

Map 12-5.1: ~~Downtown~~ Hospital Urban Growth Centre Character Area

REPLACE WITH Map in MOPA

12.5.1 Introduction

The focal point of ~~Downtown~~ the Hospital Urban Growth Centre Character Area continues to be the Mississauga Hospital, serving as one of Canada's leading health centres with specialized regional programs. ~~Downtown~~ Hospital Urban Growth Centre 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.

Cooksville Creek is a significant **natural heritage feature** 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.

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.

12.5.2 Vision

Downtown Hospital **Urban Growth Centre** 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.

Transit-supportive development along Hurontario Street and Queensway with maximum heights of 25 storeys for new residential development will ensure greater access to housing, jobs and services.

The vision is based on the following guiding principles:

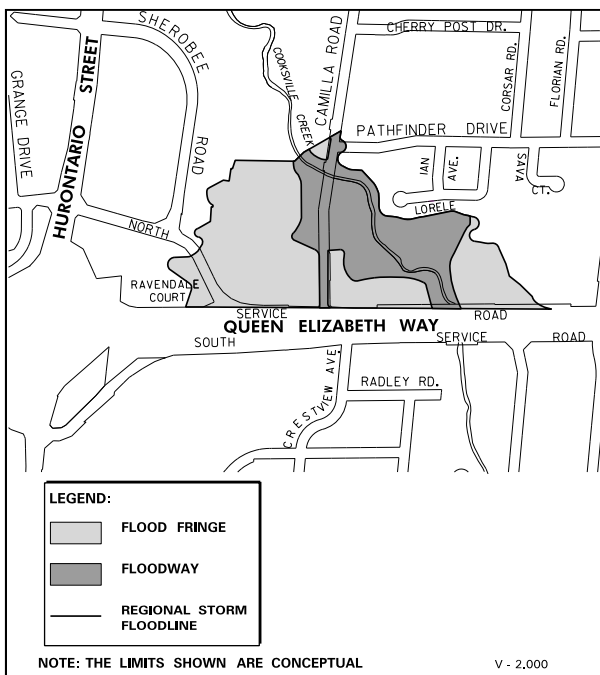
1. Support health care services – promote a range of health care services, supportive uses and research and development that create a healthier community; and
2. Create a more walkable and transit-supportive community – provide pedestrian connections to Hurontario Street and Queensway, and street related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

12.5.3 Building Height

12.5.3.1 The greatest building heights will be located at the transit stop at Hurontario Street and Queensway as shown on Schedule 8 44: Protected Major Transit Station Area Building Heights Schedule.

12.5.3.2 On lands designated Residential High-Rise Density and Mixed Use, the maximum permitted building height as shown on Schedule 8 44 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.

12.5.4 Environmental Planning Area



Map 12-5.2: Cooksville Creek Floodplain Management Concept

12.5.4.1 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.

12.5.4.2 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 **waterecourse** (i.e. bridges, storm sewer outlets and stormwater management facilities); and
- passive recreation activities; and

- a. floodway lands will be zoned in an appropriate hazard category in the implementing Zoning By-law;
- b. 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** 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 **Credit Valley Conservation** 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 ~~zone to provide direction as to future permitted uses while ensuring~~ provision to ensure flood proofing and safe access are addressed prior to development to the satisfaction of the City and ~~Credit Valley Conservation~~ 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 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~~ the conservation authority and the Ministry of Transportation; and
- c. 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.

~~12.5.3~~ ~~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.~~

~~12.5.1~~ ~~Land Use~~

~~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.~~

12.5.5 Land Use

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.

12.5.5.2 Residential High-Rise Density

12.5.5.1 ~~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.

12.5.5.3 Mixed Use

12.5.5.2 ~~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:

- 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.

12.5.5.4 Office

~~12.5.5.4.1 Moved to Section 12.1.3 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 new development.~~

Moved to Chapter 16 ~~12.5.6 Special Site Policies~~

13. Nodes

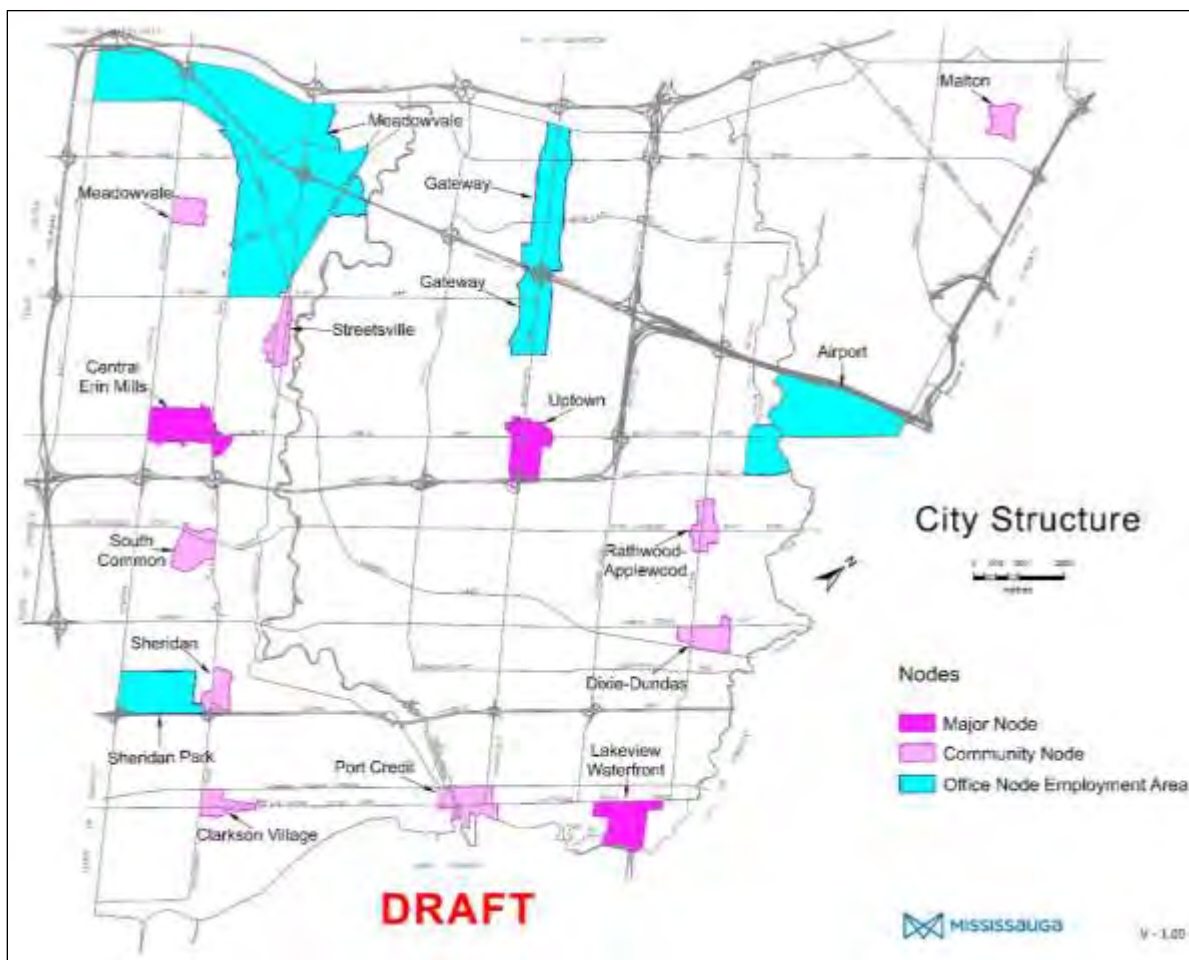
13.1 Introduction

Nodes are a key component of Mississauga’s *Strategic Growth Areas*, targeted to accommodate future growth and development making efficient use of land and infrastructure. The Nodes will be attractive mixed use areas, developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities. Development in the Nodes will support the achievement of complete communities with the provision of diverse employment opportunities, ample community infrastructure, amenities, and a range of housing options where permitted by the policies of this Plan.

Nodes comprise the following areas:

EDIT GUIDE:
 Black – no change to text;
~~Red~~ – deleted text;
 Blue – new text

NOTE:
 Peach highlight – City-wide or Node-wide appeal
Red underline – Site Specific appeal
Green underline – pending Regional approval



Map 13-1: City Structure – Nodes

- Major Nodes: Central Erin Mills, Lakeview, and Uptown Character Areas.
- Community Nodes, which include the following Character Areas:
 - a. Clarkson Village;
 - b. Dixie-Dundas;
 - c. Malton;
 - d. Meadowvale;
 - e. Port Credit;
 - f. Rathwood-Applewood;
 - g. Sheridan;
 - h. South Common; and
 - i. Streetsville.
- Office Node Employment Areas: Airport, Gateway, Meadowvale and Sheridan Park Character Areas.

13.1.1 General

13.1.1.1 ~~5.3.2.7 (5.3.3.7)~~ Character Area, Local Area Plan, Special Site and *Major Transit Station Areas* policies will establish how ~~the density~~ growth, development and mixed of uses ~~population to employment targets~~ will be achieved within the ~~Major~~ Nodes.

13.1.1.2 ~~5.5.5 Development will promote the qualities of complete communities.~~ Development in the Nodes will support the achievement of healthy, sustainable, complete communities that:

- a. provide a wide-range of uses, including residential, office, *community infrastructure*, services, mixed-use buildings, and commercial uses, according to the permitted land uses in the policies of the Plan;
- b. supply a mixture of residential built forms, unit types and sizes, where permitted by the policies of the Plan, with a varied range of housing options and affordability to accommodate the needs of a diverse population including people with disabilities, older adults, and families;
- c. deliver a compact built form and density that allow people meet many of their needs locally and within walking distance, achieves a high quality urban environment, create a vibrant public realm, and support transit ridership;
- d. have access to a range of transportation options, including *higher order transit* and a safe and convenient *active transportation* network; ~~5.3.2.13 (5.3.3.13) Major Nodes will be developed to support and encourage active transportation as a mode of transportation.~~
- e. maximize the use of existing and planned *infrastructure* and contribute to the provision of *community infrastructure* and other services necessary to support residents and/or workers;
- f. supply convenient and safe, publicly-accessible open spaces, parks, recreational facilities and other gathering spaces that promote physically active lifestyles;

- g. support local food options, including access to urban agriculture and farmers markets; and,
- h. integrate green building design, *green infrastructure* and appropriate low impact development.

13.1.1.3 ~~5-5-6 (and 5-3-2-5 and 5-3-3-5)~~ Development applications within ~~Intensification Areas~~ Nodes proposing a change to the designated land use, which results in a significant reduction in the number of ~~residents or jobs~~ that could be accommodated on the site, will not be permitted unless considered through an official plan ~~municipal comprehensive~~ review or update.

13.1.1.4 ~~13-1-1-1 (14-1-1-1)~~ Proponents of development applications within a Major Node 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~~ provides for a concentration and mix of jobs as a key component of *transit-supportive* development.

13.1.1.5 ~~5-5-7~~ A mix of ~~medium and high density housing~~ mid-rise and high-rise housing, *community infrastructure*, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged in Major Nodes and Community Nodes. However, not all of these uses will be permitted in all areas.

13.1.1.6 ~~5-5-8~~ Residential and/or employment density and mix of uses will ~~should~~ be sufficiently high to support transit usage, according to the permitted land uses in the policies of the Plan. Low density development will be generally discouraged.

13.1.1.7 ~~5-5-10~~ Major office development will be encouraged to locate within the Major Nodes, ~~Corporate Centres~~ and Office Node Employment Areas, ~~Intensification Corridors~~. Secondary office development will be encouraged to locate within Community Nodes.

13.1.1.8 ~~5-3-2-9 (5-3-3-9)~~ Investments in community infrastructure, as well as commercial, recreational, educational, arts, cultural, and entertainment uses, will be encouraged in Major Nodes and Community Nodes.

13.1.1.9 ~~5-3-4-10~~ Development will be required to ~~create contribute to an attractive public realm~~ and the provision of community infrastructure, transportation infrastructure, and other services ~~required~~ necessary to support residents and/or workers ~~employees~~;

13.1.1.10 ~~13-2-2-1~~ Existing community infrastructure within the Nodes should be retained and, where appropriate, enhanced to meet the needs of the existing and planned residential population and/or employment of the Nodes and surrounding neighbourhoods.

13.1.1.11 ~~13-4-7-1~~ Mississauga will encourage partnerships and collaborations to identify community needs and develop *community infrastructure*, such as schools, daycare facilities, open spaces and community facilities in the Nodes ~~in Uptown~~. The City will explore the suitability of integrating *community infrastructure* within a building with other uses.

13.1.1.12 ~~5-5-12~~ Development will be phased in accordance with the provision of *community infrastructure* and ~~other infrastructure~~ necessary servicing.

13.1.1.13 ~~5.5.14 Pedestrian~~ *Active transportation* movement, ~~and~~ access to and from ~~major~~ transit routes and stops, and connections to the surrounding neighbourhoods will be a priority in ~~Intensification Areas~~ the Nodes.

13.1.1.14 ~~5.3.2.12 (5.3.3.12) Major~~ Nodes will be served by frequent transit services, including *higher order transit* facilities, which provide connections to destinations within the city and, where applicable, to neighbouring municipalities.

13.1.1.15 ~~5.5.4 Intensification Areas~~ Nodes will be planned to reflect their role in the City Structure hierarchy.

13.1.1.16 Strategies to encourage and support non-residential uses and the retention of local businesses in the Nodes may be pursued including consideration of Community Improvement Plans and other incentives.

13.1.2 Urban Design

13.1.2.1 Development in the Nodes will:

- a. ~~5.3.2.11 Development in Major Nodes will be in a~~ support a built form and density that achieves a high quality urban environment;
- b. locate and frame buildings adjacent and parallel to public streets and public open spaces, to define their edges and create a relationship with the public sidewalk;
- c. have a compatible massing and scale of built form that enhances the role and hierarchy of the Node;
- d. consolidate access points and shared parking, service areas and driveway entrances, where feasible;
- e. contribute to an attractive public realm and generally be pedestrian oriented and street related.;
- f. incorporate *active transportation* connections to transit, public realm, open spaces and surrounding neighbourhoods, where applicable; and.
- g. provide open space, including squares and plazas, appropriate to the size, location and type of the development.

13.1.2.2 Development on lands within the Nodes will be required to provide a transition in height and scale towards adjacent lower scale development in areas surrounding the Node.

13.1.2.3 ~~13.4.7.2~~ *Community infrastructure* is encouraged to adopt a compact form and be integrated within buildings with other permitted uses.

13.1.2.4 ~~9.2.1.14~~ In appropriate locations, *tall buildings* will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.

13.1.2.5 ~~13.2.9.14, 13.4.5.14~~ Underground parking and/or integrated above grade structured parking are preferred in the Nodes. ~~is preferred, however,~~ Where integrated above grade parking structures are permitted, they will be screened in such a manner that vehicles are not visible from public view and have appropriate direction signage to the structure. Along prominent streets, parking structures should be screened by liner buildings that incorporate a mix of uses between the parking structure and the street.

13.1.2.6 Existing surface parking areas in the Nodes will be replaced as part of a redevelopment by underground and/or integrated above grade-structured parking.

13.1.2.7 ~~13.2.9.12, 13.4.5.15~~ Surface parking areas will be replaced by structured parking. ~~Limited surface parking will be permitted~~ A limited amount of surface parking may be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off point delivery services. Where surface parking is permitted, its impact should be minimized by being located at the rear or side of buildings and by being designed in accordance with the applicable policies of this Plan.

13.1.2.8 ~~13.2.2.3~~ Parkland should be designed and located to create a central focus for the Nodes. Parkland may also provide gathering spaces and linear connections throughout the Nodes, to existing open spaces, commercial areas and *community infrastructure* ~~community facilities~~, and to surrounding neighbourhoods.

13.1.2.9 ~~13.4.6.5~~ Privately owned public spaces ~~Publicly accessible private open spaces~~ (POPS) may be incorporated into developments provided that:

- a. ~~the design of private open space~~ the POPS will be publicly accessible and integrated seamlessly with ~~Uptown's parkland system,~~ the adjoining street network, public open space and pedestrian environment;
- b. the POPS interfaces with existing and/or proposed development in a legible and cohesive manner; and
- c. the ~~private open space~~ POPS is maintained as universally accessible and open to the public throughout the year.

13.1.2.10 *Tactical urbanism* is encouraged to enliven the Nodes on a temporary basis or to test ideas for long-term changes.

13.2 Major Nodes

13. Major Nodes

13.1 Introduction

There are three Major Node Character Areas in Mississauga:

- Central Erin Mills;
- Lakeview Waterfront; and
- Uptown.

5.3.2 Major Nodes

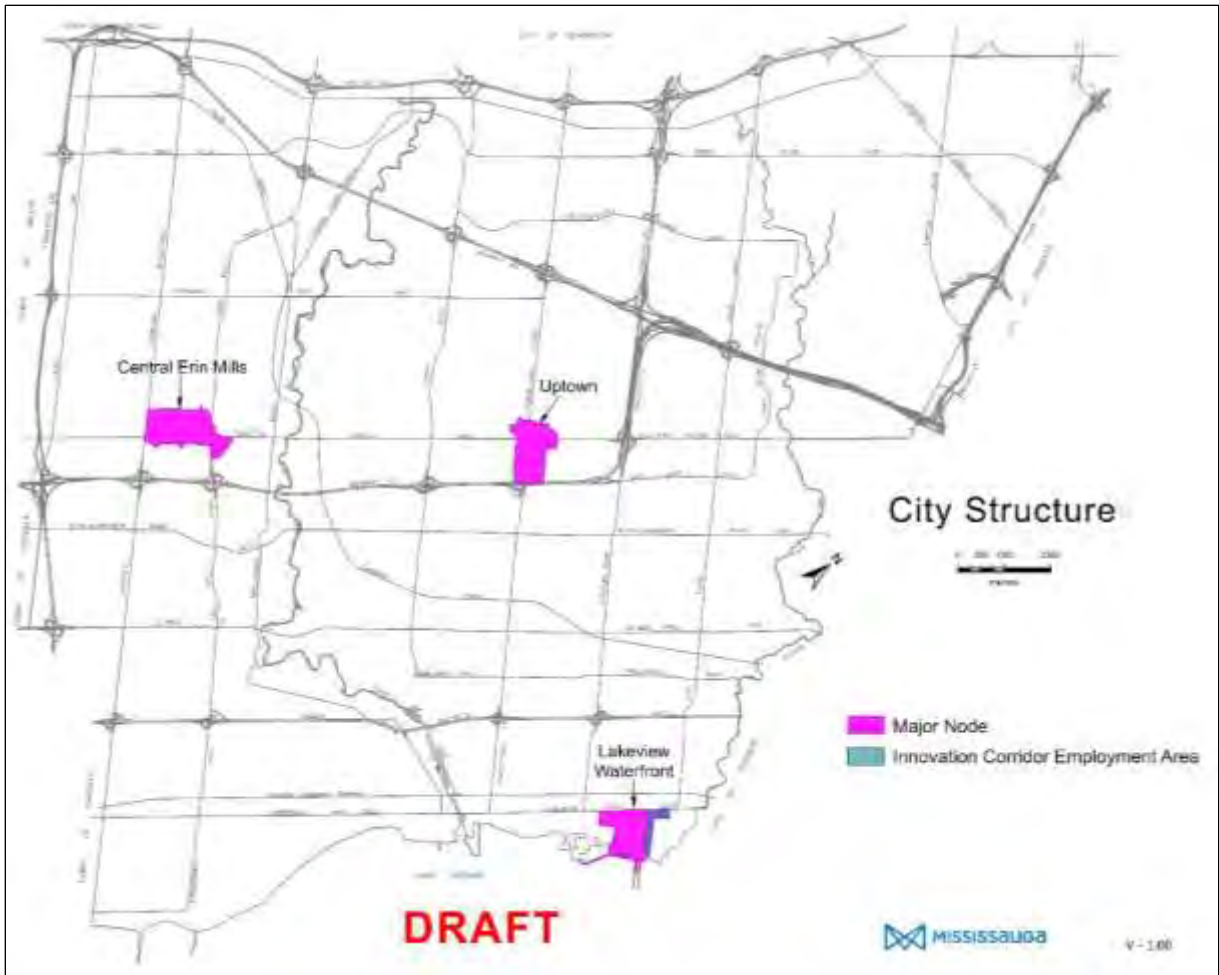
13.2.1 General

Major Nodes will be planned as prominent centres of mixed use activity with a variety of employment opportunities, such as office and institutional jobs and ~~shopping~~ large-scale commercial services and cultural activities services that draw people beyond the adjacent neighbourhoods. It is also anticipated that Major Nodes will provide a variety of higher density housing for people throughout the different phases of their lifecycle and for a variety of income groups.

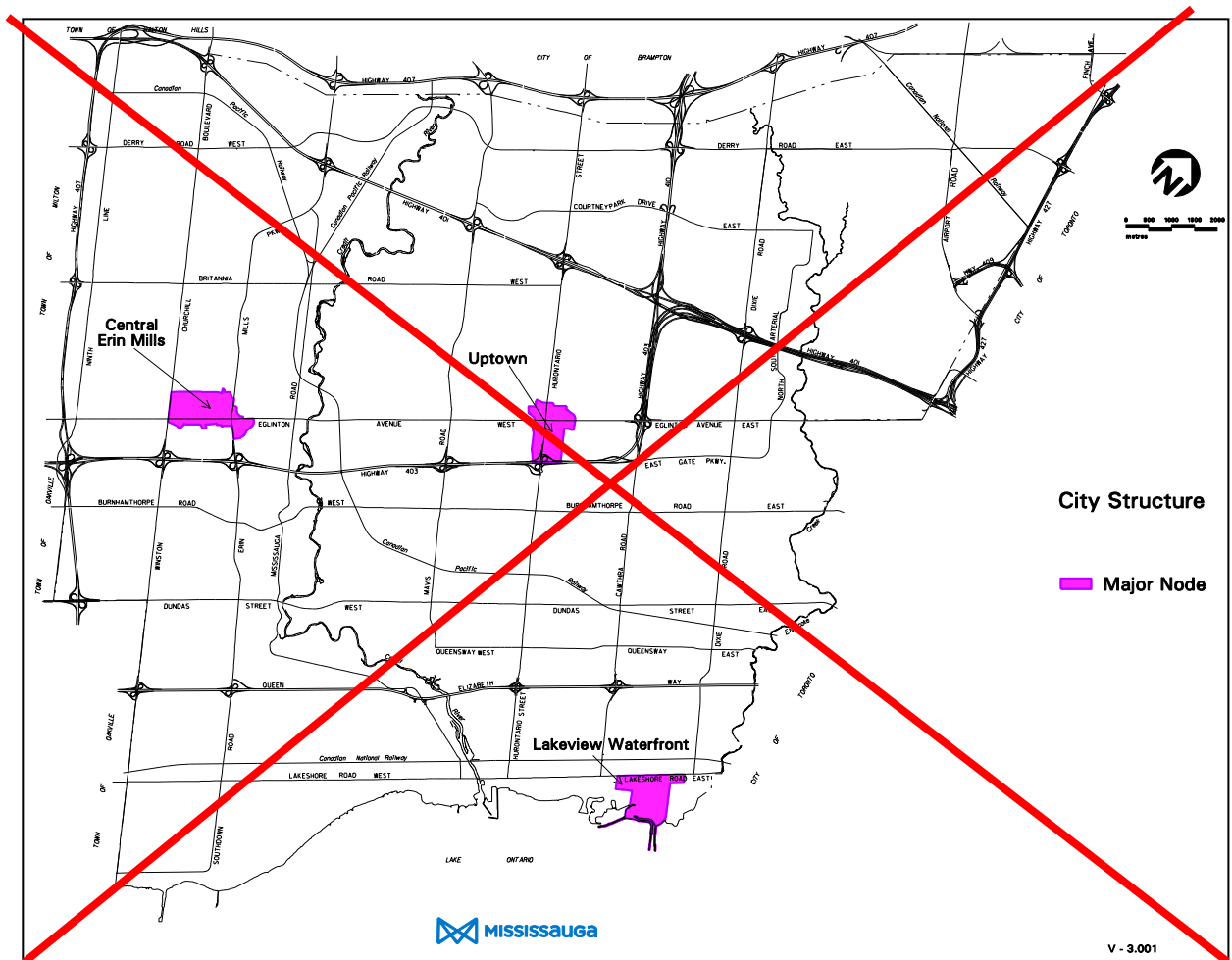
Major Nodes have considerable existing or planned capacity to accommodate both residential and employment uses and as such could have a positive effect on travel demand. Major Nodes are either located directly on or are located close to planned higher order transit: ~~the~~ Uptown Node is located directly on the proposed higher order transit facility on the Hurontario Street Light Rail Transit Street Corridor; and ~~the~~ Central Erin Mills node is located in proximity to the Mississauga Transitway Bus Rapid Transit corridor; and, ~~the~~ Lakeview Waterfront node is located on the proposed higher order transit corridor on Lakeshore Road.

13.2.1.1 ~~5.3.2.1~~ There are three Major Nodes in Mississauga:

- a. Central Erin Mills,
- b. Lakeview Waterfront: and
- c. Uptown



Map 13-2: City Structure –Major Nodes



Map 13-1: City Structure – Major Nodes

13.2.1.2 ~~5-3-2-4~~ The Major Nodes will achieve a gross density of between 200 and 300 residents and jobs combined per hectare unless otherwise specified by the *Major Transit Station Area* policies.

~~5-3-2-5~~ Moved to Policy 13.1.1.3

~~5-3-2-7~~ Addressed in Policy 13.1.1.1

13.2.1.3 ~~5-3-2-8~~ Major Nodes will develop as city and regional centres and be a primary location for mixed use development with a balance of housing, retail, office, services and community infrastructure in close proximity of each other.

~~5-3-2-9~~ Addressed in Policy 13.1.1.8

13.2.1.4 ~~5-3-2-10~~ Major Nodes are intended to serve function as centres of community life for persons of all abilities, incomes and ages older-adult clusters where investments on amenities, community infrastructure, services, and programs, gathering spaces and public realm to serve the needs of older-adults will be directed.

~~5.3.2.11~~ Addressed in Policy 13.1.2.1

~~5.3.2.12~~ Addressed in Policy 13.1.1.13

~~5.3.2.13~~ Addressed in Policy 13.1.1.2

13.2.2 Land Use

~~13.1.1~~ General

~~13.1.1.1~~ Addressed in Policy 13.1.1.4

13.2.2.1 ~~13.1.1.2~~ For lands within a Major Node, a minimum building height of two storeys to a maximum building height of 25 storeys will apply, unless otherwise specified by the Character Area policies or Special Site policies ~~specify alternative building height requirements~~. For lands within a *Protected Major Transit Station Area*, heights shall be as prescribed by the *Major Transit Station Areas* policies. ~~or until such time as alternative building heights are determined through the review of Character Area policies.~~

~~13.1.1.3~~ Proposals for heights less than two storeys, more than 25 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:

- ~~a. an appropriate transition in heights that respects the surrounding context will be achieved;~~
- ~~1. the development proposal enhances the existing or planned development;~~
- ~~2. the City Structure hierarchy is maintained; and~~
- ~~3. the development proposal is consistent with the policies of this Plan.~~

13.1.2 Residential

13.2.2.2 ~~13.1.2.1~~ The Residential Low-Rise ~~Density I and Residential Low Density II~~ designations will not be permitted, except for lands designated Residential Low-Rise ~~Density I and Residential Low Density II~~ at the time this Plan comes into effect.

13.2.2.3 Lands within the Major Nodes that are designated Residential Mid-Rise will permit buildings up to 12 storeys, unless otherwise specified by the Character Area policies, in *Major Transit Station Area* Schedule 8 or Special Site policies. Mid-rise buildings will be designed in accordance with the applicable policies of this Plan.

~~13.1.2.2~~ Notwithstanding the Residential Medium Density policies of this Plan, the following additional uses will be permitted:

- ~~a. low rise apartment dwellings.~~

13.1.3 Mixed Use

13.2.2.4 ~~13.1.3.1~~ Lands within the Central Erin Mills and Uptown Major Node Character Areas that are designated Mixed Use will also permit Major Offices. ~~Notwithstanding the Mixed Use policies~~

~~of this Plan, the following additional uses will be permitted in the Central Erin Mills and Uptown Major Node Character Areas:~~

~~a. Major office.~~

~~13.1.4~~ Office

~~13.2.2.5 13.1.4.1~~ Lands within the Major Nodes that are designated Office will also permit Post-secondary educational facilities. ~~Notwithstanding the Office policies of this Plan, the following additional uses will be permitted:~~

~~a. Post-secondary educational facilities.~~

~~13.1.5~~ Motor Vehicle Commercial

~~13.2.2.6 13.1.5.1~~ The Motor Vehicle Commercial designation will not be permitted, except for lands designated Motor Vehicle Commercial at the time this Plan comes into effect.

~~13.1.6~~ Business Employment

~~13.2.2.7 13.1.6.1~~ The Business Employment designation will not be permitted.

~~13.1.7~~ Industrial

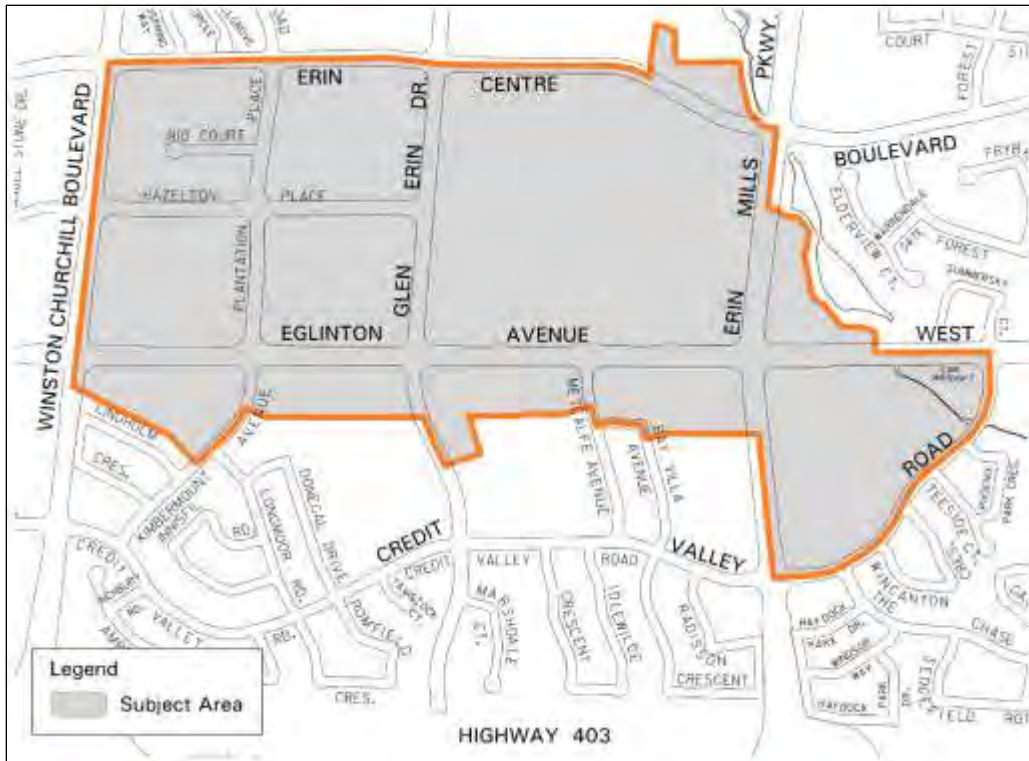
~~13.2.2.8 13.1.7.1~~ The Industrial designation will not be permitted.

13.2.3 Central Erin Mills

13-2 Central Erin Mills



Map 13-2 13-3: Central Erin Mills Major Node Character Area



13.2.3.1 ~~13.2.1~~ Introduction

The Central Erin Mills Major Node has a concentration of retail and service commercial uses, community facilities and transit facilities that serve the existing and planned uses within the Node and the broader regional community.

Erin Mills Town Centre is a two storey indoor mall surrounded by large surface parking lots and vacant parcels of land. Other types of retail and service commercial uses located in the Node include single storey and large format stores and strip plazas. It is anticipated that the Erin Mills Town Centre will remain as the retail anchor of the Node. However, the surface parking areas serving the mall, vacant lands and the single storey retail uses have development and intensification potential. The existing transit facilities will remain with plans to improve customer amenities.

The area south of Eglinton Avenue West is located within the Erin Mills *Protected Major Transit Station Area* as shown on Schedule 1: Urban System - City Structure and identified on Schedule 8: Protected Major Transit Station Areas.

The Node is to evolve into a healthy sustainable complete community with:

- its role as the centre of community life for persons of all abilities, incomes and ages preserved and enhanced through the provision of amenities, facilities, employment, social spaces and an attractive public realm;
- its planned function as a focal point for retail and service commercial uses, community facilities and bus facilities retained;
- the provision of a mixture of residential built forms and tenures suitable to a variety of income levels and household types including below market priced housing;
- *active transportation* modes that are prioritized within the Node and connect to the surrounding residential neighbourhoods;
- public transit that is prioritized over vehicular traffic and connects to the surrounding regional community;
- densities and a mix of uses that allow people to meet many of their needs locally and within walking distance;
- an attractive and well-connected built environment that promotes physically active lifestyles; and
- environmentally resilient development that includes the use of *stormwater best management practices and green infrastructure*.

13.2.3.2 ~~13.2.2~~ General

~~13.2.2.1 Moved to Policy 13.1.1.10 Community infrastructure within the Node should be retained and, where appropriate, enhanced to meet the needs of the existing and planned residential population of the Node and surrounding neighbourhoods.~~

13.2.3.2.1 ~~13.2.2.2~~ Public and private elements, including cultural uses, public art and the design of buildings and spaces should be unified and create a sense of place that is accessible, age friendly, comfortable and welcoming at all times of the year and contributes to the identity of the Node.

~~13.2.2.3~~ Moved to Policy 13.1.2.8 ~~Parkland should be designed and located to create a central focus for the Node. Parkland may also provide gathering spaces and linear connections throughout the Node, to existing open spaces, commercial developments, community facilities and to surrounding neighbourhoods.~~

~~13.2.2.4~~ Addressed in Chapter 4 (Environment) ~~Playgrounds should be provided within an unobstructed 400m walking distance from residential areas within the Node.~~

~~13.2.2.5~~ Addressed to Policy 13.1.2.10 (Urban Design) ~~Privately owned publicly accessible space that enhances and connects the public open space system is encouraged.~~

~~13.2.2.6~~ Moved to Policy 13.1.2.11 ~~Tactical urbanism is encouraged to enliven the Node on a temporary basis or to test ideas for long term changes.~~

13.2.3.2.2 ~~13.2.2.7~~ Transit infrastructure and service within the Node should be retained and, where appropriate, enhanced to meet the needs of the ridership demand of the Node in alignment with MiWay standards.

13.2.3.3 ~~13.2.3~~ Height and Density

13.2.3.3.1 ~~13.2.3.1~~ A minimum building height of three storeys and a maximum building height of 25 storeys will apply. Buildings without a residential component will have a minimum height of two storeys.

13.2.3.3.2 ~~13.2.3.2~~ A maximum *Floor Space Index (FSI)* of 2.75 to be calculated across the entire area of the Node, excluding public and private roads, will apply.

13.2.3.3.3 ~~13.2.3.3~~ Individual properties will not exceed a *Floor Space Index (FSI)* of 2.75 unless it can be demonstrated to the satisfaction of the City that the *Floor Space Index (FSI)* for the entire Node will not be exceeded and the development potential of other lands within the Node has been considered.

13.2.3.3.4 ~~13.2.3.4~~ A gross density of between 200 and 300 residents and jobs combined per hectare measured across the Node will be achieved unless otherwise specified by the *Major Transit Station Area* policies.

~~13.2.3.5~~ Addressed in 13.1.1.5 ~~A combination of residential and employment uses are encouraged.~~

13.2.3.4 ~~13.2.4~~ Urban Design

13.2.3.4.1 ~~13.2.4.1~~ Development will provide for a range of building types and heights, including mid-rise buildings to create diversity of urban form and housing choice. For the purpose of these policies, a mid-rise building means a building having a height that is greater than four storeys and

less than the width of the street on which it fronts but not greater than 12 storeys. A mid-rise building cannot be structurally connected to a *tall building*.

13.2.3.4.2 ~~13.2.4.2~~ Buildings will be designed and located to:

- a. frame and animate streets and public spaces;
- b. create a coherent built environment;
- c. provide setbacks along internal roads that provide a consistent building edge and relate to the scale of buildings and width of roads;
- d. provide reduced building setbacks on internal roads with grade related retail and service commercial uses where appropriate;
- e. provide significant and consistent setbacks along collector and arterial streets to promote landscape boulevards that enhance the pedestrian experience; and
- f. create a street-wall along collector and arterial streets with appropriate openings for street-facing courtyards that provide usable landscape areas for residents and pedestrians.

13.2.3.4.3 ~~13.2.4.3~~ *Tall buildings* should have *podiums* and be located along arterial or collector ~~roads~~ streets or near transit facilities.

13.2.3.4.4 ~~13.2.4.4~~ In order to maximize natural light, sky views and privacy, the following will be required:

- a. appropriate transitions between buildings, to open spaces and to adjacent neighbourhoods; and
- b. a minimum separation distance of 40 metres between any portions of buildings that are greater than six storeys in height to prevent clustering.

13.2.3.5 ~~13.2.5~~ Residential Uses

13.2.3.5.1 ~~13.2.5.1~~ Residential development permitted by any land use designation will include:

- a. a minimum 10 percent of housing units that are below-market for each development application proposing more than 50 residential units. This will be comprised of units targeted for a range of middle income households. Approximately half of these units will be larger, family-sized dwellings containing more than one bedroom.

For the purposes of this section:

- middle income is defined as Mississauga households with annual earnings between the lowest 40 to 60 percent of income distribution
- below-market ownership housing means housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income

- below-market rental housing means a unit for which the rent does not exceed 30 percent of gross annual household income

~~13.2.3.5.2~~ ~~13.2.5.2~~ Affordable housing for low income households will be encouraged. It is recognized that affordable housing provision is subject to landowners being able to secure access to adequate funding and collaboration with the Region of Peel as Service Manager for subsidized housing.

~~13.2.3.5.3~~ ~~13.2.5.3~~ Reduced parking requirements will be considered for the below-market and affordable housing units described in policies 13.2.5.1 and 13.2.5.2 as an incentive to encourage their development.

~~13.2.3.5.4~~ ~~13.2.5.4~~ The below-market housing units described in Policy 13.2.5.1 are to be comprised of a mix of both below-market rental and below-market ownership housing when considered across the Node. Individual development applications are encouraged wherever possible to include a mix of both below-market rental and below-market ownership housing.

~~13.2.3.5.5~~ ~~13.2.5.5~~ Land conveyance to a non-profit housing provider such as the Region of Peel will be considered in lieu of the direct provision of some or all of the below-market housing units described in Policy 13.2.5.1. Land parcel size, configuration, location, estimated unit yield and adherence to all other policies of this Plan will be included in this consideration.

~~13.2.3.5.6~~ ~~13.2.5.6~~ Any existing below-market rental housing units that are retained under the provisions of the City's Rental Housing Protection By-law will count towards the below-market housing unit requirements described in Policy 13.2.5.1.

~~13.2.3.5.7~~ ~~13.2.5.7~~ Residential built forms, unit types and sizes will accommodate the needs of a diverse population. This includes people at all stages of life and ability, particularly older adults, families and those with special needs.

~~13.2.3.5.8~~ ~~13.2.5.8~~ Notwithstanding the Residential ~~Medium Density~~ **Low-Rise II** policies of this Plan, **mid-rise buildings** are also permitted.

~~13.2.3.6~~ ~~13.2.6~~ **Mixed Use Designation**

~~13.2.3.6.1~~ ~~13.2.6.1~~ Lands designated Mixed Use will provide a variety of retail and service commercial uses that meet the needs of everyday living for people residing and working within the Node and in the surrounding neighbourhoods.

~~13.2.3.6.2~~ ~~13.2.6.2~~ Retail and service commercial uses should be located **on the ground level** to animate streets and public spaces.

~~13.2.3.6.3~~ ~~13.2.6.3~~ Official plan amendments for the redesignation of lands designated Mixed Use may be considered provided the planned function of the non-residential uses is maintained.

~~13.2.3.6.4~~ ~~13.2.6.4~~ Redevelopment that results in a loss of retail and service commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained.

~~13.2.3.6.5~~ ~~13.2.6.5~~ For the purposes of the policies in this section, maintenance of the non-residential planned function of the Mixed Use designation means:

- a. the role of the Major Node in the City Structure hierarchy is maintained;
- b. community facilities and gathering space functions are maintained;
- c. a significant concentration of convenient, easily accessible retail and service commercial uses that meet the needs of the local population is maintained;
- d. employment opportunities, such as office and institutional jobs, are encouraged; and
- e. a grocery store use is maintained within the Node

13.2.3.7 ~~13.2.7~~ Office Uses

13.2.3.7.1 ~~13.2.7.1~~ Redevelopment that results in the loss of office space will be discouraged.

13.2.3.7.2 ~~13.2.7.2~~ Office development may be excluded from the calculation of maximum *Floor Space Index (FSI)* requirements without an amendment to this Plan.

~~13.2.8 Environment~~

~~13.2.8.1 Addressed in Chapter 8 Urban Form To achieve a sustainable community and reduce reliance on fossil fuels, development will be designed to include sustainable measures such as:~~

- ~~a. designing and orienting buildings to be “solar ready” and to take advantage of passive heating and cooling;~~
- ~~b. connecting to district energy systems, where available;~~
- ~~c. using renewable energy sources such as solar or geothermal energy;~~
- ~~d. managing stormwater run off through innovative methods including stormwater best management practices and green infrastructure; and~~
- ~~e. installing green roofs or white roofs.~~

13.2.3.8 ~~13.2.9~~ Transportation

13.2.3.8.1 ~~13.2.9.1~~ A road street system with numerous intersections will be required to provide connectivity and encourage walking and cycling as the predominant modes of transportation within the Node.

13.2.3.8.2 ~~13.2.9.2~~ Block sizes will be a maximum of 80 by 180 metres or an equivalent perimeter. Roads surrounding blocks will be public and meet City right-of-way and design standards.

13.2.3.8.3 ~~13.2.9.3~~ A limited number of private road street may be permitted instead of a public road to facilitate underground services such as deliveries and parking, subject to the following:

- a. public easements will be required;
- b. required right-of-way widths will be provided; and
- c. appropriate terminus may be required for maintenance and operations where a public road street connects with a private road street.

~~13.2.9.4~~ Moved to Transportation section 7.3.3 (Street Design) ~~New roads will connect and align with existing roads in surrounding neighbourhoods.~~

~~13.2.9.5~~ Addressed in Transportation section 7.3 (Complete Streets) ~~Roads will be designed as complete streets. New roads will be designed to incorporate active transportation and transit infrastructure. Existing arterial and collector roads within and surrounding the Node will be redesigned to incorporate active transportation and transit infrastructure, as appropriate.~~

13.2.3.8.4 ~~13.2.9.6~~ Landscaping, street furniture and building setbacks will be used to animate ~~road~~ streets and create a positive pedestrian, cycling and transit oriented experience.

~~13.2.9.7~~ Addressed in Transportation section 7.3 (Street Design) ~~Vehicular access from road will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.~~

~~13.2.9.8~~ Addressed in Section 13.1.2.5 (Urban Design) and Transportation Chapter ~~Pedestrian and cycling connections to transit facilities will be prioritized.~~

13.2.3.8.5 ~~13.2.9.9~~ ~~Transit services will be enhanced as ridership demands increase.~~ Transit stations and facilities will be incorporated into redevelopment plans adhering to MiWay standards.

~~13.2.9.10~~ Addressed in Transportation Chapter ~~Bicycle parking will be required and will be located throughout the Node and at transit facilities.~~

13.2.3.8.6 ~~13.2.9.11~~ On-street parking will be provided as appropriate and integrated into the *streetscape* design, balancing the needs of all modes of transportation and the public realm elements that share the right-of way.

~~13.2.9.12~~ Moved to policies 13.1.2.6 and 13.1.2.7 (Urban Design) ~~Surface parking areas will be replaced by structured parking. Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car share spaces and pick up/drop off point delivery services.~~

~~13.2.9.13~~ Moved to section 13.1.2.7 (Urban Design) ~~Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.~~

~~13.2.9.14~~ Moved to section 13.1.2.5 (Urban Design) ~~Underground parking structures are preferred, however, where above grade parking structures are permitted they will be screened in such a manner that vehicles are not visible from public view and have appropriate direction signage to the structure. Along prominent streets, parking structures should be screened by liner buildings that incorporate a mix of uses between the parking structure and the street.~~

13.2.3.9 ~~13.2.10~~ Implementation

13.2.3.9.1 ~~13.2.10.1~~ The need for a development master plan will be determined through a pre-application meeting and in consultation with staff prior to application submission. Redevelopment of the existing Erin Mills Town Centre mall property will require a development master plan. Matters to be addressed by the development master plan may, among other matters, include the following:

- a. delineation of development blocks;
- b. road alignment and characteristics;
- c. distribution of density;
- d. building heights and massing;
- e. land uses and estimated number of people and jobs;
- f. phasing plans;
- g. relationship to surrounding areas;
- h. servicing requirements;
- i. a public realm plan, including parkland;
- j. vehicular and active transportation circulation plan;
- k. vehicular and bicycle parking;
- l. animation at grade, particularly for retail focus areas and in proximity to transit services and along major roads;
- m. environmentally sustainable measures;
- n. existing and proposed transit infrastructure; and
- o. pedestrian Network Plan

13.2.3.9.2 ~~13.2.10.2~~ The City will work with development proponents to integrate public and private investments to achieve the objectives of this Plan including the provision of a focal point for the residents and employees within the Node and surrounding neighbourhoods, housing choices for people of various income levels and household types and improvements to multi-modal transportation assets and facilities.

13.2.3.9.3 ~~13.2.10.3~~ The City may require a retail and service needs assessment study when development applications propose a reduction of existing commercial space. The study will address how the planned function of the Node as the focal point for retail and service commercial uses and community facilities for existing and planned residents of the Node and surrounding neighbourhoods is retained.

13.2.3.9.4 ~~13.2.10.4~~ Where the redevelopment of retail and service commercial uses is proposed, phasing of development may be required to ensure that the planned function of the Node is maintained during redevelopment.

13.2.3.9.5 ~~13.2.10.5~~ When a public ~~road~~ street is required or a private ~~road~~ street is permitted instead of a required public ~~road~~ street, development will occur by way of plan of subdivision to secure the location and size of development blocks and the alignment of ~~roads~~ streets.

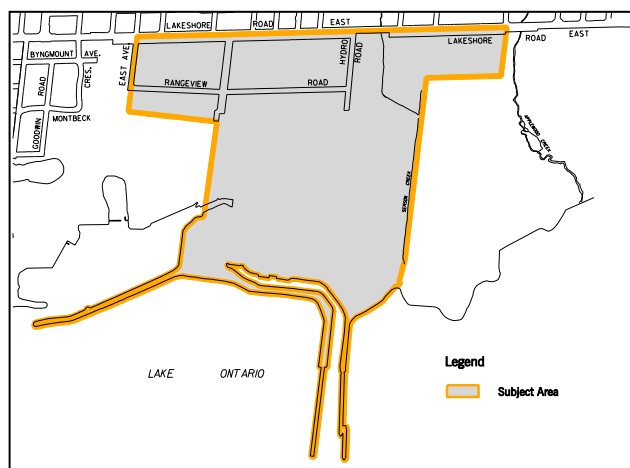
13.2.3.9.6 ~~13.2.10.6~~ Applicants are encouraged to prepare development master plans jointly with other landowners in the Node. Where joint plans are not prepared, City staff may consult with other landowners in the Node.

13.2.3.9.7 ~~13.2.10.7~~ Applications proposing densities above a *Floor Space Index (FSI)* of 2.75 will be required to demonstrate how the maximum density will not be exceeded across the Node and applicants may be required to enter into a development agreement and include lower density lands in the development proposal

Moved to Chapter 16. ~~13.2.11 Special Site Policies~~

13.2.4 Lakeview Waterfront ~~13.3~~

13.2.4.1 Introduction



Map ~~13.3.1~~ 13-4.1: Lakeview Waterfront Major Node Character Area

~~Addressed in Chapter 1. The Lakeview Waterfront Major Node Character Area (“Lakeview Waterfront”) policies elaborate on, or provide exceptions to the policies or schedules of the Plan. In the event of conflict with the Plan, the Lakeview Waterfront policies take precedence.~~

The Lakeview Waterfront Major Node Character Area (“Lakeview Waterfront”) aligns with the Haig *Protected Major Transit Station Area* as shown on Schedule 1: City Structure and identified on Schedule 8: Protected Major Transit Station Areas.

~~The policies for Lakeview Waterfront Major Node are to be read in conjunction with the Major Transit Station Areas policies in this Plan~~

~~13.3.1~~ Inspiration Lakeview Master Plan

The Lakeview Waterfront policies are based on the Inspiration Lakeview Master Plan (“Master Plan”), dated June 2014, which was first inspired by a citizen driven project known as the “Lakeview Legacy.” Creating the Master Plan was a collaborative process with community and stakeholder input including representation from the Province of Ontario and Ontario Power Generation (OPG) through a series of consultation events beginning in 2010. The outcome of the process culminated in a collective community vision and a Master Plan document that visualizes the transformation of the Lakeview Waterfront area from an industrial area into a new mixed use waterfront community.

~~13.3.2~~ Historical and Current Context

The Lakeview lands are an important part of Mississauga’s history. Prior to nineteenth century settlement by the Europeans, the area was home to indigenous peoples for thousands of years. The last indigenous peoples to occupy and live off the lands were the Mississauga of the Anishinabek Nation. Over the past two hundred years, the site has been transformed from rural pastoral lands to an aerodrome, rifle range, wartime barracks, small arms manufacturing facility and postwar temporary housing, to its forty-year lifespan as the OPG coalburning Lakeview Generating Station and current light industrial uses.

Lands surrounding the Lakeview Waterfront include:

- to the east - the G.E. Booth Wastewater Treatment Facility (WWTF);
- to the west - the Lakeview Water Treatment Facility (LWTF) and residential neighbourhood;

- to the north - residential neighbourhood and mixed uses along the frontage of Lakeshore Road East; and
- along the waterfront - parkland (Douglas Kennedy Park, Lakefront Promenade, and A.E. Crooks Parks).

In addition, the Lakeview Waterfront Connection project will create a new naturalized waterfront area extending from the former OPG lands to Marie Curtis Park. New conservation and wetland areas will provide a migratory stop over for birds and butterflies, and a waterfront trail will be constructed along the shoreline for public access.

The existing ~~street road~~ network consists of the following east-west ~~street road~~ connections: Lakeshore Road East and Rangeview Road. The north-south ~~street road~~ connections are: East Avenue, Lakefront Promenade, and Hydro Road.

Given current and historic uses, there is a potential for contamination in some areas of the Lakeview Waterfront lands. All future development applications will address any contamination issues and appropriate mitigation.

13.2.4.2 Vision ~~13.3.3~~

The Vision for the Lakeview Waterfront area is to be a model green, sustainable and creative community on the waterfront. It will be planned as a mixed use community with a vibrant public and private realm including generous open spaces, cultural and recreational amenities, and employment opportunities.

~~13.3.3.1~~ Guiding Principles

13.2.4.2.1 The Vision is based on the following Guiding Principles:

1. Link: connect the city and the water, including the provision of a continuous waterfront park system along the shores of Lake Ontario;
2. Open: open the site with accessible public spaces for all, with a public realm of different sizes and function, working together to provide a distinctive cultural and ecological community landscape. Create green, public open spaces with enhanced streetscapes;
3. Green: promote a green sustainable innovative model community that may include integrated, water features that provide aesthetic, pedestrian connections and stormwater functions in both the public and private realm (e.g. water themed open spaces, walkways, and stormwater spines). Explore opportunities for innovative waste/recycling collection (e.g. vacuum collection) and energy production systems that promote conservation;
4. Vibrant: create a mixed use community, affordable and welcoming to all, including cultural uses, housing, retail, office and community amenities. Develop an urban village at a human-scale, near the waterfront that will be a focal point for the community. Provide a range of building typologies with an emphasis on mid-rise development, orient buildings for optimal exposure, microclimate and maximize at grade light. Enable improved health and wellbeing through provision of affordable and accessible public transportation and housing;

5. Connect: provide multiple ways to get around - walk, cycle, transit and vehicles. Design a safe, convenient mobility system that encourages all transportation modes and innovative parking solutions. A new street and block pattern including multi-use pathways and mews will connect various neighbourhoods and precincts and create a permeable community. Enhanced transit will bring residents, employees, and visitors into the area and support long term sustainability and vitality;
6. Destination: create a special place to draw visitors where people can enjoy cultural areas with unique venues, waterfront attractions and opportunities for expression. Provide incubator space to promote cultural and creative industries;
7. Remember: commemorate history while creating a new legacy. This will be reflected in public art and other opportunities to interpret the area’s history; and
8. Viable: balance public and private investment to be economically sustainable. Explore opportunities for flexible and creative approaches to infrastructure planning. Encourage and facilitate safe redevelopment to be protective of human health and the environment to ensure the environmental conditions are suitable for the proposed use.



Figure 1: Eight guiding principles developed with the community through City initiated Inspiration Lakeview visioning.

Provide for a sustainable economic centre that will attract people. Promote a smart community including the use of innovative technology (e.g. fibre optic network), green industry that incorporates research and development type jobs, and a post-secondary institutional campus.

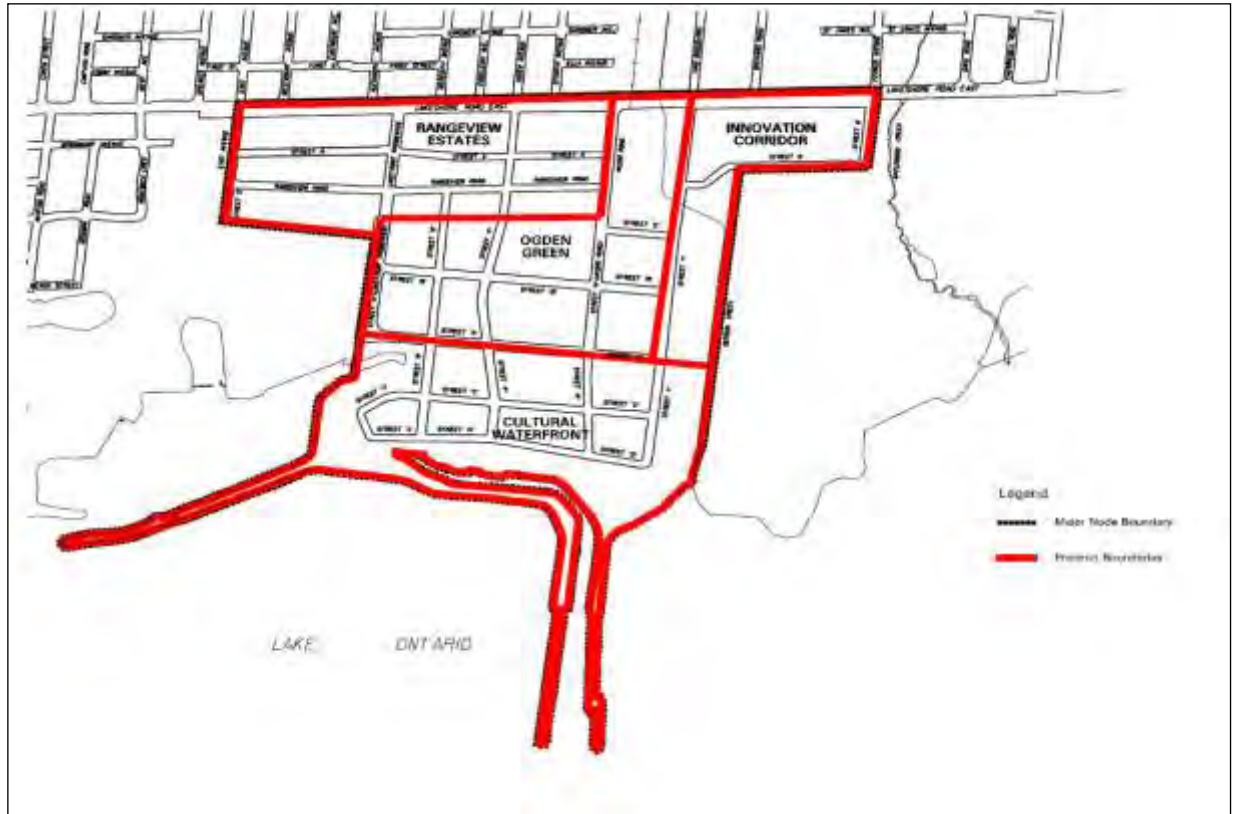
13.2.4.3 Population and Employment Growth ~~13.3.4 Direct Growth~~

The Lakeview Waterfront is a Major Node and is intended to accommodate a variety of housing, employment, cultural activities, and an extensive open space network that provides access to Lake Ontario.

The lands adjacent to Lakeshore Road East are part of a planned *higher order transit* corridor, with a future enhanced transit route also planned to extend into the site to support a transit

oriented community. Lands adjacent to Lake Ontario are within the City's Green System and will play an important role in the ecological, economic, and social well-being of the area.

The area is divided into precincts in order to reflect differences in the planned function and character and consists of: Rangeview Estates; Ogden Green; the Innovation Corridor [Employment Area](#); and the Cultural Waterfront; as shown on Map 13-3-24.2: Lakeview Waterfront Major Node Character Area Precincts.



Map 13-3-24.2: Lakeview Waterfront Major Node Character Area Precincts.

The Major Node, among other things, is intended to:

- be an area of intensification including a mix of uses such as housing, retail, office, culture, institutional, and recreational uses;
- provide opportunities to draw people from a broader area to take advantage of unique uses such as cultural space, innovative employment and institutional uses and waterfront activities along the waterfront;
- achieve a targeted gross density of ~~between 200 and~~ 300 residents plus jobs combined per hectare; ~~and strive to reach a population to employment ratio of 2:1 across the entire Major Node;~~
- provide a range of building typologies predominately of a mid-rise in height;
- provide a pedestrian oriented environment and promote *active transportation* and ensure transit is convenient;

- provide a variety of housing choices including affordable, assisted and special needs; and
- strive to be a sustainable community and incorporate green development standards such as Leadership in Energy and Environmental Design (LEED) or other custom green development standards.

~~Approximately 99 hectares in size, the area employs 1,500 people (2017).~~ At full build out, the targeted population and number of jobs is approximately 15,000 to 22,000 people and 7,000 to 9,000 jobs to achieve a 2:1 population to employment ratio.

13.2.4.3.1 ~~13.3.4.1~~ Development master plans will confirm the planned population and employment targets and housing unit distribution by built form that respects the overall vision for the area.

13.2.4.3.2 ~~13.3.4.2~~ Development may be phased to ensure that growth is managed responsibly and new planned infrastructure is in place.

13.2.4.3.3 ~~13.3.4.3~~ If satisfactory arrangements for the implementation of enhanced transit and transportation demand management (TDM) measures are not made, development may be phased.

13.2.4.4 Innovation Corridor Employment Area

	2017	Planned Target ¹
Land Area ² (ha)	99 ha	99 ha
Population	0	15,000 -22,000 ³
Employment	1,500 ⁴	7,000 – 9,000 ⁵
Population Plus Jobs per hectare	15	200 300 residents and jobs
Population to Employment Ratio	0:1	2:1

¹Planned targets to be confirmed through further study (e.g. transportation study, Innovation Corridor study)
²Land area is a gross figure and includes everything within the defined boundary such as bodies of water, roads, and all other land uses.
³Population target is from the Inspiration Lakeview Master Plan (2014) and adjusted to account for a maximum unit capacity of 10,500.
⁴2017 Employment figures from City of Mississauga, Mississauga Employment Survey (2017)
⁵Employment target is from the Inspiration Lakeview Master Plan (2014)

Figure 2: LAKEVIEW WATERFRONT MAJOR NODE, STATISTICS AND TARGETS SUMMARY

The Innovation Corridor Employment Area Precinct is located at the eastern limit of the Lakeview Waterfront area and is intended to be a research and development and high-tech green campus.

13.2.4.4.1 The Innovation Corridor Employment Area Precinct is an *employment area* that accommodates office uses, business employment uses, institutional uses, and research and development activities. Residential uses, *major retail* developments and the industrial designation will not be permitted in the Innovation Corridor Employment Area.

13.2.4.5 Natural Environment and Climate Response ~~13.3.5 Value the Environment~~

The Lakeview Waterfront is planned to be an innovative, green model community that incorporates sustainable best practices for buildings and neighbourhoods.

Some of the innovative and sustainable elements may exceed typical development standards, and will require stakeholder collaboration, potential coordination across multiple properties (e.g. district energy, integrated stormwater management throughout public realm), and innovative financing arrangements.

Given current and historic uses the extent of remediation, remains unknown. Remediation will be addressed through the development review process.

13.3.5.1 Living Green

~~13.3.5.1.1~~ Addressed in Chapter 8 Urban Form and Design ~~To achieve a sustainable community, development will be designed to include sustainable measures such as:~~

- ~~• orienting buildings to be “solar ready” to take advantage of passive heating and cooling;~~
- ~~• connecting to district energy systems, where available;~~
- ~~• using renewable energy sources such as solar or geothermal energy or deep water source cooling;~~
- ~~• managing run-off through innovative methods in keeping with stormwater best management practices;~~
- ~~• naturalizing landscapes with native, noninvasive species;~~
- ~~• planting trees;~~
- ~~• installing green roofs or white roofs;~~
- ~~• supporting urban agriculture;~~
- ~~• preventing and reducing pollution; and~~
- ~~• mitigating the impact of development on sensitive land uses.~~



Figure 3: An example of a stormwater management approach in Portland, Oregon.

13.2.4.4.1 ~~13.3.5.1.2~~ Development will incorporate sustainable measures in their design and will strive to meet LEED or other custom green development standards for all buildings.

13.2.4.4.2 ~~13.3.5.1.3~~ The development of a district energy system will be encouraged in the area. Where a district energy system cannot be provided, all development will be encouraged to include on-site renewable or alternative energy systems.

13.2.4.4.3 ~~13.3.5.1.4~~ New land uses may require one or more Records of Site Condition prior to site development, in accordance with Part XV.1 (Records of Site Condition) of the *Environmental Protection Act*.

13.2.4.4.4 ~~13.3.5.1.5~~ A Financial/Sustainability Strategy will be required to address how infrastructure, new buildings and public and private realm can be designed to achieve a model sustainable community. The strategy will address the necessary mechanisms to implement these features.

13.3.5.2 Green System

An interconnected network of open spaces will provide linkages, both within and to surrounding areas. This network includes parks, trails, and *natural hazard lands*.

The current Serson Creek and the Lake Ontario shoreline flood and erosion hazard limits need to be confirmed through future study and/or review of development applications.

13.2.4.4.5 ~~13.3.5.2.1~~ The limits of Serson Creek, as determined through further study, may impact the alignment of future ~~streets~~ ~~roads~~ in the creek's vicinity.

13.2.4.4.6 ~~13.3.5.2.2~~ Innovative *stormwater best management practices*, including low impact development techniques, may be integrated with open spaces and pedestrian walkways that will contribute to the overall network of open spaces. The location and design of these open spaces/spines will be determined through a master servicing plan and identified in development master plans.

13.2.4.5 Housing, Community Infrastructure and Cultural Heritage ~~13.3.6 Complete Communities~~

Lakeview Waterfront is planned as a sustainable new community with public access to the waterfront. The area is anticipated to draw people from within and beyond Mississauga.

A mixed use focal point is planned for the southeast quadrant of the community, where cultural commercial, office, institutional, and recreational open spaces converge. The area is envisioned as a vibrant, pedestrian oriented space with outdoor cafes, unique retail, attractive street furniture and sitting areas. The area may accommodate special events and uses, waterfront attractions, and art and culture incubator space.

Street 'I' (extension of Ogden Avenue) and the adjacent linear public open spaces represent an important north-south green corridor. This central area is where a public realm of different sizes and functions work together to provide a distinctive landscape that is safe, attractive and inviting with direct access and views to the waterfront. The area provides opportunities for physical fitness, leisure, and social interaction in order to promote healthy and active lifestyles. Adjacent land uses and built form will support this key element of the community.

Lakefront Promenade, Hydro Road/Street 'J', and Street 'K' (extension of Haig Boulevard) are important corridors that provide access from Lakeshore Road East to the waterfront and will incorporate enhanced streetscape.

Activities that benefit from being near the shoreline, parks and the Waterfront Trail are also envisioned for the area.

13.2.4.5.1 ~~13.3.6.1~~ Affordable housing will be required in accordance with the City's housing strategy.

~~13.2.4.5.2 13.3.6.2~~ A minimum of 5% of the overall units within the Ogden Green and Cultural Waterfront Precincts will be affordable housing units, or equivalent satisfactory provisions, as deemed acceptable by the City.

~~13.2.4.5.3 13.3.6.3~~ The City will work in collaboration with the school board(s) to determine the need for educational facilities. The location of these facilities will be determined through the development application process.

~~13.2.4.5.4 13.3.6.4~~ The City will encourage partnerships and collaboration with the local community, professional artists, arts organizations and creative enterprises to further develop the cultural amenities in the Cultural Waterfront Precinct, including creative industries and commercial opportunities.

~~13.2.4.5.5 13.3.6.5~~ The Cultural Waterfront Precinct will be the preferred location for cultural uses with the potential for a museum, artist supportive housing and galleries, festival and creative urban spaces, and artist studios. Buildings providing flexible floor plates that are amenable to a variety of cultural uses and ground level incubator space, including *makerspace* will be encouraged.

~~13.2.4.5.6 13.3.6.6~~ Development within the Cultural Waterfront Precinct will create a unique identity by providing distinctive architecture, high quality public art and streetscape, and cultural infrastructure and spaces that will reinforce, where appropriate, the history of the site.

~~13.2.4.5.7 13.3.6.7~~ The City will continue to pursue public uses on the waterfront lands, including parkland and a waterfront trail connection along the water's edge, and public access to the pier. The City will work in collaboration with the Region of Peel and other levels of government and agencies to achieve these public uses.

~~13.2.4.5.8 13.3.6.8~~ Public parks will front onto a public ~~street road~~ to maximize street frontage and accessibility.

~~13.3.6.9~~ Addressed in section 13.1.2.9 (Urban Design) ~~Publicly accessible private open spaces may be incorporated into developments provided that:~~

- ~~• the design of private open space will integrate seamlessly with the adjoining street network, pedestrian environment and overall open space system; and~~
- ~~• the private open space interfaces with existing and/or proposed development in a legible and cohesive manner.~~

~~13.2.4.5.9 13.3.6.10~~ The City, in consultation with Credit Valley Conservation (CVC), will investigate the extent to which the lands along the shoreline can be developed for a vibrant destination space at the water's edge.

~~13.2.4.6 Transportation~~ ~~13.3.7 Multi-Modal City~~

The Lakeview Waterfront community is designed to encourage multi-modal transportation with emphasis on transit and active transportation, to reduce traffic delays, congestion, energy consumption and pollution. The community will have a highly connected network of streets and routes for active transportation to support walking and cycling.

As the area develops and site specific applications are submitted, the City will monitor implementation of the multi-modal network to ensure transit and active transportation are incorporated and the overall network functions efficiently. As development in the Lakeview Waterfront community progresses, increased traffic delays may be experienced if the complementary improvements and/or investments to the overall network are not made.

The City will continue to work with partners from other levels of government, including Metrolinx and the private sector, to explore sustainable transportation solutions. The area's proximity to existing and expanded all day two-way GO Rail transit service, proposed *higher order transit* along Lakeshore Road East and future enhanced transit into the site will provide increased levels of service in the future.

Future enhanced transit is the provision of a range of transit services and infrastructure based on demand.

As a fully realized community, transit and *active transportation* are intended to be viable alternatives to vehicular use and will help shape and support the future development of the Lakeview Waterfront area.

The existing and future conceptual ~~street road~~ network is shown on Schedule ~~3 5~~ - *Transportation: Long Term Road Network and Street Classification*. A future *higher order transit* corridor along Lakeshore Road East and a future enhanced transit route extending into the site is identified on Schedule ~~4 6~~ - *Transportation: Long Term Transit Network*. ~~The Lakeshore Road Transportation Master Plan will examine transportation issues on the corridor including a review of higher order transit needs and any necessary improvements to the transportation system for all modes of travel.~~ The City Council-endorsed Lakeshore Connecting Communities Transportation Master Plan sets out a long-term vision for Lakeshore Road corridor improvements and transit enhancements that will support future development. The Master Plan recommended the implementation of Bus Rapid Transit (BRT) for the Lakeshore Road segment between Cawthra Road and the Toronto border and the completion of multi-modal road improvements (including pedestrian and cycling networks). ~~Future local roads have been conceptually identified.~~

Bringing enhanced transit into the site is considered fundamental to implementing the Vision and Guiding Principles for Lakeview Waterfront. An assessment of the preferred transit solution *to service the interior of the Lakeview Waterfront Major Node*, including its alignment and overall ~~street road~~ network, will be subject to further study.

~~13.3.7.1~~ Street Road, Transit and Active Transportation Network

13.2.4.6.1 ~~13.3.7.1.1~~ The Lakeview Waterfront area will be developed with a fine-grain network of ~~streets roads~~ and connections that will support active transportation and create a well connected and healthy community.

13.2.4.6.2 ~~13.3.7.1.2~~ An area-wide transportation study for the Lakeview Waterfront is required that will examine among other things: future enhanced transit including its alignment and design; multi-modal splits between transit, active transportation and vehicle use; TDM; additional ~~streets roads~~; and potential traffic infiltration impacts on adjacent neighbourhoods. This study will build upon the work completed for the Lakeshore ~~Road~~ *Connecting Communities* Transportation Master

Plan and will make recommendations on infrastructure and density, Figure 4: Lakeview Waterfront Major Node Character Area Future Roads modal splits, and any required phasing of development.

13.2.4.6.3 13-3-7.1.3 Development master plans and development applications will demonstrate how the findings of the area-wide transportation study have been incorporated into site specific development proposal.

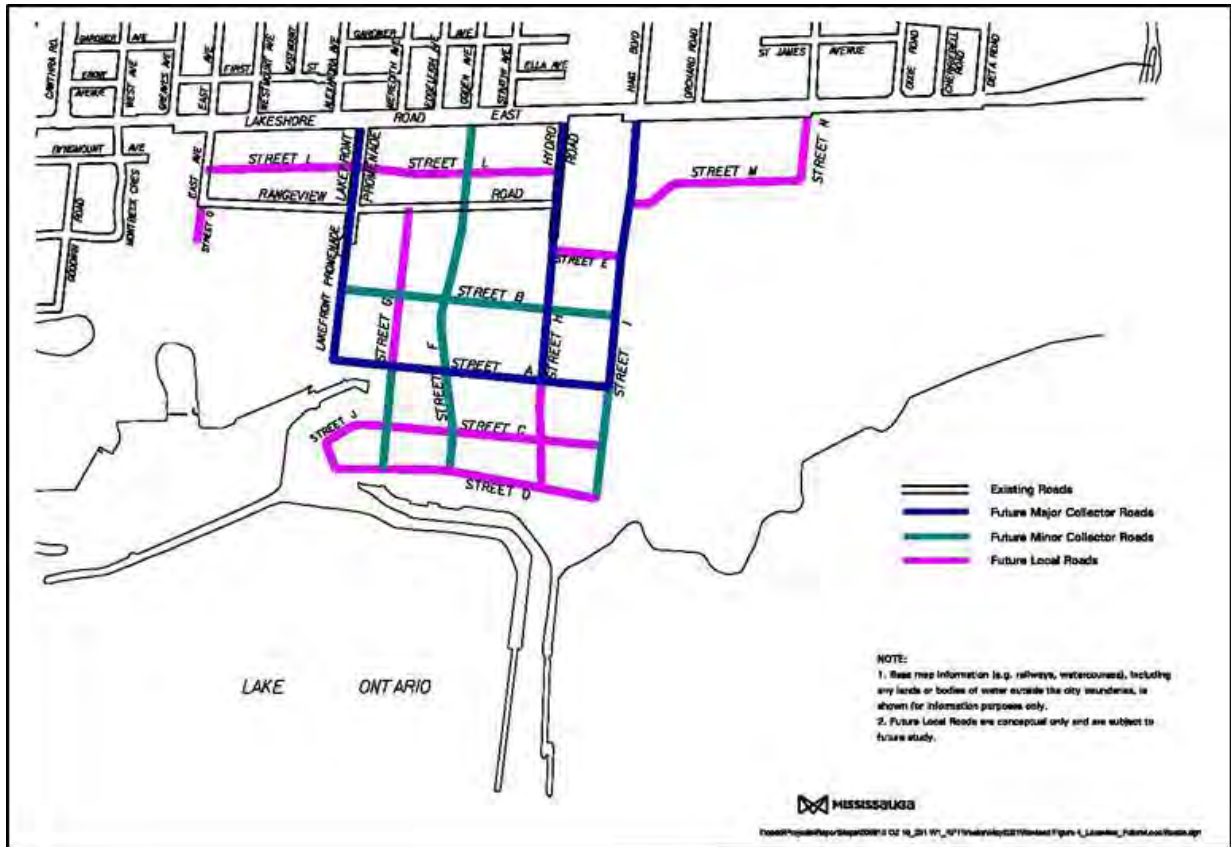


Figure 4: Lakeview Waterfront Major Node Character Area Future Roads

13.2.4.6.4 13-3-7.1.4 Streets Roads will be designed to provide connectivity within and between precincts in the Lakeview Waterfront area and ensure that adequate street road right-of-way widths are maintained for municipal servicing, utilities, and a desirable public realm.

13.2.4.6.5 13-3-7.1.5 Streets will be designed to incorporate active transportation and provide views to the waterfront. Lakefront Promenade, Street 'I', Hydro Road/Street 'J' and Street 'K' will be designed with enhanced streetscapes that may include among other things, wide sidewalks, street trees, planting, furniture.

13.2.4.6.6 13-3-7.1.6 The City may acquire and protect for a public transit right-of-way for an enhanced transit route (Schedule 4 6 - Transportation: Long Term Transit Network) where the creation of a public transit right-of-way separate from, adjacent to, or in addition to, a street road right-of-way is deemed appropriate.

13.2.4.6.7 13-3-7.1.7 The City will, through the review of development applications, eliminate and/or consolidate vehicular ingress/egress locations and turning movements to and from Lakeshore Road East and direct traffic towards signalized intersections, where appropriate.

13.2.4.6.8 ~~13.3.7.1.8~~ Development applications will be accompanied by traffic impact studies and/or parking utilization studies that will address, among other things, strategies for limiting impacts on the transportation network such as:

- a. reduced parking standards;
- b. transportation demand management;
- c. ~~transit-oriented~~ *transit-supportive* development and design;
- d. pedestrian/cycling connections; and
- e. access management plan.

13.2.4.6.9 ~~13.3.7.1.9~~ The final detailed alignment of the ~~street road~~ network will be incorporated into development master plans and reflected in plan(s) of subdivision.

13.2.4.6.10 ~~13.3.7.1.10~~ Future additions to the ~~street road~~ network will be public ~~street road~~, unless arrangements for private ~~streets roads~~ are made that are satisfactory to the City. Private ~~street roads~~ may be considered subject to the following:

- a. public easements will be required;
 - b. required right-of-way widths will be provided;
- and
- c. appropriate terminus may be required for maintenance and operations where a public ~~street road~~ connects with a private ~~street road~~.

13.2.4.6.11 ~~13.3.7.1.11~~ The City may consider alternative ~~street road~~ design standards to achieve community design objectives.

13.2.4.6.12 ~~13.3.7.1.12~~ The City may expropriate for ~~streets roads~~ if necessary, with the costs recovered through landowner cost sharing agreements.

~~13.3.7.2~~ Connectivity

13.2.4.6.13 ~~13.3.7.2.1~~ Development master plans and development applications will demonstrate how the proposal will contribute to the creation of a permeable and connected community for active transportation (for pedestrians and cyclists) in order to promote healthy communities. Connectivity may be provided in a number of ways, including but not limited to the following:

- small block sizes;
- fine-grain ~~street road~~ patterns;
- multi-use paths;
- pedestrian mews;
- frequent intersections; and
- development framing parkland or privately owned publicly accessible open spaces.



Figure 5: An example of a pedestrian mew.

13.2.4.6.14 ~~13.3.7.2.2~~ Active transportation connections will be confirmed through the Lakeview Waterfront Transportation Study and development master plan(s).

13.2.4.6.15 ~~13.3.7.2.3~~ Public easements will be required where connections are proposed on private lands. Where appropriate, connections should also accommodate innovative stormwater best management practices including low impact development techniques.

~~13.3.7.2~~ Parking

13.2.4.6.16 ~~13.3.7.3.1~~ Parking will be provided as follows:

- a. on-street parking will be provided as appropriate and integrated into the *streetscape* design, balancing the needs of all modes of transportation and the public realm that share the right-of-way;
- b. underground parking will be encouraged on all sites, however, a limited amount of surface parking may be considered on a site by site basis;
- c. underground and/or integrated above grade structured parking will be required for residential development exceeding four storeys and all mixed use developments;
- d. surface parking may be considered for:
 - townhouse dwellings;
 - low rise apartment dwellings not exceeding four storeys;
 - cultural, recreational and institutional uses; and
 - Innovation Corridor [Employment Area](#) Precinct; and
- e. freestanding and above grade structured parking will incorporate elevated design elements (e.g., façade wraps, integrated into buildings). Structures will be compatible with the surrounding area and will be encouraged to incorporate active uses at ground level in order to reduce negative impacts on the public realm.

~~13.3.7.3.2~~ Addressed in Transportation Chapter ~~Reduced and/or maximum parking standards may be considered throughout the area, in conjunction with the provision of mixed use developments, enhanced transit and active transportation facilities. The extent of the reduction may be considered through a parking utilization study.~~

13.2.4.7 Urban Form and Design ~~13-3-8~~ ~~Desirable Urban Form~~

Built form will be human scaled, create places that reinforce a sense of community, foster innovation, and contribute to an improved quality of life. The community is envisioned to:

- have a built form that is predominantly mid-rise in scale;
- provide opportunities for ground related housing (e.g. all types of townhouses);
- permit limited taller buildings that must “earn the sky” through design excellence and protection of skyviews and address sun and wind;
- ensure design excellence that incorporates sustainable design (e.g. LEED or custom green development standards); and
- a connected and well designed open space system that provides opportunities for public gathering and passive outdoor recreation.

~~13-3-8.1~~ General Policies

13.2.4.7.1 ~~13-3-8.1.1~~ The distribution of height and density will achieve the following:

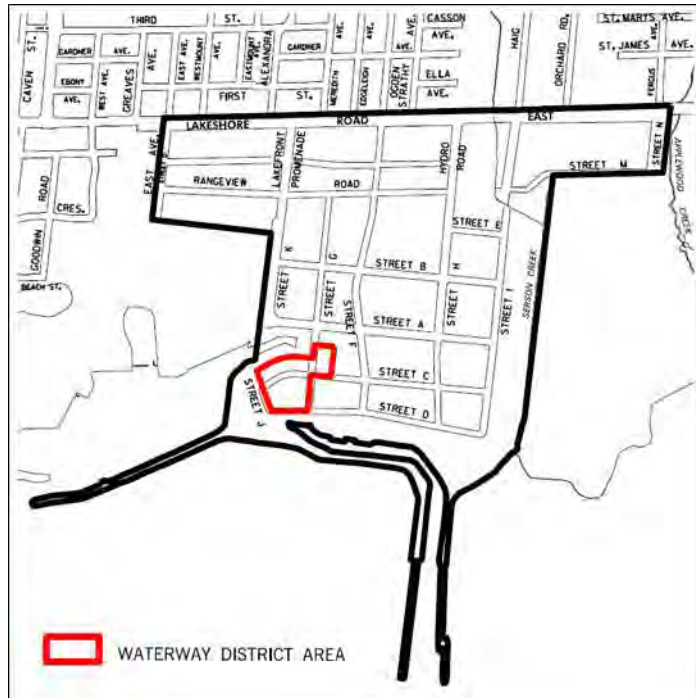
- a. a gradual transition to existing adjacent residential neighbourhoods;
- b. reinforce a pedestrian scale along Lakeshore Road East;
- c. protect and enhance view corridors along Lakefront Promenade/Street 'K', the linear park along Street 'F', Hydro Road/Street 'H', and Street 'I'
- d. greatest heights and densities will be located at the southwestern edge of the community as identified on Map ~~13-3-3~~ 13-4.3 Waterway District Area, and will include select, architecturally significant buildings, subject to an architectural competition
- e. buildings located in the Waterway District Area will provide an appropriate transition in height to adjacent development in surrounding areas;
- f. provide a pedestrian scale with appropriate step backs that includes a transition towards adjacent parks and the waterfront;
- g. provide appropriate transition between private development and public open space;
- h. ensure permeability and views towards the waterfront; and
- i. ensure a variety of built forms to create a varied skyline that promotes views to Lake Ontario.

13.2.4.7.2 ~~13-3-8.1.2~~ Development within the Ogden Green and Cultural Waterfront Precincts will be guided by the Lakeview Village Design Guidelines, ~~as found in Appendix I of Chapter 13, Major Nodes.~~

13.3.8.2 Development Master Plans

For the purposes of these policies a development master plan is a non-statutory policy document prepared to City Council's satisfaction that further articulates the policies of this Plan at a precinct level. It outlines development principles and guidelines at a more detailed level than the Lakeview Waterfront policies and Mississauga Official Plan. The development master plan provides a link between Official Plan policies, and subsequent plans of subdivision, rezoning and site plan applications.

13.2.4.7.3 ~~13.3.8.2.1~~ Development master plans will provide direction and contain built form guidelines to be prepared to the City's satisfaction, addressing issues including, but not limited to:



Map ~~13.3.3~~ 13-4.3 Waterway District Area

- a. distribution of height and density that ensures the envisioned range and mix of built form typologies are provided including townhouses, mid-rise, and taller buildings (as shown on Table 1: Distribution of Housing and Unit Targets by Precinct);
- b. design criteria including appropriate setbacks, stepbacks, height, massing and location of buildings. These measures are intended to:
 - reduce any “wall effect;”
 - define gateway locations and street edges;
 - provide skyviews and sunlight; and
 - ensure a pedestrian friendly environment;
- c. adequate spatial separation between taller buildings (over 8 storeys) to address overcrowding of skyline and the potential loss of light and skyviews, protection of view corridors, privacy, and overlook of occupants;
- d. use of public and private open spaces to accommodate innovative *stormwater best management practices*, including low impact development techniques, reinforce view corridors, enhance the aesthetic quality of the area, increase the tree canopy, and enhanced connections (i.e. connections to the adjoining street network);

- e. how proposed developments incorporate green development standards and sustainable infrastructure and implement the directions/ recommendations of the Financial/Sustainability Strategy;
- f. final alignment of future **streets** **roads** with identified right-of-way widths;
- g. *streetscape* and upgraded boulevard treatments that provide appropriate setbacks to reflect planned function, minimize vehicular access points, create an attractive public and private realm and provide opportunities for tree planting;
- h. provision of public access and protection of views to Lake Ontario;
- i. provision of public art in locations that enhance the built environment and enrich the culture and history of the community;



Figure 6: An innovative approach to stormwater management - series of north-south and east-west spines adds natural elements to the public and private realm while providing an important water collection function.

j. the location and amount of space dedicated to, community infrastructure, and cultural facilities including creative industry incubator space; and

k. interface of development between precincts; **and**

l. phasing of development within and between precincts including the use of one or more plans of subdivision to ensure the provision of adequate services.

13.2.4.7.4 ~~13.3.8.2.2~~ The Lakeview Waterfront Development Master Plan represents the development master plan for the Ogden Green, Cultural Waterfront and Innovation Corridor **Employment Area** Precincts. Development within these precincts will be in keeping with the layout, built form and principles outlined in the Lakeview Waterfront Development Master Plan.

~~13.3.8.3~~ Precincts

Lakeview Waterfront will be predominantly mid-rise in form but will include some lower and taller buildings to provide a variety of building types.

13.2.4.7.5 ~~13.3.8.3.1~~ Permitted building heights will range as follows:

- townhouses (all types) ranging from 2 to 4 storeys;
- low-rise apartment buildings up to 4 storeys;
- mid-rise apartment buildings from 5 to 8 storeys; and
- taller buildings from 9 to 15 storeys.

13.2.4.7.6 ~~13.3.8.3.2~~ Notwithstanding policy 13.3.8.3.1, a limited number of buildings from 16 to 25 storeys in height may be permitted in the Rangeview Estates and Ogden Green Precincts, subject to a Height Study(s). Development master plans will demonstrate how a range of heights from 9 to 15 storeys will be maintained across these precincts.

13.2.4.7.7 ~~13.3.8.3.3~~ Notwithstanding policy 13.3.8.3.1, one building with a maximum height of 28 storeys will be permitted within the Ogden Green Precinct at the northeast corner of Street 'A' and the central north-south park, generally in keeping with the Lakeview Waterfront Development Master Plan.

13.2.4.7.8 ~~13.3.8.3.4~~ Notwithstanding policy 13.3.8.3.1, three taller buildings may be permitted in the Waterway District Area (Map ~~13-3-3~~ 13-4.3) with the tallest building permitted to a maximum height of 40 storeys. The buildings will be in keeping with the configuration identified in the Lakeview Waterfront Development Master Plan.

13.2.4.7.9 ~~13.3.8.3.5~~ A Height Study will address among other things:

- appropriate height;
- floor plate size;
- number and location of buildings;
- appropriate separation distance including siting to preserve view corridors;
- transition to adjacent development; and
- Variations in height to create visual interest.

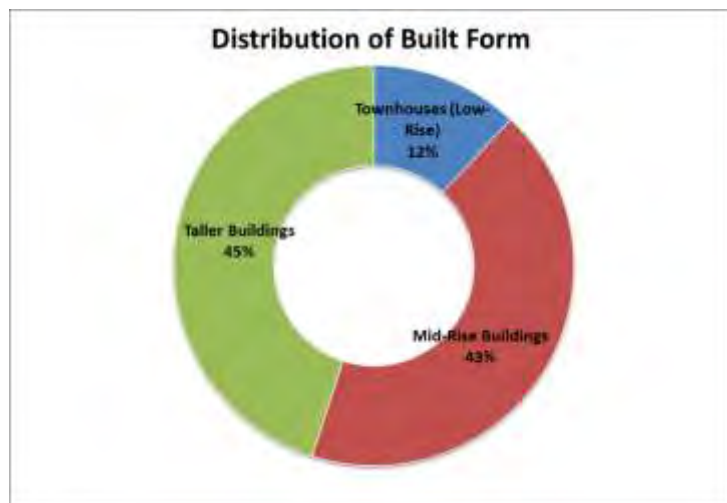


Figure 7: The planned distribution of built form is a combination of townhouses, mid-rise apartments and taller buildings (Table 1)

13.2.4.7.10 ~~13.3.8.3.6~~ Development within the Ogden Green and Cultural Waterfront Precincts will be in accordance with the minimum and maximum height limits as shown on Map ~~13-3.4~~ 13-4.4. The appropriate heights within these ranges will be determined by the other policies of the Lakeview Waterfront Major Node Character Area.

13.2.4.7.11 ~~13.3.8.3.7~~ Podiums of *Tall buildings* should provide appropriate transition to adjoining low to mid-rise buildings

13.2.4.7.12 ~~13.3.8.3.8~~ Table 1: Distribution of Housing and Unit Targets by Precinct provides a guide to how housing units by type and precinct are to be distributed across the Lakeview Waterfront area. Development master plans will be consistent with Table 1.

13.2.4.7.13 ~~13.3.8.3.9~~ To increase the amount of public and private amenity space, heights in excess of the limits identified in Table 1 and the policies of this plan may be considered subject to demonstration of the following:

- the total maximum units will not exceed 11,750 and will be distributed within each precinct as per Table 1;
- taller buildings will be combined with mid-rise and/or low-rise buildings on the same block and will generally be built at the same time; and



Map ~~13-3.4~~ 13-4.4: Ogden Green and Cultural Waterfront Precincts Height Limits

- an urban design control document and agreement that is registered on title may be required and will include among other things, phasing, height and distribution of buildings.

~~Lakeview Waterfront is divided into the following precincts: Rangeview Estates, Ogden Green, Cultural Waterfront and Innovation Corridor Employment Area Precincts (Map 13-3.2).~~

Criteria for Taller Building Heights

13.2.4.7.14 ~~13.3.8.3.10~~ Development master plans will identify key locations where taller buildings (above 9 – 15 storeys), may be considered, including the following:

- in proximity to a *higher order transit-stop* ~~Major Transit Station Area~~ on Lakeshore Road East taller buildings will be located beyond a mid-rise building;
- at Ogden Avenue and Lakeshore Road East provided the taller building is located beyond a mid-rise building fronting Lakeshore Road East; ~~and~~
- along the future enhanced transit route-;
- along the central north-south park; ~~and~~
- at the eastern terminus of the east-west park adjacent to Street 'A'.

Table 1: DISTRIBUTION OF HOUSING AND UNIT TARGETS BY PRECINCT

Precinct	Total Residential Unit	Built Form					
		Townhouses (All Types) ¹		Mid-Rise Buildings (5 to 8 storeys)		Taller Buildings (9 to 15 storeys) ²	
		Number of Units	% of Townhouses (Precinct)	Number of Units	% of MidRises (Precinct)	Number of Units	% of Taller Buildings (Precinct)
Rangeview Estates	3,700	925	25%	1,850	50%	925	25%
Ogden Green, Cultural Waterfront	8,050	480	6%	3,184	40%	4,386	54%
Innovation Corridor	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total – Lakeview Waterfront Major Node	11,750	1,405	12%	5,034	43%	5,311	45%
¹ Townhouses (all types) and low-rise apartments up to 4 storeys							
² A limited number of taller buildings from 16 to 25 storeys may be considered in Rangeview Estates and Ogden Green Precincts subject to a Height Study.							
A limited number of taller buildings above 25 storeys may be considered in the Waterway District Area subject to a Height Study.							

Rangeview Estates Precinct

The Rangeview Estates Precinct will primarily be a residential neighbourhood with a mix of townhouses and mid-rise buildings. Taller buildings may be considered based on the criteria for taller building heights. Commercial uses will be directed to Lakeshore Road East.

13.2.4.7.15 ~~13.3.8.3.11~~ Mid-rise buildings will be required to front Lakeshore Road East and encouraged along future enhanced transit route and along Street 'I' (extension of Ogden Avenue).

13.2.4.7.16 ~~13.3.8.3.12~~ Commercial uses are permitted along Lakeshore Road East and will be required between Lakefront Promenade and Hydro Road.

13.2.4.7.17 ~~13.3.8.3.13~~ Notwithstanding policy ~~13.4.8.3.9~~ 13.2.4.7.13 freestanding commercial buildings may be less than 5 storeys.

Ogden Green Precinct

The Ogden Green Precinct is centrally located in the Lakeview Waterfront Community. Linear parks along Street 'A', Street 'B' and Street 'F' provide connections to the waterfront and surrounding uses. Mid-rise and taller buildings will be directed to the future enhanced transit route and along the central north-south park.

13.2.4.7.18 ~~13.3.8.3.14~~ Mid-rise buildings and taller buildings will be permitted along the future enhanced transit route and along the north-south central park.

13.2.4.7.19 ~~13.3.8.3.15~~ Taller buildings should be designed with podiums distinct from the tower in order to emphasize the mid-rise character of the community. The tower component should step back from the podium in order to help achieve this distinction.

Innovation Corridor Employment Area Precinct

Moved to 13.2.4.4.—~~The Innovation Corridor Precinct is at the eastern limit of the Lakeview Waterfront area and is intended to be a high tech green campus that accommodates office, business employment uses, institutional uses, and research and development activities.~~

The Innovation Corridor Employment Area Precinct is intended to have a concentration of high tech, research and innovation businesses, often in facilities exhibiting high architectural and urban design standards.

13.2.4.7.20 ~~13.3.8.3.16~~ Mid-rise buildings with underground parking or screened parking structures will be encouraged.

Cultural Waterfront Precinct

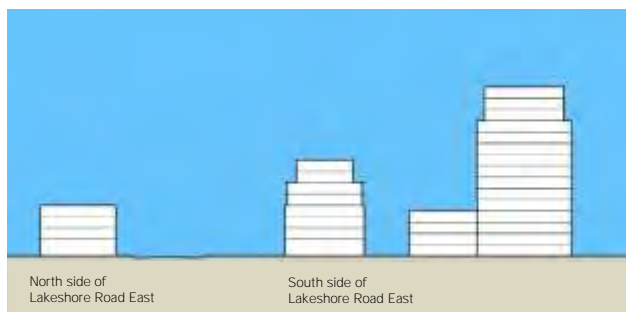


Figure 8: Development in the Lakeview Waterfront along Lakeshore Road East with an 8 storey building and a 15 storey building behind.

The Cultural Waterfront Precinct is located along the Lake Ontario shoreline. This precinct provides direct public access to the waterfront. A broad mix of uses including residential, commercial, institutional, open space, community and cultural uses will create a vibrant character. A mixed use focal point of a pedestrian scale is envisioned with generous public realm including attractive street furniture, patios and public art.

13.2.4.7.21 ~~13.3.8.3.17~~ Notwithstanding policy ~~13.3.8.3.1~~, and with the exception of the Waterway District Area, building heights will be kept to a mid-rise form in scale and height in keeping with the Lakeview Waterfront Development Master Plan.

13.2.4.7.22 ~~13.3.8.3.18~~ Buildings fronting Street 'D' will have a maximum height of six storeys with stepbacks above the fourth storey.

13.2.4.7.23 ~~13.3.8.3.19~~ Notwithstanding policy ~~13.3.8.3.1~~, a 22 storey building will be permitted at the eastern terminus of the central east-west park. The building will be subject to an architectural competition to ensure architectural excellence, appropriate contextual integration and the creation of an appropriate terminating vista along the park.

13.2.4.7.24 ~~13.3.8.3.20~~ Taller buildings should be designed with podiums distinct from the tower in order to emphasize the mid-rise character of the community. The tower component should step back from the podium in order to help achieve this distinction.

13.2.4.7.25 ~~13.3.8.3.21~~ Built form will provide a generous public realm and promote an active and vibrant waterfront respecting the relationship to the water e.g. public access and views.

13.2.4.7.26 ~~13.2.8.3.22~~ Notwithstanding policy ~~13.3.8.3.1~~, the Waterway District Area (Map ~~13-3.3~~ 13-4.3) may permit three taller buildings, with the tallest building permitted to a maximum height of 40 storeys. These buildings will demonstrate an appropriate transition in height, particularly to the waterfront park along the west and south sides, with the tallest being located the furthest away from the waterfront park. The buildings will be in keeping with the configuration identified in the Lakeview Waterfront Development Master Plan and will provide generous setbacks from the waterfront park.

13.2.4.7.27 ~~13.3.8.3.23~~ An architectural competition will be required for the Waterway District to ensure a high level of architectural excellence and to ensure the sensitive integration of height adjacent to the waterfront park. The architectural competition will take into account the concept derived through the Lakeview Waterfront Development Master Plan.

13.2.4.7.28 ~~13.2.8.3.24~~ The precinct will include:

- a. series of water themed open spaces intended to accommodate a range of uses (e.g., pedestrian streets, outdoor cafes, skating rinks, splash pads and programmable spaces);
- b. buildings with flexible floor plates that are suitable for a variety of cultural activities such as, but not limited to museums, art galleries, studios, markets and incubator space to promote cultural and creative industries; and
- c. a mixed use focal point on the eastern portion of the precinct that provides an active and vibrant area primarily for commercial, cultural, institutional (e.g. post-secondary campus) and recreational activities. This area will be designed as an urban village near the waterfront, with an emphasis on pedestrian oriented development and the public realm.

13.2.4.7.29 ~~13.3.8.3.25~~ Institutional buildings (e.g., postsecondary institutional campus) will be innovatively designed to take advantage of its location along Lake Ontario.

13.2.4.8 Economic Growth ~~13.3.9~~ Strong Economy

The Lakeview Waterfront area has historically been home to a range of employment uses. ~~The 2015 Municipal Comprehensive Review of Employment Lands concluded that because of~~ Due to its waterfront location, the area could be better utilized for a mixture of residential, commercial, office and other employment generating land uses at a higher density.

It is recognized that existing businesses may remain in the area until such time as redevelopment occurs. Although existing businesses may relocate, a range of employment uses is essential to achieving the vision for the area. New employment



Figure 9: The Lakeview Waterfront can provide an active and vibrant waterfront and opportunities for cultural activities such as Vancouver's Granville Island.

uses are planned for the area and the primary location for these jobs will be in the Innovation Corridor [Employment Area](#) Precinct.

[13.2.4.8.1](#) ~~13.3.9.1~~ Commercial space providing employment opportunities as well as serving residents and people attracted to destination uses in the area, will be directed to the following locations:

- a. Lakeshore Road East between Lakefront Promenade and Street 'K'; and
- b. Cultural Waterfront Precinct.

[13.2.4.8.2](#) ~~13.3.9.2~~ The Innovation Corridor [Employment Area](#) Precinct is intended to be the location of the greatest number of office and light industrial jobs. The amount of space and any required incentives to attract major employers will be determined through the Inspiration Lakeview Innovation Corridor Feasibility Study.

[13.2.4.8.3](#) ~~13.3.9.3~~ The City will work with the Province to attract post-secondary institutional uses to the Lakeview Waterfront area.

[13.2.4.8.4](#) ~~13.3.9.4~~ A study that will identify opportunities to incorporate cultural infrastructure and creative spaces into the community may be undertaken.

[13.2.4.8.5](#) ~~13.3.9.5~~ Strategies to encourage and support employment uses may be pursued including Community Improvement Plans, ~~Bonus Zoning~~ and other incentives.

[13.2.4.9](#) Land Use Designations ~~13.3.10~~

~~13.3.10.1~~ General

~~13.3.10.1.1 Notwithstanding the policies of this Plan, business employment uses will be permitted as they existed on the day these policies come into effect.~~

[13.2.4.9.1](#) ~~13.3.10.1.2~~ Notwithstanding the land use designation policies, remediation of any contaminated lands will have to be addressed to ensure that it is suitable for the intended uses.

[13.2.4.9.2](#) ~~13.4.10.1.3~~ Precincts are planned to be developed for a range of land uses. Development master plans will identify the appropriate mix of residential and employment uses and have regard for the planned function and character envisioned for each of the precincts and Table 1: Distribution of Housing and Unit Target by Precinct.

[13.2.4.9.3](#) ~~13.3.10.1.4~~ Alternative waste collection infrastructure (e.g. vacuum pipes, chutes, disposal points) will be permitted in all land use designations. A central waste collection terminal associated with an alternative waste collection system will only be permitted in the Business Employment land use designation.

~~13.3.10.2~~ Residential [Mid-Rise](#) ~~Medium Density~~

[13.2.4.9.4](#) ~~13.3.10.2.1~~ Notwithstanding the Residential [Mid-Rise](#) ~~Medium Density~~ policies of this Plan, apartment dwellings of a low, mid-rise and taller built form will be permitted up to 12 storeys.

[13.2.4.9.5](#) ~~13.3.10.2.2~~ For lands fronting Lakeshore Road East, Street 'D' or Street 'F', commercial uses will be permitted on the ground level of buildings.

~~13.3.10.3~~ Mixed Use

13.2.4.9.6 ~~13.3.10.3.1~~ Notwithstanding the Mixed Use policies of this Plan, the following will apply:

- a. commercial uses will be required on the ground level of buildings fronting Lakeshore Road East and Street 'H';
- b. single use residential buildings may be considered on lands not fronting Lakeshore Road East or Street 'H'; and
- c. science and technology facilities, creative industry incubator spaces, cultural infrastructure facilities, and banquet and conference centres will be permitted in the Cultural Waterfront Precinct. These spaces may be located in stand-alone buildings or in conjunction with other uses.

~~13.3.10.4~~ Business Employment

13.2.4.9.8 ~~13.3.10.4.1~~ Notwithstanding the Major Node policies of this Plan, the Business Employment designation will be permitted.

13.2.4.9.9 ~~13.3.10.4.2~~ Notwithstanding the Business Employment policies of this Plan, the following additional uses will be permitted:

- a. major office; and
- b. institutional use excluding any associated residential dwellings. ~~and~~

13.2.4.9.10 ~~13.3.10.4.3~~ Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:

- a. adult entertainment establishment;
- b. animal boarding establishment which may include outdoor facilities;
- c. body rub establishment;
- d. ~~cardlock~~ truck fuel dispensing facility;
- e. Motor Vehicle Commercial;
- f. motor vehicle body repair facilities;
- g. transportation facilities;
- h. trucking facilities; and
- i. *waste processing stations or waste transfer stations* and composting facilities (not associated with an alternative waste collection system).

13.2.4.10 Implementation ~~13.3.11~~

An innovative approach will be required to implement the vision and guiding principles for Lakeview Waterfront. The development approvals process is generally described as follows:

- preparation of area wide studies;

- preparation of development master plan(s) including supporting documentation and public consultation to the satisfaction of the City;
- endorsement of development master plan(s) by City Council; and
- submission of development application(s) and studies (including any contribution to cost sharing agreement for studies).

13.2.4.10.1 ~~13.3.11.1~~ Development applications will be considered premature and not “complete” under the *Planning Act* until the area wide studies~~;~~ have been completed and development master plan(s) have been endorsed by Council.

13.2.4.10.2 ~~13.3.11.2~~ Notwithstanding policy ~~13.3.11.1~~, development applications may be submitted in conjunction with development master plans and area wide studies, all of which may be reviewed by staff, however in such case, the development applications shall not be considered “complete” under the *Planning Act* until the Council endorsement referred to in Section ~~13.3.11.1~~ has been obtained. Should modifications be required by the City to development master plans, development applications shall be revised prior to Council approval.

13.2.4.10.3 ~~13.3.11.3~~ The preparation of development master plans will include a public consultation component, including input from the local ratepayer’s association, to the City’s satisfaction.

13.2.4.10.4 ~~13.3.11.4~~ That to ensure the proper and orderly development of lands, consolidation or assembly of lands may be required.

~~13.3.11.5 The area identified on Schedule 10 Land Use Designations as being subject to employment conversion through the Region of Peel’s Municipal Comprehensive Review will not permit non-employment uses until confirmation of approval of employment conversion is received from the Region of Peel.~~

Lakeview Waterfront Studies

A number of studies are required to be completed prior to development as well as those typically required for a complete development application.

Area Wide Studies

13.2.4.10.5 ~~13.3.11.6~~ Area wide studies including but not limited to the following will be completed prior to City Council’s endorsement of development master plan(s):

- a. Transportation Study (e.g. ~~street road~~ network and capacity analysis, *active transportation* connections and enhanced transit assessment); and
- b. Financial/Sustainability Strategy (e.g. mechanisms to achieve sustainable best practices).

Development Master Plan Studies

13.2.4.10.6 ~~13.3.11.7~~ Development master plan(s) will be required to provide supporting documentation, analysis and studies that demonstrate how the ~~Desirable~~ Urban Form and Design policies for this area have been satisfied.

13.2.4.10.7 ~~13.3.11.8~~ A sustainability plan will be prepared as part of the planning for each precinct area to ensure that development is consistent with the vision of creating a model green, sustainable and creative community and address the findings of the Financial/Sustainability Strategy. The plan will address issues, including but not limited to, the use of green development standards and sustainable measures and applicable mechanisms to implement such as area specific levies, ~~and~~ alternate parking standards, ~~and bonus zoning~~.

13.2.4.10.8 ~~13.3.11.9~~ Additional studies may be required to be completed but will not be limited to:

- a. Active and Urban Shoreline Study;
- b. Coastal Studies;
- c. Cultural Incubator Study.
- d. Economic Development Business Case Study (Innovation Corridor [Employment Area](#) and Cultural Waterfront Precincts);
- e. Height Study(s);
- f. Land Use Compatibility Assessment(s);
- g. Post-Secondary Institution Business Case Study; and
- h. Serson Creek Study.

Contamination and Land Use Compatibility

In addition to the policies of the Plan, the following provide further guidance on issues of contamination and site remediation.

13.2.4.10.9 ~~13.3.11.10~~ Development applications may be required to undertake a study to assess contamination in the area in accordance with Provincial Government regulations and standards and City policies.

13.2.4.10.10 ~~13.3.11.11~~ If the study indicates potential for soil or ground water contamination, an assessment of the conditions will be required. If contamination is confirmed, a remedial action plan in accordance with Provincial Government regulations and standards appropriately addressing contaminated sites will be required. Constraints with respect to proposed land uses will be identified.

13.2.4.10.11 ~~13.3.11.12~~ Environmental site assessments will be required to confirm existing site conditions and if contamination has been identified, all requirements for remediation to ensure lands can be redeveloped for their intended land uses.

13.2.4.10.12 ~~13.3.11.13~~ Provincial Government restrictions regarding the buffering of new residential uses will apply to the redevelopment of lands in proximity to existing industries and the wastewater treatment plant.

13.2.4.10.13 ~~13.3.11.14~~ Land use compatibility assessments are to be undertaken for new residential and other sensitive land uses at the time of a development application. This is necessary in order to determine whether such uses are compatible with remaining employment uses, and to identify what mitigation measures, if any, are required in order to ensure the operational viability of these remaining businesses. In these circumstances, the onus of responsibility for mitigation will fall on new residential and/or other sensitive uses.

Planning and Financing Tools

13.2.4.10.14 ~~13.3.11.15~~ In the event that there are multiple landowners, to ensure the appropriate and orderly development of the site and to ensure that the costs associated with development are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement has been executed to address distribution of costs and municipal and community infrastructure, lands and facilities associated with development in a fair and equitable manner. Individual developments will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement.

13.2.4.10.15 ~~13.3.11.16~~ The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary for the purposes of facilitating a front ending agreement, the City may utilize area specific development charge by-laws enacted pursuant to the *Development Charges Act, 1998*, as amended.

13.2.4.10.16 ~~13.3.11.17~~ In order to ensure the proper and orderly development in accordance with this Plan, development will occur by way of one or more plans of subdivision which will determine the final alignment of public ~~streets roads~~, the location and size of development lots and blocks, and parkland. Development may be phased as necessary. Land consolidation will be encouraged.

~~13.3.11.18 In exchange for increased height above 15 storeys or density permissions above the targets established in Table 1: Distribution of Housing and Unit Targets by Precinct, a community benefits contribution pursuant to Section 37 of the Planning Act will be required.~~

~~13.3.11.19 Notwithstanding 13.3.11.18 in the Waterway District Area, in exchange for increased height above 25 storeys, a community benefits contribution pursuant to Section 37 of the Planning Act will be required.~~

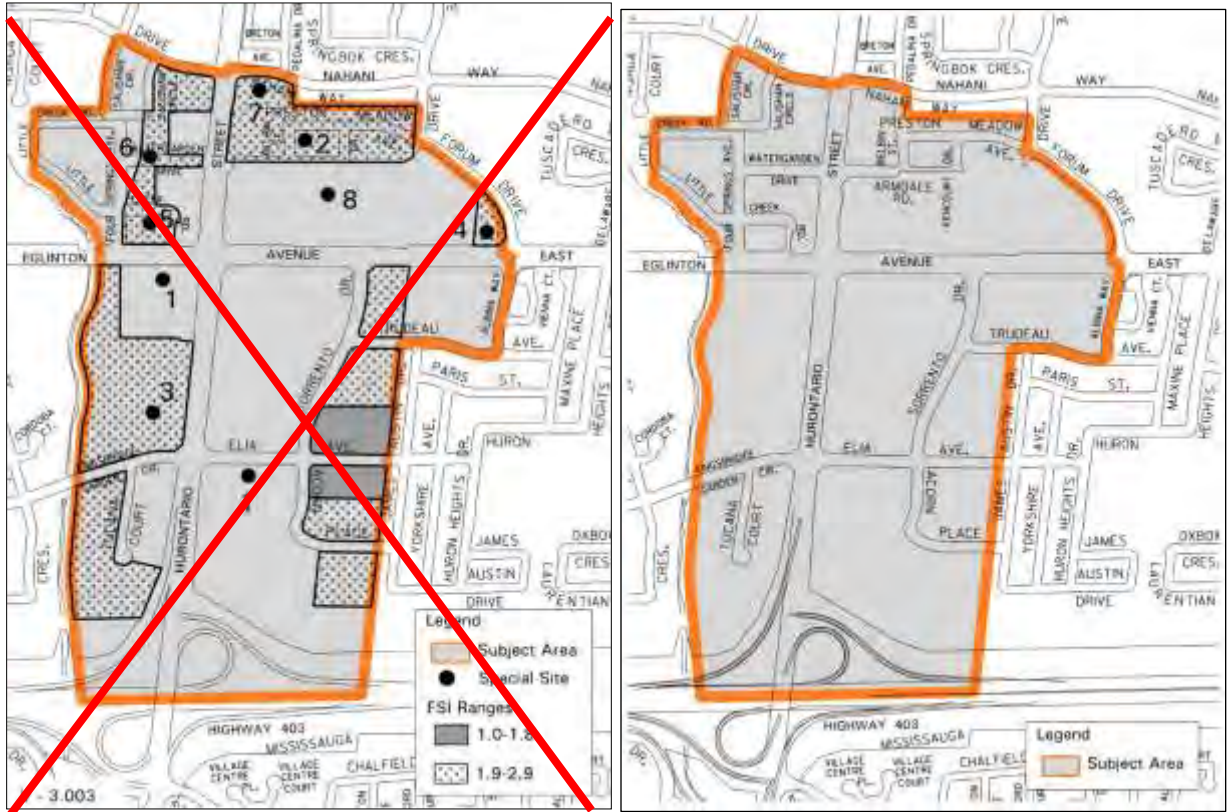
~~13.3.11.20 Notwithstanding policy 13.3.11.18, Section 37 will not be applicable for lands designated Business Employment and Institutional within the Innovation Corridor Employment Area and Cultural Waterfront Precinct, respectively.~~

~~13.3.11.21 Eligible community benefits may include, but are not limited to:~~

- ~~• sustainable measures above and beyond those typically provided through development charges and parkland dedication contributions;~~
- ~~• community facility/infrastructure;~~
- ~~• affordable housing; and~~
- ~~• public art.~~

13.2.5 Uptown 13.4

13.2.5.1 13.4.1. Introduction



Map 13-4 13-5.1: Uptown Major Node Character Area

Uptown will evolve to be a connected community that supports walking, cycling, transit and vehicular options for people of all ages to get around.

Uptown will support a vibrant public and private realm with a mix of offices, retail uses and a range of employment opportunities, along with **medium to high density** residential **mid-rise and high-rise** development.

Uptown will incorporate a high quality and well-designed network of parkland, and new development will consider environmental sustainability.

Uptown will also evolve with the support of innovative partnerships, where they will benefit the community.

The Uptown Major Node aligns with the Eglinton *Protected Major Transit Station Area* as shown on Schedule 1: Urban System - City Structure and identified on Schedule 8: Protected Major Transit Station Areas.

~~13.4.2 Housing~~

~~13.4.2.1 Addressed in Chapter 5 (Housing) Uptown is encouraged to develop with a range of housing choices in terms of unit type, unit size, tenure, and price, to accommodate changes in community needs over time.~~

~~13.4.2.2 Addressed in Chapter 5 (Housing) Mississauga will encourage the provision of affordable housing, and in particular, affordable rental housing and apartments with two or more bedrooms.~~

~~13.4.2.3 Addressed in Chapter 5 (Housing) Mississauga will encourage partnerships and collaborations to support the creation of affordable housing in Uptown.~~

13.2.5.2 ~~13.4.3~~ Land Use

13.2.5.2.1 ~~13.4.3.1~~ Uptown will be developed as a compact, mixed use community that supports offices, retail uses and a range of employment opportunities.

13.2.5.2.2 ~~13.4.3.2~~ Redevelopment that results in a loss of office floor space will not be permitted, unless the same amount of office floor space is replaced as part of the redevelopment.

13.2.5.2.3 ~~13.4.3.3~~ Redevelopment that results in a loss of 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.

~~13.4.3.4 For lands designated Residential Medium Density, building heights will not exceed four storeys.~~

13.2.5.3 ~~13.4.4~~ Urban Design

13.2.5.3.1 ~~13.4.4.1~~ Built form in Uptown will create a sense of place, community and contribute to an improved quality of life.

13.2.5.3.2 ~~13.4.4.2~~ Uptown will be developed to:

- a. create a fine-grain grid network of urban scale blocks and streets;
- b. provide high quality design for streets and intersections that achieve definition, enclosure and comfort for pedestrians and street life;
- c. incorporate landscaping, street furniture, street trees, lighting systems and signage to animate streets roads and create a positive pedestrian, cycling and transit-oriented experience; and
- d. incorporate and integrate on-street parking into streetscape design, as appropriate, to balance the needs of all modes of transportation and the public realm that share the right-of-way.

13.2.5.3.3 ~~13.4.4.3~~ Buildings will be designed to consider the street hierarchy and streetscape, as follows:

- a. high priority streets: High priority streets are major roads and streets that may front onto public amenities, open spaces or parks. High priority streets will have the highest standard of design in the public and private realms, with a mixture of uses and pedestrian oriented built form. Building frontages on high priority streets will be developed to incorporate:
 - i. commercial uses at grade, where appropriate;
 - ii. connections to parks, public spaces and retail uses at grade, where appropriate; and
 - iii. a substantial amount of transparent vision glass at grade, where appropriate.
- b. residential streets: Residential streets primarily support housing and local connectivity. Residential streets will be designed to ensure a quality pedestrian environment. Building frontages on residential streets will incorporate residential units at grade that provide direct access to the street, where appropriate. Buildings will contribute to a quality public and private realm.
- c. service streets: Service streets will provide necessary access to parking facilities, loading, service and utility areas serving development blocks. Buildings will accommodate for service and vehicular access, and utilities along service streets.

~~13.4.4.4~~ Addressed in Chapter 8 Urban Form ~~Developments are encouraged to incorporate sustainable measures in their designs and consider opportunities to reduce Green House Gas (GHG) emissions and improve storm water management.~~

13.2.5.4 ~~13.4.5~~ Transportation

13.2.5.4.1 ~~13.4.5.1~~ South of the Character Area between the utility corridor and Highway 403, a new eastwest- ~~street roadway~~ is proposed to provide access to the ~~Downtown~~-Urban Growth Centre area. The proposed Highway 403 North Collector would be connected to Highway 403 west of Hurontario Street and east of Mavis Road and would be developed within the Parkway Belt West corridor as a oneway- westbound two lane ~~street roadway~~ with grade separations at Hurontario Street, Duke of York Boulevard, Confederation Parkway, the Highway 403/Mavis Road westbound off-ramp, and Mavis Road.

Street ~~Road~~ Network

13.2.5.4.2 ~~13.4.5.2~~ The ~~street road~~ network identified in Map ~~13.4.1~~ 13-5.2 will provide connectivity and a fine grained multi-modal network to encourage walking and cycling within the Node.

- a. all ~~streets roads~~ shown will be public.
- b. the design, access requirements and public/private responsibilities for ~~street roads~~ and pedestrian connections will be determined through the development application process.
- c. adjustments to the ~~street road~~ network may be made without amendment to Map ~~13.4.1~~ 13-5.2 at the City's discretion to accommodate block development, while maintaining the goal of breaking up large blocks with ~~streets roads~~ and pedestrian easements.

13.2.5.4.3 ~~13.4.5.3~~ Notwithstanding 13.4.5.2.a, a limited number of private roads may be considered subject to the following:

- a. Addressed in Chapter 7 ~~public easements will be required;~~
- b. required right-of-way widths for the classification of the ~~street road~~ that is constructed will be provided; and
- e. Addressed in Chapter 7 ~~appropriate terminus may be required for maintenance and operations where a public road connects with a private road.~~

~~13.4.5.4~~ Addressed in Chapter 7 ~~Future additions to the road network will be public roads, unless arrangements for private roads are made that are satisfactory to the City.~~

~~13.4.5.5~~ Moved to Chapter 7 ~~New roads will connect to existing roads in surrounding neighbourhoods.~~

Road Design

~~13.4.5.6~~ Addressed in Chapter 7 ~~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.~~

~~13.4.5.7~~ Addressed in Transportation section 7.3 (Street Design) ~~Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.~~

~~13.4.5.8~~ Moved to Policy 13.1.1.13 ~~Pedestrian and cycling connections to transit facilities will be prioritized.~~

~~13.4.5.9~~ Addressed in Chapter 7 ~~Transit stations and facilities will be incorporated into redevelopment plans adhering to the standards of the applicable transit agency.~~

~~13.4.5.10~~ Addressed in Chapter 7 ~~Bicycle parking will be required and should be located throughout the Character Area and at transit facilities.~~

~~13.4.5.11~~ Addressed in Chapter 7 ~~Cycling facilities will be incorporated per the Mississauga Cycling Master Plan. The City may in the future identify secondary cycling routes to be integrated with the design of the public realm.~~

13.2.5.4.4 ~~13.4.5.12~~ Addressed in Chapter 15 (Implementation) Development applications will be accompanied by traffic impact studies and/or parking utilization studies that will address, among other things, strategies for limiting impacts on the transportation network such as:

- a. transportation demand management;
- b. transit oriented development and design;
- c. pedestrian/cycling connections; and
- d. access management plan.

~~13.4.5.13 The City may consider alternative road design standards to achieve community design objectives.~~

Parking

~~13.4.5.14 Moved to Policy 13.1.2.5 Underground parking is preferred, however, where above grade parking structures are permitted they will be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure. Along prominent streets, parking structures should be screened by buildings that incorporate a mix of uses between the parking structure and the street.~~

~~13.4.5.15 Moved to Policy 13.1.2.7 Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car share spaces and pick up/drop off areas for delivery services.~~

~~13.4.5.16 Addressed in Policy 13.1.2.7 Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.~~

13.2.5.5 13.4.6 Open Space Network

13.2.5.5.1 ~~13.4.6.1~~ The park network identified in Map ~~13.4.1~~ 13-5.2 will form a connected parkland system that is green, safe, attractive, and supports a range of social and recreation activities. The location, configuration and size of the parkland block(s) will be determined in conjunction with the development application process.

13.2.5.5.2 ~~13.4.6.2~~ Parkland should be designed and located to create a central focus for Uptown. Parkland may also provide gathering spaces and connections throughout Uptown, to existing and future open spaces, commercial developments, community facilities and to surrounding neighbourhoods.

~~13.4.6.3 Addressed in Policy 11.2.7.2 (MTSAs) Playgrounds should be provided within an unobstructed 400m walking distance from residential areas within Uptown, unimpeded by major pedestrian barriers such as rivers or major roads.~~

~~13.4.6.4~~ Development that has frontage to a park will be built to maximize sun exposure onto parkland.

~~13.4.6.5 Moved to Policy 13.1.2.9 Publicly accessible private open spaces (POPS) may be incorporated into developments provided that:~~

- ~~a. the design of private open space will integrate seamlessly with Uptown's parkland system, adjoining street network, and pedestrian environment;~~
- ~~b. the private open space interfaces with existing and/or proposed development in a legible and cohesive manner; and~~
- ~~c. the private open space is maintained as universally accessible and open to the public.~~

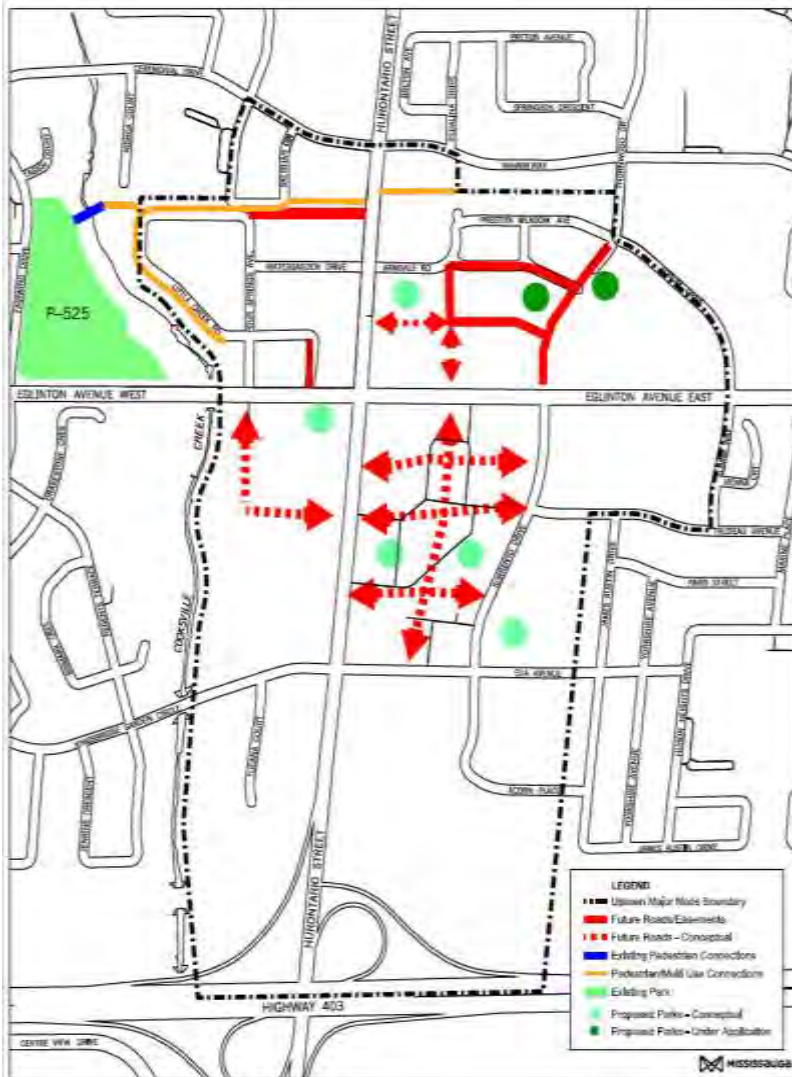
13.2.5.5.3 ~~13.4.6.6~~ Notwithstanding 13.4.6.1 opportunities to obtain additional parkland and space for recreational and library services will be explored through purchase by the City, establishment

of easements, land dedication, or future agreements with land owners, where appropriate, to ensure the adequate provision of community services.

~~13.4.7 Community Infrastructure~~

~~13.4.7.1 Moved to Policy 13.1.1.11 Mississauga will encourage partnerships and collaborations to identify needs and develop community infrastructure in Uptown.~~

~~13.4.7.2 Moved to Policy 13.1.2.3 Community infrastructure is encouraged to adopt a compact form.~~



Map ~~13-4-1~~ 13-5-2: Uptown Node Block and Road Concept Plan

13.2.5.6 ~~13-4-8~~ Implementation

13.2.5.6.1 ~~13-4-8-1~~ Development master plans may be required for large scale developments. The need for a development master plan will be determined through the pre-application meeting and in consultation with staff prior to development application submission.

13.2.5.6.2 ~~13-4-8-2~~ The development master plan should provide a link between Official Plan policies, and subsequent plans of subdivision, rezoning and site plan applications.

13.2.5.6.3 ~~13-4-8-3~~ Development master plans and development applications will demonstrate how the proposal will contribute to the creation of a complete, healthy and connected community in Uptown. This includes, but is not limited to, consideration for how the new proposal supports:

- small block sizes and a fine grained ~~street road~~ pattern;
- creation of the ~~street road~~ network depicted in Map ~~13-4-1~~ 13-5.2;
- creation of the park network identified in Map ~~13-4-1~~ 13-5.2;
- provision of affordable housing;
- future provision of community infrastructure, where applicable; and
- high quality design outcomes for the public realm.

Moved to Chapter 16 ~~13-4-9 Special Site Policies~~

13.3 Community Nodes

13.3.1 General

~~5.3.3 Community Nodes~~

Community Nodes provide access to a multitude of uses that are required for daily living – local shops and restaurants, community facilities, cultural, heritage and entertainment uses, schools, parks, open space as well as a diverse housing stock that meets housing needs of Mississauga's current and future residents ~~the adjacent population as they move through their lifecycle.~~

Community Nodes such as Port Credit and Streetsville already exhibit many of the desirable characteristics of an established Community Node – compact, mixed use development, pleasant, walkable streets and a strong sense of place and community identity.

Although developed around indoor shopping malls, ~~other~~ the Mall-based Community Nodes of Malton, Meadowvale, Rathwood-Applewood, Sheridan and South Common contain a variety of community infrastructure such as, recreational facilities, libraries, ~~police stations~~ first responder services and places of religious assembly. These Nodes provide valued community benefits, but often in a form that is characterized by large blocks, surface parking, and single storey buildings with an internal focus. As these Community Nodes redevelop they will be expected to evolve into healthy, sustainable complete communities with ~~to take on~~ a more urban, and pedestrian friendly form.

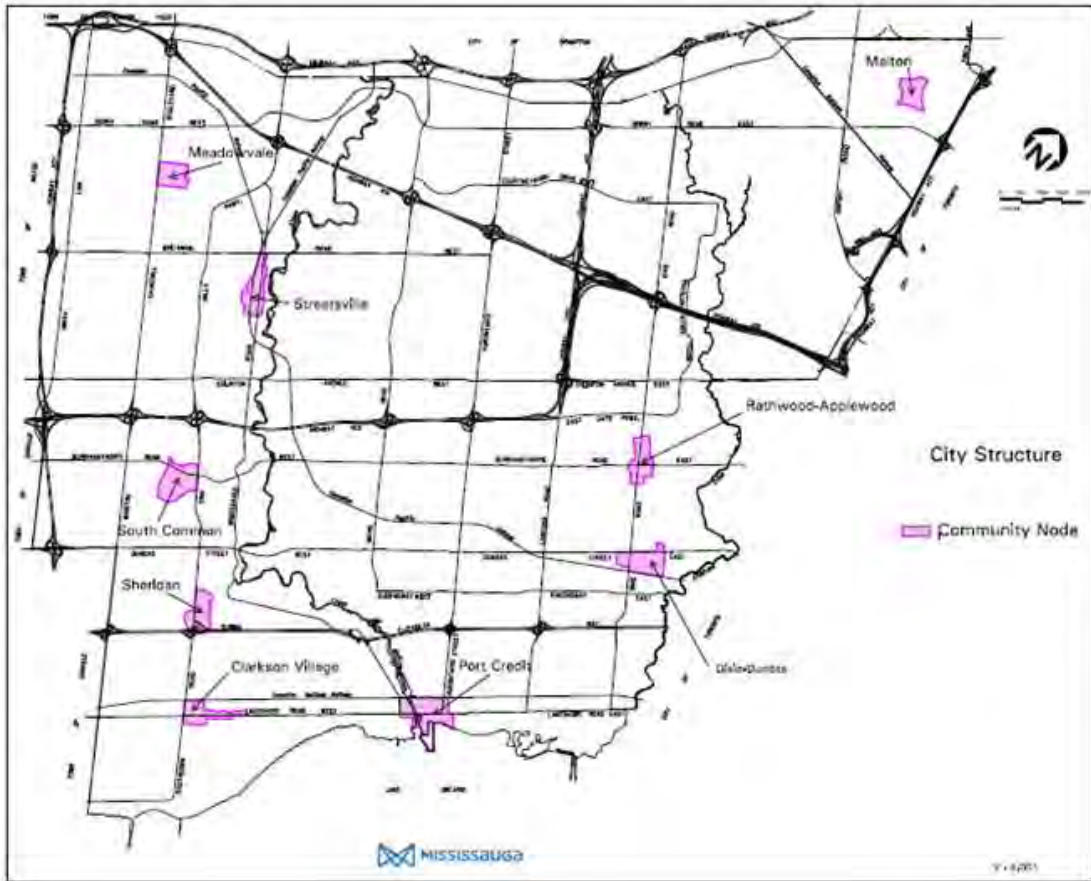
The Dixie-Dundas Node is an emerging Node that has a commercial base but requires new community infrastructure and a more pedestrian friendly approach to development.

~~14 Community Nodes~~

~~14.1 Introduction~~

~~13.3.1.1 5.3.3.1~~ There are nine Community Nodes in Mississauga:

- | | |
|----------------------|------------------------|
| a. Clarkson Village; | f. Rathwood-Applewood; |
| b. Dixie-Dundas; | g. Sheridan; |
| c. Malton; | h. South Common; and |
| d. Meadowvale; | i. Streetsville. |
| e. Port Credit; | |



Map ~~14-1~~ 13-6: City Structure – Community Node

13.3.1.2 ~~5.3.3.4~~ Community Nodes will achieve a gross density of between 100 and ~~200~~ 250 residents and jobs combined per hectare.

13.3.1.3 Community Nodes will develop as local centres and focal points for the immediate community providing for a mix of retail, office, amenities, and community infrastructure in a walkable and cycle friendly environment with access to transit.

~~5.3.3.5~~ Addressed in Policy 13.1.1.3

~~5.3.3.7~~ Addressed in Policy 13.1.1.1

13.3.1.4 ~~5.3.3.8~~ Redevelopment of Mixed Use sites in Community Nodes that result in a loss of ~~commercial non-residential~~ floor space will not be permitted unless it can be demonstrated that the planned function of the ~~commercial non-residential~~ component will be maintained ~~after~~ or replaced as part of the redevelopment.

13.3.1.5 Maintaining the non-residential uses planned function means providing:

- a. the role of the Character Area in the City Structure hierarchy is maintained;
- b. a significant concentration of convenient, easily accessible retail, office, and service commercial uses that meet the needs of local residents and employees; and,

- c. employment opportunities, such as office, recreation, and institutional jobs.

~~5.3.3.9~~ Addressed in Policy 13.1.1.8

13.3.1.6 ~~5.3.3.10~~ Community Nodes are intended to ~~serve as~~ function as centres of community life for persons of all abilities, incomes and ages ~~older adult clusters~~ where investments on amenities, community infrastructure, services, ~~and~~ programs, gathering spaces and public realm ~~to serve the needs of families and older adults~~ will be directed.

13.3.1.7 ~~5.3.3.11~~ Development in Community Nodes will be in a form and density that complements the existing ~~character~~ building scale and setbacks of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes.

~~5.3.3.12~~ Addressed in Policy 13.1.1.14

~~5.3.3.13~~ Addressed in Policy 13.1.1.2

13.3.2 Land Use

Addressed in Chapter 10. ~~This section identifies the modifications to the General Land Use designations in Chapter 11 that apply to all Community Nodes.~~

Addressed in Chapter 1. ~~Policies shown in a text box are protected Major Transit Station Area policies in accordance with the Planning Act. 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.~~

~~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. 142, the Region of Peel Official Plan policies will prevail to the extent of the conflict, but in all other respects Mississauga Official Plan Amendment No. 142 will remain in effect.~~

~~14.1.1 General~~

~~14.1.1.1~~ Addressed in Policy 13.1.1.4

13.3.2.1 ~~14.1.1.2~~ For lands within a Community Node a minimum building height of two storeys to a maximum building height of four will apply unless specified by the Character Area policies, in Major Transit Station Area Schedule 8 or Special Site policies. ~~specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.~~

~~14.1.1.3 Proposals for heights less than two storeys, more than four 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:~~

- ~~a. an appropriate transition in heights that respects the surrounding context will be achieved;~~
- ~~b. the development proposal enhances the existing or planned development;~~

~~e. the City Structure hierarchy is maintained; and~~

~~d. the development proposal is consistent with the policies of this Plan.~~

14.1.2 Residential

13.3.2.2 ~~14.1.2.1~~ The Residential Low-Rise ~~Density I and Residential Low Density II~~ designations will not be permitted, except for lands designated Residential Low-Rise ~~Density I and Residential Low Density II~~ at the time this Plan comes into effect.

13.3.2.3 Lands within the Community Nodes that are designated Residential Mid-Rise will permit buildings up to 12 storeys, unless otherwise specified in *Major Transit Station Area* Schedule 8, or Special Site policies. Mid-rise buildings will be designed in accordance with the applicable policies of this Plan.

~~14.1.2.2 Notwithstanding the Residential Medium Density policies of this Plan, the following additional uses will be permitted:~~

~~a. low rise apartment dwellings.~~

13.3.2.4 ~~14.1.2.3~~ Proposals for additional development on lands with existing apartment buildings will, as a condition of development, demonstrate the following:

- a. that the site in its entirety meets site plan and landscaping requirements;
- b. compliance with the property standards by-law; and
- c. compliance with the applicable building code and fire code (i.e. the code in effect when the building was constructed).

14.1.3 Office

13.3.2.5 ~~14.1.3.1~~ Lands within the Community Nodes that are designated Office will also permit Post-secondary educational facilities. ~~Notwithstanding the Office policies of this Plan, the following additional uses will be permitted:~~

~~a. Post-secondary educational facilities.~~

~~14.1.4~~ Motor Vehicle Commercial

13.3.2.6 ~~14.1.4.1~~ The Motor Vehicle Commercial designation will not be permitted, except for lands designated Motor Vehicle Commercial at the time this Plan comes into effect.

~~14.1.5~~ Business Employment

13.3.2.7 ~~14.1.5.1~~ The Business Employment designation will not be permitted, except lands designated Business Employment at the time this Plan comes into effect.

13.3.2.8 ~~14.1.5.2~~ Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:

a. adult entertainment establishment;

- b. animal boarding establishment;
- c. body rub establishment;
- d. ~~cardlock~~ truck fuel dispensing;
- e. composting facilities;
- f. motor vehicle body repair facility;
- g. Motor Vehicle Commercial;
- h. outdoor storage and display areas related to a permitted manufacturing use;
- i. transportation facilities;
- j. trucking terminals;
- k. self storage facilities; and
- l. *waste processing stations* or *waste transfer stations*.

~~14.1.6~~ Industrial

13.3.2.9 ~~14.1.6.1~~ The Industrial designation will not be permitted.

13.3.3 Mall-based Community Nodes ~~14.1.7~~

The Malton, Meadowvale, Rathwood-Applewood, Sheridan and South Common Community Nodes were all created around an indoor shopping mall and have a concentration of retail and service commercial uses and community facilities. Community Nodes are expected to evolve and change as they intensify, however, their planned function as the focal point of commercial, community and transit uses serving the existing and planned residential and employment community within the Nodes and surrounding residential neighbourhoods, is to remain.

Many of the indoor shopping malls have undergone significant changes since they were initially built in terms of the mix of tenants, uses, physical size and layout. Common to all the shopping malls are large areas of surface parking and a variety of single storey small and large format retail stores that have developed surrounding the malls.

The mall-based Community Nodes will evolve into healthy sustainable complete communities with:

- their role as the centre of community life for persons of all abilities, incomes and ages preserved and enhanced through the provision of amenities, facilities, social spaces and an attractive public realm
- their planned function as a focal point for retail and service commercial uses, community facilities and transit facilities retained
- the provision of a mixture of residential built forms and tenures suitable to a variety of income levels and household types including below-market priced housing

- active transportation modes that are prioritized within the Nodes and connect to the surrounding residential neighbourhoods
- public transit that is prioritized over vehicular traffic and connects to the surrounding regional communities
- densities and a mix of uses that allow people to meet many of their needs locally and within walking distance
- attractive and well-connected built environments that promote physically active lifestyles
- environmentally resilient development that includes the use of *stormwater best management practices* and *green infrastructure*.

13.3.3.1 ~~14.1.7.1~~ General

13.3.3.1.1 ~~14.1.7.1.1~~ Community infrastructure within the Nodes should be retained and, where appropriate, enhanced to meet the needs of the existing and planned residential population of the Nodes and surrounding neighbourhoods.

13.3.3.1.2 ~~14.1.7.1.2~~ Public and private elements, including cultural uses, public art and the design of buildings and spaces should be unified and create a sense of place that is accessible, age friendly, comfortable and welcoming at all times of the year and contributes to a unique identity for each Node.

13.3.3.1.3 ~~14.1.7.1.3~~ Parkland should be designed and located to create a central focus for the Node. Parkland may also provide gathering spaces and linear connections throughout the Node, to existing open spaces, commercial developments, community facilities and to surrounding neighbourhoods.

13.3.3.1.4 ~~14.1.7.1.4~~ A minimum of one playground should be provided in a central location within the Node.

13.3.3.1.5 ~~14.1.7.1.5~~ Privately owned public spaces publicly accessible space that enhances and connects the public open space system are is encouraged.

13.3.3.1.6 ~~14.1.7.1.6~~ Tactical urbanism is encouraged to enliven Nodes on a temporary basis or to test ideas for long term changes.

13.3.3.1.7 ~~14.1.7.1.7~~ Transit infrastructure and service within the Node should be retained and, where appropriate, enhanced to meet the needs of the ridership demand of the Node in alignment with MiWay standards.

13.3.3.2 ~~14.1.7.2~~ Height and Density

13.3.3.2.1 ~~14.1.7.2.1~~ A minimum building height of three storeys and a maximum building height of 15 storeys will apply. Buildings without a residential component will have a minimum height of two storeys.

13.3.3.2.2 ~~14.1.7.2.2~~ A maximum *Floor Space Index (FSI)* of 2.25 to be calculated across the entire area of the Node, excluding public and private roads, will apply.

13.3.3.2.3 14.1.7.2.3 Individual properties will not exceed an *Floor Space Index (FSI)* of 2.25 unless it can be demonstrated to the satisfaction of the City that the FSI for the entire Node will not be exceeded and the development potential of other lands within the Node has been considered.

13.3.3.2.4 14.1.7.2.4 A gross density of between 150 and 250 residents and jobs combined per hectare measured across the Node will be achieved.

13.3.3.2.5 14.1.7.2.5 A combination of residential and employment uses are encouraged.

13.3.3.3 14.1.7.3 Urban Design

13.3.3.3.1 14.1.7.3.1 Development will provide for a range of building types and heights, including *mid-rise buildings* to create diversity of urban form and housing choice. For the purposes of these policies, *Mid-rise Building* means a building having a height that is greater than four storeys and less than the width of the street on which it fronts but not greater than 12 storeys. A *mid-rise building* cannot be structurally connected to a *tall building*.

13.3.3.3.2 14.1.7.3.2 Buildings will be designed and located to:

- a. frame and animate streets and public spaces;
- b. create a coherent built environment;
- c. provide setbacks along internal roads that provide a consistent building edge and relate to the scale of buildings and width of roads;
- d. provide reduced building setbacks on internal roads with grade-related retail and service commercial uses, where appropriate;
- e. provide significant and consistent setbacks along collector and arterial streets to promote landscape boulevards that enhance the pedestrian experience; and
- f. create a street-wall along collector and arterial streets with appropriate openings for street-facing courtyards that provide usable landscape areas for residents and pedestrians

13.3.3.3.3 14.1.7.3.3 *Tall buildings* should have *podiums* and be located along arterial or collector roads or near transit stations.

13.3.3.3.4 14.1.7.3.4 In order to maximize natural light, sky views and privacy, the following will be required:

- a. a. appropriate transitions between buildings, to open spaces and to adjacent neighbourhoods;
- b. b. a minimum separation distance of 40 metres between any portions of buildings that are greater than six storeys in height within the Meadowvale Community Node to prevent clustering; and
- c. c. generous separation distances between *tall buildings* within the Malton, Rathwood-Applewood, Sheridan and South Common Community Nodes to prevent clustering.

13.3.3.4 ~~14.1.7.4~~ Residential Uses

13.3.3.4.1 ~~14.1.7.4.1~~ Residential development permitted by any land use designation will include:

- a. a minimum 10 percent of housing units that are below-market for each development application proposing more than 50 residential units within the Meadowvale, Sheridan and South Common Community Nodes. This will be comprised of units targeted for a range of middle income households.

Approximately half of these units will be larger, family-sized dwellings containing more than one bedroom. For the purposes of this section:

- middle income is defined as Mississauga households with annual earnings between the lowest 40 to 60 percent of income distribution
- below-market ownership housing means housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income
- below-market rental housing means a unit for which the rent does not exceed 30 percent of gross annual household income

13.3.3.4.2 ~~14.1.7.4.2~~ Affordable housing for low income households will be encouraged. It is recognized that affordable housing provision is subject to landowners being able to secure access to adequate funding and collaboration with the Region of Peel as Service Manager for subsidized housing.

13.3.3.4.3 ~~14.1.7.4.3~~ Reduced parking requirements will be considered for the below-market and affordable housing units described in policies ~~14.1.7.4.1~~ and ~~14.1.7.4.2~~ as an incentive to encourage their development.

13.3.3.4.4 ~~14.1.7.4.4~~ The below-market housing units described in policy ~~14.1.7.4.1~~ are to be comprised of a mix of both below-market rental and below-market ownership housing when considered across the Node. Individual development applications are encouraged wherever possible to include a mix of both below-market rental and below-market ownership housing.

13.3.3.4.5 ~~14.1.7.4.5~~ Land conveyance to a non-profit housing provider such as the Region of Peel will be considered in lieu of the direct provision of some or all of the below-market housing units described in policy ~~14.1.7.4.1~~. Land parcel size, configuration, location, estimated unit yield and adherence to all other policies of this Plan will be included in this consideration.

13.3.3.4.6 ~~14.1.7.4.6~~ Any existing below-market rental housing units that are retained under the provisions of the City's Rental Housing Protection By-law will count towards the below-market housing unit requirements described in Policy ~~14.1.7.4.1~~.

13.3.3.4.7 ~~14.1.7.4.7~~ Residential built forms, unit types and sizes will accommodate the needs of a diverse population. This includes people at all stages of life and ability, particularly older adults, families and those with special needs.

13.3.3.4.8 ~~14.1.7.4.8~~ Notwithstanding the Residential **Low Rise II Medium Density** policies of this Plan, **low-rise and** mid-rise apartment buildings are also permitted.

13.3.3.5 14.1.7.5 Mixed Use Designation

13.3.3.5.1 14.1.7.5.1 Lands designated Mixed Use will provide a variety of retail and service commercial uses that meet the needs of everyday living for people residing and working within each Node and those living in surrounding neighbourhoods.

13.3.3.5.2 14.1.7.5.2 Retail and service commercial uses will be located to animate streets and public spaces.

13.3.3.5.3 14.1.7.5.3 Retail and service commercial uses are required on at least a portion of the ground floor of buildings on lands designated Mixed Use.

13.3.3.5.4 14.1.7.5.4 Official plan amendments for the redesignation of lands designated Mixed Use may be considered provided the planned function of the non-residential uses is maintained.

13.3.3.5.5 14.1.7.5.5 Redevelopment that results in a loss of retail and service commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained.

13.3.3.5.6 14.1.7.5.6 For the purposes of the policies in this section, maintenance of the non-residential planned function of the Mixed Use designation means:

- a. the role of the Community Node in the City Structure hierarchy is maintained
- b. community facilities and gathering space functions are maintained;
- c. significant concentration of convenient, easily accessible retail and service commercial uses that meet the needs of the local population is maintained; and
- d. a grocery store use is maintained within the Node.

13.3.3.6 14.1.7.6 Office Uses

13.3.3.6.1 14.1.7.6.1 Redevelopment that results in the loss of office space will be discouraged.

13.3.3.6.2 14.1.7.6.2 Office development may be excluded from the calculation of maximum FSI requirements without an amendment to this Plan.

13.3.3.7 14.1.7.7 Environment

13.3.3.7.1 14.1.7.7.1 To achieve a sustainable community and reduce reliance on fossil fuels, development will be designed to include sustainable measures such as:

- a. designing and orienting buildings to be “solar ready” and to take advantage of passive heating and cooling;
- b. connecting to district energy systems, where available;
- c. using *renewable energy* sources such as solar or geothermal energy;
- d. managing stormwater run-off through innovative methods including *stormwater best management practices* and *green infrastructure*; and

e. installing green roofs or white roofs.

13.3.3.8 4.1.7.8 Transportation

13.3.3.8.1 14.1.7.8.1 A road street system with numerous intersections will be required to provide connectivity and encourage walking and cycling as the predominate modes of transportation within the Nodes.

13.3.3.8.2 14.1.7.8.2 Block sizes will be a maximum of 80 by 180 metres or an equivalent perimeter. Roads surrounding blocks will be public and meet City right-of-way and design standards.

13.3.3.8.3 14.1.7.8.3 A limited number of private roads streets may be permitted instead of a public road street to facilitate underground services such as deliveries and parking, subject to the following:

- a. public easements will be required;
- b. required right-of-way widths will be provided; and
- c. appropriate terminus may be required for maintenance and operations where a public road street connects with a private road street.

13.3.3.8.4 14.1.7.8.4 New roads streets will connect and align with existing roads in surrounding neighbourhoods.

13.3.3.8.5 14.1.7.8.5 New roads streets will be designed as complete streets. Existing arterial and collector roads within and surrounding the Node will be redesigned as complete streets, as appropriate.

13.3.3.8.6 14.1.7.8.6 Landscaping, street furniture and building setbacks will be used to animate roads streets and create a positive pedestrian, cycling and transit oriented experience.

13.3.3.8.7 14.1.7.8.7 Vehicular access from roads streets will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.

13.3.3.8.8 14.1.7.8.8 Pedestrian and cycling connections to transit facilities will be prioritized.

13.3.3.8.9 14.1.7.8.9 Transit services will be enhanced as ridership demands increase. Transit stations and facilities will be incorporated into redevelopment plans adhering to MiWay standards.

13.3.3.8.10 14.1.7.8.10 Bicycle parking will be required and will be located throughout the Nodes and at transit facilities.

13.3.3.8.11 14.1.7.8.11 On-street parking will be provided as appropriate and integrated into the streetscape design, balancing the needs of all modes of transportation and the public realm elements that share the right-of-way.

13.3.3.8.12 14.1.7.8.12 Surface parking areas will be replaced by structured parking. Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off point delivery services.

13.3.3.8.13 14.1.7.8.13 Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.

13.3.3.8.14 14.1.7.8.14 Underground parking structures are preferred, however, where above grade parking structures are permitted they will be screened in such a manner that vehicles are not visible from public view and have appropriate direction signage to the structure. Along prominent streets, parking structures should be screened by liner buildings that incorporate a mix of uses between the parking structure and the street.

13.3.3.9 14.1.7.9 Implementation

13.3.3.9.1 14.1.7.9.1 The need for a development master plan will be determined through a pre-application meeting and in consultation with staff prior to application submission. Redevelopment of the existing mall properties will require a development master plan. Matters to be addressed by the development master plan may, among other matters, include the following:

- a. delineation of development blocks;
- b. road street alignment and characteristics;
- c. distribution of density;
- d. building heights and massing;
- e. land uses and estimated number of people and jobs;
- f. phasing plans ;
- g. relationship to surrounding areas;
- h. servicing requirements;
- i. a public realm plan, including parkland;
- j. vehicular and active transportation circulation plan;
- k. vehicular and bicycle parking;
- l. animation at grade, particularly for retail focus areas and in proximity to transit services and along major roads;
- m. environmentally sustainable measures;
- n. existing and proposed transit infrastructure; and
- o. pedestrian Network Plan

13.3.3.9.2 14.1.7.9.2 The City will work with development proponents to integrate public and private investments to achieve the objectives of this Plan including the provision of a focal point for the residents and employees within each Node and surrounding neighbourhoods, housing choices for people of various income levels and household types and improvements to multi-modal transportation assets and facilities.

~~13.3.3.9.3 14.1.7.9.3~~ The City may require a retail and service needs assessment study when development applications propose a reduction of existing commercial space. The study will address how the planned function of the Node as the focal point for retail and service commercial uses and community facilities for existing and planned residents of the Node and surrounding neighbourhoods is retained.

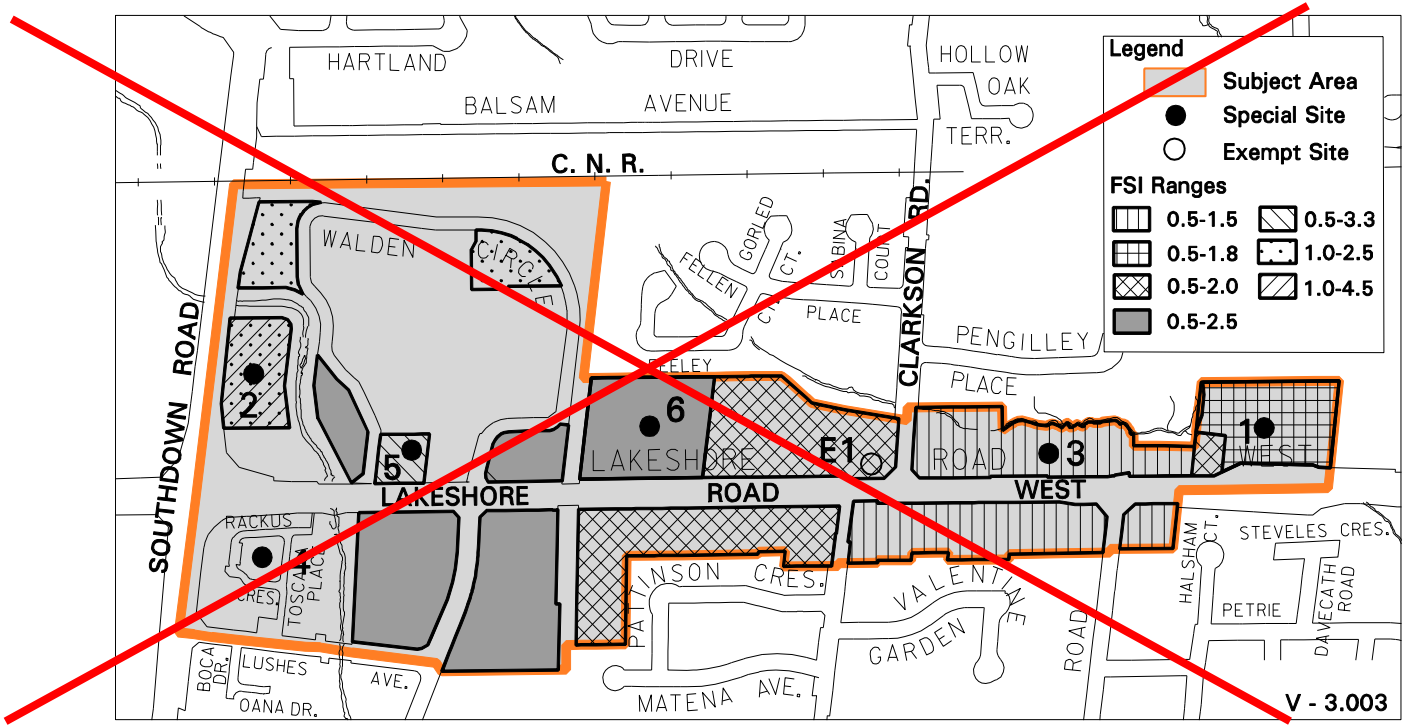
~~13.3.3.9.4 14.1.7.9.4~~ Where the redevelopment of retail and service commercial uses is proposed, phasing of development may be required to ensure that the planned function of the Node is maintained during redevelopment.

~~13.3.3.9.5 14.1.7.9.5~~ When a public ~~road street~~ is required or a private ~~road street~~ is permitted instead of a required ~~road street~~ road, development will occur by way of plan of subdivision to secure the location and size of development blocks and the alignment of roads.

~~13.3.3.9.6 14.1.7.9.6~~ Applicants are encouraged to prepare development master plans jointly with other landowners in the Node. Where joint plans are not prepared, City staff may consult with other landowners in the Node.

~~13.3.3.9.7 14.1.7.9.7~~ Applications proposing densities above a FSI of 2.25 will be required to demonstrate how the maximum density will not be exceeded across the Node and applicants may be required to enter into a development agreement and include lower density lands in the development proposal.

13.3.4 Clarkson Village 14.2



Map 14.2 13-7.1: Clarkson Village Community Node Character Area



The West Gateway Precinct of the Clarkson Village Community Node is located within the Clarkson GO Protected Major Transit Station Area as shown on Schedule 1: Urban System - City Structure and identified on Schedule 8: Protected Major Transit Station Areas.

13.3.4.1 ~~14.2.1~~ Urban Design Policies

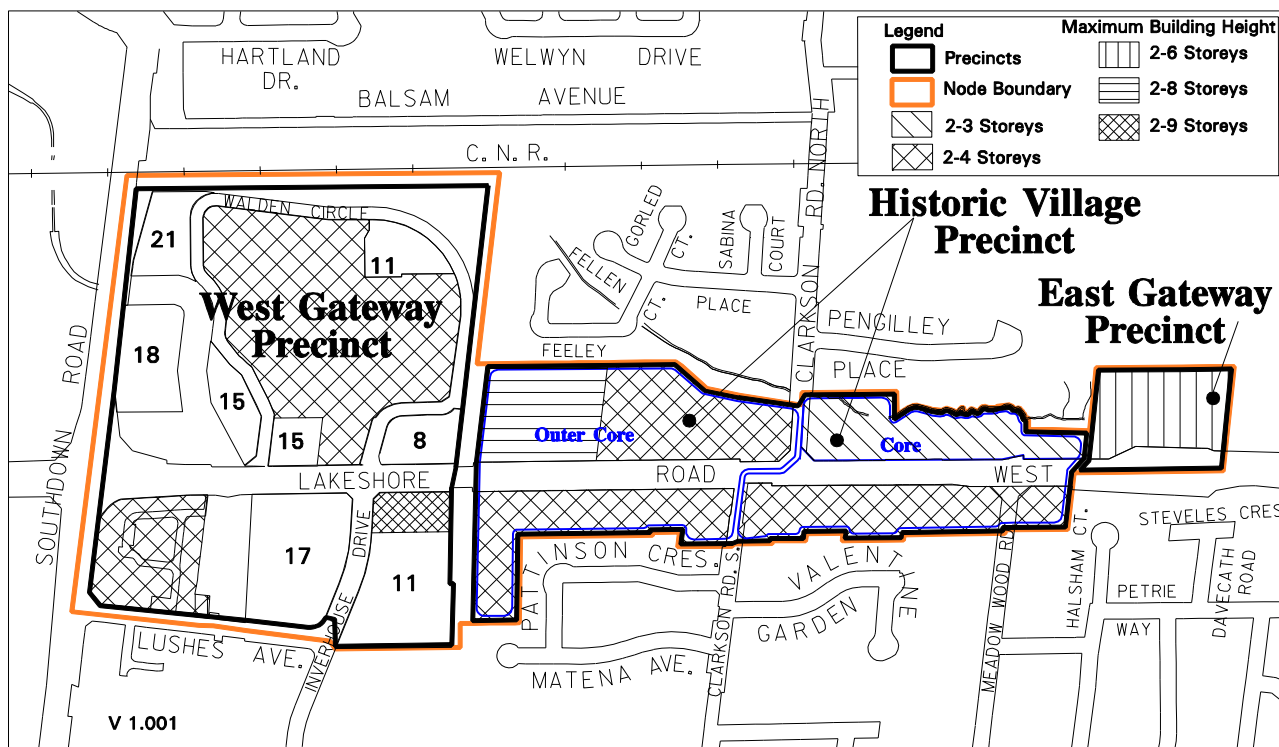
Shared Community Vision and Focus

13.3.4.1.1 ~~14.2.1.1~~ Clarkson Village Community Node is to transition into a pedestrian friendly and transit supportive community full of activity places and gathering spaces, with a mainstreet atmosphere found amidst new, contemporary, mixed use, development paying tribute to the Village's heritage and character.

13.3.4.1.2 ~~14.2.1.2~~ The Clarkson Village Community Node will be the focus of activity for the surrounding Clarkson-Lorne Park Neighbourhood, combining residential uses, cultural activities, shopping, dining, commerce and recreation.

13.3.4.1.3 ~~14.2.1.3~~ Precincts have been identified as shown on Map ~~14.2.1~~ 13-7.2: Precinct Areas – Clarkson Village Community Node, to reflect the character of different areas and permitted heights within the Community Node.

13.3.4.1.4 ~~14.2.1.6~~ Development will be in accordance with minimum and maximum height limits as shown on Map ~~14.2.1~~ 13-7.2: Precinct Areas – Clarkson Village Community Node. Permitted heights within the West Gateway Precinct are as shown on Schedule 8r: Protected Major Transit Station Areas.



Map ~~14.2.1~~ 13-7.2: Precinct Areas-Clarkson Village Community Node

13.3.4.1.5 ~~14.2.1.4~~ Development will be compatible with and enhance the Village character as a distinct established community by integrating with and transitioning to the adjacent Clarkson-Lorne Park Neighbourhood.

13.3.4.1.6 ~~14.2.1.5~~ Development will incorporate a high level of urban design, pedestrian amenity, landscaping and will be of a compact form to ensure a strong sense of place, a high quality *streetscape* and reinforce the Clarkson Village Community Node as the centre of activity for the area.

13.3.4.1.7 ~~14.2.1.7~~ Built form will be located close to the street, with a two to three storey streetwall. Where additional height is permitted, it will be stepped back from the streetwall to minimize shadowing, maximize skyviews, maintain a desirable streetscape and ensure new development is consistent and compatible with the existing building fabric.

~~14.2.1.8 Where mixed use buildings are proposed, non-residential floor space will be excluded from the calculation of floor space index (FSI).~~

13.3.4.1.9 ~~14.2.1.9~~ New development along Lakeshore Road West will be located close to the street and promote a continuous street wall.

Historic Village Precinct

13.3.4.1.10 ~~14.2.1.12~~ New development will encourage a pedestrian oriented streetscape and a walkable community, preserve elements along the edge of Turtle Creek to connect to the parking areas and the shopping street and to encourage the visual enjoyment and surveillance of this natural creek feature.

13.3.4.1.11 ~~14.2.1.13~~ Residential uses will not be permitted on the ground floor adjacent to Lakeshore Road West.

13.3.4.1.12 ~~14.2.1.14~~ Large format retail development will be discouraged.

13.3.4.1.13 ~~14.2.1.15~~ Lands located at the northwest corner of Lakeshore Road West and Clarkson Road North are encouraged to redevelop as a focal point of the Clarkson Village Community Node.

Addressed in section 13.1.2 Urban Design ~~14.2.1.16 Within the Core area, as shown on Map 14 2: Clarkson Village Community Node Character Area, required parking for new development with a floor space index (FSI) greater than 1.0 will be within an underground structure.~~

~~13.3.4.1.14 14.2.1.17 Within the Outer Core area, as shown on Map 14 2 Clarkson Village Community Node Character Area, required parking for new development with a floor space index (FSI) greater than 1.0 will be within a parking structure located either above or below grade.~~ Where an above grade structure is provided, it will be located to the rear of an active building facade, will be no more than two storeys in height and will not be visible from public **streets roads**. Where above grade parking structures are visible from adjacent lands, they will utilize appropriate finish materials and be of a high architectural quality.

West Gateway Precinct

13.3.4.1.15 ~~14.2.1.18~~ New development will maintain the existing height transition with the highest built form at the west end, closest to the Clarkson GO Transit Station, and lowest building heights at the east end, adjacent to the CN Rail overpass and the Historic Village Precinct.

13.3.4.1.16 ~~14.2.1.19~~ Mixed use buildings will be located close to the street to ensure a pedestrian oriented environment.

13.3.4.1.17 ~~14.2.1.20~~ Mississauga will encourage a symbolic gateway feature on Lakeshore Road West, east of Southdown Road to define the entry and exit from Clarkson Village Community Node.

East Gateway Precinct

13.3.4.1.18 ~~14.2.1.21~~ Mississauga will encourage a symbolic gateway feature on Lakeshore Road West, west of Johnson's Lane to define the entry and exit from the Clarkson Village Community Node.

13.3.4.1.19 ~~14.2.1.22~~ At grade, street related retail, commercial, restaurants and office uses are encouraged. Mixed use buildings will be located close to the street to ensure a pedestrian oriented environment.

13.3.4.2 ~~14.2.2~~ Land Use

13.3.4.2.1 ~~14.2.2.1~~ Notwithstanding the policies of this Plan, drive-through facilities will not be permitted.

13.3.4.3 ~~14.2.3~~ Transportation, Access and Parking

13.3.4.3.1 ~~14.2.3.1~~ No major changes to Clarkson Road will be undertaken except minor channelization, reconstruction, [provision of cycling infrastructure](#), bus-bay construction, and improvements of a similar nature.

13.3.4.3.2 ~~14.2.3.2~~ Notwithstanding the classification of Clarkson Road, this ~~street road~~ will be limited to no more than two through lanes.

13.3.4.3.3 ~~14.2.3.3~~ Mississauga will encourage and promote better utilization of the existing parking inventory within the Clarkson Village Community Node through discussions with the members of the Clarkson Village Business Improvement Area.

13.3.4.3.4 ~~14.2.1.10~~ On-site parking will not be permitted between the streetwall and the street.

13.3.4.3.5 ~~14.2.1.11~~ Mississauga will encourage on-street lay-by parking and the provision of well lit, on-site parking located at the rear of buildings with clear visibility and sight lines through to Lakeshore Road West.

13.3.4.3.6 ~~14.2.3.4~~ Development within the Clarkson Village Community Node will implement the general intent of Map ~~14.2.2~~ [13-7.3: Access Management Plan - Clarkson Village Community Node](#) and will:

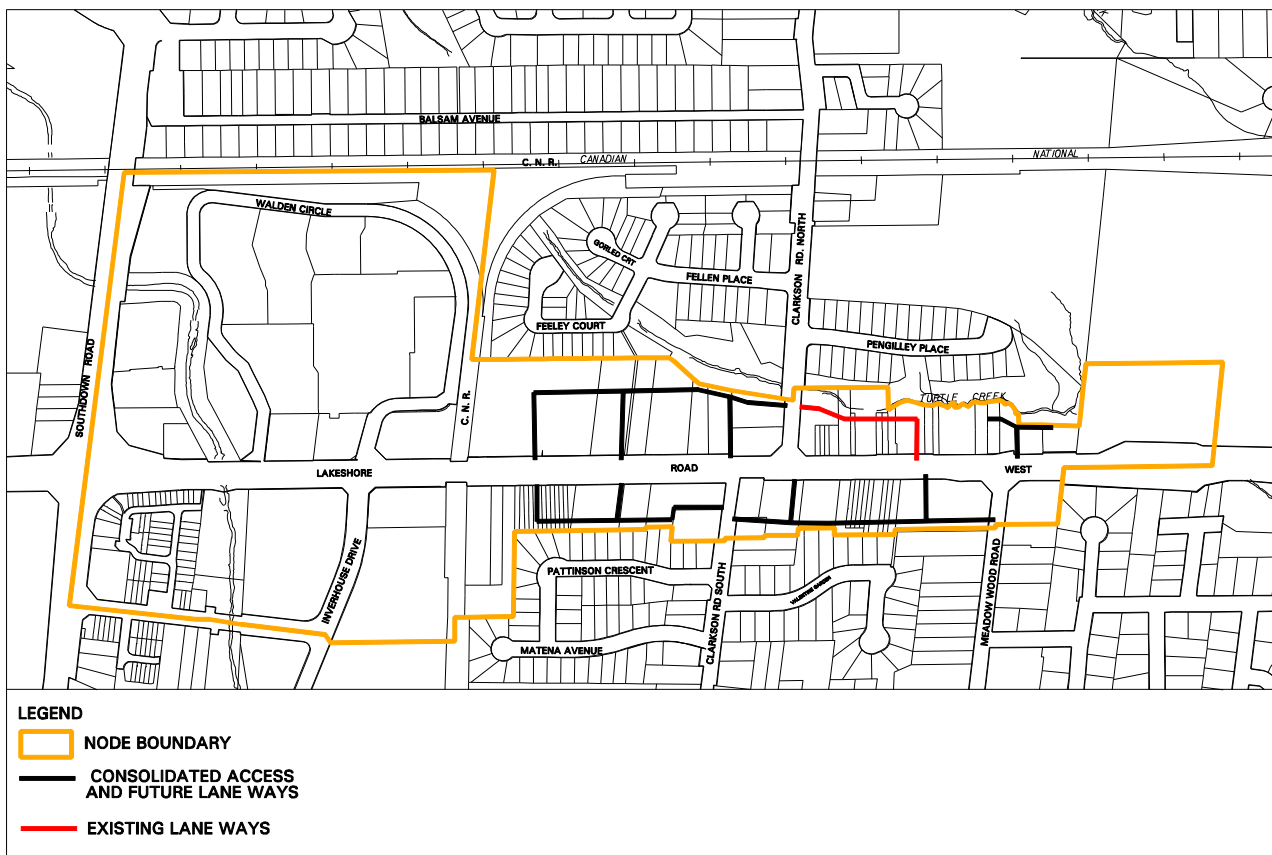
- a. eliminate and/or consolidate vehicular access connections to and from Lakeshore Road West to reduce vehicle turning movements onto and direct traffic towards signalized intersections;
- b. facilitate the creation of a publicly accessible laneway system by granting public use easements over internal driveways to facilitate access to and from abutting lands to the east and west and to consolidate vehicular access connections to Lakeshore Road West;

- c. contribute a proportionate share towards the construction of a continuous centre median along Lakeshore Road West; and
- d. where the ultimate condition cannot be accommodated, interim solutions will be accommodated to ensure that vehicular access rights are maintained and appropriate interim agreement will be executed to ensure the ultimate condition will be achieved.

13.3.4.3.7 [14-2.3.5](#) Where surface parking is being provided at the rear of buildings, communal parking spaces accessed from the public laneway system will be encouraged.

13.3.4.3.8 [14-2.3.6](#) Through the development review and approval process, developers will be responsible for the construction of on-street lay-by parking in accordance with the [Council adopted Lakeshore West Clarkson Village Transportation/Urban Design Guidelines Study—Final Report](#).

13.3.4.3.9 [14-2.3.7](#) A dedicated cycling route will be provided along Lakeshore Road West.



Map [14-2.2 13-7.3](#): Access Management Plan-Clarkson Village Community Node Character Area

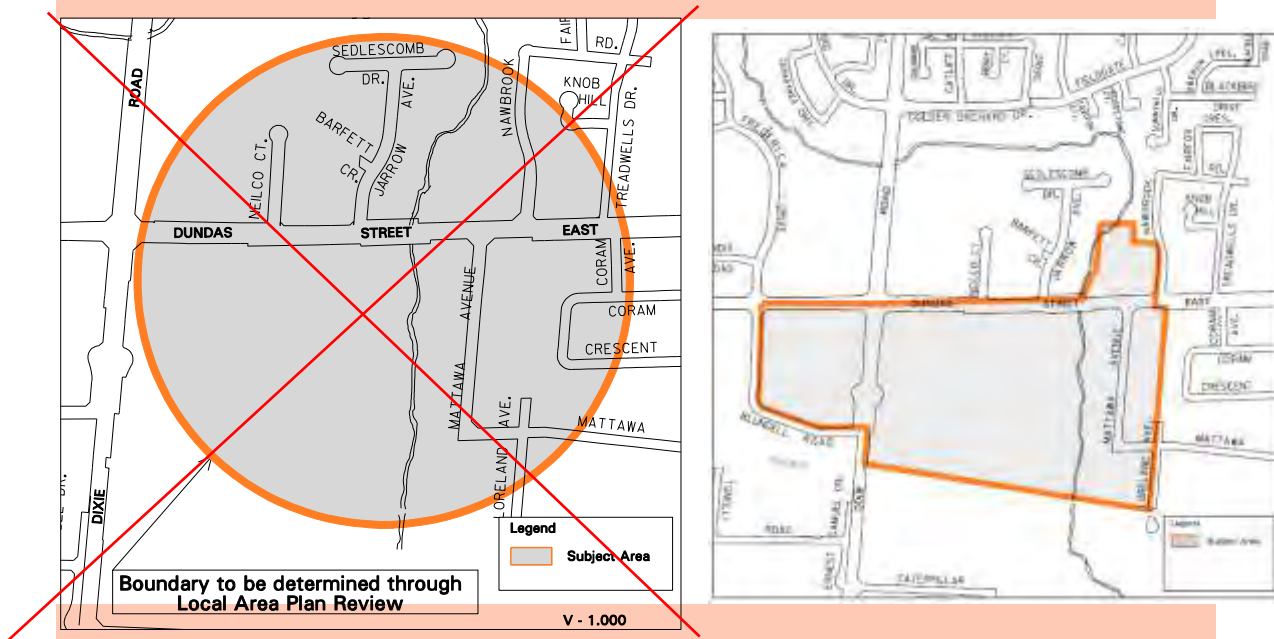
Moved to Chapter 16 [14-2.4 Special Site Policies](#)

Moved to Chapter 16 [14-2.5 Exempt Site Policies](#)

13.3.5 Dixie-Dundas

~~14.3 — Dixie-Dundas~~

~~The boundary of and official plan policies for lands within the Dixie-Dundas Community Node will be determined through a Local Area Plan review. Until such time as the Local Area Plan review is completed, the official plan policies are contained in the Dixie Employment Area Character Area Policies.~~



Map 14-3: Dixie-Dundas Community Node Character Area

13.3.5.1 ~~14.3.1~~ Introduction

The Dixie-Dundas Community Node is located within the Dundas Street Corridor and encompasses the major intersection of Dundas Street East and Dixie Road. It forms part of the Wharton and Dixie GO *Protected Major Transit Station Areas*.

The Community Node is bisected by the Little Etobicoke Creek natural area and will encompass a range of land uses such as employment, commercial, retail, and residential. The Dixie GO Station, located adjacent to the southern boundary of the Community Node, serves as a transit link to surrounding areas.

13.3.5.1.1 ~~14.3.2~~ Vision

The Dixie-Dundas Community Node will evolve to be a unique mixed-use community that is well served by *higher order transit*, such as the Dixie GO Station and the Dundas Bus Rapid Transit.

Map ~~14-3~~ 13-8: Dixie-Dundas Community Node Character Area

It will include diverse employment, commercial, and residential uses. A range of housing options, forms and tenure will be provided to meet the needs of a diverse and growing community. The

natural heritage of the Little Etobicoke Creek will be protected and enhanced by expanding the existing parks and open space system and enhancing the existing trail network.

Growth will be compatible with surrounding employment and residential uses supported by multi-modal connections to nearby amenities.

13.3.5.2 **14.3.3** Land Use

13.3.5.2.1 14.3.3.1 The Community Node will be developed as a mixed use community with a balanced range of residential and non-residential uses.

13.3.5.2.2 14.3.3.2 Development with a mix of uses will be provided along Dundas Street and Dixie Road.

13.3.5.2.3 14.3.3.3 Development within the Regional Storm floodplain will be restricted pending the completion of City-initiated flood studies and the construction of any required mitigation measures. Holding provisions will be applied until the completion of these studies and the construction of any required mitigation measures prior to development.

13.3.5.2.4 14.3.3.4 Conditions to be met prior to the removal of a holding provision set out in 14.3.3.3, include but are not limited to the following:

- a. acceptance of compatibility assessments, as identified by the City;
- b. acceptance of flood mitigation recommendations; and
- c. all flood remedial works are complete and deemed functional to the satisfaction of the City, conservation authority, the Province and other regulatory bodies.

13.3.5.2.5 14.3.3.5 Development adjacent to Dundas Street or Dixie Road will include non-residential uses on the ground floor.

13.3.5.2.6 14.3.3.6 New sensitive land uses, such as residential uses, in proximity to employment uses will be subject to required land use compatibility assessments to determine suitability.

13.3.5.3 **14.3.4** Heights

13.3.5.3.1 14.3.4.1 Buildings with the greatest heights will be located at the intersection of Dundas Street and Dixie Road as shown on Schedule 8 ~~14~~: Protected Major Transit Station Areas.

13.3.6 Malton

Official Plan policies for lands within the Malton Community Node are contained in the Mall-based Community Nodes section.

~~14.4 Malton~~



Map ~~14-4~~ 13-9: Malton Community Node Character Area

13.3.7 Meadowvale

Official Plan policies for lands within the Meadowvale Community Node are contained in the Mall-based Community Nodes section.

~~14.5 Meadowvale~~

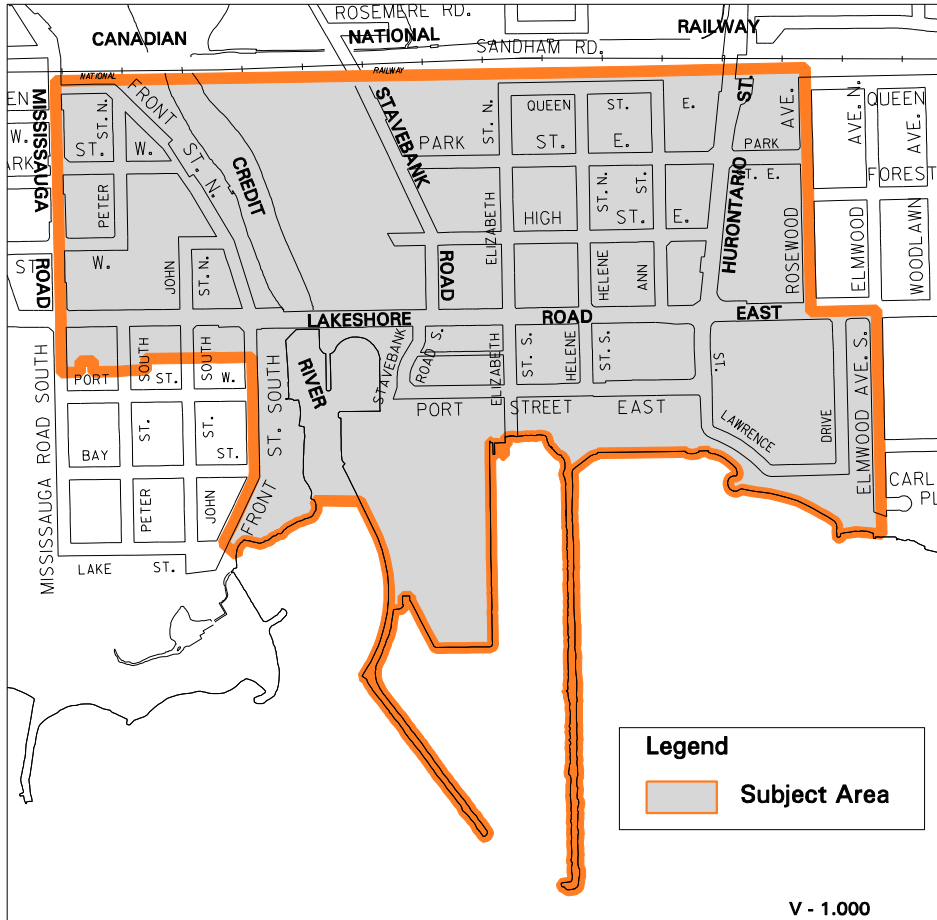


Map ~~14-5~~ 13-10: Meadowvale Community Node Character Area

13.3.8 Port Credit

~~14.6~~ Port Credit

Official Plan policies for lands within the Port Credit Community Node are contained in the Port Credit Local Area Plan. [The Port Credit Community Node is located within the Port Credit Protected Major Transit Station Area as shown on Schedule 1: Urban System - City Structure.](#)

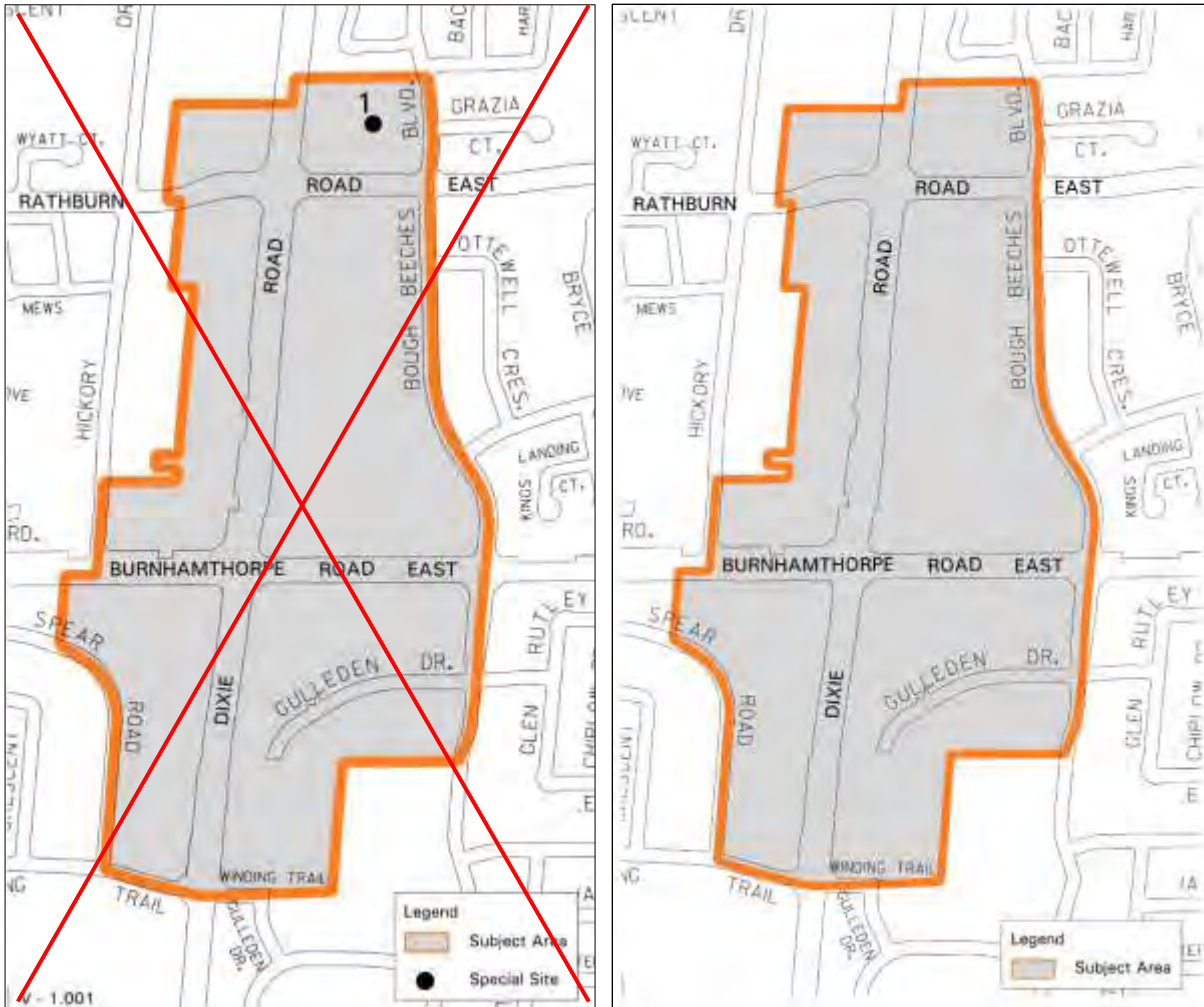


Map ~~14.6~~ 13-11: Port Credit Community Node Character Area

13.3.9 Rathwood-Applewood

Official Plan policies for lands within the Rathwood-Applewood Community Node are contained in the Mall-based Community Nodes section.

~~14.7 Rathwood-Applewood~~



Map ~~14.7~~13-12: Rathwood-Applewood Community Node Character

Moved to Chapter 16 ~~14.7.2~~ Special Site Policies

13.3.10 Sheridan

Official Plan policies for lands within the Sheridan Community Node are contained in the Mall-based Community Nodes section.



14.8 — Sheridan

Map 14.9-13-13: Sheridan Community Node Character Area

Moved to Chapter 16 14.9.1 Special Site Policies

13.3.11 South Common

Official Plan policies for lands within the South Common Community Node are contained in the Mall-based Community Nodes section.

~~14.9 South Common~~

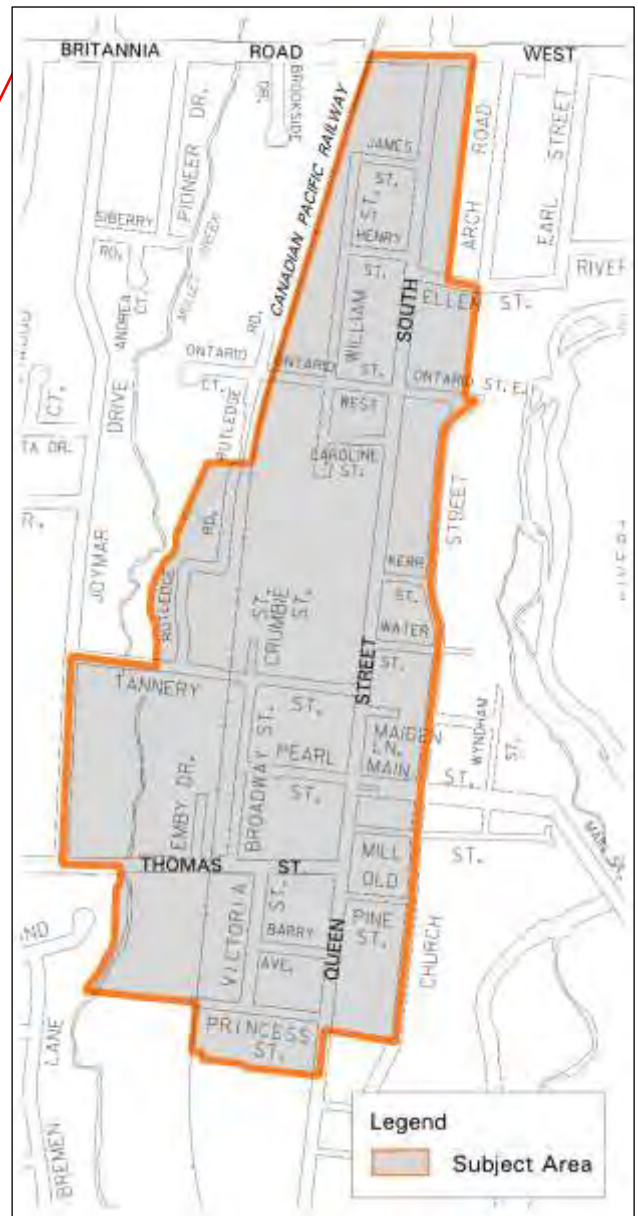
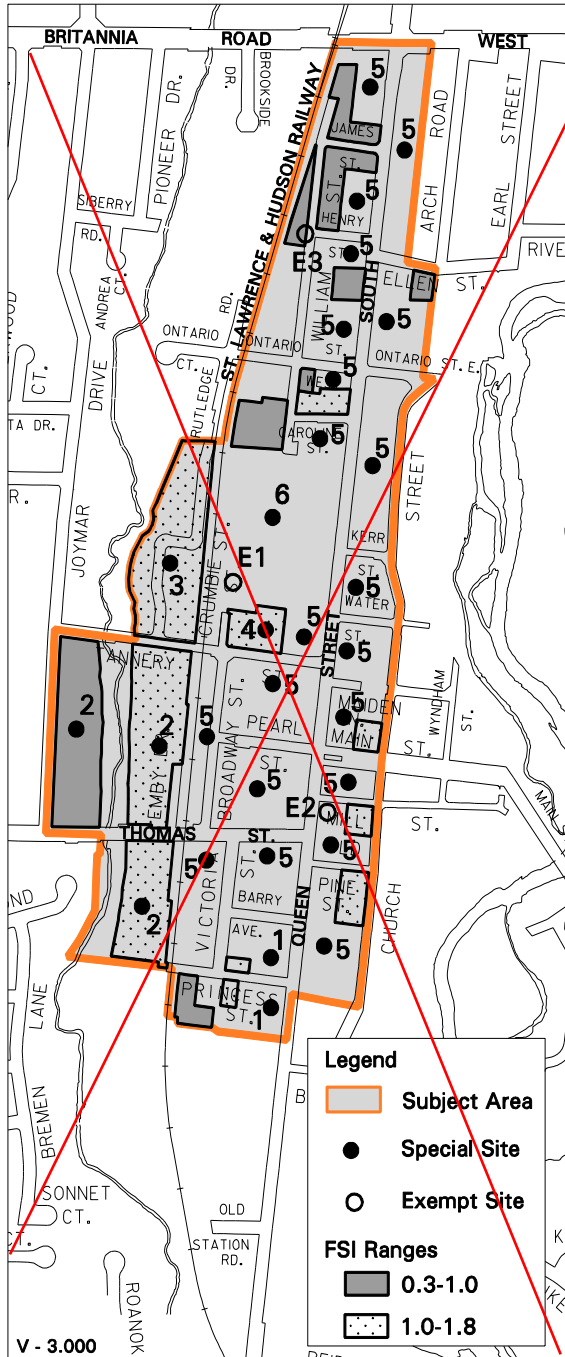


Map ~~14.9~~ 13-14: South Common Community Node Character Area

Moved to Chapter 16 ~~14.9.1~~ Special Site Policies

13.3.12 Streetsville

~~14.10 Streetsville~~



Map ~~14-10~~ 13-15: Streetsville Community Node Character Area

13.3.12.1 ~~14.10.2~~ Land Use

~~14.10.2.1 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.~~

13.3.12.1.1 ~~14.10.2.2~~ For lands designated Residential Mid-Rise and Residential High ~~Density Rise~~ a maximum building height of seven storeys is permitted.

13.3.12.1.2 For lands designated Residential Mixed Use the permitted height of new buildings will be at least two storeys but not more than three storeys in height.

13.3.12.1.3 ~~14.10.2.3~~ In addition to the uses permitted by the Land Use Policies of this Plan, bed and breakfast establishments are permitted provided that they front upon Queen Street South, Main Street, Thomas Street or ~~Church~~ Street.

13.3.12.2 ~~14.10.1~~ Urban Design Policies

Community Identity and Focus

13.3.12.2.1 ~~14.10.1.1~~ Development will be compatible with and enhance the village character of Streetsville as a distinct established community by integrating with the surrounding area.

13.3.12.2.2 ~~14.10.1.2~~ Development with a high level of urban design, pedestrian amenity, landscaping and compact built form will be encouraged to create a strong sense of place and reinforce the role of the Community Node as the centre of activity for the surrounding community.

13.3.12.2.3 ~~14.10.1.3~~ Queen Street South will remain the focus of the commercial core within the Streetsville Community Node.

13.3.12.2.4 ~~14.10.1.4~~ The development of symbolic gateways to define entry to and exit from the Streetsville Community Node will be encouraged.

Historic Character

13.3.12.2.5 ~~14.10.1.5~~ Alterations to heritage structures, including building repairs and additions, and/or alterations to existing vegetation which is part of the cultural heritage landscape, will be in keeping with the original character of the heritage resources to be preserved.

13.3.12.2.6 ~~14.10.1.6~~ Designs for new buildings and additions will enhance the historic character and heritage context of the Streetsville Community Node through appropriate height, massing, architectural pattern, proportions, set back and general appearance.

13.3.12.2.7 ~~14.10.1.7~~ Commercial signs will reflect the historic village character in the Streetsville Community Node. Hand painted wooden signs, projecting signs as permitted by municipal by-laws and other signs which reflect late nineteenth or early twentieth century practices will be encouraged.

13.3.12.2.8 ~~14.10.1.8~~ The established residential character of the areas generally located along Queen Street South, south of Barry Avenue, will be maintained through appropriate building masses, setbacks, intensive landscaping, *streetscapes* with many mature trees, and a regular street grid pattern.

13.3.12.2.9 ~~14.10.1.9~~ The following will apply to lands designated Mixed Use:

- a. development with a mix of residential and office uses on upper floors and street related commercial uses in closely spaced storefronts lining the street, will be encouraged along the principal streets in the Streetsville Community Node to promote an active pedestrian environment;
- b. ~~new buildings will be at least two storeys but not more than three storeys in height.~~ B-building additions will not be more than three storeys in height and will be generally harmonious in style and massing with the buildings to which they are attached;
- c. the apparent height of new buildings will be reduced through massing and design;
- d. new development will be encouraged to reflect the original lot pattern and setback dimensions of surrounding properties. The front setback of new buildings should match the setback of adjacent buildings so as to create a uniform street wall. Where the building setbacks on either side are not equal, the lesser setback should be used;
- e. integrated parking opportunities, which may include rear lane access to combined parking areas and the development of private pay parking lots, will be encouraged where appropriate; and
- f. development which enhances the *streetscape* through landscaping and the provision of pedestrian amenities will be encouraged along the principal streets within the Streetsville Community Node.

Public Realm

13.3.12.2.10 ~~14.10.1.10~~ The placement of parking areas to the rear of buildings and the consolidation of driveways will be encouraged along principal street frontages in the Streetsville Community Node to increase the area available for planting and public amenity.

13.3.12.2.11 ~~14.10.1.11~~ The rear façades of developments which back onto places accessible to the public, including parking areas or laneways, should be designed to provide a level of detail, fenestration, and direct access appropriate to their role as secondary frontages.

13.3.12.3 ~~14.10.3~~ —Heritage

13.3.12.3.1 ~~14.10.3.1~~ Heritage resources will include those properties listed on the City's Heritage Register, but will not be restricted to the list.

13.3.12.3.2 ~~14.10.3.2~~ Mississauga will encourage the investigation of the Streetsville historic core area as an area to be examined for future designation as a Heritage Conservation District in accordance with the *Ontario Heritage Act*.

~~14.10.4~~ Addressed in Implementation Chapter 15-~~Stormwater Management~~

~~14.10.4.1 A stormwater drainage report will be required to ensure that the existing drainage system has the capability to convey the increased storm flow from redevelopment in accordance with current City drainage standards.~~

13.3.12.4 14.10.5 Transportation

13.3.12.4.1 ~~14.10.5.1~~ The maximum pavement width of Queen Street South, from Britannia Road West to the St. Lawrence and Hudson Railway, will not exceed a basic two lane crosssection-, except for bus bays, on-street parking lanes, turning lanes at intersections and bicycle and pedestrian routes.

13.3.12.4.2 ~~14.10.5.2~~ Main Street between Queen Street South and Church Street will not be widened to accommodate additional through traffic lanes. Minor modifications to this ~~street roadway~~ for on-street parking, safety or maintenance will be permitted, however, major modifications which would have an adverse effect on the character of the ~~street roadway~~, will require an amendment to this Plan.

13.3.12.4.3 ~~14.10.5.3~~ The City will continue to encourage and promote better utilization of the existing and future parking inventory through discussions with the members of the Streetsville Business Improvement Area (BIA), with a goal of developing a self-sufficient parking operation through measures such as parking charges.

Moved to Chapter 16 ~~14.10.6 Special Site Policies~~

Moved to Chapter 16 ~~14.10.7 Exempt Site Policies~~

13.4 Office Node Employment Areas

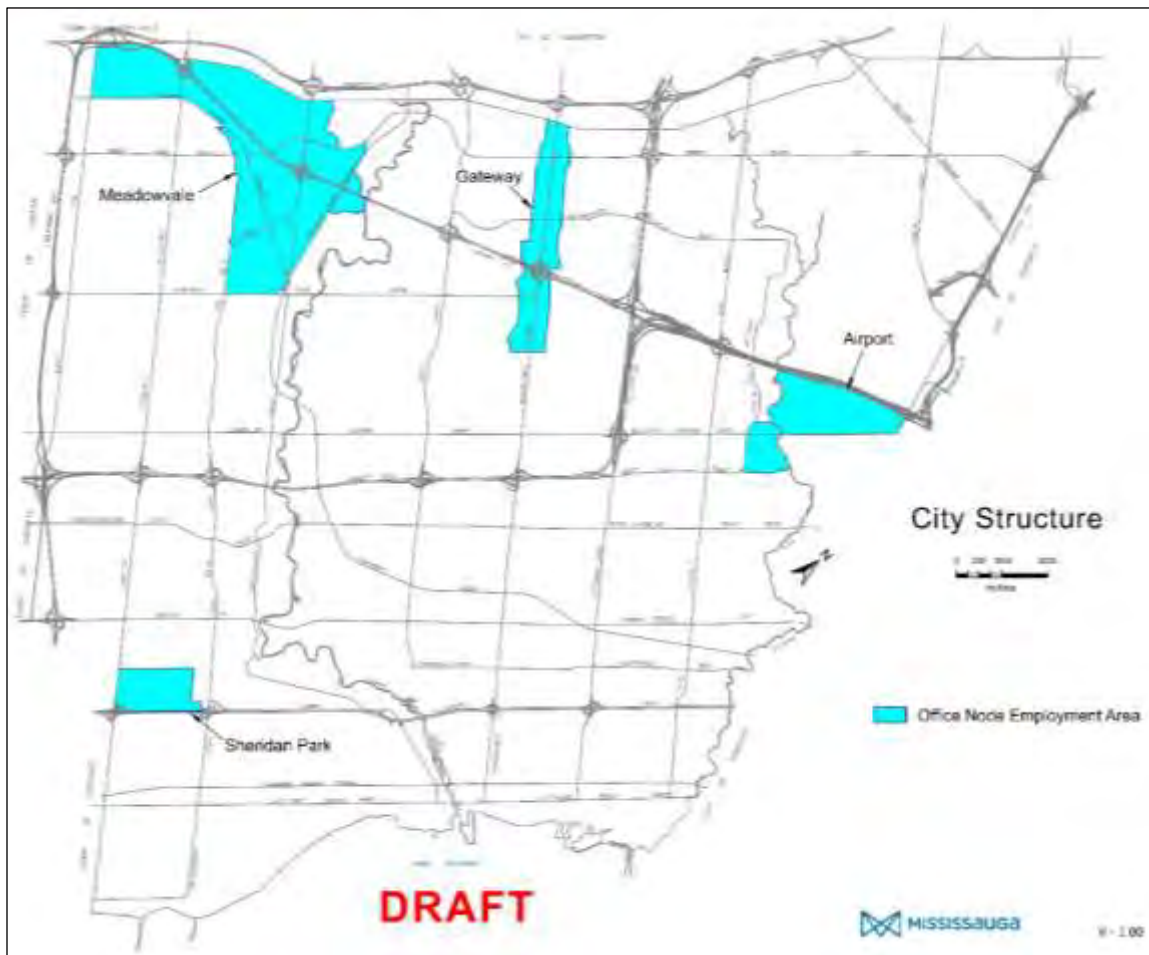
13.4.1 General

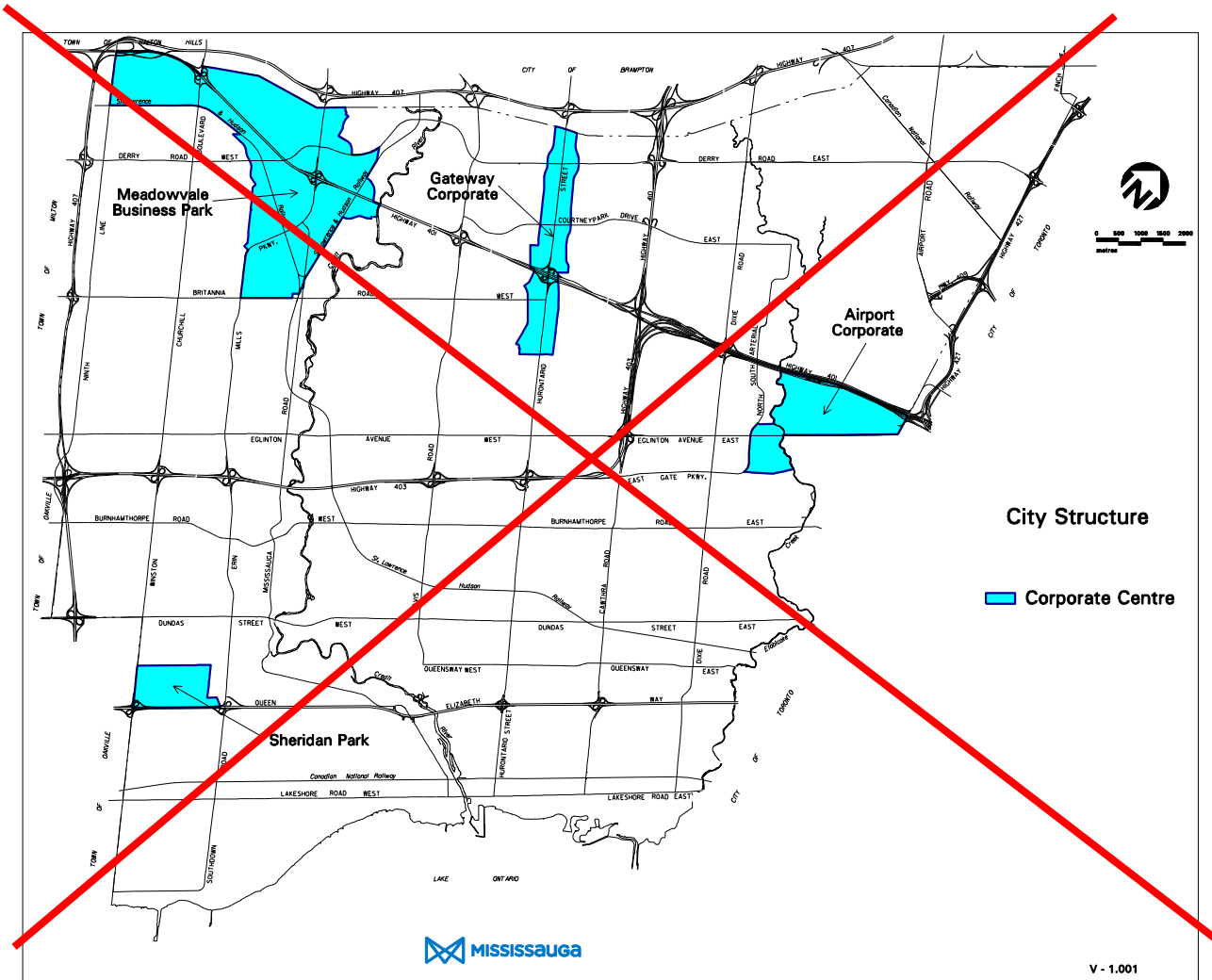
5.3.4 — Corporate Centres

~~Corporate Centres~~ Office Node Employment Areas represent major employment concentrations outside of the ~~Downtown~~ Urban Growth Centre. ~~Corporate Centres~~ Office Node Employment Areas contain a mix of high density employment uses with a focus on major office development. ~~Corporate Centres~~ Office Node Employment Areas are also where many prestigious research and manufacturing businesses are found, often in facilities exhibiting high architectural and urban design standards. Interior locations of ~~Corporate Centres~~ Office Node Employment Areas may include a broader, lower density mix of employment uses.

13.4.1.1 ~~5.3.4.1~~ There are four ~~Corporate Centres~~ Office Node Employment Areas in Mississauga:

- a. Airport ~~Corporate~~;
- b. Gateway ~~Corporate~~;
- c. Meadowvale ~~Business Park~~; and
- d. Sheridan Park.





Map 15-13-16: City Structure – Corporate Centres Office Node Employment Areas

15 Corporate Centres

15.1 Introduction

There are four Corporate Centre Character Areas in Mississauga:

- Airport Corporate;
- Gateway Corporate;
- Meadowvale Business Park; and
- Sheridan Park.

13.4.1.2 5.3.4.4 Corporate Centres Office Node Employment Areas will include a mix of higher density employment uses. Residential uses and new *major retail* developments will not be permitted in Corporate Centres Office Node Employment Areas.

13.4.1.3 5.3.4.5 Corporate Centres Office Node Employment Areas will support opportunities for the resident labour force to work in Mississauga.

Addressed in Chapter 9 ~~5.3.4.6 Conversion of lands within Corporate Centres outside of a Protected Major Transit Station Area to non employment uses will only be permitted through a municipal comprehensive review.~~

13.4.1.4 ~~5.3.4.7~~ Character Area policies will address the mix of business uses and density requirements within each ~~Corporate Centres~~ Office Node Employment Areas located outside *Protected Major Transit Station Areas*. These policies may result in the establishment of minimum employment and building densities, building heights, urban design standards or transportation policies, among other matters.

13.4.1.5 ~~5.3.4.8~~ ~~Corporate Centres~~ Office Node Employment Areas will be planned to achieve compact *transit-supportive* development at greater employment densities, particularly near *higher order transit* stations.

13.4.1.6 ~~5.3.4.9~~ Land uses permitted by this Plan that support commuter needs and support the use of nearby *higher order transit* facilities in off-peak travel times will be encouraged.

~~5.3.4.10~~ Addressed in policy 13.1.1.9

13.4.2 Land Uses

Addressed in Chapter 10. ~~This section identifies the modifications to the General Land Use designations in Chapter 11 that apply to all Corporate Centres.~~

~~15.1.1~~ General

13.4.2.1 ~~15.1.1.1~~ ~~Corporate Centres~~ Office Node Employment Areas will develop a mix of employment uses with a focus on office development and uses with high employment densities.

13.4.2.2 ~~15.1.1.2~~ Lands on an Arterial street ~~Corridor or within a~~ *outside a Protected Major Transit Station Area* will be subject to the two storey height minimum. Local area plans or planning studies may establish maximum height requirements.

13.4.2.3 ~~15.1.1.3~~ The following uses will not be permitted in freestanding buildings *abutting an Arterial street* ~~on a Corridor~~:

- a. financial institution;
- b. motor vehicle rental;
- c. personal service establishment;
- d. restaurant; and
- e. retail store.

13.4.2.4 ~~15.1.1.4~~ For lands *abutting an arterial street*, ~~Within a Corridor~~ all accessory uses must be in the same building as the principal use.

~~15.1.2~~ Residential

13.4.2.5 ~~15.1.2.1~~ Residential uses will not be permitted.

~~15.1.3—~~ **Mixed Use Employment Commercial**

13.4.2.6 ~~15.1.3.1~~ Notwithstanding the ~~Mixed Use~~ Employment Commercial policies of this Plan, the following additional uses will be permitted:

- a. Major offices.

~~15.1.3.2 Notwithstanding the Mixed Use policies of this Plan, the following uses will not be permitted:~~

- ~~a. residential.~~

~~15.1.4—~~ **Office**

13.4.2.8 ~~15.1.4.1~~ Notwithstanding the Office policies of this Plan, the following additional uses will be permitted:

- a. Post-secondary educational facilities.

~~15.1.5—~~ **Institutional**

13.4.2.9 ~~15.1.5.1~~ Notwithstanding the Institutional policies of this Plan, residential uses will not be permitted.

~~15.1.6—~~ **Convenience Commercial**

13.4.2.10 ~~15.1.6.1~~ The Convenience Commercial designation will not be permitted.

~~15.1.7—~~ **Motor Vehicle Commercial**

13.4.2.11 ~~15.1.7.1~~ The Motor Vehicle Commercial designation will not be permitted, except for lands designated Motor Vehicle Commercial at the time this Plan comes into effect.

~~15.1.8—~~ **Business Employment**

13.4.2.12 ~~15.1.8.1~~ Notwithstanding the Business Employment policies of this Plan, the following additional uses will be permitted:

- a. Major office; and
- b. Post-secondary educational facility.

13.4.2.13 ~~15.1.8.2~~ Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:

- a. adult entertainment establishment;
- b. animal boarding establishment;
- c. body rub establishment;
- d. ~~cardlock~~ truck fuel dispensing;
- e. composting facilities;

- f. motor vehicle body repair facility;
- g. Motor Vehicle Commercial;
- h. outdoor storage and display areas related to a permitted manufacturing use;
- i. transportation facilities;
- j. trucking terminals;
- k. self storage facilities; and
- l. *waste processing stations or waste transfer stations.*

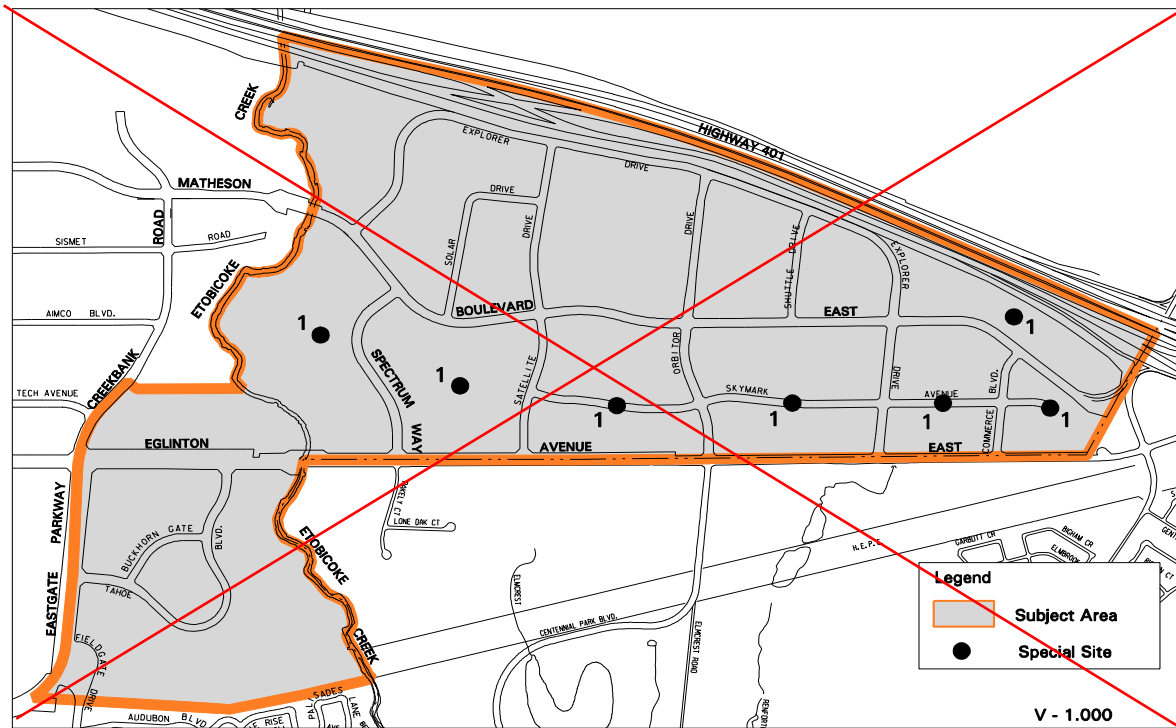
13.4.2.14 ~~15.1.8.3~~ Notwithstanding the Business Employment policies of this Plan, *secondary offices* will not be subject to a maximum *floor space index (FSI)*.

~~15.1.9~~ — Industrial

13.4.2.15 ~~15.1.9.1~~ The Industrial designation will not be permitted, except for lands within the Meadowvale Business Park Character Area designated Industrial at the time this Plan comes into effect.

13.4.3 Airport

15.2 — Airport Corporate



Map 15-2-13-17: Airport Corporate Centre Office Node Employment Area Character Area



Airport Office Node Employment Area includes the Spectrum, Orbitor and Renforth *Protected Major Transit Station Areas* as shown on Schedule 1: Urban System - City Structure and identified on Schedule 8: Protected Major Transit Station Areas.

13.4.3.1 ~~15.2.1~~ Urban Design Policies

13.4.3.1.1 ~~15.2.1.1~~ Development of a continuous street frontage through the orientation of buildings parallel to the street and the placement of significant building mass adjacent to the street edge with transparent façades at grade will be encouraged.

13.4.3.1.2 ~~15.2.1.2~~ Where they are related, multistorey buildings should be linked together with a podium.

13.4.3.1.3 ~~15.2.1.3~~ Blank walls should be avoided along the street line in favour of building entrance features, fenestration, and architectural detailing.

13.4.3.1.4 ~~15.2.1.4~~ Main building entrances should be clearly articulated and linked to pedestrian walkway systems to provide convenient access for pedestrians to public transit. Active building entrances features should be oriented to major street frontages and the *higher order transit stations* ~~BRT~~.

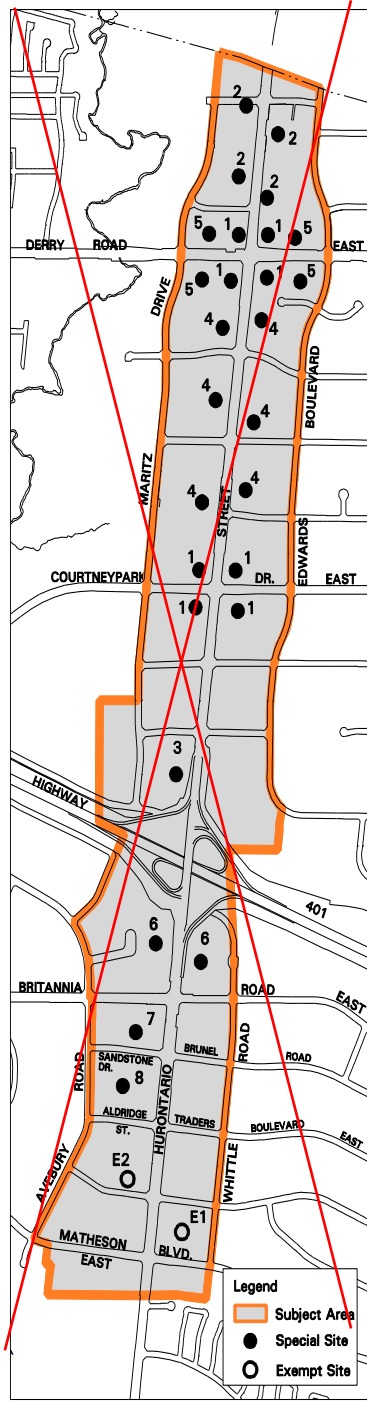
13.4.3.1.5 ~~15.2.1.5~~ Where building side or rear elevations are exposed to ~~streets roadways~~, these elevations should be similar to front elevations with respect to details, trim, and the orderly placement of windows, roof forms, and architectural elements.

13.4.3.1.6 ~~15.2.1.6~~ Where continuous street planting is not possible, concentrated landscape treatment may be required.

13.4.3.1.7 ~~15.2.1.7~~ Through the site planning and development processes adequate provision should be made for landscaping and design throughout the Character Area including the area adjacent to the Parkway Belt West and related easement north of Eglinton Avenue West, both with regard to existing uses and in the context of the ultimate use of these lands for transit purposes.

Moved to Chapter 16 ~~15.2.2 Special Site Policies~~

13.4.4 Gateway



Map 15.3-13-18: Gateway Corporate Centre Office Node Employment Area Character Area - 15.3 Gateway Corporate

Gateway Office Node Employment Area includes the Matheson, Britannia, Courtney Park, Derry and Highway 407 Protected Major Transit Station Areas as shown on Schedule 1: Urban System - City Structure and identified on Schedule 8: Protected Major Transit Station Areas.

13.4.4.1 ~~15.3.1~~ Urban Design Policies

13.4.4.1.1 ~~15.3.1.1~~ The focus of these policies is to promote high quality urban design and built form. These policies are also intended to reinforce and enhance the image of Hurontario Street as the main north-south ~~corridor~~ *Corridor* through the city.

Hurontario Street Corridor Development Policies

13.4.4.1.2 ~~15.3.1.2~~ The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street:

- a. encourage a high quality urban design in the built form which is distinctive and urban in character, and which contributes to the identity of Hurontario Street as a principal city thoroughfare and higher order transit corridor;
- b. encourage a high standard of public and private realm *streetscape* design that is coordinated and comprehensive, ~~particularly at Major Transit Station Areas~~, which includes street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm;
- c. buildings will be street related with main building entrances, active building elevations, and fenestration forming an integrated link between the building and the sidewalk. Active building features should be oriented to major street frontages and the light rail transit system;
- d. encourage the development of a unique Hurontario Street character, and enhance its image through the creation of *streetscape* design, prominent intersections, built form features, an integrated public and private realm and gateway features;
- e. orient the most active and architecturally detailed building façade to the public street by use of main entrances and a large percentage of fenestration addressing the *streetscape*;
- f. locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street. As sites develop/redevelop, parking should be structured and preferably, underground. Transportation demand management measures will be encouraged;
- g. design buildings with sufficient height, mass and width of street frontage to define and frame the street;
- h. complete the ~~street road~~ system to improve cyclist and pedestrian movement, vehicular and servicing access, and to create usable and accessible development parcels;
- i. integrate the principal and the accessory uses, within individual buildings;
- j. encourage the continued development of varied and innovative prestige buildings;
- k. encourage development that provides a safe and convenient pedestrian environment that reinforces Hurontario Street as a major transit corridor;
- l. minimize building setbacks from the streetline(s) while balancing continuous landscaping between the building and the street and pedestrian linkages to the public sidewalk;

- m. encourage the appropriate transition of built form between buildings;
- n. provide for safe, pleasant and convenient pedestrian movement from the public sidewalk and on-site parking areas to the principal building entrance(s);
- o. discourage the fragmentation of land parcels that will inhibit the eventual development of employment uses. Encourage land consolidation, in particular at the principal intersections to facilitate useable development parcels;
- p. priority will be given to pedestrian movement when accommodating both pedestrian and vehicular traffic. Design efficient parking facilities to avoid circuitous routes and dead end aisles;
- q. encourage built form (outside the gateway and main intersection areas) to incorporate a high level of physical continuity, cohesion and linkage between buildings, from block to block, and from street to street;
- r. create a sense of prominence at ~~the intersections of along~~ Hurontario Street ~~and Major Transit Station Areas~~, by integrating features such as: tall, more distinctive buildings located close to the street, unique landscape and *streetscape* treatment, transit amenities, elevated and distinguishing rooflines;
- s. internalize, screen and minimize visual impacts of the service and loading facilities from the *streetscape*, public view, pedestrian walkways, and abutting uses;
- t. the submission of a concept plan will be required for all development applications to demonstrate how the urban design policies will be implemented; ~~and~~
- ~~u. development applications will also have regard for the urban design guidelines in the urban design manual entitled Upper Hurontario Corridor – A design mandate for excellence; and~~
- v. Development should provide the ease of movement between the built form and transit facilities and *active transportation*. The design of buildings will improve connections and accessibility for transit users and *active transportation* and reinforce Hurontario Street as a major transit corridor.

13.4.4.2 ~~15.3.2~~ Land Use

13.4.4.2.1 ~~15.3.2.1~~ Notwithstanding the policies of this Plan, single storey financial institutions and freestanding restaurants of all types which are not substantially screened from Hurontario Street by a building in place at the time of development will not be permitted on land adjacent to Hurontario Street.

13.4.4.2.2 ~~15.3.2.2~~ Existing uses will be permitted as they existed on the day these policies come into effect. Limited expansions may be permitted on a site specific basis subject to consideration of matters such as urban design ~~and proximity to a Major Transit Station Area.~~

13.4.4.2.3 ~~15.3.2.3~~ Existing buildings that do not meet the built form policies including single storey financial institutions, and freestanding restaurants, which are not substantially screened from

Hurontario Street by a building, will be encouraged to redevelop in keeping with the vision for the Hurontario Street Intensification Corridor.

13.4.4.2.4 ~~15.3.2.4~~ Notwithstanding the Office policies of this Plan, the following additional policies will apply:

a. overnight accommodation and conference centres may be permitted;

~~b. at Major Transit Station Areas, buildings will be a minimum of three storeys but will be encouraged to be higher;~~

~~c. buildings will have a maximum building setback of five metres, however, greater setbacks may be required based on the final design of the light rail transit system;~~

d. accessory retail commercial uses incorporating transparent windows will be encouraged at grade at Major Transit Station Areas for buildings directly fronting Hurontario Street; and

e. ~~in order to achieve a continuous street wall, new development will have a minimum 80 percent of any lot frontage~~ a continuous street wall along Hurontario Street ~~within Major Transit Station Areas and 66 percent in areas beyond, occupied with a building or buildings. This continuous street wall will and wrap around the corner at major intersections.~~ In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Hurontario Street. ~~This continuous street wall condition will wrap around the corner at major intersections.~~

Addressed in policy 13.4.2.13 ~~15.3.2.5~~ Notwithstanding the Business Employment designation, the following additional uses will not be permitted:

~~a. motor vehicle body repair facilities;~~

~~b. transportation facilities;~~

~~c. trucking terminals; and~~

~~d. waste processing or transfer stations and composting facilities.~~

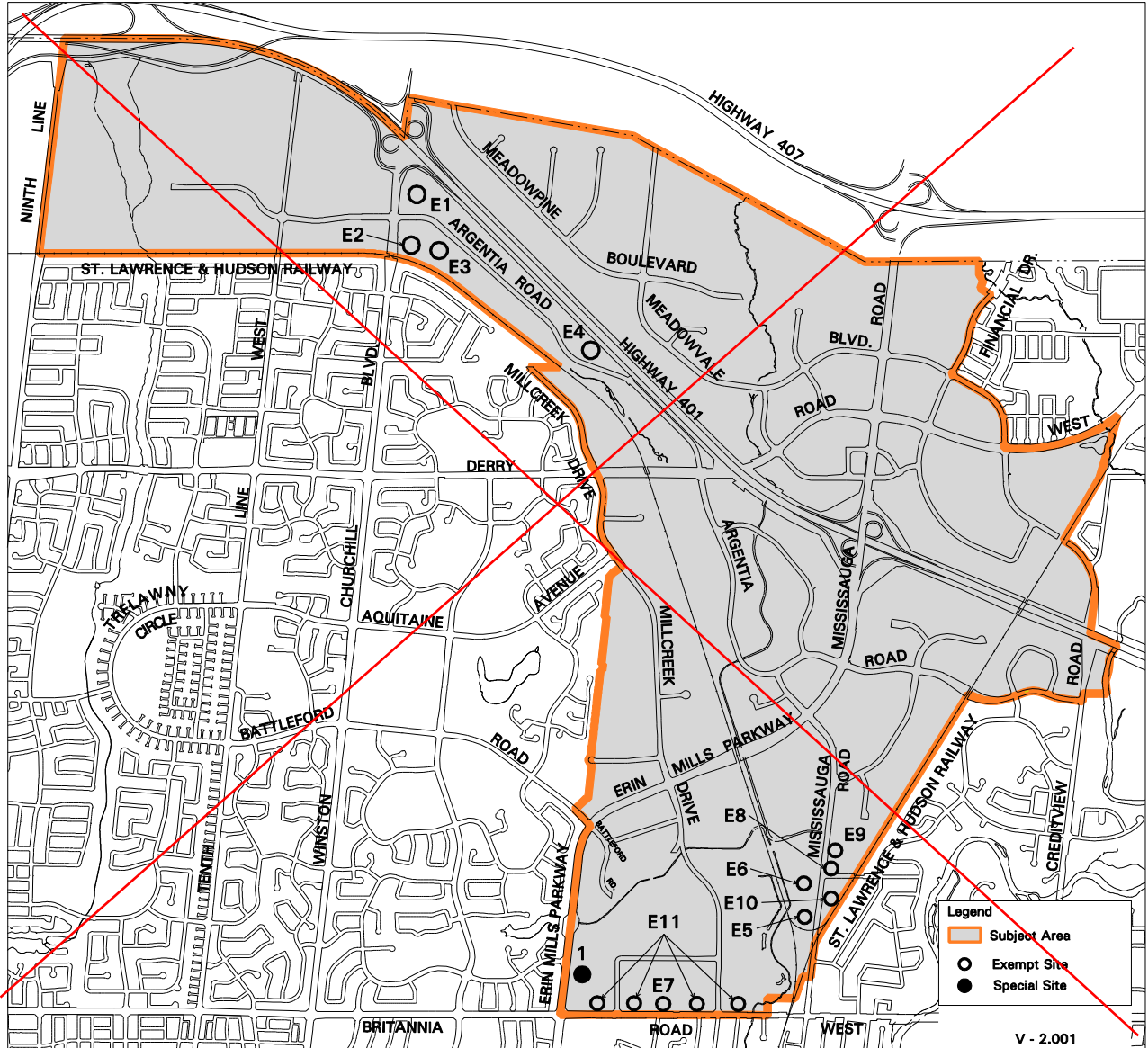
Moved to Chapter 16 ~~15.3.3 Special Site Policies~~

Moved to Chapter 16 ~~15.3.4 Exempt Site Policies~~

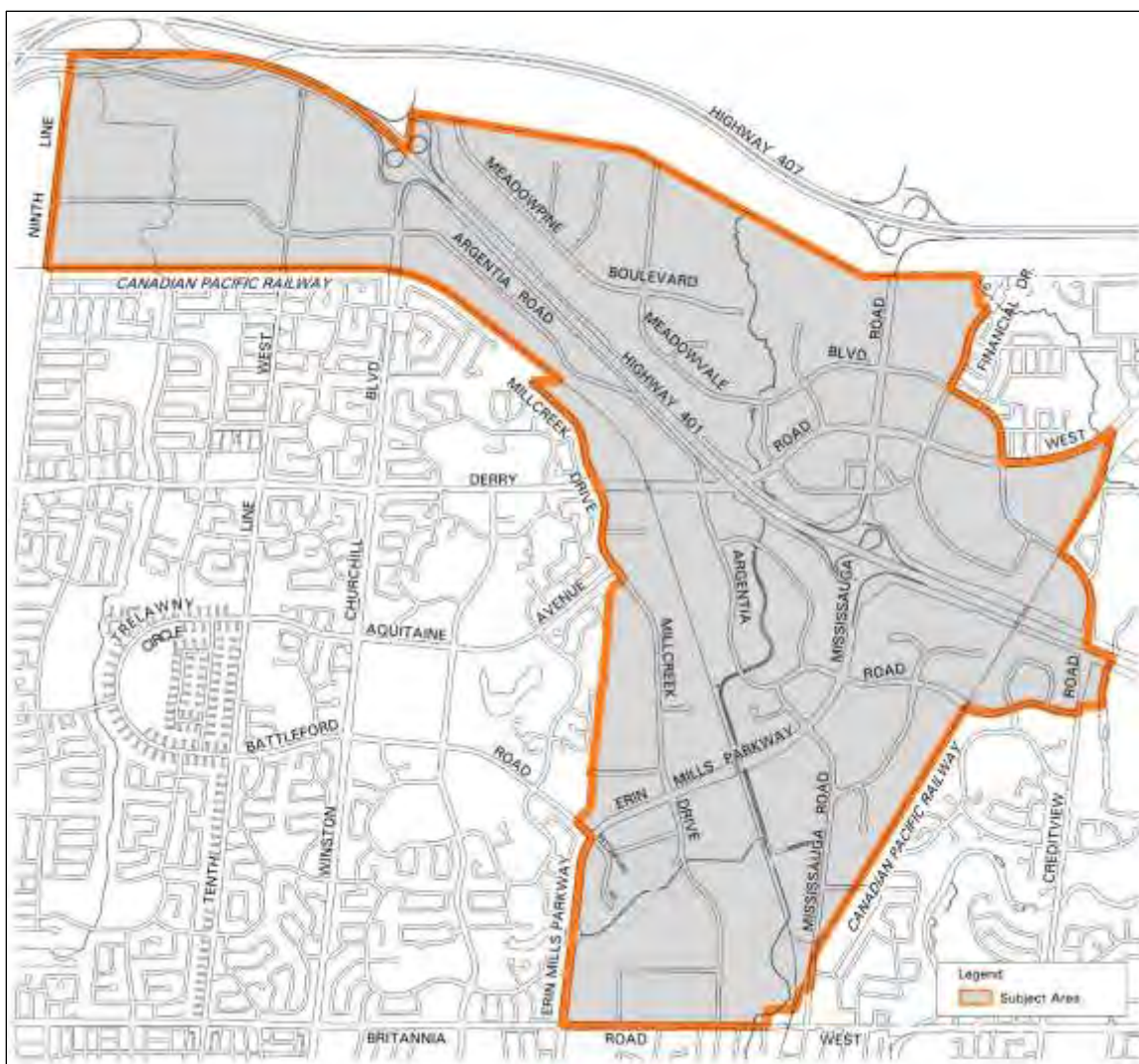
13.4.5 Meadowvale

15.4 — Meadowvale Business Park

13.4.5.1 ~~15.4.1~~ Urban Design Policies



Map 15-4-13-19.1: Meadowvale Business Park Corporate Centre Office Node Employment Area Character Area



13.4.5.1.1 ~~15.4.1.1~~ To achieve a high standard of building design, landscape and *streetscape*, the following design policies will be used to evaluate the design aspects of development proposals:

- a. existing natural features, particularly significant forested areas, the Mullet Creek valley and tributaries of the Credit River will be recognized as opportunities for urban design and will be incorporated with development in a manner which will not impair their visual or ecological integrity;
- b. by taking advantage of special building forms on lands proposed for office and commercial uses, interesting and varied entrance corridors will be created; and
- c. in order to firmly establish the prestige image of the area, special attention will be given to site planning, building design and landscaping along arterial and major collector ~~streets roads~~, at major ~~street road~~ intersections and at other highly visible locations.

13.4.5.1.2 ~~15.4.1.2~~ Business Employment lands which are located directly adjacent to residential lands will require acoustical barriers and landscape buffers in order to achieve adequate noise attenuation, distance separation, and landscaping between the land uses. The sensitive residential

land uses must be buffered from the loading, service and parking areas associated with the Business Employment lands.

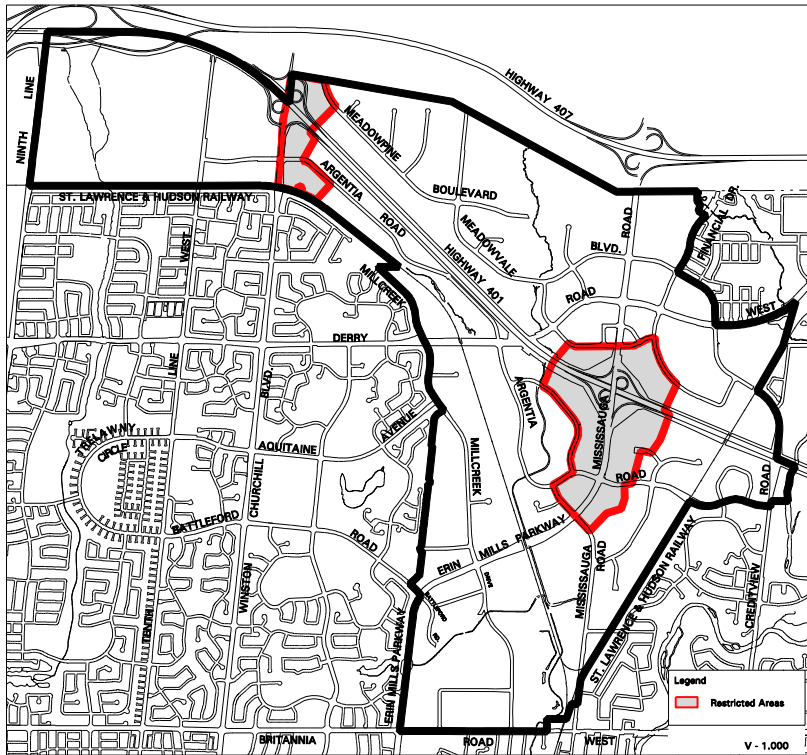
13.4.5.1.3 ~~15.4.1.3~~ Proposals for Business Employment and Industrial uses adjacent to residential will be designed to minimize overlook conditions, be compatible with adjacent grading conditions and minimize overshadowing to any adjacent properties, and will be subject to special design controls in order to ensure upgraded building elevations and landscaped buffers.

13.4.5.2 ~~15.4.2~~ Land Use

13.4.5.2.1 ~~15.4.2.1~~ Notwithstanding the Business Employment policies of this Plan, the following additional uses will be permitted, except within the restricted areas identified on Map ~~15.4.1~~ 13-19.2: Meadowvale ~~Business Park~~ Office Node Employment Area Restricted Areas:

- a. adult entertainment establishments;
- b. animal boarding establishments which may include outdoor facilities;
- c. body rub establishments;
- d. ~~cardlock~~ truck fuel dispensing;
- e. Motor Vehicle Commercial uses;
- f. motor vehicle rental facilities;
- g. outdoor storage and display areas related to a permitted use;
- h. self storage facilities;
- i. transportation facilities;
- j. trucking terminals; and
- k. *waste processing station* or *waste transfer stations* and composting facilities.

13.4.5.2.2 ~~15.4.2.2~~ Outdoor storage adjacent to Provincial Highway 401, an Arterial street ~~Corridor~~, park, Greenlands or residential area will not be permitted.



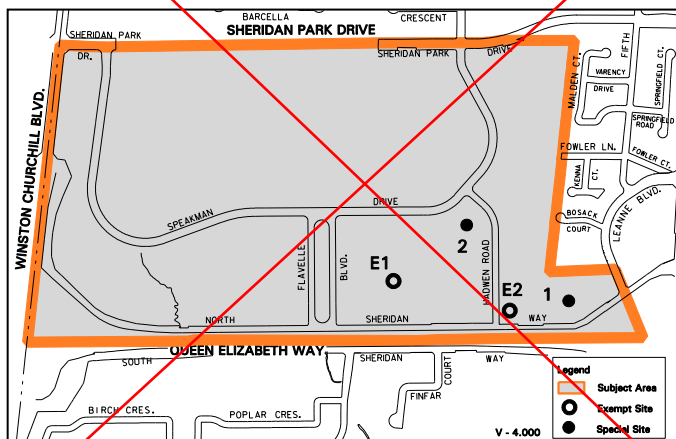
Map 15.4.1-13-19.2: Meadowvale Business Park Office Node Employment Area Restricted Areas

Moved to Chapter 16 15.4.3 Special Site Policies

Moved to Chapter 16 15.4.4 Exempt Site Policies

13.4.6 Sheridan Park

~~15.5 Sheridan Park~~



~~Map 15-5-13-20: Sheridan Park Corporate Centre Office Node Employment Area Character Area~~

13.4.6.1 ~~15.5.1~~ Context



~~The Sheridan Park Office Node Employment Area Corporate Centre Character Area (Sheridan Park) is one of the City's four Corporate Centres. It~~ was originally developed as a research park in the 1960's, and retains much of the characteristics of an industrial development of that era.

The objectives of the policies are to reinforce and grow Sheridan Park as a unique science and technology park; facilitate the growth and evolution of the existing businesses; encourage the development of vacant and under-utilized sites and the full occupancy of buildings; and, encourage complementary accessory uses that support businesses and provide amenities for employees.

Additional objectives of the policies are to protect and enhance the natural areas and other open spaces, and to ensure that private landscaped open spaces contribute to an interconnected green space network and an attractive setting for development. Sheridan Park also contains significant natural areas, including the headwaters of the Sheridan Creek and large woodlots.

Sheridan Creek is a 1 035 ha watershed that drains into Rattray Marsh and Lake Ontario. Rattray Marsh is designated as an Environmentally Significant Area, Provincially *Significant Wetland* and *Significant Area of Natural and Scientific Interest*. It represents one of the last remaining baymouth bar coastal wetlands on the western end of Lake Ontario. There are opportunities to

restore and create unique natural features that were lost when the Sheridan Creek Watershed became urbanized, without compromising the economic value of the land.

13.4.6.2 ~~15.5.2~~ Urban Design Policies

Community Identity and Design

13.4.6.2.1 ~~15.5.2.1~~ A business park within a natural setting creates the identity of Sheridan Park Office Node Employment Area Corporate Centre that distinguishes it from other office parks. The campus like setting is achieved by a combination of public and private open spaces of various sizes, forms and functions. To achieve the City's urban design objectives for Sheridan Park Office Node Employment Area Corporate Centre, development proposals should address the following:

- a. the appropriate balance of revitalization and intensification to ensure that public and private open spaces are prominent features;
- b. building forms that are sensitive to the existing character;
- c. the location and orientation of buildings to form clearly defined frontages and entry points facing onto public streets;
- d. a well-connected pedestrian/bicycle network that links developments to the overall City network;
- e. the layout, design and screening for parking, loading and service areas to minimize the visual impact on the public streets;
- f. the natural features will be protected from development and promoted as amenities for employees and the broader community; and
- g. a *Streetscape* Master Plan will be prepared to coordinate street tree planting and right-of-way design.

Buildings and Landscape

13.4.6.2.2 ~~15.5.2.2~~ To achieve and enhance the campus like setting, the following design guidelines will be used to evaluate development proposals:

- a. buildings should be set back from streets to maintain generous landscaped areas in the front and to preserve vistas to the building entrances by strategically located landscape elements;
- b. main entrances will be located facing the street frontage with highly transparent windows to engage the landscape and public realm around the building;
- c. the preservation and integration of Natural Heritage Systems and their ecological functions will be achieved by minimizing alterations to the existing topography, natural drainage patterns and vegetation;
- d. landscape design should incorporate the following:
 - *stormwater best management practices*;

- native plants with low maintenance requirements;
 - a consistent pattern of trees lining the streets to unite the elements of the open space system and refresh the green identity within Sheridan Park [Office Node Employment Area Corporate Centre](#);
 - interconnecting and barrier-free pedestrian pathways, open spaces between buildings, and wayfinding features;
 - well-defined vehicular routes with proper signage;
 - accessible outdoor amenity spaces with comfortable microclimates and a proper balance of sun and shade year round provided by structural shelters and/or planting; and
 - clear visual and spatial identification of publicly accessible areas on private lands.
- a. large expanses of surface parking will be softened by landscaped islands with canopy trees;
 - b. an identifiable street edge will be encouraged on lands visible from Winston Churchill Boulevard and the Queen Elizabeth Way;
 - c. a high standard of building materials will be used for the architectural treatment of all facades; and
 - d. buildings will be oriented and designed with best [practices practises](#) of green architecture to provide a higher level of comfort and minimize energy consumption.

13.4.6.3 15.5.3 Environmental Areas

13.4.6.3.1 ~~15.5.3.1~~ The City and Credit Valley Conservation will work collaboratively to develop a Master Drainage Plan for all, or portions of Sheridan Park [Office Node Employment Area Corporate Centre](#) and the Sheridan Creek *sub-watershed*, to explore opportunities to mitigate flood hazards, flood risks, erosion and/or impacts to water quality, and may identify additional lands as Greenlands. An official plan amendment would be required for the redesignation of lands as determined by the Master Plan.

13.4.6.4 ~~15.5.4~~ Land Use

~~15.5.4.1~~ Business Employment

13.4.6.4.1 ~~15.5.4.1.2~~ Notwithstanding the Business Employment policies of this Plan, lands designated Business Employment will only be used for the following uses:

- a. scientific and engineering research and development facilities, including: laboratories, pilot plants and prototype production facilities;
- b. education and training facilities and post-secondary education facilities, but excluding a public school or private school used for elementary or secondary level education and training;
- c. data processing centres;
- d. engineering and professional design services;

- e. major offices and *secondary offices*;
- f. broadcasting, communication and information technology facilities; and
- g. commercial and manufacturing accessory uses.

13.4.6.4.2 ~~15.5.4.1.3~~ Accessory uses will be a maximum of 15 percent of the total Gross Floor Area and limited to commercial, daycare and manufacturing activities within enclosed buildings. Manufacturing uses accessory to a scientific and engineering research and development facility within enclosed buildings will be a maximum of 30 percent of total Gross Floor Area.

13.4.6.4.3 ~~15.5.4.1.4~~ A freestanding building with commercial uses intended to serve the employees in the Sheridan Park Office Node Employment Area Corporate Centre Character Area will be permitted, the location of which is to be determined. An official plan amendment will be required for the redesignation of lands to accommodate commercial uses. Major retail uses will not be permitted.

13.4.6.4.4 ~~15.5.4.1.5~~ Development will be subject to the following policies:

- a. operations must be carried out within enclosed buildings and structures; and
- b. private landowners will be encouraged to provide opportunities for active and passive forms of outdoor recreation.

13.4.6.5 ~~15.5.5~~ Transportation Policies

13.4.6.5.1 ~~15.5.5.1~~ Development along Queen Elizabeth Way may be impacted by planned improvements to the highway by the Ministry of Transportation, including a potential realignment of North Sheridan Way.

13.4.6.5.2 ~~15.5.5.2~~ Where it is not feasible to construct a sidewalk or multi-use trail on municipal property, private/public partnerships will be promoted to create internal pedestrian and cycling connections.

13.4.6.5.3 ~~15.5.5.3~~ Linkages across Greenlands are encouraged to create connections within Sheridan Park Office Node Employment Area Corporate Centre, with specific focus on north-south connections from Speakman Drive to the extension of Sheridan Park Drive and to transit routes.

13.4.6.5.4 ~~15.5.5.4~~ Speakman Drive will be identified as a Secondary Cycling Route, as defined in the Cycling Master Plan.

Moved to Chapter 16 ~~15.5.6 Special Site Policies~~

Moved to Chapter 16 ~~15.5.7 Exempt Site Policies~~

14 ~~16~~ Neighbourhoods

EDIT GUIDE:

Black – no change to text;

Red – deleted text;

Blue – new text

NOTE:

Peach highlight – under appeal

~~16.1~~ Introduction

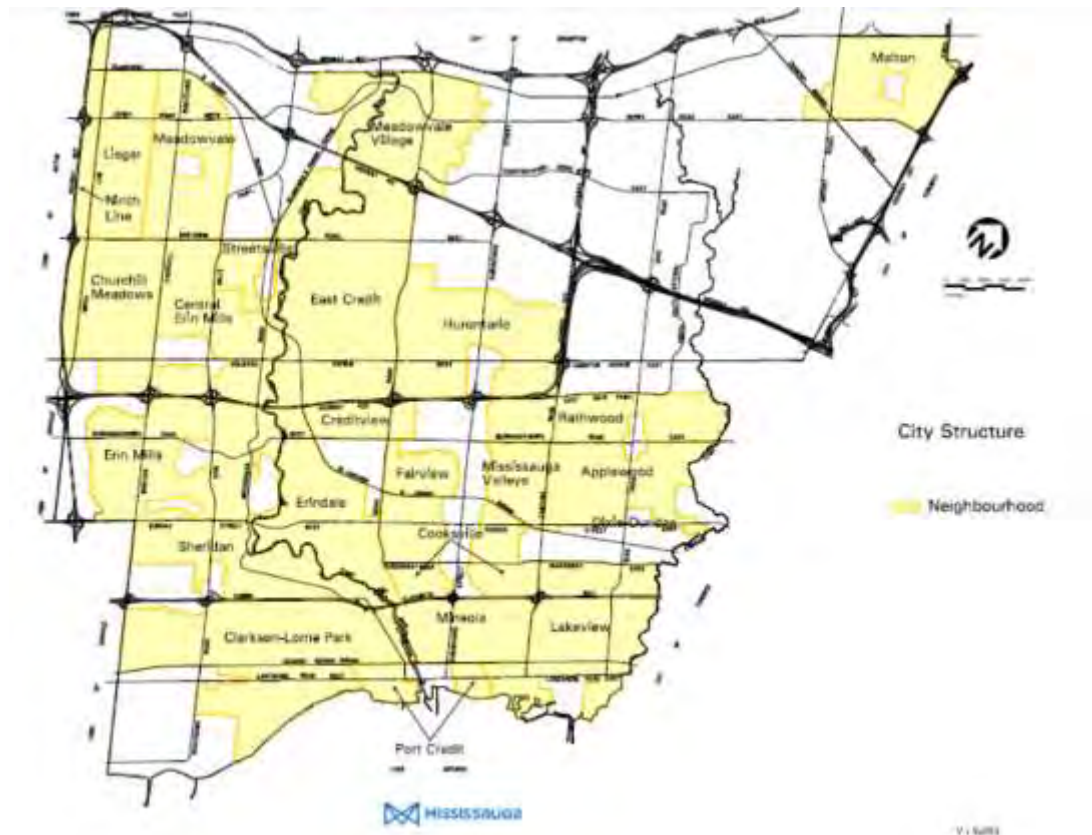
~~There are 23 Neighbourhood Character Areas in Mississauga:~~ Mississauga is home to diverse neighbourhoods where the majority of residents live, learn and play. The city's neighbourhoods accommodate a variety of building types, forms and uses that support complete communities.

Mississauga's neighbourhoods are predominantly low in scale with the majority of their built form in the low-rise category. There are, however, many areas with thriving high-rise apartment communities within these neighbourhoods. The policies of this Plan acknowledge the existing neighbourhood built form and encourage the creation of a variety of other forms that support the growing need for affordable and accessible housing options.

Mississauga's neighbourhoods will continue to develop in a manner that protects and promotes residential-compatible and supportive uses such as small scale retail. These uses are important to provide much needed services such as access to healthy food, healthcare support and other community spaces within walking distances. The provision of such uses within neighbourhoods supports the city's efforts towards equity, resilience and food security.

Mississauga's neighbourhoods are:

- Applewood;
- Central Erin Mills;
- Churchill Meadows;
- Clarkson-Lorne Park;
- Cooksville;
- Creditview
- East Credit;
- Erindale;
- Erin Mills;
- Fairview;
- Hurontario;
- Lakeview;
- Lisgar;
- Malton;
- Meadowvale;
- Meadowvale Village;
- Mineola;
- Mississauga Valleys;
- Ninth Line
- Port Credit;
- Rathwood;
- Sheridan; and
- Streetsville.



This section identifies the modifications to the General Land Use designations in Chapter 10 that apply to all Neighbourhoods.

14.1-16.1.1 General

14.1.1 ~~16.1.1.1~~ For lands within a Neighbourhood, a maximum building height as prescribed by the applicable Land Use Designation ~~of four storeys~~ will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.

14.1.2 Lands within a Neighbourhood that are located in a protected *Major Transit Station Area* are subject to height and land use provisions as prescribed by the applicable protected *Major Transit Station Area* policies and as shown in the applicable protected *Major Transit Station Area* Schedule.

14.1.3 For lands within a Neighbourhood that are not subject to a Residential Land Use Designation, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.

14.1.4 The City will support the provision of a full range of housing options, built forms and compatible uses within neighbourhoods that:

- a- Ensure housing forms are generally within the low-rise scale unless otherwise permitted by the Character Area policies.
- b- Promote a variety of residential built forms and arrangements that respond to the needs of the City's current and future residents and that prioritizes affordable and barrier free units.
- c- Direct neighbourhood-appropriate higher density uses to locate within existing apartment sites and commercial centres, along Neighbourhood Arterials or as directed by the Character Area policies.
- d- Ensure development provides appropriate transitions in height, built form and density to the surrounding lands.
- e- Protect existing local services that support complete communities, including compatible small scale retail, in accordance with permitted uses in this Plan and in the Zoning bylaw.

~~16.1.1.2 Proposals for heights more than four 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:~~

- ~~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.~~

14.1.5 ~~5.3.5.1~~ Neighbourhoods will not be the focus for major intensification and should be regarded as stable residential areas where the existing character general building scale and lot fabric ~~fabrie are is~~ to be maintained preserved.

14.1.6 ~~5.3.5.5~~ Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.

14.1.7 ~~5.3.5.6~~ Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

14.1.8 ~~5.4.4~~ Development ~~on Corridors~~ along Neighbourhood Arterials and Region of Peel Arterials adjacent to Neighbourhoods should be compact, mixed use, and transit

friendly and appropriate to the context of the surrounding Neighbourhood ~~and Employment Area~~.

14.1.9 ~~5.4.6~~ Land use and design policies ~~and the delineation of Corridors~~ for areas along Neighbourhood Arterials, select Major Collectors and Region of Peel Arterials ~~boundaries~~ will be determined through local area reviews.

14.1.10 ~~5.4.10~~ Local area reviews will consider the appropriateness of transit supportive uses for areas along Neighbourhood Arterials, select Major Collectors and Region of Peel Arterials and at their intersections ~~the intersection of two Corridors~~. Local area policies may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.

14.1.11 ~~16.7.2.1~~ Owners/developers will be encouraged to advise all prospective purchasers or tenants occupying new residential units within the 600 metre influence area of a chemical plant located on Mavis Road, south of Burnhamthorpe Road West, of the possibility of adverse odour emissions. (map to be inserted)

14.2 Mixed Use

14.2.1 ~~5.3.5.2~~ Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.

14.2.2 ~~5.3.5.4~~ Redevelopment of Mixed Use sites that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained after redevelopment.

14.2.3 Within Neighbourhood Character Areas, development of Mixed Use sites that are over 1 ha in size will:

- a. ensure a significant concentration and range of retail and service commercial uses that meet the needs of the local population is maintained;
- b. include a mix of low and mid-rise buildings with maximum heights not exceeding eight storeys, subject to buildings not being greater in height than the width of the closest street that they front onto;
- c. explore opportunities for new public roads and connections;
- d. provide for appropriate massing and transition to surrounding context;
- e. ensure newly created blocks maximize connectivity, walkability and internal permeability. Block perimeters will generally not exceed 520 m;
- f. include a variety of unit sizes and tenures to accommodate a range of households;

- g. explore opportunities for energy conservation through design and the use of renewable energy sources. and
- h. adhere to urban form and design policies of this Plan and the City's Green Design Guidelines;

14.3 ~~16.1.2~~ Residential

14.3.1 ~~6.1.2.1~~ To ~~maintain~~ preserve the ~~character~~ planned context of lands designated Residential Low ~~Density-Rise I~~ and Residential Low ~~Density II~~, the minimum frontage and area of new lots will be evaluated in the context of the existing lot pattern in the surrounding area.

14.3.2 ~~16.1.2.2~~ Low-rise apartment dwellings permitted under ~~Where~~ the Low Rise II ~~Medium-Density~~ policies of this Plan ~~permit low-rise apartment dwellings, they~~ will be encouraged to locate along Neighbourhood Arterials ~~on Corridors~~.

14.3.3 ~~16.1.2.3~~ Existing detached and semi-detached dwellings on lands designated Residential Low Rise II ~~Medium-Density~~ are deemed to conform to the Residential Low Rise II ~~Medium-Density~~ designation and policies of this Plan.

~~14.3.4 16.1.2.4 Proposals for additional development on lands with existing apartment buildings will recognize and provide appropriate transition to adjacent low density residential uses.~~

14.3.5 ~~16.2.3.1~~ For New development located within ~~Medium~~ Mid and High ~~Density Rise~~ designated areas and on lands not within a protected *Major Transit Station Area* ~~new development will should~~ not exceed the height of any existing buildings on the property, and ~~will should~~ be further limited in height so as to form a gradual transition in massing when located adjacent to lands designated ~~Residential Low Density I and II~~ low-rise.

14.3.6 ~~16.5.1.4~~ For development of principal dwellings on lots within the Low Rise 1 designation ~~all detached dwellings on lands identified in the Site Plan Control By-law,~~ the following will apply:

- a. ~~preserve and enhance the generous~~ maintain similar size and configuration of lots including front, rear and side yard setbacks that are compatible with what is found on adjacent lots;
- b. ~~ensure that existing~~ maintain similar grades and drainage conditions ~~are preserved~~ on the lot;
- c. maintain patterns of streets, blocks and lanes, parks and public building sites;
- d. encourage new housing to ~~fit the~~ have similar height, mass and scale of buildings found in the surrounding area, and to ~~take advantage of the~~ carefully incorporate existing features of a particular site, i.e. topography, contours, mature vegetation;

- e. garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property;
- f. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;
- g. encourage the reuse existing building materials and/or foundations as well as sustainable building materials.
- ~~h. 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;~~
- i. maximizing contiguous soft landscaping within front and rear yard setbacks that is supportive of maintaining and expanding the urban tree canopy ~~reduce the hard surface areas in the front yard;~~
- j. preserve and enhance the existing tree canopy and protect mature high quality trees ~~to maintain the existing mature nature of these areas;~~ and
- k. ~~house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged~~ discourage the use of standard, repeat designs ~~is strongly discouraged.;~~ and
- ~~l. the building mass, side yards and rear yards should respect and relate to those of adjacent lots~~

14.3.8 Development in areas designated High Rise will contribute to the quality of life by:

- a) locating and massing new buildings to provide a transition between areas of different development intensities and scales, in accordance with the policies and requirements of this Plan, and by using means such as angular planes, separation distances, providing setbacks from, and/or a stepping down of heights towards, lower-scale areas;
- b) locating and massing new buildings to limit shadow impacts on adjacent lower-scale properties, particularly during the spring and fall equinoxes;
- c) locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- f) providing indoor and outdoor amenity areas for building residents in every multi-unit residential development;
- g) providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and
- h) providing buildings that conform to the principles of universal design, and contain units that are accessible or adaptable for persons with physical disabilities.

14.4 ~~16.1.3~~ Office

14.4.1 ~~16.1.3.1~~ Notwithstanding the Office policies of this Plan, the following use will not be permitted:

- a. Major office.

~~16.1.3.2 Notwithstanding the office policies of this Plan, the maximum floor space index (FSI) for secondary office is 0.5.~~

14.5 ~~16.1.4~~ Institutional

14.5.1 ~~16.1.4.1~~ The Institutional designation will not be permitted, except for lands designated Institutional at the time this Plan comes into effect.

14.6 ~~16.1.5~~ Business Employment

14.6.1 ~~16.1.5.1~~ The Business Employment designation will not be permitted, except for lands designated Business Employment at the time this Plan comes into effect.

14.6.2 ~~16.1.5.2~~ Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:

- a. adult entertainment establishments;
- b. animal boarding establishment;
- c. bodyrub establishment;
- d. ~~cardlock~~ truck fuel dispensing;
- e. motor vehicle body repair facility;
- f. Motor Vehicle Commercial;
- g. outdoor storage and display areas related to a permitted manufacturing use;
- h. transportation facilities;
- i. trucking terminals;
- j. self storage facilities; and
- k. *waste processing stations* or *waste transfer stations* and composting facilities.

14.7 ~~16.1.6~~ Industrial

14.7.1 ~~16.1.6.1~~ The Industrial designation will not be permitted.

The following sections identify policies applicable to each Neighbourhood area. Some Neighbourhoods have more specific policies than others as a result of recent studies or specific characteristics such as Heritage Designation.

14.2-16.1 Applewood

14.2.1 16.2.1 Context

Applewood is a mature ~~and well-established~~ neighbourhood with a mix of detached, semi-detached, townhouse and apartment dwellings. Apartments are predominantly located along ~~Neighbourhood~~ ~~a~~Arterials and ~~m~~Major ~~Collectors~~ roads and are an important piece of the overall housing stock. ~~Apartments should be retained to provide housing options for varying lifestyle and economic needs.~~ Retail and service uses are dispersed throughout the neighbourhood.

Neighbourhood ~~Arterials~~ roads such as Burnhamthorpe Road, Dixie Road, Cawthra Road, and Dundas Street East and major collectors ~~roads~~ like Bloor Street and Tomken Road ~~are will be~~ the focus of future height appropriate ~~low-rise and~~ mid-rise mixed use development. ~~Dundas Street is an Intensification Corridor where higher densities and a greater mix of uses are encouraged to support higher order transit. New retail, service and office uses, and higher density infill residential will be directed to these streets to reinforce a sense of place and create a complete, healthy community. New development within the neighbourhood will respect the existing lotting and street pattern, height, scale and building typology.~~

~~16.2.2.2~~ Dundas Street East is a higher-order transit corridor that crosses through a number of protected *Major Transit Station Areas*. Lands along and adjacent to Dundas Street East have the potential to accommodate future growth within mixed use development, providing a range of housing types and affordability options. Emphasis on connectivity and multi-modal access along the corridor will be integrated with appropriate built form and an enhanced parks and open space system, as per the Dundas Corridor policies of this Plan.

~~Streetscape improvements for portions of Cawthra Road and Dixie Road are encouraged to enhance the pedestrian realm. This may be achieved through landscaping, wider sidewalks, street trees, and/or multi-use trails.~~

~~A well-developed open space system weaves throughout the neighbourhood providing important pedestrian connections and gathering spaces. The existing parks and natural heritage features are of great importance and can be enhanced through additional community programming and site improvements that benefit people of all ages and abilities.~~

16.2.1 Urban Design Policies

Bloor Street

~~16.2.2.1 East of Dixie Road, development consists primarily of high density residential uses, with some mixed uses. The following policies apply to development or infilling of this segment of the street to encourage an improved pedestrian environment:~~

- ~~a. High density residential development should relate to the street, with buildings sited to minimize setbacks from Bloor Street. Efforts to develop a continuous street frontage through the construction of ground related podium structures (not including above ground parking structures), intensive landscaping at the street edge, and the orientation of buildings parallel to the street are encouraged; and~~
- ~~b. The mixed use properties on Bloor Street should have a stronger relationship to Bloor Street, with the main entrances of the buildings oriented towards Bloor Street and at least half of the linear frontage occupied by built form, wherever possible.~~

Dundas Street East

~~16.2.2.2 Moved to 14.2.1.~~

~~16.2.2.3 In high density residential development, efforts to develop a continuous street frontage through the orientation of buildings parallel to the street and the placement of significant building mass adjacent to the street edge are encouraged. Where this is not possible, the construction ground related podium structures (not including above ground parking structures) and intensive landscaping at the street edge, may be considered.~~

~~16.2.2.4 Pedestrian activity on lands designated Mixed Use at the northwest corner of Dundas Street East and Dixie Road should be encouraged by:~~

- ~~a. minimizing building setbacks and the amount of parking between the front façade of buildings and the street;~~
- ~~b. orienting buildings parallel to the street with a significant portion of the building mass located along the street frontage; and~~
- ~~c. providing a continuous landscape area between the front wall of buildings and the street.~~

16.2.2 Land Use

~~16.2.3.1 Moved to 14.3.5~~

~~16.2.3.2 Lands designated Residential Low Density II will not permit the following uses:~~

~~a. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.~~

~~16.2.3.3 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.~~

~~16.2.4 Special Site Policies~~

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

~~16.2.4.1 Site 1 – Moved to Chapter 16~~

~~16.2.4.2 Site 2 – Moved to Chapter 16~~

~~16.2.4.3 Site 3 – Moved to Chapter 16~~

~~16.2.4.4 Site 4 – Moved to Chapter 16~~

~~16.2.4.5 Site 5~~

~~16.2.4.6 Site 6~~

~~16.2.4.7 Site 7~~

~~16.2.4.8 Site 8 – Moved to Chapter 16~~

~~16.2.4.9 Site 9~~

~~16.2.4.10 Site 10~~

~~16.2.4.11 Site 11 – Moved to Chapter 16~~

~~16.2.4.12 Site 12 – Moved to Chapter 16~~

~~16.2.4 Exempt Site Policies~~

~~16.2.4.1 Site 1~~

~~16.2.4.2 Site 2~~

14.3 ~~16.3~~ Central Erin Mills

~~16.3.1~~ Special Site Policies

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

~~16.3.1.1~~ Site 1

~~16.3.1.2~~ Site 2 – Moved to Chapter 16

14.4 ~~16.3~~ Churchill Meadows

14.4.1 ~~16.4.1~~ Designated Greenfield Area Policies

~~There are some lands in the Churchill Meadows Neighbourhood Area identified on Map 16.4.1 as a designated greenfield area pursuant to the Growth Plan for the Greater Golden Horseshoe.~~

~~16.4.1.1 The designated greenfield area will be planned to achieve a minimum density of 77 residents and jobs combined per hectare, excluding permitted environmental take-outs.~~

~~16.4.2~~ Urban Design Policies

~~16.4.2.1~~ Community Design

~~16.4.2.1.1 For the purpose of these policies, Churchill Meadows is composed of five residential Precincts, as identified on Map 16.4.2. The Community Design policies must be read in conjunction with the Land Use policies and all other Urban Design policies including the *Neighbourhood Concept Plan Principles and Urban Design Guidelines*, July 1997.~~

~~16.4.2.2~~ Community Focus

~~—————~~ (Precinct 1)

~~16.4.2.2.1 The lands surrounding the intersection of Thomas Street and Tenth Line West will form a community focus for the city through the development of a retail commercial facility and Residential High Density development. The form of development is to allow for transition of conventional dwellings to mixed uses with store fronts addressing mainstreets to achieve an urban character with a pedestrian friendly environment:~~

- ~~a. Buildings on Residential Low Density II and Residential Medium Density lands located north and south of Thomas Street, fronting onto the east and west sides of Tenth Line West, should have built forms located close to the street edge. While buildings may be developed as residential units, mixed commercial/residential "live/work" units will be permitted subject to: parking facilities being provided and designed in a manner that is compatible with the mainstreet character of the area; incorporation of measures such as landscape space, planters or tree grates; or other elements which reinforce the urban street wall;~~
- ~~b. Building heights for Residential High Density lands located to the east and south of the Mixed Use designation will be limited to a range of five to eight storeys. Buildings located at the intersection of Tenth Line West and Thomas Street will~~

~~be a minimum of two storeys and a maximum of five storeys. Building heights for Residential High Density lands located on the west side of Tenth Line West, south of Thomas Street will be a minimum of three storeys together with end units of a block development having a minimum building height of two storeys;~~

- ~~c. Development of the retail commercial sites should discourage parking and loading areas at the intersection of two streets in favour of built form; and~~
- ~~d. The two Residential High Density sites west of the intersection of Thomas Street and Winston Churchill Boulevard will generally be limited to a range of five to eight storeys in height. This development will represent the secondary community gateway; therefore, buildings at the higher end of the height range will be encouraged.~~

~~16.4.2.3 Winston Churchill Boulevard Linkage (Precinct 2)~~

~~16.4.2.3.1 This area relates to the development of the lands on the west side of Winston Churchill Boulevard between Precinct 1 and 3. Built form within this linkage area should step down in height from the two community gateway nodes at either end of this Precinct. In addition, the goal of this area is to provide a coordinated built form image linking two Precincts:~~

- ~~a. Residential development should avoid reversed frontage lots abutting Winston Churchill Boulevard; and~~
- ~~b. Built form should frame the streetline with a consistent streetscape along Winston Churchill Boulevard.~~

~~16.4.2.4 Primary Community Gateway (Precinct 3)~~

~~16.4.2.4.1 This area, located at the intersection of Winston Churchill Boulevard and Eglinton Avenue West, has Residential High Density designations:~~

- ~~a. Building heights for the Residential High Density designation will generally be limited to a range of five to eight storeys with the greatest heights to occur at the intersection of two streets;~~
- ~~b. Open space/pedestrian corridors from these developments to the proposed transit terminal will be encouraged. In support of this objective, evaluations of microclimatic conditions may be required in the review of development applications in this Precinct;~~
- ~~c. At full development these parcels of land should provide continuity in built form and landscape themes with the Residential High Density lands on the east side of Winston Churchill Boulevard.~~

~~16.4.2.5 Eglinton Avenue Linkage
(Precinct 4)~~

~~16.4.2.5.1 This area is located on the north and south sides of Eglinton Avenue West between Precinct 3 and 5. The goal of this area is to provide a coordinated built form image linking two Precincts while having regard for the integration and significance of the retained woodlands west of Tenth Line West:~~

- ~~a. The landscape treatment for development parcels adjacent to the retained woodlands should be in the form of naturalized character to integrate development with these open spaces. In addition, the built form along Eglinton Avenue West is to be sympathetic in height and scale to the retained woodlands/space, wherever possible;~~
- ~~b. The commercial facility is to avoid, wherever possible, parking and loading areas abutting Eglinton Avenue West and Tenth Line West, in favour of built form. The preferred character is to create continuous landscape areas between the building and the streetline;~~
- ~~c. The height of buildings are to step down from the Primary Community Gateway Precinct;~~
- ~~d. Buildings on Residential Medium Density lands fronting onto the north and south sides of Eglinton Avenue West should have built forms located close to the street edge. Residential development should front Eglinton Avenue West and be served by rear lane access to units. While buildings may be developed as residential units, mixed commercial/residential "live/work" units will be permitted subject to parking facilities being provided and designed in a manner that is compatible with the mainstreet character of the area; incorporation of measures such as landscape space, planters or tree grates; or other elements that reinforce the urban street wall.~~

~~16.4.2.6 City Entry Point
(Precinct 5)~~

~~16.4.2.6.1 This area represents an entry point into the city and, therefore, will promote built form of high architectural and landscaping standards:~~

- ~~a. Strong built form along the street frontage with massing emphasis at corners; thus discouraging parking and loading areas at the streetlines; and~~
- ~~b. Landscape treatments at corners and extending along Eglinton Avenue West should generally be complementary on either side of the street.~~

~~16.4.2.7 General~~

~~16.4.2.7.1 The retention/preservation of woodlands, wherever possible, will be a priority in establishing a community identity for the Character Area.~~

~~16.4.2.7.2 Buildings located on lands designated Residential Medium Density, adjacent to detached or semi-detached dwellings, will be subject to a two-storey height restriction. Others will be subject to a maximum four-storey height restriction.~~

~~16.4.3 Land Use~~

~~16.4.3.1 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.~~

~~14.3.1.1~~ ~~16.4.3.2~~ Lands designated Residential High Density Rise will also permit townhouse dwellings.

~~16.4.4 Transportation~~

~~16.4.4.1 Notwithstanding the policies of this Plan, the following policies will apply:~~

- ~~a. where feasible, the alignment of individual roads will recognize the need to preserve natural features, including woodland edges and hedgerows. Detailed road design will include mitigating and rehabilitation measures to address any disturbance of these features;~~
- ~~b. Mississauga will be pursuing other possible opportunities for improving Provincial Highway access to Churchill Meadows. A further detailed study will be required, involving the approval of appropriate agencies, to determine the feasibility and timing of these improvements;~~
- ~~c. direct access will be permitted on Major Collectors, with 30 m rights of way, for uses other than residential detached, semi-detached, or street townhouses. The access location will require the approval of the Transportation and Works Department;~~
- ~~d. during the review of development applications, consideration may be given to reducing the right-of-way widths of minor collector roads according to the guidelines established in the *Neighbourhood Concept Plan Principles and Urban Design Guidelines*. Any such consideration would require a detailed analysis of the municipal servicing, utility and planting constraints within the right of way, to ensure that adequate *corridors* are maintained to the satisfaction of the City, Region and the Public Utilities Co-ordinating Committee; and~~
- ~~e. guidelines regarding the treatment of Buffer Roads and Public Lanes are established in the *Neighbourhood Concept Plan Principles and Urban Design Guidelines*. Buffer Roads will have a right-of-way width of 17 m in direct frontage situations, and consideration will be given to reducing this right of way width to 15 m where there is no direct frontage. Public Lanes will have a minimum right of way width of eight metres.~~

16.4.5 — Physical Services and Utilities

- ~~a. The area comprises two drainage systems: the Credit River and the Sixteen Mile Creek watersheds. This Plan will be subject to drainage plans for the two watersheds. Before being permitted to proceed, all new development will have adequate storm drainage facilities which conform to the requirements of the relevant drainage plans;~~
- ~~b. Applicants for development of lands which drain to the Region of Halton will be required to obtain approval from Conservation Halton for the design, installation and maintenance of the storm drainage works required in the Sixteen Mile Creek watershed area;~~
- ~~c. All proposed drainage works are to be compatible with the Provincial Government plans for the future extension of Provincial Highway 407 from Provincial Highway 403 to Provincial Highway 401;~~
- ~~d. An Environmental Assessment Report, satisfactory to the City, Provincial Government, and other public agencies, will be prepared in support of proposed drainage works which are subject to the *Environmental Assessment Act*;~~
- ~~e. All development within Churchill Meadows will be in accordance with the Sawmill Creek Sub-watershed Plan, the Sixteen Mile Creek Master Drainage Plan and the Lisgar Region Water Quality Study;~~
- ~~f. Additional off-site lands associated with the construction of the stormwater management facilities recommended by the Sawmill Creek Sub-watershed Study may be needed; and~~
- ~~g. Stormwater management facilities are located on the west side of Ninth Line, to accommodate post-development runoff from those portions of Churchill Meadows drained by the Sixteen Mile Creek.~~

16.4.6 — Implementation

~~Mississauga has the option of requiring the developers to enter into mandatory cost sharing agreements to ensure that the lands required for public purposes are available at the appropriate time.~~

16.4.7 — Special Site Policies

~~There are sites within Churchill Meadows that merit special attention and are subject to the following policies:~~

16.4.7.1 — Site 1

16.4.7.2 — Site 2

~~16.4.7.3 — Site 3~~

~~16.4.7.4 — Site 4 – Moved to Chapter 16~~

~~14.5-16.5~~ Clarkson-Lorne Park

~~14.5.1-16.5.1~~ Urban Design Policies

~~Community Identity and Focus~~

~~16.5.1.1 Developments should be compatible with and enhance the character of Clarkson-Lorne Park as a diverse established community by integrating with the surrounding area.~~

~~16.5.1.2 Development should be designed to reflect and enhance the Clarkson Village Mixed Use area *streetscape*.~~

~~16.5.1.3 The Clarkson Node, will be the focus of activity for the Character Area, combining residential uses, cultural activities, shopping, dining, commerce and recreation.~~

~~Infill Housing~~

~~16.5.1.4 For development of all detached dwellings on lands identified in the Site Plan Control By-law, the following 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 area, 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; and~~
- ~~j. the building mass, side yards and rear yards should respect and relate to those of adjacent lots.~~

~~16.5.2 — Land Use~~

~~16.5.2.1 Notwithstanding the Residential Low Density policies of this Plan, the Residential Low Density designation permits only detached dwellings.~~

~~16.5.2.2 Notwithstanding the Residential Low Density II policies of this Plan, the Residential Low Density II designation permits:~~

- ~~a. only detached dwellings for the area east of Southdown Road; and~~
- ~~b. only detached, semi-detached and duplex dwellings for the area west of Southdown Road.~~

~~16.5.2.3 Notwithstanding the Residential low Density II policies of this Plan, for the area west of Southdown Road, any lot occupied by a detached dwelling prior to May 6, 2003 will only be developed for a detached dwelling.~~

~~16.5.2.4 Notwithstanding the Residential Medium Density policies of this Plan, the Residential Medium Density designation permits only townhouses.~~

~~14.5.1.1–16.5.2.5~~ Notwithstanding the provisions of the Mixed Use policies of this Plan, motor vehicle sales and rentals will not be permitted.

~~16.5.3 — Natural Heritage System~~

~~16.5.3.1 Notwithstanding the Natural Heritage System policies of this Plan concerning residential woodlands, sites with mature trees will be subject to a review of a tree preservation plan prior to consideration of proposed development.~~

~~16.5.4 — Transportation~~

~~16.5.4.1 No major changes to Clarkson Road, Truscott Drive, Lorne Park Road, and Indian Road will be undertaken except minor channelization, reconstruction, bus bay construction, and improvements of a similar nature.~~

~~16.5.4.2 Notwithstanding the classification of Clarkson Road, Lorne Park Road, Indian Road and Mississauga Road, these roads will be limited to no more than two through lanes.~~

~~16.5.4.3 No approvals for development on the south side of South Sheridan Way, west of Southdown Road, will be given until the proponent has submitted an acceptable traffic impact study to the satisfaction of the City.~~

~~16.5.4.4 Mississauga will also encourage and promote better utilization of the existing parking inventory within the Clarkson Village Mixed Use area through discussions with the members of the Clarkson Village Business Improvement Area.~~

~~16.5.5 — Special Site Policies~~

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

~~16.5.5.1 — Site 1 — Moved to Chapter 16~~

~~16.5.5.2 — Site 2~~

~~16.5.5.3 — Site 3~~

~~16.5.5.4 — Site 4~~

~~16.5.5.5 — Site 5~~

~~16.5.5.6 — Site 6~~

~~16.5.5.7 — Site 7~~

~~16.5.5.8 — Site 8~~

~~16.5.5.9 — Site 9~~

~~16.5.5.10 — Site 10~~

~~16.5.6 — Exempt Site Policies~~

~~16.5.6.1 — Site 1~~

~~16.5.6.2 — Site 2 — Moved to Chapter 16~~

14.6 ~~16.6~~ Cooksville

~~16.6.1~~ Land Use

~~16.6.1.1 The Residential Low Density I designation, for the area bounded by the Queensway West, Hurontario Street, the Queen Elizabeth Way and Stavebank Road, permits only detached dwellings.~~

~~16.6.1.2 Lands designated Residential Medium Density will also permit low rise apartment dwellings.~~

~~16.6.1.3 For lands designated Residential High Density a maximum building height of eight storeys is permitted unless otherwise specified in the Urban Design policies of this Plan.~~

~~16.6.1.4 Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted:~~

~~a. secondary office; and~~

~~b. outdoor storage and display areas related to the secondary office uses.~~

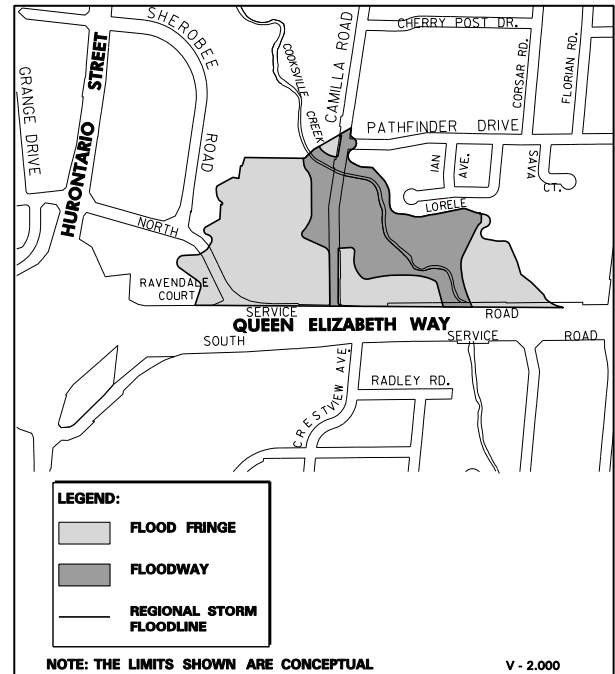
~~16.6.2~~ Urban Design

~~16.6.2.1 Sites fronting on Dundas Street and Hurontario Street, immediately outside of the Character Area, should serve as transitional areas to the Character Areas, where a greater intensity of mixed use development should occur.~~

14.6.1 ~~16.6.3~~ Environmental Planning Area Policies

14.6.1.1 ~~16.6.3.1~~ The lands within the Cooksville Creek floodplain shown 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 Cooksville Neighbourhood, is generally located east 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.

14.6.1.2 ~~16.6.3.2~~ Notwithstanding the Natural Hazards policies of this Plan, the following policies will apply to those lands within the regulatory floodplain:



Map 16-6.1: Cooksville Creek Floodplain Management Concept

- a. the lands within the floodway are designated Residential ~~High Density~~ Mid Rise, Office, Greenlands and Utility. Notwithstanding the Residential ~~High Density~~ Mid Rise, 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 to 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; and
- 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.

~~16.6.4 Transportation~~

~~16.6.4.1 All development applications along the north side of Dundas Street West, between Parkerhill Road and Confederation Parkway, will require an internal access scheme, preferably interconnecting the properties to reduce ingress and egress to Dundas Street West.~~

~~16.6.4.2 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.~~

~~16.6.5 — Special Site Policies~~

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

~~16.6.5.1 — Site 1~~ Moved to Chapter 16

~~16.6.5.2 — Site 2~~

~~16.6.5.3 — Site 3~~

~~16.6.5.4 — Site 4~~

~~16.6.5.5 — Site 5~~

~~16.6.5.6 — Site 6~~ Moved to Chapter 16

~~16.6.5.7 — Site 7~~ Moved to Chapter 16

~~16.6.5.8 — Site 8~~ Moved to Chapter 16

~~16.6.5.9 — Site 9~~ Moved to Chapter 16

~~16.6.5.10 — Site 10~~ Moved to Chapter 16

~~16.6.6 — Exempt Site Policies~~

~~16.6.6.1 — Site 1~~ Moved to Chapter 16

14.7 ~~16.7~~ Creditview

~~16.7.1~~ Urban Design Policies

~~16.7.1.1 "Gateway" treatments including special landscape features, upgraded planting, circulation and pedestrian linkages, and attractive built form will be promoted in the easterly section of the Character Area adjacent to the Downtown Core to complement the urban design vision for the Downtown Core and to encourage the Downtown Core to be used by area residents.~~

~~16.7.1.2 Where existing noise attenuation walls or rear yard privacy fencing are exposed to public streets, supplementary planting and upgraded landscape features should be added where feasible, as a condition of development or road reconstruction. Mississauga will encourage landowners to coordinate the eventual replacement of fences to enhance the appearance of the area from the street. Special consideration should be given to Rathburn Road West and Burnhamthorpe Road West as they function as important entrance ways into the Downtown Core.~~

~~16.7.2~~ Land Use

~~16.7.2.1 Owners/developers will be encouraged to advise all prospective purchasers or tenants occupying new residential units within the 600 metre influence area of a chemical plant located on Mavis Road, south of Burnhamthorpe Road West, of the possibility of adverse odour emissions.~~

~~16.7.2.2 Lands designated Residential Low Density II will not permit the following uses:~~

- ~~a. triplexes, street townhouses and other forms of low rise dwellings with individual frontages~~

~~16.7.3~~ Special Site Policies

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

~~16.7.3.1 Site 1 – Moved to Chapter 16~~

~~16.7.3.2 Site 2~~

~~16.7.3.3 Site 3 – Moved to Chapter 16~~

~~16.7.3.4 Site 4~~

14.8 ~~16.8~~ East Credit

~~16.8.1~~ Urban Design Policies

~~16.8.1.1 The following urban design policies will apply to lands designated Business Employment north of Britannia Road West, west of Mavis Road:~~

- ~~a. for the lands with direct exposure to Ivandale Drive and Bancroft Drive, upgraded building elevations will be required;~~
- ~~b. loading bays and waste collection areas should not face onto Ivandale Drive or Bancroft Drive; and~~
- ~~c. outdoor storage and display areas should not face onto Ivandale Drive or Bancroft Drive.~~

~~16.8.2~~ Transportation

~~16.8.2.1 Second Line West may be terminated north and south of Provincial Highway 401 as part of the future widening of Provincial Highway 401. The precise timing and location of these points of termination north and south of Provincial Highway 401 will be determined by the City in conjunction with the appropriate authorities.~~

~~16.8.3~~ Special Site Policies

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

~~16.8.3.1 Site 1~~

~~16.8.3.2 Site 2~~

~~16.8.3.3 Site 3~~

~~16.8.3.4 Site 4~~

~~16.8.3.5 Site 5~~

~~16.8.3.6 Site 6~~

~~16.8.3.7 Site 7~~ Moved to Chapter 16

~~16.8.3.8 Site 8~~ Moved to Chapter 16

~~16.8.3.9 — Site 9~~

~~16.8.3.10 — Site 10~~ Moved to Chapter 16

~~16.8.3.11 — Site 11~~

~~16.8.3.12 — Site 12~~ Moved to Chapter 16

~~16.8.4 — Exempt Site Policies~~

~~16.8.4.1 — Site 1~~

~~16.8.4.2 — Site 2~~

~~16.8.4.3 — Site 3~~ Moved to Chapter 16

~~16.8.4.4 — Site 4~~ Moved to Chapter 16

~~16.8.4.5 — Site 5~~

14.9 ~~16.9~~ Erindale

~~16.9.1 — Land Use~~

~~16.9.1.1 Notwithstanding the provisions of the Residential Low Density I designation, the Residential Low Density I designation permits only detached dwellings.~~

~~16.9.1.2 Notwithstanding the provisions of the Residential Medium Density II designation, the Residential Medium Density designation permits only townhouse dwellings.~~

~~16.9.2 — Special Site Policies~~

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

~~16.9.2.1~~ ~~Site 1~~ Moved to Chapter 16

~~16.9.2.2~~ ~~Site 2~~

~~16.9.2.3~~ ~~Site 3~~ Moved to Chapter 16

~~16.9.2.4~~ ~~Site 4~~ Moved to Chapter 16

~~16.9.2.5~~ ~~Site 5~~

~~16.9.3~~ ~~Exempt Site Policies~~

~~16.9.3.1~~ ~~Site 1~~

14.10 ~~16.10~~ Erin Mills

~~16.10.1~~ ~~Land Use~~

~~16.10.1.1 Notwithstanding the Low Density I policies of the Plan, semi-detached and duplex dwellings will not be permitted west of Winston Churchill Boulevard.~~

~~16.10.2~~ ~~Special Site Policies~~

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

~~16.10.2.1~~ ~~Site 1~~

~~16.10.2.2~~ ~~Site 2~~

~~16.10.2.3~~ ~~Site 3~~ Moved to Chapter 16

~~16.10.2.4~~ ~~Site 4~~

~~16.10.3~~ ~~Exempt Site Policies~~

~~16.10.3.1~~ ~~Site 1~~

~~16.10.3.2~~ ~~Site 2~~ Moved to Chapter 16

14.11 ~~16.11~~ Fairview

14.11.1 ~~16.11.1~~ Land Use Policies

14.11.1.1 ~~16.11.1.1~~ No new residential development will be permitted within the 300 m influence area of a chemical plant located on Mavis Road, south of Burnhamthorpe Road West, until the closure of the plant, or when suitable cleanup of emissions levels acceptable for residential development have been demonstrated to the satisfaction of the City of Mississauga. ~~has been carried out to the satisfaction of the Provincial Government.~~

~~16.11.1.2 Owners/developers will be encouraged to advise all prospective purchasers or tenants occupying new residential units within the 600 m influence area of a chemical plant located on Mavis Road, south of Burnhamthorpe Road West, of the possibility of adverse odour emissions.~~

~~16.11.1.3 Notwithstanding the Residential Medium Density policies of this Plan, the Residential Medium Density designation permits only townhouse dwellings.~~

~~16.11.2~~ Special Site Policies

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

~~16.11.2.1~~ ~~Site 1~~ Moved to Chapter 16

~~16.11.2.2~~ ~~Site 2~~

~~16.11.2.3~~ ~~Site 3~~

~~16.11.2.4~~ ~~Site 4~~ Moved to Chapter 16

14.12 ~~16.12~~ Hurontario

14.12.1 ~~16.12.1~~ Urban Design Policies

~~16.12.1.1 To enhance a sense of community, it is proposed that a number of major streetscapes be developed in a manner which will impart a sense of character and identify major geographic areas of the Character Area.~~

~~16.12.1.2 Community Form and Structure Uses along Hurontario Street should be integrated with the overall community design by providing for:~~

- ~~a.—a graduated transition in development intensity and building scale; and~~
- ~~b.—orientation of buildings, related open spaces and service functions to minimize visual and functional conflicts on abutting lands.~~

~~16.12.2~~ Land Use

~~16.12.2.1 Lands designated Residential Medium Density will also permit low rise apartment dwellings.~~

~~16.12.2.2 The Institutional designation recognizes the Britannia Farm which is owned and operated by the Peel District School Board and is a unique feature in the City. It has maintained its original rural character, and is used for agricultural and educational purposes. It will be developed in accordance with the Britannia Farm Master Plan, which recommends that the lands be developed for educational purposes to provide students with experiences with agriculture, the environment, and the historic schoolhouse. (moved and integrated with special site 1)~~

~~14.12.1.1~~~~16.12.2.3~~ Notwithstanding the Institutional policies of this Plan, a *cogeneration* facility will not be permitted.

~~16.12.3~~ Transportation

~~16.12.3.1 South of the Character Area between the utility corridor and Provincial Highway 403, a new east west roadway is proposed to provide access to the Downtown Core. The proposed Provincial Highway 403 North Collector would be connected to Provincial Highway 403, west of Hurontario Street and east of Mavis Road and would be developed within the Parkway Belt West corridor as a one way westbound two lane roadway with grade separations at Hurontario Street, Duke of York Boulevard, Confederation Parkway, the Provincial Highway 403/Mavis Road westbound off ramp, and Mavis Road. In addition, ramp connections would be provided at Duke of York Boulevard and Confederation Parkway to provide access to and from the Downtown Core road network.~~

~~16.12.3.2 An overpass structure is planned for Provincial Highway 403 at Duke of York Boulevard.~~

~~16.12.4~~ ~~Special Site Policies~~

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

~~16.12.4.1~~ ~~Site 1~~ – moved to Chapter 16

~~16.12.4.2~~ ~~Site 2~~ – moved to Chapter 16

~~16.12.5~~ ~~Exempt Site Policies~~

~~16.12.5.1~~ ~~Site 1~~

16.13 ~~16.13~~ Lakeview

Official Plan policies for lands within the Lakeview Neighbourhood Character Area are contained in the Lakeview Local Area Plan.

14.14 ~~16.14~~ Lisgar

~~14.14.1~~ ~~16.14.1~~ ~~Urban Design~~ Policies

~~16.14.1.1 Open space connections that link public parks and community facilities through use of walkways, underpasses or bridges will be encouraged during the evaluation of any development proposal.~~

~~16.14.2~~ ~~Land Use~~

~~16.14.2.1 Frontage service roads will be encouraged as a means of improving noise abatement and quality of streetscape aesthetics. Where service roads are not appropriate, or cannot be achieved due to certain constraints, reversed frontage lots may be permitted, provided the lots have a minimum depth of 45 m.~~

~~16.14.2.2 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.~~

~~16.14.2.3 In addition to the general Residential Medium Density development policies of this Plan, in order to create acceptable built form transitions, buildings should be limited in height when adjacent to low density residential neighbourhoods and buildings abutting low density housing forms should be limited to three storeys.~~

~~16.14.2.4 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.~~

~~16.14.3 Transportation~~

~~16.14.3.1 Prior to giving consideration to any proposal to widen Tenth Line West by City Council, a neighbourhood traffic study will be undertaken. This study should examine alternatives to widening Tenth Line West, including traffic management measures. In the event that a widening is required, its need and justification should be clearly documented in accordance with the requirements of the document entitled Class Environmental Assessment for Municipal Road Projects.~~

~~16.14.3.2 Truck traffic will be discouraged from utilizing Tenth Line West, south of the St. Lawrence and Hudson Railway in recognition of the residential character of Tenth Line West, south of the railway line.~~

~~16.14.3.3 Direct residential frontage and access for detached dwellings, semi-detached dwellings and street townhouses to Tenth Line West will not be permitted.~~

~~16.14.4 Physical Services and Utilities~~

~~14.14.1.1~~~~16.14.4.1~~ Lands within the Character Area that are drained by the Sixteen Mile Creek Sub-watershed are serviced by a Foundation Drain Collector System intended for the collection of weeping tile drainage only. All buildings within this *sub-watershed* will not be permitted to have connections of roof leaders to the Foundation Drain Collector or the weeping tile, now or in the future. Roof leaders for residential units will discharge onto the lots with the use of concrete splash pads such that the side lot swales will drain this runoff to the road. Building roof leaders for commercial, community, and multiple family residential land uses will be drained similarly where practical.

~~16.14.5 Special Site Policies~~

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

~~16.14.5.1 Site 1~~ Moved to Chapter 16

14.15 ~~16.15~~ Malton

14.15.1 ~~Community Vision~~ Context

Malton will build on its greatest strength and reputation as an inclusive and welcoming community that respects and celebrates the diversity of its people. Malton will strive to create opportunities that allow families to prosper and young people to realize their fullest potential. Through reinvestment and redevelopment, the community will be revitalized, will be beautiful, and will offer a variety of activities for its residents.

The city supports continued revitalization efforts in the neighbourhood to contribute to achieving a complete community. Improvements to public and private open spaces, and providing active transportation to support walking and cycling will help create a place that becomes even more attractive for businesses to invest in and for people to reside.

The Vision is based on the following principle themes:

1. Revitalize and reinvest – continuous investment and improvements to make the community safer, more attractive and vibrant
2. Community gathering place – create vibrant gathering places to socialize, play and celebrate
3. Opportunity for youth – develop opportunities to help young people realize and fulfill their potential
4. Diversity of uses – create a variety of uses for retail, commercial and entertainment opportunities
5. Beautification – make improvements to places and spaces, including streetscapes, intersections, and signage

14.15.2 ~~16.15.1~~ Urban Design Policies

14.15.2.1 ~~16.15.1.1~~ The following principles should be encouraged during the evaluation of any development proposal:

- ~~a. the provision of open space connections that link commercial developments with public parks and community facilities through use of walkways, underpasses, bridges, streetscape development, and enhancement of pedestrian and cyclist access to Greenlands lands, wherever possible;~~
- ~~b. privately owned public space (POPS) may be incorporated into developments provided that:~~

- ~~• the design of private open space will integrate seamlessly with the adjoining street network, pedestrian environment and overall open space system; and~~
 - ~~• the private open space interfaces with existing and/or proposed development in a legible and cohesive manner.~~
- c. the preservation and conservation of the former Village of Malton, bounded by Derry Road East to the south, Airport Road to the east, and Cattrick Street to the west, be maintained with respect to its housing character, street pattern and that all public works should enhance the heritage elements; and
- d. the conservation of the Victory War Time Housing cultural landscape, bounded by Victory Crescent on the north, Airport Road on the west, Meritt Avenue on the south and Lancaster Avenue on the east. The neighbourhood arose, as a planned community, out of the need for affordable housing for the thousands of employees in the adjacent airplane manufacturing plants and related industries at the beginning of World War II. There is a strong character of modest one to one and a half storey residential structures, mature trees and consistent setbacks.

~~16.15.2 Land Use~~

~~16.15.2.1 Lands designated Residential Low Density II will not permit the following uses:~~

- a. ~~triplexes, street townhouses and other forms of low rise dwellings with individual frontages.~~

~~16.15.2.2 Lands designated Residential Medium Density will also permit apartment dwellings.~~

~~14.15.2.2~~ ~~16.15.3.1~~ Airport Road, from Derry Road East to the northern city limit, is an important goods movement corridor, however, it is also a commercial area that serves the surrounding community and is a regional destination shopping area. As such, the character and function of Airport Road should address the urban context and consider the following:

- a. accommodate pedestrian and cycling traffic;
- b. new buildings will be located close to the street with required parking provided to the rear of buildings;
- c. utilities should be located underground where feasible; and
- d. wider sidewalks should be incorporated into the streetscape to allow for storefront displays, spill-out zones, patios and space for street furniture while also maintaining a clear zone for pedestrian and cycling traffic, subject to approval by the Region of Peel.

14.15.2.3 ~~16.15.3.2~~ Landscape buffers should be provided along Airport Road to separate street traffic from pedestrians and create a safe and pleasant public realm. These buffers may include, plant material including shrubs, trees, green infrastructure, special paving, and street lighting.

14.15.2.4 ~~16.15.3.3~~ Interconnections between properties and the creation of a fine grain street network will be considered to provide greater connections into the Neighbourhood and to provide alternative routing options.

14.15.2.5 ~~16.15.3.4~~ Active transportation improvements to Morning Star Drive to allow for safe pedestrian and cycling movement are encouraged and where feasible may, among other improvements, include the following:

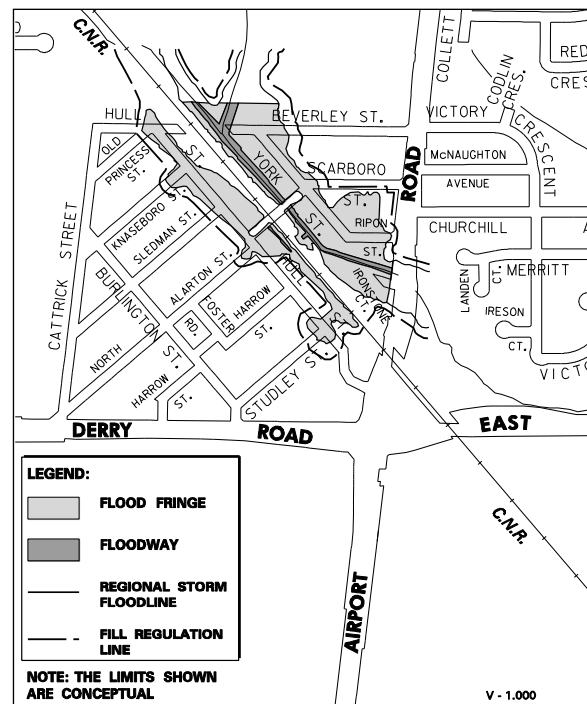
- a. wider sidewalks at certain locations;
- b. dedicated bicycle lanes; and
- c. paved walkway connections from sidewalk areas of Morning Star Drive to connect with the Malton Greenway and surrounding community uses.

14.15.2.6 ~~16.15.3.5~~ Pedestrian connections to adjacent properties are encouraged and should provide an enhanced pedestrian experience to allow for safe movement.

~~16.15.3~~ — Environmental Planning Area

14.15.2.7 ~~16.15.3.1~~ The lands within the Mimico Creek floodplain shown above are subject to the *two-zone floodplain management concept* which divides the floodplain into two portions known as the floodway and flood fringe. The floodway contains the greatest depth and velocity and, therefore, development is restricted. The flood fringe may support development provided that regulatory flood protection is provided. The *two-zone floodplain management concept* approval procedures are based on the following principles:

- a. development will be restricted to areas of the floodplain where the depth of flooding and velocities are non-life threatening and property



Map 16-15.1: Mimico Creek Floodplain Management Concept

damage can be minimized (flood fringe);

- b. regulatory flood protection will be sought for new development; and
- c. approval pursuant to the Toronto and Region Conservation Authority's (TRCA) Fill, Construction and Alteration to Waterways regulation is granted at the discretion of the Authority's Executive Committee.

14.15.2.8 ~~16.15.3.2~~ Notwithstanding the Natural Hazard policies of this Plan, the following polices will apply to those lands within the flood fringe of the regulatory floodplain and outside the floodway:

- a. development must be flood protected to the level of the Regulatory Flood as defined by TRCA;
- b. in all instances, ingress and egress will be safe, pursuant to Provincial Government flood proofing standards. In addition, the maximum level of flood protection determined to be feasible, will be considered;
- c. flood damage reduction measures will be carried out by the proponent of development to achieve the required level of flood protection. The selection of flood damage reduction measures will be based on the following alternatives, listed in order of priority:
 - dry, passive flood proofing measures will be implemented to the extent technically and/or practically feasible;
 - wet flood proofing measures may be permissible to minimize flood risk and/or to meet the level of flood protection required; and
 - dry, active flood proofing measures may be permissible to minimize flood risk; and
- d. The following uses will not be allowed within the floodplain:
 - uses such as hospitals, nursing homes, and schools which would pose a significant threat to the safety of the inhabitants involved in an emergency evacuation situation as a result of flooding or failure of flood proofing measures;
 - 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.

14.15.2.9 ~~16.15.3.3~~ Notwithstanding the above, no development will be permitted if:

- a. the development would be subjected to a water velocity or depth which would create an unacceptable hazard to life; or
- b. the development would be susceptible to major structural damage as a result of a flood less than or equal to the Regulatory Flood; or
- c. the necessary flood protection measures would have a negative impact on adjacent properties.

14.15.2.10 ~~16.15.3.4~~ Written permission from the Toronto and Region Conservation Authority Executive Committee must be received prior to:

- a. the construction of any buildings or structures within the Regional Storm (Regulatory Flood) floodplain;
- b. the placement or dumping of fill within the fill regulation area; and
- c. the straightening, changing, diversion or interference in any way with the existing channel of a river, creek, stream or *watercourse*.

~~16.15.4 — Special Site Policies~~

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

~~16.15.4.1 — Site 1~~ — Moved to Chapter 16

~~16.15.4.2 — Site 2~~ — Moved to Chapter 16

~~16.15.5 — Exempt Site Policies~~

~~16.15.5.1 — Site 1~~ — Moved to Chapter 16

14.16-16.16 Meadowvale

16.16.1-16.16.1 Vision Context

Meadowvale is a vibrant and complete community founded on the principles of generous and well-connected open spaces, a diversity of housing types, safe and convenient means of moving about, and access to sunlight and open skies. As Meadowvale grows from its roots as a master-planned community, it will continue to provide a mix of uses and housing options - including a range of rental housing by type, unit size and affordability. New development shall respect, fit in with, and reinforce the qualities that make Meadowvale a unique place to live, work and play.

16.16.2-16.16.2 Land Use Policies

16.16.2.1 ~~16.16.2.1~~ Meadowvale will maintain its attributes as a master-planned community with a mix of uses connected by a network of streets, parks, open spaces and walkways.

16.16.2.2 ~~16.16.2.2~~ Notwithstanding the policies of this Plan, building heights of up to 12 storeys may be permitted on lands designated Mixed Use and Residential High ~~Density~~ Rise subject to the following requirement:

- a. new and existing buildings do not exceed a maximum floor space index (FSI) of 2.0.

16.16.2.3 ~~16.16.2.3~~ Notwithstanding the policies of this Plan, building heights of up to eight storeys may be permitted on lands designated Residential Low Rise II ~~Medium Density~~ subject to the following requirements:

- a. the development is located in proximity to the Meadowvale Community Node, or immediately adjacent to lands designated Mixed Use;
- b. the development continues to integrate at least one type of permitted low-rise dwelling up to four storeys; and
- c. the development meets the height transition policies of Chapter ~~9: Build a Desirable Urban Form~~ 8 Urban Form and Design of Mississauga Official Plan.

16.16.2.4 Sites where development was permitted in accordance with 16.16.2.3 will be designated Mid Rise.

~~16.16.3 Urban Design~~

16.16.2.5 ~~16.16.3.1~~ The built form in Meadowvale will preserve an open and green character by:

- a. limiting the number of taller buildings above eight storeys to appropriate locations in the Neighbourhood on lands designated Mixed Use and Residential High Rise ~~Density~~, with a focus near the Meadowvale Community Node;

b. maintaining generous access to natural light, sky views and privacy with a minimum separation distance of generally 40 metres between portions of buildings that are greater than six storeys; and

c. ensuring new buildings above four storeys relate to their surrounding context and achieve an appropriate transition in height generally consistent with a 45 degree angular plane to adjacent low rise residential areas.

~~16.16.2.6~~ ~~16.16.3.2~~ Taller buildings between nine and 12 storeys will be required to incorporate podiums that are a minimum of three storeys and a maximum of six storeys. For the purposes of these policies, podium means the base of a building that is distinguished from the taller portion of the building by being set forward or articulated architecturally.

~~16.16.2.7~~ ~~16.16.3.3~~ New buildings will be located and oriented to preserve views of the green network, with generous setbacks and transitions to parks and open spaces.

~~16.16.4 Transportation~~

~~16.16.2.8~~ ~~16.16.4.1~~ Meadowvale will build on its existing network of walkways and trails. New development will be required to consider how improvements to the network can be made to: a. improve access to the existing walkway and trail network; and b. incorporate additional pedestrian connections to existing walkways, trails, transit routes, transit stops, roads, parks and open spaces.

~~16.16.4.2~~ ~~Prior to giving consideration to any proposal to widen Tenth Line, City Council will require a neighbourhood traffic study be undertaken. This study should examine alternatives to widening Tenth Line, including traffic management measures. In the event that a widening is required, its need and justification should be clearly documented in accordance with the requirements of the document entitled Class Environmental Assessment for Municipal Road Projects.~~

~~16.16.4.3~~ ~~Truck traffic will be discouraged from utilizing Tenth Line West south of the St. Lawrence and Hudson Railway in recognition of the residential character of Tenth Line West south of the railway line.~~

~~16.16.5 Housing~~

~~16.16.5.1~~ ~~Meadowvale will expand on the range of housing options in new developments by:~~

- ~~a. requiring a mix of housing forms;~~
- ~~b. promoting housing options, including appropriately sized units, that meet the needs of young adults, older adults and families; and~~
- ~~c. encouraging the provision of affordable housing.~~

~~16.16.3~~ Special Site Policies

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

~~16.16.3.1~~ Site 1 Moved to Chapter 16

~~16.16.3.2~~ Site 2 Moved to Chapter 16

14.17 ~~16.17~~ Meadowvale Village

14.17.1 ~~16.17.1~~ Context

~~The Ontario Heritage Act was introduced in 1974 to provide municipalities with the means to protect and conserve their rural village communities.~~ Meadowvale Village was Ontario's first Heritage Conservation District as approved by the Ontario Municipal Board in 1980. The establishment of the Meadowvale Village Heritage Conservation District officially recognized its historical associations and existing built form that makes it unique in Mississauga.

The Heritage Conservation District remains distinct within the City of Mississauga. It has retained its cultural heritage landscape and attributes due to concerned residents and its early designation as a Heritage Conservation District ~~which has managed change over the past 30 years.~~

The Meadowvale Village Neighbourhood Character Area policies apply to both the Meadowvale Village Heritage Conservation District including the lands immediately *surrounding* the Village, and the majority of lands more removed from the Village that have been developed through residential plans of subdivision throughout the 1990's and 2000's.

~~Meadowvale Village was first established as a European settlement circa 1819. Its location, adjacent the Credit River, with a natural and open meadow and shallow valley or vale, was a prime location for starting a saw mill and grist mill. Throughout the nineteenth century the mill, supported by local agrarian farming, built a strong economic community and social life for its inhabitants. In the late nineteenth century the rail lines were routed around the Village which led to its decline. The Village became the modest, small village that survived into the twentieth century. By the late 1960's, Meadowvale Village was still a rural community with much of its nineteenth century character intact.~~

14.17.2 ~~16.17.2~~ Urban Design Policies

The Urban Design Policies apply to all lands within the Meadowvale Village Neighbourhood Character Area. Urban design policies specific to the Heritage Conservation District and lands immediately surrounding the Village, are detailed in the Village Precinct policies.

~~16.17.2.1~~ ~~16.17.2.1~~ New development will comply with the Heritage Conservation District Plan and integrate individual developments into a cohesive whole.

~~16.17.2.2~~ ~~16.17.2.2~~ An interconnected open space network including the valleys of the Credit River, Levi Creek and Fletcher's Creek is a key feature in the identity of the Character Area which should be recognized in any development or redevelopment by enhancing visual and, where appropriate, physical public access to these open spaces.

~~16.17.2.3~~ ~~16.17.2.3~~ A highly interconnected street pattern, such as a grid or modified grid, is encouraged.

~~16.17.2.4~~ ~~16.17.2.4~~ A concept plan may be required as part of the processing of any development application to illustrate the location of existing trees, the road and lotting pattern and connections to adjacent developments. Appropriate land assembly may be encouraged to achieve the objectives of this Plan.

~~16.17.2.5~~ ~~16.17.2.5~~ Subdivisions which provide a mixture of lot sizes which vary in a highly intermixed, seemingly random fashion to echo the lotting fabric of the Village, are encouraged.

~~16.17.2.6~~ ~~16.17.2.6~~ The development of these lands may include rolled curbs and gutters, fewer municipal sidewalks, and decorative street lighting – all of which differ from existing City standards.

~~16.17.2.7~~ ~~16.17.2.7~~ Standards for street layout, parking and loading spaces, landscaping, commons, building height and location, size and dwelling unit design, including dwelling unit composition, form, massing, setbacks, and spatial relationship with adjacent buildings, site access, lighting, signage, and screening will meet the requirements of the Zoning By-law.

~~16.17.2.8~~ ~~16.17.2.8~~ The design of the street right-of-way and the design of the lands along the street affect the *streetscape* and should have regard for the following:

- d. vistas and views of the Heritage Conservation District, and into and along the valleys of the Credit River, Levi Creek, and Fletcher's Creek should be created, maintained and enhanced;
- e. the creation of individual entry features to subdivisions is discouraged to avoid the creation of enclaves within the community;

- f. adjacent to Provincial Highways and elsewhere where “reverse frontages” are unavoidable and acoustic protection is required, such acoustic protection should be provided through berming to the greatest extent possible, minimizing the use of noise attenuation walls; and
- g. reverse frontage development will be prohibited along the existing alignment of Old Derry Road.

16.17.2.9 ~~16.17.2.9~~ In applying the following policies, the effect of buildings and spaces on the surrounding environment should be considered equally with the function and aesthetic appeal of the site itself:

- h. the presence of garages should be minimized to create an attractive *streetscape*. Garages should not project substantially beyond the front face of any house. Garages that project beyond the front face of any house will be discouraged; small, recessed or detached garages are preferred. Additional measures may be required through the processing of development applications to ensure an acceptable *streetscape* is developed. Garages will not project beyond the face of any house located in areas designated Residential Low ~~Density~~-Rise I; and
- i. reverse frontage lots may be permitted, providing the lots have a minimum depth of 45m.

16.17.2.10 ~~16.17.2.10~~ The Village Precinct represents the lands in and around the Heritage Conservation District as shown on Map 16-17.1: Meadowvale Village Precincts.

16.17.2.11 ~~16.17.2.11~~ The development of properties within the Heritage Conservation District and the Village Precinct will be subject to site plan control. For lands within the Heritage Conservation District, substantive alterations to properties, as defined in the Meadowvale Village Heritage Conservation District Plan, will require consultation with the Heritage Advisory Committee (HAC).

16.17.2.12 ~~16.17.2.12~~ The rural village character of the Heritage Conservation District must be maintained; for example, the small houses with complex massing, the generous front, rear and side setbacks, the many mature trees and the irregular topography. These provisions should also guide new development in close proximity to the Heritage Conservation District.

16.17.2.13 ~~16.17.2.13~~ The horizontal and vertical road alignments of existing roads within the Heritage Conservation District should be preserved with no widenings or significant changes to existing grades to ensure the preservation of existing hedgerow trees and Village character.

16.17.2.14 ~~16.17.2.14~~ The ditched cross-sections of existing roads within the Heritage Conservation District should be maintained to retain character and to avoid disrupting the existing drainage pattern and thus affecting the health of existing trees;

reconstruction of these roads to a curb and gutter cross-section will require an amendment to this Plan.

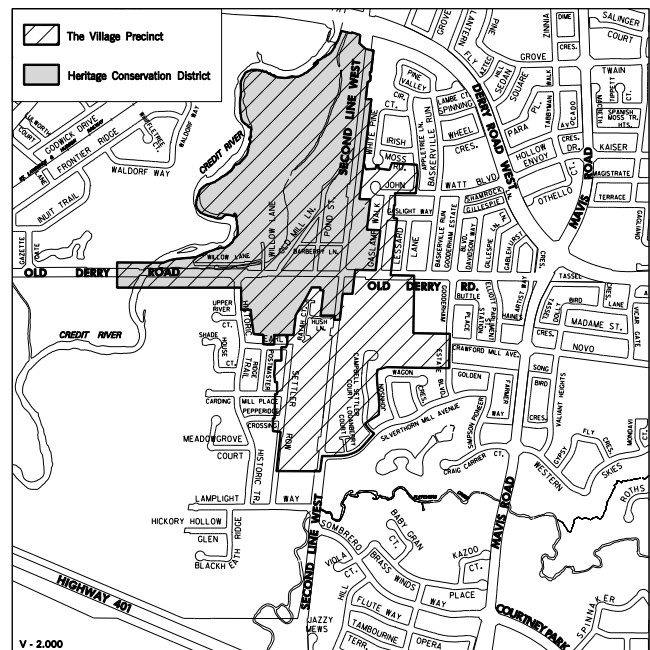
16.17.2.15 ~~16.17.2.15~~ Outside the Heritage Conservation District, the street pattern should be highly interconnected to extend the street fabric of the Village, such as through a grid or modified grid street pattern with small blocks.

16.17.2.16 ~~16.17.2.16~~ The existing grades should be maintained. Where acceptable drainage cannot be achieved through revised road layouts, lot sizes, lotting patterns or innovative drainage techniques, regrading may be permitted, providing that the effect on topography and vegetation is minimized.

16.17.2.17 ~~16.17.2.17~~ Development will comply with and ensure the protection of the Village elements as stated in the Heritage Character Statement and Heritage Attributes as contained in the Heritage Conservation District Plan.

16.17.2.18 ~~16.17.2.18~~ The design of subdivisions will provide for the appropriate development of the rear yards of the existing lots fronting on both sides of Second Line West, south of Old Derry Road.

16.17.2.19 ~~16.17.2.19~~ A concept plan will be required as part of the processing of any development application to illustrate the location of existing trees, the road and lotting pattern, connections to adjacent developments, existing and proposed grading, building envelopes, and garage locations.



Map 16-17.1: Meadowvale Village Precincts

16.17.2.20 ~~16.17.2.20~~ The Precinct includes a progression of spaces and landscape features to define the edge of the Village; development near these gateways should enhance them and be in harmony with the character of the Village. The progression of spaces leading to the Village starts with a *streetscape* which is loosely enclosed by buildings or tree planting, followed by a *streetscape* which is enclosed by a canopy of trees which marks the entrance to the Village.

16.17.2.21 ~~16.17.2.21~~ Lots should vary in size from street block to street block to create a varied and interesting *streetscape* sympathetic to the varied lot fabric of the Heritage Conservation District.

16.17.2.22 ~~16.17.2.22~~ Limited land severances within the Heritage Conservation District that are in compliance with the applicable zoning regulations and respect the

historic patterning of open space and their relationship to properties, structures and elements, will be permitted.

~~16.17.2.23 Building heights should be limited to two and a half storeys, lot coverage should be addressed, and provision made for generous setbacks to ensure a sense of spaciousness around the Village, with larger setbacks closer to the Village.~~

16.17.2.23 ~~16.17.2.24~~ Any person undertaking to develop a building proposed to contain less than 25 residential dwelling units on lands within the Village Precinct will be required to provide such plans and drawings set out in the *Planning Act*, as amended.

16.17.2.24 ~~16.17.2.25~~ Pedestrian access will be provided from the Community Centre through abutting land to the west of the existing park.

~~16.17.3 Land Use~~

16.17.2.25 ~~16.17.3.1~~ The Residential Low ~~Density~~ ~~Rise~~ I designation permits detached dwellings on lots with minimum frontages of 22.5 m except in the following area:

- a. land which does not immediately abut the Heritage Conservation District may be developed for detached dwellings on lots with a minimum frontage of 18 metres.

~~16.17.3.2 Notwithstanding the Residential Medium Density policies of this Plan, the Residential Medium Density designation permits only townhouses and semi-detached dwellings in localized circumstances where flexibility in lotting patterns will achieve urban design policies.~~

16.17.2.26 ~~16.17.3.3~~ Notwithstanding the ~~Greenland~~ ~~Greenbelt~~ policies of this Plan:

- a. agricultural operations will be permitted; and
- b. it is recognized that a golf club is located on lands north of Derry Road West and west of Fletcher's Creek. A golf club is a permitted use within the boundaries of the Derrydale Golf Club, as those boundaries exist on the date these Policies come into effect.

16.17.2.27 16.17.3.4 Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted:

- a. banquet hall;
- b. conference centre;
- c. financial institution;
- d. funeral establishment;
- e. manufacturing;

- f. restaurants;
- g. *secondary office*;
- h. self storage facility; and
- i. warehousing, distributing and wholesaling.

~~16.17.4 Transportation~~

~~16.17.2.27~~ ~~16.17.4.1~~ Public Lanes are considered part of the local road system and serve the rear of the properties that abut them. These Public Lanes, normally have rights-of-way less than 17 m, which will be determined during the development review process.

~~16.17.4.2~~ ~~Second Line West may be terminated north and south of Provincial Highway 401 as part of the future widening of Provincial Highway 401. The precise timing and location of these points of termination north and south of Provincial Highway 401 will be determined by the City in conjunction with the appropriate authorities.~~

~~16.17.5 Special Site Policies~~

~~There are sites within the Character Area that merit special attention. Notwithstanding other policies of this Plan, any application for development of lands affected by a Special Site Policy will be subject to the provisions of this section and where applicable, consultation with the Mississauga Heritage Advisory Committee.~~

~~16.17.5.1 Site 1~~ Moved to Chapter 16

~~16.17.5.2 Site 2~~ Moved to Chapter 16

~~16.17.5.3 Site 3~~ Moved to Chapter 16

~~16.17.5.4 Site 4~~ Moved to Chapter 16

~~16.17.5.5 Site 5~~ Moved to Chapter 16

~~16.17.5.6 Site 6~~ Moved to Chapter 16

~~16.17.5.7 Site 7~~

~~16.17.5.8 Site 8~~ Moved to Chapter 16

~~16.17.5.9 Site 9~~

~~16.17.5.10 Site 10~~ Moved to Chapter 16

~~16.17.5.11 Site 11~~

~~16.17.5.12 Site 12~~ Moved to Chapter 16

~~16.17.5.13 Site 13~~ Moved to Chapter 16

~~16.17.5.14 Site 14~~ Moved to Chapter 16

~~16.17.6 Exempt Site Policies~~

~~16.17.6.1 Site 1~~ Moved to Chapter 16

~~16.17.6.2 Site 2~~ Moved to Chapter 16

14.18 ~~16.18~~ Mineola

16.18.1 ~~16.18.1~~ Urban Design Policies

Infill Housing

~~16.18.1.1 For development of all detached dwellings on lands identified in the Site Plan Control By-law, the following will apply:~~

- ~~a. preserve and enhance the generous front, rear and side yard setbacks;~~
- ~~a. ensure that existing grades and drainage conditions are preserved;~~
- ~~b. encourage new housing to fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation;~~
- ~~c. garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property;~~
- ~~d. 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 house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;~~
- ~~e. reduce the hard surface areas in the front yard;~~
- ~~f. existing trees, large groupings or areas of vegetation and landscape features such as retaining walls, fences, hedgerows, etc. should be preserved and enhanced, along with the maintenance of topographic features and drainage systems;~~
- ~~g. large accessory structures will be discouraged, and any accessory structures will be located in side and rear yards only;~~
- ~~h. 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; and~~
- ~~i. the building mass, side yards and rear yards should respect and relate to those of adjacent lots.~~

Streetscape

~~16.18.1.1~~ ~~16.18.1.2~~ On lands adjacent to Hurontario Street, the existing mature vegetation, well landscaped appearance and generous setbacks will be maintained to reflect area character. As Hurontario Street is a gateway to the Character Area, as well as Port Credit, consideration should be given to: additional tree planting, a sodded

boulevard, a bicycle route and a right-of-way design that is sympathetic to the character of the area.

~~16.18.1.2~~ ~~16.18.1.3~~ On Mineola Road East and West, consideration should be given to additional tree planting.

~~16.18.1.3~~ ~~16.18.1.4~~ Open ditch road cross-sections should be maintained, as they contribute to the character of the area.

~~16.18.2 — Land Use~~

~~16.18.2.1 Notwithstanding the Residential Low Density I and Residential Low Density II policies of this Plan, the Residential Low Density I and Residential Low Density II designations permit only detached dwellings.~~

~~16.18.2.2 Notwithstanding the Residential Medium Density Low II policies of this Plan, the Residential Medium Density II designation permits only townhouse dwellings.~~

~~16.18.1.4~~ ~~16.18.2.3~~ Notwithstanding the Office policies of this Plan, only a dispensary and cafeteria for the use of office employees will be permitted as accessory uses.

~~16.18.3 — Environmental Areas~~

~~16.18.3.1 Notwithstanding the Natural Heritage System policies of this Plan concerning residential woodlands, sites characterized by native understory that is in generally good condition, will be subject to an Environmental Impact Study (EIS).~~

~~16.18.4 — Transportation~~

~~16.18.1.5~~ ~~16.18.4.1~~ Hurontario Street will not be built in excess of four lanes excluding turning lanes and bus bays, unless it can be demonstrated that additional lanes will not result in a major deterioration of the neighbouring residential or commercial environment. The implementation of such major roadway modifications will require an official plan amendment.

~~16.18.5 — Special Site Policies~~

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

~~16.18.5.1 — Site 1~~ — Moved to Chapter 16

~~16.18.5.2 — Site 2~~ — Moved to Chapter 16

~~16.18.5.3 — Site 3~~

~~16.18.5.4 — Site 4~~

~~16.18.5.5 — Site 5~~ — Moved to Chapter 16

~~16.18.5.6 — Site 6~~ — Moved to Chapter 16

~~16.18.6 — Exempt Site Policies~~

~~16.18.6.1 — Site 1~~ — Moved to Chapter 16

14.19 ~~16.19~~ Mississauga Valleys

~~16.19.1~~ Urban Design Policies

~~16.19.1.1 Where existing noise attenuation walls or rear yard privacy fencing are exposed to public streets, supplementary planting and upgraded landscape features should be added, where feasible, as a condition of development or road reconstruction. Mississauga will encourage landowners to coordinate the eventual replacement of fences to enhance the appearance of the area from the street. Special consideration should be given to Burnhamthorpe Road East, Cawthra Road, Bloor Street and Cliff Road North.~~

~~16.19.2~~ Land Use

~~16.19.2.1 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.~~

~~16.19.2.2 Lands designated Residential Medium Density will also permit low rise apartment dwellings.~~

~~16.19.3~~ Special Site Policies

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

~~16.19.3.1~~ Site 1 – Moved to Chapter 16

14.20 ~~16.20~~ Ninth Line

14.20.1 ~~16.20.1~~ Ninth Line Neighbourhood Character Area Context

The Ninth Line Neighbourhood Character Area is the last remaining greenfield area in Mississauga. The area will be planned to support transit and the natural environment to create a healthy and complete community. Existing and future residents will have access to a well connected and sustainable natural heritage system, multi-use trails, parks and open spaces, *higher order transit*, community uses and facilities. A variety of housing choices and employment opportunities to meet their needs will also be accommodated.

14.20.2 Policies

~~14.20.2.1~~ ~~14.16.20.1.1~~ The Ninth Line Neighbourhood Character Area will be planned to achieve a minimum density of 82 residents and jobs combined per hectare, on all lands where development is permitted.

~~14.20.2.2~~ ~~16.20.1.2~~ The Ninth Line Neighbourhood Character Area, is intended to accommodate a variety of medium and high density housing, employment uses, and an extensive open space network. The planned 407 Transitway runs through the area in a north/south direction. Higher density development will be focused around the two *Major Transit Station Areas* located at Britannia Road West and Derry Road West.

~~16.20.2 — Urban Design Policies~~

~~16.20.2.1 — Vision~~

~~16.20.2.2 — Community Design~~

~~14.20.2.3~~ The Community Design policies must be read in conjunction with the Shaping Ninth Line Urban Design Guidelines, 2017.

~~14.20.2.4~~ ~~16.20.2.2.1~~ Land Use and Built Form Planning in the area will be based on the following land use and built form principles:

- a. provide a mix of housing to accommodate people with diverse housing preferences and socioeconomic needs. This also includes housing which is affordable as outlined in the City's housing strategy;
- b. provide a diversity of employment opportunities to meet current and future needs;
- c. provide a diversity of community infrastructure and facilities to meet the daily needs of residents, employees and visitors;
- d. work in collaboration with the school board (s) to determine the need for educational facilities. The location of these facilities will be determined through the development application process;
- e. schools will be combined with another permitted use on the same lot to create a compact urban form;
- f. recognize the significance of cultural heritage sites and landscapes including the natural heritage system;
- g. support transit and *active transportation* as key components of the transportation network;
- h. complement existing and future transportation facilities including taller, more compact mixed use buildings at the 407 Transitway Stations;

- i. demonstrate distinct and appropriate design of all buildings, streets and open spaces; and
- j. provide appropriate transition to neighbourhoods to the east.

~~16.20.2.2.2~~ Connections

14.20.2.5 Planning in the area will be based on a series of connections including:

- a. a network of trails that link open spaces and key destinations, and trail networks beyond the Ninth Line Lands;
- b. safe pedestrian crossings of Ninth Line;
- c. key access points;
- d. pedestrian supportive streets; and
- e. integrated cycling lanes and/or multi-use routes on or adjacent to Ninth Line and other roads.

14.20.2.6 ~~16.20.2.2.3~~ Parks, Open Spaces and Natural Heritage Planning in the area will be based on a series of parks, open spaces and a natural heritage system that:

- a. creates a well connected and sustainable natural heritage system;
- b. provides a variety of parks and open spaces for all ages and abilities including those which encourage passive and active use in all seasons, promote unique experiences and educational opportunities, and incorporate naturalized areas;
- c. provides parks and open space in close proximity to adjacent neighbourhoods and employment areas; and
- d. has regard for the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study.

~~16.20.2.3~~ Connectivity/Interface

14.20.2.7 ~~16.20.2.3.1~~ Connections throughout the area will be supported by a modified grid system of public streets, public and privately owned public space, (POPS) as well as wayfinding and signage plans.

14.20.2.8 ~~16.20.2.3.2~~ Trails and sidewalks should link 407 Transitway Stations, community facilities, parks and commercial and employment areas.

14.20.2.9 ~~16.20.2.3.3~~ The layout and design of blocks, streets, and boulevards will support the use of transit, walking, and cycling.

14.20.2.10 ~~16.20.2.3.4~~ Development fronting Ninth Line will be designed to provide appropriate transition to uses on the east side of the street.

14.20.2.11 ~~16.20.2.3.5~~ Buildings will be designed and massed to frame streets and support an active public realm. Pedestrian comfort will be supported through the use of landscaping and other features.

~~16.20.2.4 — Greenlands~~

14.20.2.12 ~~16.20.2.4.1~~ Greenlands, both existing and restored, will be planned to protect and enhance the natural environment and establish a well connected and sustainable natural heritage system, having regard for the Ninth Line Sixteen Mile Creek Scoped Subwatershed Study.

~~16.20.2.5 — Public Open Space~~

14.20.2.13 ~~16.20.2.5.1~~ Public Open Space should be located adjacent to Ninth Line and/or on lands designated Greenlands. Access to these areas will be maximized.

14.20.2.14 ~~16.20.2.5.2~~ Public open spaces should include facilities for active and passive recreation.

~~16.20.2.6 Parkway Belt West~~

~~14.20.2.15 16.20.2.6.1~~ A significant amount of land in the Ninth Line area is designated Parkway Belt as per the Parkway Belt West Plan. Once the alignment of the 407 Transitway is finalized, lands no longer required for the Transitway may be removed from the Parkway Belt West Plan (PBWP) through amendment to the PBWP. Once the PBWP is amended, the land use designations shown on Reference Maps (M1-M3) will come into force and effect, without further amendment to this Plan.

~~16.20.4 Land Use~~

~~14.20.2.16 16.20.4.1~~ Notwithstanding the Business Employment policies of this Plan, outdoor storage will not be permitted on lands adjacent to Provincial Highway 407.

~~16.20.4.1 Residential Medium Density~~

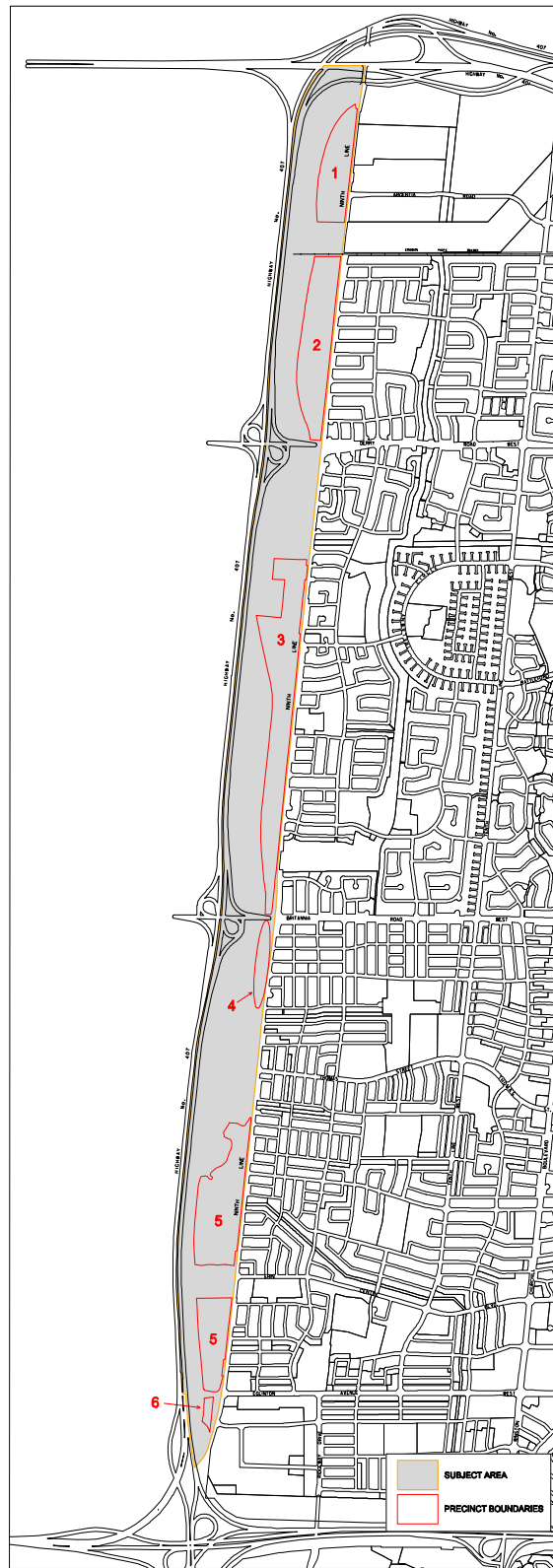
~~14.20.2.17 16.20.4.1.1~~ Notwithstanding the Residential ~~Medium Density~~ ~~Mid Rise~~ policies of this Plan, low-rise ~~and mid-rise~~ apartment dwellings and ~~all forms of~~ ~~townhouse dwellings~~ will also be permitted.

~~14.20.2.18 16.20.4.1.2~~ For lands fronting Ninth Line in Precincts 2 and 5, commercial uses will be permitted at grade.

~~16.20.5 Transportation~~

~~14.20.2.19 16.20.5.1~~ The Ninth Line Neighbourhood Character Area is designed to encourage multi-modal transportation with an emphasis on transit and *active transportation* modes.

~~14.20.2.20 16.20.5.2~~ Mississauga will work with other levels of government, including Metrolinx and the private sector, to explore sustainable transportation solutions.



Map 16-20.1: Ninth Line Neighbourhood Character Area Precincts

14.20.2.21 ~~16.20.5.3~~ The road network will consist of a modified grid system of public streets.

14.20.2.22 ~~16.20.5.4~~ All development in the Ninth Line Neighbourhood Character Area will be designed to protect for, and support, the 407 Transitway and any related facilities.

14.20.2.23 ~~16.20.5.5~~ The City will encourage the Province and other public agencies to consider strategic parking management techniques at the 407 Transitway Stations. Parking should be optimized through the use of various transportation demand management tools.

14.20.2.24 ~~16.20.5.6~~ Improvements to Ninth Line should incorporate a high level of design to accommodate transit, pedestrians, and cyclists.

14.20.2.25 ~~16.20.5.7~~ Local roads will be designed to serve all modes of transportation including pedestrians, cyclists and to transit users.

~~16.20.6 Physical Services, Stormwater Management and Utilities~~

14.20.2.26 ~~16.20.6.1~~ All development within the Ninth Line Neighbourhood Character Area will be subject to the Ninth Line Sixteen Mile Creek Scoped Subwatershed Study. The development of lands south of the woodlot (near Erin Centre Boulevard) will also be in accordance with the Sawmill Creek Subwatershed Plan.

~~16.20.7 Implementation~~

14.20.2.27 ~~16.20.7.1~~ Development will generally occur by way of one or more master plans of subdivision which will determine detailed alignment of municipal streets, parkland and development phasing.

14.20.2.28 ~~16.20.7.2~~ Development is to be phased to ensure servicing of development progresses in a financially responsible and environmentally sustainable manner.

14.20.2.29 ~~16.20.7.3~~ In the event that there are multiple landowners, to ensure the appropriate and orderly development of the site and to ensure that the costs associated with development are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement has been executed to address distribution of costs for municipal and community infrastructure, lands and facilities associated with development in a fair and equitable manner. Individual developments will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement.

The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary, for the purposes of facilitating a front ending agreement, the City may utilize area specific development charge by-laws enacted pursuant to the Development Charges Act, 1998, as amended.

14.20.2.30 ~~16.20.7.4~~ Development applications within the Northwest Greater Toronto Area Identification Study Area will not preclude or predetermine any further planning and/or implementation of the Study Area. The Study Area has been established by the Province of Ontario and replaces the now cancelled Greater Toronto West Corridor.

14.20.3 ~~16.20.3~~ Precincts

The Ninth Line Neighbourhood Character Area is subdivided into precincts in order to reflect differences in their planned function and character. The precincts include: a North Employment Area, the Derry 407 Transitway Station Area; the North Britannia Area; the Britannia 407 Transitway Station Area; the Community Park Residential Area; and a South Employment Area. The precincts are shown on Map 16-20.1, Ninth Line Neighbourhood Character Area Precincts.

~~16.20.3.1~~ — North Employment Area (Precinct 1)

14.20.3.1 ~~16.20.3.1.1~~ This area will form an extension of the employment area east of Ninth Line, north of the CP Railway. Lands in this precinct will be connected to the adjacent precinct to the south and lands to the east through the open space network.

14.20.3.2 ~~16.20.3.1.2~~ Buildings should front Ninth Line and other streets where possible to define the street edge and support a strong *streetscape* and public realm. Parking should be located at the rear of the property.

~~16.20.3.2~~ — Derry 407 Transitway Station Area (Precinct 2)

14.20.3.3 ~~16.20.3.2.1~~ Development in this area will be focused around the Derry 407 Transitway Station to create a vibrant, active node, comprised of mixed use transit supportive development with seamless multi-modal connections.

14.20.3.4 ~~16.20.3.2.2~~ Lands designated Mixed Use will permit heights ranging from 4 to 10 storeys.

14.20.3.5 ~~16.20.3.2.3~~ Lands designated Residential ~~Medium Density~~ Mid Rise will permit heights ranging from 4 to 10 storeys. Some grade related residential development such as townhouses with a minimum height of three storeys may be permitted interior to the precinct.

14.20.3.6 ~~16.20.3.2.4~~ This area will accommodate the greatest heights and densities for the entire Character Area.

14.20.3.7 ~~16.20.3.2.5~~ Parking for the 407 Transitway Station will be encouraged to be located in structures or underground. However, if significant surface parking is proposed as an initial phase of development by a public agency, a design which allows for ~~intensification of the site over time will be required.~~

~~16.20.3.3~~ — North Britannia Area (Precinct 3)

14.20.3.8 ~~16.20.3.3.1~~ This precinct includes a large flood protection area including hazard lands and open spaces. This precinct will be created through earth filling to

manage hazard lands. The implementation of this feature will enable residential development adjacent Ninth Line. The ultimate configuration of this area will be subject to approval by the appropriate conservation authority.

14.20.3.9 ~~16.20.3.3.2~~ Residential development within lands designated Mid Rise will include a mix of housing forms such as townhouses and midrise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 16-20.2: Ninth Line Neighbourhood Character Area Height Limits.

14.20.3.10 ~~16.20.3.3.3~~ Notwithstanding policy ~~16.20.3.3.2~~ 14.20.3.9 and ~~11.2.5.5~~ 10.1.5.8, consideration may be given to ground related units such as semi-detached dwellings abutting Ninth Line between Doug Leavens Boulevard and Beacham Street. The overall density target for the entire Character Area must be maintained.

~~16-20.3.4~~ — Britannia 407 Transitway Station Area (Precinct 4)

14.20.3.11 ~~16-20.3.4.1~~ This area immediately surrounds the Britannia 407 Transitway Station. Development will be transit supportive with a range of building heights from 4 to 10 storeys. Sites immediately adjacent the 407 Transitway Station will incorporate retail/commercial uses at grade to enable a vibrant and active public realm. Buildings will be designed to accommodate retail/commercial uses at grade.

14.20.3.12 ~~16-20.3.4.2~~ Parking for the 407 Transitway Station will be encouraged to be located in structures or underground.

~~16-20.3.5~~ — Community Park/Residential Area (Precinct 5)

14.20.3.13 ~~16-20.3.5.1~~ The primary focus of this area will be the Community Park and related facilities to serve residents of the local and broader communities.

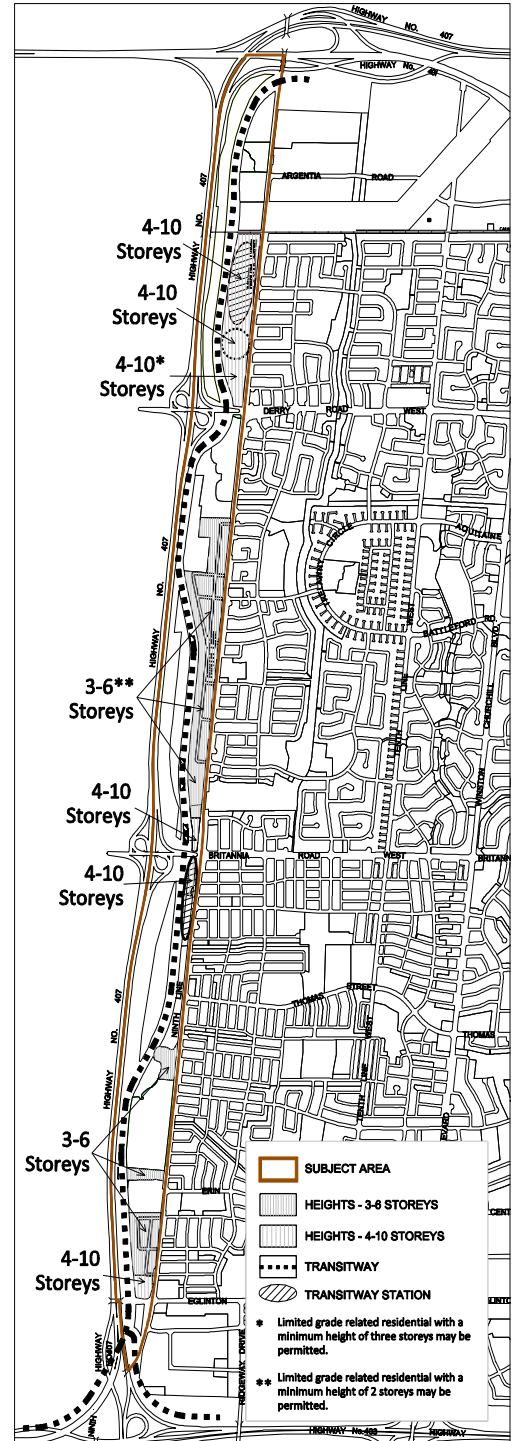
14.20.3.14 ~~16-20.3.5.2~~ Development in the northwest quadrant of Eglinton Avenue West and Ninth Line will have a mix of housing forms such as townhouses and midrise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 16-20.2: Ninth Line Neighbourhood Character Area Height Limits.

~~16-20.3.6~~ — South Employment Area (Precinct 6)

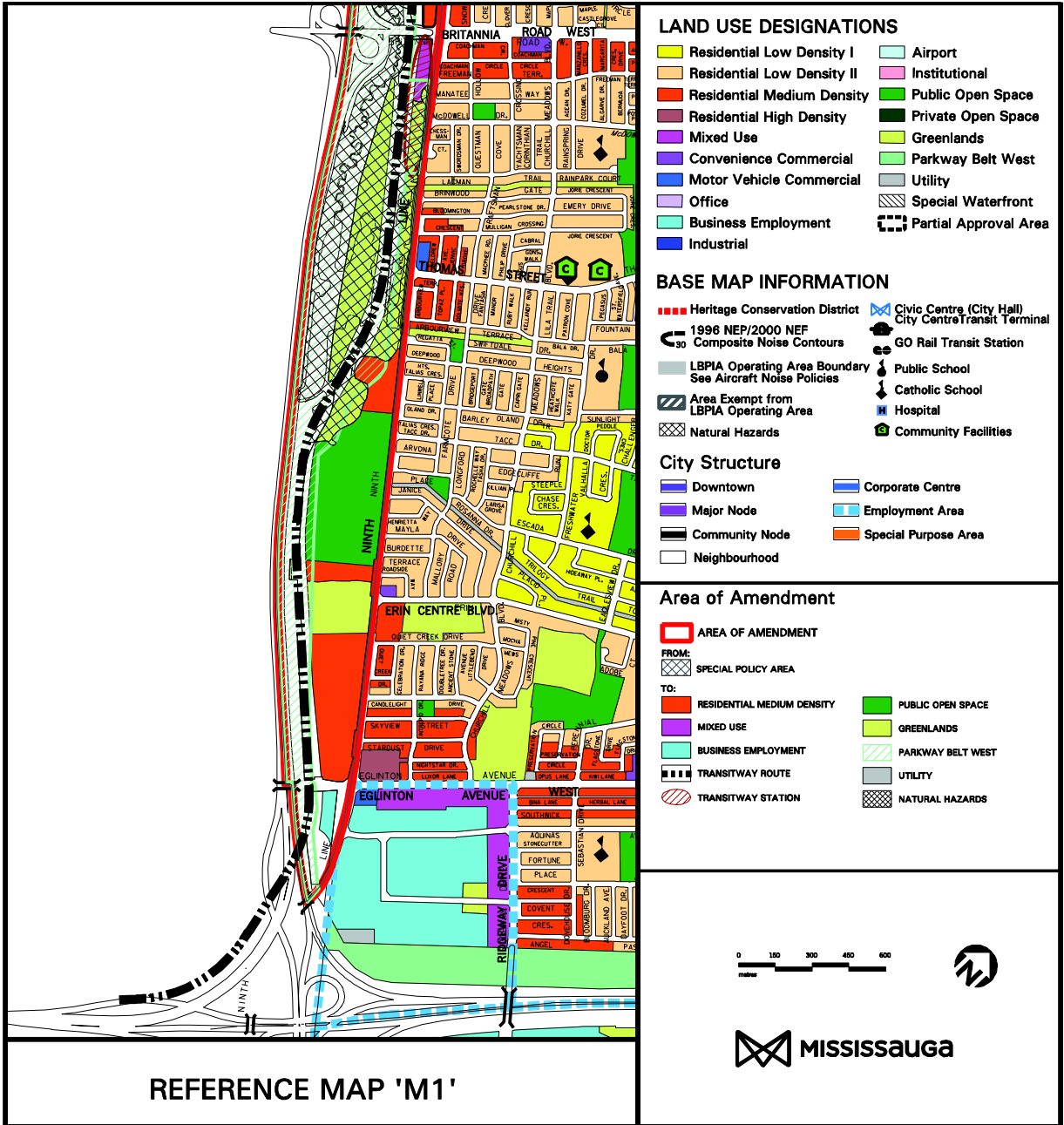
14.20.3.15 ~~16-20.3.6.1~~ The South Employment Area is an entry point into the City and the Ninth Line Neighbourhood Character Area.

14.20.3.16 ~~16-20.3.6.2~~ Buildings should front Ninth Line and other streets where possible to define the street edge and support a strong *streetscape* and public realm. Parking should be located at the rear of the property.

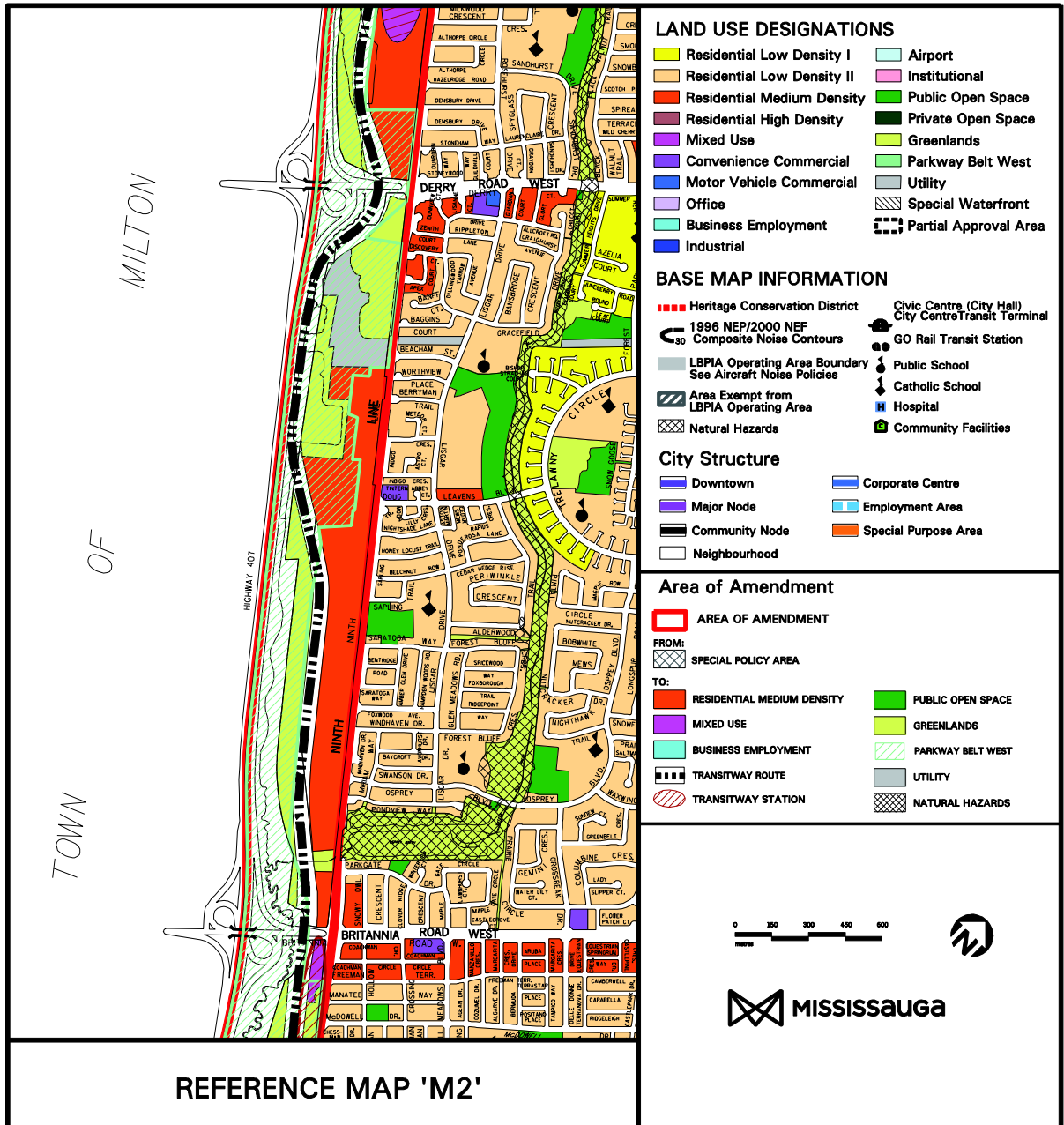
~~16-20.4~~ Moved up Land Use



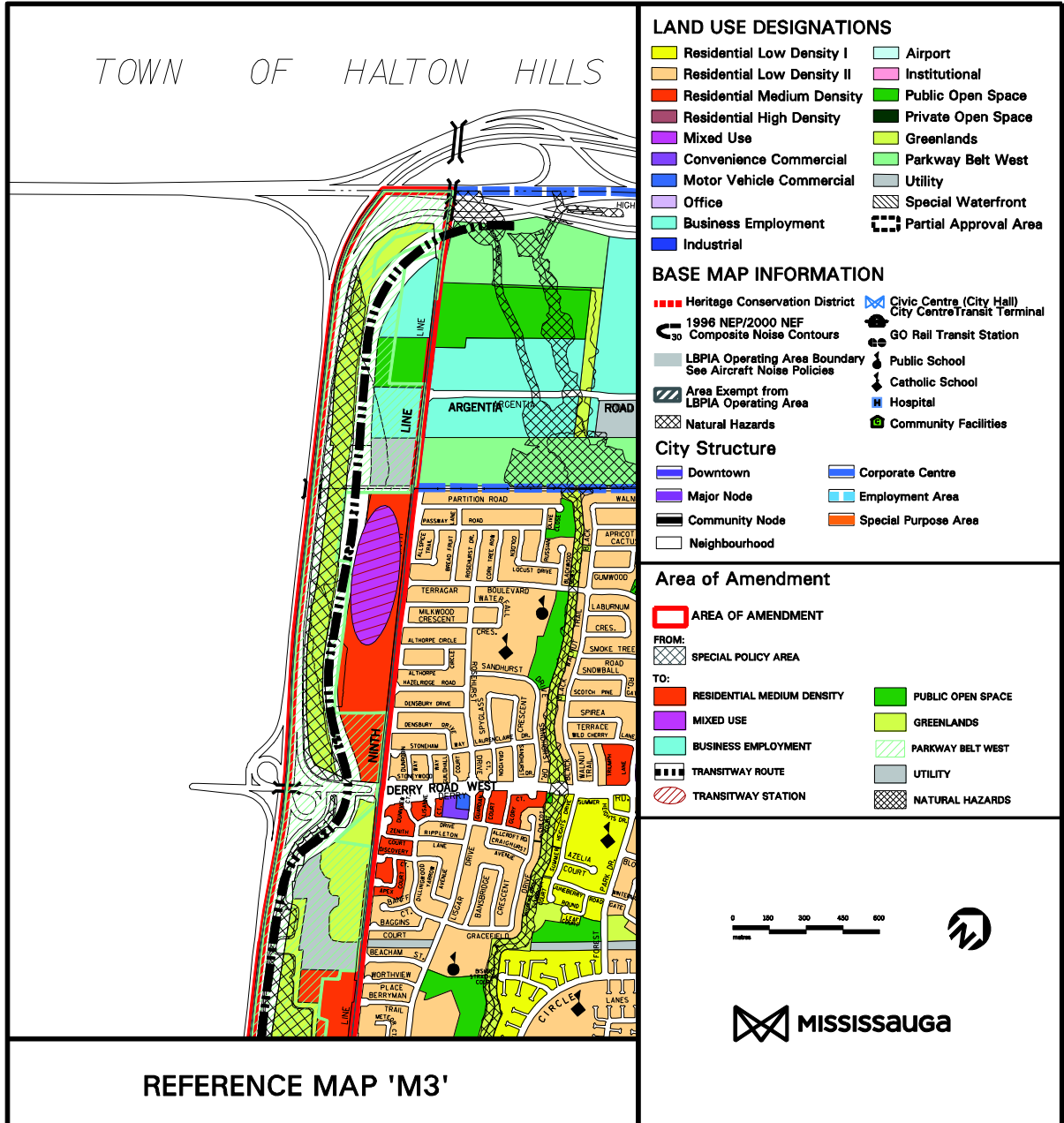
Map 16-20.1: Ninth Line Neighbourhood Character Area Height Limits



Map 16-20.3: Ninth Line Neighbourhood Character Area Reference Map 'M1'



Map 16-20.4: Ninth Line Neighbourhood Character Area Reference Map 'M2'



Map 16-20.5: Ninth Line Neighbourhood Character Area Reference Map 'M3'

14.21 ~~16.21~~ Port Credit

Official Plan policies for lands within the Port Credit Neighbourhood are contained in the Port Credit Local Area Plan.

14.22 ~~16.22~~ Rathwood

14.22.1 ~~16.22.1~~ Context

Rathwood is a mature ~~and well-established~~ neighbourhood consisting mainly of detached homes on large lots, built primarily between 1960 and 1980. Semi-detached, townhouse and apartment dwellings are predominantly located along the arterial and major roads. Retail and service uses are dispersed throughout the neighbourhood, with Rockwood Mall being the community's focal point.

~~Arterial roads such as Burnhamthorpe Road, Dixie Road, Cawthra Road, and and major collector roads like Fieldgate Drive, Tomken Road, and Ponytrail Drive will be the focus of future low rise and mid rise mixed use development.~~

New apartment dwellings, retail, service and office uses will be directed to these streets to reinforce a sense of place and create a complete, healthy community. New development within the neighbourhood will respect the existing lotting and street pattern, height, scale and building typology.

~~The Rathwood Applewood Community Node is anchored by Rockwood Mall. The Node will be encouraged to develop as a mixed use focal point for intensification, creating a central hub and destination for the community.~~

A well-developed open space system weaves throughout the neighbourhood providing important pedestrian connections and gathering spaces. The existing parks and natural heritage features are of great importance and can be enhanced through additional community programming and site improvements that benefit people of all ages and abilities.

14.22.2 Policies

14.22.2.1 Streetscape improvements for portions of Cawthra Road, Rathburn Road, and Dixie Road are encouraged to enhance the pedestrian realm. This may be achieved through landscaping, wider sidewalks, street trees, and/or multiuse trails.

~~16.22.2 — Urban Design Policies~~

14.22.2.2 ~~16.22.2.1~~ Mississauga encourages efforts to improve existing reverse frontage development along limited access roadways, particularly Burnhamthorpe Road East and Rathburn Road East, through the use of landscaping and the promotion of a uniform and well maintained rear yard fencing system.

~~16.22.3 — Special Site Policies~~

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

~~16.21.3.1 — Site 1~~ — Moved to Chapter 16

~~16.22.3.2 — Site 2~~

~~16.22.3.3 — Site 3~~ — Moved to Chapter 16

14.23 ~~16.23~~ Sheridan

14.23.1 ~~16.23.1~~ Land Use Policies

~~16.23.1.1 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.~~

~~14.23.1.1~~ ~~16.23.1.2~~ For lands designated Residential Low ~~Density~~ ~~Rise~~ I, the subdivision of lots of less than 23 m frontage will be discouraged, if it is considered to be detrimental to the **planned context** ~~character~~ of the surrounding area.

~~16.23.1.3 Lands designated Residential Low Density II will not permit the following uses:~~

~~a. triplexes, street townhouses and other forms of low rise dwellings with individual frontages.~~

~~16.23.1.4 Notwithstanding the Business Employment policies of this Plan, overnight accommodations and conference centres will not be permitted.~~

~~16.23.2~~ ~~Special Site Policies~~

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

~~16.23.2.1~~ ~~Site 1~~ Moved to Chapter 16

~~16.23.2.2~~ ~~Site 2~~ Moved to Chapter 16

~~16.23.2.3~~ ~~Site 3~~

14.24 ~~16.24~~ Streetsville

14.24.1 ~~16.24.1~~ Urban Design Policies

~~16.24.1.1 Development will be compatible with and enhance the village character of Streetsville as a distinct established community by integrating with the surrounding area.~~

~~16.24.1.2 Alterations to heritage structures, including building repairs and additions, and/or alterations to existing vegetation which is part of the cultural heritage landscape, will be in keeping with the original character of the heritage resources to be preserved.~~

~~16.24.1.3 The established residential character of the areas generally located along Main Street east of Church Street and along Queen Street South, south of Barry Avenue, will be maintained through appropriate building masses, setbacks, intensive landscaping, *streetscapes* with many mature trees, and a regular street grid pattern.~~

~~16.24.2~~ Land Use

~~14.24.1.1~~ ~~16.24.2.1~~ In addition to the uses permitted by the Land Use Policies of this Plan, bed and breakfast establishments are permitted provided that they front upon Queen Street South, Main Street, Thomas Street or Church Street.

~~16.24.2.2 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.~~

~~16.24.2.3 Lands designated Residential Medium Density will also permit low rise apartment dwellings.~~

~~16.24.2.4 Notwithstanding the Business Employment designation only the following uses will be permitted:~~

- ~~a. community infrastructure;~~
- ~~b. entertainment, recreation and sports facility;~~
- ~~c. financial institution;~~
- ~~d. manufacturing;~~
- ~~e. motor vehicle rental facility;~~
- ~~f. research and development;~~
- ~~g. sales and service accessory to a permitted use;~~

~~h. secondary office; and~~

~~i. warehousing, distribution and wholesaling.~~

~~16.24.3 Heritage~~

~~14.24.1.2~~ ~~16.24.3.1~~ Heritage resources will include those properties listed on the City's Heritage Register, but will not be restricted to the list. There are heritage characteristics throughout Streetsville that may warrant study and the establishment of heritage conservation districts.

~~16.24.4 Stormwater Management~~

~~14.24.1.3~~ A stormwater drainage report will be required to ensure that the existing drainage system has the capability to convey the increased storm flow from redevelopment in accordance with current City drainage standards.

~~16.24.5 Special Site Policies~~

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

~~16.24.5.1 Site 1~~ Moved to Chapter 16

~~16.24.5.2 Site 2~~ Moved to Chapter 16

~~16.24.5.3 Site 3~~

~~16.24.5.4 Site 4~~ Moved to Chapter 16

~~16.24.5.5 Site 5~~ Moved to Chapter 16

~~16.24.5.6 Site 6~~

~~16.24.5.7 Site 7~~ Moved to Chapter 16

~~16.24.5.8 Site 8~~ Moved to Chapter 16

15 ~~7~~ General Employment Areas

LEGEND

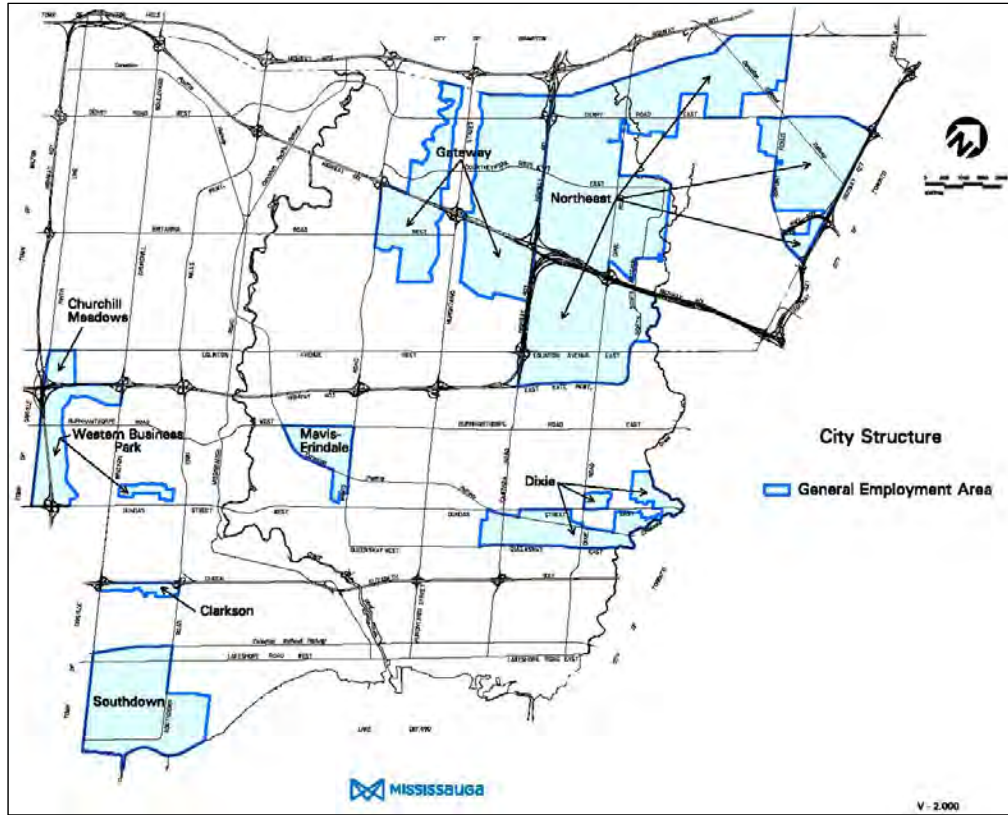
- ~~XXX~~ Policy deletion
- XXX New policy or policy language addition
- XXX Policy addition per Council approved Dundas Corridor policies (OPA 141) – Under appeal
- ~~XXX~~ Policy deletion per Council approved Dundas Corridor policies (OPA 141)
- XXX Policy language addition to Council approved Dundas Corridor policies

15.1 ~~17.1~~ Introduction

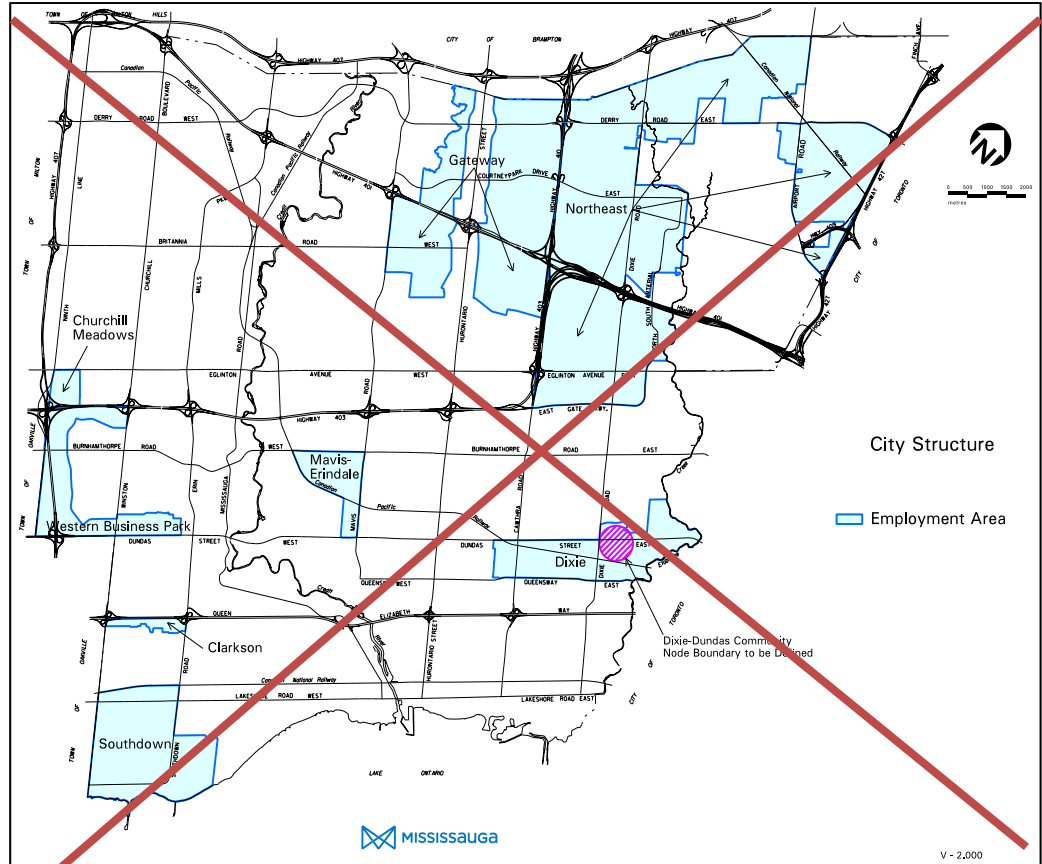
There are eight **General** Employment Area Character Areas in Mississauga:

- Churchill Meadows;
- Clarkson;
- Dixie;
- Gateway;
- Mavis-Erindale;
- Northeast;
- Southdown; and
- Western Business Park.

This section identifies the modifications to the General Land Use designations in Chapter ~~10~~ ~~44~~ that apply to all **General** Employment Areas.



MAP UNDER APPEAL Map 15 47-1: City Structure – General Employment Areas



Map 17-1: City Structure – Employment Areas

17.1.1 General

~~17.1.1.1 Lands on a **Corridor** will not be subject to the two-storey height minimum except along **Intensification Corridors** and within **Major Transit Station Areas**. Character Area policies may establish height requirements.~~

15.1.1 17.1.2 Utilities

15.1.1.1 Outdoor storage will be permitted accessory to a permitted land use adjacent to electric power rights-of-way.

15.1.2 17.1.3 Residential

15.1.2.1 Residential designations will not be permitted, except for permitted residential designations in the Dixie **General** Employment Area in existence at the time this Plan comes into effect.

15.1.3 ~~17.1.4~~ Employment Commercial ~~Mixed Use~~

15.1.3.1 ~~17.1.4.1~~ Notwithstanding the Employment Commercial ~~Mixed Use~~ policies of this Plan, the following additional uses will be permitted only in the Dixie, Gateway, Mavis-Erindale, Northeast, Southdown and Western Business Park Character Areas:

- a. Business Employment Uses; and
- b. Motor Vehicle Commercial Uses.

~~17.1.4.2 Notwithstanding the Mixed Use policies of this Plan, the following uses will not be permitted:~~

~~a. Residential.~~

15.1.3.2 Notwithstanding the Employment Commercial ~~Mixed Use~~ policies of this Plan, the maximum *floor space index (FSI)* for *secondary offices* is 1.0.

~~17.1.4.4~~ The Employment Commercial ~~Mixed Use~~ designation will not be permitted, except for lands designated Employment Commercial ~~Mixed Use~~ at the time this Plan comes into effect.

15.1.4 ~~17.1.5~~ Offices

15.1.4.1 ~~17.1.5.1~~ Notwithstanding the Office policies of this Plan, the following uses will not be permitted:

- a. Major office.

15.1.4.2 ~~17.1.5.2~~ Notwithstanding ~~14.1.4.1 17.1.5.1~~, major office will be permitted in *Major Transit Station Areas*.

15.1.4.3 ~~17.1.5.3~~ Notwithstanding the Office policies of this Plan, the maximum *floor space index (FSI)* for *secondary offices* is 1.0.

15.1.5 ~~17.1.6~~ Institutional

15.1.5.1 ~~17.1.6.1~~ Institutional uses will not be permitted.

15.1.6 ~~17.1.7~~ Convenience Commercial

~~17.1.7.1 Notwithstanding the Convenience Commercial policies of this Plan, the following uses will not be permitted:~~

~~a. Residential.~~

15.1.6.1 ~~17.1.7.2~~ The Convenience Commercial designation will not be permitted, except for lands designated Convenience Commercial at the time this Plan comes into effect.

15.1.7 ~~17.1.8~~ **Business Employment**

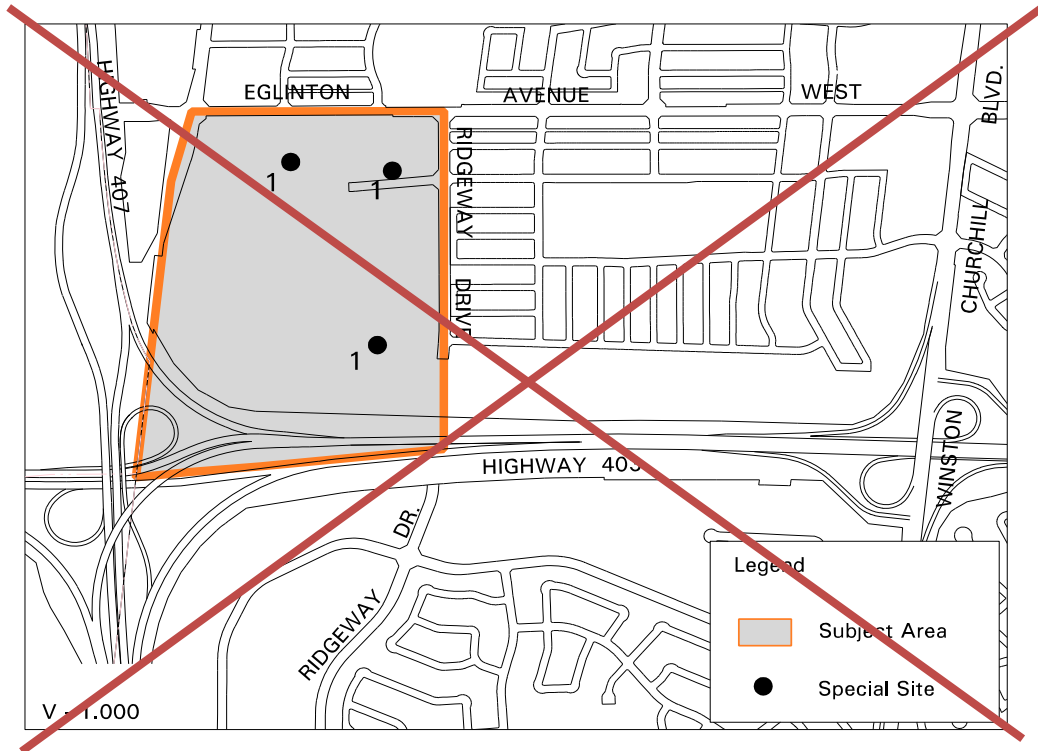
15.1.7.1 ~~17.1.8.1~~ Notwithstanding the Business Employment policies of this Plan, existing major office will be permitted.

15.1.8 ~~17.1.9~~ **Industrial**

15.1.8.1 ~~17.1.9.1~~ The Industrial designation will not be permitted in the following Character Areas:

- Churchill Meadows; and
- Clarkson

15.2 17.2 Churchill Meadows



Map 15 17-2: Churchill Meadows General Employment Area

15.2.1 ~~17.2.1~~ Land Use

15.2.1.1 ~~17.2.1.1~~ Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:

- a. adult entertainment establishments;
- b. animal boarding establishments which may include outdoor facilities;
- c. body rub establishments;
- d. motor vehicle body repair facilities;
- e. transportation facilities
- f. trucking terminals; and
- g. *waste processing stations* or *waste transfer stations* and composting facilities.

15.2.2 ~~17.2.2~~ Urban Design

15.2.2.1 ~~17.2.2.1~~ Eglinton Avenue West represents an entry point into the city and, therefore, built form of high architectural and landscaping standards will be promoted.

15.2.2.2 ~~17.2.2.2~~ Strong built form should be achieved along the street frontage with massing emphasis at corners, thus discouraging parking and loading areas at the streetlines.

15.2.2.3 ~~17.2.2.3~~ Landscape treatments at corners and extending along Eglinton Avenue West should be complementary on either side of the street.

15.2.3 ~~17.2.3~~ Transportation

15.2.3.1 ~~17.2.3.1~~ Notwithstanding the policies of this Plan, the following policies will apply:

- ~~a. where feasible, the alignment of streets individual roads will recognize the need to preserve natural features, including woodland edges and hedgerows. Detailed road design will include mitigating and rehabilitation measures to address any disturbance of these features; [MOVED TO TRANSPORTATION CHAPTER]~~
- a. ~~b.~~ Mississauga will be pursuing other possible opportunities for improving Provincial Highway access to Churchill Meadows. A further detailed study will be required, involving the approval of appropriate agencies, to determine the feasibility and timing of these improvements; and
- b. ~~e.~~ direct access will be permitted on Major Collectors, with 30 m rights-of-way. The access location will require the approval of the Transportation and Works Department.

15.2.4 ~~17.2.4~~ Physical Services and Utilities

15.2.4.1 ~~17.2.4.1~~ All development will be in accordance with the Sawmill Creek Sub-watershed Plan, ~~and the Lisgar Region Water Quality Study.~~

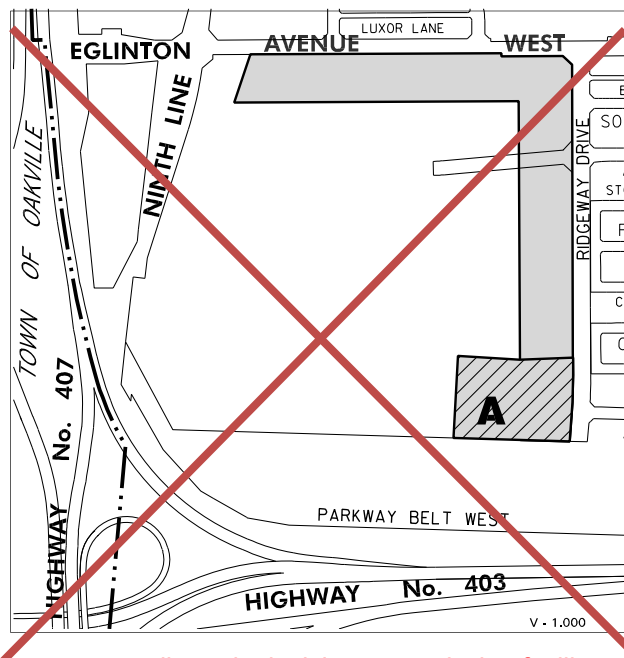
15.2.4.2 ~~17.2.4.2~~ Additional off-site lands associated with the construction of the stormwater management facilities recommended by the Sawmill Creek Sub-watershed Study may be needed.

MOVED TO CHAPTER 16 – Special Sites:

~~17.2.5 – Special Site Policies~~

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

~~17.2.5.1 – Site 1~~



~~17.2.5.1.1 The lands identified as Special Site 1 are located south of Eglinton Avenue West and west of Ridgeway Drive.~~

~~17.2.5.1.2 Notwithstanding the provisions of the Mixed Use designation, the following additional policies will apply:~~

~~a. the following additional uses will be permitted:~~

- ~~• broadcasting station;~~
- ~~• communications and broadcasting establishment;~~

~~• radio and television transmission facility;~~

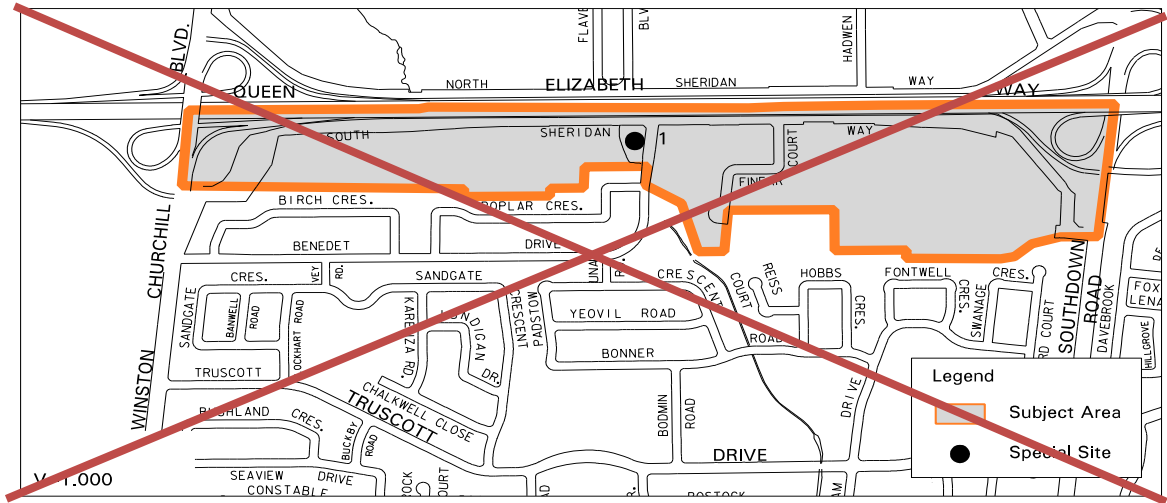
~~• telephone sales and service establishment; and~~

~~b. retail warehouses will not be permitted.~~

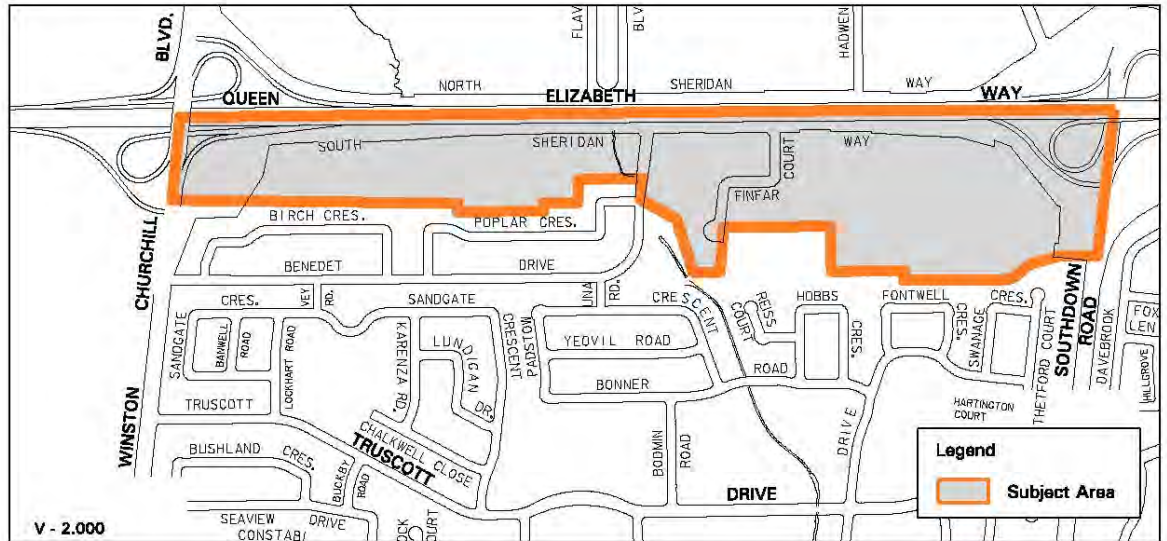
~~17.2.5.1.3 Area A is located north of the utility corridor and west of Ridgeway Drive. Notwithstanding the Mixed Use designations, the following additional policy will apply:~~

~~a. the physical integration of the Bus Rapid Transit (BRT) facility with adjacent development will be encouraged.~~

15.3 17.3 Clarkson



Map 15 17-3: Clarkson General Employment Area



15.3.1 ~~17.3.1~~ Land Use

15.3.1.1 ~~17.3.1.1~~ Notwithstanding the Business Employment Policies of this Plan, only the following uses will be permitted:

- a. manufacturing;
- b. *secondary office*;
- c. warehousing, distributing and wholesaling; and
- d. accessory uses.

15.3.1.2 ~~17.3.1.2~~ The maximum *floor space index (FSI)* of a *secondary office* is 0.5.

15.3.2 ~~17.3.2~~ Transportation

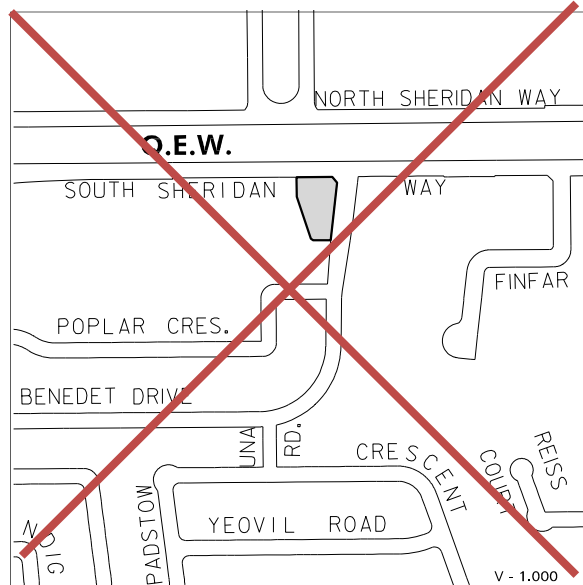
15.3.2.1 ~~17.3.2.1~~ No approvals for development on the south side of South Sheridan Way, west of Southdown Road, will be given until the proponent has submitted an acceptable traffic impact study to the satisfaction of the City.

MOVED TO CHAPTER 16 – Special Sites:

17.3.3 ~~Special Site Policies~~

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

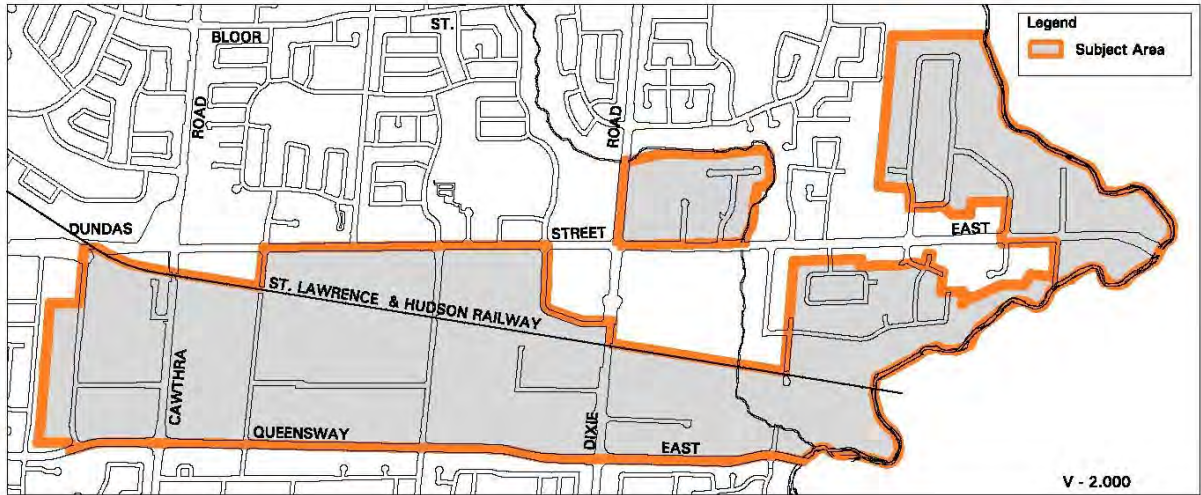
~~17.3.3.1 – Site 1~~



~~17.3.3.1.1 The lands identified as Special Site 1 are located at the southwest corner of South Sheridan Way and Benedet Drive.~~

~~17.3.3.1.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, only a gas bar will be permitted.~~

15.4 ~~17.4~~ Dixie



MAP UNDER APPEAL - Map 15 ~~17~~-4: Dixie General Employment Area



Map 17 4: Dixie Employment Area

The Dixie General Employment Area is a major employment cluster that provides significant employment. With access to rail and major transportation infrastructure, the range and scale of employment uses provides significant opportunities and benefits to the City. Existing and permitted employment uses within the area will be protected from non-compatible uses to ensure continued viability of the employment area.

15.4.1 ~~17.4.1~~ Urban Design Policies

Community Identity and Design

15.4.1.1 ~~17.4.1.1~~ An appropriate gateway treatment should be created at the city boundaries at Dundas Street East and the Queensway East through the massing of buildings, landscape design, or the design of the *streetscape*. ~~A gateway treatment for Dundas Street East is outlined in the Special Site policies. The Dundas Street East gateway will be comprised of development that incorporates a mix of transit supportive uses and an active street frontage. Increased connectivity, multi-modal access and an expanded parks and open space network will be encouraged to serve the anticipated growth along the corridor.~~ The Queensway East gateway should use adjacent Greenlands lands and the median on the Queensway East for feature landscaping to frame the entrance to the city.

15.4.1.2 ~~17.4.1.2~~ The *streetscape* along Dundas Street East should be enhanced by the punctuation of built form with architectural interest at designated sites. These locations include the gateways at the city boundary and the intersections of Dundas Street with Dixie Road, Haines Road and Stanfield Road. These sites should be developed with a unique and/or significant built form along the street to act as orienting landmarks. The built form and site layout should punctuate the *streetscape* with architectural interest, which can be achieved by maximizing building heights, encouraging creative building massing solutions to break up the dominant rhythm of one storey structures, reducing front yard parking, emphasis on enhanced landscape treatment, and the inclusion of signage as an integral part of the overall architecture of the building(s).

15.4.1.3 ~~17.4.1.3~~ Planting should be provided appropriate to the circumstances and existing vegetation will be preserved in order to maintain the character of the Character Area. Where continuous street planting along Dundas Street East is not possible, concentrated landscape planting may be required.

15.4.1.4 ~~17.4.1.4~~ Development along Dixie Road between Dundas Street East and the GO Transit Station should encourage active pedestrian use, by minimizing building setbacks and the amount of parking between the building and the street. Development should be designed with a significant portion of the building mass located along the linear street frontage. The space between the front wall of the building and the streetline should be treated as a continuous landscape area with no parking or driveway areas. A pedestrian connection should be provided from the public sidewalk to the principal building entrance.

15.4.2 ~~17.4.2~~ Land Use

15.4.2.1 ~~17.4.2.1~~ Notwithstanding the **Employment Commercial Mixed-Use** policies of this Plan, the following additional uses will be permitted within enclosed buildings:

- a. manufacturing;
- b. research and development; and
- c. warehousing, distributing and wholesaling.

~~15.4.2.2 17.4.2.2~~ Notwithstanding the ~~Employment Commercial Mixed-Use~~ policies of this Plan, outdoor flea markets will not be permitted.

~~15.4.2.3 17.4.2.3~~ Notwithstanding the Business Employment policies of this Plan, existing industrial uses that require extensive outdoor processing and storage will be permitted, and may expand, except where adjacent to residentially designated lands.

~~15.4.3 17.4.3~~ Transportation

~~15.4.3.1 17.4.3.1~~ Access control will be emphasized along arterial roadways such as Dundas Street East, where High Occupancy Vehicle (HOV) lanes are currently in operation between Dixie Road and the Etobicoke Creek.

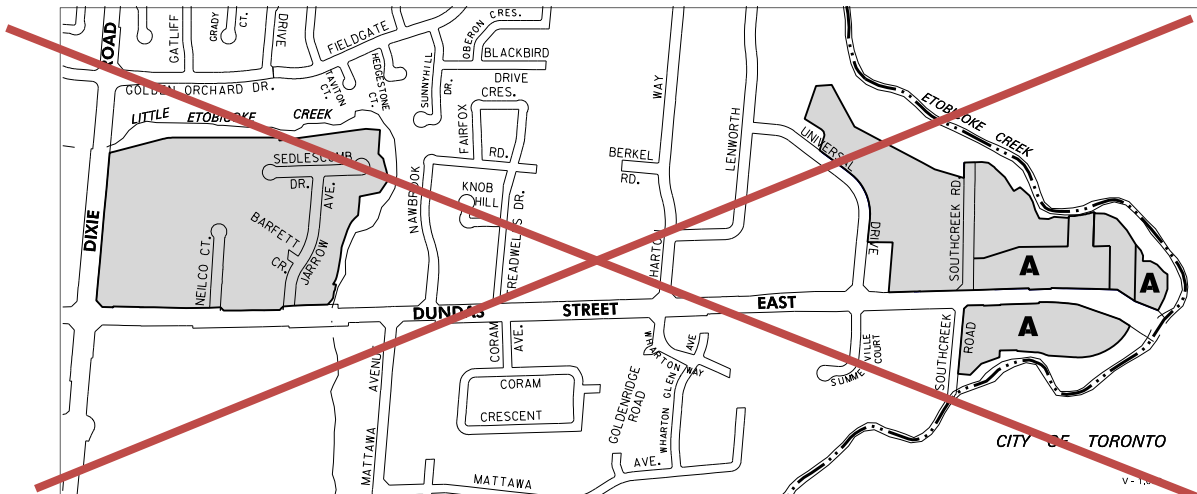
~~17.4.3.2~~ Mississauga will consider the extension of Mattawa Avenue westward to Dixie Road, and a connection of Jarrow Avenue southward to the Mattawa Avenue extension.

MOVED TO CHAPTER 16 – Special Sites:

~~17.4.4~~ **Special Site Policies**

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

~~17.4.4.1~~ Site 1



~~17.4.4.1.1~~ The following lands are identified as Special Site 1:

- ~~• the lands on the northeast corner of Dixie Road and Dundas Street East, bounded by the Little Etobicoke Creek. This site is situated within a spill-zone associated with the Regional Storm flood overtopping the south bank of the Little Etobicoke Creek channel; and~~
- ~~• the lands west of Etobicoke Creek at Dundas Street East. This site is entirely within the Regional Storm floodplain of the Etobicoke Creek. These lands are~~

~~shown conceptually and are subject to further review by the Toronto and Region Conservation Authority (TRCA).~~

~~Site 1 is a special policy area defined by Provincial Government criteria and as established by the Toronto and Region Conservation Authority (TRCA).~~

~~Notwithstanding the policies of this Plan which relate to development within the Regional Storm floodplain, and the provisions of the Mixed Use, Business Employment and Greenlands designations, the following policies will apply:~~

- ~~a. the construction of any buildings or structures, including any additions to an existing building, and the placing or dumping of fill of any kind, or the alteration of any **watercourse**, will not be permitted within the special policy area without the approval of the appropriate Conservation Authority;~~
- ~~b. development will not be permitted within the 100-year return storm floodplain;~~
- ~~c. development outside the 100-year return storm floodplain will be permitted only on the basis of approvals by the City and the appropriate Conservation Authority;~~
- ~~d. ideally, new buildings and structures will be protected from flooding under Regional Storm conditions. Where this level of protection is technically or economically not feasible, Mississauga may, in consultation with the appropriate Conservation Authority, consider a lesser level of protection. In no case, however, will the minimum level of protection be less than the 350-year return storm floodplain;~~
- ~~e. notwithstanding subsections c. and d. of this section, development, or additions will not be permitted, where, as a result of a flood event equal to or less than the Regulatory Flood, structures will be subject to flows which, due to velocity and/or depth, would present conditions of hazard to life or potential damage to structures;~~
- ~~f. in support of any development application, the City or the appropriate Conservation Authority may require engineering studies related to flood frequency, velocity and depth of flood flows, appropriate flood damage reduction measures, and storm water management techniques. Based on these studies and other information, Mississauga or the TRCA may specify that any approval of the application will be subject to certain design considerations related to location, structural integrity, setbacks, coverage, elevation of ground floor openings, and other matters as may be determined by the City or the appropriate Conservation Authority;~~
 - ~~● ingress and egress should be "safe" pursuant to Provincial Government flood proofing standards, and/or achieve the maximum level of flood protection determined to be feasible and practical based on existing infrastructure; and~~
 - ~~● new development not be permitted to locate in the floodplain where the use is:

 - ~~○ 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~~~~

- ~~o associated with uses, such as hospitals, nursing homes and schools, which would pose a significant threat to the safety of the inhabitants (e.g. the sick, the elderly, the disabled or the young), if involved in an emergency evacuation situation as a result of flooding or failure of flood-proofing measures;~~
 - ~~o associated with 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; and~~
 - ~~o where new development is not considered to pose an unacceptable risk to public safety, a higher level of flood protection and/or additional flood-proofing precautions above the regulatory flood level, may still be required due to the sensitive nature of the development; and~~
- ~~g. any amendment to the Zoning By-law will include provisions required by the City or the appropriate Conservation Authority to implement the Special Site Policies of this Plan.~~

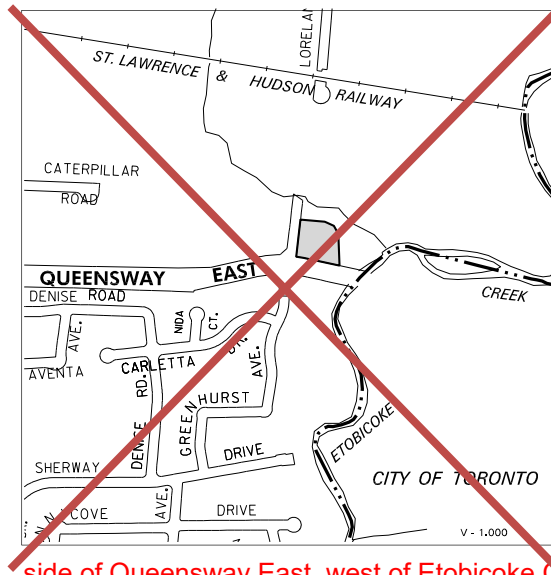
~~17.4.4.1.2 The lands identified as Area A are located north and south of Dundas Street East, from Southcreek Road to the municipal boundary, Etobicoke Creek.~~

~~These lands function as the primary gateway into Mississauga from Toronto and areas to the east, and should promote distinctive built form, landscaping and street furniture elements as visual landmarks to identify the City entry and reinforce a quality image.~~

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

- ~~a. motor vehicle sales and rentals and other commercial or industrial uses with outdoor storage, flea markets, and motor vehicle commercial uses will not be permitted;~~
- ~~b. consolidation of vehicular entrances should be encouraged;~~
- ~~c. active building frontages should be oriented to the public street, maximizing the linear street frontage occupied by the building;~~
- ~~d. building definition is to be strengthened on the street façade by use of prominent roof forms, upper level window bands, architectural projections, and other design elements to accentuate the height and prominence of single storey buildings; and~~
- ~~e. special formal street tree planting at regular intervals is encouraged along the frontage of the gateway properties.~~

~~17.4.4.2 Site 2~~



~~17.4.4.2.1 The lands identified as Special Site 2 are located on the north side of Queensway East, west of Etobicoke Creek.~~

~~17.4.4.2.2 These lands function as a gateway into Mississauga from Toronto and should promote distinctive built form and landscaping elements as visual landmarks to identify the City entry and reinforce a quality image.~~

~~17.4.4.2.3 Notwithstanding the Business Employment designation of the lands, the following additional policies will apply:~~

- ~~a. 50% of the building's gross floor area is permitted to be used for retail commercial uses in addition to the uses permitted in the Business Employment designation; and~~
- ~~b. built form should minimize setbacks from Queensway East and include enhanced landscape features to promote the building on site as a highly visible landmark structure.~~

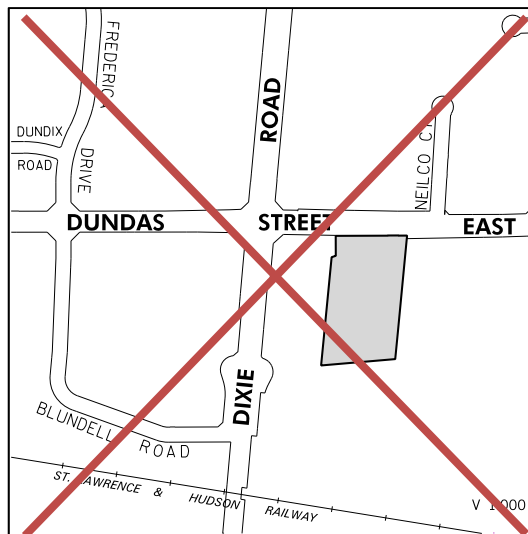
~~17.4.4.3 Site 3~~



~~17.4.4.3.1 The lands identified as Special Site 3 are located on the east side of Loreland Avenue, south of Dundas Street East, at 2315 Loreland Avenue.~~

~~17.4.4.3.2 Notwithstanding the provisions of the Business Employment designation on the lands a **major power generating facility** will be permitted.~~

~~17.4.4.4 Site 4~~



~~17.4.4.4.1 The lands identified as Special Site 4 are located on the south side of Dundas Street East and east of Dixie Road.~~

~~17.4.4.4.2 Notwithstanding the policies of this Plan, a minimum building height of two storeys or the equivalent building height in a single storey building massing will only be required for development adjacent to Dundas Street East.~~

~~17.4.4.4.3 A development master plan may be required that addresses matters such as:~~

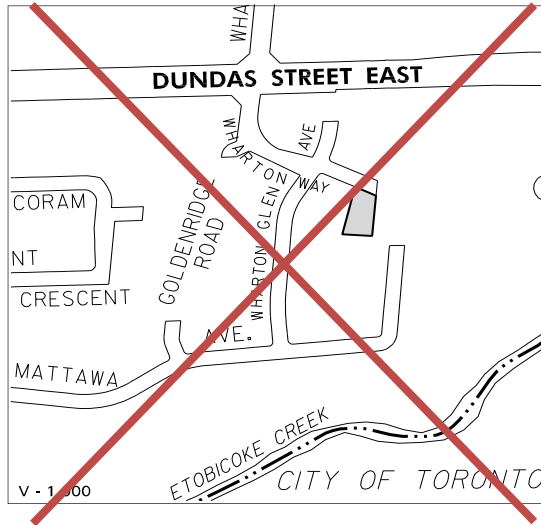
~~a. height, scale and location of proposed uses;~~

- ~~b. community and physical infrastructure requirements (e.g. roads, transit stations); and~~
- ~~c. transition and connectivity to surrounding development.~~

MOVED TO CHAPTER 16 – Special Sites:

17.4.5 Exempt Site Policies

17.4.5.1 Site 1



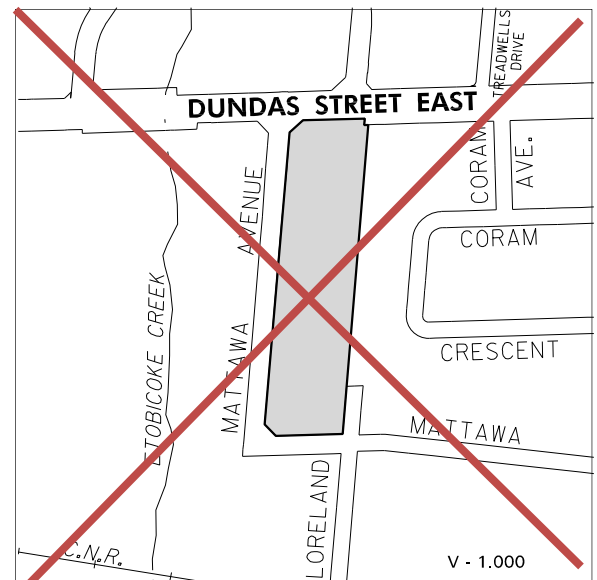
~~17.4.5.1.1 The lands identified as Exempt Site 1 are located on the south side of Wharton Way east of Wharton Glen Avenue, at 2001 Wharton Way.~~

~~17.4.5.1.2 Notwithstanding the provisions of the Business Employment designation, a food store will also be permitted with a maximum gross floor area of 320 m².~~

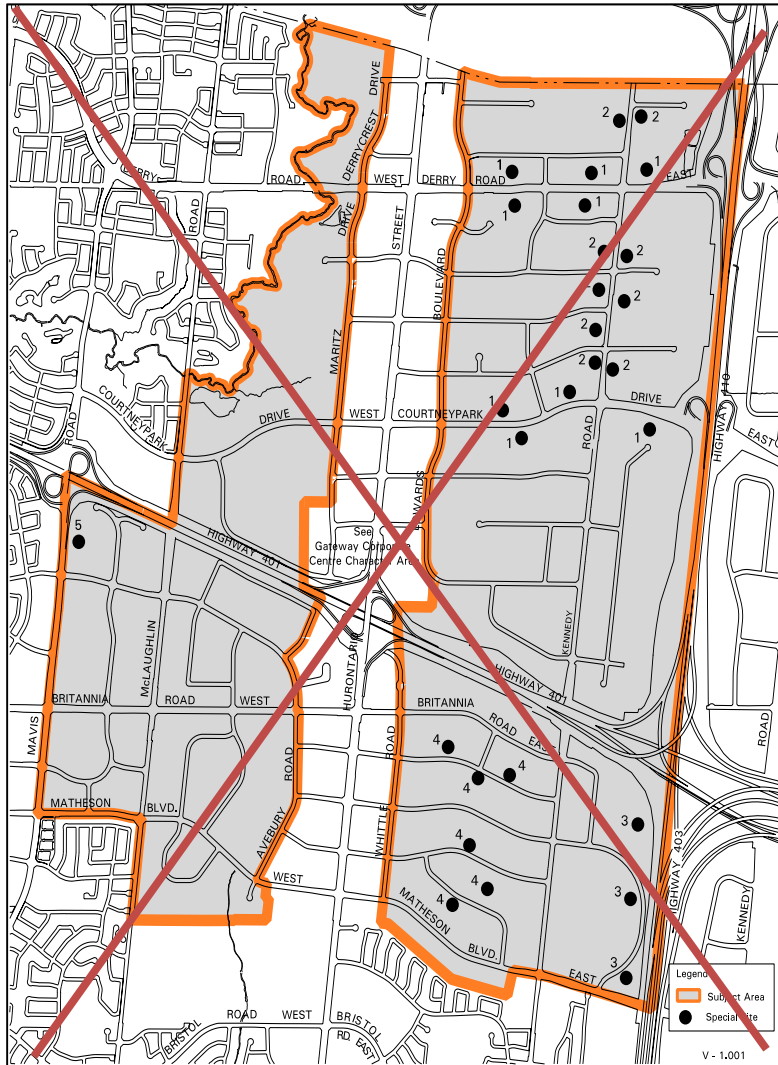
17.4.5.2 Site 2

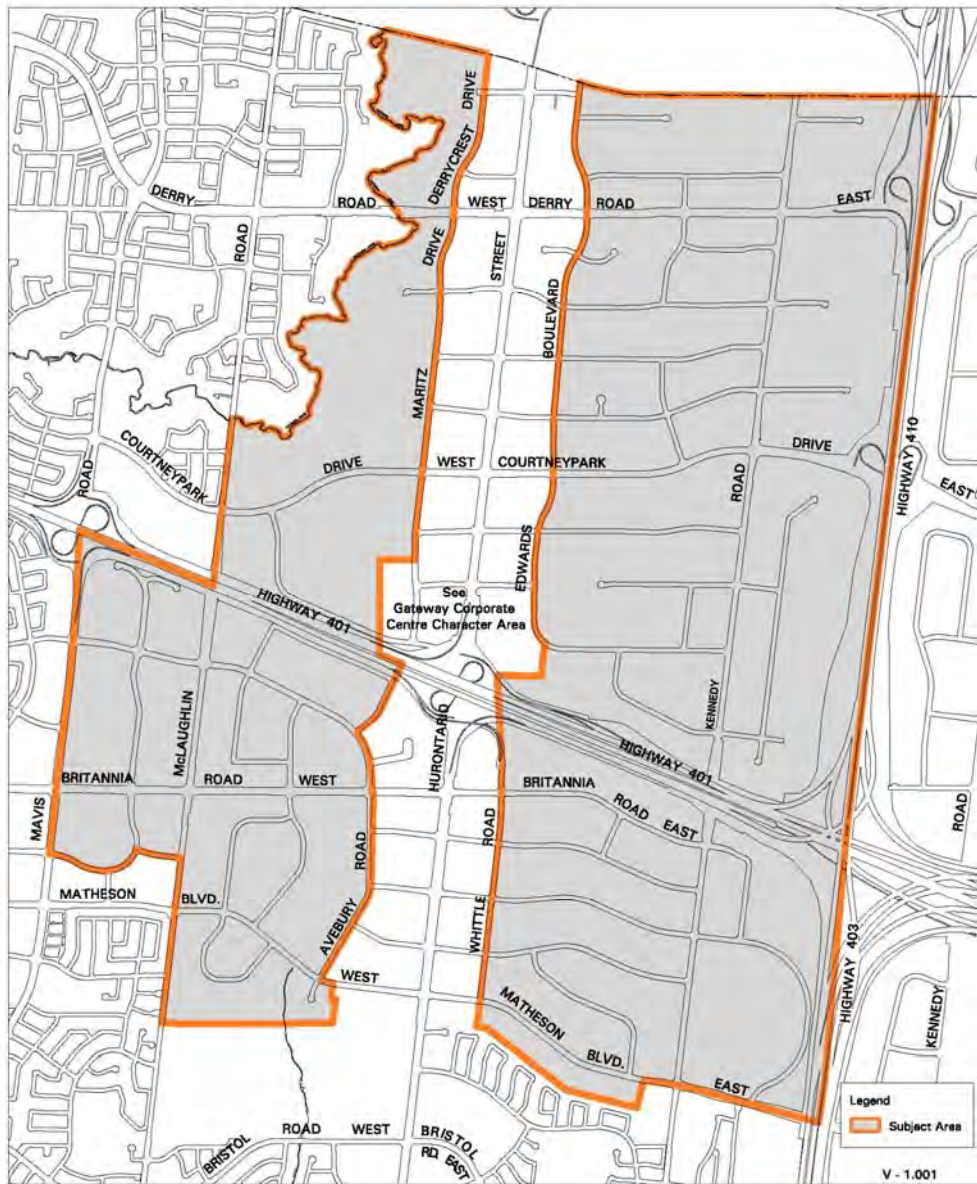
~~17.4.5.2.1 The lands identified as Exempt Site 2 are located at the southeast corner of Dundas Street East and Mattawa Avenue, at 1650 Dundas Street East.~~

~~17.4.5.2.2 Notwithstanding the provisions of the Mixed Use designation, residential uses will also be permitted on the second floor of the existing building, provided that they take the form of live/work units and are limited to a maximum of 42 units and 6 140 m².~~



15.5 17.5 Gateway





Map 15 17-5: Gateway General Employment Area

15.5.1 ~~17.5.1~~ Land Use

15.5.1.1 ~~17.5.1.1~~ Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:

- a. motor vehicle body repair facilities.

15.5.1.2 ~~17.5.1.2~~ Lands designated Motor Vehicle Commercial may be developed for the permitted uses of the abutting Business Employment designations without further amendment to this Plan.

15.5.1.3 ~~17.5.1.3~~ Notwithstanding the Industrial policies of this Plan, the following use will also be permitted subject to a rezoning:

- a. *crematorium*.

15.5.2 ~~17.5.2~~ Transportation

15.5.2.1 ~~17.5.2.1~~ Access to Mavis Road in general, will be limited to signalized intersections. Restricted right-in/right-out accesses along this arterial road may be permitted. These arterial access/intersection points will be assessed in more detail at the development review stage. The Transportation and Works Department may require development concept plans.

15.5.2.2 ~~17.5.2.2~~ The following road connections may be constructed without further amendment to this Official Plan subject to appropriate studies and Provincial Government approval:

- ~~● the extension of Madill Boulevard to the Provincial Highway 401 westbound off-ramp at Hurontario Street;~~
- the extension of Belgrave Road to the Provincial Highway 401 eastbound off-ramp at Mavis Road; and
- ~~● the extension of Whittle Road to the Provincial Highway 401 eastbound off-ramp at Hurontario Street; and~~
- the extension of Edwards Boulevard to the Provincial Highway 407 eastbound off-ramp at Hurontario Street (subject to approval by the City of Brampton).

This statement is intended to protect these potential ramp connections for future consideration and does not represent a commitment on the part of the Provincial Government.

MOVED TO CHAPTER 16 – Special Sites:

~~17.5.3~~ **Special Site Policies**

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

~~17.5.3.1 Site 1~~

~~17.5.3.1.1 The lands identified as Special Site 1, are located on both sides of Derry Road East and Courtneypark Drive East between Provincial Highway 410 and Edwards Boulevard.~~

~~17.5.3.1.2 Notwithstanding the Business Employment designation on these lands, the following additional policies will apply:~~

- ~~a. industrial uses which may have some outside storage, such as transportation related activities, and motor vehicle sales (including trucks and truck trailers), leasing, repairing and servicing, will be permitted; and~~
- ~~b. any site development plans will address the following built form expectations:~~
- ~~● that the principal built form model is one of enclosure (i.e. as viewed from Derry Road East and Courtneypark Drive East) of the major portion of materials/trucks/truck trailers storage, service and docking uses by buildings and/or wing walls (e.g. in a quadrangle, "U" shaped or "T" shaped footprint);~~
 - ~~● that the street frontage, in linear terms, be defined by built form (i.e. buildings or projecting walls compatible with the architecture) to the greatest extent possible and maintaining a general consistent, and limited setback to relate the buildings both to each other and to the street edge (minimum guideline of at least two thirds of the linear street frontage is to be occupied by building walls with a setback range of four and a half to thirteen (4.5-13) m);~~
 - ~~● that street front building walls should be highly articulated by use of creative massing, entry features, fenestration, high quality materials and interesting roof form (unrelieved walls with no concession to the visual character of the street realm should be avoided); and~~
 - ~~● that high profile locations such as intersections or gateway locations be recognized by the siting, design and height of respective buildings.~~

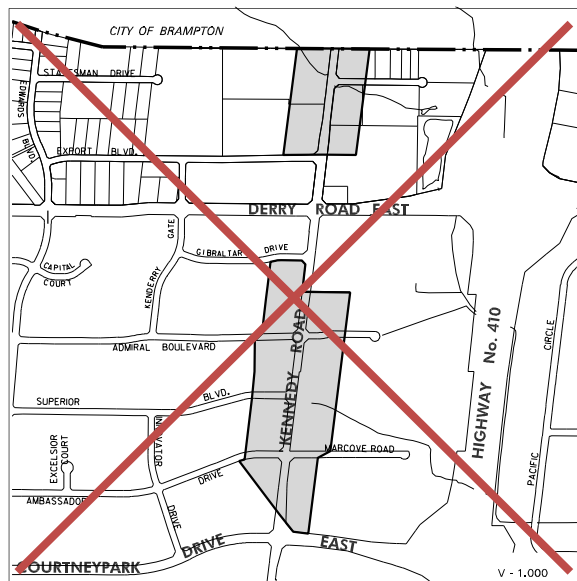


17.5.3.2 ~~Site 2~~

~~17.5.3.2.1 The lands identified as Special Site 2, are located on both sides of Kennedy Road, north and south of Derry Road East.~~

~~17.5.3.2.2 Notwithstanding the Business Employment designation on these lands, the following additional policy will apply:~~

- ~~a. industrial uses which may have some outside storage, such as transportation related activities, and motor vehicle sales (including trucks and truck trailers), leasing, repairing and servicing, will be permitted.~~



17.5.3.3 ~~Site 3~~

~~17.5.3.3.1 The lands identified as Special Site 3, known as the Hershey Centre, are located west of Provincial Highway 403, between Provincial Highway 401 and Matheson Boulevard East.~~

~~17.5.3.3.2 Notwithstanding the provisions of the Public Open Space designation, the following additional policy will apply:~~

- ~~a. land uses permitted within Special Site 3 include entertainment, sports, recreational and spectator facilities such as, spectator arenas, outdoor stadiums, community arenas, and indoor sport complex, as well as complementary uses such as, but not limited to, retail commercial uses, restaurants, sports medical clinic, health and fitness centre, accessory offices, and overnight accommodations.~~



17.5.3.4 Site 4

~~17.5.3.4.1 The lands identified as Special Site 4 are located on the north and south sides of Brunel Road, west of Kennedy Road and on the north and south sides of Watline Avenue and McAdam Road, west of Kennedy Road.~~

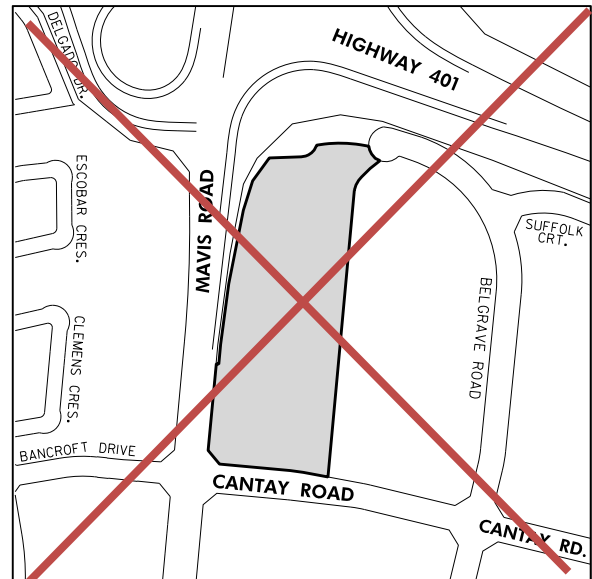
~~17.5.3.4.2 Notwithstanding the provisions of the Business Employment designation, all uses in existence at the time this policy comes into effect (2007 September 10), and outdoor storage will be permitted.~~

**17.5.3.5 Site 5**

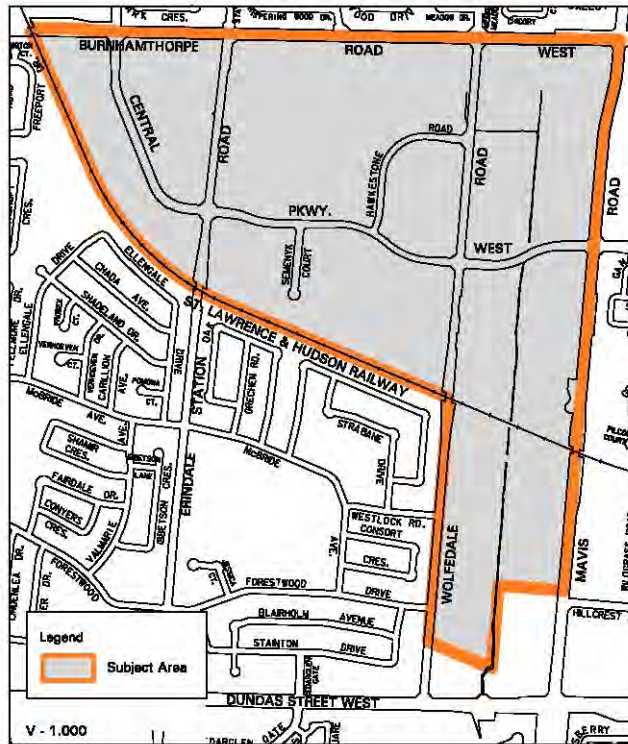
~~17.5.3.5.1 The lands identified as Special Site 5 are located south of Highway 401, east of Mavis Road and north of Cantay Road.~~

~~17.5.3.5.2 Notwithstanding the policies of this Plan, the following additional uses are permitted:~~

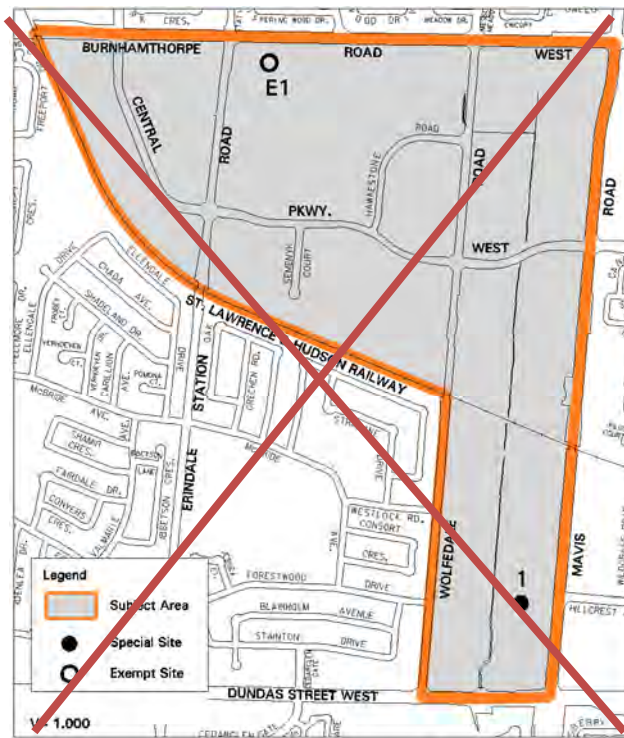
- ~~a. outdoor storage and display of motor vehicles accessory to motor vehicle repair; and~~
- ~~b. a maximum of 40% of the total gross floor area may be used for motor vehicle sales accessory to motor vehicle repair.~~



15.6 ~~17.6~~ Mavis-Erindale



MAP UNDER APPEAL Map 15 47-6: Mavis-Erindale General Employment Area



Map 17-6: Mavis-Erindale Employment Area

The Mavis-Erindale Employment Area is a major employment cluster that provides significant employment. With access to rail and major transportation infrastructure, the range and scale of employment uses provides significant opportunities and benefits to the City. Existing and permitted employment uses within the area will be protected from non-compatible uses to ensure continued viability of the employment area.

15.6.1 ~~17.6.1~~ Urban Design Policies

15.6.1.1 ~~17.6.1.1~~ To achieve a high standard of building design, landscape and *streetscape*, the following design guidelines will be used to evaluate the design aspects of development proposals:

~~a. redevelopment of the lands on the west side of Mavis Road across from the lands designated for residential purposes on the east side of Mavis Road, will require upgraded landscape and *streetscape* treatment; and~~

- a. ~~b.~~ redevelopment of the lands on the east side of Wolfedale Road will require upgraded landscape and *streetscape* treatment in order to address the residential nature of the lands on the west side of Wolfedale Road, south of the St. Lawrence and Hudson Railway tracks.

15.6.2 ~~17.6.2~~ Land Use

15.6.2.1 ~~17.6.2.1~~ Notwithstanding the Business Employment policies of this Plan, existing manufacturing and warehousing, distributing, and wholesaling uses that require extensive outdoor processing and storage will be permitted, and may expand subject to the development objectives of this Plan and current site plan control requirements.

MOVED TO CHAPTER 16 – Special Sites:

~~17.6.3~~ **Special Site Policies**

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

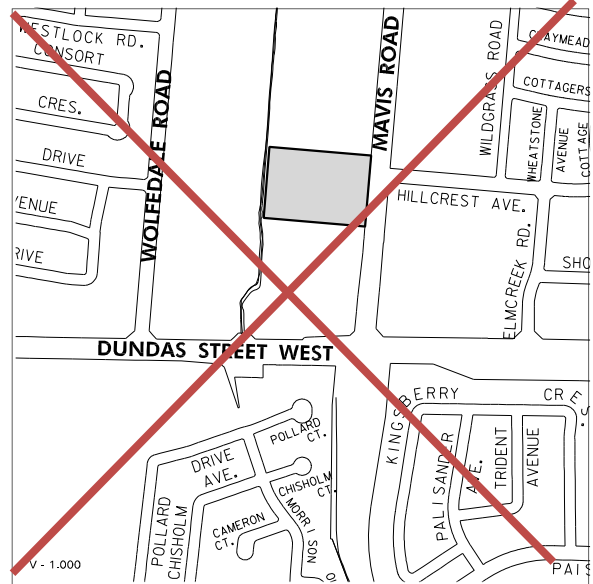
~~17.6.3.1 Site 1~~

~~17.6.3.1.1 The lands identified as Special Site 1 are located on the west side of Mavis Road, north of Dundas Street West.~~

~~17.6.3.1.2 Notwithstanding the provisions of the Mixed Use designation, the following additional policy will apply:~~

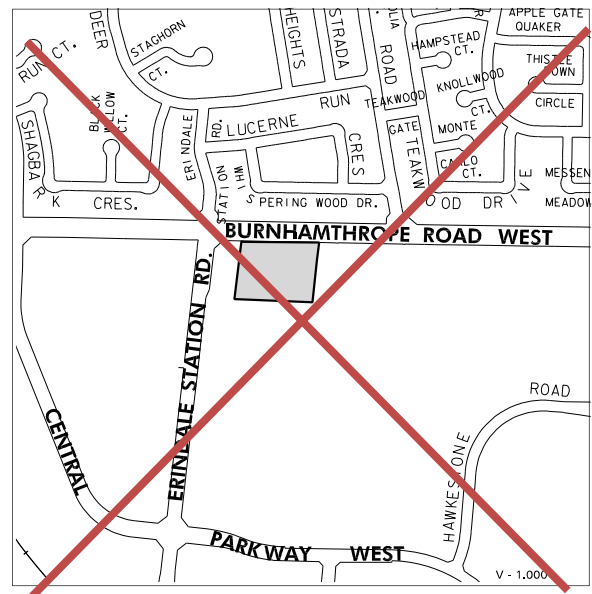
~~a. the following uses will not be permitted:~~

- ~~• a department store;~~
- ~~• a food supermarket;~~
- ~~• a drug store; and~~
- ~~• an automotive parts and accessories store.~~

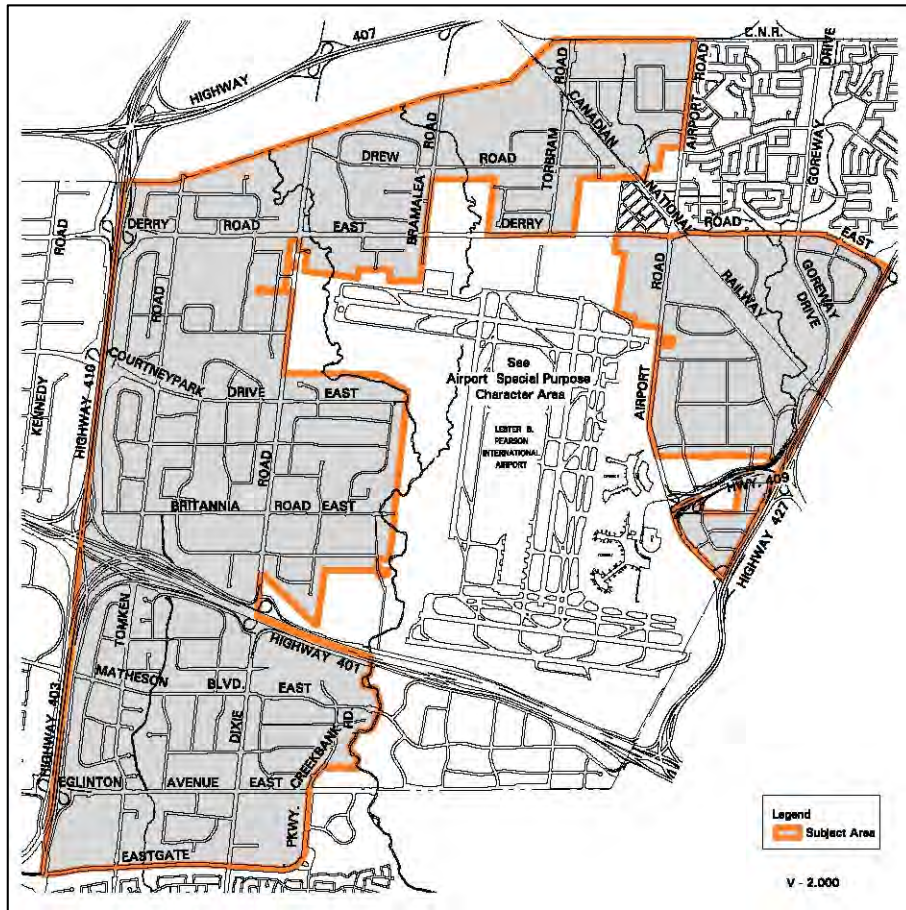
***MOVED TO CHAPTER 16 – Special Sites:*****~~17.6.4 Exempt Site Policies~~****~~17.6.4.1 Site 1~~**

~~17.6.4.1.1 The lands identified as Exempt Site 1 are located on the south side of Burnhamthorpe Road West, east of Erindale Station Road.~~

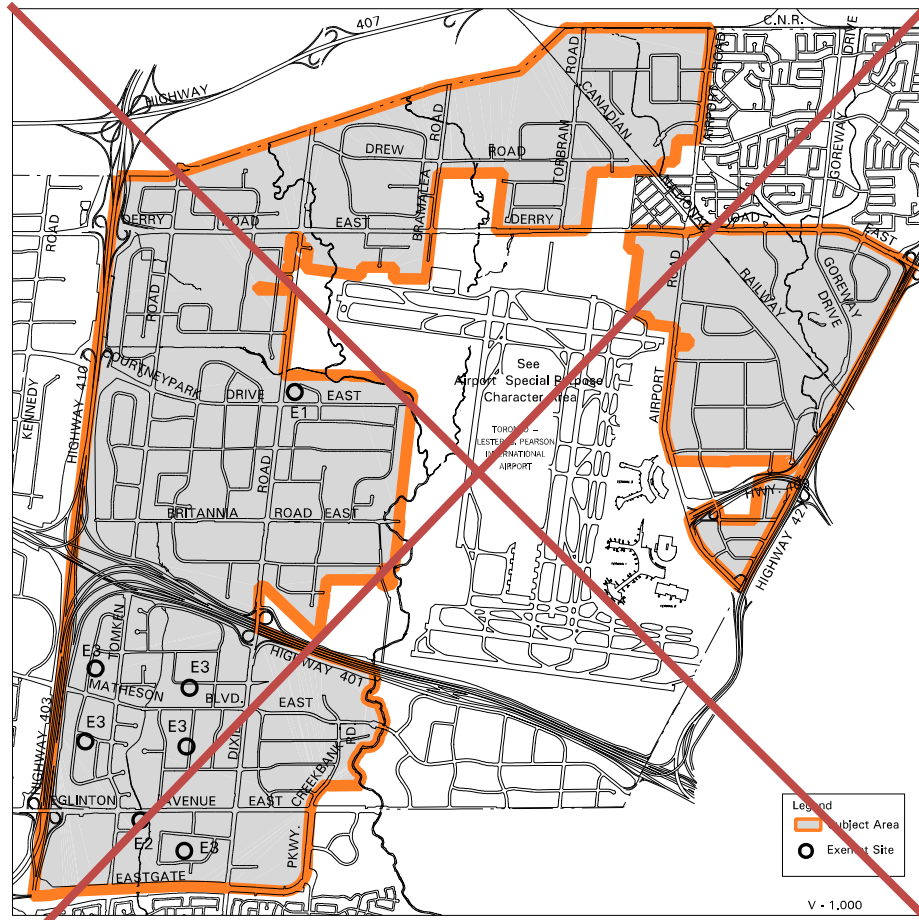
~~17.6.4.1.2 Notwithstanding the provisions of the Mixed Use designation, motor vehicle body repair uses will also be permitted.~~



15.7 ~~17.7~~ Northeast



Map 15-7-7: Northeast **General** Employment Area



Map 17-7: Northeast Employment Area

15.7.1 ~~17.7.1~~ Land Use

15.7.1.1 ~~17.7.1.1~~ Notwithstanding the ~~Employment Commercial Mixed-Use~~ and Business Employment policies of this Plan, existing industrial operations which have extensive outdoor processing or storage areas will be permitted to continue and expand in accordance with the policies of this Plan.

15.7.1.2 ~~17.7.1.2~~ Notwithstanding the provisions of the Business Employment designation, for the lands fronting on Airport Road the following uses will not be permitted:

- a. broadcasting, communication, and utility rights-of-way;
- b. trucking terminals; and
- c. *waste processing stations* or *waste transfer stations* and composting facilities.

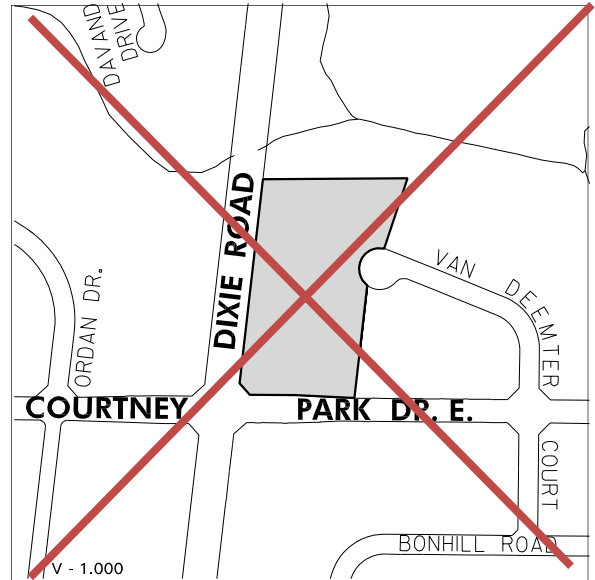
15.7.1.3 ~~17.7.1.3~~ Notwithstanding the Industrial policies of this Plan, the following use will also be permitted on lands west of Airport Road subject to a rezoning:

- a. *crematorium*.

MOVED TO CHAPTER 16 – Special Sites:**~~17.7.2 Exempt Site Policies~~****~~17.7.2.1 Site 1~~**

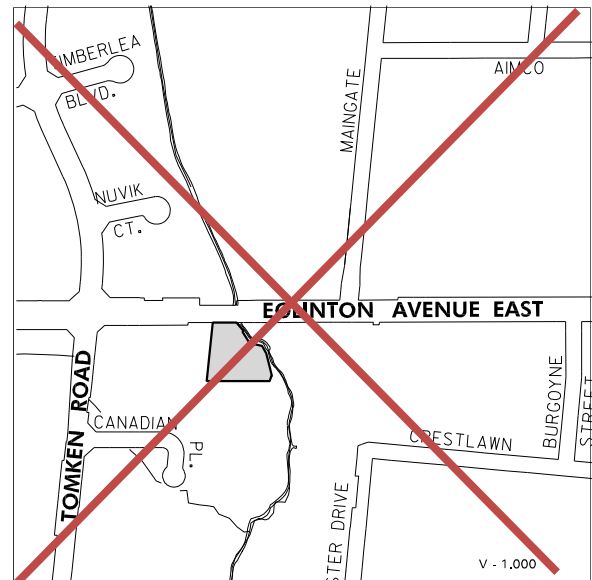
~~17.7.2.1.1 The lands identified as Exempt Site 1 are located on the east side of Dixie Road north of Courtney Park Drive East.~~

~~17.7.2.1.2 Notwithstanding the provisions of the Business Employment designation, retail commercial uses will also be permitted. Motor vehicle commercial uses including a truck detailing establishment and automobile sales and leasing accessory to an automobile repair garage will also be permitted. Private schools, places of religious assembly and day care centres will not be permitted.~~

**~~17.7.2.2 Site 2~~**

~~17.7.2.2.1 The lands identified as Exempt Site 2 are located on the south side of Eglinton Avenue East, east of Tomken Road.~~

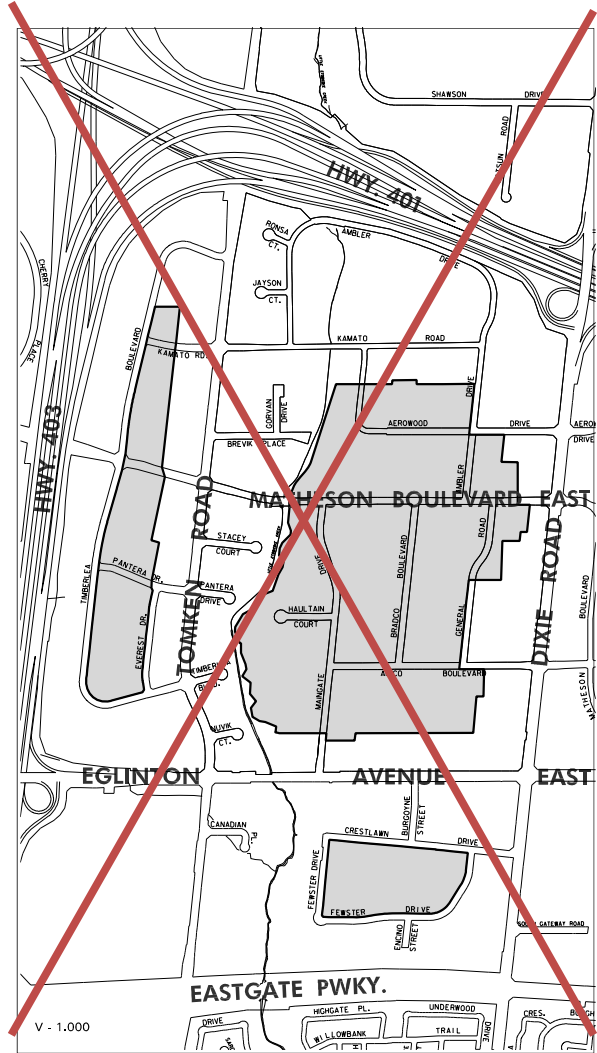
~~17.7.2.2.2 Notwithstanding the provisions of the Business Employment and Greenlands designations, housing for the elderly will also be permitted.~~



~~17.7.2.3 Site 3~~

~~17.7.2.3.1 The lands identified as Exempt Site 3 are located north of Eastgate Parkway, west of Dixie Road, south of Highway 401, and east of Highway 403.~~

~~17.7.2.3.2 Notwithstanding the provisions of the Business Employment designation, outdoor storage will also be permitted.~~



15.8 ~~17.8~~ Southdown

Official Plan Policies for lands within the Southdown Employment Area are contained in the Southdown Local Area Plan.



Map 15 47-8: Southdown General Employment Area

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

Key to the urban design policies is recognizing the role of industrial heritage, inclusive of its natural resources, in forming the future physical character of Southdown over the next generation of urban development.

The impact of industrial operations on air quality has long been of concern to the surrounding residents. Trucking and vehicular operations have contributed to noise and traffic impacts, as well as to the taxed air shed. Extensive outdoor processing and storage activity has detracted from achieving quality urban design within the area.

Southdown also contains a number of contaminated or potentially *contaminated sites* and closed or current *waste disposal sites*.

5.0 Natural Environment

Southdown, consisting of approximately five and a half square kilometres, contains an abundance of environmental features. The area is defined by the **sub-watersheds** of Avonhead Creek, Clearview Creek, Joshua's Creek, Lakeside Creek, Sheridan Creek and Lake Ontario and is subject to the Southdown District Master Drainage Plan.

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

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

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

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

Few original woodlots remain from pre-land clearing days, however, new ones have grown in areas where industrial activity and uses have not been

established. This is evident along Winston Churchill Boulevard, the waterfront area south of Lakeshore Road West (also known as Highway 2), and the interior. The most significant of the woodland areas is the red maple-red oak forest located south of existing Orr Road.

These policies designate the three **watercourses** and the length of the Lake Ontario shoreline as Greenlands.

6.0 Built Environment

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

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

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

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

7.0 Vision

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

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

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

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

The vision also acknowledges the importance of the Lake Ontario waterfront. It advocates a high quality environment with improved urban design consisting

of pedestrian and transit supportive development which is environmentally sensitive and sustainable.

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

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

The proposed Orr Road extension from Southdown Road to Winston Churchill Boulevard and the proposed Avonhead Road extension from Royal Windsor Drive to Lakeshore Road West will improve accessibility within the area. Such future improvements are expected to stimulate the development of vacant lands.

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

8.0 Urban Design Strategy

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

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

- a. encourage public accessibility and reinforce the character, vitality and recreational nature of the Lake Ontario waterfront as an important amenity

for Southdown, adjacent residential areas, and the city and the region as a whole. Further, enhance connectivity for pedestrians and bicycles, where possible, and reinforce view corridors connecting to the waterfront;

- b. create a permeable network of streets and blocks, among the introduction of new streets;
- c. provide a pedestrian and cycling environment that allows safe and comfortable movement through the area while having regard for industrial operations;
- d. encourage and facilitate transit trips among employment buildings, neighbouring residential areas, the Lake Ontario waterfront and other area amenities;
- e. create community identity and character by promoting distinctive built form, a high quality public realm and landscaping that define the image of the community. This would include provision for significant gateways on Royal Windsor Drive and Lakeshore Road West through built form and/or landscape components. Enhance Southdown Road and Winston Churchill Boulevard as both visual and physical connections to Lake Ontario and the waterfront parks by means of *streetscape*, scenic views, focal points, view corridors and improve pedestrian and cycling access;
- f. development should have regard for heritage resources and features, including those with industrial significance, to form the evolving basis of a distinct community character and identity;
- g. mature trees and vegetation should be recognized for providing important environmental benefits and contributing to aspects of roadside character along Royal Windsor Drive, Lakeshore Road West and the presentation of the Lake Ontario waterfront;
- h. ~~development will consider adjacent residential communities regarding scale and built form, and provide appropriate landscape buffers and interfaces between uses; and~~

~~i. development should consider sustainable building practices (i.e. green roofs and development performance standards), environmentally enhanced construction standards, energy efficiency and site development strategies to reduce stormwater run off, hard surface pavement and the heat island effect.~~

9.0 Urban Design Policies

Based on the foregoing Urban Design Strategy, the following urban design policies implement the vision for Southdown and focus on the arterial corridors.

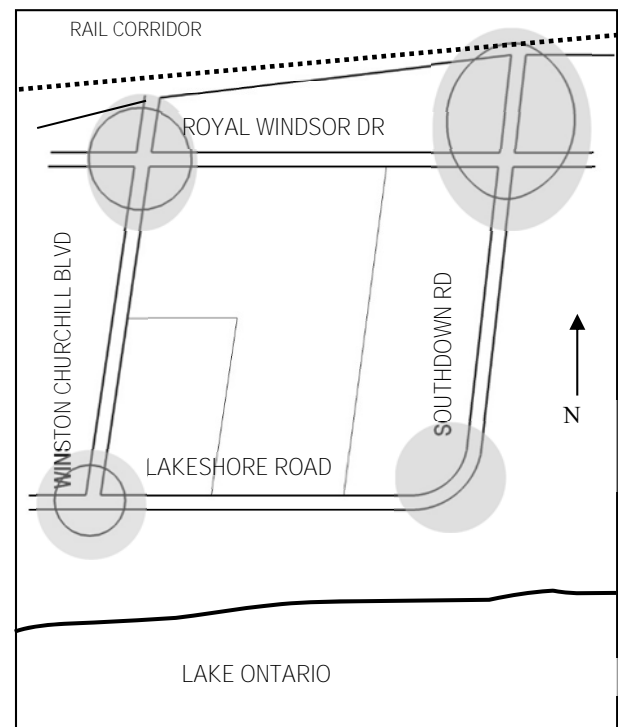


Figure 14: Major intersections are considered Gateway locations and should have substantial built form with landscape treatments and landmark quality architecture.

Community Pattern

Streets, Blocks and Circulation:

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

Cultural Heritage Resources:

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

Sustainable Design:

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

9.2 Site Organization

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

- g. buildings on corner sites should incorporate special architectural treatment along both street frontages with offices and entrance elements located directly at corners;

Royal Windsor Drive:

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

Parking and Loading Areas:

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

59.3 Building Mass and Articulation

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

operations are visual features of the area, consideration should be given to developing a visual foreground that softens and enhances those features.

9.4 Pedestrian Environment

Public Sidewalks, Bicycle Facility, and Private Walkways:

- a. continuous sidewalks should be provided along all streets. Comfortable and barrier free walkways should be provided from buildings to public sidewalks and transit stops. In situations where there are no public sidewalks within the public street allowance, provide walkway connections to the public roadway. Walkways should be uninterrupted by parking or drive aisles and consist of paving materials other than asphalt;
- b. along arterials roads, consideration will be given to providing sidewalks on both sides of the street;
- c. transit stops and stations should also include places for seating and weather protective areas;
- d. consideration should be given to providing a second continuous pedestrian system of walkways, lighting and other amenities located completely within development that connects to adjacent properties, particularly in instances where multiple units are proposed along the street frontage;

Landscaping:

- e. planting should visually enhance individual sites, screen parking and loading areas, while enabling views of buildings and creating a consistent landscape treatment along streets. It should be appropriate to the *streetscape* while improving the appearance of parking areas and internal roads. Landscaping should contribute to the visual continuity of the street edge;
- f. shade tree planting and landscaped areas should be provided on the site to break up the

- parking areas, and in areas where pavement is not required;
- g. encourage environmental revitalization and restoration of sites through planting and other landscape treatments;
 - h. appropriately scaled and landscaped outdoor amenity areas should be provided in an area suitable for users within the development, and should include an area that is protected from the elements;
 - i. opportunities for strategic **streetscape** and landscape improvements along Lakeshore Road West with significant preservation of trees and vegetation, and for enhancement and additional greening along this route should be explored as development occurs;
 - m. lighting should be provided on pedestrian paths and outdoor amenity areas on private lands. Landscape lights should be placed to avoid spill-over on adjacent properties;
 - n. the design and location of way finding and building signage should be coordinated throughout the site, and integrated with its landscape treatment and building façade(s) through appropriate scale, colour, materials and consistency; and
 - o. the design and location of entry features and waterfront park signage should be coordinated and integrated into the **streetscape** design.

Pedestrian Amenity:

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

Signage & Lighting:

- l. a continuous system of pedestrian lighting should be investigated to illuminate sidewalks and multipurpose trails to ensure safe access to and along the waterfront. Particular attention should be given to the development of a pedestrian lighting system along major streets, inclusive of major traffic corridors, to be attractive, distinct and separate from roadway lighting;

40.0 Land Use

40.1 Business Employment

- a. existing industrial operations, including existing outdoor storage areas, will be permitted to continue;
- b. outdoor storage of raw materials such as, but not limited to, salt and sand, will be within enclosed containers, a structure with a minimum of three sides and a roof, or otherwise covered to mitigate the effects of dust or particulate matter that may be detrimental to other businesses or neighbouring areas. Expansions to the outdoor storage areas will be permitted in accordance with the Business Employment Policies; and
- c. notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:
 - trucking terminals;
 - outdoor storage of motor vehicles exceeding 3 000 kg in weight; and
 - **waste processing station** or **waste transfer stations** and composting facilities.

6.10.2 Industrial

- a. existing industrial operations, including existing outdoor processing and outdoor storage will be permitted to continue;
- b. notwithstanding the Industrial policies of this Plan, the following uses will not be permitted:
 - trucking terminals;
 - *waste processing station* or *waste transfer stations* and composting facilities; and
 - expansions to or new outdoor processing; and
- c. outdoor storage of materials, except extracted resources, such as, but not limited to, salt and sand, will be within enclosed containers, a structure with a minimum of three sides and a roof, or otherwise covered to mitigate the effects of dust or particulate matter that may be detrimental to other businesses or neighbouring areas.

4.0.3 Prohibited Uses

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

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

- vehicle pound facility.

4.0.4 Sensitive Land Uses

a. When sensitive uses are contemplated for lands within the Southdown Employment Area Character Area and the Clarkson GO Major Transit Station Area (~~once-delineated~~), an Air Quality Study completed in accordance with the City's Terms of Reference is required.

b. The introduction of sensitive land uses within the Southdown Employment Area Character Area should occur through a City initiated amendment to this plan.

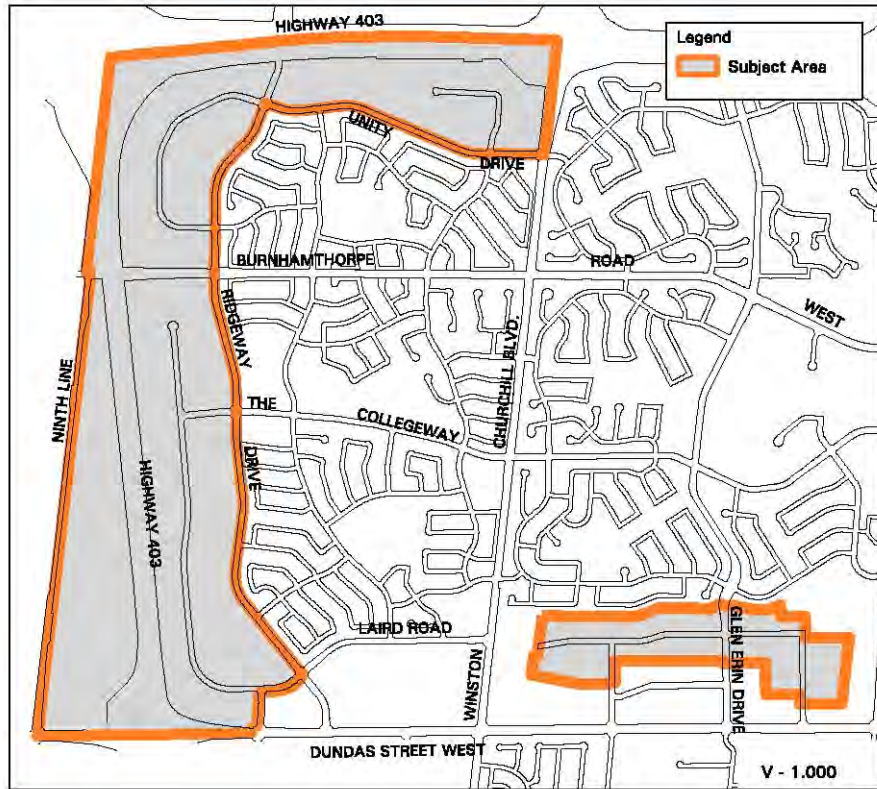
Development applications proposing sensitive land uses within the Clarkson GO Major Transit Station Area (~~once-delineated~~) will be considered incomplete until an Air Quality Study is determined to be satisfactory to the City of Mississauga and/or other appropriate approval authorities.

7.0 11.0 Transportation

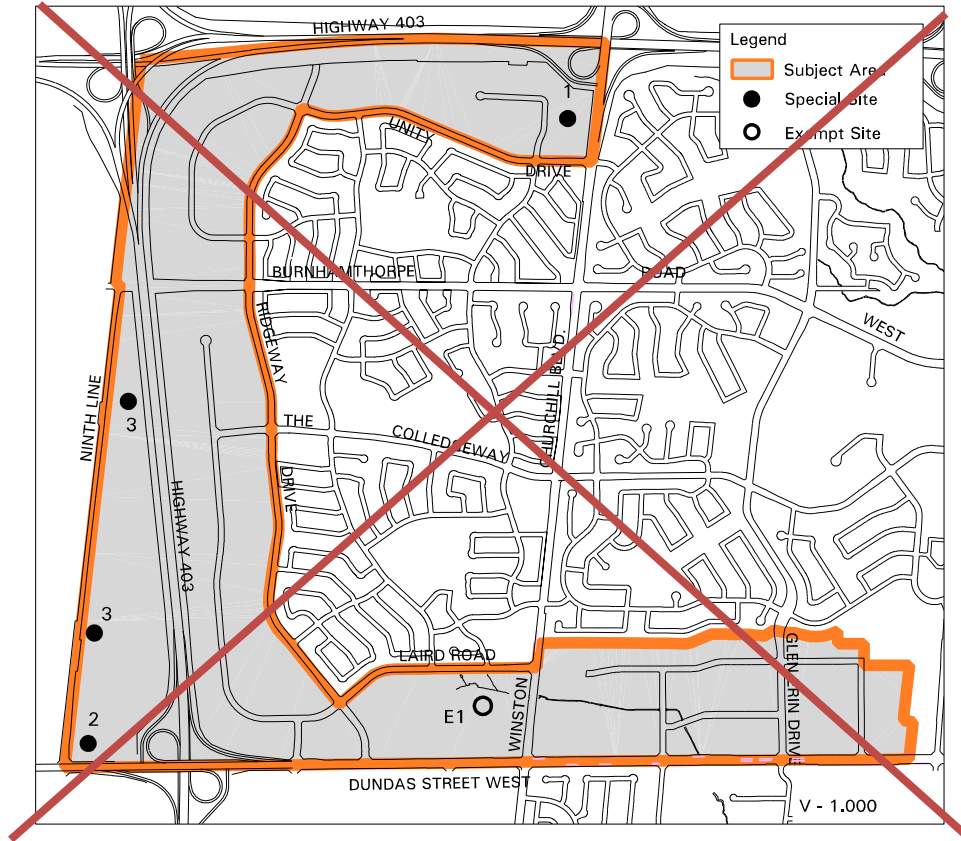
11.1 Road System

- a. The intersection of the proposed Orr Road extension at Southdown Road will be designed in such a manner as to restrict through traffic from Southdown to the residential community to the east;
- b. The location of the proposed Orr Road extension from Southdown Road to Hazelhurst Road will be determined during the processing of development applications; and
- c. The width of the proposed Orr Road extension from Southdown Road to Winston Churchill Boulevard will be a minimum of 24 m.

15.9 ~~17.9~~ Western Business Park



MAP UNDER APPEAL Map 15 ~~17~~-9: Western Business Park **General** Employment Area



Map 17-9: Western Business Park Employment Area

The Western Business Park General Employment Area is a major employment cluster that provides significant employment. With access to major transportation infrastructure, the range and scale of employment uses provides significant opportunities and benefits to the City. Existing and permitted employment uses within the area will be protected from non-compatible uses to ensure continued viability of the employment area.

15.9.1 ~~17.9.1~~ Urban Design Policies

15.9.1.1 ~~17.9.1.1~~ For lands with direct exposure to Provincial Highway 403, the following design policies will be used to evaluate the design aspects of development proposals:

- a. limited parking will be permitted between the building and Provincial Highway 403 property line; and
- b. upgraded building elevations will be required for lots abutting Provincial Highway 403, Ridgeway Drive and Ninth Line.

~~15.9.1.2 17.9.1.2~~ Loading bays and **waste** collection areas should not face onto Provincial Highway 403, Ridgeway Drive, Winston Churchill Boulevard, Dundas Street West or Ninth Line.

~~15.9.1.3 17.9.1.3~~ Outdoor storage and display areas should not face onto Ridgeway Drive.

~~15.9.2 17.9.2~~ Land Use

~~15.9.2.1 17.9.2.1~~ Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:

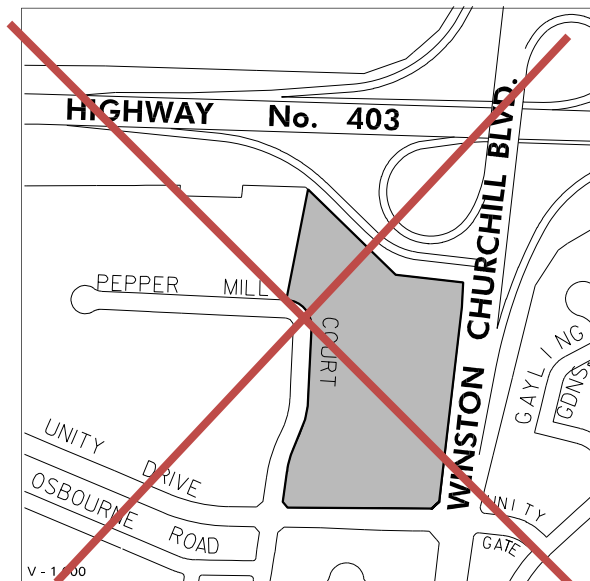
- a. motor vehicle body repair facilities;
- b. trucking terminals; and
- c. **waste processing stations** or **waste transfer stations** and composting facilities.

MOVED TO CHAPTER 16 – Special Sites:

~~17.9.3 Special Site Policies~~

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

~~17.9.3.1 Site 1~~



~~17.9.3.1.1 The lands identified as Special Site 1 are located in the northwest quadrant of the intersection of Winston Churchill Boulevard and Unity Drive.~~

~~17.9.3.1.2 Notwithstanding the provisions of the Business Employment designation, the following additional policies will apply:~~

- a. ~~Mixed Uses, excluding motor vehicle commercial uses, will be permitted; and~~

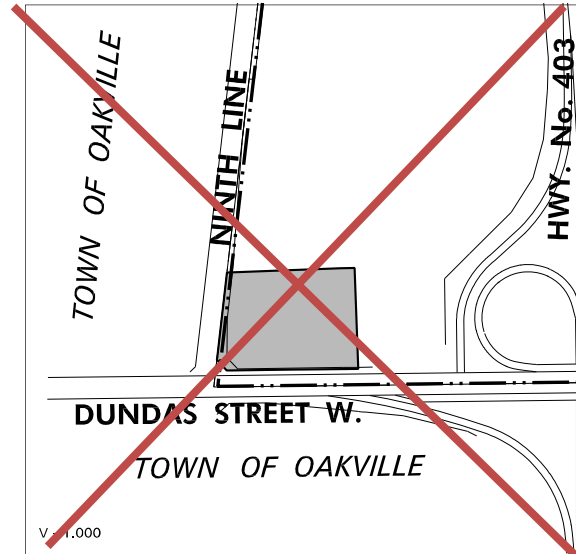
~~b. the preparation of a concept plan promoting the integrated development of the existing lots will be required in conjunction with any development applications. The concept plan will be required to address the following:~~

- ~~• street access;~~
- ~~• impacts on residential lands will be addressed in accordance with the Urban Design policies of this Plan; and~~
- ~~• appropriate gateway treatment through the massing of buildings and landscape design.~~

~~17.9.3.2 Site 2~~

~~17.9.3.2.1 The lands identified as Special Site 2 are located on the north side of Dundas Street West, east of Ninth Line, and west of Provincial Highway 403.~~

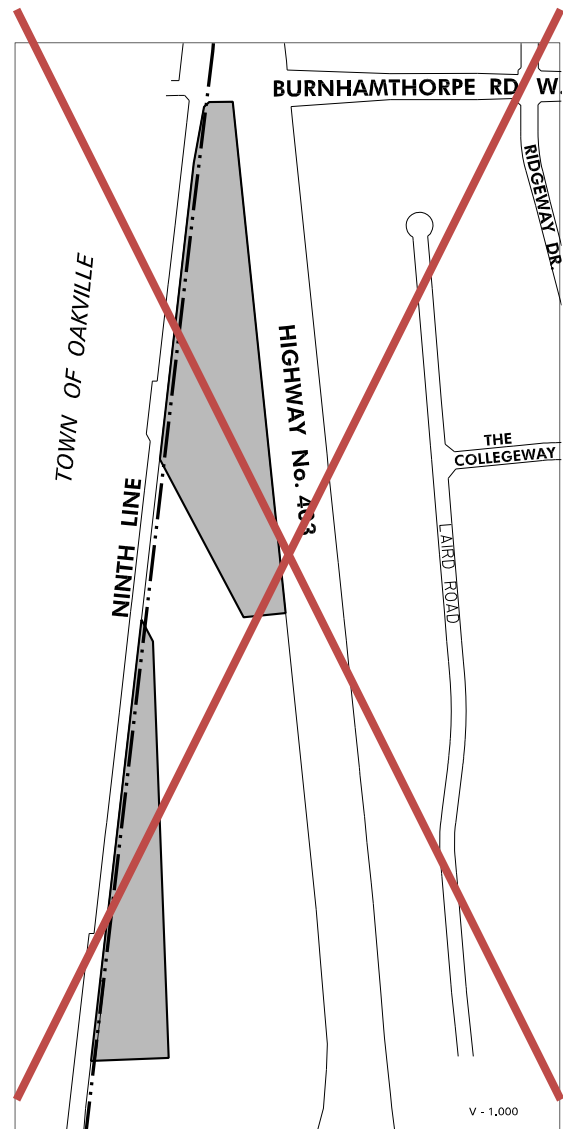
~~17.9.3.2.2 Notwithstanding the provisions of the Business Employment designation, Mixed Uses and cemetery use will be permitted.~~



17.9.3.3 ~~Site 3~~

~~17.9.3.3.1 The lands identified as Special Site 3 are located on the east side of Ninth Line, south of Burnhamthorpe Road West.~~

~~17.9.3.3.2 Notwithstanding the provisions of the Business Employment designation, cemetery use will be permitted.~~



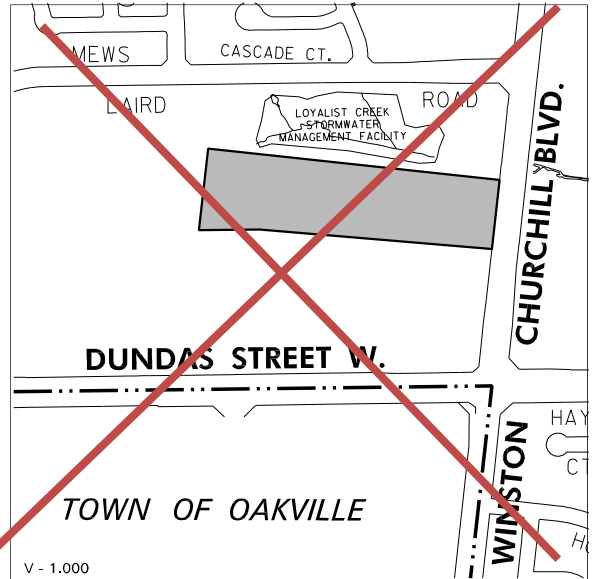
MOVED TO CHAPTER 16 – Special Sites:

17.9.4 Exempt Site Policies

17.9.4.1 Site 1

~~17.9.4.1.1 The lands identified as Exempt Site 1 are located south of Laird Road and west of Winston Churchill Boulevard.~~

~~17.9.4.1.2 Notwithstanding the provisions of the Mixed Use designation, housing for the elderly will also be permitted.~~



16. Special Site Policies

Note: Special Sites and referenced policies in Chapter 16 Special Sites will be re-numbered in the next draft of the Mississauga Official Plan. There will be a key map to assist in locating each Special Site.

~~12 Downtown~~

~~12.2 Downtown Core~~

~~Official Plan policies for lands within the Downtown Core are contained in the Downtown Core Local Area Plan.~~

EDIT GUIDE:

Black – no change to text;

~~Red~~ – deleted text;

Blue – new text

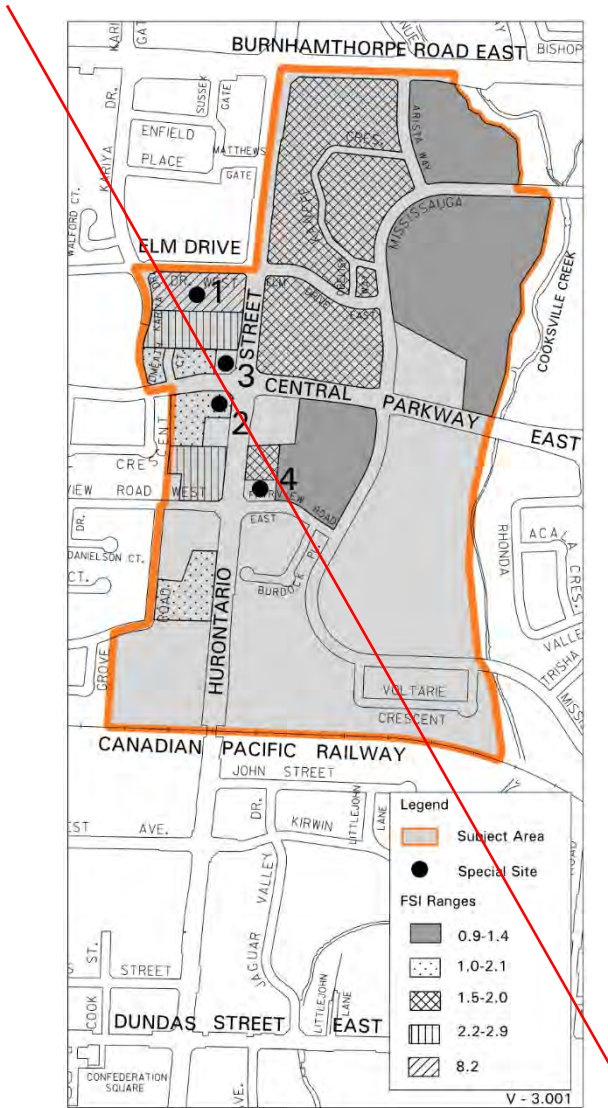
NOTE:

Peach highlight – Appealed policy

Green underline – pending

Regional approval

12.3 Downtown Fairview

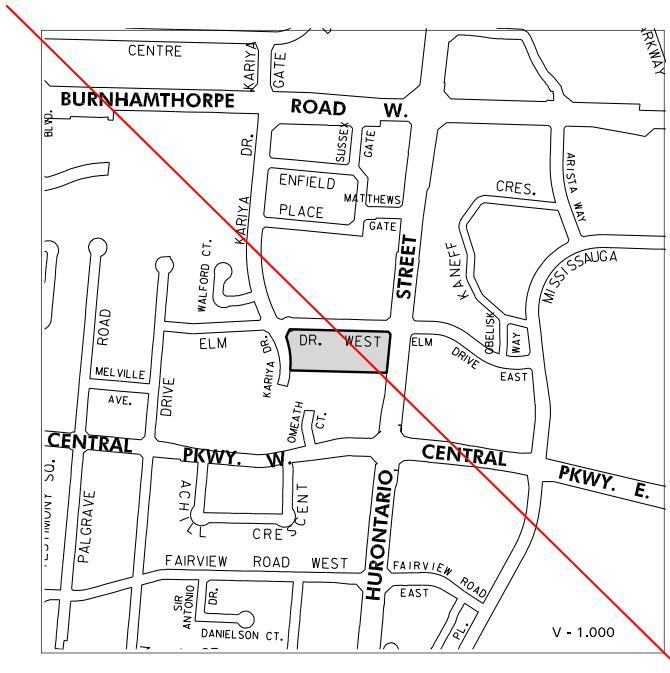


Map 12-3: Downtown Fairview Character Area

12.3.2 Special Sites

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

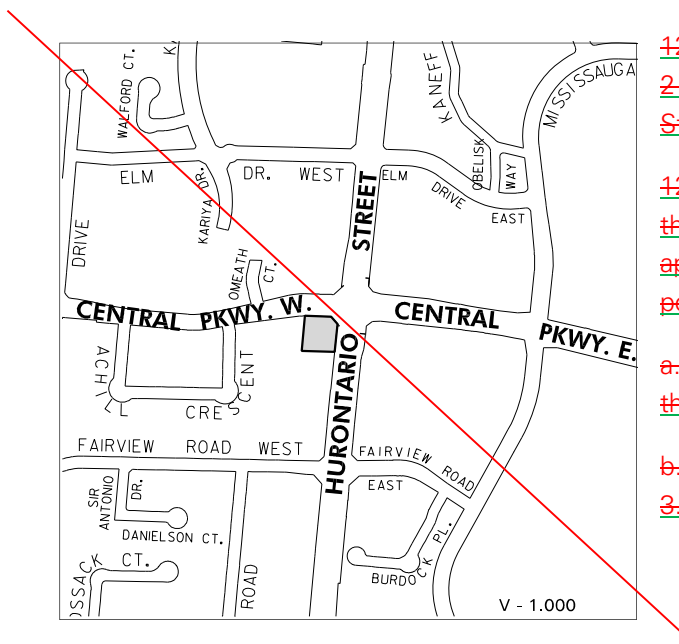


12.3.2.1.1 The lands identified as Special Site 1 are located on the west side of Hurontario Street, south of Elm Drive.

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

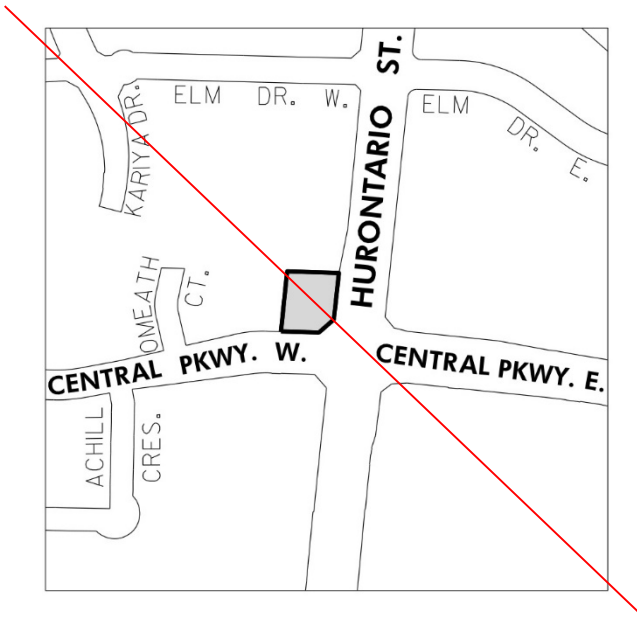


12.3.2.2.1 The lands identified as Special Site 2 are located on the west side of Hurontario Street, south of Central Parkway West.

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.

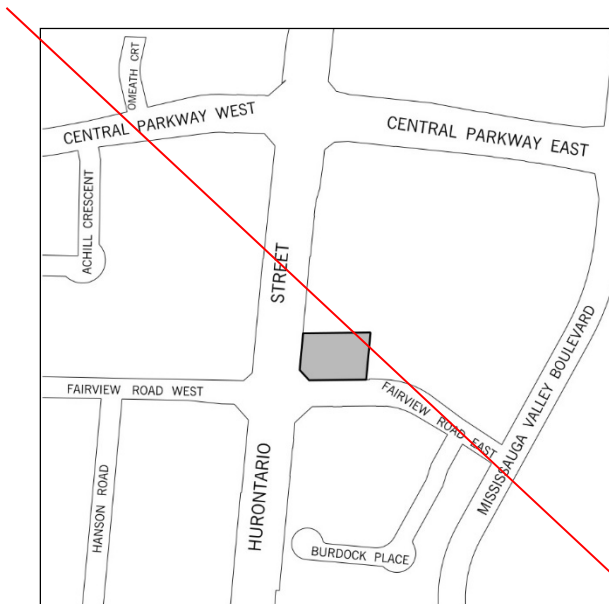
12.3.2.3 Site 3



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



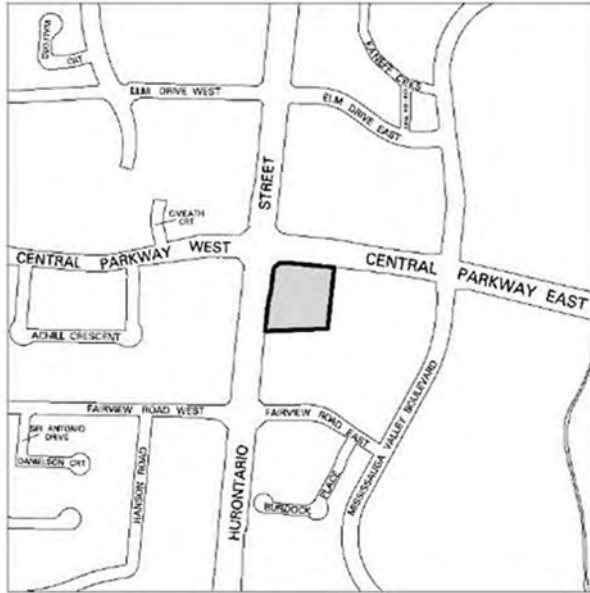
12.3.2.4.1 The lands identified as Special Site 4 are located at the northeast corner of Fairview Road East and Hurontario Street.

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

12.3.5 Exempt Site Policies

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

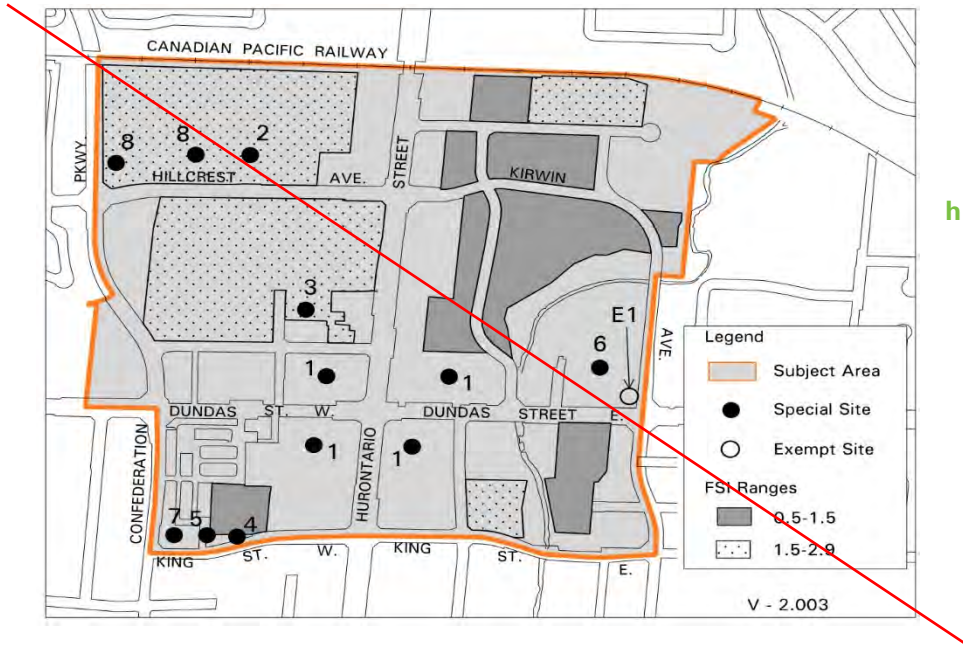
12.3.5.1 Site 1



12.3.5.1.1 The lands identified as Exempt Special Site 4 are located on the southeast corner of Hurontario Street and Central Parkway East.

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

12.4 Downtown Cooksville

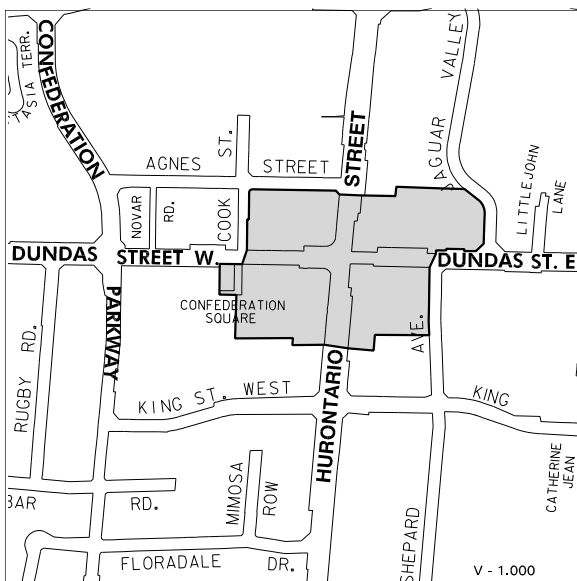


Map 12-4: Downtown Cooksville Character Area

12.4.3 Special Sites Policies

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

12.4.3.1 Site 4



12.4.3.1.1 The lands identified as Special Site 4, known as Cooksville Corners, are the lands surrounding the intersection of Hurontario Street and Dundas Street.

12.4.3.1.2 Notwithstanding the provisions of the Mixed Use and Utility designations, the Urban Design Policies, and other provisions 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;~~

~~c. 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 storeys directly abutting Dundas and Hurontario street frontages are encouraged to create an appropriate street scale 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.~~

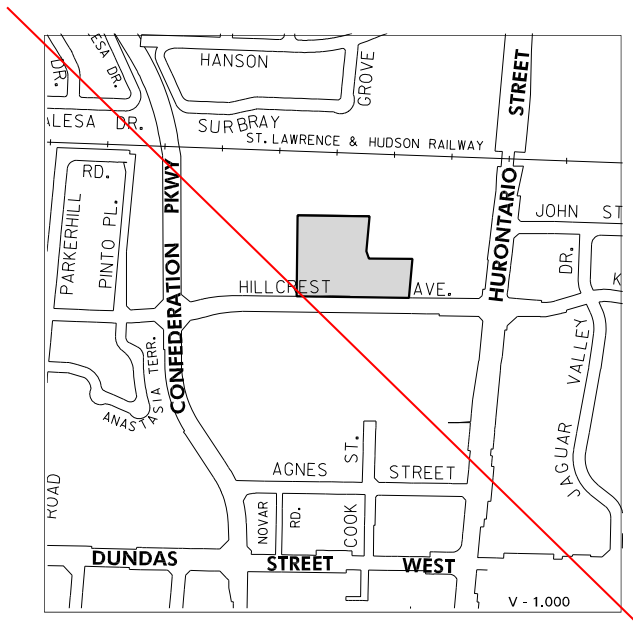
a. minimum building heights of three storeys and a maximum of 18 storeys directly abutting Dundas Street and Hurontario Street frontages to create an appropriate main street scale of development;

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 stepback between the edge of the podium and tower portion of the building;

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

d. a minimum of three floors of non-residential uses will be required for buildings on lands designated Mixed Use or Residential High Density Rise that are immediately adjacent to have frontage on Hurontario Street and Dundas Street

12.4.3.2 Site 2



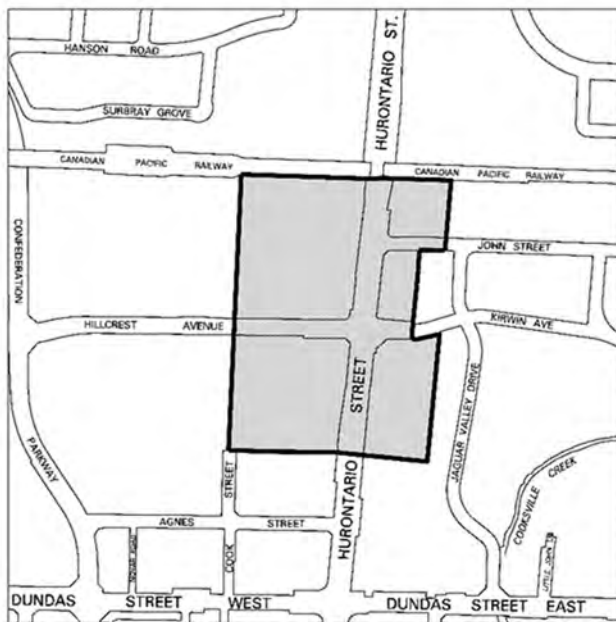
12.4.3.2.1 The lands identified as Special Site 2 are located on the north side of Hillcrest Avenue, west of Hurontario Street.

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.

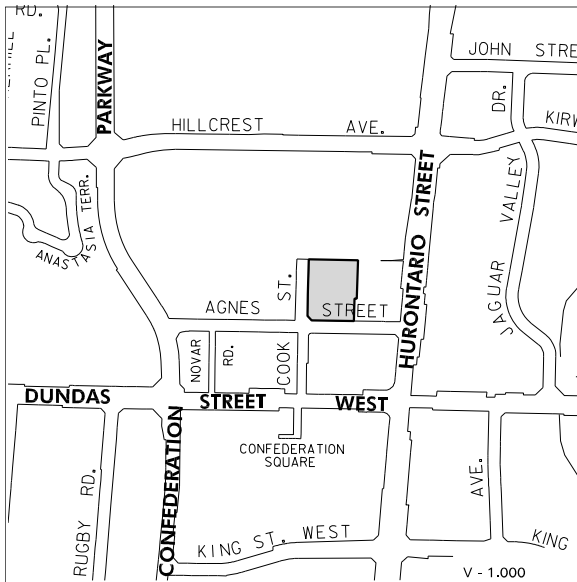
12.4.3.2 Site 2



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.

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 Rise** that are immediately adjacent to Hillcrest Avenue and Hurontario Street.

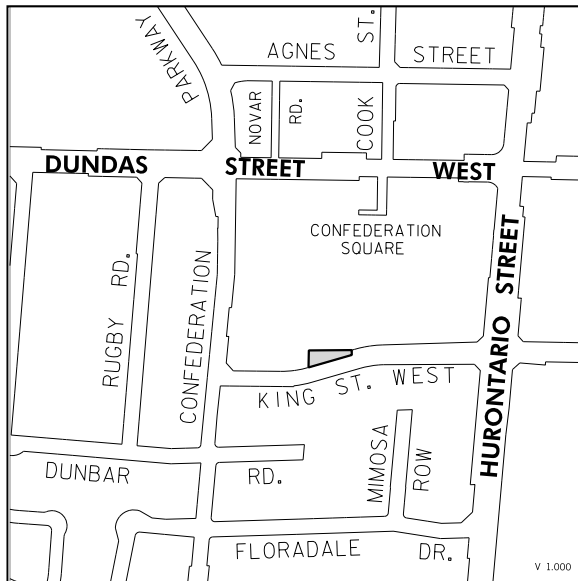
12.4.3.3 Site 3



~~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.

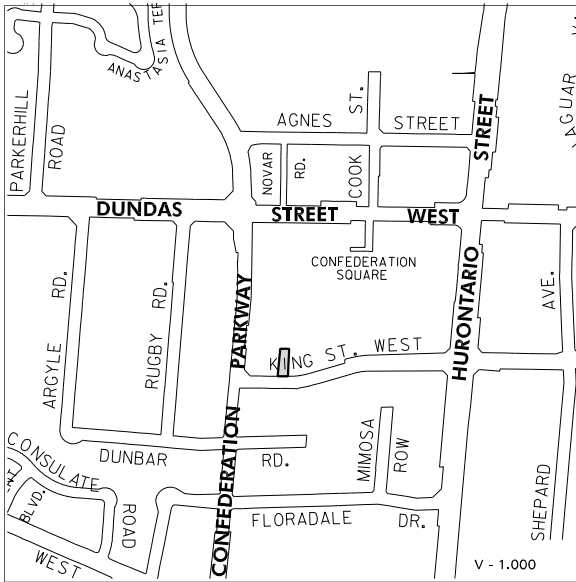
12.4.3.4 Site 4



~~12.4.3.4.1~~ The lands identified as Special Site 4 are located on the north side of King Street West, east of Confederation Parkway.

~~12.4.3.4.2~~ Notwithstanding the provisions of this Plan, these lands must only be developed as part of a comprehensive development with adjacent lands designated Residential High - Rise Density.

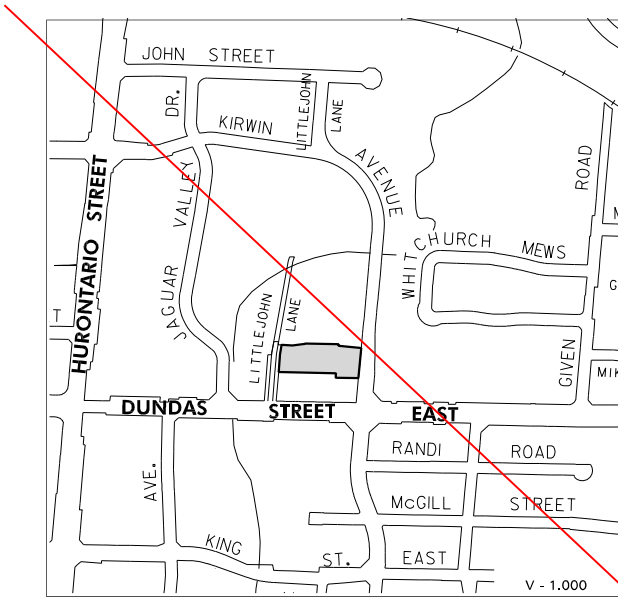
12.4.3.5 Site 5



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

12.4.3.5.2 Notwithstanding the provisions of the Residential Low-Rise I Density II designation, offices will be permitted.

12.4.3.6 Site 6

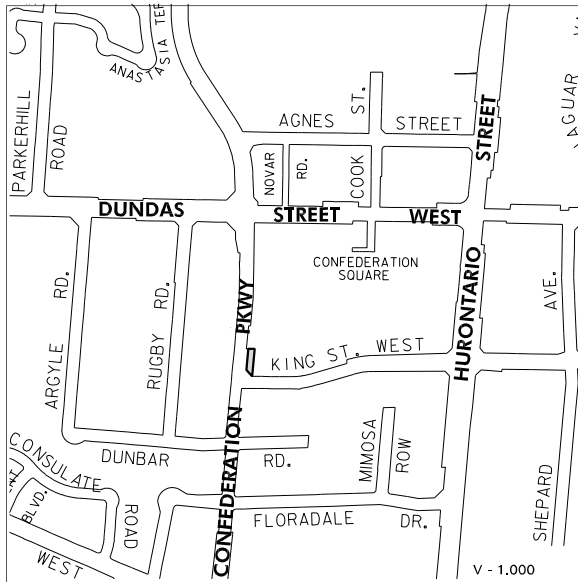


12.4.3.6.1 The lands identified as Special Site 6 are located on the west side of Kirwin Avenue, north of Dundas Street East.

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.

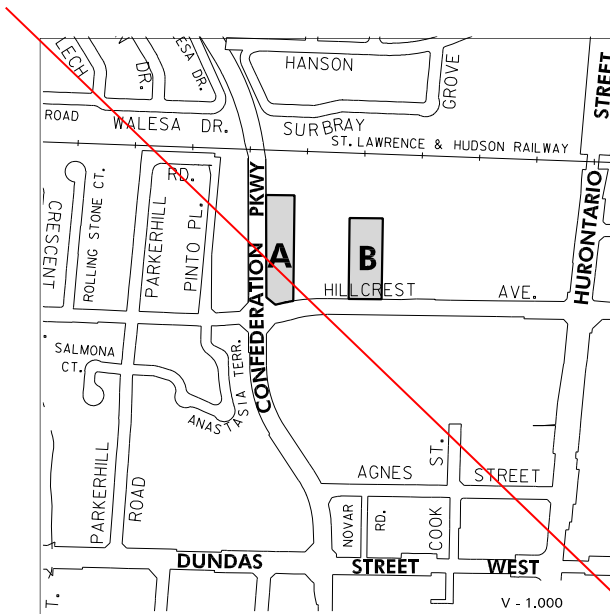
12.4.3.7 Site 7



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

12.4.3.7.2 Notwithstanding the provisions of the Residential Low ~~Density~~ Rise I designation, offices will be permitted.

12.4.3.8 Site 8

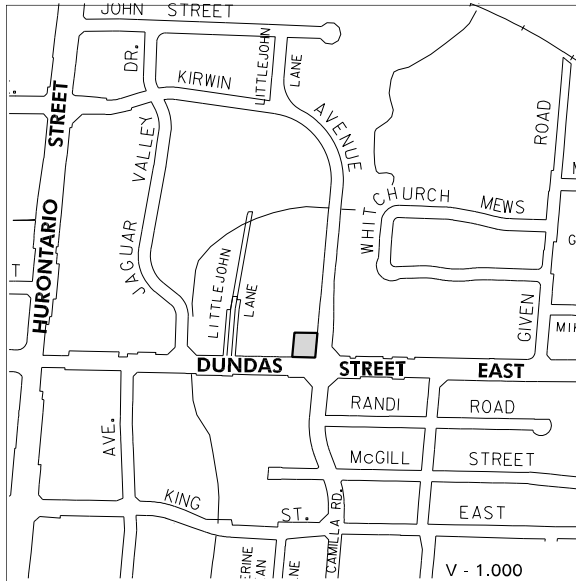


12.4.3.8.1 The lands identified as Special Site 8 are located on the north side of Hillcrest Avenue, east of Confederation Parkway.

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.

12.4.4 Exempt Site Policies

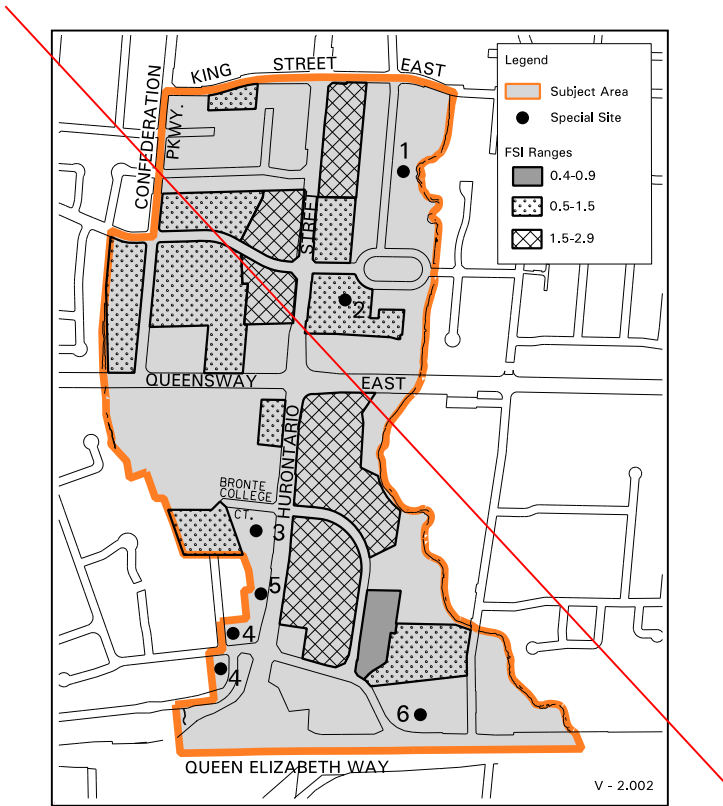
12.4.4.1 Site 4



~~12.4.4.1.1~~ The lands identified as **Exempt Special Site 4** are located at the northwest corner of Dundas Street East and Kirwin Avenue.

~~12.4.4.1.2~~ Notwithstanding the provisions of the Mixed Use designation, motor vehicle commercial uses will also be permitted.

12.5 Downtown Hospital



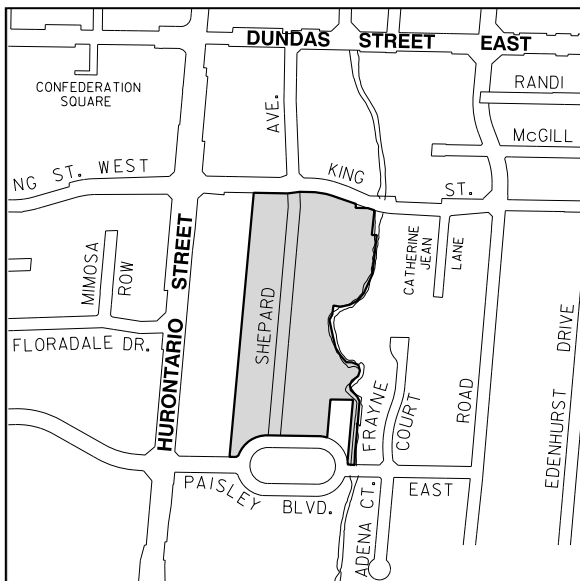
Map 12-5: Downtown Hospital Character Area

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 ~~Special Site Policies~~

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

12.5.4.1 Site 1



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

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

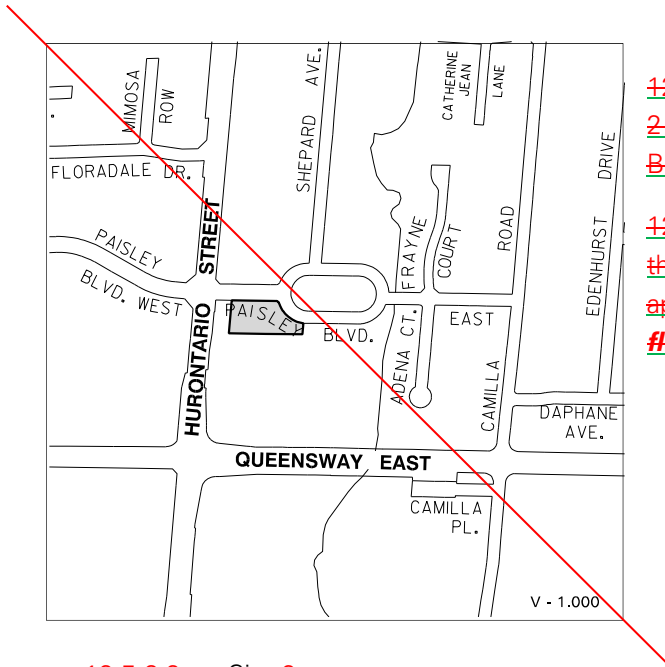
a. any proposal to alter the natural alignment of the Cooksville Creek and associated Greenlands lands through filling or channelization will require the appropriate approvals from Credit Valley Conservation approvals from the appropriate conservation

authority 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; and
 - 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.

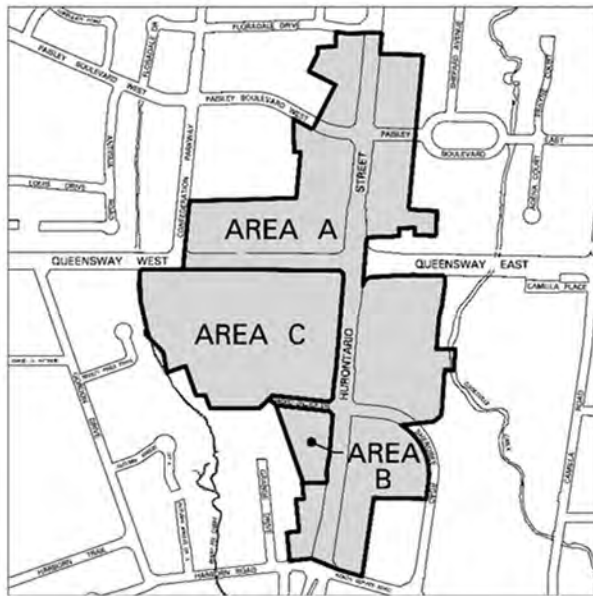
12.5.4.2 Site 2



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.

12.5.6.2 Site 2

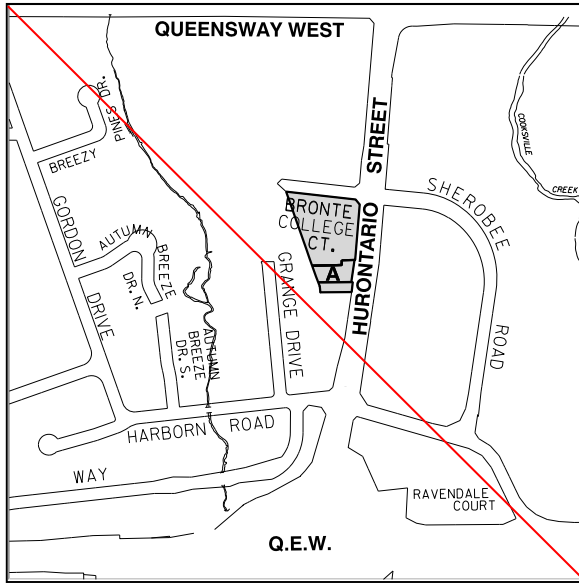


12.5.6.2.1 The lands identified as Special Site 2 are located on the east and west sides of Hurontario Street between Floradale Drive and Harborn Road/North Service Road and identified as a health district.

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

- a. lands identified as Area A and Area B that are designated Mixed Use or Residential High Density Rise 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:
 - conference centre;
 - education and training facility;
 - financial institution;
 - major and **secondary office**;
 - overnight accommodation;
 - personal service establishment;
 - research and development;
 - restaurant;
 - 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.

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;

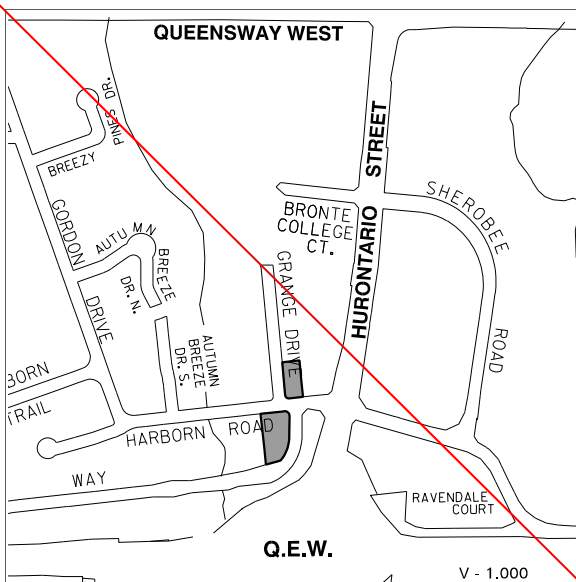
c. efforts must be made to retain the existing vegetation cover maintaining the continuity of the area character;

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.

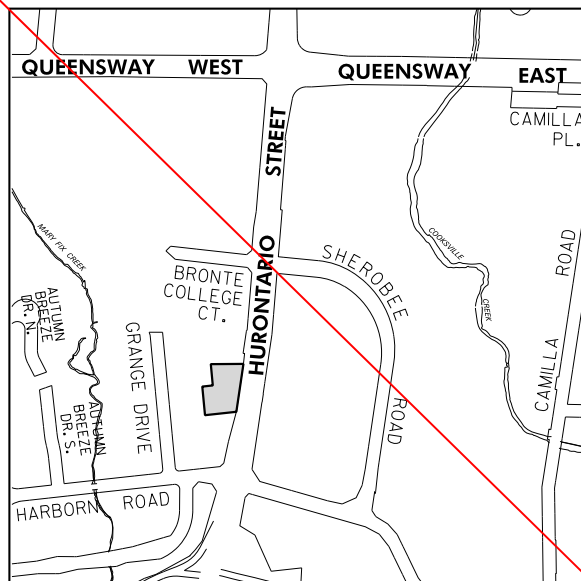
12.5.4.4.2 Notwithstanding the provisions of the Residential Low Density II designation on these lands, the following additional policies will apply:

a. preserve and enhance the generous front, rear and side yard setbacks;

b. ensure that existing grades and drainage conditions are preserved;

- ~~e. 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

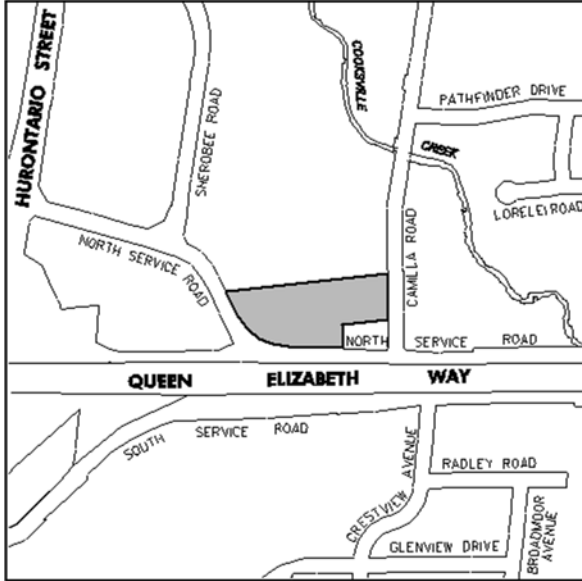


~~12.5.4.5.1 The lands identified as Special Site 5 are located on the west side of Hurontario Street, north of Harbourn Road.~~

~~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,~~
- ~~c. 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.~~

12.5.4.6 Site 6

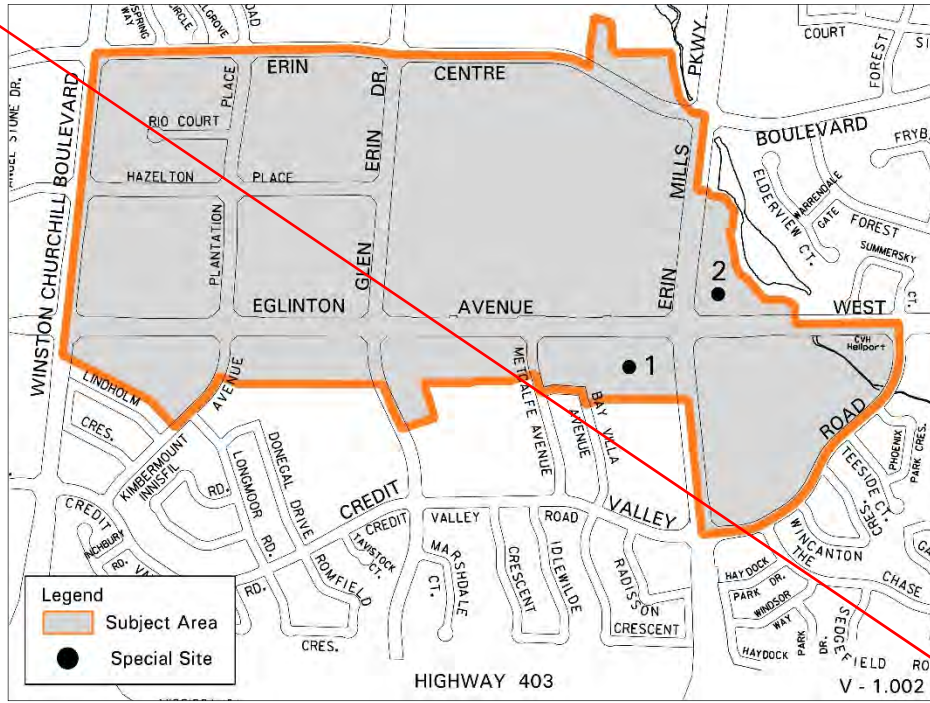


~~12.5.4.6.1~~ The lands identified as Special Site 6 are located on the north side of North Service Road and west side of Camilla Road.

~~12.5.4.6.2~~ Notwithstanding the policies of this Plan, townhouses will be permitted.

13 Major Nodes

13.2 Central Erin Mills

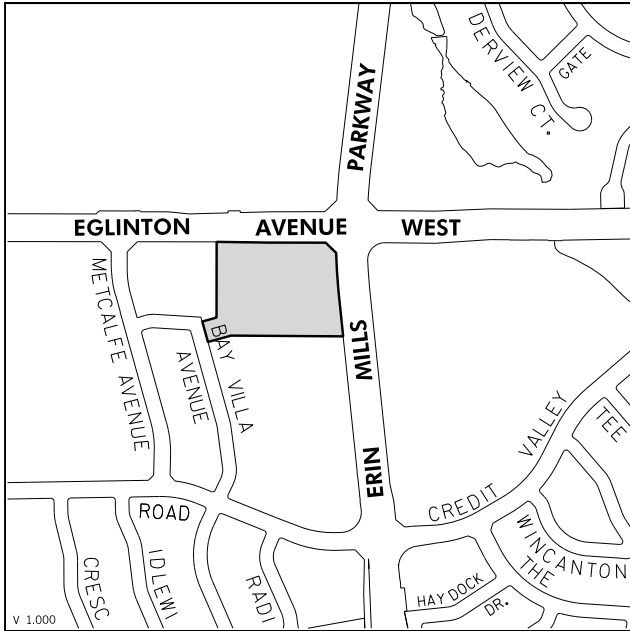


Map 13-2: Central Erin Mills Major Node Character Area

13.2.11 Special Site Policies

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

13.2.11.1 Site 1

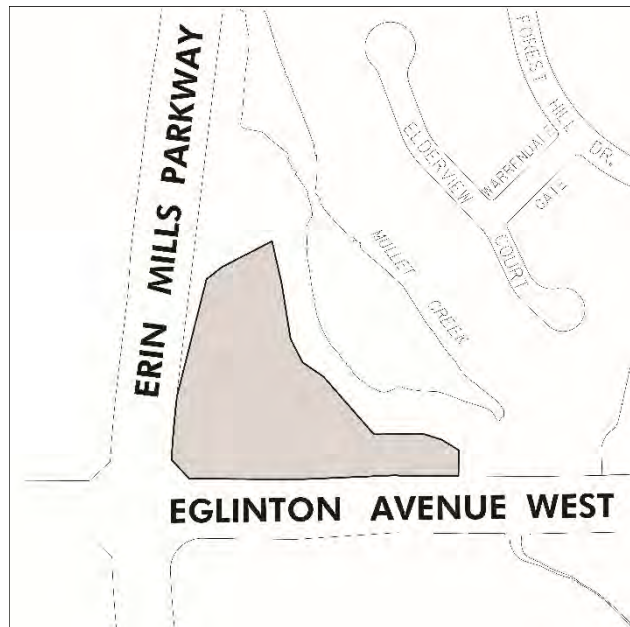


~~13.2.11.1.1 The lands identified as Special Site 1 are located at the southwest corner of Eglinton Avenue West and Erin Mills Parkway.~~

~~13.2.11.1.2 Notwithstanding the policies of this Plan, the following additional policies will apply:~~

- ~~a. a total maximum **floor space index (FSI)** of 3.2 will be permitted;~~
- ~~b. townhouses will be permitted; and,~~
- ~~e. a maximum of 4000 m² of retail commercial and office space will be permitted.~~

13.2.11.2 Site 2



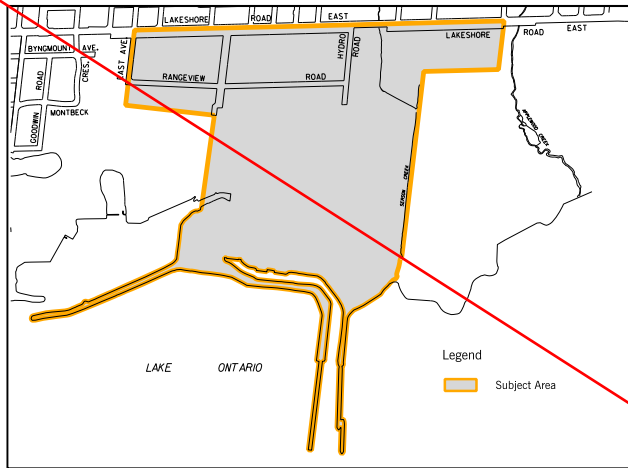
~~13.2.11.2.1 The lands identified as Special Site 2 are located at the northeast corner of Eglinton Avenue West and Erin Mills Parkway.~~

~~13.2.11.2.2 Notwithstanding the policies of this Plan, the following additional policies will apply:~~

- ~~a. a total maximum **floor space index (FSI)** of 3.4 will be permitted.~~

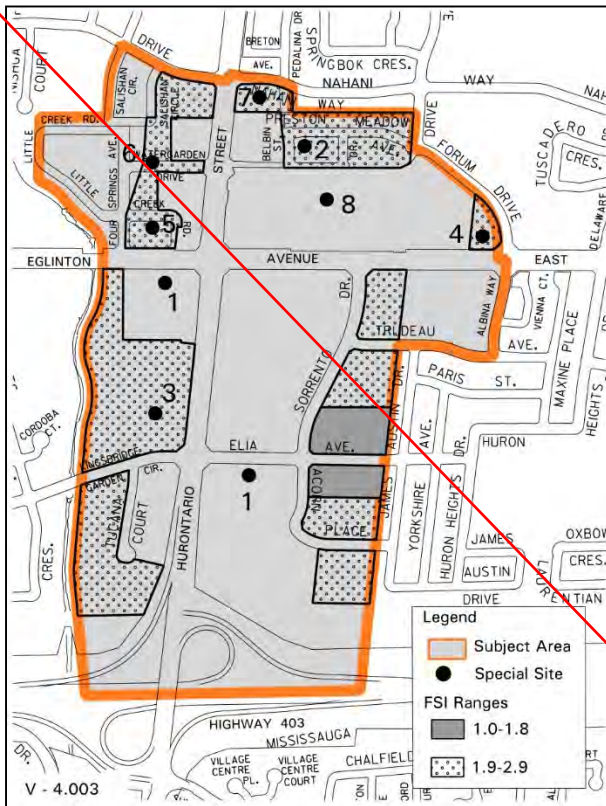
~~13.2.11.2.3 Policies of Sections 13.2.4 to 13.2.10 will not apply.~~

13.3 Lakeview Waterfront



Map 13.3.1: Lakeview Waterfront Major Node Character Area

13.4 Uptown

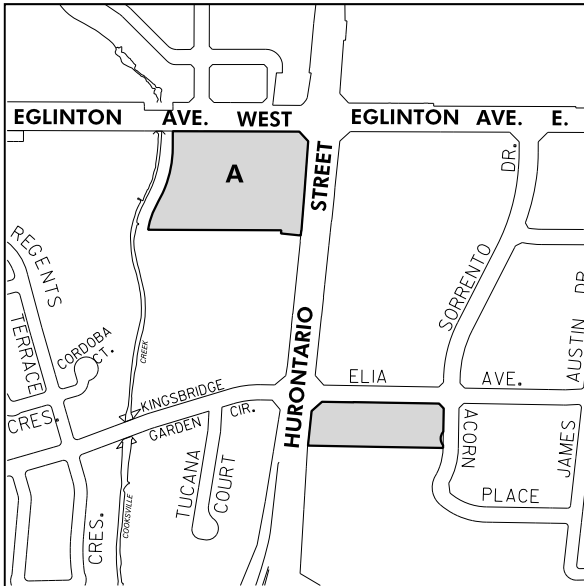


Map 13.4: Uptown Major Node Character Area

13.4.9 Special Site Policies

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

13.4.9.1 Site 1



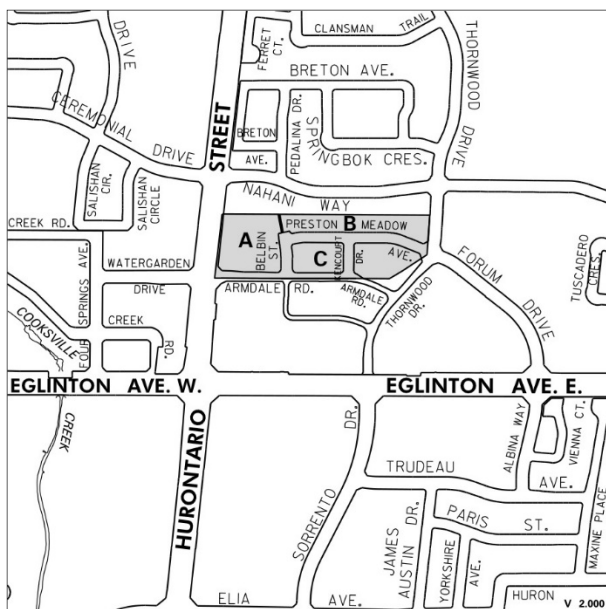
~~13.4.9.1.1~~ The lands identified as Special Site 1 are located east of Hurontario Street and south of Elia Avenue.

~~13.4.9.1.2~~ Notwithstanding the provisions of the Residential High Density Rise and Office designations, the following additional policies will apply:

- a. Residential Density Rise development in combination with office uses will also be permitted, either within one building or in separate buildings. When in combination within a building or on a single site, an integrated development will be required;
- b. the preferred location of office development will be adjacent to Hurontario Street;
- c. architectural building and site plan solutions will be developed to create an interesting and identifiable street edge along Hurontario Street;
- d. special consideration may be given to reducing building setbacks and other requirements of the Zoning By-law as a means of increasing the opportunities for creative development; and
- e. in order to achieve a continuous street frontage, buildings will be encouraged to minimize setbacks from street lines.

~~13.4.4.1.3~~ The lands identified as Area 1A may also be developed for overnight accommodations.

13.4.9.2 Site 2



13.4.9.2.1 The lands identified as Special Site-2 are located east of Hurontario Street and north of Eglinton Avenue East.

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

- a. a concept plan will be required to address, among other matters: compatibility of building form and scale with existing and proposed surrounding land uses; and acceptable ingress and egress arrangements for Hurontario Street, Eglinton Avenue East, and Thornwood Drive;
- b. a maximum of 1 323 dwellings units will be permitted collectively on areas identified as 2A and 2C;
- c. a minimum of 2 750 m² and a maximum of 6 300 m² of retail commercial and office space will be provided, contained within the first three floors of the apartment

buildings within Area 2A;

- d. notwithstanding the provision of the Residential High Density Rise designation, the lands identified as Area 2A will be permitted to develop to maximum **Floor Space Index (FSI)** of 6.13, and have a maximum building height of 30 storeys; and
- e. notwithstanding the provision of the Residential Medium Density Mid Rise designation, semi-detached dwellings will also be permitted on the lands identified as Area 2B.

~~**13.4.9.3 Site 3**~~



~~13.4.9.3.1~~ The lands identified as Special Site-3 are located west of Hurontario Street, north of Kingsbridge Garden Circle.

~~Area 3A~~

~~13.4.9.3.2~~ Notwithstanding the provisions of the Residential High Density designation, the lands identified as Area 3A will be permitted to develop to a maximum **floor space index (FSI)** of 3.9.

~~Area 3B~~

~~13.4.9.3.3~~ Notwithstanding the provisions of the Residential High Density designation, the lands identified as Area 3B will be permitted to develop to a maximum **floor space index (FSI)** of 3.6.

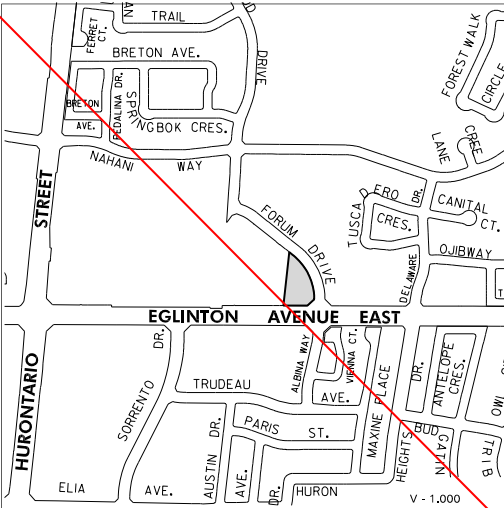
~~Area 3C~~

~~13.4.9.3.4~~ Notwithstanding the provisions of the Residential High Density designation, the lands identified as Area 3C will be permitted to develop to a maximum **floor space index (FSI)** of 3.6. Offices will also be permitted.

Area 3D

~~13.4.9.3.5 Notwithstanding the provisions of the Residential High Density designation, on the lands identified as Area 3D offices will also be permitted.~~

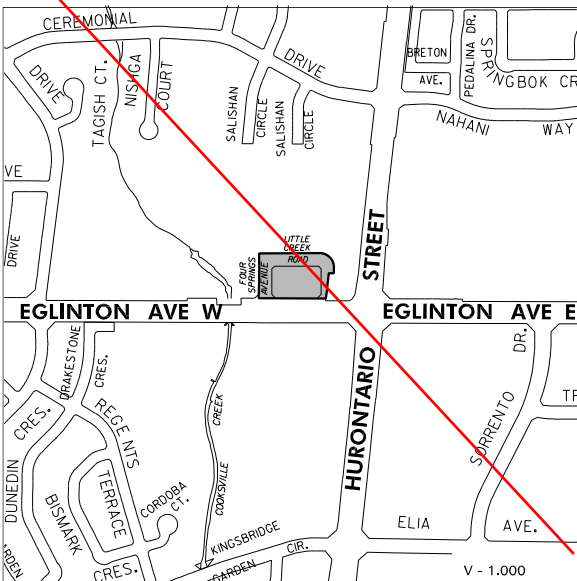
~~13.4.9.4 Site 4~~



~~13.4.9.4.1 The lands identified as Special Site 4 are located at the northwest corner of Eglinton Avenue East and Forum Drive.~~

~~13.4.9.4.2 Notwithstanding the provisions of the Residential High Density designation, an apartment building to a maximum **floor space index (FSI)** of 3.7 and a maximum height of 20 storeys, will be permitted~~

~~13.4.4.5 Site 5~~

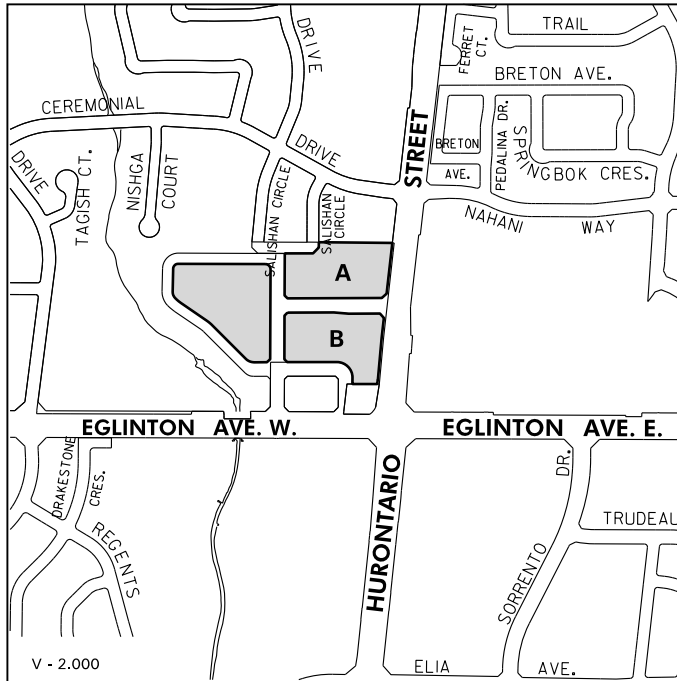


~~13.4.9.5.1 The lands identified as Special Site 5 are located on the north side of Eglinton Avenue West, west of Hurontario Street.~~

~~13.4.9.5.2 Notwithstanding the provisions of the Residential High Density designation, the maximum **floor space index (FSI)** permitted for all development shall be 7.5.~~

~~13.4.9.5.3 Notwithstanding the maximum height provisions, a maximum height of 28 storeys will be permitted.~~

13.4.9.6 Site 6



~~13.4.9.6.1~~ The lands identified as Special Site 6 are located within the northwest quadrant of Eglinton Avenue West and Hurontario Street.

~~13.4.9.6.2~~ Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. a maximum of 2 370 dwelling units will be permitted;
- b. a minimum of 9 400 m² of retail commercial and office space will be located within the first three floors of the buildings within Areas 6A and 6B;
- c. a maximum building height of 35 storeys will be permitted on the lands identified as Area 6A, and,
- d. a maximum building height of 38 storeys will be permitted on the lands identified as Area 6B.

13.4.9.7 Site 7

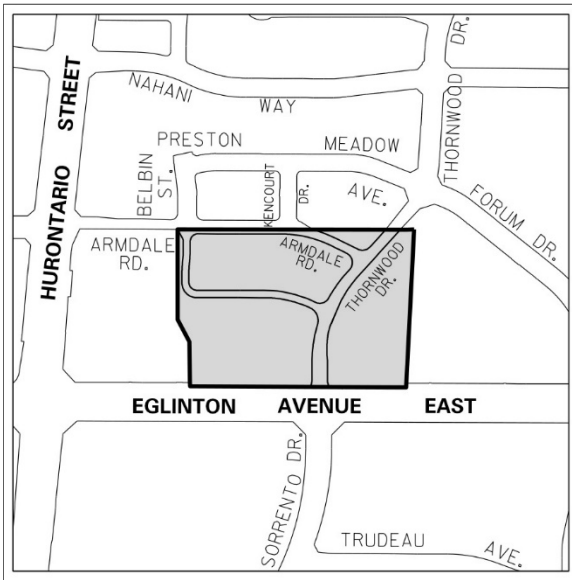


~~13.4.9.7.1~~ The lands identified as Special Site 7 are located east of Hurontario Street and south of Nahani Way.

~~13.4.9.7.2~~ Notwithstanding the policies of this Plan, the following additional policies will apply:

- e. a minimum retail commercial floor space of 313 m² will be permitted;
- f. an apartment building to a maximum **floor space index (FSI)** of 5.1 will be permitted; and,
- g. a maximum building height of 33 storeys will be permitted.

13.4.9.8 Site 8



~~13.4.9.8.1~~ The lands identified as Special Site 8 are located on the north side of Eglinton Avenue East, east of Hurontario Street.

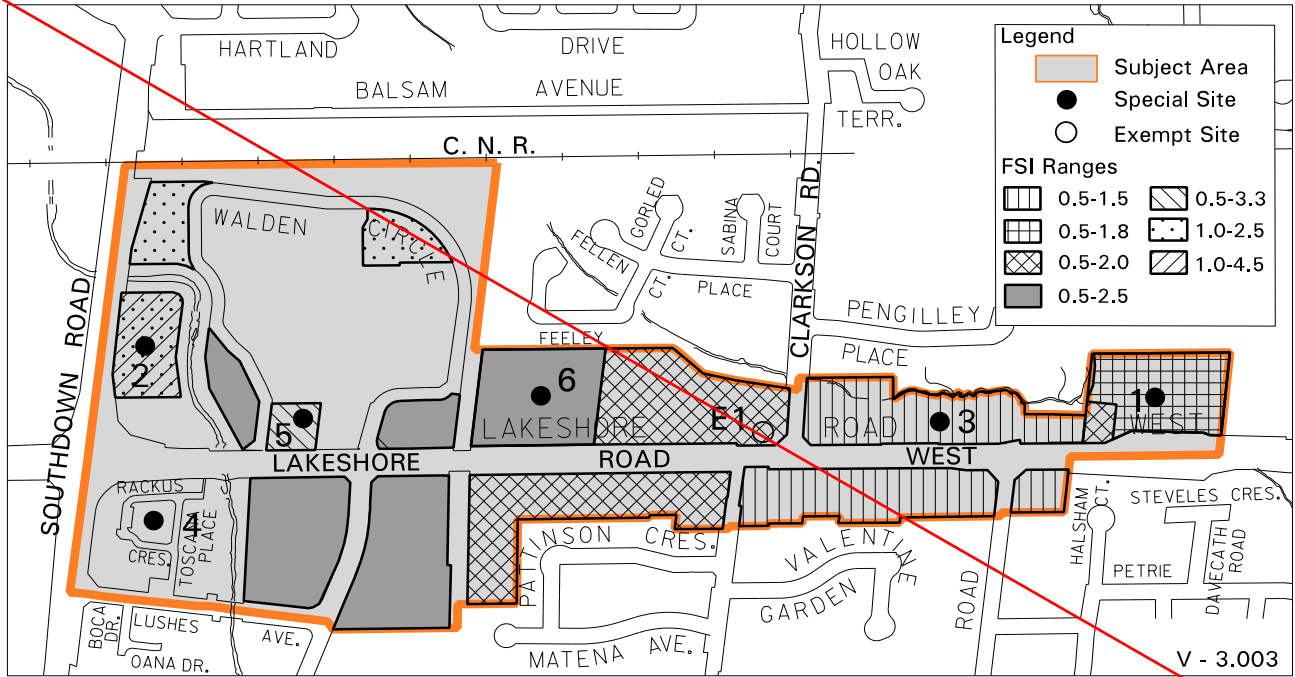
~~13.4.9.8.2~~ Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. a maximum ***floor space index (FSI)*** of 5.6 will be permitted;
- b. a minimum of 1 300 m² of retail commercial and office space will be required.

~~13.4.9.8.3~~ Notwithstanding the maximum height provisions, three apartment buildings with maximum building heights of 35, 35 and 37 will be permitted.

14 Community Nodes

4.2 Clarkson Village



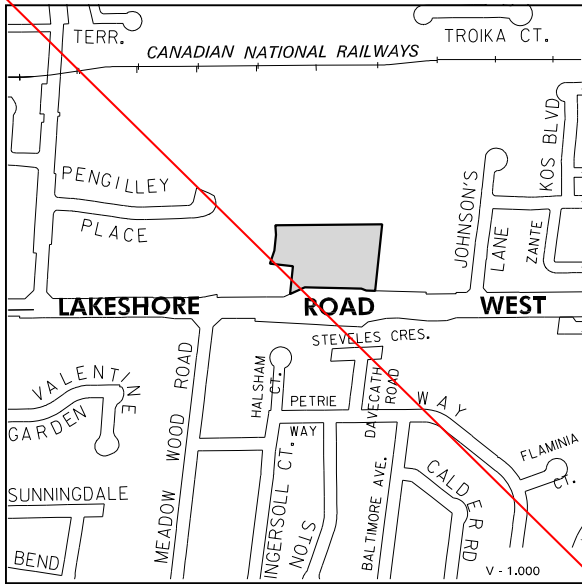
Map 14-2: Clarkson Village Community Node Character Area

~~Map 14-2: Clarkson Village Community Node Character Area~~

14.2.4 Special Site Policies

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

14.2.4.1 Site 1

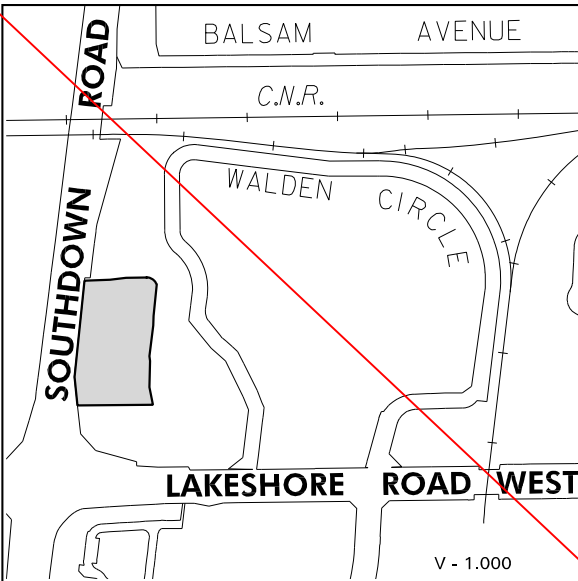


~~14.2.4.1.1 The lands identified as Special Site 1 are located on the north side of Lakeshore Road West, east of Clarkson Road.~~

~~14.2.4.1.2 Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply:~~

- ~~a. the maximum **floor space index (FSI)** will be 1.8; and~~
- ~~b. office and commercial uses will be permitted~~

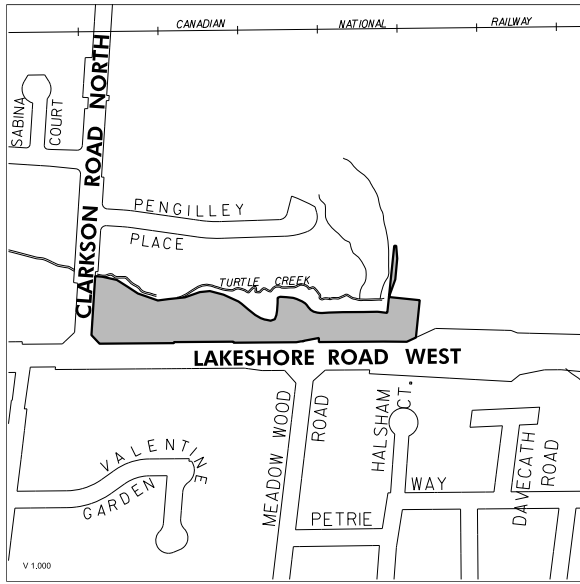
14.2.4.2 Site 2



~~14.2.4.2.1 The lands identified as Special Site 2 are located on the east side of Southdown Road, north of Lakeshore Road West.~~

~~14.2.4.2.2 Notwithstanding the policies of this Plan, the maximum permitted number of apartment dwelling units will be 424.~~

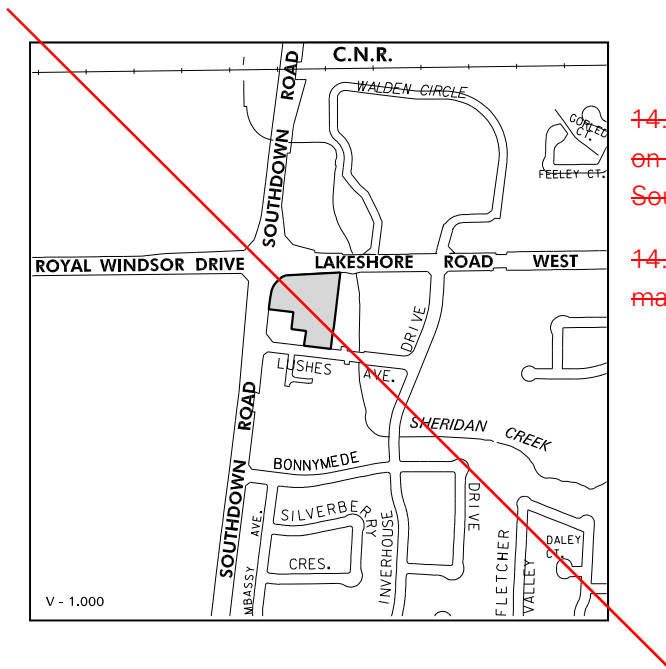
14.2.4.3 Site 3



14.2.4.3.1 The lands identified as Special Site 3 are located on the north side of Lakeshore Road West between Birchwood Park and Clarkson Road North.

14.2.4.3.2 The lands are encumbered by slope stability issues associated with Turtle Creek. Satisfactory technical reports addressing these issues are required prior to any development of these lands.

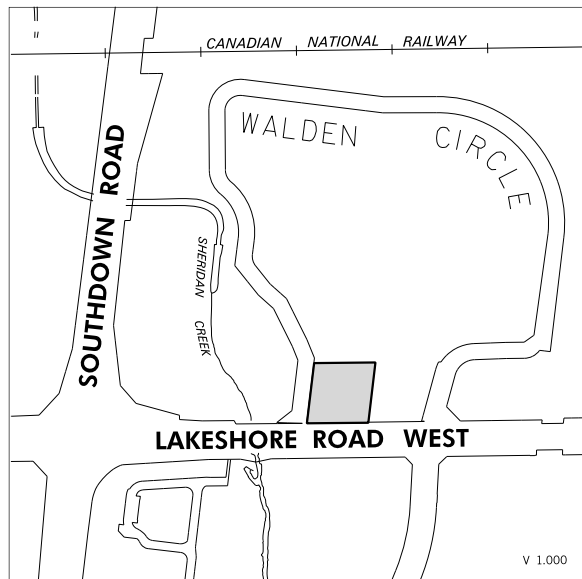
~~14.2.4.4 Site 4~~



~~14.2.4.4.1 The lands identified as Special Site 4 are located on the southeast corner of Lakeshore Road West and Southdown Road.~~

~~14.2.4.4.2 Notwithstanding the policies of this Plan, a maximum of two detached dwellings will be permitted.~~

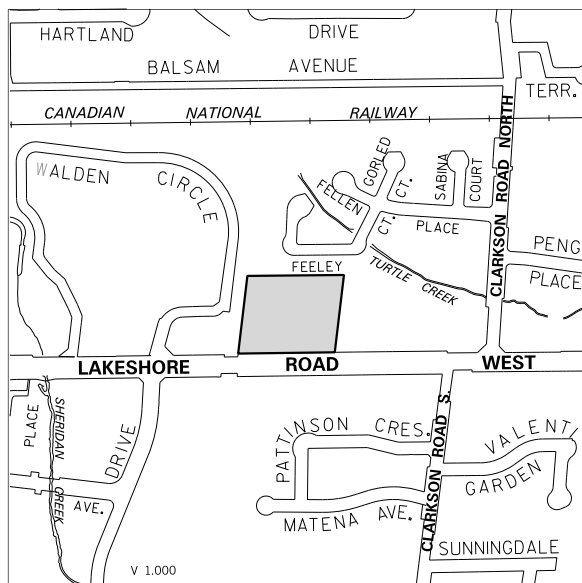
14.2.4.5 Site 5



14.2.4.5.1 The lands identified as Special Site 5 are located on the northeast corner of Lakeshore Road West and Walden Circle.

14.2.4.5.2 Notwithstanding the policies of this Plan, a 15 storey apartment building with a maximum floor space index (FSI) of 3.3 will be permitted.

14.2.4.6 Site 6



14.2.4.6.1 The lands identified as Special Site 6 are located on the north side of Lakeshore Road West, west of Clarkson Road North and east of the railway tracks, and are municipally known as 1865 Lakeshore Road West.

14.2.4.6.2 Notwithstanding the policies of this Plan, existing uses will be permitted as they existed on the day these policies come into effect in their current location. Alterations and minor expansions to existing uses in their current location/configuration will be permitted.

14.2.4.6.3 In accordance to [Map 14-2.2: Access Management Plan – Clarkson Village Community Node Character Area](#) within the policies of this Plan, a publicly accessible driveway easement will be provided to facilitate laneway access between 1865 Lakeshore Road West and the lands municipally known as

1829 Lakeshore Road West.

14.2.4.6.4 Notwithstanding the policies in this Plan, the following additional policies will apply to development:

- a. the maximum residential **floor space index (FSI)** will be 2.5; and
- b. the maximum height will be eight storeys

14.2.5 Exempt Site Policies

14.2.5.1 Site 1

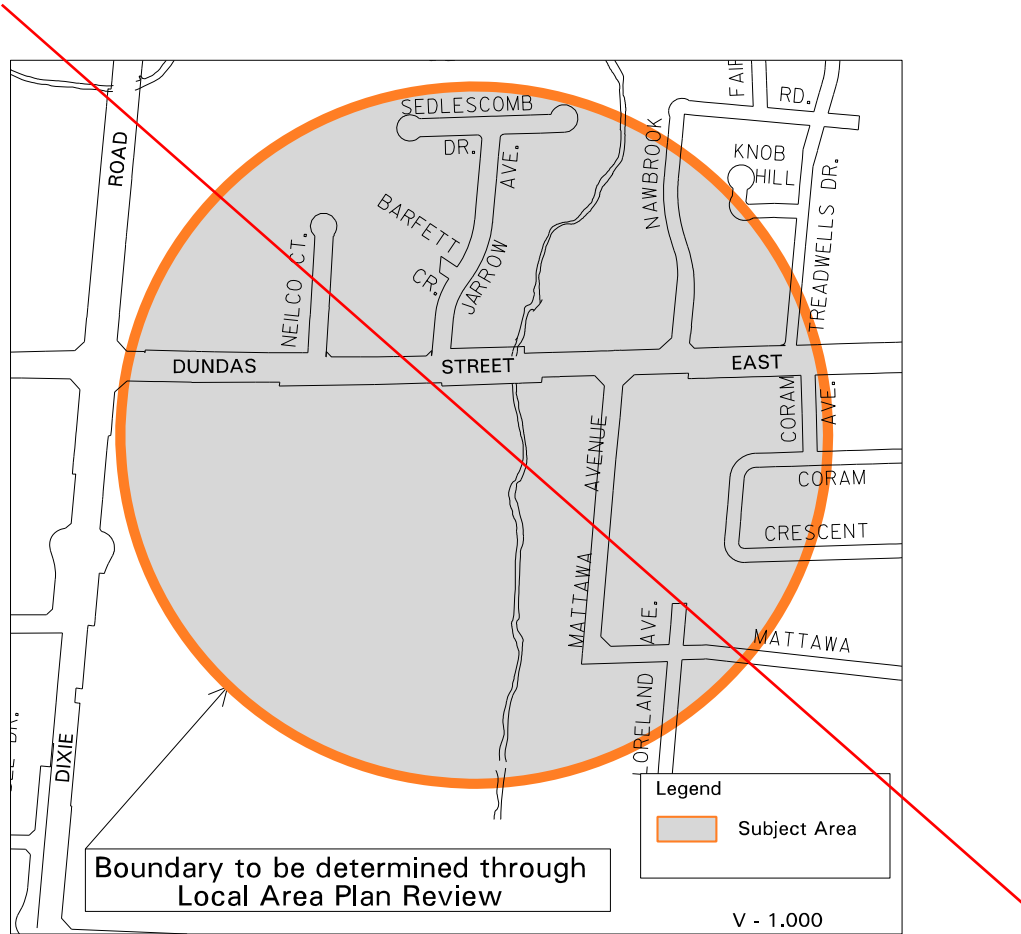


~~14.2.5.1.1 The lands identified as Exempt Site 1 are located at the northwest corner of Lakeshore Road West and Clarkson Road.~~

~~14.2.5.1.2 Notwithstanding the provisions of the Mixed Use designation, a motor vehicle service station and motor vehicle wash will be permitted.~~

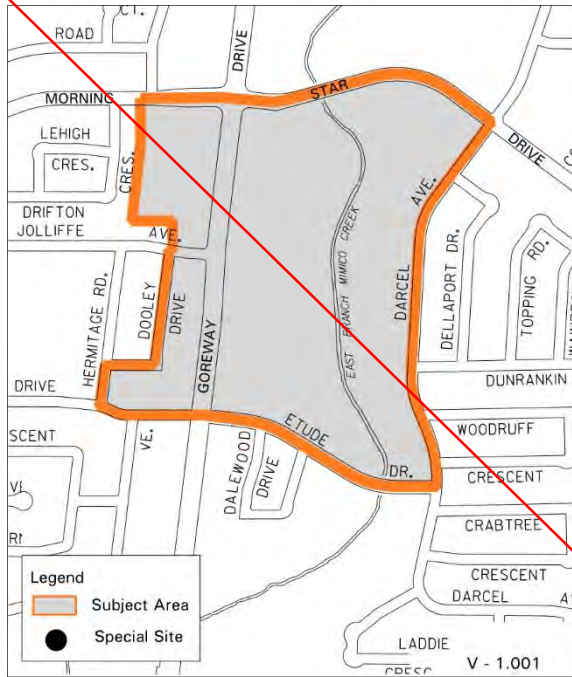
14.3 ~~Dixie Dundas~~

The boundary of and official plan policies for lands within the Dixie Dundas Community Node will be determined through a Local Area Plan review. Until such time as the Local Area Plan review is completed, the official plan policies are contained in the Dixie Employment Area Character Area Policies.



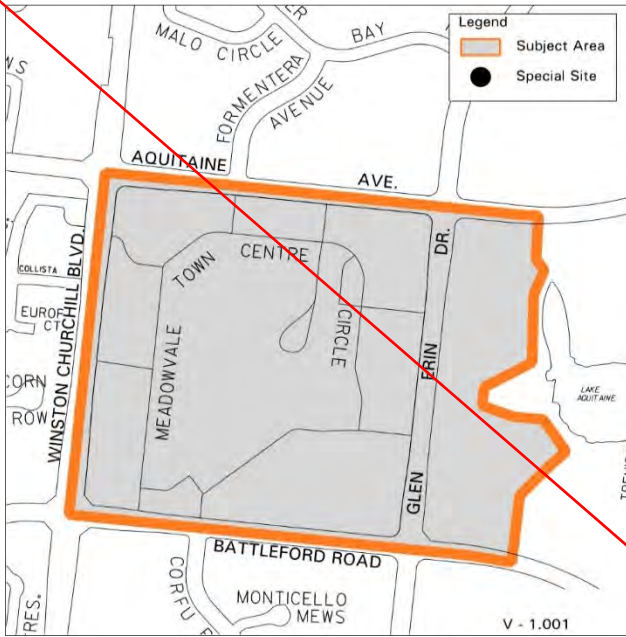
Map 14-3: Dixie Dundas Community Node Character Area

14.4 Malton



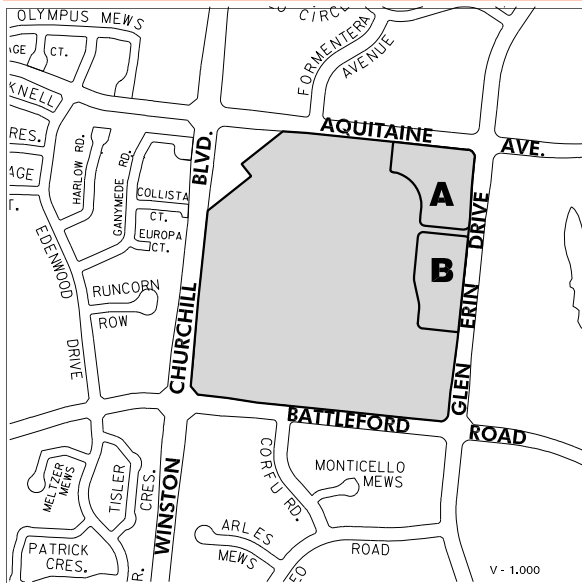
Map 14-4: Malton Community Node Character Area

14.5 Meadowvale



Map 14.5: Meadowvale Community Node Character Area

14.5.2.1 Site 1



14.5.2.1.1 The lands identified as Special Site 1 are bounded by Aquitaine Avenue to the north, Glen Erin Drive to the east, Battleford Road to the south and Winston Churchill Boulevard to the west.

14.5.2.1.2 Notwithstanding the provisions of the Mixed Use, Residential Medium Density and Residential High Density designations, the following additional policies will apply:

a. Area A is located at the southwest corner of Aquitaine Avenue and Glen Erin Drive. Notwithstanding the provisions of the Residential Medium Density designation, only townhouses and semi-detached dwellings with a maximum Gross Floor Area (GFA) of 0.6 times the lot area in the range of 34.6 to 44.5 units per **net residential hectare** are permitted; and

b. Area B is located between Aquitaine Avenue and Battleford Road on the west side of Glen Erin Drive. Notwithstanding the provisions of the Residential Medium Density designation, only townhouses with a maximum Gross Floor Area (GFA) of 0.63 times the lot area in the range of 34.6 to 44.5 units **net residential hectare** are permitted.

Pedestrian Linkages

~~14.5.2.1.3 Pedestrian connections to the Town Centre are vital to its role in the community. The following pedestrian links should be maintained and/or improved as part of any development application:~~

- ~~c. open space walkway linkages to the following parks: Lake Aquitaine, Hunter's Green and Settler's Green;~~
- ~~d. mid block connections to the area west of Winston Churchill Boulevard between Battleford Road and Aquitaine Avenue;~~
- ~~e. linkages to the Meadowvale Community Centre, medical offices and the transit terminal; and~~
- ~~f. diagonal connections to the site from the northeast corner of Battleford Road and Winston Churchill Boulevard.~~

~~14.5.2.1.4 A strong connection between the bicycle route on Winston Churchill Boulevard and the Town Centre should be provided.~~

Focal Areas

~~14.5.2.1.5 A focal area on the east side of the Town Centre between the existing transit terminal, medical offices, church campus and Town Centre tower should be developed to strengthen the space as an outdoor amenity with seating, landscaping, lighting or staging areas; additional building massing should contribute to the central courtyard area by framing the interior space.~~

~~14.5.2.1.6 One main entrance to the Town Centre from Winston Churchill Boulevard should be developed to strengthen the site entry and contribute to the identity of the site through the use of built form, landscaping, directional signs or lighting.~~

Ring Road and Parking Areas

~~14.5.2.1.7 The internal ring road and parking areas around the Town Centre should be clearly defined to facilitate the safe movement of pedestrians and vehicles through the site; definition of the ring road **streetscape** should be improved by ensuring adequate sight lines, incorporating landscape islands that define parking areas, and providing sidewalks and lighting.~~

Building Massing

~~14.5.2.1.8 Development along the public road frontages should address the following:~~

- ~~g. no parking or driveway areas should be provided between the buildings and the street line;~~
- ~~h. blank walls should be avoided along the street in favour of fenestration, building entrances and architectural detailing;~~
- ~~i. service, loading and garbage storage areas should be located on the internal side of the development away from public streets and screened from view by means of built form and landscaping; and~~
- ~~j. all building entrances should be clearly articulated and linked to pedestrian walkway connections.~~

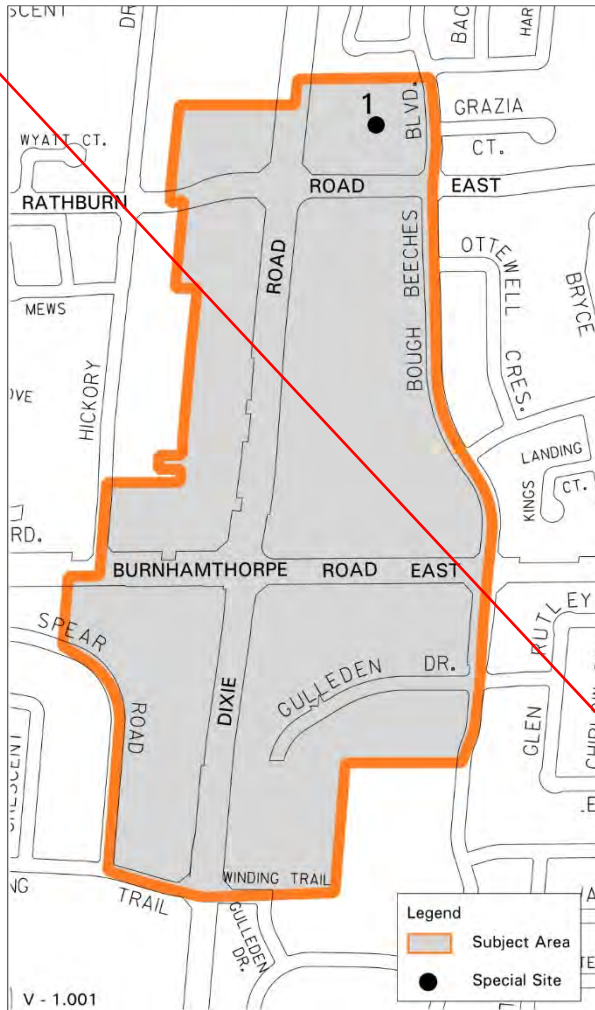
Streetscape

~~14.5.2.1.9 Landscape treatment of the Winston Churchill frontage of the Town Centre should reinforce the treatment within the municipal boulevard.~~

~~14.6 Port Credit~~

~~Official Plan policies for lands within the Port Credit Community Node are contained in the Port Credit Local Area Plan.~~

14.7 Rathwood-Applewood



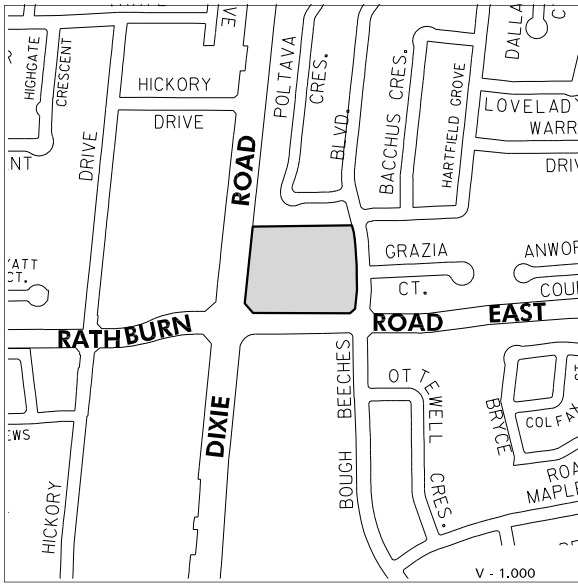
Map 14.7: Rathwood-Applewood Community Node Character Area

14.7.2 Special Site Policies

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

14.7.2.1

Site 4



~~14.7.2.1.1~~ The lands identified as Special Site 4 are located north of Rathburn Road East and east of Dixie Road.

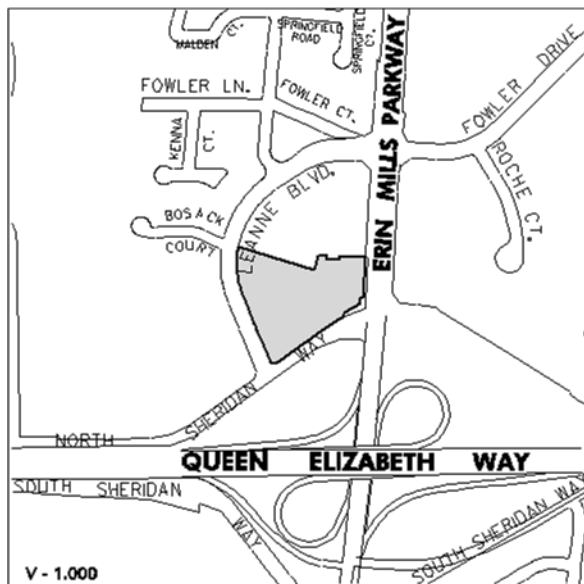
~~14.7.2.1.2~~ Notwithstanding the provisions of this Plan, townhouse dwellings will be permitted. The maximum floor space index (FSI) permitted for all development will be 2.56 and the maximum permitted height will be 20 storeys.

14.8 ~~Sheridan~~



Map 14.8: Sheridan Community Node Character Area

14.8.2.1 ~~Site 1~~



14.8.2.1.1 The lands identified as Special Site 1 are located on the north side of North Sheridan Way, between Erin Mills Parkway and Leanne Boulevard.

14.8.2.1.2 Notwithstanding the provisions of the Office designation, a long term healthcare facility and overnight accommodations will also be permitted. Limited commercial uses may be considered.

14.9 South Common

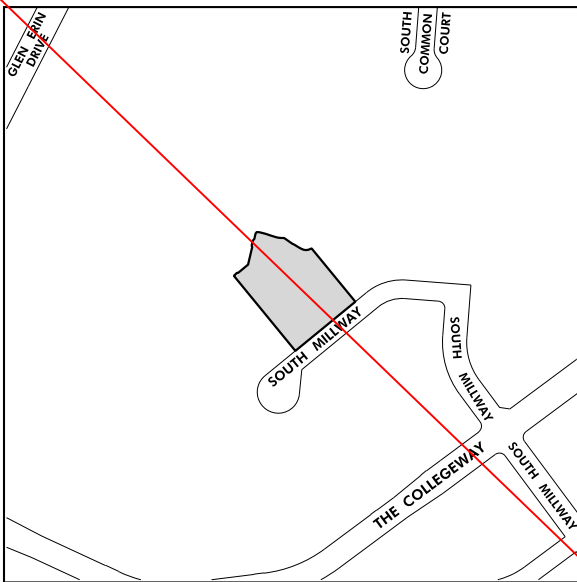


Map 14-9: South Common Community Node Character Area

14.9.1 Special Site Policies

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

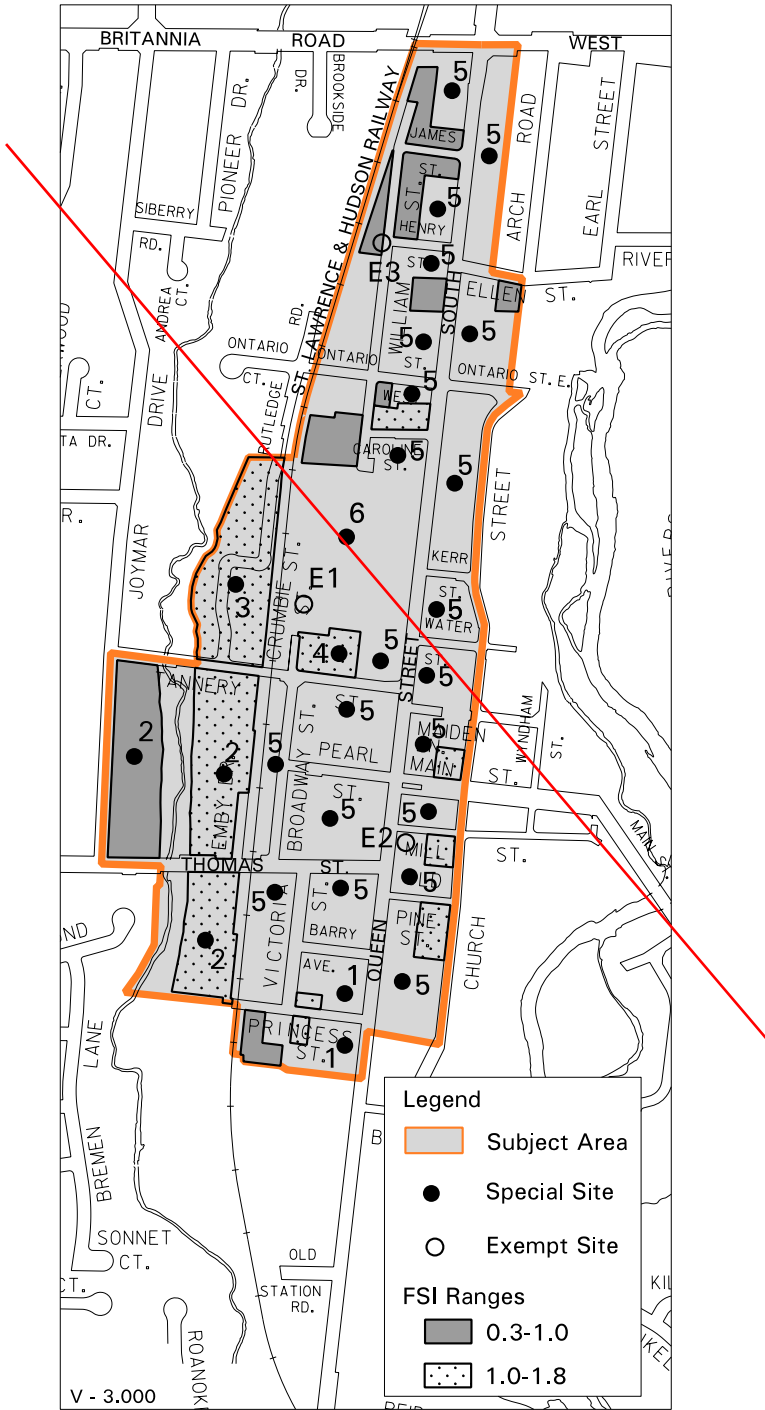
14.9.9.1 Site 1



14.9.1.1.1 The lands identified as Special Site 1 are located on the north side of South Millway, west of Erin Mills Parkway.

14.9.1.1.2 Notwithstanding the policies of this Plan, townhouse dwellings will be permitted.

14.10 Streetsville

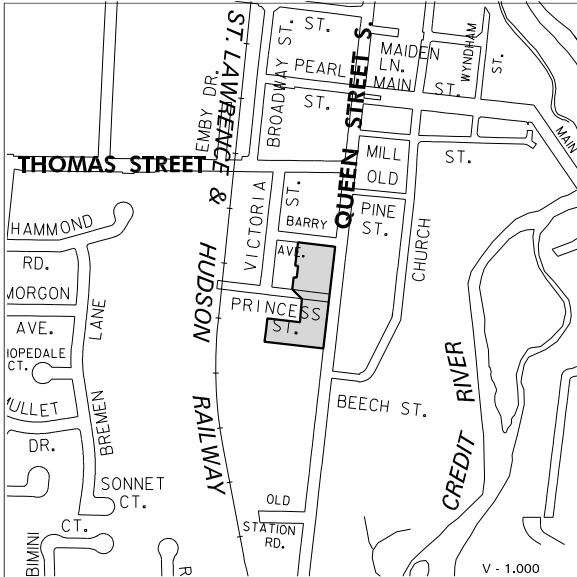


Map 14-10: Streetsville Community Node Character Area

14.10.6 Special Site Policies

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

14.10.6.1 Site 1



14.10.6.1.1 In addition to the uses permitted by their Residential Low Density Rise I and II designations, the lands identified as Special Site 1, which front on Queen Street South, may also be used for offices.

14.10.6.1.2 Any office conversion should maintain a residential appearance in keeping with the existing scale, materials, and character of the existing dwellings in the immediate area. The existing houses should be preserved if at all possible, while the interior floor plan may be altered for office use.

14.10.6.1.3 Any additions and alterations of existing buildings should be sensitive to the existing vernacular and heritage village theme, and should be largely confined to the rear of the property.

14.10.6.1.4 Any additions, alteration, conversion or redevelopment should maintain the existing front yard setback, with the front yard used for landscaping.

14.10.6.1.5 Sufficient on-site parking, which will consist of only surface parking, as required by the Zoning Bylaw, should be provided in the rear yard only at grade without removal of existing trees, except at the discretion of the City arborist.

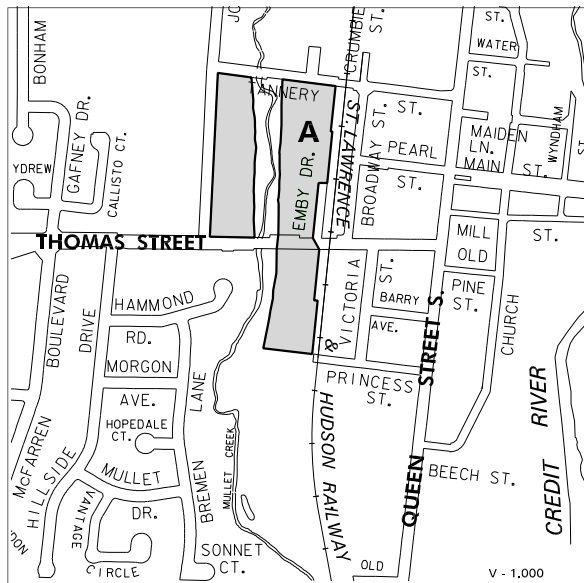
14.10.6.1.6 Vehicular entrances should be combined to minimize the number of access points on Queen Street South.

14.10.6.1.7 Minimal signage will be permitted. The design of such signage and external lighting should be compatible with the residential character of the area.

14.10.6.1.8 Existing lot sizes should be retained.

14.10.6.1.9 Rear yard drainage will be provided to the satisfaction of the City.

14.10.6.2 Site 2



~~14.10.6.2.1~~ The lands identified as Special Site 2 are located south of Tannery Street, north of Old Station Road, east of Joymar Drive and west of the St. Lawrence and Hudson Railway.

~~14.10.6.2.2~~ Notwithstanding the provisions of the Residential High Density Rise, Residential Mid-Rise, Low-Rise II, Medium Density and Greenlands designations, the following additional policies will apply:

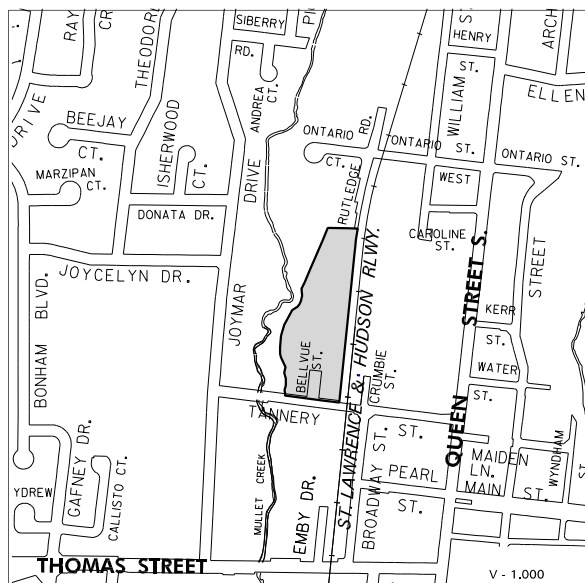
- a. the determination of the area suitable for redevelopment will have regard for the extent of the "regulatory storm" floodplain and the erosion hazards associated with Mullet Creek, whichever is greater. The extent of areas required for conservation purposes will be determined to the satisfaction of Credit Valley Conservation and the City; and
- b. building forms should consist of low profile buildings ranging in height from three storeys near Mullet Creek to six storeys near the railway tracks.

~~14.10.6.2.3~~ Redevelopment of Area A should include provision for a public road connecting Thomas Street and Tannery Street west of the St. Lawrence and Hudson Railway rightofway.

xxx. Notwithstanding the provisions of the Residential Mid Rise designation, the following additional policies will apply:

- a. a maximum **floor space index (FSI)** of 1.8 will be permitted in Area A; and
- b. a maximum **floor space index (FSI)** of 1.3 will be permitted in the remainder of Special Site 2.

14.10.6.3 Site 3



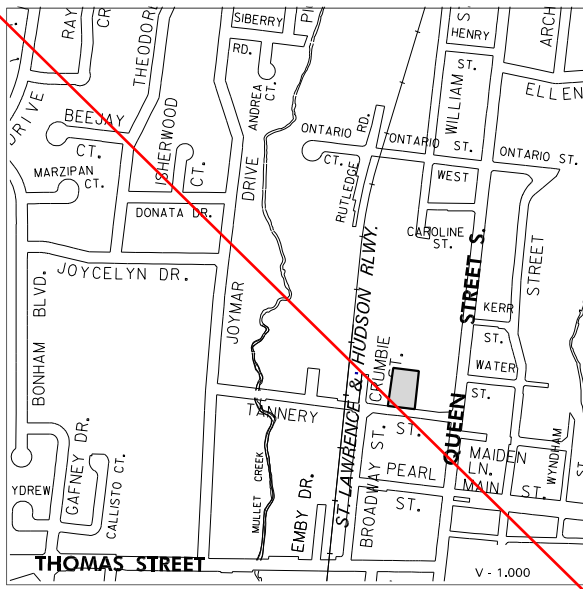
~~14.10.6.3.1~~ The lands identified as Special Site 3 are located north of Tannery Street, west of the St. Lawrence & Hudson Railway.

~~14.10.6.3.2~~ Notwithstanding the provisions of the Residential High Density Rise and Residential Mid-Rise designations, the following additional policies will apply:

- a. the determination of the area suitable for redevelopment will have regard for the extent of the "regulatory storm" floodplain and the erosion hazards associated with Mullet Creek, whichever is greater. The extent of areas required for conservation purposes will be determined to the satisfaction of Credit Valley Conservation and the City;
- b. redevelopment will include provision of a connecting public road between Rutledge Road and Tannery Street; and

- c. a maximum of 397 dwelling units are permitted in a building form consisting of low profile buildings ranging in height from three storeys near Mullet Creek to six storeys near the railway tracks.

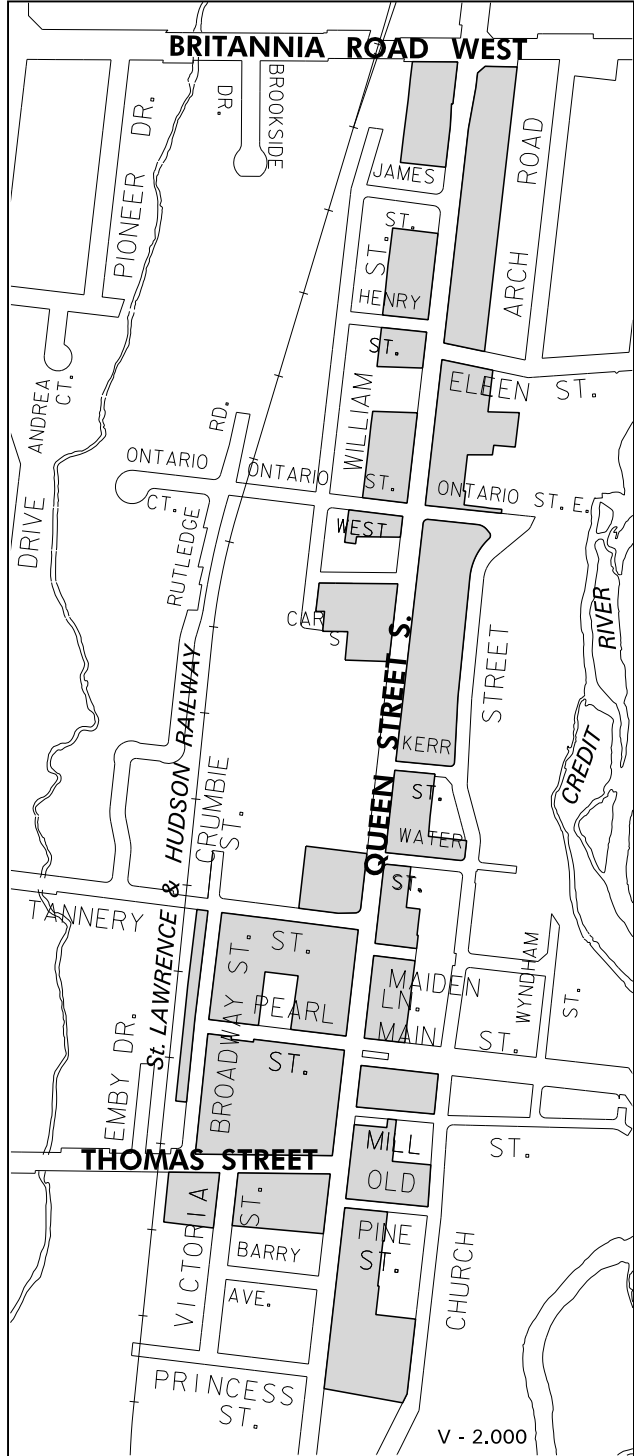
~~14.10.6.4 — Site 4~~



~~14.10.6.4.1 The lands identified as Special Site 4 are located on the north side of Tannery Street, east of Crumble Street.~~

~~14.10.6.4.2 Notwithstanding the provisions of the Residential High Density designation, an apartment building with a maximum floor space index (FSI) of 3.1 will be permitted.~~

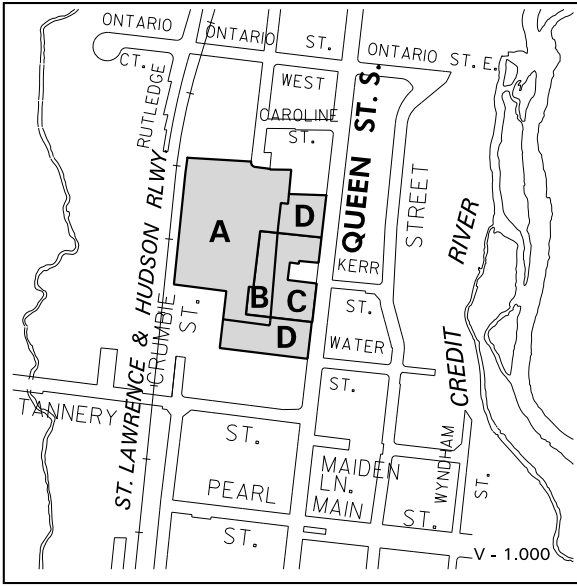
14.10.6.5 Site 5



14.10.6.5.1 The lands identified as Special Site 5 are located on the east and west sides of Queen Street South, the south side of Tannery Street, the east and west side of Broadway Street, the south side of Pearl Street and the north and south sides of Thomas Street.

14.11.6.5.2 Notwithstanding the provisions of the Mixed Use designations, drive-through facilities will not be permitted.

14.10.6.6 **Site 6**



~~14.10.6.6.1~~ The lands identified as Special Site 6 are located on the west side of Queen Street South, north of Tannery Street.

~~14.10.6.6.2~~ Notwithstanding the provisions of the Mixed Use designation, lands identified as Area B and Area C will be permitted to develop for a residential apartment building ranging in height from three storeys to seven storeys with ground floor commercial uses.

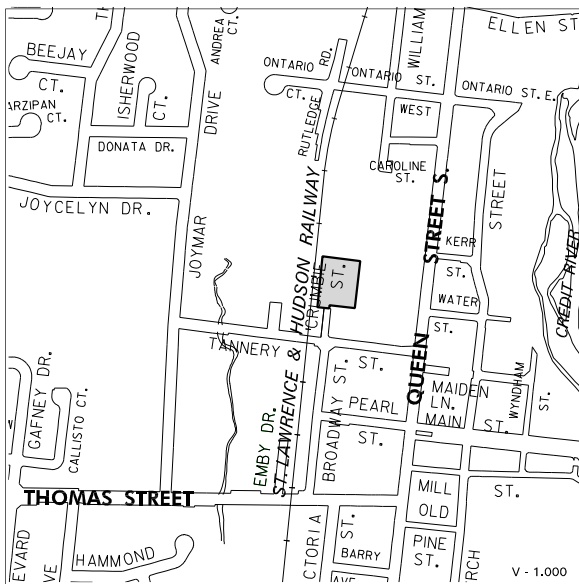
~~14.10.6.6.3~~ Notwithstanding the provisions of the Mixed Use designation, drive-through facilities will not be permitted for lands identified as Area C and Area D.

~~14.10.6.6.4~~ Prior to development of lands identified as Area A and Area D, a concept plan will be required to address among other matters:

- a. a connecting public road network linking Queen Street South with Crumble Street and William Street; and
- b. the location of additional public open space for recreational and library purposes.

~~14.10.7~~ — **Exempt Site Policies**

14.10.7.1 **Site 1**



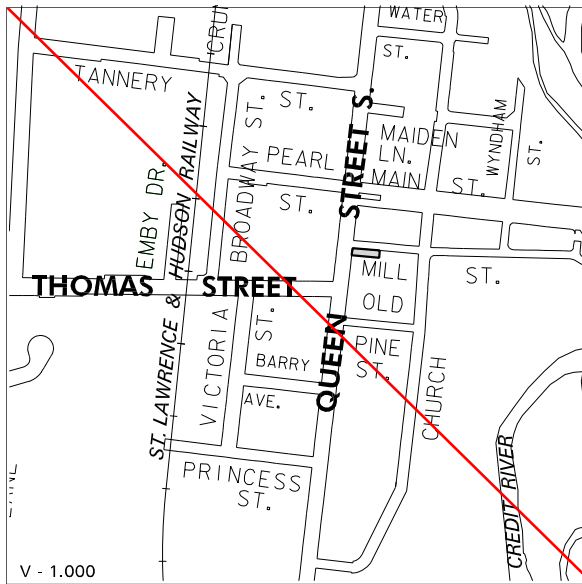
~~14.10.7.1.1~~ The lands identified as ~~Exempt Special Site 1~~ are located east of the St. Lawrence and Hudson Railway tracks and north of Crumble Street.

~~14.10.7.1.2~~ Notwithstanding the provisions of the Mixed Use designation, motor vehicle repair facilities will also be permitted.

~~14.10.7.1.3~~ Prior to development of lands, a concept plan will be required to address among other matters:

- a. a connecting public road network linking Queen Street south with Crumble Street and William Street; and
- b. the location of additional public open space for recreational and library purposes.

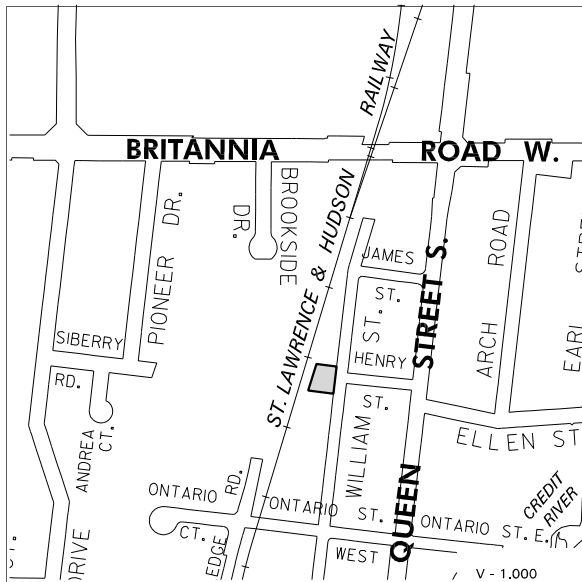
14.10.7.2 Site 2



~~14.10.7.2.1 The lands identified as Exempt Site 2 are located on the east side of Queen Street South, south of Mill Street.~~

~~14.10.7.2.2 Notwithstanding the provisions of the Mixed Use designation, motor vehicle repair facilities will also be permitted.~~

14.10.7.3 Site 3

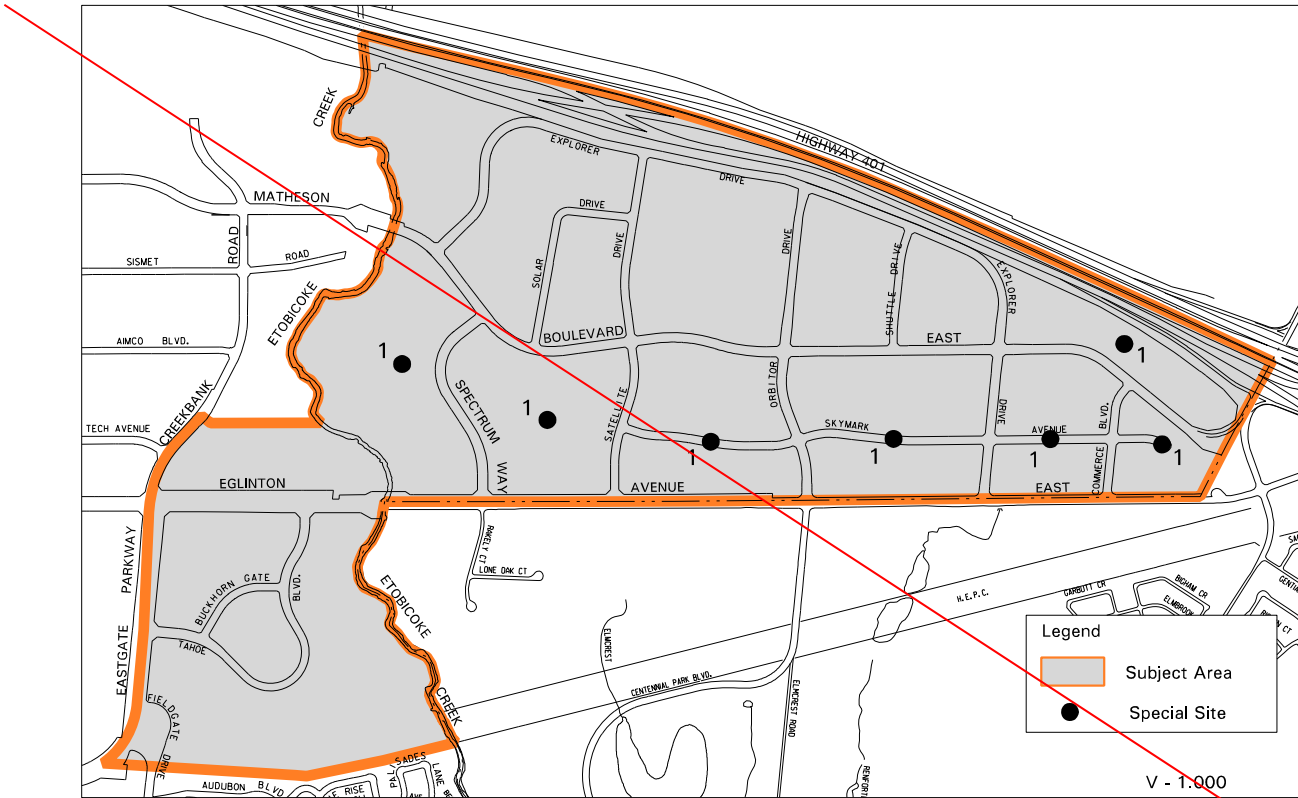


14.10.7.3.1 The lands identified as ~~Exempt~~ Special Site 3 are located on the west side of William Street, south of James Street and are municipally known as 46 William Street.

14.10.7.3.2 Notwithstanding the provisions of the Residential ~~Medium Density~~ Low-Rise II designation, outdoor storage of refrigeration trailers may be permitted on a temporary basis by a Temporary Use By-law in accordance with the provisions of the *Planning Act*.

15 Corporate Centre

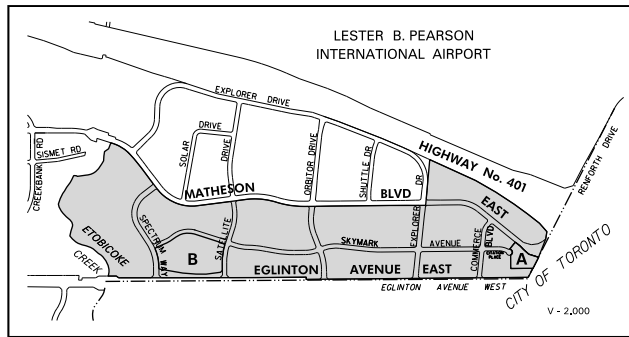
Airport Corporate



15.2.2 Special Site Policies

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

15.2.2.1 Site 4



15.2.2.1.1 The lands identified as Special Site 4 are located north of Eglinton Avenue West, south of Matheson Boulevard East, east of the Etobicoke Creek, to Explorer Drive and all lands east of Explorer Drive:

a. Notwithstanding the provisions of the Business Employment designation, the following uses will not be permitted:

- new industrial uses including manufacturing, warehousing, distributing and wholesaling, outdoor storage and display; and
- freestanding retail commercial uses and financial institutions.

However, existing industrial uses will be permitted to continue and expand.

- b. Notwithstanding 15.2.2.1.1-a., scientific and engineering research and development facilities, including: laboratories, pilot plants and prototype production facilities exclusively within enclosed buildings shall be permitted;
- c. Accessory manufacturing uses to a scientific and engineering research and development facility shall be permitted within enclosed buildings and will be a maximum of 30 percent of total Gross Floor Area.
- d. Notwithstanding the Business Employment designation, the following additional policies will apply:
- buildings will be a minimum of four storeys within 500 m of the limits of Renforth BRT station;
 - buildings will be a minimum of two storeys within 500 m of the limits of the Spectrum and Orbitor stations;
 - ~~development will have a minimum floor space index (FSI) of 0.5. In calculating floor space index (FSI) on large sites with multiphase development, regard may be had to the size of individual development parcels;~~
 - prior to site plan approval, the proponent will demonstrate that sites have the ability to achieve a minimum **floor space index (FSI)** of 1.0 over time, by demonstrating the capacity of the site to accommodate additional development having regard to parking, servicing, access and landscaping;
 - the provision of retail commercial uses with display windows in the at grade level is encouraged. Buildings closest to the BRT station should have active uses along most of their ground floor frontage facing public streets and/or BRT corridor;
 - where it is not feasible to include retail commercial uses, the at grade level should include windows, lobbies and entrances so as to avoid blank walls facing public streets; and
 - in order to achieve a continuous street wall, it is intended that as development occurs over time, a minimum of 70 percent of any lot frontage along the BRT corridor, Skymark Avenue, Commerce Boulevard and Citation Place, should be occupied with a building or buildings. In the case of lots

with multiple street frontages, priority will be given to establishing a continuous street wall along Commerce Boulevard and the BRT corridor.

e. Pedestrian Connections

Development will promote pedestrian movements to and from transit stations through the local streets and publicly accessible private pedestrian connections or private open space areas (plazas). The location, size and character of the publicly accessible connections will be determined during the site plan review process having regard for the following:

- sidewalks will be provided on both sides of all streets and form a connected system of pedestrian access to and from BRT stations;
- **streetscape** improvements will be coordinated and well designed, including trees, pedestrian scale lighting, special paving and street furniture on sidewalks, boulevards and important pedestrian and publicly accessible open space areas and walkways;
- parking areas will have appropriate landscape treatments, including trees and lighting, throughout parking lots and along their edges, in order to improve the appearance of the parking areas, to contribute to the visual continuity of the street edge. Parking areas should also incorporate defined pedestrian routes for safe and convenient pedestrian movement to building entrances and other destinations to encourage the safe use of these spaces;
- concentrated landscape treatment will be provided where continuous street planting is not possible due to the location of utilities or other constraints;
- private open space areas will be high quality, usable, and physically and visually linked to streets, park and mid-block pedestrian routes; and
- pedestrian easements will be provided through the site plan review for the achievement of a continuous pedestrian promenade adjacent to the BRT corridor.

f. Parking and Servicing

- new developments will demonstrate that they have a transportation demand management (TDM) strategy in place as a condition of site plan approval;
- prestige offices will be encouraged to provide at least one level of below-grade parking below the building;
- no parking will be provided between the building and the streetline or BRT corridor on principal building frontages. In cases of lots with multiple street frontages, priority will be given to not allowing parking along the BRT corridor and Commerce Boulevard;
- surface parking should incorporate pedestrian and environmental features including: pathways and plantings to break up large expanses of asphalt, permeable surfaces, stormwater management, clear pathways for enhanced pedestrian access, and defined future development blocks;
- loading and garbage storage areas should be located at the rear of buildings, integrated or screened from primary pedestrian routes and publicly visible areas;

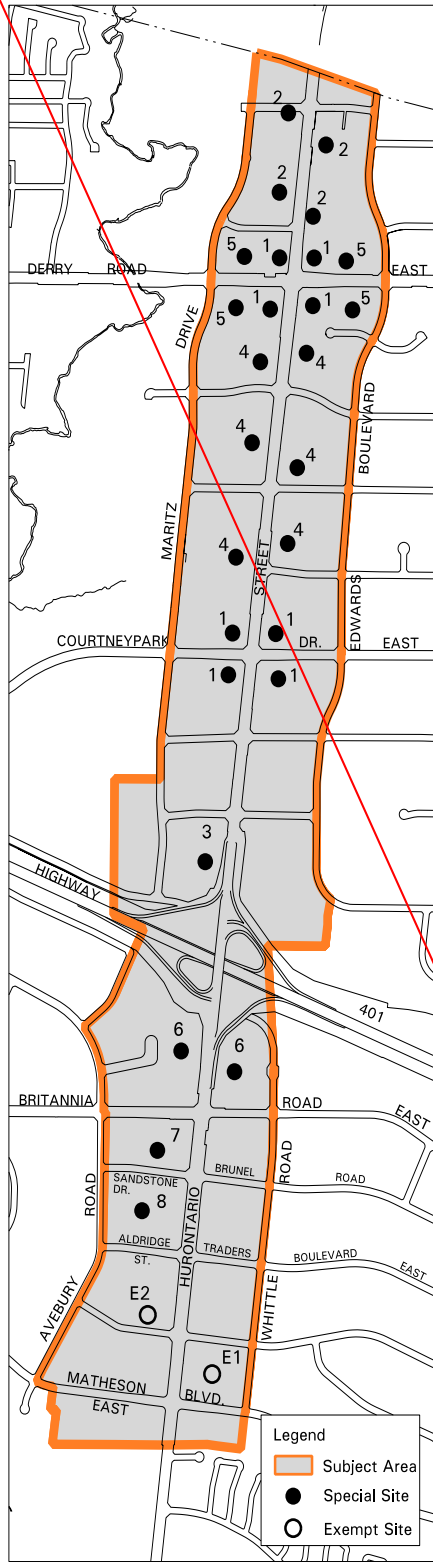
- shared parking and driveways between developments will be encouraged;
- site plans will demonstrate the ability for shared servicing access with adjacent developments; and
- new development will provide secure bicycle parking for employees.

15.2.2.1.2 For the lands identified as Area 1A known municipally as 2950 Citation Place, and located at the easterly limits of Citation Place, south of Matheson Boulevard East and north of Eglinton Avenue West, notwithstanding Section **15.2.2.1.1** (b), first bullet point, the City may consider through a site specific zoning amendment an initial phase consisting of a minimum two storey building on the eastern portion of the property provided:

- a. at least half of the site is reserved for a future phase(s) which consists of one or more buildings that will each be a minimum four storeys in height;
- b. the future phase(s) is located on the western portion of the property;
- c. the initial phase meets all other provisions of the Plan including a minimum **floor space index (FSI)** of 0.5 on the portion of the property proposed for the initial phase;
- d. a site specific zoning amendment and a site plan application are submitted which delineate the initial phase and the lands reserved for a future phase;
- e. the site plan application includes a plan which illustrates how the site will function through future phased development; how the individual buildings of the initial and future phase(s) will relate and integrate with one another; how the site will meet the design requirements of the Official Plan in subsequent phase(s); and how the site will achieve a **floor space index (FSI)** of 1.0 over time; and
- f. the site specific zoning amendment places a hold on the western portion of the site subject to a site plan application being submitted for that portion of the site which meets the requirements of the Official Plan and zoning by-law.

15.2.2.1.3 Notwithstanding **15.2.2.1.1**.a and b, six freestanding, single storey restaurant buildings will be permitted on lands identified as B.

15.3 Gateway Corporate



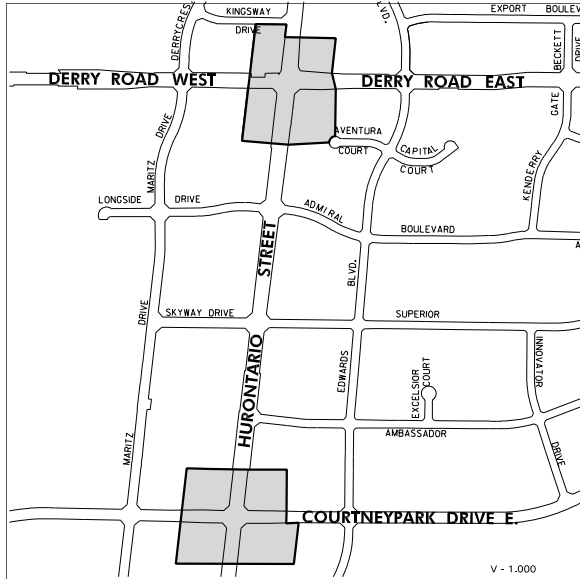
Map 15-3: Gateway Corporate Centre Character Area

~~Map 15-3: Gateway Corporate Centre Character~~

15.3.3 Special Site Policies

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

15.3.3.1 Site 1



~~15.3.3.1.1~~ The lands identified as Special Site 1 are located at the four corners of Hurontario Street and Derry Road East/Derry Road West, and Hurontario Street and Courtneypark Drive East/Courtneypark Drive West.

~~15.3.3.1.2~~ Notwithstanding the policies of this Plan and the Urban Design Policies in Section 15.3.1.2 for these lands, the following additional policies will apply:

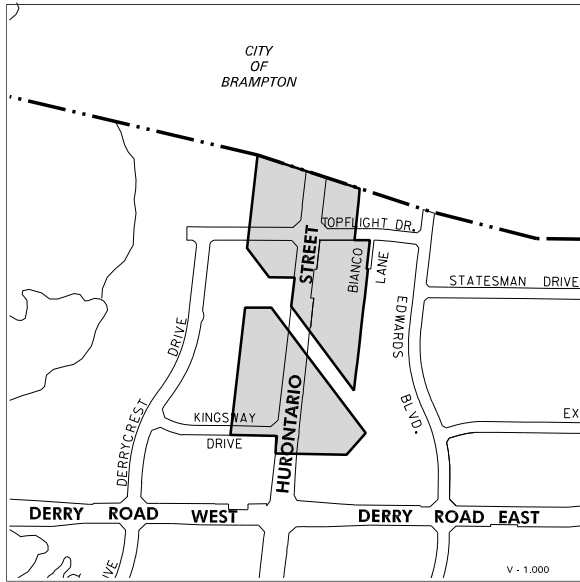
- a. accessory commercial uses will generally be limited to a maximum of 30% of the total Gross Floor Area. Freestanding accessory commercial uses will not be permitted. Accessory commercial uses must be contained within the same building as the principal use;
- b. assembly of lands at the Hurontario Street/Derry Road intersection is encouraged;
- c. prior to development of the lands at the Hurontario Street/Derry Road intersection, an internal access concept will be prepared to the satisfaction of the Transportation and Works Department;
- d. these lands represent the principal intersections along the Hurontario Corridors north of Provincial Highway 401 (Derry Road East/Derry Road West and Courtneypark Drive East/Courtneypark Drive West). Development abutting the intersections should highlight these locations as focal points within the **streetscape**, given their high profile and visibility.

~~In addition to the Urban Design Policies in Section 15.3.1.2, these lands will be subject to the following:~~

- ~~• buildings will have minimal frontal setbacks with active street-oriented elevations, main front doors and fenestration integrated with the **streetscape**; and~~
- ~~e. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor – A design mandate for excellence during the processing of development applications.~~

15.3.3.2

Site 2



~~15.3.3.2.1~~ The lands identified as Special Site 2, also known as the City Wide Gateway, are located on both sides of Hurlantario Street, south of the northerly municipal boundary.

~~15.3.3.2.2~~ Notwithstanding the policies of this Plan and the Urban Design Policies in Section 15.3.1.2 for these lands, the following additional policies will apply:

a. prior to a development proposal, the applicant will provide a concept plan demonstrating internal traffic and pedestrian circulation to the satisfaction of the City;

b. Special Site 2 should function as the primary "gateway" into Mississauga from Brampton and areas to the north. A "gateway" should promote distinctive

built form, landscaping and street furniture elements as visual landmarks to identify the City entry and reinforce a quality image.

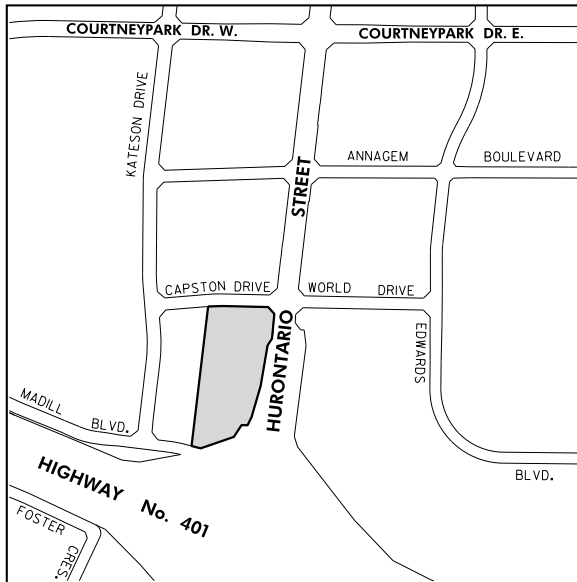
This location is the prime opportunity to initiate a "gateway" into a civic boulevard of this calibre over the longer term. The achievement of this goal will rely on distinctive elements in both the public boulevard (i.e. feature planting, signage and decorative elements) as well as abutting development.

Built form in this location should not be seen as "background" development but should create distinctive landmarks by creative use of building massing, architectural features, higher buildings and integrated built form as a "signature" for Mississauga. Further, a transition should be provided between the highway scale of Provincial Highway 407 and the more urban scale of the street corridor through graduated change in setback, character and attention to design detail; and

~~e. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurlantario Corridor – A design mandate for excellence during the processing of development applications.~~

15.3.3.3

Site 3



15.3.3.3.1 The lands identified as Special Site 3, are located on the west side of Hurontario Street, north of Provincial Highway 401.

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

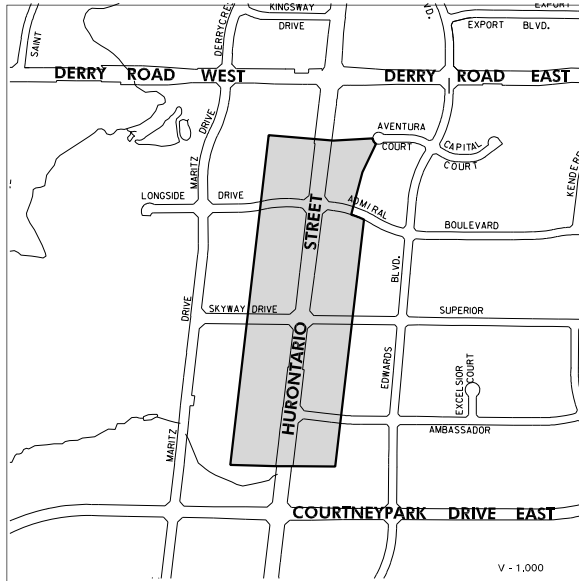
- a. commercial school (except a truck driving school);
- b. manufacturing;
- c. research and development; and
- d. warehousing and distribution.

15.3.3.3.3 Notwithstanding the policies of this Plan, the

following additional policies will apply:

- a. this site should provide one of the principal north entry features into the Gateway Corporate Centre. Development should promote a quality image and reinforce an upscale image as a corporate address and destination. Opportunities for secondary landmark buildings should be promoted in order to highlight the entry point and provide orientation points. Built form should provide for a transition in scale from the broad expanses of Provincial Highway 401 to the more contained urban corridor appropriate to Hurontario Street;
- b. regard will be given to the applicable design guidelines during the processing of development applications;
- c. building elements in combination with a generous landscape buffer will be incorporated into the site design to screen parking and loading areas from the views on Hurontario Street;
- d. where buildings are used for manufacturing, warehousing and distributing uses, the following will apply:
 - an access aisle between the building and Hurontario Street, will be permitted;
 - buildings will have a minimum height of 11.5 metres and the appearance of a two storey building;
 - buildings will have upgraded elevations with particular attention to detail, scale and treatment given their prominent location on Hurontario Street;
 - where an office component is proposed it will be located adjacent to Hurontario Street;
 - a visual and functional pedestrian connection will be incorporated between building entrances and the public sidewalk to encourage pedestrian activity and transit usage;
 - at the southwest corner of Hurontario Street and Capston Drive, exposed parking areas will be setback a minimum of 25 metres from the Hurontario Street frontage and will be appropriately screened by landscaping and architectural elements (e.g. arcades, trellises)

15.3.3.4 Site 4



~~15.3.3.4.1~~ The lands identified as Special Site 4, also known as the urban corridor of Hurontario Street, are located on both sides of Hurontario Street, south of Derry Road East/Derry Road West.

~~15.3.3.4.2~~ Notwithstanding the policies of this Plan, the following additional policies will apply:

a. from an urban design perspective, development along the connecting corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

The urban corridor of Hurontario Street should provide the common denominator of built form character linking the special features outlined above within a strong overall theme. Buildings along the urban

corridor should have a consistent setback, height and building street frontage. These same elements of consistency should also provide a defined scale for the street and a visual frame for the street as a foundation for a quality image; and

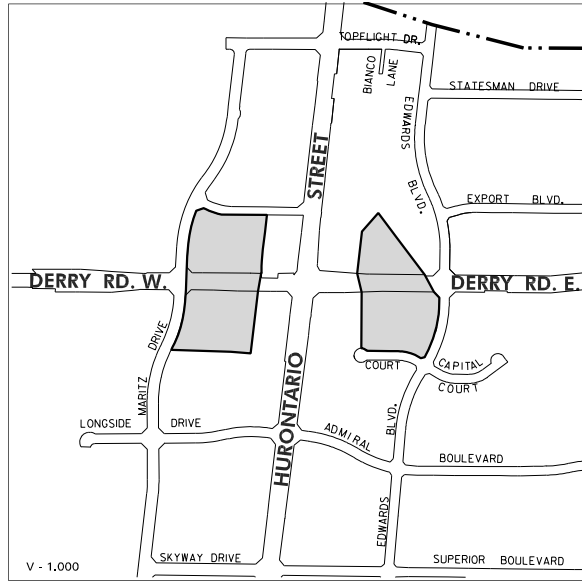
b. the following general principles should apply to the urban corridor of Hurontario Street:

- broader streetline setback range on development with substantial landscape area;
- substantial building coverage oriented to streetline;
- active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the building activities an integral part of the street;
- encourage consolidation of vehicular entrances;
- "background" architecture to create a unified street frame; and
- signage limited in scale and integrated with architecture (detailed guidelines have regard for Hurontario Streetscape Guidelines - south of Highway 401); and

c. ~~regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during the processing of development applications.~~

15.3.3.5

Site 5



~~15.3.3.5.1~~ The lands identified as Special Site 5, also known as the urban corridor of Derry Road East/Derry Road West, are located on both sides of Derry Road East/Derry Road West, east and west of Hurontario Street.

~~15.3.3.5.2~~ Notwithstanding the policies of this Plan, the following additional policies will apply:

a. from an urban design perspective, development along the connecting corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

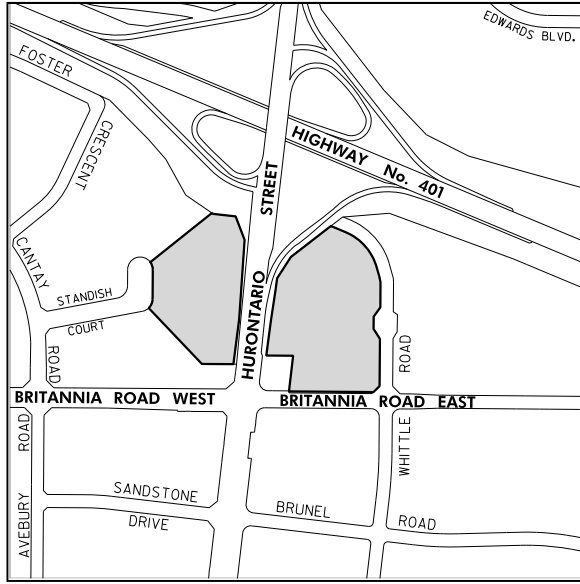
The urban corridor of Derry Road East/Derry Road West should provide the common denominator of built form character linking the special features outlined above

within a strong overall theme. Buildings along the urban corridor should have a consistent setback, height and building street frontage;

b. the following general principles should apply to the urban corridor of Derry Road East/Derry Road West:

- broader streetline setback range on development with substantial landscape area;
- substantial building coverage oriented to streetline;
- active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the building activities an integral part of the street;
- encourage consolidation of vehicular entrances;
- "background" architecture to create a unified street frame; and
- signage limited in scale and integrated with architecture (detailed guidelines have regard for Hurontario Streetscape Guidelines - south of Highway 401); and

~~e. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during processing of the development applications.~~

15.3.3.6**Site 6**

~~15.3.3.6.1~~ The lands identified as Special Site 6 are located on the east and west sides of Hurontario Street, south of Provincial Highway 401.

~~15.3.3.6.2~~ Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. buildings will be setback a maximum of 14 metres;
- b. buildings will have a minimum building frontage of 39 metres facing Hurontario Street;
- c. a visual and functional pedestrian connection will be incorporated between building entrances and the public sidewalk to encourage pedestrian activity and transit usage;
- d. architectural elements and landscape features (e.g. arcades, trellises) will be incorporated to achieve a prominent street edge condition where the minimum streetwall that would otherwise be required will not be achieved in the short term, and may include principal pedestrian street entrances facing Hurontario Street; and
- e. architectural elements will not be subject to any minimum height requirements.

15.3.3.7**Site 7**

~~15.3.3.7.1~~ The lands identified as Special Site 7 are located at the northwest corner of Sandstone Drive and Hurontario Street.

~~15.3.3.7.2~~ Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. buildings will have a minimum building frontage of 39 metres facing Hurontario Street;
- b. a visual and functional pedestrian connection will be incorporated between building entrances and the public sidewalk to encourage pedestrian activity and transit usage;
- c. architectural elements and landscape features (e.g. arcades, trellises) will be incorporated to achieve a prominent street edge condition where the

minimum streetwall that would otherwise be required will not be achieved in the short term, and may include principal pedestrian street entrances facing Hurontario Street; and

- d. architectural elements will not be subject to any minimum height requirements.

15.3.3.8 Site 8



~~15.3.3.8.1~~ The lands identified as Special Site 8 are located at the southwest corner of Sandstone Drive and Hurontario Street.

~~15.3.3.8.2~~ Notwithstanding the policies of this Plan, the following will apply to new development:

- a. buildings will have a minimum building frontage of 39 metres facing Hurontario Street;
- b. a visual and functional pedestrian connection will be incorporated between building entrances and the public sidewalk to encourage pedestrian activity and transit usage;
- c. architectural elements and landscape features (e.g. arcades, trellises) will be incorporated to achieve

a prominent street edge condition where the minimum streetwall that would otherwise be required will not be achieved in the short term, and may include principal pedestrian street entrances facing Hurontario Street; and

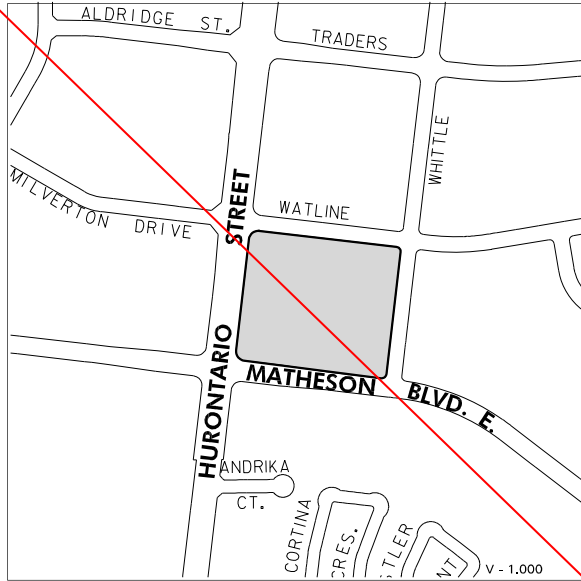
- d. architectural elements will not be subject to any minimum height requirements.

~~15.3.3.8.3~~ Notwithstanding the policies of this Plan, the following additional policies will apply where the existing building is extended:

- e. the building extension will not have greater setbacks than the existing building;
- f. a maximum of four rows of parking and associated aisles will be permitted between the building extension and Hurontario Street.

15.3.4 Exempt Sites

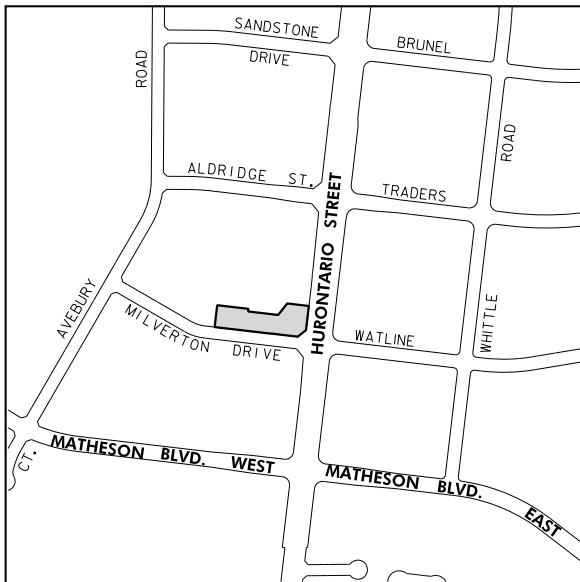
15.3.4.1 Site 1



~~15.3.4.1.1 The lands identified as Exempt Site 1 are bounded by Matheson Boulevard East, Hurontario Street, Watline Avenue and Whittle Road.~~

~~15.3.4.1.2 Notwithstanding the policies of this Plan, commercial uses will also be permitted.~~

15.3.4.2 Site 2



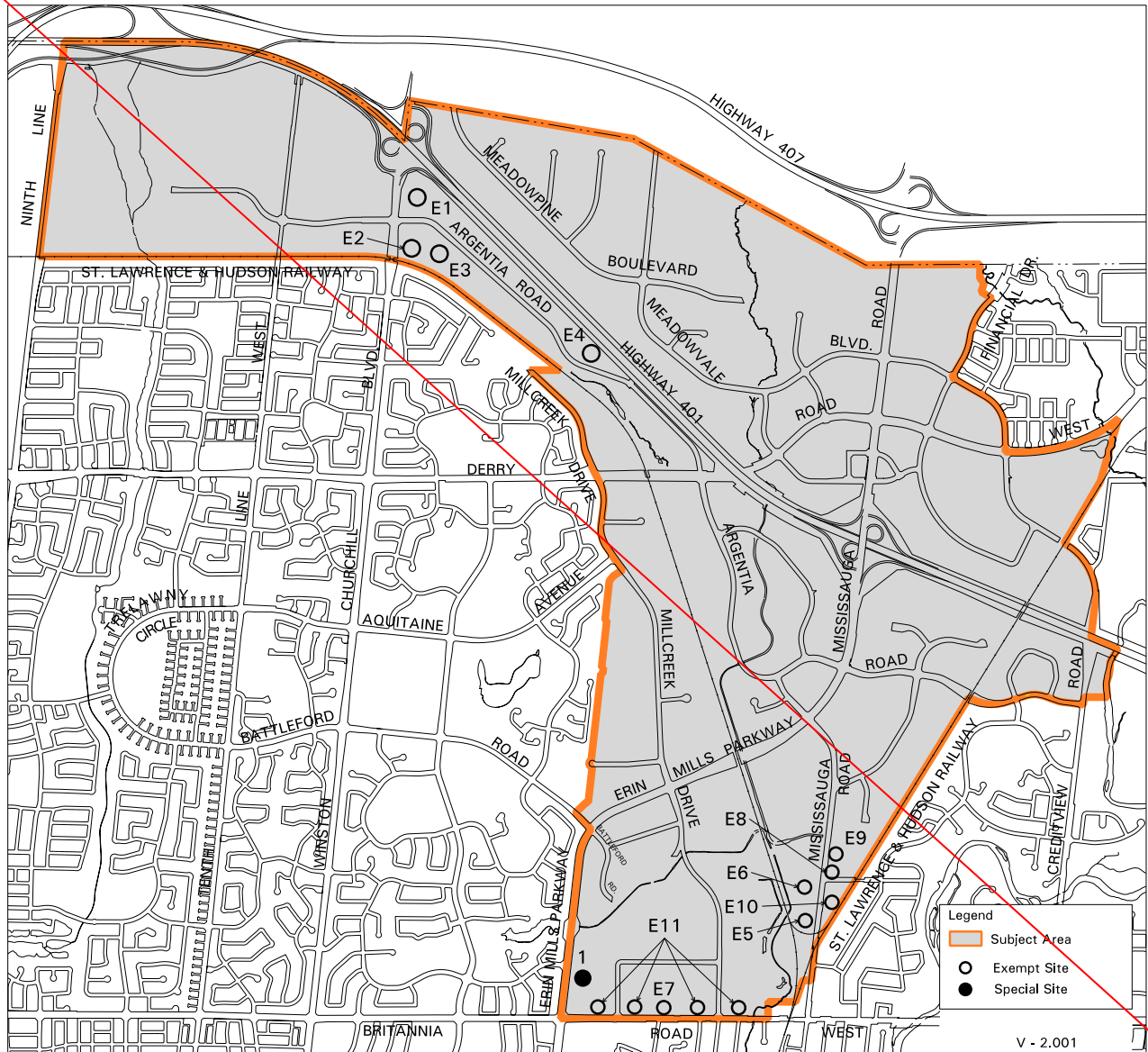
~~15.3.4.2.1~~ The lands identified as Exempt Site 2 are located on the west side of Hurontario Street, north of Milverton Drive.

~~15.3.4.2.2~~ Notwithstanding the policies of this Plan, the following additional uses, excluding drive-through facilities, will be permitted in the existing building:

- a. banquet hall;
- b. daycare;
- c. entertainment, recreation and sports facility;
- d. financial institution;
- e. research and development; and

f. restaurant.

15.4 Meadowvale Business Park



Map 15-4: Meadowvale Business Park Corporate Centre Character Area

15.4.3 Special Site Policies

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

15.4.3.1 Site 1



~~15.4.3.1.1~~ The lands identified as Special Site 1 are located at the northeast corner of Britannia Road West and Erin Mills Parkway.

~~15.4.3.1.2~~ Notwithstanding the policies of this Plan, the following additional policies will apply:

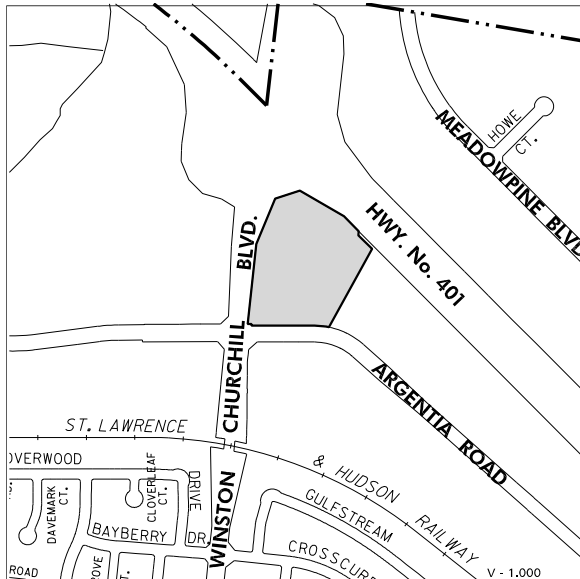
- a. either accessory uses and/or a retail store will be permitted within an office building up to a maximum GFA of 2 000 m² or 32 percent of the total GFA, whichever is less;
- a. laboratory uses will be permitted;
- b. a building with a minimum height of two storeys is required at the northeast corner of Britannia Road

West and Erin Mills Parkway;

- c. one storey buildings will be permitted on the remainder of the site; and
- d. freestanding restaurants and financial institutions will be permitted.

15.4.4 Exempt Site Policies

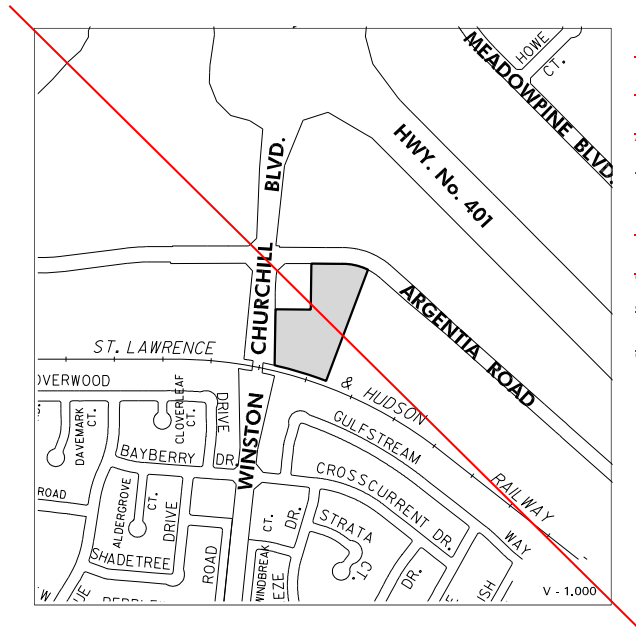
15.4.4.1 Site 1



~~15.4.4.1.1~~ The lands identified as Exempt Site 1 are located east of Winston Churchill Boulevard, south of Provincial Highway 401 and north of Argentia Road.

~~15.4.4.1.2~~ Notwithstanding the provisions of the Business Employment designation, all forms of general commercial uses will be permitted, except motor vehicle commercial uses.

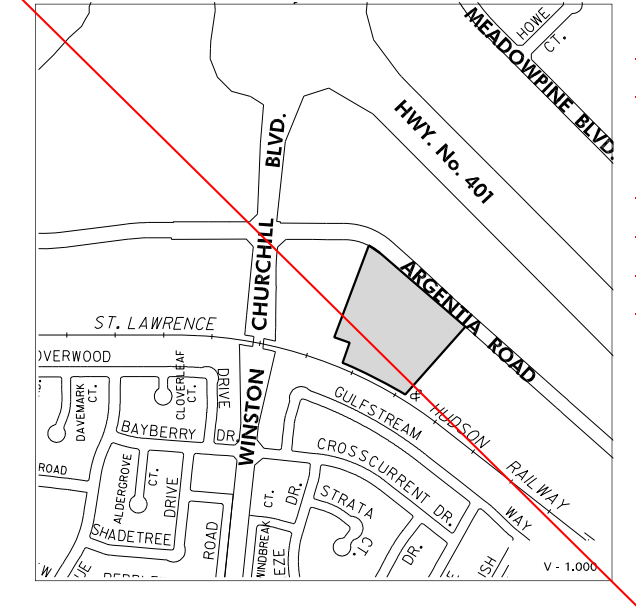
~~15.4.4.2 Site 2~~



~~15.4.4.2.1 The lands identified as Exempt Site 2 are located east of Winston Churchill Boulevard, south of Argentia Road and north of the St. Lawrence and Hudson Railway line.~~

~~15.4.4.2.2 Notwithstanding the Business Employment and Utility designations, office gross floor area (GFA) will be limited to a maximum of 55 208 m². An automobile dealership will also be permitted.~~

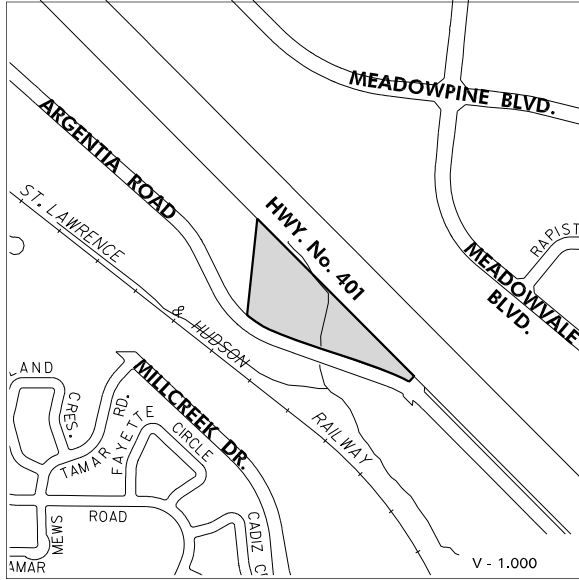
~~15.4.4.3 Site 3~~



~~15.4.4.3.1 The lands identified as Exempt Site 3 are located south of Argentia Road and east of Winston Churchill Boulevard.~~

~~15.4.4.3.2 Notwithstanding the provisions of the Business Employment designation, a retail warehouse, and accessory outdoor storage and display areas, will also be permitted.~~

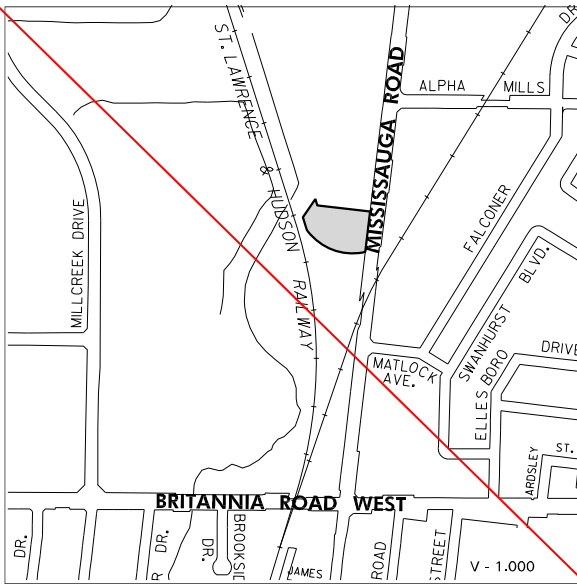
15.4.4.4 Site 4



~~15.4.4.4.1~~ The lands identified as ~~Exempt Special Site 4~~ are located north of Argentia Road and west of Fifth Line West.

~~15.4.4.4.2~~ Notwithstanding the provisions of the Motor Vehicle Commercial designation, all types of restaurants will also be permitted.

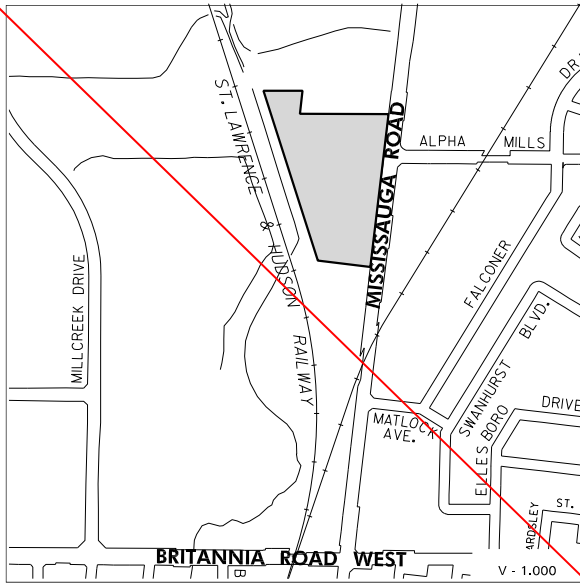
~~15.4.4.5 Site 5~~



~~15.4.4.5.1~~ The lands identified as ~~Exempt Site 5~~ are located on the west side of Mississauga Road, north of the St. Lawrence and Hudson Railway.

~~15.4.4.5.2~~ Notwithstanding the provisions of the Business Employment designation, a motor vehicle sales and equipment outlet will also be permitted.

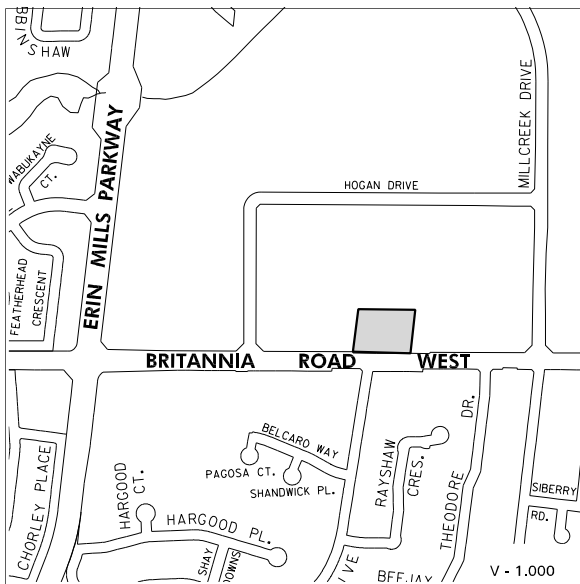
~~15.4.4.6 Site 6~~



~~15.4.4.6.1 The lands identified as Exempt Site 6 are located on the west side of Mississauga Road, north of the St. Lawrence and Hudson Railway, opposite Alpha Mills Road.~~

~~15.4.4.6.2 Notwithstanding the provisions of the Business Employment designation, a retail warehouse, a bulk frozen food store, a bulk food store, a supermarket and a discount merchandising store will also be permitted.~~

15.4.4.7 Site 7



15.4.4.7.1 The lands identified as Exempt Special Site 7 are located on the north side of Britannia Road West, east of Erin Mills Parkway, opposite Turney Drive.

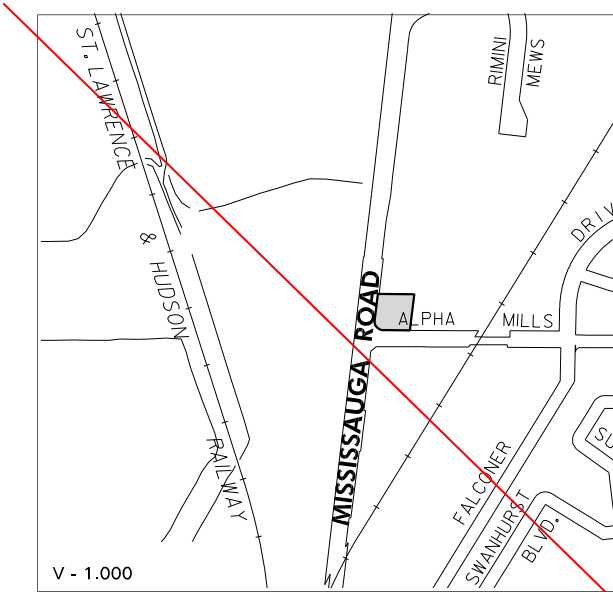
15.4.4.7.2 Notwithstanding the provisions of the Business Employment designation, the following additional policies will apply:

- a. a motor vehicle sales establishment will also be permitted;
- b. general commercial uses will be permitted to a maximum of 35% of the total gross floor area; and
- c. the following uses will not be permitted:
 - animal boarding establishments;

- body rub and adult entertainment establishments;
- cardlock fuel dispensing facilities;
- transportation facilities;
- trucking terminals; and
- **waste processing stations or waste transfer stations** and composting facilities.

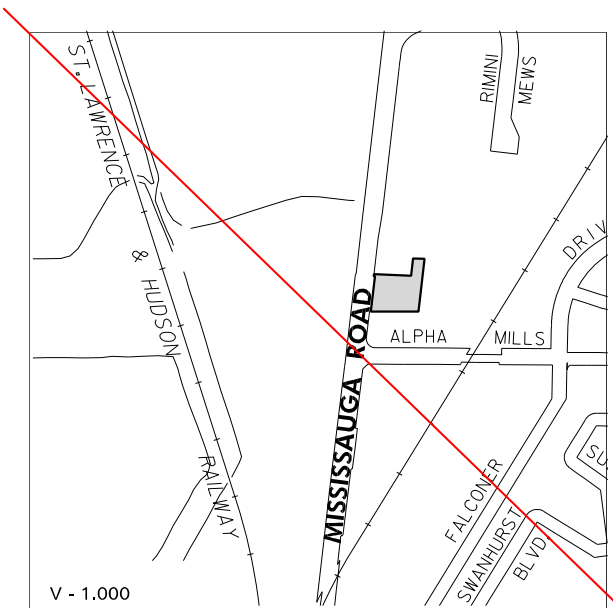
15.4.4.7.3 Notwithstanding the policies of this Plan, one storey buildings will be permitted.

~~15.4.4.8 — Site 8~~



~~15.4.4.8.1 The lands identified as Exempt Site 8 are located at the northeast corner of Alpha Mills Road and Mississauga Road.~~

~~15.4.4.8.2 Notwithstanding the provisions of the Business Employment designation, a retail commercial use will also be permitted.~~

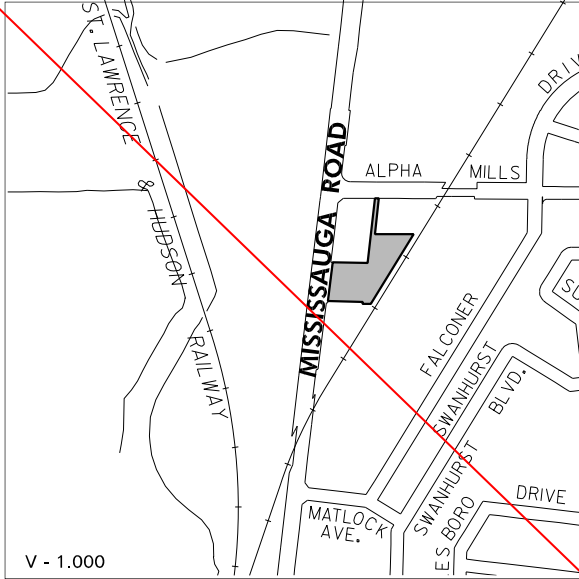


~~15.4.4.9 — Site 9~~

~~15.4.4.9.1 The lands identified as Exempt Site 9 are located on the east side of Mississauga Road, north of Alpha Mills Road.~~

~~15.4.4.9.2 Notwithstanding the provisions of the Business Employment designation, motor vehicle sales will also be permitted.~~

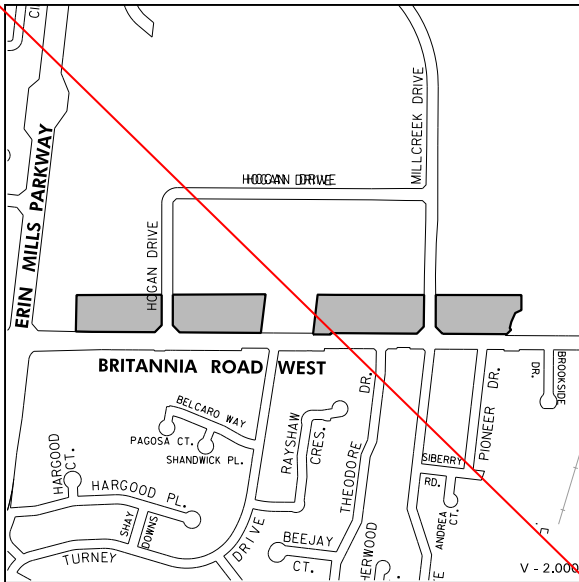
~~15.4.4.10 — Site 10~~



~~15.4.4.10.1 The lands identified as Exempt Site 10 are located on the east side of Mississauga Road, south of Alpha Mills Road.~~

~~15.4.4.10.2 Notwithstanding the provisions of the Business Employment designation, motor vehicle sales will also be permitted.~~

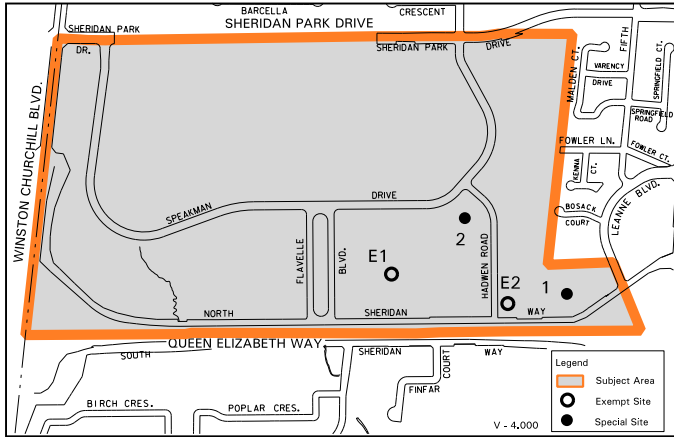
~~15.4.4.11 — Site 11~~



~~15.4.4.11.1 The lands identified as Exempt Site 11 are located on the north side of Britannia Road West, east of Erin Mills Parkway.~~

~~15.4.4.11.2 Notwithstanding the policies of this Plan, one storey buildings will be permitted.~~

15.5 ~~Sheridan Park~~

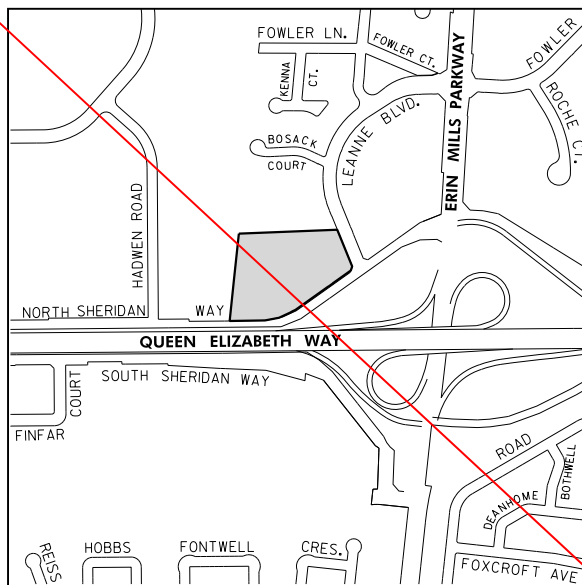


Map 15-5: Sheridan Park Corporate Centre Character Area

15.5.6 Special Site Policies

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

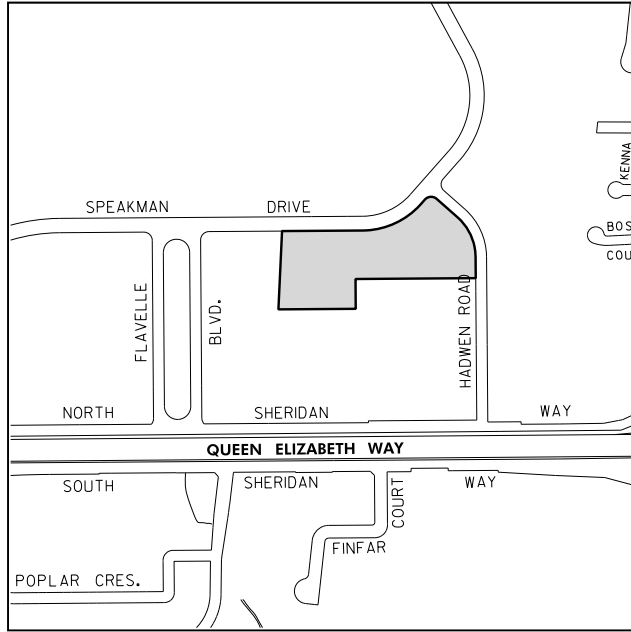
15.5.6.1 ~~Site 1~~



~~15.5.6.1.1 The lands identified as Special Site 1 are located on the north side of North Sheridan Way, west of Erin Mills Parkway.~~

~~15.5.6.1.2 Notwithstanding the policies of this Plan, overnight accommodation will also be permitted.~~

15.5.6.2 **Site 2**

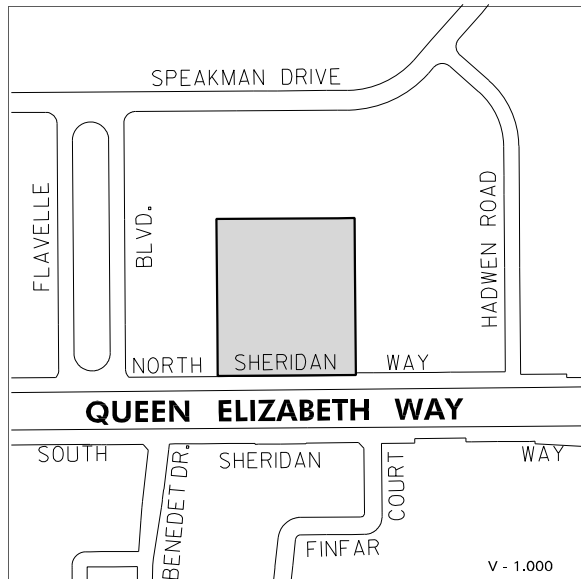


~~15.5.6.2.1~~ The lands identified as Special Site 2 are located on the south side of Speakman Drive, west of Hadwen Road and are municipally known as 2270 and 2300 Speakman Drive.

~~15.5.6.2.2~~ Notwithstanding the policies of this Plan, a private elementary and secondary school will also be permitted.

~~15.5.7~~ ~~Exempt Site Policies~~

15.5.7.1 **Site 1**



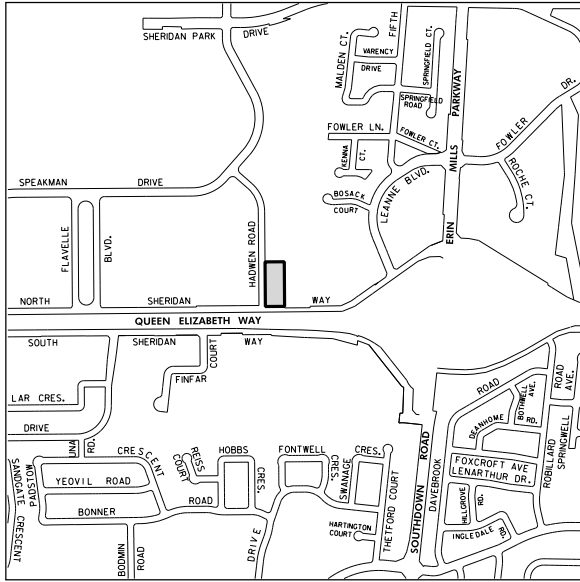
~~15.5.7.1.1~~ The lands identified as ~~Exempt~~ Special Site 1 are located on the north side of North Sheridan Way, east of Flavelle Boulevard and west of Hadwen Road and are municipally known as 2333 North Sheridan Way.

~~15.5.7.1.2~~ Notwithstanding the Policies of this Plan, the following additional uses will be permitted:

- a. industrial uses within enclosed buildings including manufacturing, warehousing, distributing and wholesaling;
- b. office and accessory uses within industrial buildings or in separate buildings within a complex of associated industrial buildings; and

c. limited outdoor storage areas accessory to an existing permitted use provided they are screened from public view.

15.5.7.2 Site 2

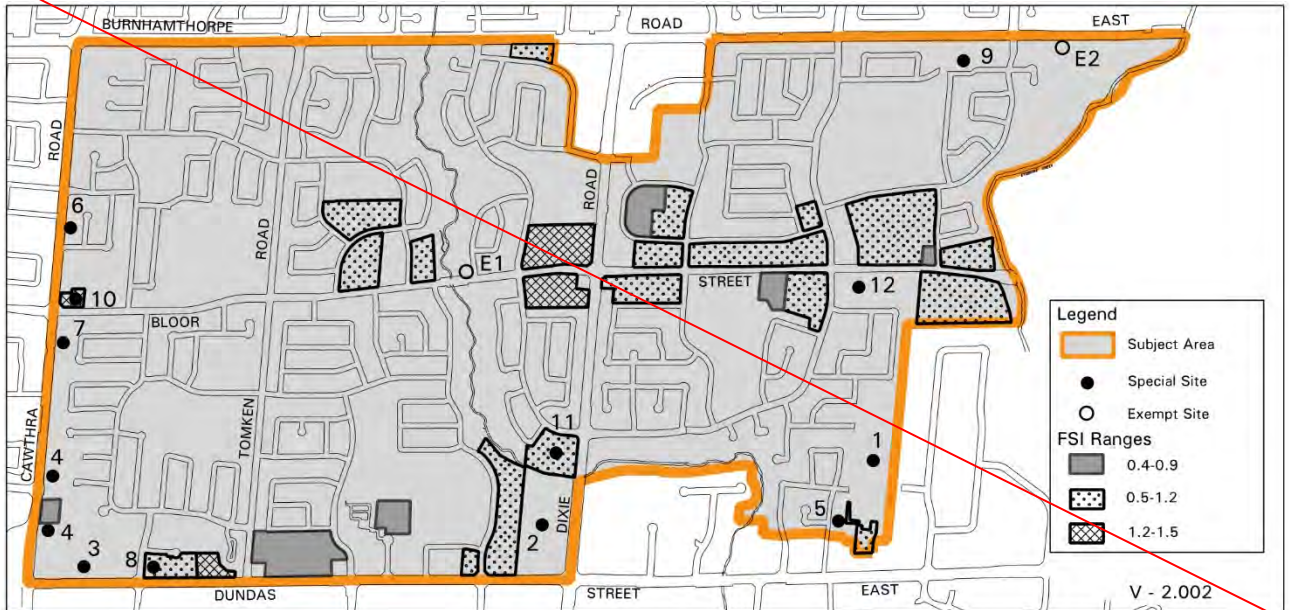


15.5.7.2.1 The lands identified as **Exempt Special Site 2** are located at the northeast corner of North Sheridan Way and Hadwen Road and are municipally known as 2213 North Sheridan Way.

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

- a. manufacturing, warehousing, distributing and wholesaling within enclosed buildings; and
- b. limited outdoor prototype testing areas accessory to an existing permitted use provided they are screened from public view.

16 Neighbourhoods

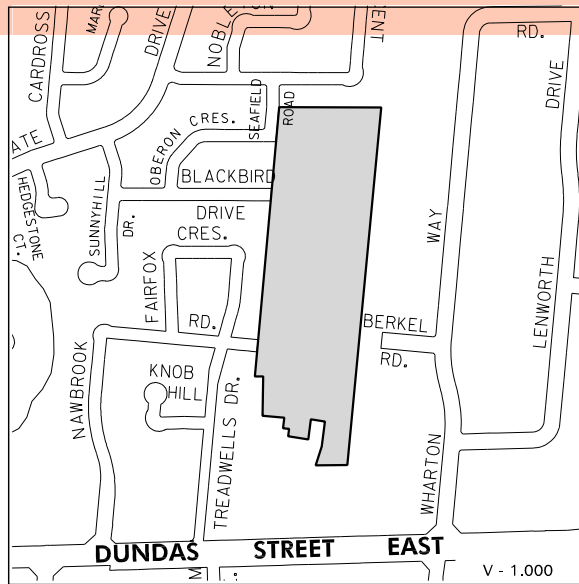


Map 16-2: Applewood Neighbourhood Character Area

16.2 Applewood

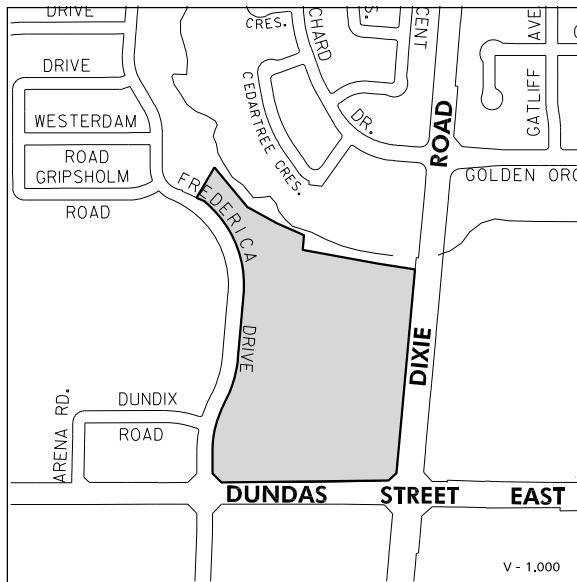
16.2.4 Special Site Policies

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

16.2.4.1 Site 1

16.2.4.1.1 The lands identified as Special Site 1 are located north of Dundas Street East, west of the Ontario Hydro corridor.

16.2.4.1.2 Notwithstanding the provisions of the Residential Low Density II designation, a maximum of 239 mobile homes or land lease community homes with accessory administrative facilities will be permitted.

16.2.4.2 Site 2

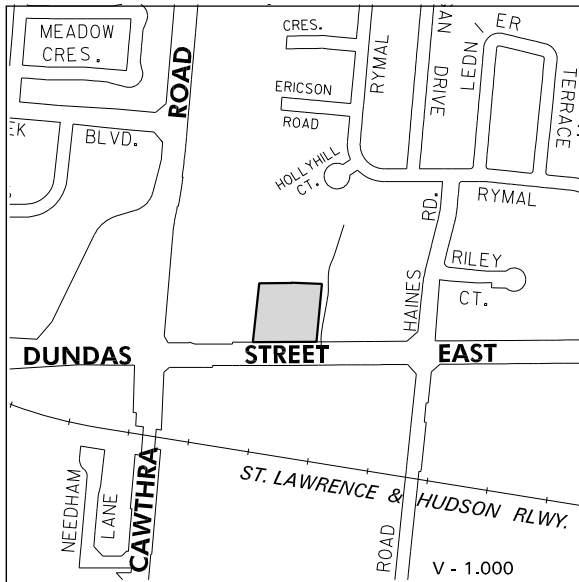
16.2.4.2.1 The lands identified as Special Site 2 are located at the northwest corner of Dundas Street East and Dixie Road. These lands are situated within a spill zone associated with the Regional Storm flood overtopping the south bank of the Little Etobicoke Creek channel and are classified as a special policy area floodplain on Schedule 3: Natural System.

16.2.4.2.2 Notwithstanding the policies of this Plan which relate to development within the Regional Storm Floodplain, and the provisions of the Mixed Use, Motor Vehicle Commercial and Residential High Density Rise designations, the following policies will apply:

- a. the construction of any buildings or structures, including any additions to an existing building, and the placing or dumping of fill of any kind, or the alteration of any **watercourse**, will not be permitted within the special policy area without the approval of the Toronto and Region Conservation Authority (TRCA);
- b. development will not be permitted within the 100 year storm floodplain;
- c. development outside the 100 year storm floodplain will be permitted only on the basis of approvals by the City and the TRCA

- d. ideally, new buildings and structures will be protected from flooding under Regional Storm conditions. Where this level of protection is technically or economically not feasible, Mississauga may, in consultation with the TRCA, consider a lesser level of protection. In no case, however, will the minimum level of protection be less than the 350 year storm floodplain;
- e. notwithstanding subsections c. and d. above of this section, development, or additions will not be permitted, where, as a result of a flood event equal to or less than the Regulatory Flood, structures will be subject to flows which, due to velocity and/or depth, would present conditions of hazard to life or potential damage to structures;
- f. in support of any development application, Mississauga or the TRCA may require engineering studies related to flood frequency, velocity and depth of flood flows, appropriate flood damage reduction measures, and stormwater management techniques. Based on these studies and other information, Mississauga or the TRCA may specify that any approval of the application will be subject to certain design considerations related to location, structural integrity, setbacks, coverage, elevation of ground floor openings, and other matters as may be determined by the City or the TRCA:
- ingress and egress should be "safe" pursuant to Provincial Government flood proofing standards, and/or achieve the maximum level of flood protection determined to be feasible and practical based on existing infrastructure;
 - new development will not be permitted to locate in the floodplain where the use is:
 - 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;
 - homes and schools, which would pose a significant threat to the safety of the inhabitants (e.g. the sick, the elderly, the disabled or the young), if involved in an emergency evacuation situation as a result of flooding or failure of flood proofing measures; and
 - associated with 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; and
 - where new development is not considered to pose an unacceptable risk to public safety, a higher level of flood protection and/or additional flood proofing precautions above the Regulatory Flood level, may still be required due to the sensitive nature of the development; and
- g. any amendment to the Zoning By-law will include provisions required by the City or the TRCA to implement the Special Site 2 policies of this Plan.

16.2.4.3 Site 3



~~16.2.4.3.1~~ The lands identified as Special Site 3 are located on the north side of Dundas Street East, east of Cawthra Road.

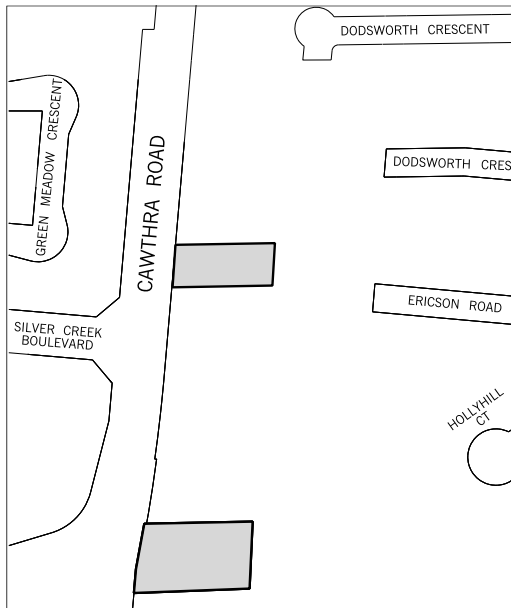
~~16.2.4.3.2~~ Notwithstanding the provisions of the Office designation, apartment dwellings in accordance with the Residential High Density designation will also be permitted and policies of this Plan the following additional policies will apply:

a. the extension of the existing cemetery is also permitted on the westerly portion of these lands; and

~~b. approval for development will be subject to approval of a tree survey submission~~

~~which demonstrates appropriate tree preservation measures.~~

16.2.4.4 Site 4

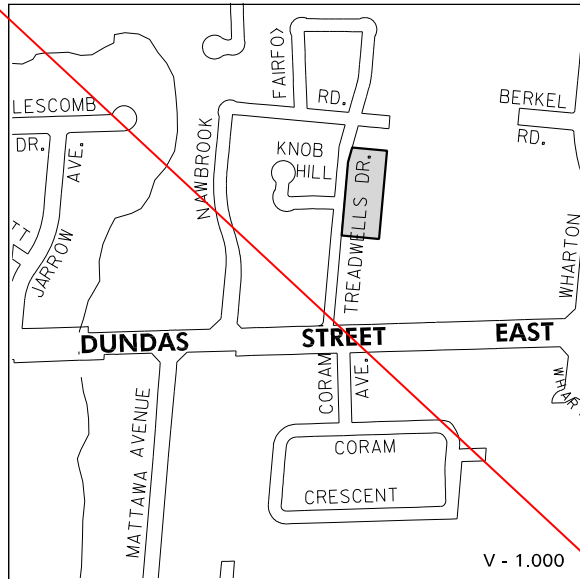


~~16.2.4.4.1~~ The lands identified as Special Site 4 are located along the east side of Cawthra Road, north of Dundas Street East.

~~16.2.4.4.2~~ Notwithstanding the provisions of the Residential Low Density Rise I designation, offices will be permitted.

~~16.2.4.4.3~~ Approval for development will be subject to approval of a tree survey submission which demonstrates appropriate tree preservation measures.

~~16.2.4.5 Site 5~~

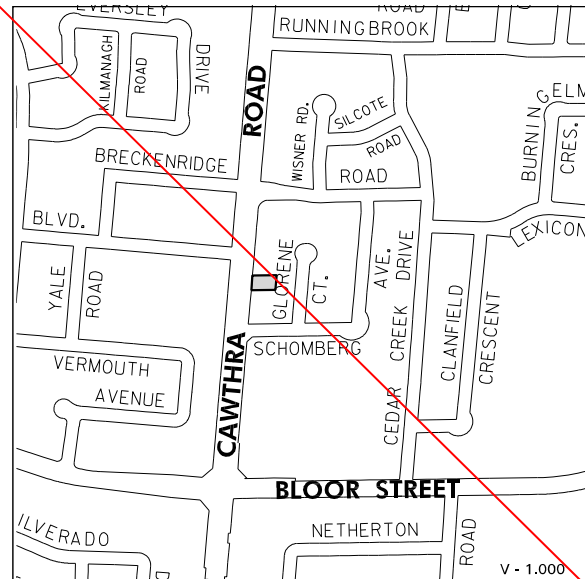


~~16.2.4.5.1 The lands identified as Special Site 5 are located on the east side of Treadwells Drive, north of Dundas Street East.~~

~~16.2.4.5.2 Notwithstanding the provisions of the Residential Medium Density designation, a maximum of 9 detached dwellings and 23 townhouse dwellings will be permitted.~~

~~16.2.4.6 Site 6~~

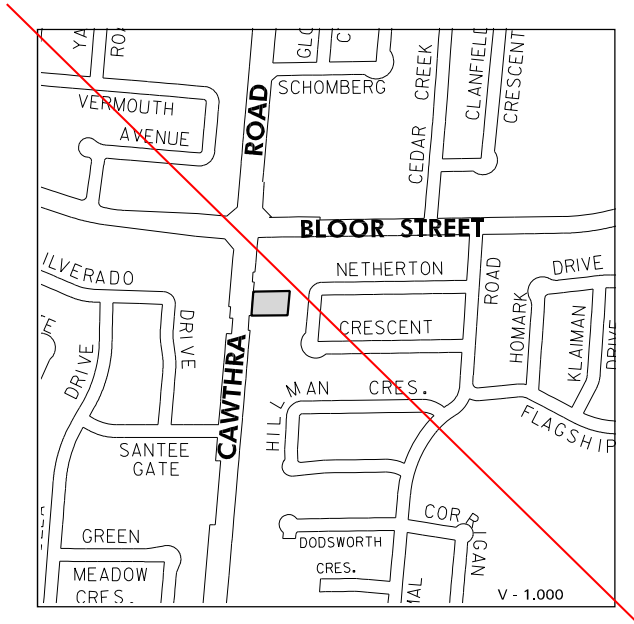
~~16.2.4.6.1 The lands identified as Special Site 6 are located on the east side of Cawthra Road, north of Schomberg Avenue.~~



~~16.2.4.6.2 Notwithstanding the provisions of the Residential Low Density II designation, the following additional policies will apply:~~

- ~~a. a window and door showroom and associated office will be permitted in addition to residential uses;~~
- ~~b. the building, including amenities and signage, whether new or modified, will have a residential appearance which is consistent with the form, design and scale of the surrounding residential area;~~
- ~~c. all required and related parking will be accommodated at grade in such a manner that minimizes the loss of vegetation and provides for limited impact on adjoining residential development;~~
- ~~d. to minimize the amount of hard surface area, on site parking areas should have efficient vehicular circulation and layout which is suitably screened, preferably with vegetation; and~~
- ~~e. new buildings or modified buildings used for a window and door showroom and associated office will not exceed 150 m².~~

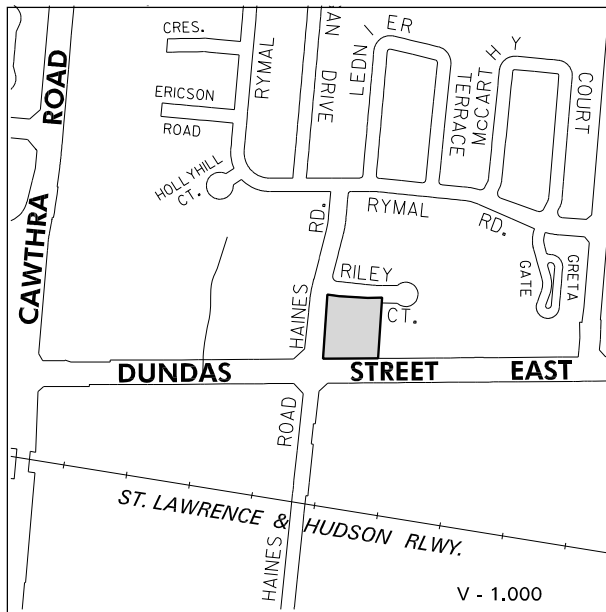
~~16.2.4.7 Site 7~~



~~16.2.4.7.1 The lands identified as Special Site 7 are located on the east side of Cawthra Road, south of Bloor Street.~~

~~16.2.4.7.2 Notwithstanding the provisions of the Residential Low Density II designation, only a detached dwelling or an office for a maximum of three non-resident physicians, dentists and drugless practitioners will be permitted.~~

16.2.4.8 Site 8



~~16.2.4.8.1 The lands identified as Special Site 8 are located on the east side of Haines Road, north of Dundas Street East.~~

~~16.2.4.8.2 Notwithstanding the provisions of the Residential High Density Rise Designation, the following additional policies will apply:~~

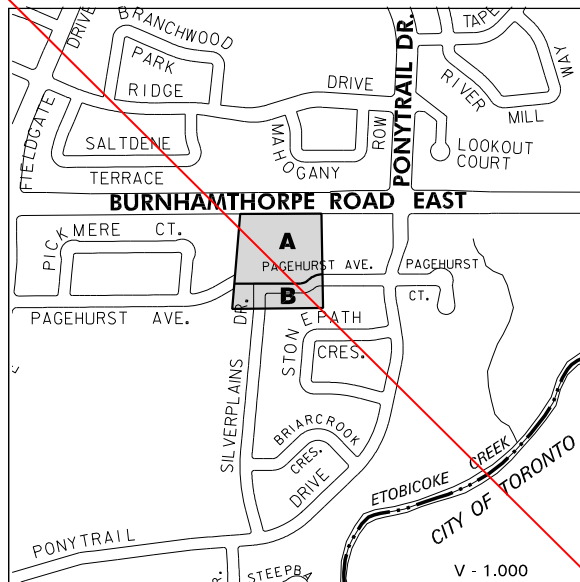
~~a. apartment dwellings with a maximum height of ten 12 storeys if the lot area is equal to or greater than 6 600 m²;~~

~~or~~

~~b. apartment dwellings with a maximum height of four storeys if the lot~~

~~area is less than 6 600 m².~~

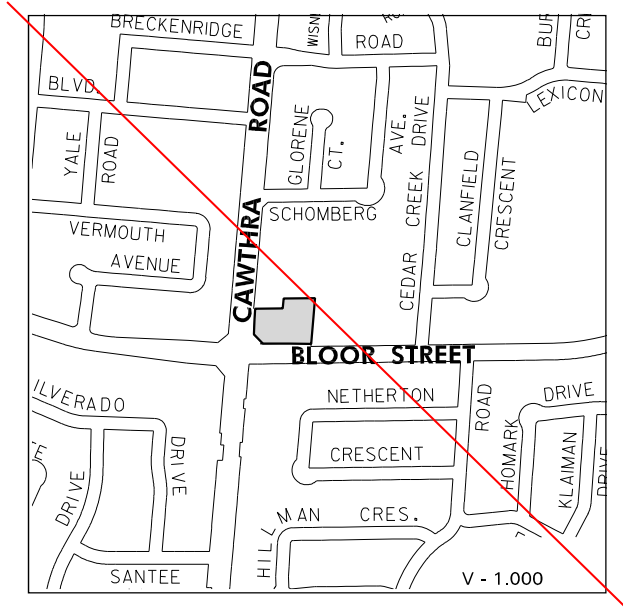
16.2.4.9 Site 9



~~16.2.4.9.1 The lands identified as Special Site 9 are located on the south side of Burnhamthorpe Road East, west of Ponytrail Drive.~~

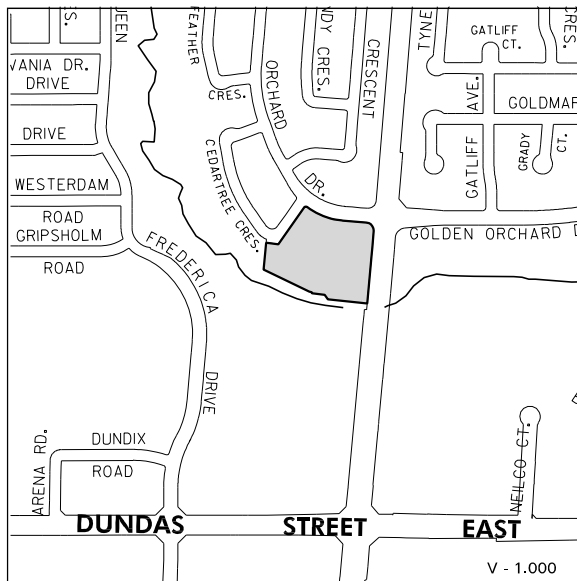
~~16.2.4.9.2 Notwithstanding the provisions of the Residential Medium Density designation applying to Area A, a maximum of 96 townhouse units and 24 semi-detached units will be permitted.~~

~~16.2.4.9.3 Notwithstanding the provisions of the Residential Low Density I designation applying to Area B, a maximum of 11 detached dwellings will be permitted.~~

16.2.4.10 Site 10

~~16.2.4.10.1 The lands identified as Special Site 10 are located on the northeast corner of Bloor Street and Cawthra Road.~~

~~16.2.4.10.2 Notwithstanding the provisions of the Residential High Density designation, a residential apartment building will be permitted with a maximum total gross floor area of 1.65 times the lot area. No building or structure will exceed a height of 11.9 m above established grade, excluding any mechanical penthouse.~~

16.2.4.11 Site 11

~~16.2.4.11.1~~ The lands identified as Special Site 11 are located on the southwest corner of Golden Orchard Drive and Dixie Road.

~~16.2.4.11.2~~ Notwithstanding the provisions of the Residential High-Density Rise designation, apartment dwellings are permitted subject to the following additional policies:

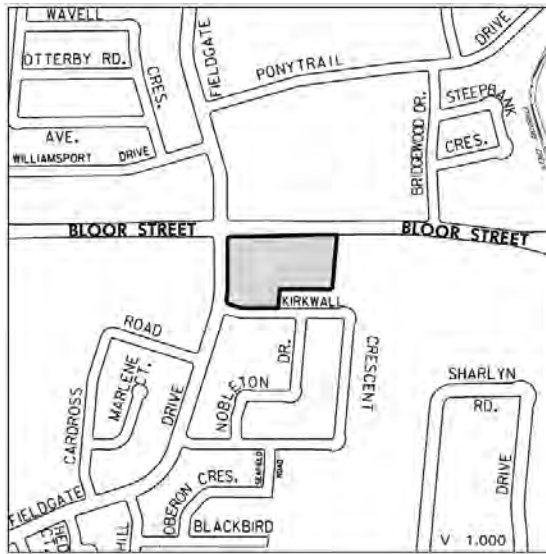
- a. development will be restricted to apartment dwellings to a maximum of 328 units;
- b. the maximum density will be 134 units per hectare; and
- c. the maximum building height of new development will be seven storeys.

~~16.2.4.11.3~~ Townhouse development may be permitted subject to a rezoning application that addresses, among other matters, the location, number and design of units.

~~16.2.4.11.4~~ In addition to the other applicable policies, the site will incorporate the following design guidelines:

- a. Built Form - the perceived building scale of all new construction will be minimized, by incorporating the top level of apartment units within a gable roof form with dormer window accents;
- b. Site Layout - a landscaped forecourt will be provided at principal building entrances incorporating a vehicular drop-off, visitor parking and pedestrian areas;
- c. Architectural Integration - architectural details and materials of all new construction must complement the character of existing buildings on the site; and
- d. Landscaping - extensive landscape buffering will be provided along the westerly and northerly streetlines, in combination with a decorative fence. A 1.8 m high privacy fence will be erected to provide privacy for the single family dwelling with a common property line to the west.

16.2.4.12 Site 12

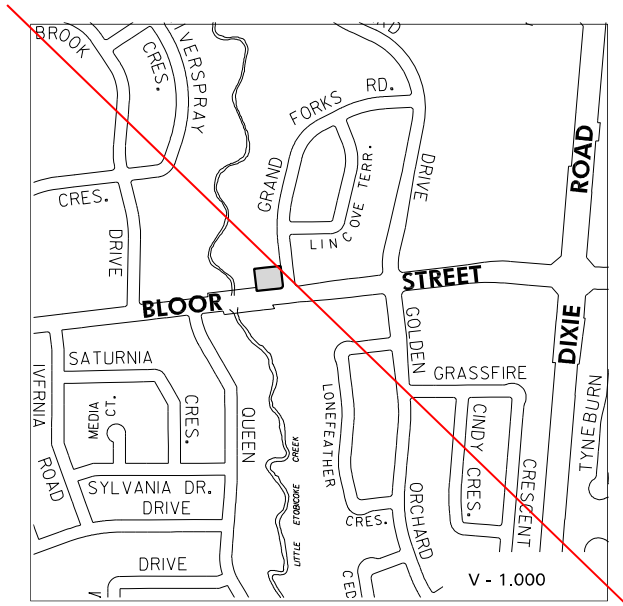


~~16.2.4.12.1~~—The lands identified as Special Site 12 are located at the southeast corner of Bloor Street and Fieldgate Drive.

~~16.2.4.12.2~~—Notwithstanding the policies of this Plan, two apartment dwellings with a maximum height of 11 storeys and one apartment dwelling with a maximum height of 15 storeys will be permitted.

16.2.4 Exempt Site Policies

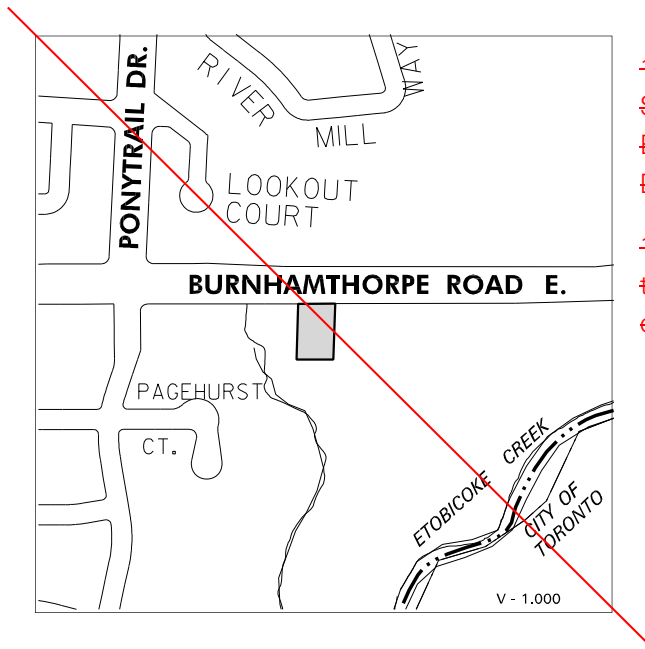
16.2.4.1 Site 1



16.2.4.1.1 The lands identified as Exempt Site 1 are located at the northwest corner of Grand Forks Road and Bloor Street.

16.2.4.1.2 Notwithstanding the provisions of the Residential Low Density 1 designation, offices will also be permitted, subject to the requirement that the external appearance of the building be visually compatible with the adjacent low density residential development.

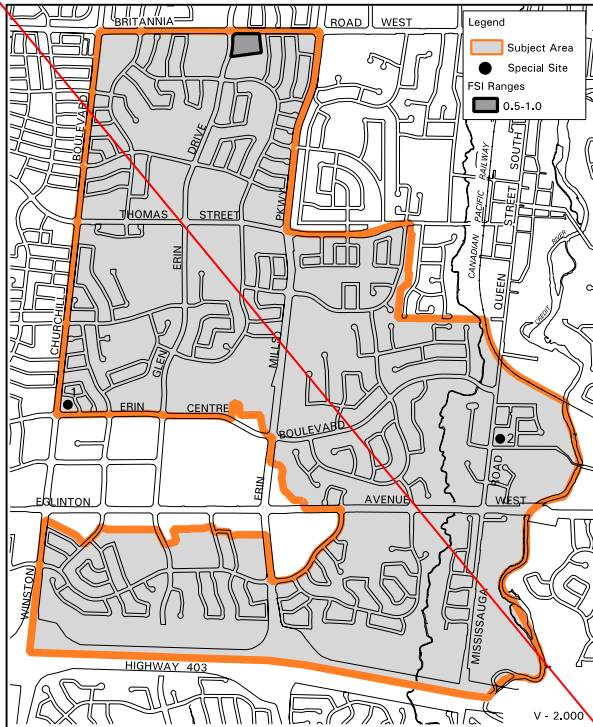
16.2.4.2 Site 2



16.2.4.2.1 The lands identified as Exempt Site 2 are located on the south side of Burnhamthorpe Road East, east of Ponytrail Drive.

16.2.4.2.2 Notwithstanding the provisions of the Greenlands designation, a veterinary clinic will also be permitted.

16.3 Central Erin Mills



Map 16.3: Central Erin Mills Neighbourhood Character Area

16.3.1 Special Site Policies

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

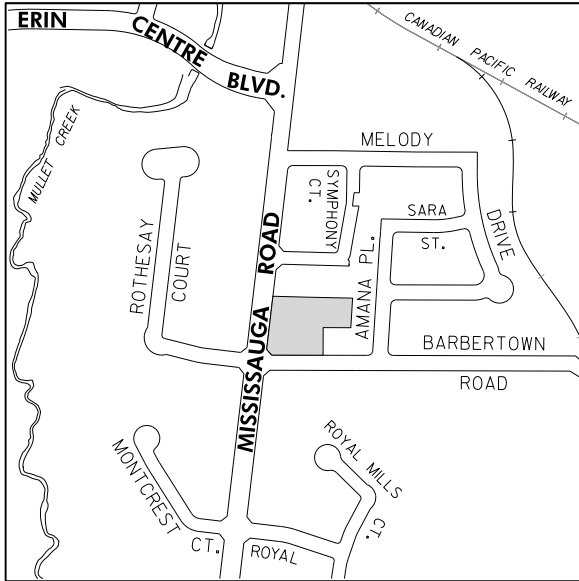
16.3.1.1 Site 1



16.3.1.1.1 The lands identified as Special Site 1 are located at the northeast corner of Erin Centre Boulevard and Winston Churchill Boulevard.

16.3.1.1.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, a convenience restaurant will be permitted.

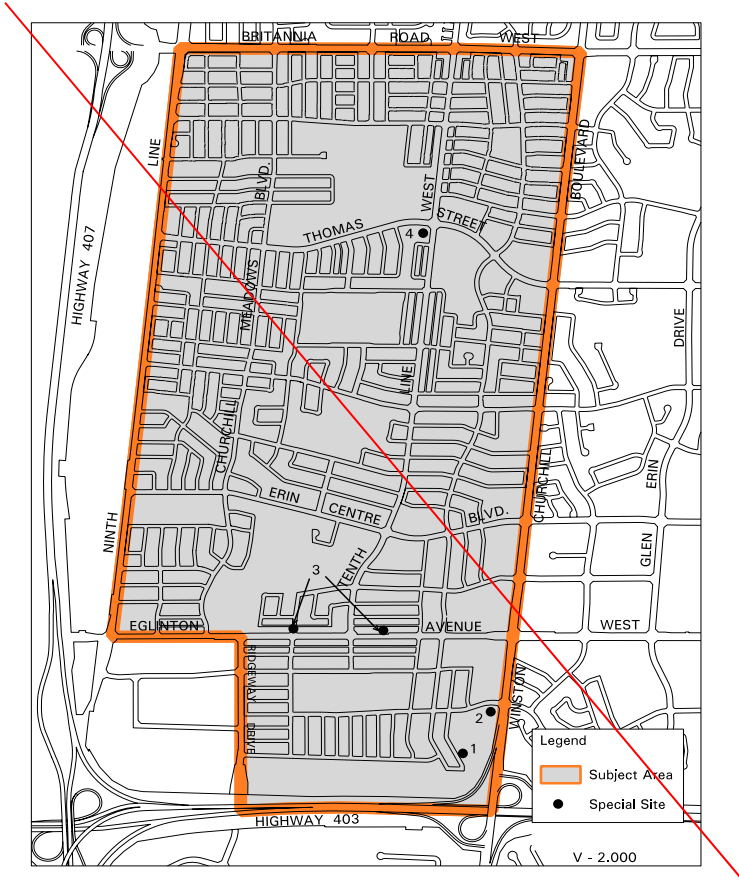
16.3.1.2 Site 2



~~16.3.1.2.1~~ The lands identified as Special Site 2 are located at the northeast corner of Mississauga Road and Barbertown Road.

~~16.3.1.2.2~~ Notwithstanding the policies of this Plan, detached and semi-detached dwellings will be permitted.

16.4 — Churchill Meadows

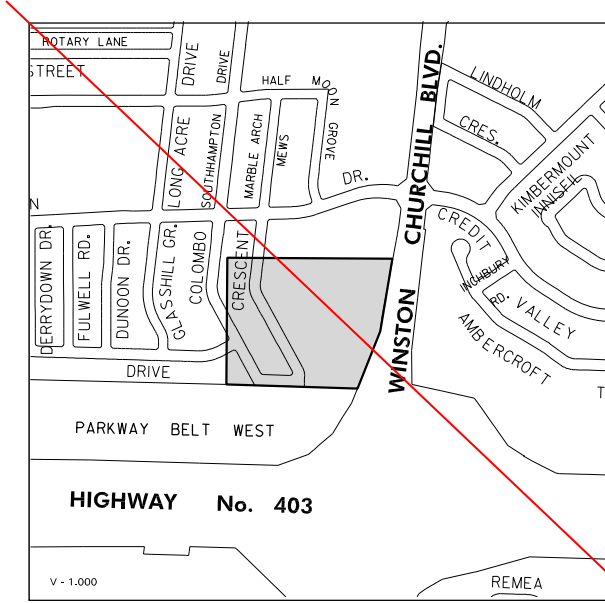


Map 16-4: Churchill Meadows Neighbourhood Character Area

16.4.7 — Special Site Policies

There are sites within Churchill Meadows that merit special attention and are subject to the following policies:

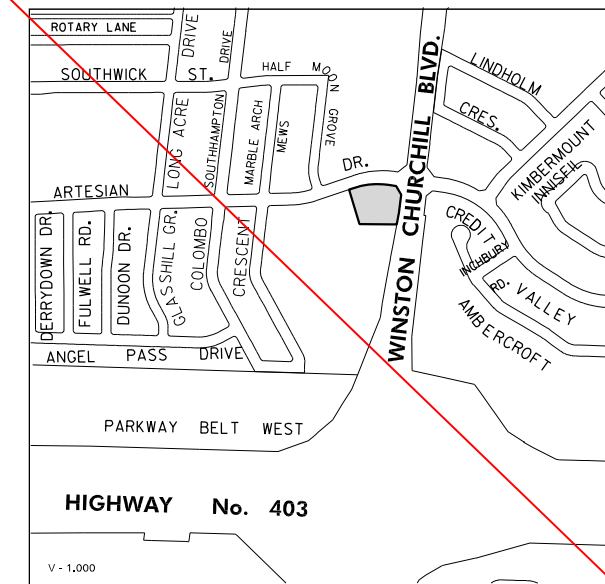
~~16.4.7.1 Site 1~~



~~16.4.7.1.1 The lands identified as Special Site 1 are located south of Credit Valley Road and west of Winston Churchill Boulevard.~~

~~16.4.7.1.2 Notwithstanding the provisions of the Residential Low Density II, Greenlands, and Utility designations, the physical integration of the Bus Rapid Transit (BRT) facility with adjacent development will be encouraged.~~

~~16.4.7.2 Site 2~~

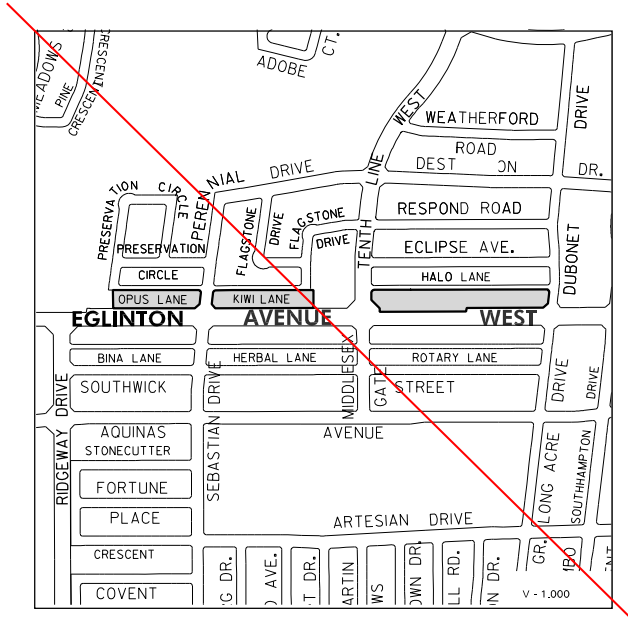


~~16.4.7.2.1 The lands identified as Special Site 2 are located at the southwest corner of Artesian Drive and Winston Churchill Boulevard.~~

~~16.4.7.2.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policy will apply:~~

- ~~a. a dry cleaning depot will be permitted.~~

16.4.7.3 Site 3

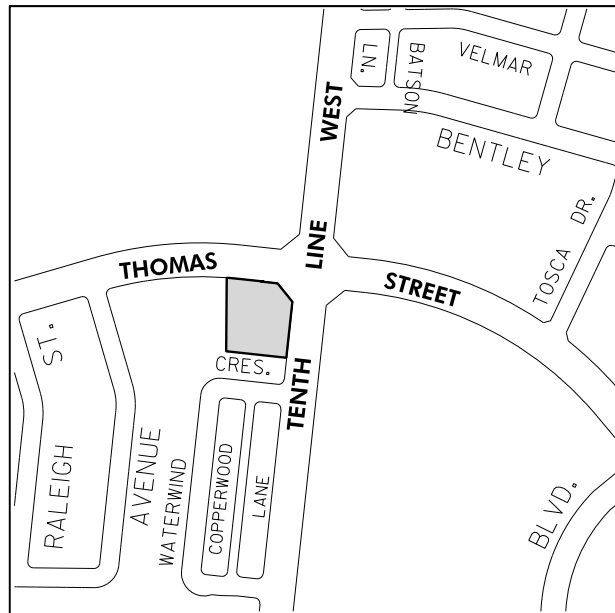


~~16.4.7.3.1 The lands identified as Special Site 3 are located on the north side of Eglinton Avenue West, west of Winston Churchill Boulevard.~~

~~16.4.7.3.2 Notwithstanding the provisions of the Residential Medium Density designation, the following additional policy will apply:~~

- ~~a. **Secondary offices** and retail commercial uses will be permitted in conjunction with residential uses, provided that such uses are situated within the first storey of such dwellings.~~

16.4.7.4 Site 4

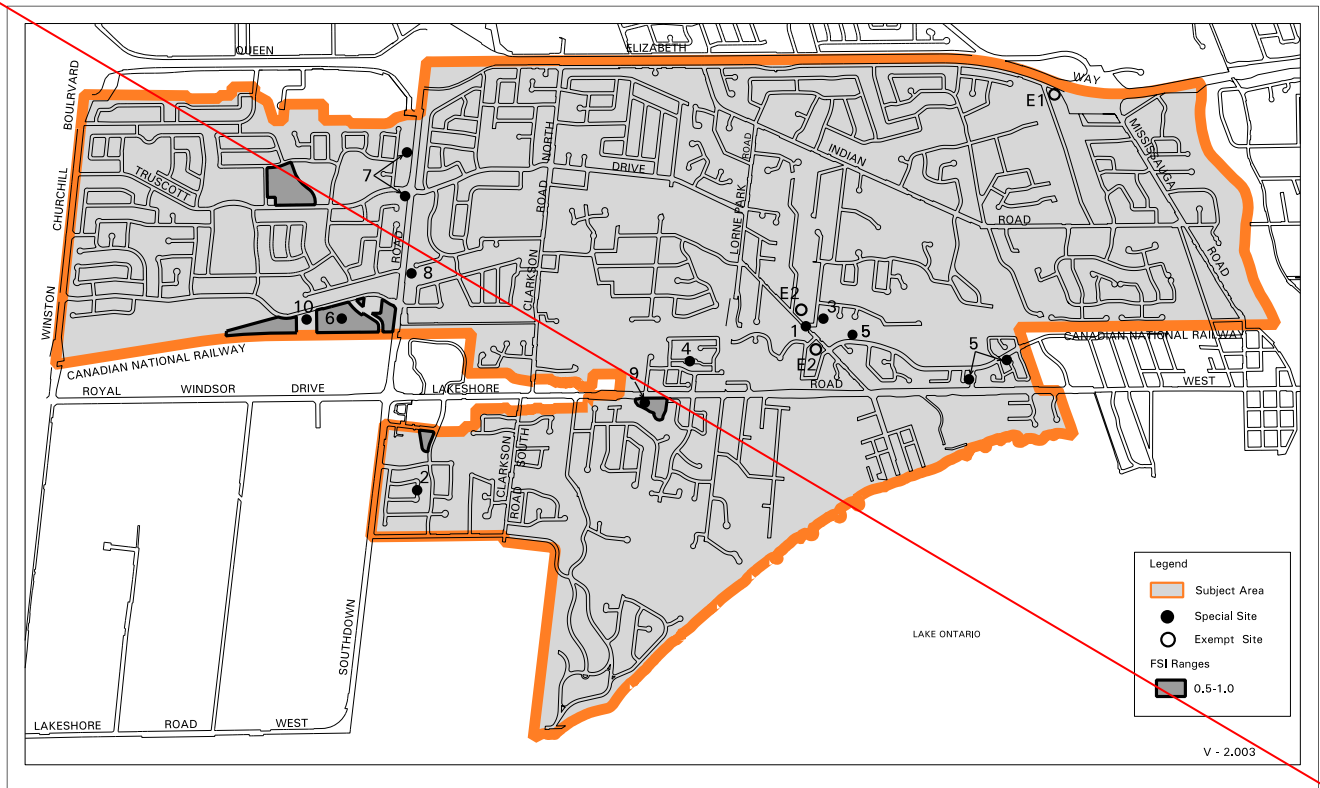


~~16.4.7.4.1 The lands identified as Special Site 4 are located at the southwest corner of Thomas Street and Tenth Line West.~~

~~16.4.7.4.2 Notwithstanding the policies of this Plan, the following additional policies will apply:~~

- a. buildings on this site will have a built form located close to the street edge to achieve an urban character with a pedestrian friendly environment;
- b. parking facilities will be designed in a manner that is compatible with the mainstreet character of the area and will incorporate measures such as landscape space, planters or tree grates, or other elements which reinforce the urban street wall; and
- c. building height will be a maximum of four storeys.

16.5 ~~Clarkson-Lorne Park~~

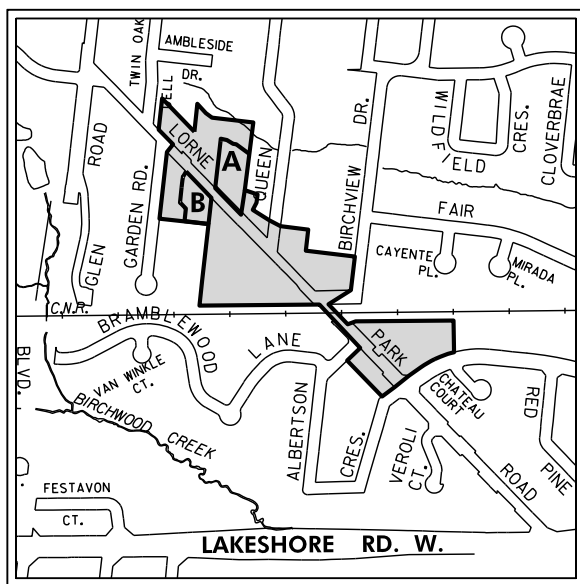


Map 16-5: Clarkson-Lorne Park Neighbourhood Character Area

16.5.5 ~~Special Site Policies~~

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

16.5.5.1 ~~Site 1~~



16.5.5.1.1 The lands identified as Special Site 4 are located east and west of Lorne Park Road and north and south of the Canadian National Railway Line.

16.5.5.1.2 Notwithstanding the provisions of the Residential Low Density Rise I and Mixed Use designations, the following policies will apply:

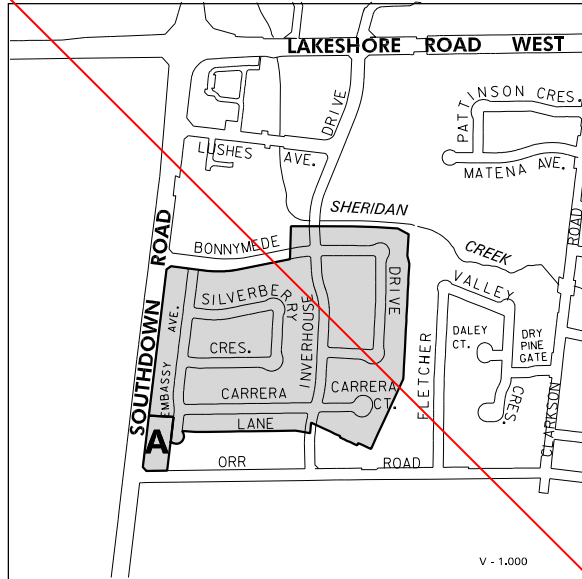
- d. this **streetscape** should emphasize older buildings which are close to the street; and
- e. encourage two storey development, with buildings designed to de-emphasize height, and to be consistent with the residential character of the neighbourhood.

16.5.5.1.3 Notwithstanding the Residential Low Density Rise I designation, on lands identified as A, the subject lands

may only be developed for detached, semi-detached and townhouse dwellings or a combination thereof, up to a maximum density of 19 units **net residential hectare**.

~~16.5.5.1.4~~ Notwithstanding the provisions of the Residential Low **Density Rise II** designation, on lands identified as B, the subject lands may only be developed for four semi-detached and six townhouse dwellings.

~~16.5.5.2 — Site 2~~

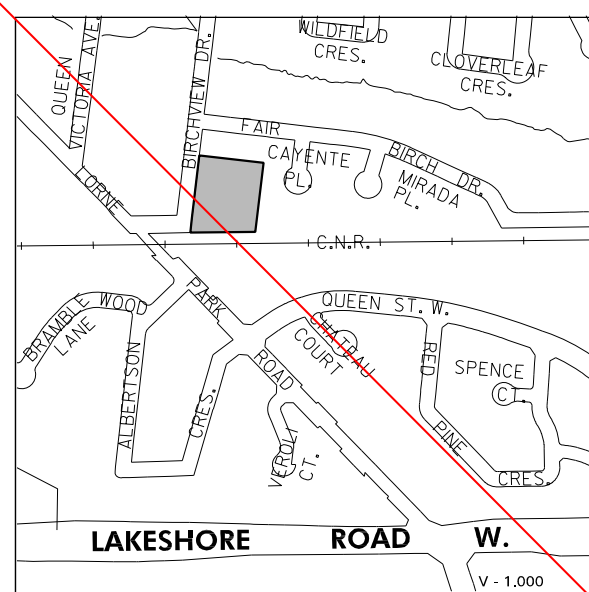


~~16.5.5.2.1~~ The lands identified as Special Site 2 are located east of Southdown Road, south of Bonnymede Drive.

~~16.5.5.2.2~~ Notwithstanding the provisions of the Residential Low Density II designation, semi detached dwellings will also be permitted at a density of 11 — 30 units per **net residential hectare**.

~~16.5.5.2.3~~ The lands identified as Area A are located at the northeast corner of Southdown Road and Orr Road. A Shelter for Victims of Family Violence in the form of a building composed of office and residential uses with a maximum total gross floor area of 2 100 m² will also be permitted.

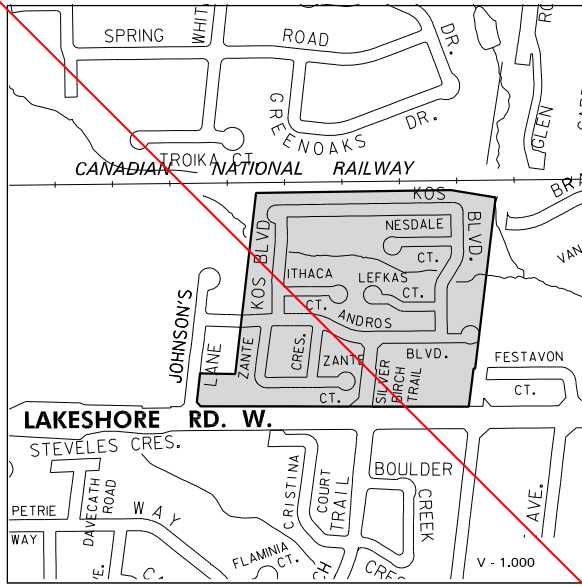
~~16.5.5.3 — Site 3~~



~~16.5.5.3.1~~ The lands identified as Special Site 3 are located on the east side of Birchview Drive, immediately north of the CNR tracks.

~~16.5.5.3.2~~ Notwithstanding the provisions of the Residential Low Density II designation, the subject lands may only be developed for a condominium consisting of detached and semi detached dwellings or a combination thereof, up to a maximum density of 15 units per **net residential hectare** provided that no more than 12 dwelling units shall be permitted, of which no more than four dwelling units shall be in the form of semi detached dwellings.

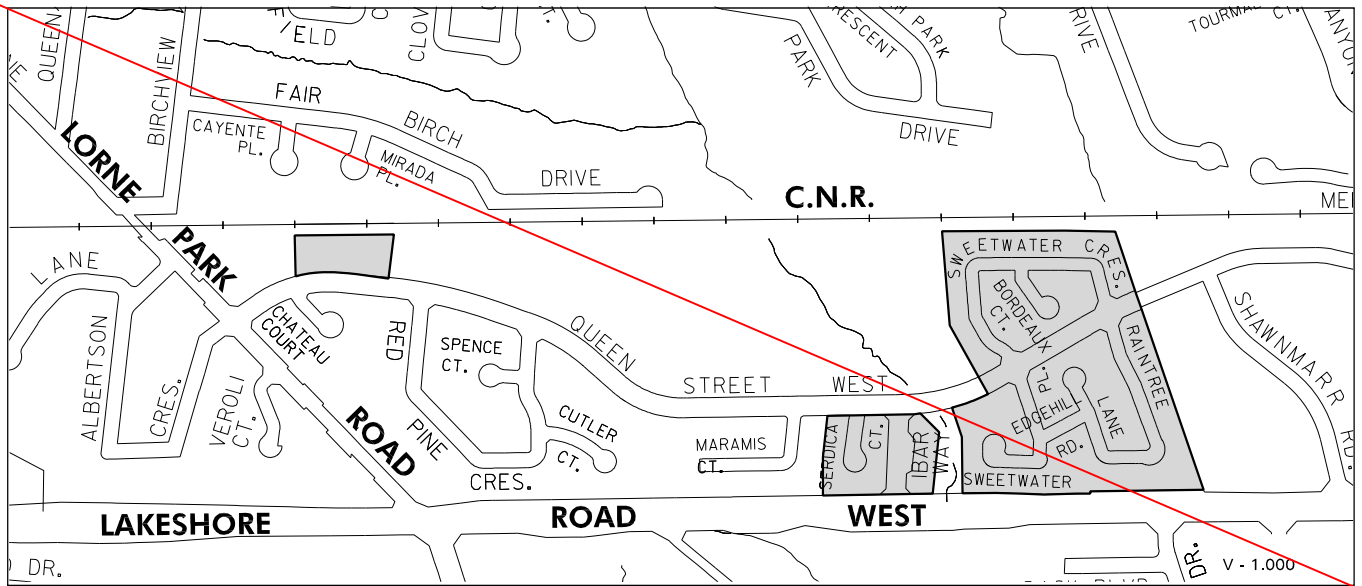
~~16.5.5.4 Site 4~~



~~16.5.5.4.1 The lands identified as Special Site 4 are located north of Lakeshore Road West, east of Johnson's Lane.~~

~~16.5.5.4.2 Notwithstanding the provisions of the Residential Low Density I, Residential Low Density II and Residential Medium Density designations, detached, semi-detached and townhouses will be permitted.~~

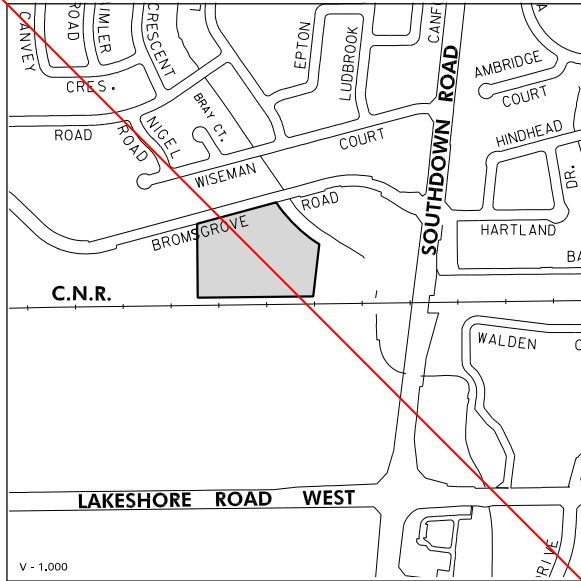
~~16.5.5.5 Site 5~~



~~16.5.5.5.1 The lands identified as Special Site 5 are located north of Lakeshore Road West, east of Lorne Park Road.~~

~~16.5.5.5.2 Notwithstanding the provisions of the Residential Low Density II and Residential Medium Density designations, detached, semi-detached and townhouses will be permitted.~~

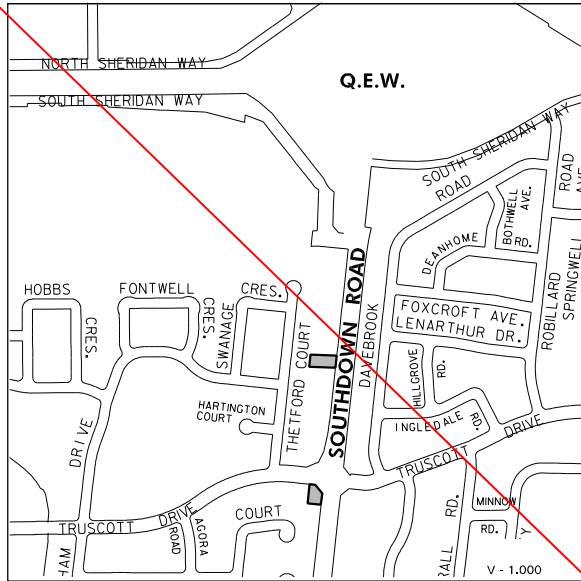
~~16.5.5.6 Site 6~~



~~16.5.5.6.1 The lands identified as Special Site 6 are located on the south side of Bromsgrove Road, west of Southdown Road.~~

~~16.5.5.6.2 Notwithstanding the provisions of the Residential High Density designation, townhouse dwellings will be permitted.~~

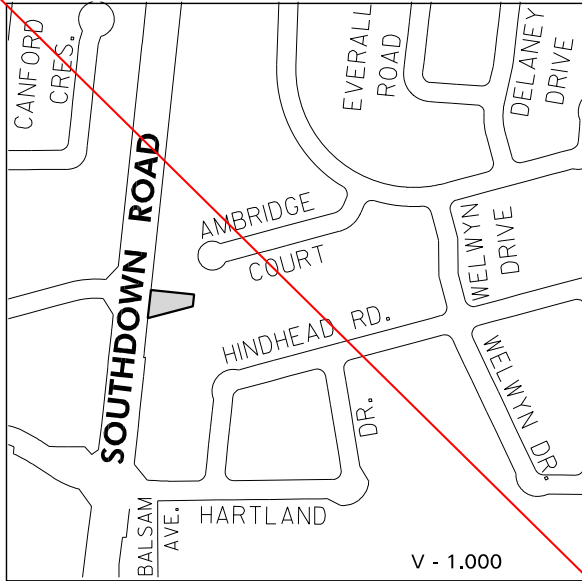
~~16.5.5.7 Site 7~~



~~16.5.5.7.1 The lands identified as Special Site 7 are located on the west side of Southdown Road, south of Truscott Drive and north of Truscott Drive.~~

~~16.5.5.7.2 Notwithstanding the provisions of the Residential Low Density II designation, offices will be permitted.~~

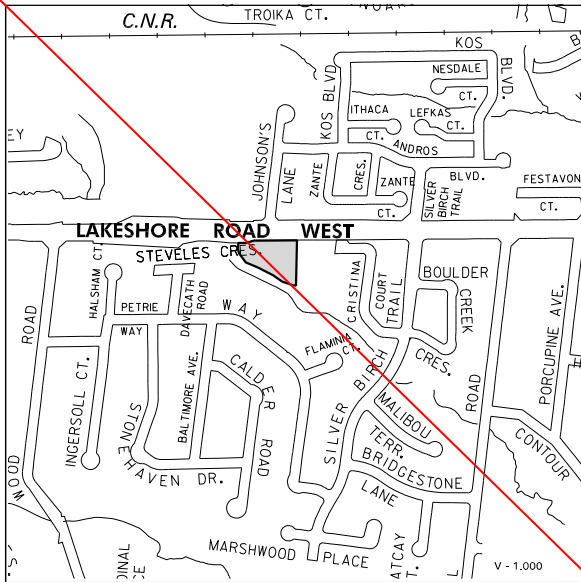
~~16.5.5.8 Site 8~~



~~16.5.5.8.1 The lands identified as Special Site 8 are located on the east side of Southdown Road, south of Truscott Drive.~~

~~16.5.5.8.2 Notwithstanding the provisions of the Residential Low Density II designation, offices, excluding medical and real estate offices, will be permitted.~~

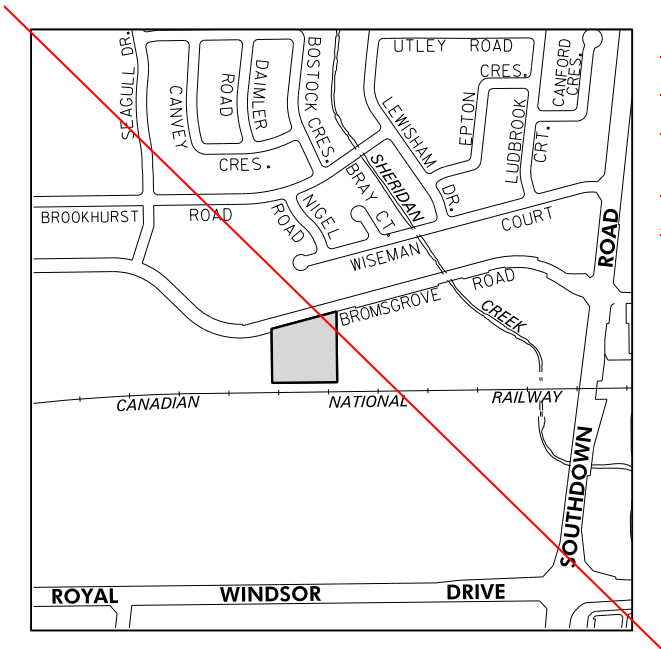
~~16.5.5.9 Site 9~~



~~16.5.5.9.1 The lands identified as Special Site 9 are located on the south side of Lakeshore Road West, west of Cristina Court.~~

~~16.5.5.9.2 Notwithstanding the provisions of the Residential High Density designation, retirement dwellings with a **floor space index (FSI)** of 1.3, to a maximum of three storeys, will be permitted.~~

~~16.5.5.10 — Site 10~~



~~16.5.5.10.1 The lands identified as Special Site 10 are located on the south side of Bromsgrove Road, west of Southdown Road.~~

~~16.5.5.10.2 Notwithstanding the policies of this Plan, townhouse dwellings will be permitted.~~

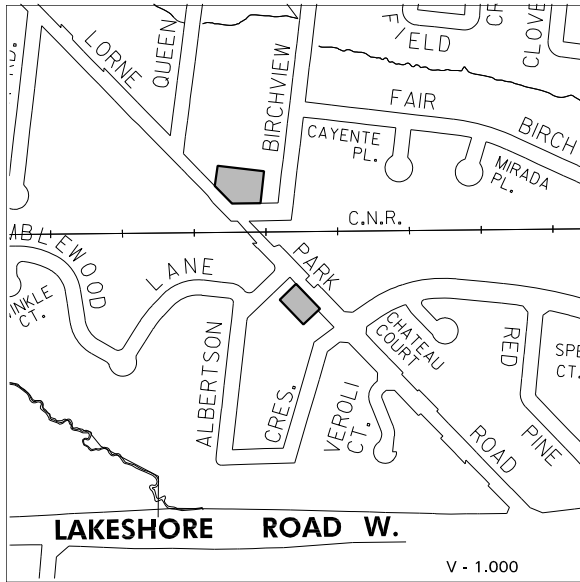
~~16.5.6 — Exempt Site Policies~~

~~16.5.6.1 — Site 1~~



~~16.5.6.1.1 The lands identified as Exempt Site 1 are located at the southeast corner of South Sheridan Way and Indian Grove.~~

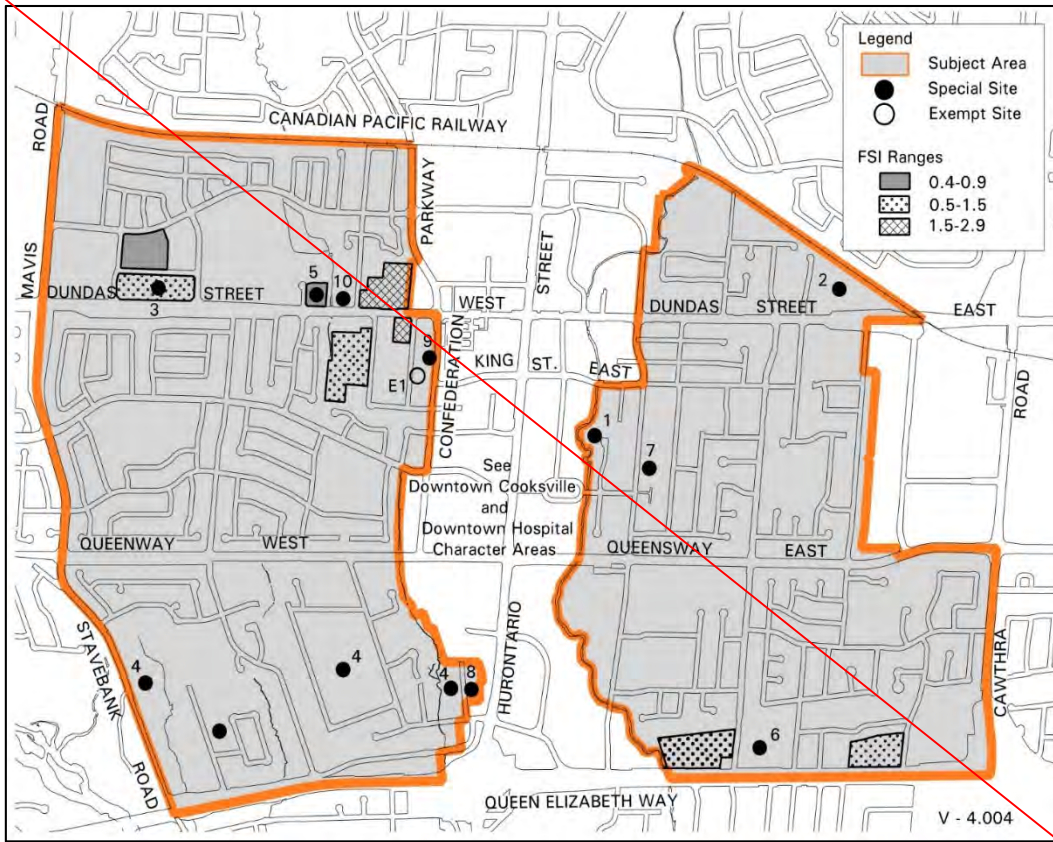
~~16.5.6.1.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, a convenience restaurant will also be permitted.~~

16.5.6.2 Site 2

~~16.5.6.2.1~~ The lands identified as ~~Exempt Special Site-2~~ are located north of Lorne Park Road, west of Birchview Drive and south of Lorne Park Road, east of Albertson Crescent.

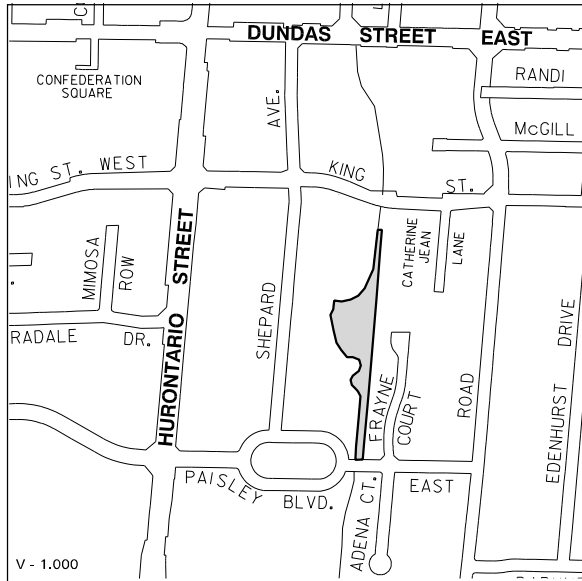
~~16.5.6.2.2~~ Notwithstanding the provisions of the Mixed Use designation, a motor vehicle repair garage will also be permitted.

16.6 — Cooksville



16.6.5 — Special Site Policies

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

16.6.5.1 Site 1

~~16.6.5.1.1~~ The lands identified as Special Site 1 are located east of Shepard Avenue between King Street East and Paisley Boulevard East.

~~16.6.5.1.2~~ Notwithstanding the provisions of the Greenlands designation, the following additional policies will apply:

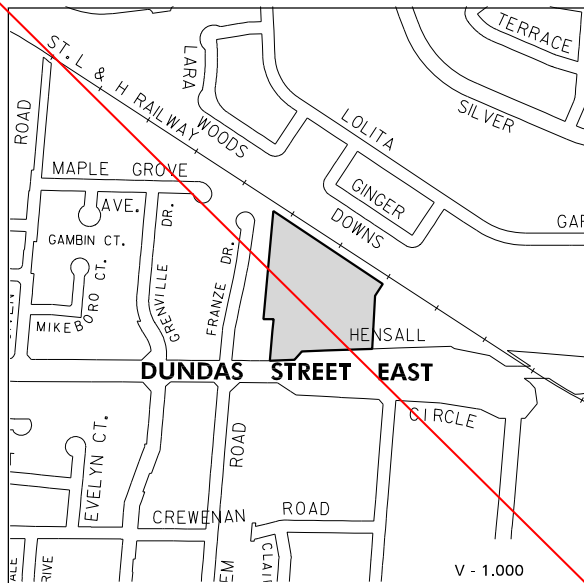
a. any proposal to alter the natural alignment of the Cooksville Creek and associated Greenlands lands through filling or channelization will require the appropriate approvals from Credit Valley Conservation and the City of Mississauga. The final design of such alteration works will address the following:

- 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 to the north and west ends of the site to lower to the south and east ends of the site.

~~16.6.5.2 Site 2~~



~~16.6.5.2.1 The lands identified as Special Site 2 are located north of Hensall Circle, abutting the CNR tracks.~~

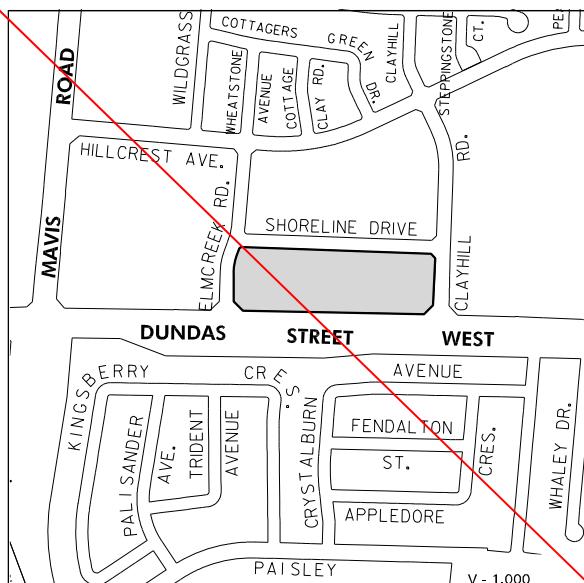
~~16.6.5.2.2 Notwithstanding the provisions of the Residential Medium Density designation, the following additional policies will apply:~~

~~a. the development of the site is to incorporate any planned road improvements to Dundas Street East and Hensall Circle. Access for any development will be restricted to Hensall Circle;~~

~~b. any development is to minimize impact on the abutting low density development on Franze Drive through a sensitive design of units, building heights, open space, parking and laneways on the site, and protect and enhance existing vegetation along the westerly limits of the site; and~~

~~c. unit layouts for the site should minimize privacy/acoustic fencing abutting the public street. Elevations facing the public street should be enhanced architecturally.~~

~~16.6.5.3 Site 3~~

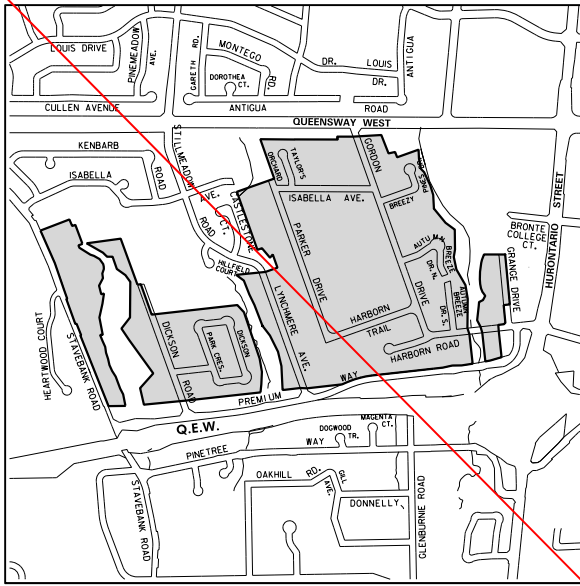


~~16.6.5.3.1 The lands identified as Special Site 3 are located on the north side of Dundas Street West, east of Mavis Road, in the former Canada Brick quarry site.~~

~~16.6.5.3.2 Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply:~~

~~a. all forms of townhouse dwellings as well as low rise apartment dwellings and townhouse dwellings will be permitted in combination with Residential High Density uses provided the overall density achieves the minimum permitted **floor space index (FSI)** of 1.0 for the subject lands; and~~

~~b. a concept plan for the entire property will be submitted by the applicant to ensure that the overall site development achieves the minimum density for the subject lands, an appropriate built form relationship defines the Dundas Street West frontage, and acceptable transitions in built form are established to surrounding land uses.~~

~~16.6.5.4 Site 4~~

~~16.6.5.4.1 The lands identified as Special Site 4 are located west of Hurontario Street, south of Queensway West.~~

~~16.6.5.4.2 Notwithstanding the policies of this Plan, the following additional policies will apply:~~

~~a. the generous front, rear and side yard setbacks will be preserved;~~

~~b. landscaping and natural features will be protected, enhanced, restored, and where possible, expanded;~~

~~c. existing grades and drainage conditions will be preserved unless modified by a City approved drainage plan;~~

~~d. new housing will be encouraged to fit the scale and character of the surrounding development, and take advantage of the~~

~~features of a particular site, e.g., topography, contours, mature vegetation;~~

~~e. garages should be recessed or be located behind the main face of the house, or in the rear of the property;~~

~~f. new development will have minimal impact on adjacent development with respect to overshadowing and overlook;~~

~~g. buildings will be encouraged 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, e.g. projecting dormers and bay windows;~~

~~h. hard surface areas in the front yard will be less than half of the front yard;~~

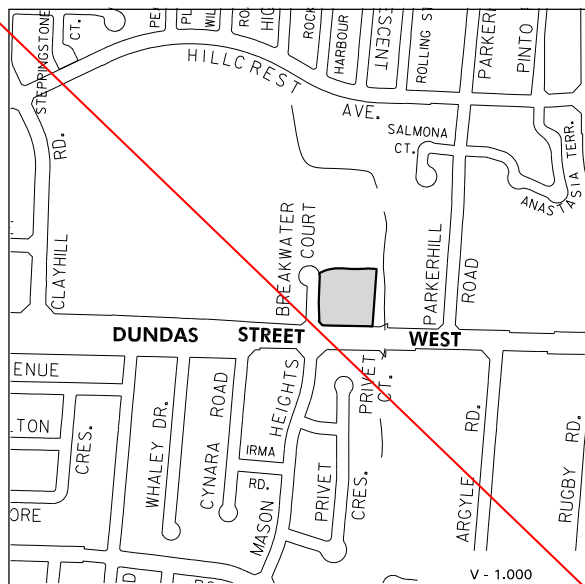
~~i. existing high quality trees will be preserved to maintain the existing mature nature of these areas;~~

~~j. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is discouraged; and~~

~~k. building mass, side yards and rear yards should respect and relate to those of adjacent lots.~~

~~16.6.5.4.3 Lot frontages should generally not be decreased. Consideration may be given to consents for lot frontages exceeding 50 m provided the resulting lots are in keeping with the frontage of adjacent lots.~~

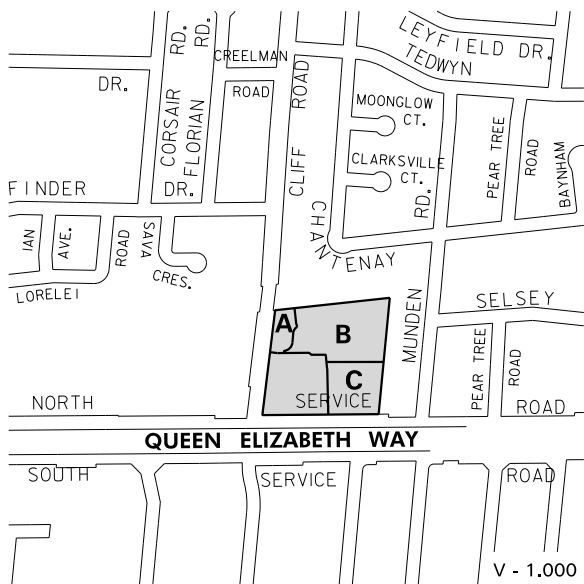
~~16.6.5.5 Site 5~~



~~16.6.5.5.1 The lands identified as Special Site 5 are located at the northeast corner of Dundas Street West and Breakwater Court.~~

~~16.6.5.5.2 Notwithstanding the provisions of the Residential Medium Density designation, development up to a **floor space index (FSI)** of 1.1 will be permitted. A concept plan for the entire property will be submitted by the applicant to ensure that the overall site development achieves an appropriate built form relationship, which defines the Dundas Street West frontage, and acceptable transitions in built form are established to the surrounding land uses.~~

16.6.5.6 Site 6



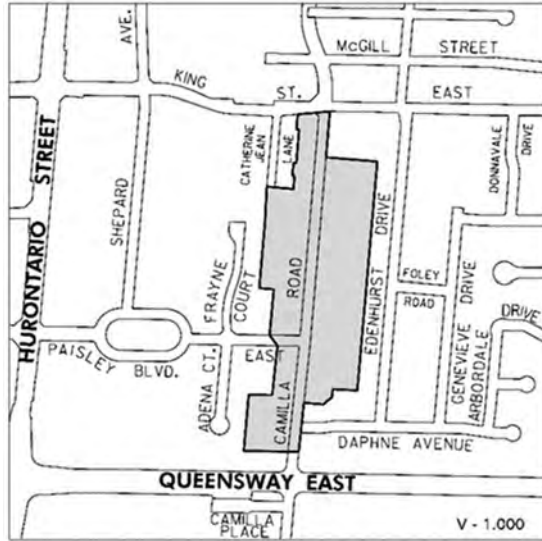
16.6.5.6.1 The lands identified as Special Site 6 are located at the northeast corner of North Service Road and Cliff Road.

16.6.5.6.2 Notwithstanding the Residential Medium Density Low Rise II, Residential High Density, Mixed Use and Convenience Commercial designations, the following additional policies will apply:

- a. The maximum **floor space index (FSI)** for the entire site shall not exceed 2.5 times the site area;
- b. ~~A maximum 11 storey retirement dwelling having a maximum gross floor area of 10 702 m² shall be the only permitted use on lands identified as Area A;~~
- c. ~~The maximum number of townhouse dwellings permitted on the lands identified as Area B shall not exceed 54~~

~~units; and~~

- d. A one storey commercial building permitting retail and personal service uses, having a maximum gross floor area of 1 075 m² shall be permitted on lands identified as Area C.

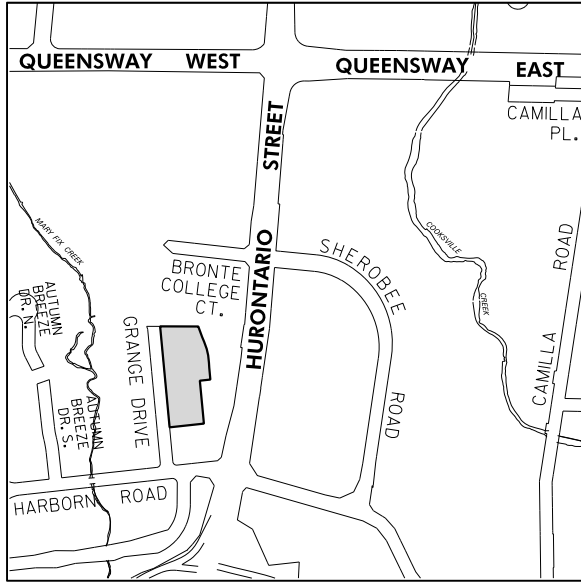
16.6.5.7 Site 7

~~16.6.5.7.1~~ The lands identified as Special Site ~~7~~ are located on the east and west sides of Camilla Road between King Street East and Queensway East.

~~16.6.5.7.2~~ Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. the lotting, building mass, side yards and rear yards should respect and relate to those of adjacent lots;
- b. new lots should front onto existing public streets;
- c. existing grades and drainage conditions will be preserved unless modified by a City approved drainage plan;
- d. new housing will be encouraged to fit the scale and character of the surrounding development, and take advantage of the features of a particular site, e.g. topography, contours, mature vegetation;
- e. 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 discouraged;
- f. garages should be recessed or be located behind the main face of the house, or in the rear of the property;
- g. new development will have minimal impact on adjacent development with respect to shadowing and overlook;
- h. buildings will be encouraged 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, e.g. projecting dormers and bay windows;
- i. hard surface areas in the front yard will be less than half of the front yard; and
- j. existing high quality trees will be preserved to maintain the existing mature nature of the area.

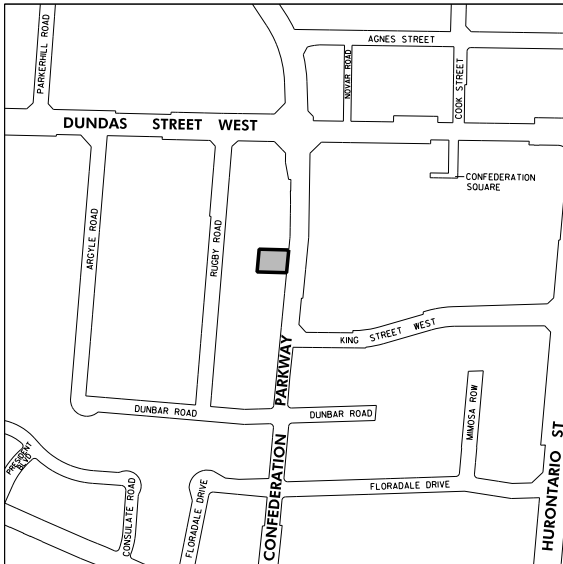
16.6.5.8 Site 8



~~16.6.5.8.1~~ The lands identified as Special Site 8 are located on the east side of Grange Drive, north of Harborn Road.

~~16.6.5.8.2~~ Notwithstanding the policies of this Plan, only horizontal multiple dwellings back to back townhouses will be permitted.

16.6.5.9 Site 9



~~16.6.5.9.1~~ The lands identified as Special Site 9 are located south of Dundas Street West and on the west side of Confederation Parkway.

~~16.6.5.9.2~~ Notwithstanding the policies of this Plan, townhouses will be permitted on the subject land.

16.6.5.10 Site 10

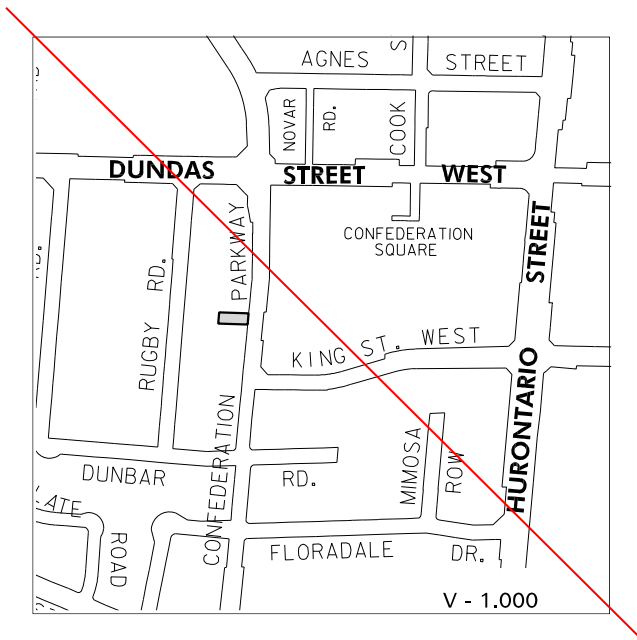


~~16.6.5.10.1~~ The lands identified as Special Site 10 are located at the northwest corner of Dundas Street West and Parkerhill Road.

~~16.6.5.10.2~~ Notwithstanding the policies of this Plan, an apartment dwelling with a maximum height of 14 storeys will be permitted.

16.6.6 Exempt Site Policies

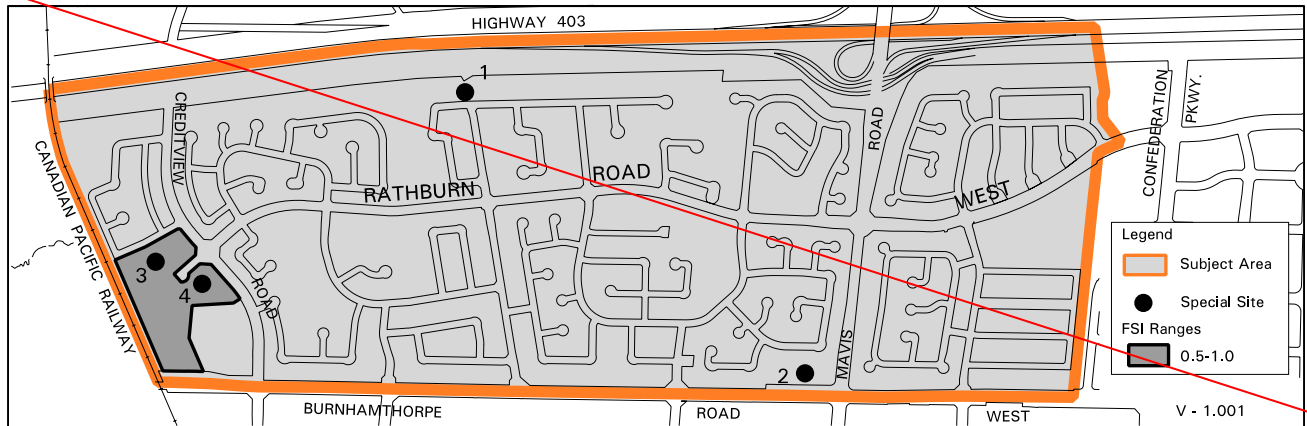
~~16.6.6.1 Site 1~~



~~16.6.6.1.1~~ The lands identified as Exempt Site 1 are located on the west side of Confederation Parkway, south of Dundas Street West.

~~16.6.6.1.2~~ Notwithstanding the provisions of the Residential Low Density II designation, offices will also be permitted.

16.7 Creditview

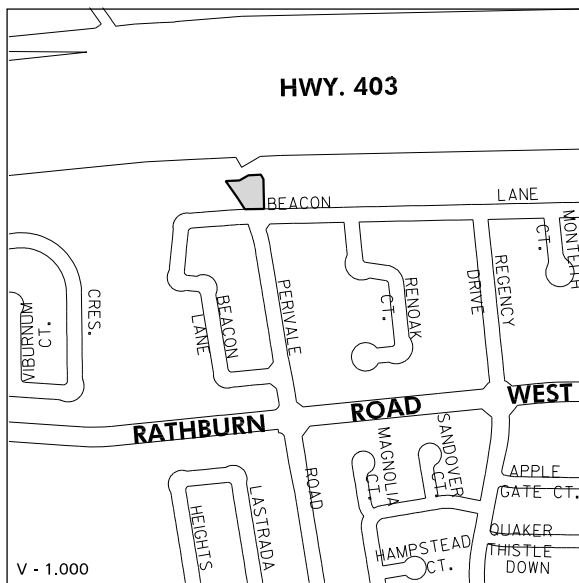


Map 16-7: Creditview Neighbourhood Character Area

16.7.3 Special Site Policies

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

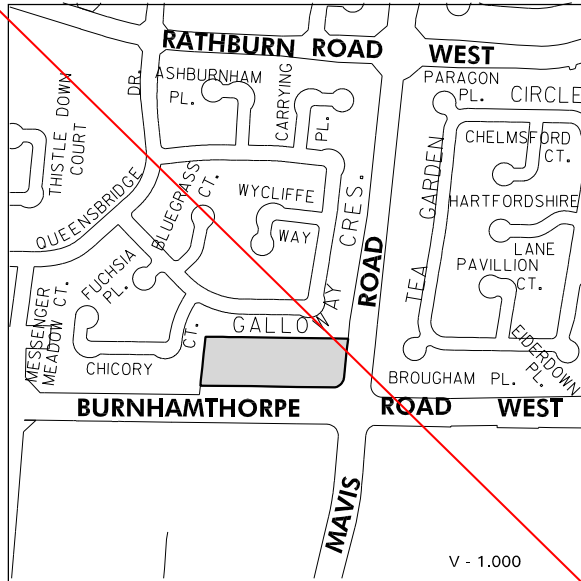
16.7.3.1 Site 1



16.7.3.1.1 The property identified as Special Site 1 is located at 4265 Perivale Road and is referred to as the Crozier House. This house has been identified as a building worthy of preservation.

16.7.3.1.2 Notwithstanding the provisions of the Residential Low Density Rise II designation, the following additional policies will apply:

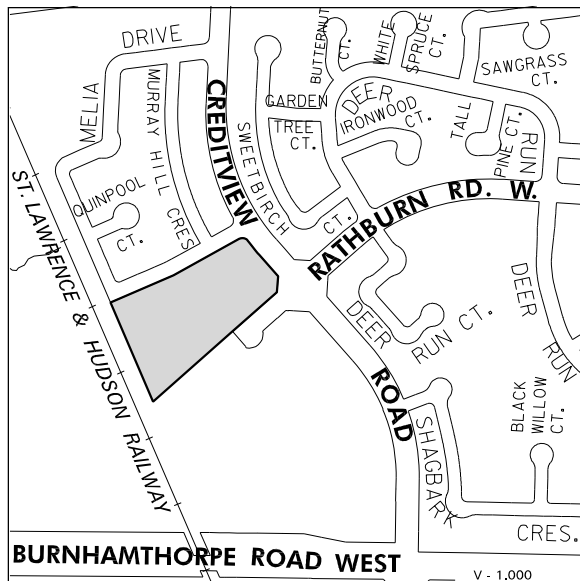
- a. any development proposals will maintain and incorporate the heritage structure and any new construction or severing of property will be compatible in building form and scale with the heritage structure; and
- b. new development will be subject to site plan approval to ensure compatibility with the heritage structure and the preservation of mature trees and other significant natural features.

~~16.7.3.2 Site 2~~

~~16.7.3.2.1 The lands identified as Special Site 2 are located at the northwest corner of Burnhamthorpe Road West and Mavis Road.~~

~~16.7.3.2.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, all types of restaurants will be permitted.~~

16.7.3.3 Site 3



~~16.7.3.3.1~~ The lands identified as Special Site 3 are located on the west side of Creditview Road between Rathburn Road West and Melia Drive.

~~16.7.3.3.2~~ Notwithstanding the provisions of the Residential High Density Rise designation, the following additional policies will apply:

a. a maximum of three apartment buildings containing a maximum of 500 apartment dwelling units and an enclosed recreation centre will be permitted on the lands at a **floor space index (FSI)** of 2.09;

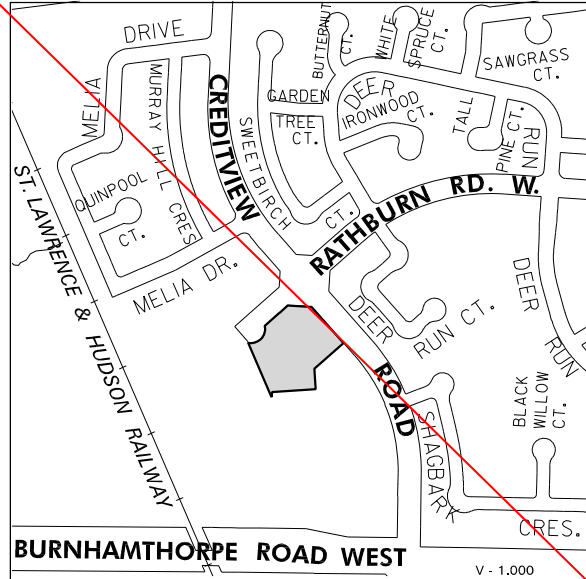
b. building heights shall range from seven to ten storeys adjacent to Creditview Road to 12 storeys on the south side of Melia Drive to 18 storeys adjacent to the southern boundary of the site in the vicinity of the GO train station on the St. Lawrence and Hudson

Railway; and

c. the development of these lands will also be subject to the following:

- no vehicular access to Melia Drive;
- the erection of an enclosed recreation centre concurrent with the erection of the 12 storey apartment building fronting on Melia Drive; and
- provision for Rathburn Road West modifications and site access to the satisfaction of the City of Mississauga.

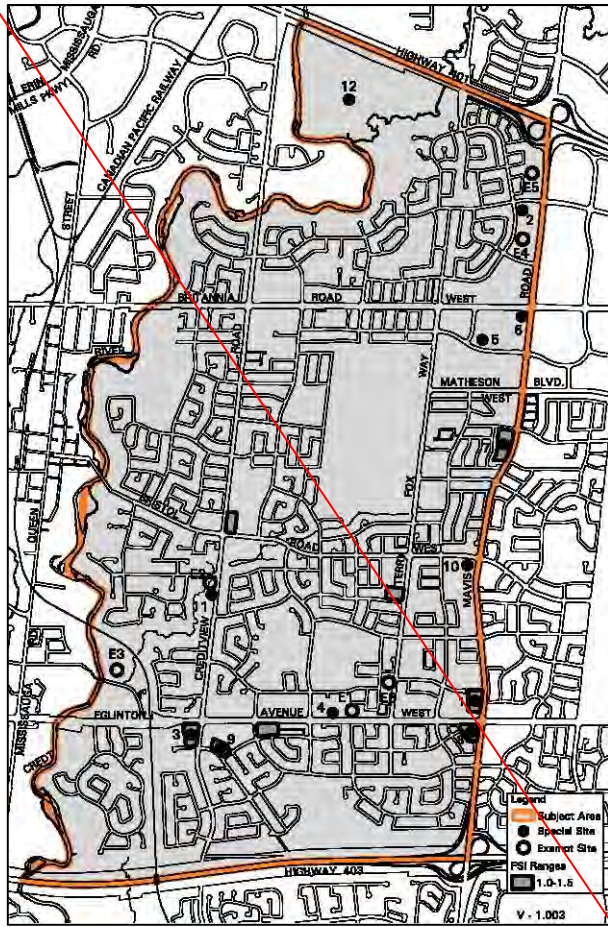
~~16.7.3.4 Site 4~~



~~16.7.3.4.1 The lands identified as Special Site 4 are located at the southwest corner of Rathburn Road West and Creditview Road.~~

~~16.7.3.4.2 Notwithstanding the provisions of the Residential High Density designation, development will be permitted up to a maximum **floor space index (FSI)** of 1.9. No building or structure will exceed a height of nine storeys, excluding any mechanical penthouse.~~

16.8 — East Credit

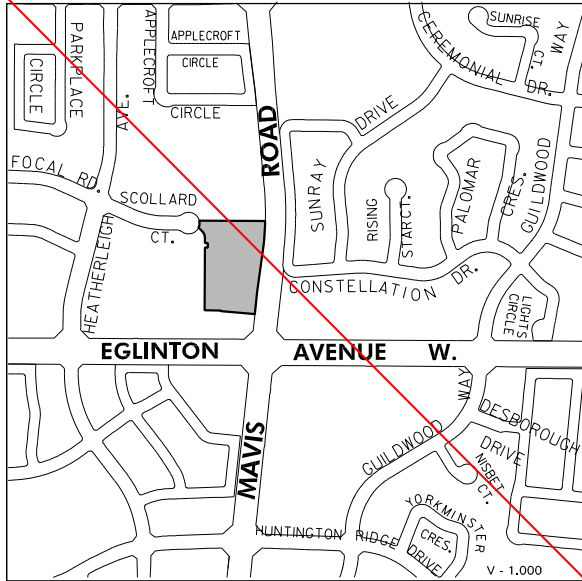


Map 16-8: East Credit Neighbourhood Character Area

16.8.3 — Special Site Policies

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

16.8.3.1 — Site 1

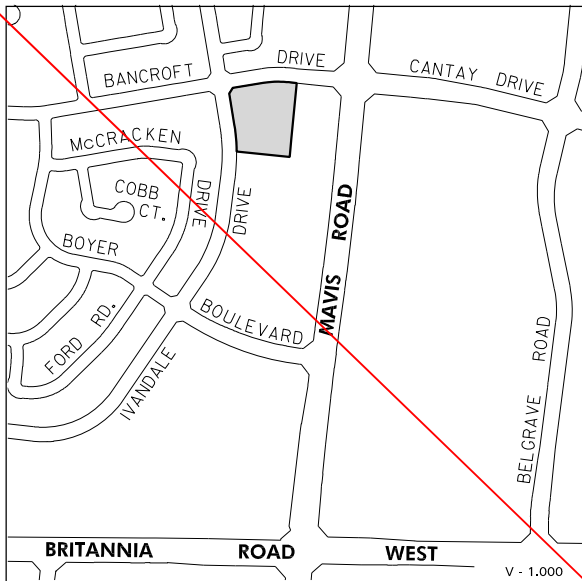


16.8.3.1.1 The lands identified as Special Site 1 are located on the west side of Mavis Road, north of Eglinton Avenue West.

16.8.3.1.2 Notwithstanding the Residential High Density designation on these lands, the following additional policies will apply:

- a. ~~apartment buildings will be permitted up to a maximum **floor space index (FSI)** of 3.4;~~
- b. ~~townhouses will be permitted; and~~
- c. ~~the maximum apartment building height will be 18 storeys.~~

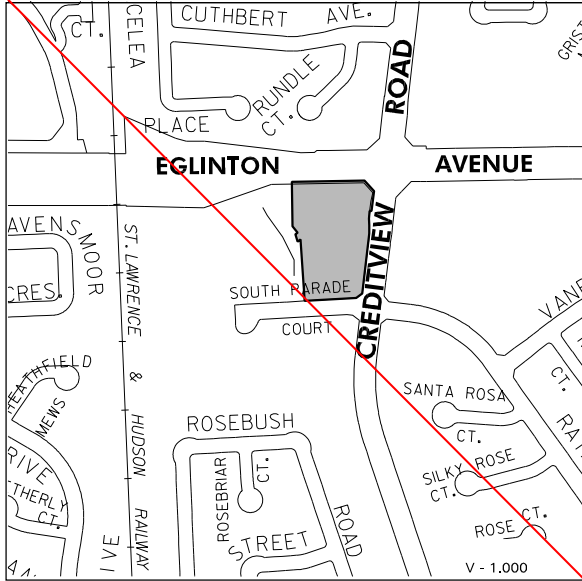
16.8.3.2 — Site 2



16.8.3.2.1 The lands identified as Special Site 2 are located at the southeast corner of Bancroft Drive and Ivandale Drive.

16.8.3.2.2 Notwithstanding the policies of this Plan, motor vehicle sales, leasing, rental and repair will also be permitted.

~~16.8.3.3 Site 3~~

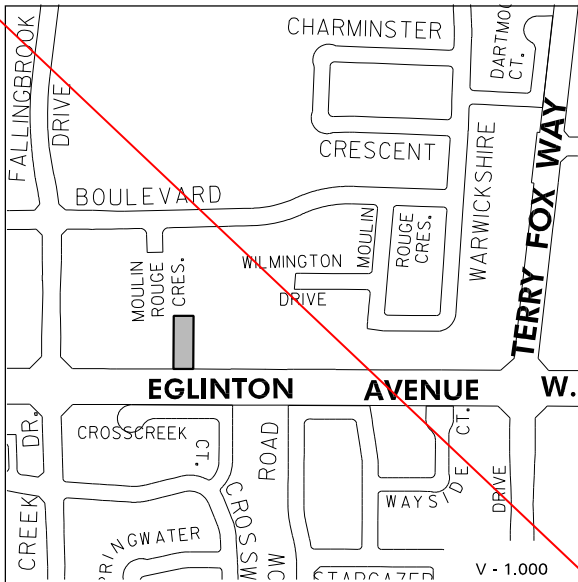


~~16.8.3.3.1 The lands identified as Special Site 3 are located at the southwest corner of Eglinton Avenue West and Creditview Road.~~

~~16.8.3.3.2 Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply:~~

- ~~a. townhouse dwellings will be permitted;~~
- ~~b. the maximum apartment building height will be 12 storeys; and~~
- ~~e. apartment dwellings at a maximum floor space index (FSI) of 1.77 will be permitted.~~

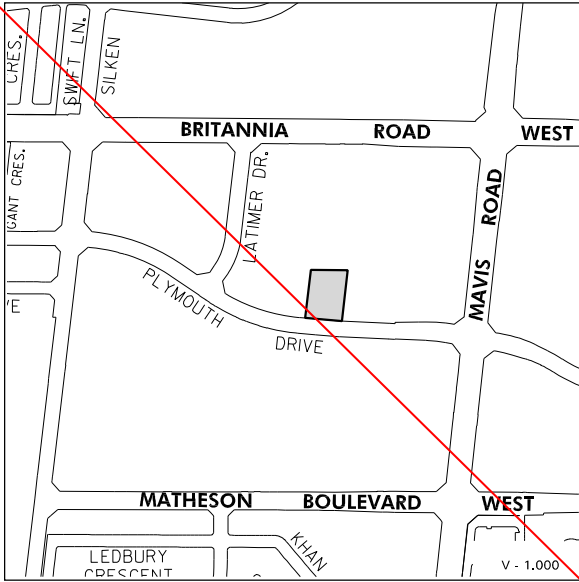
~~16.8.3.4 Site 4~~



~~16.8.3.4 Site 416.8.3.4.1 The lands identified as Special Site 4 are located on the north side of Eglinton Avenue West, east of Fallingbrook Drive.~~

~~16.8.3.4.2 Notwithstanding the provisions of the Residential Medium Density designation, a veterinary clinic will also be permitted.~~

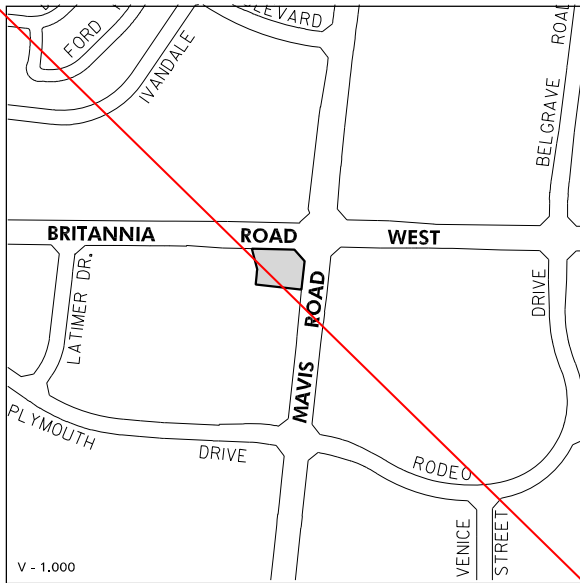
~~16.8.3.5 Site 5~~



~~16.8.3.5.1 The lands identified as Special Site 5 are located on the north side of Plymouth Drive, east of Latimer Drive.~~

~~16.8.3.5.2 Notwithstanding the provisions of the Mixed Use designation, a motor vehicle body repair facility will also be permitted.~~

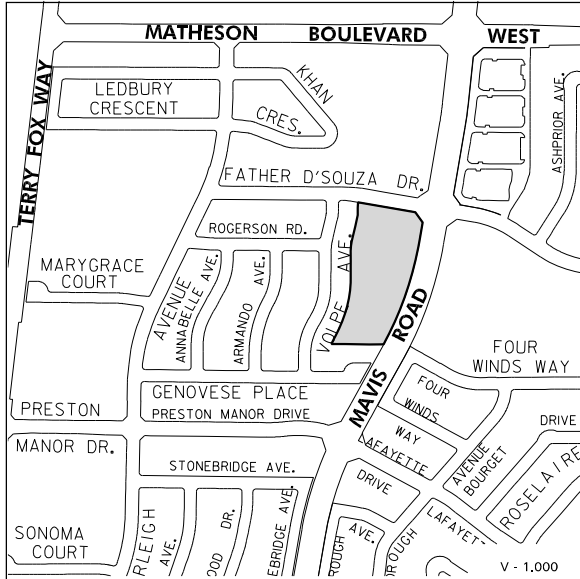
~~16.8.3.6 Site 6~~



~~16.8.3.6.1 The lands identified as Special Site 6 are located at the southwest corner of Britannia Road West and Mavis Road.~~

~~16.8.3.6.2 Notwithstanding the provisions of the Mixed Use designation, motor vehicle commercial uses will also be permitted.~~

16.8.3.7 Site 7

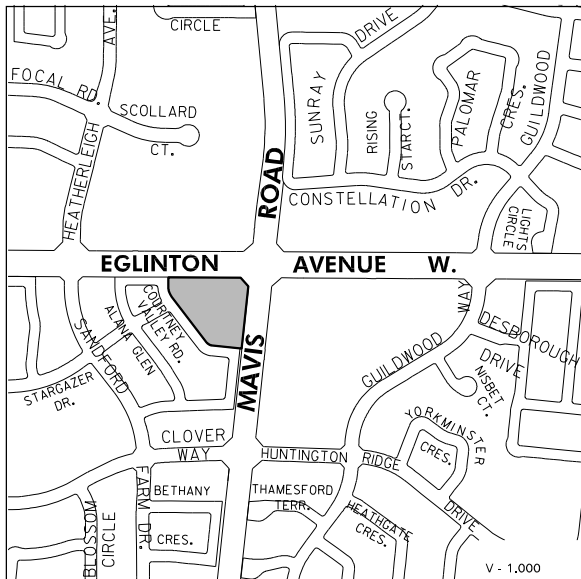


~~16.8.3.7.1~~ The lands identified as Special Site 7 are located on the southwest corner of Father D'Souza Drive and Mavis Road.

~~16.8.3.7.2~~ Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. development of the property will be permitted up to a maximum **floor space index (FSI)** of 2.40;
- b. one building with a maximum height of 18 storeys will be permitted, provided that the building is located at the northeast corner of the site and any portion of the development above 13 storeys will consist of one single building with a maximum floor plate size of 750 m²;
- c. one building with a maximum height of 13 storeys; and,
- d. offices, personal service establishment and a retail store shall be permitted accessory to the Residential High **Density Rise** uses permitted on this site.

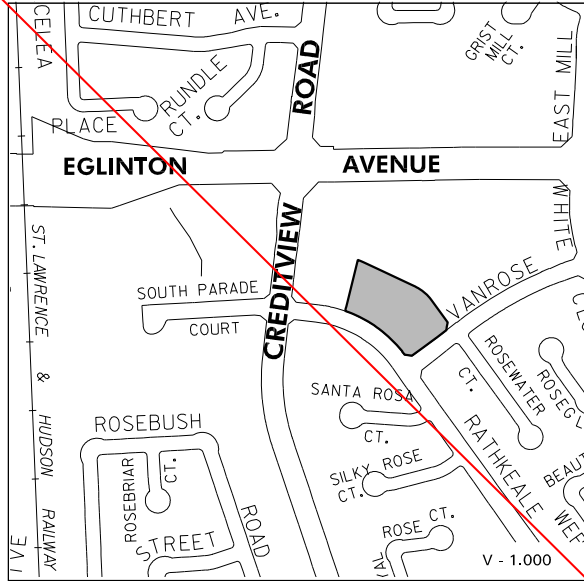
16.8.3.8 Site 8



~~16.8.3.8.1~~ The lands identified as Special Site 8 are located at the southwest corner of Eglinton Avenue West and Mavis Road.

~~16.8.3.8.2~~ Notwithstanding the policies of this plan, apartment dwellings and townhouse dwellings at a maximum **floor space index (FSI)** of 3.93 will be permitted.

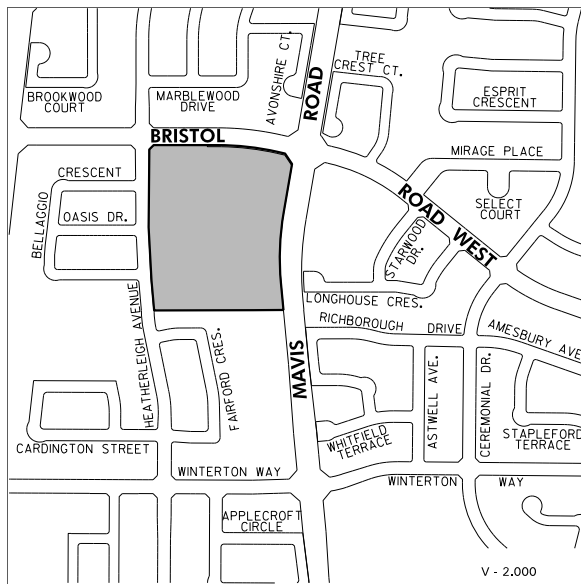
~~16.8.3.9 Site 9~~



~~16.8.3.9.1 The lands identified as Special Site 9 are located on the north side of Rathkeale Road, east of Creditview Road.~~

~~16.8.3.9.2 Notwithstanding the provisions of the Residential High Density designation, a maximum **floor space index (FSI)** of 2.1 will be permitted.~~

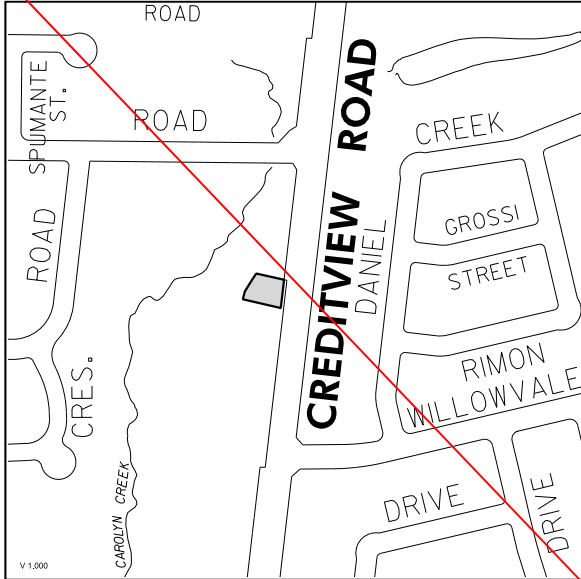
16.8.3.10 Site 10



16.8.3.10.1 The lands identified as Special Site 10 are located at the southwest corner of Bristol Road West and Mavis Road.

16.8.3.10.2 Notwithstanding the policies of this Plan, a service station, gas bar and car wash may be permitted.

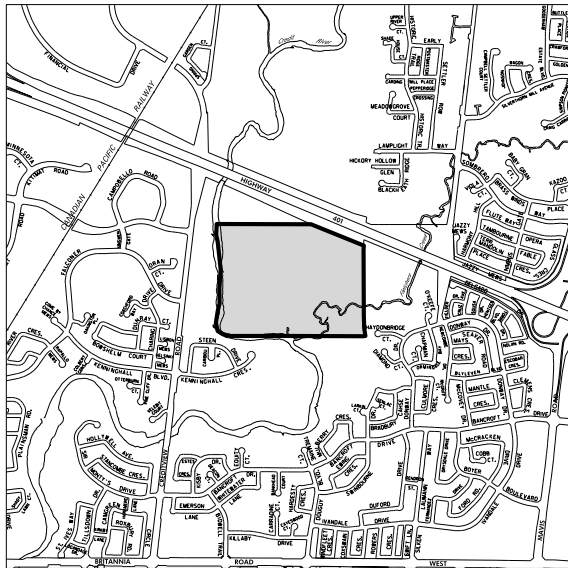
~~16.8.3.11 Site 11~~



~~16.8.3.11.1 The lands identified as special site 11 are located on the west side of Creditview Road, south of Carolyn Road:~~

~~16.8.3.11.2 Notwithstanding the policies of this Plan, an accessory office for a maximum of one non-resident physician, dentist, health professional or drugless practitioner, and maximum of three employees will be permitted.~~

16.8.3.12 Site 12

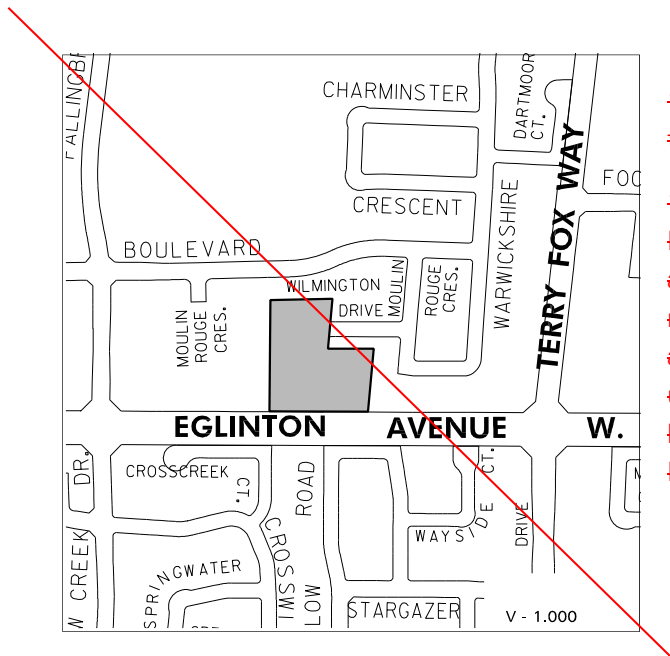


16.8.3.12.1 The lands identified as Special Site 12 are located at the southeast quadrant of Creditview Road and Highway 401.

16.8.3.12.2 Notwithstanding the policies of this Plan, outdoor markets, greenhouses with accessory uses and an education and training centre will also be permitted on lands designated Public Open Space.

16.8.4 Exempt Site Policies

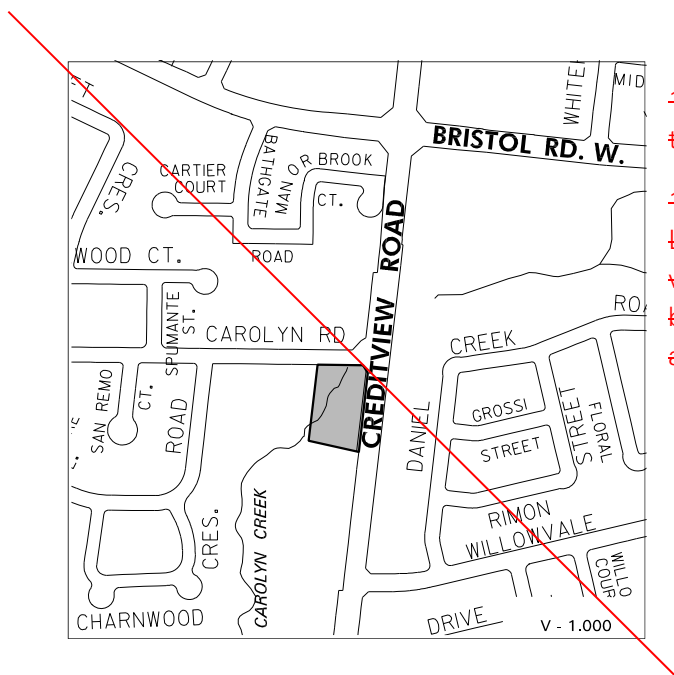
16.8.4.1 Site 1



16.8.4.1.1 The lands identified as Exempt Site 1 are located on the north side of Eglinton Avenue West, west of Terry Fox Way.

16.8.4.1.2 Notwithstanding the provisions of the Residential Medium Density designation, a garden centre including the sale and storage of firewood, Christmas trees and landscaping materials, excluding nursery stock, and residential accommodation accessory to the operation of the garden centre use will also be permitted for an interim period of time, until the lands are redeveloped in accordance with the Residential Medium Density I designation.

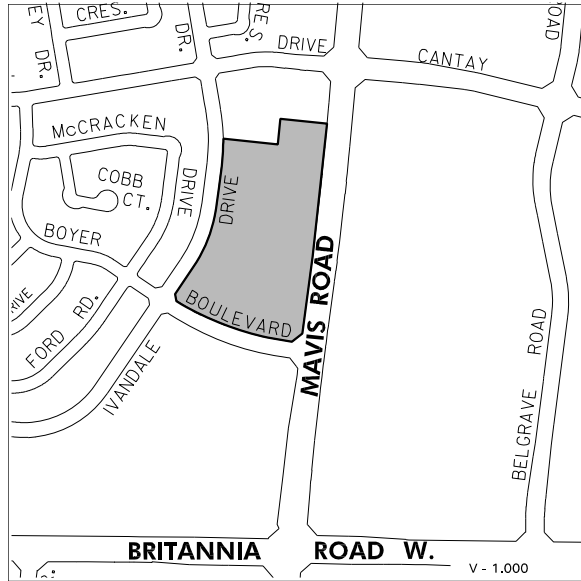
16.8.4.2 Site 2



16.8.4.2.1 The lands identified as Exempt Site 2 are located on the southwest corner of Creditview Road and Carolyn Road.

16.8.4.2.2 Notwithstanding the provisions of the Residential Low Density II and Greenlands designations, a veterinary clinic within the existing detached dwelling will be permitted and a bird sanctuary structure on public Greenlands accessory to the adjacent veterinary clinic will also be permitted.

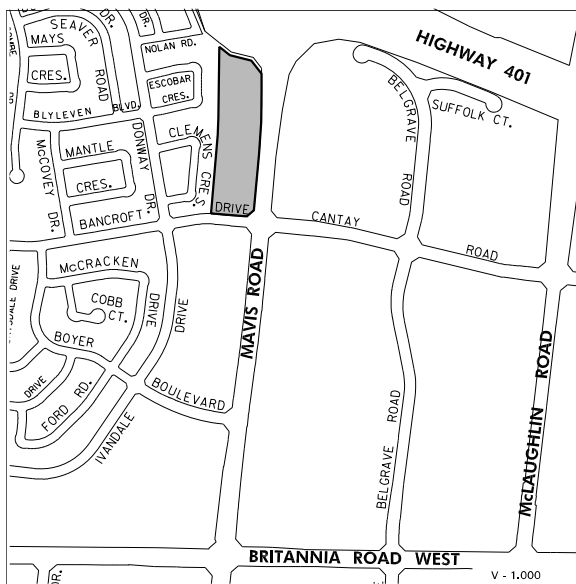
16.8.4.3 Site 3



16.8.4.3.1 The lands identified as **Exempt Special Site-3** are located on the west side of Mavis Road, north of Boyer Boulevard.

16.8.4.3.2 Notwithstanding the provisions of the Business Employment designation, motor vehicle sales, rental and repair establishments and establishments for minor motor vehicle repairs will also be permitted. Entertainment, recreation and sports facilities as well as broadcasting, communication and public utility rights-of-way, will not be permitted. Noise sensitive land uses, as defined in the Provincial Policy Statement and this Plan, will not be permitted.

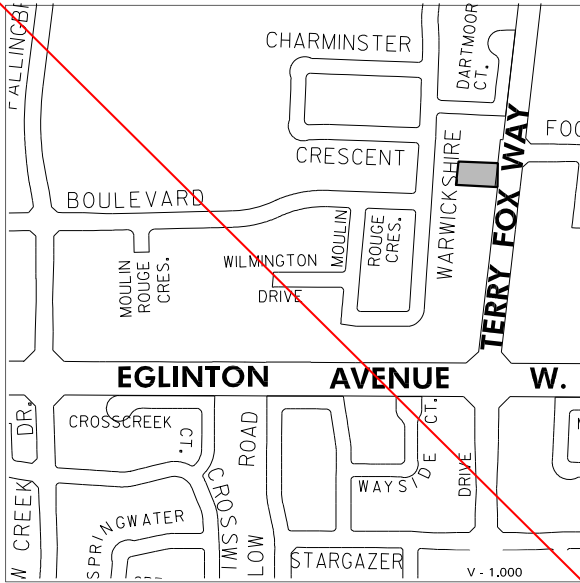
16.8.4.4 Site 4



16.8.4.4.1 The lands identified as **Exempt Special Site 4** are located at the northwest corner of Mavis Road and Bancroft Drive.

16.8.4.4.2 Notwithstanding the provisions of the Business Employment designation, motor vehicle sales, service and repair establishments will also be permitted.

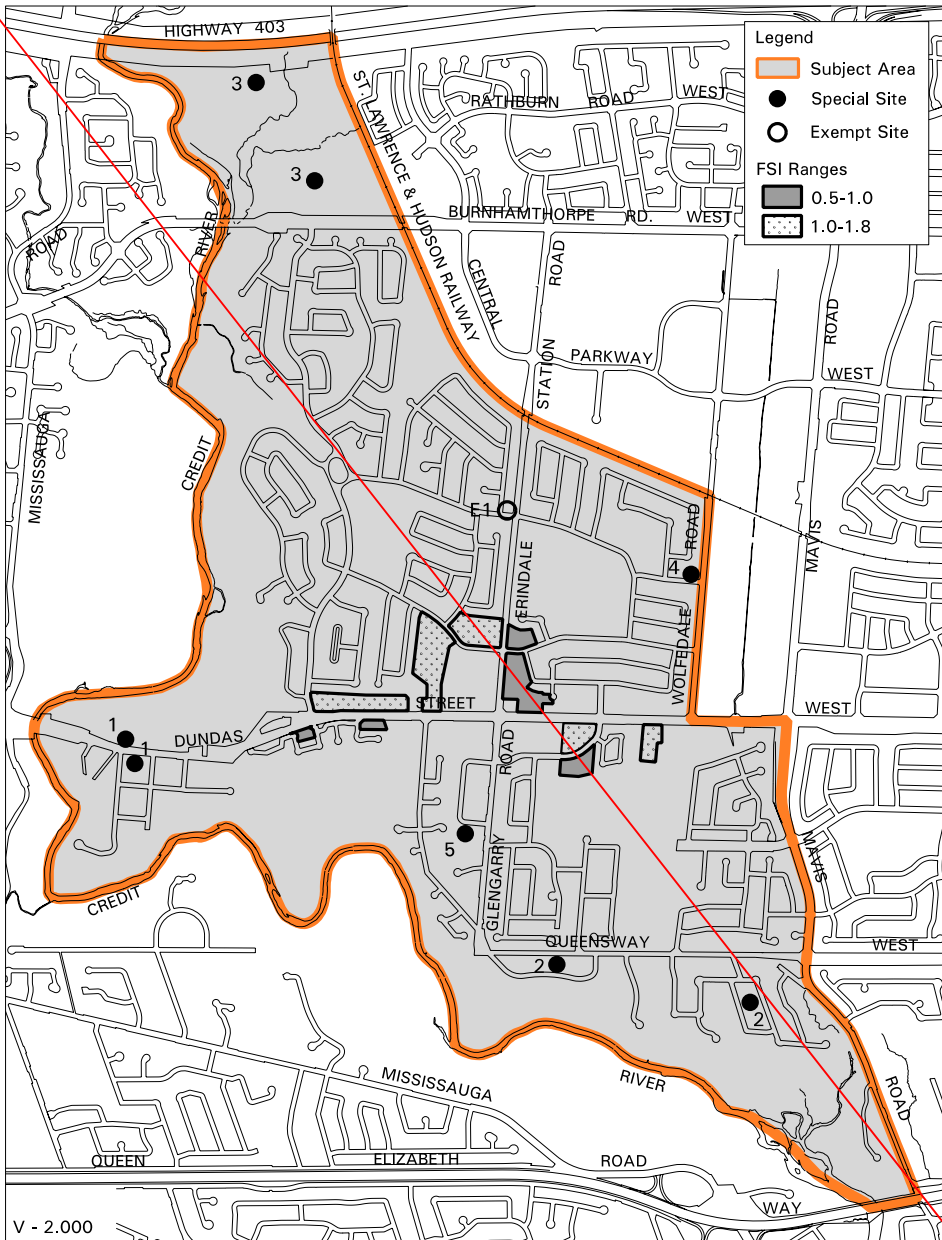
~~16.8.4.5 Site 5~~



~~16.8.4.5.1 The lands identified as Exempt Site 5 are located on the west side of Terry Fox Way, north of Eglinton Avenue West.~~

~~16.8.4.5.2 Notwithstanding the provisions of the Residential Low Density II designation, a dental office will also be permitted.~~

16.9 Erindale

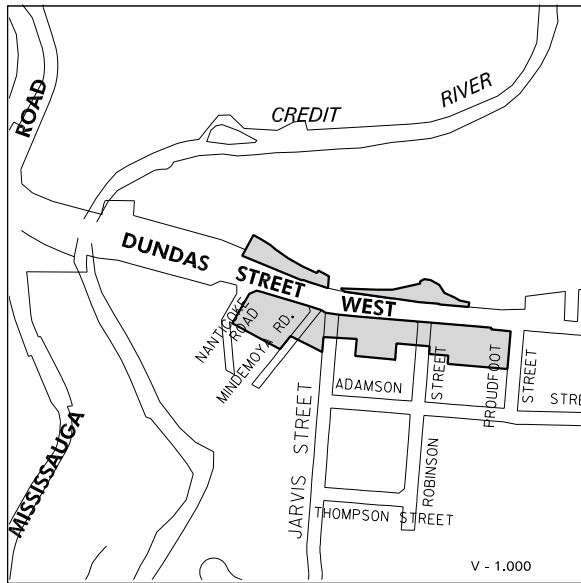


Map 16-9: Erindale Neighbourhood Character Area

16.9.2 Special Site Policies

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

16.9.2.1 Site 4

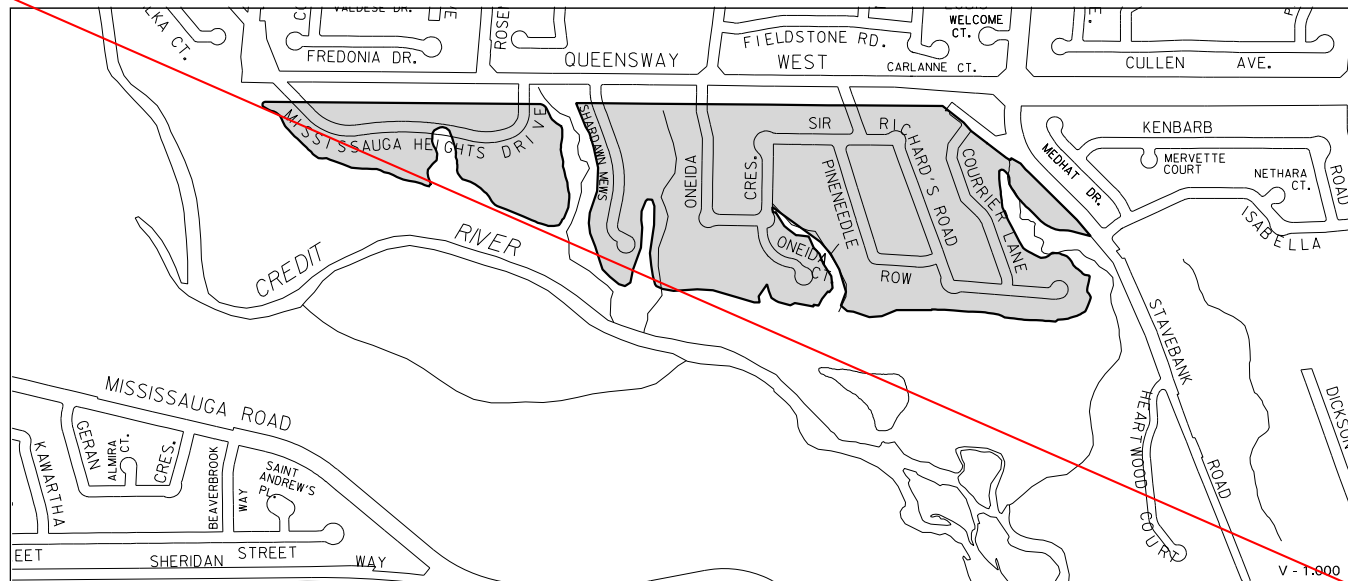


~~16.9.2.1.1~~ The lands identified as Special Site 4 are located along the north and south sides of Dundas Street West, east of the Credit River and extend easterly from Nanticoke Road to Proudfoot Street.

~~16.9.2.1.2~~ Notwithstanding the provisions of the Mixed Use designation, the following additional policies will apply:

- a. any conversion of existing residential units to office uses will maintain a residential appearance in keeping with the character of the existing dwellings in the surrounding area;
- b. any additions or alterations of existing buildings will be sensitive to the village theme of the area, and will be largely confined to the rear of the property;
- c. minimal signage will be permitted and the design of such signage and external lighting will be compatible with the residential character of the area;
- d. for those properties east of Mindemoya Road, on-site parking will consist only of surface parking and will be provided in the rear yard only;
- e. the closed road allowance for Nanticoke Road will provide access to parking and form part of a pedestrian walkway to the Credit River valley;
- f. notwithstanding the provisions of the Mixed Use designation, commercial uses and all types of restaurants will not be permitted within Special Site 1 lands on the south side of Dundas Street West, west of Robinson Street extending westerly to include the lands at the southwest corner of Dundas Street West and Mindemoya Road. **This does not prohibit the conversion of existing residential units to office uses in this area;** and
- g. buildings should have a minimum of two storeys and a maximum of three storeys in height.

16.9.2.2 Site 2

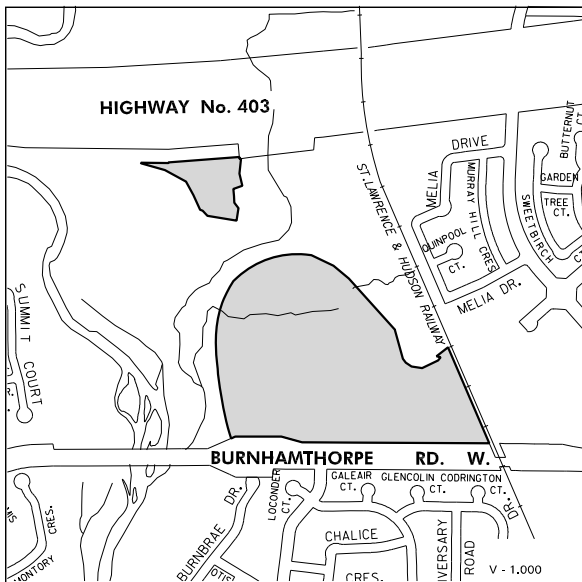


16.9.2.2.1 The lands identified as Special Site 2 are located south of Queensway West, west of Stavebank Road.

16.9.2.2.2 Notwithstanding the provisions of the Residential Low Density Rise I designation, the following additional policies 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 area, 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; and
- i. the lots fronting on Mississauga Heights Drive will be required to have a minimum frontage of 30 m and a minimum area of 1 400 m².

16.9.2.3 Site 3



~~16.9.2.3.1~~ The lands identified as Special Site 3 are generally located north of Burnhamthorpe Road West, east of the Credit River. The site, within Riverwood Park, is to be developed as ~~part of a City Garden Park~~ with a series of display gardens, demonstration exhibits, interpretive sites and appropriate buildings linked together by a system of walks and trails.

~~16.9.2.3.2~~ Notwithstanding the provisions of the Public Open Space and Greenlands designations, the following additional policies will apply:

a. in addition to the uses permitted in the Public Open Space designation, the following uses will also be permitted:

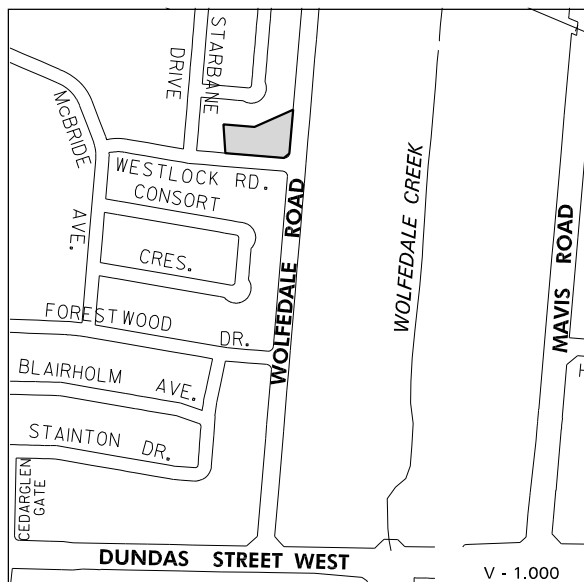
- offices;
- retail uses that are accessory to the City Garden Park;

- conference centre;
- banquet hall;
- conservatory/greenhouse complex; and
- commercial school; and

b. any proposed structures will be limited in size and to a design compatible with the existing structures and will be designed and located in a manner that minimizes the removal of forest cover; and

c. the planning and development of Riverwood Park ~~the Mississauga Garden Park~~ will be pursuant to the approved Mississauga Garden Park Master Plan and Implementation Strategy.

16.9.2.4 Site 4

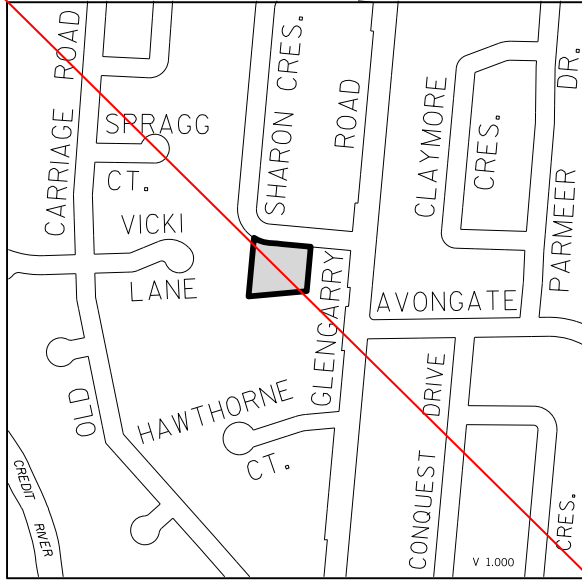


~~16.9.2.4.1~~ The lands identified as Special Site 4 are located at the northwest corner of Wolfedale Road and Westlock Road.

~~16.9.2.4.2~~ Notwithstanding the provisions of the Convenience Commercial designation, the following additional uses will also be permitted:

- a. townhouse dwellings; and
- b. motor vehicle rental facility.

~~16.9.2.5 Site 5~~

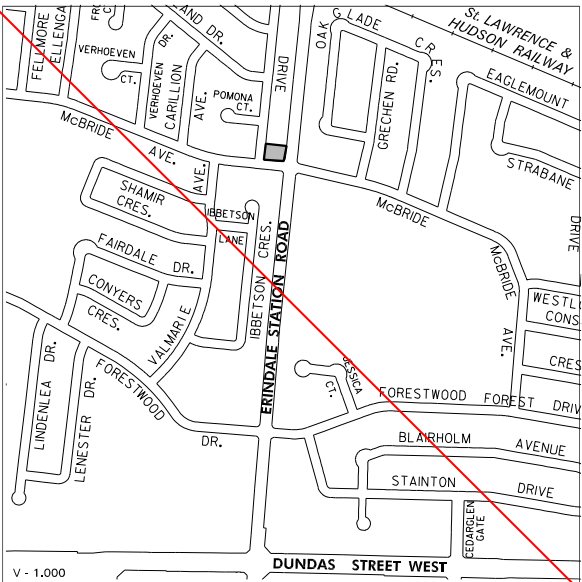


~~16.9.2.5.1 The lands identified as Special Site 5 are located on the south side of Sharon Crescent, west of Glengarry Road.~~

~~16.9.2.5.2 Notwithstanding the policies of this Plan, a maximum of three detached dwellings will be permitted.~~

~~16.9.3 Exempt Site Policies~~

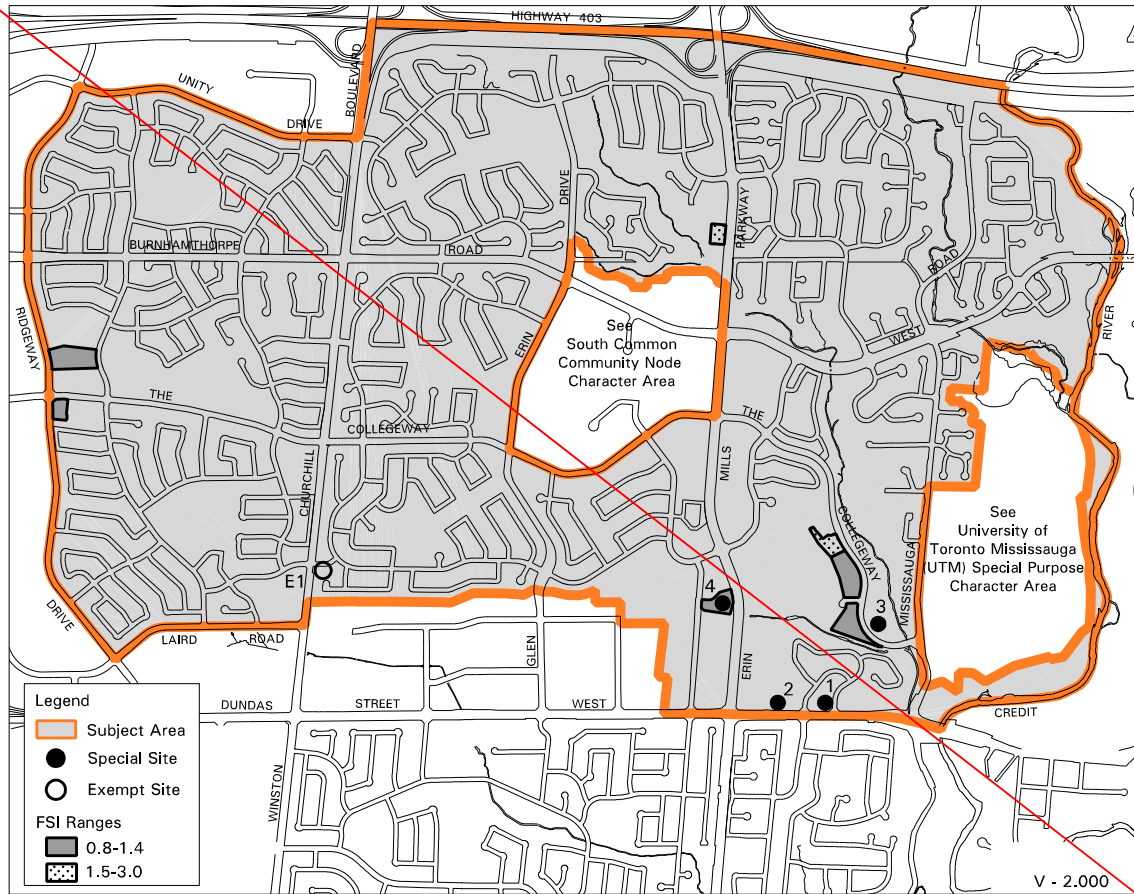
~~16.9.3.1 Site 1~~



~~16.9.3.1.1 The lands identified as Exempt Site 1 are located at the northwest corner of Erindale Station Road and McBride Avenue.~~

~~16.9.3.1.2 Notwithstanding the provisions of the Residential Low Density II designation, medical offices will also be permitted.~~

16.10 Erin Mills

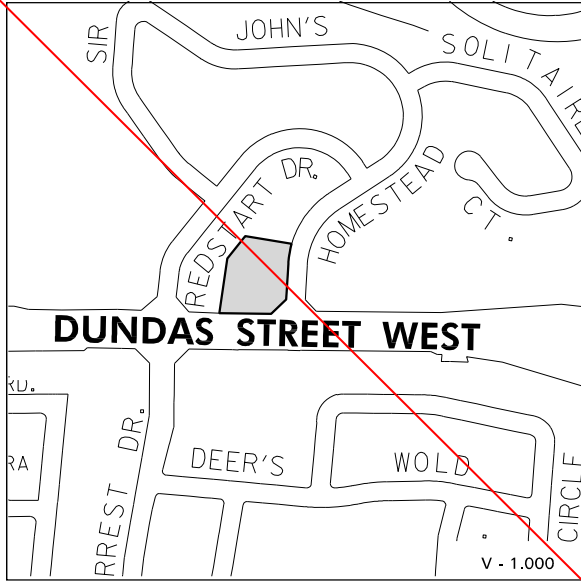


Map 16-10: Erin Mills Neighbourhood Character Area

16.10.2 — Special Site Policies

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

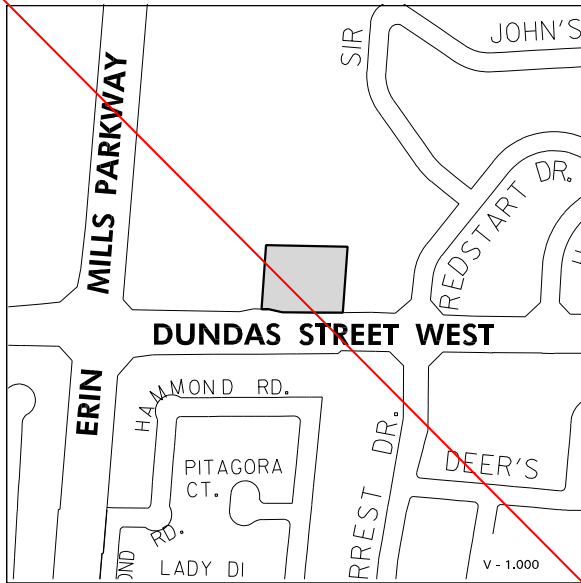
16.10.2.1 — Site 1



16.10.2.1.1 The lands identified as Special Site 1, are located at the northwest corner of Dundas Street West and Sir John's Homestead.

16.10.2.1.2 Notwithstanding the provisions of the Residential Low Density I designation, office uses will be permitted.

16.10.2.2 — Site 2

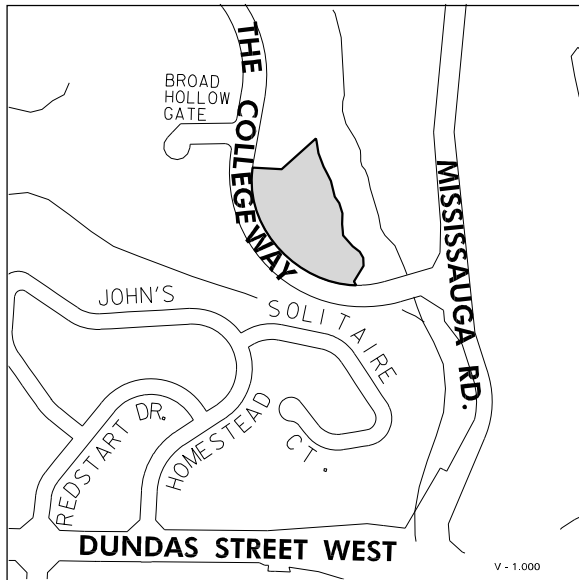


16.10.2.2.1 The lands identified as Special Site 2 are located on the north side of Dundas Street West, east of Erin Mills Parkway.

16.10.2.2.2 Notwithstanding the provisions of the Mixed Use designation, a funeral establishment will be the only permitted use.

16.10.2.3 Site 3

16.10.2.3.1 The lands identified as Special Site 3, are located on the north side of The Collegeway, west of Mississauga Road and contain a cultural heritage resource under the terms and conditions of Part IV of the *Ontario Heritage Act*.

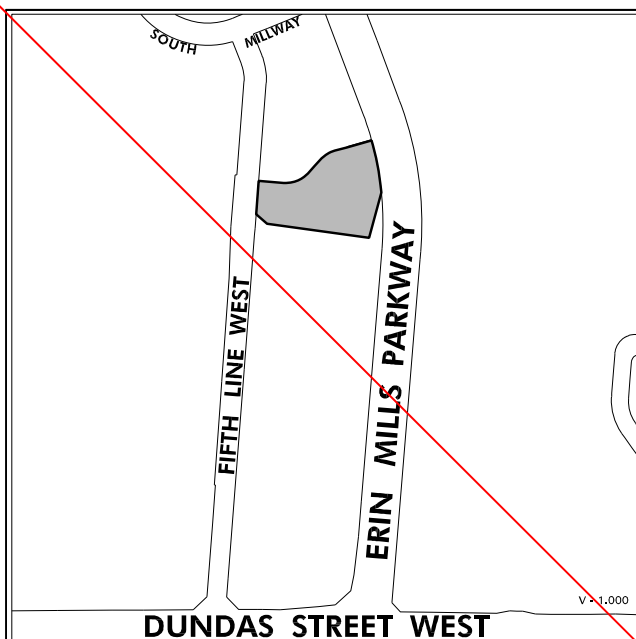


a. Notwithstanding the provisions of the Mixed Use designation, uses will be limited to the following:

- overnight accommodation;
- restaurants;
- banquet halls;
- conference centres;
- spa;
- recreation facilities associated with overnight accommodation;
- residential apartment building with a maximum height of 22 storeys as measured from The Collegeway and a

maximum **floor space index (FSI)** of 1.17; and

- the maximum **floor space index (FSI)** of all commercial uses shall not exceed 0.27.

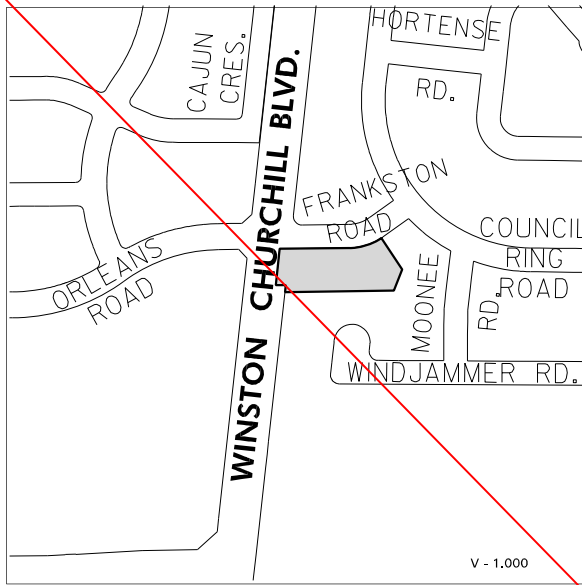
16.10.2.4 Site 4

~~16.10.2.4.1 The lands identified as Special Site 4 are located south of South Millway, between Erin Mills Parkway and Fifth Line West.~~

~~16.10.2.4.2 Notwithstanding the policies of this Plan, a maximum height of five storeys will be permitted.~~

16.10.3 Exempt Site Policies

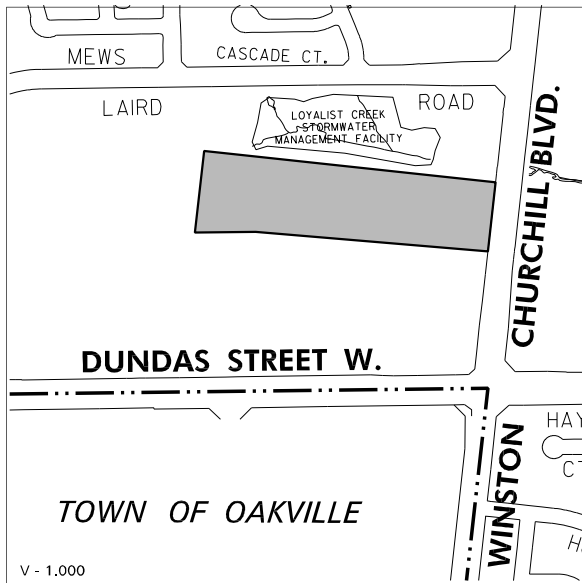
16.10.3.1 Site 1



~~16.10.3.1.1 The lands identified as Exempt Site 1 are located at the southeast corner of Frankston Road and Winston Churchill Boulevard.~~

~~16.10.3.1.2 Notwithstanding the provisions of the Residential Low Density 1 designation, a garden centre will also be permitted~~

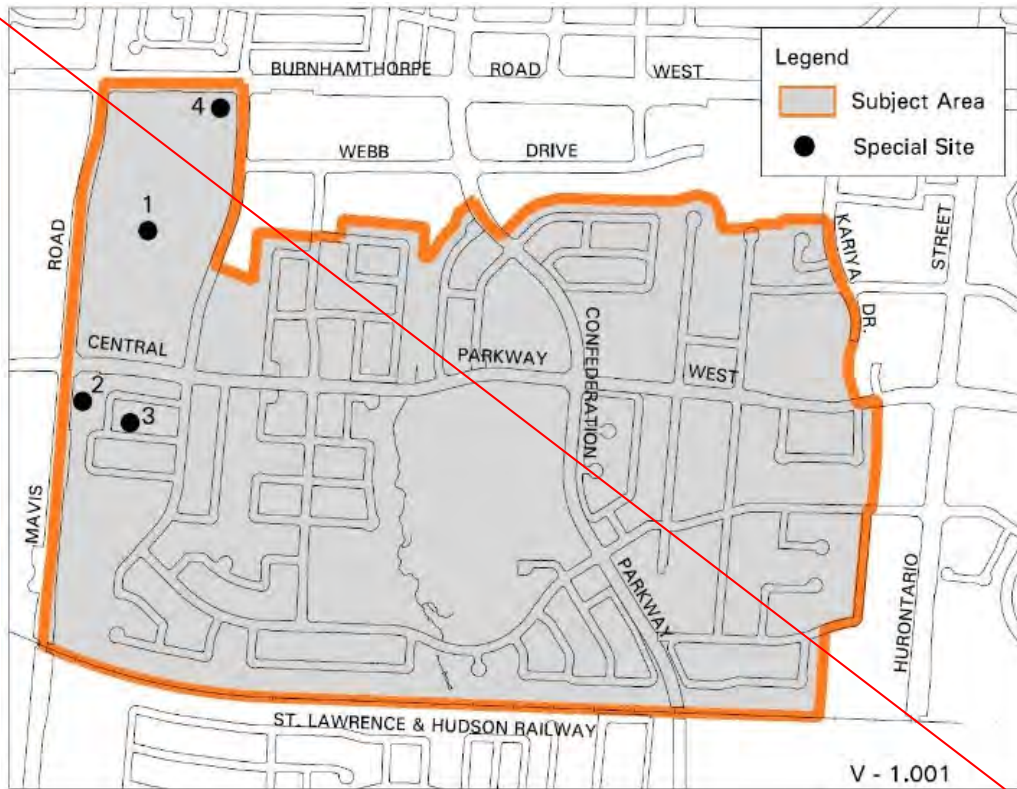
16.10.3.2 Site 2



16.10.3.2.1 The lands identified as Exempt Site 2 are located south of Laird Road and west of Winston Churchill Boulevard.

16.10.3.2.2 Notwithstanding the provisions of the Mixed Use designation, housing for the elderly will also be permitted.

16.11 Fairview

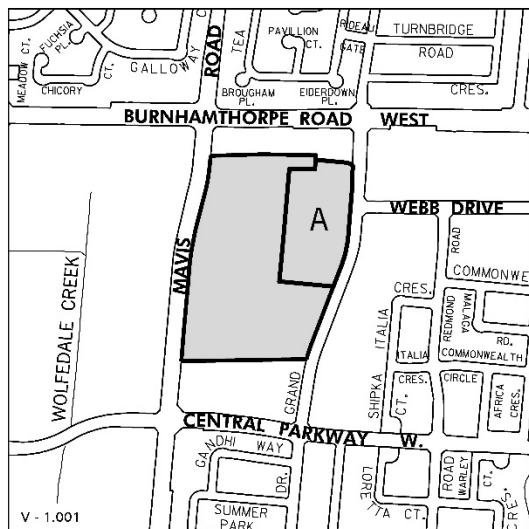


Map 16.11: Fairview Neighbourhood Character Area

16.11.2 Special Site Policies

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

16.11.2.1 Site 1



16.11.2.1.1 The lands identified as Special Site 1 are located in the southeast quadrant of Burnhamthorpe Road West and Mavis Road, and comprise a large portion of the currently vacant and industrial lands.

16.11.2.1.2 Notwithstanding the policies of this Plan, provisions of the Mixed Use designation, the following additional policies will apply:

c. residential uses will not be permitted. the redevelopment of the lands fronting Mavis Road should recognize industries on the west side of Mavis Road. Redevelopment of the lands fronting the east side of Mavis Road will be of a mixed commercial/residential nature and any permitted high Density residential development will be located internally on the site and

have an easterly orientation; and

d. A self-storage facility will be permitted.

b. ~~xxx~~ further to subsection a. above of this section, a concept plan for all of Site 1 will be required to address, among other matters, the following:

- compatibility of building form and scale with existing and proposed surrounding land uses;
- acceptable ingress and egress arrangements for Mavis Road, Burnhamthorpe Road West, Grand Park Drive, and Central Parkway West;
- the provision of off-street parking; and
- landscaping and buffering of commercial uses proposed along Mavis Road.

16.11.2.1.3 Office development will not exceed a **floor space index (FSI)** of 1.0; The Mixed Use designation applies to a large tract of land fronting the east side of Mavis Road, south of Burnhamthorpe Road West and north of Central Parkway West

a. In addition to the above, an additional **floor space index (FSI)** of 0.15 will be permitted for accessory grade related commercial uses.

~~a. The Mixed Use designation permits a mix of office, commercial and high Density rise residential uses on this site;~~

~~b. Office development will not exceed a **floor space index (FSI)** of 1.0;~~

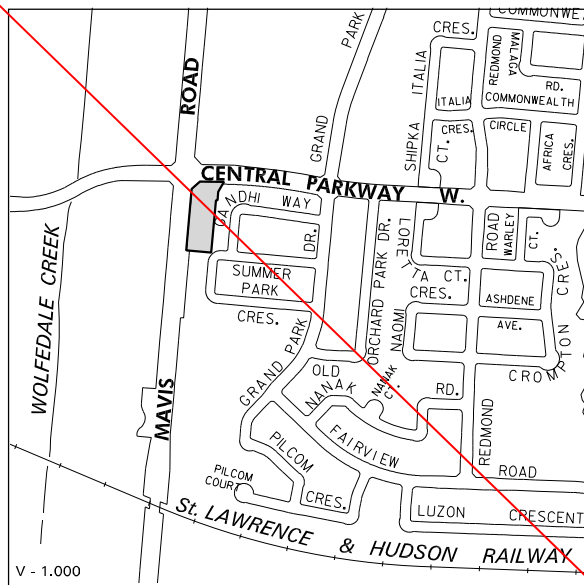
~~c. In addition to the **floor space index (FSI)** of 1.0 permitted for office uses, an additional **floor space index (FSI)** of 0.15 will be permitted for accessory street level commercial uses;~~

~~d. In addition, Residential High Density Rise development will be permitted to a maximum of 247 units per **net residential hectare** and will be oriented towards the interior and easterly boundary of this site;~~

- ~~e. The Provincial Government restrictions regarding the buffering of new residential development from existing industrial development on Mavis Road will apply;~~
- ~~f. A self storage facility will also be permitted;~~
- g. xxx The lands may be used for the industrial operations and related accessory uses in existence at the time this policy comes into effect (2007 September 10). Minor alterations or additions **generally limited to a maximum of 20% of the Gross Floor Area (GFA) of** ~~to~~ existing facilities, buildings and structures will be permitted; and
- h. xxx When the existing industries cease operation, **residential uses will be permitted as part of the redevelopment of the lands,** ~~the lands will be developed~~ in accordance with the Mixed Use designation of this Plan. The redevelopment of lands fronting Mavis Road should recognize industries on the west side of Mavis Road. Redevelopment of the lands fronting the east side of Mavis Road will be of a mixed commercial/residential nature. Any additional residential buildings will be located internally on the site and should have an easterly orientation.

16.11.2.1.4 xxx Notwithstanding the policies of this Plan, on the lands identified as Area A, no residential development will be permitted until the closure of the chemical plant located on Mavis Road, south of Burnhamthorpe Road West.

16.11.2.2 Site 2

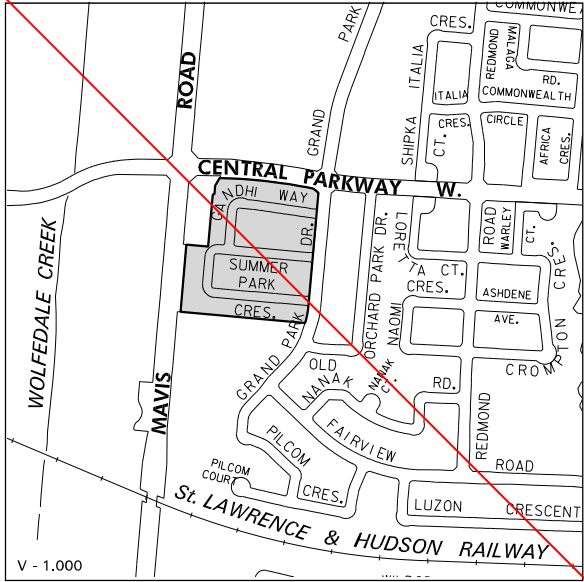


~~16.11.2.2.1 The lands identified as Special Site 2 are located at the southeast corner of Mavis Road and Central Parkway West.~~

~~16.11.2.2.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policies will apply:~~

- ~~a. convenience restaurants will be permitted; and~~
- ~~b. car washes will not be permitted.~~

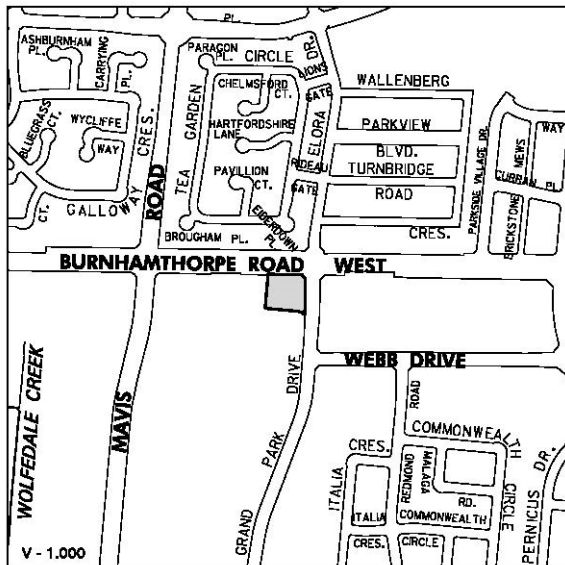
16.11.2.3 Site 3



~~16.11.2.3.1 The lands identified as Special Site 3 are located south of Central Parkway West between Mavis Road and Grand Park Drive.~~

~~16.11.2.3.2 Notwithstanding the provisions of the Residential Medium Density designation, semi-detached dwellings will also be permitted.~~

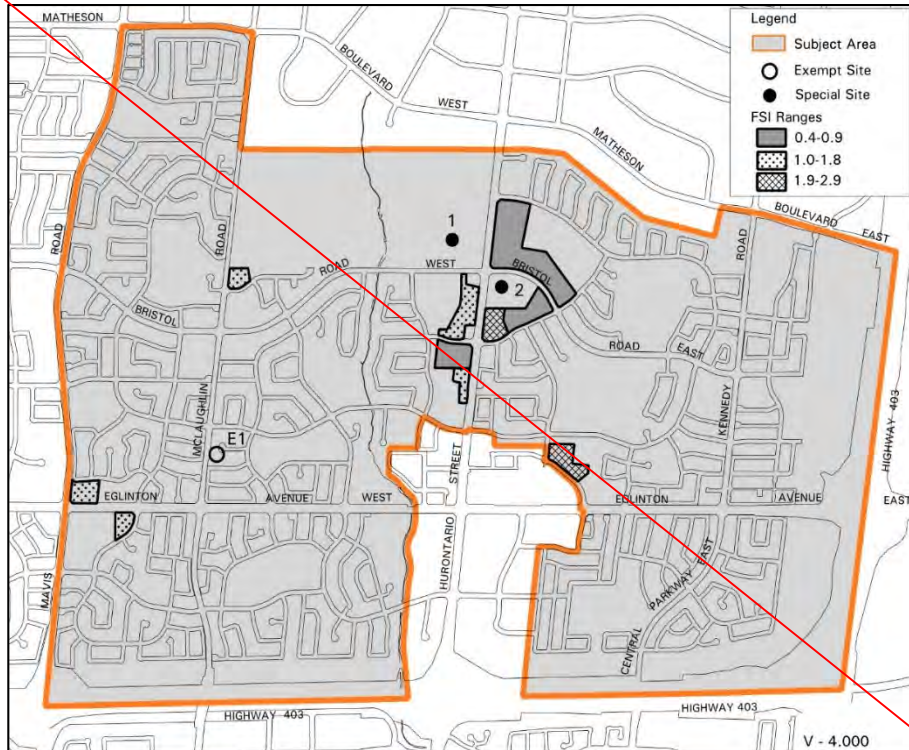
16.11.2.4 Site 4



~~16.11.2.4.1 The lands identified as Special Site 4 are located at the southwest corner of Burnhamthorpe Road West and Grand Park Drive.~~

~~16.11.2.4.2 Notwithstanding the policies of this Plan, an apartment dwelling with a maximum height of 25 storeys will be permitted.~~

16.12 — Hurontario

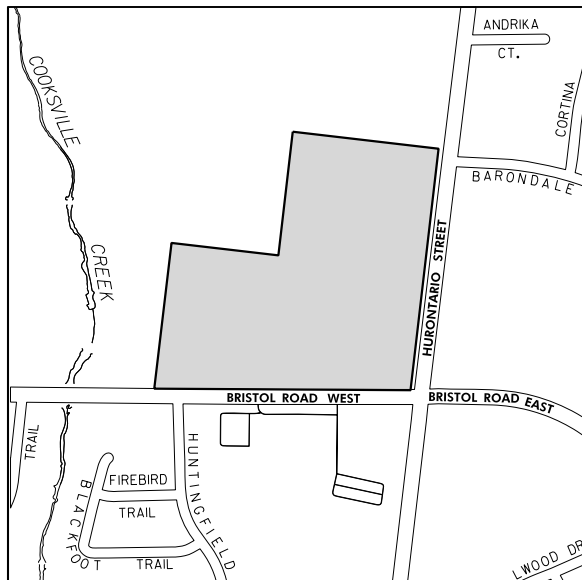


Map 16-12: Hurontario Neighbourhood Character Area

16.12.4 — Special Site Policies

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

16.12.4.1 — Site 1



~~16.12.4.1.1~~ The lands identified as Special Site 1 are located at the northwest corner of Hurontario Street and Bristol Road West.

~~16.12.4.1.2~~ Notwithstanding the policies of this Plan, the following will also be permitted:

- a. major office

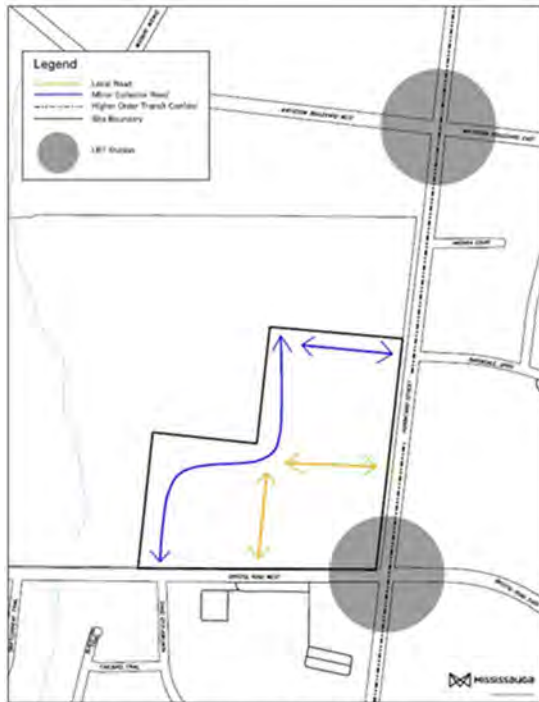
~~16.12.4.1.3~~ Notwithstanding the policies of this Plan, the following uses will not be permitted:

- a. motor vehicle rental;
- a. motor vehicle sales;

- b. along the Hurontario Street frontage, townhouses and ground floor residential uses;
- c. along the Bristol Road West frontage, townhouses within 250 m of Hurontario Street and residential uses within 50 m of Hurontario Street

16.12.4.1.4 Buildings with a maximum height of 20 storeys will be located in proximity to the Hurontario Street and Bristol Road West intersection.

16.12.4.1.5 Transportation



Map 16-12.1: Potential Opportunity for Road Connections

16.12.4.1.5.1 Future additions to the road network will be public roads. Minor collector roads and local roads are shown on ~~Map 16-12.1~~. Location of the roads are shown conceptually and adjustment to the alignment may be made without further amendment to this plan. Additional local roads may be identified as part of the development master plan.

16.12.4.1.5.2 A north-south minor collector road illustrated in Map 16-12.1 will be designed and constructed to allow for a future connection to Matheson Boulevard West, should the lands immediately north of Special Site 1 be developed.

16.12.4.1.5.3 A public open space will be located on the site having frontage onto public roads.

16.12.4.1.5.4 The Public Open Space network and the road system will be designed to create view corridors and connections to Britannia Farm.

16.12.4.1.5.5 All roads will be designed to accommodate pedestrians and cyclists as appropriate.

16.12.4.1.6 Implementation

16.12.4.1.6.1 A development master plan will be required to address matters including, but not limited to, the following:

- a. consider the appropriate built form and a high standard of architectural and landscape design around the Light Rail Transit stop planned at the intersection of Hurontario Street and Bristol Road West;
- b. demonstrate appropriate transition in building heights;
- c. have regard for other City plans, policies and reports, such as the Hurontario/Main Street Corridor Master Plan (2010);
- d. include provisions for a finer grain road pattern;
- e. provide a range of housing types and affordable housing;
- f. provide a model for sustainability within Mississauga;
- g. include the size and location of public open space (e.g. parks);

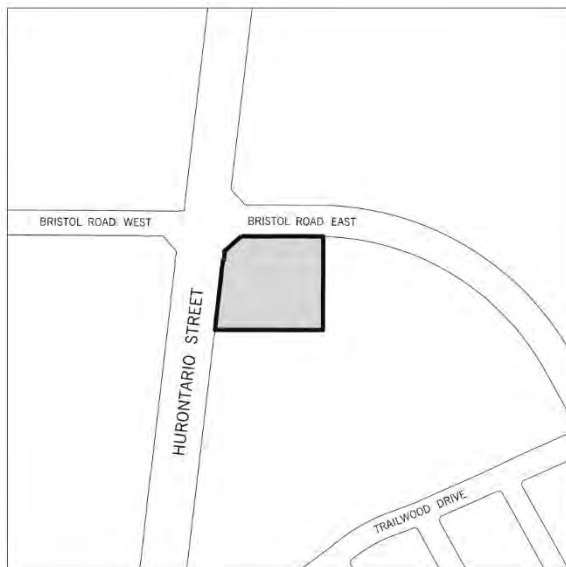
- h. address environmental requirements (e.g. stormwater management, flood protection);
- i. include provisions for public art;
- j. outline how the envisioned population and employment will be achieved;
- k. address any relocation of the designated heritage buildings located within the development parcel;
- l. demonstrate how proposed built forms and landscaping adjacent to the Britannia Farm will respect the natural and heritage attributes and mitigate negative impacts on the Britannia Farm

~~16.12.4.1.6.2~~ In order to ensure the properly and orderly development in accordance with this Plan, development will occur by way of one or more plans of subdivision which will generally determine the detailed alignment of municipal roads, the location of parkland and conditions regarding development phasing.

~~16.12.4.1.6.3~~ In the event that there are multiple landowners, to ensure the appropriate and orderly development of the site and to ensure that the costs associated with development are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement has been executed to address distribution of costs and municipal and community infrastructure, lands and facilities associated with development in a fair and equitable manner. Individual developments will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement.

The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary for the purposes of facilitating a front end agreement, the City may utilize area specific development charge bylaws enacted pursuant to the Development Charges Act, 1998, as amended.

~~16.12.4.2~~ Site 2



~~16.12.4.2.1~~ The lands identified as Special Site 2 are located at the southeast corner of Hurontario Street and Bristol Road East.

~~16.12.4.2.2~~ Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. two apartment buildings with maximum heights of 18 and 24 storeys will be permitted; and
- b. a commercial school will be permitted as an accessory use.

~~16.12.5 Exempt Site Policies~~

~~16.12.5.1 Site 1~~



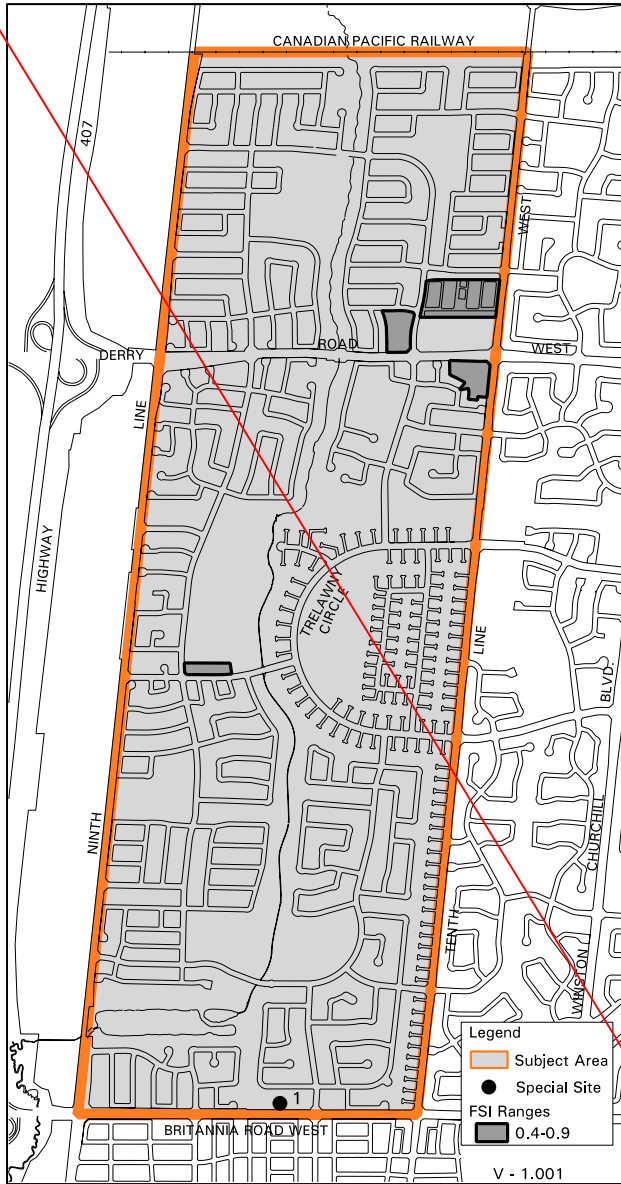
~~16.12.5.1.1 The lands identified as Exempt Site 1 are located on the east side of McLaughlin Road, north of Silverthorne Crescent.~~

~~16.12.5.1.2 Notwithstanding the provisions of the Residential Low-Density II designation, an office for a maximum of two physicians, dentists or drugless practitioners will also be permitted.~~

16.13 — Lakeview

Official Plan policies for lands within the Lakeview Neighbourhood Character Area are contained in the Lakeview Local Area Plan.

16.14 — Lisgar

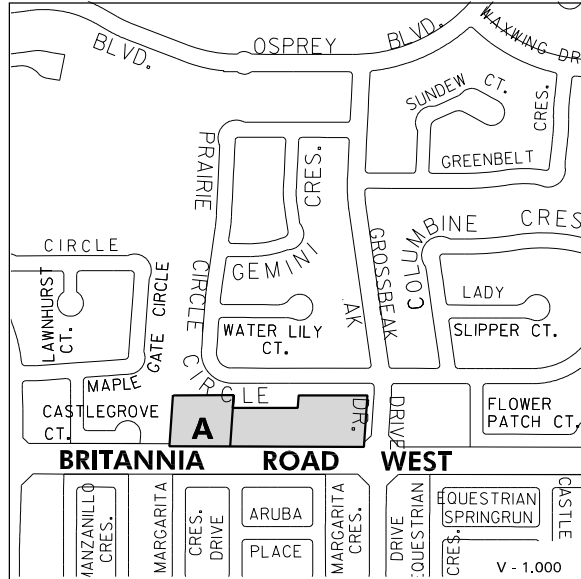


Map 16-14: Lisgar Neighbourhood Character Area

16.14.5 — Special Site Policies

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

16.14.5.1 Site 4

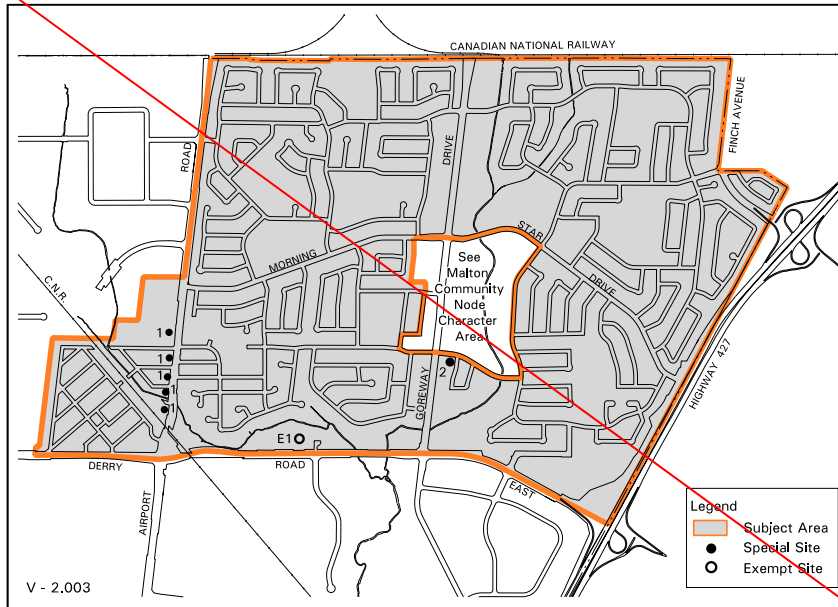


~~16.14.5.1.1~~ The lands identified as Special Site 4 consist of five existing detached dwellings located on the north side of Britannia Road West, west of Grossbeak Drive.

~~16.14.5.1.2~~ Notwithstanding the provisions of the Residential Low Density Rise I designation, the following additional policies will apply:

- a. offices will be permitted in existing detached dwellings;
- b. parking areas associated with office uses located in the front yard of the existing dwellings should be screened from the public street with landscaping, low screen walls or other treatment. Additions and/or alterations to the existing dwellings will be designed to maintain the existing residential character, massing and materials;
- c. provisions should be made in any redevelopment plans for assembly of additional lands to facilitate a pedestrian walkway connecting Prairie Circle to the Greenlands lands to the west; and
- d. for the land identified as Area A, a veterinary clinic, including indoor overnight boarding of animals, will be permitted.

16.15 Malton

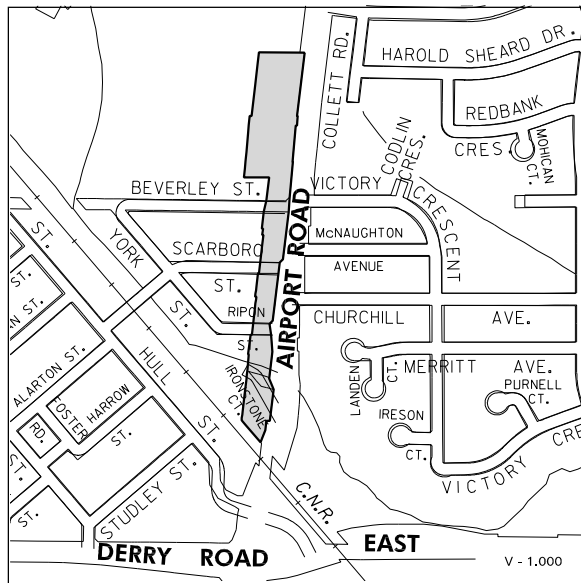


Map 16-15: Malton Neighbourhood Character Area

16.15.6 — Special Site Policies

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

16.15.6.1 Site 1



16.15.6.1.1 The lands identified as Special Site 1 are located on Airport Road, north of the Canadian National Railway and south of Morning Star Drive.

16.15.6.1.2 Pedestrian connections to the commercial uses along Airport Road are vital to its role in the community. The following pedestrian links should be maintained and/or improved as part of any development application:

- walkway linkages to the Derry Greenway Park;
- mid-block connection in the vicinity of Churchill Avenue which may also incorporate a link to the City bicycle and pedestrian route system (recreational trail); and
- strong pedestrian linkages along both sides of Airport Road between Morning Star Drive and Derry Road East the municipal sidewalk to adjacent commercial development.

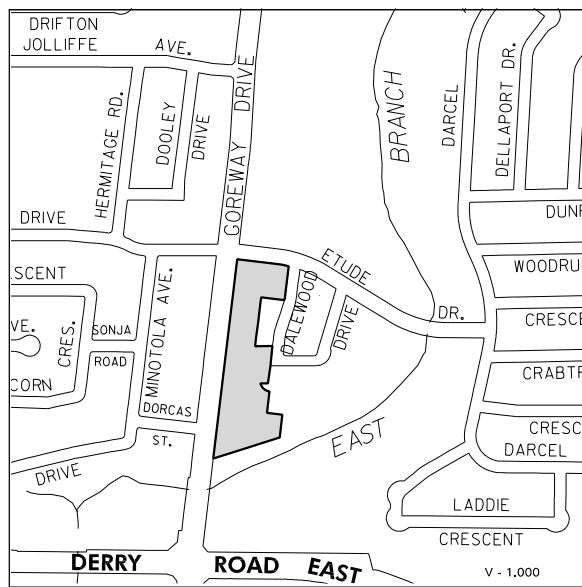
16.15.6.1.3 Parking for this area should be provided in small, distributed parking lots. Parking facilities should be located and designed to be compatible with the main street character of the area by including measures such as landscape space, planters, or other elements which reinforce the street wall and enhance public amenity.

16.15.6.1.4 Redevelopment of parking areas should not have an adverse impact upon adjacent residential uses.

16.15.6.1.5 While recognizing that parking is located between the buildings and the street in commercial development of the sort found along Airport Road, development in this area should strive to achieve a rhythm of closely spaced storefronts, in order to foster an attractive and active pedestrian environment along the roadway. Building designs, window treatment and awnings, signs, and landscape treatment, including crossovers from the municipal sidewalk to the storefronts, should act to diminish the apparent separation between buildings and the roadway, and contribute to the overall aesthetic value of the *streetscape*.

16.15.6.1.6 Connections for pedestrians and cyclists are important in the community to support active transportation. The City will, as part of any development application, require an open space walkway linkage from Airport Road to the Malton Village Park.

16.15.4.2 Site 2



16.15.4.2.1 The lands identified as Special Site-2 are located on the east side of Goreway Drive and on the south side of Etude Drive.

16.15.4.2.2 Notwithstanding the Mixed Use designation of this Plan, the following additional policies will apply.

Pedestrian Linkages

16.15.6.2.3 Pedestrian connections to the commercial uses along Goreway Drive are vital to their role in the community. The following pedestrian links should be maintained and/or improved as part of any development application:

- a. open space walkway linkages to the Malton Greenway Park; and
- b. linkages to the Malton Community Centre, the Transit Terminal and Lincoln M. Alexander Secondary School (emphasizing safety).

16.15.6.2.4 Where pedestrian linkages from the Greenlands and Residential Community exist, they are to be strengthened.

Parking Areas

16.15.6.2.5 Pedestrian links to parking areas for the commercial uses along the east side of Goreway Drive, south of Etude Drive are encouraged. These links will facilitate the safe movement of pedestrians in the area, and create a sense of continuity between properties.

Building and Massing

~~16.15.6.2.6~~ Should additional development occur along the Goreway Drive frontage the following items should be addressed:

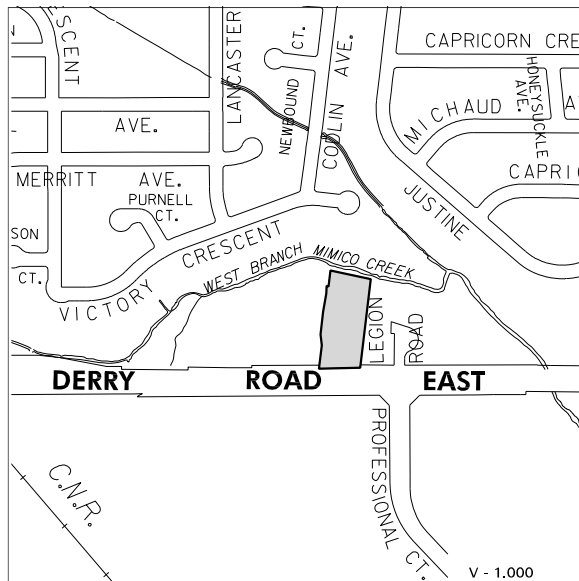
- a. no parking or driveway areas should be provided between the buildings and the street line;
- b. blank walls should be avoided along the street in favour of windows, building entrances and architectural detailing;
- c. service, loading, and garbage storage areas should be located on the internal side of the development, away from public streets, and should be screened from view by means of built form and landscaping; and
- d. all building entrances should be clearly articulated and linked to pedestrian walkway connections.

Land Uses

~~16.15.4.2.7~~ Notwithstanding the provisions of this section, the existing drive through facility at 7161 Goreway Drive will be permitted.

16.15.7 — Exempt Site Policies

16.15.7.1 Site 4



~~16.15.7.1.1~~ The lands identified as Exempt **Special Site 4** are located on the north side of Derry Road East, west of Legion Road.

~~16.15.7.1.2~~ Notwithstanding the provisions of the Mixed Use designation, the existing Malton Mobile Homes Park will also be permitted.

16.16 Meadowvale

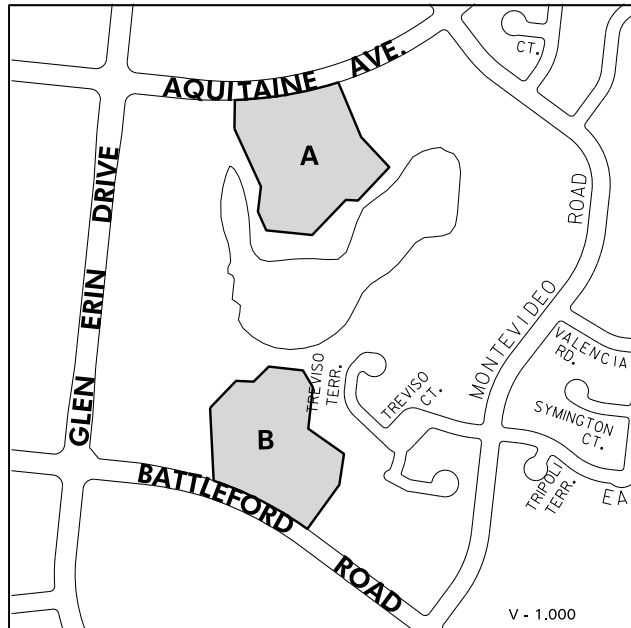


Map 16-16: Meadowvale Neighbourhood Character Area

16.16.3 Special Site Policies

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

16.16.3.1 Site 1



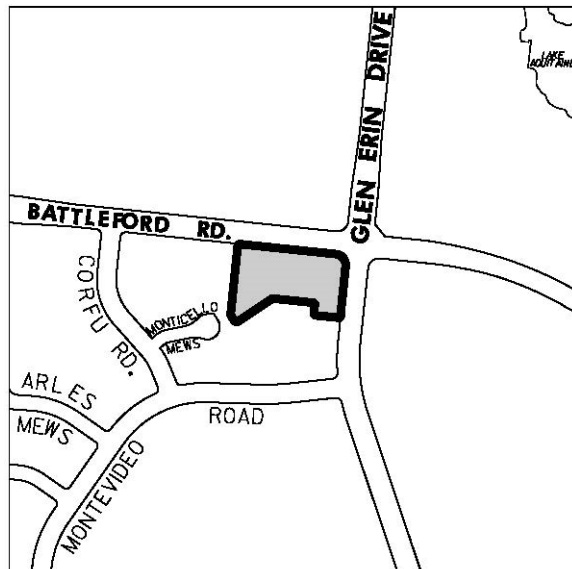
16.16.3.1.1 The lands identified as Special Site 1 are located on the south side of Aquitaine Avenue, east of Glen Erin Drive and on the north side of Battleford Road east of Glen Erin Drive.

16.16.3.1.2 Notwithstanding the provisions of the Residential High Density Rise designation, townhouse dwellings will be permitted for lands identified as Area B.

16.16.3.1.3 Notwithstanding the provisions of the Residential High Density Rise designation, the following additional policies will apply for the lands identified as Area A:

- a. townhouse dwellings will be permitted; and
- b. the maximum **floor space index (FSI)** will be 1.6.

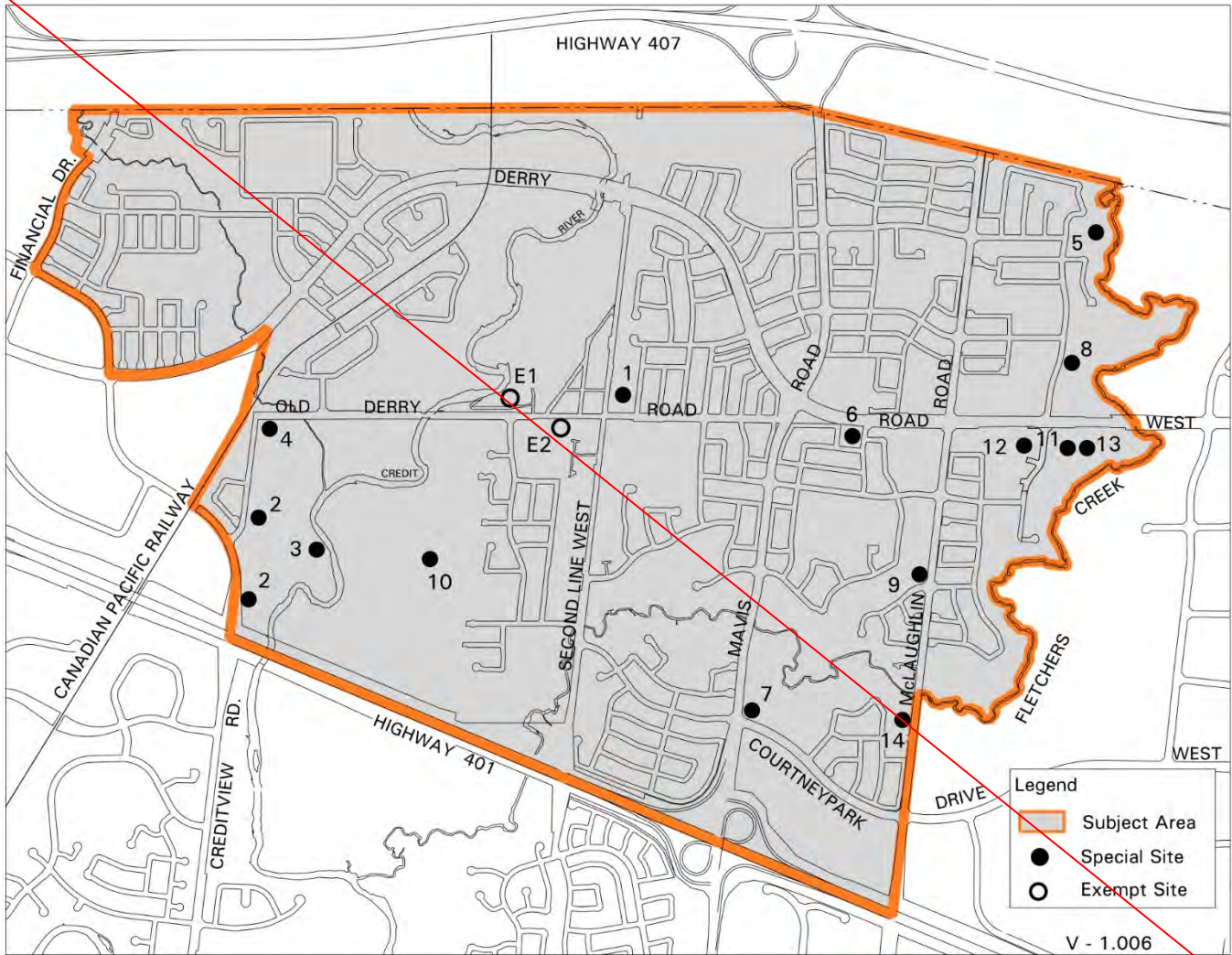
16.16.3.3 Site 3



16.16.3.3.1 The lands identified as Special Site 3 are located at the southwest corner of Battleford Road and Glen Erin Drive.

16.16.3.3.2 Notwithstanding the policies of this Plan, two apartment dwellings, with maximum heights of 12 and 15 storeys, will be permitted.

16.17 Meadowvale Village

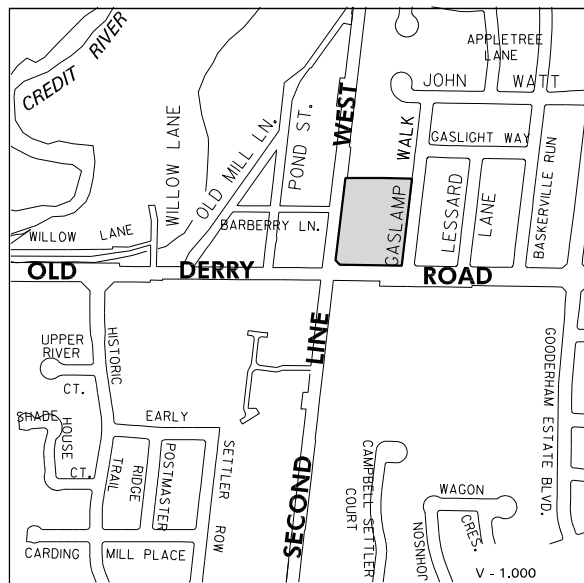


Map 16-17: Meadowvale Village Neighbourhood Character Area

16.17.5 — Special Site Policies

There are sites within the Character Area that merit special attention. Notwithstanding other policies of this Plan, any application for development of lands affected by a Special Site Policy will be subject to the provisions of this section and where applicable, consultation with the Mississauga Heritage Advisory Committee

16.17.5.1 Site 1



16.17.5.1.1 Within the area identified as Special Site 1, it is the intent of these Character Area Policies to establish a special site within the village. This site is located on the Gooderham Estate, located at the northeast corner of Old Derry Road and Second Line West.

16.17.5.1.2 Notwithstanding the provisions of the Residential Low Density Rise I and Public Open Space designations, Special Site 1 may also include the integration of open space with existing buildings and structures to be used for public and/or private uses. Permitted uses within the existing building designated Residential Low Density Rise I may include but are not limited to, overnight accommodation, including bed and breakfast, restaurants, public and private community uses, an art gallery, and multiple unit housing.

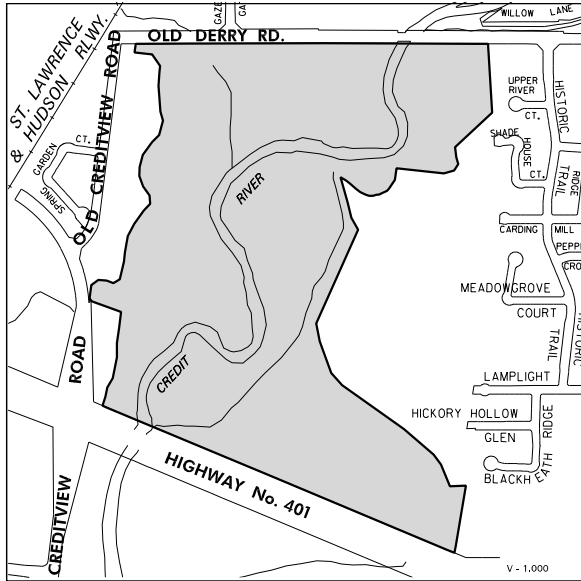
16.17.5.2 Site 2



16.17.5.2.1 The lands identified as Special Site 2 are located on the east side of Old Creditview Road and the east side of Creditview Road, north of Provincial Highway 401.

16.17.5.2.2 Notwithstanding the provisions of the Residential Low Density Rise II designation, the lands may also be used for cluster townhouses, and offices having a residential scale and character at a maximum density of 0.5 **floor space index (FSI)**. Hospitality and recreational uses will be permitted, provided such uses are accessory to the establishment of a golf course on the lands designated Special Site 3.

16.17.5.3 Site 3



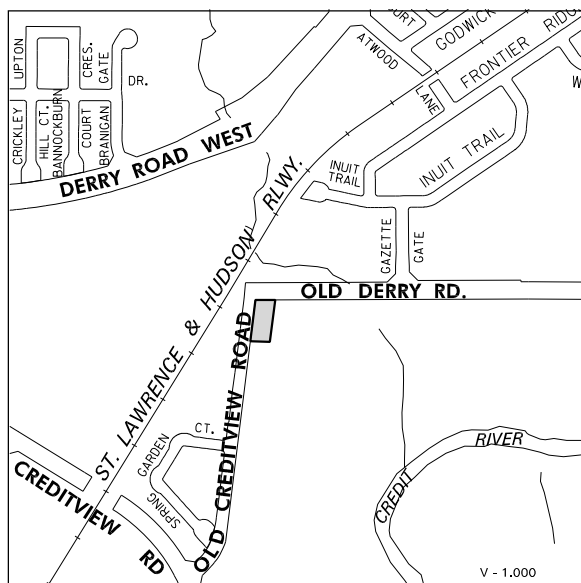
~~16.17.5.3.1~~ The lands identified as Special Site 3 are located south of Old Derry Road and straddle the Credit River.

~~16.17.5.3.2~~ The lands are portions of the property known in 1995 as Sanford Farm and are designated Greenlands. Notwithstanding the Greenlands designation, these lands may be used for a golf course.

~~16.17.5.3.3~~ Development of Special Site 3 as a golf course will be subject to a comprehensive development concept for the site and any portion of Special Site 2 which would be used in connection with Special Site 3, will among other matters, satisfactorily address the following issues:

- a. compliance with Credit Valley Conservation's Policies for Floodplain Management to address concerns related to flooding hazards, flood conveyance, floodplain storage and ice jamming along the Credit River;
- b. compliance with Credit Valley Conservation's Watercourse and Valleyland Protection Policies to address environmental concerns, including the protection and preservation of native fish habitat;
- c. compliance with Credit Valley Conservation's Guidelines for the Review of Golf Course Development Proposals Within the Credit River Watershed; and
- d. the widening of Provincial Highway 401.

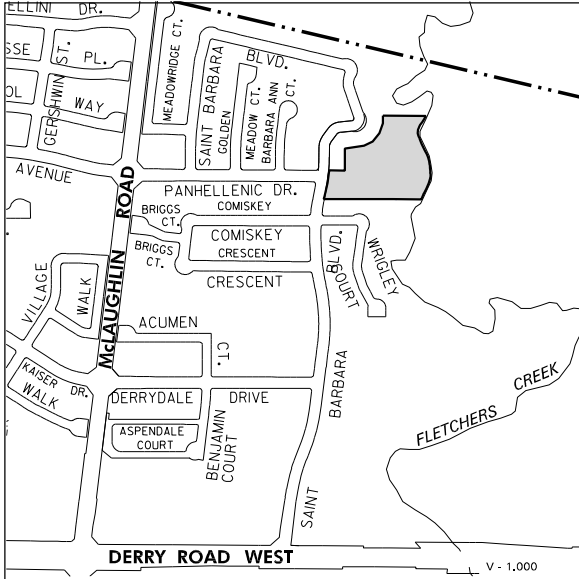
16.17.5.4 Site 4



~~16.17.5.4.1~~ The lands identified as Special Site 4 are located at the southeast corner of Old Creditview Road and Old Derry Road.

~~16.17.5.4.2~~ Notwithstanding the provisions of the Public Open Space designation, the lands may be used on an interim basis, for the sale of fresh produce, vegetables, and fruit, until such time as they are acquired for park purposes by the City of Mississauga.

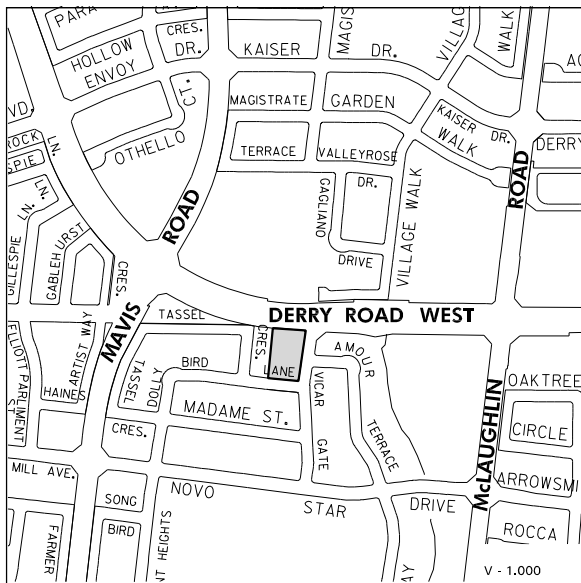
16.17.5.5 Site 5



16.17.5.5.1 The lands identified as Special Site 5 are located east of McLaughlin Road and north of Derry Road West.

16.17.5.5.2 Notwithstanding the provisions of the Residential Low Density Rise H and Greenlands designations, the lands may be used as a place of religious assembly. Subject to the Greenlands policies of this Plan and Credit Valley Conservation policies for valleyland protection and floodplain management, the lands may be used for place of religious assembly, related and passive recreational uses, the exact nature and extent of which will be determined during the processing of development applications.

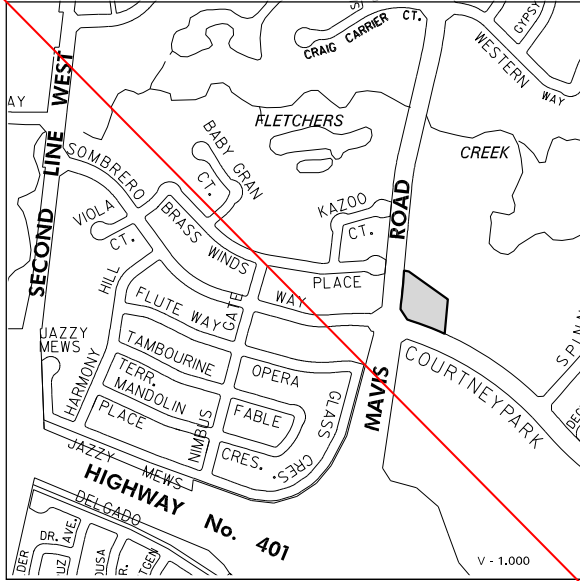
16.17.5.6 Site 6



16.17.5.6.1 The lands identified as Special Site 6, comprise the Brown-Vooro House, located on the south side of Derry Road West, west of McLaughlin Road.

16.17.5.6.2 Notwithstanding the provisions of the Residential Low Density Rise H designation, the existing house may be converted to a restaurant and/or offices subject to the provision of access to the satisfaction of the Region of Peel.

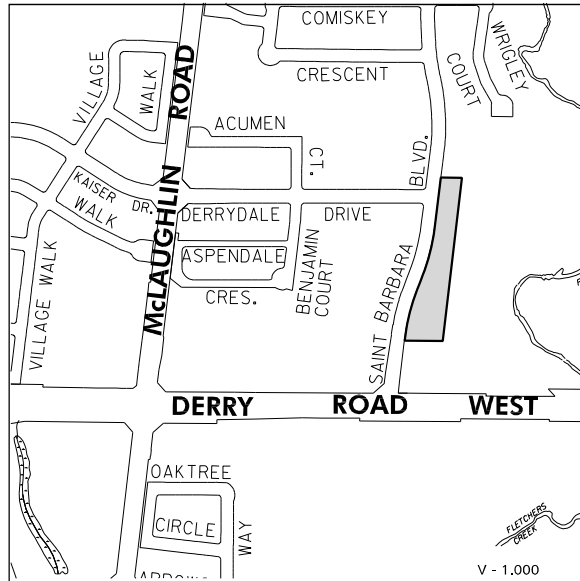
~~16.17.5.7 Site 7~~



~~16.17.5.7.1 The lands identified as Special Site 7 are located at the northeast corner of Courtneypark Drive and Mavis Road.~~

~~16.17.5.7.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, the lands may be developed for Convenience Commercial uses.~~

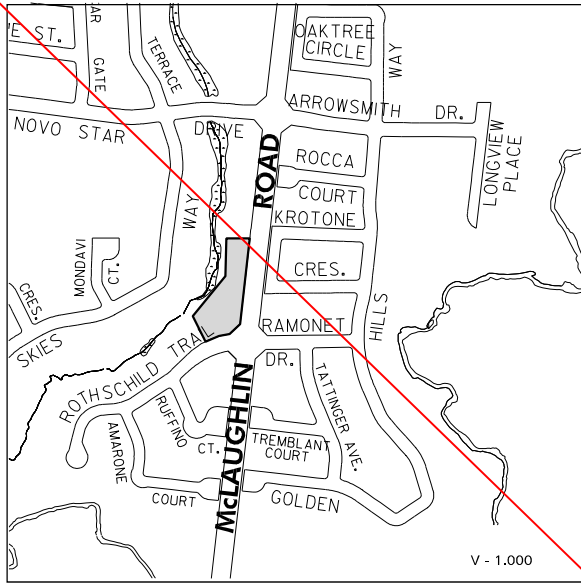
16.17.5.8 Site 8



~~16.17.5.8.1~~ The lands identified as Special Site 8 are located north of Derry Road West, east of McLaughlin Road.

~~16.17.5.8.2~~ Notwithstanding the provisions of the Business Employment designation, all community infrastructure will not be permitted.

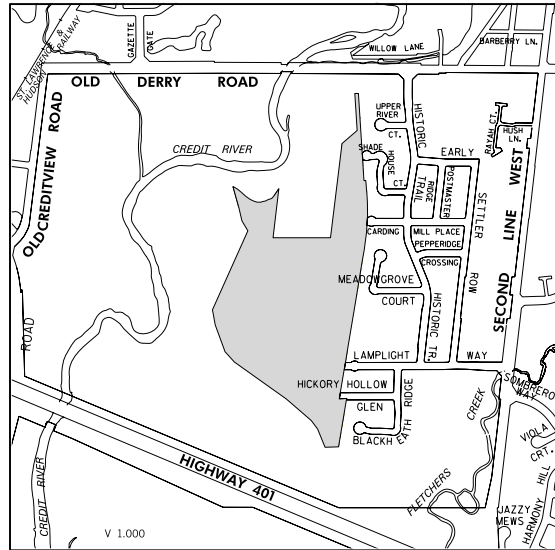
~~16.17.5.9 Site 9~~



~~16.17.5.9.1 The lands identified as Special Site 9 are located on the west side of McLaughlin Road, south of Derry Road West.~~

~~16.17.5.9.2 Notwithstanding the provisions of the Residential Medium Density designation, apartment dwellings will be permitted.~~

16.17.5.10 Site 10

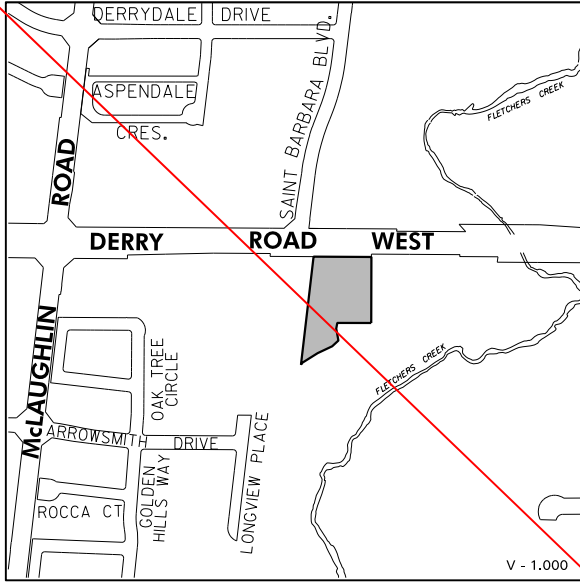


~~16.17.5.10.1~~ The lands identified as Special Site ~~9~~ 10 are located on the south side of Old Derry Road, east of the Credit River.

~~16.17.5.10.2~~ Development will have regard for its relationship to the Meadowvale Village Heritage Conservation District and will be designed in a similar manner to the lands to the east of the site and incorporate similar design features.

~~16.7.5.10.3~~ A park with active recreational uses with an area approximately 0.5 hectares in size will be located within proximity to the Credit River Valley. The exact location and design of the park will be determined through the approval of development applications and will not require an amendment to this Plan.

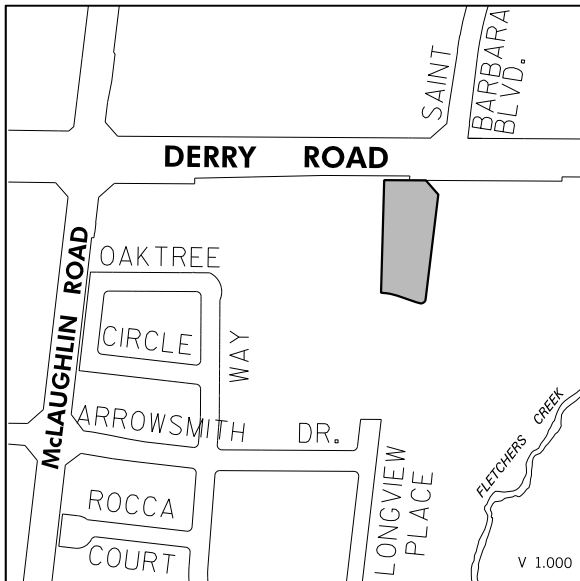
~~16.17.5.11 Site 11~~



~~16.17.5.11.1 The lands identified as Special Site 11 are located on the south side of Derry Road West, east of McLaughlin Road and west of Fletcher's Creek.~~

~~16.17.5.11.2 Notwithstanding the provisions of the Business Employment designation, overnight accommodation to a maximum of six storeys and a one-storey restaurant will be permitted.~~

16.17.5.12 Site 12

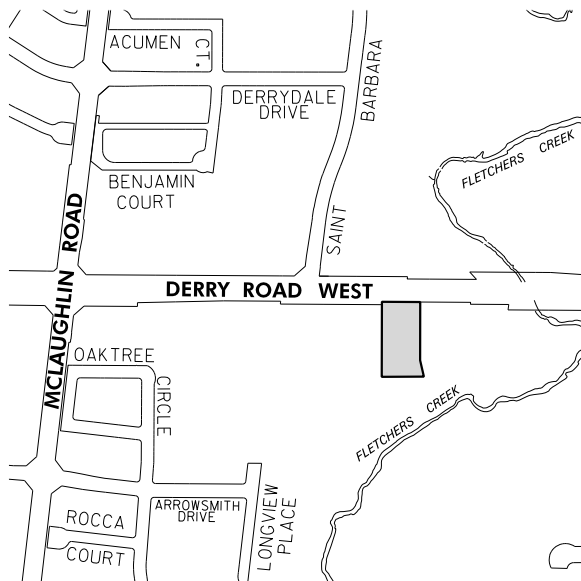


16.17.5.12.1 The lands identified as Special Site 12 are located on the south side of Derry Road West, east of McLaughlin Road.

16.7.5.12.2 Notwithstanding the policies of this Plan, only the following uses are permitted:

- e. animal boarding establishment, which may include outdoor facilities;
- f. banquet hall;
- g. commercial school;
- h. conference centre;
- i. entertainment, recreation and sports facilities;
- j. financial institution;
- k. restaurant;
- l. **secondary office**; and
- m. accessory uses.

16.17.5.13 Site 13

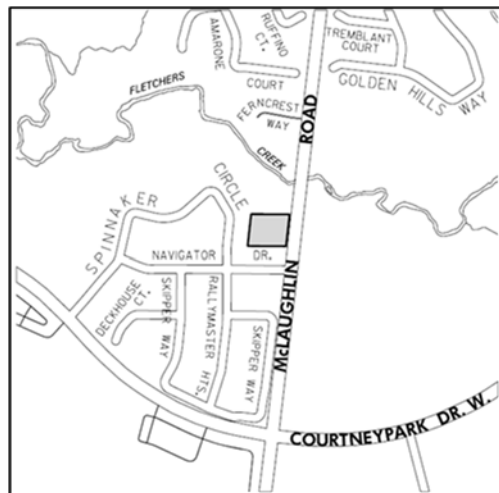


~~16.17.5.13.1~~ The lands identified as Special Site ~~13~~ are located on the south side of Derry Road West, east of McLaughlin Road.

~~16.17.5.13.2~~ Notwithstanding the policies of this Plan, only the following uses are permitted:

- a. banquet hall;
- b. conference centre;
- c. financial institution;
- d. funeral establishment;
- e. manufacturing;
- f. restaurant;
- g. **secondary office;**
- h. self storage facility;
- i. warehousing, distributing and wholesaling; and,
- j. Accessory uses.

16.17.5.14 Site 14

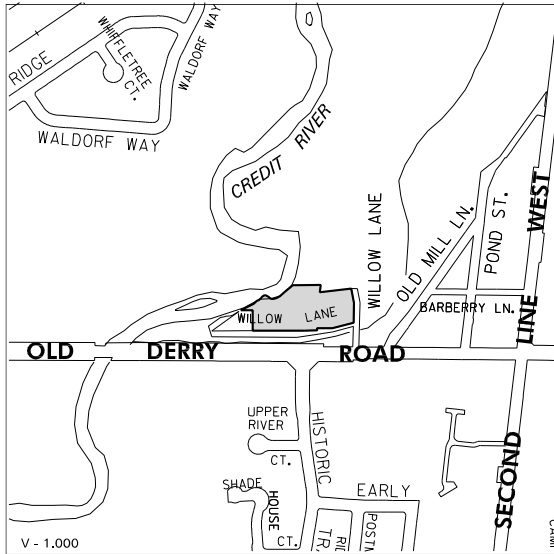


~~16.17.5.14.1~~ The lands identified as Special Site ~~14~~ are located on the west side of McLaughlin Road, north of Navigator Drive.

~~16.17.5.14.2~~ Notwithstanding the policies of this Plan, an apartment dwelling with a maximum height of six storeys will be permitted

16.17.6 Exempt Site Policies

16.17.6.1 Site 1



~~16.17.6.1.1~~ The lands identified as Exempt **Special Site 4** are located on the north side of Willow Lane, and are subject to flooding from the Credit River.

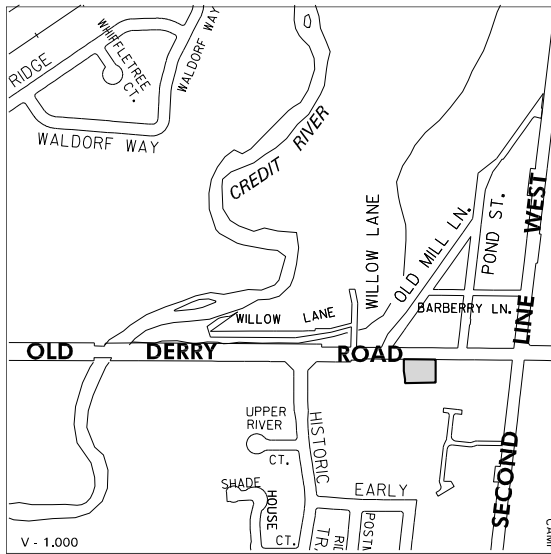
~~16.17.6.1.2~~ Notwithstanding the provisions of the Greenlands designation, detached dwellings will also be permitted in accordance with the Residential Low **Density Rise I** policies of this plan.

Development of the subject lands will also be subject to the following:

a. compliance with Credit Valley Conservation's *Policies for Floodplain Management* to address concerns related to flooding hazards, flood conveyance, floodplain storage and ice jamming along the Credit River; and

b. compliance with Credit Valley Conservation's Watercourse and Valleyland Protection Policies to address environmental concerns , including the protection and preservation of native fish habitat.

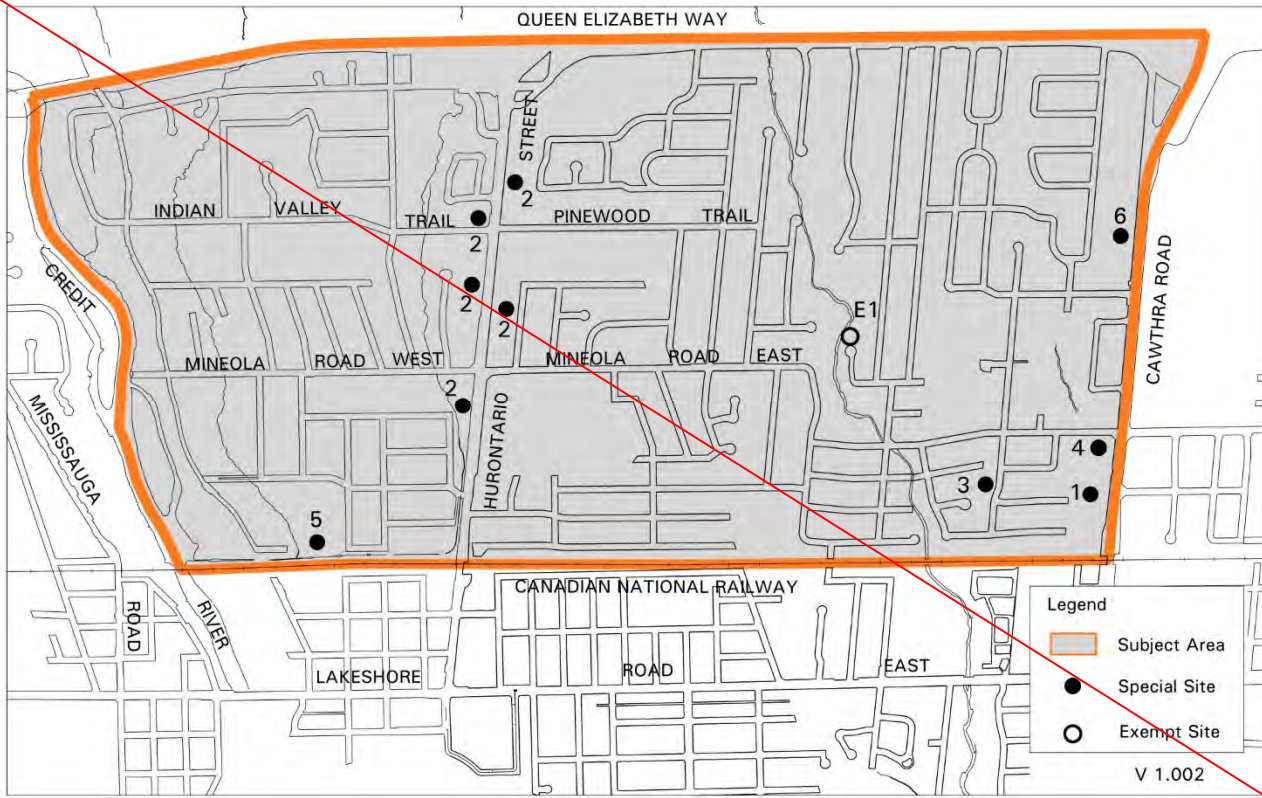
16.17.6.2 Site 2



~~16.17.6.2.1~~ The lands identified as Exempt **Special Site 2** are located on the south side of Old Derry Road, west of Second Line West.

~~16.17.6.2.2~~ Notwithstanding the provisions of the Convenience Retail Commercial designation, the existing motor vehicle service station, existing detached dwelling and the dwelling unit above a retail store in an existing detached dwelling will only be permitted, provided that it is in keeping with the historic character of the Meadowvale Village Heritage Conservation District Plan.

6.18 — Mineola

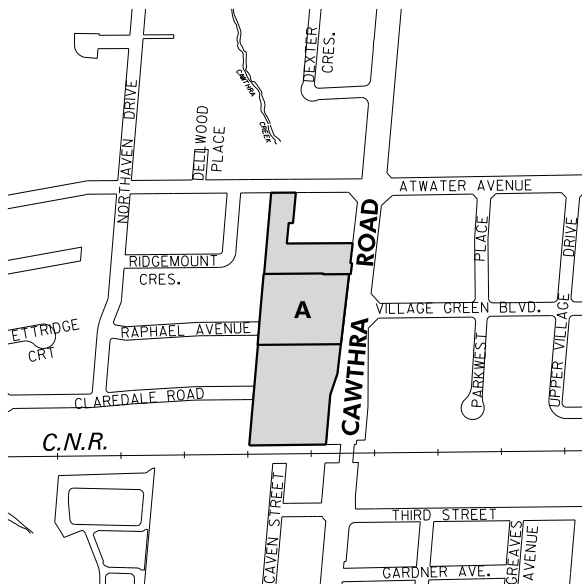


Map 16-18: Mineola Neighbourhood Character Area

16.18.5 — Special Site Policies

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

16.18.5.1 Site 1

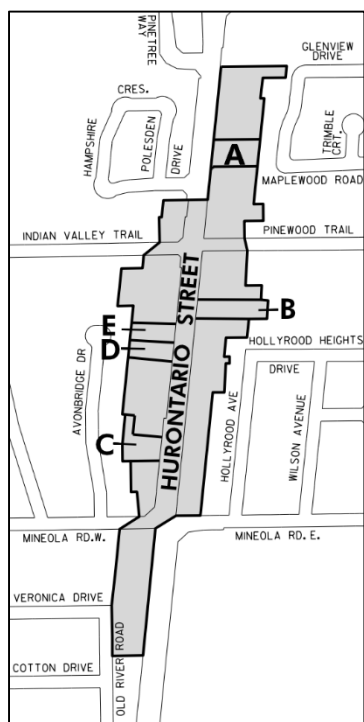


16.18.5.1.1 The lands identified as Special Site 1 are located on the west side of Cawthra Road, south of Atwater Avenue, and north of the CNR line.

16.18.5.1.2 Notwithstanding the provisions of the Residential **Medium Density Low Rise II** designation, detached, semi-detached and townhouse dwellings will be permitted within a net density range of 25-37 units per **net residential hectare**. Assembly of separate parcels will be encouraged.

16.18.5.1.3 Notwithstanding the provisions of the Residential **Medium Density Low Rise II** designation, for the lands identified as Area A, townhouse dwellings to a maximum density of 112 units per **net residential hectare** will also be permitted.

16.18.5.2 Site 2



16.18.5.2.1 The lands identified as Special Site 2 are the lots which front onto the east and west sides of Hurontario Street, south of the Queen Elizabeth Way.

16.18.5.2.2 Notwithstanding the provisions of the Residential **Low Density Rise I** designation, the following additional policies will apply:

- a. The following uses will also be permitted:
 - offices, provided that medical offices are used for the consultation, examination or therapeutic treatment by a physician, dentist, drugless practitioner or health professional licensed by the Province of Ontario. Medical offices may not include hospitals or other accessory medical uses such as, laboratories, diagnostic facilities for medical and dental purposes, a drug and optical dispensary, nor a medical supply and equipment store; and
 - a detached dwelling containing a maximum of one dwelling unit in combination with office uses; and
- b. commercial uses, which include personal service uses, will not be permitted as a primary or as an accessory use;
- c. all buildings used for office or residential-office purposes, whether new or modified, will have a residential appearance which is compatible with the form, design, and scale of the surrounding residential area. All development will be designed so that it does not negatively impact abutting properties used for residential purposes, in terms of light, privacy, noise and rear yard amenity;
- d. the use must be of a nature and intensity that results in a parking demand which does not negatively impact the function of Hurontario Street nor abutting local roads. In this regard, applicants for rezoning will be required to demonstrate, through the submission of traffic studies, parking justification studies and business operation

information, that the proposed use is suitable for its location. Developments which result in a reduced parking demand are preferred;

- e. all office related parking will be accommodated within the front and side yards only, with a minimal loss of vegetation or in underground facilities. Rear yard parking, with the exception of parking for residential dwellings, is not permitted. Surface parking areas are permitted to be constructed of permeable materials in order to achieve sustainable and urban design objectives and reduce impacts on drainage and grading systems. The portion of the access driveway within the road allowance is to be constructed of hard surface pavement;
- f. where appropriate, mutual driveway access will be permitted between abutting property owners provided this arrangement is registered on title;
- g. for developments located at intersections, access to the minor streets will be discouraged, and where technically feasible, access will be permitted on Hurontario Street;
- h. street frontages are required to be enhanced with landscaping to reflect Hurontario Street's role as a gateway to the Mineola and Port Credit Character Areas. On-site parking areas should not dominate the **streetscape** and are required to be appropriately screened by vegetation and landscape treatments which are complementary to the character of the area. In this regard the following will also apply:
 - a minimum of 40% of the front yard of interior lots, will be landscaped open space. Landscaped open space may include pedestrian walkways but will exclude paved parking areas;
 - corner lots will provide a total minimum landscaped open space area of 40% of the lot;
 - a landscape buffer ranging from 4.5 m to 7.5 m in depth will be provided along the Hurontario Street frontage; and
 - a minimum landscape buffer of 4.5 m in depth will be provided along side street frontages adjacent to parking areas; and
- i. New or modified office or residential-office buildings will not exceed:
 - 420 m² Gross Floor Area (GFA);
 - a maximum lot coverage of 25%; and
 - a maximum building height of two storeys and a 10.7 m mean height level between the eaves and the ridge of a sloped roof or 7.5 m to the highest point of the surface of a flat roof; and
- j. The following yards are required for office or residential-office buildings:
 - minimum 1.8 m side yard for a one storey building;
 - minimum 2.4 m side yard for a two storey building;
 - minimum 7.5 m rear yard; and
 - maximum front yard equivalent to 50% of the lot depth.

~~16.18.5.2.3~~ Notwithstanding subsection i. of this section, for the lands identified as Area A, the existing building at 1523 Hurontario Street will not exceed 585 m² Gross Floor Area (GFA).

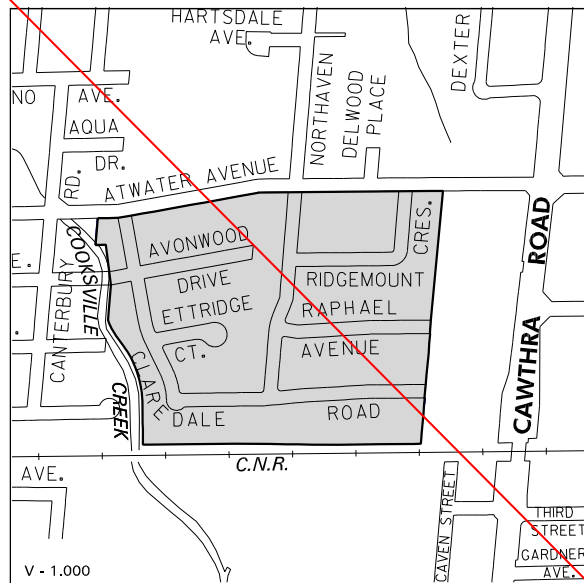
~~16.18.5.2.4~~ Notwithstanding subsection i. of this section, for the lands identified as Area B, an office building at 1443 Hurontario Street will not exceed 552 m² Gross Floor Area (GFA).

~~16.18.5.2.5~~ Notwithstanding subsection i. of this section, for the lands identified as Area C, an office building at 1370 Hurontario Street will not exceed 465 m² Gross Floor Area (GFA).

~~16.18.5.2.6~~ Notwithstanding subsection i. of this section, for the lands identified as Area D, for the building at 1424 Hurontario Street, the maximum Gross Floor Area (GFA) will not exceed 460 m² and the maximum Gross Floor Area (GFA) used for an office will not exceed 250 m².

~~16.18.5.2.7~~ Notwithstanding subsection i. of this section, for the lands identified as Area E, for the building at 1430 Hurontario Street, the maximum Gross Floor Area (GFA) will not exceed 467 m². The GFA of an office will not exceed 365 m².

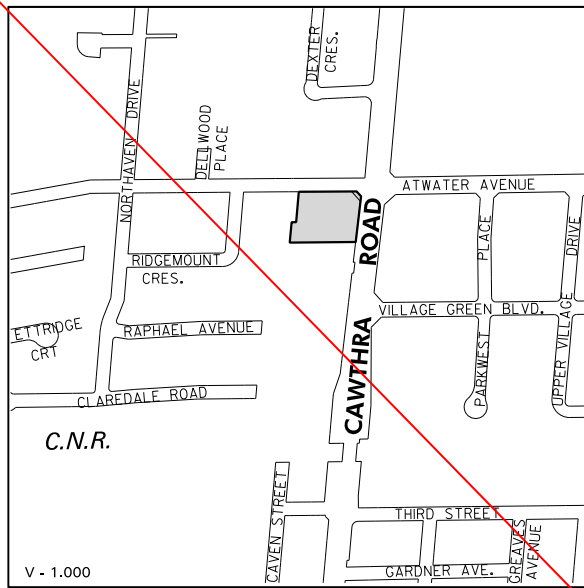
~~16.18.5.3 — Site 3~~



~~16.18.5.3.1~~ The lands identified as Special Site 3 are located north of the Canadian National Railway right of way, south of Atwater Avenue, and east of the Cooksville Creek.

~~16.18.5.3.2~~ Notwithstanding the provisions of the Residential Low Density II designation, semi detached dwellings will also be permitted.

16.18.5.4 Site 4



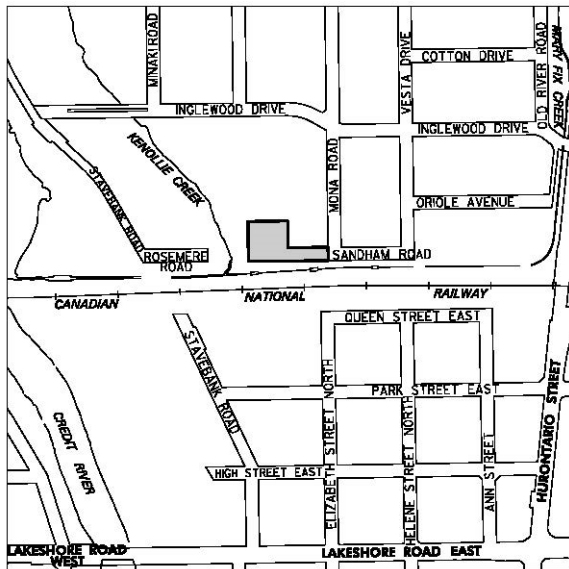
~~16.18.5.4.1 The lands identified as Special Site 4 are located at the southwest corner of Atwater Avenue and Cawthra Road.~~

~~16.18.5.4.2 Notwithstanding the provisions of this Plan, the following additional policies will apply:~~

~~k. _____ a maximum **floor space index (FSI)** of 1.46 will be permitted; and~~

~~l. _____ the maximum apartment building height will be four storeys.~~

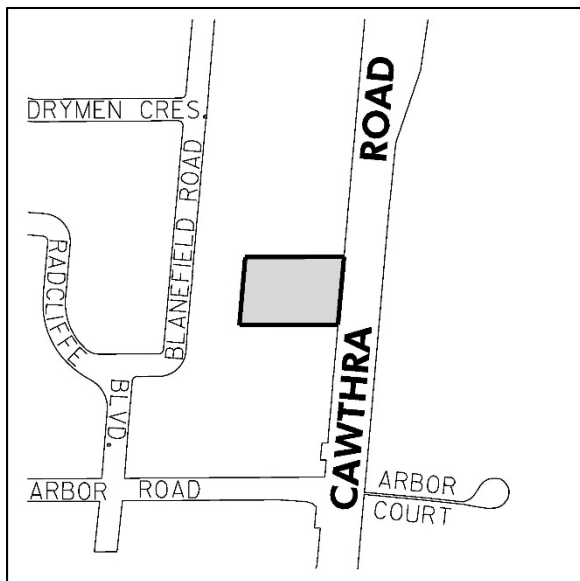
16.18.5.5 Site 5



~~16.18.5.5.1 The lands identified as Special Site 5 are located north of the Canadian National Railway right-of-way, on the west side of Mona Road.~~

~~16.18.5.5.2 Notwithstanding the policies of this Plan, 17 townhouse dwellings will be permitted.~~

16.18.5.6 Site 6

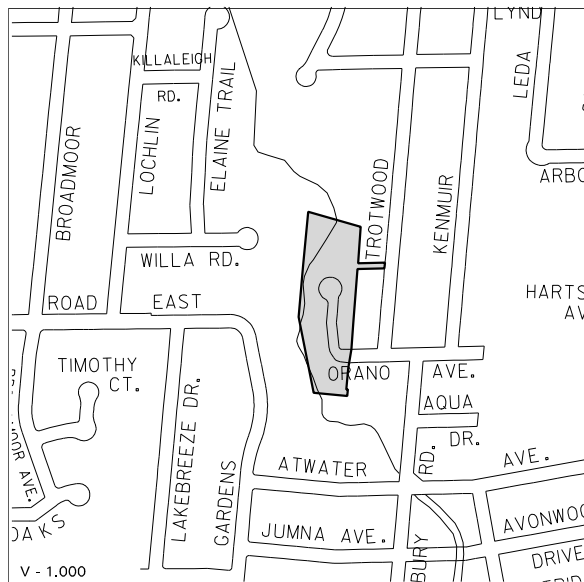


16.18.5.6.1 The lands identified as Special Site 6 are located on the west side of Cawthra Road, north of Arbor Road.

16.18.5.6.2 Notwithstanding the policies of this Plan, detached dwellings will also be permitted.

16.18.6 Exempt Site Policies

16.18.6.1 Site 1

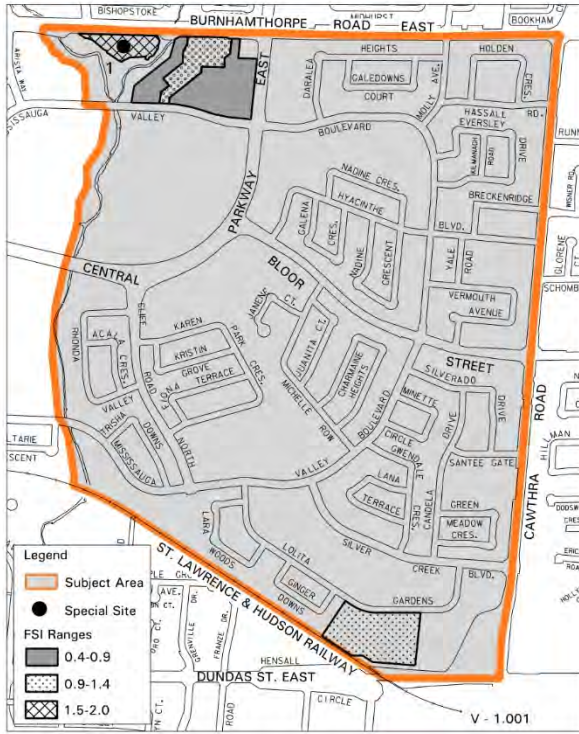


16.18.6.1.1 The lands identified as Exempt Special Site 1 are bounded by the rear lot lines of properties on Mineola Gardens and Willa Road to the west, and the rear lot lines of properties fronting on Trotwood Avenue to the east. Orano Avenue terminates near the southerly limit of the property. The subject site is traversed by Cooksville Creek, and is partially within the regulatory **floodplain** of Cooksville Creek.

16.18.6.1.2 Notwithstanding the Greenlands designation, detached dwellings will also be permitted subject to the Residential Low Density Rise H policies. New lots which extend into the **floodplain** will not be permitted. Access to approved lots must be flood free or flood proofed. In addition, a significant setback is required to address channel bank erosion (21 m).

In addition to being in the **floodplain**, this site is located partially within a woodlot. Due to both of these environmental constraints, Mississauga may require that an Environmental Impact Study (EIS) be undertaken for any proposed development.

16.19 — Mississauga Valleys

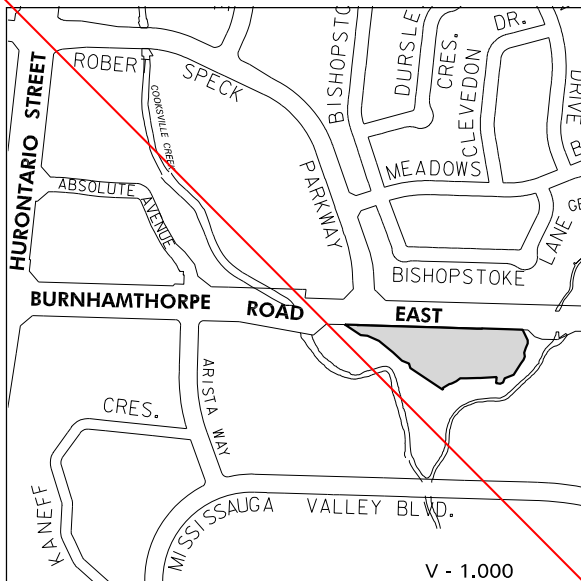


Map 16.19: Mississauga Valleys Neighbourhood Character Area

16.19.3 — Special Site Policies

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

16.19.3.1 — Site 1

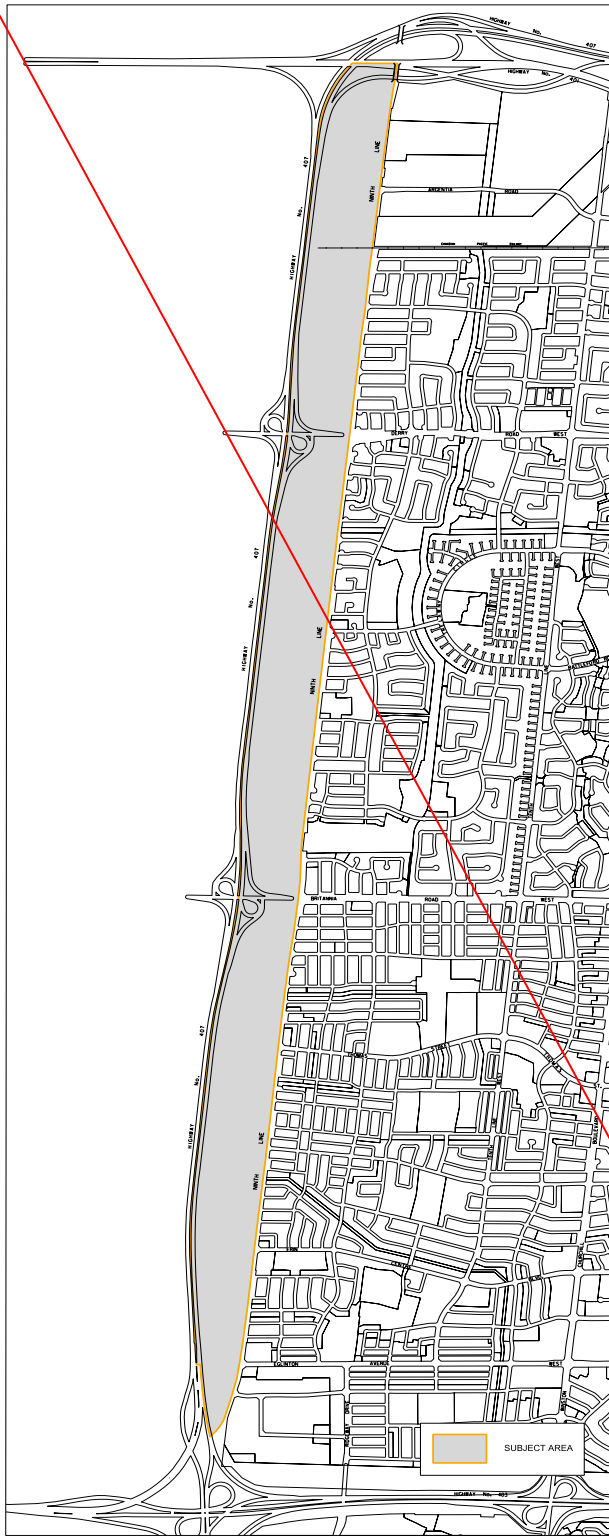


16.19.3.1 — Site 1

16.19.3.1.1 The lands identified as Special Site 1 are located on the south side of Burnhamthorpe Road East, west of Central Parkway East.

16.19.3.1.2 Notwithstanding the provisions of the Residential High Density designation, the maximum **floor space index (FSI)** will be 3.5.

16.20 — Ninth Line



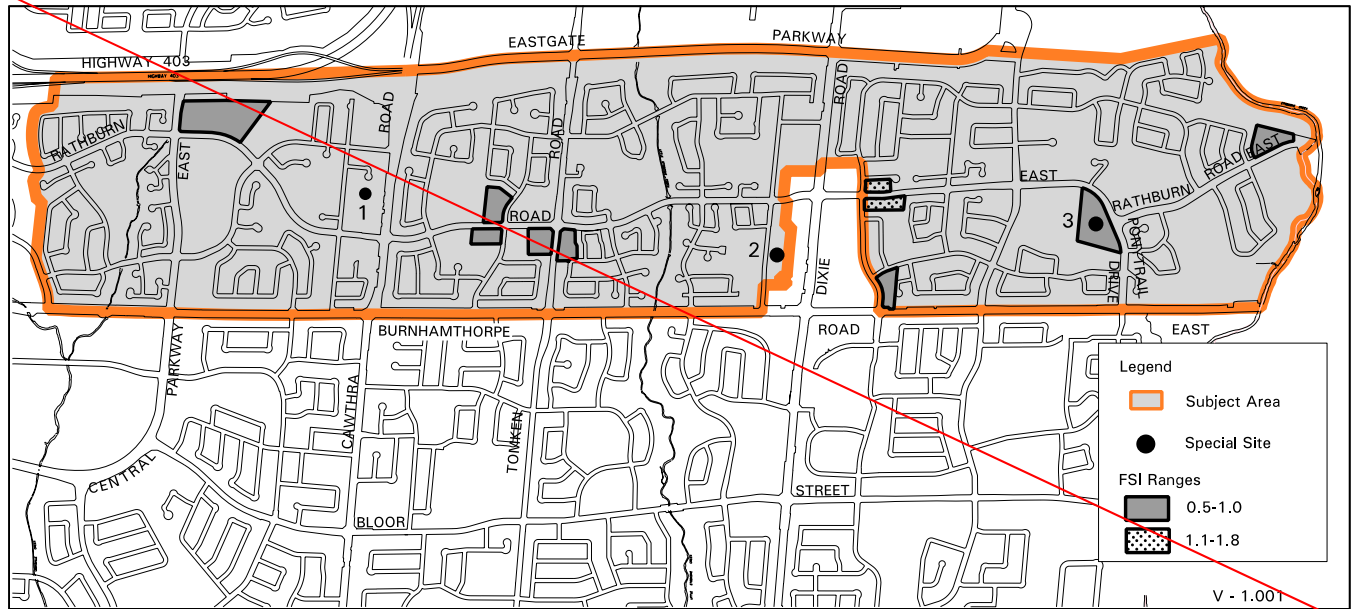
Map 19-24: Ninth Line Neighbourhood Character Area

Figure 1: Neighbourhood Character Area`

~~16.21~~ ~~Port Credit~~

~~Official Plan policies for lands within the Port Credit Neighbourhood are contained in the Port Credit Local Area Plan.~~

16.22 Rathwood

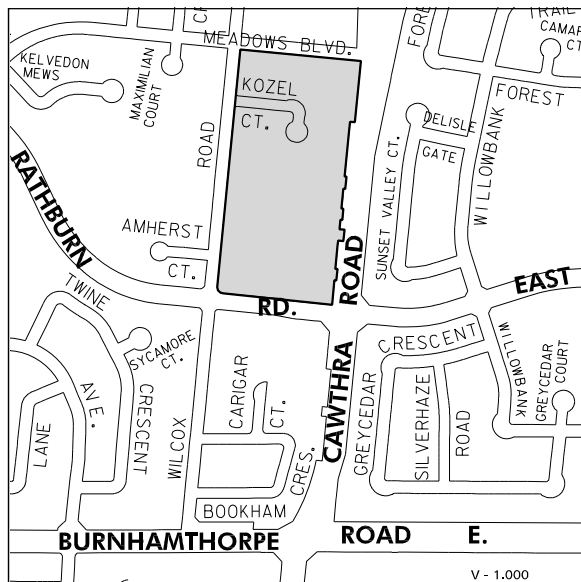


Map 16.22: Rathwood Neighbourhood Character Area

16.22.3 Special Site Policies

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

16.21.3.1 Site 1



16.22.3.1.1 The lands identified as Special Site 1 are located west of Cawthra Road and north of Rathburn Road East.

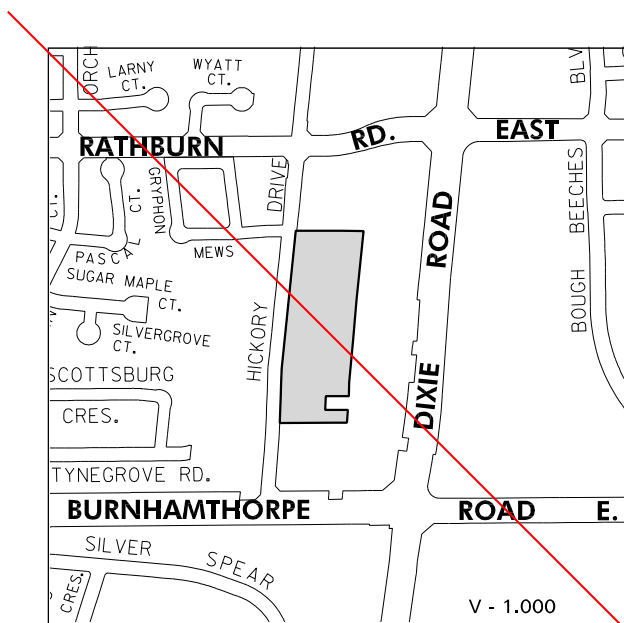
16.22.3.1.2 Notwithstanding the provisions of the Residential Low Density Rise I designation of this Plan, the following additional policies will apply:

- a. a concept plan for all or part of this site may be required and will address, among other matters, the following:
 - compatibility of building form and scale with existing surrounding land uses;
 - convenient pedestrian access through this site to nearby transit service on Rathburn Road East, Cawthra Road and the future Mississauga Bus Rapid Transit (BRT) facility;

- the potential to access all lands designated Residential Low Density Rise I from Rathburn Road East;
- traffic generated will not adversely affect the transportation system;
- acceptable ingress and egress, off-street parking, landscaping and buffering; and

- preservation of mature trees and other significant natural features; and
- b. the concept plan will be required to address, to the satisfaction of the City of Mississauga and the Region of Peel, matters relating to transportation and access onto Cawthra Road;
- c. Mississauga will permit the severance of the rear portions of lots fronting on Wilcox Road to encourage the assembly and comprehensive redevelopment of all Residential Low Density Rise I lands in Special Site 1;
- d. individual frontages on the east side of Wilcox Road will be developed in keeping with lot frontages on the west side of Wilcox Road;
- e. the redevelopment of all lands designated Residential Low Density Rise I will minimize access points to Cawthra Road to preserve the integrity of Cawthra Road as a major arterial roadway; and
- f. access to individual properties on the north side of Rathburn Road East will be discouraged.

16.22.3.2 Site 2



~~16.22.3.2.1 The lands identified as Special Site 2 are located west of Dixie Road and south of Rathburn Road East.~~

~~16.22.3.2.2 Notwithstanding the provisions of the Residential Medium Density designation, the following additional policies will apply:~~

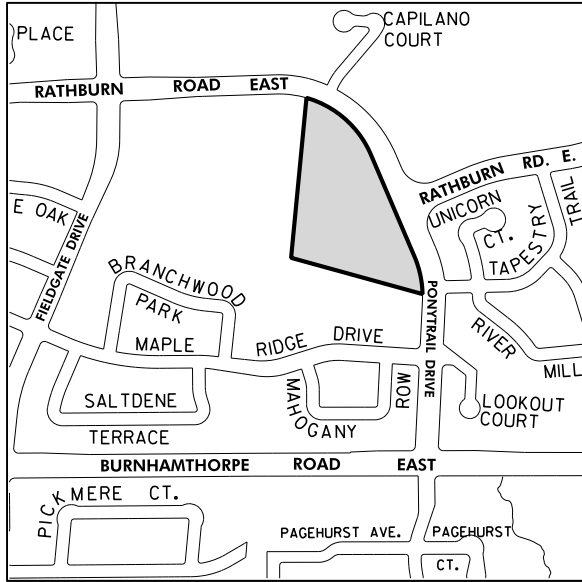
~~a. a concept plan for all or part of this site may be required and will address, among other matters, the following:~~

- ~~• compatibility of building form and scale with existing surrounding land uses;~~
- ~~• convenient pedestrian access through the site to nearby transit service on Dixie Road and Burnhamthorpe Road East;~~
- ~~• traffic generated will not adversely affect the transportation system;~~

- ~~• acceptable ingress and egress, off street parking, landscaping and buffering; and~~
- ~~• preservation of all mature trees and other significant natural features; and~~

~~b. a concept plan will be required to address, to the satisfaction of the City of Mississauga and the Region of Peel, matters relating to transportation.~~

16.22.3.3 Site 3

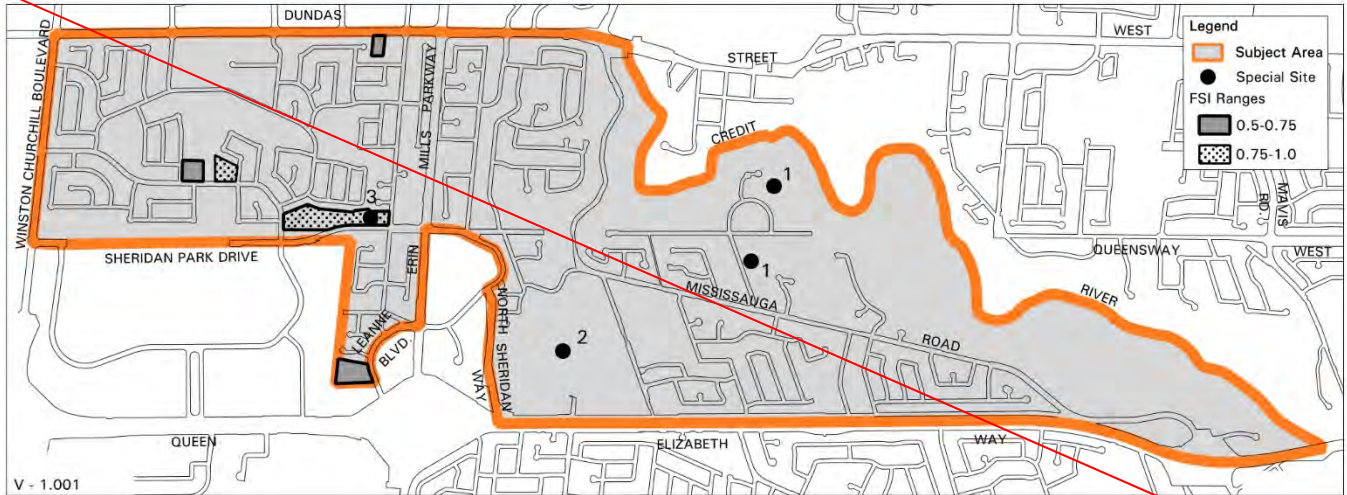


~~16.22.3.3.1~~ The lands identified as Special Site 3 are located west of the intersection of Rathburn Road East and Ponytrail Drive and north of Maple Ridge Drive.

~~16.22.3.3.2~~ Notwithstanding the policies of this Plan, the following additional policy will apply:

- a. two apartment dwellings with a maximum height of 12 and 15 storeys will be permitted in addition to the two existing apartment dwellings of 18 storeys each.

16.23 Sheridan

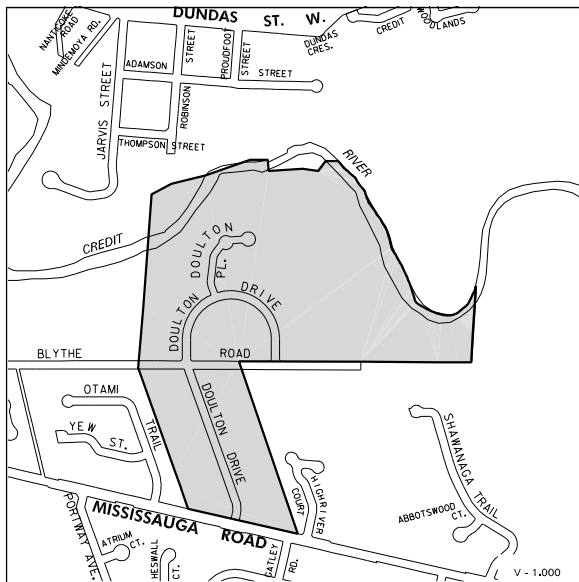


Map 16-23: Sheridan Neighbourhood Character Area

16.23.2 Special Site Policies

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

16.23.2.1 Site 1



16.23.2.1.1 The lands identified as Special Site 1 are referred to as the Doulton Drive Lands.

16.23.2.1.2 Notwithstanding the provisions of the Residential Low Density Rise I and Greenlands designations, these lands will be subject to the following:

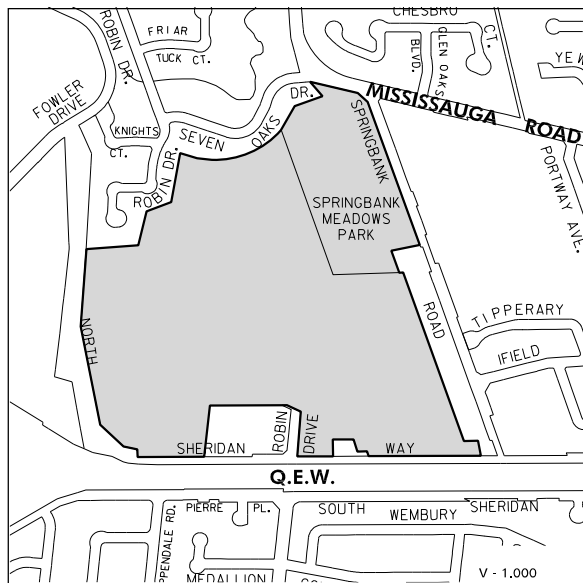
- a. Mississauga considers that the preservation of this distinctive area could be achieved with up to 47 residential lots;
- b. Mississauga will encourage a minimum lot area of 0.3 ha with a minimum lot frontage of 38 m, except for those lots fronting on Mississauga Road which are not corner lots, where a minimum lot area of 0.2 ha and a minimum lot frontage of 30 m are considered appropriate;

~~c. new development will be subject to site plan approval to ensure that site areas, building, landscaping and open space are all satisfactorily located and designed;~~

d. any redevelopment may proceed on the basis of private sewage disposal systems subject to the applicable regulations; and

- e. comprehensive site and environmental analyses will be required in support of any divisions of land.

16.23.2.2 Site 2



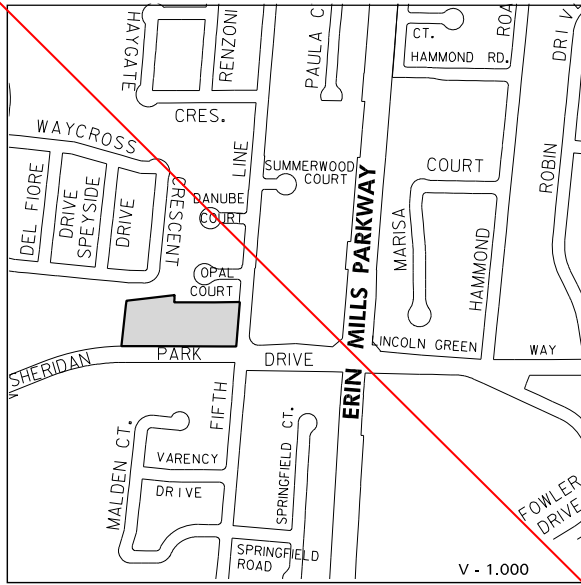
16.23.2.2.1 The lands identified as Special Site 2 are known as the North Sheridan Landfill site and Springbank Meadows Park. This site has been identified as a former **waste disposal site**. Permitted land uses include open space and privately operated uses of a recreation, conservation and agricultural nature, and other uses deemed compatible with open space.

16.23.2.2.2 Notwithstanding the provisions of the Public Open Space designation, the following additional policies will apply:

- a. development within or adjacent to these lands will be restricted where such activity would constitute a hazard to human or ecosystem health;
- b. prior to the consideration of development proposals on, or in proximity to, these lands, a detailed study will be submitted by the applicant to determine the impact and area of influence of the **waste disposal site**. Where no information is available on the influence area of the site, a 500 m radius surrounding the **waste** cell is recommended by the Provincial Government. Any remediation that must be undertaken will be in accordance with Provincial Government legislation and guidelines;
- c. development on lands formerly used for the disposal of **waste**, within a period of 25 years or less, requires approval of the Provincial Government;
- d. the site will be planned, designed, operated and maintained to the satisfaction of the City, the Region of Peel, and the Provincial Government in such a way as to ensure compatibility with adjacent, existing and future land uses, and to ensure minimal adverse impact on the natural environment;
- e. there should be no development permitted on the site until the long term care, maintenance and security of the gas control system is established by the Region of Peel;
- f. a buffer zone of 20 m must be established around the perimeter of the site to be used exclusively as a corridor for the gas control system;
- g. any use that would allow the accumulation of methane gas requires the approval of the City and the Region of Peel;
- h. engineering studies must accompany development applications to determine any hazards of development and damage that may result to the subject property and surrounding lands from methane gas, leachate and settling;
- i. development proposals must demonstrate that they will not interfere with the migration gas control system for the site; and

- j. land uses and activities that may have an adverse impact on adjacent, existing and future residential land uses in terms of noise, safety, and traffic generation should be discouraged.

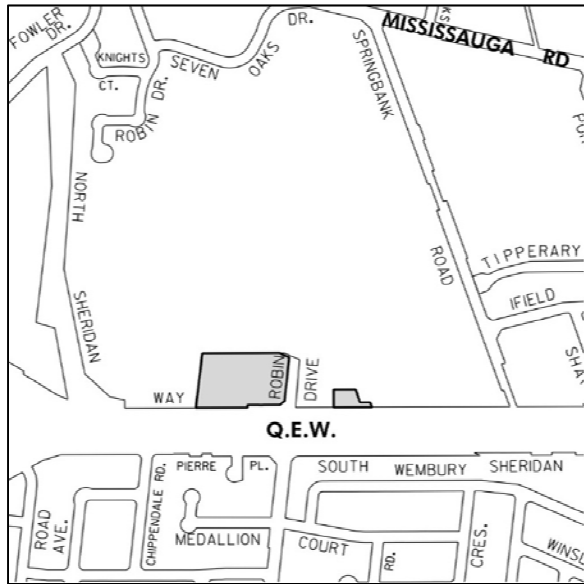
~~16.23.2.3 Site 3~~



~~16.23.2.3.1 The lands identified as Special Site 3 are located at the northwest corner of Sheridan Park Drive and Fifth Line West.~~

~~16.23.2.3.2 Notwithstanding the provisions of the Residential High Density policies, a **floor space index (FSI)** of 0.5 will be permitted.~~

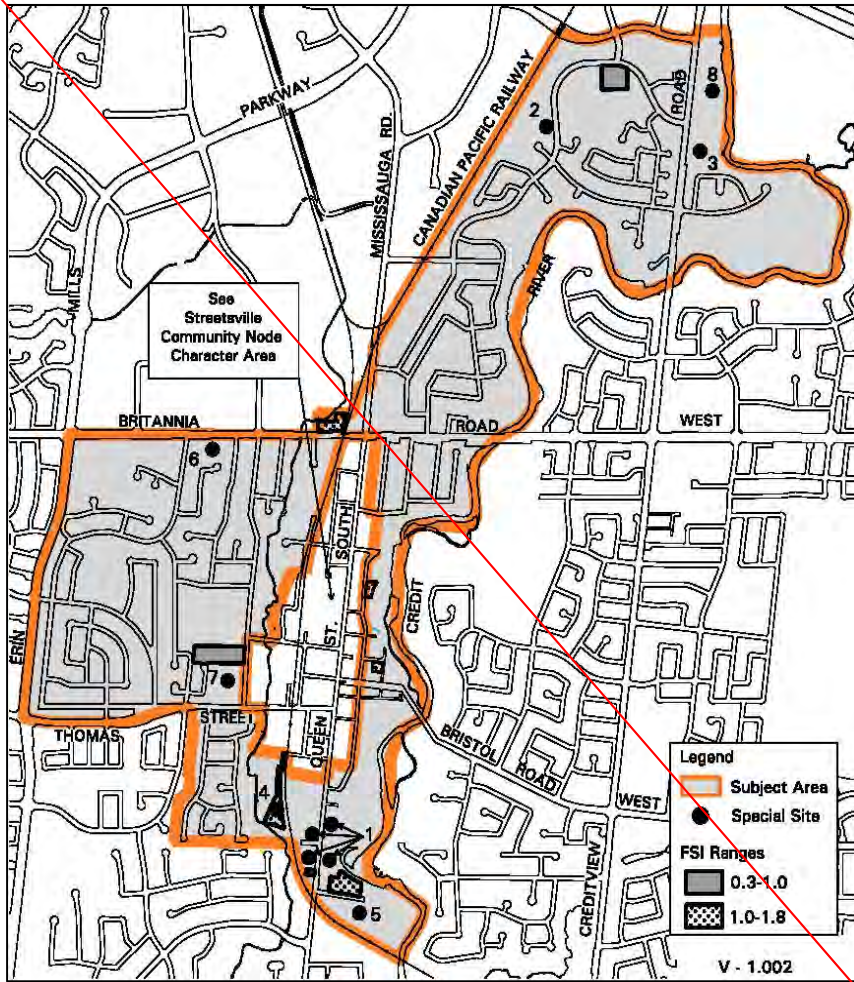
New Site xxx



xxx The lands identified as Special Site xxx are located abutting North Sheridan Way, east and west of Robin Avenue.

16.23.14 Notwithstanding the Business Employment policies of this Plan, overnight accommodations and conference centres will not be permitted.

16.24 Streetsville

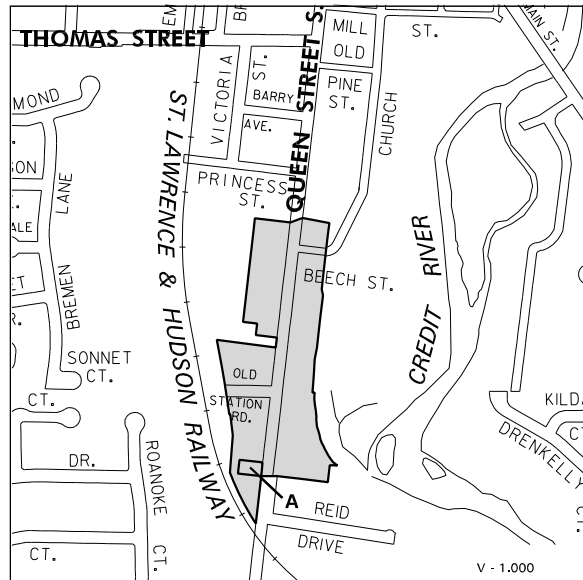


Map 16.24: Streetsville Neighbourhood Character Area

16.24.2 — Special Site Policies

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

16.24.5.1 Site 1



xxxx The lands identified as Special Site 1 are located on Queen Street South, South of Princess Street.

16.24.5.1.1 Notwithstanding the provisions of the Low Density Rise I and II designations, the lands identified as Special Site 1 which front onto Queen Street South, may also be used for offices.

16.24.5.1.2 Any office conversion should maintain a residential appearance in keeping with the existing scale, materials, and character of the existing dwellings in the immediate area. The existing houses should be preserved if at all possible, while the interior floor plan may be altered for office use.

16.24.5.1.3 Any additions and alterations of existing buildings should be sensitive to the existing vernacular and heritage village theme, and should be largely confined to the rear of the

property.

16.24.5.1.4 Any additions, alteration, conversion or redevelopment should maintain the existing front yard setback, with the front yard used for landscaping.

16.24.5.1.5 Sufficient on-site parking, which will consist of only surface parking, as required by the Zoning By-law, should be provided in the rear yard only at grade, without removal of existing trees, except at the discretion of the City arborist.

16.24.5.1.6 Vehicular entrances should be combined to minimize the number of access points on Queen Street South.

16.24.5.1.7 Minimal signage will be permitted. The design of such signage and external lighting should be compatible with the residential character of the area.

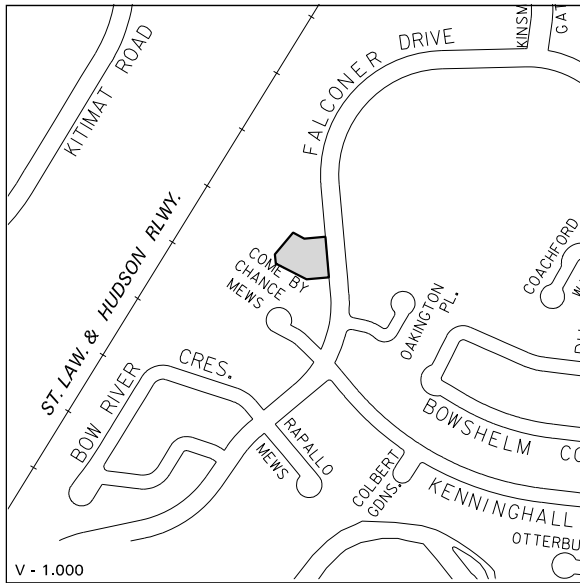
16.24.5.1.8 Existing lot sizes should be retained.

16.24.5.1.9 Rear yard drainage will be provided to the satisfaction of the City.

16.24.5.1.10 Notwithstanding the provisions of the Residential Medium Density Low Rise II designation, the lands identified as Area A may be used for a medical office and a maximum of three dwelling units at a maximum density of 33 units per **net residential hectare**.

16.24.1.3 The ~~established residential character~~ existing residential context of the areas generally located along Main Street east of Church Street and along Queen Street South, south of Princess Street Barry Avenue, will be maintained through appropriate building masses, setbacks, intensive landscaping, **streetscapes** with many mature trees, and a regular street grid pattern.

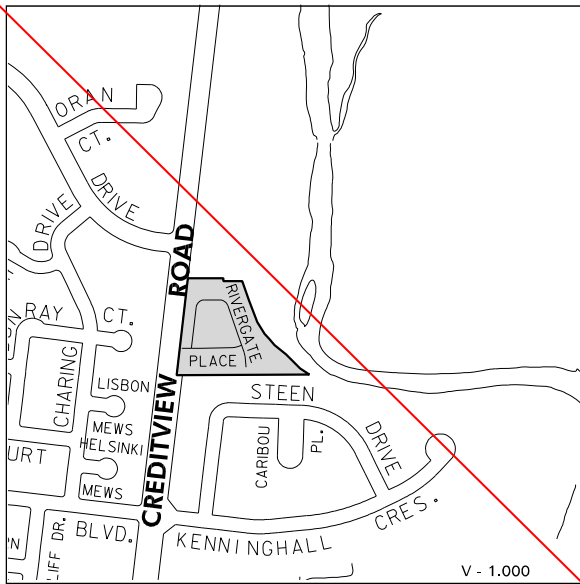
16.24.5.2 Site 2



~~16.24.5.2.1~~ The lands identified as Special Site 2 are located on the west side of Falconer Drive, north of Oakington Place.

~~16.24.5.2.2~~ Notwithstanding the provisions of the Mixed Use designation, only a day care facility will be permitted.

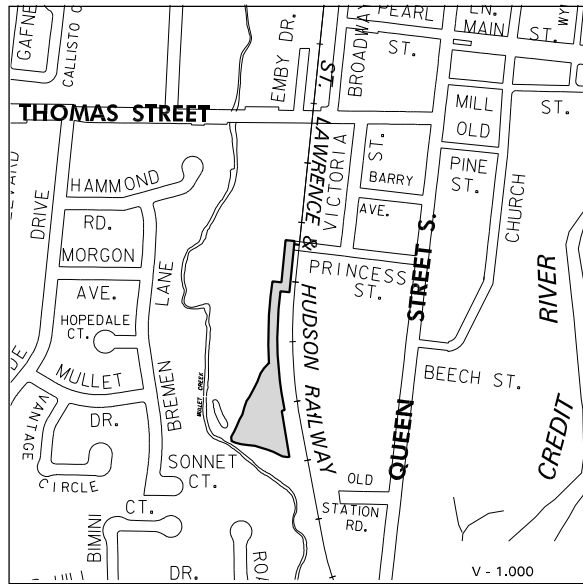
~~16.24.5.3 Site 3~~



~~16.24.5.3.1~~ The lands identified as Special Site 3 are located east of Creditview Road, north of Kenninghall Crescent.

~~16.24.5.3.2~~ Notwithstanding the provisions of the Residential Low Density II designation, the lands may be developed for townhouse development and semi detached dwellings, or any combination thereof, with a maximum density of 15.5 units per ***net residential hectare***.

16.24.5.4 Site 4

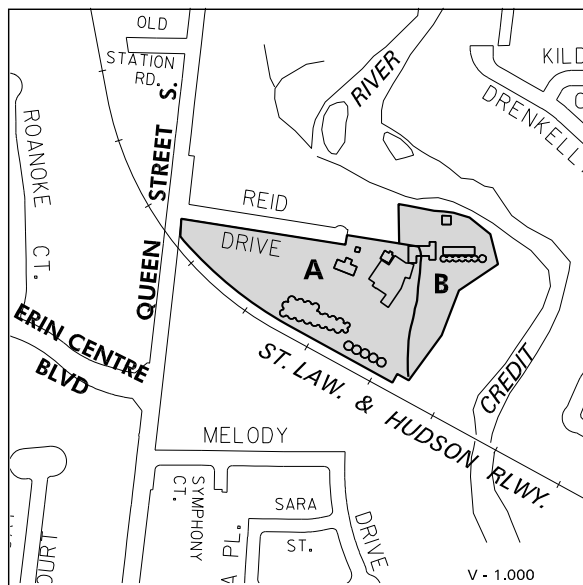


~~16.24.5.4.1~~ The lands identified as Special Site 4 are located south of Thomas Street, north of Old Station Road and west of the St. Lawrence and Hudson Railway.

~~16.24.5.4.2~~ Notwithstanding the provisions of the Residential High Density Rise designation, the following additional policies will apply:

- a. the determination of the area suitable for redevelopment will have regard for the extent of the "regulatory storm" floodplain and the erosion hazards associated with Mullet Creek, whichever is greater. The extent of areas required for conservation purposes will be determined to the satisfaction of Credit Valley Conservation and the City;
- b. building forms should consist of low profile buildings ranging in height from three storeys near Mullet Creek to six storeys near the railway tracks; and
- c. redevelopment will include provisions for a community park and a multi-use recreational trail. The trail will be located adjacent to the east side of the Mullet Creek valley, from Tannery Street to the existing trail crossing Mullet Creek, south of Thomas Street. The location and size of the community park will be determined through the preparation of a parkland concept plan.

16.24.5.5 Site 5



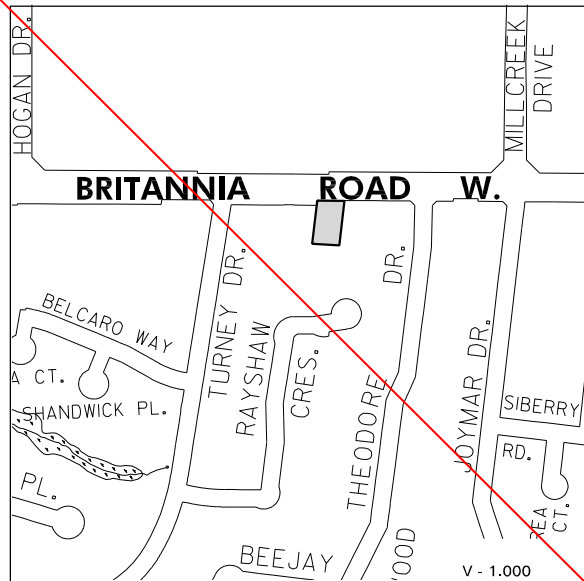
~~16.24.5.5.1~~ The lands identified as Special Site 5 are located east of Queen Street South, south of Reid Drive.

~~16.24.5.5.2~~ Notwithstanding the provisions of the Business Employment designation, the following additional policies will apply:

- a. the lands identified as Area A, may be used for the existing flour mill operation, and related accessory uses, including accessory offices, outdoor storage located to limit its visibility to Queen Street, Reid Drive and the Credit River valley, and the temporary storage of motor vehicles related to the primary use of the property. Any new construction will be limited to a construction envelope identified in the applicable implementing zoning by-law; and
- b. Amendments to the Official Plan and Zoning By-law will be required prior to the development of Area A for any purpose other than grain processing, grain milling, and related accessory uses.

~~16.24.5.5.3~~ Notwithstanding the provisions of the Greenlands designation, on the lands identified as Area B, the existing buildings may be used for grain processing, grain milling and related accessory uses. Repairs that do not enlarge or extend the existing buildings or structures and which are for the purpose of maintenance or restoration of the buildings or structures to a safe condition will be permitted. Subject to the approval of the Credit Valley Conservation Authority, minor alterations or additions to existing buildings and structures to accommodate the replacement or upgrading of equipment, buildings or structures will be permitted. Subject to the approval of the Credit Valley Conservation Authority, existing buildings and structures may be replaced with new buildings and structures, provided that any new building or structure is not larger or higher than the building or structure it replaces and is in the same location as the building it replaces.

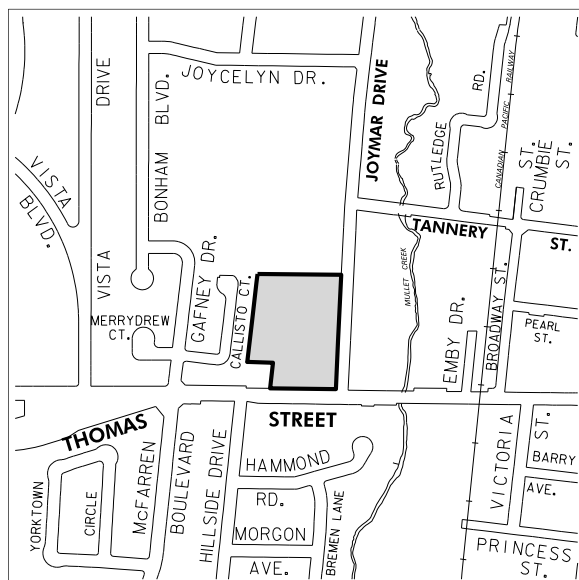
~~16.24.5.6~~ **Site 6**



~~16.24.5.6.1~~ The lands identified as Special Site 6 are located on the south side of Britannia Road West, east of Turney Drive.

~~16.24.5.6.2~~ Notwithstanding the provisions of the Residential Low-Density II designation, a dental office will be permitted.

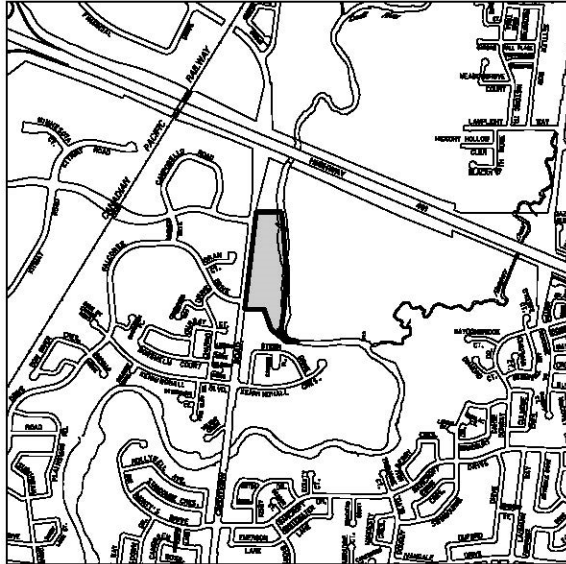
~~16.24.5.7~~ **Site 7**



~~16.24.5.7.1~~ The lands identified as Special Site 7 are located at the northwest corner of Thomas Street and Joymar Avenue in the City of Mississauga.

~~16.24.5.7.2~~ Notwithstanding the policies of this Plan, semi-detached dwellings will also be permitted.

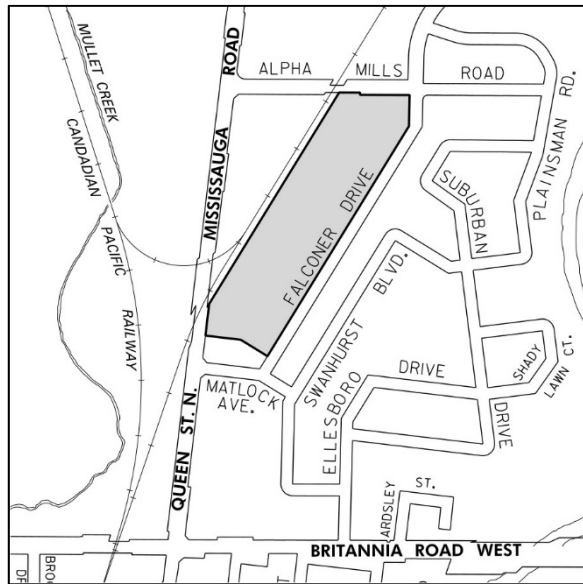
16.24.5.8 Site 8



~~16.24.5.8.1~~ The lands identified as Special Site ~~8~~ are located at the southeast quadrant of Creditview Road and Highway 401.

~~16.24.5.8.2~~ Notwithstanding the policies of this Plan, outdoor markets, greenhouses with accessory uses and an education and training.

New Site xxx



xxx The lands identified as Special Site xyz are located on Falconer Drive, between Matlock Ave and Alpha Mills Road.

Note: The following policy has been moved from section 16.24.2.4

~~16.24.2.4~~ Notwithstanding the Business Employment designation only the following uses will be permitted:

- a. **community infrastructure;**
- b. entertainment, recreation and sports facility;
- c. financial institution;
- d. manufacturing;
- e. motor vehicle rental facility;
- f. research and development;
- g. sales and service accessory to a permitted use;
- h. **secondary office;** and
- i. warehousing, distribution and wholesaling.

17 Employment Areas

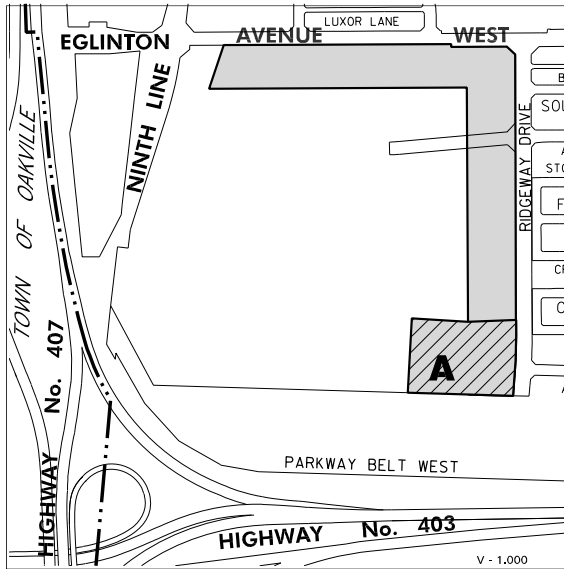
17.2 Churchill Meadows



Map 17-2: Churchill Meadows Employment Area

17.2.5 Special Site Policies

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

17.2.5.1**Site 1**

17.2.5.1.1 The lands identified as Special Site 1 are located south of Eglinton Avenue West and west of Ridgeway Drive.

17.2.5.1.2 Notwithstanding the provisions of the **Employment Commercial Mixed-Use** designation, the following additional policies will apply:

a. the following additional uses will be permitted:

- broadcasting station;
- communications and broadcasting establishment;
- radio and television transmission facility;

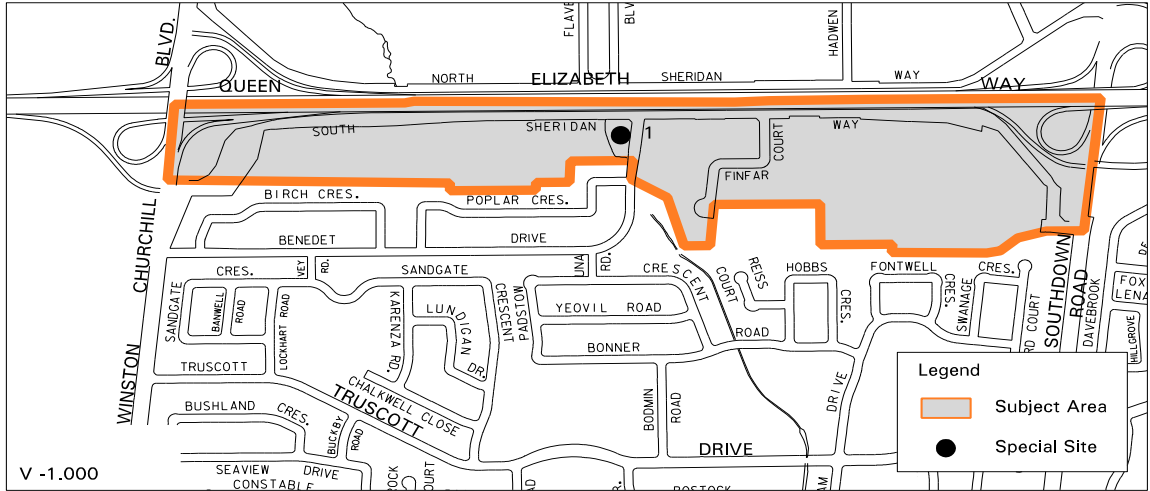
- telephone sales and service establishment; and

b. retail warehouses will not be permitted.

17.2.5.1.3 Area A is located north of the utility corridor and west of Ridgeway Drive. Notwithstanding the **Employment Commercial Mixed-Use** designations, the following additional policy will apply:

a. the physical integration of the Bus Rapid Transit (BRT) facility with adjacent development will be encouraged.

17.3 Clarkson

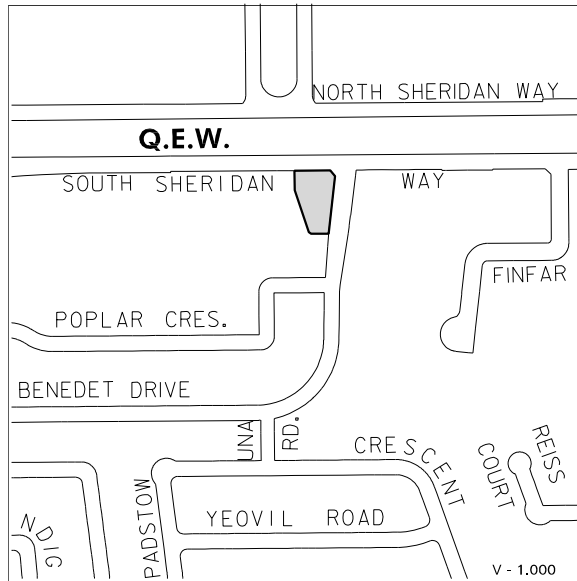


Map 17-3: Clarkson Employment Area

17.3.3 Special Site Policies

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

17.3.3.1 Site 1



17.3.3.1.1 The lands identified as Special Site 1 are located at the southwest corner of South Sheridan Way and Benedet Drive.

17.3.3.1.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, only a gas bar will be permitted.

17.4 ~~Dixie~~

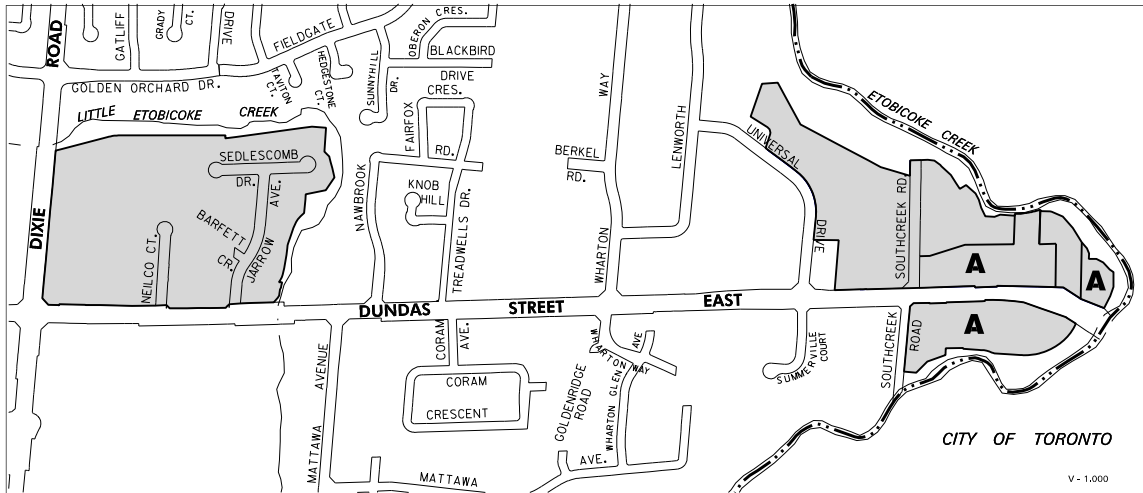


Map 17-4: Dixie Employment Area

17.4.4 ~~Special Site Policies~~

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

17.4.4.1 Site 4



17.4.4.1.1 The following lands are identified as Special Site 4+:

- the lands on the northeast corner of Dixie Road and Dundas Street East, bounded by the Little Etobicoke Creek. This site is situated within a spill zone associated with the Regional Storm flood overtopping the south bank of the Little Etobicoke Creek channel; and
- the lands west of Etobicoke Creek at Dundas Street East. This site is entirely within the Regional Storm floodplain of the Etobicoke Creek. These lands are shown conceptually and are subject to further review by the Toronto and Region Conservation Authority (TRCA).

Site 4+ is a special policy area defined by Provincial Government criteria and as established by the Toronto and Region Conservation Authority (TRCA).

Notwithstanding the policies of this Plan which relate to development within the Regional Storm floodplain, and the provisions of the [Employment Commercial Mixed Use](#), Business Employment and Greenlands designations, the following policies will apply:

- a. the construction of any buildings or structures, including any additions to an existing building, and the placing or dumping of fill of any kind, or the alteration of any **watercourse**, will not be permitted within the special policy area without the approval of the appropriate Conservation Authority;
- b. development will not be permitted within the 100 year return storm floodplain;
- c. development outside the 100 year return storm floodplain will be permitted only on the basis of approvals by the City and the appropriate Conservation Authority;
- d. ideally, new buildings and structures will be protected from flooding under Regional Storm conditions. Where this level of protection is technically or

economically not feasible, Mississauga may, in consultation with the appropriate Conservation Authority, consider a lesser level of protection. In no case, however, will the minimum level of protection be less than the 350-year return storm floodplain;

- e. notwithstanding subsections c. and d. of this section, development, or additions will not be permitted, where, as a result of a flood event equal to or less than the Regulatory Flood, structures will be subject to flows which, due to velocity and/or depth, would present conditions of hazard to life or potential damage to structures;
- f. in support of any development application, the City or the appropriate Conservation Authority may require engineering studies related to flood frequency, velocity and depth of flood flows, appropriate flood damage reduction measures, and storm water management techniques. Based on these studies and other information, Mississauga or the TRCA may specify that any approval of the application will be subject to certain design considerations related to location, structural integrity, setbacks, coverage, elevation of ground floor openings, and other matters as may be determined by the City or the appropriate Conservation Authority;
 - ingress and egress should be "safe" pursuant to Provincial Government flood proofing standards, and/or achieve the maximum level of flood protection determined to be feasible and practical based on existing infrastructure; and
 - new development not be permitted to locate in the floodplain where the use is:
 - 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
 - associated with uses, such as hospitals, nursing homes and schools, which would pose a significant threat to the safety of the inhabitants (e.g. the sick, the elderly, the disabled or the young), if involved in an emergency evacuation situation as a result of flooding or failure of flood proofing measures;
 - associated with 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; and
 - where new development is not considered to pose an unacceptable risk to public safety, a higher level of flood protection and/or additional flood proofing precautions above the regulatory flood level, may still be required due to the sensitive nature of the development; and

- g. any amendment to the Zoning By-law will include provisions required by the City or the appropriate Conservation Authority to implement the Special Site Policies of this Plan.

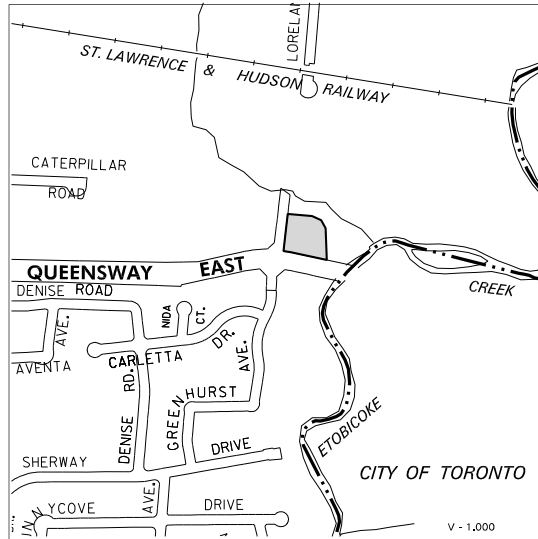
~~17.4.4.1.2~~ The lands identified as Area A are located north and south of Dundas Street East, from Southcreek Road to the municipal boundary, Etobicoke Creek.

These lands function as the primary gateway into Mississauga from Toronto and areas to the east, and should promote distinctive built form, landscaping and street furniture elements as visual landmarks to identify the City entry and reinforce a quality image.

Notwithstanding the provisions of the **Employment Commercial Mixed-Use** designation of the lands, the following additional policies will apply:

- a. motor vehicle sales and rentals and other commercial or industrial uses with outdoor storage, flea markets, and motor vehicle commercial uses will not be permitted;
- b. consolidation of vehicular entrances ~~should be~~ is encouraged;
- c. active building frontages should be oriented to the public street, maximizing the linear street frontage occupied by the building;
- d. building definition is to be strengthened on the street façade by use of prominent roof forms, upper level window bands, architectural projections, and other design elements to accentuate the height and prominence of single storey buildings; and
- e. special formal street tree planting at regular intervals is encouraged along the frontage of the gateway properties.

17.4.4.2 Site 2



17.4.4.2.1 The lands identified as Special Site 2 are located on the north side of Queensway East, west of Etobicoke Creek.

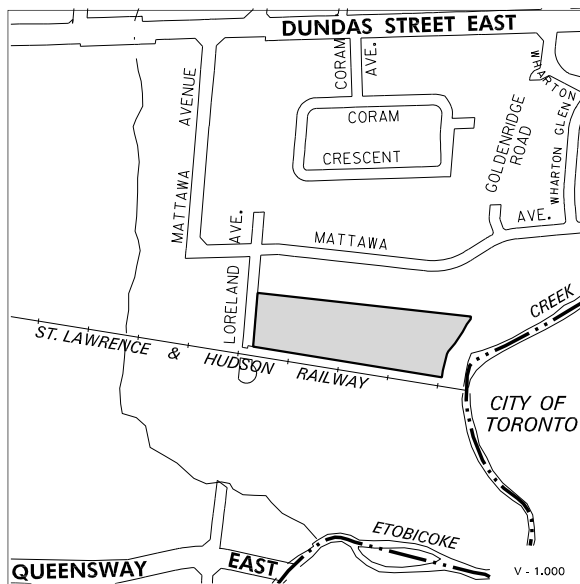
17.4.4.2.2 These lands function as a gateway into Mississauga from Toronto and should promote distinctive built form and landscaping elements as visual landmarks to identify the City entry and reinforce a quality image.

17.4.4.2.3 Notwithstanding the Business Employment designation of

the lands, the following additional policies will apply:

- a. 50% of the building's gross floor area is permitted to be used for retail commercial uses in addition to the uses permitted in the Business Employment designation; and
- b. built form should minimize setbacks from Queensway East and include enhanced landscape features to promote the building on site as a highly visible landmark structure.

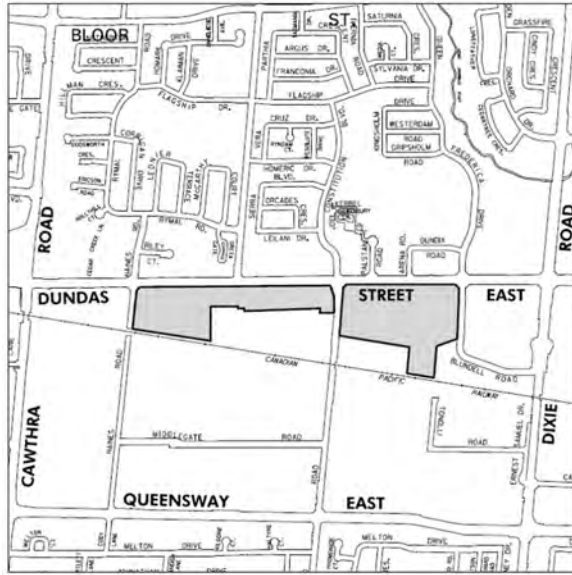
17.4.4.3 Site 3



~~17.4.4.3.1 The lands identified as Special Site 3 are located on the east side of Loreland Avenue, south of Dundas Street East, at 2315 Loreland Avenue.~~

~~17.4.4.3.2 Notwithstanding the provisions of the Business Employment designation on the lands a **major power generating facility** will be permitted.~~

17.4.4.4 Site 4

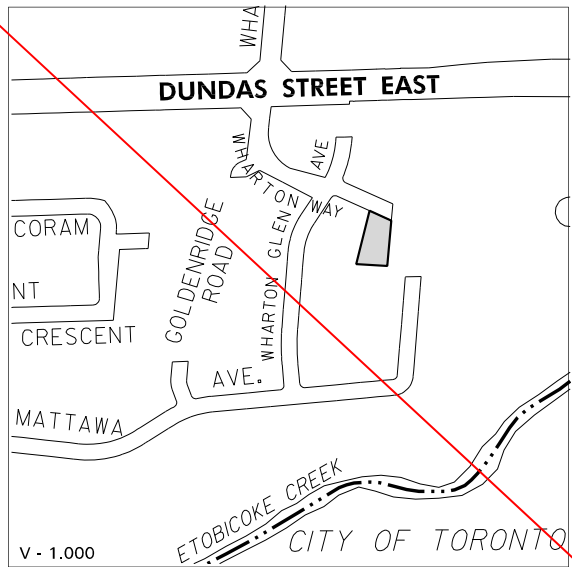


17.4.4.4.1 The lands identified as Special Site 4 are fronting the south side of Dundas Street East between Blundell Road in the east and Haines Road in the west.

17.4.4.4.2 Notwithstanding the policies of this plan, a change in land use permissions will be subject to the completion of a municipally led land use compatibility assessment and will occur through a City-initiated amendment to this plan.

17.4.5 Exempt Site Policies

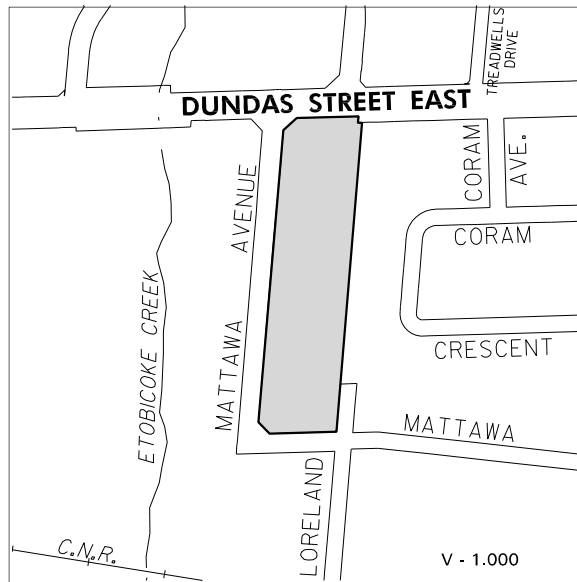
17.4.5.1 Site 1



~~17.4.5.1.1 The lands identified as Exempt Site 1 are located on the south side of Wharton Way east of Wharton Glen Avenue, at 2001 Wharton Way.~~

~~17.4.5.1.2 Notwithstanding the provisions of the Business Employment designation, a food store will also be permitted with a maximum gross floor area of 320 m².~~

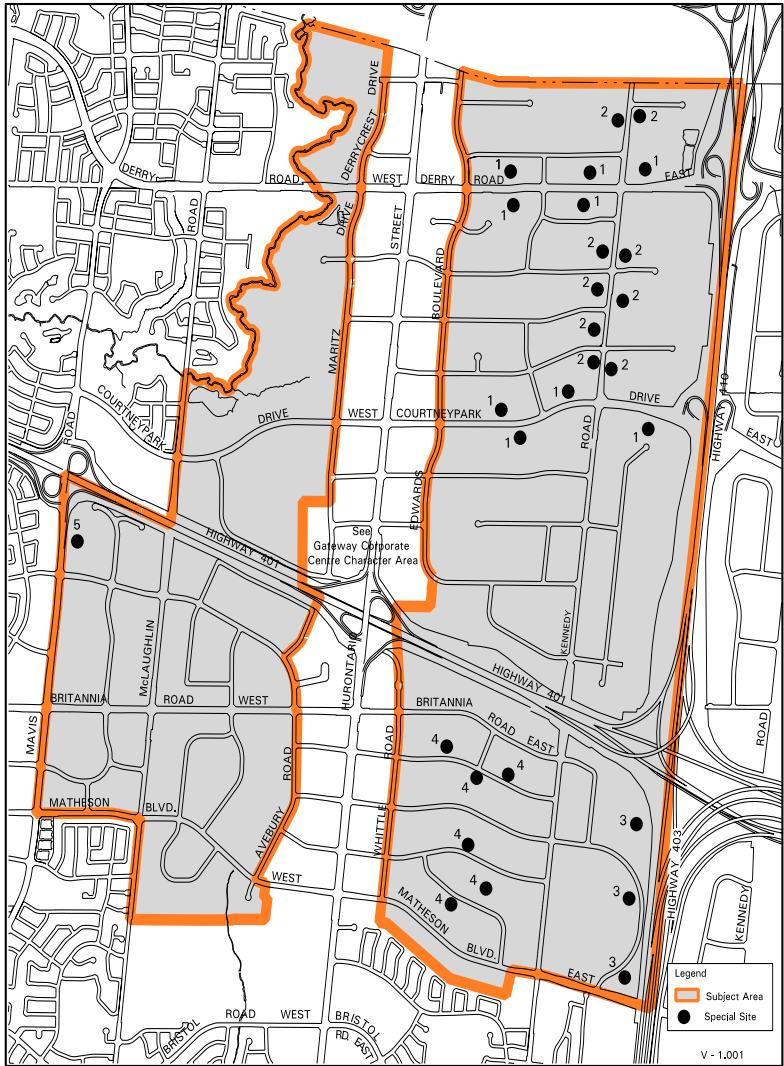
17.4.5.2 Site 2



~~17.4.5.2.1 The lands identified as Exempt Site 2 are located at the southeast corner of Dundas Street East and Mattawa Avenue, at 1650 Dundas Street East.~~

~~17.4.5.2.2 Notwithstanding the provisions of the Mixed Use Limited designation, residential uses will also be permitted on the second floor of the existing building, provided that they take the form of live/work units and are limited to a maximum of 42 units and 6 140 m².~~

17.5 Gateway

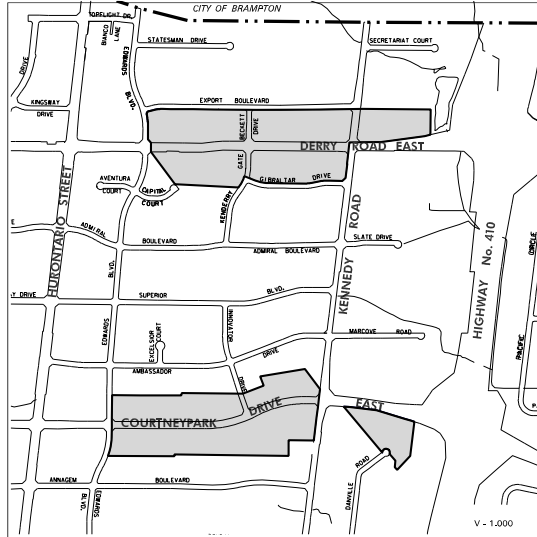


Map 17-5: Gateway Employment Area

17.5.3 Special Site Policies

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

17.5.3.1 Site 4

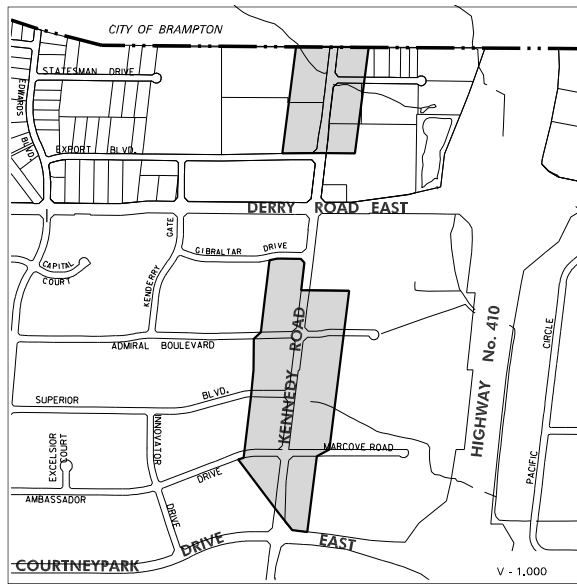


17.5.3.1.1 The lands identified as Special Site 1, are located on both sides of Derry Road East and Courtnepark Drive East between Provincial Highway 410 and Edwards Boulevard.

17.5.3.1.2 Notwithstanding the Business Employment designation on these lands, the following additional policies will apply:

- a. industrial uses which may have some outside storage, such as transportation related activities, and motor vehicle sales (including trucks and truck trailers), leasing, repairing and servicing, will be permitted; and
- b. any site development plans will address the following built form expectations:
 - that the principal built form model is one of enclosure (i.e. as viewed from Derry Road East and Courtnepark Drive East) of the major portion of materials/trucks/truck trailers storage, service and docking uses by buildings and/or wing walls (e.g. in a quadrangle, "U" shaped or "T" shaped footprint);
 - that the street frontage, in linear terms, be defined by built form (i.e. buildings or projecting walls compatible with the architecture) to the greatest extent possible and maintaining a general consistent, and limited setback to relate the buildings both to each other and to the street edge (minimum guideline of at least two thirds of the linear street frontage is to be occupied by building walls with a setback range of four-and-a-half to thirteen (4.5-13) m);
 - that street front building walls should be highly articulated by use of creative massing, entry features, fenestration, high quality materials and interesting roof form (unrelieved walls with no concession to the visual character of the street realm should be avoided); and
 - that high profile locations such as intersections or gateway locations be recognized by the siting, design and height of respective buildings.

17.5.3.2 Site 2



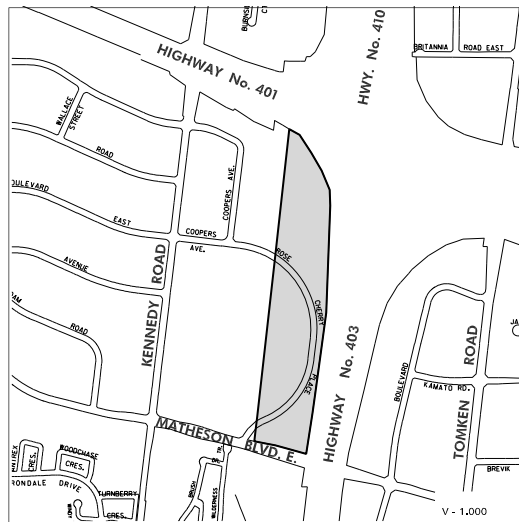
17.5.3.2.1 The lands identified as Special Site 2, are located on both sides of Kennedy Road, north and south of Derry Road East.

17.5.3.2.2 Notwithstanding the Business Employment designation on these lands, the following additional policy will apply:

- a. industrial uses which may have some outside storage, such as transportation related activities, and motor vehicle sales (including trucks and truck trailers), leasing,

repairing and servicing, will be permitted.

17.5.3.3 Site 3



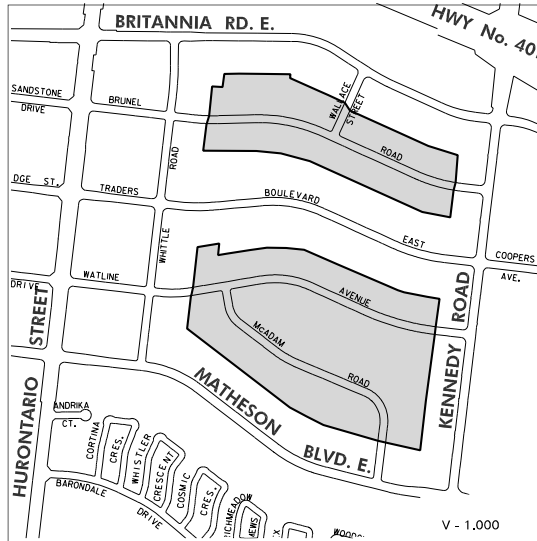
17.5.3.3.1 The lands identified as Special Site 3, known as the Hershey Centre, are located west of Provincial Highway 403, between Provincial Highway 401 and Matheson Boulevard East.

17.5.3.3.2 Notwithstanding the provisions of the Public Open Space designation, the following additional policy will apply:

- a. land uses permitted within Special Site 3 include entertainment, sports, recreational and spectator facilities

such as, spectator arenas, outdoor stadiums, community arenas, and indoor sport complex, as well as complementary uses such as, but not limited to, retail commercial uses, restaurants, sports medical clinic, health and fitness centre, accessory offices, and overnight accommodations.

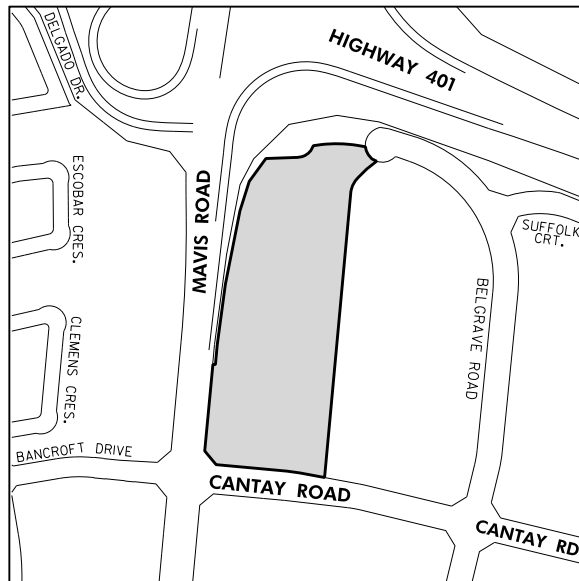
17.5.3.4 **Site 4**



17.5.3.4.1 The lands identified as Special Site 4 are located on the north and south sides of Brunel Road, west of Kennedy Road and on the north and south sides of Watline Avenue and McAdam Road, west of Kennedy Road.

17.5.3.4.2 Notwithstanding the provisions of the Business Employment designation, all uses in existence at the time this policy comes into effect (2007 September 10), and outdoor storage will be permitted.

17.5.3.5 **Site 5**

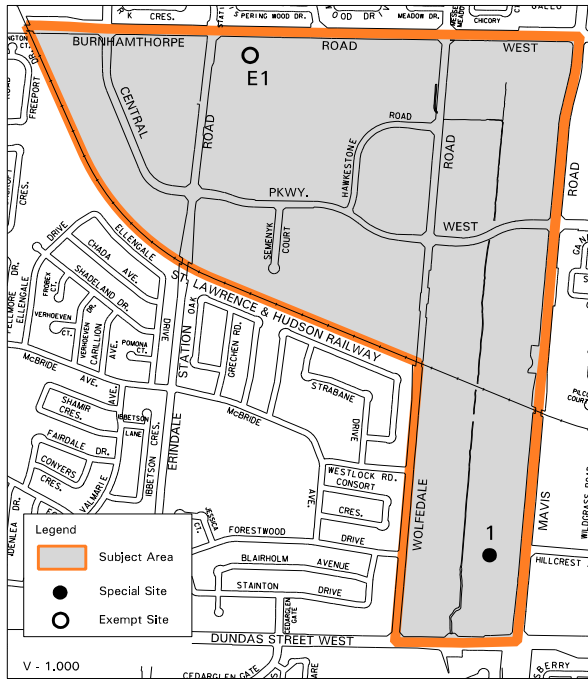


17.5.3.5.1 The lands identified as Special Site 5 are located south of Highway 401, east of Mavis Road and north of Cantay Road.

17.5.3.5.2 Notwithstanding the policies of this Plan, the following additional uses are permitted:

- a. outdoor storage and display of motor vehicles accessory to motor vehicle repair; and
- b. a maximum of 40% of the total gross floor area may be used for motor vehicle sales accessory to motor vehicle repair.

17.6 Mavis Erindale

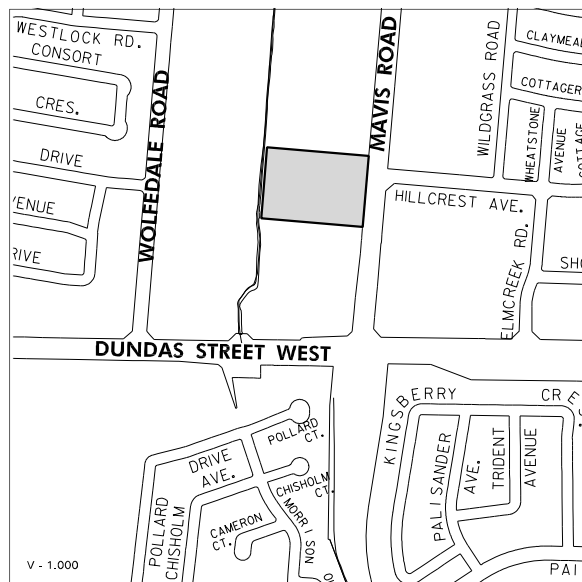


Map 17.6: Mavis Erindale Employment Area

17.6.3 Special Site Policies

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

17.6.3.1 Site 1



17.6.3.1.1 The lands identified as Special Site 1 are located on the west side of Mavis Road, north of Dundas Street West.

17.6.3.1.2 Notwithstanding the provisions of the Mixed Use designation, the following additional policy will apply:

a. the following uses will not be permitted:

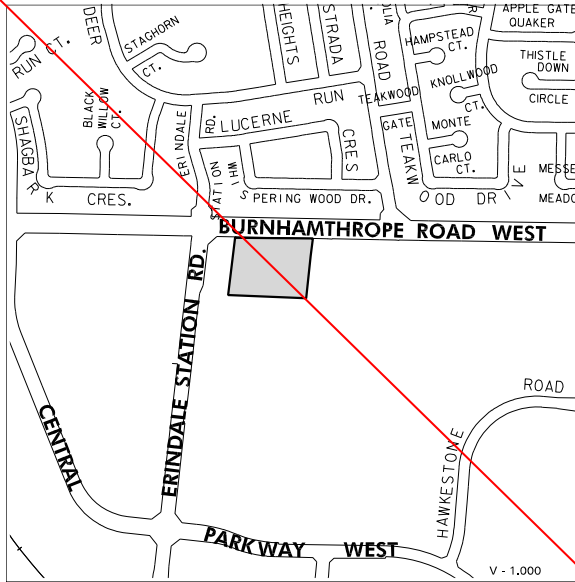
- a department store;
- a food supermarket;
- a drug store; and

~~an automotive parts and accessories store.~~

~~17.6.4 Exempt Site Policies~~

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

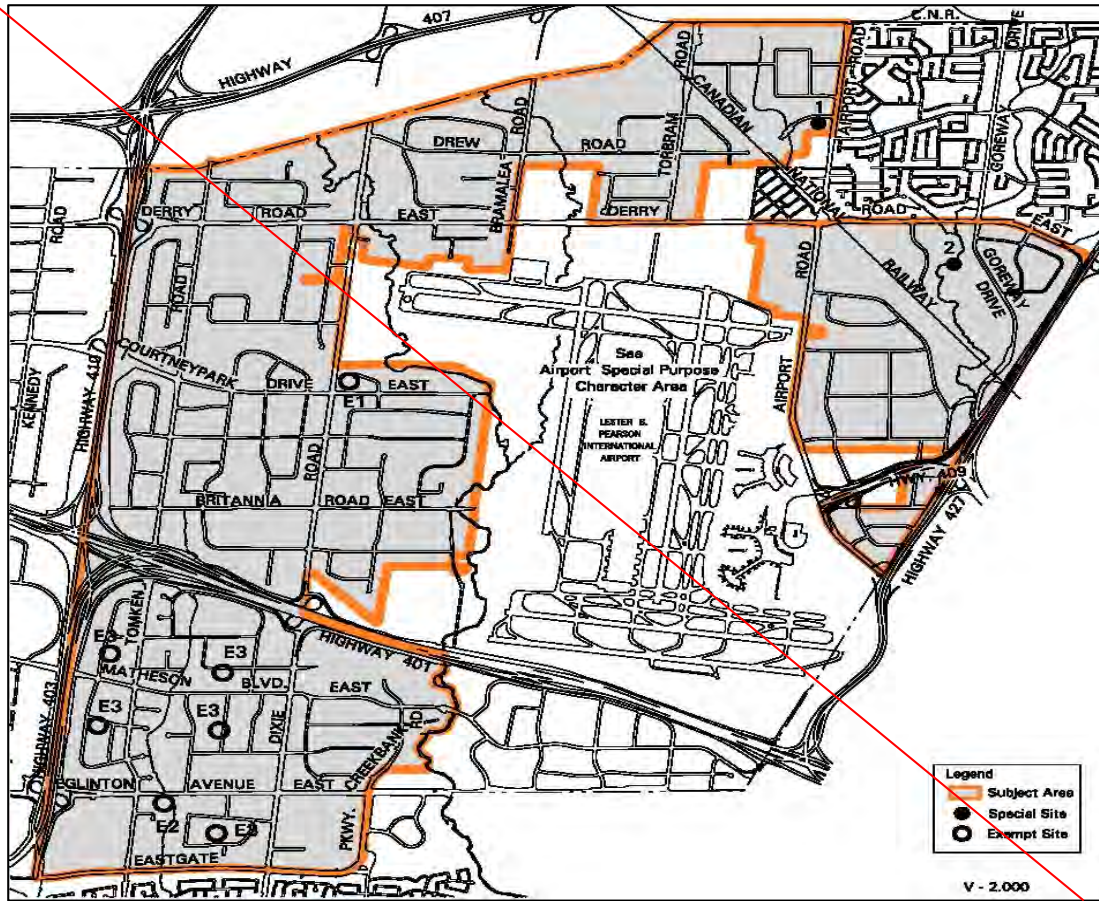
~~17.6.4.1 Site 1~~



~~17.6.4.1.1 The lands identified as Exempt Site 1 are located on the south side of Burnhamthorpe Road West, east of Erindale Station Road.~~

~~17.6.4.1.2 Notwithstanding the provisions of the Mixed Use designation, motor vehicle body repair uses will also be permitted.~~

17.7 Northeast



Map 17-7: Northeast Employment Area

17.7.2 Special Site Policies

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

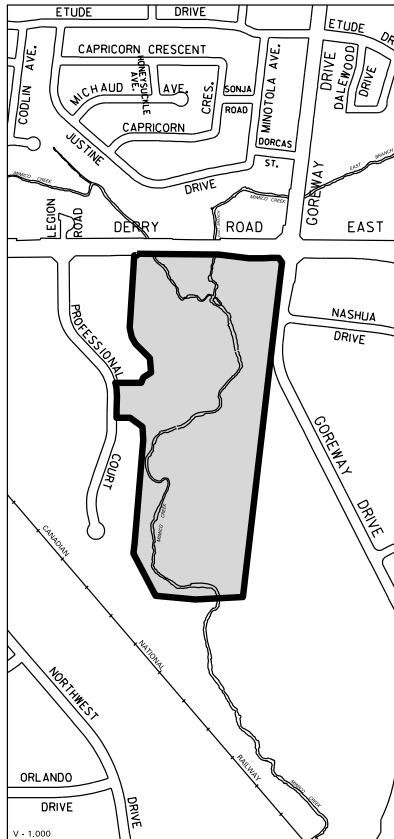
17.7.2.1 Site 1



~~17.7.2.1.1~~ The lands identified as Special Site 1 are located south of Drew Road and west of Airport Road.

~~17.7.2.1.2~~ Notwithstanding the policies of this Plan, the following additional policies will apply: a. retail stores and personal service establishments will be permitted; and b. opportunities to provide pedestrian connections to adjacent lands, within the site and along Airport Road are encouraged.

17.7.2.2 Site 2

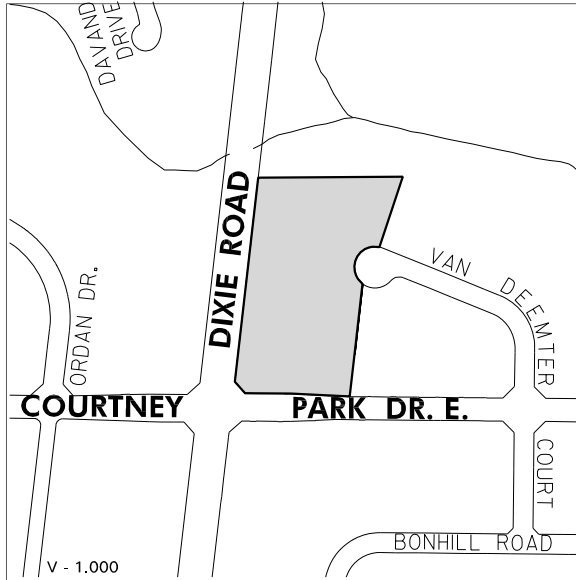


~~17.7.2.2.1~~ The lands identified as Special Site 2 are located at the southwest quadrant of Derry Road East and Goreway Drive.

~~17.7.2.2.2~~ Notwithstanding the policies of this Plan, outdoor markets will be permitted on lands designated Public Open Space.

17.7.2 Exempt Site Policies

17.7.2.1 Site 1



~~17.7.2.1.1~~ The lands identified as ~~Exempt Special~~ Site 1 are located on the east side of Dixie Road north of Courtnepark Drive East.

~~17.7.2.1.2~~ Notwithstanding the provisions of the Business Employment designation, retail commercial uses will also be permitted. Motor vehicle commercial uses including a truck detailing establishment and automobile sales and leasing accessory to an automobile repair garage will also be permitted. Private schools, places of religious

assembly and day care centres will not be permitted.

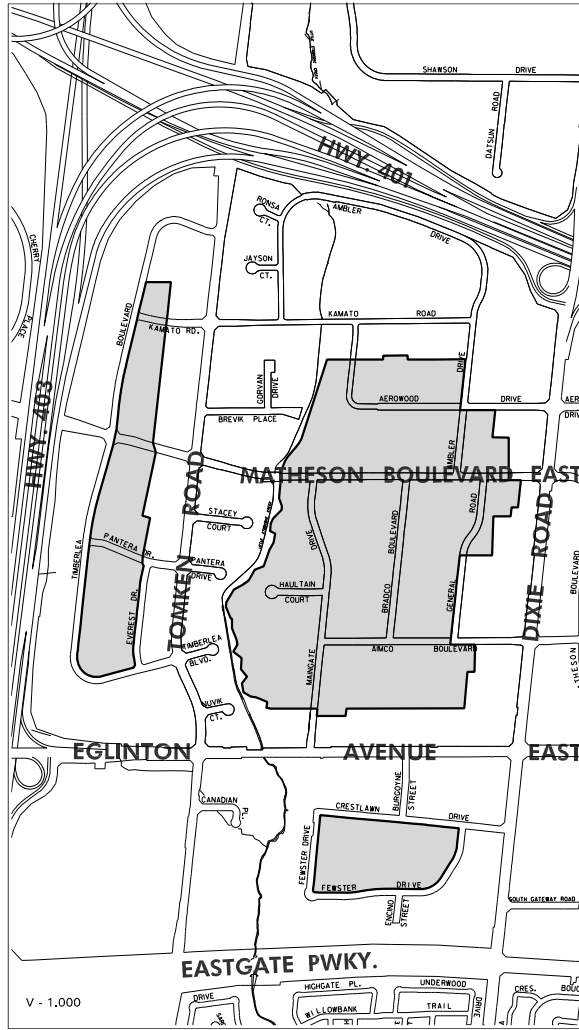
17.7.2.2 Site 2



~~17.7.2.2.1~~ The lands identified as ~~Exempt Special~~ Site 2 are located on the south side of Eglinton Avenue East, east of Tomken Road.

~~17.7.2.2.2~~ Notwithstanding the provisions of the Business Employment and Greenlands designations, housing for the elderly will also be permitted.

17.7.2.3 Site 3



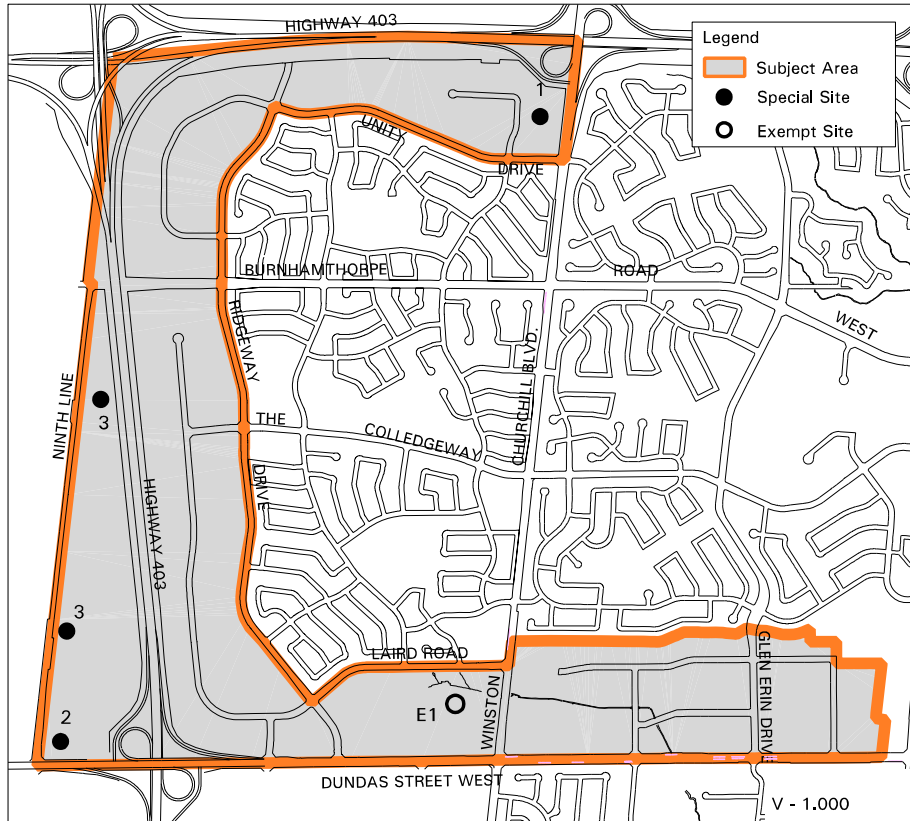
~~17.7.2.3.1~~ The lands identified as Exempt **Special Site 3** are located north of Eastgate Parkway, west of Dixie Road, south of Highway 401, and east of Highway 403.

~~17.7.2.3.2~~ Notwithstanding the provisions of the Business Employment designation, **all uses in existence as of September 10, 2007** and outdoor storage will also be permitted.

~~17.8 Southdown~~

~~Official Plan Policies for lands within the Southdown Employment Area are contained in the Southdown Local Area Plan.~~

17.9 Western Business Park



Map 17-9: Western Business Park Employment Area

17.9.3 Special Site Policies

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

17.9.3.1 **Site 4**

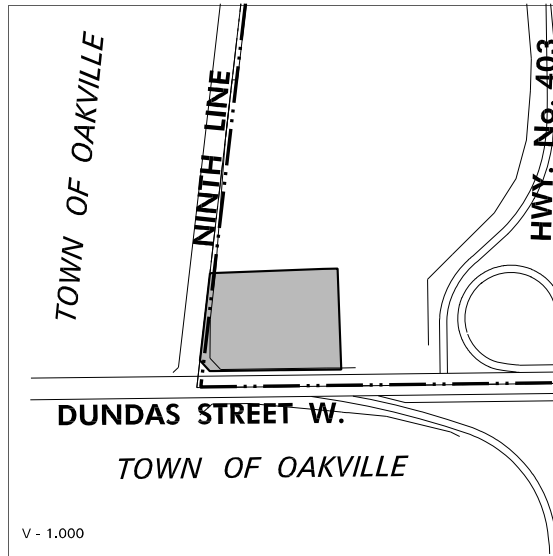


17.9.3.1.1 The lands identified as Special Site 4 are located in the northwest quadrant of the intersection of Winston Churchill Boulevard and Unity Drive.

17.9.3.1.2 Notwithstanding the provisions of the Business Employment designation, the following additional policies will apply:

- a. Mixed Uses, excluding motor vehicle commercial uses, will be permitted; and
- b. the preparation of a concept plan promoting the integrated development of the existing lots will be required in conjunction with any development applications. The concept plan will be required to address the following:
 - street access;
 - impacts on residential lands will be addressed in accordance with the Urban Design policies of this Plan; and
 - appropriate gateway treatment through the massing of buildings and landscape design.

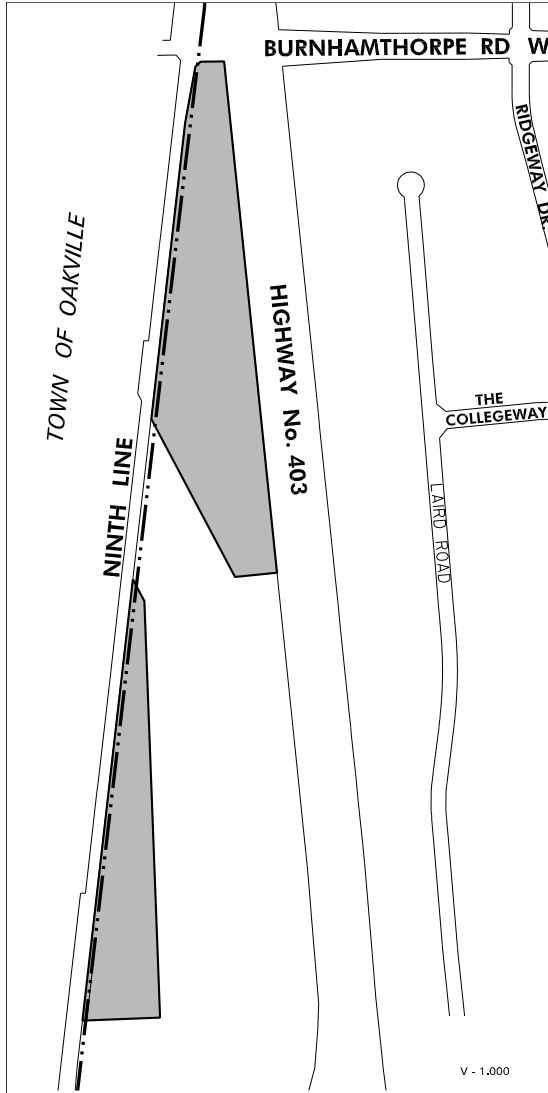
17.9.3.2 **Site 2**



17.9.3.2.1 The lands identified as Special Site 2 are located on the north side of Dundas Street West, east of Ninth Line, and west of Provincial Highway 403.

17.9.3.2.2 Notwithstanding the provisions of the Business Employment designation, Mixed Uses and cemetery use will be permitted.

17.9.3.3 Site 3

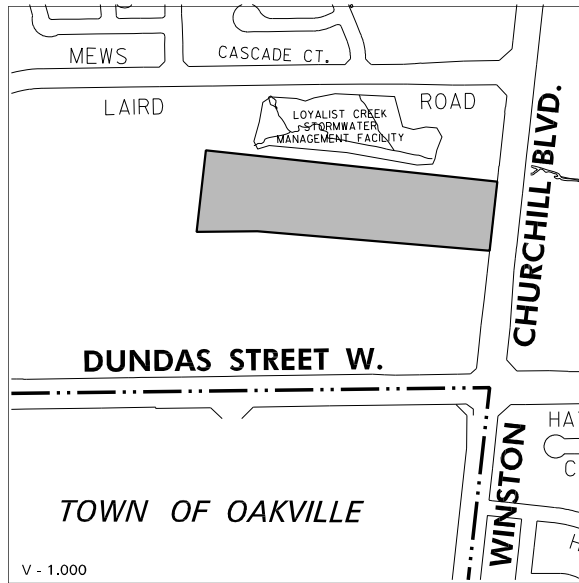


~~17.9.3.3.1~~—The lands identified as Special Site 3 are located on the east side of Ninth Line, south of Burnhamthorpe Road West.

~~17.9.3.3.2~~—Notwithstanding the provisions of the Business Employment designation, cemetery use will be permitted.

17.9.4 Exempt Site Policies

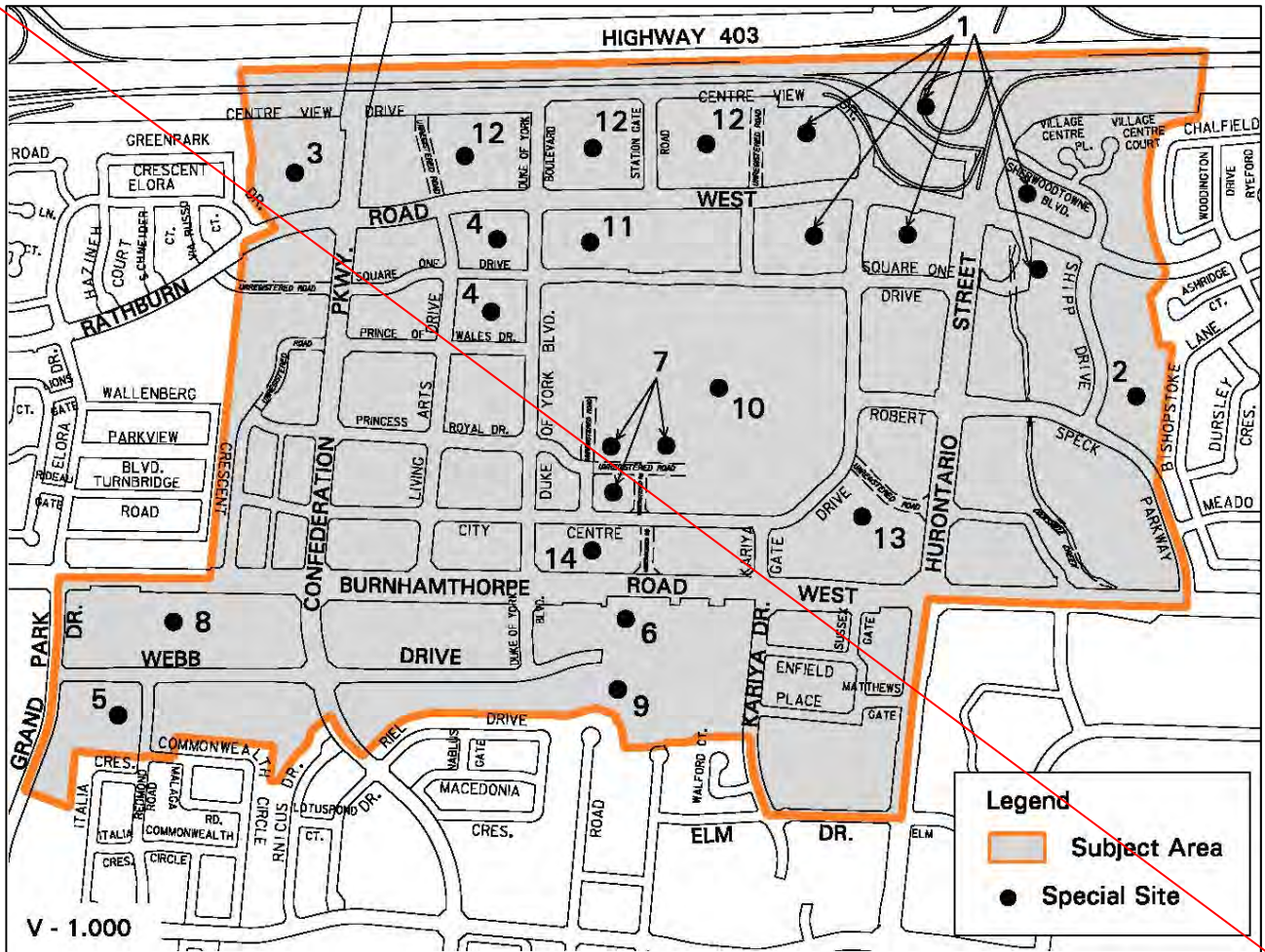
17.9.4.1 Site 1



~~17.9.4.1.1 The lands identified as Exempt Site 1 are located south of Laird Road and west of Winston Churchill Boulevard.~~

~~17.9.4.1.2 Notwithstanding the provisions of the Mixed Use designation, housing for the elderly will also be permitted.~~

Downtown Core

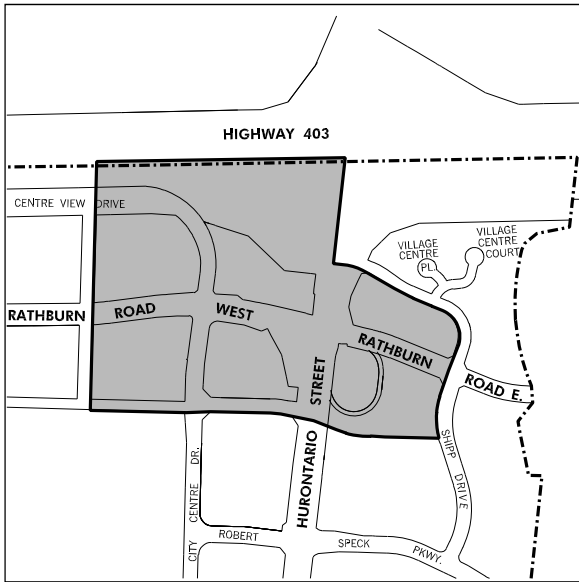


Map 4: Location of Special Sites within the Downtown Local Area Plan

12.0 SPECIAL SITE POLICIES

There are sites within the Downtown Core that merit special attention and are subject to the following policies:

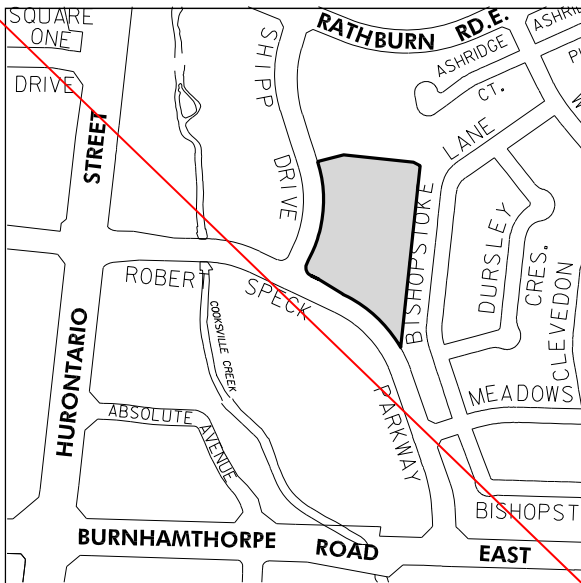
12.1 Site 1



~~12.1.1~~ The lands identified as Special Site 1 are located in the four quadrants adjacent to the Hurontario Street and Rathburn Road intersection.

~~12.1.2~~ Prior to the finalization of the road network for this site area, the appropriate transportation studies will be carried out in conjunction with the Provincial Government.

12.2 Site 2



~~12.2.1~~ The lands identified as Special Site 2 are located at the northeast quadrant of Robert Speck Parkway and Shipp Drive.

~~12.2.2~~ Notwithstanding the provisions of the Mixed Use designation, the following additional policy will apply:

- a. townhouses will be permitted on the entire site.

12.3 Site 3



12.3.1 The lands identified as Special Site 3 are located north of Rathburn Road, west of the Confederation Parkway extension.

12.3.2 Notwithstanding the provisions of the Mixed Use designation, townhouse dwellings will be permitted.

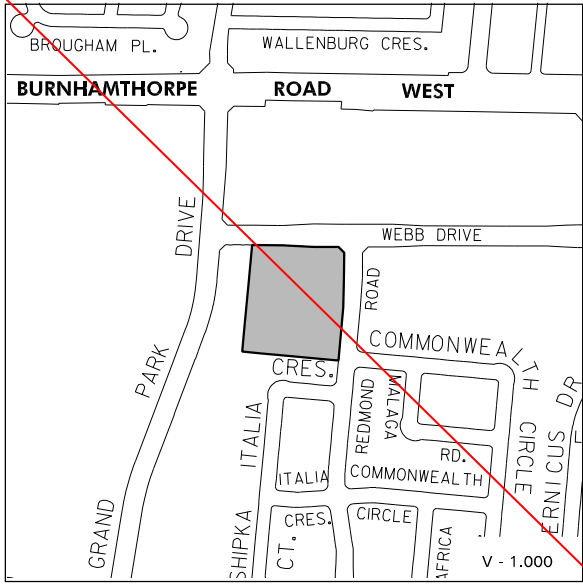
12.4 Site 4



12.4.1 The lands identified as Special Site 4 are bounded by Rathburn Road West to the north, Duke of York Boulevard to the east, Prince of Wales Boulevard to the south and Living Arts Drive to the west.

12.4.2 Notwithstanding the Open Space and Mixed Use designations shown on the Land Use Plan, the lands designated Open Space and Mixed Use may be increased or decreased in size, reconfigured or relocated within Special Site 4 without an amendment to this Plan and these lands may also be used for parking.

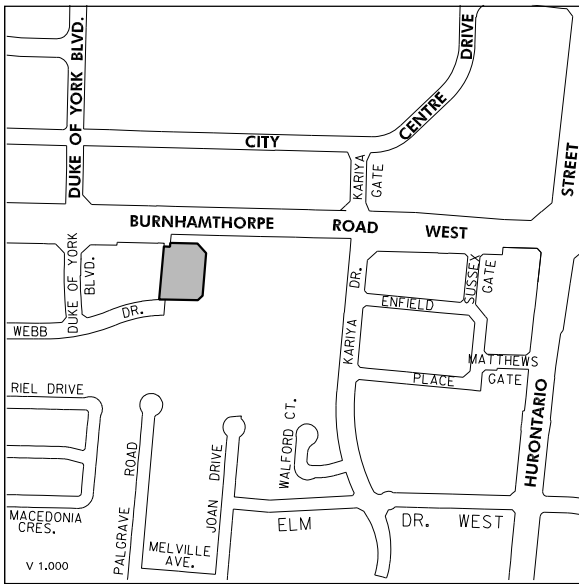
~~12.5 Site 5~~



~~12.5.1 The lands identified as Special Site 5 are located at the southwest corner of Webb Drive and Redmond Road.~~

~~12.5.2 Notwithstanding the Residential High Density designation, an apartment dwelling with a maximum height of 27 storeys will be permitted.~~

~~12.6 Site 6~~



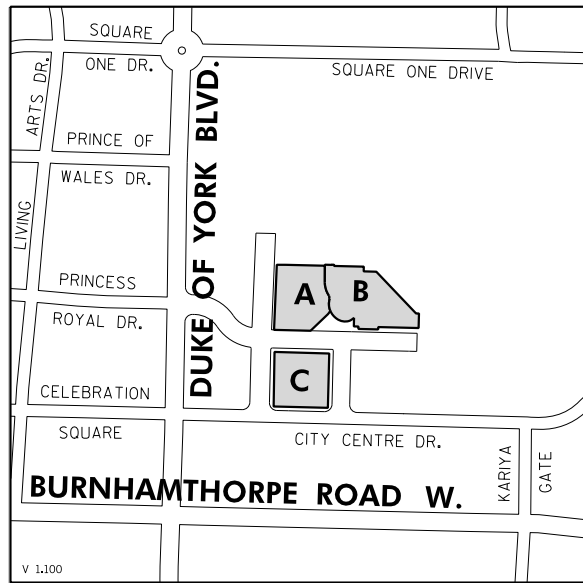
~~12.6.1 The lands identified as Special Site 6 are located at the southwest corner of Burnhamthorpe Road East and the future extension of Main Street.~~

~~12.6.2 Notwithstanding the 'A' Street policies of this Area Plan, access for servicing (off-street parking, deliveries, garbage pick-up and loading) will be permitted from Burnhamthorpe Road West.~~

~~12.6.3 Minimum Retail Activation on buildings fronting onto Burnhamthorpe Road West may be 65%.~~

~~12.6.4 Pedestrian access to units above/below the first storey of a building with a first storey streetwall facing Webb Drive may be provided through a main front entrance facing Webb Drive.~~

12.7 Site 7



~~12.7.1~~ The lands identified as Special Site 7 are generally located east of Duke of York Boulevard and north of City Centre Drive.

~~12.7.2~~ Notwithstanding the policies in this Plan, commercial uses to a maximum of 925m² GFA will be permitted in a building of less than 3 storeys, accessory to Open Space within Area C.

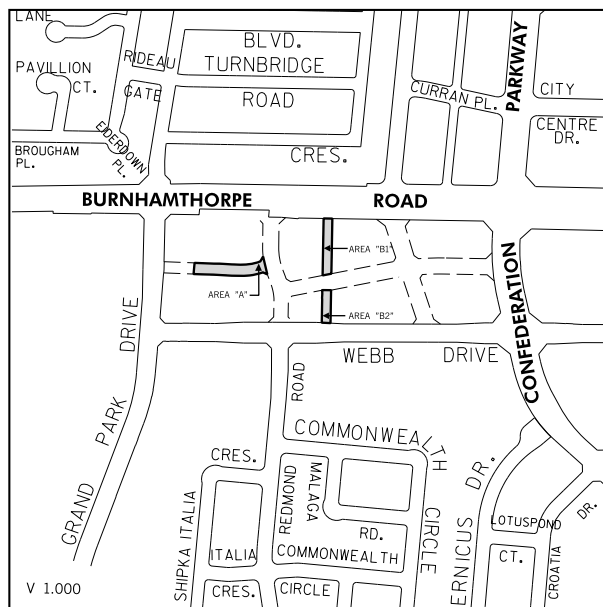
~~12.7.3~~ Below-grade parking structures will be permitted in Areas C and D.

~~12.7.4~~ Storefronts may vary in width within Area A.

~~12.7.5~~ Buildings in Areas A and B will be a minimum of one storey and have the following minimum heights:

1. Area A – 13.5 metres
2. Area B – 7.5 metres

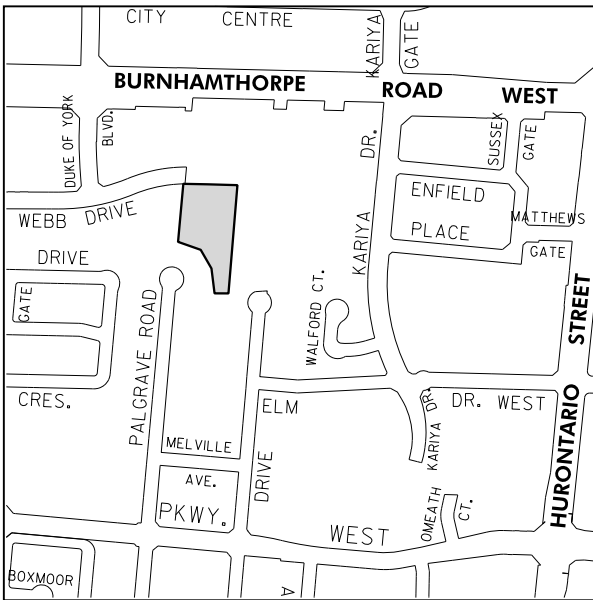
12.8 Site 8



~~12.8.1~~ The lands identified as Special Site 8 are located between Burnhamthorpe Road West and Webb Drive and between Grand Park Drive and Confederation Parkway.

~~12.8.2~~ Area A shall be a public road but permit a private below grade parking structure.

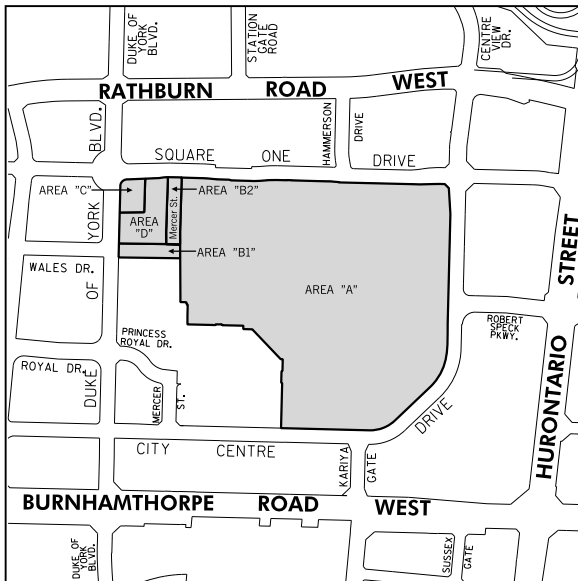
~~12.8.3~~ Area B1 and B2 shall permit private streets with below grade parking structures, however, surface public access easement shall be required over the roads to contribute to the public road network.

12.9 Site 9

12.9.1 The lands Identified as Special Site ~~9~~ are located on the south side of the Webb Drive extension, east of the Palgrave Road unopened right-of-way.

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

a. townhouse dwellings will be permitted.

12.10 Site 10

12.10.1 The lands identified as Special Site ~~10~~ are generally located, south of Square One Drive and north and west of City Centre Drive.

12.10.2 Notwithstanding the policies of this Plan the following shall apply:

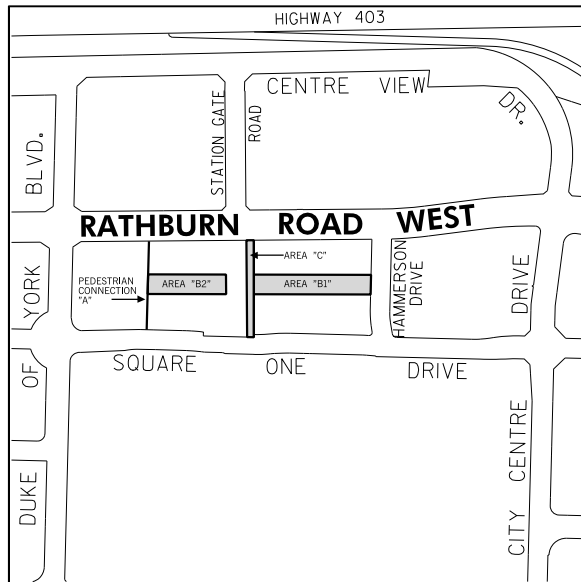
- a. storefronts may vary in width within Area A;
- b. buildings within Area A and C will be a minimum of one storey and have a minimum height of 10.7 metres;
- c. buildings within Areas C and D will have a minimum aggregate floor space index (FSI) of 3.0. Any application for buildings within Area C or D that would result in an aggregate FSI of less than 3.0 must be part of a development application that demonstrates how the minimum FSI of 3.0 will be

achieved within Areas C and D in aggregate;

- d. a pedestrian bridge with a maximum width of 12 metres may be located above Area B1 and/or Area B2 provided that:
 - i) the sidewalls and ceilings are designed to be generally transparent;
 - ii) impacts on sky views from the streets below are acceptable to the City's satisfaction; and
 - iii) areas below the bridge are designed to address pedestrian comfort and safety.

- e. motor vehicle sales and display, internal to Square One Mall (100 City Centre Drive) will be permitted provided that:
- i) motor vehicle sales and display does not have an exterior face on the mall and is located internal to the shopping centre.

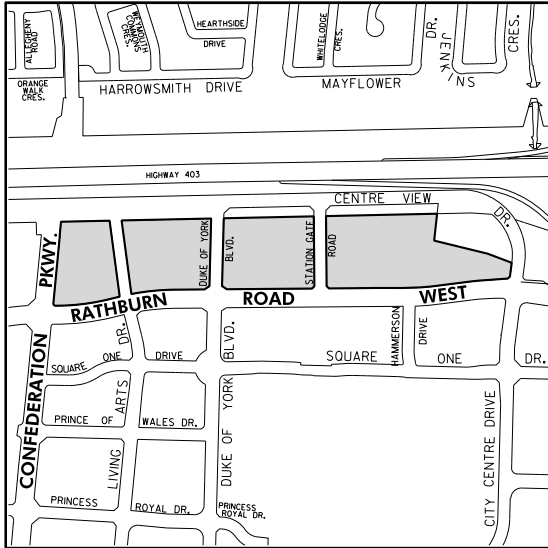
12.11 Site 11



~~12.11.1~~ The lands identified as Special Site 11 are bounded by Rathburn Road West, Hammerson Drive, Square One Drive and the pedestrian connection that will be located east of Duke of York Boulevard.

~~12.11.2~~ Should the City Centre Transit Terminal remain in its current location, the following modifications to Schedule 2 – Long Term Road Network and Classification will be permitted without amendment to this Plan:

- a. the extension of Station Gate Road south of Rathburn Road West to Square One Drive, may be removed and replaced with a pedestrian connection on adjacent lands east of the City Centre Transit Terminal in Area C.
- b. Area 'B1' located east of the City Centre Transit Terminal may be designed to terminate mid-block, continuing as a pedestrian connection with a public easement and connecting to the north-south pedestrian connection within Area C.
- c. the private road with public easement west of the City Centre Transit Terminal located within Area B2 may be removed and replaced with a pedestrian easement that links the north-south pedestrian easement to the west of the City Centre Transit Terminal.

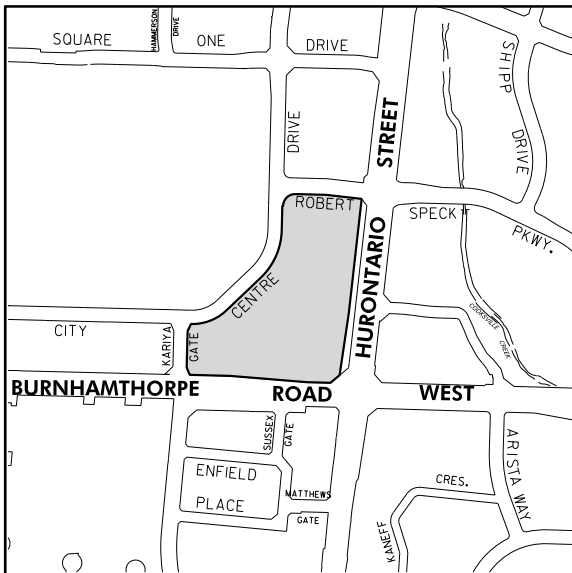
12.12 Site 12

~~12.12.1~~ The lands identified as Special Site ~~12~~ are located north of Rathburn Road West, east of Confederation Parkway and south and of Centre View Drive.

~~12.12.2~~ Notwithstanding the provisions of this Plan, apartment dwellings will be permitted provided that they are part of:

a. an office, medical office, hospital, university/college or overnight accommodation development application, or any combination thereof to a maximum of 20% of the total gross floor area.

~~12.12.3~~ The size and configuration of the park on the northeast corner of Rathburn Road West and Living Arts Drive will be determined through the development application process.

12.13 Site 13

~~12.13.1~~ The lands identified as Special Site ~~13~~ are located on the east side of City Centre Drive, south of Robert Speck Parkway.

~~12.13.2~~ Notwithstanding the policies of this Plan, a master site plan will be required to demonstrate a road and block layout for future development.

~~12.13.3~~ Additional public roads and/or private roads with public easements may be required through the processing of a master site plan or development applications without amendment to this Plan.

~~12.13.4~~ The realignment of City Centre Drive may occur if it is satisfactory to the City.

~~12.13.5~~ Below-grade encroachments may be permitted at the P2 level or below under a public right-of way to accommodate a

maximum of one two-way drive aisle between each building block to facilitate shared access of underground parking and loading areas. The location of these drive aisles will be determined through the development application process.

~~12.13.6~~ Surface parking lots for new development may be permitted to facilitate office development.

~~12.13.7~~ Retail Activation along the east side of Kariya Gate may be reduced for existing buildings from the 75% minimum requirement without amendment to this Plan.

~~12.13.8~~ Minor additions and alterations, and the re-use or reconfiguration of the existing buildings in existence at the time this policy comes into effect June 8, 2020 are permitted without amendment to this Plan.

12.14 Site 14



~~12.14.1~~ The lands identified as Special Site ~~14~~ are located at the northeast corner of Burnhamthorpe Road West and Duke of York Boulevard.

~~12.14.2~~ Notwithstanding the policies of this Plan, Retail Activation on the east side of Duke of York Boulevard and Burnhamthorpe Road West may be reduced for existing buildings from the respective 50% and 75% requirements without amendment to this Plan.

~~12.14.3~~ Minor additions and alterations, and the re-use or reconfiguration of the existing buildings in existence at the time this policy comes into effect June 8, 2020 are permitted without amendment to this Plan.

LAKEVIEW

13.0 — Special Site and Exempt Site Policies

13.1 — Special Site Policies

There are sites within Lakeview, as shown in Figure 15, that merit special attention and are subject to the following policies:

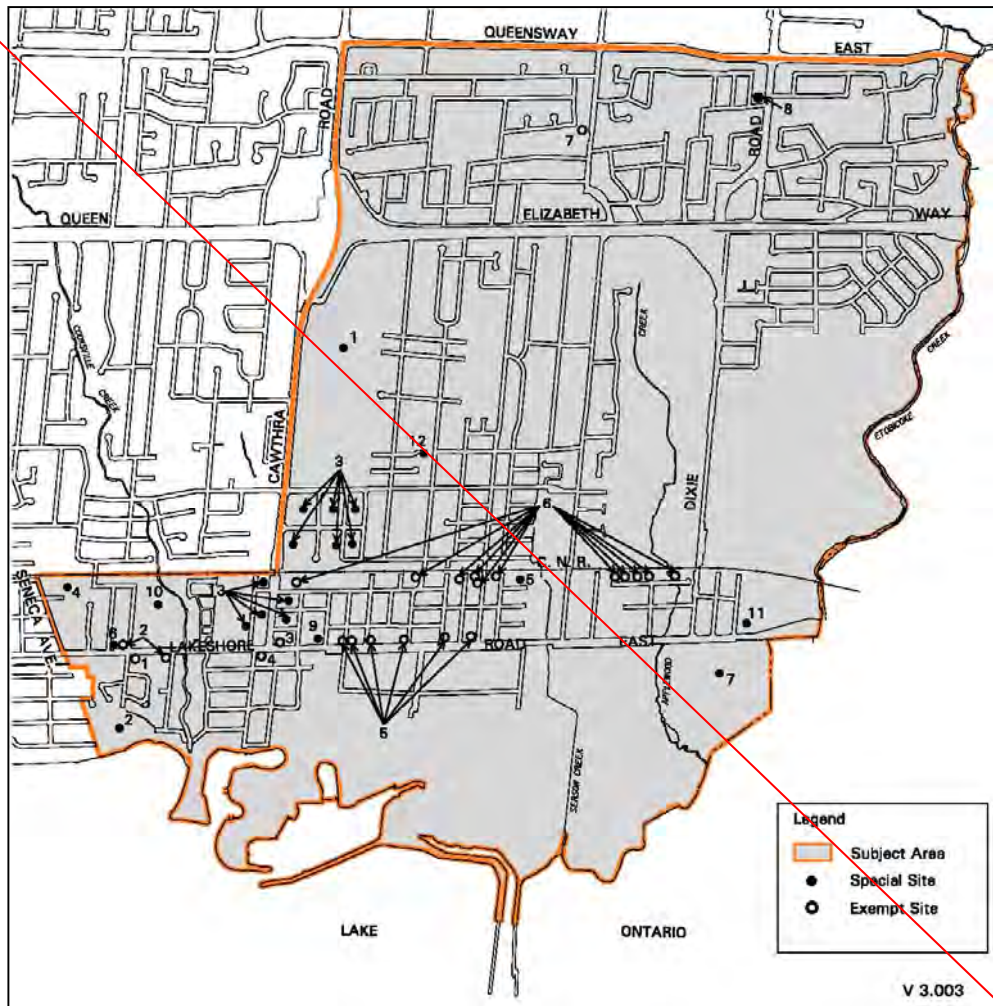
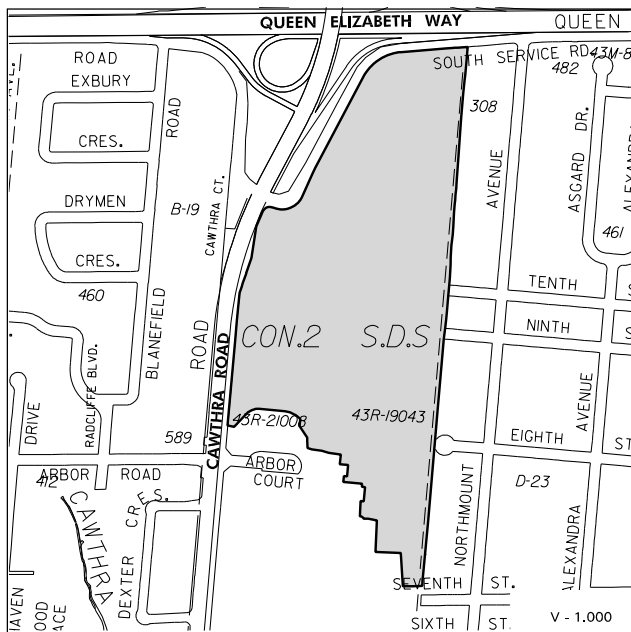


Figure 16: Location of Special Sites and Exempt Sites within the Lakeview Local Area

13.1.1 Site 1



13.1.1.1 The lands identified as Special Site 1 are east of Cawthra Road and south of the South Service Road.

13.1.1.2 The lands are known as the Cawthra Woods and comprise both heritage and natural area features. The Cawthra Estate is located within the Cawthra Woods and includes the Cawthra-Elliot Estate House and formal gardens on the north and south sides of the estate house, the walled garden, and sugar maple forest, all of which form a cultural heritage landscape which is designated under the *Ontario Heritage Act*. The site contains a Provincially **Significant Wetland**, an **Environmentally Significant Area (ESA)** as identified by Credit Valley Conservation, and a Regionally Significant Area of Natural and Scientific Interest (ANSI).

13.1.1.3 Notwithstanding the policies of this Plan, the following additional uses will be permitted in the Cawthra-Elliot Estate House:

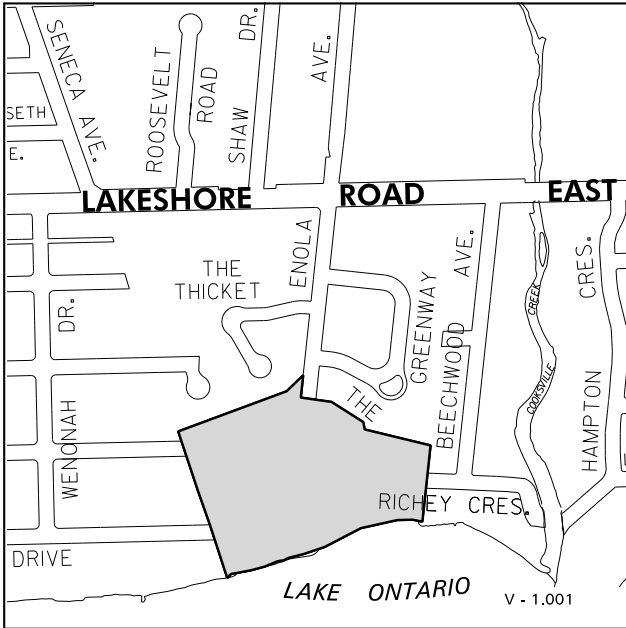
- a. community or cultural infrastructure, including an academy for the performing arts;
- b. **secondary offices**;
- c. a conference centre;
- d. art gallery or studio; and
- e. commercial school that may include a business school, driving school, dance school, music school, arts school, crafts school or a martial arts school, but shall not include a trade school or a private school.

13.1.1.4 Development of the Cawthra-Elliot Estate House will address the following:

- a. the environmental policies of this Plan;
- b. retention of the existing forest in a natural condition in accordance with an approved Cawthra Woods Management and Implementation Plan;
- c. an approved Parks Master Plan; and
- d. a heritage permit, including a **Heritage Impact Assessment**, will be required for any alterations.

13.1.2

Site 2



13.1.2.1 The lands identified as Special Site 2 known as the Adamson Estate and Derry Property, are located along the shore of Lake Ontario, east of Cumberland Drive and south of Enola Avenue.

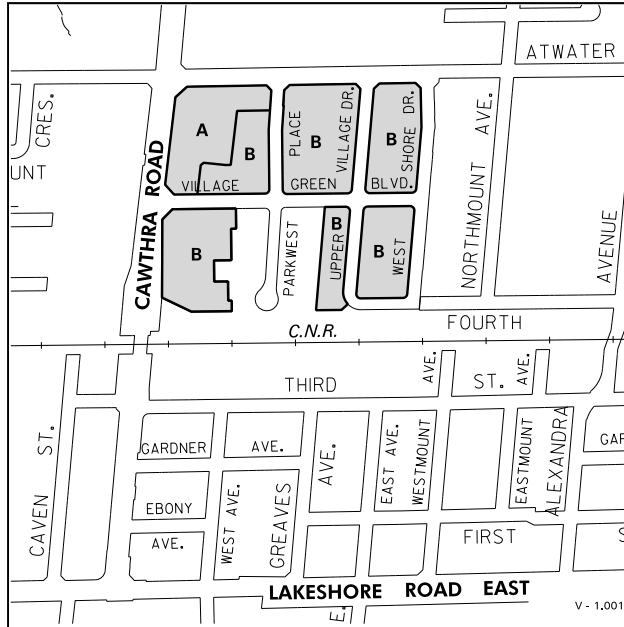
13.1.2.2 Notwithstanding the policies of this Plan, the following additional uses will be permitted:

- a. **secondary offices;**
- b. a conference centre; and
- c. community or cultural infrastructure, including an academy for the performing arts.

13.1.2.3 Development of this site will address, among other things, the following:

- a. restoration and preservation of the historically designated main house, gatehouse, barn, Derry House, and pet cemetery;
- b. maintenance of public access along the waterfront as well as the grounds of the estate;
- c. enhancement of recreation opportunities throughout the balance of Lakefront Promenade Park;
- d. recognition and respect of the existing character of the surrounding residential land uses;
- e. servicing requirements of the Region of Peel with respect to the sanitary sewer outlet and the use of backflow preventers in the buildings to prevent basement flooding;
- f. a heritage permit, including a **Heritage Impact Assessment**, will be required for any alterations; and
- g. archaeological resources are to be conserved. Prior to any ground disturbance, the area must be assessed and plans reviewed with recommendations for conservation by a licenced archaeologist.

13.1.3 Site 3



~~13.1.3.1~~ The lands identified as Special Site 3 are located in the southeast quadrant of Atwater Road and Cawthra Road.

~~13.1.3.2~~ Notwithstanding the policies of this Plan, the following additional uses will be permitted:

- a. all types of multiple family dwellings including townhouses, street townhouses, apartments, or any combination of these uses with individual frontages or in cluster arrangements may be permitted on the lands identified as Area A; and
- b. street townhouses will be permitted on the lands identified as Area B.

13.1.4 Site 4



~~13.1.4.1~~ The lands identified as Special Site 4 are located west of Revus Avenue, south of the Canadian National Railway tracks.

~~13.1.4.2~~ Notwithstanding the policies of this Plan, the following uses will not be permitted:

- a. banquet hall;
- b. broadcasting, communication, and utility rights-of-way;
- c. conference centre;
- d. entertainment, recreation and sports facilities;
- e. financial institution;
- f. outdoor storage;
- g. overnight accommodation; and
- h. restaurants.

13.1.5 Site 5



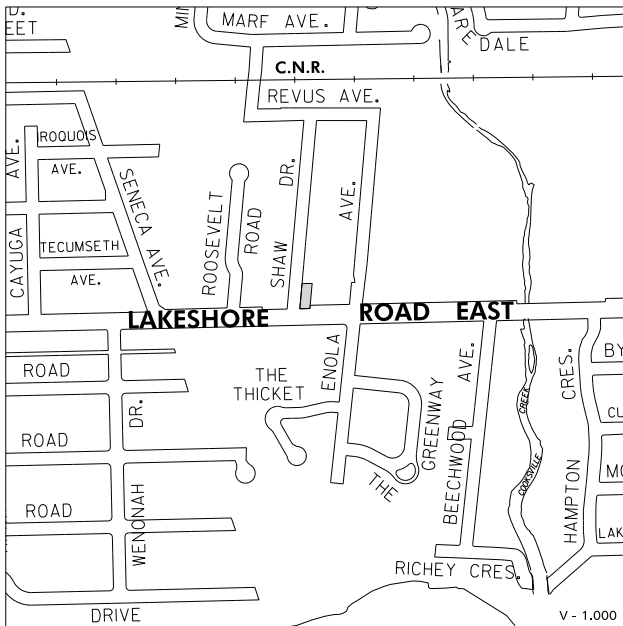
~~13.1.5.1~~ The lands identified as Special Site 5 are located along Casson Avenue, west of the utility corridor.

~~13.1.5.2~~ Notwithstanding the policies of this Plan, the following uses will not be permitted:

- a. banquet hall;
- b. broadcasting, communication, and utility rights-of-way;
- c. conference centre;
- d. entertainment, recreation and sports facilities;
- e. financial institution;
- f. outdoor storage;
- g. overnight accommodation; and

h. restaurants.

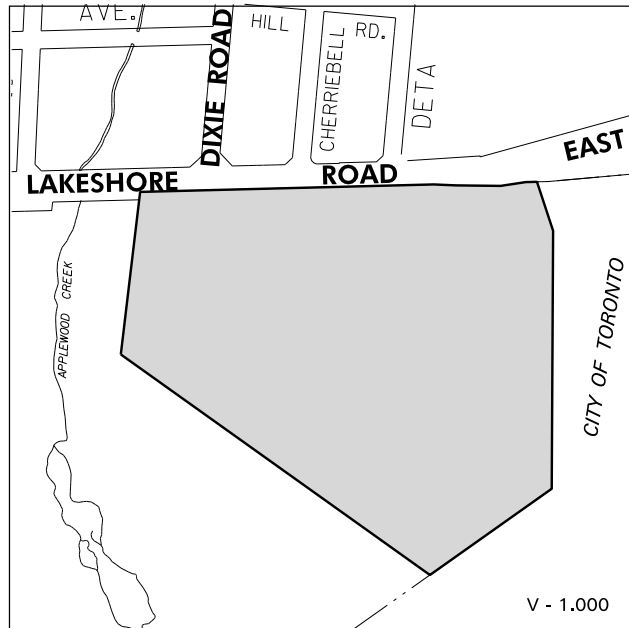
13.1.6 Site 6



~~13.1.6.1~~ The lands identified as Special Site 6 are located north of Lakeshore Road East between Shaw Drive and Enola Avenue.

~~13.1.6.2~~ The property located at 411 Lakeshore Road East is listed on the City's Heritage Register.

~~13.1.6.3~~ Notwithstanding the policies of this Plan, the existing motor vehicle repair garage will be permitted.

13.1.7 Site 7

~~13.1.7.1~~ The lands identified as Special Site 7 are located east of Applewood Creek and south of Lakeshore Road East.

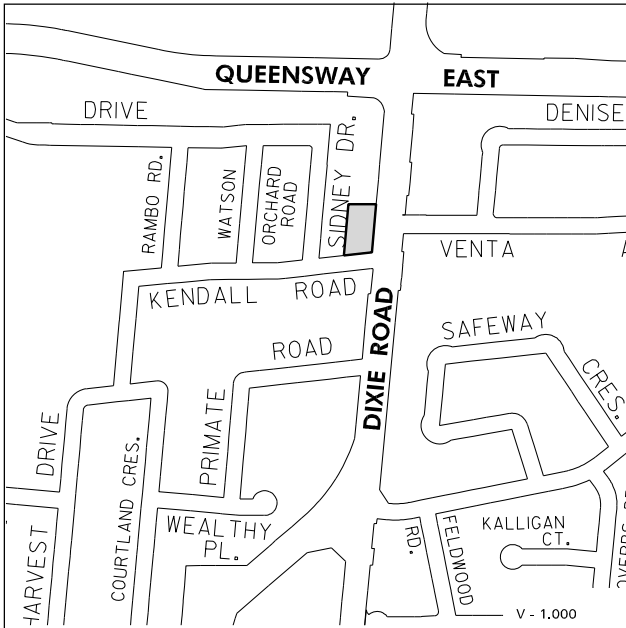
~~13.1.7.2~~ The Small Arms Inspection Building located at 1352 Lakeshore Road East is designated under the *Ontario Heritage Act*.

~~13.1.7.3~~ A heritage permit, including a ***Heritage Impact Assessment***, will be required for any alterations.

~~13.1.7.4~~ Notwithstanding the policies of this Plan, the following additional uses will be permitted:

- a. commercial schools;
- b. community facilities, including art studios, art galleries;
- c. a conference centre;
- d. entertainment, recreation and sports facilities;
- e. restaurants;
- f. retail stores, including an indoor market; and
- g. ***secondary offices***.

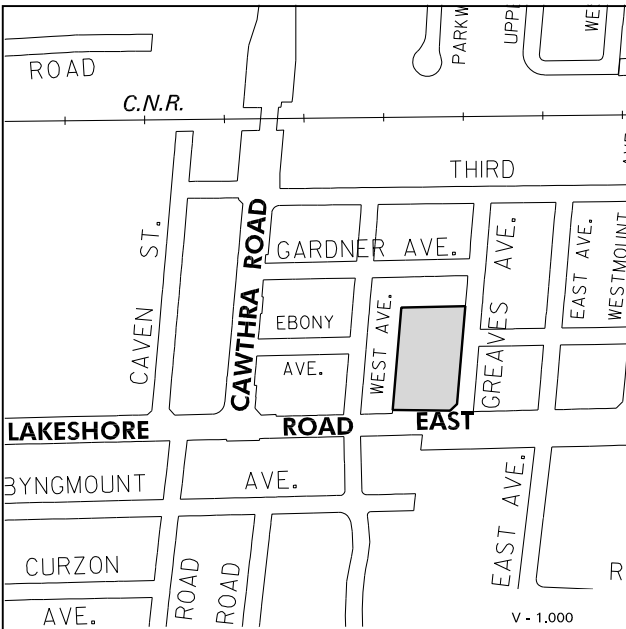
13.1.8 — Site 8



~~13.1.8.1 The lands identified as Special Site 8 are located at the northwest corner of Kendall Road and Dixie Road.~~

~~13.1.8.2 Notwithstanding the policies of this Plan, an office with a maximum of four medical practitioners will be permitted.~~

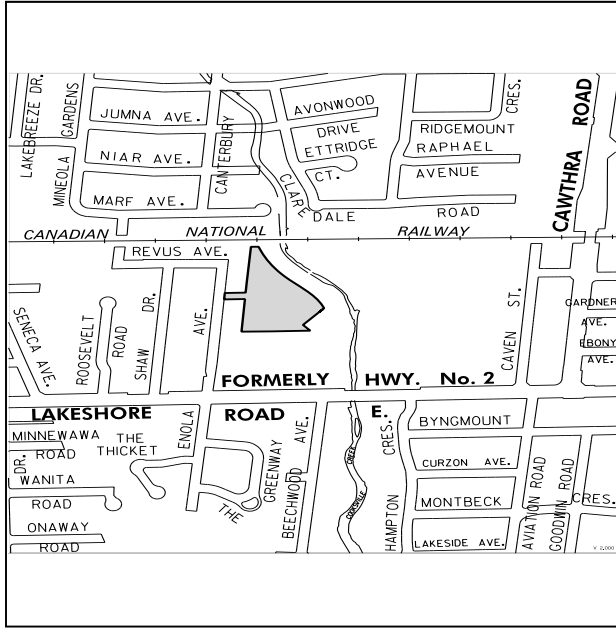
13.1.9 — Site 9



~~13.1.9.1 The lands identified as Special Site 9 are located at the northwest corner of Lakeshore Road East and Greaves Avenue.~~

~~13.1.9.2 Notwithstanding the policies of this Plan, the existing townhouses will be permitted.~~

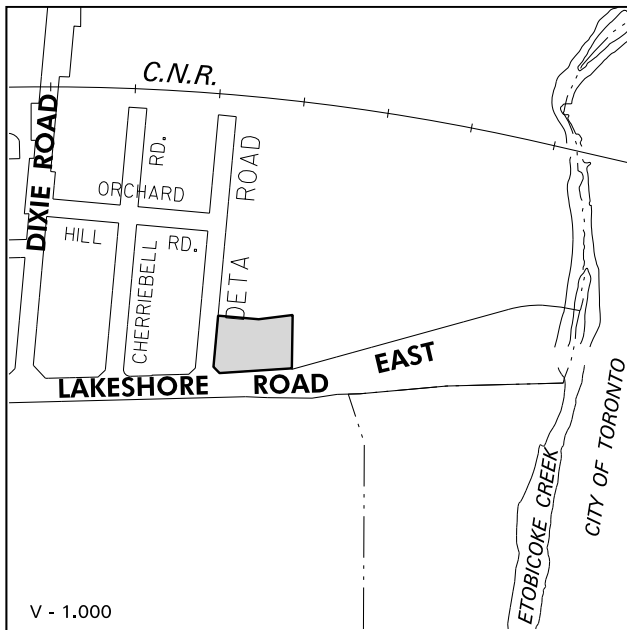
13.1.10 Site 10



~~13.1.10.1~~ The lands identified as Special Site ~~10~~ are located north of Lakeshore Road East, east of Enola Avenue.

~~13.1.10.2~~ Notwithstanding the policies of this Plan, townhouse and will be permitted.

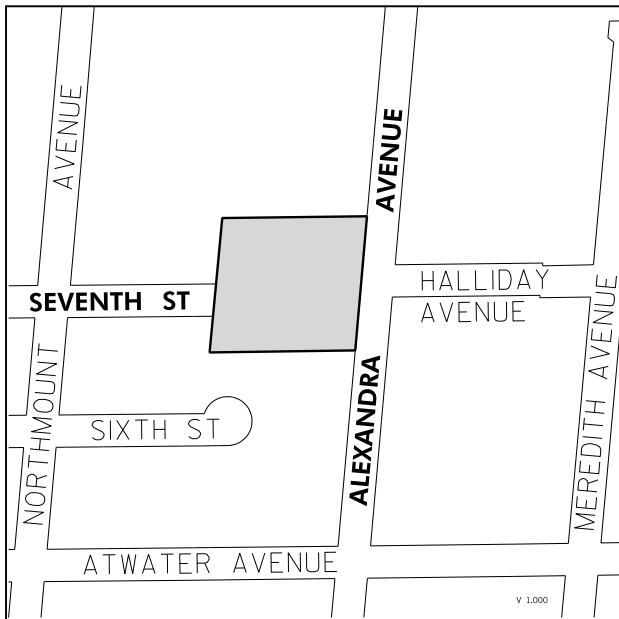
~~13.1.11 Site 11~~



~~13.1.11.1~~ The lands identified as Special Site ~~11~~ are located at the northeast corner of Lakeshore Road East and Deta Road.

~~13.1.11.2~~ Notwithstanding the policies of this Plan, the maximum number of units permitted will be 47.

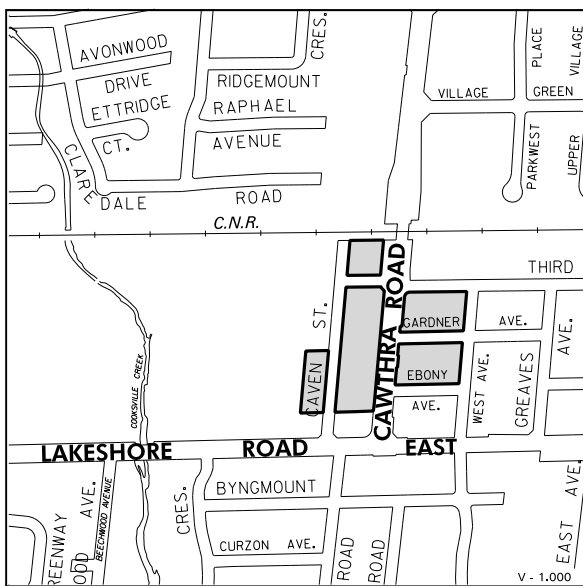
13.1.12 Site 12



~~13.1.12.1 The lands identified as Special Site 12 are located on the west side of Alexandra Avenue, east of Seventh Street and north of Atwater Avenue.~~

~~13.1.12.2 Notwithstanding the policies of this Plan, the minimum frontage and area of new lots may be smaller than the average lot frontage and lot area of residential lots on both sides of the same street within 120 m of the subject property.~~

13.1.13 Site 13



~~13.1.13.1 The lands identified as Special Site 13 are located north of Lakeshore Road East between Cooksville Creek and West Avenue.~~

~~13.1.13.2 Notwithstanding the policies of this Plan, the following additional uses will be permitted:~~

- a. detached dwelling;
- b. semi-detached dwelling;
- c. duplex dwelling;
- d. triplex dwelling; and
- e. street townhouses.

13.2 Exempt Site Policies

~~Exempt Sites reflect unique circumstances that are not representative of the vision, direction and planning policies of the Plan, but nonetheless are recognized because they contain established land uses. The Exempt Sites in Lakeview, as shown in Figure 16 are subject to the following policies:~~

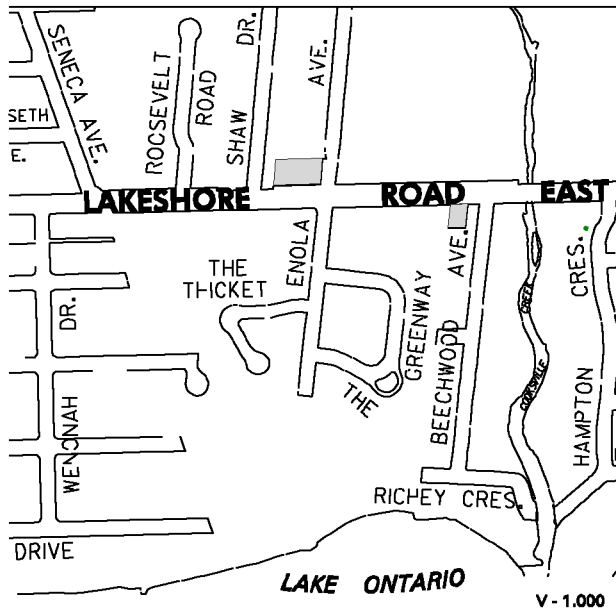
13.2.1 Site 1



13.2.1.1 The lands identified as Exempt Site 1 are located at the southeast corner of Lakeshore Road East and Enola Avenue.

13.2.1.2 Notwithstanding the policies of this Plan, the existing motor vehicle service station will be permitted.

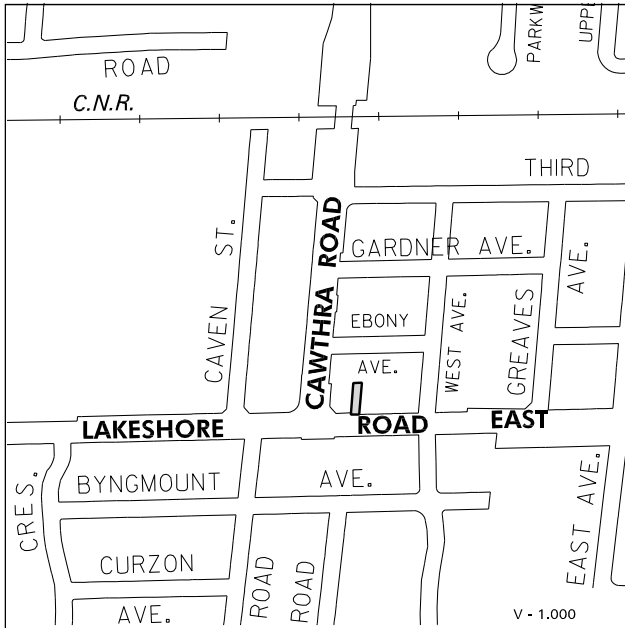
13.2.2 Site 2



13.2.2.1 The lands identified as Exempt Site 2 are located north of Lakeshore Road East between Shaw Drive and Enola Avenue, and south of Lakeshore Road East and west of Beechwood Avenue.

13.2.2.2 Notwithstanding the policies of this Plan, the existing motor vehicle repair garages will be permitted.

13.2.3 Site 3



~~13.2.3.1 The lands identified as Exempt Site 3 are located north of Lakeshore Road East and east of Cawthra Road.~~

~~13.2.3.2 Notwithstanding the policies of this Plan, the existing motor vehicle repair garage will be permitted.~~

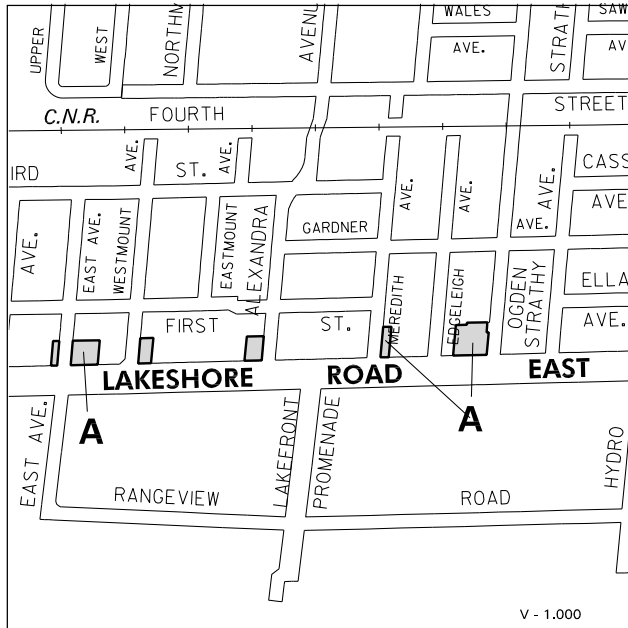
13.2.4 Site 4



~~13.2.4.1 The lands identified as Exempt Site 4 are located at the southeast corner of Lakeshore Road East and Aviation Road.~~

~~13.2.4.2 Notwithstanding the policies of this Plan, the existing motor vehicle commercial use will be permitted.~~

13.2.5 Site 5

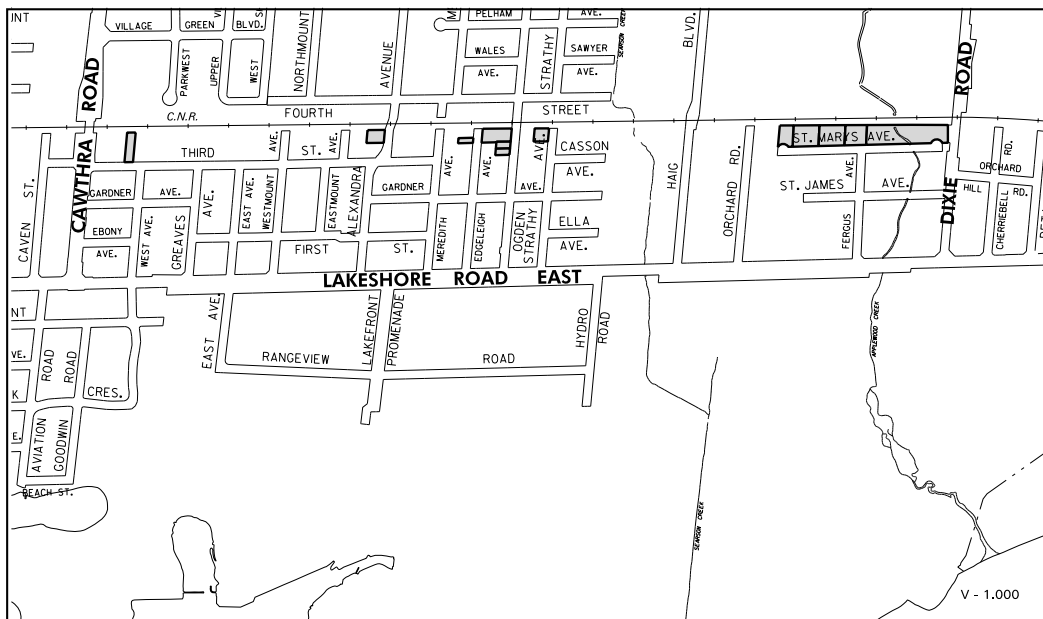


~~13.2.5.1 The lands identified as Exempt Site 5 include six sites located north of Lakeshore Road East between Greaves Avenue and Ogden Avenue.~~

~~13.2.5.2 Notwithstanding the policies of this Plan, the following additional policies will apply:~~

- ~~a. the existing motor vehicle repair garages will be permitted; and~~
- ~~b. the existing motor vehicle sales and rental uses identified in Area A will be permitted~~

13.2.6 Site 6



~~13.2.6.1~~ The lands identified as **Exempt Special Site 6** are located south of the Canadian National Railway line between Cawthra Road and Dixie Road.

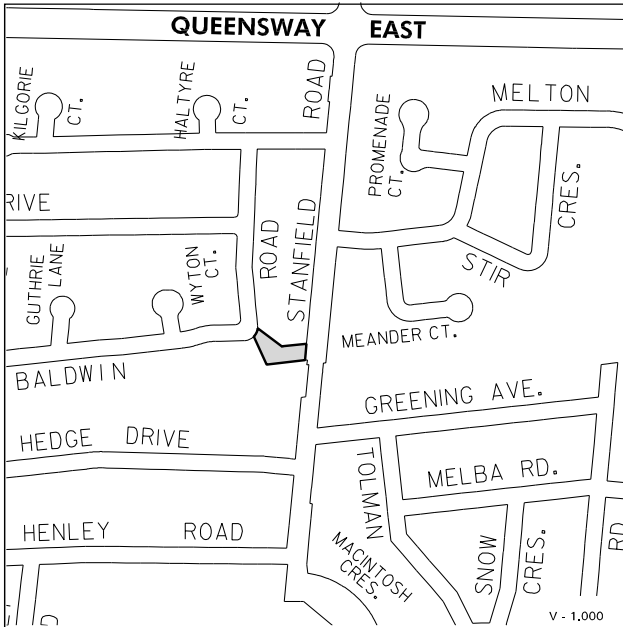
~~13.2.6.2~~ Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. the existing manufacturing uses will be permitted;

- b. the existing motor vehicle body repair facility will be permitted; and
- c. the existing warehousing, distributing and wholesaling uses will be permitted; and
- d. the existing retail store will be permitted.

13.2.6.3 Permitted uses will operate within enclosed buildings.

~~13.2.7~~ — ~~Site 7~~



~~13.2.7.1~~ The lands identified as ~~Exempt Site 7~~ are located on the west side of Stanfield Road, south of Queensway East.

~~13.2.7.2~~ Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. the existing hair care and aesthetics services will be permitted; and
- b. the existing ~~secondary office~~ uses, excluding medical offices, will be permitted.

Port Credit

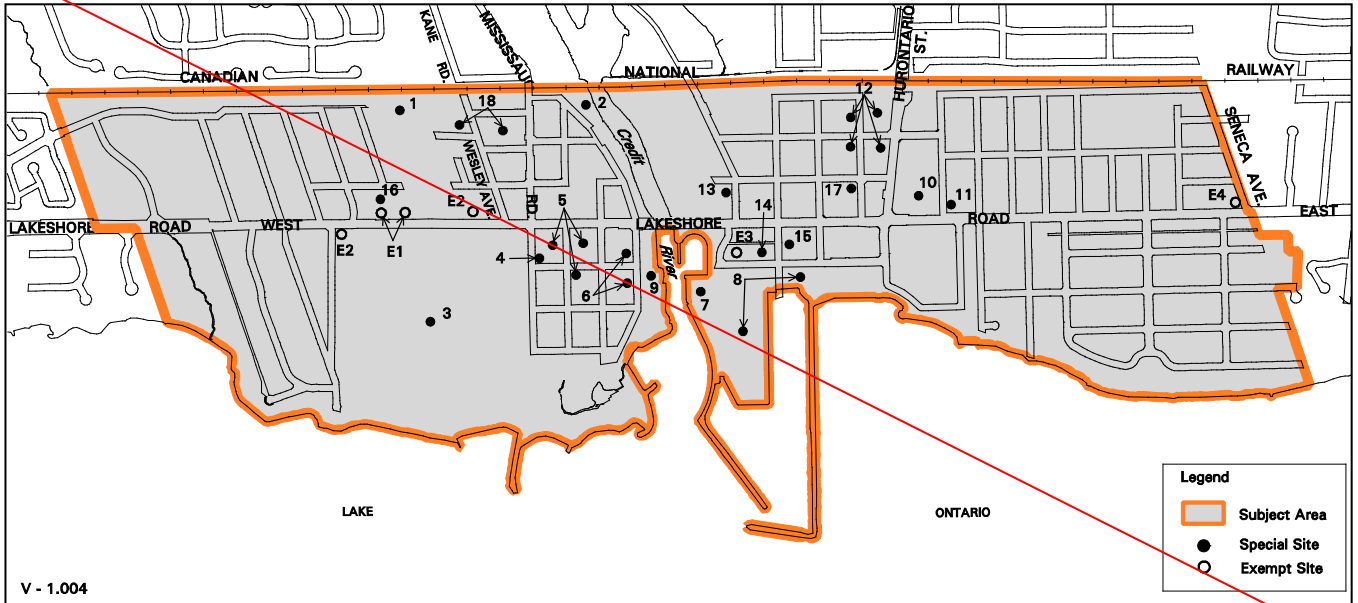
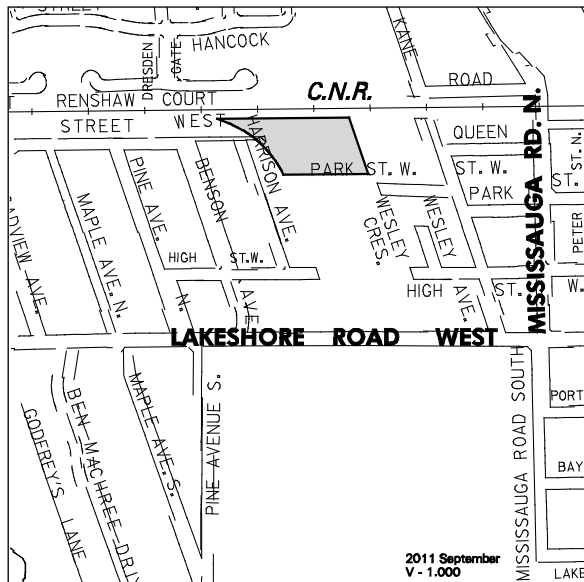


Figure 17: Location of Special and Exempt Sites within the Port Credit Local Area Plan

13.1 Special Sites

There are sites that merit special attention and are subject to the following policies:

13.1.1 Site 4



13.1.1.1 The lands identified as Special Site 4 are located south of the Canadian National Railway and east of Queen Street West.

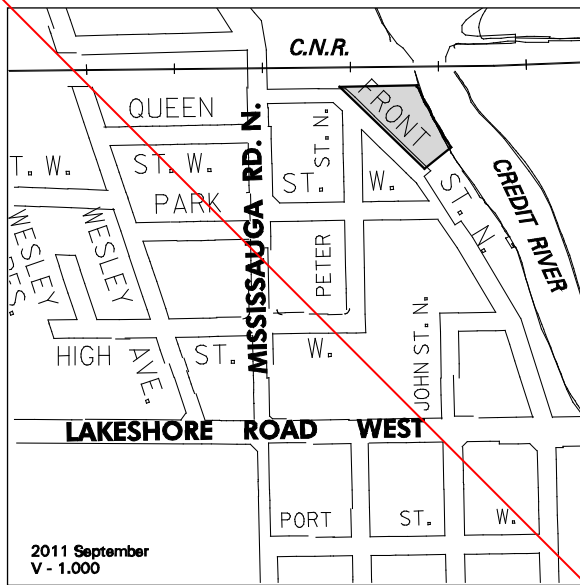
13.1.1.2 Notwithstanding the provisions of the Business Employment designation and the Desirable Urban Form policies, the following additional policies will apply:

- a. development (including servicing) will be permitted following the filing of a Record of Site Condition (RSC) on the Ministry of Environment’s Registry in accordance with Ont. Reg.153/04 as amended;
- b. vehicular access to the site will be provided from Lakeshore Road West through an existing easement. Access from surrounding residential streets will only be permitted subject to addressing the appropriateness of the volume and type of

traffic that would be accommodated on residential streets; and

c. building heights for *secondary offices* uses will be a maximum of 4 storeys.

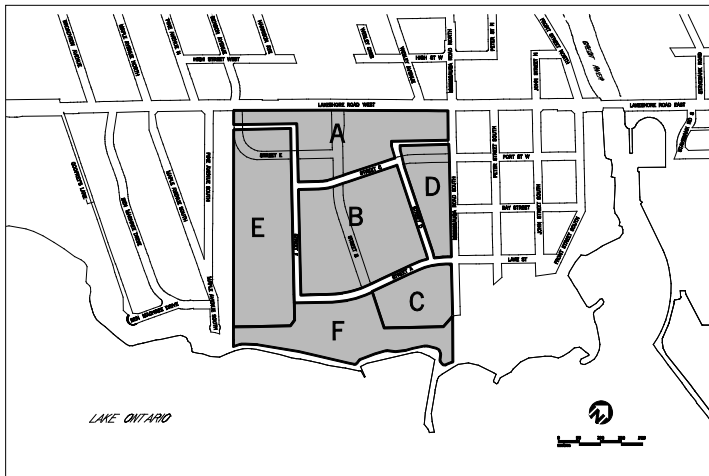
13.1.2 ~~Site 2~~



~~13.1.2.1 The lands identified as Special Site 2 are located south of the Canadian National Railway tracks, east of Front Street North:~~

~~13.1.2.2 Notwithstanding the provisions of the Private Open Space and Greenlands designations, the existing private club will be permitted:~~

13.1.3 Site 3



13.1.3.1 The lands identified as Special Site 3 are located on the south side of Lakeshore Road West, between Mississauga Road South and the rear yards of residential home fronting onto Pine Avenue South.

13.1.3.2 General Policies

13.1.3.2.1 The City will require a mix of housing unit types, sizes and tenure to accommodate changes in community needs over time.

13.1.3.2.2 A maximum of 2,995 residential units and a maximum gross floor space index of 1.45 will be

permitted for the entire site, excluding the 0.3 ha parcel of land at the northwest quadrant of Mississauga Road South and Port Street West that will be developed for affordable housing. Roads, parks and hazard lands will be included for gross floor space index calculation purposes.

13.1.3.2.3 The Public Open Space network and the street system will be designed to create view corridors and active transportation connections from Lakeshore Road West to Lake Ontario and the shoreline.

13.1.3.2.4 A diverse range of local and destination open spaces will be incorporated into the development and will connect the built form and natural area elements. This network will include public parks, trails, privately owned public space (POPS) and natural hazard lands.

~~13.1.3.2.5~~ In order to ensure proper and orderly development in accordance with this Plan, development will occur by way of one or more plans of subdivision which will determine the alignment of municipal roads, the location of parkland and conditions respecting development phasing.

Area A (West Village Square)

~~13.1.3.2.6~~ West Village Square is the gateway to the site from Lakeshore Road West and contains its primary access point. It will contain a multiseasonal public square on private lands that will serve as a gathering space for residents and visitors of all ages and abilities. It will feature retail, personal service and office uses to serve the needs of the neighbourhood and will also incorporate residential uses.

~~13.1.3.2.7~~ Development on the Lakeshore Road West frontage will consist of low to mid-rise commercial buildings and mixed use residential/commercial buildings.

~~13.1.3.2.8~~ While minimum building heights fronting Lakeshore Road West will be two storeys, small portions of buildings may be one storey with a two storeys height to allow for minor architectural variations. Buildings or portions of buildings that do not front directly onto Lakeshore Road West may be one storey in height if they are behind buildings that are at least two storeys.

Area B (The Promenade)

~~13.1.3.2.9~~ The Promenade is located in the centre of the site. A linear park leading from West Village Square to the Waterfront Park and the Campus will form the central spine of this precinct and will be the dominant public realm feature. A public street will be located along the western edge of the linear park. Together, the linear park and public street will create views and connections south to Lake Ontario and the Waterfront Park.

~~13.1.3.2.10~~ This precinct will contain a variety of housing forms and will contain the highest densities and tallest buildings on the site.

Area C (The Campus)

~~13.1.3.2.11~~ The Campus is located at the southeast portion of the site, beside the Waterfront Park. This precinct will act as a catalyst to attract movement into and through the site throughout the day and year and will contain a mix of uses. Integration of privately owned public space (POPS) with the abutting public Waterfront Park should be prioritized.

~~13.1.3.2.12~~ Only non-residential uses are permitted in the first two storeys of all buildings and may include a range of community, cultural, recreational, educational, institutional, retail and office uses. Amenity areas provided for residential uses are also permitted on the first two storeys of all buildings.

~~13.1.3.2.13~~ The lowest building heights will be at the northeast corner of The Campus and will be a maximum of four storeys.

~~13.1.3.2.14~~ The maximum building height is eight storeys along the south portion of the Campus abutting the Waterfront Park.

~~13.1.3.2.15~~ Surface parking lots are not permitted.

Area D (Old Port Transition)

~~13.1.3.2.16~~ The Old Port Transition precinct is along the eastern edge of the site and provides a transition to the adjacent Old Port Credit Village Heritage Conservation District. A mix of residential, school and park uses will be designed to ensure built form and land use compatibility.

~~13.1.3.2.17~~ The public park identified by the Public Open Space designation may be moved to the south without amendment to this Plan. The relocation of the park block will be required should a public school be developed within the Old Port Transition precinct.

Area E (Parkside)

~~13.1.3.2.18~~ Parkside is located along the west boundary of the site and provides an appropriate transition to the existing Cranberry Cove neighbourhood by incorporating a linear landscaped public trail, built form massing, additional landscape treatments and compatible land uses.

~~13.1.3.2.19~~ While this precinct will be primarily comprised of low rise townhouses, a mid-rise residential building is permitted abutting the Waterfront Park. The west portion and majority of this building will not exceed six storeys in height to ensure appropriate built form massing adjacent to the Cranberry Cove neighbourhood. The east portion of the building will have a maximum height of 12 storeys.

Area F (Waterfront Park)

~~13.1.3.2.20~~ A new Waterfront Park will incorporate the existing Waterfront Trail and contribute to this area becoming a regional waterfront destination. It will integrate ecological habitats and programmable space.

~~13.1.3.3~~ Transportation

~~13.1.3.3.1~~ The street and block pattern will be integrated into the surrounding neighbourhood context. A street network with multiple connection points will be designed for several modes of transportation. A high quality, pedestrian focused streetscape is to be provided.

~~13.1.3.3.2~~ The street network will be comprised of public streets, unless arrangements for private streets are made that are satisfactory to the City.

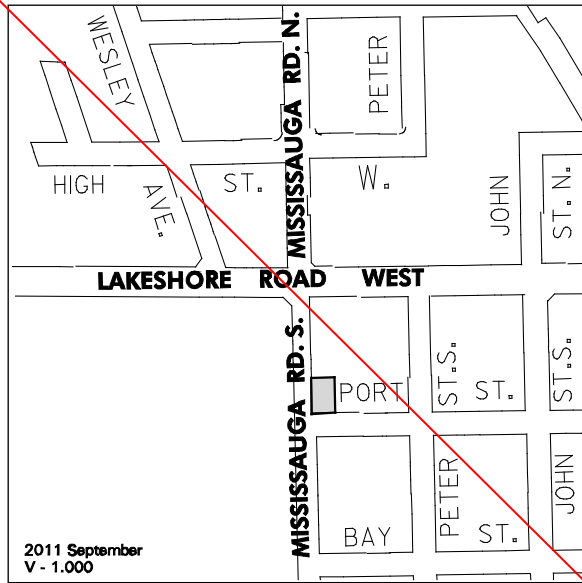
~~13.1.3.3.3~~ Stormwater best management practices are encouraged to be integrated into design of the streets.

~~13.1.3.4~~ Environment

~~13.1.3.4.1~~ The development of a district energy system will be encouraged. Where a district energy system is not provided, development is encouraged to include on-site renewable energy systems.

~~13.1.3.4.2~~ A cogeneration facility will be permitted as an accessory use within the Residential High-Rise Density designation.

~~13.1.4 Site 4~~



~~13.1.4.1 The lands identified as Special Site 4 are located east of Mississauga Road South, north of Port Street West.~~

~~13.1.4.2 Notwithstanding the provisions of the Residential Low Density I designation, the following additional policy will apply:~~

- a. ~~offices, restaurants and personal service uses may be permitted.~~

13.1.5 Site 5

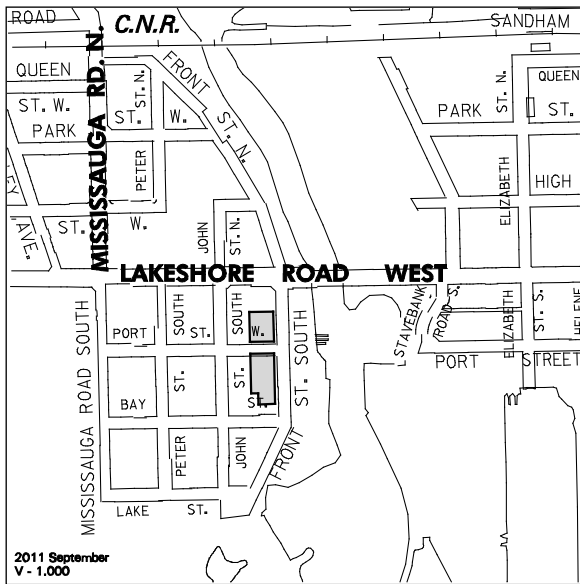


~~13.1.5.1~~ The lands identified as Special Site 5 are located south of Lakeshore Road West and west of John Street South.

~~13.1.5.2~~ Notwithstanding the provisions of the Mixed Use and Residential Low Rise Density I designations, the following additional policy will apply:

- a. special care is required to preserve the character of the buildings and properties of the community infrastructure along Lakeshore Road West and Port Street West. Particular care will be taken in the preservation of the exterior character of the structures, and related exterior open space areas. The existing cemetery at the corner of Lakeshore Road West and John Street South will be preserved.

13.1.6 Site 6

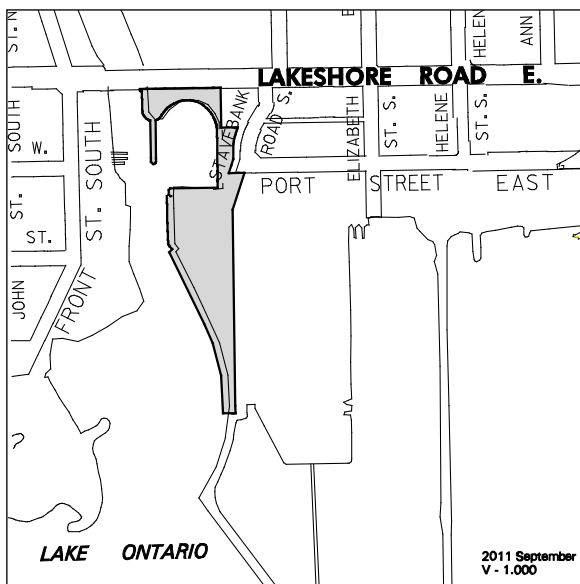


~~13.1.6.1~~ The lands identified as Special Site 6 are located on the west side of Front Street South and the south side of Port Street West, south of Lakeshore Road West.

~~13.1.6.2~~ Notwithstanding the provisions of the Mixed Use designation on these lands, the following additional policies will apply:

- a. buildings, including amenities and signage, whether new or modified, will have a single detached residential appearance consistent with the form, design and scale of the low-rise Density residential land use in the Old Port Credit Village Heritage Conservation District. In addition, the use will have a limited impact on the low-rise Density residential character of the area. New buildings or modified buildings will comply with the development standards of the adjacent low-rise Density residential area;
- b. any garage, detached or attached, will be located in the side or rear yard behind the front wall of the building. Any additional parking required will be accommodated to the rear of the lot;
- c. front yards will be mostly landscaped and oriented to Front Street South or Port Street West;
- d. appropriate design treatment will be provided to both facades at street corners; and
- e. every effort will be made to have buildings of historic interest, as defined in the Old Port Credit Village Heritage Conservation District Plan, retained within any future redevelopment.

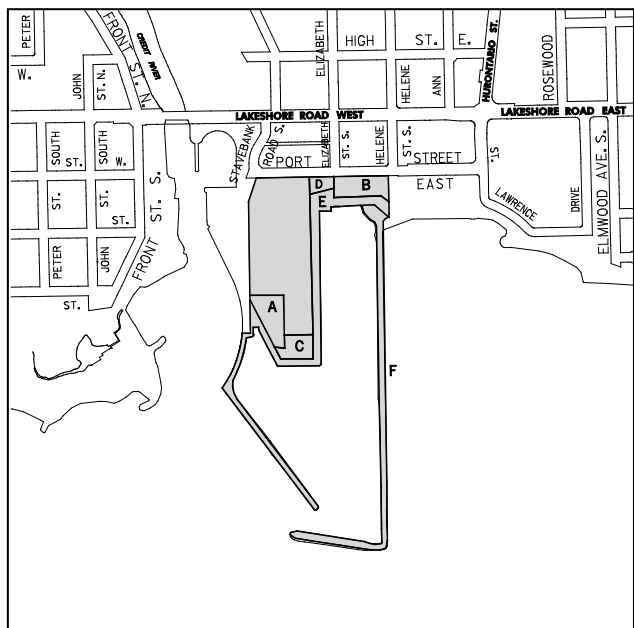
13.1.7 Site 7



~~13.1.7.1~~ The lands identified as Special Site 7 are located west of Stavebank Road South, south of Lakeshore Road East.

~~13.1.7.2~~ Notwithstanding the provisions of the Public Open Space and Greenlands designations, the existing restaurant and marina will be permitted.

13.1.8 Site 8



13.1.8.1 The lands identified as Special Site 8 are located south of Port Street East and east of the Credit River.

13.1.8.2 General Policies

13.1.8.2.1 Affordable housing will be provided in accordance with the City of Mississauga’s housing policies.

13.1.8.2.2 The City will require a mix of housing unit types, sizes and tenure to accommodate changes in community needs over time.

13.1.8.2.3 Ground floor uses should include retail, **makerspace**, service commercial and cultural uses for the purpose of establishing areas of focus for residents and visitors, as shown on Map 1: Ground Floor Activation.

13.1.8.2.4 A minimum total office gross floor area of 6,000 m² will be required and will be developed concurrently with residential uses.

residential uses.

13.1.8.2.5 The Public Open Space network and the road system will be designed to create view corridors to Lake Ontario and the shoreline throughout and through the site, including broader panoramic views at the water’s edge, as generally shown on Map 2.

Area A

13.1.8.2.6 A landmark building will be required that is a focal point, demonstrates visual interest, a high standard of architectural design and draws people to the waterfront.

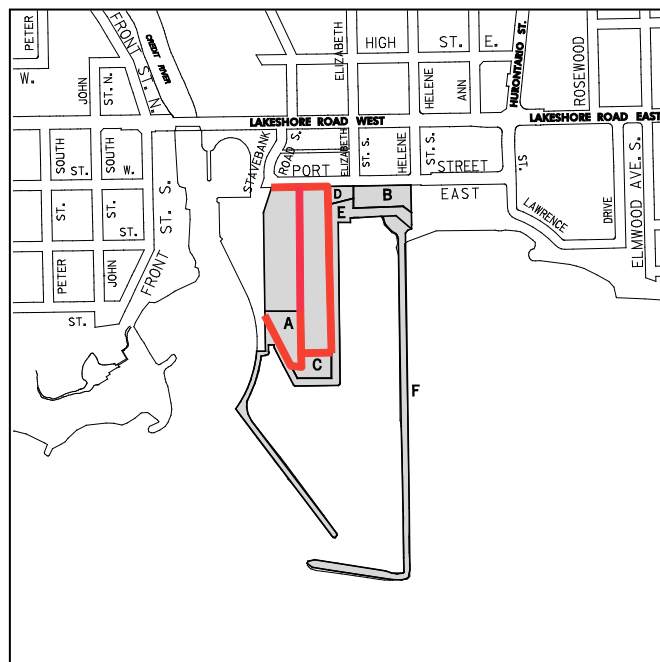
13.1.8.2.7 Area A as well as the surrounding roads and public realm will be a showpiece of design excellence and innovation.

13.1.8.2.8 The building and/or the site should include an attraction that draws people to the site (e.g. public art, observation deck, cultural facility).

Area B

13.1.8.2.9 Notwithstanding the policies of this Plan, only a marina facility and the following accessory uses will be permitted:

- a. marina-related facilities including retail, boat repair facilities and ancillary equipment; and
- b. on-site boat storage.



Map 1: Ground Floor Activation

~~13.1.8.2.10~~ Retail uses and **makerspaces** may be permitted as a second phase to the marina development provided they are subordinate to and complement the marina use.

These additional uses will not adversely impact the marina operations and will only be permitted provided sufficient parking requirements are met.

Areas C, D, E and F

~~13.1.8.2.11~~ Area C will be a park that provides panoramic views of Lake Ontario and the Credit River. The park will be the full width of the pier and have a minimum area of 0.3 ha not including public and private roads.

~~13.1.8.2.12~~ The park to be located in Area D will have a minimum area of 0.13 ha and have street frontages on Port Street East and future roads C and E (as shown on [Map 3](#)). The largest frontage will be on Port Street East.

~~13.1.8.2.13~~ A waterfront promenade will be located in Area E and will:

- have a minimum width of approximately 15 metres;
- include a broad, hard-surfaced pedestrian zone, complete with lighting, benches, trees and other amenities;
- connect JJ Plaus Park to St. Lawrence Park;
- connect with all existing pathways and future sidewalks that it is adjacent to; and
- be designed to be compatible with the water's edge and adjacent development and to accommodate pedestrians, cyclists, emergency service access and service vehicles.

~~13.1.8.2.14~~ Area F is an engineered structure designed to protect the marina basin and is not currently in a form that would permit public use. Opportunities for lake fill should be considered to integrate this area into the public open space network to improve public waterfront access and provide for trails and lookouts along the water.

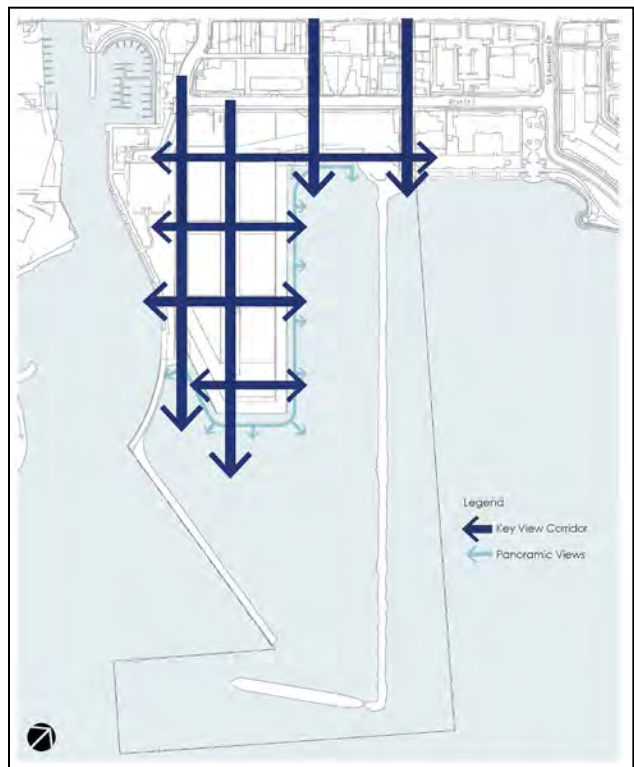
~~13.1.8.2.15~~ The following additional uses are permitted within Areas E and F:

- marina-related facilities, including floating docks and boat slips, a fuel dock and pumpout station, boat repair facilities and ancillary equipment; and
- on-site boat storage.

13.1.8.3 Urban Design

~~13.1.8.3.1~~ Parking facilities located above grade and adjacent to the road system will be screened by "liner" buildings incorporating a mix of uses between the parking structure and the road.

~~13.1.8.3.2~~ An arcade or building element that is a minimum of four storeys above grade may be considered over Road B immediately south of Port Street East provided that view **corridors** to Lake Ontario are achieved.



Map 2: View Corridors

13.1.8.3.3 **Tall buildings** High-rise buildings will have a podium of four stories.

13.1.8.4 Transportation

13.1.8.4.1 The future road network is shown on Map 3 and will be subject to the following road right-of-way width requirements:

Road	Right-of-Way	Future Road type
A1	17 – 20 m	Minor Collector
A2	17 – 20 m	Minor Collector
B	15 – 17 m	Local Road
C	15 – 17 m	Local Road
D	17 – 25 m	Local Road
E	20 m	Local Road

13.1.8.4.2 Future additions to the road network will be public roads, unless arrangements for a private road are made that are satisfactory to the City. With the exception of Road A1 and Road E which will be public roads, private roads may be considered subject to the following:

- a. public easements will be required;
- b. required right-of-way widths will be provided; and
- c. an appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

13.1.8.4.3 Roads B will be designed primarily as a pedestrian and cycling route with a secondary purpose for vehicular access including emergency and service vehicles.

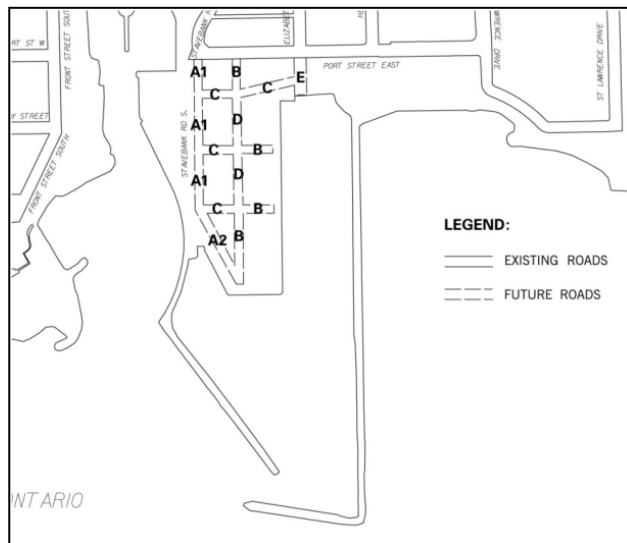
13.1.8.4.4 The City may consider alternative road design standards to achieve community design objectives.

13.1.8.4.5 The portion of the Primary Off-Road Route as shown on Schedule 7: Long-Term Cycling Routes, to be located in Area E will allow for cyclists within a predominately pedestrian environment.

13.1.8.5 Environment

13.1.8.5.1 The development of a district energy system will be encouraged in the area or on the site. Where a district energy system is not provided, developments are encouraged to include on-site **renewable** or alternative energy systems.

13.1.8.5.2 The City, in partnership with the appropriate conservation authority, other agencies having jurisdiction and the property owner may explore the feasibility of lake fill opportunities to enhance the quality of the shoreline, connect natural heritage systems and achieve associated habitat improvements. This will be done with consideration



Map 3: Future Road System

of the ecological context of the site and watershed management area.

13.1.8.6 Implementation

~~13.1.8.6.1~~ Through a marina redevelopment and financing strategy, a marina action plan will be prepared to the City's satisfaction that will identify matters such as:

- a. the mix of marina and marina-related uses;
- b. the location of buildings;
- c. building heights;
- d. parking and boat storage facilities; and
- e. the layout for the marina docks slips, facilities and associated amenities.

~~13.1.8.6.2~~ A development master plan will be required to address matters including, but not limited to, the following:

- a. the height, scale and location of proposed uses;
- b. the phasing of development, specifically:
 - marina and marina-related facilities
 - physical serving infrastructure (e.g. roads, water, wastewater)
 - community infrastructure
 - office and other non-residential development
 - residential development
- c. how the envisioned population and employment will be achieved;
- d. the size, amount and location of non-residential uses at-grade and within buildings;
- e. the size and location of community infrastructure (e.g. parks);
- f. final road alignment;
- g. the location and number of parking spaces;
- h. a functional review of servicing and truck operations on the street network and access to underground parking;
- i. environmental requirements (e.g. remediation of site contamination, green development standards, **renewable** and alternative **energy** components and sustainable infrastructure);
- j. transition and connectivity within the site and to the surrounding context;
- k. provision of public access and protection of views to Lake Ontario;
- l. treatment of the public realm (e.g. the pedestrian and cycling network, roads and **streetscape**);
- m. provision and location of public art;

- n. engineering and design requirements to integrate the eastern breakwater (Area F) into the public open space network; and
- o. hazard mitigation measures and shoreline protection works, delineation of the **Natural Hazard Lands** and associated setback.

~~13.1.8.6.3~~ In exchange for increased height and/or density permissions a community benefits contribution pursuant to Section 37 of the Planning Act will be required. The base value from which increased height and/or density will be calculated will reflect zoning by-law permissions in effect as of January 1, 2017.

~~13.1.8.6.4~~ In order to ensure the proper and orderly development in accordance with this Plan, development will occur by way of one or more plans of subdivision which will generally determine the detailed alignment of municipal roads, the location of parkland and conditions respecting development phasing.

~~13.1.8.6.5~~ In the event that there are multiple landowners, to ensure the appropriate and orderly development of the site and to ensure that the costs associated with development are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement has been executed to address distribution of costs and municipal and community infrastructure, lands and facilities associated with development in a fair and equitable manner. Individual developments will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement. The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary for the purposes of facilitating a front end agreement, the City may utilize area specific development charge by-laws enacted pursuant to the *Development Charges Act, 1998*, as amended.

~~13.1.9~~ Site 9



~~13.1.9.1~~ The lands identified as Special Site 9, Marina Park, are located at the southeast corner of Lakeshore Road West and Front Street South.

~~13.1.9.2~~ Marina Park is to be developed as an integral component of the Port Credit Harbour and Old Port Credit Conservation District in terms of complementary uses and design while recognizing its potential to establish a vibrant river and village edge.

~~13.1.9.3~~ Notwithstanding the provisions of the Public Open Space and Greenlands designations, the following additional policies will apply:

- a. in addition to the uses permitted by the Public Open Space designation, the following uses may be permitted subject to, among other matters, the approval of Credit Valley

Conservation:

- **Secondary offices;**
- retail commercial uses, except for commercial uses with a drive-through facility;
- conference centre; and

- marina;
- b. in addition to the uses permitted by the Greenlands designation, a marina will be permitted;
- c. Marina Park will be developed as an integral part of both Port Credit Harbour and the Old Port Credit Village Heritage Conservation District, having regard for the following principles:
- public access to the Credit River will be enhanced;
 - views of the Credit River from both the Port Street West and the Bay Street road allowances will be extended through the site;
 - building height will not exceed 2 storeys;
 - buildings will be articulated to reduce the perception of bulk;
 - buildings will be oriented to the Credit River, Front Street South and the street grid;
 - pedestrian links along the Credit River through the site and both north and south of it will be pursued, where feasible; and
 - historical interpretation of the site will be integrated into any future development;
- d. prior to any development, the City will prepare a master plan to address the future use and layout of Marina Park. The master plan will be prepared in consultation with the public, and address, among other matters, the future layout of the site, archaeological assessment, historical interpretation opportunities, and the feasibility of a river trail; and
- e. when the master plan has been prepared and approved by City Council, the "holding" designation in the Zoning By-law may be removed.

~~13.1.10 — Site 10~~



~~13.1.10.1 The lands identified as Special Site 10 are located on the north side of Lakeshore Road East, east of Hurontario Street.~~

~~13.1.10.2 Notwithstanding the provisions of the Mixed Use designation and Desirable Urban Form policies, the following additional policy will apply:~~

~~a. the existing gas bar and a motor vehicle wash will be permitted.~~

~~13.1.11 Site 11~~



~~13.1.11.1 The lands identified as Special Site 11 are located at the northeast corner of Lakeshore Road East and Rosewood Avenue.~~

~~13.1.11.2 Notwithstanding the provisions of the Mixed Use designation and Desirable Urban Form policies, the following additional policy will apply:~~

- ~~a. the existing motor vehicle repair garage will be permitted.~~

13.1.12 Site 12



13.1.12.1 The lands identified as Special Site 12 are located west of Hurontario Street, south of the Canadian National Railway, east of Helene Street, and north of High Street. These lands are in an important location that has the potential to support **higher order transit**. ~~further development of the Port Credit Mobility Hub.~~

13.1.12.2 Notwithstanding the, policies of this Plan, the following provisions shall apply, with the Port Credit GO Station Southeast Area Master Plan, also to be used in the review of development applications:

- a. Minimum and maximum building heights are shown in Schedule 2B and described below:
 - Maximum building heights of 22 storeys are permitted throughout the special site area where the tower component of a building is primarily residential,

with the exception of lands fronting Hurontario Street. Maximum building heights of 19 storeys are permitted where the tower component is constructed primarily for office or institutional purposes and have greater floor to ceiling heights;

- Residential and non-residential buildings fronting Hurontario Street shall have building heights not exceeding eight storeys, with a setback consistent with a 45 degree angular plane generally required after six storeys.

The maximum permitted height of buildings fronting Hurontario Street may be exceeded by one storey for every storey of additional office use provided beyond the recommended minimum requirement, up to a

maximum of two storeys. The ability to achieve up to ten storeys along Hurontario Street will require a proponent to provide further built form, design and planning justification, to the satisfaction of the City; and

- All buildings shall be a minimum of two storeys.
- b. Variation in building heights and form should be achieved, including the position of towers relative to each other;
- c. A minimum of 30 metres shall be provided between any portion of a building that is eight storeys or higher to another building that is eight storeys or higher;
- d. The maximum size of residential floor plates beyond the 15th storey shall generally be 800 square metres or less;
- e. Long or full block buildings will be permitted but are encouraged to provide internal mid-block connections where possible and shall generally provide variation in the facade to break up the massing (e.g. physical vertical recesses, changes in materials or other forms of articulation);
- f. Above-grade structures must be contextually sensitive and provide for visual interest and elements that contribute to the **streetscape** and help animate the area, such as space for office, retail/commercial or community uses, services for transit users (e.g. ticketing, interactive information boards and service kiosks), building entrances, community display cases, public art, street furniture and landscape features. The building envelope that faces a public street or gateway entry point will have street level animation. The intent is to achieve visual animation, interest and **streetscape** improvements along each elevation of an above-grade parking structure, with a target of generally providing animation at street level along two thirds of a building envelope;
- g. All future developments over 1 000 square metres shall provide an appropriate mix of non-residential, employment generating uses including office and other uses such as retail stores, restaurants, personal service establishments or community service space. Where land parcels are too small to accommodate large mixed use development, non-residential land uses are encouraged but not required;
- h. The following minimum gross floor areas (GFA) of employment-generating uses will be required as part of future comprehensive block redevelopments:
- Block 1: 2 800 square metres
 - Block 2: 1 400 square metres
 - Block 4: 250 square metres
- i. Developments should be encouraged to provide office space in larger, contiguous floorplates (at-grade or above-grade) in order to accommodate a variety of businesses and services;
- j. Development applications shall demonstrate how transit use, pedestrian circulation, cycling, car and bike sharing, car-pooling, shared parking and other travel demand management measures will be achieved;
- k. Reduced, transit supportive parking standards are encouraged for future development within the Port Credit GO Station Southeast Area. Through the rezoning process, applicants shall be required to provide a parking study to justify the appropriateness of the specific parking standards being proposed;
- l. Development applications shall demonstrate how a seamless integration of modes of travel and access is achieved, especially at-grade and on the lower floors of buildings;

- m. Development applications shall demonstrate how both the City of Mississauga and Region of Peel Affordable Housing initiatives are being addressed; and
- n. Development applications shall demonstrate how proposed built forms and landscaping adjacent to heritage designated properties will respect heritage attributes and mitigate negative impacts on the heritage resources.

3.1.13 Site 13

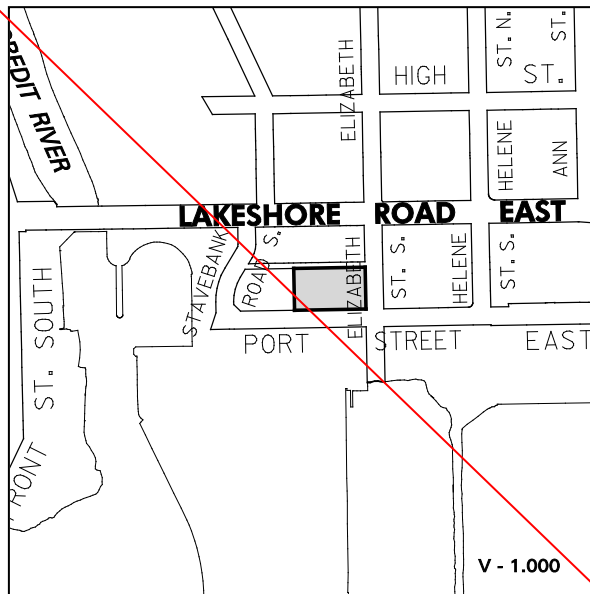


13.1.13.1 The lands identified as Special Site 13 are located west of Stavebank Road, south of High Street and north of Lakeshore Road East.

13.1.13.2 Notwithstanding the provisions of the Desirable Urban Form policies, building heights will be a maximum of 6 storeys and a minimum of 2 storeys, subject to:

- a. appropriate transition to buildings fronting Lakeshore Road East;
- b. appropriate transition to St. Andrews Church; and
- c. appropriate setbacks from Stavebank Road, above the third storey.

~~**13.1.14 Site 14**~~



~~**13.1.14.1** The lands identified as Special Site 14 are located on the north side of Port Street East and the west side of Elizabeth Street South.~~

~~**13.1.14.2** Notwithstanding the provisions of the Desirable Urban Form policies, building heights will be a maximum of 7 storeys.~~

13.1.15 Site 15



~~13.1.15.1~~ The lands identified as Special Site ~~15~~ are located at the southeast corner of Lakeshore Road East and Elizabeth Street South.

~~13.1.15.2~~ Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. a maximum of 56 residential units are permitted;
- b. Area A:
 - a maximum building height of four storeys is permitted;
 - building step backs from Lakeshore Road East shall be introduced to the facade.
- c. Area B:
 - a maximum building height of four storeys fronting

Port Street East, stepping up to a maximum building height of ten storeys towards the north, is permitted; and

- notwithstanding the above height maximums, the building height adjacent to the easterly boundary of Area B shall be no greater than one storey.

13.1.16 Site 16



~~13.1.16.1~~ The lands identified as Special Site ~~16~~ are located on the north side of Lakeshore Road West, east of Benson Avenue.

~~13.1.16.2~~ Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. a maximum of 16 townhouse dwelling units with building heights not exceeding three storeys of livable space will be provided along the south side of High Street West;
- b. a maximum of 309 retirement dwelling units and/or apartment dwelling units for seniors will be permitted within mixed use buildings that front onto Lakeshore Road West;
- c. a maximum building height of four storeys fronting

Lakeshore Road West, stepping up to a maximum building height of eight storeys towards the north, is permitted for the mixed use buildings;

- d. the only commercial uses permitted are retail stores, financial institutions, restaurants, personal service establishments, repair establishments and **secondary office** uses and are to be located within the ground floor of the mixed use buildings fronting Lakeshore Road West.

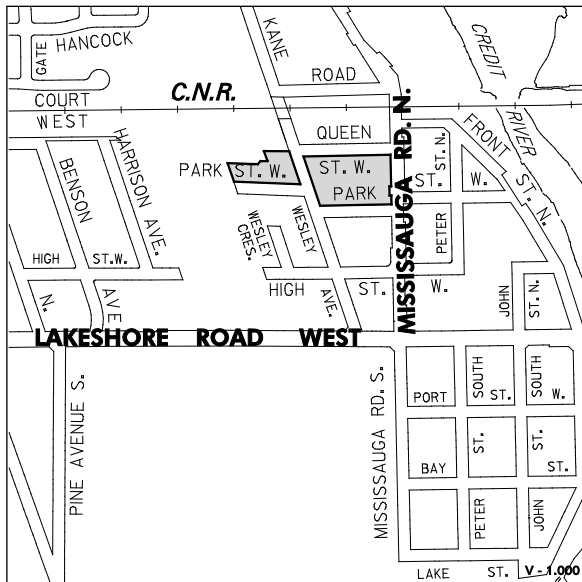
13.1.17 Site 17



~~13.1.17.1 The lands identified as Special Site 17 are located on the southwest corner of High Street East and Ann Street.~~

~~13.1.17.2 Notwithstanding the Residential High Density policies of this Plan, semi-detached dwelling units will be permitted.~~

13.1.18 Site 18



13.1.18.1 The lands identified as Special Site 18 are located south of Queen Street West, north of Park Street West, west of Mississauga Road North, and on the east and west sides of Wesley Avenue.

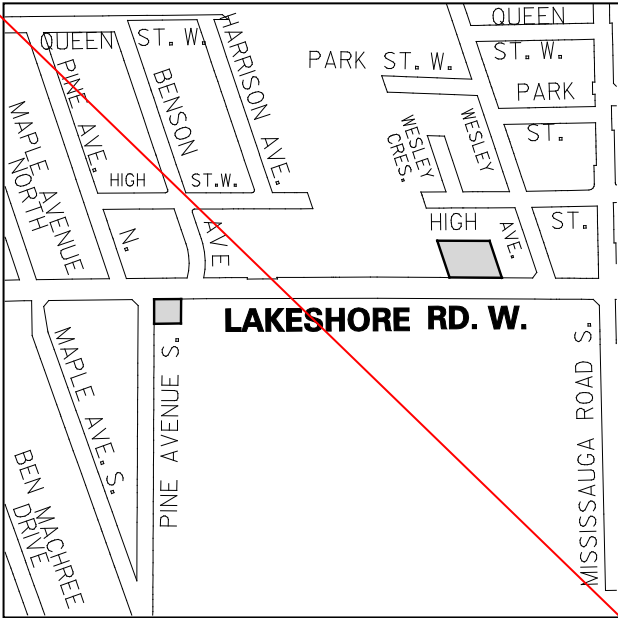
13.1.18.2 Notwithstanding the policies of this Plan, the following additional uses will be permitted:

- a. detached dwelling;
- b. semi-detached dwelling;
- c. duplex dwelling;
- d. triplex dwelling; and
- e. street townhouses

13.2 Exempt Sites

Exempt sites reflect unique circumstances that are not representative of the Vision, direction and planning policies of this Area Plan, but nonetheless, are recognized because they contain established land uses:

13.2.1 Exempt Site 1



~~13.2.1.1 The lands identified as Exempt Site 1 are located on the north side of Lakeshore Road West, west of Wesley Avenue, and on the south side of Lakeshore Road West, east of Pine Avenue South:~~

~~13.2.1.2 Notwithstanding the provisions of the Mixed Use designation and Desirable Urban Form policies, the following additional policy will apply:~~

- ~~a. the existing motor vehicle sales and rental will be permitted.~~

13.2.2 Exempt Site 2

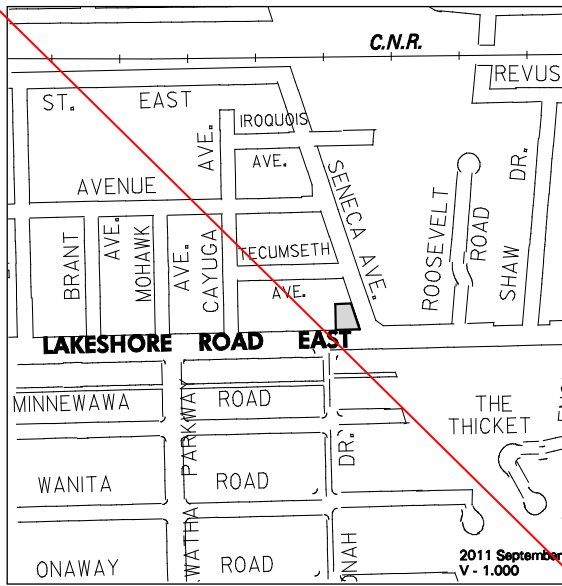


~~13.2.2.1 The lands identified as Exempt Special 2 are located on the north side of Port Street, east of Staverbank Road South.~~

~~13.2.2.2 Notwithstanding the Desirable Urban Form policies, the following additional policy will apply:~~

- ~~a. the existing apartment hotel with a maximum building height of 14 storeys will be permitted.~~

~~13.2.3 Exempt Site 3~~



~~13.2.3.1 The lands identified as Exempt Site 3 are located at the northwest corner of Lakeshore Road East and Seneca Avenue.~~

~~13.2.3.2 Notwithstanding the provisions of the Mixed Use designation and Desirable Urban Form policies, the following additional policy will apply:~~

- ~~a. the existing motor vehicle wash will be permitted.~~

SOUTHDOWN

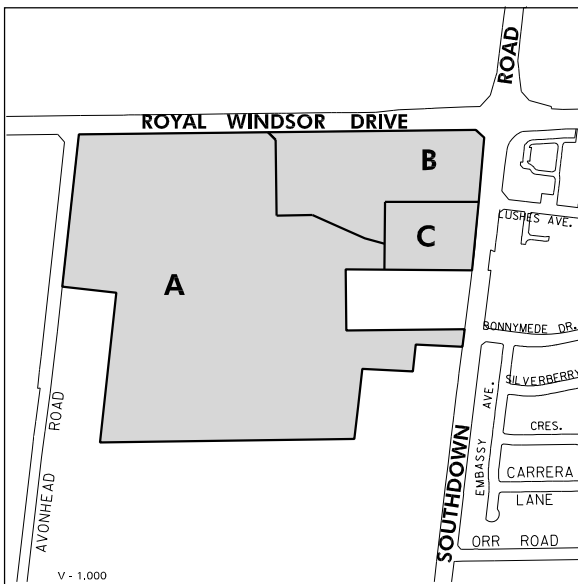


Map 1: Location of Special Sites within the Southdown Local Area.

12.0 Special Site Policies

There are sites within Southdown, as shown in Map 2, that merit special attention and are subject to the following policies:

12.1 Site 1



12.1.1 Area A

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

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

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

12.1.2 Area B

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

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

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

12.1.3 Area C

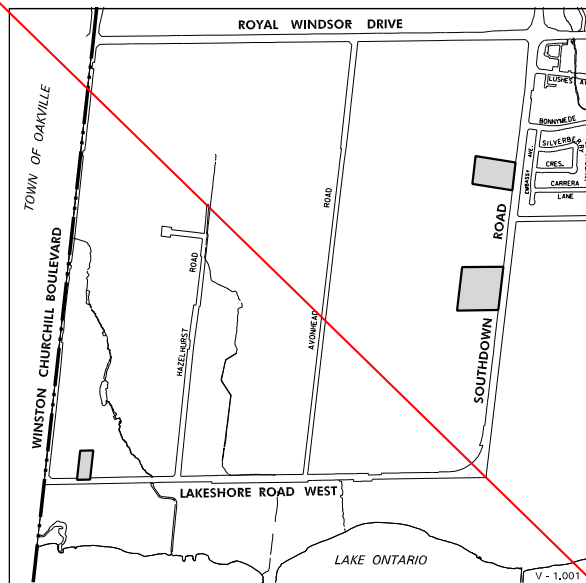
The lands identified as Area C of Special Site 1 are located on the west side of Southdown Road, immediately to the south of Area B.

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

- a. permitted uses will only include retail warehouses, which generally consist of home furnishings, home accessories and an automotive centre;
- b. in addition to the above, community infrastructure and all types of restaurants, except for convenience restaurants, will be permitted;
- c. business employment uses;

- d. uses not permitted within this designation include department stores, supermarkets and drug stores, and other commercial uses which, either individually or collectively, could create an impact on commercial centres; and
- e. outdoor storage and display areas should not be visible from major roads, parks, Greenlands or residential lands. Appropriate setbacks, screening and buffering will be required to lessen the visual impact of the facility. Display areas are to be an integral part of the overall site design and evaluated based on their visual impact on the *streetscape*.

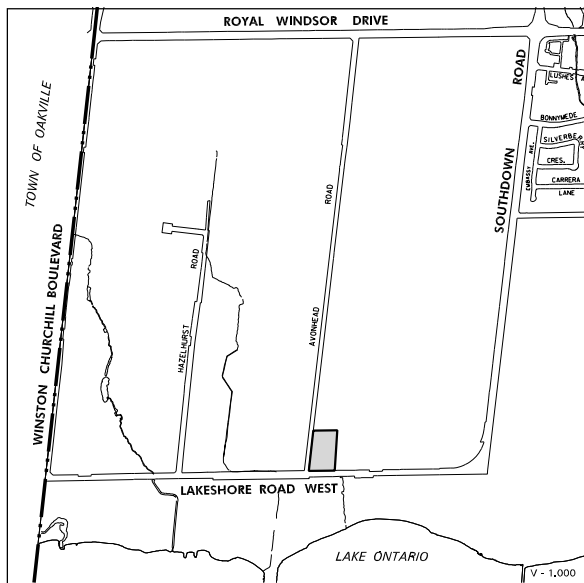
~~12.2 Site 2~~



~~12.2.1 The lands identified as Special Site 2 consist of three areas, two are located on the west side of Southdown Road, south of Royal Windsor Drive and the other is located on the north side of Lakeshore Road West, east of Winston Churchill Boulevard.~~

~~12.2.2 Notwithstanding the Business Employment designation, the lands may also be used for a garden centre.~~

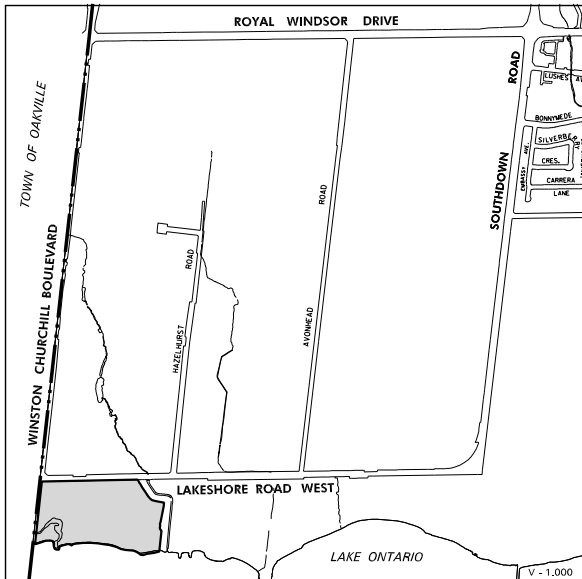
12.3 Site 3



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

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

12.4 Site 4



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

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

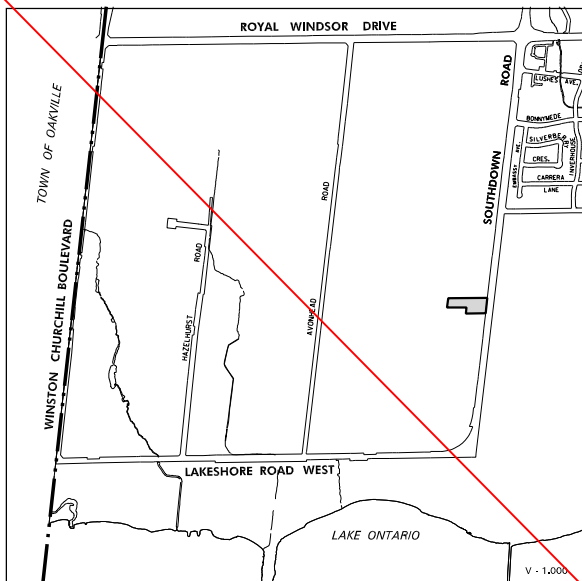
a. in addition to the uses permitted in the Public Open Space designation, the following uses will also be permitted within the existing structure:

- **secondary offices;**
- commercial uses that are accessory to the park;
- conference centre;

- banquet hall;
- conservatory/greenhouse complex;
- commercial school; and
- restaurant; and

b. any proposed structure will be limited in size and to a design compatible with the existing structures and will be designed and located in a manner that minimizes the removal of forest cover.

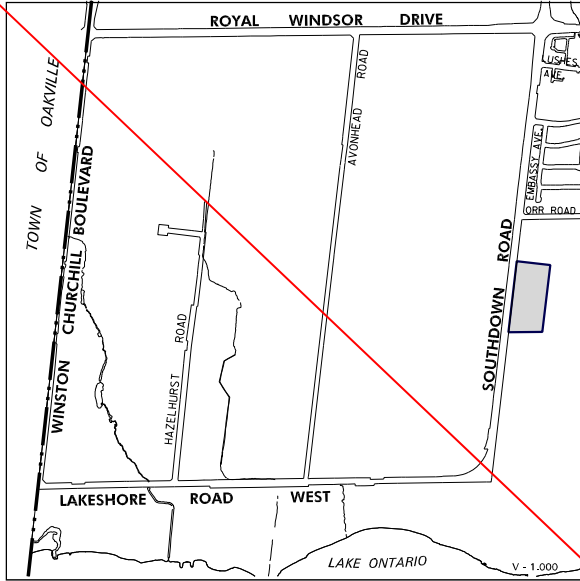
~~12.5 Site 5~~



~~12.5.1~~ The lands identified as Special Site 5 are located on the west side of Southdown Road at 566 Southdown Road.

~~12.5.2~~ Notwithstanding the provisions of the Business Employment designation, the lands may also be used for a gas processing operation including outdoor processing activities and outdoor storage and may include the temporary parking of commercial motor vehicles.

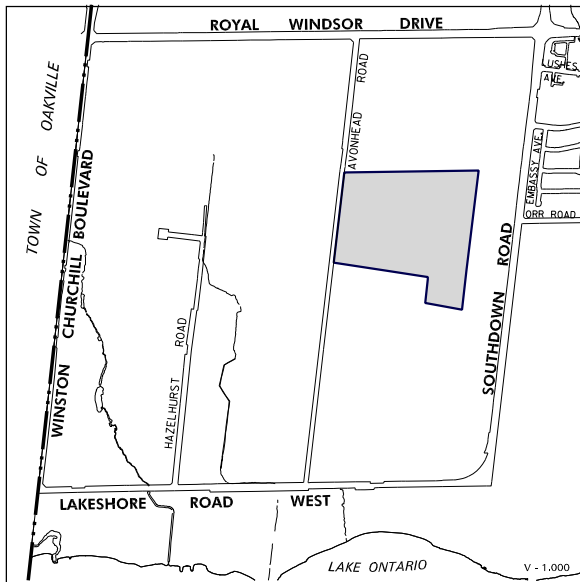
~~12.6 Site 6~~



~~12.6.1 The lands identified as Special Site 6 are located on the east side of Southdown Road, south of Orr Road.~~

~~12.6.2 Notwithstanding the provisions of Section 10.3 Prohibited Uses, the lands may also be used for a cardlock fuel dispensing facility.~~

12.7 Site 7



~~12.7.1~~ The lands identified as Special Site 7 are located on the west side of Southdown Road, south of Royal Windsor Drive.

~~12.7.2~~ Notwithstanding the provisions of the Industrial designation, only the existing land farming operation will be permitted as an accessory use to the existing lubricants centre located at 385 Southdown Road.

12.8 Site 8



12.8.1 The lands identified as Special Site-8 are located along the Lake Ontario shoreline, from Lakeside Park to the eastern district boundary.

12.8.2 Notwithstanding the provisions of the Greenlands designation, the following additional policies apply:

- a. existing structures and uses are permitted;
- b. expansion to existing structures or new development are subject to the Natural Hazard policies of this Plan; and
- c. detailed studies to allow expansions or new development will be subject to satisfying the City and the appropriate Conservation Authority.

LAKEVIEW

EDIT GUIDE:
 Black – no change to text;
 Red – deleted text;
 Blue – new text
NOTE:
 Peach highlight – under appeal
 Green underline – pending
 Regional approval

Introduction ~~How to Read the Port Credit Local Area Plan~~

Mississauga Official Plan (“the Plan”) consists of a principal document and a series of local area plans, provided under separate cover. ~~This is t~~The Lakeview Local Area Plan (“Area Plan”) and provides policies for lands located in southeast Mississauga as shown in Figure 1. It includes lands identified in the City Structure as a Neighbourhood Character Area.

~~There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Lakeview. In these cases, this Area Plan elaborates on, or provides exceptions to, the policies or schedules of the principal document.~~

This Area Plan must be read in conjunction with the principal document. Parts one to four, the schedules, and the appendices of the principal document are applicable to the Lakeview area unless modified by this Area Plan. ~~For example~~ Furthermore, the policies of this Area Plan must be read in conjunction with ~~the environmental, multi-modal, urban form and land use policies of parts two and three of~~ the principal document and the *Major Transit Station Areas* policies in Part 2 of the principal document, where applicable (i.e., for lots located within *Protected Major Transit Station Areas*). In the event of a conflict, ~~the policies of this Area Plan take precedence.~~ the *Major Transit Station Areas* policies take precedence, where applicable. This Area Plan takes precedence for the remainder of the policies.

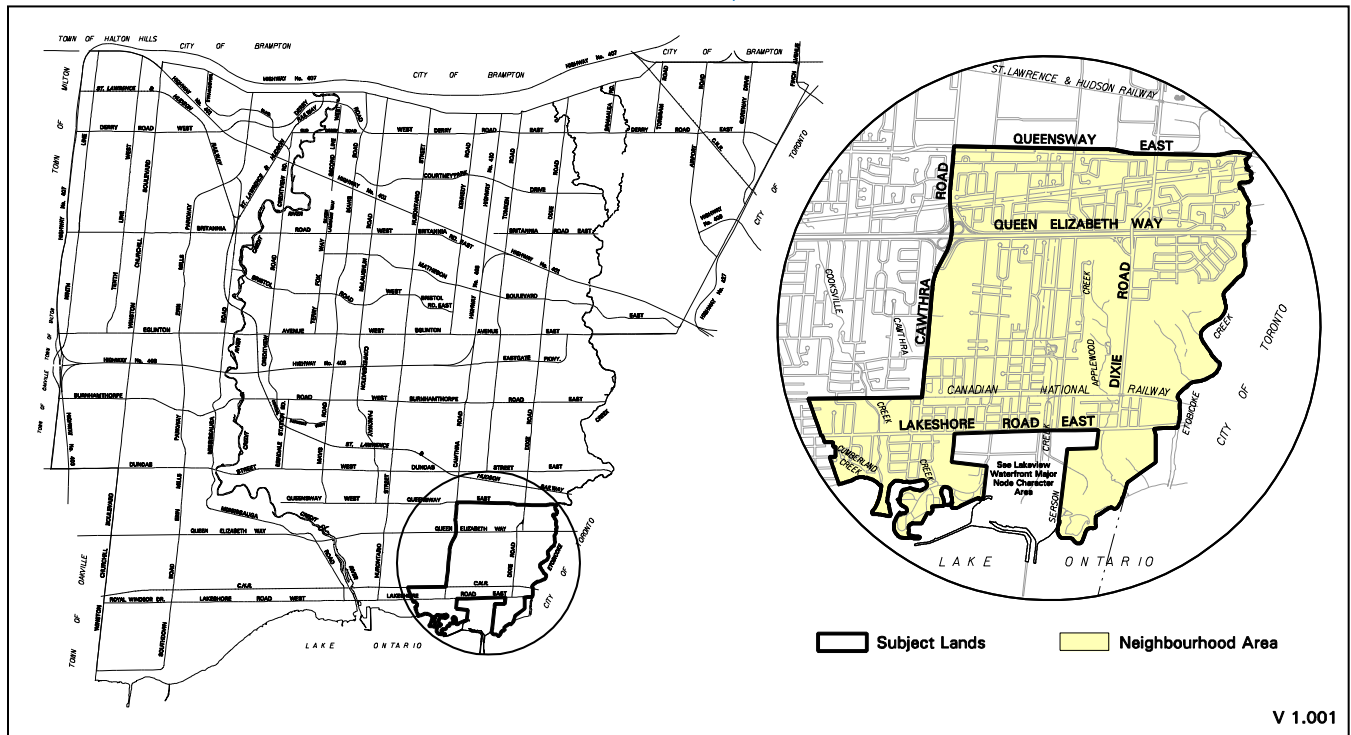


Figure 1: Lakeview is located in the southeast corner of Mississauga and includes areas identified in the City Structure as a Neighbourhood Character Area.

For the purpose of this Area Plan, when Lakeview is referenced, it includes lands within the Lakeview Neighbourhood Character Areas.

~~Appendices attached to this Area Plan have been included for information purposes.~~

Included [under a separate cover](#), ~~in the appendices is~~ the Lakeview Built Form Standards ~~(Appendix I)~~ ~~which~~ will be used during the review of development applications. This document demonstrates how the urban form policies can be achieved.

The Built Form Standards document is not considered part of this Area Plan. However, selected content has been incorporated and represents policy.

~~The Executive Summary from the Lakeshore Road Transportation Review Study (Appendix II) has been to provide additional information on how the Lakeshore Road corridor within the Lakeview and Port Credit Character Areas can accommodate alternative modes of transportation.~~

~~1.2.0 Historical~~ Context

In the early 1800s, the Lakeview community consisted of large family owned farms. The Cawthra, Cavan, Haig, Ogden, Halliday, and Shaw families all owned land in the area. Many of the street names today bear the family names of the farmers and land owners in the area. The Cawthra-Elliot Estate remains a significant heritage site in the City of Mississauga.

Lake Shore Road first opened in 1804, and in 1917 it was the first concrete road in Ontario, and one of the longest cement roads between two cities in the world. By 1944, the road became what we know it as today: Lakeshore Road. Historically, commercial development has occurred on Lakeshore Road and primarily in a strip form along the [corridor](#).

Lakeview has a history of significant industrial and military presence. The Long Branch Rifle Ranges, located at the terminus of Dixie Road, on the south side of Lakeshore Road East were used as an active site for militia training and a Cadet program used by

the Department of National Defence during World War I. Remnants of the bunkers today remain on the site.

In 1935, the Department of Defence purchased the site at Lakeshore Road East and Dixie Road, and Small Arms Limited, a munitions factory, opened in 1940. The company manufactured armaments, munitions and materials through the Second World War until 1974. This site is commonly known today as the Arsenal Lands. The Small Arms Inspection Building was saved from being demolished in 2009 by a community group in Lakeview.

Some early subdivisions within the Lakeview area date to the Second World War time period. War-time houses were built to alleviate the housing shortage for workers at the munitions factory and for returning veterans.

The many heritage sites provide a glance of Lakeview's past as a village community: the Lakeview Golf and Country Club (1907), Adamson

Estate (1919), Pallett-McMaster House (1911), Lakeview Park School (1923), Cawthra-Elliot Estate (1926), and a 1950s contempo gas station.

By 1950, Lakeview had transformed from a rural area into a suburban landscape with land used for industrial, residential, commercial and public spaces. New subdivisions were being built such as Orchard Heights and Applewood Acres. New businesses and industries, such as what is now Dixie Outlet Mall were established as a result of the increasing population. In 1958, the Lakeview Generating Station was erected on the Long Branch Rifle Ranges land providing electricity for the people of Ontario for 43 years before being decommissioned in 2005.

For decades, Lakeview has provided water and wastewater servicing for Mississauga and the surrounding municipalities. The Lakeview Water Treatment Plant was constructed in 1952, and the Lakeview Wastewater Treatment Plant (later renamed, G.E. Booth Wastewater Treatment Facility) opened in 1961. To date, both plants continue to play an important role in providing regional servicing needs.

Figure 3:
LAKEVIEW AREA STATISTICS

	North Residential Neighbourhood Precinct	Central Residential Neighbourhood Precinct	South Residential Neighbourhood, Lakeshore Corridor	Total Lakeview
Land Area ¹ (ha)	261	489	397	1,147
Population ²	5,230	8,320	9,200	22,750
Employment ³	580	1,790	1,430	3,800

¹Land area is a gross figure and includes everything within the defined boundary such as rivers, roads, and all other land uses.

²Population is adapted from Hemson Consulting, Growth Forecast, 2008. Population figures are based on the 2011 mid-year forecast and include a 4.2% undercount from Statistics Canada.

³Employment figures include a work from home assumption of 31 jobs in 1,000 population, adapted from Hemson Consultants, Growth Forecast, 2008. Employment figures also include an adjustment factor for non-reporting businesses adapted from City of Mississauga, Mississauga Employment Survey, 2011. Note: Numbers have been rounded

2.3.0 Current Context

Currently, Lakeview is made up of residential neighbourhoods characterized by a variety of housing forms, including low rise dwellings and apartments. Many homes built in the post-war era are being renovated today or replaced largely with new detached housing, and some assembly for townhouses is occurring. Townhouses are found in pockets throughout Lakeview between Lakeshore Road East and the Queen Elizabeth Way. Apartment buildings are located mainly near the Canadian National Railway tracks at Cawthra Road, on Dixie Road, and along Lakeshore Road East. There are a few clusters of multi-unit residential dwellings in Lakeview, including duplex, triplex and fourplex.

The area is served by commercial facilities concentrated along Lakeshore Road East. However, it is fragmented by other uses such as motor vehicle repair garages and motor vehicle sales and service. The area along Lakeshore Road East to the east of Cawthra Road is in its early stages of revitalization to mainstreet retail, with newly built and proposed mixed use buildings. Neighbourhoods to the north are served by commercial facilities located on both sides of the Queen Elizabeth Way, namely Dixie Outlet Mall and Applewood Village Plaza.

The G.E. Booth Wastewater Treatment Facility, situated south of Lakeshore Road East, occupies a large portion of the Lake Ontario *shoreline*. A major utility use in the area is the Lakeview Water Treatment Facility which is bordered by several parks including A.E. Crookes Park, Lakefront Promenade Park, and Douglas Kennedy Park.

The open space system predominately consists of golf courses, natural areas, creeks, trails, and parks along the Lake Ontario waterfront. These lands are culturally and recreationally significant and connect to Mississauga's parks system.

The waterfront is one of the distinctive elements of Lakeview, and physical and visual accessibility to the waterfront is integral to the community.

Cultural and heritage resources include heritage buildings, cultural landscapes associated with the scenic parks and golf courses, Lakeview's industrial past, former residential estates, and the Dixie Road Scenic Route.

The road network consists of the following east-west road connections: Queen Elizabeth Way, Lakeshore Road East, Queensway East, North and South Service Road, and Atwater Avenue. The north-south road connections are: Cawthra Road, Dixie Road, Ogden Avenue, Stanfield Road, and Haig Boulevard. For classification and rights-of-way, refer to the Road

Classification ~~tables~~ found in Chapter ~~8~~ 7 of Mississauga Official Plan.

~~Population, employment, and land area statistics of the Lakeview area are summarized in Figure 3. For the purpose of this Area Plan, Lakeview is arranged by Precinct: North Residential Neighbourhood, Central Residential Neighbourhood, South Residential Neighbourhood, and Lakeshore Corridor, as shown on Map 1: Lakeview Local Area Plan Precincts and Sub Areas.~~

~~4.0~~ Collaboration

~~This Area Plan incorporates public input provided through extensive consultation, including stakeholder interviews, visioning sessions, placemaking workshops, youth outreach exercises and an open house.~~

~~The results of the visioning process are contained in the report, “Lakeview and Port Credit Directions Report” (Directions Report). The Directions Report includes a range of policy recommendations that have informed the preparation of this Area Plan.~~

~~Preparation included the formation of a Local Advisory Panel which provided a forum for the discussion of planning and related issues.~~

~~The Lakeview Waterfront Connection Project led by the Credit Valley Conservation and the Region of Peel, and supported by the City and the Toronto and Region Conservation Authority, is planning and designing a connection to the City of Toronto. The project goal is to enhance the aquatic and terrestrial wildlife habitat and provide opportunities for public access to the waterfront.~~

~~Mississauga will ensure that consultation with the public and stakeholders on further initiatives and implementation pertaining to this Area Plan will continue.~~

2.5.0 Vision

The Vision for Lakeview is a connection of neighbourhoods with views to the lake and public access to the shores and waters of Lake Ontario. The neighbourhoods of Lakeview will be connected through a network of parks and open spaces.

Neighbourhoods in Lakeview ~~are stable and~~ offer a variety of housing choices. It is recognized that some change will occur, and development should provide appropriate transition to the existing ~~low scale stable~~ areas, and ~~have regard for protect~~ the existing ~~character~~ ~~building scale~~ and heritage features.

The Vision and policies of this Area Plan advance the goals of the Strategic Plan, including:

- Move – directing growth to support transit;
- Belong – providing a range of housing options;
- Connect – developing walkable connected neighbourhood;
- Prosper – encourage employment uses; and
- Green – promote conservation, restoration, and enhancement of the natural environment.

3.5.1 Guiding Principles

The Vision for Lakeview is based on the following six guiding principles that provide local context and supplements the Guiding Principles of the principal document:

~~3.1~~ ~~5.1.1~~ Reconnect Lakeview to the waterfront by protecting view *corridors* to the lake and along the shoreline, providing a mix of uses and public access to the waterfront.

~~3.2~~ ~~5.1.2~~ Strengthen distinct neighbourhoods by preserving heritage features, protecting the planned context ~~established stable neighbourhoods~~ and ensuring appropriate built form transitions for development.

3.3 ~~5.1.3~~ Support complete communities and encourage a sense of place through compact, mixed use development and a pedestrian oriented mainstreet along Lakeshore Road East that offers a range of cultural, residential and employment opportunities.

3.4 ~~5.1.4~~ Promote community health by encouraging public transit, cycling, walking, and the active use of parks, open spaces, and community facilities.

3.5 ~~5.1.5~~ Support social well-being by providing facilities and services for a diverse population of all ages and cultures, promoting public spaces as places for social interaction, and encouraging public participation.

3.6 ~~5.1.6~~ Achieve leadership in sustainability by supporting development that is energy efficient and environmentally responsible, and to support the economic health, social equity and cultural vitality of Lakeview.

4 ~~5.2~~ Community Concept

The focus of the policies in this Area Plan is to strengthen and revitalize the Lakeshore corridor for mainstreet commercial development, to preserve the ~~planned context~~ ~~character~~ of the existing residential areas while allowing for modest infilling, and to enhance the transportation system.

This Area Plan recognizes that areas of the community are unique and serve a different purpose. The elements that make up Lakeview's community concept consist of the following:

- Green System; ~~and~~
- Neighbourhoods; ~~and~~
- ~~Corridors.~~

For the purpose of this Area Plan, Lakeview is considered to be composed of precincts which are further divided into sub-areas that are identified on Map 1: Lakeview Local Area Plan Precincts and Sub-Areas. They contain a variety of land use

designations and may include specific urban form guidelines for the sub-area.

4.1 ~~5.2.1~~ Green System

The Green System consists of an interconnected open space network including, parks, golf courses, creeks, hydro corridors, school yards, and the Lake Ontario shoreline, which are all key features in the identity of the area and provide places for recreation and social interaction.

Implications of development on the Green System are an important consideration in the review of any development application. The Green System overlaps the Neighbourhood and *Corridor* elements.

4.2 ~~5.2.2~~ Neighbourhoods

Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. Neighbourhoods are considered to be primarily ~~stable~~ residential areas that may include a commercial centre to serve the surrounding area.

The North Residential Neighbourhood Precinct consists of two smaller neighbourhoods or sub-areas – Applewood Acres and Sherway West. These areas consist predominantly of detached housing, with several schools serving the area.

The Central Residential Neighbourhood Precinct contains large open space areas, including two golf courses and a woodlands area. The three sub-areas that make up this precinct are Cawthra Village, Serson Terrace, and Orchard Heights. Housing is comprised of mostly detached dwellings on deep lots, and a small number of semi-detached homes and apartment buildings. This area also contains some newer subdivisions with townhouse condominium dwellings.

The South Residential Neighbourhood Precinct, composed of the sub-areas of Lakeview West, Lakeview Village, Creekside and Lakeside, contain a mix of different forms of housing including detached, semi-detached, duplexes, triplexes, quadruplexes,

and townhouses. There are also apartment clusters in this area.

5.2.3 Corridors

The principal document identifies Lakeshore Road East, Cawthra Road, and Dixie Road as corridors. These corridors link together the neighbourhoods of Lakeview. Corridors that run through the Neighbourhood Character Area should develop with mixed uses oriented towards the corridor.

Lakeshore Road East is an important corridor in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods.

This Area Plan identifies Lakeshore Road East (also referred to as the Lakeshore Corridor), as the Lakeshore Corridor Precinct. Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the corridor which are appropriate for intensification.

Maintaining Lakeshore Road East as a four-lane roadway during peak travel times is a transportation priority. At the same time, Lakeshore Road East is a constrained corridor that requires a context-sensitive design approach. Traffic-calming measures should be considered, where possible. Trade-offs will be required to accommodate the envisioned multi-modal function of the corridor to provide transportation choices including walking, cycling, auto/truck traffic, and transit.

6.0 Direct Growth

Intensification is the development of a property, site or area at a higher intensity than what currently exists. Intensification should be consistent with the planned function for the area as reflected by the City Structure and urban hierarchy of the Plan.

The amount of intensification will vary in accordance with the policies of this Area Plan. In Lakeview, some growth is directed to the following areas: modest

infilling in neighbourhoods, and the redevelopment of some sites along Lakeshore Road East, and other larger commercial sites. The specific manner in which development will be accommodated is further explained in subsequent sections of this Area Plan.

5 6.1 Neighbourhood Character Areas

Neighbourhoods are stable areas, primarily residential areas that are not intended in nature, and not expected to experience significant change intensification. Where corridors traverse through Neighbourhoods, intensification may occur along corridors where appropriate.

5.1 6.1.1 Intensification will be through modest appropriate infilling, redevelopment along the corridors, or on commercial sites.

5.2 6.1.2 Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types.

5.3 6.1.3 Intensification will be sensitive to the existing character planned context of the residential areas and the planned context.

5.4 6.1.4 Redevelopment of employment uses along the railway tracks will be reviewed in a comprehensive manner and address among other things, transition to the residential areas and to the existing business employment.

5.1 6.2 Lakeshore Road Corridor

The principal document identifies Lakeshore Road East through Lakeview as a *Higher Order Transit corridor*. The eastern portion of the corridor is considered a Strategic Growth Area and a *Protected Major Transit Station Areas*. This corridor will accommodate multi-modal transportation facilities and a mix of commercial, office, residential and cultural uses.

The Lakeshore Corridor crosses through the Neighbourhood Character Areas. It generally

includes the properties that front onto Lakeshore Road East.

Maintaining Lakeshore Road East as a four lane roadway during peak travel times is a transportation priority. At the same time, Lakeshore Road East is a constrained **corridor** that requires a context sensitive design approach. Traffic calming measures should be considered, where possible. Trade-offs will be required to accommodate the envisioned multi-modal function of the **corridor** to provide transportation choices including walking, cycling, auto/truck traffic, and transit

Development in the Lakeshore Corridor Precinct should have regard for the **character** **planned context** of the Neighbourhoods, providing appropriate transitions in height, built form, and density.

5.1.1 ~~6.2.1~~ Intensification will occur through infilling or redevelopment.

5.1.2 ~~6.2.2~~ Intensification will be sensitive to the existing and planned context of the **corridor** and adjacent residential uses.

5.1.3 ~~6.2.3~~ Intensification will address matters such as:

- a. contribution to a complete community;
- b. contribution to the mainstreet character;
- c. respecting heritage; and
- d. protecting views to the waterfront.

5.1.4 *Development within the Protected Major Transit Station Areas will occur in accordance with the relevant Strategic Growth Areas and Major Transit Station Areas policies in the principal document.*

~~6.7.0 VALUE THE~~ Natural Environment

Reconnection to the waterfront and environmental sustainability are guiding principles of this Area Plan. The Green System is an important element in the Community Concept; it is located within a variety of land use designations in Lakeview.

Schedule 2 ~~4a~~ of the principal document identifies elements of the Green System:

- Natural Heritage System;
- *Natural Hazard Lands*, and
- Parks and Open Space.

~~Schedule 3 of the principal document identifies the Natural System, which includes Significant Natural Areas and Natural Green Spaces and Natural Hazard Lands. Schedule 4 identifies Parks and Open Spaces.~~

In Lakeview, the Natural Heritage System includes the Cawthra Woods, which is one of a few large forested areas remaining in Mississauga. It is identified as a Provincially *Significant Wetland*, a Regional Area of Natural and Scientific Interest (ANSI) and an *Environmentally Significant Area (ESA)*. The area contains a diversity of plant species and is known as a migratory stopover.

The *Natural Hazard Lands* are associated with features such as Lake Ontario Shoreline and five *watercourses*: Etobicoke Creek, Applewood Creek, Serson Creek, Cawthra Creek and Cooksville Creek.

City parks and open spaces, such as golf courses, are places for social interaction, art intervention, and recreation. Waterfront Parks, which serve a city and regional wide function, are also an important component of the Parks and Open Space System. ~~Lakeview contains seven waterfront parks: Park 358 (not yet named) on the Arsenal property, Lakeview Park, Douglas Kennedy Park, Lakefront Promenade, A.E. Crookes Park, R.K. McMillan Park, and Adamson Estate.~~

~~Trees are invaluable and are essential to our quality of life. Protecting and enhancing the urban forest will leave a legacy for future generations.~~

~~Hydro corridors can provide linear connections through neighbourhoods. In Lakeview, there are three hydro corridors. The “Queensway Corridor” is generally adjacent to the Queensway East, the “Applewood Junction Corridor” extends diagonally, north of the Queen Elizabeth Way, and the “Lakeview/Haig Junction Corridor” extends from the former Lakeview Generating Station north to the Queen Elizabeth Way.~~

~~The City will be undertaking flood evaluation studies for Little Etobicoke Creek, Serson Creek and Applewood Creek. The intent of these future studies is to review opportunities to help mitigate flooding, where possible.~~

~~7.1 Green System~~

~~7.1.1 Mississauga will give priority to actions that protect, enhance, and restore the Green System in Lakeview.~~

~~6.1-7.1.2 Opportunities to create an interconnected network of open spaces, including parks, trails, and bicycle facilities, with linkages to the surrounding areas will be encouraged.~~

~~6.2 7.1.3 Within the waterfront parks system, the protection, preservation, and restoration of existing natural systems will be prioritized and balanced to direct and guide the planning of existing and future waterfront activities.~~

~~6.3 7.1.4 Through the processing of development applications, lands may be acquired to provide for a continuous Waterfront Trail along the water’s edge.~~

~~6.4 7.1.5 The development of Park 358 (not yet named) on the Arsenal property and the management of R.K. McMillan Park will include naturalization techniques, where appropriate and connectivity with the future Lakeview Waterfront Connection Project.~~

~~7.2 Urban Forest~~

~~7.2.1 Trees provide important environmental benefits and contribute to the character of the area. The City should seek opportunities for restoring and enhancing canopy cover on public lands, and promoting tree plantings on private lands.~~

~~6.5 7.2.2 The City may require streetscape improvements along corridors to expand and enhance the urban forest canopy along the public right-of-ways.~~

~~6.6 7.2.3 Improvements to the tree canopy along Lakeshore Road East will be a priority when undertaking streetscape improvements.~~

~~7.3 Living Green~~

~~7.3.1 Mississauga will encourage partnerships and stewardships in order to improve the health of the Green System.~~

~~7.3.2 The City will support initiatives that promote environmental sustainability, integrity and conservation and incorporate sustainable development practices in accordance with the City’s Green Development Strategy and the Water Quality Control Strategy.~~

~~8.0 Complete Communities~~

~~Lakeview contains many of the attributes associated with complete communities, including among other things:~~

- ~~● recreational facilities such as community facilities, parks, beaches, and golf courses;~~
- ~~● schools as central places in the community, for academic, social and community, service, and family support;~~
- ~~● a range of housing options with a mixture of housing forms and densities, including rental housing;~~
- ~~● cultural resources such as heritage buildings and landscapes which help retain a connection to the past; and~~

- ~~a significant waterfront area providing a high level of public accessibility.~~

~~The policies are intended to protect and enhance the attributes of a complete community for Lakeview.~~

~~Lakeview is a community with a growing aging population. As seniors enter retirement, there will be changing residential needs, and providing housing choices for seniors, along with other additional community facilities and services such as community centres, libraries and medical offices, will help meet some of the needs for daily living.~~

~~The Lakeshore Corridor will provide a mix of uses and services to residents in the adjacent neighbourhoods.~~

8.1 Housing

~~8.1.1 Preservation of existing affordable housing will be a priority. Where development applications are proposing the removal of existing affordable housing, the replacement of these units will be encouraged on site or within the community.~~

~~8.1.2 The Lakeshore Corridor is encouraged to develop using a range of housing choices in terms of type, tenure and price.~~

~~8.1.3 Mississauga will encourage the provision of affordable housing, including rental housing and seniors' housing within the Lakeshore Corridor.~~

7 8.2 Cultural Heritage

Lakeview contains a number of important cultural heritage resources including properties identified or recognized on the City's Heritage Register as being Designated or Listed. The Heritage Register further classifies the sites as a cultural feature or a cultural landscape:

- Cultural features such as the Water Tower on the Arsenal Lands, Bowstring Bridge over the Etobicoke Creek, and Lakefront Promenade provide scenic views and are significant features and landmarks; and

- Cultural landscapes such as the Lakeview Golf Course, Cawthra Estate, and Adamson Estate are associated with the natural environment or are significant historical resources.

7.1 ~~8.2.1~~ Cultural heritage sites are places that have the opportunity to provide attractive *streetscape*. *Streetscape* improvements are encouraged to accentuate the site through landscaping, signage, lighting, benches, public art, interpretive signs, or other means.

7.2 ~~8.2.2~~ The City will explore through a Community Improvement Plan, incentives to protect, preserve, and reuse cultural heritage sites in Lakeview.

7.3 ~~8.2.3~~ Development adjacent to heritage sites will integrate and enhance the character of the cultural heritage resource.

8.3 Community and Cultural Infrastructure

8.1 ~~8.3.1~~ The Lakeshore Corridor is the preferred locations for community and cultural infrastructure and public art.

8.2 ~~8.3.2~~ Community infrastructure is encouraged to have integrated uses, combining uses such as a library, neighbourhood gallery space, and a café. To promote social interaction within the community, the provision of meeting rooms should be considered, such as a library with multi-functional meeting space.

8.3 ~~8.3.3~~ Mississauga will encourage partnerships and collaboration with the local community, professional artists, arts organizations and creative enterprises to further develop the cultural aspects in Lakeview, including community beautification projects, the adaptive reuse of buildings as a community or cultural heritage resource.

9 8.4 Distinct Identity and the Waterfront

Lakeview has a long and important history as a waterfront community; the waterfront has created a

distinct identity for Lakeview. Lakeview has opportunities to develop a strong community character that promotes and connects the neighbourhoods and **corridors** to the waterfront. Credit Valley Conservation and the Region of Peel, with the support of the Toronto and Region Conservation Authority and the City of Mississauga, are undertaking the Lakeview Waterfront Connection Project with the purpose to create a new natural waterfront park to enhance aquatic and terrestrial wildlife habitat and provide public access to the waterfront. When completed, the waterfront connection along the Lake Ontario shoreline will extend from west of Serson Creek to Etobicoke Creek.

9.1 ~~8.4.1~~ Development within the Lakeshore Corridor will be encouraged to create a unique identity by providing distinctive architecture, high quality public art, *streetscape*, and cultural heritage resources and cultural infrastructure.

9.2 ~~8.4.2~~ The distinct identity of the existing Neighbourhoods will be maintained by preserving the scale **and character** of the built environment.

9.3 ~~8.4.3~~ The City will pursue public use on the waterfront lands, including a waterfront trail connection along the water's edge, and will work in collaboration with the Region of Peel, other levels of government, and agencies.

9.4 ~~8.4.4~~ To create a visual identity in Lakeview, gateway features and signage along Lakeshore Road East will be promoted.

9.5 ~~8.4.5~~ Mississauga supports water dependent activities and related employment uses such as marinas, facilities in support of recreational boating and sport fishing, and uses that benefit from being near the shoreline, parks and the Waterfront Trail.

9.6 ~~8.4.6~~ Mississauga waterfront parks are a significant element of the Lakeview character. Planning for the waterfront parks system will be guided by the Waterfront Parks Strategy, 2008.

10 ~~9.0 Multi-Modal~~ Transportation City

As population and employment growth is anticipated in the Lakeshore Corridor, increasing constraint will be placed on the transportation network. Planning for transit and *active transportation* along Lakeshore Road will become a priority to ensure efficient movement for multi-modal travel.

The road network is shown on the Lakeview Local Area Plan Long Term Road and Transit Network (Map 2). Tables ~~8-1~~ to ~~8-4~~ and Schedule ~~6-8~~ (Designated Right-of-Way Width) of the principal document identify the basic road characteristics. The long term multi-modal transportation system is shown on Schedule ~~3-5~~ (Long Term Road Network), Schedule ~~4-6~~ (Long Term Transit Network), and Schedule ~~5-7~~ (Long Term Cycling Network) of the principal document.

A future *higher order transit corridor* along Lakeshore Road East is identified on Map 2, extending from Hurontario Street to the City of Toronto border. **A two-kilometre dedicated Bus Rapid Transit line is planned along the eastern portion of the corridor. ~~The preferred transit solution (e.g. bus or rail) has not yet been identified for this corridor.~~**

Planning for improvements to the road network and *active transportation* routes that provide connectivity for transit, pedestrians, cyclists and vehicles will be essential in linking Lakeview to the neighbouring communities and in achieving a city wide finer grain network.

The City's Cycling Master Plan is a guide to promote *active transportation* and identifies existing and planned trails in Lakeview, including municipal connections such as the trail along the Etobicoke Creek.

Opportunities for passive recreational uses along hydro corridors, such as multi-use trails, are encouraged through Lakeview.

~~The City is proposing to undertake a Lakeshore Road Transportation Master Plan ("Transportation Master~~

~~Plan”) which will include Lakeshore Road (between the east and west City limit) and an examination of the transportation issues specific to the Lakeview area. As part of the future study, the City will review the *higher order transit* need in the Lakeview area and opportunities to improve the transportation system for all modes.~~

~~9.1 Corridor Protection~~

~~Appendix II contains the executive summary from the Lakeshore Road Transportation Review Study. That study provided a comprehensive and technical transportation review regarding how Lakeshore Road East can accommodate alternative modes of transportation.~~

~~9.1.1 Lakeshore Road East will be planned to accommodate, to the extent possible, all modes of transportation, including pedestrian facilities, cycling facilities, and *higher order transit* facilities.~~

~~10.1 9.1.2~~ The City may acquire lands for a public transit right-of-way along Lakeshore Road East where the creation of a public transit right-of-way separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.

~~10.2 9.1.3~~ The City will, through the review of development applications, eliminate and/or consolidate vehicular turning movements to and from Lakeshore Road East and direct traffic towards signalized intersections, where appropriate. Vehicle access to redevelopment opportunities should be considered from existing north-south side streets or existing or proposed laneways parallel to Lakeshore Road East.

~~9.1.4 The Transportation Master Plan for Lakeshore Road may address improving current mobility for all modes of transportation, the implications of future growth on the network and consider placemaking initiatives that would promote the animation of the corridor. The Transportation Master Plan may assess improvements to the Lakeview road network and *higher order transit* needs in the Lakeview area.~~

~~9.2 Road Street Network~~

~~9.2.1 During the review of development applications, streets will be designed to provide connectivity through neighbourhoods.~~

~~10.3 9.2.2~~ Improvements to the road network and *active transportation* routes that provide connectivity through Lakeview may be identified through a future Transportation Master Plan for the Lakeshore Road Corridor or through the development application process. Future multi-modal connections may accommodate, where feasible, pedestrian and cycling routes, and/or vehicular routes. Improved connections to the network may be considered at some locations, including but are not limited to the following:

- a. Byngmount Avenue, east to Rangeview Road;
- b. Casson Avenue, east to St. Mary’s Avenue;
- c. Ebony Avenue, east to First Street;
- d. Ella Avenue, east to St. James Avenue;
- e. First Street, east to Ella Avenue;
- f. Fourth Street, east to Haig Boulevard;
- g. Harcourt Crescent, south to Duchess Drive;
- h. Pelham Avenue, west to Alexandra Avenue, and east to Haig Boulevard;
- i. Seventh Street, east to Halliday Avenue; and
- j. Third Street, east to Casson Avenue.

~~9.2.3 When reviewing the appropriateness of potential road connections, the City will consider the volume and type of traffic that will be accommodated on the road.~~

~~10.4 9.2.4~~ Mississauga will work with the Province and the Region to coordinate and make improvements to the Dixie Road and Queen Elizabeth Way interchange for the realignment of Dixie Road.

~~9.2.5 Development applications will be accompanied by transportation and traffic studies. Studies will address, among other things, strategies for limiting impacts on the transportation network, where appropriate, including measures such as:~~

- ~~reduced parking standards;~~
 - ~~transportation demand management;~~
 - ~~transit oriented development;~~
 - ~~pedestrian/cycling connections; and~~
- ~~access management plan.~~

~~9.3 Transit Network~~

~~10.5 9.3.1~~ Providing public transit connections along key north-south ~~corridors~~ to Lakeshore Road East in addition to providing frequent and reliable service along the Lakeshore Road will help shape and support the future development of the Lakeshore Corridor.

~~9.4 Parking and Transportation Demand Management~~

~~10.5 9.4.1~~ For development in the Lakeshore Corridor, parking is encouraged to locate below-grade, or at the rear of the site.

~~10.6 9.4.2~~ Development with surface parking should be screened from adjacent streets and properties by using landscaping materials such as hedges, shrubs, trees, and other structural materials.

~~10.7 9.4.3~~ The City will identify appropriate locations for on-street parking in the Lakeshore Corridor and develop an implementation strategy for parking.

~~10.8 9.4.4~~ Where on-street parking and lay-by parking can be accommodated, it is to be incorporated into the *streetscape* design.

~~9.4.5 Reduced parking requirements and maximum parking standards may be considered within the Lakeshore Corridor.~~

~~10.9 9.4.6~~ Public parking lots in the Lakeshore Corridor will be maintained and supplemented where appropriate.

~~9.4.7 The City will encourage Transportation Demand Management measures, where appropriate, in the Lakeshore Corridor and as a part of any~~

~~significant redevelopment projects outside of the corridor.~~

~~11 10.0 Desirable~~ Urban Form

This section reflects the planned function and local context and provides the framework for shaping the Lakeview community, with an emphasis on urban form. The urban form policies are organized as follows:

- a) Neighbourhoods;
- b) Lakeshore Corridor; and
- c) Built Form.

Development ~~within the Neighbourhoods~~ will be guided by the ~~City's applicable design guidelines Lakeview Built Form Standards contained in Appendix I.~~

Development will be in accordance with the minimum and maximum height limits as shown on Map 3. The appropriate height within this range will be determined by the other policies of this Area Plan.

~~11.1 10.1 Neighbourhoods~~ Character Area

Neighbourhoods are ~~stable~~ residential areas where the existing ~~planned context character~~ is to be ~~maintained preserved~~ and enhanced. Development may occur through modest infilling or redevelopment of existing commercial plazas and vacant sites.

Neighbourhood policies are intended to reflect a number of objectives, including among other things:

- to ensure development is sensitive to the existing low rise context and reinforce the planned ~~context character~~ of the area;
- to ensure Lakeshore Road East will provide appropriate development and public realm that reinforces its planned role as a connected community and fosters an active pedestrian and cycling environment; and

- to appropriately balance the constraints associated with both the Canadian National Railway line and adjacent residential uses.

~~10.1.1 Development should reflect one to two storey residential building heights and will not exceed three storeys.~~

11.1.1 ~~10.1.2~~ North Residential Neighbourhood Precinct (Applewood Acres, Sherway West)

The North Residential Neighbourhood Precinct is bordered by Cawthra Road to the west and the Etobicoke Creek to the east, Queensway East to the north and the Queen Elizabeth Way to the south. This residential area will be maintained while allowing for infill which enhances and is compatible with the ~~planned context character~~ of the area.

~~11.1.1.1–10.1.2.1~~ The existing commercial site at North Service Road and Stanfield Road is a site where intensification could be accommodated to a maximum height of four storeys. Future redevelopment of the properties will address issues, including but not limited to:

- retention of commercial space; and
- appropriate transition to adjacent residential uses.

11.1.2 ~~10.1.3~~ Central Residential Neighbourhood Precinct (Cawthra Village, Orchard Heights, Serson Terrace)

The Central Residential Neighbourhood Precinct is bordered by Cawthra Road to the west and Etobicoke Creek to the east, the Queen Elizabeth Way to the north and the Canadian National Railway line to the south. Originally, these homes were summer houses for families from the Toronto Township. Also predominant in the area are homes built on small lots that were constructed during the Second World War time period (these homes are also known as “war time housing”).

~~11.1.2.1 10.1.3.1~~ The existing commercial site at South Service Road and Dixie Road represents a site

for potential intensification, to a maximum height of 4 storeys. Future redevelopment of the property will address issues including but not limited to:

- the addition of public roads to connect and improve the neighbourhood’s fine-grained road pattern;
- retention of commercial space; and
- appropriate transition to adjacent residential uses.

11.1.3 ~~10.1.4~~ South Residential Neighbourhood Precinct (Creekside, Lakeside, Lakeview West, Lakeview Village, Lakefront Utility, Arsenal Woodlands)

The South Residential Neighbourhood Precinct is bordered by Seneca Avenue to the west and Etobicoke Creek to the east, the Canadian National Railway line to the north and Lake Ontario to the south. Many of the homes constructed dating to World War II exists today.

In accordance with the Waterfront Parks Strategy, Park 358 (not yet named) but historically known as the Arsenal property, is identified as a Gateway Park. A park master plan will be required to determine the programming and design of the park. Also, in partnership with the City, the Toronto and Region Conservation Authority, and local community groups, a plan has been initiated for the re-adaptive use of the Small Arms Inspection Building for varying cultural, educational, retail, and office purposes. The reuse of the building will provide an important resource for the Lakeview community.

The Lakefront Utility sub-area includes a regional wastewater treatment facility.

~~11.1.3.1 10.1.4.1~~ Lakeview West has potential for intensification, particularly on the lands east and west of Cooksville Creek. Development should, among other matters, address the following:

- ensure transition to Lakeshore Road East, adjacent ~~stable~~ low scale residential neighbourhoods, and Cooksville Creek;

- b. ensure visual connection to Cooksville Creek; and
- c. ensure larger sites are sub-divided with public roads and walkways.

11.1.3.2 ~~10.1.4.2~~ Development along the Canadian National Railway line for lands designated Business Employment, or for an industrial use, will:

- a. be encouraged to improve the transition of height and use to adjacent residential areas;
- b. have a maximum height generally equivalent to a two storey residential building;
- c. ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential areas;
- d. provide appropriate landscaped buffers to adjacent residential areas; and
- e. provide a *streetscape* that is compatible with adjacent neighbourhoods.

11.1.3.3 ~~10.1.4.3~~ The Arsenal Lands should provide for placemaking opportunities, such as the development of a square or open space that integrates with the surrounding environment and provides interaction for pedestrians.

11.1.3.4 ~~10.1.4.4~~ Development of community and cultural uses will be encouraged and public art will be incorporated as appropriate. in the Arsenal Woodlands Precinct.

11.2-~~10.2~~ Lakeshore Corridor

The Lakeshore Corridor Precinct is intended to be the primary area for street related commercial development, with a mixture of uses and pedestrian oriented built form. The extent of the Lakeshore Corridor is from Seneca Avenue to the east end of the municipal boundary at Etobicoke Creek. Given the length of this *corridor*, it is divided into sections: the Core and Outer Core (see Map 1). The Core is from Seneca Avenue to Hydro Road and is envisioned to have a concentration of street related commercial

uses. The Outer Core, from Hydro Road to Etobicoke Creek, is to be a pedestrian friendly area. Similar to the Core, it allows for mixed use development, however, commercial uses are not required.

The intended built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and typology of the Lakeshore Corridor. The Major Node policies require mid-rise buildings of five to eight storeys fronting on Lakeshore Road East.

In order to achieve the intended function of the Lakeshore Corridor Precinct, redevelopment will address among other matters, the following:

- creating a pedestrian oriented environment;
- ensuring built form compatibility and *providing a* transition in heights to adjacent neighbourhoods;
- minimizing access points along Lakeshore Road East;
- preserving light and sky views; and
- creating an attractive public realm.

11.2.1 ~~10.2.1~~ Development should preserve and enhance the views and vistas to the natural environment.

11.2.2 ~~10.2.2~~ The City will seek opportunities for views to Lake Ontario through development applications for new north-south roads and road extensions.

11.2.3 ~~10.2.3~~ Development will be encouraged to locate parking to the rear of buildings or underground.

11.2.4 ~~10.2.4~~ Development fronting Lakeshore Road East will be two to eight storeys in height provided an appropriate transition to the adjacent context is maintained. Some sites will be permitted building heights greater than eight storeys in height as shown on Map 3.

11.2.5 ~~10.2.5~~ Additional height up to a maximum building height of 30 m may be considered on existing lots greater than 60 m in depth if the

development proposal is consistent with the policies of this Plan.

11.2.6 ~~10.2.6~~ Appropriate transition to adjacent low density residential will be required.

11.2.7 ~~10.2.7~~ In order to achieve a pedestrian scaled environment, new buildings will have a streetwall of a minimum of two storeys to a maximum of four storeys. A streetwall is the exterior wall of a building facing the front lot line abutting the mainstreet.

11.2.8 ~~10.2.8~~ To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items:

- a. maintaining an appropriate average lot depth for mainstreet commercial;
- b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage;
- c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and
- d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk.

11.2.9 ~~10.2.9~~ Development will provide an appropriate *streetscape* treatment of the public realm that supports pedestrian activity and provides an attractive character to the street. This may include, among other things:

- a. landscaping and planting;
- b. street furnishings;
- c. public art;
- d. quality building materials; and
- e. building design elements and features including articulated rooflines such as parapets and towers.

11.2.10 ~~10.2.10~~ Development will be encouraged to provide placemaking opportunities, such as public squares, plazas, and open spaces, including among other locations, at Cooksville Creek, Cawthra Road, East Avenue, Alexandra Avenue, Ogden Avenue, Hydro Road, Dixie Road, and Etobicoke Creek.

11.2.11 ~~10.2.11~~ The assembly of adjacent low density residential land to enlarge properties fronting Lakeshore Road East is discouraged. Should assembly occur, however, the primary purpose of these lands will be an enhanced landscape buffer to the adjacent residential uses and for amenity space and/or parking if required through the development.

11.2.12 ~~10.2.12~~ The Strategic Growth *Intensification Areas* policies of the Plan will apply to development within the ~~Core area~~ *Protected Major Transit Station Areas*.

11.2.13 ~~10.2.13~~ Single use residential buildings are permitted in the Outer Core area, subject to the following:

- a. buildings are set back from the street;
- b. provision of a well landscaped front yard;
- c. an appropriate *streetscape*; and
- d. parking at the rear of the property or underground.

11.3 ~~10.3~~ Built Form Types

11.3.1 ~~10.3.1~~ For the development of detached, semi-detached, duplex and triplex dwellings, the following will be addressed, among other things:

- a. new housing within Lakeview should maintain the existing *planning context* ~~character~~ of the area; and
- b. development will fit the scale of the surrounding area and take advantage of the features of a particular site, such as topography, contours, and mature vegetation.

11.3.2 ~~10.3.2~~ Criteria for the development of street townhouses or freehold townhouses will include, among other things:

- a. they fit into the existing lotting pattern of the community;
- b. they provide an appropriate transition from low built form to higher built forms; and
- c. they are located on, or in proximity to transit routes.

11.3.3 ~~10.3.3~~ For the development of standard and common element condominium townhouse dwellings, the following will be addressed, among other items:

- a. they can fit into the existing lotting pattern of the community;
- b. they provide an appropriate transition from low built form to higher built forms;
- c. they have an appropriate minimum lot depth to accommodate elements such as landscaping and parking;
- d. they are located on, or in proximity to transit routes; and
- e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a *streetscape* that is compatible with adjacent neighbourhoods.

11.3.4 ~~10.3.4~~ Townhouses, may be developed, subject to, among other things:

- a. a minimum lot depth to ensure internal circulation;
- b. area to accommodate appropriate parking, amenity space, landscaping;
- c. utilities can be accommodated internal to the site; and
- d. located on, or in proximity to transit routes.
- e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be

appropriately screened to provide a *streetscape* that is compatible with adjacent neighbourhoods.

11.3.5 ~~10.3.5~~ Criteria for apartment development will include, among other things:

- a. a minimum separation distance to ensure light and permeability;
- b. a maximum floor plate to ensure minimal impact on residential areas; and
- c. transition to adjacent lower built forms.

11.3.6 ~~10.3.6~~ Criteria for commercial development will include, among other things:

- a. the height of buildings will be two to eight storeys provided an appropriate transition to the adjacent context is maintained;
- b. transition to existing ~~stable~~ low scale residential areas;
- c. ensure the continuation of a mixed use community;
- d. on sites with multiple commercial buildings, development will provide dedicated pedestrian walkways to building entrances, and to public roads and transit routes, where appropriate; and
- e. a coordinated character will be required on sites with multiple commercial buildings, including the use of similar building materials, colours and architectural elements.

11.3.7 ~~10.3.7~~ The redevelopment of existing industrial sites for industrial uses will address, among other things:

- a. a minimum setback to residential areas ensuring an appropriate buffer area can be accommodated to screen the use;
- b. a minimum landscape area will be required in front of any employment use; and
- c. existing industrial uses along the railway tracks are encouraged to improve their transition to the adjacent residential areas. The maximum permitted height will be the equivalent to a two

storey residential building. Development will include appropriate buffers and ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential uses.

~~11.3.8~~ ~~10.3.8~~ Aesthetic and high quality building materials will be required in developments. The first four storeys will be of durable material such as brick or stone. Concrete blocks or painted concrete blocks are not permitted to be exposed.

~~11.0 Strong Economy~~

~~Employment uses are an important component of Lakeview as they contribute to a mix of uses while providing an opportunity for people to live and work in the community.~~

~~Employment in Lakeview is generally located along Lakeshore Road East, the railway corridor and on commercial and community infrastructure sites. Lakeview also has an important and unique employment function with utility operations, such as the water treatment facility and the wastewater treatment facility, that serve a regional population.~~

~~Attracting cultural industries can help create a more vibrant and sustainable economy. The provision of arts and culture facilities and activities in Lakeview supports cultural diversity and completing communities.~~

~~11.1~~ Moved to 12.4

~~11.2~~ Moved to 12.1

12 ~~12.0~~ Land Use Designations

This section provides additional policy direction on the permitted land uses within this Area Plan. Schedule ~~8~~ ~~10~~: Land Use Designations of the principal document identifies the uses permitted and is to be read in conjunction with the other schedules and policies in the Plan.

~~12.1 General~~

~~12.1.1~~ Moved to chapter 10.

12.1 ~~11.2~~ Opportunities for water recreational uses or waterfront retail commercial activities should be considered in the development of the waterfront.

~~12.2 Residential Medium Density~~

~~12.2.1 Notwithstanding the Residential Medium Density policies of the Plan, the following additional use may be permitted:~~

~~a. low rise apartment dwellings.~~

~~12.3 Mixed Use~~

12.2 ~~12.3.1~~ Notwithstanding the Mixed Use policies of the Plan, the following policies apply to the Lakeshore Corridor Precinct – Core area:

- a. motor vehicle rental and motor vehicle sales is not permitted; and
- b. commercial uses will be required at grade.

12.3.2 Notwithstanding the Mixed Use policies of the Plan, the following policy will apply in the Lakeshore Corridor Precinct – Outer Core area:

- a. residential uses may be permitted on the ground floor.

~~12.4 Business Employment~~

12.3 ~~12.4.1~~ Notwithstanding the Business Employment policies of the Plan, the following policy will apply:

- a. permitted uses will operate entirely within enclosed buildings.

12.4 ~~11.1~~ Lands designated Business Employment will provide for the continued operation of employment uses. Development on adjacent sites will be compatible to employment uses.

~~13.0 Special Site and Exempt Sites~~

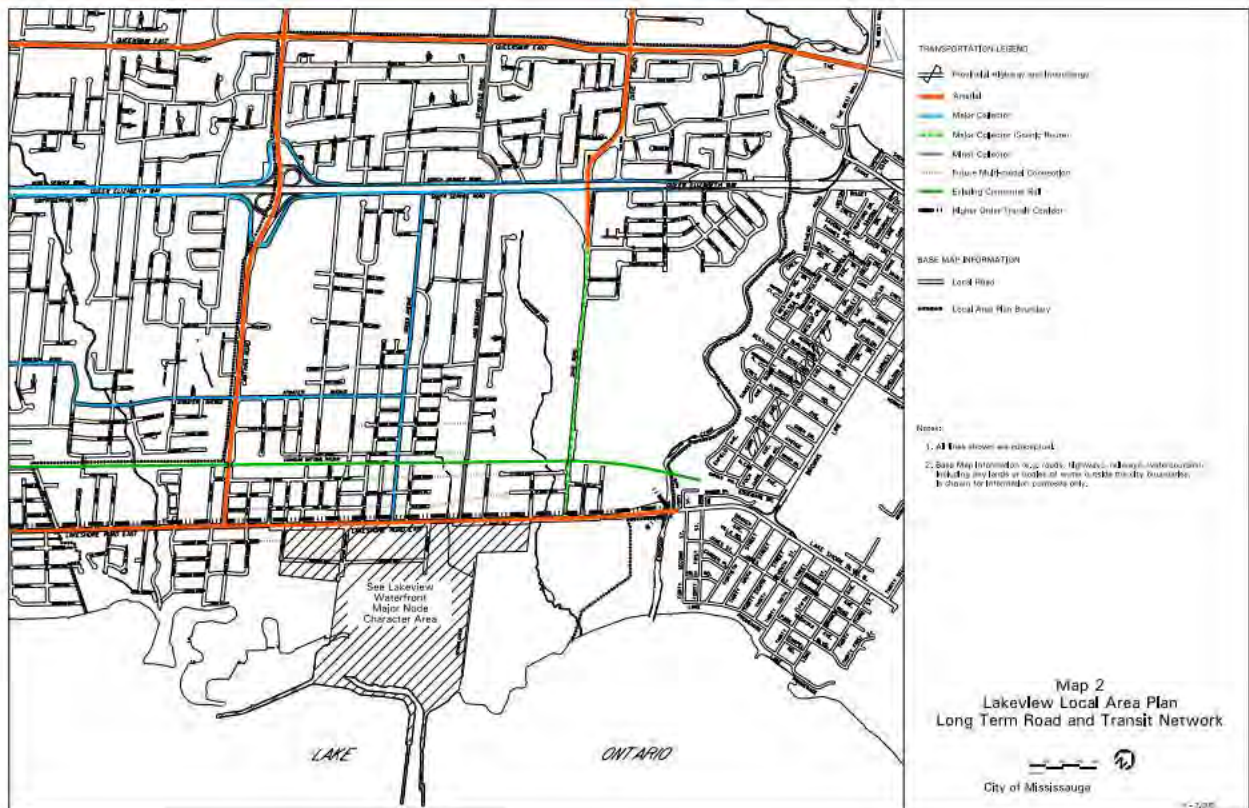
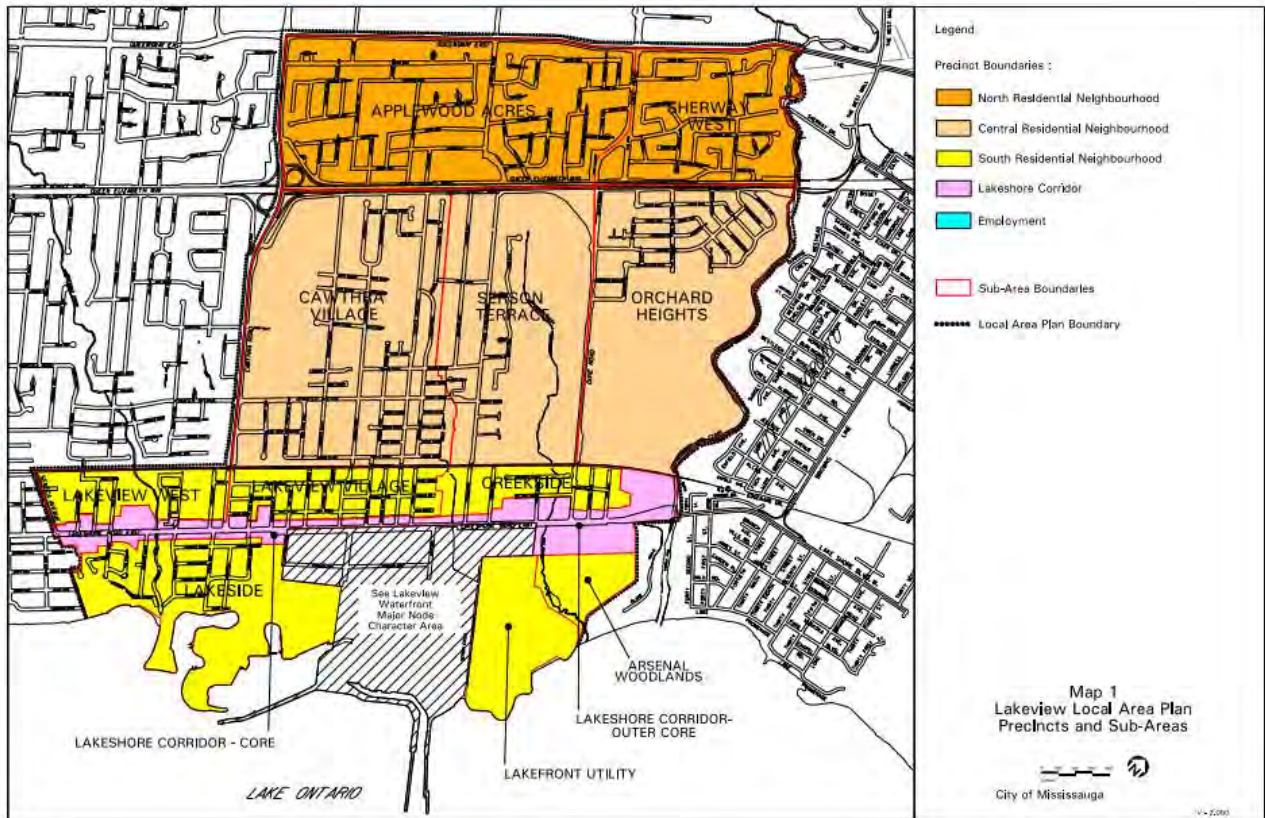
Moved to chapter 16

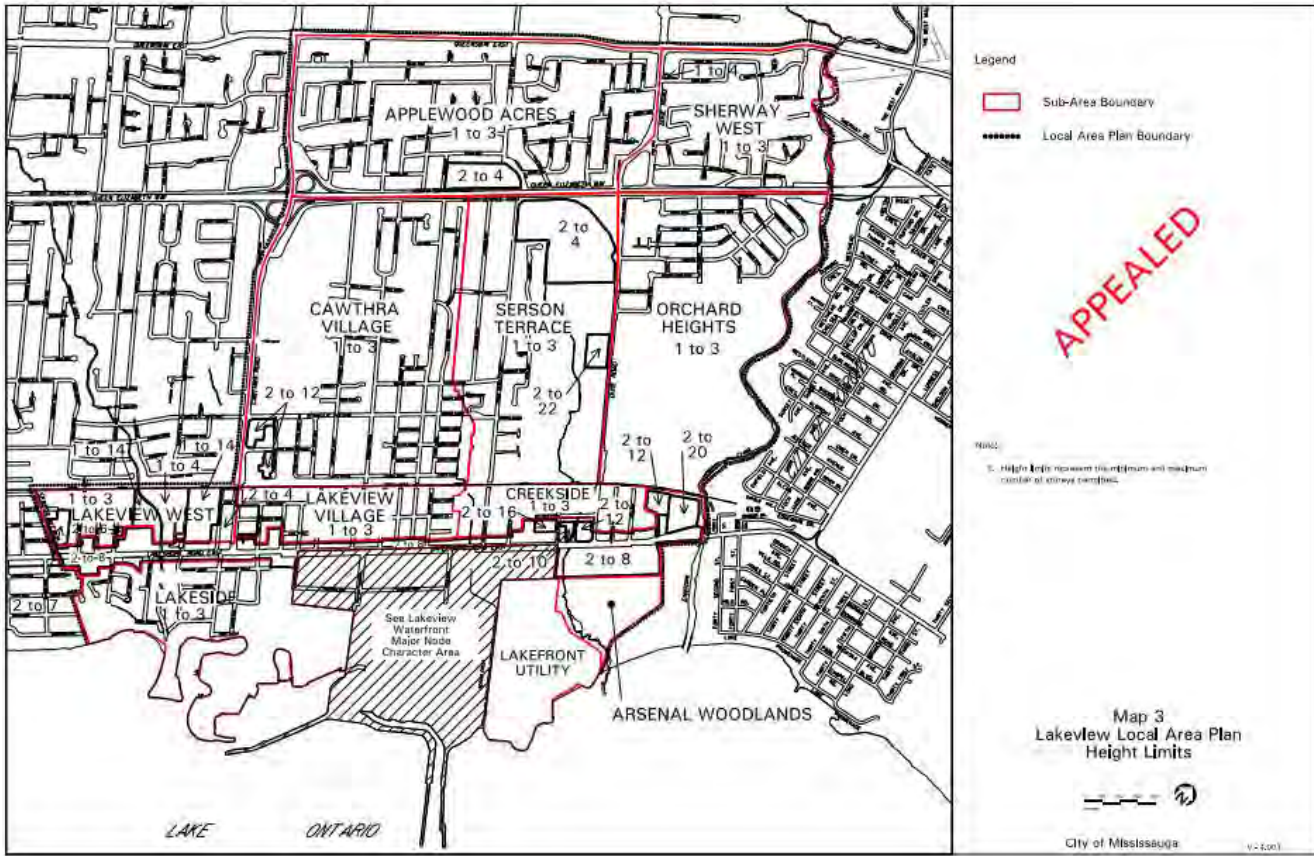
13-14.0 Implementation

13.1 ~~14.1~~ Mississauga will monitor development in Lakeview, including population density and the population to employment ratio.

~~14.2 Mississauga, in conjunction with public consultation, may develop a list of facilities/matters that could be exchanged for granting bonuses in height and/or density.~~

13.2 ~~14.3~~ Mississauga, in conjunction with public consultation, may prepare a Community Improvement Plan, including a plan to promote Lakeview's mainstreet with *streetscape* improvements and symbolic gateways, and incentives to promote and enhance cultural heritage sites in Lakeview.





Port Credit

EDIT GUIDE:

Black – no change to text;

Red – deleted text;

Blue – new text

NOTE:

Peach highlight – under appeal

Green underline – pending Regional approval

1.0 Introduction ~~How to Read the~~ Port Credit Local Area Plan

Mississauga Official Plan (the Plan) consists of a principal document and a series of local area plans, provided under separate cover. ~~This is the~~ The Port Credit Local Area Plan (this Area Plan) ~~and~~ provides policies for lands in south central Mississauga, as shown on Figure 1. It includes lands identified in the City Structure as Community Node and Neighbourhood.

~~There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Port Credit. In these cases, this Area Plan elaborates on, or provides exceptions to, the policies or schedules of the principal document.~~

This Area Plan must be read in conjunction with the principal document. ~~Policies, Parts 1 to 4, the~~

schedules and the appendices of the principal document, are applicable to the Port Credit area, unless modified by this Area Plan. ~~For example,~~ ~~Furthermore,~~ the policies of this Area Plan must be read in conjunction with ~~the direct growth, environmental, complete communities, multi modal, urban form and land use policies of Parts 2 and 3. the Major Transit Station Areas policies in Part 2 of the principal document.~~ In the event of a conflict, ~~the Major Transit Station Areas policies take precedence, where applicable.~~ This Area Plan takes precedence for the remainder of the policies ~~take precedence.~~

For the purpose of this Area Plan, when Port Credit is referenced, it includes lands within both the Port Credit Community Node and the Port Credit Neighbourhoods.

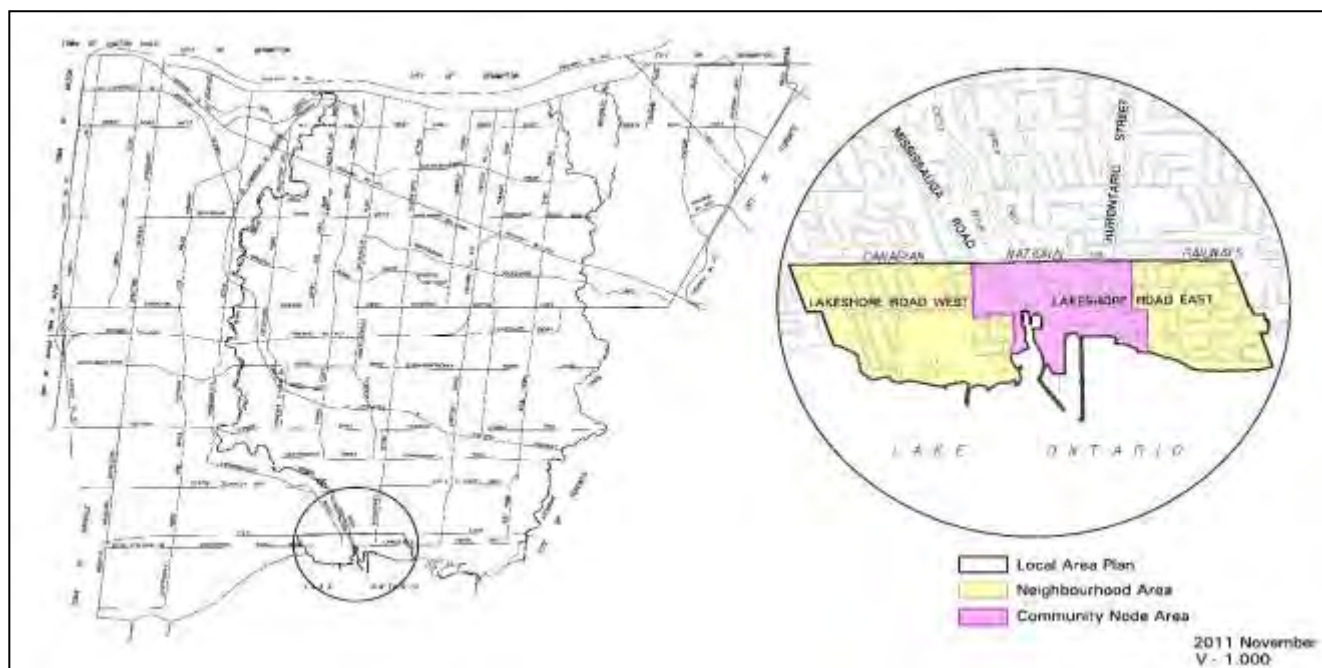


Figure 1: Port Credit is located in south central Mississauga and includes areas identified in the City Structure as Community Node and Neighbourhood.

~~Appendices attached to this Area Plan are provided for information purposes.~~

Included under a separate cover, in the appendices is the Port Credit Built Form Guide is to be used during the review of development applications. This Guide is not part of this Area Plan; however, it demonstrates how the urban form policies can be achieved.

~~The Built Form Guide document is not considered part of this Area Plan, however, selected content has been incorporated and represents policy.~~

~~The Executive Summary from the Lakeshore Road Transportation Review Study has been included as Appendix II to provide additional information on how the Lakeshore Road Corridor within the Port Credit and Lakeview Character Areas can accommodate alternative modes of transportation.~~

1 ~~2.0~~ Historical Context

Port Credit has a long history of habitation traced back to before the arrival of ~~non-native~~ settlers. Archaeological evidence suggests that ~~Indigenous Peoples native people~~ were attracted to the Credit River Valley over a period of thousands of years, and by the 1700's ~~the mouth of the Credit River had been settled by~~ the Anishnaabe peoples, who came to be known as the Mississaugas of the Credit, were living by the mouth of the Credit River. ~~an Ojibwa group known as the Mississaugas.~~ In the 1720s, French Fur traders ~~are known to have~~ exchanged goods with the Anishnaabe peoples ~~Mississaugas~~, and as a result of allowing them to trade on credit, the river came to be known as the Credit River. The first organized planning occurred in 1834 when the village of Port Credit was surveyed and a town site laid out west of the Credit River. This area now forms part of the Old Port Credit Village Heritage Conservation District.

~~Over the ensuing years, Port Credit grew and evolved. Significant historical uses formed the Port Credit Village including a port (now predominately a marina and charter fishing centre), an oil refinery~~

~~(being redeveloped into the Port Credit West Village mixed use neighbourhood), the St. Lawrence Starch Works (redeveloped into a mixed-use neighbourhood), and a local landfill (which was capped and developed for municipal facilities including a library). Much of the natural environment has been modified as a result of development, including the addition of fill in Lake Ontario to create both J.C. Saddington Park and the Port Credit Harbour Marina.~~

Port Credit was incorporated as a town in 1961 and amalgamated into the City of Mississauga in 1974.

~~3.0~~ Current Context

Currently, The Port Credit community is anchored by ~~stable~~ residential neighbourhoods linked by a commercial ~~corridor~~. The area contains a range of residential, commercial, industrial, recreational and community uses within a diversity of built forms.

Residential development consists of a combination of dwelling types and forms comprising ~~a high-rise buildings density area~~ centrally located near the GO transit station, ~~medium mid~~ and high-rise ~~buildings density development~~ along Lakeshore Road (east and west) and around the harbour area, as well as low-rise ~~density~~ areas characterized by tree-lined streets designed in grid patterns.

The area is served by commercial facilities primarily along Lakeshore Road (east and west), and within the Credit Landing Shopping Plaza. Lakeshore Road (east and west) generally has a mainstreet character and is flanked by lay-by parking, sidewalks, and street furniture. The street is framed predominately by one to three storey buildings. Small scale industrial and commercial uses exist south of the Canadian National Railway tracks along Queen Street East and Queen Street West.

The open space system predominately consists of trails and parks along the Lake Ontario Waterfront and Credit River. These lands are culturally and

recreationally significant and connect to the Mississauga’s waterfront parks system.

The waterfront is one of the unique elements of the community, and is integral to the character of the area. Port Credit is a mixed use community, which is both physically and visually accessible to the waterfront. The community’s location on the waterfront helps support local businesses and provides employment opportunities in the area.

Cultural and heritage resources include heritage buildings, the Old Port Credit Village Heritage Conservation District, and cultural landscapes that include: Port Credit Harbour, Port Credit Pier, the CN Bridge over the Credit River, Credit River corridor and Mississauga Road *Scenic Route*.

Port Credit contains a number of community uses, including: schools, library, arena, swimming pool, and meeting spaces. Most of these uses are concentrated centrally within the area.

The Credit River is considered a warmwater fish habitat but is also a migratory route for coldwater species. The valley lands are a component of an important ecological corridor that extends north through the city. The shoreline provides unique ecological functions and habitat as well as an ecological corridor.

Port Credit is served by two arterial roads, Hurontario Street which runs north-south and Lakeshore Road which runs east-west. In addition, Mississauga Road which runs north-south and parallel to the Credit River is designated as a Major Collector and a *Scenic Route*.

There is a transit hub GO transit station located on Queen Street East, west of Hurontario Street adjacent to the rail corridor. The terminus station of the Hazel McCallion Light Rapid Transit (LRT), also known as the Hurontario LRT, will be located on Hurontario Street, adjacent to the GO station. The hub GO and LRT station area is also a transfer point for MiWay routes. and is also the location of the Port Credit GO Transit station.

~~Population, employment, and land area statistics are summarized in Figure 3.~~

~~4.0 Collaboration~~

~~This Area Plan incorporates public input provided through extensive consultation, including stakeholder interviews, visioning sessions, place making workshops, youth outreach exercises and an open house.~~

~~The results of the visioning process are contained in the report “Lakeview and Port Credit District Policies Review and Public Engagement Process Directions~~

~~Figure 3:
PORT CREDIT AREA STATISTICS~~

	Node	Neighbourhoods		Total Port Credit
		East	West	
Land Area¹	78 ha	74 ha	125 ha	277 ha
Population²	6 860	2 530	3 130	12 520
Employment³	2 170	680	530	3 380

~~1 Land area is a gross figure and includes everything within the defined boundary such as rivers, roads, and all other land uses.~~

~~2 Population is adapted from Hemson Consultants, Growth Forecast, 2008. Population figures are based on the 2011 mid year forecast and include a 4.2% undercount from Statistics Canada.~~

~~3 Employment figures include a work from home assumption of 31 jobs in 1 000 population, adapted from Hemson Consultants, Growth Forecast, 2008. Employment figures also include an adjustment factor for non-reporting businesses adapted from: City of Mississauga, Mississauga Employment Survey, 2010. Note: Numbers have been rounded~~

~~Report” (Directions Report), October 28, 2008. The Directions Report includes a range of policy recommendations that have informed the preparation of this Area Plan.~~

~~Collaboration included the formation of a Local Advisory Panel which provides a forum for the discussion of planning and related issues. Mississauga will ensure ongoing consultation with the public and other stakeholders on further~~

~~initiatives and implementation pertaining to this Area Plan.~~

2 ~~5.0~~ Vision

The Vision for Port Credit, is for an evolving urban waterfront village with a mixture of land uses, a variety of densities, compact pedestrian and cycling friendly, transit supportive urban forms, a significant public realm, public access to the waterfront and development that incorporates high quality built form.

Significant elements which give Port Credit its sense of place are to be ~~maintained~~ ~~preserved~~ and enhanced, such as the main street village character along portions of Lakeshore Road (east and west), heritage buildings and landscapes, community facilities, ~~stable~~ residential neighbourhoods, open space, parks, and marina functions along the waterfront. The Vision reinforces the importance of retaining and enhancing the built elements that provide residents with a sense of local community and social activity.

The Vision is intended to manage change to ensure an appropriate balance is maintained between growth and preservation of what makes Port Credit a place where people want to live, learn, work and play.

The Vision and policies of this Area Plan advance the goals of the Strategic Plan, including:

- Move - directing growth to support transit;
- Belong - providing a range of housing options;
- Connect - promoting a village mainstreet;
- Prosper - encourage employment uses; and
- Green - promote conservation, restoration, and enhancement or the natural environment.

3 ~~5.1~~ Guiding Principles

The Vision is based on six principles that provide local context and supplement the Guiding Principles of the principal document:

~~3.1 5.1.1~~ Protect and enhance the urban village character recognizing heritage resources, the mainstreet environment, compatibility in scale, design, mixture of uses and creating focal points and landmarks.

~~3.2 5.1.2~~ Support Port Credit as a distinct waterfront community with public access to the shoreline, protected views and vistas to Lake Ontario, the Credit River and active waterfront uses.

~~3.3 5.1.3~~ Enhance the public realm by promoting and protecting the pedestrian, cyclist and transit environment, creating well connected and balanced parks and open spaces and reinforcing high quality built form.

~~3.4 5.1.4~~ Support the preservation, restoration and enhancement of the natural environment.

~~3.5 5.1.5~~ Balance growth with existing character by directing intensification to the Community Node, along Lakeshore Road (east and west); ~~and brownfield sites and away from stable neighbourhoods.~~ Intensification and development will ~~respect~~ ~~have regard for~~ the ~~experience~~, identity and ~~character~~ ~~general building scale and setbacks~~ of the surrounding context and Vision.

~~3.6 5.1.6~~ Promote a healthy and complete community by providing a range of opportunities to access transportation, housing, employment, the environment, recreational, educational, community and cultural infrastructure that can assist in meeting the day-to-day needs of residents.

4 ~~5.2~~ Community Concept

This Area Plan recognizes that various areas of the community perform different functions based on a community concept that incorporates the following elements:

- Green System;
- Community Node; and
- Neighbourhoods; ~~and~~
- ~~Corridors.~~

~~These elements are further divided into precincts which recognize different character attributes of these areas and contain different policy directions.~~

The policies are intended to encourage a development pattern and character responsive to the ~~Current~~ Context, the Vision, Guiding Principles and Community Concept.

~~Intensification is to be consistent with the planned function as reflected by the city structure and urban hierarchy.~~

The Node and Neighbourhoods are divided into precincts as identified on Schedule 1: Port Credit Character Areas and Precincts.

The amount of intensification will vary in accordance with the policies of this Area Plan ~~and, where applicable, the Major Transit Station Areas policies in the principal document.~~ The specific manner in which new development will be accommodated in the Community Node (e.g. height and density) is subject to *Major Transit Station Area* policies and further explained in subsequent sections of this Area Plan.

5.1 ~~5.2.1~~ Green System

The Green System consists of an interconnected open space network including the Credit River and the Lake Ontario shoreline. These are key features as they contribute to the environmental, social and economic health of the community. In addition, the

visual presence of the waterfront and river are beneficial to residents. Implications of new development on the Green System will be an important consideration in the review of any development application. The Green System overlaps with both the Community Node and Neighbourhood elements.

~~5.2.2~~ Community Node

5.2 Community Node Character Area

The Community Node represents the focus for the surrounding neighbourhoods. It exhibits many of the desirable characteristics intended for community nodes, including compact, mixed used development, pleasant walkable and cycle friendly streets and a strong sense of place and community identity. ~~a mixture of uses, compact urban form, appropriate density, and in many ways has achieved its planned function.~~ In addition to serving many of the day-to-day needs of the community, this area also benefits from uses (e.g. marina, restaurants) and events which attract people from across the city.

The Community Node ~~It~~ has been identified ~~primarily in recognition of the role it plays in the community and as a Strategic Growth Area~~ and its boundaries align with the *Port Credit Protected Major Transit Station Area*. ~~location for intensification.~~ It includes the Port Credit GO station and the future Hurontario Light Rail Transit station, located adjacent to the GO station.

~~As outlined in the principal document, a community node is similar to a major node but with lower heights and densities.~~ This Area Plan ~~respects~~ aligns with the planned function and position of Community Nodes within the City's hierarchy, while also reflecting the existing and planned context ~~character~~ of Port Credit. As such, permitted building heights for new development in the Community Node will support the Vision as an urban waterfront village and ~~respect have regard for~~ the existing context ~~character.~~ ~~It is recognized that in the vicinity of the GO station and future Light Rail Transit station, additional height and density may be appropriate, however, the extent will be determined through further study.~~

Development has been primarily residential, however, the community node requires additional employment in order to ensure a balanced land use pattern. Attracting and accommodating employment uses is a priority but also a significant challenge. While Port Credit can benefit from some additional residential intensification, care needs to be taken to ensure that it is not done at the expense of protecting opportunities for employment uses and creating a balanced complete community.

~~6.1 Community Node Character Area~~

~~The Community Node is an established focal point for the surrounding neighbourhoods and exhibits the density and many of the characteristics that community nodes should include, such as compact, mixed used development, pleasant walkable and cycle friendly streets and a strong sense of place and community identity. In addition to serving many of the day to day needs of the community, this area also benefits from uses (e.g. marina, restaurants) and events which attract people from across the city.~~

~~The Node includes portions of the Hurontario Street Intensification Corridor and the Lakeshore Road Corridor, which are defined as lands fronting the street to a depth of half a block. The Community Node incorporates the GO Station which is identified as a Gateway Mobility Hub / Major Transit Station Area in the principal document. The limits of the Mobility Hub correspond to the Community Node, east of the Credit River. Subsequent sections of this Area Plan detail the manner in which intensification will be accommodated in these areas.~~

~~Relevant statistics pertaining to existing density in the Community Node are summarized in Table 1.~~

~~Table 1:
Population and Employment Statistics Port Credit Community Node
(October 2011)~~

~~The Community Node includes the GO station identified as a Major Transit Station Area and a Gateway Mobility Hub. In addition, the future Hurontario Light Rail Transit route proposes a station, located near the GO station. Ensuring safe and efficient movement of people between transit modes will be a key consideration in the review of development applications.~~

Residents	6 860
Jobs	2 170
Residents and Jobs combined per hectare	9 030
Existing Combined Residents and Jobs Density	115 /ha
Existing Port Credit Population to Employment Ratio	3.2:1
Note: Residents includes developments currently under construction but does not reflect any additional infill development that has not yet been approved. Density based on land area of 78.2 ha.	

~~With a gross density of 115 residents and jobs combined per hectare, Port Credit is The Community Node has the potential to reach within the targeted density of 200 residents and jobs combined per hectare for the Port Credit Protected Major Transit Station Area. range for Community Nodes of between 100 and 200. As such, additional density is not required to meet the target, however, it is recognized that some infill and redevelopment will occur. This should focus on creating a more complete community and in particular employment opportunities.~~

~~Increasing the gross density towards the upper limit of 200 residents and jobs combined per hectare is not sufficient planning justification on its own for approving amendments that permit additional height and density.~~

~~The current population to employment ratio of 3.2:1 does not meet the range for Community Nodes of 2:1~~

~~to 1:2. The target population to employment ratio for the Port Credit Community Node is 2:1. As such, additional employment is required to provide more opportunities to live and work in the community. The ratio is measured as an average across the entire node, and includes the Port Credit West Village Precinct (located in the neighbourhood to the west).~~

5.2.1 ~~6.1.1~~ The City will monitor the gross density ~~and population to employment ratio~~ in the Community Node and will assess its ability to meet the target density for the Port Credit *Protected Major Transit Station Area*. ~~accommodate further growth through the development approval process.~~

5.2.2. Development in the Community Node will contribute towards the achievement of a balanced residents to jobs ratio of 2:1.

5.2.3 ~~6.1.2~~ Development will contribute towards the creation of ~~Increases in~~ employment opportunities ~~are to be accommodated~~ on lands designated mixed use, which can accommodate a range of establishments including: retail, restaurants, and offices.

5.2.4 ~~6.1.3~~ Development applications will be required to address, to the City's satisfaction, the appropriate range and amount of employment uses on the following sites:

- a. GO Station Parking Lot and vicinity (land at the four corners of Ann Street and Park Street East);
- b. Port Credit Harbour Marina (1 Port Street East); and
- c. Port Credit West Village Precinct (south side of Lakeshore Road West located between Mississauga Road South and Pine Avenue South).

5.2.5 ~~6.1.4~~ Mississauga will encourage redevelopment within the Mainstreet Precinct to accommodate employment uses on the second and third floors.

5.2.6 ~~6.1.5~~ Strategies to encourage and support employment uses may be pursued including

consideration of Community Improvement Plans ~~and Bonus Zoning~~.

5.2.7 ~~6.1.6~~ Intensification will address matters such as:

- a. contribution to a complete community;
- b. providing employment opportunities;
- c. sensitivity to existing and planned context and contribution to the village mainstreet character;
- d. respecting heritage; and
- e. protecting views and access to the waterfront.

5.3 ~~5.2.3~~ Neighbourhoods Character Area (East and West) Node

Port Credit Neighbourhoods are on either side of the Community Node. These areas are substantially residential, but also include commercial uses along Lakeshore Road (east and west), and employment uses along the railway. Neighbourhoods are intended to provide a range of generally low-rise housing options, built forms and compatible uses such as local services that support complete communities. Infill or redevelopment is expected to occur along the Lakeshore Road corridor, commercial plazas and the Port Credit West Village Precinct. ~~recognize areas that are physically stable with a character to be protected.~~

~~Although stable, some change is anticipated.~~ New development in the Neighbourhoods does not necessarily have to mirror existing development types and densities, however, it will respect the planned context ~~character~~ of the area. The policies in this Area Plan and Built Form Guide provide direction for appropriate transitions in built form and scale of buildings.

The Neighbourhood to the west of the Community Node includes the Old Port Credit Village Heritage Conservation District where additional attention is

required to ensure development appropriately reflects the character of the area. In addition, this Neighbourhood also includes a former refinery site which is now called the Port Credit West Village Precinct. This site presents a significant brownfield redevelopment opportunity for a new mixed use waterfront community as envisioned through the policies in this Area Plan.

~~6.2 Neighbourhood Character Areas (East and West)~~

~~The Neighbourhood Character Areas are on the east and west sides of the Community Node. These are stable areas, primarily residential in nature, and are not expected to experience significant change.~~

~~The Neighbourhood Character Areas include portions of the Lakeshore Road corridor. The corridor generally represents a distance of half a block north and south of Lakeshore Road and corresponds to the limits of the Mainstreet Precinct.~~

~~5.3.1 6.2.1~~ Intensification will occur through modest infilling or redevelopment along Lakeshore Road corridor, and commercial plazas, and the Port Credit West Village Precinct.

~~5.3.2 6.2.2~~ Intensification will be sensitive to the existing character building scale and context of the residential areas and the planned context of Lakeshore Road Corridor corridor.

~~5.3.3 The City will support the provision of the full range of housing options, tenures, built forms and small scale supportive uses within the Port Credit Neighbourhoods.~~

~~5.2.4 Corridors~~

~~The principal document identifies Lakeshore Road (east and west) as a Corridor and Hurontario Street as an Intensification Corridor. They Lakeshore Road and Hurontario Street are arterial roads that play an important role connecting Port Credit to the~~

~~surrounding communities. Lakeshore Road (east and west) also plays an important local role in connecting Port Credit neighbourhoods together and linking them with the Community Node. They may accommodate multi-modal transportation facilities, as the principal document identifies higher order transit along Hurontario Street and portions of Lakeshore Road East.~~

~~Within the corridors these arterial roads, the public realm is one of the important aspects where people can experience Port Credit on a day to day basis. A large portion of the corridor Lakeshore Road corridor is planned to accommodate a mainstreet commercial environment, which represents an important part of the urban village of Port Credit.~~

~~Hurontario Street and Lakeshore Road (east and west) also have an important relationship to the waterfront. Port Credit is one of the few areas where people travelling along these roads, can at certain locations, have the opportunity to visually see the waterfront. As such, views along these corridors corridors will be preserved.~~

~~Lakeshore Road is the only east west road that crosses the Credit River south of the QEW, serving both the local Port Credit community and regional travel. As such, movement within and through the Port Credit area is restricted by the limited road network, which is at or near capacity at peak travel times. Maintaining Lakeshore Road as a four lane roadway during peak travel times is, therefore, a transportation priority to meet current demand. Lakeshore Road is a constrained corridor corridor that requires a context sensitive design approach. Trade-offs will be required to accommodate the envisioned multi-modal function of the corridor corridor.~~

~~6.0 Direct Growth~~

Note: This section was moved and combined with new section 5.2

6. ~~7.0~~ VALUE THE Natural ENVIRONMENT

~~The preservation, restoration and enhancement of the environment is a guiding principle. The Green System is an important element in the Community Concept. The Green System is located within a variety of land use designations in Port Credit.~~

Schedule 2 of the principal document identifies the Natural System including Natural Areas and Natural Hazards.

Lands within the Port Credit Natural Heritage System perform an essential ecological function as they sustain *biodiversity* by providing habitat for plants and animals and they clean the air and water. *Natural Hazard Lands* are associated with features such as the Tecumseh Creek, Credit River, Credit Valley and Lake Ontario Shoreline.

Waterfront parks are an important component of the Open Space System, and include Rhododendron Gardens, Ben Machree Park, Port Credit West Village trail extension, J.C. Saddington Park, Marina Park, Memorial Park (East and West), St. Lawrence Park, Tall Oaks Park, and Hiawatha Park.

The mouth of the Credit River is an ecologically significant estuary where the Credit River meets Lake Ontario. In addition, the Credit River is a well known fishery, which contains a Provincially *significant wetland* complex just north of the Area Plan, and is identified in the Provincial Greenlands Plan as an external connection.

7.1 ~~Green System~~

6.1 ~~7.1.1~~ The management of Rhododendron Gardens and Port Credit Memorial Park East will consider how the natural area components of these parks can be enhanced.

6.2 ~~7.1.2~~ Within the waterfront parks system, the protection, preservation and restoration of existing natural systems will be prioritized and balanced to

direct and guide the planning of existing and future waterfront activities.

6.3 ~~7.1.3~~ Opportunities to enhance and restore the Credit River as a biologically productive and diverse ecosystem are encouraged.

7.2 ~~Urban Forest~~

6.4 ~~7.2.1~~ Mature trees are recognized as providing important environmental benefits and contributing to the character of Port Credit. Improvements to the urban forest are encouraged.

6.5 ~~7.2.2~~ Opportunities to enhance the tree canopy and health of the urban forest in the public right-of-ways and adjacent privately owned land will be considered in conjunction with new development.

6.6 ~~7.2.3~~ Opportunities to improve the tree canopy and promote a healthy urban forest will be reviewed when considering improvements to the *streetscape* along public roads, with particular attention to the Community Node and Lakeshore Road *corridor*.

7.3 ~~Living Green~~

~~7.3.1 Mississauga will encourage partnerships and stewardships in order to improve the health of the Green System.~~

~~7.3.2 Development will strive to minimize the impact on the environment and incorporate sustainable development practices in accordance with the City's Green Development Strategy and the Water Quality Control Strategy.~~

8.0 COMPLETE COMMUNITIES

Port Credit, and in particular the Community Node, contains many of the attributes associated with complete communities, including among other things:

- a compact urban form that is walkable, provides convenient access to a mixture of land uses and an assortment of activities such as: shops, community facilities, parks, and public transit;
- a range of housing options with a mixture of housing forms and densities, along with a significant rental housing stock;
- cultural resources such as heritage buildings and landscapes associated with the Credit River and Lake Ontario, which help retain a connection to the past; and
- opportunities for people to engage in community life through meeting facilities, a high quality public realm and vibrant cultural activities.

The policies are intended to protect and enhance the above attributes to fully realize the complete community aspect of Port Credit.

8.1 Housing

8.1.1 The Community Node and Lakeshore Road corridor are encouraged to develop with a range of housing choices in terms of type, tenure and price.

8.1.2 The provision of additional affordable housing, with a focus on rental housing units, is encouraged in the Community Node and Lakeshore Road corridor.

8.1.3 Preservation of existing affordable housing will be a priority. Where development applications are proposing the removal of existing affordable housing, the replacement of these units is required on site or within the community.

8.1.4 Mississauga will encourage and, in particular, affordable rental housing that meets the needs of young adults, older adults and families in the

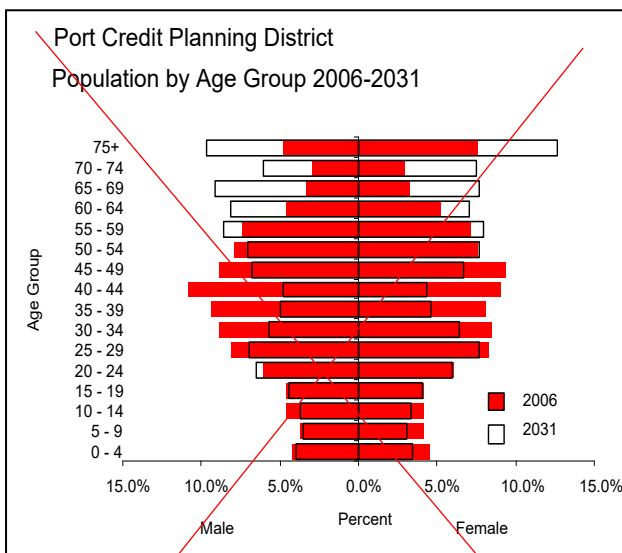


Figure 9: Similar to many established communities, Port Credit's population is forecast to age. In many cases, as people age they consider living in smaller accommodations and often prefer to live within the same general community.

Community Node and along the Lakeshore Road.

7 8.2 Cultural Heritage

Port Credit contains a number of important cultural heritage resources and properties, including but not limited to:

- Old Port Credit Village Heritage Conservation District, these lands are subject to a Conservation District Plan, the goal of which is to conserve and enhance the historical character of old Port Credit village;
- Heritage Designations / Heritage Listings on the City's Heritage Register;
- Cultural Landscapes which include the Credit River corridor, Port Credit Pier Scenic View, and Mississauga Road *Scenic Route*; and
- Registered archaeological sites.

7.1-8.2.1 Consideration will be given to including the Old Port Credit Village Heritage Conservation District into a Community Improvement Plan to promote and enhance the heritage character of the area.

8.3 ~~Community and~~ Community and Cultural Infrastructure

Port Credit contains a concentration of facilities, buildings, properties and events which represent a cultural infrastructure cluster considered to be a cultural node. Continued investment in Port Credit's cultural infrastructure is encouraged.

8.1 ~~8.3.1~~ The Community Node and Lakeshore Road corridor are preferred locations for community infrastructure.

8.2 ~~8.3.2~~ Cultural infrastructure will reinforce, where possible, the Vision and guiding principles of an urban waterfront village.

8.3 ~~8.3.3~~ Creative enterprises that support the economy and create an engaging lively area year round are encouraged to locate in the Community Node.

8.4 ~~8.3.4~~ Mississauga will encourage partnerships and collaboration with the local community to further develop the cultural aspects of the Community Node.

8.5 ~~8.3.5~~ Consideration will be given to including the Community Node and Neighbourhood Mainstreet Precinct into a Community Improvement Plan to guide development of the cultural infrastructure.

9 ~~8.4~~ Distinct Identity & Character

9.1 ~~8.4.1~~ The character will reflect the vision of an urban waterfront village. City initiatives, including investments in lighting, public art, transportation features, *streetscape* improvements, parks planning, will contribute to the vision.

9.2 ~~8.4.2~~ Lakeshore Road (east and west) is a key location for the promotion of Port Credit as a place for vibrant cultural activities and providing a "sense of place". The mainstreet environment, including the built form, public realm, street furniture, lighting, cycling amenities, trees, gathering places are to be protected and, where possible, enhanced.

9.3 ~~8.4.3~~ A master *streetscape* plan for Lakeshore Road (east and west) may be undertaken that reinforces the Vision and encourages a consistent design theme.

9.4 ~~8.4.4~~ Opportunities to further Port Credit's identity and character through improvements to the public realm will be considered through the planning and design of:

- Light Rail Transit along Hurontario Street;
- redevelopment of the GO Station parking lot; and
- redevelopment along the Lake Ontario and Credit River shorelines, including the Port Credit marina.

10 ~~8.5~~ Lake Ontario Waterfront

Port Credit is a waterfront community with a strong identity and orientation to the Lake Ontario and Credit River. Public access to the waterfront is an important part of the Port Credit identity.

10.1 ~~8.5.1~~ Mississauga supports the continuation and improvement of water dependent activities and related employment uses such as marinas, facilities in support of recreational boating and sport fishing and uses that benefit from being near the shoreline, parks and the Waterfront Trail.

10.2 ~~8.5.2~~ Uses in proximity to the waterfront will provide for public access, where appropriate. Through land acquisition, capital works and the review of proposals, Mississauga will endeavor to ensure this Vision is realized.

10.3 ~~8.5.3~~ The Mississauga waterfront parks are a significant element of the Port Credit Character. Planning for the waterfront parks system will be guided by the City's Waterfront Parks Strategy, 2008.

11 ~~9.0 MULTI-MODAL CITY~~ Transportation and Complete Streets

Integral to Port Credit is the transportation system which includes: transit, *active transportation* (e.g. walking and cycling) vehicular and rail.

Tables 8-1 to 8-4 and Schedule 6-8 (Designated Right-of-Way Width) of the principal document identify the basic road characteristics. The long term multi-modal transportation system is shown on Schedule 3-5 (Long Term Road Network), Schedule 4-6 (Long Term Transit Network), and Schedule 5-7 (Long Term Cycling Network) of the principal document.

The Port Credit transportation system plays an important role in the overall livability and development of the area and in how Port Credit evolves as an urban waterfront village. Planned *higher order transit* will improve the area's transportation infrastructure; however, constraints such as the Credit River, the CN railway, and the existing road network, represent challenges to the overall functioning and capacity of the system.

On Lakeshore Road during the weekday morning and evening peak travel times, there are travel time delays and long queues experienced from approximately west of Mississauga Road to Hurontario Street. Vehicles travelling through this stretch experience "saturated flow", meaning that this stretch of roadway is approaching its motor vehicle capacity, with vehicle travel speeds being very low.

As Lakeshore Road is the only east-west road that crosses the Credit River south of the QEW serving both the local Port Credit community and regional travel, the City is concerned with ~~the impacts of exacerbating the problem with~~ significant additional development in Port Credit.

~~The City is proposing to undertake a Lakeshore Road Transportation Master Plan, which will include Lakeshore Road (between the east and west City limits) and an examination of the transportation issues specific to the Port Credit area. As part of the future study, the City will review the higher order transit needs in the Port Credit area and opportunities to improve the transportation system for all modes.~~

Transportation system improvements identified for Lakeshore Road include Priority Bus service, with a two-kilometre portion along Lakeshore Road East being planned for a dedicated Bus Rapid Transit line. A Complete Streets approach to planning will also improve the corridor to support active transportation.

~~Central to Port Credit is Hurontario Street is identified as a higher order transit corridor, with Light Rail Transit (LRT) being the recommended transit technology. In addition, a future higher order transit corridor has been identified along Lakeshore Road East, extending from Hurontario Street, to the City of Toronto boundary. A preferred transit solution (e.g. bus or rail) has not yet been identified for this corridor.~~

Depending on the density and transportation requirements of future development on significant land parcels or through land assembly, the extension of rapid transit to the west of Hurontario Street may be required.

~~9.1 Multi-Modal Network~~

~~11.1 9.1.1~~ The ~~street road~~ and transportation network will consider the needs of all users, both those residing within the community and those that utilize the network from elsewhere in the city and surrounding areas.

~~11.2 9.1.2~~ Mississauga may acquire lands for a public transit right-of-way along Lakeshore Road East and Hurontario Street where the creation of a public transit right-of-way, separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.

~~11.3 9.1.3~~ The proposed LRT stop in Port Credit represents potential place making opportunities and locations for public art. Development applications adjacent to LRT transit stops may be required to incorporate placemaking elements into their design.

~~11.4 9.1.4~~ ~~Hurontario Street and~~ Lakeshore Road (east and west), including the Credit River Bridge, will not be built in excess of four lanes, excluding turning lanes, bus bays, space for bicycles, space for higher order transit and parking, unless it can be

demonstrated that additional lanes will not result in a major deterioration of the neighbouring residential or retail commercial environment or public realm. ~~The implementation of any major roadway modifications will require an amendment to this Area Plan.~~

~~11.5 9.1.5~~ Lakeshore Road (east and west) will be planned to accommodate, to the extent possible, all modes of transportation, including, pedestrian facilities, cycling facilities and *higher order transit* facilities. ~~Appendix II contains the executive summary from the Lakeshore Road Transportation Review Study, which provides a comprehensive and technical transportation review regarding how the Lakeshore Corridor can accommodate alternative modes of transportation.~~

11.6 ~~9.1.6~~ Mississauga will work with the Province to develop a multi-modal plan for the Queen Elizabeth Way / Lakeshore Road **corridor** that addresses regional and local transportation needs and property impacts.

11.7 ~~9.1.7~~ During the review of development applications, consideration will be given to eliminating and/or consolidating vehicular turning movements to and from Lakeshore Road (east and west) and direct traffic towards signalized intersections, where appropriate. Vehicular access to redevelopment opportunities should be considered from existing north-south side streets or existing or proposed laneways parallel to Lakeshore Road (east and west).

11.8 ~~9.1.8~~ During the review of development applications, consideration will be given to the manner in which the development provides additional public access to the shoreline.

11.9 ~~9.1.9~~ Mississauga will work with the Province to ensure development of *higher order transit* services and related infrastructure including parking structures are integrated appropriately into Port Credit, having regard for the impact on all modes of transportation.

~~9.1.11 An active transportation bridge crossing the Credit River will be built by the City.~~

~~9.1.12 A Transportation Master Plan for Lakeshore Road (between the east and west City limits) and Port Credit may be undertaken that addresses improving current mobility for all modes of transportation, the implications of future growth on the network and considers placemaking initiatives that would promote the animation of the corridor. The Plan may assess improvements to the Port Credit road network, including additional pedestrian, cyclists and vehicle crossings of the Credit River as well as review the higher order transit needs in the Port Credit area.~~

11.10 ~~9.1.13~~ Improvements to the road network and active transportation routes that provide connectivity and a fine grained network through Port Credit ~~may be identified through a future Transportation Master Plan for the Lakeshore Road or~~ through the development application process.

Improved connections will provide pedestrians, cyclists and vehicles a greater variety of routes and accessibility within the area. Potential opportunities for network improvements include but are not limited to the following:

- High Street West between Harrison Avenue and Wesley Avenue;
- High Street West between Peter Street North to John Street North;
- Iroquois Avenue, from Cayuga Avenue to Briarwood Avenue;
- Extension of Minnewawa Road southerly to connect with Wanita Road; and
- Additional crossing(s) of the Credit River.

When reviewing the appropriateness of potential road connections, the City will consider the volume and type of traffic that would be accommodated on the road.

~~9.1.14 Development applications will be accompanied by transportation and traffic studies. Studies will address, amongst other matters, strategies for limiting impacts on the transportation~~

~~network, where appropriate, including measures such as:~~

- ~~• reduced parking standards;~~
- ~~• transportation demand management;~~
- ~~• transit oriented design of the development;~~
- ~~• pedestrian/cycling connections; and~~
- ~~• access management plan.~~

~~11.11 9.1.15~~ Due to capacity constraints on the Port Credit transportation network, development applications requesting increases in density and height, over and above what is currently permitted in the Port Credit Local Area Plan will be discouraged unless it can be demonstrated, to the City's satisfaction, that the proposed development has included measures to limit the amount of additional vehicular demand.

~~9.2 Parking and Transportation Demand Management~~

~~9.2.1~~ Reduced parking requirements and maximum parking standards may be considered within:

- ~~a. the Community Node, particularly in proximity to the GO Station and future LRT stops; and~~
- ~~b. the Mainstreet Neighbourhood Precinct.~~

~~11.11 9.2.2~~ Public parking lots in the Community Node and Mainstreet Neighbourhood Precinct will be maintained and supplemented, where appropriate.

~~9.2.3~~ The City will encourage Transportation Demand Management measures, where appropriate, within the Community Node and as part of any significant redevelopment projects outside of the node

~~9.3 Mobility Hub Higher Order Transit~~

~~The GO Transit station and vicinity is identified as a Gateway Mobility Hub in the Regional Transportation Plan prepared by Metrolinx and as a Major Transit Station in the principal document. The transit station area connects regional rapid transit along the GO line with local bus service. In the future, the area is planned to have connections to higher order transit lines serving Hurontario Street and Lakeshore Road East.~~

~~Port Credit exhibits many of the attributes of a successful mobility hub such as having a concentration of housing, shopping and recreational uses in the vicinity of a transit station where Regional and local transit services connect. The focus for future development is to support the planned character of the area, and the functioning of the mobility hub.~~

~~9.3.1~~ Investment in infrastructure, building and site design that supports the function of the mobility hub will be a priority. This includes, among other things:

- ~~a. a vibrant, mixed use environment, providing additional employment opportunities and a greater range of commercial establishments;~~
- ~~b. a built form that respects the planned character of the area;~~
- ~~c. safe and efficient pedestrian and cycling connections to neighbourhoods that surround the mobility hub;~~
- ~~d. safe and efficient movement of people transferring between transit modes, networks and routes;~~
- ~~e. safe and efficient movement of people with high levels of pedestrian and cyclist priority;~~
- ~~f. safe and efficient access for cyclists, and secure storage facilities;~~
- ~~g. a well designed transit station for a high quality user experience;~~
- ~~h. strategic parking management, including minimizing surface parking lots and designing~~

~~parking structures to a high architectural and landscape standard;~~

~~i. an attractive public realm;~~

~~j. a minimized ecological footprint; and~~

~~k. effective partnerships and incentives for increased public and private investment.~~

12.10.0 ~~DESIRABLE~~ URBAN FORM

The ~~desirable~~ urban form policies reflect the planned function and local context and are organized as follows:

a. Community Node Character Area

This Character Area has been further subdivided into the following precincts:

- Central Residential;
- Mainstreet Node;
- Harbour Mixed-Use; and
- Riverside.

b. Neighbourhood Character Area

This Character Area has been further subdivided into the following precincts:

- Old Port Credit Village Heritage Conservation District;
- Port Credit West Village;
- North Residential Neighbourhood;
- South Residential Neighbourhood; and
- Mainstreet Neighbourhood.

The locations of these precincts are shown on Schedule 1.

Development will be guided by the Port Credit Built Form Guide, ~~contained in Appendix I.~~

12.1 ~~10.1~~ General Policies

12.1.1 ~~10.1.1~~ Development in the Neighbourhoods will be in accordance with the minimum and maximum height limits as shown on Schedule 2A, 2B and 2C. The appropriate heights within this range will be determined by the other policies of this Area Plan.

12.1.2 ~~10.1.2~~ Heights in excess of the limits identified on Schedules 2A and 2B within the Community Node precincts and Mainstreet Neighbourhood precinct may be considered through a site specific Official Plan Amendment application, subject to demonstrating, among other matters, the following:

- a. The achievement of the overall intent, goals, objectives of this Plan;
- b. Appropriate site size and configuration;
- c. Appropriate built form that is compatible with the immediate context and planned character of the area;
- d. Appropriate transition to adjacent land uses and buildings, including built form design that will maximize sky views and minimize visual impact, overall massing, shadow and overlook;
- e. Particular design sensitivity in relation to adjacent heritage buildings; and
- f. Measures to limit the amount of additional vehicular and traffic impacts on the Port Credit transportation network.

12.1.3 ~~10.1.3~~ For properties located in more than one precinct, development must conform to the policies appropriate for each portion of the precinct.

12.1.4 ~~10.1.4~~ Above grade parking facilities will be designed to be compatible with the surrounding character through the use of architectural elements that fit with the scale and style and *streetscape* of the community. Secure storage facilities for bicycle parking will be provided on the ground floor of the structure. Consideration will also be given to including active pedestrian related uses on the ground floor of the structure to improve the animation of the street edge condition. Where possible, above grade parking structures will be designed in such a

manner that they are integrated into the development.

12.2-10.2 Community Node Character Area

The Community Node Character Area will exhibit high standards of urban design that reinforce and enhance the identity of Port Credit as a vibrant and memorable urban place. Additional development is anticipated, however, the form and scale will vary within the node in accordance with the various precincts.

The policies are intended to reflect a number of objectives, including among other things:

- to ensure that the greatest height and density will be in close proximity to the GO station and ~~future~~ LRT transit stop at Hurontario Street and Park Street;
- to ensure building heights will reflect an appropriate transition towards the Credit River, Lake Ontario Shoreline, the mainstreet area, and surrounding neighbourhoods;
- to provide for a variety of building heights and massing that are well spaced to provide skyviews and an articulated skyline;
- to recognize the waterfront as an important attribute where public access will be provided and views protected;
- to provide for a village mainstreet environment that is characterized by low rise mixed use development with a high quality public realm along Lakeshore Road (east and west);
- to recognize key locations in the vicinity of the GO station and waterfront that require additional study prior to redevelopment; and
- to ensure development will be sensitive to the existing context, heritage resources and planned character of the area.

12.2.1-10.2.1 ~~Community Node Character Area~~ General Policies

~~12.2.1.1~~ ~~10.2.1.1~~ The overall development of the Node will be at a scale that reflects its role in the urban hierarchy.

~~12.2.1.2~~ ~~10.2.1.2~~ Floor plate size for buildings over six storeys will decrease as building height increases, to address, among other matters:

- a. overall massing (reduce “wall effect”);
- b. visual impact of buildings;
- c. protect skyviews; and
- d. limit shadow impact.

~~12.2.1.3~~ ~~10.2.1.3~~ Buildings over six storeys will maintain distance separations that, amongst other matters, address the following:

- a. existing distance separations between buildings;
- b. overcrowding of skyviews and skyline;
- c. protection of view ~~corridors~~; and
- d. privacy and overlook of occupants.

~~12.2.1.4~~ ~~10.2.1.4~~ New development will provide for landscape areas that, amongst other matters, address the following:

- a. landscaped character of existing properties and the planned function of the precinct;
- b. provide buffer between uses;
- c. incorporate *stormwater best management practices*;
- d. enhance the aesthetic quality of the area; and
- e. provide opportunities to enhance the tree canopy.

~~12.2.1.5~~ ~~10.2.1.5~~ *Streetscape* will address, among other matters, the following:

- a. setbacks and side yards to reflect the planned function;
- b. minimize vehicular access points; and
- c. creating an attractive public realm.

12.2.1.6 ~~11.1~~ Opportunities for lake dependent or waterfront retail commercial activities, including activities such as marinas, and facilities in support of recreational sport fishing, will be promoted along the portion of the waterfront located within the Community Node.

12.2.2 ~~10.2.2~~ Central Residential Precinct

This precinct contains a significant concentration of apartment buildings with potential for intensification, primarily in the immediate vicinity of the GO station and will have the highest building heights in Port Credit. The existing ~~planned context~~ ~~character~~ of the area will generally be maintained, particularly the mature trees and the well landscaped front yards.

12.2.2.1 ~~10.2.2.1~~ Building heights will generally decrease towards the east and west of the precinct, reflecting proximity of either the Credit River Valley or established residential neighbourhoods.

12.2.2.2 ~~10.2.2.2~~ Building heights on lots adjacent to the Mainstreet Precinct will demonstrate an appropriate transition.

12.2.2.3 ~~10.2.2.3~~ The Port Credit GO Station Southeast Area Master Plan will be used in the review of development applications on lands designated Mixed Use or Utility in the vicinity of the GO Station.

12.2.3 ~~10.2.3~~ Mainstreet Node Precinct

This precinct includes part of Port Credit's traditional mainstreet which generally extends a half block north and south of Lakeshore Road (east and west). In many cases this coincides with the alignment of a public lane; where it does not, the limit of the area is defined by an extension of a line from the public lane.

12.2.3.1 ~~10.2.3.1~~ This precinct will contain street related commercial uses with a rhythm of closely spaced storefronts lining the street in order to encourage and foster an active pedestrian street.

12.2.3.2 ~~10.2.3.2~~ Single use residential buildings are not permitted.

12.2.3.3 ~~10.2.3.3~~ The Mainstreet Node Precinct will meet both the day-to-day needs of local residents as well as those visiting the area.

12.2.3.4 ~~10.2.3.4~~ For the portion of the Mainstreet Node Precinct on the south side of Lakeshore Road West, between Mississauga Road and the Credit River, the Old Port Credit Village Heritage Conservation District Plan also applies.

12.2.4 ~~10.2.4~~ Harbour Mixed Use Precinct

This precinct has potential for intensification and is intended to contain a mixture of uses and densities. Development will be at a lower overall scale than the Central Residential Precinct and will step down towards Lake Ontario, except for landmark sites identified in this Area Plan.

Marina uses are recognized as important elements of the Harbour Mixed Use Precinct and Port Credit. It is recognized that the waterfront will be more urban in nature, with a wider range of uses and activities that help reinforce the elements of a waterfront setting.

12.2.4.1 ~~10.2.4.1~~ The scale of development will be supportive of an urban waterfront village theme.

12.2.4.2 ~~10.2.4.2~~ Provision of public access and additional public lands along the waterfront will be a priority consideration in any redevelopment of properties on the waterfront.

12.2.4.3 ~~10.2.4.3~~ Development will maintain existing view ~~corridors~~ to Lake Ontario.

12.2.4.4 ~~10.2.4.4~~ For the portion of the Harbour Mixed Use Precinct, on the south side of Lakeshore Road West, between Front Street South and the Credit River, the Old Port Credit Village Heritage Conservation District Plan applies.

12.2.4.5 ~~10.2.4.5~~ The lands located south of Port Street East and east of the Credit River will be redeveloped in a manner that recognizes the site's rich marine history and waterfront location. It is envisioned to be a mid-rise, mixed use area with residential, office, retail and recreational uses that will animate and activate the site throughout the day and year. The site will be a city-wide and regional

destination that offers recreational and leisure activities with public access and views to the waterfront. A key attraction will be a marina, marina-

The site will feature high quality design and prioritize pedestrians and cyclists. Innovative sustainable design and green building technologies will be showcased and the site's natural and cultural heritage resources will be protected and enhanced.

The site should achieve the following:

- a. is woven into the fabric of Port Credit and the city;
- b. supports the overall vision of Port Credit as an evolving waterfront village;
- c. celebrates the site's urban waterfront context;
- d. provides for a mix of uses including, residential, office, retail, indoor and outdoor markets, and *makerspaces*;
- e. links the marine and cultural history of the site together; and
- f. draws people to the water's edge to live, work, make, learn, shop and play.

The Inspiration Port Credit 1 Port Street East Comprehensive Master Plan was undertaken for these lands, which included extensive public consultation. This master plan is the basis of the policies for this area and informs how these policies can be achieved.

12.2.5 ~~10.2.5~~ Riverside Precinct

This precinct is intended to provide a transition between the taller building heights in the Central Residential Precinct and the low rise building heights in the North Residential Neighbourhood.

12.2.5.1 ~~10.2.5.1~~ New development will demonstrate an appropriate transition to the Credit River valley, and the Mainstreet Precinct.

12.2.5.2 ~~10.2.5.2~~ Any redevelopment along Mississauga Road North will consider its character as a *scenic route*.

related facilities and waterfront parks. At the water's edge a building that exemplifies high design and draws people to the water is envisioned.

12.2.5.3 ~~10.2.5.3~~ Pedestrian open spaces will be planned to visually and physically extend Port Credit Memorial Park West into this neighbourhood along High Street West through to Front Street West, and along Park Street West.

12.3 ~~10.3~~ Neighbourhood Character Area

The Neighbourhood Character Area represents predominantly ~~stable~~ residential areas where development will continue to have regard for the existing ~~planned context~~ ~~character is to be preserved and will not be the focus for intensification~~. Where ~~Future~~ development ~~occurs, it~~ will generally be through ~~modest~~ ~~moderate~~ infilling ~~or development~~ within the Lakeshore Road (east and west) Mainstreet Neighbourhood Precinct ~~and~~ the existing commercial plaza. ~~or~~ ~~it~~ The Port Credit West Village Precinct ~~represents a significant redevelopment opportunity to create a complete community~~.

The Neighbourhood Character Area is not uniform and contains unique issues that are addressed through various precincts (e.g. heritage conservation district, proximity to railway and existing employment uses, redevelopment of the large brownfield site).

Neighbourhood policies are intended to reflect a number of objectives, including among other things:

- to ensure development is sensitive to the existing low rise context ~~and to reinforce the planned character of the area~~;
- to ensure Lakeshore Road (east and west) will undergo appropriate development and provide for a public realm that reinforces its planned role as a location that helps connect the community and fosters an active pedestrian and cycling environment;

- to appropriately balance the constraints associated with both the Canadian National Railway line and adjacent residential uses;
- to recognize the former refinery site as an important location along the waterfront that requires special attention; and
- to recognize the Old Port Credit Heritage Conservation District.

12.3.1 ~~10.3.1 Neighbourhood Character Area~~ General Policies

12.3.1.1 ~~10.3.1.1 Streetscape~~ along Lakeshore Road (east and west) will address among other matters the following

- minimize vehicular access points;
- orient entrances and buildings towards the street; and
- create an attractive public realm.

12.3.2 ~~10.3.2~~ Old Port Credit Village Heritage Conservation District Precinct

The Old Port Credit Village Heritage Conservation District Plan applies to the lands within this precinct.

The precinct contains a mixture of housing, retail commercial and community buildings of many types, representing different eras. While some of the housing stock is relatively new, the neighbourhood contains pockets of housing that date back to the nineteenth century, representing various time frames and a pleasing sense of "time depth".

The precinct is predominately low rise in character, however, the existing low rise apartment buildings are recognized as forming part of the precinct.

12.3.2.1 ~~10.3.2.1~~ Any additions, alterations, adaptive reuse or redevelopment will address how the development:

- displays massing and scale sympathetic to surroundings;
- preserves the historic housing stock;

- supports the existing historical character;
- maintains the existing street grid pattern and building setbacks; and
- maintains and enhances significant groupings of trees and mature vegetation.

12.3.3 ~~10.3.3~~ Port Credit West Village Precinct

The precinct consists of a property formerly used as a refinery that is undergoing a significant revitalization through remediation and redevelopment. It will be transformed into a complete community supporting a mix of residential, commercial, institutional and open space uses. A range of housing types and building heights will be developed across the site in a way that is compatible with and enhances the character of the surrounding area.

A new sizable Waterfront Park is among the public realm amenities that will benefit new residents as well as the larger Port Credit community. The precinct policies and Special Site policies provide additional direction regarding the future development of these lands.

12.3.3.1 ~~10.3.3.1~~ This mixed use community will consist of:

- new parks, including those that will contribute to a vibrant, animated waterfront that will be a regional destination;
- connections with existing parks and open space;
- a fine grain street network that is integrated into the broader community;
- multi-modal mobility options, including active transportation;
- a diversity of built form and housing types for all ages and incomes;
- design and architectural excellence;
- sustainable development including innovative infrastructure where feasible;
- a high quality public realm and other community gathering spaces;

- i. place making and cultural vibrancy; and
- j. a legacy for future generations.

12.3.3.2 ~~10.3.3.2~~ Land uses, built form and public open spaces will provide appropriate transitions to the adjacent South Residential and Old Port Credit Heritage Conservation District Precincts.

12.3.3.3 ~~10.3.3.3~~ Development will provide view corridors to Lake Ontario, where appropriate.

12.3.3.4 ~~10.3.3.4~~ Extensive remediation will be completed prior to development.

12.3.4 ~~10.3.4~~ North Residential Neighbourhoods (Shawmarr/Indian Heights and Credit Grove) Precinct

This precinct includes the areas known as Shawmarr/Indian Heights and Credit Grove located on the west and east sides of the Community Node, between the railway line and the neighbourhood mainstreet area along Lakeshore Road West and East. These predominately ~~stable~~ residential areas will be maintained while allowing for infill which is compatible with and enhances the ~~built form character~~ of the area.

12.3.4.1 ~~10.3.4.1~~ The predominant characteristics of these areas will be ~~maintained preserved~~ including:

- a. low rise building heights;
- b. the combination of small building masses on small lots;
- c. the well landscaped *streetscapes*; and
- d. the regular street grid.

~~10.3.4.2 New development is encouraged to reflect 1 to 2 storey residential building heights and should not exceed 3 storeys.~~

12.3.4.2 ~~10.3.4.3~~ Properties fronting Lakeshore Road West will complement the adjacent Mainstreet Precinct by continuing the general 4 storey height limits. Single use residential buildings are permitted along this portion of Lakeshore Road West.

12.3.4.3 ~~10.3.4.4~~ The existing commercial plaza located generally between Harrison Avenue and

Wesley Crescent provides commercial floor space that serves the area but also represents a site for potential intensification with a maximum height limit of 4 storeys. The front portion of the commercial site is considered to be part of the Mainstreet Precinct and the rear is part of the North Residential Neighbourhoods Precinct. Any future redevelopment of the property will address issues, including but not limited to:

- a. constraints given previous industrial uses on the property;
- b. potential road connections and improvements to the neighbourhood's fine grained road pattern;
- c. retention of commercial space; and
- d. appropriate transitions to adjacent residential uses.

12.3.4.4 ~~10.3.4.5~~ The Canadian National Railway line defines the northern boundary of this area and restricts the types of use that can be redeveloped on adjacent properties. Development of these lands will:

- a. be encouraged to improve the transition to adjacent residential areas;
- b. have a maximum height generally equivalent to a 2 storey residential building, for warehousing, self-storage, wholesaling and manufacturing;
- c. ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential areas;
- d. provide appropriate landscaped buffers to adjacent residential areas; and
- e. provide a *streetscape* that is compatible with adjacent neighbourhoods.

12.3.4.5 ~~10.3.4.6~~—Any redevelopment along Mississauga Road North will consider its character as a *scenic route*.

12.3.5 ~~10.3.5~~ South Residential Neighbourhoods (Cranberry Cove, Hiawatha) Precinct

This precinct includes the areas known as Cranberry Cove and Hiawatha, located on the west and east sides of the Community Node, between Lakeshore Road West and East and the waterfront. These predominately ~~stable~~ residential areas will be maintained while allowing for infill which is compatible with and enhances the ~~built form character~~ of the area.

~~12.3.5.1 10.3.5.1~~ The predominant characteristics of these areas will be ~~maintained preserved~~ including:

- a. low rise building heights;
- b. the combination of relatively small building masses on small lots;
- c. the physical and visual access to Lake Ontario from parks and the terminus of streets;
- d. the well landscaped *streetscapes*; and
- e. street grid pattern.

~~10.3.5.2 New development will have a maximum height generally equivalent to 2 storeys.~~

~~12.3.5.2 10.3.5.3~~ Properties fronting Lakeshore Road West will complement the adjacent mainstreet precinct by continuing the general 4 storey height

~~11.0 STRONG ECONOMY~~

~~Employment opportunities are an important component of Port Credit as they contribute to a healthy mixture of land uses, help provide a complete community, and are supportive of a village where people have the opportunity to live work and play in the same area.~~

~~Port Credit contains a significant number of jobs located outside of the Community Node. Employment is found primarily focused in the businesses along Lakeshore Road, along the railway corridor, and at school sites. In total, approximately one third of the Area Plan's employment is located outside of the node but within Port Credit.~~

~~This Area Plan provides for the continued operation and expansion of employment uses. Generally, the most appropriate employment uses are in the~~

limits. Single use residential buildings are permitted along this portion of Lakeshore Road West.

~~12.3.6 10.3.6~~ Mainstreet Neighbourhood Precinct

This Precinct is intended to contain a mixture of uses that help meet the day-to-day needs of residents. This precinct represents an extension of the Mainstreet Node Precinct and generally extends a half block north and south of Lakeshore Road West and East.

This precinct will contain street related commercial uses with closely spaced storefronts lining the street to encourage and foster an active pedestrian street.

~~12.3.6.1 10.3.6.1~~ Development will provide view ~~corridors~~ to the lake, where appropriate.

~~12.3.6.2 10.3.6.2~~ The assembly of adjacent low-~~rise density~~ residential land to enlarge properties fronting the Mainstreet Precinct is discouraged. However, should assembly occur, the primary purpose of these lands should be for buffering the adjacent residential uses and for amenity space and/or parking if required through the development.

~~13 12.0~~ LAND USE DESIGNATIONS

~~education, office, culture, and retail sectors. In particular, creative enterprises that are involved in the creation, production and distribution of goods and services that use creativity and intellectual capital as primary inputs are encouraged. These include but are not limited to: artists, galleries, architects, graphic designers, and software developers.~~

~~11.1 Moved to 12.2.1.6 Opportunities for lake dependent or waterfront retail commercial activities, including activities such as marinas, and facilities in support of recreational sport fishing, will be promoted along the portion of the waterfront located within the Community Node.~~

This section provides additional policy direction on the permitted land uses within this Area Plan. Schedule 7 ~~10~~ (Land Use Designations) of the

principal document, identifies the uses of land permitted and will be read in conjunction with the other schedules and policies in the Plan.

~~12.1 General~~

12.1.1 Moved to Chapter 10.

~~12.2 Residential Low Rise Density I~~

~~12.2.1 Notwithstanding the Residential Low Density I policies of the Plan, the following uses will not be permitted:~~

- ~~a. semi-detached dwelling; and~~
- ~~b. duplex dwelling.~~

~~12.3 Residential Low Density II~~

~~13.1 12.3.1~~ Notwithstanding the Residential Low-~~II Density Rise I, Low-Rise 2 and High Rise~~ policies of the Plan, the following additional use will be permitted:

- a. existing office uses.

~~12.4 Residential Medium Density~~

~~12.4.1 Notwithstanding the Residential Medium Density policies of the Plan, the following additional use may be permitted:~~

- ~~a. low rise apartment dwellings.~~

~~12.4.2 Notwithstanding the Residential Medium Density policies of the Plan, the following additional use will be permitted:~~

- ~~a. existing office uses.~~

~~12.5 Residential Density~~

~~12.5.1 Notwithstanding the Residential High Rise Density policies of the Plan, the following additional use will be permitted:~~

- ~~a. existing office uses.~~

~~12.6 Mixed Use~~

13.2 ~~12.6.1~~ Notwithstanding the Mixed Use policies of the Plan, the following uses will not be permitted:

- a. motor vehicle rental.

13.3 ~~12.6.2~~ Notwithstanding the Mixed Use policies of the Plan, drive-through facilities are not permitted on sites identified on Schedule 3.

~~12.7 Public Open Space~~

13.4 ~~12.7.1~~ Notwithstanding the Public Open Space policies of the Plan, the following additional use may be permitted:

- a. commercial parking facility.

~~12.8 Business Employment~~

13.5 ~~12.8.1~~ Notwithstanding the Business Employment policies of the Plan, the following uses will not be permitted:

- a. adult entertainment establishments;
- b. animal boarding establishments, which may include outdoor facilities;
- c. body rub establishments;
- d. broadcasting, communication and utility rights-of-way;
- e. ~~cardlock~~ Truck fuel dispensing facility;
- f. commercial parking facility;
- g. funeral establishment;
- h. motor vehicle rental;
- i. overnight accommodation;
- j. restaurant;
- k. transportation facility;
- l. truck terminal; and
- m. waste processing or transfer stations and composting facilities.

13.5 ~~12.8.2~~ Notwithstanding the Business Employment policies of the Plan, the following policies apply:

- a. permitted uses will operate entirely within enclosed buildings.

~~13.0 SPECIAL SITES &~~

~~EXEMPT SITES~~

Moved to Chapter 16

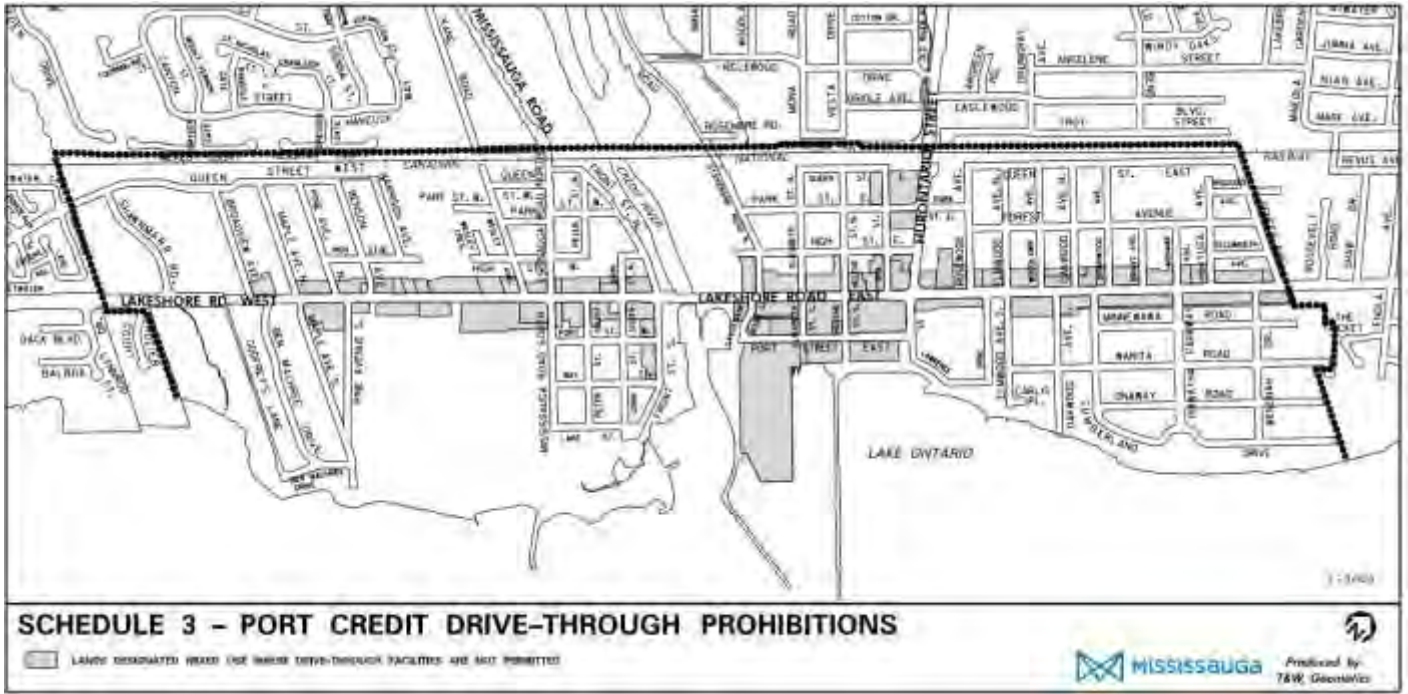
14.0 IMPLEMENTATION

14.1 Mississauga will monitor development in Port Credit, including population density, and the population to employment ratio.

~~14.2 Mississauga, in conjunction with public consultation, may develop a list of facilities/matters that could be exchanged for granting bonuses in height and/or density.~~

14.3 ~~14.3~~ Mississauga, in conjunction with public consultation, may prepare a Community Improvement Plan.





~~SOUTHDOWN~~

NOTE: Retained Policies moved to Chapter 15, under Southdown General Employment Area

~~1.0 How to Read the Southdown Local Area Plan~~

~~Mississauga Official Plan is composed of a principal document and a series of local area plans, provided under separate cover. This is the Southdown Local Area Plan and provides policies for lands located in southwest Mississauga, as shown on Map 1. It includes lands identified in the City Structure as Employment Area.~~

~~There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Southdown. In these cases, the Southdown Local Area Plan elaborates on, or provides exceptions to the policies or schedules of the principal document.~~

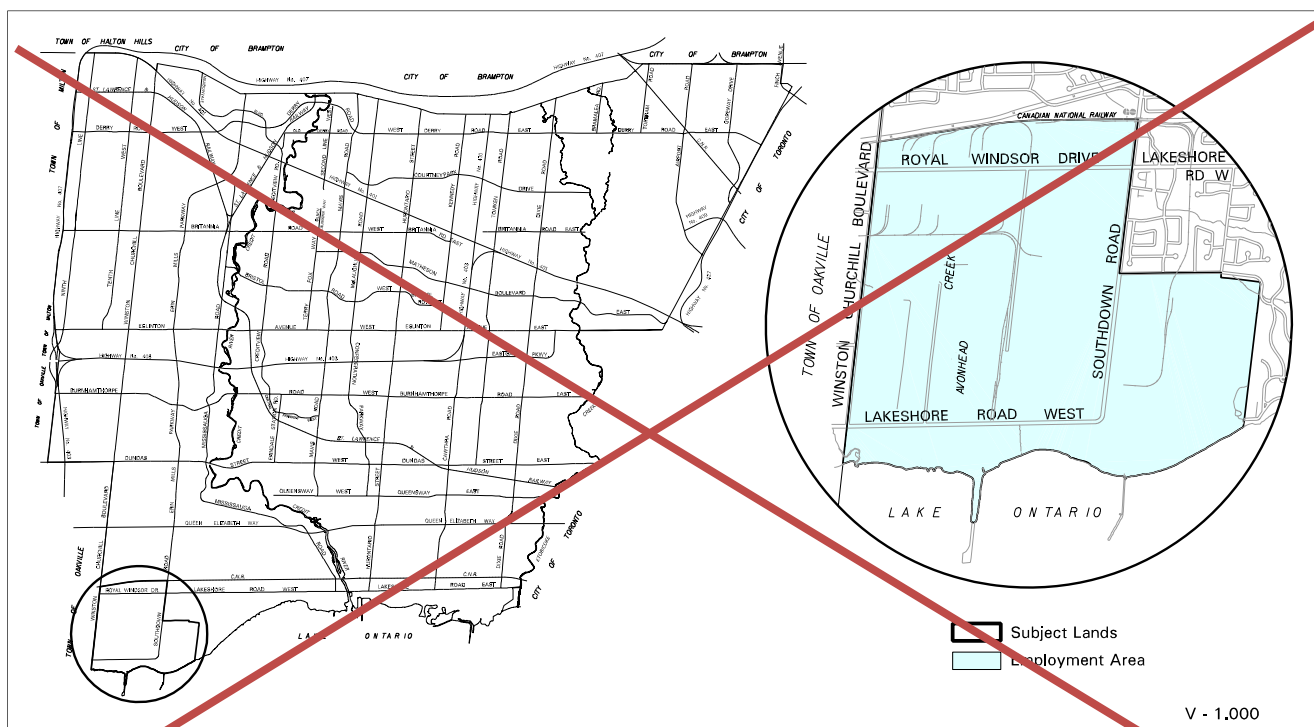
~~The Southdown Local Area Plan must be read in conjunction with the Mississauga Official Plan~~

~~principal document. Parts 1 to 4, the schedules and the appendices of the principal document, are applicable to the Southdown area, unless modified by this local area plan. Thus, for example, the policies of this local area plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of Parts 2 and 3 of the principal document. In the event of a conflict, the policies of this local area plan take precedence.~~

~~The Southdown Local Area Plan incorporates the policies of the Southdown District Policies of Mississauga Plan (2003), modified to conform with Mississauga Official Plan (2010).~~

~~2.0 Purpose~~

~~The purpose of the local area plan is to provide clear direction for development and to address the unique~~



~~Map 1: The Southdown Character Area is located in the southwest corner of Mississauga and is identified in the City Structure as an Employment Area.~~

~~circumstances within the area and adjacent communities.~~

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

~~In addition, the Local Area Plan recognizes that Lake Ontario represents one of the great natural features in Mississauga and needs to be elevated in profile and promoted as an important place for public gathering.~~

~~3.0 Historical Summary~~

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

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

~~4.0 Planning Context~~

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

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

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

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

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

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

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

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

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

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

Southdown also contains a number of contaminated or potentially *contaminated sites* and closed or current *waste disposal sites*.

1.0 5.0 Natural Environment

Southdown, consisting of approximately five and a half square kilometres, contains an abundance of environmental features. The area is defined by the **sub-watersheds** of Avonhead Creek, Clearview Creek, Joshua's Creek, Lakeside Creek, Sheridan Creek and Lake Ontario and is subject to the Southdown District Master Drainage Plan.

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

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

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

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

Few original woodlots remain from pre-land clearing days, however, new ones have grown in areas where industrial activity and uses have not been

established. This is evident along Winston Churchill Boulevard, the waterfront area south of Lakeshore Road West (also known as Highway 2), and the interior. The most significant of the woodland areas is the red maple-red oak forest located south of existing Orr Road.

These policies designate the three **watercourses** and the length of the Lake Ontario shoreline as Greenlands.

2.0 6.0 Built Environment

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

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

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

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

3.0 ~~7.0~~ Vision

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

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

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

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

The vision also acknowledges the importance of the Lake Ontario waterfront. It advocates a high quality environment with improved urban design consisting

of pedestrian and transit supportive development which is environmentally sensitive and sustainable.

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

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

The proposed Orr Road extension from Southdown Road to Winston Churchill Boulevard and the proposed Avonhead Road extension from Royal Windsor Drive to Lakeshore Road West will improve accessibility within the area. Such future improvements are expected to stimulate the development of vacant lands.

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

4.0 ~~8.0~~ Urban Design Strategy

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

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

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

~~provide appropriate landscape buffers and interfaces between uses; and~~

- ~~i. development should consider sustainable building practices (i.e. green roofs and development performance standards), environmentally enhanced construction standards, energy efficiency and site development strategies to reduce stormwater run off, hard surface pavement and the heat island effect.~~

5.0 9.0 Urban Design Policies

Based on the foregoing Urban Design Strategy, the following urban design policies implement the vision for Southdown and focus on the arterial corridors.

59.1

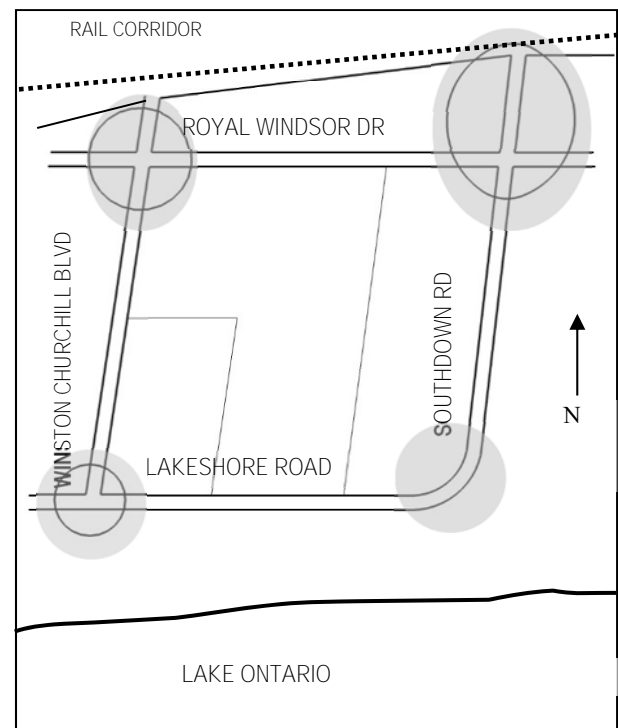


Figure 14: Major intersections are considered Gateway locations and should have substantial built form with landscape treatments and landmark quality architecture.

Community Pattern

Streets, Blocks and Circulation:

- a. a streets and blocks network should be created to accommodate future industrial and/or business employment development, taking into

consideration the needs of truck transport and related activities;

- b. continuous sidewalks and open spaces should be provided on new public streets that link into the greater arterial road network and the Waterfront Trail located along the edge of Lake Ontario;
- c. new streets should support a pedestrian and transit friendly environment connected to the Waterfront Trail, where possible;
- d. at entry locations, encourage development to form gateways that are substantial in built form with landmark architectural character and quality and special landscape treatment;
- e. a **streetscape** master plan should be undertaken to coordinate treatments for the public realm;

Cultural Heritage Resources:

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

Sustainable Design:

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

59.2 Site Organization

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

Royal Windsor Drive:

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

Parking and Loading Areas:

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

59.3 Building Mass and Articulation

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

59.4 Pedestrian Environment

Public Sidewalks, Bicycle Facility, and Private Walkways:

- a. continuous sidewalks should be provided along all streets. Comfortable and barrier free walkways should be provided from buildings to public sidewalks and transit stops. In situations where there are no public sidewalks within the public street allowance, provide walkway connections to the public roadway. Walkways should be uninterrupted by parking or drive aisles and consist of paving materials other than asphalt;
- b. along arterials roads, consideration will be given to providing sidewalks on both sides of the street;
- c. transit stops and stations should also include places for seating and weather protective areas;
- d. consideration should be given to providing a second continuous pedestrian system of walkways, lighting and other amenities located completely within development that connects to adjacent properties, particularly in instances where multiple units are proposed along the street frontage;

Landscaping:

- e. planting should visually enhance individual sites, screen parking and loading areas, while enabling views of buildings and creating a consistent landscape treatment along streets. It should be appropriate to the *streetscape* while improving the appearance of parking areas and internal roads. Landscaping should contribute to the visual continuity of the street edge;
- f. shade tree planting and landscaped areas should be provided on the site to break up the parking areas, and in areas where pavement is not required;

- g. encourage environmental revitalization and restoration of sites through planting and other landscape treatments;
- h. appropriately scaled and landscaped outdoor amenity areas should be provided in an area suitable for users within the development, and should include an area that is protected from the elements;
- i. opportunities for strategic *streetscape* and landscape improvements along Lakeshore Road West with significant preservation of trees and vegetation, and for enhancement and additional greening along this route should be explored as development occurs;
- n. the design and location of way finding and building signage should be coordinated throughout the site, and integrated with its landscape treatment and building façade(s) through appropriate scale, colour, materials and consistency; and
- o. the design and location of entry features and waterfront park signage should be coordinated and integrated into the *streetscape* design.

6.0 ~~10.0~~ Land Use

6.40.1 Business Employment

Pedestrian Amenity:

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

qualities of the Southdown Character Area in theme;

Signage & Lighting:

- l. a continuous system of pedestrian lighting should be investigated to illuminate sidewalks and multipurpose trails to ensure safe access to and along the waterfront. Particular attention should be given to the development of a pedestrian lighting system along major streets, inclusive of major traffic corridors, to be attractive, distinct and separate from roadway lighting;
- m. lighting should be provided on pedestrian paths and outdoor amenity areas on private lands. Landscape lights should be placed to avoid spill-over on adjacent properties;

- a. existing industrial operations, including existing outdoor storage areas, will be permitted to continue;
- b. outdoor storage of raw materials such as, but not limited to, salt and sand, will be within enclosed containers, a structure with a minimum of three sides and a roof, or otherwise covered to mitigate the effects of dust or particulate matter that may be detrimental to other businesses or neighbouring areas. Expansions to the outdoor storage areas will be permitted in accordance with the Business Employment Policies; and
- c. notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:
 - trucking terminals;
 - outdoor storage of motor vehicles exceeding 3 000 kg in weight; and
 - *waste processing station* or *waste transfer stations* and composting facilities.

640.2 Industrial

- a. existing industrial operations, including existing outdoor processing and outdoor storage will be permitted to continue;
- b. notwithstanding the Industrial policies of this Plan, the following uses will not be permitted:

- trucking terminals;
 - *waste processing station* or *waste transfer stations* and composting facilities; and
 - expansions to or new outdoor processing; and
- c. outdoor storage of materials, except extracted resources, such as, but not limited to, salt and sand, will be within enclosed containers, a structure with a minimum of three sides and a roof, or otherwise covered to mitigate the effects of dust or particulate matter that may be detrimental to other businesses or neighbouring areas.

610.4 Sensitive Land Uses

a. When sensitive uses are contemplated for lands within the Southdown Employment Area Character Area and the Clarkson GO Major Transit Station Area (~~once delineated~~), an Air Quality Study completed in accordance with the City's Terms of Reference is required.

b. The introduction of sensitive land uses within the Southdown Employment Area Character Area should occur through a City initiated amendment to this plan.

Development applications proposing sensitive land uses within the Clarkson GO Major Transit Station Area (~~once delineated~~) will be considered incomplete until an Air Quality Study is determined to be satisfactory to the City of Mississauga and/or other appropriate approval authorities.

610.3 Prohibited Uses

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

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

7.0 ~~11.0~~ Transportation

11.1 Road System

- a. The intersection of the proposed Orr Road extension at Southdown Road will be designed in such a manner as to restrict through traffic from Southdown to the residential community to the east;
- b. The location of the proposed Orr Road extension from Southdown Road to Hazelhurst Road will be determined during the processing of development applications; and
- c. The width of the proposed Orr Road extension from Southdown Road to Winston Churchill Boulevard will be a minimum of 24 m.

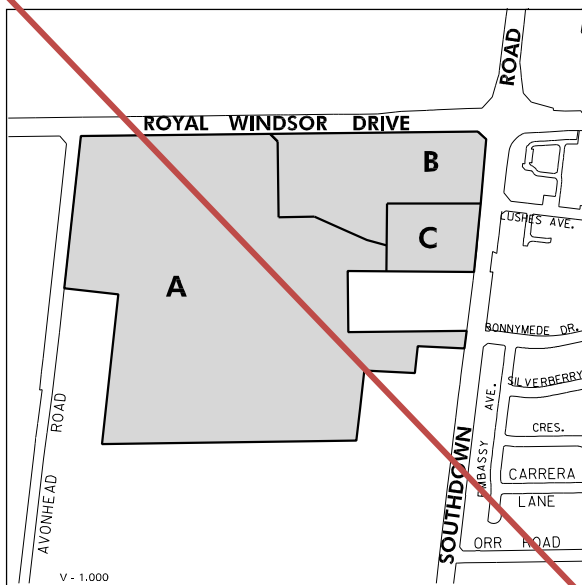
12.0 Special Site Policies

There are sites within Southdown, as shown in Map 2, that merit special attention and are subject to the following policies:



Map 2: Location of Special Sites within the Southdown Local Area.

12.1 Site 1



12.1.1 Area A

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

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

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

12.1.2 Area B

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

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

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

12.1.3 Area C

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

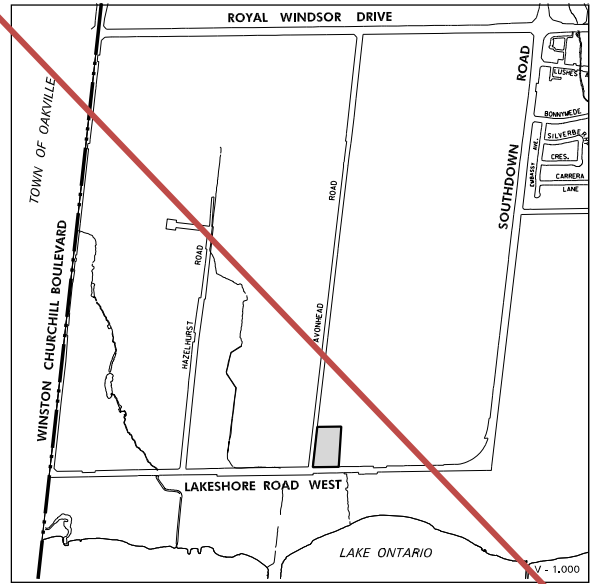
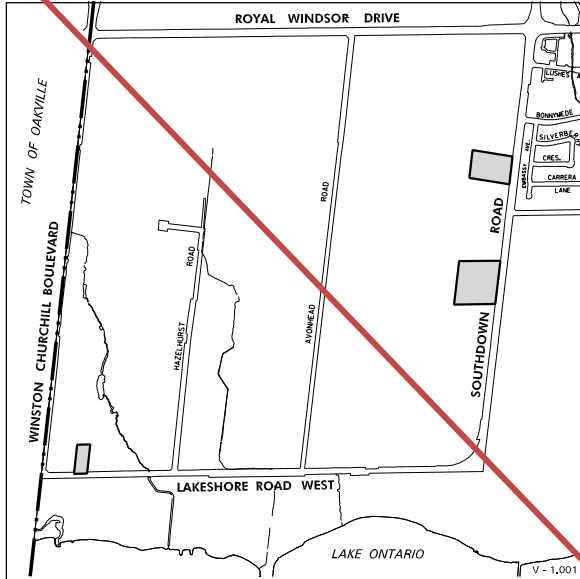
Notwithstanding the provisions of the Mixed Use designation, the following additional policies will apply:

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

~~evaluated based on their visual impact on the streetscape.~~

~~12.3 Site 3~~

~~12.2 Site 2~~



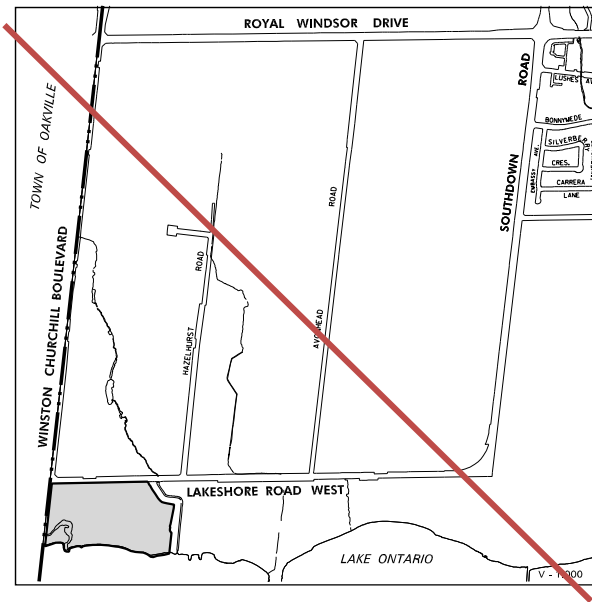
~~12.4~~

~~12.3.1 The lands identified as Special Site 3 are located on the north side of Lakeshore Road West, west of Southdown Road.~~

~~12.3.2 Notwithstanding the provisions of the Utility designation, the lands may also be developed for a Community Recycling Centre with outdoor storage and an accessory retail store for reusable goods.~~

~~12.2.1 The lands identified as Special Site 2 consist of three areas, two are located on the west side of Southdown Road, south of Royal Windsor Drive and the other is located on the north side of Lakeshore Road West, east of Winston Churchill Boulevard.~~

~~12.2.2 Notwithstanding the Business Employment designation, the lands may also be used for a garden centre.~~

~~12.4 Site 4~~

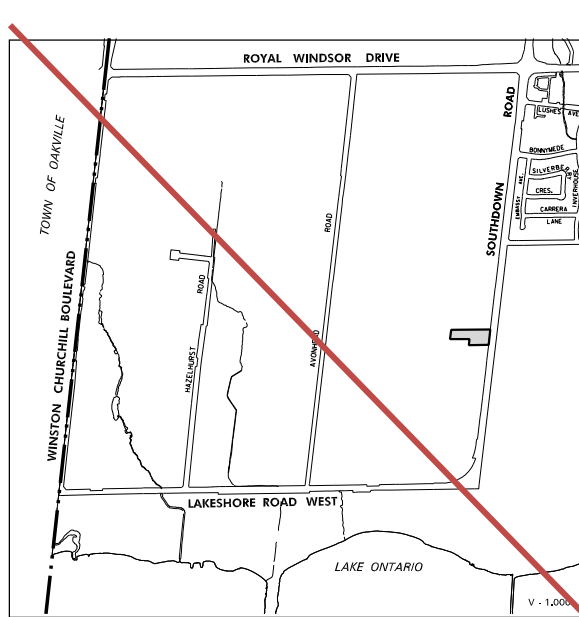
~~12.4.1 The lands identified as Special Site 4 are located on the south side of Lakeshore Road West, east of Winston Churchill Boulevard.~~

~~12.4.2 Notwithstanding the provisions of the Public Open Space designation on these lands, the following additional policies will apply:~~

~~a. in addition to the uses permitted in the Public Open Space designation, the following uses will also be permitted within the existing structure:~~

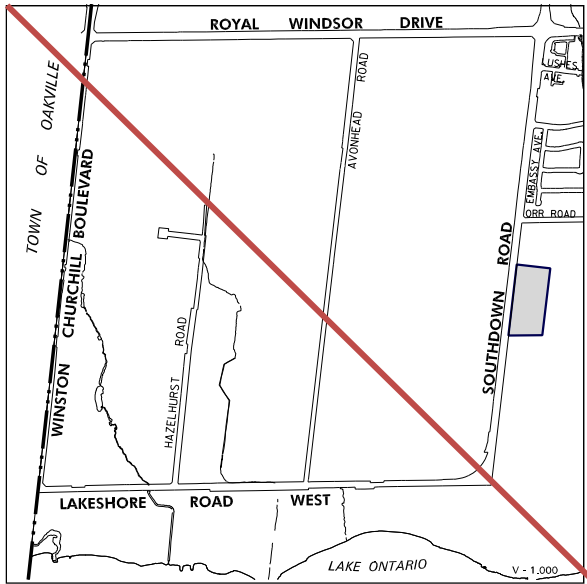
- ~~● secondary offices;~~
- ~~● commercial uses that are accessory to the park;~~
- ~~● conference centre;~~
- ~~● banquet hall;~~
- ~~● conservatory/greenhouse complex;~~
- ~~● commercial school; and~~
- ~~● restaurant; and~~

~~b. any proposed structure will be limited in size and to a design compatible with the existing structures and will be designed and located in a manner that minimizes the removal of forest cover.~~

~~12.5 Site 5~~

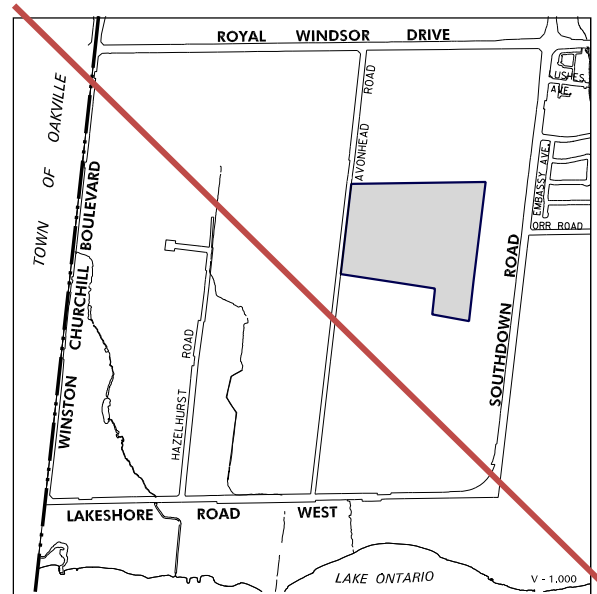
~~12.5.1 The lands identified as Special Site 5 are located on the west side of Southdown Road at 566 Southdown Road.~~

~~12.5.2 Notwithstanding the provisions of the Business Employment designation, the lands may also be used for a gas processing operation including outdoor processing activities and outdoor storage and may include the temporary parking of commercial motor vehicles.~~

~~12.6 Site 6~~

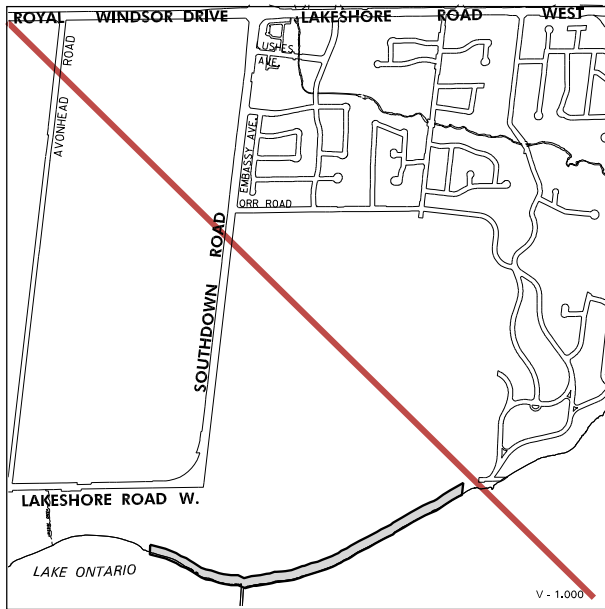
~~12.6.1 The lands identified as Special Site 6 are located on the east side of Southdown Road, south of Orr Road.~~

~~12.6.2 Notwithstanding the provisions of Section 10.3 Prohibited Uses, the lands may also be used for a cardlock fuel dispensing facility.~~

~~12.7 Site 7~~

~~12.7.1 The lands identified as Special Site 7 are located on the west side of Southdown Road, south of Royal Windsor Drive.~~

~~12.7.2 Notwithstanding the provisions of the Industrial designation, only the existing land farming operation will be permitted as an accessory use to the existing lubricants centre located at 385 Southdown Road.~~

12.8 Site 8

~~12.8.1 The lands identified as Special Site 8 are located along the Lake Ontario shoreline, from Lakeside Park to the eastern district boundary.~~

~~12.8.2 Notwithstanding the provisions of the Greenlands designation, the following additional policies apply:~~

- ~~a. existing structures and uses are permitted;~~
- ~~b. expansion to existing structures or new development are subject to the Natural Hazard policies of this Plan; and~~
- ~~c. detailed studies to allow expansions or new development will be subject to satisfying the City and the appropriate Conservation Authority.~~

Appendix A: Evolution of Arterial Roads

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

1. Southdown Road



Figure 28: Over time, Southdown Road will intensify with a built form that frames the street and provides a quality public realm and pedestrian environment.

Commentary:

Existing Condition

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

Ten-to-Fifteen Year Condition

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

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

Twenty-Five Year Vision

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

- overhead utility lines relocated to below-grade (and the utility poles should be removed), with new street lighting;
- designated bicycle facilities extended in each direction of the roadway, and transit shelters strategically positioned at high-volume bus stops;
- boulevards planted with street trees in a soft landscape permeable surface;
- generous sidewalks to accommodate pedestrians and phased-in, on-street parking for

~~convenience, and to help mitigate travel speeds for an improved pedestrian environment;~~

- ~~● on private lands, two to three storey buildings with harmonized setbacks creating consistent **streetscape**;~~
- ~~● buildings engaging the public realm with active, high quality façades through front entries and windows to support a vibrant public realm; and~~
- ~~● buildings addressing the street with an appropriate setback, a public realm coordinated with high quality **streetscape**, street furniture, pedestrian amenities, way finding signage, street trees and pedestrian scale lighting to augment the area's character.~~

2. Lakeshore Road West



Figure 29: Over time, Lakeshore Road West will intensify with a built form that frames the street and provides a quality public realm and pedestrian environment.

Commentary:

Existing Condition

The view shown in View 4 is looking west toward Oakville on Lakeshore Road West:

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

Ten-Fifteen Year Condition

The early phase of redevelopment within the Lakeshore Road West ROW should consist of the following (View 5):

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

Twenty-Five Year Vision

In the long term, Lakeshore Road West should change considerably (View 6):

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

3. ~~Royal Windsor Drive~~



Figure 30: Over time, Royal Windsor Drive will intensify with a built form that frames the street and provides a quality public realm and pedestrian environment.

Commentary:

Existing Condition

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

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

Ten-Fifteen Year Condition

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

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

Twenty-Five Year Vision

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

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

4. Winston Churchill Boulevard

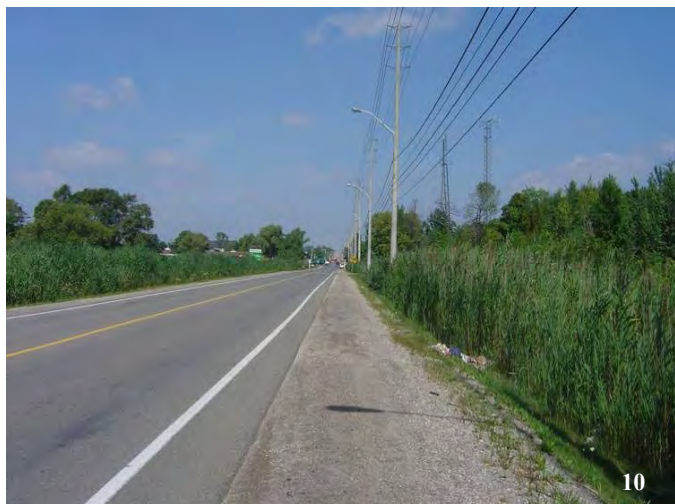


Figure 31: Over time, Winston Churchill Boulevard will intensify with a built form that frames the street and provides a quality public realm and pedestrian environment.

Commentary:

Existing Condition

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

Ten-Fifteen Year Condition

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

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

Twenty-five Year Vision

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

- a different urban design is recommended that encourages subtle variation in setbacks for buildings in order to complement the pastoral street character and provide visual interest;

- ~~parking should be located on the side or at the rear of buildings to establish a thematic frontage condition along the street through generous landscaped buffers along individual property frontages;~~
- ~~landscaping should incorporate sustainable native species, with designs that reinforce the street profile, complement the architecture of buildings, and the rural quality of Winston Churchill Boulevard; and~~
- ~~all overhead wiring and poles should be relocated underground, and replaced with appropriate street lighting.~~

Appendix B: Historical Overview of Southdown

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

The area identified as Southdown Character Area was first settled between 1807 and 1815 through government allotments of large parcels of land, typically for farming purposes to the original settlers.

Due to early land grants, additional allotments, and the continuous acquisition of lands by early settlers, land assemblies evolved to include large areas held by prominent landowners. In addition to the farming community, a major shipping dock was located in proximity to the lands known as Lakeside Park, which was used for shipping grain to England.

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

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

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

The St. Lawrence Cement Company, another notable industrial establishment in this area, was introduced in the 1950s and is known for its conveyor belt that

arcs Lakeshore Road West. The conveyor belt is a prominent landmark and is one representation of Southdown’s industrial heritage.

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

18 Glossary

All terms listed in the glossary, where used, are bolded and italicized in the Mississauga Official Plan (MOP) text, with exception of frequently used common terms that appear as regular text, and are not bolded and italicized. Terms listed in the glossary that are commonly used throughout MOP are followed by an asterisk (*).

Provincial policy terms, where used, are italicized in MOP text. These terms are listed at the end of this glossary. The definitions for these terms are available in the Provincial Policy Statement, 2020 and the Growth Plan for the Greater Golden Horseshoe, Office Consolidation 2020. The Region of Peel Official Plan, April 2022 glossary should be consulted for any modifications to the provincial policy terms.

For terms not defined by policy, the meaning of the term will be as defined in the Canadian Oxford Dictionary, 2nd edition.

Singular terms include the plural and plural terms include the singular.

Italicized terms throughout the text correspond to specific documents and policies when identified by their title (e.g., *Planning Act*).

EDIT GUIDE:

Existing – term in MOP (from Glossary, Chapter 1 policies 1.1.4.l to 1.1.4.mm, or elsewhere)

Region of Peel Official Plan – all or part of a term from the Region of Peel Official Plan, April 2022

New/ Updated – term in amended MOP

Highlighted - term is under appeal

Addition – to existing term

Red – entire existing term or policy section/sentence deleted from MOP

AFFORDABLE OWNERSHIP HOUSING UNIT

means the least expensive of: housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual income for *low-income households* and *moderate-income households*, or housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

AFFORDABLE RENTAL HOUSING UNIT

means the least expensive of: a unit for which the rent does not exceed 30 percent of gross annual household income for *low-income households* and *moderate-income households*, or a unit for which the rent is at or below the average market rent of a unit in the regional market area.

AIRCRAFT NOISE WARNING AGREEMENT (ANWA)

means an agreement between the Corporation of the City of Mississauga, the Greater Toronto Airports Authority (or its successor) and the Developer to be registered on title that provides for, among other things, the following: a development agreement incorporating conditions related to noise mitigation consistent with findings of the detailed noise impact study; enforcement obligations, post-construction certification that development approval conditions have been satisfied, aircraft noise warning signage, and aircraft noise warning clauses regarding both indoor and outdoor activities in Purchase and Sale Agreements, sales materials, and in enrollment documents for schools and daycares.

AIRPORT *

means the Toronto – Lester B. Pearson International Airport.

~~ANCHOR HUBS~~

~~means the *Major Transit Station Area* associated with the regional transportation system, that has significant potential to attract and accommodate new growth and development. These hubs have the potential to be planned for major institutions, employment centres, shopping centres. *Anchor hubs* also have strategic importance due to their relationship with the Downtown and Airport.~~

~~BIODIVERSITY~~

~~means the variety of life in all forms, levels, and combinations. It includes ecosystem and landscape diversity, species diversity, and genetic diversity.~~

CHARACTER

~~means the aggregate of the features including the attributes of the physical, natural and social dimensions of a particular area or neighbourhood.~~

CITY *

City, when capitalized, means The Corporation of the City of Mississauga. When not capitalized, city means the geographic area of the City of Mississauga.

COGENERATION

means the generation of two or more forms of heat energy, electrical power and mechanical power from one fuel source, such as gas or renewable sources, but excluding oil, coal and nuclear.

COMMUNITY FACILITY

means a facility operated by or on behalf of a public authority for the provision of community activities such as, but not limited to recreation, libraries, arts, crafts, museums, social and charitable activities. This includes pools, outdoor rinks and arenas. Private facilities such as gyms, banquet halls/conference centres or convention centres are not considered community facilities.

COMMUNITY GARDENING

means a shared growing space including allotment and/or collective gardening practices for food and native plant growing for personal consumption, not-for-profit sales, donation, demonstration, and food literacy. Community gardens also include the usage of hoop houses or cold frames.

COMMUNITY INFRASTRUCTURE

means lands, buildings, and structures that support the quality of life for people and communities by providing public schools, private schools, emergency services, private clubs, *community facilities*, daycare/day program and places of religious assembly. Private club means a social, cultural, athletic or recreational club or fraternal organization that is not operated for profit.

COMPATIBLE *

~~means development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.~~

means development that enhances the site and surrounding area without introducing unacceptable adverse impacts. Evaluating impacts includes considering contextually relevant matters such as land use, massing, scale, the environment, health, safety, noise, vibration, dust, odours, traffic, sunlight, shadow and wind.

Compatible should not be narrowly interpreted to mean “the same as” or “being similar to”.

CONFORM TO *

means to comply with or be in agreement with a policy or requirement of the Plan.

CONSISTENT WITH *

means to be in agreement or not in conflict with a policy or requirement of the Plan.

CONTAMINATED SITES

means property or lands that have not been rehabilitated and **which**, for reasons of public health and safety or environmental quality, are unsafe for use as a result of human activities, ~~particularly those activities~~ that have left a chemical or radioactive residue. Such sites include some industrial lands, some transportation facilities, electrical facilities, and some abandoned mine hazards.

CORRIDOR

~~means lands adjacent to and framing a right of way. (Corridors are shown on Schedules 1: Urban System and 1c: Urban System—Corridors).~~

CREMATORIUM

means a building, structure or part thereof fitted with a retort(s) for the purpose of cremating human remains and may include a processing area and body storage area.

~~CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)~~

~~means the proper design and effective use of the built environment which may lead to a reduction in the fear and incidence of crime, and an improvement of the quality of life.~~

CULTURAL DISTRICTS

are well-recognized, mixed-use geographic areas that attract people because of their high concentration of cultural facilities and activities. Cultural districts are areas with concentrated cultural activities, arts venues and studios, galleries, museums and events. They are supported by retail, restaurants and cafes, entertainment venues, parks, community spaces and offices, which enrich them as cultural destinations. (Cultural Districts Implementation Plan) Mississauga's six Cultural Districts are located in the Downtown Core, Port Credit, Streetsville, Cooksville, Clarkson, and Malton.

CULTURAL SAVANNAHS

means a treed vegetation community originating from, or maintained by, anthropogenic influences and culturally based disturbances; often containing a large proportion of non-native species and having 25 to 35 percent cover of coniferous or deciduous trees. *Cultural savannahs* may be second or third growth *woodlands* that occur on land where the forest was completely or partially removed at various points in time. These *woodlands* vary in composition and quality depending on the length of time that the forest has been re-establishing, the nature and duration of the land use while it was cleared, and the underlying environmental characteristics such as soil type, moisture, exposure and seed bank all of which influence natural succession processes and species composition. ~~Cultural Savannahs may include Plantations.~~

CULTURAL WOODLANDS

means a treed vegetation community originating from, or maintained by, anthropogenic influences and culturally-based disturbances; often containing a large proportion of non-native species and having 35 to 60 percent cover of coniferous or deciduous trees. *Cultural woodlands* may be second or third growth *woodlands* that occur on land where the forest was completely or partially removed at various points in time. These *woodlands* vary in composition and quality depending on the length of time that the forest has been re-establishing, the nature and duration of the land use while it was cleared, and the underlying environmental characteristics such as soil type, moisture, exposure and seed bank all of which influence natural succession processes and species composition. ~~Cultural Woodlands may include Plantations.~~

CURRENT *

means most recently approved practices and standards or policies that are in effect.

dBA

means a sound pressure level indicated by a measurement system that includes an A-weighting network. The A-weighting network approximates the relative sensitivity of the normal human ear to different frequencies of sound. The resulting value is in decibels and is commonly labelled *dBA*.

DENSITY *

means the intensity of use permitted on a property or the concentration of jobs or people within a defined area. When referring to development, density means the floor space of a building(s) or number of units in relation to a given area of land.

DETAILED NOISE IMPACT STUDY

means the final technical assessment, certified by a licensed professional engineer with acoustical experience, of the existing and predicted future noise and vibration levels from all transportation (road, rail and aircraft) and stationary noise sources on the indoor and outdoor environment, description of impacts on the subject property and surrounding environment, in addition to calculation of Acoustic Insulation Factor (AIF) values and prescription of associated mitigation measures and features (e.g. building materials, ventilation requirements, noise barrier design and height, building orientation) required to meet sound level limits, in accordance with the applicable Municipal, Regional and Provincial noise guidelines. The Detailed Noise Impact Study should be based on the Feasibility Noise Impact Study. Once all final information is known, detailed studies may be prepared in place of feasibility studies.

DISCOURAGE *

Means to prevent, limit, hinder or deter.

~~means not permitted unless it can be demonstrated that compliance with the policy;~~
~~a is not possible; or~~
~~b would not result in good planning; or~~
~~c does not meet the overall intent of this Plan.~~

ECOSYSTEM APPROACH

~~means an approach to planning and management which recognizes that economy, community, and environment are inextricably linked and equally important for the health of the city.~~

ELECTRIC POWER DISTRIBUTION AND TRANSMISSION FACILITY

means buildings, structures and infrastructure that facilitate the distribution of electric power such as hydro lines, transformers, transfer stations and switch gear but does not include a *major power generating facility* or *minor power generating facility*.

ENCOURAGE *

means to promote, advance or foster. ~~means to carefully consider or take into account.~~

ENHANCE *

means to complement and assist in furthering the aesthetic and intrinsic value of a neighbourhood, site, or structure. As applied to the environmental policies of the Plan, **enhance** means intensifying components of a natural area through management measures to increase stability, biodiversity, and long term viability.

ENVIRONMENTALLY-SENSITIVE OR SIGNIFICANT AREAS

means places where ecosystem functions or features warrant special protection. These may include but are not limited to rare or unique plant or animal populations or habitats, plant or animal communities, or concentrations of ecological functions. In the city, *environmentally-sensitive or significant areas* are identified by the conservation authorities according to their established criteria ~~inventoried and designated by Conservation Authorities and the Provincial Government.~~

ENVIRONMENTAL IMPACT STUDY

An Environmental Impact Study (EIS) is a study that assesses the potential impacts of a proposed development or site alteration within or adjacent to *Natural Heritage Features* or *Natural Hazard Lands*. It documents the existing condition and function on and around the area, identifies the potential impacts associated with the project, and recommends ways to avoid (preferred) or mitigate (where avoidance is not possible) negative impacts. Wherever possible, an EIS must also identify opportunities to restore or enhance *Natural Heritage*

Features. It is encouraged that an EIS is prepared in a manner that provides the greatest opportunity to design in harmony with the natural environment and that the outcome of the EIS inform the concept plan to ensure that the protection of natural environment from degradation and fragmentation is prioritized.

EXISTING *

includes built and approved development at the time this Plan is adopted by City Council.

FEASIBILITY NOISE IMPACT STUDY

means the initial technical assessment, certified by a licensed professional engineer with acoustical experience, of the existing and predicted future noise and vibration levels from all transportation (road, rail and aircraft) and stationary noise sources on the indoor and outdoor environment, description of impacts on the subject property and surrounding environment, in addition to calculation of Acoustic Insulation Factor (AIF) values and prescription of associated mitigation measures and features (e.g. building materials, ventilation requirements, noise barrier design and height, building orientation) required to meet sound level limits, in accordance with the applicable Municipal, Regional and Provincial noise guidelines. This study is to ensure that the proposal is feasible in the context of site design and the extent of control measures such as barriers, ventilation requirements and building components. Feasibility studies should be submitted with the initial proposal and provide a clear direction regarding the need for additional studies and implementation of required control measures.

FLOODLINE

~~means a line as determined in accordance with criteria specified by the Provincial Government.~~

FLOOR SPACE INDEX (FSI)

means the ratio of the gross floor area of all buildings on a site to the net developable area of that site. The gross floor area calculated for purposes of *floor space index (FSI)* is generally measured from the exterior of outside walls, but does not generally include mechanical areas, stairwells, washrooms, elevators, storage, and parking or other items as defined in specific Zoning By-laws.

~~FLORISTIC CO-EFFICIENT~~

~~means a system whereby the flora of Ontario are ranked in descending order by a plants needs for the quality of habitat in which they will persist and thus are restricted to those habitats. For detailed information regarding *floristic co-efficients*, the City of Mississauga Natural Areas Survey, should be consulted.~~

~~FLORISTIC QUALITY INDEX (FQI)~~

~~means a system that allows for an objective numerical evaluation of an area based on the quality of its flora. For detailed information regarding the methodology for calculating the *Floristic Quality Index (FQI)*, the City of Mississauga Natural Areas Survey, should be consulted.~~

~~GATEWAY HUB~~

~~means a *Major Transit Station Area* with high current or potential development capacity that makes it a significant origin and/or destination on the transit system. *Gateway hubs* may also locate at the interchange between two or more current or planned regional rapid transit lines.~~

GROUNDWATER RECHARGE AREA

means an area in which there is significant addition of water by natural processes to groundwater.

~~HERITAGE EASEMENT~~

~~means a legal agreement between the property owner and the City or the property owner and the Ontario Heritage Trust whereby a set of regulations regarding the heritage conservation of the property are established in perpetuity.~~

HERITAGE IMPACT ASSESSMENT

means a statement that will identify all heritage resources of a property; describe and evaluate their heritage significance; and, evaluate their sensitivity to a proposed development, use or reuse, including, where possible, measures to mitigate deleterious consequences.

INDIGENOUS PEOPLES

Indigenous Peoples are the original inhabitants of the lands that make up the present day City of Mississauga. This refers to all individuals identifying and descended from First Nations, Metis and Inuit Peoples per the United Nations Declaration of the Rights of Indigenous Peoples.

~~INTENSIFICATION CORRIDOR~~

~~means the lands within approximately 200 to 300 metres of the centre line of roads identified as having the potential for higher density mixed use development consistent with planned transit service levels.~~

LANDFILL

means the disposal of *waste* by deposit, under controlled conditions, on land or on land covered by water, and includes compaction of the *waste* into a cell and covering the *waste* with materials at regular intervals.

~~Leg~~

~~means the equivalent sound level of a fluctuating sound expressed in the same terms as the level of a steady sound carrying the same total energy within the same time interval.~~

LOW AND MODERATE INCOME HOUSEHOLDS

- a) ***Low-Income households*** – means in the case of ownership housing, households with incomes in the lowest 30 percent of the income distribution for households in the City of Mississauga; or in the case of rental housing, households with incomes in the lowest 30 percent of the income distribution for renter households in the City of Mississauga;
- b) ***Moderate-Income households*** – means in the case of ownership housing, households with incomes between 30 to 60 percent of the income distribution for households in the City of Mississauga; or in the case of rental housing, households with incomes between 30 to 60 percent of the income distribution for renter households for the City of Mississauga.

MAJOR POWER GENERATING FACILITY

means a building or structure used for the generation of electrical power, where output is ten megawatts or greater and where the method of production is limited to: ***renewable energy***, natural gas fired; and ***cogeneration***. Natural gas fired means the generation of electrical power through the combustion of natural gas and may include single cycle, combined cycle and ***cogeneration*** technologies.

MAJOR TRANSIT STATION AREA

means the area including and around any existing or planned *higher order transit* station or stop generally defined as the area within an approximate 500 to 800 metre radius of a transit station or stop, representing about a 10-minute walk. All delineated Major Transit Station Areas are ***Protected Major Transit Station Areas*** in this Plan and subject to Regional approval.

~~means the area including and around any existing or planned ***higher order transit*** station. Station areas generally are defined as the area within an approximate 500 m radius of a transit station, measured from the station building, representing about a 10-minute walk.~~

MAKERSPACE

refers to a facility used for producing or making custom-made goods in limited quantities. These spaces may include community or artisan workshops and places to incubate shared interests, particularly in computing or technology.

MAY *

means a discretionary, but not a mandatory policy or requirement of the Plan.

MID-RISE BUILDING *(Note: copied over from Section 13.3.3.3 Urban Design)*

means a building having a height that is greater than four storeys and less than the width of the street on which it fronts but not greater than 12 storeys. Character Area policies may specify alternative maximum building heights for ***mid-rise buildings***. A ***mid-rise building*** cannot be structurally connected to a ***tall building***.

MINOR POWER GENERATING FACILITY

means a building or structure used for the generation of electrical power, where output is less than ten megawatts and where the method of production is limited to: ***renewable energy***, the combustion of natural gas, oil and propane; and ***cogeneration***.

NATURAL GREEN SPACES

Natural Green Spaces are areas that meet one or more of the following criteria:

- a. woodlands greater than 0.5 hectares that do not fulfill the requirements of a significant woodland;
- b. wetlands that do not fulfill the requirements of a *significant wetland*;
- c. *watercourses* that do not fulfill the requirements of a significant valleyland, even if they are predominantly engineered; and
- d. all natural areas greater than 0.5 hectares that have vegetation that is uncommon in the city.

NATURAL HAZARD LANDS

means property or lands that could be unsafe for development due to naturally occurring processes. Along the shoreline of Lake Ontario, this means the land between a defined offshore distance or depth and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river and stream systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits.

NATURAL HAZARDS

means hazards due to flooding, erosion, dynamic beaches, the presence of hazardous forest types for wildland fire, and unstable slopes, soils and bedrock that may pose a danger to public safety or public health or result in property damage.

NEIGHBOURHOOD *

Neighbourhood, when capitalized, refers to the city structure element. Neighbourhood, when not capitalized, refers to an undefined geographic area containing primarily residential dwellings.

NET RESIDENTIAL HECTARE

means:

- for detached, semi-detached, duplex, townhouse, and other dwelling types with individual frontages, a *net residential hectare* includes the land for residential lots;
- common element roads, but excludes public and other forms of private roadways; and
- for condominium units and apartment blocks, a *net residential hectare* includes the land for residential units, private internal roads and parking, landscaped areas, private open space, and other associated amenities.

NOISE EXPOSURE FORECAST (NEF)

means the value at a ground position providing an estimate of the integrated noise exposure produced by all types of aircraft at an airport, based on the actual or projected number and type of aircraft as well as the yearly runway utilization. The NEF system takes into consideration the number of flights, the duration of noise, the time of day, the frequency components of the noise and the noise potential of different types of aircraft operating under specific conditions. NEF values increase or decrease in a logarithmic manner, and the resultant scale is aimed at approximating the human response to a complex noise exposure situation.

NOISE EXPOSURE PROJECTION (NEP)

similar to the NEF with the exception that it provides authorities with long range guidance in land use planning based on a projection of aircraft traffic levels, aircraft types, and runway configurations over a specific future time period.

NOISE EXPOSURE PROJECTION (NEP)/NOISE EXPOSURE FORECAST (NEF) COMPOSITE NOISE CONTOUR

means a line linking specific locations predicted to be subject to the same noise exposure value based on the most stringent of an airport's NEF and NEP.

OTHER WETLAND

means any wetland and coastal wetland that contributes to the Natural Heritage System that is not evaluated as a provincially *significant wetland*, as determined by the City in consultation with the appropriate conservation authority.

PEDESTRIAN *

means a person who travels by foot or with a mobility assisted device, e.g. a wheelchair, and matters pertaining to pedestrian movement including universal accessibility.

PLACEMAKING

Placemaking is not just the act of building or fixing up a space, but a whole process that fosters the creation of vital public destinations: the kind of places where people feel a strong stake in their communities and a commitment to making things better. *Placemaking* capitalizes on a local community's assets, inspiration, and potential, ultimately creating good public spaces that promote people's health, happiness and well-being.

PLANTATION

means a treed community in which the majority of trees have been planted or the majority of the basal area is in trees that have been planted, often characterized by regularly spaced rows. With time and forest management, natural regeneration can become established and eventually convert the community to natural forest.

Plantations exclude lands that are:

- a. managed for production of fruits, nuts, Christmas trees or nursery stock;
- b. managed for tree products with an average rotation of less than 20 years (e.g. hybrid willow or poplar); or
- c. established and continuously managed for the sole purpose of complete removal at rotation, as demonstrated with documentation acceptable to the City, without a *woodland* restoration objective.

PODIUM

Podium means the base of a building that is distinguished from the taller portion of the building by being set forward or articulated architecturally.

PRESERVE *

when referring to Natural Areas, means maintaining a natural area by protecting the stability, biodiversity and long term viability of its components. ~~When referring to heritage resources, preservation includes both short term and interim measures to protect or stabilize the area or feature, as well as long term actions to retard deterioration or prevent damage so that the area or feature can be kept serviceable through routine maintenance and minimal repair, rather than extensive replacement and new construction.~~

PROTECTED MAJOR TRANSIT STATION AREA

means a *Major Transit Station Area*, that has been identified in the Region of Peel Official Plan as a *protected major transit station area*, with a delineated area boundary, and is subject to municipal official plan policies that identify: the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area; the authorized uses of land and of buildings or structures on lands in the area; and the minimum densities that are authorized with respect to buildings and structures on lands in the area. All delineated *Major Transit Station Areas* are *Protected Major Transit Station Areas* in this Plan.

REGION *

Region, when capitalized, means the Region of Peel. Region, when not capitalized, refers to the geographic area of the Region of Peel and surrounding area.

RENEWABLE ENERGY

means the generation of electrical power from an energy source that is renewed by natural processes including, but not limited to, wind, water, biomass, biogas, biofuel, solar energy or geothermal energy.

RESTORE *

means developing components of a natural area through the re-creation or reinstatement of conditions previously associated with stability, *biodiversity*, and long term viability.

RUNOFF CONTROL

means the regulation of the rate of flow of surface runoff.

SCENIC ROUTES

means routes designed to preserve existing *woodlands* and Greenlands along roadways. *Scenic routes* are also designated to maintain or restore historic scenic nature of roadways.

SECONDARY OFFICE

means business, professional, and administrative offices, less than 10 000 m² or accommodating less than 500 jobs.

SHOULD *

~~means to carefully consider or take into account~~

means required unless it can be demonstrated that compliance with the policy: is not possible; or would not result in good planning; or would not achieve the overall intent, goals, objectives and policies of this Plan.

SIGNIFICANT NATURAL AREAS

Significant Natural Areas are areas that meet one or more of the following criteria:

- a. provincially or regional significant ~~life-science~~ *areas of natural and scientific interest (ANSI)*;
- b. ***environmentally sensitive or significant areas***;
- c. habitat of threatened species or endangered species;
- d. fish habitat;
- e. *significant wildlife habitat*;
- f. *significant woodlands* are those that meet one or more of the following criteria:
 - *woodlands*, excluding ***cultural savannahs***, greater than or equal to four hectares;
 - *woodlands*, excluding ***cultural woodlands*** and ***cultural savannahs***, greater than or equal to two hectares and less than four hectares;
 - any *woodland* greater than 0.5 hectares that:
 - supports old growth trees (greater than or equal to 100 years old, ~~or greater than or equal to 50 cm diameter at breast height~~);
 - supports a significant linkage function as determined through an Environmental Impact Study approved by the City in consultation with the appropriate conservation authority;
 - is located within 100 metres of another Significant Natural Area supporting a significant ecological relationship between the two features;
 - is located within 30 metres of a watercourse or significant wetland; or
 - supports ***significant species or communities***;
- g. *significant wetlands* are one of the following:
 - Provincially *significant coastal wetlands*;
 - Provincially *significant wetlands*;
 - Coastal wetlands;
 - ***other wetlands*** greater than 0.5 hectares; and

- h. significant valleylands are associated with the main branches, major tributaries and other tributaries and watercourse corridors draining directly to Lake Ontario including the Credit River, Etobicoke Creek, Mimico Creek and Sixteen Mile Creek.

SIGNIFICANT SPECIES OR COMMUNITIES

means any G1, G2, G3, S1, S2 or S3 plant or animal species, or community as designated by the Natural Heritage Information Centre (NHIC). The rankings G1, G2, G3, S1, S2 and S3 refer to the conservation status of species assigned by the Ministry of Natural Resources' NHIC. 'G' or Global ranks (GRANKS) are assigned by a consensus of the network of Conservation Data Centres, including the NHIC, scientific experts and The Nature Conservancy to designate a rarity rank based on the range-wide status of a species. 'S' or Sub-national ranks (SRANKS) are assigned by the NHIC for species and vegetation communities in Ontario. The rankings are as follows:

G1 – extremely rare

G2 – very rare

G3 – rare to uncommon

S1 – critically imperiled

S2 – imperiled

S3 – vulnerable

~~SIGNIFICANT COASTAL WETLAND~~

Definition under Significant

~~SIGNIFICANT WETLANDS~~

Definition under Significant

~~SIGNIFICANT WOODLAND~~

Definition under Significant

~~SPECIAL CONCERN~~

~~means a wildlife species that may become a threatened or endangered species because of a combination of biological characteristics and identified threats.~~

~~SPECIES AT RISK~~

~~means any plant or animal threatened by, or vulnerable to, extinction and listed in regulations under the *Endangered Species Act*.~~

STREETSCAPE

means the character of the street, including the street right-of-way, adjacent properties between the street right-of-way and building faces. Thus, the creation of a **streetscape** is achieved by the development of both public and private lands and may include planting, furniture, paving, etc.

STORMWATER BEST MANAGEMENT PRACTICES

means a set of practices which includes techniques, measures, structural and non-structural controls that are used to **mitigate** ~~manage~~ the volume, discharge rate and quality of **rainwater** ~~stormwater~~ runoff, promote groundwater infiltration and reduce the release of pollutants into waterbodies and **mitigate** in-stream erosion. **Stormwater best management practices** may include low impact development techniques to replicate the natural hydrologic cycle through infiltration, evapotranspiration, reuse and storage such as innovative site design and landscaping to minimize imperviousness, permeable paving, greenroofs, rainwater harvesting and bioretention. **Stormwater best management practices** may also include roadway bioretention and stormwater management ponds.

SUB-WATERSHED

means the watershed of a tributary stream, sub-unit of a major watershed.

SURFACE DRAINAGE FACILITIES

means any facility or facilities associated with drainage or control of storm drainage that is ultimately directed to a Street or Storm Drainage System, and includes, but is not limited to:

- a grass swale;
- a concrete or asphalt walkway, gutter or swale;

- a drainage control fence or structure; or
- the sloping and contouring of land to facilitate or control storm drainage.

SUSTAINABLE *

means development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

TACTICAL URBANISM

Tactical Urbanism means the use of low-cost and temporary changes to the built environment that add to the vitality and activity of the community or to test ideas that may result in long term change

TALL BUILDING

means a building having a height greater than the width of the street on which they front. *Tall buildings* are defining elements in the city structure, they are generally best suited to accommodate a mixture of uses. ~~becoming icons and landmarks in the skyline and streetscape.~~ They have a greater opportunity and responsibility to contribute towards defining an area's identity and success by responding to context through height and design elements. Further, when appropriately sited and designed, *tall buildings* can accommodate transit supportive densities and facilitate the viability of a successful, well-used public transit system.

~~TOP-OF-SLOPE~~

~~means the point of the slope where the downward inclination of the land begins, or the upward inclination of the land levels off. This point is situated at a higher topographic elevation of land than the remainder of the slope. There may be situations where there are interruptions in the valley slope by plateau (terrace) areas.~~

~~TRANSIT-ORIENTED DEVELOPMENT~~

~~refers to moderate to high density development, located within an easy walk of a *major transit station*. It is comprised of a mix of uses and is designed with pedestrians in mind.~~

UNIVERSAL DESIGN PRINCIPLES

~~means the principles by which the environment can be designed in order to accommodate the abilities of all. For detailed information regarding the principles of universal design, the Mississauga Accessibility Design~~

~~Handbook should be consulted.~~ The design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design. (definition from the City's Universal Design Guidelines)

VALLEY AND STREAM ~~WATERCOURSE~~ CORRIDORS

~~means~~ valley and stream corridor are the natural resources associated with the river systems characterized by their landform, features, and functions, and include associated ravines. Valley corridors and ravines are distinguished from stream corridors by the presence of a distinct land form. ~~The exact limit of valley and watercourse corridors will be determined, jointly with and on a site specific basis by the appropriate Conservation Authority.~~

WASTE

includes ashes, garbage, refuse, domestic *waste*, industrial *waste* or municipal refuse, and such other *wastes* as may be designated under the *Environmental Assessment Act*.

WASTE DISPOSAL SITE

means any land or land covered by water upon, into or through which, or building or structure in which, *waste* is deposited or processed and any machinery or equipment or operation required for the treatment or disposal of *waste*.

WASTE PROCESSING STATION

means a facility that receives, stores and/or processes *waste* materials for the purpose of creating new products or materials.

WASTE TRANSFER STATION

means a facility where *waste* materials are collected for shipment and may be sorted and/or prepared for transportation.

WATERCOURSE

means an identifiable depression in the ground in which water flows regularly or continuously.

WILL *

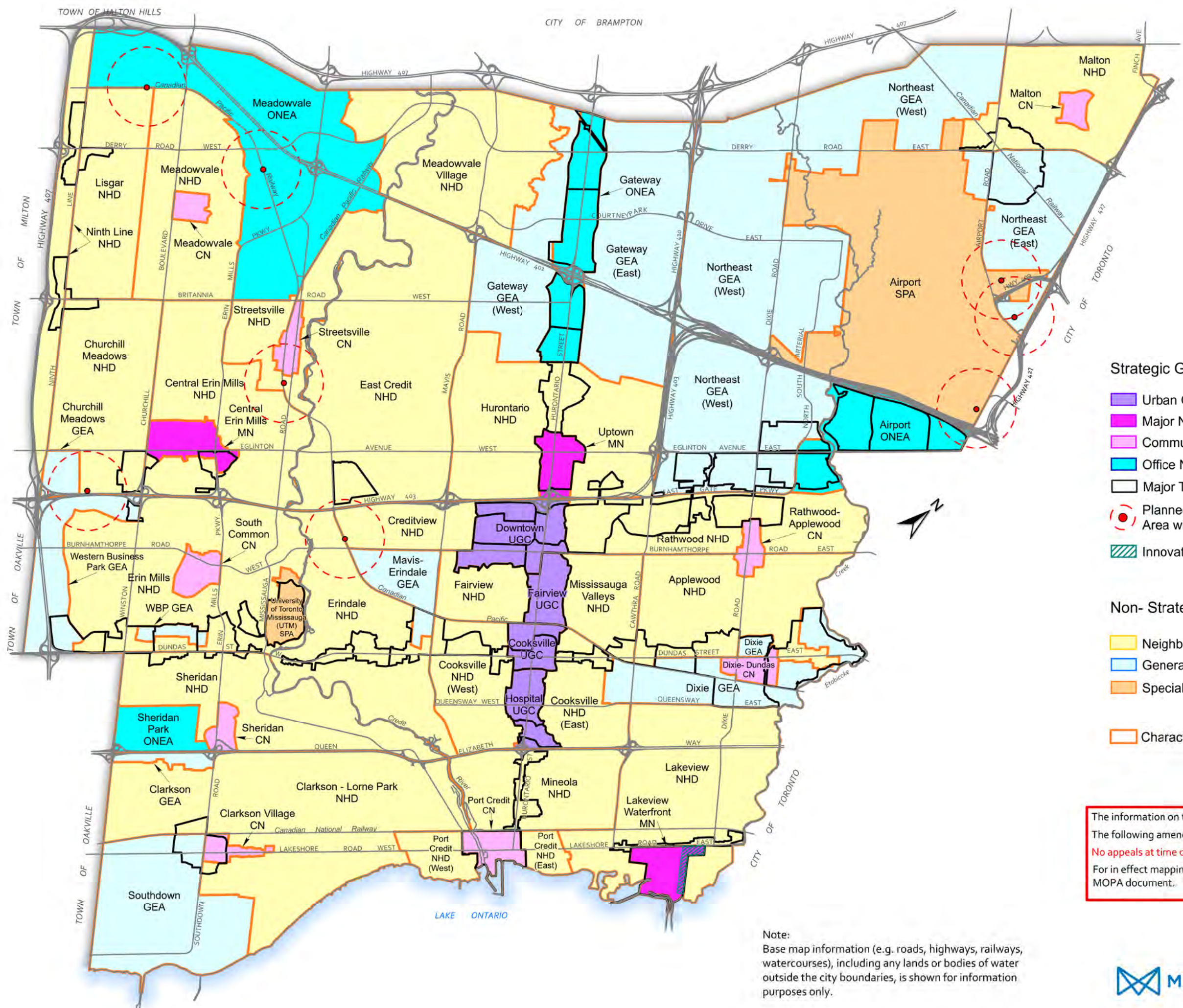
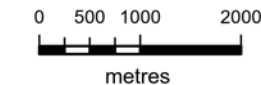
denotes a mandatory requirement of the Plan. "Will" used in conjunction with a permitted land use means the use is permitted if all other policies of this Plan are met.

PROVINCIAL POLICY TERMS *(italicized text in Mississauga Official Plan)*

- | | |
|---|---|
| <ul style="list-style-type: none"> • Active transportation • Archaeological resources • Areas of archaeological potential • Areas of natural and scientific interest (ANSI) • Brownfield sites • Built heritage resource • Coastal wetland • Complete communities • Conserved • Cultural heritage landscape • Cultural heritage resources • Delineated built boundary • Delineated built-up area • Designated greenfield area • Development • Dynamic beach hazard • Ecological function • Endangered species • Employment area • Erosion hazard • Excess lands • Fish habitat • Flood plain • Flooding hazard • Floodway • Green infrastructure • Ground water feature • Habitat of endangered species and threatened species • Heritage attributes • Higher order transit • Housing options • Hydrologic function | <ul style="list-style-type: none"> • Infrastructure • Major office • Major retail • Mineral aggregate operation • Modal share • Natural heritage features and areas • Negative impacts • Oil, gas and salt hazards • One-zone concept • Petroleum resource operations • Public service facilities • Quality and quantity of water • Redevelopment • Sensitive • Sensitive land uses • Settlement areas • Significant • Significant wildlife habitat • Site alteration • Special needs • Special policy area • Strategic growth areas • Transit-supportive • Transportation demand management (TDM) • Two-zone concept • Threatened species • Urban growth centres • Valleylands • Watershed • Wetlands • Wildlife habitat • Woodlands |
|---|---|

DRAFT

Schedule 1 City Structure



Strategic Growth Areas

- Urban Growth Centre (UGC)
- Major Node (MN)
- Community Node (CN)
- Office Node Employment Area (ONEA)
- Major Transit Station Area (MTSA)
- Planned Major Transit Station Area with 800m radius circle
- Innovation Corridor Employment Area

Non- Strategic Growth Areas

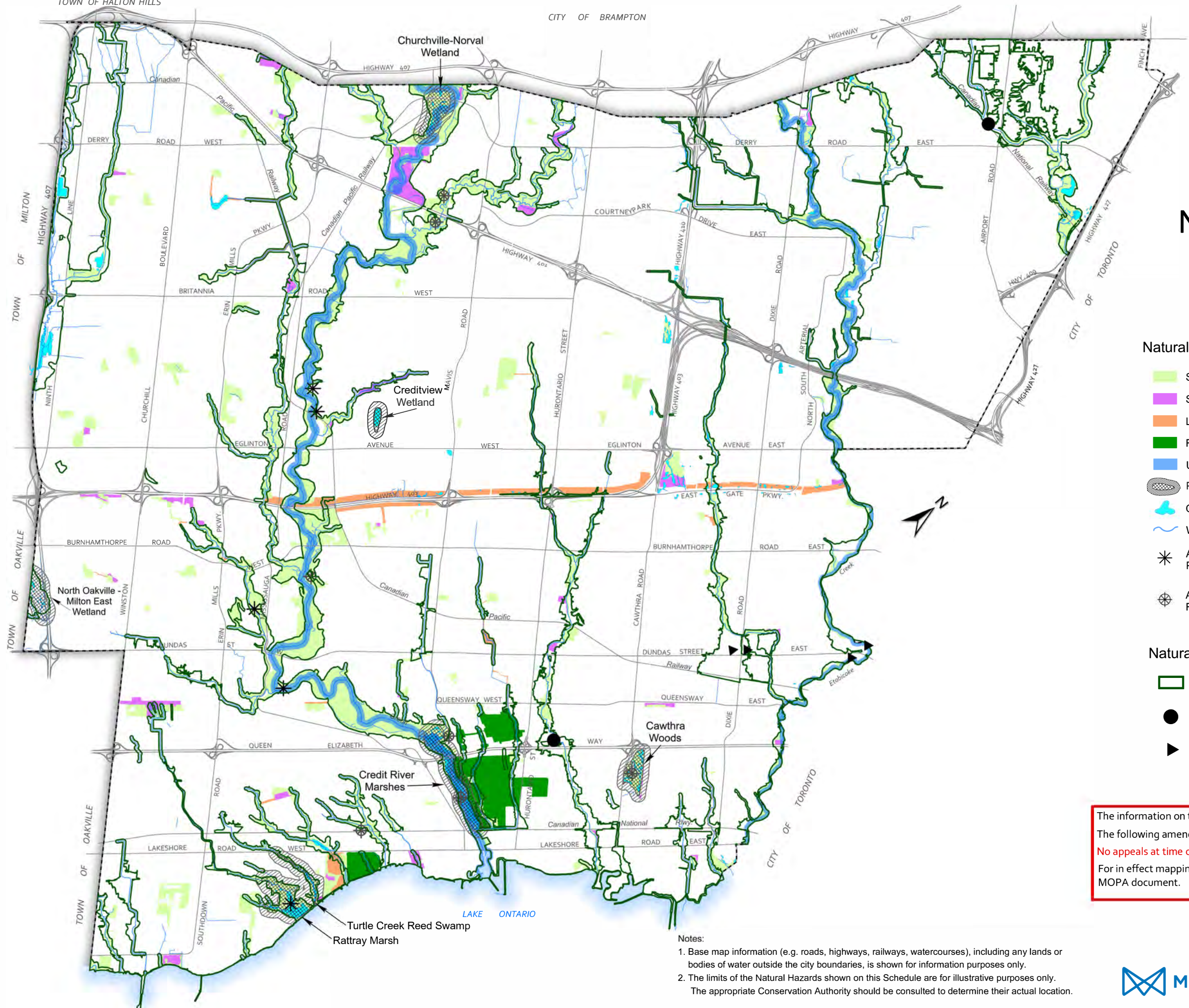
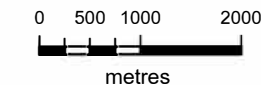
- Neighbourhood (NHD)
- General Employment Area (GEA)
- Special Purpose Area (SPA)
- Character Area

The information on this schedule reflects Council adopted amendments
 The following amendments are under appeal and affect this schedule:
No appeals at time of consolidation.
 For in effect mapping information refer to the Consolidation Tables and MOPA document.

Note:
 Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

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Schedule 2 Natural System

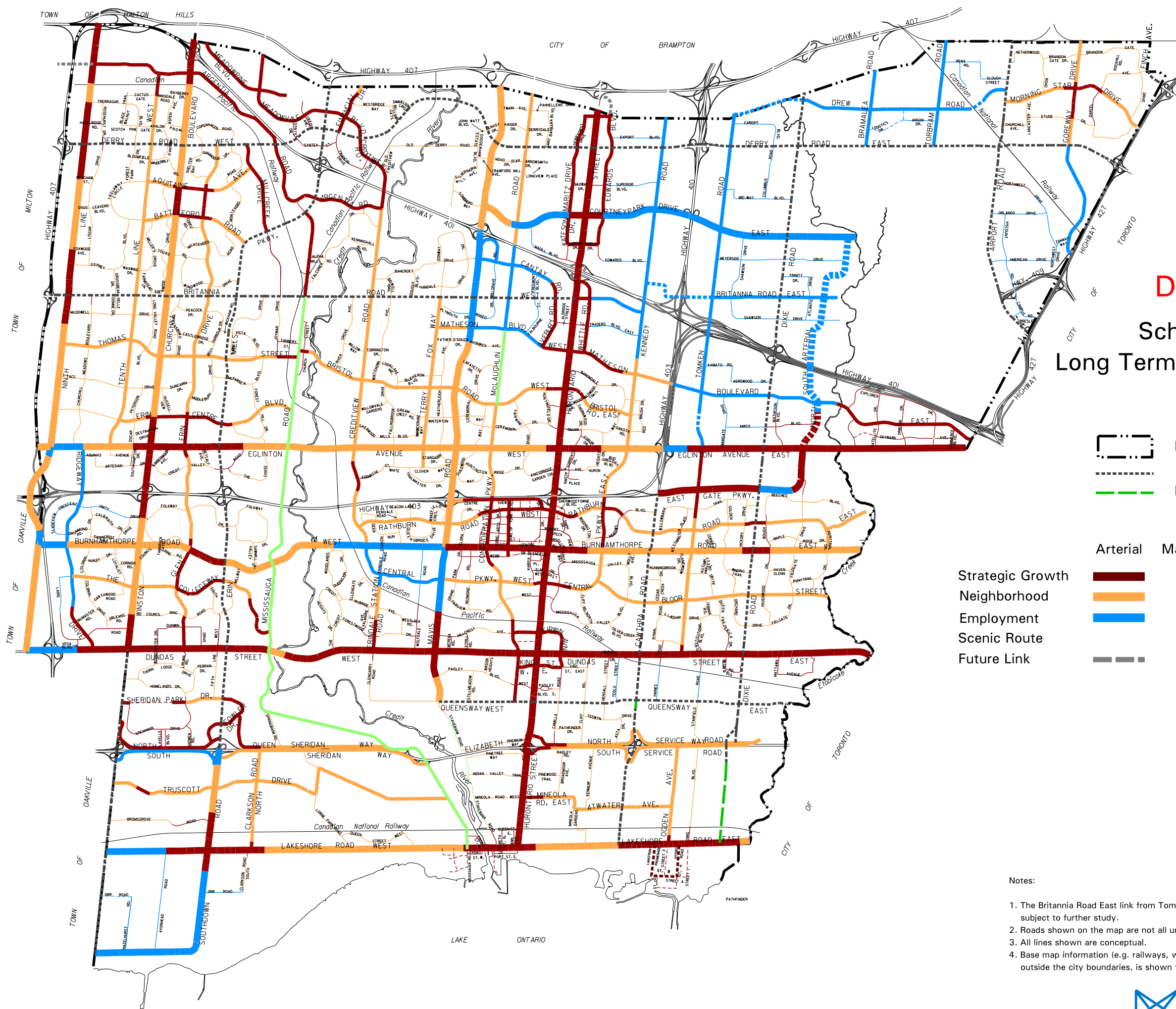


- Natural Heritage System:**
- Significant Natural Areas and Natural Green Spaces
 - Special Management Areas
 - Linkages
 - Residential Woodlands
 - Urban River Valley
 - Provincially Significant Wetlands
 - Other Wetlands and Waterbodies
 - Watercourse including Permanent and Intermittent Streams
 - ✱ Areas of Natural and Scientific Interest-Provincial Significance
 - ⊗ Areas of Natural and Scientific Interest-Regional Significance

- Natural Hazards:**
- Natural Hazards
 - Two Zone Floodplain Regulations
 - Special Policy Area Floodplain

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 For in effect mapping information refer to the Consolidation Tables and MOPA document.

- Notes:**
1. Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
 2. The limits of the Natural Hazards shown on this Schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.



DRAFT
Schedule 3
Long Term Road Network

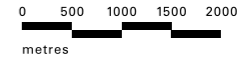
- Municipal Boundary
- Region of Peel Arterial
- Region of Peel Scenic Route

	Arterial	Major Collector	Minor Collector
Strategic Growth			
Neighborhood			
Employment			
Scenic Route			
Future Link			

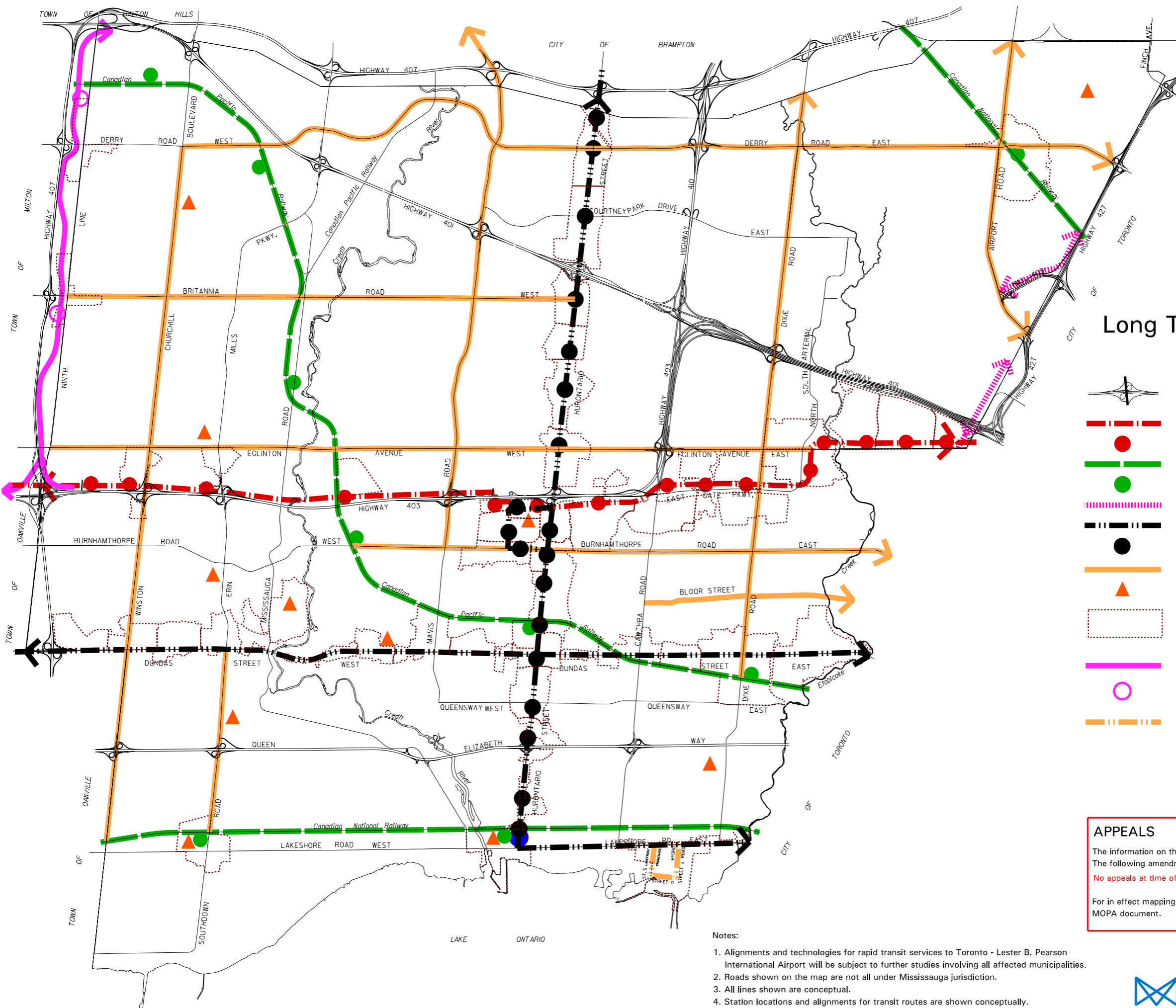
Notes:















1. The Britannia Road East link from Tomken Road to Kennedy Road is conceptual and is subject to further study.
2. Roads shown on the map are not all under Mississauga jurisdiction.
3. All lines shown are conceptual.
4. Base map information (e.g. railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

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Schedule 4 Long Term Transit Network



-  Provincial Highway and Interchange
-  Bus Rapid Transit Corridor
-  Bus Rapid Transit Station
-  Existing Commuter Rail
-  Existing Commuter Rail Station
-  Transit Airport Connection
-  Higher Order Transit Corridor
-  Light Rail Transit Station
-  Transit Priority Corridor
-  Existing Mississauga Transit Terminal
-  Major Transit Station Area Boundaries
-  Potential 407 Transitway
-  Potential 407 Transitway Station
-  Future Enhanced Transit Route

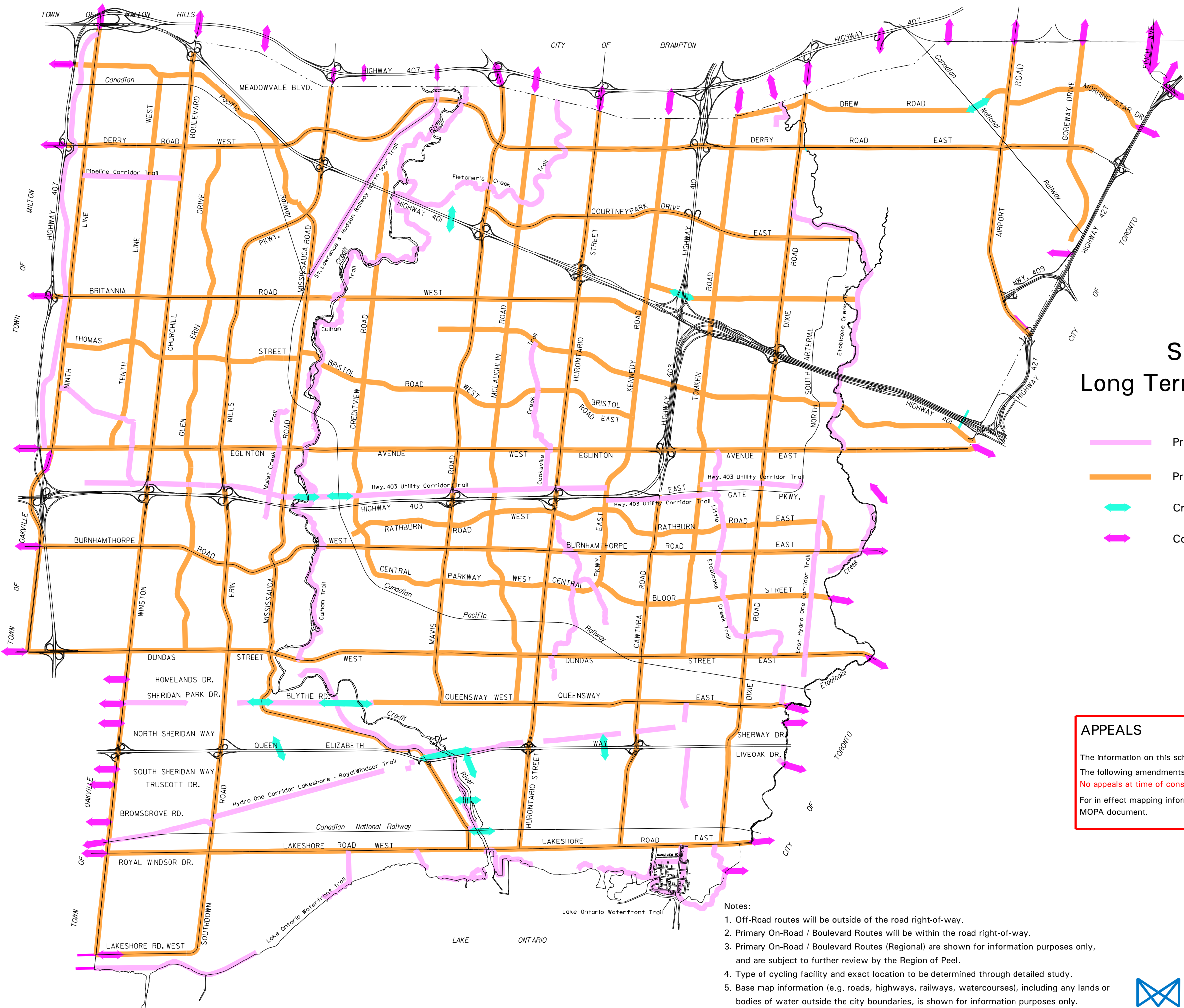
APPEALS

The information on this schedule reflects Council adopted amendments. The following amendments are under appeal and effect this schedule:

No appeals at time of consolidation.

For in effect mapping information refer to the Consolidation Tables and MOPA document.

- Notes:**
- Alignments and technologies for rapid transit services to Toronto - Lester B. Pearson International Airport will be subject to further studies involving all affected municipalities.
 - Roads shown on the map are not all under Mississauga jurisdiction.
 - All lines shown are conceptual.
 - Station locations and alignments for transit routes are shown conceptually.
 - Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



DRAFT

Schedule 5 Long Term Cycling Routes

- Primary Off-Road Routes
- Primary On-Road / Boulevard Routes
- Crossings
- Connections to Adjacent Municipalities

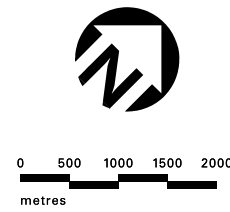
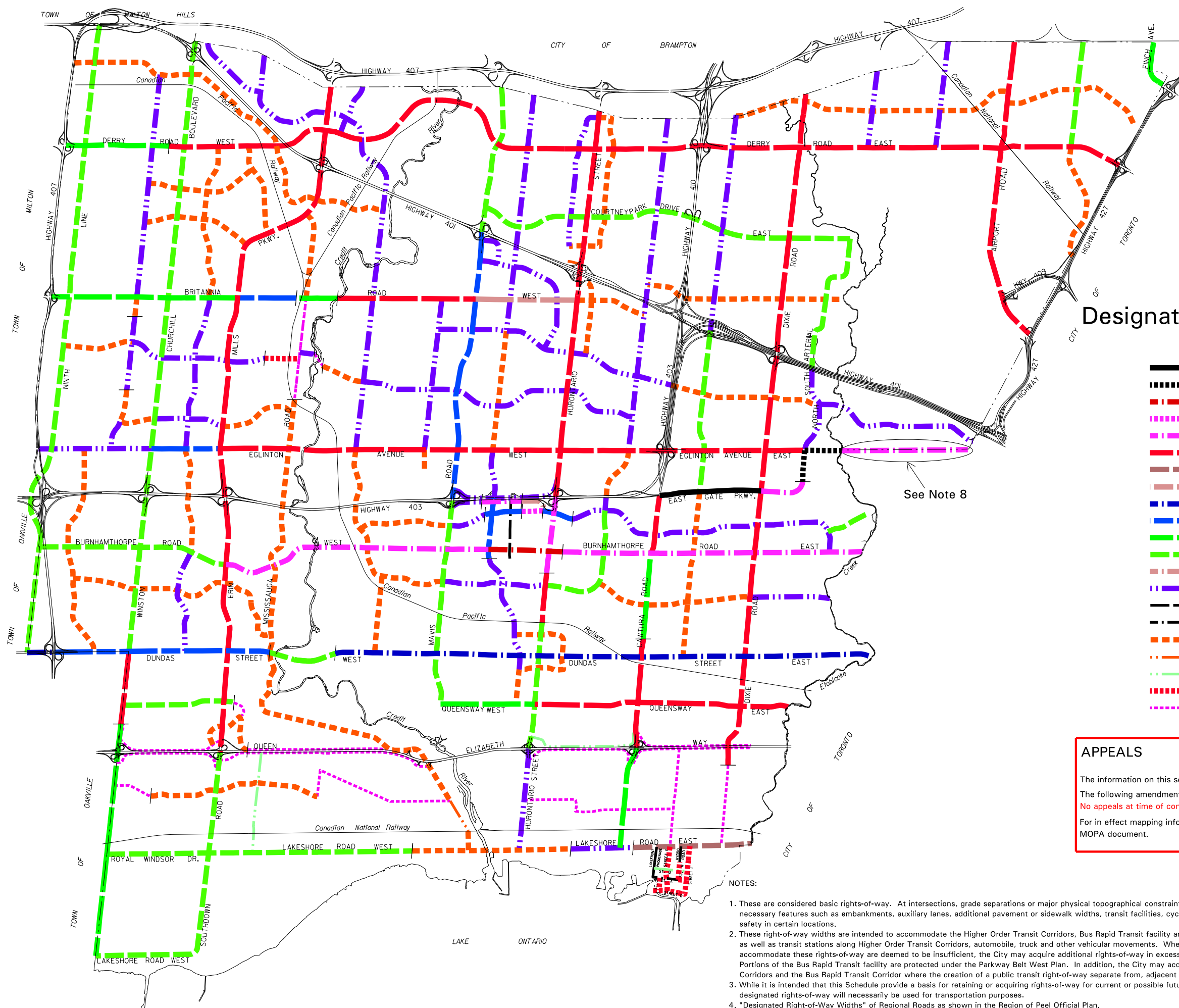
APPEALS

The information on this schedule reflects Council adopted amendments. The following amendments are under appeal and affect this schedule:
No appeals at time of consolidation.

For in effect mapping information refer to the Consolidation Tables and MOPA document.

- Notes:**
1. Off-Road routes will be outside of the road right-of-way.
 2. Primary On-Road / Boulevard Routes will be within the road right-of-way.
 3. Primary On-Road / Boulevard Routes (Regional) are shown for information purposes only, and are subject to further review by the Region of Peel.
 4. Type of cycling facility and exact location to be determined through detailed study.
 5. Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
 6. For Secondary Routes and further information refer to the Cycling Master Plan.





Schedule 6 Designated Right-of-Way Widths

	67 m
	65 m
	60 m
	55 m
	50 m
	45 m
	44.5 m
	43.5 m
	42 m
	40 m
	36 m
	35 m
	30 m-50 m
	30 m
	27.5 m
	26 m - 35 m
	26 m
	23 m-26 m
	22 m
	20 m-26 m
	20 m

See Note 8

APPEALS

The information on this schedule reflects Council adopted amendments. The following amendments are under appeal and affect this schedule:
No appeals at time of consolidation.

For in effect mapping information refer to the Consolidation Tables and MOPA document.

NOTES:

1. These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for necessary improvements for safety in certain locations.
2. These right-of-way widths are intended to accommodate the Higher Order Transit Corridors, Bus Rapid Transit facility and Bus Rapid Transit stations shown schematically on Schedule 6, as well as transit stations along Higher Order Transit Corridors, automobile, truck and other vehicular movements. Where as a result of further studies the land areas required to accommodate these rights-of-way are deemed to be insufficient, the City may acquire additional rights-of-way in excess of the basic right-of-way widths shown on Schedule 8. Portions of the Bus Rapid Transit facility are protected under the Parkway Belt West Plan. In addition, the City may acquire lands for a public transit right-of-way along Higher Order Transit Corridors and the Bus Rapid Transit Corridor where the creation of a public transit right-of-way separate from, adjacent to, or in addition to a road right-of-way is deemed appropriate.
3. While it is intended that this Schedule provide a basis for retaining or acquiring rights-of-way for current or possible future transportation purposes, it is not intended to imply that all designated rights-of-way will necessarily be used for transportation purposes.
4. "Designated Right-of-Way Widths" of Regional Roads as shown in the Region of Peel Official Plan.
5. "Designated Right-of-Way Widths" shown on the map are not all under Mississauga jurisdiction.
6. Base map information (e.g. railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
7. The rights-of-way for Minor Collector Roads are identified in Table 8-3.
8. The Eglinton Avenue right-of-way east of Etobicoke Creek consists of a 36m road right-of-way (Toronto) and a 14m right-of-way for the Bus Rapid Transit.
9. All lines shown are conceptual.