

# 14 Community Nodes

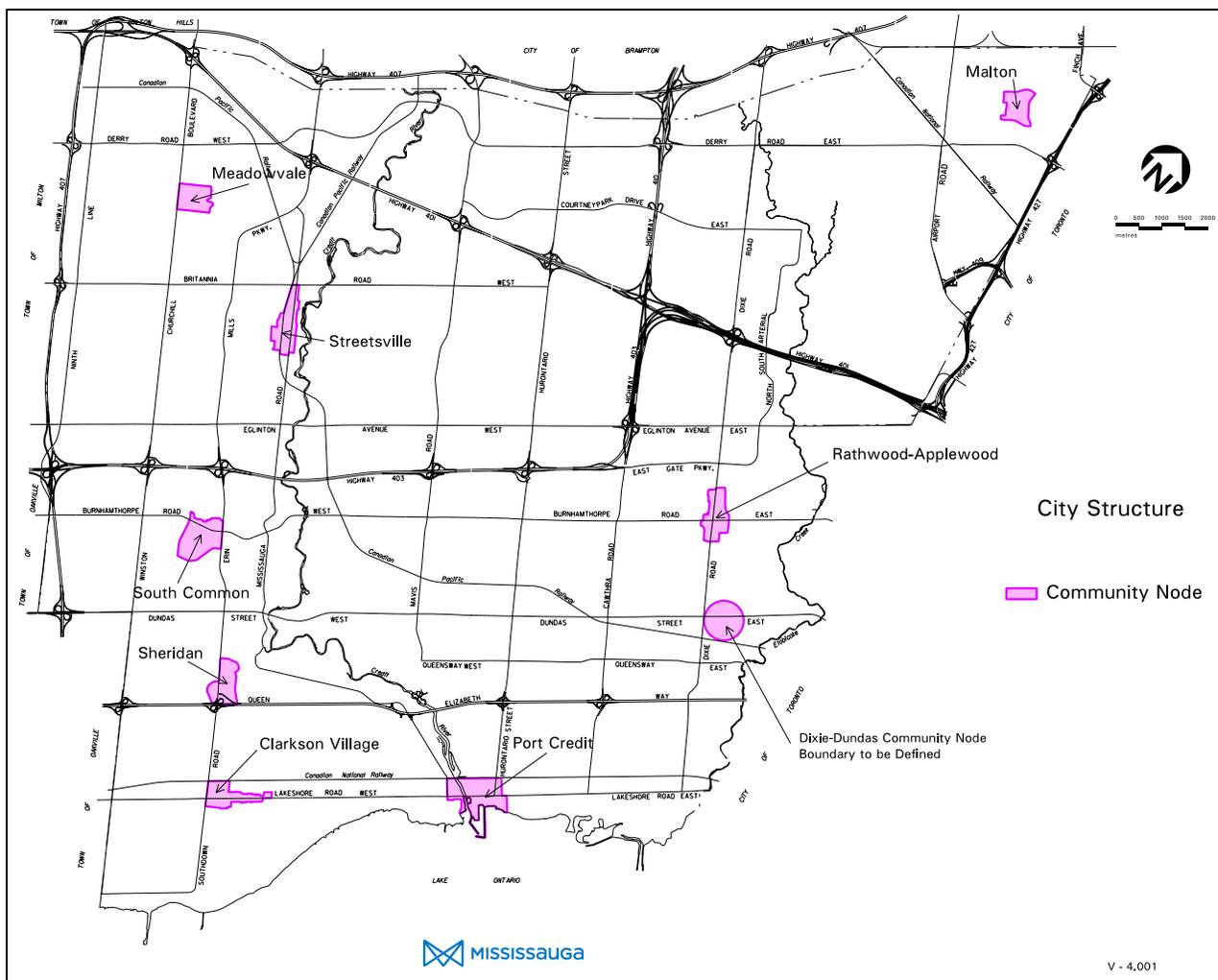
## 14.1 Introduction

There are nine Community Node Character Areas in Mississauga:

- Clarkson Village;
- Dixie-Dundas;
- Malton;
- Meadowvale;

- Port Credit;
- Rathwood-Applewood;
- Sheridan;
- South Common; and
- Streetsville.

This section identifies the modifications to the General Land Use designations in Chapter 11 that apply to all Community Nodes.



Map 14-1: City Structure – Community Node

## 14.1.1 General

14.1.1.1 Proponents of development applications within a Community 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.

14.1.1.2 For lands within a Community Node a minimum building height of two storeys to 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.

14.1.1.3 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;
- c. the City Structure hierarchy is maintained; and
- d. the development proposal is consistent with the policies of this Plan.

## 14.1.2 Residential

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

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.

14.1.2.3 Proposals for additional development on lands with existing apartment buildings will, as a

condition of development, demonstrate the following:

- that the site in its entirety meets site plan and landscaping requirements;
- compliance with the property standards by-law; and
- compliance with the applicable building code and fire code (i.e. the code in effect when the building was constructed).

## 14.1.3 Office

14.1.3.1 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

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

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.

14.1.5.2 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:

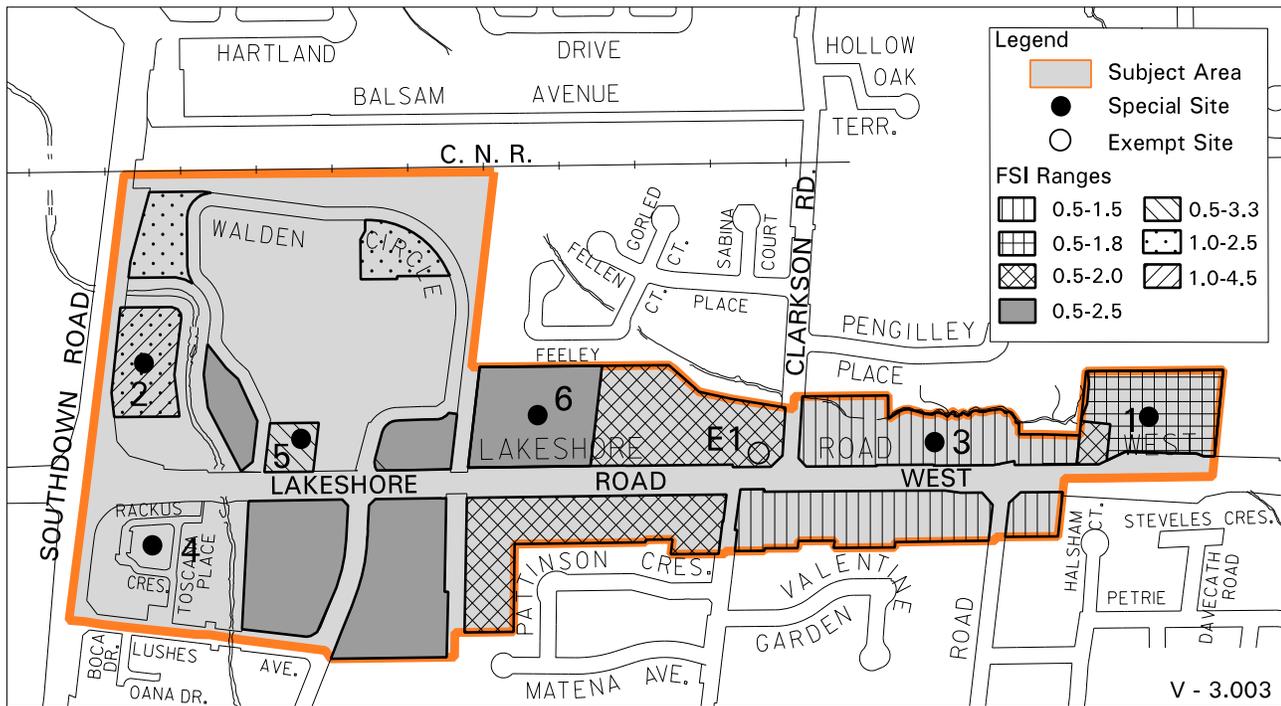
- a. adult entertainment establishment;
- b. animal boarding establishment;
- c. body rub establishment;
- d. cardlock fuel dispensing;
- e. composting facilities;
- f. motor vehicle body repair facility;
- g. Motor Vehicle Commercial;

- 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**

14.1.6.1 The Industrial designation will not be permitted.

## 14.2 Clarkson Village



Map 14-2: Clarkson Village Community Node Character Area

### 14.2.1 Urban Design Policies

#### Shared Community Vision and Focus

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.

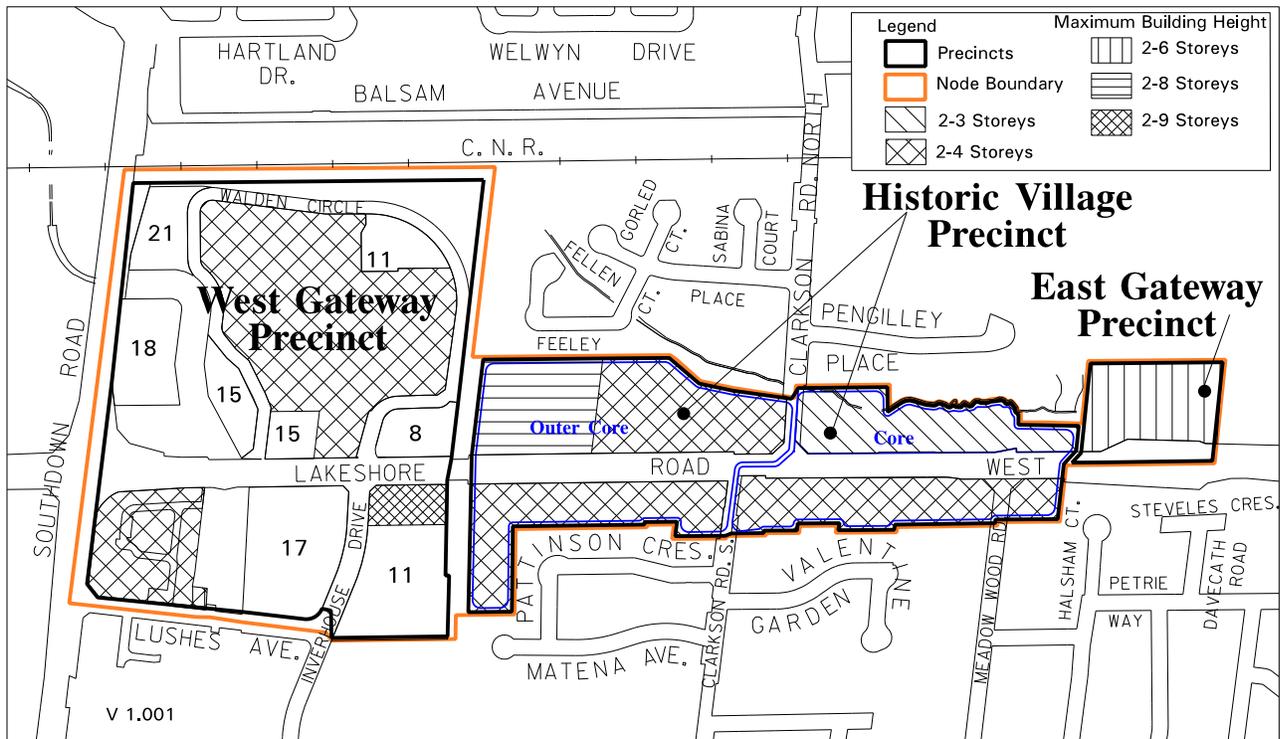
14.2.1.2 The Clarkson Village Community Node will be the focus of activity for the surrounding Clarkson-Lorne Park Neighbourhood, combining residential uses, cultural activities, shopping, dining, commerce and recreation.

14.2.1.3 Precincts have been identified as shown on Map 14-2.1: Precinct Areas – Clarkson Village Community Node, to reflect the character of

different areas and permitted heights within the Community Node.

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.

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.



Map 14-2.1: Precinct Areas-Clarkson Village Community Node

14.2.1.6 Development will be in accordance with minimum and maximum height limits as shown on Map 14-2.1: Precinct Areas – Clarkson Village Community Node.

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)**.

14.2.1.9 New development along Lakeshore Road West will be located close to the street and promote a continuous street wall.

14.2.1.10 On-site parking will not be permitted between the streetwall and the street.

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.

### Historic Village Precinct

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.

14.2.1.13 Residential uses will not be permitted on the ground floor adjacent to Lakeshore Road West.

14.2.1.14 Large format retail development will be discouraged.

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.

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.

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 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**

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.

14.2.1.19 Mixed use buildings will be located close to the street to ensure a pedestrian oriented environment.

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**

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.

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.

## **14.2.2 Land Use**

14.2.2.1 Notwithstanding the policies of this Plan, drive-through facilities will not be permitted.

## **14.2.3 Transportation, Access and Parking**

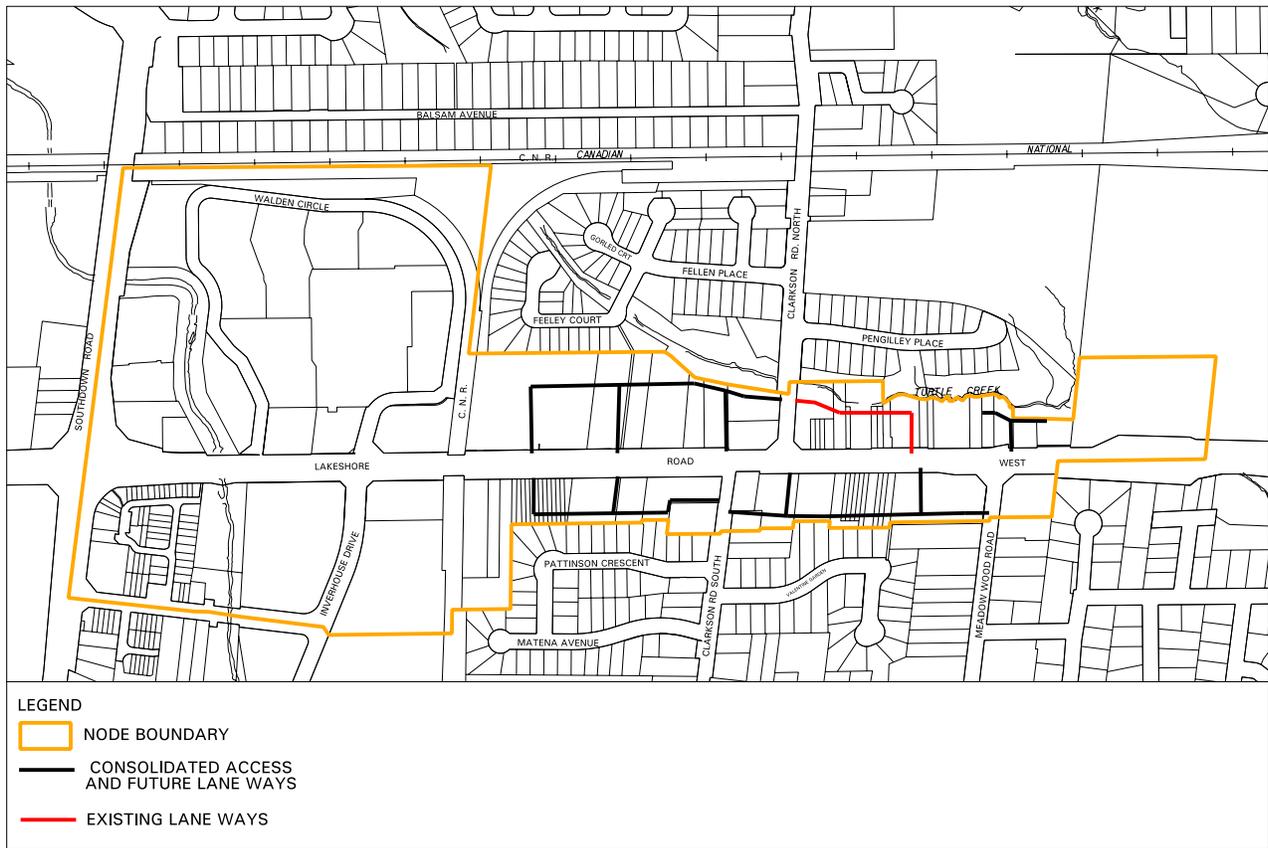
14.2.3.1 No major changes to Clarkson Road will be undertaken except minor channelization, reconstruction, bus-bay construction, and improvements of a similar nature.

14.2.3.2 Notwithstanding the classification of Clarkson Road, this road will be limited to no more than two through lanes.

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.

14.2.3.4 Development within the Clarkson Village Community Node will implement the general intent of Map 14-2.2: 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



Map 14-2.2: Access Management Plan-Clarkson Village Community Node Character Area

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.

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.

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 Clarkson Village Transportation/Urban Design Study – Final Report.

14.2.3.7 A dedicated cycling route will be provided along Lakeshore Road West.



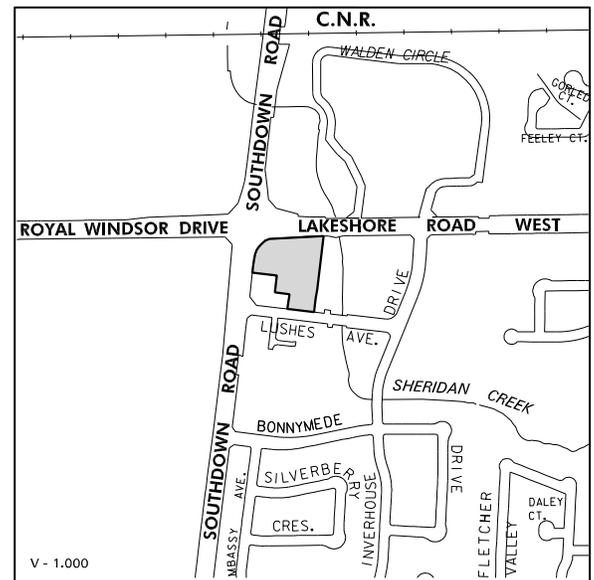
**14.2.4.3 Site 3**



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.

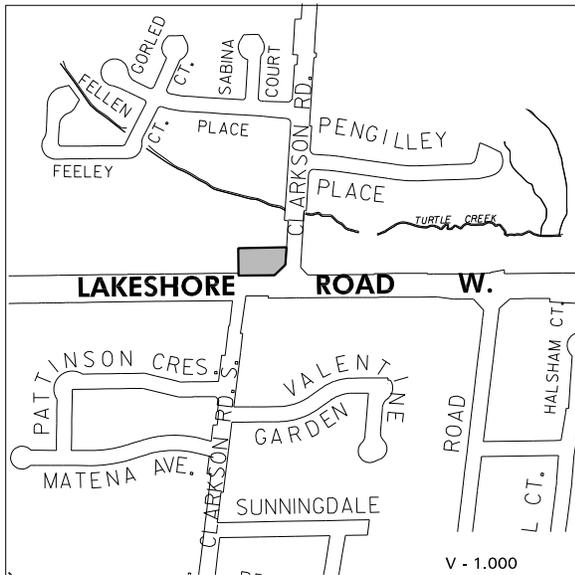
14.2.4.6.3 In accordance to Map 14-2.2: Access Management Plan – Clarkson Village Community Node Character Area within the policies of this Plan, a publicly accessible driveway easement will be provided to facilitate laneway access between 1865 Lakeshore Road West and the lands municipally known as 1829 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

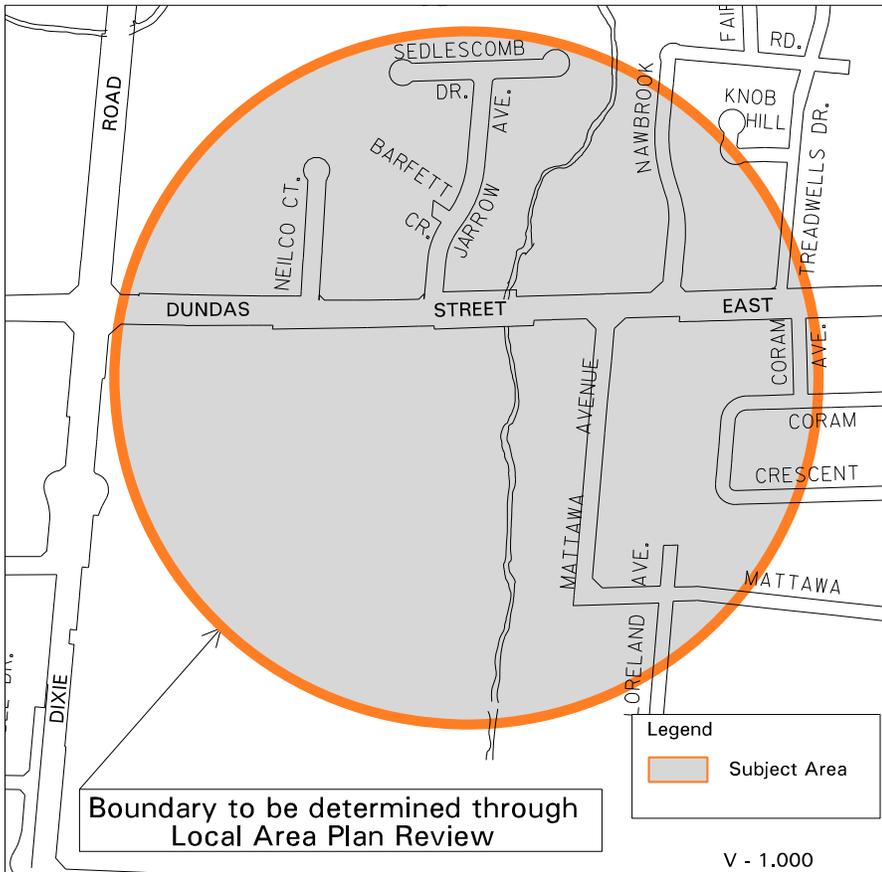


14.2.5.1.1 The lands identified as Exempt Site 1 are located at the northwest corner of Lakeshore Road West and Clarkson Road.

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.

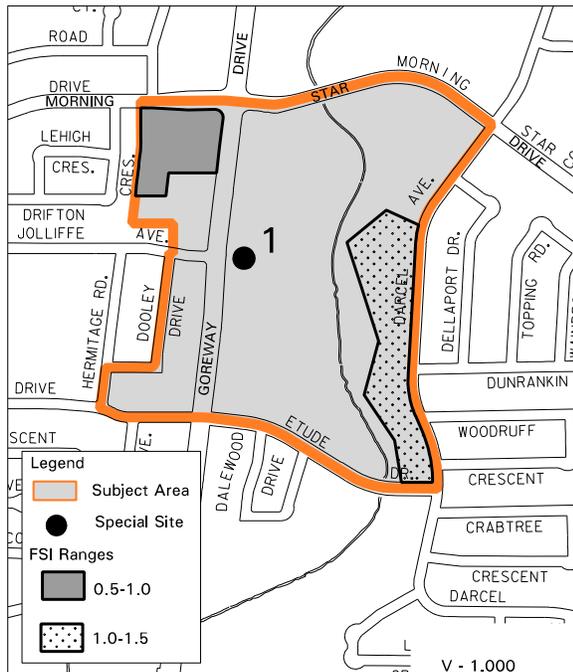
## 14.3 Dixie-Dundas

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

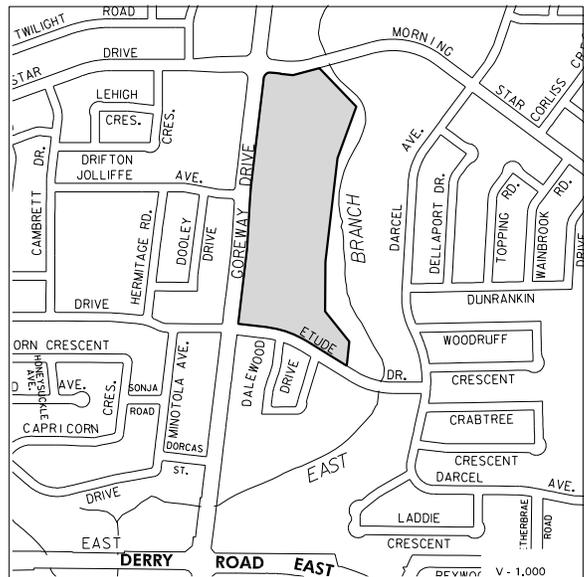
### 14.4.1 Urban Design Policies

14.4.1.1 During the evaluation of any development proposal the provision of open space connections that link commercial developments with public parks and community infrastructure through use of walkways, underpasses, bridges, **streetscape** development, and enhancement of pedestrian and cyclist access to Greenlands lands, should be encouraged wherever possible.

### 14.4.2 Special Site Policies

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

#### 14.4.2.1 Site 1



14.4.2.1.1 The lands identified as Special Site 1 are located on the east side of Goreway Drive between Morningstar Drive and Etude Drive.

14.4.2.1.2 Notwithstanding the provisions of the Mixed Use designation of this Plan, the following additional policies will apply.

#### Pedestrian Linkages

14.4.2.1.3 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 following parks: Elmcreek Park, Malton Greenway and Derry Greenway;
- b. mid-block connection to Jolliffe Avenue; and

- c. linkages to the Malton Community Centre, the Transit Terminal and Lincoln M. Alexander Secondary School (emphasizing safety).

14.4.2.1.4 Where pedestrian linkages from the Greenlands and Residential Community exist, they are to be strengthened.

#### **Focal Points**

14.4.2.1.5 A focal point on the north side of Westwood Mall, should be developed:

- a. to strengthen the pedestrian connection from the corner of Goreway Drive and Morning Star Drive and from the Transit Terminal to Westwood Mall; and
- b. to improve the building massing edge treatment, parking lot circulation, and **streetscape** development at the southeast corner of Goreway Drive and Morning Star Drive.

14.4.2.1.6 The main entrance to Westwood Mall from Goreway Drive, opposite Jolliffe Avenue, should be improved to contribute to the identity of the site through the use of built form, landscaping, directional signs and/or lighting.

#### **Parking Areas**

14.4.2.1.7 Parking areas around Westwood Mall should be clearly defined to facilitate the safe movement of pedestrians, cyclists and vehicles through the site. Parking areas should be improved by ensuring adequate sight lines, incorporating landscape islands that define vehicular routes throughout the site, and providing sidewalks and lighting.

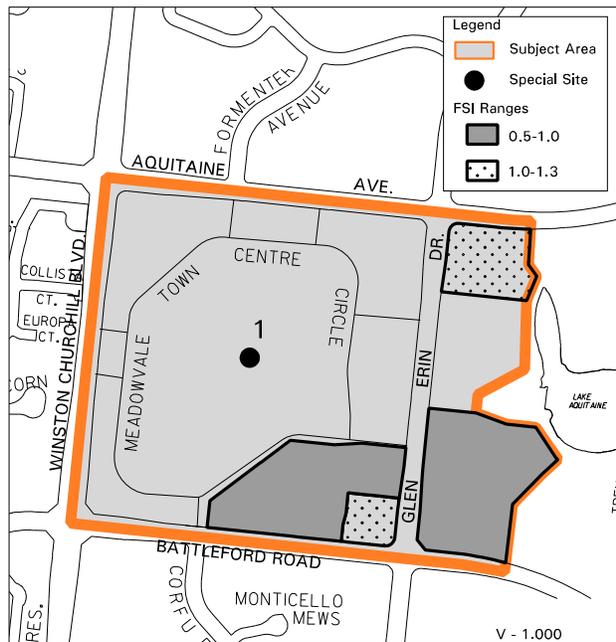
#### **Building and Massing**

14.4.2.1.8 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.

## 14.5 Meadowvale



Map 14-5: Meadowvale Community Node Character Area

### 14.5.1 Land Use

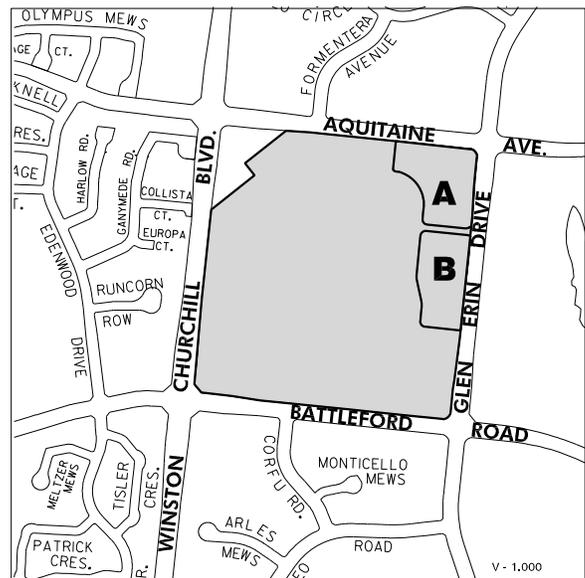
14.5.1.1 In addition to the general Residential Medium and High Density development policies of this Plan, the following additional policies will apply:

- a. in order to create acceptable built form transitions, buildings should be limited in height when adjacent to low density residential neighbourhoods; and
- b. in situations where the low density housing forms are separated from high density development by a public road or other permanent open space feature, a height of four to five storeys may be compatible.

## 14.5.2 Special Site Policies

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

### 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:

- a. open space walkway linkages to the following parks: Lake Aquitaine, Hunter's Green and Settler's Green;
- b. mid-block connections to the area west of Winston Churchill Boulevard between Battleford Road and Aquitaine Avenue;
- c. linkages to the Meadowvale Community Centre, medical offices and the transit terminal; and
- d. 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:

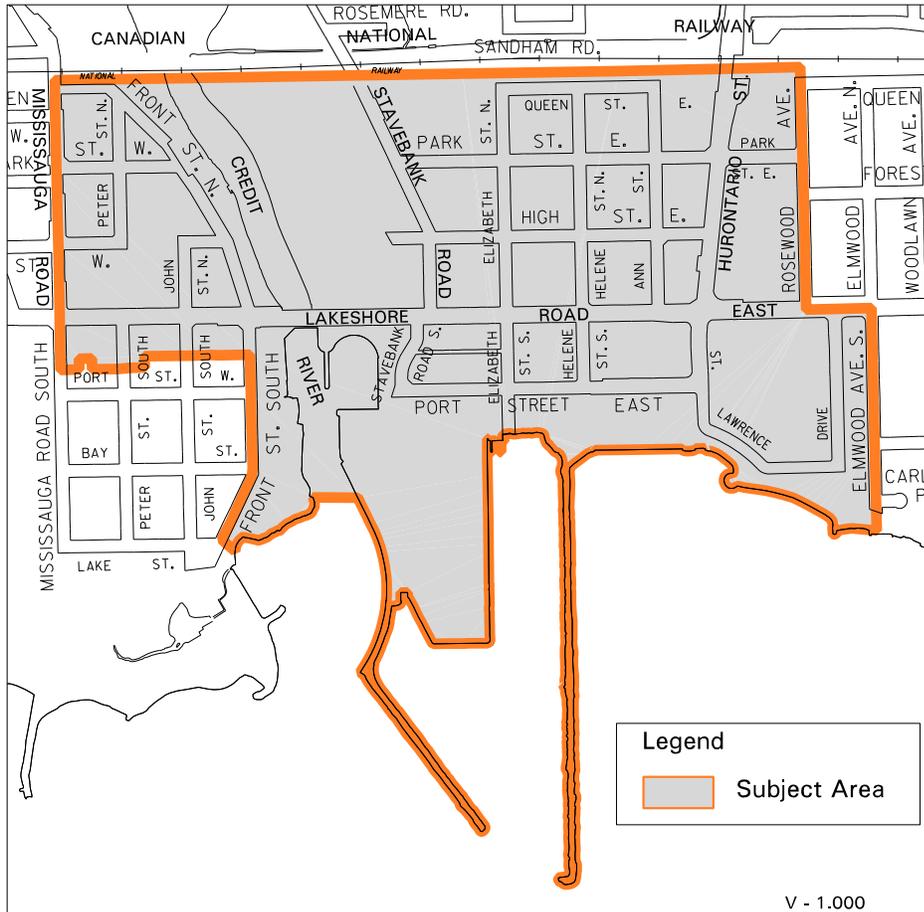
- a. no parking or driveway areas should be provided between the buildings and the street line;
- b. blank walls should be avoided along the street in favour of fenestration, building entrances and architectural detailing;
- c. service, loading and garbage storage areas should be located on the internal side of the development away from public streets and 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.

### 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.

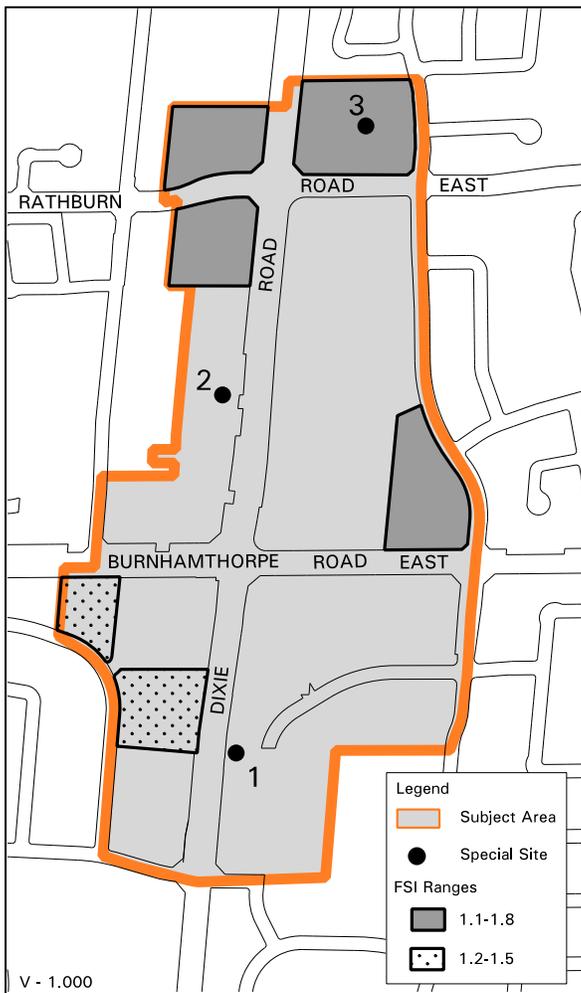
## 14.6 Port Credit

Official Plan policies for lands within the Port Credit Community Node are contained in the Port Credit Local Area Plan.



Map 14-6: Port Credit Community Node Character Area

## 14.7 Rathwood-Applewood



Map 14-7: Rathwood-Applewood Community Node Character Area

### 14.7.1 Land Use

14.7.1.1 Notwithstanding the provisions of the Residential Medium or High Density designations that are south of Burnhamthorpe Road, the following additional policies will apply:

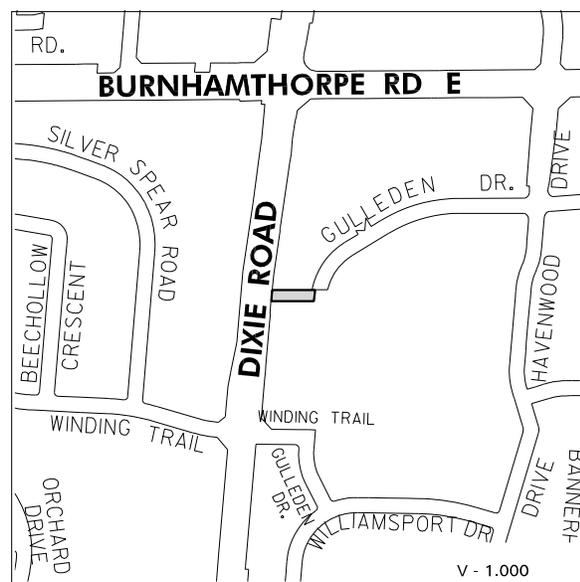
- a. new development should not exceed the height of any existing buildings on the property, and should be further limited in height so as to form a gradual transition in massing when located adjacent to low density residential development;
- b. buildings immediately adjacent to low density housing forms should be limited to three storeys; and

- c. in situations where the low density housing forms are separated from the high density development by a public road, park, utility corridor or other permanent open space feature, four to five storeys may be compatible.

### 14.7.2 Special Site Policies

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

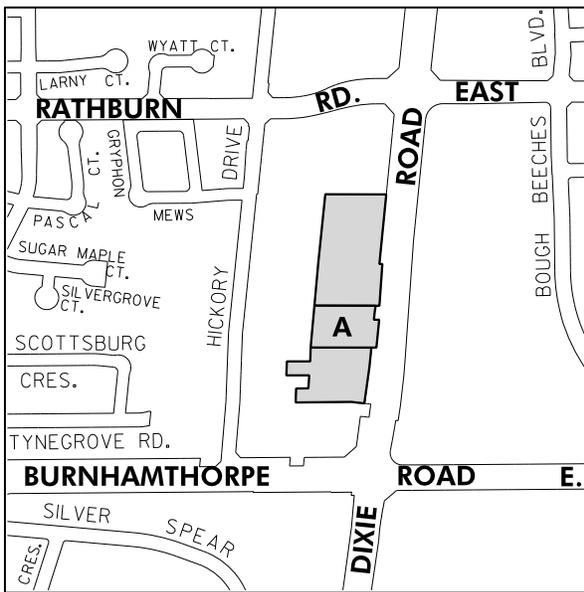
#### 14.7.2.1 Site 1



14.7.2.1.1 The lands identified as Special Site 1 are located on the east side of Dixie Road, south of Burnhamthorpe Road East.

14.7.2.1.2 Notwithstanding the provisions of the Residential Medium Density designation, detached and semi-detached dwellings may also be permitted.

### 14.7.2.2 Site 2



14.7.2.2.1 The lands identified as Special Site 2 are located west of Dixie Road and south of Rathburn Road East.

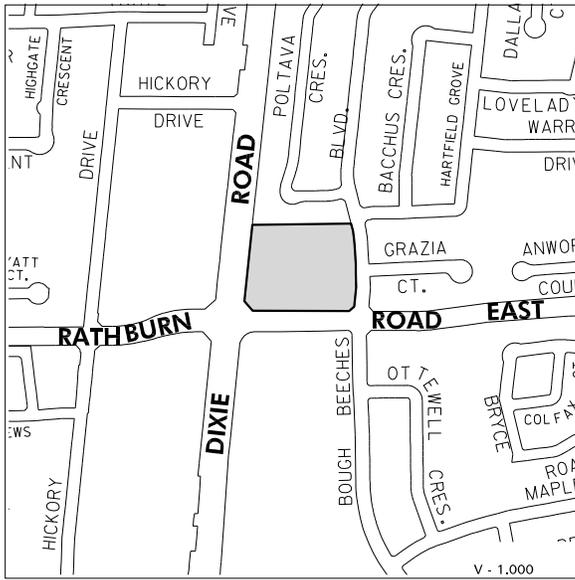
14.7.2.2.2 Notwithstanding the provisions of the Residential High Density and Convenience Commercial designations, the following additional policies will apply:

- 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 and access onto Dixie Road;
- c. the redevelopment of this site will minimize access points to Dixie Road to preserve the integrity of Dixie Road as a major arterial roadway; and
- d. the redevelopment of this site will allow for the construction of a centrally located street which is parallel to Hickory Drive and Dixie Road. The proposed street will connect to Dixie Road and align with the Rockwood Mall entrance on Dixie Road.

14.7.2.2.3 The lands identified as Area A will have a maximum height of 14 storeys. Townhouse dwellings will also be permitted.

### 14.7.2.3 Site 3



14.7.2.3.1 The lands identified as Special Site 3 are located north of Rathburn Road East and east of Dixie Road.

14.7.2.3.2 Notwithstanding the provisions of the Residential High Density designation, townhouse dwellings will be permitted. The maximum **floor space index (FSI)** permitted for all development shall be 2.56.

## 14.8 Sheridan



Map 14-8: Sheridan Community Node Character Area

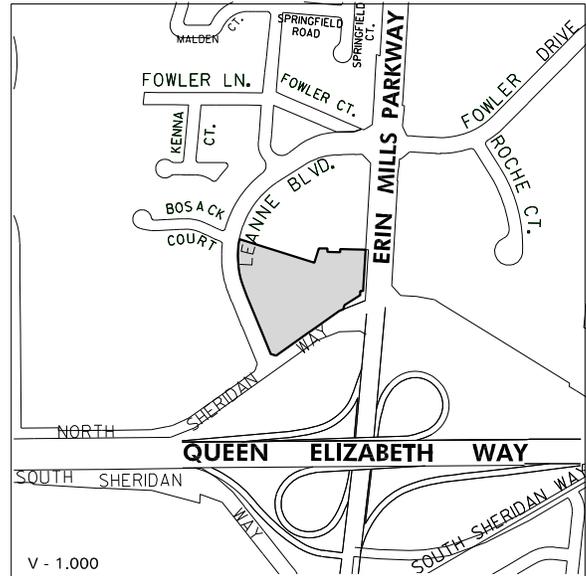
### 14.8.1 Land Use

14.8.1.1 For lands designated Mixed Use, existing major office will be permitted.

## 14.8.2 Special Site Policies

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

### 14.8.2.1 Site 1

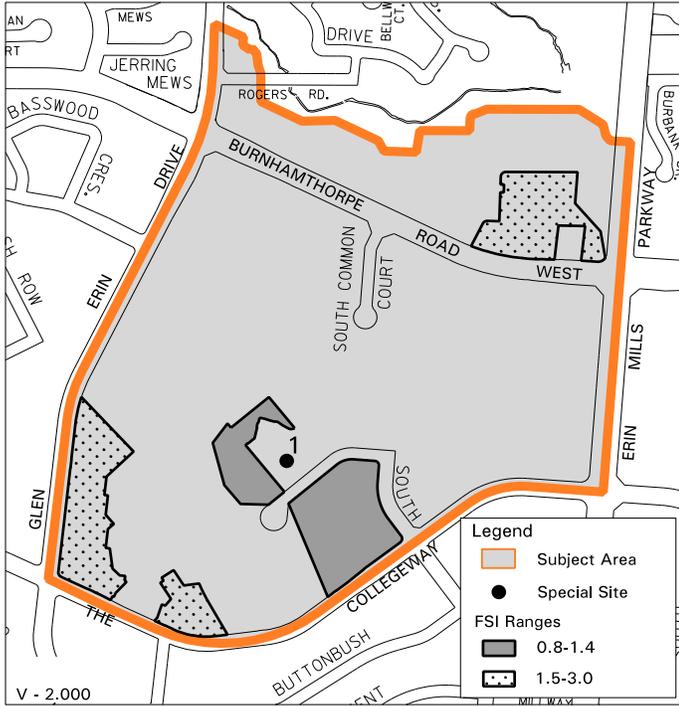


14.8.2.1.1 The lands identified as Special Site 1 are located on the north side of North Sheridan Way, between Erin Mills Parkway and Leanne Boulevard.

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

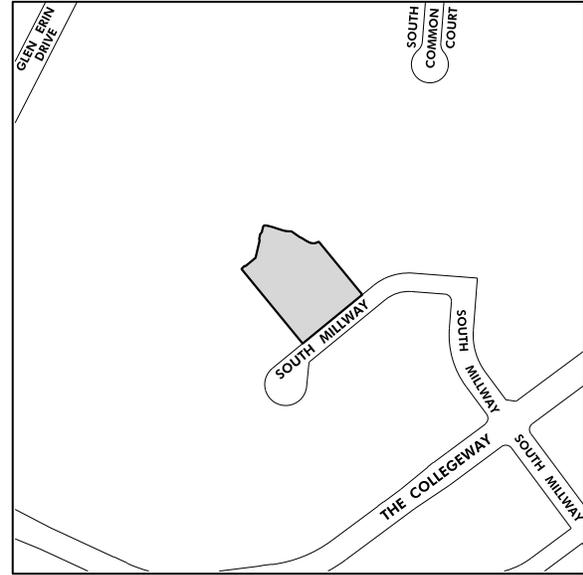
### 14.9.9.1 Site 1



Map 14-9: South Common Community Node Character Area

### 14.9.1 Special Site Policies

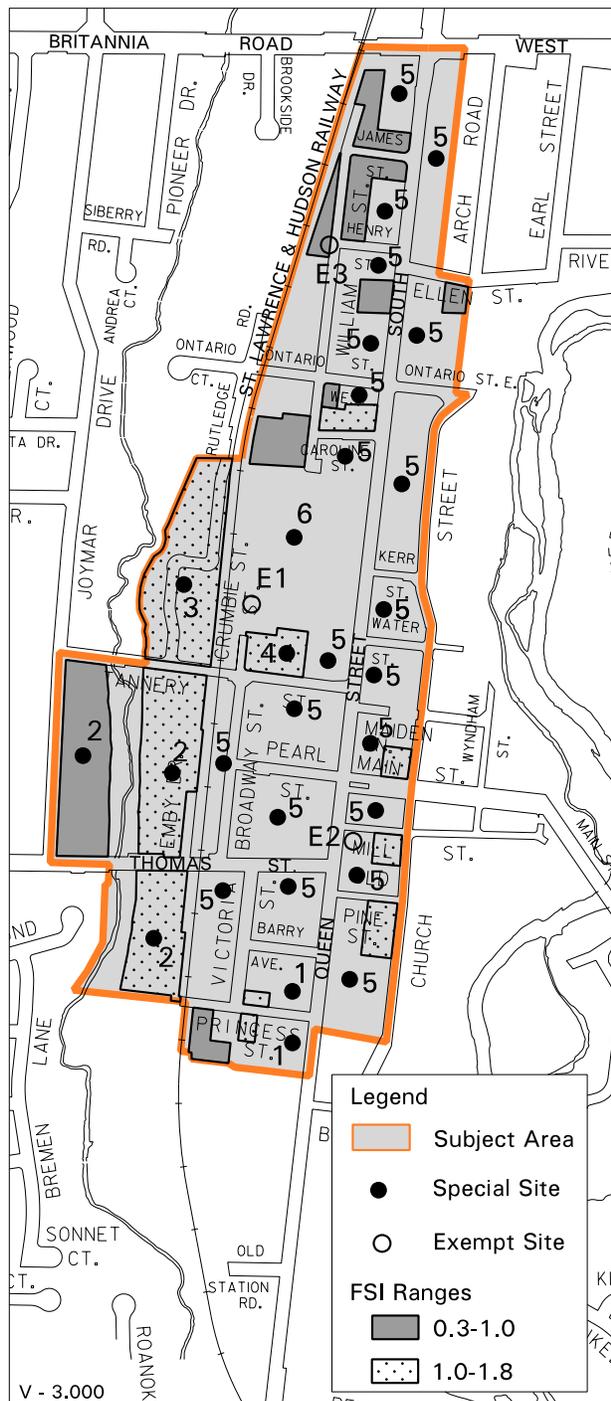
There are sites within the Character Area that merit special attention and are subject to the following policies.



14.9.1.1.1 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

## 14.10.1 Urban Design Policies

### Community Identity and Focus

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.

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.

14.10.1.3 Queen Street South will remain the focus of the commercial core within the Streetsville Community Node.

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

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.

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.

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.

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.

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. 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

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.

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.

### 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.

14.10.2.2 For lands designated Residential High Density a maximum building height of seven storeys is permitted.

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.

### 14.10.3 Heritage

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.

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 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.

## 14.10.5 Transportation

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 cross-section, except for bus bays, on-street parking lanes, turning lanes at intersections and bicycle and pedestrian routes.

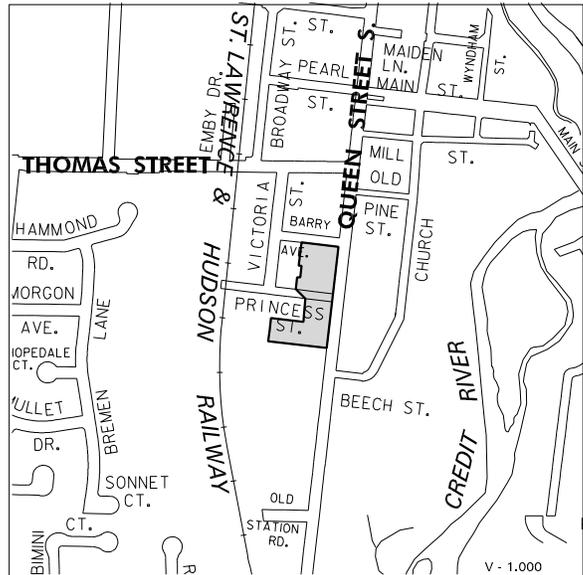
14.10.5.2 Main Street between Queen Street South and Church Street will not be widened to accommodate additional through traffic lanes. Minor modifications to this roadway for on-street parking, safety or maintenance will be permitted, however, major modifications which would have an adverse effect on the character of the roadway, will require an amendment to this Plan.

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.

## 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 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 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.

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.

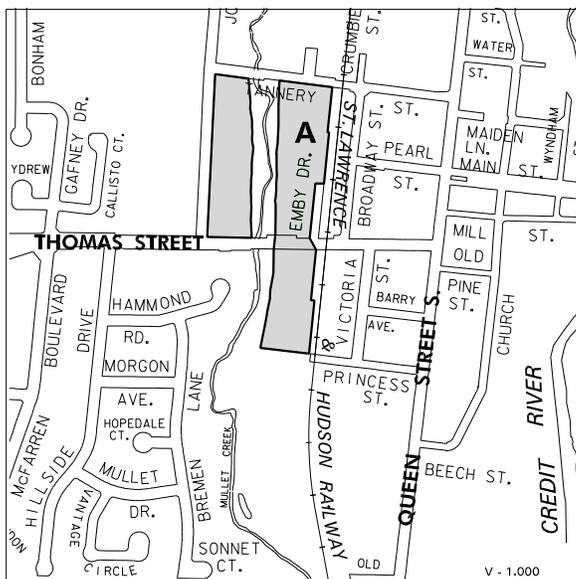
14.10.6.1.8 Existing lot sizes should be retained.

14.10.6.1.9 Rear yard drainage will be provided to the satisfaction of the City.

- 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.

14.11.6.2.3 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 right-of-way.

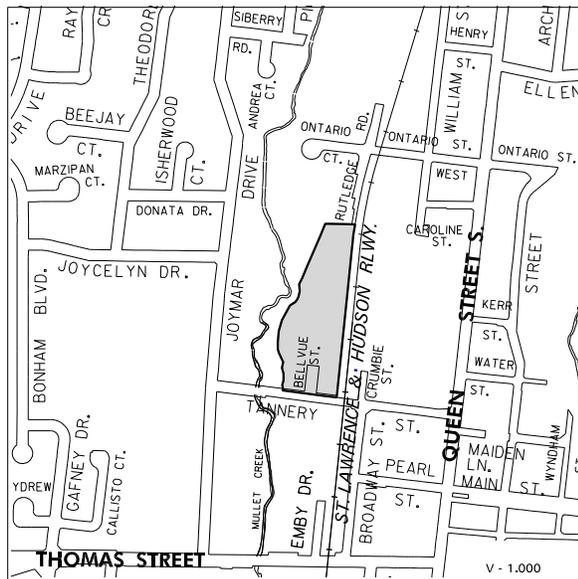
**14.10.6.2 Site 2**



14.11.6.2.1 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.

14.11.6.2.2 Notwithstanding the provisions of the Residential High Density, Residential Medium Density and Greenlands designations, the following additional policies will apply:

14.10.6.3 Site 3

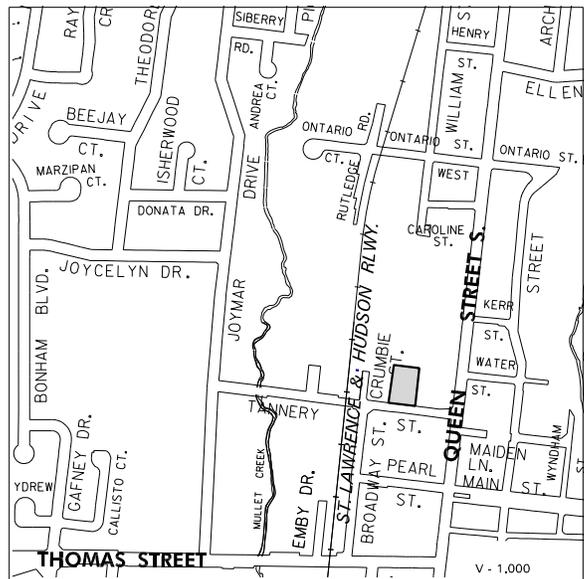


14.10.6.3.1 The lands identified as Special Site 3 are located north of Tannery Street, west of the St. Lawrence & Hudson Railway.

14.10.6.3.2 Notwithstanding the provisions of the Residential High Density 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. 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.

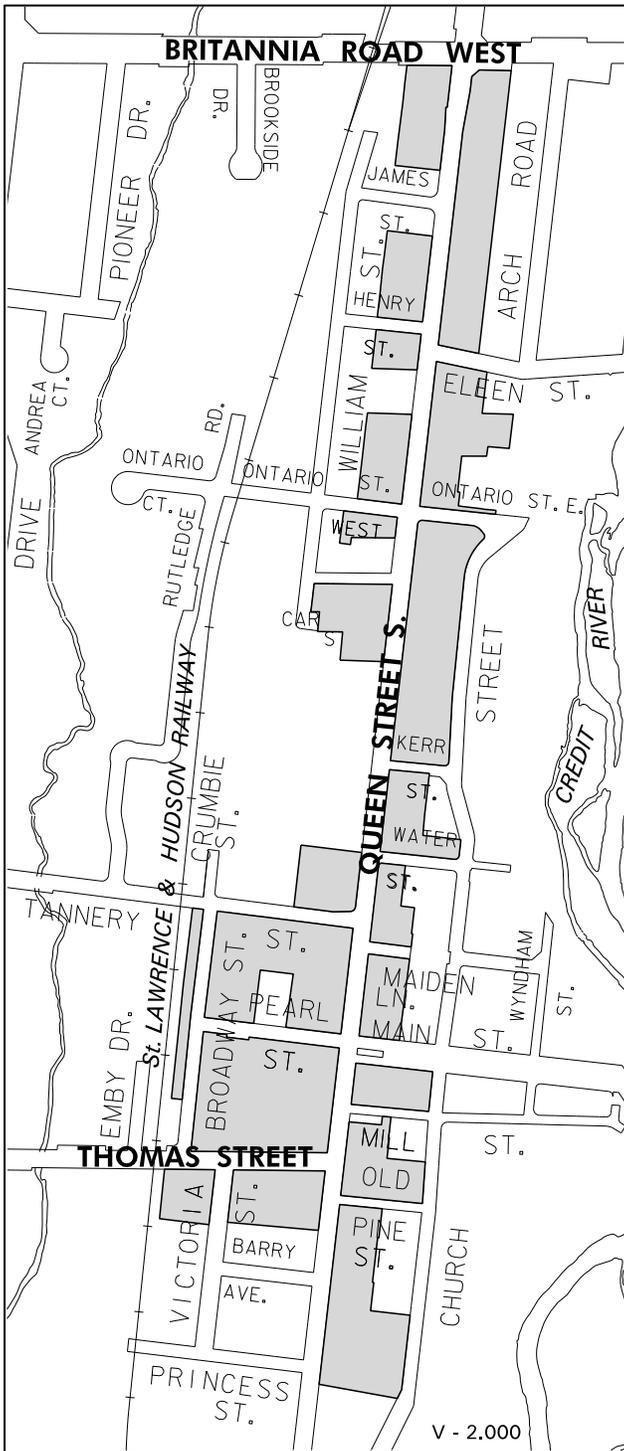
14.10.6.4 Site 4



14.10.6.4.1 The lands identified as Special Site 4 are located on the north side of Tannery Street, east of Crumbie 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**

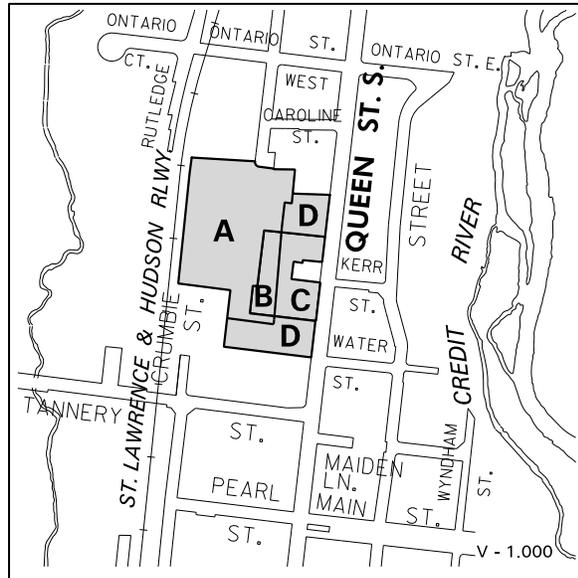


14.10.6.5.1 The lands identified as Special Site 5 are located on the east and west sides of Queen Street South, the south side of Tannery Street, the east and west side of Broadway Street, the south side of

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.

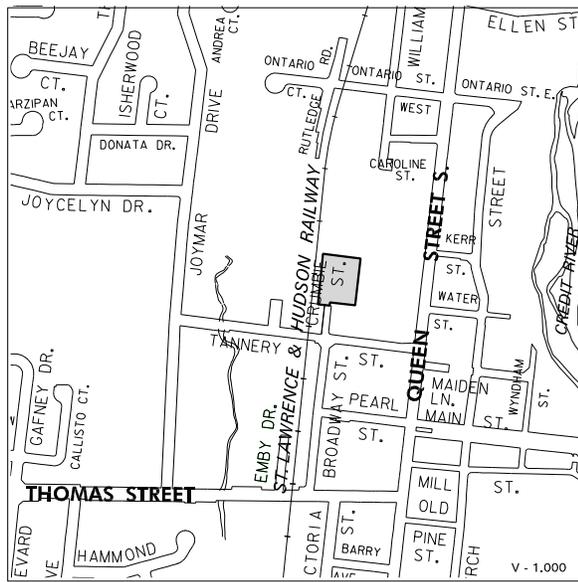
14.10.6.6.3 Notwithstanding the provisions of the Mixed Use designation, drive-through facilities will not be permitted for lands identified as Area C and Area D.

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**



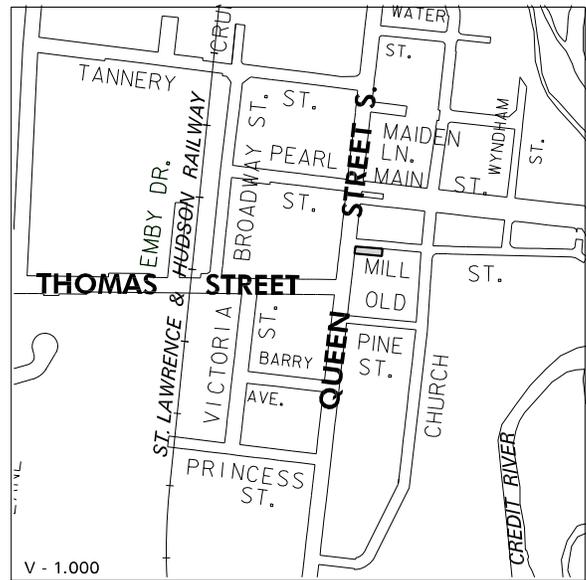
14.10.7.1.1 The lands identified as Exempt Site 1 are located east of the St. Lawrence and Hudson Railway tracks and north of Crumble Street.

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.

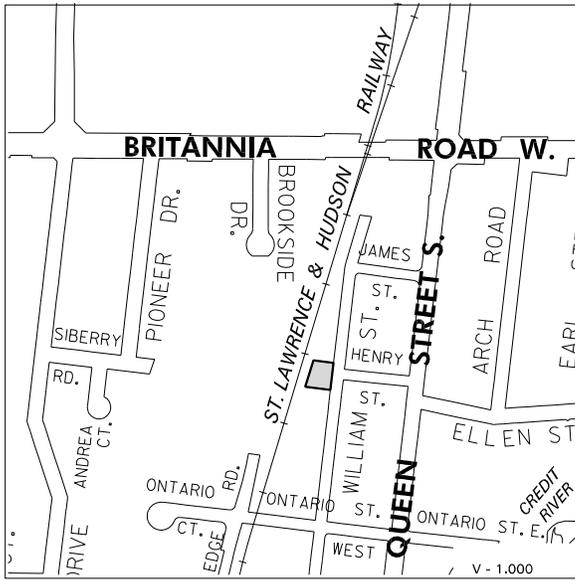
**14.10.7.2 Site 2**



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 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 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*.