

# 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.

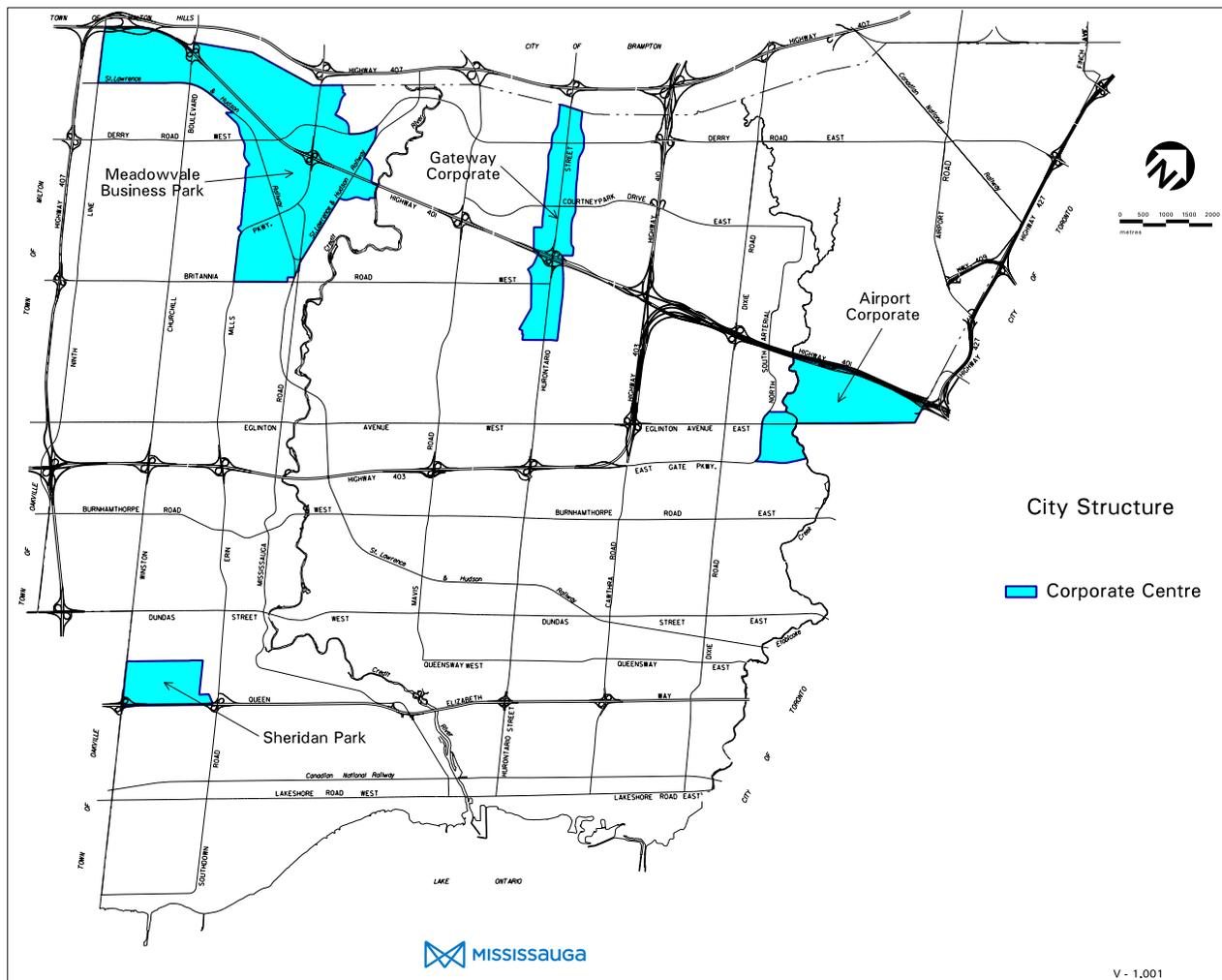
This section identifies the modifications to the General Land Use designations in Chapter 11 that

apply to all Corporate Centres.

### 15.1.1 General

15.1.1.1 Corporate Centres will develop a mix of employment uses with a focus on office development and uses with high employment densities.

15.1.1.2 Lands on a **Corridor** or within a **Major Transit Station Area** will be subject to the two storey height minimum. Local area plans or planning studies may establish maximum height requirements.



Map 15-1: City Structure – Corporate Centres

15.1.1.3 The following uses will not be permitted in freestanding buildings on a **Corridor**:

- a. financial institution;
- b. motor vehicle rental;
- c. personal service establishment;
- d. restaurant; and
- e. retail store.

15.1.1.4 Within a **Corridor** all accessory uses must be in the same building as the principal use.

### 15.1.2 Residential

15.1.2.1 Residential uses will not be permitted.

### 15.1.3 Mixed Use

15.1.3.1 Notwithstanding the Mixed Use 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

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

15.1.5.1 Notwithstanding the Institutional policies of this Plan, residential uses will not be permitted.

### 15.1.6 Convenience Commercial

15.1.6.1 The Convenience Commercial designation will not be permitted.

### 15.1.7 Motor Vehicle Commercial

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

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.

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

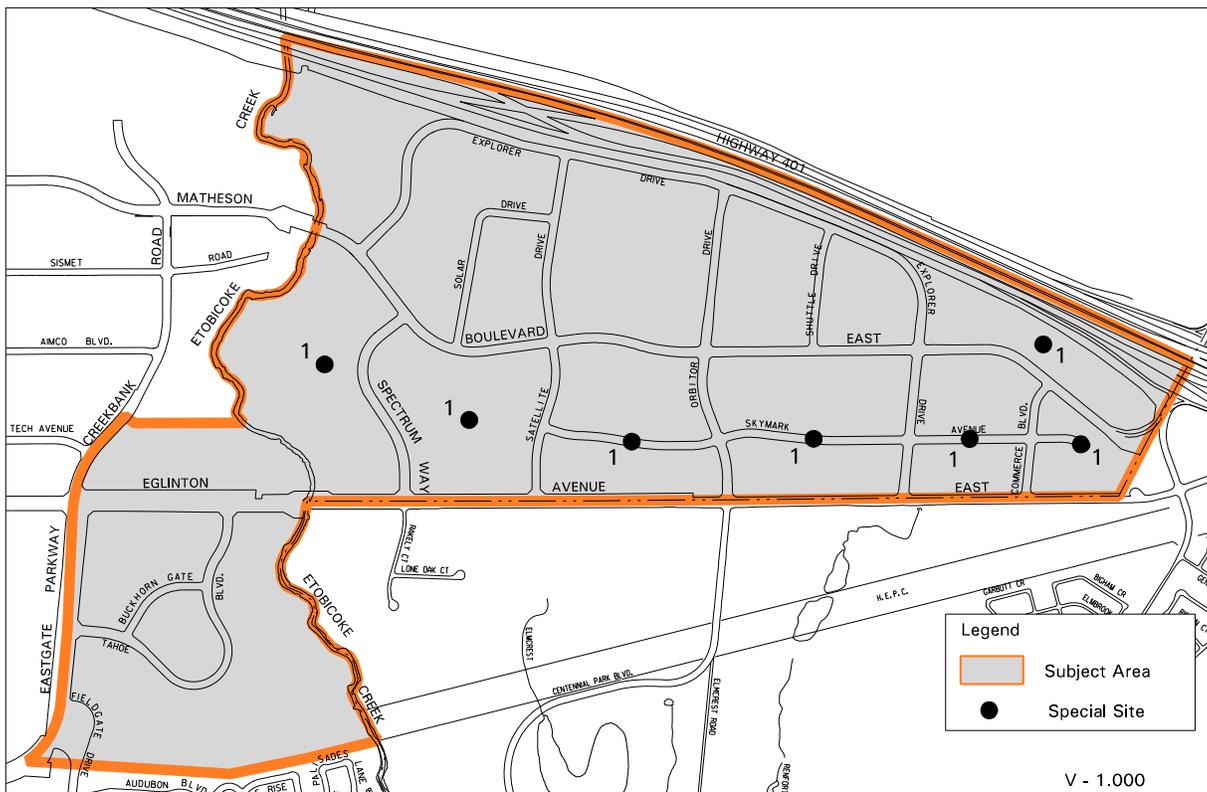
- a. adult entertainment establishment;
- b. animal boarding establishment;
- c. body rub establishment;
- d. cardlock fuel dispensing;
- e. composting facilities;
- f. motor vehicle body repair facility;
- g. Motor Vehicle Commercial;
- h. outdoor storage and display areas related to a permitted manufacturing use;
- i. transportation facilities;
- j. trucking terminals;
- k. self storage facilities; and
- l. **waste processing stations** or **waste transfer stations**.

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**

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.

## 15.2 Airport Corporate



Map 15-2: Airport Corporate Centre Character Area

### 15.2.1 Urban Design Policies

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.

15.2.1.2 Where they are related, multistorey buildings should be linked together with a podium.

15.2.1.3 Blank walls should be avoided along the street line in favour of building entrance features, fenestration, and architectural detailing.

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 BRT.

15.2.1.5 Where building side or rear elevations are exposed to 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.

15.2.1.6 Where continuous street planting is not possible, concentrated landscape treatment may be required.

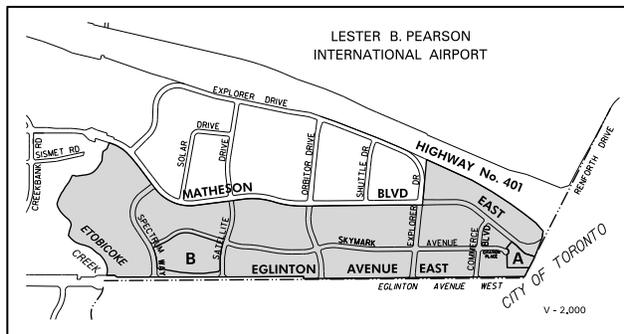
15.2.1.7 Through the site planning and development processes adequate provision should be made for landscaping and design throughout the Character Area including the area adjacent to the Parkway Belt

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.

## 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 1



15.2.2.1.1 The lands identified as Special Site 1 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 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.

### c. 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.

### d. Parking and Servicing

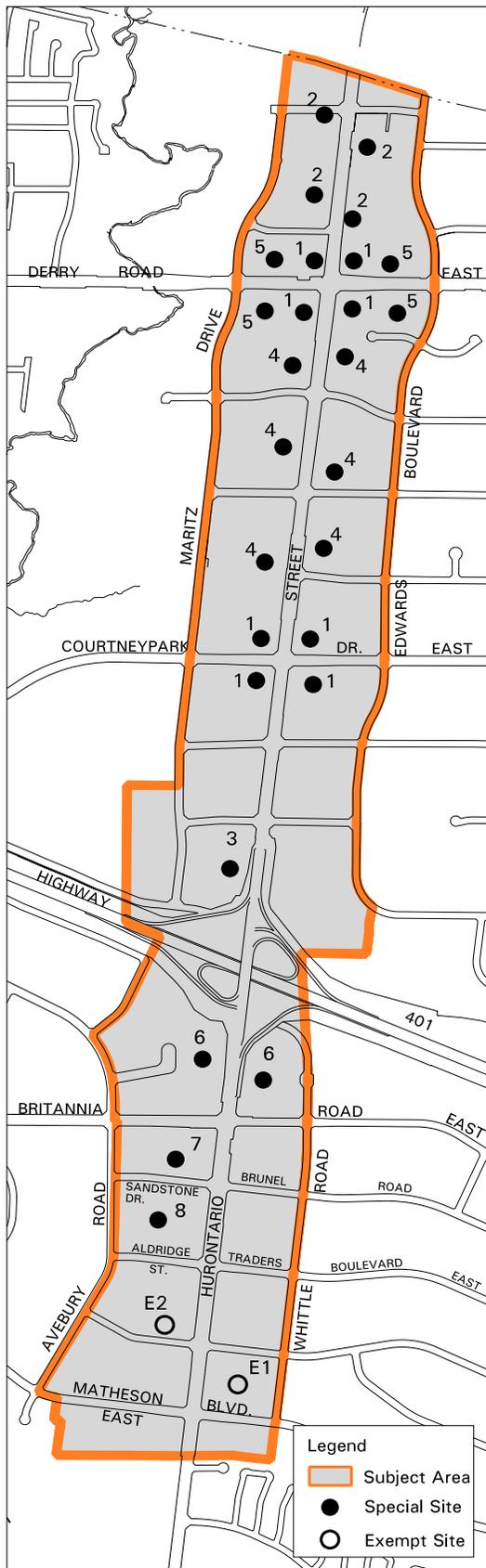
- new developments will demonstrate that they have a transportation demand management (TDM) strategy in place as a condition of site plan approval;
- prestige offices will be encouraged to provide at least one level of below-grade parking below the building;
- no parking will be provided between the 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

### 15.3.1 Urban Design Policies

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** through the city.

#### Hurontario Street Corridor Development Policies

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:

- 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;
- 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;
- 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;
- 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;
- 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 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 intersection of 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;
- 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.

### 15.3.2 Land Use

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.

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**.

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.

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 along Hurontario Street within **Major Transit Station Areas** and 66 percent in areas beyond, 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 Hurontario Street. This continuous street wall condition will wrap around the corner at major intersections.

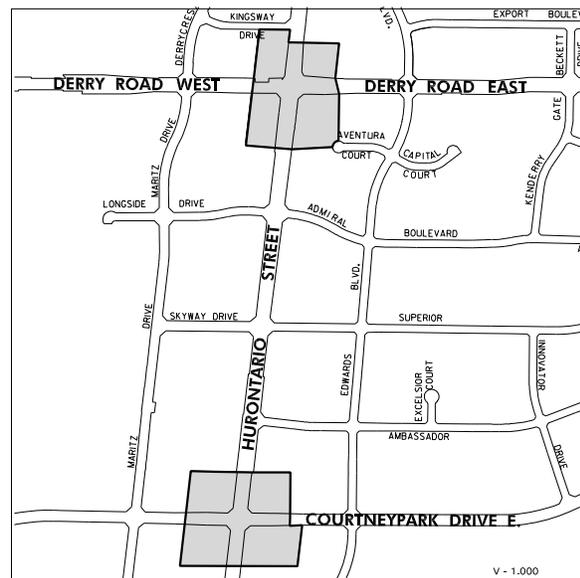
15.3.2.5 Notwithstanding the Business Employment designation, the following additional uses will not be permitted:

- a. motor vehicle body repair facilities;
- b. transportation facilities;
- c. trucking terminals; and
- d. **waste processing** or **transfer stations** and composting facilities.

### 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

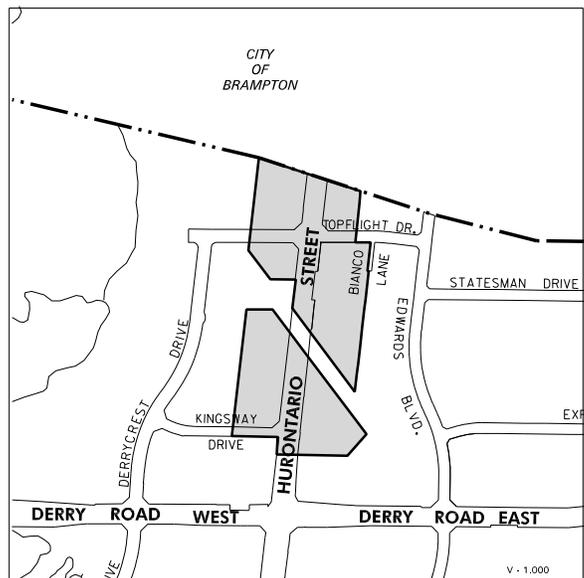
these lands, the following additional policies will apply:

- 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 Hurontario 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.

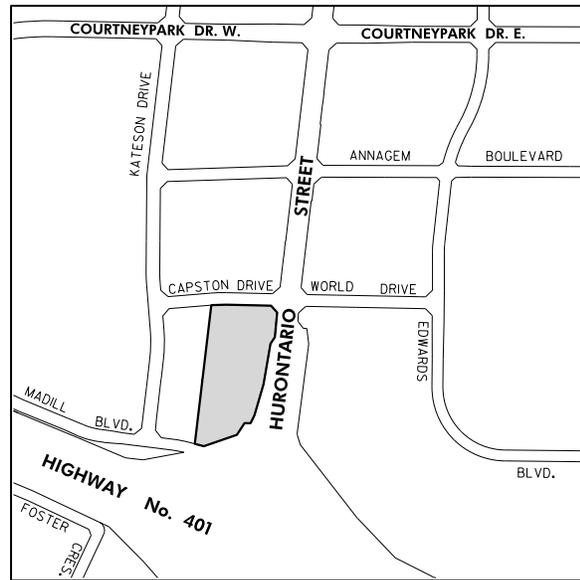
This location is the prime opportunity to initiate a "gateway" into a civic boulevard of this calibre over the longer term. The achievement of this goal will rely on distinctive elements in both the public boulevard (i.e. feature planting, signage

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

- 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.

### 15.3.3.3 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.

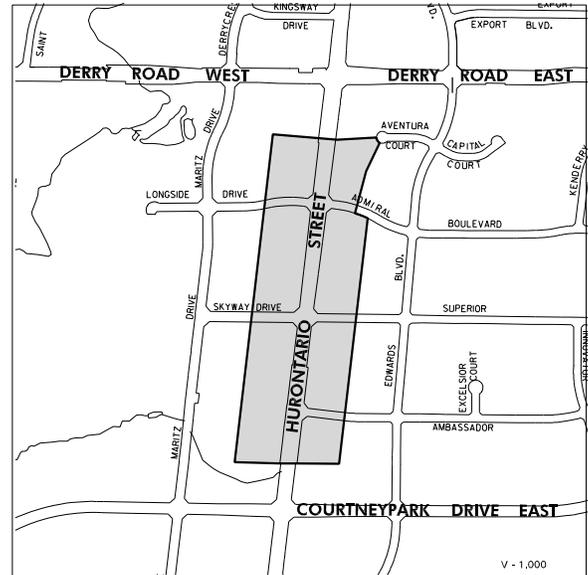
15.3.3.3.3 Notwithstanding the policies of this Plan, the following additional policies will apply:

- 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 40

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.

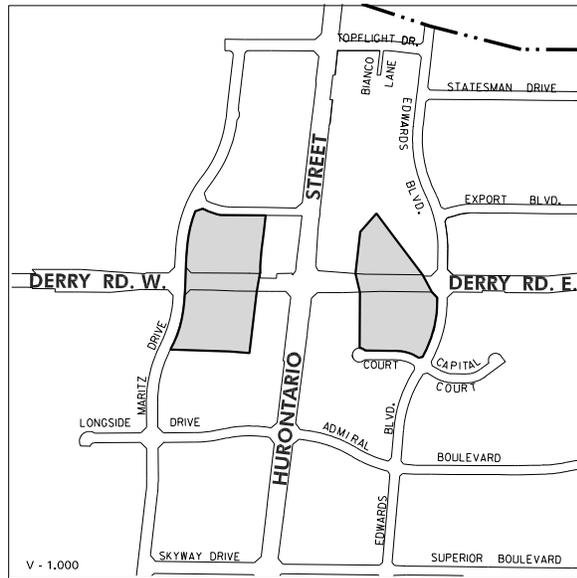
The urban corridor of Hurontario Street should provide the common denominator of built form character linking the special features outlined above within a strong overall theme. Buildings along the urban corridor should have a consistent setback, height and building street frontage. These same elements 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:

- 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.

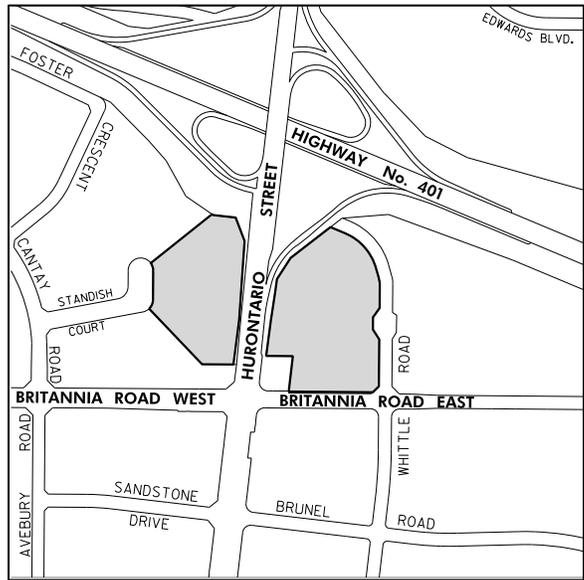
The urban corridor of Derry Road East/Derry Road West should provide the common denominator of built form character linking the special features outlined above within a strong overall theme. Buildings along the urban corridor should have a consistent setback, height and building street frontage;

- 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

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 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:

- buildings will be setback a maximum of 14 metres;
- buildings will have a minimum building frontage of 39 metres facing 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;
- 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
- 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:

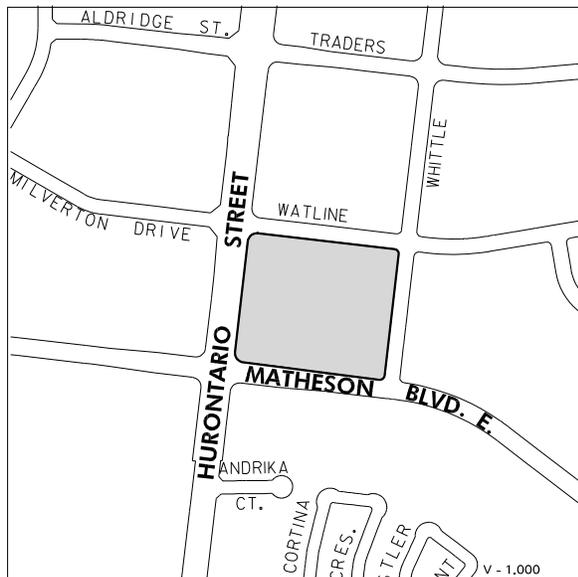
- a. buildings will have a minimum building frontage of 39 metres facing Hurontario Street;
- b. a visual and functional pedestrian connection will be incorporated between building entrances and the public sidewalk to encourage pedestrian activity and transit usage;
- c. architectural elements and landscape 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

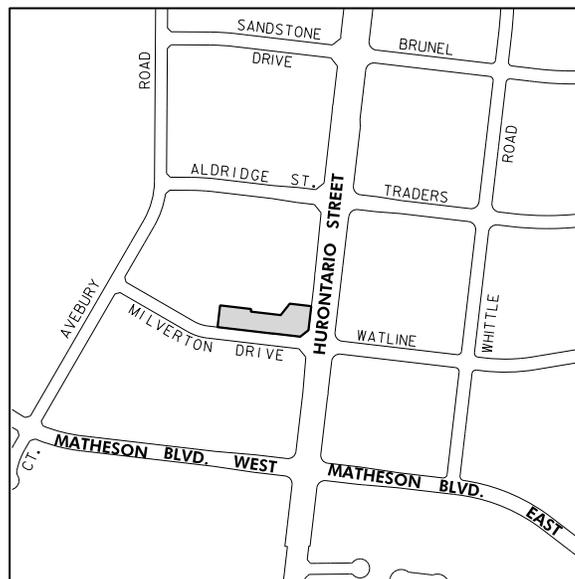
#### 15.3.4.1 Site 1



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

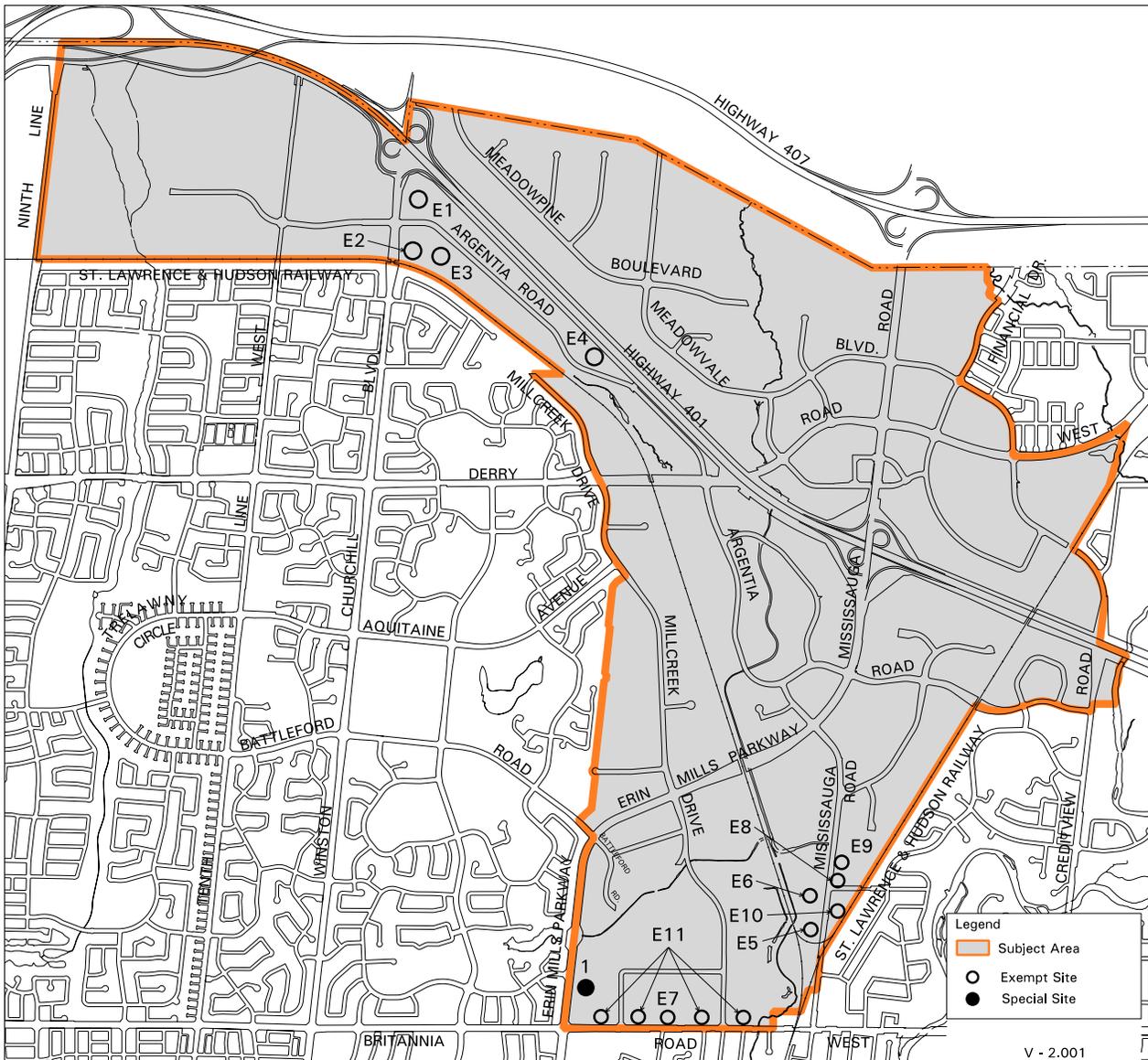


15.3.4.2.1 The lands identified as Exempt Site 2 are located on the west side of Hurontario Street, north of Milverton Drive.

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

### 15.4.1 Urban Design Policies

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 roads, at major road intersections and at other highly visible locations.

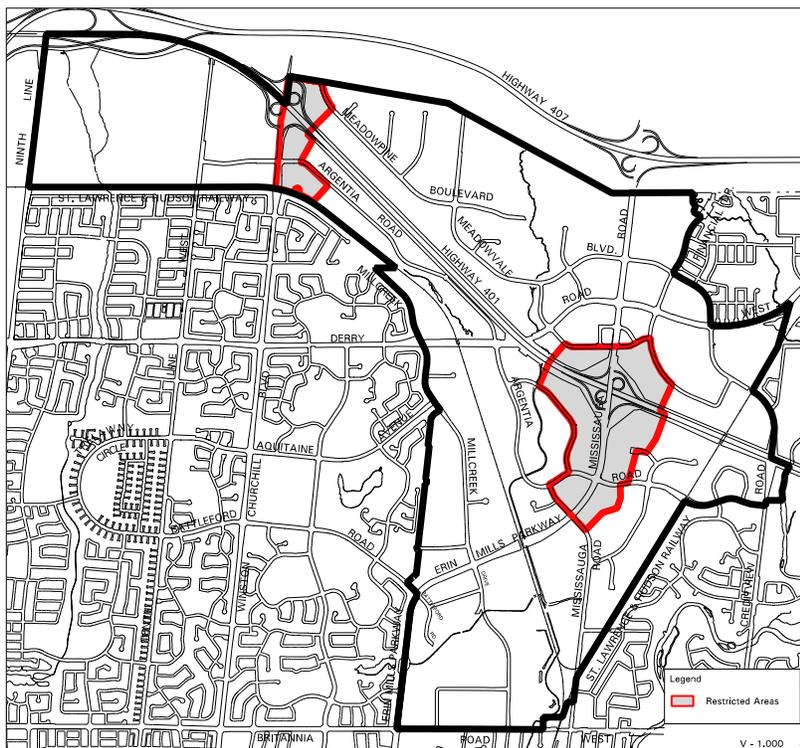
15.4.1.2 Business Employment lands which are located directly adjacent to residential lands will require acoustical barriers and landscape buffers in order to achieve adequate noise attenuation, distance separation, and landscaping between the land uses. The sensitive residential land uses must be buffered from the loading, service and parking areas associated with the Business Employment lands.

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.

## 15.4.2 Land Use

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: Meadowvale Business Park Restricted Areas:

- a. adult entertainment establishments;
- b. animal boarding establishments which may include outdoor facilities;
- c. body rub establishments;
- d. cardlock 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.

15.4.2.2 Outdoor storage adjacent to Provincial Highway 401, a **Corridor**, park, Greenlands or residential area will not be permitted.

Map 15-4.1: Meadowvale Business Park Restricted Areas

### 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



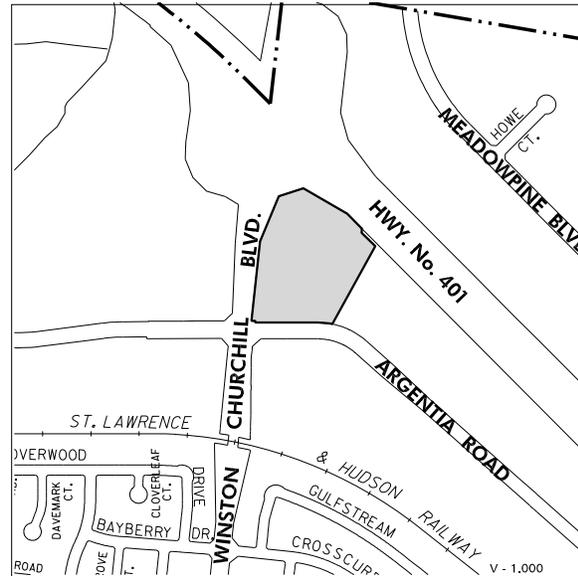
15.4.3.1.1 The lands identified as Special Site 1 are located at the northeast corner of Britannia Road West and Erin Mills Parkway.

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 m<sup>2</sup> or 32 percent of the total GFA, whichever is less;
- b. laboratory uses will be permitted;
- c. a building with a minimum height of two storeys is required at the northeast corner of Britannia Road West and Erin Mills Parkway;
- d. one storey buildings will be permitted on the remainder of the site; and
- e. freestanding restaurants and financial institutions will be permitted.

### 15.4.4 Exempt Site Policies

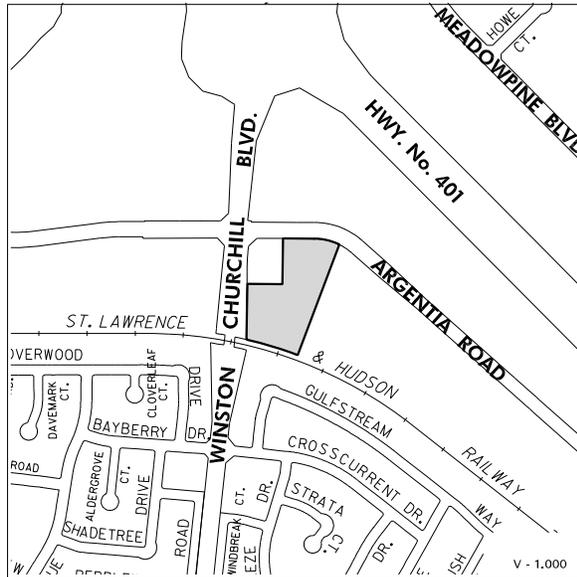
#### 15.4.4.1 Site 1



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.

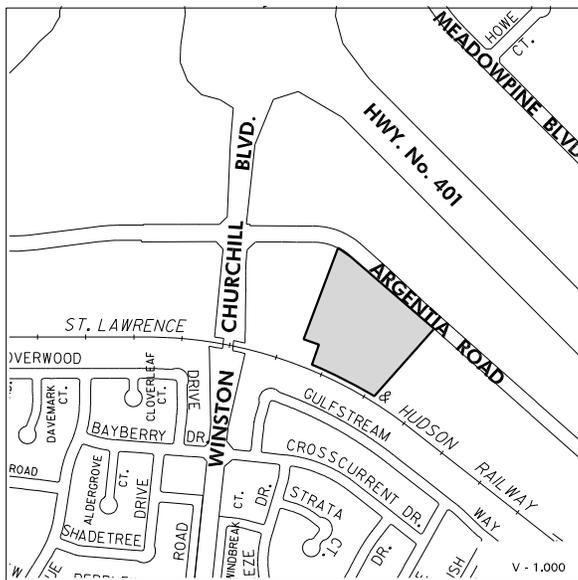
#### 15.4.4.2 Site 2



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 m<sup>2</sup>. An automobile dealership will also be permitted.

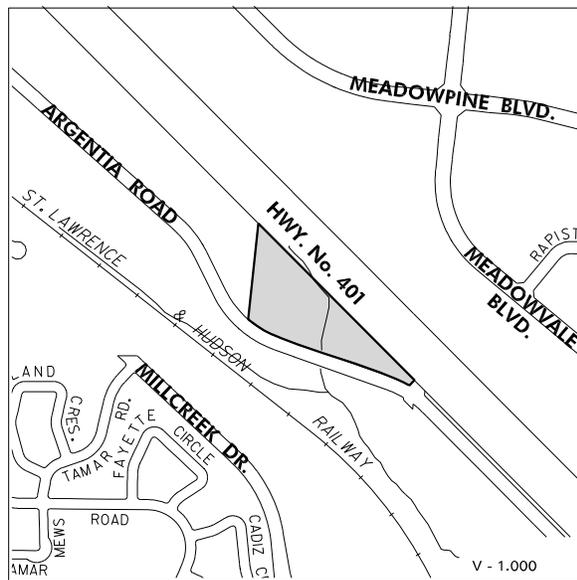
**15.4.4.3 Site 3**



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.

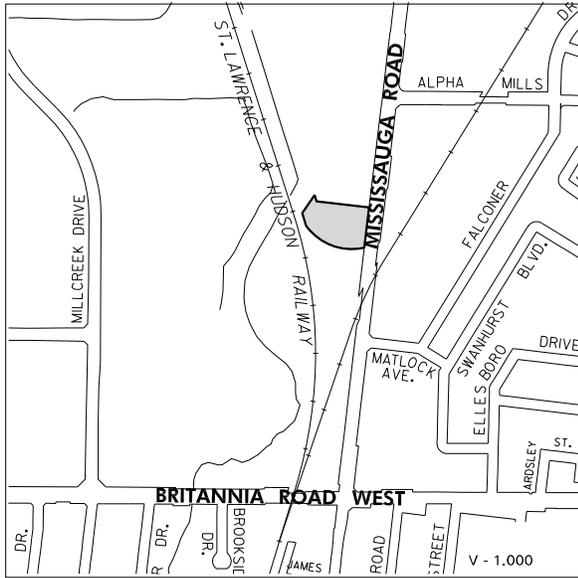
**15.4.4.4 Site 4**



15.4.4.4.1 The lands identified as Exempt 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.

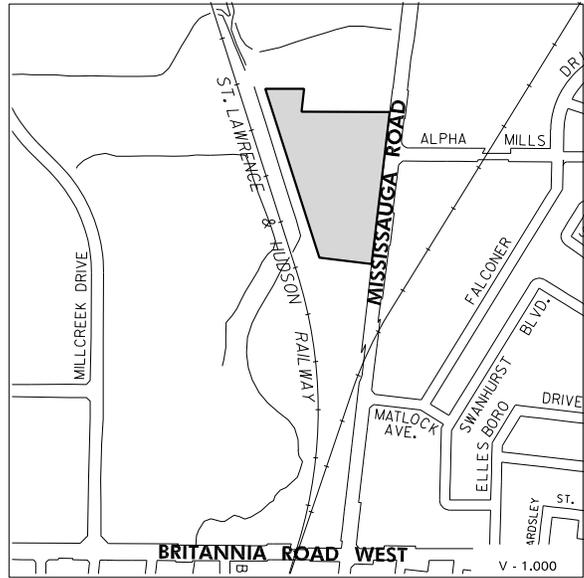
**15.4.4.5 Site 5**



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**



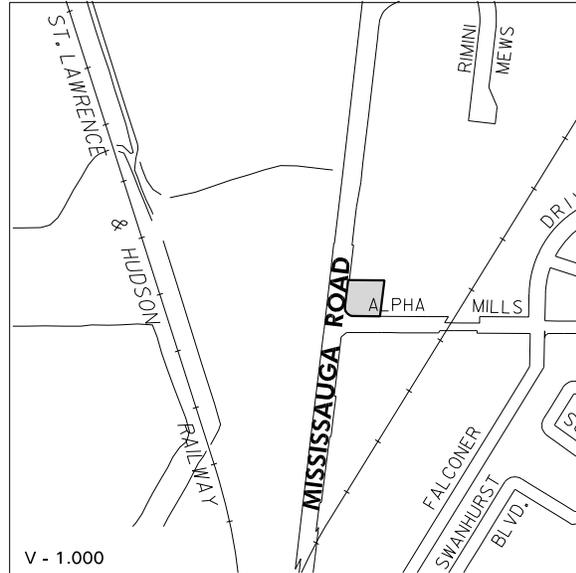
15.4.4.7.1 The lands identified as Exempt Site 7 are located on the north side of Britannia Road West, east of Erin Mills Parkway, opposite Turney Drive.

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.

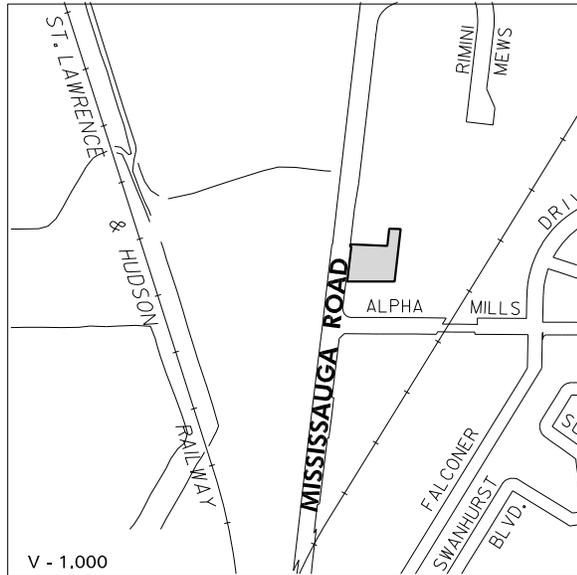
**15.4.4.8 Site 8**



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.

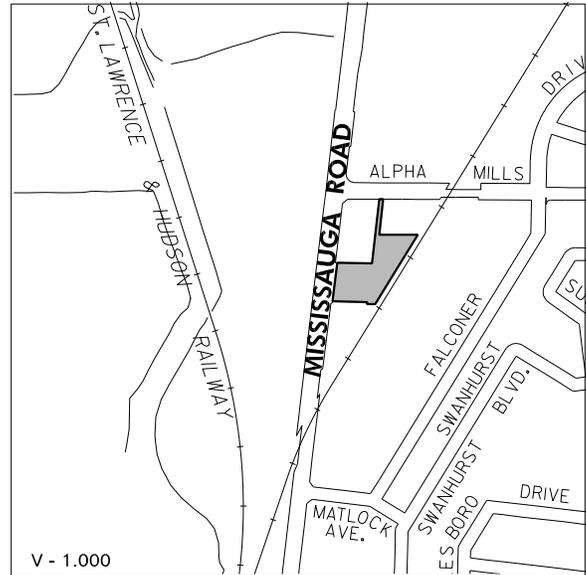
**15.4.4.9 Site 9**



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.

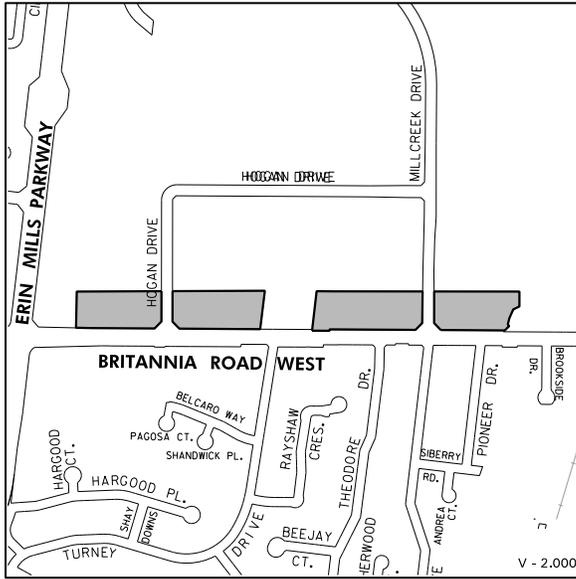
**15.4.4.10 Site 10**



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.

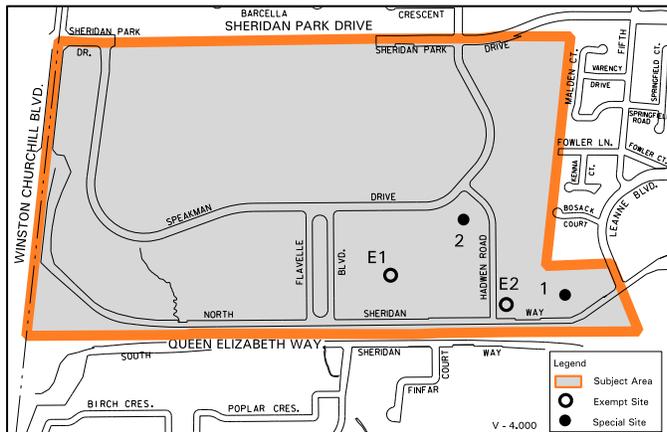
### 15.4.4.11 Site 11



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

### 15.5.1 Context

The Sheridan Park Corporate Centre Character Area 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.

### 15.5.2 Urban Design Policies

#### Community Identity and Design

15.5.2.1 A business park within a natural setting creates the identity of Sheridan Park 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 Corporate Centre, development proposals should address the following:

- the appropriate balance of revitalization and intensification to ensure that public and private open spaces are prominent features;
- building forms that are sensitive to the existing character;
- the location and orientation of buildings to form clearly defined frontages and entry points facing onto public streets;
- a well-connected pedestrian/bicycle network that links developments to the overall City network;
- the layout, design and screening for parking, loading and service areas to minimize the visual impact on the public streets;
- the natural features will be protected from development and promoted as amenities for employees and the broader community; and
- a **Streetscape** Master Plan will be prepared to coordinate street tree planting and right-of-way design.

## Buildings and Landscape

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 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.

- e. large expanses of surface parking will be softened by landscaped islands with canopy trees;
- f. an identifiable street edge will be encouraged on lands visible from Winston Churchill Boulevard and the Queen Elizabeth Way;
- g. a high standard of building materials will be used for the architectural treatment of all facades; and
- h. buildings will be oriented and designed with best practises of green architecture to provide a higher level of comfort and minimize energy consumption.

## 15.5.3 Environmental Areas

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 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.

## 15.5.4 Land Use

### 15.5.4.1 Business Employment

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.

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.

15.5.4.1.4 A freestanding building with commercial uses intended to serve the employees in the Sheridan Park 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.

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.

### 15.5.5 Transportation Policies

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.

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.

15.5.5.3 Linkages across Greenlands are encouraged to create connections within Sheridan Park Corporate Centre, with specific focus on north-

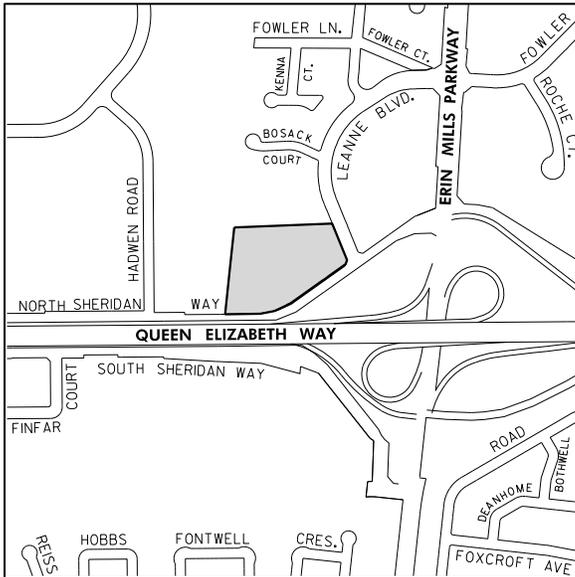
south connections from Speakman Drive to the extension of Sheridan Park Drive and to transit routes.

15.5.5.4 Speakman Drive will be identified as a Secondary Cycling Route, as defined in the Cycling Master Plan.

## 15.5.6 Special Site Policies

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

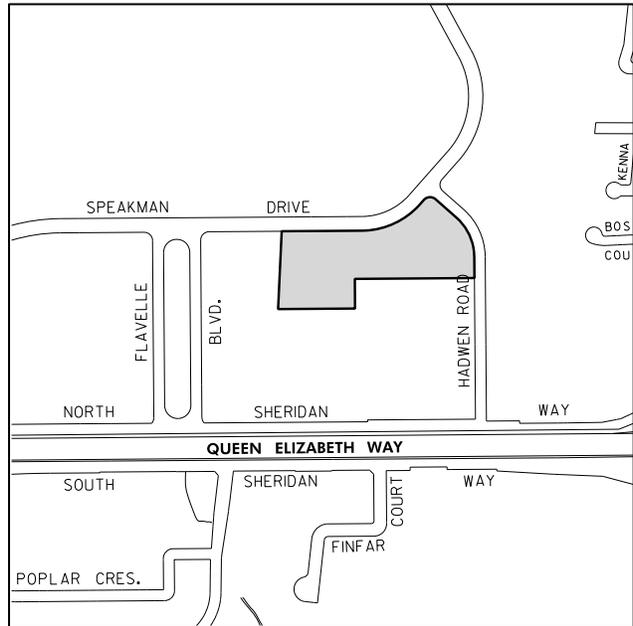
### 15.5.6.1 Site 1



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**

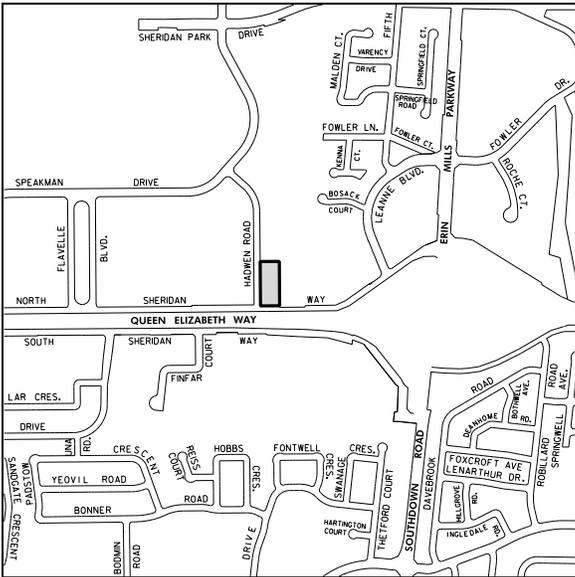


15.5.7.1.1 The lands identified as Exempt Site 1 are located on the north side of North Sheridan Way, east of Flavelle Boulevard and west of Hadwen Road and are municipally known as 2333 North Sheridan Way.

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 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.