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Mississauga Official Plan

Archived Document

MOP Consolidation Version 1 - Council Approved (September 29, 2010)



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LOCAL AREA PLANS (UNDER SEPARATE COVER)

Downtown Core Port Credit Lakeview Southdown

1 Introduction

1.1 Background

Mississauga is at a decisive moment in its history – most of its greenfield lands have been developed and much of its infrastructure is in place. New growth will take place primarily through infilling and redevelopment in appropriate areas, which can benefit from growth and change, such as the Hurontario Street corridor. Many areas, such as existing stable residential Neighbourhoods, will experience little change in the future.

Mississauga Official Plan provides a new policy framework to protect, enhance, restore and expand the Natural Areas System to direct growth to where it will benefit the urban form, support a strong public transportation system, protect, enhance, restore and expand the Natural Areas System and address the long term sustainability of the city. Mississauga Official Plan will be an important instrument in city building. All change within the urban environment will be considered for its capacity to create successful places where people, businesses and the natural environment will collectively thrive.



Figure 1-1: Formed in 1974, Mississauga is recognized as Canada's sixth largest city and Ontario's third largest city, with a population of over 730,000 residents representing cultures from around the world. Mississauga has many attractions and events that run at various times throughout the year. The Downtown is a central spot for activities, including the Farmers' Market.

The City is required to review the Official Plan on a regular basis, as directed by the *Planning Act*. The Official Plan Review process was initiated to establish policies that will guide Mississauga through its next stage of growth and to align with the legislative and policy initiatives set out by the Province of Ontario and the Region of Peel.

In recent years, there has been a shift particularly at the Provincial level towards the promotion of development that is sustainable, supportive of public transit and oriented towards pedestrian-based communities. The vision and planning direction that the City of Mississauga supports is consistent with recent Provincial policy initiatives.

The City will fulfill the requirements of an Integrated Community Sustainability Plan through its different municipal plans and policies, including Mississauga Official Plan.

1.1.1 Mississauga Strategic Plan

On April 22, 2009, following the comprehensive public engagement process "Our Mississauga - Be part of the conversation", which connected with over 100,000 people, City Council approved a new Strategic Plan comprised of a Vision Statement and five Strategic Pillars for Change. Within the Strategic Plan, each Strategic Pillar for Change is connected with specific action items that will propel the Strategic Plan forward. These key action items are outlined in the Strategic Plan's Action Plan - a complementary document that includes key indicators, targets, actions and funding options for each Strategic Pillar for Change.

The Strategic Plan provides a long term vision to guide Mississauga as it embarks upon the next

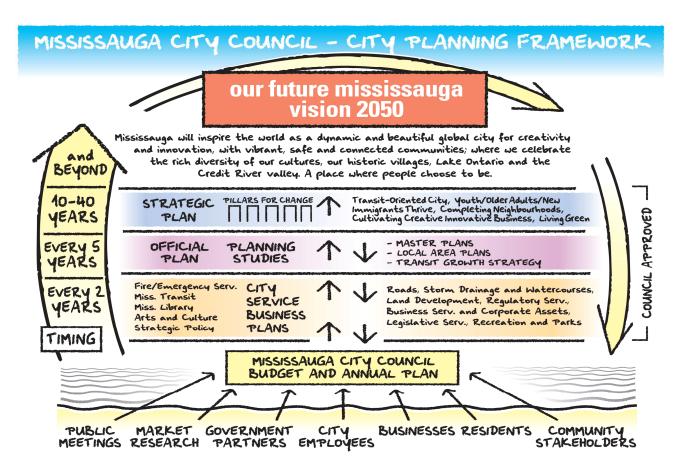


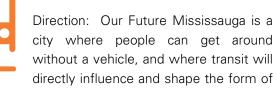
Figure 1-2: Mississauga's planning framework is based on collaboration between the public, City Council and professional staff. Together, documents which express Mississauga's vision and guide growth and development are created, implemented, reviewed and amended when necessary.

stage of its development. The City's first Strategic Plan was written to provide direction during a period of rapid greenfield development. Mississauga's history to date has been shaped by a pattern of suburban growth, strong service delivery, and prudent fiscal management. The city has grown from a collection of cherished villages to Ontario's third largest city, and the sixth largest in Canada. Mississauga is now entering a new stage in its evolution – one of intensification and urbanization. New challenges have arisen as Mississauga has grown and the Strategic Plan was updated to guide the city through the next phase of growth.

The Vision Statement articulated in the Strategic Plan depicts what the city will resemble in 40 years: "Mississauga will inspire the world as a dynamic and beautiful global city for creativity and innovation, with vibrant, safe, and connected communities; where we celebrate the rich diversity of our cultures, our historic villages, Lake Ontario, and the Credit River Valley. A place where people choose to be."

The Strategic Plan has identified five Strategic Pillars for Change, intended to provide guidance towards the creation of a city for the 21st century. Each Strategic Pillar for Change has its own unique direction statement and principle, along with specific strategic goals to ensure that the vision is achieved. They are described below.

Developing a Transit Oriented City



the city. Transit will be a desirable choice that connects people to destinations, and will underpin an environmentally responsible, inclusive, vibrant and successful city.

Principle: Mississauga is a city that values clean air and healthy lifestyles through the promotion of transit as a preferred, affordable, and accessible choice.

Strategic Goals:

- Develop Environmental Responsibility
- Connect our City
- Build a Reliable and Convenient System
- Increase Transportation Capacity
- Direct Growth



Ensuring Youth, Older Adults and New Immigrants Thrive

Direction: Our Future Mississauga is a city where people can spend their entire lives – where

teenagers want to be, where young professionals choose to locate, where immigrants are welcomed and their cultures become a visible part of the city's fabric; and where people can age in place gracefully.

Principle: Mississauga is a city that thrives on its social and cultural diversity.

Strategic Goals:

- Ensure Affordability and Accessibility
- Support Aging in Place
- Attract and Retain Youth
- Attract Post-Secondary Institutions
- Nurture Diverse Cultures
- Integrate Places of Religious Assembly



Completing Our Neighbourhoods

Direction: Our Future Mississauga is a beautiful, sustainable city with safe neighbourhoods that support a strong, connected and vibrant

community – a place where all can live, work and prosper. People can play as a child, walk to meet a friend, fall in love, raise a family and grow old.

Principle: Mississauga is a city that nurtures a unique quality of life within each neighbourhood, where residents value the beauty and variety of the natural environment, engage in **active transportation**, and support a rich, healthy, and prosperous social and cultural mosaic through all stages of the life cycle.

Strategic Goals:

- Develop Walkable, Connected Neighbourhoods
- Build Vibrant Communities
- Create Great Public Spaces
- Celebrate our Community
- Provide Mobility Choices
- Build and Maintain Infrastructure
- Nurture "Villages"
- Maintain a Safe City
- Create a Vibrant Downtown



Cultivating Creative and Innovative Businesses

Direction: Our Future Mississauga is a global hub of creative and innovative activity where talent and business thrive.

Principle: Mississauga is a city that values a strong global business future, fostering a prosperous and sustainable economy that attracts and grows talent.

Strategic Goals:

- Develop Talent
- Attract Innovative Business
- Meet Employment Needs
- Strengthen Arts and Culture
- Create Partnerships for Innovation



Living Green

Direction: Our Future Mississauga is a city that co-exists in harmony with its ecosystems, where natural areas are enhanced, forests and valleys are

protected, the waterfront connects people to Lake Ontario, and communities are nurtured so that future generations enjoy a clean, healthy lifestyle.

Principle: Mississauga is a city that values its shared responsibility to leave a legacy of a clean and healthy natural environment.

Strategic Goals:

- Lead and Encourage Environmentally Responsible Approaches
- Conserve, Enhance and Connect Natural Environments
- Promote a Green Culture

The City of Mississauga will use the Strategic Plan to define the city's priorities, processes and short and long term plans as well as prioritize budget and resource allocations.

Mississauga Official Plan is the document for implementing the actions identified in the Strategic Plan with respect to land development.

1.1.2 Mississauga Official Plan: Purpose

Mississauga Official Plan provides direction for the next stage of the city's growth and articulates a vision for a future Mississauga through specific guidance for both the public and private sectors in the ongoing evolution of the city. Mississauga Official Plan provides planning policies to guide the city's development to the year 2031, as required by Provincial legislation.

Mississauga Official Plan provides policies to manage and direct the physical change of the city and the effects of such change on the social, economic, cultural and natural environment. It also forms the basis for detailed land use designations and urban design policies, and sets the context for the review and approval of development applications.

1.1.3 Mississauga Official Plan: Organization and Structure

Mississauga Official Plan is organized as follows:

Part 1 – Introduction, Policy Context and Promote Collaboration

This section identifies relevant background policies, primarily through a review of the Provincial, Regional and City policy context that have provided general direction for the Mississauga Official Plan. It also includes policies to promote collaboration in the planning process.

Part 2 - City Wide Policies

The city wide policy framework for Mississauga Official Plan is contained in this section. A vision for the future of the city is articulated and key policy directions are established.

Part 3 – Land Use Designations

The directions in Part 2 are implemented in this section. It presents the city structure and identifies Character Areas. Where applicable, Special Site

Policies for each Character Area describe the unique condition and identity of different areas within the city. Special Site Policies also describe exceptions in the policy framework and the policies that apply to these sites.

Part 4 – Implementation and Glossary

This section sets out implementation related policies, strategies, regulations, and monitoring mechanisms to achieve the vision. The Glossary defines terms used throughout Mississauga Official Plan.

Schedules

Schedules form part of this Plan and must be read in conjunction with parts two and three of this Plan.

Appendices

Appendices are provided for information and are not part of this Plan.

Local Area Plans

Local Area Plans are also part of Mississauga Official Plan, but under separate cover. Local area plans address unique circumstances particular to a specific area and must be read in conjunction with Parts 1 to 4 and the schedules of this document.

1.1.4 How to Read Mississauga Official Plan

To understand the planning rationale and policy objectives of Mississauga Official Plan, also referred to as "Official Plan", "the Plan" or "this Plan", it should be read in its entirety and all relevant text, tables, and schedules are to be applied to each situation.

The vision articulated in Mississauga Official Plan is contingent on an understanding of the city as a complex, urban place where sometimes conflicting considerations must be effectively balanced so that the city can move forward with planning approaches that align with larger city building objectives.

Mississauga Official Plan replaces the 2003 Mississauga Plan. The following provides guidance for the interpretation of this document:

- Mississauga Official Plan document includes a. text, tables, schedules, figures and associated captions, and appendices. The text, tables and schedules are the policies of Mississauga Official Plan and must be read together. The figures and associated captions and the appendices have been included for information and illustration purposes only and are not policy. The text, tables and schedules will be amended through an official plan amendment. Figures and associated captions and appendices will be adopted and amended by by-law.
- The location of boundaries and symbols, including land use designations, approximate and they are not intended to define the exact locations except where they coincide with major roads, railways, transmission lines, major watercourses, or other bodies of water, and other clearly recognizable physical features. Future roads and public transit systems are shown in approximate locations only. Numbers are approximations, except designated rights-ofway widths.
- c. Mississauga may undertake a number of studies to address planning matters including the following:
 - a municipal comprehensive review is an official plan review or an official plan amendment, initiated by the City, that has city wide policy implications. This includes, among other matters, changes to the urban structure or conversion of employment lands;
 - a local area plan applies to reviews of Character Areas, Corridors or *Major Transit Station Areas*. These reviews are typically undertaken by or on behalf of the City; and

- planning studies may address a variety of Official Plan policies including matters relating to land use, transportation, environment, or urban design that are limited in scope or geography. These reviews are typically undertaken by or on behalf of the City.
- d. Interpretation of the intent of Mississauga Official Plan, or any part thereof, will be made by City Council on the advice of staff. Where terms such as "acceptable" or "appropriate" are used, the determination of compliance will be made by City Council on the advice of staff.
- e. Where there is a conflict between the policies relating to the natural and cultural heritage and the rest of this Plan, the direction that provides more protection to the natural and cultural heritage will prevail.
 - There are sites in Mississauga identified in Part 3 as "exempt". Exempt sites reflect unique circumstances that are not representative of the vision, direction and planning policies of the Plan, but nonetheless are recognized because contain established land thev uses. Mississauga Official Plan will not be interpreted to prevent the use of any land or building on these sites for a purpose that is contrary to the Plan, if such uses or buildings lawfully existed on the date of the approval of the Plan. Generally such uses will be encouraged to relocate to lands appropriately designated. It is intended that "exempt sites" will be reviewed during the preparation of local area plans or other planning studies. It is intended that these lands will eventually be redeveloped in accordance with the underlying designation. In the interim, lands zoned to permit such uses or buildings are deemed to be in conformity with the provisions of the Plan. The lands may be developed in accordance with their land use designation and/or the uses permitted by the individual exempt site.
- g. Provided that the purpose, effect, intent, meaning, and substance are in no way

affected, the following technical revisions to the Plan are permitted without an official plan amendment:

- changing the numbering, cross-referencing, and arrangement of the text, tables, schedules, figures and associated captions, or appendices;
- altering punctuation or language for consistency; and
- correcting grammatical, dimensional and boundary, mathematical or typographical errors.
- h. The indication of any proposed services or infrastructure, roads, or parks in text or on schedules, figures or appendices is not a commitment by City Council to provide such services within a given time period unless otherwise stated in the Plan and is subject to budgetary and other applicable approvals.
- i. Italicized terms throughout the text do not appear in the Glossary. These correspond to specific documents and policies when identified by their title (e.g., *Planning Act*).
- j. Singular terms include the plural and plural terms include the singular.
- k. "Airport" means the Toronto Lester B. Pearson International Airport.
- I. "Character" means the aggregate of the features including the attributes of the physical, natural and social dimensions of a particular area or neighbourhood.
- m. "City", when capitalized, means The Corporation of the City of Mississauga.
- n. "city", when not capitalized, means the geographic area of the City of Mississauga.
- o. "community infrastructure" means lands, buildings, and structures that support the quality of life for people and communities by providing public schools, private schools,

- emergency services, private clubs, *community facilities*, daycare/day program and places of religious assembly. Private club means a social, cultural, athletic or recreational club or fraternal organization that is not operated for profit.
- p. "compatible" means development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and co-exists with existing development without unacceptable adverse impact on the surrounding area.
- q. "conform to" means to comply with or be in agreement with a policy or requirement of the Plan.
- r. "conserve" means the identification, protection, use and/or management of cultural, heritage and archaeological resources in such a way that their heritage values, attributes, and integrity are retained. This may be addressed through a conservation plan or heritage impact assessment.
- s. "consistent with" means to be in agreement or not in conflict with a policy or requirement of the Plan.
- t. "current" means most recently approved practices and standards or policies that are in effect.
- u. "density" means the intensity of use permitted on a property or the concentration of jobs or people within a defined area. When referring to development, density means the floor space of a building(s) or number of units in relation to a given area of land.
- v. "Downtown" corresponds to "Urban Growth Centre" as defined in the Growth Plan for the Greater Golden Horseshoe (2006) and refers to the city structure element.
- w. "encourage" means to carefully consider or take into account.

- x. "enhance" means to complement and assist in furthering the aesthetic and intrinsic value of a neighbourhood, site, or structure. As applied to the environmental policies of the Plan, enhance means intensifying components of a natural area through management measures to increase stability, *biodiversity*, and long term viability.
- y. "existing" includes built and approved development at the time this Plan is adopted by City Council.
- z. "may" means a discretionary, but not a mandatory policy or requirement of the Plan.
- aa. "Neighbourhood", when capitalized, refers to the city structure element.
- bb. "neighbourhood", when not capitalized, refers to an undefined geographic area containing primarily residential dwellings.
- cc. "pedestrians" means a person who travels by foot or with a mobility assisted device e.g. a wheelchair, and matters pertaining to pedestrian movement including universal accessibility.
- dd. "preserve" when referring to Natural Areas, means maintaining a natural area by protecting the stability, biodiversity, and long-term viability of its components. When referring to heritage resources, preservation includes both short-term and interim measures to protect or stabilize the area or feature, as well as longterm actions to retard deterioration or prevent damage so that the area or feature can be kept serviceable through routine maintenance and minimal repair, rather than extensive replacement and new construction.
- ee. "Region", when capitalized, means the Region of Peel.
- ff. "region", when not capitalized, refers to the geographic area of the Region of Peel and surrounding area.

- gg. "restore" means developing components of a Natural Area through the recreation or reinstatement of conditions previously associated with stability, **biodiversity**, and long-term viability.
- hh. "should" means to carefully consider or take into account.
- ii. "sustainable" means development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
- iji. "will" denotes a mandatory requirement of the Plan. This should not be interpreted as City Council's commitment to proceed with all undertakings immediately. These will generally occur in a phased manner, conditional upon program availability and budgeting.
- kk. The meaning of terms that are not defined in the Glossary, included in Appendix A: Terms Defined in the Provincial Policy Statement (2005) and the Growth Plan for the Greater Golden Horseshoe (2006) or defined in this section, will be as defined in the Canadian Oxford Dictionary, 2nd edition.
- II. Italicized and bolded terms throughout the text are defined in the Glossary. The definition of the following terms are as defined in the Provincial Policy Statement (2005) or the Growth Plan for the Greater Golden Horseshoe (2006):
 - Affordable
 - Areas of natural and scientific interest (ANSI)
 - Built-up area
 - Built boundary
 - Community infrastructure
 - Complete communities
 - Cultural heritage landscape
 - Designated greenfield area

- Development
- Dynamic beach hazard
- Ecological function
- Endangered species
- Erosion hazard
- Fish habitat
- Flood fringe
- Flooding hazard
- Flood plain
- Floodproofing standard
- Floodway
- Ground water feature
- Intensification
- Major office
- Modal share
- Multi-modal
- One hundred year flood
- Redevelopment
- Regional market area
- Sensitive land uses
- Significant areas of natural and scientific interest
- Significant coastal wetlands

- Significant habitat of endangered species and threatened species
- Significant valleylands
- Significant wetland
- Significant wildlife habitat
- Significant woodlands
- Site alteration
- Special needs
- Special policy area
- Threatened species
- Transportation corridor
- Transportation Demand Management
- Valleylands
- Watershed
- Wetlands
- Wildlife habitat
- Woodlands

See Appendix A: Terms Defined in the Provincial Policy Statement (2005) and the Growth Plan for the Greater Golden Horseshoe (2006).

mm. Metric measurements are used in this Plan.

Appendix B: Metric Conversion Standards may be used to convert to imperial measurements.

Steps to determine the designation and use of a property:

Step 1

Locate the property on Schedule 1, Urban System, to determine the applicable components of the Urban System. Reference should be made to the relevant sections regarding the components in Chapter 5, Direct Growth.

Step 2

If the property is located in the Green System, locate the property on Schedule 3, Natural System, to determine if the property is affected by the Natural Areas System or Natural Hazard Lands. If the property is located in, or adjacent to these systems, reference should be made to the relevant sections in Chapter 6, Value the Environment.

Step 3

Locate the property on Schedule 10: Land Use Designations and identify the designation. Refer to the applicable General Land Use Policies in Chapter 11.

Step 4

Locate the property on Schedule 9, Character Areas to determine which element of the City Structure (i.e. Downtown, Major Node, Community Node, Corporate Centre, Neighbourhood, Employment Area or Special Purpose Area) the property is located within. Reference should be made to the relevant policies for the element in which the property is located in Chapters 12 to 18.

Step 5

Determine from Schedule 9, Character Areas, the individual Character Area (e.g. Downtown Core or Applewood Neighbourhood) where the property is located. Refer to the policies for that Character Area in Chapters 12 to 18.

Step 6

Part 2: City Wide Policies contains policies that will affect how a property may be used in accordance with its land use designation. Reference should be made to all relevant policies in Part 2.

Figure 1-3: Steps to determine the designations and use of property

2 Policy Context

Mississauga Official Plan must conform with a hierarchy of policy and legislation at the federal, provincial, regional and municipal levels. In particular, provincial policy initiatives provide a strong direction for the growth management and development strategies found herein. This chapter and Appendix C: Policies of Other Levels of Government provide information regarding the policies and responsibilities of other levels of government.

2.1 Provincial Documents

2.1.1 Planning Act

The *Planning Act* is the provincial legislation that defines the policy framework for land use planning in Ontario. The *Planning Act* enables and directs municipalities to prepare Official Plans, in order to establish planning goals and policies that will coordinate growth, guide future land use, and manage and direct physical change.

The *Planning Act* has been established to:

- promote sustainable economic development in a healthy natural environment within a provincial policy framework;
- provide for a land use planning system led by provincial policy;
- integrate matters of provincial interest into municipal planning decisions;
- provide for planning processes that are fair by making them open, accessible, timely and efficient:
- encourage cooperation and coordination among various interests; and

 recognize the decision-making authority and accountability of municipal councils in planning.

Mississauga Official Plan implements the *Planning Act* at the local level. It provides a framework for comprehensive, integrated, and long-term planning that reflects the principles and requirements of the *Planning Act*.

2.1.2 Provincial Policy Statement

The current Provincial Policy Statement (PPS) came into effect on March 1, 2005. The PPS was issued under Section 3 of the *Planning Act* and it provides direction on matters of provincial interest related to land use planning and development.

The PPS promotes Ontario's long-term prosperity and social well-being by:

- wisely managing change and promoting efficient land use and development patterns;
- protecting natural heritage, water, agriculture, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits; and
- reducing the potential for public cost or risk to Ontario residents from natural or human hazards.

2.1.3 Provincial Growth Plan

Prepared under the *Places to Grow Act*, the Growth Plan for the Greater Golden Horseshoe (2006) is the centrepiece of a regional growth management strategy. The Growth Plan took effect on June 16, 2006.

The Growth Plan vision is grounded in the following principles that provide the basis for guiding decisions on how land is developed, resources are managed and public dollars are invested:

- build compact, vibrant and complete communities;
- plan and manage growth to support a strong and competitive economy;
- protect, conserve, enhance and wisely use the valuable natural resources of land, air and water for current and future generations;
- optimize the use of existing and new infrastructure to support growth in a compact, efficient form;
- provide for different approaches to manage growth that recognizes the diversity of communities in the Greater Golden Horseshoe; and
- promote collaboration among all sectors government, private and non-profit – and residents to achieve the vision.

2.1.4 Parkway Belt West Plan

The Parkway Belt West Plan, prepared under the *Parkway Belt Planning and Development Act (1973)* was approved on July 19, 1978. The Parkway Belt West Plan was deemed to be a development plan under the *Ontario Planning and Development Act (1994)*. The Parkway Belt West Plan was originally introduced as part of the development framework for the Toronto-Centred Region. The Parkway Belt West Plan defines a contiguous multi-purpose corridor extending from Markham across to Hamilton.

The purposes of the Parkway Belt West Plan are:

• to separate and define the boundaries of urban areas in the western Greater Toronto Area:

- to link urban areas by providing space for the movement of people, goods, energy and information;
- to provide a land reserve for future linear facilities (including major transportation, communication, and utility facilities) and for unanticipated activities; and
- to provide a linked system of open space and recreational facilities.

Some lands originally within the Parkway Belt West have since been removed through amendment.

2.1.5 Greenbelt Plan

The Greenbelt Plan was established under the *Greenbelt Act, 2005*. Ontario's Greenbelt is a broad band of permanently protected land that extends from the Niagara River to the eastern end of the Oak Ridges Moraine. The Greenbelt Plan protects environmentally sensitive land and farmland in Ontario's Greater Golden Horseshoe area from urban development. The Greenbelt Plan identifies where major urban growth cannot take place.

Mississauga is not located within the Greenbelt area and, as such, the *Greenbelt Act, 2005* does not apply in Mississauga. However, the Greenbelt Plan recognizes that the natural heritage systems contained in the Greenbelt are connected to systems beyond the Greenbelt. Two of the external connections identified from the Greenbelt to Lake Ontario are the Credit River and Etobicoke Creek, which flow through Mississauga. The Greenbelt Plan provides direction to municipalities for the long term protection and enhancement of these external connections.

2.1.6 Regional Transportation Plan

The mandate to create a Regional Transportation Plan (RTP) is embodied in the *Greater Toronto Transportation Authority Act, 2006*, which established Metrolinx and directed it to create a long-term strategic plan for an integrated, multimodal, regional transportation system. As defined by the Act, this is to be a transportation plan that:

- takes into account all modes of transportation;
- makes use of intelligent transportation systems;
- promotes the integration of local transit systems with each other and with the GO Transit system;
- works toward easing congestion and commute times, and reducing transportation-related emissions of smog precursors and greenhouse gases; and
- promotes transit-supportive development and the viability and optimization of transit infrastructure.

This Plan titled The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area was adopted by the Metrolinx Board of Directors on November 28, 2008. Metrolinx will use this Plan to provide input to major Regional and local planning exercises including significant development applications that may have an effect on the Regional Transportation System.

2.2 Region of Peel Official Plan

The Region of Peel Official Plan (ROP) was adopted by Regional Council on July 11, 1996 and approved by the Minister of Municipal Affairs and Housing on October 22, 1996. The ROP is a long-term plan to manage the Region's growth and development. The *Planning Act* requires that the Official Plans of lower-tier municipalities conform to the Official Plans of their respective upper-tier municipalities.

The Province has delegated approval authority of Mississauga Official Plan and Official Plan amendments to the Region of Peel.

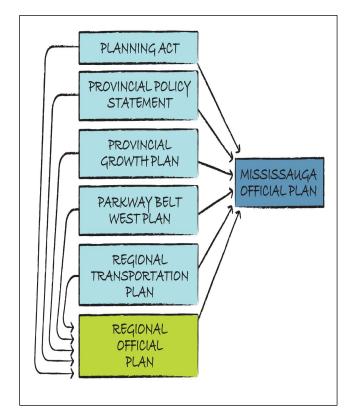


Figure 2-1: Many documents influence Mississauga Official Plan, providing direction and guidance. Mississauga Official Plan is in conformity with these documents.

3 Promote Collaboration

3.1 Introduction

Mississauga promotes participation, collaboration, education and partnerships with the public, businesses, institutions, cultural industries and all levels of government in the planning process.

- 3.1.1 Mississauga encourages all individuals and groups to take an active interest in the planning of the city.
- 3.1.2 Mississauga will ensure ongoing consultation with the public and stakeholders on the implementation of this Plan.
- 3.1.3 Mississauga will take into consideration people with disabilities in the consultation with the public.
- 3.1.4 Mississauga will develop a public participation program as part of any Official Plan review. Public participation programs will be designed to increase public awareness, encourage active public involvement in the planning process,

- and, where appropriate, facilitate consultation and joint planning.
- 3.1.5 Planning policies and reports will be made available to encourage continuing public awareness and input into the process and to assist in preparing briefs, submissions and responses to planning activities.
- 3.1.6 In the consideration of proposed development applications to amend the official plan, the zoning by-law and plans of subdivision, adequate information will be made available to the public, signs outlining the proposed land use will be erected on site by development applicants and at least one public meeting will be held.
- 3.1.7 Statutory notice of the public meeting will be given by advertisement in a local newspaper. This method may be augmented by individual notice forwarded to owners and occupants of land within 120 m of the lands subject to a development application as shown on the last revised assessment roll or tax roll, and to those people who have requested notice. Public notice must be given



Figure 3-1: An example of public engagement for the Hurontario Main Street Study, which explores the introduction of rapid transit on Hurontario Street from Port Credit to downtown Brampton.

14 days prior to the holding of a public meeting by Planning and Development Committee and 30 days prior to the meeting of City Council. At the discretion of the Ward Councillor, mobile signs may also be used to provide additional notification.

3.1.8 If an open house is required by the *Planning Act*, notice will be given by advertisement in a local newspaper.

3.1.9 The public meeting will be held by Planning and Development Committee, which is a standing Committee of City Council, or by City Council.

3.1.10 If the meeting is held by the Planning and Development Committee, the recommendation will be considered by City Council at a meeting open to the public. Any person may arrange to appear before Planning and Development Committee or City Council by contacting the Office of the City Clerk. Consideration of Planning and Development Committee recommendations by City Council for matters requiring a public meeting under the Planning Act, will not occur until 30 days from the date when notice of public meeting was given. In unusual circumstances - for example, when an Ontario Municipal Board hearing has been scheduled or when no City Council meeting is scheduled because of a holiday period - Planning and Development Committee recommendations may be brought forward for the consideration of City Council prior to the expiry of the 30 day period.

3.1.11 Should a proposed plan of subdivision, official plan amendment and/or a proposed amendment to the zoning by-law change significantly subsequent to the public meeting, City Council may hold a second public meeting. If the change is not significant and still reflects the intent of the recommendation of City Council, a further public meeting may not be required prior to approval of the application by City Council.

3.2 Community Planning

Mississauga is committed to an on-going process to develop local area plans. An integral part of this process is the engagement of the local community to ensure that their needs, desires and aspirations are addressed.

3.2.1 The public and other stakeholders will be engaged throughout the preparation of local area plans. This may include but not be limited to, the development of a vision for the study area, the preparation of a directions report to form the basis of the local area plan, the formulation of policies and revisions based on comments received from stakeholders.

3.2.2 The City may consider establishing a Local Advisory Panel as input to the local area plan review.



Figure 3-2: Mississauga is committed to engaging the community in the planning process. As planning studies are prepared the City may use a variety of techniques to involve the community, such as holding community meetings, hosting open houses, conducting workshops or creating working groups.

4 Vision

4.1 Introduction

The vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources, particularly the Lake Ontario waterfront, Credit River and other valley corridors, and its established, stable

neighbourhoods. The City will plan for a strong, diversified economy supported by a range of mobility options and a variety of housing and community infrastructure to create distinct, complete communities. To achieve this vision the City will revitalize its infrastructure, conserve the environment and promote community participation and collaboration in its planning process.

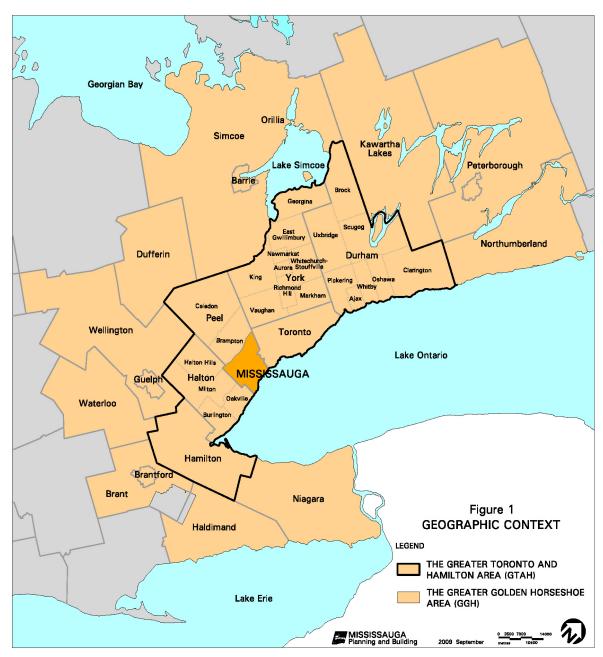


Figure 4-1: Mississauga is situated near the centre of the Greater Golden Horseshoe, one of the fastest growing regions in North America.

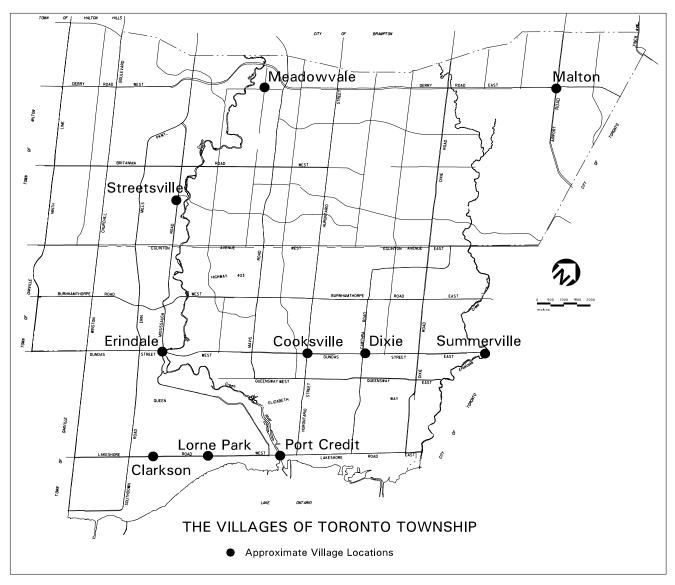


Figure 4-2: At the beginning of the 19th century, many hamlets and villages were established in the Toronto Township area. As fortunes declined in the late 1800's, some villages like Summerville disappeared. Later in the 20th century, other new settlements were formed and villages such as Erindale and Malton experienced a resurgence.

Mississauga is strategically located at the heart of the Greater Golden Horseshoe—one of the largest and fastest growing urbanized regions in North America. The region's economic output accounts for over half of the provincial gross domestic product and represents two-thirds of Ontario's population, with most residing within a 100 km radius of Mississauga's Downtown Core.

Mississauga is located on the shores of Lake Ontario and as a waterfront community, the lake is a significant element of the city's identify. In addition to the Lake Ontario shoreline, Mississauga has a Natural Areas System that is characterized by many river valley systems and Natural Areas. Protection, enhancement and restoration of these features are essential to the City's vision for the future.

Mississauga is known for its safe, high quality neighbourhoods, excellent schools and valued community amenities. It is a location of choice for employers and citizens. During the Our Future Mississauga community visioning exercise, thousands agreed that Mississauga is a great place to live, learn, work and play. The objective of this Plan is to build upon our successes and guide future development so that Mississauga will continue to be a great place.

4.2 Historical Context

Incorporated in 1974, Mississauga is a comparatively young city, but its long and rich history provides a context for better understanding the city's past and future.

The name "Mississauga", believed to mean 'river of the north of many mouths', is reminiscent of the Aboriginal peoples who once occupied the land. In the 1600s, European traders who encountered the Ojibwa tribe in the area around the Credit River Valley, named them 'Mississaugas' after the Mississaugi River on the north western shore of Lake Huron. The Credit River continued to provide important functions for trading, transportation and fisheries.

Government officials from York, now known as Toronto, bought 34,000 hectares of the Mississauga Tract in 1805, and on August 2, 1805 this region was formed into Toronto Township. Some of the settled communities include Clarkson, Cooksville, Dixie, Erindale (called Springfield until 1890), Lorne Park, Malton, Meadowvale, Port Credit, Streetsville and Summerville. Many of the smaller communities were located near natural resources, waterways for industry and fishing, and routes leading into York. Most early villages served the farming community or local industries that processed natural resources including lumber, grain and farm products.

In 1820, the Crown made a second purchase and additional settlements were established. This led to



Figure 4-3: The City Council Chambers, the site of City Council meetings, has an extraordinary ceiling created by artist Sharon McCann illustrating the Ojibwa legend of the Great Bear and the Seven Hunters.

the eventual displacement of the Mississaugas, who were relocated in 1847 to a reserve in the Grand River Valley near present-day Hagersville.

In light of the continued growth seen in this area, the Toronto Township Council was formed in 1873 to oversee the affairs of the various villages, which were unincorporated at that time.

Throughout much of the 19th and first half of the 20th century, most of present-day Mississauga, except for small villages, was agricultural land that included fruit-growing orchards. By the 1880's, cottages were being constructed along Lake Ontario as weekend getaway houses for city dwellers. After World War I, these became year-round residences from which to commute.

The majority of growth in Mississauga occurred in post-World War II following the establishment of an extensive regional highway network, including the Queen Elizabeth Way and Highways 401, 427 and 403. These major transportation projects significantly improved access different settlements and markets within the region. GO Train service was added along the Lakeshore Road railway line in 1967, but most of the communities created during this period were car oriented.

Port Credit and Streetsville became towns in 1961 and 1962, respectively. In 1968, the township settlements of Lakeview, Cooksville, Lorne Park, Clarkson, Erindale, Sheridan, Dixie, Meadowvale Village and Malton were amalgamated to form the Town of Mississauga.

Growth and development generally moved north and west from southern Mississauga with large scale developments such as in Meadowvale and Erin Mills being built in the 1960's and 1970's.

In 1974, the Town of Mississauga amalgamated with Port Credit, Streetsville and portions of the Townships of Toronto and Trafalgar to form the City of Mississauga.



Figure 4-4: The development of the Toronto - Lester B. Pearson, International Airport effectively prohibits new residential uses in the city's northeast due to requirements that sensitive land uses be distanced from higher airport noise levels. Although the airport has implications on land use, it is a major transportation hub that is vital to Mississauga's economy.

As the population grew from 33,000 in 1951, infrastructure improvements, residential expansion, and industrial and commercial development ensued. Lands were no longer developed into small town scaled parcels but instead large tracts of land were planned for residential and industrial subdivisions. In general, residential and industrial/employment uses were separated in the city.



Figure 4-5: Grid roads gave way to circuitous road patterns and cul-de-sacs to discourage traffic from cutting through neighbourhoods; tall noise walls were erected along major streets to shield neighbourhoods from traffic noise.

In the post-war period, as cars became the dominant mode of transportation, the economic and social function of main streets as the hub of commercial and social interaction was diminished. The primary function of major roads became the rapid movement of cars and trucks, resulting in higher traffic volumes and faster driving speeds. primary corridors became unfriendly environments for pedestrians and cyclists. Gradually. community designs focused separating cars and noise from people. The resulting network of curvilinear local roads would present challenges for transit planners.

Over the past two centuries, Mississauga evolved from an agrarian society to one of the most multiculturally diverse and economically successful cities. It quickly became a popular and affordable place to live and invest.

The physical legacies of Mississauga's rapid expansion period are evident today and pose planning challenges in becoming the sustainable urban community envisioned by this Plan.

4.3 Current Context

As Canada's sixth largest city, Mississauga has been one of the fastest growing and most economically successful cities in the country. In 1976, the city had a population of approximately 250,000 and supported more than 130,000 jobs. In 2009 these figures increased to 730,000 people and 453,000 jobs.



Figure 4-6: Mississauga welcomes the more than 50% of its population born outside of Canada, in many cultural festivals throughout the year.

In terms of population and housing, Mississauga is ranked as the third most densely developed municipality in the region after Toronto and Hamilton. The Provincial Growth Plan for the Greater Golden Horseshoe projects that an additional 3.7 million people will live in the region by 2031, accompanied by the creation of 1.8 million new jobs. During this time Mississauga's population and employment is expected to increase to approximately 812,000 people and 519,000 jobs.

People of diverse backgrounds, ages and abilities are choosing to live, work and invest in Mississauga.

Housing Breakdown | 2009

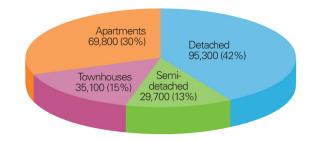


Figure 4-7: In Mississauga, housing choices are available for a range of household sizes and types, including working families, singles and seniors.

They not only want to raise their families in the community but they also want to spend their senior years in communities that offer appealing amenities and healthy, urban lifestyle options.

At a city level, there is a wide range of housing choice in Mississauga. Given that the city is at the end of its greenfield growth phase, new residential development is expected to be accommodated in already developed areas in compact forms such as townhouses and apartments.

With a thriving and diverse economy, Mississauga boasts more than 60 "Fortune 500" companies representing a variety of employment sectors. Employment continues to remain strong, and Mississauga is expected to maintain its current role



Figure 4-8: Mississauga must continue to maintain a supply of traditional employment lands to maintain current and future needs.

as a net importer of labour in the Greater Golden Horseshoe. After Toronto, Mississauga is the leading player in the Greater Golden Horseshoe office market. While office growth is burgeoning and expected to maintain pace for years to come, it is necessary to maintain a stable inventory of industrial lands to preserve and attract a wide range of employment.

Mississauga's sustained population and employment growth will continue to present both challenges and opportunities that need to be addressed through an appropriate growth management strategy. In accordance with the Provincial Policy Statement, Provincial Growth Plan, and Region of Peel Official Plan, Mississauga will embrace sustainability in its future growth and land use decisions.

4.4 Guiding Principles



Figure 4-9: Mississauga is home to residents of all ages who thrive in their communities.

Mississauga Official Plan has been prepared to assist in the implementation of the long-term vision formulated through a comprehensive public engagement process known as, "Our Future Mississauga – Be Part of the Conversation" that resulted in a new Strategic Plan. The goals,

objectives and policies of Mississauga Official Plan align with the City's Strategic Plan and focus specifically on the long term land use, growth and development plans for Mississauga.

Mississauga Official Plan will guide the physical evolution of the city through the management of growth and land development to 2031 and beyond. The Official Plan adopts a new approach to land use planning in Mississauga, with a focus on the strategic management of growth and change through the integration of land use, transportation and design objectives. It includes promoting growth in locations where it is financially sustainable and where it can be developed in compact efficient forms supported by existing and infrastructure. This approach also includes the protection and enhancement of stable areas including the city's natural and cultural heritage resources and residential neighbourhoods.

In order to protect what is valuable and shape change responsibly, Mississauga Official Plan subscribes to the following key guiding principles for land use:

- Mississauga will promote development decisions that support the sustainability of our natural heritage system and enhance the quality of life for our present and future generations.
- Mississauga will protect, enhance and where possible restore distinct natural features, areas and linkages, including their ecological functions, particularly those associated with the Lake Ontario waterfront and the city's river and valley corridor system.
- 3. Mississauga will preserve the character, cultural heritage and livability of our communities.
- Mississauga will maintain and promote a strong and sustainable, diversified economy that provides a range of employment opportunities for residents and attracts lasting investment to secure financial stability.
- 5. Mississauga will provide a range of mobility options (e.g., walking, cycling, transit, vehicular)

for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts.

- Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life.
- Mississauga will support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression and inclusiveness.
- 8. Mississauga will be a city that promotes the participation and collaboration of all sectors including residents, employees, entrepreneurs, government, business, education and non-profit, to achieve this vision.

4.5 Achieving the Guiding Principles

Mississauga Official Plan will implement the Guiding Principles through the following strategic actions:

Direct Growth



Figure 4-10: Growth will be directed to areas identified for intensification such as the Downtown Core. The above model illustrates actual and potential development within the Downtown Core, helping to visualize how new growth will relate to existing structures.

As Mississauga continues to evolve, growth will be strategically managed by determining the appropriate arrangement and balance of land uses, including population and employment densities. Growth will be directed to key locations to support existing and planned transit and other infrastructure investments. Growth will not be directed to areas of the city that need to be preserved and protected (e.g. stable residential areas, Natural Areas System and cultural heritage resources).

Mississauga will direct growth by:

- focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities;
- protecting stable areas and natural and cultural heritage; and
- achieving balanced population and employment growth.

Value the Environment

Mississauga has natural areas of exceptional beauty and quality. Mississauga will serve as a steward of



Figure 4-11: Located on the scenic east bank of the Credit River, over two-thirds of Riverwood's 60⁺ ha will be preserved, to provide and protect the habitat for over 359 species of native plants and 46 species of birds and animals.

the environment by protecting, enhancing, restoring and expanding its Natural Areas System, making use of sustainable green infrastructure, and preserving and protecting trees.

Mississauga will value the environment by:

- promoting public and private community stewardship of the environment for present and future generations;
- protecting, enhancing and restoring Mississauga's Natural Areas System and its functions;
- protection of life and property; and
- promoting a culture of conservation and sustainable healthy lifestyles that minimize the impact on the environment through pollution prevention, public health and safety.

Complete Communities

Mississauga will contain healthy, vibrant communities that provide residents with a range and diversity of housing types and mobility choices; the ability to engage in healthy, safe and active lifestyles; access to daily needs within close proximity to where they live, work, study, shop, play and congregate; and a sense of belonging and community pride.

Mississauga will complete communities by:

- promoting an urban form and development that supports public health and active living;
- ensuring that communities include or provide easy access to a range of uses and services required to meet all or most of the daily needs of residents through all stages of their lives; e.g., housing, transportation, employment, recreation, social interaction and education;
- promoting expressions of art, culture and design to foster a distinct sense of community identity;
 and
- preserving the Natural Areas System and cultural resources to retain a connection to the past.



Figure 4-12: Complete communities preserve historic and cultural resources and support artistic expression and individual community designs that promote healthy lifestyles.

Create a Multi-Modal City

Mississauga will integrate land use and transportation planning and sustainable design so that new development is directed to locations that support existing and planned transit and active transportation facilities. The needs of all road users will be considered in the design and management of transportation infrastructure. To ensure that Mississauga is well-served by efficient and higherorder regional transit services, Mississauga will capitalize on provincial transit service initiatives to minimize dependency on cars for commuting.

Mississauga will create a multi-modal city by:

- developing and promoting an efficient, safe and accessible transportation system for all users;
- promoting a transportation network that connects nodes with a range of transportation modes, to reduce dependency on cars for local trips;
- promoting transit as a priority for moving people;
- implementing a viable and safe active transportation network for cyclists and pedestrians of all abilities;
- encouraging transportation demand management practices;

- developing priority routes for the efficient movement of goods;
- exploring and promoting opportunities to improve multi-modal connections between the city's transportation network and the Airport to facilitate movement of goods to key markets and border crossings.
- developing an integrated and seamless network of mobility transportation hubs and higher order transit stations.



Figure 4-13: Transit and active transportation is a priority for Mississauga's urban vision. (Houston, Texas)

Build a Desirable Urban Form

Mississauga will promote a strong civic identity and city of experiences that celebrate the attractive and vibrant waterfront, the Downtown and communities, the rich history and cultural diversity, high architectural standards and quality public art. Mississauga will promote green development building standards and technologies.

Mississauga will build a desirable urban form by:

- ensuring that the urban form of the city (e.g., buildings, streets, streetscapes landscapes, public spaces such as parks and squares, infrastructure) contributes positively to everyday living in Mississauga;
- promoting an urban form that will address the live, learn, work and play needs of present and future generations;
- creating vibrant mixed use communities; and
- using placemaking initiatives to support active living and improved public health, comfort and social interaction in the city.

What is Placemaking?

Placemaking is not just the act of building or fixing up a space, but a whole process that fosters the creation of vital public destinations: the kind of places where people feel a strong stake in their communities and a commitment to making things better. Simply put, Placemaking capitalizes on a local community's assets, inspiration, and potential, ultimately creating good public spaces that promote people's health, happiness, and well-being.



Figure 4-14: Streetsville is a vibrant mixed use community that has a rich history and a strong civic identity.

Foster a Strong Economy

Mississauga has a progressive and diversified economy. Maintaining its current strength, while further diversifying its base by affording the opportunity for people of all ages and backgrounds to thrive will be important for its future success. The City will foster innovative and creative businesses by capitalizing on a dynamic downtown, attractive corporate centres and hi-tech infrastructure, and by enabling the efficient movement of goods.



Figure 4-15: Mississauga's educational opportunities are important resources, providing talent to meet the needs of existing and future employers.

Mississauga will foster a strong economy by:

- continuing to support existing businesses and attract a diverse range of new employment opportunities including green businesses, particularly to accommodate those living in Mississauga;
- continuing to be a net importer of talent;
- supporting existing and future office, industrial, institutional and commercial businesses;
- maintaining an adequate supply of employment lands to meet future needs;
- ensuring there is adequate infrastructure to support development;
- promoting new office development in strategic locations; and
- attracting post-secondary educational facilities to stimulate investment and the development of talent to meet the needs of future employment opportunities.

Promote Collaboration

Mississauga will facilitate participation and collaboration among all sectors - residents, employees, government, business, education and non-profit - by providing opportunities to participate in shaping the city and neighbourhoods. Mississauga is committed to a multidisciplinary decision-making process to achieve desirable, meaningful outcomes.

Mississauga will promote collaboration by:

- ensuring that all stakeholders are afforded opportunities in the land use planning process; and
- encouraging participation, collaboration, education and partnerships with stakeholders in the implementation of this Official Plan.



Figure 4-16: As part of the Strategic Plan public engagement process, connections were made with over 100,000 people. The Mississauga Official Plan implements the land use components of the Strategic Plan.

Conclusion

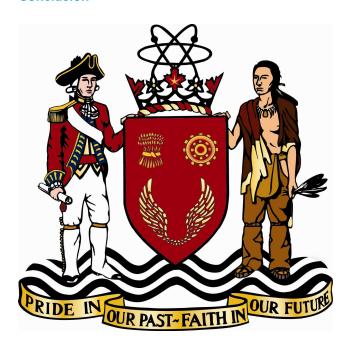


Figure 4-17: Through its various images, the Mississauga Coat of Arms conveys the past, present and future of a City proud of its growth and confident of its future.

Although there may be some variation to the sequence and approach to the implementation of the Strategic Plan as expressed through Mississauga Official Plan, the city vision and key guiding principles, upon which the Plan is based, will continue to remain intact. Through the sustainable management of growth and land, Mississauga Official Plan will guide the physical evolution of Mississauga where present and future generations will continue to thrive.

5 Direct Growth

5.1 Introduction

Mississauga's population and employment growth prospects are expected to remain strong over the next 25 years. Mississauga has sufficient land to accommodate projected growth to 2031 and beyond. As Mississauga is now at the end of its greenfield growth phase, new growth will be accommodated through redevelopment intensification within developed areas. This chapter describes the Urban System that will be used as the framework for determining where population and employment growth will be encouraged and, conversely, those areas of the city that are expected to remain relatively stable. As such, this chapter also indicates where maior infrastructure investments will be directed.

The ability to manage change wisely and direct growth to key strategic locations is critical for Mississauga's continued success and prosperity. Mississauga's population and employment growth will be encouraged in areas with existing and proposed service and infrastructure capacity, particularly transit and community services. Housing and job growth will be balanced and phased to ensure that required services and amenities keep

pace with development. Existing stable neighbourhoods, valuable cultural heritage resources and the Natural Areas System will be protected.

Over time, the city will evolve to include a vibrant Downtown, a number of mixed use Major Nodes and Community Nodes, several prestigious Centres, residential Corporate stable Neighbourhoods and diverse Employment Areas. The Airport and the University of Toronto Mississauga are unique destinations. areas will co-exist with a healthy system of green spaces and be connected by a network of corridors that support high levels of transit use and mobility options.

Encouraging compact, mixed use development in appropriate locations will provide greater opportunities to live and work in Mississauga and reduce the need for extensive travel to fulfill the needs of day-to-day living. Directing growth to locations with existing or planned higher order or express transit service and enhancing opportunities for walking and cycling will allow for competitive alternatives to vehicular travel, which will minimize impacts on our environment and promote public health.



Figure 5-1: The future plan for the Downtown will help to nurture a vibrant, walkable and compact area, offering a variety of choices and experiences for people. This includes great streets that provide pleasant walking and shopping experiences; restaurants and outdoor cafes; places to congregate such as public squares, urban parks and outdoor markets; entertainment districts and cultural places.

Mississauga will promote future development patterns that are sustainable – those that "meet the needs of the present without compromising the ability of future generations to meet their own needs". (Brundtland Report, 1987) To achieve this, Mississauga will integrate environmental, land use, urban design and transportation planning objectives.

Mississauga's Urban System is comprised of the following distinct, yet, inter-connected components which collectively serve the needs of those dependent upon them:

- Green System;
- City Structure; and
- Corridors.

These are shown comprehensively on Schedule 1: Urban System and individually on Schedule 1a: Green System, Schedule 1b: City Structure, and Schedule 1c: Corridors.

5.1.1 The population and employment forecasts for Mississauga are shown in Table 5-1.

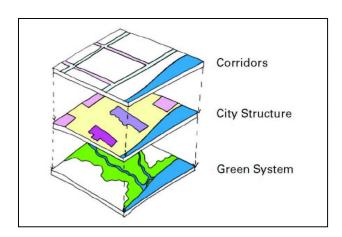


Figure 5-2: Three inter-related layers - Green System, City Structure and Corridors - form the Urban System.

Table 5-1: Population and Employment Projections

| Year | Population | Employment |
|------|------------|------------|
| 2009 | 730,000 | 453,000 |
| 2011 | 738,000 | 455,000 |
| 2021 | 768,000 | 500,000 |
| 2031 | 805,000 | 510,000 |

- 5.1.2 Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth to 2031.
- 5.1.3 Projected growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:
- a. protect ecological functions, public health and safety;
- b. minimize environmental and social impacts;
- c. meet long-term needs;
- d. build strong, livable, universally accessible communities; and
- e. promote economic prosperity.
- 5.1.4 Most of Mississauga's future growth will be directed to Intensification Areas.
- 5.1.5 Mississauga will ensure that the City's natural, environmental, and cultural resources are maintained for present and future generations.
- 5.1.6 Mississauga will protect and conserve the character of stable residential Neighbourhoods.
- 5.1.7 Mississauga will protect employment lands to allow for a diversity of employment uses.
- 5.1.8 New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that

would be generated or be phased to coordinate with the provision of services and infrastructure.

5.1.9 The population and employment forecasts are premised on the adequacy of services and infrastructure to support growth in the appropriate locations. This includes the Mississauga Bus Rapid Transit corridor and *higher order transit* along Hurontario Street and Dundas Street. If satisfactory arrangements for the implementation of *higher order transit* currently being planned are not made, the population and employment forecasts may be reduced in accordance with the capacity of the transportation system.

5.2 Green System

The natural environment sustains all life and is vital to the ecological, economic, social and spiritual well-being of the city. In an urban setting such as Mississauga, the built environment must be integrated with the natural environment in a manner that protects and enhances natural systems and provides the city's inhabitants a multitude of opportunities to connect with nature.

The Green System as shown on Schedule 1a, is composed of:

- the Natural System, which includes lands within the Natural Areas System;
- lands subject to Natural Hazards; and
- Parks and Open Spaces. These lands include Public and Private Open Space, the Parkway Belt West, open space associated with educational facilities (e.g., school yards) and utilities.

The Green System provides many important functions and services and provides the fundamental necessities of life – clean air, land and water. It provides habitat for trees, flora, fauna and aquatic life; recharges ground water; cleans the air and water and limits the damage that may result

from flooding and erosion. The Green System provides opportunities for passive and active recreation, entertainment and social interaction, as well as for respite and appreciation of nature. It plays a role in preserving and enhancing the city's cultural, archaeological and natural heritage for residents, employees and tourists. The waterfront, the Credit River and the Iroquois Shoreline are among the many natural features associated with the city's past and contribute to its unique identity. The Green System is essential in creating a beautiful and comfortable city that supports the physical and social well-being of its inhabitants.

The Green System is the first layer of the Urban System. It is essential to building a strong community and a competitive economy and must be considered in all land use and planning decisions. A robust Green System ensures the health of the natural ecosystem and is an essential contributor to quality of life.

5.2.1 Mississauga will establish strategies that protect, enhance and expand the Green System and will include a target for the lands within the city that will be included in the Green System. The City's



Figure 5-3: The Sixteen Mile Creek is an element within the Green System that is not only naturalized, but provides for recreation including cycling, tennis and a variety of sports activities. The Lisgar Middle School is also located within the Sixteen Mile Creek area.

strategy for protecting, enhancing and restoring the Green System consists of initiatives in the following areas:

- a. establishing an appropriate planning framework in strategic planning documents;
- b. information management and monitoring;
- c. regulation and compliance;
- d. land securement;
- e. stewardship;
- f. promotion and education;
- g. naturalization/restoration; and
- h. management of natural areas.
- 5.2.2 Mississauga will promote and encourage the restoration of natural forms, functions and linkages.
- 5.2.3 Mississauga will seek to enhance opportunities for the appreciation and enjoyment of the Green System.

5.3 City Structure

The City Structure recognizes that various areas of the city perform different functions. For example, the Downtown contains a mix of uses whereas, in other areas, residential or employment uses predominate. The City Structure organizes the city into functional areas to establish the framework for planning policies that will guide development. Schedule 1b identifies the following elements of the City Structure:

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

The various elements of the City Structure will play a unique role in accommodating development. Some will be areas where growth is focused and directed, while others will accommodate some development, but will not be the primary location for future growth. For example, in the Downtown, major new development is expected in conjunction with transit investment while Neighbourhoods will experience little change.

City Structure | Urban Hierarchy

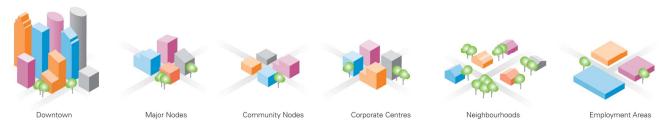


Figure 5-4: To establish a framework for planning policies, the City Structure organizes Mississauga into functional areas. The City Structure is the basis of the urban hierarchy, which provides guidance regarding density, height, uses and appropriate growth.

The City Structure is the basis of the following urban hierarchy:

- The Downtown will contain the highest densities, tallest buildings and greatest mix of uses.
- Major Nodes will provide for a mix of population and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the city.
- Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights.
- Corporate Centres will provide for employment uses at densities and heights similar to Major Nodes or Community Nodes.
- Neighbourhoods and Employment Areas will

- accommodate the lowest densities and building heights. Neighbourhoods will focus on residential uses and associated services and facilities. Employment Areas will accommodate a diverse mix of employment uses, but will not permit residential uses.
- Special Purpose Areas are unique areas of the city. Densities, building heights and mix of uses will relate to the unique role these areas play within the city.

Any proposed changes to the urban hierarchy will not be permitted unless considered through a municipal comprehensive review.

| | Height* | | Density Range | Population to |
|--------------------------------|--|-------------------------------------|--|------------------|
| Location | Minimum | Maximum | (residents and jobs combined per gross hectare) | Employment Ratio |
| Downtown | 3 | Not specified | 200 by 2031; strive for 300 to 400 | 1:1 |
| Major Nodes | 2 | 25 | 200 to 300 | 2:1 to 1:2 |
| Community Nodes | 2 | 4 | 100 to 200 | 2:1 to 1:2 |
| Corporate Centres | 2 along Corrídors and ín | Not specified | - | _ |
| Neighbourhoods | Major Transit Station Areas | 4 | _ | |
| Employment Areas | 2 in Major Transit Station Areas | Not specified | - | _ |
| Corrídors | 2 except in Employment Areas | As per City Structure Element | _ | _ |
| Major Transit Station Areas | 2 | As per City Structure Element | - | |
| Designated Greenfield Area | _ | _ | Mínímum 50 | _ |

^{*} Character area policies may establish alternative heights

Figure 5-5: Height, Density and Population to Employment Ratio Requirements

5.3.1 Downtown



Figure 5-6: The Downtown will be the focus for the city as a whole with the highest density, tallest buildings and greatest mix of uses. The Downtown will be the centre of civic, cultural and entertainment facilities for the city.

The Downtown represents a unique area within the City Structure. Much of the city's new population and employment growth will locate in the Downtown. It is the civic and cultural centre of the city and a destination within the Greater Toronto and Hamilton Area. The Downtown will be connected to key regional and city destinations by an efficient local network of transportation and transit corridors and regional *higher order transit* services.

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

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

- 5.3.1.1 The Downtown is comprised of the lands along Hurontario Street between Highway 403 and the Queen Elizabeth Way, as shown on Figure 5-7.
- 5.3.1.2 The Downtown will be divided into four Character Areas:
- a. Downtown Core;
- b. Downtown Fairview;
- c. Downtown Cooksville; and
- d. Downtown Hospital.
- 5.3.1.3 The Downtown is an Intensification Area.
- 5.3.1.4 The Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare by 2031. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare in the Downtown.
- 5.3.1.5 Development applications within the Downtown proposing a change to the designated land use, which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review.
- 5.3.1.6 The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown.
- 5.3.1.7 Local area plans will determine how the density and population to employment targets will be achieved within the Downtown.
- 5.3.1.8 The Downtown will support opportunities for residents to work in Mississauga.
- 5.3.1.9 The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses.

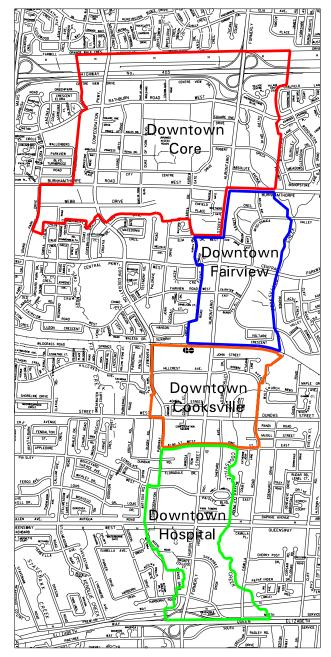


Figure 5-7: The Downtown is made up of four Character Areas: Downtown Core, Downtown Fairview, Downtown Cooksville and Downtown Hospital.

5.3.1.10 The Downtown will be planned as a focal area for investment in community infrastructure, as well as institutional, commercial, recreational, educational, cultural and entertainment uses.

5.3.1.11 Development in the Downtown will be in a form and density that achieves a high quality urban environment.

5.3.1.12 The Downtown will be served by frequent transit services, including *higher order transit* facilities, which provide connections to all parts of the city and to neighbouring municipalities.

5.3.1.13 The Downtown will be developed to support and encourage *active transportation* as a mode of transportation.

5.3.2 Major Nodes

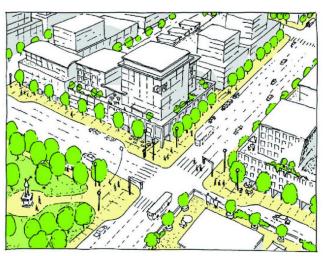


Figure 5-8: Major Nodes will develop as prominent centres with a regional and city focus, and be served by *higher order transit*. Major Nodes will provide a mix of uses including employment, commercial, residential, educational and open space.

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

Major Nodes have considerable existing or planned capacity to accommodate both residential and employment uses and as such could have a positive effect on travel demand. They are located close to planned *higher order transit* – the Uptown Node is located directly on the proposed *higher order*

transit facility on the Hurontario Street corridor and the Central Erin Mills node is located in proximity to the Bus Rapid Transit corridor.

5.3.2.1 There are two Major Nodes in Mississauga:

a. Central Erin Mills, and

b. Uptown.

5.3.2.2 Local area plans will confirm or determine detailed boundaries for Major Nodes.

5.3.2.3 Major Nodes are Intensification Areas.

5.3.2.4 The Major Nodes will achieve a gross density of between 200 and 300 residents and jobs combined per hectare.

5.3.2.5 Development applications within a Major Node proposing a change to the designated land use which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review.

5.3.2.6 Major Nodes will achieve an average population to employment ratio of between 2:1 to 1:2, measured as an average across the entire area of each node.

5.3.2.7 Local area plans will determine how the density and population to employment targets will be achieved within Major Nodes.

5.3.2.8 Major Nodes will develop as city and regional centres and be a primary location for mixed use development.

5.3.2.9 Investments in community infrastructure, as well as commercial, recreational, educational, cultural and entertainment uses, will be encouraged in Major Nodes.

5.3.2.10 Major Nodes are intended to serve as older adult clusters where community infrastructure, services, and programs to serve the needs of older adults will be directed.

5.3.2.11 Development in Major Nodes will be in a form and density that achieves a high quality urban environment.

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

5.3.2.13 Major Nodes will be developed to support and encourage *active transportation* as a mode of transportation.

5.3.3 Community Nodes

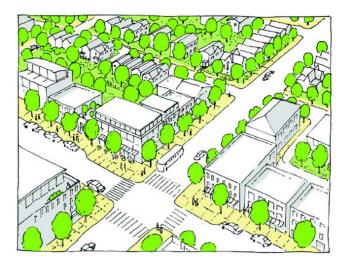


Figure 5-9: Community Nodes will be the focus of a mix of uses including commercial, residential, educational and open spaces.

Community Nodes provide access to a multitude of uses that are required for daily living – local shops and restaurants, *community facilities*, cultural, heritage and entertainment uses, schools, parks, open space as well as a diverse housing stock that meets housing needs of the adjacent population as they move through their lifecycle.

Community Nodes such as Port Credit and Streetsville already exhibit many of the desirable characteristics of an established Community Node – compact, mixed use development, pleasant, walkable streets and a strong sense of place and community identity.

Although developed around indoor shopping malls, other Community Nodes contain a variety of community infrastructure such as, recreational facilities, libraries, police stations and places of religious assembly. These Nodes provide valued community benefits, but often in a form that is characterized by large blocks, surface parking, and single storey buildings with an internal focus. As these Community Nodes redevelop they will be expected to take on a more urban, pedestrian friendly form.

The Dixie/Dundas Node and Lakeview Node are emerging Nodes that have a commercial base but require new community infrastructure and a more pedestrian friendly approach to development.

- 5.3.3.1 There are 10 Community Nodes in Mississauga:
- a. Clarkson Village;
- b. Dixie/Dundas;
- c. Erin Mills;
- d. Lakeview:
- e. Malton;
- f. Meadowvale;
- a. Port Credit:
- h. Rathwood/Applewood;
- i. Sheridan; and
- i. Streetsville.
- 5.3.3.2 Local area plans will confirm or determine detailed boundaries for Community Nodes.
- 5.3.3.3 Community Nodes are Intensification Areas.
- 5.3.3.4 Community Nodes will achieve a gross density of between 100 and 200 residents and jobs combined per hectare.
- 5.3.3.5 Development applications within a Community Node proposing a change to the designated land which results in a significant

reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review.

- 5.3.3.6 Community Nodes will achieve an average population to employment ratio between 2:1 to 1:2, measured as an average across the entire area of each node.
- 5.3.3.7 Local area plans will determine how the density and population to employment targets will be achieved within Community Nodes.
- 5.3.3.8 Community Nodes will develop as centres for surrounding Neighbourhoods and be a location for mixed use development.
- 5.3.3.9 Investments in community infrastructure, as well as commercial, recreational, educational, cultural and entertainment uses, will be encouraged in Community Nodes.
- 5.3.3.10 Community Nodes are intended to serve as older adult clusters where community infrastructure, services, and programs to serve the needs of older adults will be directed.
- 5.3.3.11 Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes.
- 5.3.3.12 Community Nodes will be served by frequent transit services that provide city wide connections. Some Community Nodes will also be served by *higher order transit* facilities, which provide connections to neighbouring municipalities
- 5.3.3.13 Community Nodes will be developed to support and encourage *active transportation* as a mode of transportation.

5.3.4 Corporate Centres

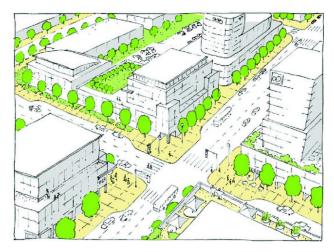


Figure 5-10: Corporate Centres will be the focus for Major office uses with an emphasis on high quality architecture and urban design.

Corporate Centres represent major employment concentrations outside of the Downtown. Corporate Centres contain a mix of high density employment uses with a focus on Major office development. Corporate Centres are also where many prestigious research and manufacturing businesses are found, often in facilities exhibiting high architectural and urban design standards. Interior locations of Corporate Centres may include a broader, lower density mix of employment uses.

5.3.4.1 There are four Corporate Centres in Mississauga:

- a. Airport Corporate;
- b. Gateway Corporate;
- c. Meadowvale Business Park; and
- d. Sheridan Park.

5.3.4.2 Local area plans will confirm or determine detailed boundaries for Corporate Centres.

5.3.4.3 Corporate Centres are Intensification Areas.

5.3.4.4 Corporate Centres will include a mix of higher density employment uses. Residential uses and new *major retail* developments will not be permitted in Corporate Centres.

5.3.4.5 Corporate Centres will support opportunities for the resident labour force to work in Mississauga.

5.3.4.6 Conversion of lands within Corporate Centres to non-employment uses will only be permitted through a municipal comprehensive review.

5.3.4.7 Local area plans will address the mix of business uses and density requirements within each Corporate Centre. These Plans may result in the establishment of minimum employment and building densities, building heights, urban design standards or transportation policies, among other matters.

5.3.4.8 Corporate Centres will be planned to achieve compact transit-supportive development at greater employment densities, particularly near *higher order transit* stations.

5.3.4.9 Land uses permitted by this Plan that support commuter needs and support the use of nearby *higher order transit* facilities in off-peak travel times will be encouraged.

5.3.4.10 Development will be required to create an attractive public realm and provision of community infrastructure, transportation infrastructure, and other services required to support employees.

5.3.5 Neighbourhoods



Figure 5-11: Stable Neighbourhoods will remain intact, while intensification will generally be directed to Corridors.

Mississauga has a variety of Neighbourhoods reflecting the various stages of its development. Some of these Neighbourhoods surround historic centres that date back to the 1800s, however, most of Mississauga's Neighbourhoods were built in the latter decades of the 20th century. As such, most of Mississauga's housing stock is quite new and in a good state of repair.

Neighbourhoods are characterized as physically stable areas with a character that is to be protected. Therefore, Mississauga's Neighbourhoods are not appropriate areas for significant intensification. This does not mean that they will remain static or that new development must imitate previous development patterns, but rather that when development does occur it should be sensitive to the Neighbourhood's existing and planned character.

Some community infrastructure will be provided within Neighbourhoods, however, most services for day-to-day living will be provided in Major Nodes or Community Nodes in close proximity to Neighbourhoods.

5.3.5.1 Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.

5.3.5.2 Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.

5.3.5.3 Where higher density uses are proposed, they should be located on sites identified by a local area plan, along Corridors or in conjunction with existing apartment sites or commercial centres.

5.3.5.4 Intensification of commercial sites that results in a significant loss of commercial floor space will be discouraged.

5.3.5.5 Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.

5.3.5.6 Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

5.3.5.7 Transportation planning within Neighbourhoods will give priority to *active transportation* modes.

5.3.6 Employment Areas

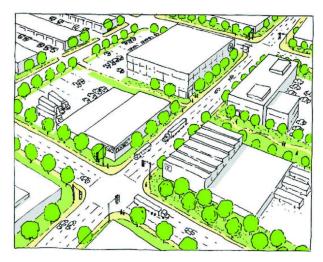


Figure 5-12: Employment Areas are characterized by businesses that are land extensive and/or have low employment densities.

Employment Areas are stable areas containing diverse industrial and business employment operations. Some uses require extensive land resources and have low employment densities. Examples are logistics, warehousing and storage yards. Employment Areas also include small and mid-size office developments either in stand-alone buildings or in conjunction with other uses. In key such those with locations. as excellent transportation services, large office developments will be found. Retail, service or infrastructure uses that support the employment base are also located in Employment Areas.

In order to protect lands for employment uses, uses intended to serve the city's residential population will be discouraged from locating in Employment Areas. Exceptions may be made for residential serving uses that would create land use conflicts with residential uses or are uses identified as beneficial to the City that cannot be accommodated in residential areas. Some examples are large-scale sporting venues, places of religious assembly, or colleges and universities.

Many businesses within the Employment Areas rely on the delivery of goods and services by truck. As such, goods movement infrastructure within Employment Areas is necessary in order for businesses to remain competitive within the regional economy.

5.3.6.1 Mississauga will maintain an adequate supply of lands for a variety of employment uses to accommodate existing and future employment needs.

5.3.6.2 Mississauga will maintain a sustainable, diversified employment base by providing opportunities for a range of economic activities.

5.3.6.3 Employment uses that support opportunities for residents to work in Mississauga will be encouraged.

5.3.6.4 Mississauga will provide the necessary infrastructure to support existing and planned employment uses.

5.3.6.5 Conversion of employment lands will only be permitted through a municipal comprehensive review.

5.3.6.6 Infrastructure in Employment Areas will be planned to support land uses with a goods movement focus.

5.3.6.7 Where feasible and appropriate, development will be encouraged to be transit-supportive and minimize surface parking.

5.3.6.8 Land uses serving the residential population of the city will be discouraged and only permitted where a use is beneficial to the city and cannot locate in a residential area due to land use conflicts or the unavailability of a suitable site. Acceptable locations for these uses will be identified through a municipal comprehensive review and local area plans.

5.3.6.9 Higher density employment uses, such as office, will be required within *Major Transit Station Areas*.

5.3.7 Special Purpose Areas

Special purpose areas are unique destinations of city and regional significance. They have some or all of the following characteristics:

- specialized land uses and planning needs;
- serve a large number of users;
- substantial transportation demands;
- play a significant role in the economy;
- impact surrounding land uses and land use patterns;
- generate significant employment;
- specialized infrastructure needs; and
- are land extensive.

To date, two special purpose areas have been identified. The City may identify additional special purpose areas as they emerge.

5.3.7.1 Special Purpose Areas are:

- a. the University of Toronto Mississauga (UTM);
 and
- b. the Airport.
- 5.3.7.2 The City may, through amendment of this Plan, add Special Purpose Areas.
- 5.3.7.3 Planning studies will be prepared for Special Purpose Areas as needed.
- 5.3.7.4 Infrastructure to meet the needs of Special Purpose Areas will be a priority.
- 5.3.7.5 The City will collaborate with UTM, the Airport and proponents of new Special Purpose Areas, as appropriate.



Figure 5-13: The Airport moves large volumes of people and freight on a daily basis.

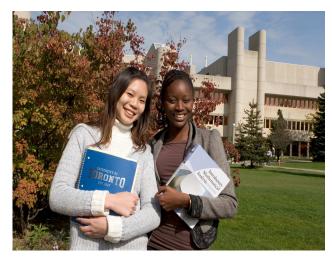


Figure 5-14: UTM is a valued post-secondary educational institution located in Mississauga.

5.4 Corridors

Mississauga was planned with a grid of arterials, which have historically served as the chief conduits for moving cars and freight. This grid now forms the basis of a system of Corridors.

Corridors connect various elements of the city to each other. Over time, many of these Corridors will evolve and accommodate multi-modal transportation and become attractive public places in their own right with complementary land uses. Corridors are important elements of the public realm, as they link communities and are locations where people experience the city on a day-to-day basis.

Some Corridors have been identified as appropriate locations for intensification. Additional policies have been developed for *Intensification Corridors* to recognize their development potential.

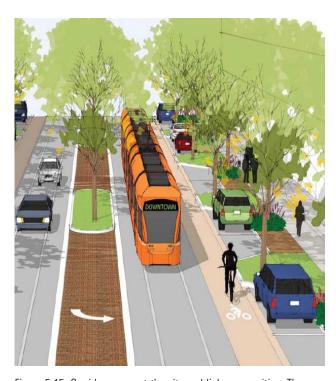


Figure 5-15: Corridors connect the city and link communities. They are where people experience the city on a day-to-day basis and over time will accommodate multi-modal transportation facilities. Dundas Street and Hurontario Street have been identified as *Intensification Corridors* where growth will be directed.

- 5.4.1 A Corridor is generally comprised of the road right-of-way as well as the lands on either side of the road. The Corridors are shown conceptually on Schedule 1c: Urban System Corridors.
- 5.4.2 Where corridors run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres. development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence.
- 5.4.3 Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the Corridor.
- 5.4.4 Development on Corridors should be compact, mixed use and transit-friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.
- 5.4.5 Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.
- 5.4.6 Local area plans will review land use and design policies for Corridors and may delineate the boundaries of Corridors.
- 5.4.7 Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.
- 5.4.8 Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along *Intensification corridors* and within *Major Transit Station Areas*, the minimum

building height requirement will not apply to Employment Areas.

- 5.4.9 Transit services infrastructure will utilize Corridors to connect Intensification Areas.
- 5.4.10 Local area plans will consider the appropriateness of transit-supportive uses at the intersection of two Corridors. Local area plans may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.
- 5.4.11 Hurontario Street and Dundas Street have been identified as *Intensification Corridors*. These are Intensification Areas. Additional *Intensification Corridors* may be identified in the future.
- 5.4.12 Not all segments of *Intensification Corridors* are appropriate for intensification. Planning studies for *Intensification Corridors* will identify appropriate locations for intensification and the appropriate densities, land uses, and building heights.
- 5.4.13 Low density residential development will be discouraged from locating within *Intensification Corridors*.

5.5 Intensification Areas

Future growth will primarily be directed to Intensification Areas. Other areas of the city, such as Neighbourhoods, will receive modest additional growth in keeping with established land use patterns and their existing or planned character. Employment Areas are expected to continue to build out with a similar mix and density of uses as currently exists.

Intensification Areas will be attractive mixed use areas, developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities. It is expected that more efficient use of land within Intensification Areas will occur as single storey buildings and surface parking lots are replaced with multi-storey developments and structured parking facilities.

More than three-quarters of the city's growth in population and employment to 2031 will be accommodated in Intensification Areas. Considerable development capacity exists within Intensification Areas to accommodate growth to 2031 and beyond.



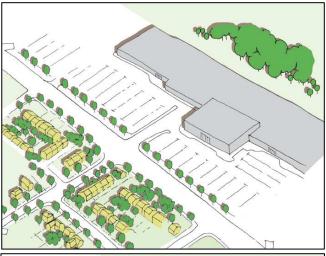
Figure 5-16: There are many forms of intensification. Sometimes intensification can occur in the form of high rise buildings, most commonly found in the Downtown, however, in other areas of the city, the most appropriate form of intensification may occur in lower density forms, to be consistent with the character of surrounding areas.

- 5.5.1 The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, *Intensification Corridors* and *Major Transit Station Areas*, as shown on Schedule 2.
- 5.5.2 Local area plans for the Downtown, Major Nodes, Community Nodes and Corporate Centres will determine appropriate locations for intensification within these areas.
- 5.5.3 Planning studies will delineate the boundaries of *Intensification Corridors* and *Major Transit Station Areas* and identify appropriate densities, land uses and building heights.
- 5.5.4 Intensification Areas will be planned to reflect their role in the City Structure hierarchy.
- 5.5.5 Development will promote the qualities of complete communities.



Figure 5-17: In the future, nodes will be a focal point for intensification. These areas will not only serve those living within the nodes, but also those living in surrounding Neighbourhoods and will provide a pedestrian friendly environment with compact, mixed use developments and mainstreets. (Streetsville Community Node)

- 5.5.6 Development applications within Intensification Areas proposing a change to the designated land use, which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review.
- 5.5.7 A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.
- 5.5.8 Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.
- 5.5.9 Intensification Areas will be planned to maximize the use of existing and planned infrastructure.
- 5.5.10 Major office development will be encouraged to locate within the Downtown, Major Nodes, Corporate Centres, *Intensification Corridors* and *Major Transit Station Areas*. *Secondary office* development will be encouraged within Community Nodes.
- 5.5.11 Where there is a conflict between the Intensification Area policies and policies regarding the Natural Areas System and heritage resources, the policies of the Natural Areas System and heritage resources will take precedence.
- 5.5.12 Development will be phased in accordance with the provision of community infrastructure and other infrastructure.
- 5.5.13 **Major Transit Station Areas** will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.





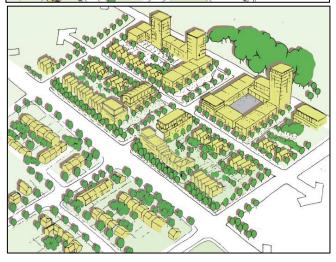


Figure 5-18: Underutilized sites with surface parking areas and single storey buildings have considerable development capacity. As these sites redevelop, the opportunity exists to create a finer grained road network and introduce sustainable design elements, as well as a broader mix of uses. The intensification of these sites may be a gradual process that takes place over a number of years.

5.5.14 Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.

5.5.15 Intensification Areas will be served by transportation corridors containing transit and *active transportation* and may contain *higher order transit* facilities.

5.5.16 *Major Transit Station Areas* will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.

5.6 Designated Greenfield Area

There are lands in the Churchill Meadows Character Area that are identified as a Designated Greenfield Area pursuant to the Growth Plan for the Greater Golden Horseshoe.

5.6.1 Character Area policies may specify alternative density requirements, provided the total Designated Greenfield Area will achieve a minimum density of 50 residents and jobs combined per hectare.

6 Value the Environment

6.1 Introduction

Mississauga is located on the shore of Lake Ontario, part of the largest system of freshwater lakes in the world. Mississauga contains watersheds of the Credit River. Etobicoke Creek and other watercourses that form part of the Great Lakes drainage basin. Mississauga is partially within the Carolinian Forest Ecoregion, Canada's biologically diverse ecological region. This region contains Canada's most rare and endangered plants and animals, and is the most threatened ecological region in Ontario.

The City's Strategic Plan identifies "Living Green" as one of the five pillars of the strategic vision for the city. Living green involves implementing measures that are sensitive to, and complement, the natural environment. As the city continues to grow, it is imperative that growth does not

compromise the natural environment, including the climate. The health of the natural environment is critical to human and economic vitality and the overall well-being of society. It provides the fundamental necessities of life – clean air, land and water – and is an essential component of the fabric and character of communities. Further, climate change affects land use policies and transportation choices that can contribute to improving the quality of the environment and lead to developing a sustainable city. These policies are the subject of this chapter.

Promoting transit as a form of transportation, supported by transit-supportive uses, which employ compact design principles, will assist in addressing the issues that are negatively impacting the environment. Other chapters of this Plan address these matters and support the Living Green pillar of the Strategic Plan.



Figure 6-1: As an environmentally responsible community, Mississauga is committed to environmental protection, conducting its corporate operations in an environmentally responsible manner and promoting awareness of environmental policies, issues and initiatives. Residents and businesses have a large role to play to help protect and enhance the land, air, water and energy resources that are enjoyed by all in the city.

There are many opportunities for all lands within the city to contribute to the health of the natural environment. The Green System in Mississauga, consisting of the Natural Areas System, *Natural Hazard Lands* and parks and open spaces contribute to a valuable natural environment in the city. These areas provide habitats for flora and fauna to thrive and locations for residents, employees and visitors to recreate and enjoy nature. The Urban Forest, comprising trees on public and private properties in the city, also contributes to a healthy and sustainable city, and should be protected and enhanced where possible.

Water, air and land are essential elements of the environment affected by human activity. Issues such as stormwater, air quality, *contaminated sites*, noise and *waste* generation have a significant impact on the environment and require mitigation and management to reduce their impacts.

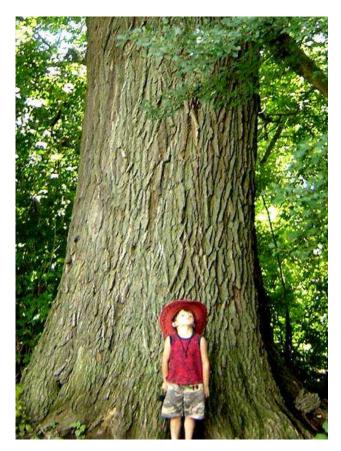


Figure 6-2: Mississauga's natural areas and their ecological functions will be preserved and enhanced, and natural resources managed wisely, so that current and future generations enjoy a healthy and safe environment.

Sustainably managing land means directing growth to protect and enhance the natural environment, maximize public benefit and contribute to the economy. It means that development is integrated into the community, while negative impacts to the Green System, the Urban Forest, ecological processes and biological diversity are avoided. It also means protecting, enhancing and, where possible, restoring the Natural Areas System.

The rehabilitation and development of brownfield sites presents an opportunity to remediate existing contamination and provide opportunities for community improvement. The generation of *waste* and how it is managed is another critical factor in creating a healthy environment. Noise is a common occurrence in an urban environment. Traffic and aircraft noise as well as noise generated by various land use activities needs to be managed and mitigated in order to create a comfortable living and working environment.

6.1.1 Mississauga will:

- a. protect, enhance and restore the Natural Areas System;
- b. protect life and property from natural and human-made hazards;
- c. promote pollution prevention, reduction of natural resource consumption and increased use of *renewable energy*; and
- d. ensure land use compatibility.
- 6.1.2 Mississauga will promote an *ecosystem approach* to planning.
- 6.1.3 Mississauga will protect the quality and integrity of its air, land, water and biota for current and future generations.
- 6.1.4 Mississauga will promote pollution prevention in order to help protect the quality of the air, land and water.
- 6.1.5 Mississauga will promote education, awareness, community involvement and

commitment to community stewardship for the protection and enhancement of the environment.

- 6.1.6 Mississauga will work with other jurisdictions and levels of government and encourage and support partnerships among the City, industries, businesses and the community to improve air quality, protect and enhance the natural environment, reduce energy use and manage *waste*.
- 6.1.7 Mississauga will work with other jurisdictions and levels of government, industries, businesses and the community to address climate change mitigation and adaptation.
- 6.1.8 Sensitive land uses will not be permitted adjacent to existing major facilities such as the airport, transportation corridors, wastewater treatment plants, *waste* sites and industrial and aggregate activities, if adverse effects from these facilities cannot be mitigated.
- 6.1.9 Sensitive land uses may be considered adjacent to major facilities such as transportation corridors, wastewater treatment plants, waste sites, industries and aggregate activities only where effective control is provided through appropriate site and building design, buffers and/or separation distances to prevent adverse effects from these facilities.
- 6.1.10 In accordance with the Provincial Government guidelines, a feasibility study will be required in those cases where:
- a sensitive land use is proposed within the area of influence of a facility that generates contaminant discharges; or
- b. a facility generates contaminated discharges or a proposed facility is likely to generate contaminated discharges. The study will evaluate the impacts, both before and after any proposed mitigation measures are applied and identify options for mitigation both at the source or elsewhere to the satisfaction of the City and other appropriate approval authorities.

6.2 Living Green

To create a sustainable environment, everyone should aspire to "live green". The integration of green development techniques contribute to the environment in a variety of ways. For example, landscaped areas can be naturalized, trees can be planted, stormwater can be managed on site and green roofs can be constructed.

Climate change is a daunting issue that requires the collective actions of many. While no individual development or municipality can solve the issue of climate change, it is necessary to consider the environmental impacts of every development proposal and planning decision, and mitigation measures to avoid environmental harm and adapt to changing environmental conditions

Other chapters of this Plan address creating an urban structure that directs growth to Intensification Areas where compact, mixed use areas will be supported by transit and where walking and cycling will be viable modes of transportation. This is essential to creating an environmentally sustainable city.

This Plan also contains policies regarding the Natural Areas System. In addition to preserving and enhancing natural areas, **stormwater best management practices** for new development can



Figure 6-3: Naturalized landscaping with native, non-invasive plants species in the city's employment areas benefits the environment in many ways, such as improving air quality, reducing water consumption and pesticide use, and providing habitat for birds and insects.

also be employed. Use of green development standards such as Leadership in Energy & Environmental Design (LEED), Green Globes or other customized standards can do much to ensure that new development or existing development is environmentally sustainable.

Individual sites and portions of the public realm can contribute to the health of the environment by incorporating measures such as:

- orienting buildings to be "solar ready" to take advantage of passive heating and cooling;
- connecting to district energy systems;
- using renewable energy sources such as solar or geothermal energy;
- managing stormwater runoff using stormwater best management practices;
- naturalizing landscapes with native, non-invasive species;
- planting trees;
- installing green roofs or white roofs;
- supporting urban agriculture;
- preventing and reducing pollution; and
- considering the impact of development on sensitive land uses.
- 6.2.1 Mississauga will strive to be a leader in sustainable development to mitigate, manage and adapt to the impacts of climate change.
- 6.2.2 Mississauga will build communities that are environmentally sustainable and encourage sustainable ways of living.
- 6.2.3 Mississauga will develop a green development strategy to enhance environmental sustainability.
- 6.2.4 Mississauga may develop incentive programs to encourage green development.

- 6.2.5 Mississauga encourages the retrofitting of existing buildings and developed sites to be more environmentally sustainable.
- 6.2.6 Mississauga will encourage naturalized landscaped areas adjacent to natural areas using native, non-invasive species.
- 6.2.7 Mississauga will require development proposals to address the management of stormwater using **stormwater best management practices**.
- 6.2.8 Mississauga will encourage the use of green technologies and design to assist in minimizing the impacts of development on the health of the environment.
- 6.2.9 Pollution concerns may affect land, water and air quality. Mississauga will support other levels of government in their efforts to monitor land, water and air quality and where feasible, to establish programs to screen proposals for their impacts in this regard.
- 6.2.10 Mississauga will support and encourage initiatives and pollution prevention programs to prevent and reduce the causes and impacts of pollution.
- 6.2.11 A Pollution Prevention Plan must be undertaken for development, which has the potential to generate pollutant discharges to a storm sewer system or to a water body prior to approval. The plan must consider the use of processes, practices, materials or technology that avoids or minimizes the creation of pollutant discharges to a storm sewer system or to a water body. The implementation of the recommended measures will be conditions of approval.
- 6.2.12 Mississauga will encourage tree planting on public and private lands allowing for an increase in the Urban Forest canopy.

6.3 Green System

The Green System makes up almost 23 per cent of total land cover in Mississauga and is composed of:

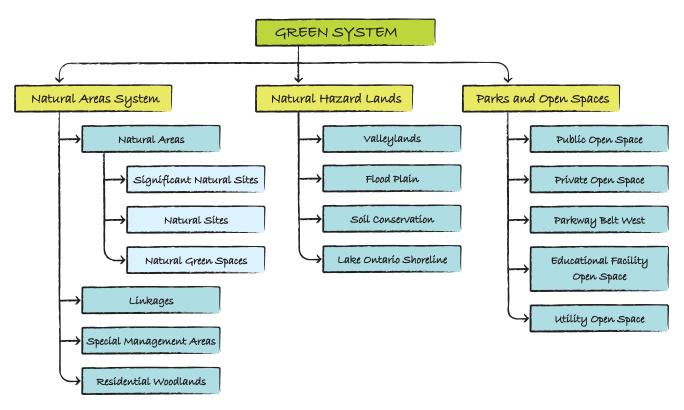
- Natural Areas System;
- Natural Hazard Lands; and
- Parks and Open Space.

Lands within the Natural Areas System perform an essential ecological function. They sustain *biodiversity* by providing habitat for plants and animals and they clean the air and water. The connectivity of the Natural Areas System is important for maintaining native vegetation communities and providing corridors for urban wildlife. Preserving and enhancing these lands in their natural state is essential to the overall health and functioning of the natural environment. As such, Mississauga will promote and be proactive in the management of its Natural Areas System.

Natural Hazard Lands are generally associated with **valley and watercourse corridors** and the Lake Ontario shoreline. These areas are generally unsafe for development due to naturally occurring processes such as flooding and erosion and are shown in Schedule 3: Natural System.

Watercourse corridors and the Lake Ontario shoreline, including the physical hazards associated with these areas, are critical to the Natural Areas System due to the ecological functions they provide. Of particular concern within valley and watercourse corridors is the preservation and enhancement of fish habitat as an indicator of a healthy environment and for leisure activity and tourism.

Natural Hazard Lands, natural areas and buffers are generally designated Greenbelt to protect life and property and to provide for the protection and enhancement of natural areas and features and their ecological functions.



NOTE: While illustrated as separate elements, many components of the Green System fall within all three categories, i.e. the Credit River, which is a significant natural site, subject to valleyland and flood plain policies, and can be either public or private open space.

Figure 6-4: The Green System is composed of the Natural Areas System, Natural Hazard Lands and Parks and Open Spaces.

Buffers are vegetated protection areas that provide a physical separation of development from the limits of **natural hazard lands** and natural areas. Benefits and functions of buffers can include the following:

- maintenance of slope stability and reduction of erosion on valley slopes;
- attenuation of stormwater runoff;
- reduction of human intrusion into natural areas and allowance for predation habits of pets, such as cats and dogs;
- protection of tree root zones to ensure survival of vegetation;
- provision of a safety zone for tree fall next to woodlands;
- enhancement of woodland interior and edge areas through native species plantings; and
- enhanced wildlife habitat and corridors for wildlife movement.

Natural Hazard Lands, natural areas and buffers may provide opportunities for passive recreational activities, in appropriate locations.

Parks and Open Space within the Green System, as shown on Schedule 4, have primary uses such as recreational, educational, cultural and utility services.



Figure 6-5: Mississauga's parks, green spaces, recreation areas and natural areas make up the majority of the city's Green System. In addition to its recreational use, the Brae Ben Golf Course, built on the former Britannia *landfill* site, provides natural habitat through the design of landscaping and water features.

These lands contain a significant amount of open space such as landscaped areas, lawns, sports fields, etc. These areas have the potential to be managed in a manner that supports and enhances the Natural Areas System.

Mississauga will give priority to actions that protect, enhance, restore and expand the Green System and the natural environment for the benefit of existing and future generations.

6.3.1 Natural Areas System

Mississauga's natural heritage system is known as the Natural Areas System.

The Natural Areas System consists of the following:

- Natural Areas;
- Linkages;
- Special Management Areas; and
- Residential Woodlands.

The location and extent of the Natural Areas System is conceptually illustrated on Schedule 3. Detailed information regarding the Natural Areas System can be found in the Natural Areas Survey and supporting fact sheets.

Although some Natural Areas are of higher quality than others, a fundamental premise is that all natural areas and their ecological functions are part of the Natural Areas System, and the total or partial loss of any portion of the system diminishes the entire system. As such, all natural areas will be protected, enhanced and restored. In addition, Linkages and Special Management Areas should be restored to natural areas or managed to support the Natural Areas System. Residential Woodlands should be protected and enhanced.

Natural areas include features such as *valley and watercourse corridors*, meadows, woodlands, and wetlands that represent the pre-settlement landscape and include remnant parcels of native

vegetation or areas that have been restored to a natural state through naturalization or successional growth.

- 6.3.1.1 Natural areas include Significant Natural Sites, Natural Sites and Natural Green Spaces.
- a. Significant Natural Sites are areas that meet one or more of the following criteria:
 - all Areas of Natural and Scientific Interest,
 Environmentally Sensitive or Significant
 Areas and other areas designated for outstanding ecological features;
 - all areas with a Floristic Quality Index of greater than or equal to 40;
 - all areas with a mean Floristic Co-efficient greater than or equal to 4.5;
 - all woodlands greater than or equal to ten ha;
 - all areas that support Provincially significant species or species at risk listed as special concern, Threatened Species or

- Endangered Species;
- all woodlands with the potential to provide interior conditions;
- all woodlands that support old growth trees (greater than or equal to 100 years old);
- all Significant Wetlands, Significant Coastal Wetlands and Other Wetlands greater than two ha; and
- the Credit River and Etobicoke Creek valleys.
- b. Natural Sites are areas that meet one or more of the following criteria:
 - all woodlands greater than or equal to two ha but less than ten ha (woodland being defined as forests, which support appropriate understorey as well as woody canopy species);
 - all woodlands composed of uncommon (in the context of the city) canopy species;



Figure 6-6: Historically, agricultural practices and land development have resulted in displacement and fragmentation of much of the natural environment. The Credit River Valley corridor is a major component of Mississauga's Natural Areas System, containing the majority of the city's natural areas.

- all areas that represent uncommon vegetation associations in the city;
- all areas that support regionally significant plant or animal species;
- all areas with a Floristic Quality Index of 25 to 39.99:
- all areas with a mean Floristic Co-efficient of 3.5 to 4.49; and
- all areas that include natural (i.e. not engineered) landscape features including but not limited to valleylands, watercourses and unusual landform features.
- c. Natural Green Spaces are areas that meet one or more of the following criteria:
 - all watercourses that have some riparian vegetation other than mowed grass, even if they are predominantly engineered;
 - all wooded areas that are less than 2 ha and do not fulfill any of the criteria for Significant Natural Sites or Natural Sites; and
 - Lake Aquitaine and Lake Wabukayne.

6.3.1.2 Linkages are areas that serve to link two or more of the components of the Natural Areas System within the city, or to natural areas outside of the city boundaries. Linkages include, but are not



Figure 6-7: Mississauga promotes and is proactive in the management of its natural areas and the protection of its ecological functions.

limited to the following:

- stormwater management facilities including ponds and watercourses;
- designated public open space;
- rights-of-way; and
- greenspace along major arterial roads providing there is an adequate barrier between the linkage and the roadway.

Linkages are lands that are necessary to connect natural areas to maintain *biodiversity* and support ecological functions. Where lands within linkages have been restored or enhanced to a natural state they will be identified as natural areas and where lands have not been restored they will remain as linkages within the Natural Areas System.

6.3.1.3 Special Management Areas are lands adjacent to existing natural areas with the potential for restoration or which should be planned or managed specially due to their proximity to the existing natural area. While the primary use of these lands may be for parks, stormwater management or other purposes, they provide opportunities for ecological benefits to the Natural Areas System. When lands within Special Management Areas have been enhanced or restored to a natural state they will be identified as a natural area. Where lands have not been restored, they will continue to be identified as a Special Management Area within the Natural Areas System.

6.3.1.4 Residential Woodlands are areas within Neighbourhoods, generally in older residential areas with large lots that have mature trees forming a fairly continuous canopy. Some areas have minimal native understorey due to maintenance of lawns and landscaping. Residential Woodlands provide a number of ecological benefits such as habitat for tolerant canopy birds (both in migration and for breeding) and other urban wildlife and facilitating ground water recharge due to the high proportion of permeable ground cover. Development proposals in Residential Woodlands will seek to protect, enhance, restore and expand the existing tree

canopy, understory, ecosystem functions and wildlife habitat.

- 6.3.1.5 The Natural Areas System will be protected, enhanced, restored and expanded through the following measures:
- a. placing those areas identified for protection, enhancement, restoration and acquisition through development applications in the appropriate land use designation and zoning category to ensure their long term protection;
- b. placing those areas identified for protection, enhancement and restoration in public ownership, where feasible;
- c. discouraging fragmentation of ownership of natural areas and buffers;
- d. using native plant materials and non-invasive species, and reducing and/or eliminating existing invasive, non-native plant species to improve ecological value and the sustainability of indigenous vegetation, where appropriate;
- e. retaining areas in a natural condition and/or allowing them to regenerate to assume a natural state;
- f. controlling activities that may be incompatible with the retention of natural features, areas and linkages, including their ecological functions.
- g. the promotion of stewardship within privately and publicly owned natural areas; and
- h. regulation of encroachment into natural areas and other public open spacs.
- 6.3.1.6 Mississauga will establish a program of protection alternatives for the Natural Areas System. This may include, but will not be limited to: information/education programs, stewardship or



Figure 6-8: Natural areas provide habitat for many plants, birds, insects and animals which are important for maintaining biological diversity.

management agreements, Parks Watch, and land securement.

- 6.3.1.7 The expansion and connection of the Natural Areas System will be encouraged. Where appropriate, natural areas and buffers will be incorporated with public parkland and will be managed in accordance with Natural Areas System policies.
- 6.3.1.8 In Natural areas, recreation potential will be restricted to protect their ecological function and sustainability. Formalized passive recreational uses may be permitted to mitigate the impacts of uncontrolled public access.
- 6.3.1.9 Where lands defined as part of the Natural Areas System are privately owned, it is not intended that they be free and open to the general public. Consideration will be given, however, to public acquisition of these areas through the development approval process or through the City's land securement program.
- 6.3.1.10 Mississauga may require ecologically based woodland management plans of a landowner prior to municipal acquisition.

- 6.3.1.11 Mississauga will have regard for the maintenance of the long term ecological integrity of the Natural Areas System in all decisions regarding development and site alteration.
- 6.3.1.12 The exact limit of natural areas will be determined through studies, as well as the processing of development applications.
- 6.3.1.13 Development and site alteration will not be permitted within or adjacent to natural areas, Linkages and Special Management Areas unless it has been demonstrated that there will be no negative impacts to the features and ecological functions of the Natural Areas System. An Environmental Impact Study (EIS) will be required and the Terms of Reference will be provided by the City. The EIS will be approved by the City, in consultation with the relevant conservation authority, at the early stages of a proposal's consideration. The EIS will delineate the area to be analysed, describe existing physical conditions, identify environmental opportunities and constraints, and evaluate the ecological sensitivity of the area in relation to a proposal. It will also outline measures to protect, enhance, and restore the natural features, area and linkages including their ecological functions.
- 6.3.1.14 Public sector undertakings such as roadways and linear utility corridors will not be permitted within the Natural Areas System unless it has been demonstrated through an Environmental Assessment or other appropriate study that there will be no negative impacts to the features and ecological functions of the Natural Areas System. Essential services, such as water and wastewater systems or road crossings, will only be permitted if other alternatives are studied and are determined to be not feasible. In addition, any negative impacts on the Natural Areas System will be mitigated and compensation provided to the satisfaction of the City.
- 6.3.1.15 When public works, not subject to the *Environmental Assessment Act*, are planned to traverse, coincide with, or otherwise affect the

- Natural Areas System, an Environmental Impact Study will be required.
- 6.3.1.16 Development, site alteration and new utilities will not be permitted in Provincially Significant Wetlands, Significant Coastal Wetlands and Significant Habitat of Endangered Species and Threatened Species.
- 6.3.1.17 Conservation, education, trails and nature appreciation activities may be allowed in Significant Wetlands and Significant Coastal Wetlands subject to review and approval by the City and appropriate conservation authority.
- 6.3.1.18 Development and site alteration on lands adjacent to a Significant Wetland, Coastal Wetland and Significant Habitat of Endangered Species and Threatened Species will require an Environmental Impact Study, demonstrating no negative impact to the natural features or on their ecological function, to the satisfaction of the City and appropriate conservation authority.
- 6.3.1.19 Development and site alteration in and adjacent to *Other Wetlands* will require the completion of an Environmental Impact Study to the satisfaction of the City and appropriate conservation authority demonstrating no negative impacts to the natural features or on their ecological function.
- 6.3.1.20 Development and site alteration will not be permitted in areas of fish habitat and potential fish habitat, listed in Appendix D: Areas of Fish Habitat and Potential Fish Habitat, except in accordance with Provincial and Federal requirements. Setbacks and buffers adjacent to fish habitat areas will be determined by an Environmental Impact Study, which shall conform to approved fisheries management plans.
- 6.3.1.21 Development and site alteration will not be permitted in significant woodlands, significant valleylands, significant wildlife habitat and significant areas of natural and scientific interest unless it has been demonstrated, through an Environmental Impact Study, that there will be no negative impacts on the Natural Areas System or natural features including their ecological function.

6.3.1.22 Development and site alteration will not be permitted in the Core Areas of the Greenlands System, as defined in the Region of Peel Official Plan, except for those uses permitted in the Greenbelt designation of this Plan.

6.3.1.23 Mississauga, in consultation with the appropriate conservation authority, will continue to enhance and restore the *watercourses* and Lake Ontario shoreline, including the use of native non-invasive plant materials, establishment of buffer areas and shoreline restoration and protection, where applicable, to improve ecological functions.

6.3.2 Natural Hazard Lands

The health of the natural environment is intricately tied with conserving the stability and quality of land, soil and water. A priority for development and site alteration is to protect life and property and restore the health and stability of soil and land where it is compromised.

Natural Hazard Lands are generally unsafe and development and site alteration will generally not be permitted due to the naturally occurring processes of erosion and flooding associated with river and stream corridors and the Lake Ontario shoreline. **Natural Hazard Lands** are shown on Schedule 3: Natural System, will be designated Greenbelt.

Proper management of the Lake Ontario shoreline, the *watercourses* and their riparian corridors is crucial to ecosystem health and diversity, sustainable living and the protection of human health and safety.

6.3.2.1 Valleylands

Valleylands are shaped and reshaped by natural processes such as flooding and erosion. In general,



Figure 6-9: *Watercourse* and valley corridors such as the Credit River corridor are subject to naturally occurring physical and ecological processes such as flooding and erosion. This can result in conditions that are hazardous to life and property, making these lands unsuitable for development.

erosion hazards associated with valleylands include consideration for slope stability and *watercourse* erosion, which are also interrelated with the flood hazard. The degree and frequency with which the physical change occurs in these systems depends on many factors such as extent and type of vegetation present, soil/bedrock type, and the characteristics of the erosion and flood hazards present.

Development adjacent to valleylands and watercourse features must incorporate measures to ensure public health and safety; protection of life and property; as well as enhancements and restoration of the Natural Areas System.

6.3.2.1.1 Development and site alteration will not be permitted within erosion hazards associated with valleyland and *watercourse* features. In addition, development and site alteration must provide an appropriate buffer to erosion hazards, as established to the satisfaction of the City and appropriate conservation authority.

6.3.2.1.2 Development adjacent to valleyland and *watercourse* features may be required to be supported by detailed slope stability and stream erosion studies, where appropriate.

6.3.2.1.3 Development on lands containing a watercourse system will be subject to the recommendations of the applicable erosion rehabilitation study where one has been established for that watershed. Where no such recommendations or study are in place, it shall be demonstrated by the proponents of development that the watercourse is stable, either with or without the installation of erosion protection works, to the satisfaction of the City.

6.3.2.2 Flood Plain

Lands subject to flooding are a danger to life and property and, as such, development is generally prohibited. However, it is recognized that some historic development has occurred within flood plains and may be subject to special flood plain policy consideration.

6.3.2.2.1 Development in flood plains will be subject to the *one-zone concept*, except where a Special Policy Area or *two-zone floodplain management concept* has been approved.

6.3.2.2.2 Development and site alteration is generally prohibited on lands subject to flooding.

6.3.2.2.3 Where historic development has occurred in the flood plain, minor works may be permitted subject to detailed studies to the satisfaction of the City and appropriate conservation authority.

6.3.2.2.4 The construction of buildings or structures permitted in or adjacent to the flood plain will be protected to the elevation of the Regulatory Flood and will not impact upstream or downstream properties. Additional flood protection measures to be implemented relative to individual development applications will be determined by the City and the appropriate conservation authority.

6.3.2.2.5 Access for development adjacent to or within the flood plain will be subject to appropriate conservation authority policies and the policies of the City.

6.3.2.2.6 In recognition of municipal trans-boundary watercourses such as the Credit River and Etobicoke Creek, which are identified in the Provincial Greenbelt Plan as external connections, as well as other watercourses, emphasis will be placed on partnerships among municipalities and conservation authorities to improve the ecosystem health of the watercourse corridors. Stewardship of these systems should improve their ability to function as a greenway given their scale and relationship to Lake Ontario.

6.3.2.3 Soil Conservation

Soil is vulnerable to erosion by wind and water, particularly during the construction process. Erosion affects water resources by reducing water quality and the condition of aquatic habitat through siltation. Reduced water quality in rivers, creeks and Lake Ontario also affects recreational opportunities such as fishing. Erosion can also damage vegetation by exposing roots, which assist in stabilizing soils. Loss



Figure 6-10: Erosion can result in serious danger to property, people, water resources, vegetation and infrastructure. Adherence to development standards and policies reduces these dangers and protects life and property.

of vegetation compromises the Natural Areas System and Urban Forest. Eroded soils compromise the functionality of key infrastructure such as sewers and ditches, thereby increasing the frequency and severity of flooding. In addition, soil erosion, due to wind, causes dust and particulate matter, which affects human health.

Appropriate measures associated with development must be taken to safeguard public safety, protect property, enhance recreational opportunities and prevent damage to the environment due to erosion.

6.3.2.3.1 Proponents of development and site alteration will ensure there are no risks to life, safety, health, property and ecosystem health associated with soil erosion.

6.3.2.3.2 Proposals for development and site alteration will incorporate appropriate buffers adjacent to *watercourses*, natural areas and parks to protect against soil erosion and sediment impacts.

6.3.2.3.3 Topsoil will be protected by regulating and controlling construction, design and maintenance activities or any activity resulting in site alteration.

6.3.2.3.4 Maintaining vegetation to protect against erosion and degradation of topsoil will be required unless authorized by the City.

6.3.2.3.5 Development and site alteration must comply with the City's Erosion and Sediment Control By-law to the satisfaction of the City and appropriate conservation authority, where applicable.

6.3.2.3.6 An Erosion and Sediment Control Study may be required for development and site alteration, where appropriate.

6.3.2.4 Lake Ontario Shoreline

The Lake Ontario shoreline is an integral component of the Green System and is a key Provincial linkage due to the unique ecological functions and habitats it provides. In addition, it has an important role in leisure activity and tourism.

To sustain the health of shoreline and watershed ecosystems, the local physical and ecological functions should be retained in an undisturbed state to the greatest extent possible and, where deemed appropriate, enhanced and restored. Effective natural hazards management and ecological conservation can only occur on a comprehensive shoreline or watershed/sub-watershed basis.

6.3.2.4.1 Where modifications to the existing Lake Ontario shoreline occur they should contribute to its restoration, the healthy functioning of coastal processes, and include opportunities for the creation and enhancement of aquatic and other wildlife habitat, where appropriate.

6.3.2.4.2 Development and site alterations along the Lake Ontario shoreline will be evaluated in the context of their potential impact on the overall physical and ecological functions occurring within the defined shoreline or watershed management area.

6.3.2.4.3 Mississauga will encourage that the health and integrity of the Lake Ontario shoreline be protected, enhanced and, where possible, restored through development. Any mitigative measures to address natural hazards associated with the Lake Ontario shoreline will protect and enhance ecological functions.



Figure 6-11: Jack Darling Park is a public waterfront park located midway between Southdown Road and Mississauga Road. This scenic park provides paths and waterfront trails for pedestrians and cyclists. The park is designed with a number of amenities including picnic areas, comfort stations, a splash pad, tennis courts, open space area, a toboggan hill, playgrounds, beaches, trails, and a footpath that leads to Rattray Marsh, a Provincially Significant Wetland.

6.3.2.4.4 Development and site alteration will not be permitted within Hazardous Lands adjacent to the Lake Ontario shoreline which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards unless it meets the requirements of the appropriate conservation authority and the policies of the City.

6.3.2.4.5 Development proposals may be required to incorporate and/or restore *natural features, areas* and *linkages including their ecological functions*, along the Lake Ontario shoreline.

6.3.2.4.6 As a condition of development approval, lands adjacent to the Lake Ontario shoreline may be placed in public ownership for their long-term protection. Prior to placing lands in public ownership, the applicant will be required to determine what shoreline protection works are required, if any, and will be required to install such works to the satisfaction of the City, the appropriate conservation authority and other public agencies

which have jurisdiction over the Lake Ontario shoreline.

6.3.3 Parks and Open Spaces

Parks and Open Spaces within the Green System include:

Public Open Space

- City parks and trails;
- public golf courses;
- public cemeteries;
- stormwater management facilities;
- conservation;



Figure 6-12: Cemeteries are permitted within Public Open Space and Private Open Space. Cemeteries are serene places for remembrance. Some cemeteries also include passive amenities such as sitting areas and trails. (Streetsville Public Cemetery)

- recreation; and
- urban agriculture.

Private Open Space

- private parks;
- private golf courses;
- private cemeteries;
- conservation; and
- urban agriculture.

Parkway Belt West lands

Educational Facilities

 open space associated with educational facilities e.g. school yards;

Utilities

- major utility and service corridors; and
- other open space lands in public ownership e.g. water reservoirs, pumping stations.

Public parkland is a vital component in the life of residents and contributes to the environmental, social and economic health of the city. City parks contribute to environmental sustainability and strengthen communities by making them more attractive places to live, work and play.

Access to parks allows for regular physical activity, which improves health, reduces the risk of a wide range of diseases and is important to social and mental health. In addition to the benefits of exercise, contact with the natural environment and opportunities for social interaction improves psychological health.

Parks also have a role in creating a complete community and strong economy. The availability of a park system is a factor for residents and businesses concerned about quality of life.

The city has an extensive system of public parks and trails, comprised of over 2 700 hectares of public parkland. Many of these parks are in Neighbourhoods and were acquired as residential areas were developed. In the next phase of the city's development, it will be important to develop parks that are more urban in nature within the Downtown and Uptown Major Node.

Public parkland expresses two distinct parkland functions that occur at various scales and levels of accessibility: destination parks and community parks. The different park classifications are further described and their locations identified in the Future Directions for Library, Recreation, Parks and Natural Areas Master Plan.

Open space includes such uses as golf courses, cemeteries, private open space and lands associated with community centres, public schools and utility corridors.

These lands have a variety of functions. Some such as golf courses and private open space, provide a recreational function, while others provide social, educational or utility services.

While it is understood that the open space portions of these lands must be maintained in a manner that

accommodates their primary function, these lands can make a significant contribution to a healthy environment by employing environmentally sensitive management techniques and practices. Allowing portions of their lands to naturalize, limiting the use of fertilizers and pesticides by utilizing integrated pest management practices, planting native trees and shrubs, and maximizing land area with pervious surfaces, are some methods that would provide environmental benefits.

- 6.3.3.1 Mississauga will value and wisely manage its parkland and open spaces.
- 6.3.3.2 Mississauga will own, lease, operate, maintain and administer public parkland and facilities to meet the recreational, cultural, educational and social needs of residents.
- 6.3.3.3 Public parkland will be designed to allow access for a variety of complementary activities through interconnections of pathways, a multi-use recreational trail and the public parkland network; and to provide a safe and accessible environment through development of clear sight-lines, openness and visible entrances that can be achieved by maximizing street frontages where possible.
- 6.3.3.4 Public parkland will contain unstructured or landscaped areas for sedentary uses, where possible.
- 6.3.3.5 Parks should generally be accessible for residents within 800 m of their dwelling and be located as centrally as possible within a residential area.
- 6.3.3.6 The minimum city wide parkland provision is 1.2 ha per 1,000 population.
- 6.3.3.7 A park containing major recreational and sport facilities serving an area greater than Mississauga, may be established.
- 6.3.3.8 The provision of recreational facilities within destination parks and community parks will be responsive to identifiable needs and in general conformity with the guidelines contained in the

- Future Directions for Library, Recreation, Parks and Natural Areas Master Plan.
- 6.3.3.9 Where possible, destination type parks should provide a higher level of accessibility to persons with disabilities.
- 6.3.3.10 In addition to the parkland identified on Schedules 4 and 10, additional public parkland may be acquired through the processing of development applications or through purchase.
- 6.3.3.11 Land conveyed to Mississauga for use as public parkland and/or Greenbelt will be in a condition that is acceptable to the city.
- 6.3.3.12 Mississauga will negotiate with the appropriate authorities for the use of rights-of-way to accommodate public open space uses.
- 6.3.3.13 Public parkland may incorporate components of the Natural Areas System to provide opportunities for enjoyment, appreciation and protection of nature.
- 6.3.3.14 Natural areas acquired by Mississauga will be designated in accordance with the policies of this Plan. Recreational activities will be restricted to protect the ecological viability of these areas.
- 6.3.3.15 Where Public Open Space contains or abuts the Natural Areas System, the policies for the Natural Areas System will apply.



Figure 6-13: Mississauga has more than 480 parks and woodlands, these include parks for active recreational uses, while others include naturalized areas that are to be preserved and enhanced. Open spaces are fundamental to the Green System as they provide not only a recreational use but also social, educational and utility services. (Lake Aquitaine)

6.3.3.16 The potential for Public Open Space areas to expand or connect the Natural Areas System will be encouraged to ensure that sensitive areas, particularly woodlands, are maintained and enhanced.

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

6.3.3.18 Wherever possible, significant treed areas throughout Mississauga will be incorporated into the Public Open Space network. Where appropriate, these areas will be retained in a natural condition or be permitted to regenerate to assume a natural state. Active recreation will be restricted to lands which have been specifically acquired and developed for such purposes.

6.3.3.19 Mississauga recognizes the Lake Ontario waterfront as a vibrant area of lake-dependent and lake-enhanced activities, with natural habitat areas protected, enhanced and restored and heritage resources incorporated. Through land acquisition, capital works and the review of proposals, Mississauga will endeavour to ensure this vision is realized.

6.3.3.20 Mississauga will encourage open space landowners to employ stormwater management best management practices and planting of native non-invasive species.

6.3.3.21 Cemeteries will be permitted in Public Open Space and Private Open Space designations and will be subject to the following:

- as cemeteries constitute an open space use, consideration will be given to public cemeteries being used for passive open space purposes. However, cemeteries that are privately owned are not intended to be open to the public;
- b. cemeteries and related facilities will be located to minimize conflict with existing and future land use and transportation; and

c. cemeteries will recognize, reflect and integrate all natural and cultural heritage resources within and/or adjacent to cemetery property.

6.3.3.22 Where lands are designated Private Open Space, it is not intended that they be free and open to the general public nor that they will be necessarily acquired by the City or any other public agency. Consideration will be given, however, to public acquisition of these lands through the development approval process or through the City's land securement program.

6.3.3.23 The development of private parks may be permitted subject to the following conditions being met:

- a. adequate access;
- b. compatibility with adjacent uses;
- c. protection, enhancement and restoration of the Natural Areas System; and
- d. an approved site plan, where applicable.

6.4 Urban Forest

The Urban Forest within Mississauga consists of 2.7 million trees on both private and public property and exists on lands within and outside of the Green System.

Trees are a fundamental component of a healthy city and sustainable community. As such, trees are a valuable asset to the city and contribute to community pride and cultural heritage.

The city's Natural Areas System specifically recognizes the Residential Woodlands in the Mineola, Gordon Woods and Clarkson-Lorne Park neighbourhoods.

Trees in the urban setting provide environmental, social and economic benefits such as:

 reducing air pollution by removing carbon, dust and airborne particles;



Figure 6-14: All trees and woodlands make up Mississauga's Urban Forest. Trees and woodlands play an important role in climate moderation, air and water quality, erosion control, provide wildlife habitat and have a significant role in reducing air temperature in the city.

- improving overall air quality;
- reducing urban heat island effect;
- reducing energy needs for cooling and heating;
- assisting in mitigating climate change effects;
- intercepting rainfall to reduce run-off, increase groundwater recharge and prevent soil erosion;
- reducing noise pollution;
- creating wildlife habitat and flora and fauna diversity;
- assisting in improving public health; and

- contributing to the quality and character of the urban environment.
- 6.4.1 Mississauga will protect and enhance the Urban Forest.
- 6.4.2 The preservation of trees and woodlots on public and private property that serve to connect and enhance the overall vegetative system and to improve wildlife habitat will be encouraged.
- 6.4.3 Development and site alteration will demonstrate that there will be no negative impacts to trees. An arborist report that demonstrates tree preservation and protection both pre and post construction, must be prepared to the satisfaction of the City in compliance with the City's tree permit by-law.
- 6.4.4 The Urban Forest will be protected and enhanced by:
- a. developing and implementing a strategic planting program, specific to distinct geographic areas within the city;
- developing and implementing a strategic proactive maintenance program pertaining to trees on public land;
- providing sustainable growing environments for trees by allocating adequate soil volumes and landscaped areas during the design of new development and infrastructure projects;
- d. ensuring development and site alteration will not have negative impacts on the Urban Forest;
- e. increasing tree canopy coverage and diversity, by planting trees appropriate to the location;
- f. regulating the injury and destruction of trees on public and private property;
- g. promoting the management and enhancement of the Urban Forest on public and private lands;
- h. providing public education and stewardship;

- providing strategic partnerships with regulatory agencies to address invasive alien species and diseases; and
- j. compliance with by-laws pertaining to tree preservation and protection.



Figure 6-15: Mississauga is fortunate to be located on the shore of Lake Ontario, part of the largest system of freshwater lakes in the world. The Great Lakes and their watersheds make up one of Canada's richest and most biologically diverse regions, home to a huge variety of fish, wildlife and plant species.

6.5 Water

Many Ontarians, including the residents and businesses in Mississauga, depend on Lake Ontario for a safe and reliable source of drinking water. In addition, the Lake Ontario waterfront provides recreational opportunities for both residents of Mississauga and visitors.

Only one percent of the water in the Great Lakes Basin is renewed annually through rainfall and snowmelt. Therefore, it is imperative to conserve water use and to protect the quantity and quality of surface and groundwater resources.

6.5.1 Water Conservation

Water is a valuable resource. Water conservation measures will ensure present and future generations have access to a safe and abundant water supply, which will sustain life and ensure economic prosperity.

6.5.1.1 Mississauga will work with the Region of Peel and the conservation authorities to promote conservation of water use through education and promotion initiatives, and through the development of policies, where appropriate.

6.5.1.2 Water conservation measures will be implemented in development.

6.5.1.3 A water conservation plan will be required for development proposing a large use of municipally treated and supplied water. The plan will consider alternatives to the use of water and evaluate mitigation measures to reduce the use of water, where technically feasible.

6.5.2 Stormwater and Drainage

Stormwater management continues to evolve from a philosophy of providing drainage and protection from flooding, to recognizing and attempting to mitigate the impacts of urbanization on water quality and watercourse erosion, to a more current recognition of stormwater as a resource and the importance implementing preventative approaches stormwater management runoff through minimizing stormwater best management practices.

The effective management of stormwater is vital in protecting life, property, infrastructure and the natural environment. The safe conveyance of storm flows, minimization of flood risks, enhancement of water quality, reduction of erosion and improvement of natural features and aquatic life and habitat will be a priority. Efforts will be made to preserve the natural hydrologic cycle using **stormwater best**

management practices. Stormwater management facilities may be part of the Green System.

6.5.2.1 Mississauga will use a water balance approach in the management of stormwater by encouraging and supporting measures and activities that reduce stormwater runoff, improve water quality, promote evapotranspiration and infiltration, and reduce erosion using **stormwater best management practices**.



Figure 6-16: The drainage for the parking area at Riverwood has been designed to mimic natural ecological functions such as water infiltration and purification. The runoff from this bio-swale outlets to a small wetland feature on the park site.

6.5.2.2 Mississauga will require that development applications be supported by **stormwater best management practices** in accordance with relevant plans, studies, development standards and policies. Additional measures may be specified by the City based on known concerns related to storm sewer capacity, pollution prevention, flood risk and erosion, and protection of the city's Natural Areas System, including its ecological function. **Stormwater best management practices** must be approved by the city, appropriate conservation authority and Provincial Government, where applicable.

6.5.2.3. The location and design of surface drainage and stormwater management facilities will respect the Natural Areas System and will include naturalization to the satisfaction of the City and the appropriate conservation authority.

6.5.2.4 Surface drainage and stormwater management facilities will be installed for the safety of residents and to protect infrastructure and property.

6.5.2.5 The design of storm drainage and stormwater management facilities will consider interim and ultimate development conditions.

6.5.2.6 The design of stormwater management facilities and **surface drainage facilities** must conform to City standards, policies and guidelines. A buffer may be required as determined by the City.

6.5.2.7 Protective measures should be developed and implemented, in consultation with the appropriate conservation authority and Provincial Government, for significant *ground water recharge* and discharge areas, where appropriate.

6.5.2.8 The design of storm drainage and stormwater management facilities will enhance the natural and visual landscape and ecological functions and provide recreational opportunities, if appropriate.

6.6 Air Quality

Clean air is critical to human and environmental health. The most effective strategies to ensure air quality are to encourage and achieve complete communities with a compact urban form, including alternative modes of transportation such as walking, cycling and transit and ensuring the compatibility of land uses. It is equally important to protect, enhance and restore the Natural Areas System and Urban Forest, which all assist in capturing carbon emissions, reducing the heat island effect and providing overall air quality benefits.

6.6.1 To improve air quality, Mississauga will:

- a. promote the use of alternative modes of transportation such as transit, cycling and walking;
- give preference to compact, mixed use and transit oriented development that reduces car dependency;
- c. direct growth to Intensification Areas; and
- d. encourage a balance of housing and jobs that provide opportunities for shorter commutes and active transportation modes.
- e. protect, enhance, restore and expand the Natural Areas System.
- 6.6.2 Mississauga recommends that the Ministry of Environment establish higher regulatory standards than are currently used by the Ministry, including establishing standards for emissions not currently regulated, and take into account the cumulative effects of emissions, and background pollutant concentrations prior to approving applications for Certificates of Approval.
- 6.6.3 Mississauga will promote building and site design that minimizes vehicular idling, energy

- consumption and maximizes the use of *renewable energy* and vegetative cover.
- 6.6.4 Appropriate techniques to mitigate odour and dust will be encouraged to be incorporated in development.
- 6.6.5 When determining land use compatibility, regard will be given to odours, air particulates, noise and other contaminants, which may impact adjacent or nearby land uses and natural areas. Incompatible land uses such as sensitive land uses and those uses that are sources of noise, odour and dust will be separated and/or the nuisances will be mitigated, so they do not interfere with each other.

6.7 Brownfield Sites

The rehabilitation of brownfield sites supports the economic prosperity of the city, reduces the environmental risk posed by these properties and enhances the community in which they are located.

6.7.1 To ensure that *contaminated sites* are identified and appropriately addressed by the



Figure 6-17: As Mississauga matures and builds out the last of its greenfields, brownfields will become a major component of future development. An example of a successful brownfield development is the former St. Lawrence Starch plant (originally established in 1889) located in Port Credit.

proponent of development, the following will be required:

- a. the owners of lands proposed for development will submit information as required by the City to identify the potential for contamination;
- b. landowners will consider all potential sources of contamination such as disposal of waste materials, raw material storage, residues left in containers, maintenance activities and spills and may also include contamination from adjacent commercial properties, such as, gas bars, motor vehicle service stations, motor vehicle repair garages and dry cleaning facilities;
- c. the development approval or approval of amendments to this Plan for known or potentially **contaminated sites** will be deferred until the proponent of development undertakes a study assessing the potential for contamination in accordance with the Provincial Government regulations and standards and City policies; and
- d. if the study indicates potential for soil or ground water contamination, an assessment of the soil and groundwater conditions will be required. If contamination is confirmed, a remedial action plan in accordance with Provincial Government regulations and standards appropriately addressing *contaminated sites* will be required. Recommendations contained within the plan will be implemented by way of conditions to development approval.
- 6.7.2 If a **contaminated site** cannot be remediated to the land use designation shown on Schedule 10: Land Use Designations, the land use designation will be reviewed based on the remediation plan and an alternative appropriate land use designation may be considered.
- 6.7.3 Policies regarding **contaminated sites** should not be construed as a commitment by the City to identify all **contaminated sites**; rather they should be regarded as an effort by the City to

responsibly obtain and utilize available information as part of the planning process.

- 6.7.4 Mississauga will actively promote the redevelopment and clean-up, if necessary, of brownfield sites within Mississauga.
- 6.7.5 Mississauga will encourage the Provincial and Federal Governments to provide legislation and financial incentives which will facilitate the redevelopment of brownfield sites.

6.8 Waste Management

Waste management is the responsibility of everyone - government, industries, businesses, communities, and individuals at both the regional and city level. Effectively managing, collecting and disposing of **waste** facilitates human and environmental health.

The efficient use of materials and resources and minimizing **waste** generation through reduction, reuse and recycling is critical to the success of an integrated solid **waste** management system. In addition, the provision of **waste** disposal and treatment facilities is part of **waste** management.

The Region is responsible for the collection, processing, transfer and safe disposal of **waste** generated by residential uses. However, area



Figure 6-18: Recycling has become a part of our daily living. Promoting the reduction, re-use and recycling of waste is a priority in Mississauga.

municipalities are responsible for the collection and transportation of non-residential **waste** to **waste** disposal facilities operated by the Region.

- 6.8.1 Mississauga will manage *waste* in a sustainable way.
- 6.8.2 Mississauga will support and promote reduction, re-use and recycling of **waste** in private and public sector operations.
- 6.8.3 Mississauga will establish site design standards that allow adequate flexibility in **waste** handling for development proposals. Standards will address a range of **waste** management options including on site material separation, multiple **waste** streams and composting.
- 6.8.4 Mississauga will promote the reduction of **waste** generated through construction.
- 6.8.5 **Waste transfer stations**, **waste processing stations** and composting facilities are permitted in Business Employment and Industrial areas subject to meeting the following criteria:
- a. The location and operation of waste transfer stations, waste processing stations and composting facilities must comply with all Municipal, Regional and Provincial Government requirements including, where applicable, certification under the Environmental Protection Act:
- b. The sites for such facilities will be located, planned, designed, operated and maintained in such a way as to:
- ensure compatibility with adjacent, existing and future land uses:
- reduce environmental impact, within applicable standards; and
- mitigate dust, odour, health and safety concerns, noise, and visual impacts, within applicable standards.
- 6.8.6 Restrictions are placed on the development of closed *landfill* sites and the adjacent lands of

closed sites. Closed *landfill* sites have limited capability to support certain land uses and development will be restricted where such activity would constitute a hazard to human or ecosystem health. The size and extent of a *landfill's* influence area is dependent on many factors and is determined by site specific and detailed studies prepared by the applicant of development proposed within the potential influence area. These studies will be prepared to the specifications of the Provincial Government. Where no information is available on the influence area of the site, Provincial Government standards identify a 500 metre radius surrounding the *waste* cell for assessing potential impacts from the *waste* site.

6.8.7 Within a period of 25 years or less, development on lands formerly used for the disposal of *waste*, requires approval of the Provincial Government.

6.9 Noise

Although ambient noise levels are part of living in an urban environment, excessive noise levels can adversely impact quality of life and, in extreme circumstances, public health. The most common source of noise complaints in Mississauga is from aircraft and motorized vehicles on highways and local roadways. Rail and industrial activities are also a source of noise in the city.

Sound barriers should be avoided wherever possible and feasible. Where sound cannot be mitigated at its source, noise abatement measures such as appropriate site planning, spatial separation and building design techniques are preferred, wherever possible.

As the city continues to develop and intensify, particularly with mixed uses, noise will continue to be of concern. Special attention must be given to land use compatibility and the incorporation of noise attenuation methods.

6.9.1 Stationary Noise

Natural gas pumping stations, roof top cooling units and a wide variety of industrial processes are all examples of stationary noise sources. Due to the unique nature of this type of noise, it can be difficult to mitigate through the use of sound barriers. Instead, consideration must be given to appropriate land use planning and building design techniques when locating sensitive land uses in the vicinity of a stationary noise sources. Conversely, existing and proposed noise sources near residential and other sensitive uses should incorporate mitigation measures at the source.

6.9.1.1 In order to discourage the encroachment of sensitive land uses on existing industrial noise sources, a Noise Impact Study will be submitted prior to approval of development in proximity to an existing industrial noise source. This will identify options for mitigation at the source and at the proposed development site.

6.9.1.2 Industrial, commercial or utility development will not be permitted where the noise transmitted to existing or proposed residential areas, or other noise sensitive use, exceeds the mitigated outdoor or plane of window noise criteria established by the Provincial Government.

6.9.1.3 The sound levels anticipated on the site of a proposed development will be established on the basis of a predictable "worst case" scenario using only methods acceptable to the Provincial Government.

6.9.1.4 Development that includes outdoor passive recreation areas will generally not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed the limits specified by the Provincial Government in Appendix E: Outdoor and Plane of Window Sound Level Criteria - Stationary Noise.

6.9.1.5 Development with a residential component such as dwellings, or any development that includes bedrooms, sleeping quarters or reading rooms and other noise sensitive uses that will be subject to

high levels of noise from a stationary noise source, will only be permitted if noise mitigation measures are implemented at the source of the noise or if the development contains mitigative measures which will result in noise levels that comply with Appendix E: Outdoor and Plane of Window Sound Level Criteria – Stationary Noise.

6.9.2 Aircraft Noise

There are areas of Mississauga that are subject to high levels of aircraft noise. As a result, policies are required that set out the restrictions on development within the areas subject to high levels of aircraft noise. The policies of this Plan are based on a six-runway configuration of the Airport.



Figure 6-19: Although the Airport contributes to the city's strong economy, some communities are directly affected by the sound levels emitted by the airplanes.

6.9.2.1 New residential development and redevelopment and infilling, which increases the number of dwelling units, beyond that permitted by the existing zoning will not be permitted within the Airport Operating Area outlined on Schedule 10: Land Use Designations and Appendix F: Toronto Lester B. Pearson International Airport – Map 2:

Airport Influence Area and Map 3: Airport Operating Area.

- 6.9.2.2 Notwithstanding Policy 6.9.2.1, development, redevelopment or infilling applications for residential development for lands within the Airport Operating Area identified as "Exempt Area", as shown on Appendix F: Toronto Lester B. Pearson International Airport Map 3: Airport Operating Area, may be processed for approval provided that all of the following are satisfied:
- a. appropriate conditions relating to airport noise are included in the approval;
- the application was filed prior to February 1, 1997 or the lands were designated Residential prior to February 1, 1997;
- c. the site is located below the 35 NEP/NEF composite noise contour; and
- d. the redevelopment or infilling has a density not greater than the highest density of immediately adjacent existing residential development located within the Airport Operating Area.
- 6.9.2.3 Notwithstanding Policy 6.9.2.1, redevelopment or infilling, which does not significantly increase the number of dwelling units within the Malton District may be permitted, provided the site is below the 35 NEP/NEF composite noise contour and has a density not greater than the highest density of immediately adjacent existing residential development located within the Airport Operating Area.
- 6.9.2.4 New development and redevelopment or infilling for hospitals, nursing homes, daycare facilities and public and private schools within the Airport Operating Area will not be permitted as a principal or accessory use.
- 6.9.2.5 Notwithstanding Policy 6.9.2.4, redevelopment or infilling for hospitals, nursing homes, daycare facilities and public and private schools within the Malton, Meadowvale Village and East Credit Character Areas may be permitted inside the Airport Operating Area on an individual basis

below the 35 NEP/NEF composite noise contour. Redevelopment or infilling for daycare facilities may be permitted accessory to an employment use in the Gateway and Airport Corporate Character Areas below the 35 NEP/NEF composite noise contour.

- 6.9.2.6 For the purposes of this section, redevelopment means an application for approval under the *Planning Act* for:
- a. the creation of one or more new lots;
- b. the creation of one or more new dwelling units;
- c. a change in land use;
- d. the construction of buildings or structures; and
- e. where the subject lands have or previously had one or more buildings erected thereon.
- 6.9.2.7 For the purposes of this section, infilling means an application for approval under the *Planning Act* for:
- a. the creation of one or more new lots;
- b. the creation of one or more new dwelling units;
- c. a change in land use;
- d. the construction of buildings or structures; and
- e. where the subject lands comprise less than two ha and the lands have no buildings erected thereon and are located in an area having existing uses of the same or similar character as the use proposed.
- 6.9.2.8 Mississauga will require tenants and purchasers to be notified when the proposed development or redevelopment is located between the NEP/NEF composite noise contours of 25 and under 30, as shown on Appendix F: Lester B. Pearson International Airport Map 4. Notice is also to be provided regarding the requirement for the provision for central air conditioning.
- 6.9.2.9 Mississauga will require tenants and purchasers to be notified when the proposed development or redevelopment is located at the NEP/NEF composite noise contours of 30 and

above, as shown on Appendix F: Lester B. Pearson International Airport – Map 4: 1996 NEP/2000 NEF Composite Noise Contours. Notice is also to be provided regarding the requirement for the installation of central air conditioning.

6.9.2.10 Uses listed in Table 5-1 that are located at or above the corresponding 1996 NEP/2000 NEF contour as defined in Appendix F: Lester B. Pearson International Airport – Map 4 will require a noise study as a condition of development. The noise study is to be undertaken by a qualified acoustical consultant in accordance with Provincial Government policy to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.

Table: 6-1 Aircraft Noise Studies

| LAND USE | NEP/NEF Contour |
|---|-----------------|
| Residential Passive use parks Public and private schools Day care facilities Libraries Place of religious assembly Theatres Auditoria Hospitals Nursing Homes | 25 or Greater |
| Hotels Motels Retail or service commercial Office Athletic fields Playgrounds Outdoor swimming pools | 30 or Greater |
| Industrial Warehousing Arena | 35 or Greater |

6.9.3 Road Noise

As intensification occurs in the Downtown, Major Nodes, Community Nodes and along Corridors, road noise will increasingly be of concern. Careful attention must be paid to site planning and building design techniques to mitigate noise levels consistent with an urban environment.

6.9.3.1 Where residential and other land uses sensitive to noise are proposed in close proximity to Provincial Highways, it may be necessary to mitigate noise impact, in part, by way of the subdivision design. A Noise Impact Feasibility Study will be submitted prior to approval in principle of such land uses located within 50 m of arterial and major collector rights-of-way and within 100 m of a Provincial Highway right-of-way, or as required by the City or Region.

6.9.3.2 Residential development or development that includes outdoor living areas, will not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed limits specified in Appendix G: Outdoor and Indoor Sound Level Limits - Road and Rail, by five dBA or more. A detailed noise study will be required to demonstrate that every effort has been made to achieve the sound level criteria specified in Appendix G: Outdoor and Indoor Sound Level Limits - Road and Rail, for an outdoor living area and the noise study shall prove to the satisfaction of the City that the noise level in the outdoor living area, after applying attenuation measures, is the lowest level aesthetically, technically, administratively economically practical. The attenuated outdoor noise criteria may be exceeded by five dBA if a warning (consistent with Provincial Government Guidelines) regarding noise levels, is provided to prospective residents of the development area.

6.9.3.3 Development with a residential component such as dwellings, or any development which includes bedrooms, sleeping quarters, living rooms or reading rooms which will be subject to high levels of traffic noise, will only be permitted if it includes structural features which result in interior noise levels that comply with the indoor standards specified in Appendix G: Outdoor and Indoor Sound Level Limits - Road and Rail.

6.9.3.4 Where residential and other land uses sensitive to noise are proposed within 500 m of a

freeway, 250 m of a provincial highway or 100 m from other roads, development will be required to submit detailed noise studies delineating mitigative noise measures required to meet Provincial Government criteria and Region of Peel noise guidelines. The recommendations of the approved reports are to be implemented as conditions of development.

6.9.3.5 Where the acoustical analysis indicates that anticipated sound levels in the outdoor living area would exceed the outdoor sound level limits stipulated in Appendix G: Outdoor and Indoor Sound Level Limits - Road and Rail, by up to five dBA, Mississauga will require tenants and purchasers to be notified of such. Notice will also be required when road noise necessitates central air-conditioning or the provision for central air-conditioning to achieve the indoor noise levels limits stipulated in Appendix G: Outdoor and Indoor Sound Level Limits - Road and Rail.

6.9.3.6 Detailed noise reports prepared to analyze the impacts of road noise on a development are to incorporate the ultimate Annual Average Daily Traffic (AADT) for the road.

6.9.3.7 As a condition of approval of development applications, notice will be given by the developer to the purchasers and tenants of existing and potential impacts of the right-of-way and the maintenance of the required abatement measures.

6.9.4 Rail Noise, Safety and Vibration

Railways in urban areas require particular consideration not only because of the high levels of noise they generate, but also because of ground borne vibration. Safety is also a concern as intensification occurs in the vicinity of railway tracks. In addition, the encouragement of active modes of transportation will require consideration of cyclist and pedestrian safety in conjunction with railway operations

6.9.4.1 Where residential and other land uses sensitive to noise are proposed in close proximity to rail lines, it may be necessary to mitigate noise impacts, in part by way of the subdivision design. A Noise Impact Study will be submitted prior to approval in principle of such lands located within 100 m of a Principal Main Rail Line right-of-way or within 50 m of a Secondary Main Rail Line. Residential development or any development that includes outdoor, passive and recreational areas will generally not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed the limits specified in Appendix G: Outdoor and Indoor Sound Level Limits - Road and Rail, by five dBA or more. A detailed noise study will be required to demonstrate that every effort has been made to achieve the outdoor sound level criteria specified in Appendix G: Outdoor and Indoor Sound Level Limits - Road and Rail, and the noise study shall prove to the satisfaction of the City that the noise level in the outdoor living area, after applying attenuation measures, is the lowest level



Figure 6-20: Railways, while a vital part of transportation system and economy, can pose noise, vibration and safety concerns.

aesthetically, technically, administratively and economically practical.

6.9.4.2 Development with a residential component such as dwellings, or any development which includes bedrooms, sleeping quarters, living rooms, reading rooms and other noise sensitive uses which will be subject to high levels of railroad noise, will only be permitted if it includes structural features which result in interior noise levels that comply with the indoor standards specified in Appendix G: Outdoor and Indoor Sound Level Limits - Road and Rail.

6.9.4.3 Mississauga will require that the owner/developer engage a qualified noise consultant to undertake an analysis of noise and vibration and recommend abatement measures as necessary to meet Provincial and Region of Peel Guidelines and the requirements of the applicable rail company, to the satisfaction of the City, where sensitive land uses and other noise or vibration sensitive development that includes sleeping quarters, reading rooms and offices, are proposed within:

- 500 m of a Principal Main Rail Line for noise;
- 250 m of a Secondary Main Line for noise;
- 100 m of other railway lines for noise; and
- 75 m of all rail lines for vibration

6.9.4.4 Mississauga will require tenants and purchasers to be notified where the analysis indicates that anticipated sound levels in the outdoor living area would exceed the outdoor sound level limits stipulated in Appendix G: Outdoor and Indoor Sound Level Limits - Road and Rail, by up to five *dBA*. Notice will also be required when rail noise necessitates central air-conditioning or the provision for central air-conditioning to achieve the indoor noise levels limits stipulated in Appendix G: Outdoor and Indoor Sound Level Limits - Road and Rail.

6.9.4.5 As a condition of approval of development applications, notice will be given by the developer to purchasers and tenants of existing and potential impacts of rail use and operations and the maintenance of the required abatement measures.

6.9.4.6 Development applications for dwellings, significant additions thereto and places of public assembly, will incorporate an appropriate safety setback as determined by the City in consultation with the appropriate railway company, which takes into account berms, topography, intervening structures and the surrounding pattern of development.

6.9.4.7 Through development applications, the incorporation of security fencing to prevent trespassing on the railway right-of-way may be required.

7 Complete Communities

7.1 Introduction

One of the Strategic Plan pillars is to complete our neighbourhoods. Over the last thirty years many people moved to Mississauga because of its high quality and affordable housing. While important, housing is not enough. Communities need the infrastructure that supports physical and emotional well-being - the ability to live, learn and play. Other important ingredients in nurturing quality of life are cherishing the city's history, cultivating art and culture and valuing the distinctive characteristics of

all areas within Mississauga. This chapter addresses these aspects of community building and, taken together with the other policies in this Plan, will create communities that enable people to not only live and work in Mississauga, but also thrive.

Complete communities meet the day to day needs of people throughout all stages of their life. At a city wide level, Mississauga is a complete community. It has a wide assortment of housing choices, employment opportunities and numerous commercial, social and institutional venues allowing its inhabitants to experience the benefits of city living. The Downtown, Major Nodes and









Figure 7-1: Creating complete communities is an important goal of this Plan. This means that the services and facilities needed for daily living are readily available, but there are also opportunities for people to fully engage in community life.

Community Nodes are also planned to be complete communities. They will offer a range of residential and employment opportunities and a wide variety of services.

Some areas within the city will not meet all the needs for daily living. Residents living in one of the city's many Neighbourhoods may need to travel some distance to work in another part of the city such as a Corporate Centre or Employment Area. However, other services such as schools, shopping facilities, recreation centres or libraries should be available either within the Neighbourhood or in a nearby Major Node or Community Node, preferably accessible by a short walk or cycling trip.

The policies contained in this chapter, address elements of urban living particularly important to completing communities. This chapter includes policies regarding:

- meeting the housing needs of people of all ages, abilities and income groups;
- providing opportunities for the education of

- children, continuing learning experiences of adults, opportunities for physical fitness, leisure and social interaction, facilities for worship and spiritual contemplation;
- protecting and enjoying the city's rich cultural heritage;
- providing the inclusion of art and culture in the daily experience of those that live in and visit the city; and
- creating areas with distinct identities that foster community identity and pride.

The goal of these policies is to create inclusive communities where people are connected, supported and allowed to flourish.

7.1.1 Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.







Figure 7-2: Mississauga is home to residents of all ages. Mississauga Official Plan's policies are intended to foster vibrant and complete communities that will enable all residents to thrive.

- 7.1.2 The creation of complete communities and the implications for public health will be considered by Mississauga when making planning decisions.
- 7.1.3 In order to create a complete community and develop a built environment supportive of public health, the City will:
- a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;
- design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;
- encourage environments that foster incidental and recreational activity; and
- d. encourage land use planning practices conducive to good public health.
- 7.1.4 Mississauga will raise awareness of the link between the built environment and public health.
- 7.1.5 Mississauga may require a Health Impact Statement associated with development proposals.
- 7.1.6 Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socio-economic characteristics and needs.
- 7.1.7 In cooperation with the appropriate public and private agencies and other levels of government, Mississauga will provide community infrastructure, supportive of complete communities, to meet the civic, cultural, educational, recreational, religious, social and emergency service needs of residents, employees and visitors.
- 7.1.8 Mississauga will recognize the significance of and act responsibly in the identification, protection, and enhancement of structures, sites, cultural heritage landscapes, environments, artifacts, traditions, and **streetscapes** of historical, architectural or archaeological significance.

- 7.1.9 Public art and culture will be encouraged as a means of enhancing the identity and unique character of the city and its various communities. Incentive programs may be developed to encourage the creation of public art.
- 7.1.10 When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area.

7.2 Housing

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

Mississauga is a desirable place to locate for those

Population by Age Group | 2009 and 2031

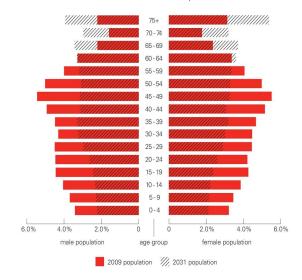


Figure 7-3: As the city's overall population continues to grow, so does the aging population. The age structure is affected by the natural increase and aging of the existing population base, and less affected by the age of new residents. A growing trend in Mississauga is to age-in-place, which means that when children move out to establish their own households, parents remain in the family home. Many will want to remain in the same community.

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

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

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

It is expected that most future additions to the housing stock will be higher density forms, particularly apartments. The Plan encourages the creation of new housing in the Downtown, Major Nodes and Community Nodes that meets the needs of a diverse population. While housing in these areas is expected to be attractive to young and older adults, the needs of families must also be As housing in Neighbourhoods is considered. vacated by older adults, opportunities will exist for new families coming to the city. However. opportunities for families to live in the Downtown, Major Nodes and Community Nodes will also be encouraged.

7.2.1 Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.

- 7.2.2 Mississauga will provide opportunities for:
- a. the development of a range of housing choices in terms of type, tenure and price;
- the production of a variety of affordable dwelling types for both the ownership and rental markets; and
- the production of housing for those with special needs, such as housing for the elderly and shelters.
- 7.2.3 When making planning decisions Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.
- 7.2.4 Mississauga will ensure that the quality and quantity of the existing housing stock is maintained.
- 7.2.5 The onus will be placed on the applicant/developer to address Provincial and Regional housing requirements.
- 7.2.6 Mississauga will consider the contribution that can be made to current housing needs by housing programs of other levels of government and will seek to maximize the use of those programs that meet the City's housing objectives.
- 7.2.7 Mississauga will directly assist all levels of government in the provision of rental housing by:
- a. supporting the efforts of the Region and other local not-for-profit housing organizations in providing low and moderate income rental housing and accommodation for those with special needs;
- assisting the development of new rental units through the promotion of, and participation in, programs aimed at producing rental housing; and
- c. supporting the preservation of the rental housing stock.
- 7.2.8 Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.

- 7.2.9 The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes.
- 7.2.10. Regulations for secondary suites will be determined through the preparation of an affordable housing strategy. The affordable housing strategy will be developed in consultation with the community and will consider, among other matters, zoning provisions, licensing requirements and health, safety and property standards.
- 7.2.11 Mississauga will encourage the Region to provide social housing in appropriate locations to meet the needs of the local population.
- 7.2.12 Mississauga will work with the Region to develop a housing strategy that will establish and implement affordable housing targets.
- 7.2.13 Conversion of residential rental properties to a purpose other than the purpose of a residential rental property, or the demolition of residential rental properties exceeding six dwelling units will not be permitted if it adversely affects the supply of affordable rental housing as determined by affordable housing targets and rental vacancy rates.

7.3 Community Infrastructure

Community infrastructure is a vital part of complete communities, contributing to the quality of life and well-being of residents. It is essential in meeting social, cultural, education, recreational, and spiritual needs for a growing and multicultural resident population. In addition to the services provided by the City, community infrastructure is also provided by other agencies, levels of government and the private sector.

Access and transportation connections to community infrastructure are important. Generally, new community infrastructure is encouraged to locate in Intensification Areas and Corridors to minimize traffic impacts on local roads.

- 7.3.1 Community infrastructure will support the creation of complete communities.
- 7.3.2 The preferred location for community infrastructure will be within the Downtown, Major Nodes, Community Nodes and Corridors. Where appropriate, community infrastructure may also be located within Neighbourhoods and Corporate Centres. Community infrastructure will generally not be located within Employment Areas. Where permitted within Employment Areas, these uses will be located along the periphery of Employment Areas.





Figure 7-4: Community infrastructure provides valuable services to all members of the community including public schools, private schools, emergency services, private clubs, *community facilities*, daycare/day program and places of religious assembly. The City provides high quality services at state of the art facilities.

- 7.3.3 Community infrastructure located within Neighbourhoods may include schools, emergency services, private clubs, daycare/day programs and places of religious assembly. Where community infrastructure is located in Neighbourhoods it will generally serve the local or nearby Neighbourhoods. City wide or region wide community infrastructure may not be permitted in Neighbourhoods.
- 7.3.4 Community infrastructure that generates large amounts of traffic will be located to minimize impacts on the transportation system.
- 7.3.5 Community infrastructure will generally be:
- a. in proximity to transit facilities;
- on Corridors, major and minor collector roads, preferably at intersections;
- c. connected to trails, cycling facilities, where possible;
- d. in proximity to other community infrastructure and places of gathering, where possible; and
- e. accessible to persons with disabilities
- 7.3.6 Mississauga will cooperate and assist other levels of government and public and private agencies in providing community infrastructure that are not within the jurisdiction of the City.
- 7.3.7 The type of community infrastructure as well as its scale, design, layout and configuration permitted at any location, may be limited to ensure

- visual and functional compatibility with surrounding development.
- 7.3.8 Where possible, community infrastructure will be encouraged to develop shared parking facilities.
- 7.3.9 School sites will be determined during the processing of development applications and will have regard for the site policies established by the School Boards.
- 7.3.10 School sites will be used for schools under the jurisdiction of the Peel District School Board, the Dufferin-Peel Catholic District School Board, the Conseil Scolaire de District Centre-Sud-Ouest, or the Conseil Scolaire de District Catholique Centre-Sud, or private schools.
- 7.3.11 Private clubs will be discouraged from locating in Neighbourhoods.
- 7.3.12 The preferred locations for places of religious assembly will be the Downtown, Major Nodes and Community Nodes. Otherwise, places of religious assembly will be encouraged to locate in Corridors, preferably at their intersections.
- 7.3.13 The availability and location of existing and planned community infrastructure will be taken into account so that new community infrastructure can be provided efficiently and effectively and tailored to meet the needs of the population in each community.

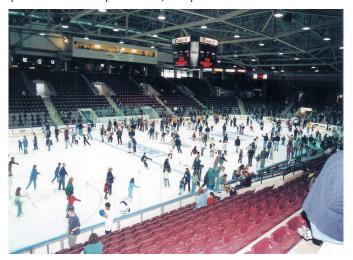




Figure 7-5: Mississauga's Community Services Department has a variety of programs for every age and interest, offered at various community facilities.

7.3.14 The proponent of an intensification project may be required to provide a Community Infrastructure Impact Study. A Community Infrastructure Impact Study will, among other things, assess the proximity to and adequacy of existing community infrastructure, human services and emergency services to meet increased demand caused by proposed intensification. A Community Infrastructure Impact Study will identify necessary community infrastructure and the need for staging to ensure that development does not precede necessary community infrastructure improvements. A Community Infrastructure Impact Study will require the approval of the City and other appropriate approval agencies.

7.4 Heritage Planning

Heritage planning is the responsibility of the Provincial Government and the City. The Heritage Advisory Committee has been established to advise City Council on matters pertaining to cultural heritage value or interest.

7.4.1 Cultural Heritage Resources

Mississauga's cultural heritage resources reflect the social, cultural and ethnic heritage of the city and, as such, are imperative to conserve and protect. Cultural heritage resources are structures, sites, environments, artifacts and traditions that are of cultural, historical, architectural, or archaeological value, significance or interest. These include, but are not limited to:

- structures such as buildings, groups of buildings, monuments, bridges, fences and gates;
- sites associated with an historic event;

- environments such as landscapes, streetscapes, flora and fauna within a defined area, parks, heritage trails and historic corridors;
- artifacts and assemblages from an archaeological site or a museum; and
- traditions reflecting the social, cultural, or ethnic heritage of the community.

To celebrate the past and create a sense of place and identity, Mississauga will designate cultural heritage resources in accordance with the *Ontario Heritage Act*.

- 7.4.1.1 The heritage policies are based on two principles:
- a. heritage planning will be an integral part of the planning process; and
- b. cultural heritage resources of significant value will be identified, protected, and preserved.
- 7.4.1.2 Mississauga will discourage the demolition, destruction or inappropriate alteration or reuse of cultural heritage resources.
- 7.4.1.3 Mississauga will require development to maintain locations and settings for cultural heritage resources that are compatible with and enhance the character of the cultural heritage resource.
- 7.4.1.4 Mississauga will encourage other levels of government to enact legislation and develop programs that promote the preservation and rehabilitation of cultural heritage resources.
- 7.4.1.5 Mississauga will encourage private and public support and the allocation of financial resources for the preservation and rehabilitation of cultural heritage resources.
- 7.4.1.6 Mississauga will foster public awareness of and commitment to, the protection and enhancement of cultural heritage resources.
- 7.4.1.7 Mississauga will maintain a Heritage Register of property, including structures and cultural landscapes that should be preserved as cultural heritage resources. The cultural heritage

resources in the Heritage Register will be assessed based on their design or physical value, historical or associative value, contextual value and archaeological significance including the aggregation of both natural and cultural heritage resources.

7.4.1.8 The Heritage Register will contain a legal description of the property, the name and address of the owner, a statement explaining the cultural heritage value or interest of the property and a description of the heritage attributes of the property.

7.4.1.9 Local area plans may suggest ways to protect cultural heritage resources of major significance by prohibiting uses or development that would have a deleterious effect on the cultural heritage resource, and encouraging uses and development that preserve, maintain and enhance the cultural heritage resource.

7.4.1.10 Applications for development involving cultural heritage resources will be required to include a *Heritage Impact Statement* prepared to the satisfaction of the City and other appropriate authorities having jurisdiction.

7.4.1.11 Cultural heritage resources designated under the *Ontario Heritage Act*, will be required to preserve the heritage attributes and not detract or destroy any of the heritage attributes in keeping with the *Ontario Heritage Tool Kit*, the Ontario Ministry of Culture, and the *Standards and Guidelines for the Conservation of Historic Places in Canada*, Parks Canada.



Figure 7-6: The Bradley Museum is a small saltbox style farmhouse that was constructed in 1830 by Lewis and Elizabeth Bradley. After 20 years in a rugged cabin, this United Empire Loyalist couple and their seven children called this modest house home. Bradley House opened to the public in 1967. It was originally restored by the Mississauga Heritage Foundation to reveal the everyday life of early settlers in Ontario.



Figure 7-7: Heritage Conservation Districts enable the City to manage and guide change through the adoption of a plan and guideline for the conservation, protection and enhancement of each area's special character. Meadowvale Village, at Old Derry and Second Line roads, is a historic community within the modern City of Mississauga. The City recognized the significance of Meadowvale Village in 1980 by designating it a Heritage Conservation District pursuant to the *Ontario Heritage Act*, the first designated in Ontario. More recently, Port Credit Village was designated a Heritage Conservation District in 2004.

7.4.1.12 The proponent of any construction, development, or property alteration that might adversely affect a listed or designated cultural heritage resource or which is proposed adjacent to a cultural heritage resource will be required to submit a *Heritage Impact Statement*, prepared to the satisfaction of the City and other appropriate authorities having jurisdiction.

7.4.1.13 Cultural heritage resources must be maintained in-situ and in a manner that prevents deterioration and protects the heritage qualities of the resource.

7.4.1.14 Cultural heritage resources will be integrated with development proposals.

7.4.1.15 Mississauga will regulate use and other matters, as appropriate, for heritage preservation through zoning by-laws.

7.4.1.16 Mississauga will acquire *heritage easements*, apply restrictive covenants, and enter into development agreements, as appropriate, for the preservation of cultural heritage resources.

7.4.1.17 Public works will be undertaken in a way that minimizes detrimental impacts on cultural heritage resources.

7.4.1.18 Mississauga recognizes the Credit River and Etobicoke Creek valleys as heritage corridors with both prehistoric and historical significance.

7.4.2 Cultural Heritage Properties

Cultural heritage properties are those properties or defined areas that are determined to be of cultural, historical, archaeological or natural significance and/or value. A heritage designation is applied to properties that have contextual, archaeological, historical/associative and/or physical/design value that is to be preserved. Properties of cultural heritage value are designated under the *Ontario Heritage Act*, on the City's Heritage Register, and include listed properties that have not been designated under the Act, but that City Council believes to be of cultural heritage value or interest.

7.4.2.1 Programs for the selective acquisition of cultural heritage properties by the City will be considered. Assistance from the Federal and Provincial Governments will be requested in realizing these programs.

7.4.2.2 Prior to the demolition or alteration of a cultural heritage resource, documentation will be required of the property to the satisfaction of the

City, and any appropriate advisory committee. This documentation may be in the form of a *Heritage Impact Statement*.

7.4.2.3 Development adjacent to a cultural heritage property will be encouraged to be compatible with the cultural heritage property.

7.4.3 Heritage Conservation Districts

In some locations, the cultural heritage value or interest is more than an individual structure or property. It may be a collection of cultural heritage attributes that form the character and appearance of an area, including buildings, structures, cultural landscapes, open spaces, roads, fences, and other property features. Although such locations may include individual cultural heritage properties, they may also be an area where no building or element may be significant on its own but collectively they contribute to the special cultural heritage value character of the area that is worthy of preservation and identification as a Heritage Conservation District.

Heritage Conservation Districts are areas defined by the City as being of unique character to be conserved through a designation by-law pursuant to the *Ontario Heritage Act*. Mississauga has two Heritage Conservation Districts. Meadowvale Village, designated in 1980 and Ontario's first Heritage Conservation District, and Old Port Credit Village, designated in 2004. Additional Heritage Conservation Districts may be considered.

- 7.4.3.1 Heritage Conservation Districts will be designated by the City in accordance with the *Ontario Heritage Act* and the following criteria:
- a. most of the structures or heritage elements, in a grouping, that have a unique character and reflect some aspect of the heritage of the community or are of historic, architectural, natural, or cultural significance; or

- b. an environment that should be preserved because of its cultural heritage, cultural landscape, or scenic significance.
- 7.4.3.2 Heritage Conservation District Plans will contain the following:
- a statement of the objectives to be achieved in designating the area as a heritage conservation district;
- a statement explaining the cultural heritage value or interest of the heritage conservation district;
- a description of the heritage attributes of the heritage conservation district and of properties in the district;
- d. policy statements, guidelines and procedures for achieving the stated objectives and managing change in the heritage conservation district; and
- e. a description of the alterations or classes of alterations that are minor in nature and that the owner of a property in the heritage conservation district may carry out or permit to be carried out on any part of the property, other than the interior of any structure or building on the property, without obtaining a Heritage Permit.
- 7.4.3.3 Applications for development within a Heritage Conservation District will be required to include a *Heritage Impact Statement* and Heritage Permit, prepared to the satisfaction of the City and the appropriate authorities having jurisdiction.

7.4.4 Archaeological Resources



Figure 7-8: An excavation was conducted in 1972 at the original location of the Cherry Hill house at the northwest corner of Cawthra Road and Pinkney Drive. After a subsequent excavation of the site, a collection of 30,000 artifacts including glass, ceramics, pottery, metal, bone and miscellaneous material was discovered and in 1986 the collection was turned over to the Bradley Museum. One of the findings includes the china plate pictured above called Spero; the pattern is dated between 1886 and 1891.

The city's human history spans thousands of years and is reflected through physical remains that have been left behind by individuals or groups of people. These physical remains are archaeological resources and can be found lying on top of the ground, buried in the earth or under water.

Archaeological resources help us understand the people who previously inhabited the area and are important in preserving the city's history and identity.

7.4.4.1 Mississauga will cooperate with the Provincial Government to designate archaeological sites in accordance with the *Ontario Heritage Act*.

7.4.4.2 Removal of artifacts from an archaeological site will be prohibited except in accordance with the

requirements of the *Ontario Heritage Act*, the Provincial Government and the City.

7.4.4.3 Any archaeological or other artifacts of heritage significance discovered on properties during the development of privately owned land will be deeded gratuitously to the appropriate public authority.

7.4.5 Archaeological Protection Areas

Archaeological protection areas are sites of archaeological value and interest of major significance to the history and identity of the city, worthy of preservation and possible acquisition by the City.

An archaeological site is a defined location noted through the scientific study of material remains of past human life and activities. Archaeological sites are an irreplaceable part of heritage and although the history of Mississauga as a city is short, it is rich, varied and unique in 10,000 years of archaeological resources. What is discovered from archaeological sites contributes to a better understanding of the past. The removal of archaeological material is a destructive process. Archaeological protection areas retain these resources for future generations.

7.4.5.1 As a condition of development, the City in consultation with the Provincial Government, may require that an archaeological assessment be undertaken. Should any significant archaeological remains be discovered, an appropriate mitigation strategy will be developed. Any salvage excavation of archaeological remains will be conducted to the satisfaction of the City and the Provincial Government.

7.4.5.2 Programs for the survey and excavation of archaeological protection areas will be considered. Assistance from the Federal and Provincial Governments will be requested in realizing these programs.

- 7.4.5.3 Any report on surveys or excavations in Mississauga must be filed with the City at the time the report is filed with the Provincial Government.
- 7.4.5.4 Mississauga reserves the right to refuse a completed archaeological report if it is not satisfactory to the City.
- 7.4.5.5 To protect against the inappropriate removal of artifacts, Mississauga may keep the existence and location of archaeological protection sites confidential.
- 7.4.5.6 Mississauga will investigate establishing and maintaining an inventory of archaeological sites and reporting to the Provincial Government all known sites.
- 7.4.5.7 Mississauga will consider the use of public open space for conserving archaeological protection sites where appropriate.
- 7.4.5.8 Sites of archaeological value and interest of major significance to the history and identity of the City, worthy of preservation and possible City acquisition, are categorized as archaeological protection areas.
- 7.4.5.9 Archaeological protection areas should be designated archaeological sites by the Provincial Government in accordance with the *Ontario Heritage Act*.
- 7.4.5.10 Mississauga, in cooperation with the Provincial Government, will endeavor to preserve archaeological sites of major significance by prohibiting uses or development on archaeological protection areas that would have a deleterious effect on the archaeological site.
- 7.4.5.11 Sites of lesser archaeological value and interest but still representing an important contribution to the history and identity of the City, worthy of documentation and study, may be subject to an archaeological assessment and mitigation.
- 7.4.5.12 Mississauga will endeavour to protect the archaeological heritage of the City by identifying archaeological sites and encouraging documentation.

7.5 Cultural Infrastructure

Culture contributes to creating engaging, lively and richly textured places where people want to live and visit. It plays a significant role in creating vibrant and liveable communities, contributes to the economy and should reflect and celebrate the culture, histories and traditions of the community. Incorporating culture creates a social environment that supports community building.

Cultural infrastructure refers to those properties that are used primarily or occasionally for creation, presentation or delivery of cultural products or events or which are themselves cultural artifacts. These properties may have been constructed as purpose-built cultural buildings or they may have had, or continue to have, another primary purpose. These properties may be owned by governments, institutional and not for profit corporations, or by private interests. Some properties will conform to the description of conventional cultural facility type (e.g., museum) while others may not. The public and physical places where digital culture is facilitated (e.g., internet cafes, wireless hotspots) are included.

The development of cultural infrastructure should be community driven and neighbourhood focused. A broadly distributed range of opportunities for citizens of all ages to participate in a wide variety of cultural activities builds the foundation for strong cultural institutions and an authentic identify in the future.

- 7.5.1 Cultural infrastructure should:
- a. be directed to Intensification Areas;
- b. be a part of creating complete communities; and
- c. recognize and strengthen distinct identities.
- 7.5.2 Community Improvement Plans should be used to offer incentives to guide the development of cultural infrastructure clusters. They may provide incentive grants and loans to:



Figure 7-9: The Living Arts Centre (LAC) opened its doors on October 7, 1997, adding an exciting cultural dimension to Mississauga's Downtown. Serving as an important resource for the arts, education and business, LAC features over 225,000 square feet of multiple performance venues, studio spaces and exhibition display areas. The LAC is a valued cultural resource that benefits the community.

- a. preserve and adaptively reuse heritage buildings;
- b. initiate façade improvement programs for heritage buildings in commercial areas with a focus on buildings in Intensification Areas;
- c. encourage the conversion of spaces for cultural uses; and
- d. encourage public art.
- 7.5.3 Mississauga will support cultural development by considering the needs of the cultural community when:
- a. acquiring or selling municipal land; and
- b. building and rehabilitating municipal facilities.
- 7.5.4 At the discretion of the City, municipal parking facilities may be used to meet or reduce the parking requirements for cultural facilities where it does not impair the functioning of other uses. The

City will develop corporate policies regarding which cultural facilities are eligible and appropriate implementation criteria and conditions.



Figure 7-10: Public art is created for specific sites, responding to a series of conditions, including built forms and elements, landscaping, historical events and cultural and community identities, and interpreting contemporary life. Public art contributes appreciably to the experience of urban space, making it a rich and engaging environment. Many areas around the city include pieces of public art, including the Credit Valley Hospital.

7.6 Distinct Identities

Mississauga was created in 1974 through the amalgamation of the towns of Port Credit and Streetsville and the Town of Mississauga. These towns and settlement areas predate 1900 and continue to retain historic features.

More recent residential development occurred in phases generally from the south end of the city proceeding northward. These areas are distinguished by their common development characteristics, age, development pattern, architectural style and intensity of use.

The character of Mississauga's communities is derived in part, from physical elements such as topographical and natural features, distinct buildings, streets and places, all of which provide a sense of individuality. The waterfront, the major valley

features associated with the Credit and Etobicoke rivers and the former Lake Iroquois Shoreline, are highly visible and important physical elements that create a distinct identity for the city as a whole and the specific communities in which they are located.

7.6.1 Diverse Character

As development of existing communities proceeds, Mississauga will ensure the distinct character of existing areas, including their natural heritage features, cultural heritage, built heritage and archaeological resources are preserved and enhanced for present and future generations.

As new areas develop, particularly the Major Nodes and Community Nodes, a distinct identity should be created based on the history, needs and characteristics of residents.



Figure 7-11: My Mississauga events have become a major attraction in the Downtown. A number of free events including cultural shows and dances, concerts and community festivals are held each summer. These events help promote arts and culture in the city and reach a broad audience, from youth to older adults of various backgrounds.

Corporate Centres are also encouraged to develop unique identities. For example, Meadowvale Business Park, renowned for its bio-medical businesses and Sheridan Park a well established research park, both developed as prestige employment areas set in a suburban landscape. While they are encouraged to intensify they should have a different character than other Corporate Centres such as Gateway Corporate Centre which is currently developing and is located in an *Intensification Corridor* to be served by *higher order transit*. As such, Gateway Corporate Centre is expected to have a strong urban built form that will contribute to creating a distinct identity.

7.6.1.1 Mississauga will strive to protect and enhance the desirable character of areas with distinct identities and encourage the development of distinct identities for other areas.

7.6.1.2 Built form within Intensification Areas should provide for the creation of a sense of place through, among other matters, distinctive architecture, high quality public art, streetscaping (including street trees), and cultural heritage recognition.

7.6.1.3 A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment.

7.6.1.4 The historic character and sense of community will be maintained through the preservation and protection of existing residential Neighbourhoods.

7.6.1.5 New development will be compatible with the physical, social and environmental attributes of the existing community.

7.6.1.6 Mississauga will strive to conserve cultural heritage resources by incorporating them into community design.

7.6.2 Lake Ontario Waterfront

The Lake Ontario waterfront shoreline within Mississauga, which measures approximately 22 km, is a part of the Natural Areas System and is a major public destination. The waterfront includes a diversity of uses that range from industrial, commercial, recreational and tourism to residential uses while providing important ecological features and functions.

The Mississauga waterfront communities encompass all or portions of the Southdown, Clarkson-Lorne Park, Port Credit and Lakeview Character Areas as shown on Figure 7-12. These communities have a strong orientation to the waterfront and their identity is associated with their

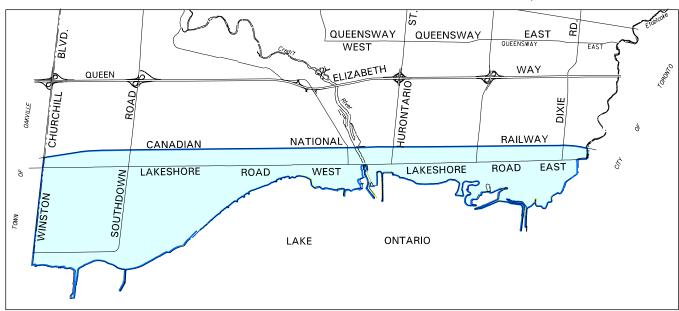


Figure 7-12: The Mississauga waterfront communities include all or a portion of Clarkson-Lorne Park, Lakeview, Port Credit and Southdown.



Figure 7-13: Mississauga is located on the Lake Ontario shoreline. The waterfront contains a number of natural areas and public spaces that are major destinations within the city.

historic relationship to Lake Ontario. Maintaining and strengthening these relationships will be a factor in planning decisions affecting these communities.

Access to the water, parks and open space, as well as its recreational facilities, enhance the quality of life for residents and visitors. The waterfront will continue to serve as a regional destination for public uses and mixed use development, without compromising ecological features and functions, access to the shoreline and water, water views, and its unique historic and natural character. Among the waterfront's unique features are Rattray Marsh, a shingle beach, several harbours, marinas and historic villages. In addition, areas of the waterfront support ongoing industrial operations that contribute

to the physical diversity and visual interest of the city.

Lake Ontario was a key factor in the settlement of Mississauga and influenced the settlement pattern of the city, as well as, the city's cultural and natural heritage.

7.6.2.1 To ensure that the waterfront continues to remain a viable natural asset for present and future generations Mississauga will:

 a. continue to pursue the acquisition of physical and visual public access to the waterfront having regard for the function of the Natural Areas System and the risks posed by potential natural hazards; and

- b. permit and promote a range of uses that recognize the waterfront as a focus for recreation, tourism and economic development activities while having regard for the natural hazards and natural environment associated with these areas.
- 7.6.2.2 Port Credit Harbour will be the focus for tourism and economic development on the waterfront. The function and image of Port Credit as a centre for commercial activity and tourism will be enhanced and promoted. In addition, planning studies will consider the entire waterfront and identify other tourism and economic development opportunities.
- 7.6.2.3 All publicly owned land should be retained by the City or other levels of government, and contribute to public use and enjoyment of the Lake Ontario waterfront.
- 7.6.2.4 The review of applications for development along the Lake Ontario waterfront and the mouth of the Credit River, will have regard for the following:
- a. provision of public views of the lake from within and throughout the property;
- b. maintain existing or create new view corridors to the lake and along the shoreline;
- c. recognition, reflection, and integration of cultural heritage resources;
- d. provision of public access to and along the water's edge, in particular the waterfront trail system (e.g., through the acquisition of parkland);
- e. potential to provide linkages for other trail systems, public access nodes, and natural features, areas and linkages including their ecological functions.
- f. design of shoreline forms that do not pose physical barriers to the water;
- q. natural hazards;
- h. restoration and shoreline improvements;

- natural heritage features and their functions;
- j. opportunities for nature appreciation;
- k. compatibility among land uses;
- I. the privacy and security of private property;
- m. mix of appropriate uses;
- n. form and scale appropriate to the waterfront location;
- ensure that public open space adjacent to the shoreline is clearly seen to be open to the public;
- p. dedication of patent water lots to the City or appropriate public agency;
- q. provision of a variety of appropriate uses and activities which are lake-dependent and lake-enhanced; and
- r. development of public shoreline parkland and the provision of associated recreational facilities.
- 7.6.2.5 Public Open Space and development adjacent to the Lake Ontario Waterfront Trail should be designed to enhance the trail users experience of Lake Ontario by maximizing views of Lake Ontario and by creating a varied, visually stimulating, comfortable and human-scaled edge to the waterfront trail.



Figure 7-14: Lakefront Promenade is located on the Lake Ontario shoreline and is a major destination park.

7.6.2.6 The implementation of development proposals should enhance and promote the image and identity of Mississauga as a waterfront city with a unique waterfront advantage for development that will consider, among other uses, recreation, retail, cultural and tourism activities.

7.7 Urban Agriculture

Mississauga, like other cities around the world, is dependent on the importation of food to sustain its population. While this dependency is expected to continue, Mississauga supports a variety of urban agricultural practices that allow its residents access to freshly grown local produce, supports the surrounding agricultural community, enhances local food security, reduces the energy costs associated with transporting food great distances and achieves a more sustainable community.

- 7.7.1 Mississauga supports the following urban agricultural practices:
- a. urban gardening,
- b. community gardening; and
- c. the creation of roof-top gardens.
- 7.7.2 Farmers' markets will be encouraged particularly in Intensification Areas.



Figure 7-15: The Garden of the Valley, located in the Mississauga Valleys Character Area, is a community garden. It includes plots that can be rented and community plots that are gardened by volunteers. Each plot is approximately 3.0 m x 1.2 m and is gardened organically without the use of any pesticides, herbicides or chemical fertilizers. The gardens provide residents, with not only the opportunity to grow plants and vegetables, but also to socialize and network.

8 Create a Multi-Modal City

8.1 Introduction

The City will create a multi-modal transportation network for the movement of people and goods that supports more sustainable communities. The multi-modal transportation system is composed of the following modes of travel:

- transit;
- vehicular (e.g., cars and trucks);
- active transportation (e.g., walking and cycling);
- rail (passenger and freight); and
- air travel (passenger and freight).

While vehicle trips will continue to account for a

significant share of the total trips, the length of these trips should shorten in response to the creation of mixed use nodes that support the daily needs of surrounding residential and business communities and the share of auto trips will be reduced as opportunities to travel by transit, cycling and walking improve.

Mississauga is evolving from a city that has a suburban, vehicle-oriented built form to a more urban municipality. The transformation of the transportation system to meet the needs of the future is not without significant challenge. Mississauga's transportation infrastructure, which is largely built and relatively new, was designed around a grid of widely spaced major roads designed to move large volumes of vehicles efficiently. Within the grid are a series of collector roads and local



Figure 8-1: Mississauga promotes a range of transportation modes. In addition to providing for the car, facilities for transit, cycling, and walking are a priority. Promoting a range of transportation choices will be particularly important in areas where intensification is encouraged, such as in the Downtown.

streets where vehicles move at slower speeds and pedestrians and cyclists can safely share the roadway. Rail corridors, Provincial highways and the Airport link Mississauga to surrounding communities and beyond.

Much of the transportation system serving Mississauga is under the jurisdiction of other levels of government and agencies. This includes the Federal Government, the Province, Metrolinx, the Region, the Greater Toronto Airports Authority (GTAA) and private agencies, such as Canadian National Railway and the St. Lawrence and Hudson Railway. As such, Mississauga must coordinate and partner with others to create a multi-modal transportation system.

It is vital to preserve the capacity of the road system to meet the needs of Mississauga's population and employment growth as well the growth in surrounding communities that will utilize Mississauga's transportation system. At the same time it will be essential to provide more opportunities for car-pooling, transit and *active transportation* choices.

Although many of Mississauga's roads have generous right-of-way widths, it will not be possible to accommodate the needs of all modes of travel on

all roads, nor will it be necessary to do so to create a multi-modal network. Strategic decisions will be made regarding which roads will be prioritized for different modes of travel.

While arterial roads will continue to move large volumes of traffic, the design of these thoroughfares must be sensitive to surrounding land uses. Arterial roads in employment areas will continue to prioritize goods movement to support the vital role the transportation system plays in the economic health of the city. This will contrast with transportation priorities in Intensification Areas, where the needs of transit, pedestrians and cyclists will be in the forefront. In Intensification Areas, transportation decisions will support the creation of a fine grain street pattern, low traffic speeds, a mix of travel modes and attention to the design of the public realm.

Improving connections from surrounding areas to Intensification Areas will also be a priority. These connections will focus on increasing opportunities for walking and cycling, which may result in consolidating vehicular entrances to support the creation of continuous building frontages with entranceways facing public streets and oriented to pedestrians.



Figure 8-2: Higher order transit is proposed along Hurontario Street and will complement intensification. The illustration shows the City's vision for higher order transit along Hurontario Street.

Creating a multi-modal transportation system that supports transit and *active transportation* options goes hand-in-hand with creating compact, complete communities, and providing future generations with the opportunity to lead healthier, longer, more active lives. Transportation planning will complement environmental planning, land use planning and urban design.

- 8.1.1 Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and *active transportation*.
- 8.1.2 Mississauga will plan and manage the transportation system to provide for the safety of all users.
- 8.1.3 The City will strive to incorporate stormwater best management practices in the planning, design and construction of municipal road and off street parking facility projects. Decisions regarding the specific implementation of stormwater best management practices will be made on a project basis in accordance with relevant drainage plans and studies, and development standards and policies.
- 8.1.4 Mississauga will strive to create a transportation system that reduces dependence on non-renewable resources.
- 8.1.5 Mississauga will work in partnership with other levels of government and other agencies to support the reduction of transportation-related greenhouse gas emissions.
- 8.1.6 Mississauga will ensure that the transportation system will provide connectivity among transportation modes for the efficient movement of people and goods.
- 8.1.7 Mississauga will create a well-connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas.
- 8.1.8 To better utilize existing infrastructure, Mississauga will encourage the application of transportation demand management techniques,

- such as car-pooling, alternative work arrangements and shared parking.
- 8.1.9 Mississauga will ensure that transportation corridors are identified and protected to meet current and projected needs for various travel modes.
- 8.1.10 Mississauga will separate transportation modes within transportation corridors, where appropriate.
- 8.1.11 Transit will be a priority for transportation infrastructure planning and major transportation initiatives.
- 8.1.12 Mississauga supports opportunities for multimodal uses where feasible, in particular prioritizing transit and goods movement over those of singleoccupant vehicles.
- 8.1.13 Mississauga will coordinate transportation investments to implement the policies of this Plan.
- 8.1.14 Mississauga will work with other municipalities, levels of government and agencies to create a well-connected, efficient, accessible, multimodal transportation system.
- 8.1.15 The policies of Mississauga Official Plan apply to all transportation infrastructure under the jurisdiction of the City. Other levels of government and agencies should support the policies of this Plan through their transportation infrastructure investment decisions. Transportation infrastructure under the jurisdiction of other levels of government and agencies is identified in Appendix C: Policies of Other Levels of Government.
- 8.1.16 In reviewing development applications Mississauga will require area-wide or site specific transportation studies to identify the necessary transportation improvements to minimize conflicts between transportation and the land use and to ensure that development does not precede necessary road, transit, cycling and pedestrian improvements. Transportation studies will consider all modes of transportation including auto traffic, truck traffic, transit, walking and cycling.





Figure 8-3: The ability to create multi-modal roadways will be influenced by right-of-way widths. Wider rights-of-way will allow for dedicated space for different transportation modes, however, where rights-of-way are narrower transportation modes will need to share space.

8.2 Multi-Modal Network

The creation of a multi-modal transportation system is important to Mississauga to enable the efficient movement of people and goods. The regional transportation system will primarily be accommodated on Provincial highways, rail and higher order transit corridors and at the Airport. The local transportation system will primarily be accommodated on City roads and multi-use trails. This system will focus on the day-to-day travel needs of those that live, work or play in Mississauga and will increasingly emphasize opportunities for transit and active transportation.

Schedules 5, 6 and 7 show the long-term road, transit and cycling networks that will form the basis of the transportation system. Tables 7-1 to 7-4 provide the designated right-of-way widths based on the road classification system for City roads. Schedule 8 shows the designated right-of-way widths necessary to achieve the long-term multimodal transportation system under the City and Region's jurisdiction.

8.2.1 Corridor Protection

While this Plan focuses on promoting transit as a viable choice for the movement of people, there will still be a need for on-going improvements to the road network to enhance mobility and accessibility for all users. The creation of new roads to support more compact development and increased traffic volumes associated with future growth, will also be required in some areas.

To support growth and to ensure the safe, efficient and environmentally responsible movement of people and goods, the City will protect for new roads and rights-of-way. The City may require land for the rights-of-way (including easements) or the widening of rights-of-ways through conditions of approval for development applications.

- 8.2.1.1 The City's multi-modal transportation network will be maintained and developed to support the policies of this Plan by:
- a. protecting and developing the network rights-ofway by acquiring the additional property needed to achieve designated widths;
- acquiring lands beyond the designated right-ofway widths to accommodate necessary features such as embankments, grade separation, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, bicycle lanes and multi-use trails, and *streetscape* works, or to provide for necessary improvement in visibility in certain locations;
- providing an appropriate transition where there are different road classifications or right-of-way widths at municipal boundaries, in consultation with the respective municipalities;
- d. protecting land for future rail grade separations to support a safer and more efficient transportation system; and
- e. requiring the conveyance of lands of abutting properties for widening as a condition of subdivision, severance, minor variance, condominium or site plan approvals, for nominal consideration.
- f. working closely with partner transportation agencies, including the GTAA, to facilitate the protection or acquisition of future corridors or properties where potential land needs are identified.
- 8.2.1.2 The location and alignment of transportation facilities are conceptually shown on Schedules 5, 6 and 7. Location of future facilities will be determined through the appropriate studies.
- 8.2.1.3 Mississauga's multi-modal network includes road, transit, cycling and pedestrian facilities. In some locations transportation modes may share the same facility, however, to ensure the efficiency and safety of the transportation network and its users,

transportation modes may, in other locations, use separate facilities.

- 8.2.1.4 Right-of-way widths are intended to accommodate the following:
- a. transit, including higher order transit corridors, transit stations and facilities along higher order transit corridors;
- b. vehicles (e.g., cars and trucks); and
- c. active transportation facilities.
- 8.2.1.5 Mississauga may acquire lands for a public transit right-of-way along **higher order transit** corridors where the creation of a public transit right-of-way separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.
- 8.2.1.6 Mississauga will promote the integration of transportation facilities to maximize opportunities for multi-modal travel.

8.2.2 Road Network

Mississauga's road network will strive to balance the needs of all users – transit, cyclists, pedestrians, goods movement and motorists. Roads will be classified on the basis of their primary role within the transportation network and to support the evolution of the city structure.

- 8.2.2.1 Mississauga's road network will consist of the following road classification:
- a. arterials will be designed as principal transportation corridors for high volumes of people and goods. Direct vehicular access from abutting development will be discouraged;
- b. major collectors in Neighbourhoods will be designed to accommodate moderate volumes of traffic and will be the focus of active transportation facilities. Vehicular access will be designed to minimize conflicts with active transportation modes. In Employment Areas, major collectors will be designed to serve a

- moderate volume of business and goods movement traffic. Vehicular access will be designed to support the efficient flow of goods movement traffic. Where possible, consolidation of access will be encouraged in neighbourhoods and employment areas. Local area plans may provide further guidance on vehicular access;
- c. minor collectors and local roads will be designed to accommodate low levels of traffic and to provide property access. To ensure safety, the efficient function of the thoroughfare and other matters, the access locations to private property will be controlled.
- d. minor adjustments to the basic right -of-way widths and alignments for roads may be made without further amendment to this Plan subject to the City being satisfied that the role and function of such roads are maintained.
- 8.2.2.2 Mississauga will create a multi-modal road network through:
- a transportation system that provides mobility and accessibility to all users;
- b. opportunities for transit priorities;
- c. pedestrian and cycling access and routes; and
- d. priority truck routes for the efficient movement of goods.
- 8.2.2.3 Mississauga will strive to create a finegrained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city.
- 8.2.2.4 The creation of a finer grain road pattern will be a priority in Intensification Areas.
- 8.2.2.5 Additional roads may be identified during the review of development applications and the preparation of local area plans. The City may require the completion of road connections and where appropriate, the creation of a denser road pattern through the construction of new roads.

8.2.2.6 The subdivision of lands will not be permitted if the City requires public ownership of the lands for pedestrian, cycling or vehicular access to create local road connections to existing developed or undeveloped lands.

8.2.2.7 Future additions to the road network should be public roads. Public easements may be required where private roads are permitted.

8.2.2.8 Permanent below or at grade encroachments into the road system will not be permitted, however above grade amenities such as canopies/awnings may be considered.

8.2.3 Transit Network

Mississauga's transit network forms part of the inter-regional transportation system and is intended to both shape and support future growth in the city. To achieve this, the transit network will be centred on a system of linked regional and local mobility hubs, mixed-use nodes and key destinations where major trip generating uses will be encouraged to locate.

The City will work with other transit providers and agencies such as Metrolinx to promote transit as the preferred choice for moving people, particularly during peak travel times in the city and region.

Mississauga Plan promotes *active transportation* and the development of Community Nodes to reduce the need to travel great distances by car in fulfilling one's daily needs.

The transit network will be supported by compact, pedestrian oriented, mixed land use development in nodes and where appropriate, in mobility hubs and along Corridors.

Implementation measures such as transit priority and alternative on demand service providers will be considered to promote transit as a preferred transportation option that is accessible to people of all abilities.

8.2.3.1 Mississauga will seek to develop and maintain a system of transit services aimed at providing a competitive alternative to the automobile, for access throughout the city and neighbouring municipalities.

8.2.3.2 Mississauga will operate a network of local grid services on major roadways and local feeder routes, which are connected at key transit terminals and commuter rail stations.

8.2.3.3 Mississauga Transit will connect to commuter rail services operated by GO Transit that provide access to downtown Toronto and other destinations within the region.



Figure 8-4: Higher order transit such as the Highway 403/Eglinton Bus Rapid Transit will provide competitive alternatives to the automobile.



Figure 8-5: Various transportation forms exist within the city. The transit network is extensive and serves the large resident population and employment base, as well as those passing through the city.

- 8.2.3.4 The City will initiate express transit on *Intensification Corridors* and will continue to employ express services as part of the implementation for the Mississauga Bus Rapid Transit.
- 8.2.3.5 The City will construct the Bus Rapid Transit along the Highway 403/Eglinton Avenue corridor as the east-west spine within Mississauga, to form part of a regional transit system in accordance with the Metrolinx Regional Transportation Plan.
- 8.2.3.6 To create a city wide transit grid network, Mississauga will decentralize existing transit services away from the Downtown Core and connect bus rapid transit stations to other Intensification Areas.
- 8.2.3.7 The Downtown will be served by local and higher order transit facilities, which provide connections to neighbouring municipalities. The City will work with surrounding municipalities, the Region, the Greater Toronto Airports Authority and the Province to create an inter-connected higher order transit system that links Intensification Areas, surrounding municipalities, the regional transit system and the Airport.
- 8.2.3.8 Decisions on transit planning and investment will be made according to the following criteria:
- using transit infrastructure to shape growth, and planning for high residential and employment

- densities that ensure the efficiency and viability of existing and planned transit service levels;
- b. placing priority on increasing the capacity of existing transit systems to support Intensification Areas;
- expanding transit service to areas that have achieved, or will be planned to achieve, transitsupportive residential and employment densities, together with a mix of residential, office, institutional and commercial development, wherever possible;
- d. providing priority access to the Downtown, other Intensification Areas and the Airport; and
- e. increasing the modal share of transit.
- 8.2.3.9 Access to transit will be provided within walking distance of the places where people live and work, and of major destinations such as the Lake Ontario waterfront.
- 8.2.3.10 Accessible transit facilities and passenger amenities, such as bus bays, bus loops, bus stop platforms and shelters, will be acquired through the processing of development applications, where appropriate.

8.2.4 Cycling and Active Transportation Network

The City will continue to develop an integrated cycling network, to make cycling a more viable choice for commuting. Decisions regarding the location of cycling facilities will be guided by a Cycling Network Master Plan. When the Master Plan is complete, the policies of this Plan will be updated.

Active transportation facilities will address the needs of individuals with disabilities, including those who require mobility assisted devices such as, walkers, wheelchairs and scooters.

To encourage *active transportation* and support the development of healthy communities, the City will promote pedestrian activity as an integral part of the multi-modal transportation network.

Cycling facilities are shown on Schedule 7: Long Term Cycling Network.

- 8.2.4.1 Bicycle racks and bicycle storage facilities will be provided at transit terminals.
- 8.2.4.2 Cycling facilities will be encouraged on arterials, major collectors and minor collectors, where appropriate.
- 8.2.4.3 The City will construct cycling facilities to, from and within Intensification Areas as a priority.



Figure 8-6: People often use multiple modes of transportation in their daily commute. Supplying bike racks on buses is one example of how Mississauga supports cycling.

8.2.4.4 Proponents of development applications, within Intensification Areas, will be required to demonstrate how pedestrian and cycling needs have been addressed.

8.2.4.5 Mississauga will require that access, and parking facilities and other destination amenities, such as shower facilities and clothing lockers for cyclists, are incorporated into the design of all buildings and *Major Transit Station Areas*, as appropriate.

- 8.2.4.6 Sidewalks will be provided on all new roads.
- 8.2.4.7 Sidewalks in the vicinity of all transit stops will be provided.
- 8.2.4.8 Sidewalks and pedestrian amenities will be a priority in Intensification Areas.
- 8.2.4.9 Mississauga will provide pedestrian connections to Intensification Areas.

8.3 Transportation Infrastructure Design

Mississauga implement of range transportation infrastructure design and management measures to optimize the operational safety and efficiency of the multi-modal transportation system.

8.3.1 Road Design

The City will ensure that the design of roads promotes safety and comfort for all users. Roads will also be designed to complement and minimize impacts to adjacent land uses and communities.

- 8.3.1.1 The City will design its roads in a manner that:
- has regard for the safe movement of all road users, including transit, cyclists, pedestrians and motorists;

- is context sensitive having regarding for existing and planned land uses, urban design, community needs and funding availability;
- c. minimizes the disruption to the Natural Areas System and to preserve, where appropriate, existing tree canopies; and
- d. is sensitive to local cultural heritage resources.
- 8.3.1.2 Within Intensification Areas and Neighbourhoods, the design of roads and **streetscapes** will create a safe, comfortable and attractive environment for pedestrians, cyclists and motorists by:
- a. reducing lane width, where appropriate;
- b. providing streetscaping to reduce the apparent width of the right-of-ways;
- c. locating sidewalks and cycling facilities where conflicts with motorized traffic are minimized;
 and
- d. creating safe road crossings for pedestrians and cyclists.
- 8.3.1.3 Where feasible and appropriate, the widths of lanes dedicated to vehicular traffic may be reduced to accommodate transit facilities and pedestrians, enhance **streetscapes** and pedestrian and cycling facilities.
- 8.3.1.4 Mississauga will ensure that any maintenance or physical modification of *scenic routes* reinforces or enhances the "scenic route qualities" of roadways classified as *scenic routes*. If major modifications are expected to have an adverse impact on these qualities, an amendment to this Plan will be required. Standard road improvements or general road maintenance that are necessary to support traffic safety will be permitted without amendment to this Plan. *Scenic routes* are shown on Schedule 5: Long Term Road Network.
- 8.3.1.5 Roads may be widened to accommodate transit, cycling and pedestrian facilities and to provide additional through lanes in Employment Areas if deemed essential to goods movement.

Elsewhere, additional through lanes on existing roads will be considered on an exception basis only and will be subject to special study.

8.3.2 Transit Design

The design and management of transit facilities will employ a variety of techniques, which consider the convenience, and comfort of transit users to promote transit as a primary mover of people.

- 8.3.2.1 Mississauga will employ transit priority measures on priority corridors shown on Schedule 6; Long Term Transit Network, such as queue jump lanes and transit signal priority, along with express services, new intelligent transportation systems (ITS), fare integration, and service coordination with GO Transit and neighbouring transit systems.
- 8.3.2.2 *Major Transit Station Areas* will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrian, bicycle parking and commuter pick-up/drop-off areas.

8.3.3 Cycling and Pedestrian Design

The design of cycling and pedestrian transportation facilities will focus on enhancing safety, particularly when located within the road right-of-way and will provide greater integration with transit.

- 8.3.3.1 The incorporation of cycling facilities will be considered in the construction of new roads and the rehabilitation and reconstruction of existing roadways, through the following measures:
- a. re-striping roadways for bicycle lanes;
- b. introducing multi-use trails or bicycle paths on boulevards;
- c. using wider shared curb lanes for bicycles; and
- d. widening roadways to accommodate bicycle lanes.

- 8.3.3.2 Mississauga will seek to optimize the efficiency of the network with measures such as intersection improvements, operational improvements and traffic signal optimization.
- 8.3.3.3 Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.
- 8.3.3.4 Pedestrian convenience and safety will be a priority in determining location and design of transit facilities within Intensification Areas.

8.4 Parking

Parking can shape land use patterns, support good urban design, promote economic development, and influence travel behaviours and choice of transportation modes.

As Mississauga continues to grow and develop, less land will be devoted to parking, particularly within Intensification Areas. The parking that is provided should increasingly be in structured - particularly underground - parking facilities and on street where it can be shared amongst multiple users.

In other parts of the city, while some changes to parking provisions may occur, sufficient parking should be provided to ensure that the established residential character of Neighbourhoods and the economic function of employment uses is not adversely affected.

- 8.4.1 Off street parking facilities for vehicles and other modes of travel, such as bicycles, will be provided in conjunction with new development and will:
- a. provide safe and efficient access from the road network so that ingress and egress movements minimize conflicts with road traffic and pedestrian movements;
- b. provide for the needs of people with disabilities; and

- c. support Transportation Demand Management initiatives.
- 8.4.2 Mississauga will encourage the shared use of parking and allow off site parking, where appropriate.
- 8.4.3 Consideration will be given to reducing off street parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters:
- a. access to transit;
- b. level of transit service;
- c. traffic generation; and
- d. impact on the surrounding area.
- 8.4.4 Mississauga may require or consider receiving a cash payment-in-lieu of all, or part, of the zoning by-law requirements for parking, having regard for:
- a. the objectives of municipal parking strategies;
- b. the advancement of environmental, design, transportation or economic development objectives and policies of this plan;
- the presence of site constraints that prevent the provision of the required number of on site parking spaces;



Figure 8-7: Parking garages are a better use of space than surface parking and provide an opportunity to incorporate a mix of uses, as this parking garage in Burlington illustrates.

- d. property use that is not considered overdevelopment; and
- e. areas where municipal parking facilities are available and the existing parking supply within proximity of the subject site can accommodate the on site parking deficiency.
- 8.4.5 In situations where a significant number of required parking spaces are being provided through payment-in-lieu, in an area where limited or no municipal parking facilities are available, Mississauga will have regard for:
- a. an identified municipal interest in providing public parking facilities in the in the area;
- b. the timing for the delivery of the municipal parking facilities;
- c. the adequacy of alternatives to on site parking until municipal parking facilities are delivered;
- the effect the on site parking deficiency would have on the viability of the site and the impact on the surrounding area; and
- e. the number of spaces proposed to be considered for payment-in-lieu as it relates to the magnitude of municipal interest.
- 8.4.6 Street designs will consider opportunities to maximize on street parking. The provision of on street parking will be balanced with the needs of other modes of transportation sharing the right-of-way.
- 8.4.7 Within Intensification Areas, Mississauga will give consideration to:
- a. reducing minimum parking requirements to reflect transit service levels;
- establishing maximum parking standards to support transit investments, particularly *higher* order transit investments;
- c. limiting surface parking by requiring a portion be provided within structured parking facilities;

- d. requiring structured parking facilities to be underground, where viable;
- e. proactively maximizing on street public parking in appropriate locations;
- f. coordinating parking initiatives with transportation demand management programs in order to effectively link transit planning, parking and other related issues in a comprehensive manner; and
- g. requiring parking phasing and implementation plans that, among other matters, will include a surface parking reduction strategy that will ensure the layout of the parking lot and buildings will allow for future development.
- 8.4.8 Mississauga may develop municipal parking facilities to support transit, provide shared parking and encourage development.
- 8.4.9 In appropriate locations, Mississauga will take an active role in providing off street parking. The City may partner with private developers to deliver municipal parking facilities that will be used as a shared public resource, through the use of payment-in-lieu of off street parking and/or site specific joint ventures. Investment in public parking facilities should be directed to projects that achieve the following objectives:
- a. provide strategically located public parking structures that can serve a variety of uses;
- serve development within a proposed higher order transit corridor:
- c. provide an appropriately sized structure considering economies of scale, efficiency of structure, character of the area and financial aspects;
- d. allow for the consolidation of pre-existing surface lots to encourage intensification;
- e. make efficient use of publicly owned land;
- f. integrate commercial uses into the ground level façade for above grade structures;

- g. allow for integration of community infrastructure;
- h. provide for convenient pedestrian linkages to, from and through the parking structure to connect with surrounding development; and
- consider temporary surface parking lots to secure strategic locations for future public parking structures.
- 8.4.10 In some circumstances, the City may consider allowing the use of municipal parking facilities to meet or reduce the parking requirements for cultural facilities where it does not impair the functioning of other uses or the economic viability of the area.
- 8.4.11 Development within and adjacent to Neighbourhoods will mitigate parking impacts on the residential use.
- 8.4.12 Mississauga will discourage parking in neighbourhoods on local streets for non-residential purposes.

8.5 Transportation Demand Management

Transportation Demand Management (TDM) measures encourage people to take fewer and shorter vehicle trips to support transit and *active transportation* choices, enhance public health and reduce harmful environmental impacts. TDM is most effective when supported by complementary land use planning, good urban design and transit improvements.

8.5.1 Mississauga will encourage TDM strategies that promote transit use and *active transportation*, and reduce vehicle dependency, single-occupant vehicle travel, trip distance and time and peak period congestion.



Figure 8-8: High Occupancy Vehicle (HOV) lanes such as those on Highway 403, encourage people to carpool or take transit.

- 8.5.2 Mississauga will work with other levels of government, agencies and the private sector to encourage TDM measures.
- 8.5.3 Mississauga will encourage employers to implement TDM programs.
- 8.5.4 Mississauga will manage parking in Intensification Areas to encourage the use of alternative modes of transportation and the reduction of vehicular congestion.
- 8.5.5 Mississauga will encourage land uses permitted by this Plan that make efficient use of the transportation system and parking facilities during off-peak hours.
- 8.5.6 In appropriate areas, Mississauga will encourage a fee for parking and the separation of parking costs from other costs, such as transit fares, building occupancy and residential unit prices.
- 8.5.7 Prior to approval of development applications, particularly those that will generate significant employment opportunities, a TDM plan may be required that demonstrates, among other things, the following:
- a. building orientation that supports transit service;
- b. minimize distance between main building entrances and transit stations/stops;

- c. development that is integrated into the surrounding pedestrian and cycling network;
- d. parking facilities designed to provide safe and efficient access for pedestrians and cyclists emanating from the surrounding transit and active transportation network;
- e. secure, conveniently located, weatherprotected, on-site bicycle storage facilities, and associated amenities such as showers, change rooms and clothing lockers;
- f. reserved, priority carpool parking spaces and, where applicable, car-share spaces and taxi stands;
- g. parking spaces for scooters, motorcycles and other similar motorized vehicles;
- h. techniques to manage the supply of on-site parking; and
- i. measures that:
 - increase the proportion of employee trips made by transit, walking and cycling;

- increase the average car occupancy rate;
- reduce the demand for vehicular travel; and
- shift travel times from peak to off-peak periods.
- 8.5.8 Carpooling will be encouraged through the provision of High Occupancy Vehicle Lanes, priority parking, and other measures as appropriate.
- 8.5.9 Further TDM policies may be identified through a Transportation Master Plan.

8.6 Mobility Hubs

Mobility hubs have employment, housing, shopping and recreational uses concentrated around a *major transit station area* and are connected by variety of modes of transportation such as walking, cycling, and regional and local transit.

Mobility hubs include both gateway and **anchor hubs** as shown on Schedule 6: Long Term Transit Network.



Figure 8-9: The Downtown Core Mobility Hub is an example of where people can live, work, shop and recreate in a mixed use environment supported by transit.

- 8.6.1 Mississauga will promote the development of land use and transportation facilities around **anchor hubs** and **gateway hubs** in manner that supports the Metrolinx Regional Transportation Plan.
- 8.6.2 Mobility hubs will be planned and designed to provide access from various transportation modes to the transit station, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.
- 8.6.3 Mobility hubs may be required to provide amenities such as secure storage facilities for bicycles, car share drop-off areas, heated waiting areas, traveller information centres, cafes and restaurants, as well as services such as daycares, grocery stores or post offices.
- 8.6.4 Access to mobility hubs and *Major Transit Station Areas* will be promoted through the provision of pedestrian and cycling linkages, transit and adequate commuter parking facilities, and the potential for development of structured parking.

8.7 Goods Movement

Efficiently moving goods is critical to the economic health of the city. Mississauga will develop a transportation network to support its significant role as a goods movement hub.

In some locations, particularly in certain Employment Areas surrounding the Airport, goods movement will be the priority of the transportation system.

- 8.7.1 Mississauga will integrate land use and transportation system planning to promote and better integrate multi-modal goods movement.
- 8.7.2 Activities generating substantial truck traffic will be encouraged to locate near or adjacent to provincial highways and arterial roads.
- 8.7.3 Mississauga will encourage strategic linkages to inter-modal facilities and 400 series highways to facilitate the efficient movement of goods.
- 8.7.4 A denser grid of roads will be established where required in Employment Areas to support the efficient movement of goods.



Figure 8-10: Several 400 series highways and major roads traverse Mississauga and support the many businesses reliant on efficient goods movement.

- 8.7.5 In the Northeast Employment Area, priority will be for road improvements that support goods movement. Planning studies may identify other areas where goods movement will be a priority for road improvements.
- 8.7.6 Mississauga will support priority truck routes through road design.
- 8.7.7 Arterials and major collectors will serve as truck routes. Minor collectors in Employment Areas may serve as truck routes.
- 8.7.8 Mississauga will work with the Province and Region to coordinate and optimize systems of moving goods.
- 8.7.9 To support the 400-series highways as part of the provincial goods movement network, Mississauga will work with the Province to pursue opportunities to provide additional connections at interchanges, and necessary highway improvements, at key locations including:
- a. Hurontario Street and Provincial Highway 401;
- b. Hurontario Street and Provincial Highway 407;
- c. Mavis Road and Provincial Highway 401;
- d. Centreview Drive and Provincial Highway 403;

- e. Provincial Highway 401 E/B off-ramp (west of Etobicoke Creek);
- f. Widening of Provincial Highway 401 from its interchange with Provincial Highway 410 to the western limit of Mississauga;
- g. Widening of Provincial Highway 410 from its interchange with Provincial Highway 401 to the northern limit of Mississauga;
- h. Completion of a partial interchange at Courtneypark Drive and Provincial Highway 410, to provide access to and from the north;
- Construction of a partial interchange at Provincial Highway 401 in the vicinity of the Etobicoke Creek, to service the area to the north; and
- j. Improvements to the Dixie Road-Queen Elizabeth Way interchange.

8.8 Rail Corridors

Passenger and freight rail services are an important element of the transportation system for Mississauga and the surrounding region.

8.8.1 In planning for new or existing transportation



Figure 8-11: The rail corridors in Mississauga are shared by both freight and passenger trains, such as the GO train depicted above. The City recognizes these corridors as assets in the transportation system.

corridors, Mississauga will consider increased opportunities for moving people and goods by rail, where appropriate.

8.8.2 Mississauga will cooperate with other levels of government and the railway companies in locating, planning, and designing new freight and passenger terminals, to ensure that such facilities are compatible with the transportation network and land use.

8.8.3 Mississauga will cooperate with the appropriate authorities to provide adequate provision for safety in the planning, design and operation of rail facilities;

8.8.4 The City will continue to construct road/rail grade separations to support a safe and efficient transportation system, and to maintain an adequate level of service on the road network.

The following have been identified as priority needs:

- Torbram Road and Canadian National Railway (CNR) (north);
- b. Torbram Road and CNR (south):
- c. Goreway Drive and CNR;
- d. Drew Road Extension and CNR;

- e. Erindale Station Road and St. Lawrence and Hudson Railway;
- f. Wolfedale Road and St. Lawrence and Hudson Railway;
- g. Ninth Line and St. Lawrence and Hudson Railway;
- h. Tenth Line and St. Lawrence and Hudson Railway.

8.8.5 Mississauga will continue to seek financial assistance from other levels of government for the provision of road/rail grade separations.

8.9 Airport

Canada's largest airport is a major transportation facility and destination within Mississauga, serving an important regional, national and international role.

8.9.1 Mississauga will work with the GTAA and other stakeholders to ensure improved transit connections to the Airport and surrounding employment lands.

8.9.2 Mississauga will support goods movement access to the Airport to promote the Airport as a key goods movement hub.



Figure 8-12: The Airport supports the local and regional economy and is a significant component in the city's transportation network.

Table 8-1: Road Classification – Arterials

| Street | From | То | Jurisdiction | R-O-W* |
|------------------------------------|----------------------------|---------------------------|--------------|-----------------------------------|
| Airport Rd. | North City boundary | Provincial Highway 427 | Peel | 45 m |
| Britannia Rd. W | Ninth Line | Winston Churchill Blvd. | Peel | 36 m |
| Britannia Rd. W | Winston Churchill Blvd. | Credit River | Peel | 36/45 m (45 m at intersection) |
| Britannia Rd. W | Credit River | Mavis Rd. | Peel | 45 m |
| Britannia Rd. W | Mavis Rd. | Hurontario St. | Peel | 43.5 m |
| Burnhamthorpe Rd. W | Ninth Line | Erin Mills Pkwy. | Mississauga | 35 m |
| Burnhamthorpe Rd. W | Erin Mills Pkwy. | Confederation Pkwy. | Mississauga | 50 m |
| Burnhamthorpe Rd. W | Confederation Pkwy. | Hurontario St. | Mississauga | 60 m |
| Burnhamthorpe Rd. E | Hurontario St. | Arista Way | Mississauga | 60 m |
| Burnhamthorpe Rd. E | Arista Way | Etobicoke Creek | Mississauga | 50 m |
| Cawthra Rd. | Eastgate Pkwy. | Queen Elizabeth Way | Peel | 36/45 m (45 m at intersection) |
| Cawthra Rd. | Queen Elizabeth Way | Lakeshore Rd. | Peel | 36 m |
| Courtneypark Dr. W | Mavis Rd. | Hurontario St. | Mississauga | 35 m |
| Courtneypark Dr. E | Hurontario St. | Netherhart Rd. | Mississauga | 35 m |
| Future Arterial / Creekbank Rd. | Highway 401 | Eglinton Ave. E | Mississauga | 30 m |
| Derry Rd. W | Ninth Line | Winston Churchill Blvd. | Peel | 36 m |
| Derry Rd. W | Winston Churchill Blvd. | Mississauga Rd. | Peel | 36/45 m (45 m at intersection) |
| Derry Rd. W | Mississauga Rd. | Hurontario St. | Peel | 45 m |
| Derry Rd. E | Hurontario St. | Highway 427 | Peel | 45 m |
| Dixie Rd. | North City boundary | Rometown Dr. | Peel | 45 m |
| Dundas St. W | Ninth Line | Highway 403 | Mississauga | 42 m |
| Dundas St. W | Highway 403 | Mindemoya Rd. | Mississauga | 35 m |
| Dundas St. W | Mindemoya Rd. | Proudfoot St. | Mississauga | 30 m |
| Dundas St. W | Proudfoot St. | Hurontario St. | Mississauga | 35 m |
| Dundas St. E | Hurontario St. | Etobicoke Creek | Mississauga | 35 m |
| Eastgate Pkwy. | Cawthra Rd. | Dixie Rd. | Mississauga | 67 m |
| Eastgate Pkwy. | Dixie Rd. | Fieldgate Dr. | Mississauga | 50 m |
| Eastgate Pkwy. | Fieldgate Dr. | Eglinton Ave. E | Mississauga | 65 m |

| Street | From | То | Jurisdiction | R-O-W* |
|-------------------------------------|--|---|--------------|-----------------------------------|
| Eglinton Ave. W | Ninth Line | Winston Churchill Blvd. | Mississauga | 30 m |
| Eglinton Ave. W | Winston Churchill Blvd. | Erin Mill Pkwy. | Mississauga | 40 m |
| Eglinton Ave. W | Erin Mills Pkwy. | Hurontario St. | Mississauga | 45 m |
| Eglinton Ave. E | Hurontario St. | Eastgate Pkwy. | Mississauga | 45 m |
| Eglinton Ave. E | Eastgate Pkwy. | Etobicoke Creek | Mississauga | 65 m |
| Eglinton Ave. W | Etobicoke Creek | East City boundary | Toronto | 50 m |
| Erin Mills Pkwy. | Turner Valley Rd. / Mississauga Rd. | Queen Elizabeth Way | Peel | 45 m |
| Finch Ave. | C.N.R. tracks | Highway 427 | Peel | 36 m |
| Hurontario St. | North City boundary | Highway 403 | Mississauga | 45 m |
| Hurontario St. | Highway 403 | Elm Dr. | Mississauga | 50 m |
| Hurontario St. | Elm Dr. | St. Lawrence & Hudson Railway tracks | Mississauga | 45 m |
| Hurontario St. | St. Lawrence & Hudson Railway tracks | Queen Elizabeth Way | Mississauga | 35 m |
| Hurontario St. | Queen Elizabeth Way | Lakeshore Rd. | Mississauga | 30 m |
| Lakeshore Rd. W | Winston Churchill Blvd. | Southdown Rd. | Mississauga | 35 m |
| Lakeshore Rd. W | Southdown Rd. | Approximately 25 m east of Crozier Crt. | Mississauga | 35 m |
| Lakeshore Rd. W | Approximately 25 m east of Crozier Crt. | Hurontario St. | Mississauga | 26 m |
| Lakeshore Rd. E | Hurontario St. | Seneca Ave. | Mississauga | 26 m |
| Lakeshore Rd. E | Seneca Ave | Greaves Ave. | Mississauga | 30 m |
| Lakeshore Rd. E | Greaves Ave. | Etobicoke Creek | Mississauga | 35 m |
| Mavis Rd. | North City boundary | Highway 401 | Mississauga | 35 m |
| Mavis Rd. | Highway 401 | Highway 403 | Mississauga | 40 m |
| Mavis Rd. | Highway 403 | Queensway W. | Mississauga | 35 m |
| Mississauga Rd. | North City boundary | Turner Valley Rd. | Peel | 45 m |
| Netherhart Rd. / Future Arterial | Courtneypark Dr. E | Highway 401 | Mississauga | 35 m |
| Ninth Line | Highway 401 | Dundas St. W | Halton | 35 m |
| Queensway W | Mavis Rd. | Hurontario St. | Peel | 36/45 m (45 m at intersection) |
| Queensway E | Hurontario St. | Etobicoke Creek | Peel | 36/45 m (45 m at intersection) |

| Street | From | То | Jurisdiction | R-O-W* |
|-------------------------|-------------------------|-----------------|---------------|-----------------------------------|
| Royal Windsor Dr. | Winston Churchill Blvd. | Southdown Rd. | Mississauga | 35 m |
| Southdown Rd. | Queen Elizabeth Way | Lakeshore Rd. W | Mississauga | 35 m |
| Winston Churchill Blvd. | North City boundary | Dundas St. W | Mississauga | 35 m |
| Winston Churchill Blvd. | Dundas St. W | C.N.R. tracks | Peel / Halton | 36/45 m (45 m at intersection) |
| Winston Churchill Blvd. | C.N.R. track | Lakeshore Rd. W | Peel / Halton | 36 m |

^{*} These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate bus bays, transit stations along Higher Order Transit Corridors, Bus Rapid Transit facility, Bus Rapid Transit stations, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.

Table 8-2: Road Classification – Major Collector

| Street | From | То | Jurisdiction | R-O-W* |
|---|---|---------------------------------------|--------------|--------|
| Aquitaine Ave. | Tenth Line W | Millcreek Dr. | Mississauga | 26 m |
| Argentia Rd. | Ninth Line | Creditview Rd. | Mississauga | 26 m |
| Atwater Ave. | Mineola Gdns. | Ogden Ave. | Mississauga | 20 m |
| Avebury Rd. | Britannia Rd. W | Matheson Blvd. | Mississauga | 30 m |
| Battleford Rd. | Tenth Line | Erin Mills Pkwy. | Mississauga | 26 m |
| Belgrave Rd. | Highway 401 at Mavis Rd. interchange R-O-W | Cantay Rd. | Mississauga | 30 m |
| Bloor St. | Central Pkwy. E | Dixie Rd. | Mississauga | 26 m |
| Bloor St. | Dixie Rd. | Etobicoke Creek | Mississauga | 30 m |
| Bramalea Rd. | North City boundary | Derry Rd. E | Mississauga | 30 m |
| Bristol Rd. W | Credit River | Approximately 55 m east of Albert St. | Mississauga | 20 m |
| Bristol Rd. W | Approximately 55 m east of Albert St. | Creditview Rd. | Mississauga | 26 m |
| Bristol Rd. W | Creditview Rd. | Hurontario St. | Mississauga | 30 m |
| Bristol Rd. E | Hurontario St. | Kennedy Rd. | Mississauga | 30 m |
| Britannia Rd. E | Hurontario St. | Kennedy Rd. | Mississauga | 26 m |
| Abilene Dr. / Britannia Rd. E (Future Major Collector-conceptual) | Kennedy Rd. | Highway 410 | Mississauga | 26 m |
| Britannia Rd. E | Highway 410 | Tomken Rd. | Mississauga | 26 m |
| Britannia Rd. E | Tomken Rd. | Netherhart Rd. / Future Arterial | Mississauga | 26 m |
| Camilla Rd. | Dundas St. E | King St. E | Mississauga | 26 m |
| Cantay Rd. | Mavis Rd. | Britannia Rd. W | Mississauga | 30 m |
| Capston Dr. | Kateson Rd. | Hurontario St. | Mississauga | 26 m |
| Central Pkwy. W | Burnhamthorpe Rd. W | Mavis Rd. | Mississauga | 26 m |
| Central Pkwy. W | Mavis Rd. | Hurontario St. | Mississauga | 30 m |
| Central Pkwy. E | Hurontario St. | Rathburn Rd. E | Mississauga | 35 m |
| Central Pkwy. E | Rathburn Rd. E | Highway 403 | Mississauga | 30 m |
| Central Pkwy. E | Highway 403 | Eglinton Ave. E | Mississauga | 26 m |
| Centre View Dr. | Mavis Rd. | Approximately 600 m east of Mavis Rd. | Mississauga | 30 m |

| Street | From | То | Jurisdiction | R-O-W* |
|---|---|-------------------------|--------------|-------------|
| Centre View Dr. | Approximately 600 m east of Mavis Rd. | Station Gate Rd. | Mississauga | 50 m |
| Centre View Dr. | Station Gate Rd. | Rathburn Rd. W | Mississauga | 30 m – 50 m |
| Clarkson Rd. N | South Sheridan Way | Lakeshore Rd. W | Mississauga | 22 m |
| Confederation Pkwy. | Eglinton Ave. W | Highway 403 | Mississauga | 30 m |
| Confederation Pkwy. | Highway 403 | Webb Dr. | Mississauga | 40 m |
| Confederation Pkwy. | Webb Dr. | King St. W | Mississauga | 30 m |
| Confederation Pkwy. | King St. W | Queensway W | Mississauga | 26 m |
| Creditview Rd. | Derry Rd. W | Eglinton Ave. W | Mississauga | 30 m |
| Creditview Rd. | Eglinton Ave. W | Burnhamthorpe Rd. W | Mississauga | 26 m |
| Proposed east-west road opposite Top Flight Dr. | Derrycrest Dr. | Hurontario St. | Mississauga | 30 m |
| Derrycrest Dr. | Proposed east-west road opposite Top Flight Dr. | Derry Rd. W | Mississauga | 30 m |
| Dixie Rd. (Scenic Route) | Rometown Dr. | Lakeshore Rd. E | Mississauga | 20 m |
| Drew Rd. | Tomken Rd. | Airport Rd. | Mississauga | 26 m |
| Duke of York Blvd. | North 403 Major Collector Rd. | Webb Dr. | Mississauga | 27.5 m |
| Edwards Blvd. | North City boundary | World Dr. | Mississauga | 26 m |
| Erin Centre Blvd. | Tenth Line | Winston Churchill Blvd. | Mississauga | 26 m |
| Erin Centre Blvd. | Winston Churchill Blvd. | Erin Mills Pkwy. | Mississauga | 30 m |
| Erin Centre Blvd. | Erin Mills Pkwy. | Mississauga Rd. | Mississauga | 26 m |
| Erindale Station Rd. | Central Pkwy. W | Dundas St. W | Mississauga | 26 m |
| Financial Dr. | North City boundary | Derry Rd. W | Mississauga | 30 m |
| Fowler Dr. | Lincoln Green Way | North Sheridan Way | Mississauga | 20 m |
| Fowler Dr. | North Sheridan Way | Erin Mill Pkwy. | Mississauga | 26 m |
| Glen Erin Dr. | Derry Rd. W | Britannia Rd. W | Mississauga | 26 m |
| Glen Erin Dr. | Britannia Rd. W | Eglinton Ave. W | Mississauga | 30 m |
| Glen Erin Dr. | Eglinton Ave. W | Burnhamthorpe Rd. W | Mississauga | 26 m |
| Glen Erin Dr. | Burnhamthorpe Rd. W | Dundas St. W | Mississauga | 30 m |
| Goreway Dr. | North City boundary | Derry Rd. E | Mississauga | 35 m |

| Street | From | То | Jurisdiction | R-O-W* |
|----------------------------------|---|--|--------------|-------------|
| Goreway Dr. | Derry Rd. E | Highway 427 | Mississauga | 26 m |
| Hillcrest Ave. | Confederation Pkwy. | Hurontario St. | Mississauga | 26 m |
| Indian Rd. | Lorne Park Rd. | Mississauga Rd. | Mississauga | 20 m |
| Kateson Dr. | Courtneypark Dr. W | Capstan Dr. | Mississauga | 30 m |
| Kennedy Rd. | North City boundary | Matheson Blvd. E | Mississauga | 30 m |
| Kennedy Rd. | Matheson Blvd. E | Eglinton Ave. E | Mississauga | 30 m |
| King St. W | Confederation Pkwy. | Hurontario St. | Mississauga | 26 m |
| King St. E. | Hurontario St. | Camilla Rd. | Mississauga | 26 m |
| Kirwin Ave. | Hurontario St. | Dundas St. E | Mississauga | 26 m |
| Leanne Blvd. | Erin Mills Pkwy. | North Sheridan Way | Mississauga | 26 m |
| Lincoln Green Way | Erin Mills Pkwy. | Fowler Dr. | Mississauga | 35 m |
| Lorne Park Rd. | Indian Rd. | Truscott Dr. | Mississauga | 20 m |
| Madill Blvd. extension | Kateson Dr. | Hutontario St. | Mississauga | 23 m – 26 m |
| Main St. | Queen St. S | Approximately 90 m east of Wyndham St. | Mississauga | 20 m |
| Main St. | Approximately 90 m east of Wyndham St. | Credit River | Mississauga | 20 m |
| Maritz Dr. | Derry Rd. W | Courtneypark Dr. W | Mississauga | 30 m |
| Matheson Blvd. W | Terry Fox Way | Hurontario St. | Mississauga | 30 m |
| Matheson Blvd. E | Hurontario St. | Highway 403 | Mississauga | 30 m |
| Matheson Blvd. E | Highway 403 | Future Arterial / Creekbank Rd. | Mississauga | 26 m |
| Matheson Blvd. E | Future Arterial / Creekbank Rd. Creekbank Rd. | East City boundary | Mississauga | 30 m |
| McLaughlin Rd. | North City boundary | Matheson Blvd. W | Mississauga | 30 m |
| McLaughlin Rd. (Scenic Route) | Matheson Blvd. W. | Bristol Rd. W | Mississauga | 26 m |
| McLaughlin Rd. | Bristol Rd. W | Eglinton Ave. W | Mississauga | 26 m |
| Meadowpine Blvd. | North City boundary | Meadowvale Blvd. | Mississauga | 30 m |
| Meadowvale Blvd. | North City boundary | Derry Rd. W | Mississauga | 30 m |
| Millcreek Dr. | Derry Rd. W | Erin Mills Pkwy. | Mississauga | 26 m |
| Mineola Gdns. | Mineola Rd. E | Atwater Ave. | Mississauga | 20 m |
| Mineola Rd. E | Hurontario St. | Mineola Gdns. | Mississauga | 20 m |

| Street | From | То | Jurisdiction | R-O-W* |
|-------------------------------------|---|--|--------------|---------|
| Mississauga Rd. | Erin Mills Pkwy. Railway tracks | St. Lawrence & Hudson | Mississauga | 26 m |
| Mississauga Rd. (Scenic Route) | St. Lawrence & Hudson Railway tracks | Indian Rd. | Mississauga | 26 m |
| Mississauga Rd. (Scenic Route) | Indian Rd. | Canadian National Railway tracks | Mississauga | 23-26 m |
| Mississauga Rd. N (Scenic Route) | Canadian National Railway tracks | Lakeshore Rd. E | Mississauga | 26 m |
| Morning Star Dr. | Airport Rd. | Highway 427 | Mississauga | 26 m |
| North 403 Major Collector Rd. | Mavis Rd. | Hurontario St. | Mississauga | 30 m |
| North Service Rd. | Hurontario St. | Cawthra Rd. | Mississauga | 26 m |
| North Service Rd. | Cawthra Rd. | Brentano Blvd. | Mississauga | 20 m |
| North Sheridan Way | Winston Churchill Blvd. | Erin Mills Pkwy. | Mississauga | 20 m |
| North Sheridan Way | Fowler Dr. | East/West section of North Sheridan Way | Mississauga | 26 m |
| North Sheridan Way | East/West section of North Sheridan Way | Mississauga Rd. | Mississauga | 20 m |
| Ogden Ave. | South Service Rd. | Lakeshore Rd. E | Mississauga | 20 m |
| Ponytrail Dr. | Rathburn Rd. E | Burnhamthorpe Rd. E | Mississauga | 30 m |
| Queen St. N | St. Lawrence & Hudson Railway tracks south | Britannia Rd. W | Mississauga | 26 m |
| Queen St. S (Scenic Route) | Britannia Rd. W south | St. Lawrence & Hudson Railway tracks | Mississauga | 20 m |
| Rathburn Rd. W | Creditview Rd. | Mavis Rd | Mississauga | 26 m |
| Rathburn Rd. W | Mavis Rd. | Approximately 50 m east of Elora Dr. | Mississauga | 30 m |
| Rathburn Rd. W | Approximately 50 m east of Elora Dr. | Station Gate Rd. | Mississauga | 40 m |
| Rathburn Rd. W | Station Gate Rd. | Centre View Dr. | Mississauga | 55 m |
| Rathburn Rd. W | Centre View Rd. | Hurontario St. | Mississauga | 40 m |
| Rathburn Rd. E | Hurontario St. | Approximately 150 m east of Shipp Dr. | Mississauga | 40 m |
| Rathburn Rd. E | Approximately 150 m east of Shipp Dr. | Ponytrail Dr. | Mississauga | 30 m |
| Rathburn Rd. E | Ponytrail Dr. | Etobicoke Creek | Mississauga | 35 m |
| Ridgeway Dr. | Eglinton Ave. W | Dundas St. W | Mississauga | 26 m |
| Sheridan Park Dr. | Winston Churchill Blvd. | Erin Mills Pkwy. | Mississauga | 35 m |

| Street | From | То | Jurisdiction | R-O-W* |
|--------------------|---|--------------------------------|--------------|---------|
| South Service Rd. | Hurontario St. | Park Royale Blvd. | Mississauga | 20 m |
| South Sheridan Way | Winston Churchill Blvd. | Mississauga Rd. | Mississauga | 20 m |
| Tenth Line W | Argentia Rd. | Britannia Rd. W | Mississauga | 30 m |
| Tenth Line W | Britannia Rd. W | McDowell Dr. | Mississauga | 26 m |
| Tenth Line W | McDowell Dr. | Tacc Dr. | Mississauga | 30 m |
| Tenth Line W | Tacc Dr. | Erin Centre Blvd. | Mississauga | 26 m |
| Tenth Line W | Erin Centre Blvd. | Eglinton Ave. W | Mississauga | 30 m |
| Terry Fox Way | Britannia Rd. W | Eglinton Ave. W | Mississauga | 30 m |
| The College Way | Ridgeway Dr. | Mississauga Rd | Mississauga | 26 m |
| Thomas St. | Ninth Line | Tenth Line W | Mississauga | 26 m |
| Thomas St. | Tenth Line | McFarren Blvd. / Gafney Dr. | Mississauga | 30 m |
| Thomas St. | McFarren Blvd. / Gafney Dr. | Queen St. S | Mississauga | 20-26 m |
| Tomken Rd. | North City boundary | Highway 401 | Mississauga | 30 m |
| Tomken Rd. | Highway 401 | Eastgate Pkwy. | Mississauga | 35 m |
| Tomken Rd. | Eastgate Pkwy. | Dundas St. E | Mississauga | 26 m |
| Topflight Dr. | Hurontario St. | Edwards Blvd. | Mississauga | 26 m |
| Torbram Rd. | North City boundary | Derry Rd. E | Mississauga | 30 m |
| Truscott Dr. | Winston Churchill Blvd. | Sandgate Cres. | Mississauga | 20 m |
| Truscott Dr. | Sandgate Cres. | Lorne Park Rd. | Mississauga | 26 m |
| Wainscot Dr. | Eglinton Ave. W | White Clover Way | Mississauga | 26 m |
| Whittle Rd. | Highway 401 at Hurontario St. interchange r-o-w | Matheson Blvd. E | Mississauga | 26 m |
| World Dr. | Hurontario St. | Edwards Blvd. | Mississauga | 26 m |

^{*} These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate bus bays, transit stations along Higher Order Transit Corridors, Bus Rapid Transit facility, Bus Rapid Transit stations, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.

Table 8-3: Road Classification - Minor Collectors

The road right-of-way (R-O-W) for minor collectors will be 20 m - 26 m, with the following exceptions:

| Character Areas* | R-O-W Range |
|--|-------------|
| Airport Corporate Centre | 26 m – 30 m |
| Airport Special Purpose Area | n/a |
| Churchill Meadows Neighbourhood | 22 m – 24 m |
| Gateway Corporate Centre | 24 m – 27 m |
| Gateway Employment Area | 24 m – 27 m |
| Mavis-Erindale Employment Area | 26 m |
| Mineola Neighbourhood | 20 m |
| Northeast Employment Area | 24 m – 26 m |
| Southdown Employment Area | 24 m – 26 m |
| University of Toronto Mississauga Special Purpose Area | n/a |
| Western Business Park Employment Area | 24 m – 30 m |

^{*} Refers to all streets in the character area except for the street sections specified on next page.

^{*} These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate bus bays, transit stations along Higher Order Transit Corridors, Bus Rapid Transit facility, Bus Rapid Transit stations, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.

| Character Area | Street | From | То | Jurisdiction | R-O-W Range |
|--|---------------------------------|---|-------------------------------------|--------------|----------------|
| Churchill Meadows Neighbourhood | Erin Centre Blvd. | Ninth Line | Tenth Line | Mississauga | 26 m |
| Dixie Employment Area | Hensall Circle | North of Dundas St. E | South of Dundas St. E | Mississauga | 15 m |
| Downtown Core | Kariya Dr. | Burnhamthorpe Rd. W | Elm Dr. W. | Mississauga | 30 m |
| Erindale Neighbourhood and Cooksville Neighbourhood | Stavebank Rd. (Scenic Route) | Approximately 150 m south of Isabella Ave. | Premium Way | Mississauga | 15 m |
| Fairview Neighbourhood | Kariya Dr. | Approximately 50 m south of Enfield Place (2nd leg) | Elm Dr. W | Mississauga | 30 m |
| Mineola Neighbourhood | Stavebank Rd. (Scenic Route) | Pinetree Way | Canadian National Railway tracks | Mississauga | 12 m – 15 m |
| Streetsville Community Node | Church St. | Queen St. S | Ontario St. E | Mississauga | 15 m |
| Streetsville Neighbourhood | Kinsmen Gate | Falconer Dr. | Argentia Rd. | Mississauga | 30 m |
| Streetsville Neighbourhood | Ontario St. E | Church St. | Queen St. S | Mississauga | 15 m |

^{*} These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate bus bays, transit stations along Higher Order Transit Corridors, Bus Rapid Transit facility, Bus Rapid Transit stations, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.

Table 8-4: Road Classification – Local Roads

The road right-of-way (R-O-W) for local roads will be 17 m - 20 m, with the following exceptions:

| Character Areas* | R-O-W Range |
|--|-------------|
| Airport Corporate Centre | 22 m – 26 m |
| Airport Special Purpose Area | n/a |
| Downtown Core | 20 m |
| Gateway Corporate Centre | 20 m – 24 m |
| Gateway Employment Area | 20 m – 24 m |
| Northeast Employment Area | 20 m – 24 m |
| Port Credit Community Node | 17m – 22 m |
| Port Credit Neighbourhood | 17 m – 22 m |
| Streetsville Community Node | 15 m – 20 m |
| Streetsville Neighbourhood | 15 m – 20 m |
| University of Toronto Mississauga Special Purpose Area | n/a |
| Western Business Park Employment Area | 17 m – 24 m |

^{*} Refers to all streets in the character area except for the streets specified below.

| Character Area | Street | Jurisdiction | R-O-W Range |
|------------------------------------|----------------------------------|--------------|-------------|
| Churchill Meadows Neighbourhood | Buffer Roads | Mississauga | 15 m – 17 m |
| Churchill Meadows Neighbourhood | Public Lanes | Mississauga | 8 m |
| Downtown Core | Mew Road | Mississauga | 12.5 m |
| Lisgar Neighbourhood | Bishop Strachan Court cul-desacs | Mississauga | 10 m |
| Lisgar Neighbourhood | Mockingbird Lanes cul-de-sacs | Mississauga | 10 m |
| Lisgar Neighbourhood | Snow Goose Lanes cul-de-sacs | Mississauga | 10 m |
| Lisgar Neighbourhood | Tenth Line cul-de-sacs | Mississauga | 10 m |
| Lisgar Neighbourhood | Trelawny Circle cul-de-sacs | Mississauga | 10 m |

^{*} These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate bus bays, transit stations along Higher Order Transit Corridors, Bus Rapid Transit facility, Bus Rapid Transit stations, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.

9 Build a Desirable Urban Form

9.1 Introduction

Urban form refers to the physical layout and design of the city. Urban design is the art of shaping the interaction between people and places through the arrangement, appearance and functions of cities. It addresses the natural and built environments and influences the processes that lead to successful cities. Or, more succinctly, how do buildings fit together to make quality spaces?

The focus of this chapter is on the achievement of a sustainable urban form for Mississauga, based on

the urban system and city structure, with high quality urban design and a strong sense of place that is culturally vibrant, attractive, livable and functional, and protects or enhances natural and built heritage features. It is organized on the basis of intensification areas where growth will be directed and other areas where limited growth will occur.

Mississauga envisions that growth will be directed to Intensification Areas comprised of the Downtown, Major Nodes, Community Nodes, Corporate Centres, *Intensification Corridors* and *Major Transit Station Areas*. Established residential Neighbourhoods, the Natural Areas



Figure 9-1: Mississauga will direct growth to Intensification Areas while protecting existing neighbourhoods. This concept plan illustrates how the Hurontario/Dundas area can be redeveloped to achieve a vibrant, pedestrian friendly destination that is rich in character.

System and valuable cultural heritage resources will be protected and strengthened with infill and redevelopment compatible with the existing or planned character. Employment Areas, Special Purpose Areas – University of Toronto Mississauga and the Airport - and Corridors will also receive growth compatible with their planned vision.

Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment projects include a range of scales, from small residential developments to large scale projects, such as redeveloping strip malls. Redevelopment must also be sensitive to the existing urban context and minimize undue impacts on adjacent properties.

An appropriate urban form will guide development, infill and redevelopment in a manner that protects, enhances and restores the green system and cultural heritage features, while sensitively integrating these features into the city pattern.

Mississauga will achieve an attractive, comfortable and functional public realm as an integral component of its urban form. The public realm is composed of public lands with a focus on streets and boulevards and edges of private properties as they are visible from, and as they interface with the public streets. Policies regarding the public realm address matters such as the arrangement of streets and blocks, civic buildings, landmarks, gateways, views, public art and open spaces.

A desirable urban form frames and supports all movement systems in the City. It addresses the interdependent relationship among built form and various modes of movement, including accessibility. As greater emphasis is placed on transit and *active transportation*, urban form needs to support these various modes while still having regard for the importance of vehicular and goods movement to the economic functioning of the city.

Site development is the layout and design of all features on a property including buildings, structures, parking, driveways, landscaping and utilities. Site development policies are directed at the creation of buildings and spaces which not only satisfy the needs of its own users and those who will live and work in the area, but also the needs of future generations. Sites will be developed to:

- respect the experience, identity and character of the surrounding context;
- ensure the sustainability of natural systems and urban living;
- protect the quality of life of residents, employees and visitors;
- ensure the connectivity and integration of surrounding uses; and
- require properties to develop in a manner that contributes to the overall vision for the city.
- 9.1.1 Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.
- 9.1.2 Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and *active transportation* modes will be required. See Appendix H: Transit Oriented Development.
- 9.1.3 Infill and redevelopment within Neighbourhoods will respect the existing and planned character.
- 9.1.4 Development within Employment Areas and Special Purpose Areas will promote good urban design that respects the function of the area.
- 9.1.5 Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.
- 9.1.6 The urban form of the city will ensure that the Green System is protected, enhanced and

contributes to a high quality urban environment and quality of life.

- 9.1.7 Mississauga will promote a built environment that protects and conserves heritage resources.
- 9.1.8 Mississauga will transform the public realm to create a strong sense of place and civic pride.
- 9.1.9 Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and *active transportation* modes.
- 9.1.10 The city vision will be supported by site development that:
- a. respects the urban hierarchy;
- b. utilizes best sustainable practices;
- c. demonstrates context sensitivity, including the public realm;
- d. promotes universal accessibility and public safety; and
- e. employs design excellence.
- 9.1.11 A distinct character for each community will be created or enhanced through the road pattern, building massing and height, **streetscape** elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.
- 9.1.12 An urban form will be developed to take advantage of the Lake Ontario waterfront through connections, views and access.
- 9.1.13 Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.
- 9.1.14 Mississauga may undertake or require studies that develop additional policies, guidelines and design control tools that may contain more specific urban form requirements.

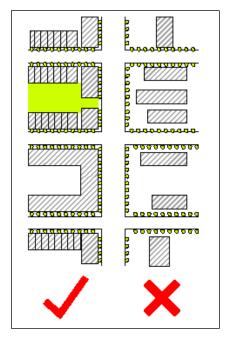


Figure 9-2: Building frontages will frame streets and provide a contiguous built form.



Figure 9-3: New development will frame adjacent streets by locating buildings parallel to the street with consistent front yard setbacks. Development on a corner should address both adjacent street frontages to give prominence to the corner.

9.2 City Pattern

City pattern provides the visual framework of the city. The city pattern that defines Mississauga includes:

- Intensification Areas:
- Non-Intensification Areas:
- Green System; and
- Cultural Heritage.

The city pattern is a reflection of policies and land use decisions that direct growth. It is the major driver of the city's image – it creates order, scale, a sense of place, purpose and identity.

Mississauga will develop a city pattern that is more sustainable and supports complete communities by directing growth to Intensification Areas and managing growth in other areas. It is intended to create a pattern marked by a greater mixture of land uses in a more compact form of development that supports, and is integrated with a multi-modal transportation system.

City pattern does not establish land use, but rather it directs the form in which permitted development should be undertaken. Urban form requirements will

vary in accordance with the envisioned city pattern.

The following policies for the city pattern will implement the city structure as shown on Schedule 1b: Urban System: City Structure and Schedule 1c: Urban System: Corridors, while protecting the Green System as shown on Schedule 1a: Urban System: Green System, and cultural heritage resources.

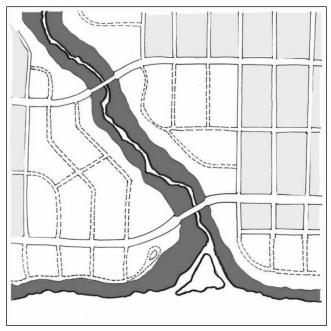


Figure 9-5: A sustainable city pattern will support complete communities.



Figure 9-4: The city pattern will respect the urban hierarchy with the Downtown containing the greatest heights, densities and mix of uses







Figure 9-6: Over time, Eglinton Avenue and Hurontario Street will intensify with a built form that frames the streets and provides a quality public realm, ensuring a vibrant pedestrian environment.

9.2.1 Intensification Areas

Intensification Areas are the principal location for future growth and consist of:

- Downtown;
- Major Nodes;
- Community Nodes;
- Corporate Centres;
- Intensification Corridors; and
- Major Transit Station Areas.

Intensification Areas are a major building block of the city pattern and, as such, will be expected to exhibit high standards of urban design that will result in vibrant and memorable urban places. They are intended to create order and a sense of place, with a scale that varies with their intended purpose and role in the urban hierarchy.

In order to achieve the vision for Intensification Areas as vibrant, mixed use areas, serviced by multimodal transportation, the physical form, relationship among buildings and spaces and the quality of the built environment will be critical in making these areas successful.

9.2.1.1 Development will create distinctive places and locales.

9.2.1.2 Design excellence will create a vibrant Downtown complemented by communities that retain their own identity and contribute to an overall strong city identity.







Figure 9-7: A compact, urban built form with a mix of uses will be incorporated in Cooksville and other Intensification Areas.

- 9.2.1.3 Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.
- 9.2.1.4 Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.
- 9.2.1.5 Small land parcels should be assembled to create efficient development parcels.
- 9.2.1.6 Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.
- 9.2.1.7 Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.
- 9.2.1.8 Zoning by-law amendments for new drivethrough facilities in Intensification Areas will not be approved where they will interfere with the intended function and form of these character areas. Such applications may be considered in circumstances where the location, design and function of the drive through facility:
- a. maintains the intent of the Plan;
- b. does not interfere with the continuity and character of the **streetscape**;
- c. provides for pedestrian movement into and through the site; and

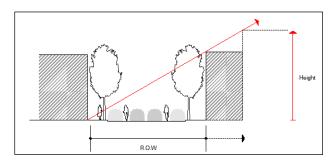


Figure 9-8: On wider streets, taller buildings may be required to provide appropriate street enclosure.

d. conforms to the "Drive-Through Stacking Lanes Reference Notes".

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

- 9.2.1.9 The preferred location of *tall buildings* will be in proximity to existing and planned *Major Transit Station Areas*.
- 9.2.1.10 Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.
- 9.2.1.11 Appropriate height and built form transitions will be required between sites and their surrounding areas.
- 9.2.1.12 *Tall buildings* will be sited and designed to enhance an area's skyline.
- 9.2.1.13 *Tall buildings* will be sited to preserve, reinforce and define view corridors.
- 9.2.1.14 *Tall buildings* will be appropriately spaced to provide privacy and permit light and sky views.
- 9.2.1.15 In appropriate locations, *tall buildings* will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.
- 9.2.1.16 *Tall buildings* will address pedestrian scale through building articulation, massing and materials.
- 9.2.1.17 **Tall buildings** will minimize adverse microclimatic impacts on the public realm and private amenity areas.
- 9.2.1.18 Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.
- 9.2.1.19 Existing large blocks will be reconfigured to incorporate a fine grained block structure with public

- roads and on-street parking to support at-grade uses.
- 9.2.1.20 The public realm and the development interface with the public realm will be held to the highest design standards.
- 9.2.1.21 Mississauga will develop identifiable civic buildings, structures, and spaces as community and city focal points.
- 9.2.1.22 Development will contribute to pedestrianoriented *streetscapes* and have an urban built form that is attractive, compact and transit-supportive.
- 9.2.1.23 Development will be designed to support and incorporate pedestrian and cycling connections.
- 9.2.1.24 Active uses will be required on principal streets with direct access to the public sidewalk.
- 9.2.1.25 Development will face the street.
- 9.2.1.26 Buildings should have active facades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.
- 9.2.1.27 For non-residential uses, at-grade windows will be required facing major streets and must be transparent.
- 9.2.1.28 Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.
- 9.2.1.29 Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street-related activity is desired.
- 9.2.1.30 Development will have a compatible bulk, massing and scale of built form to provide an integrated *streetscape*.
- 9.2.1.31 Development will provide open space, including squares and plazas appropriate to the size, location and type of the development.

- 9.2.1.32 Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.
- 9.2.1.33 Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.
- 9.2.1.34 Open spaces will be designed to promote social interaction.
- 9.2.1.35 Development will utilize **streetscape** design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces.
- 9.2.1.36 Buildings and *streetscapes* will be situated and designed so as to encourage pedestrian circulation.
- 9.2.1.37 *Streetscape* improvements including trees, pedestrian-scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed.
- 9.2.1.38 Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses.
- 9.2.1.39 Parking lots and structures should not be located adjacent to major streets.
- 9.2.1.40 Signage will be integrated with the scale and character of built form and will follow *universal design principles*.

9.2.2 Non-Intensification Areas

Non-intensification areas will experience limited growth and change; consequently, intensive growth will not be directed to them. Non-intensification Areas consist of:

- Neighbourhoods;
- Employment Areas;
- Special Purpose Areas; and
- Corridors.

Non-intensification areas will have lower densities, lower building heights and more homogeneous land uses than Intensification Areas.

Neighbourhoods are stable areas where limited growth is anticipated. Development in Neighbourhoods will be required to be context sensitive and respect the existing or planned character and scale of development.

Employment Areas will continue to develop for a mixture of employment uses, including land extensive uses many of which will have a one to two storey urban form.

Where increases in density and a variety of land uses are considered in Neighbourhoods and Employment Areas, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.

Special Purpose Areas – the University of Toronto Mississauga and the Airport - will be developed in a

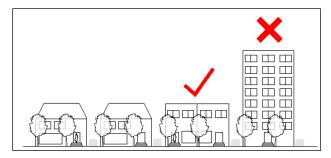


Figure 9-10: New development in neighbourhoods does not need to mirror existing development, but will be required to respect and be compatible with the surrounding area.

manner that reflects the unique role these areas play within the city and the region. While these areas will undergo limited urban development in the traditional sense, master plans for these areas will guide development that responds to their particular functions and development needs.

9.2.2.1 Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.

9.2.2.2 Drive-through facilities will be permitted in non-intensification areas, provided that the proposed development does not interfere with the intended function and form of these character areas. Such applications will only be considered for approval where the location, design and function of the drive-through facility:

- a. maintains the intent of the Plan;
- b. does not interfere with the continuity and character of the *streetscape*;







Figure 9-9: Development in Non-Intensification Areas will be sensitive to the existing or planned character of the neighbourhood and the natural environment.

- c. provides for pedestrian movement into and through the site; and
- d. conforms to the "Drive-Through Stacking Lanes Reference Notes."

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

- 9.2.2.3 *Tall buildings* will generally not be permitted.
- 9.2.2.4 While new development need not mirror existing development, new development in Neighbourhoods will:
- a. respect existing lotting patterns;
- respect the continuity of front, rear and side yard setbacks;
- c. respect the scale and character of the surrounding area;
- d. minimize overshadowing and overlook on adjacent neighbours;
- e. incorporate **stormwater best management practice**.;
- f. preserve mature high quality trees and ensure replacement of the tree canopy; and
- g. be designed to respect the existing scale, massing, character and grades of the surrounding area.
- 9.2.2.5 Employment Areas adjacent to residential areas, sensitive land uses and major roads will be required to meet higher standards of design and to mitigate adverse impacts on adjacent uses.
- 9.2.2.6 The City will work with landowners of Special Purpose Areas to encourage:
- a. the preservation and enhancement of the Natural Areas System;
- b. design for safety;

- c. design excellence;
- d. sustainable development; and
- e. the achievement of the overall intent, goals, objectives and policies of this Plan.
- 9.2.2.7 Development on Corridors will be encouraged to:
- a. assemble small land parcels to create efficient development parcels;
- b. face the street, except where predominate development patterns dictate otherwise;
- not locate parking between the building and the street;
- d. site buildings to frame the street and where non-residential uses are proposed to create a continuous street wall;
- e. provide entrances and transparent windows facing the street for non-residential uses;
- f. support transit and active transportation modes;
- g. consolidate access points and encourage shared parking, service areas and driveway entrances;
 and
- h. provide concept plans that show how the site can be developed with surrounding lands.

9-10 Build a Desirable Urban Form

9.2.3 Green System



Figure 9-11: Kariya Park in Downtown Mississauga provides a reprieve from the built environment and is an essential component of the urban structure.

The Green System provides vital relief from the built environment. It helps satisfy human needs for rest, quiet and escape from the built environment. It is generally characterized by vegetated open areas ranging from manicured spaces and playing fields to expansive natural areas. Where buildings are sited, they tend to occupy a small proportion of the site and be small in scale except for public buildings, such as community centres and schools.

Urban form has a role to play in protecting the environment by being sensitive to natural areas in site design, utilizing sustainable design practices and supporting active modes of transportation.

9.2.3.1 Development will be sensitive to the site and ensure that Natural Areas Systems are protected, enhanced and restored.

- 9.2.3.2 All development will utilize sustainable design practices.
- 9.2.3.3 Mississauga will coordinate the design, function and location of parks with adjacent land uses.
- 9.2.3.4 Open space areas will be high quality, usable and physically and visually linked to streets, parks and pedestrian routes.

9.2.4 Cultural Heritage Resources

Cultural heritage resources are valued and should be preserved for future generations. Heritage properties, districts and landscapes create a unique sense of place and local identity. In addition to their historic associations, cultural heritage resources are landmarks and focal points that contribute to the overall city image.

9.2.4.1 Opportunities to conserve and incorporate cultural heritage resources into community design and development should be undertaken in a manner that enhances the heritage resources and makes them focal points for the community.

9.2.4.2 Development and open spaces adjacent to significant cultural heritage resources will:

- a. contribute to the conservation of the heritage attributes of the resource and the heritage character of the area;
- b. emphasize the visual prominence of cultural heritage resources; and
- c. provide a proper transition with regard to the setting, scale, massing and character to cultural heritage resources.



Figure 9-12: W.R.P. Parker had this country estate designed by the well known Canadian architect, Shy Mathers in 1918. The house was a social centre hosting such politicians as Mackenzie King at the time he was Prime Minister of Canada. In 1956 the property was sold to Hyl and Grace Chappell who lived here until the late 1980s.

9.2.4.3 *Streetscape* components such as signage, furniture and lighting, within areas with cultural heritage resources should be sympathetic to the character of the heritage area.



Figure 9-13: The Streetsville United Church, a heritage landmark, is preserved for the enjoyment of citizens today and future generations.



Figure 9-14: The Middle Road Bridge, located at the eastern end of Sherway Drive at the Etobicoke Creek, was built in 1909 and was the first concrete bow bridge of its kind in Canada.

9.3 Public Realm



Figure 9-15: Generous public sidewalks and open spaces will provide opportunities to enrich the pedestrian experience.

The public realm consists of streets and boulevards, public open spaces, squares and civic buildings and is an integral component of the urban form of the city. The arrangement of streets and blocks within the public realm provides a foundation for the city's built environment, which in turn influences the shape and layout of the public realm.



Figure 9-16: In the Downtown, public boulevards will be designed to incorporate street trees, on-street parking, pedestrian scale lighting, bicycle storage facilities and coordinated street furniture to enrich the urban experience.

The creation of landmarks, routes and gateways within the public realm contributes to the unique experience, legibility, sense of orientation and views and vistas. Public art, open space and landmark buildings in the public realm enriches the urban experience.

9.3.1 Streets and Blocks

Streets are public spaces that connect buildings, structures, parks, communities, natural resources and other significant public amenities. Blocks are the spaces between streets where buildings, structures and other elements, including parks and open spaces, are located. A *streetscape* is the image created by the buildings, sidewalks, signage, street trees, landscaping, street furnishings, open spaces, and other elements along streets.

- 9.3.1.1 Street patterns, development blocks and public open spaces together should create distinctive communities.
- 9.3.1.2 Mississauga will ensure that urban form, street patterns and public open space systems are coherent, orderly and legible.
- 9.3.1.3 Major roads and their **streetscapes** should be designed to create spaces that are integral parts of the adjacent communities, thus serving to link communities
- 9.3.1.4 Development will be designed to:
- a. respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks;
- b. respect cultural heritage features such as designated buildings, landmarks and districts;
- accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources;
- d. achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible;

- e. meet universal design principles;
- f. address new development and open spaces;
- g. be pedestrian-oriented and scaled and support transit use;
- h. be attractive, safe and walkable;
- accommodate a multi-modal transportation system; and
- allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate.
- 9.3.1.5 The improvement of existing streets and the design of new streets should enhance connectivity by:

- a. developing a fine grained system of roads;
- b. using short streets and small blocks as much as possible, to encourage pedestrian movement;
- c. avoiding street closures; and
- d. minimizing culs-de-sac and dead-end streets.
- 9.3.1.6 Where culs-de-sac and dead-end streets exist, accessible paths that provide shortcuts for walking and cycling and vehicular access should be created, where possible.



Figure 9-17: A fine grain system of streets, incorporating small blocks will encourage pedestrian access and movement within Intensification Areas.



Figure 9-18: Development will incorporate street patterns of existing communities and built-up areas, with a particular block structure and characteristic street pattern.

- 9.3.1.7 **Streetscapes** will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.
- 9.3.1.8 The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages.
- 9.3.1.9 Development and elements within the public realm will be designed to provide continuity of the **streetscape** and minimize visual clutter.
- 9.3.1.10 Consideration will be given to the location of utilities on private property and the public right-of-way. Utilities will be grouped or located underground where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services.
- 9.3.1.11 Reverse frontage lots will not be permitted, except for infill development where a street pattern has already been established.

9.3.2 Civic Buildings and Spaces

Civic buildings and spaces are an important component of the public realm. These elements have the opportunity to become landmark buildings and spaces and should set the standard for development within the city. Civic buildings and spaces may also act as a catalyst for further development on surrounding lands.

- 9.3.2.1 Civic buildings and spaces will:
- a. be built to a high standard of design excellence;
- incorporate sustainable site development and buildings practices;
- strive to achieve a minimum standard of LEED Silver or custom green development standards;
 and
- d. be sited for prominence, visibility and universal accessibility.



Figure 9-19: Public views of the Mississauga Civic Centre, an important landmark, must be protected as it contributes to the identity of local government, the Downtown and the city as a whole.

9.3.2.2 *Universal design principles* will be applied in the development of, or renovation to City facilities including civic buildings, open space recreation uses, transit and pedestrian facilities.

9.3.3 Gateways, Routes, Landmarks and Views

Gateways, routes and landmarks are important building blocks of the city and contribute to city pattern and urban experience. Some sites within the city are uniquely located, given their topography, views or gateway condition. The design and function of these sites have the opportunity and responsibility to contribute to an area's character. Public buildings and structures with a prominent role and function should stand out from their context to support their role as landmarks.

Public views of important natural or man-made features along streets and *scenic routes* need to be protected since they add value to the built form and contribute to neighbourhood identity. When opportunities arise, new development must maintain, and in some cases, enhance those views and vistas to prominent features.

9.3.3.1 An appropriate gateway treatment will be created at city boundaries, major Provincial highway interchanges and at entry points to Intensification Areas through high quality development, massing of

buildings, open spaces, landscaping and **streetscape**.

- 9.3.3.2 *Tall buildings* have a greater presence on the skyline and are required to have the highest quality architecture.
- 9.3.3.3 Sites with prominence, high visibility and access should be considered as a priority for civic buildings and community infrastructure.
- 9.3.3.4 Buildings that serve the community such as places of religious assembly, colleges and hospitals, should be designed to be the focus of the community, highly visible, universally accessible and

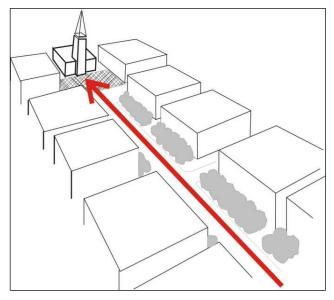


Figure 9-21: Development will preserve, promote and enhance public views to significant landmarks and natural features.



Figure 9-20: Views to Lake Ontario add value, provide a sense of orientation and preserve Port Credit's identity as a waterfront community.

attractive and serve as landmarks for future generations.

9.3.3.5 Special attention will be given to major intersections to create a sense of enclosure and identity, as well as heightened architectural interest.

9.3.3.6 Developments on major corners, prominent sites or that terminate a view will be held to a higher design standard.

9.3.3.7 New streets may be introduced to create prominent view corridors.

9.3.3.8 Views of significant natural and man-made features should be created, maintained and enhanced where appropriate.

9.3.3.9 Development will preserve, promote and enhance public views to the Lake Ontario waterfront.

9.3.3.10 Special care will be taken with development along *scenic routes* to preserve and complement the scenic historical character of the street.

9.3.3.11 Lands abutting the Mississauga Road right-of-way between the St. Lawrence and Hudson Railway and Lakeshore Road West (frontage, flankage and rear yards) is a designated *scenic route* and will be subject to the following:

 a. direct frontage lots with direct access or flankage lots with buildings that have front

- doors facing Mississauga Road will be encouraged;
- b. service road and reverse frontage lot development will be discouraged;
- c. existing residential lot frontages will be retained;
- d. building massing, design and setback should be consistent with buildings on surrounding lots;
- e. projecting garages will be discouraged;
- f. tree preservation, enhancement and replacement on private lands will be required;
- g. alternative on site turn-arounds, such as hammerhead driveways, will be encouraged, to reduce reverse movements and the number of driveway entrances. Circular driveways will be evaluated on an individual basis;
- h. preservation of existing landscape features (retaining walls, fences, hedgerows) will be encouraged; and
- i. the location of utilities should minimize the impact on existing vegetation.





Figure 9-22: Landmark buildings such as hospitals and places of religious assembly serve as focal points for communities as illustrated by the Credit Valley Hospital (Carlo Fidani Cancer Centre and the Richard and Annettte Bloch Cancer Survivor Park) and Saviour of the World Chinese Church.

9.3.4 Public Art

Public art and culture enhances the quality of life for residents and visitors by contributing to the identity and unique character of the city and its various destinations. Incorporating public art into the experience of the city has the power to create a compelling, enriched environment and a place people will want to live in and return to.

Public art can range from the architecture of buildings to the design of elements within the public realm such as light features and seating. It may include memorials, sculptures, water features, murals, lighting or individual art installations; it may be integrated with building and landscape design; and art may also include functional elements such as street furniture and utility boxes

Public art can serve as a focus in a public square or open space, or simply provide visual relief in high density areas. All gateway locations and public view terminus sites are candidates for public art.

Public art should be considered at a variety of scales and in diverse contexts. This includes larger installations at visually strategic locations such as the terminus of street corridors, at gateways, on prominent corners or in public open spaces. It also includes smaller or more unexpected installations such as along sidewalks, in interior courtyards, in associations with buildings (entrances, lobbies) and in alternative public spaces such as parking lots and garages.

- 9.3.4.1 Mississauga will prepare a Public Art Master Plan.
- 9.3.4.2 Mississauga will encourage public art on public and private lands.
- 9.3.4.3 Public art will be incorporated into the public realm particularly in appropriate locations to serve as landmarks and as gateway features.
- 9.3.4.4 Public art will be incorporated into public works, whenever feasible.



Figure 9-23: The Crown Fountain in Chicago, Millennium Park, is a significant public art piece that enhances the quality of life for residents and visitors and provides an interactive, dynamic experience.

- 9.3.4.5 Development proponents are encouraged to incorporate public art into their developments. Intensification Areas will be priority locations for the installation of public art.
- 9.3.4.6 Public art is encouraged throughout the city, particularly in Intensification Areas and along the Lake Ontario waterfront.
- 9.3.4.7 Public art should have a prominent presence throughout the city and contribute to a high quality urban design. Public art should:

- a. be encouraged as an integral component of public works, land development and open space planning;
- include pieces that serve as orienting devices for moving about and wayfinding or as focal points in public open spaces;
- c. contribute to the animation of public spaces through its design, which may include pieces that are used as street furniture, play areas and/or other interactive uses; and
- d. correspond to the visual prominence of the site on which it is located.

9.3.5 Open Spaces and Amenity Areas

Open spaces include both public and private space as well as on site amenities and are one of the most significant contributors to an area's character and quality of life. It is important that they not only be well designed and beautiful, but also that they be well connected and integrated with adjacent uses and other open spaces. The provision of open space is an essential component of residential and nonresidential development.

9.3.5.1 Mississauga will promote public open space design that is fully integrated with the urban design and built form of the community.

9.3.5.2 Open space will contribute to community aesthetics and enhance the Green System.

9.3.5.3 Natural features, parks and open spaces will contribute to a desirable urban form by:

- a. assisting with the protection, enhancement, restoration and expansion of the Natural Areas System, identified in Schedule 3;
- connecting to the city's system of trails and pathways;
- c. connecting to other natural areas, woodlands, wetlands parks, and open spaces, including streets, schools, cemeteries and civic spaces;



Figure 9-24: In Port Credit, the Wave Park is the principal focus of the square with at-grade retail uses located at the edges to secure a vibrant, animated open space.

- d. ensuring that all new parks and Open Spaces address the street, providing clear visibility, access and safety;
- e. ensuring that adjacent uses, buildings and structures front onto them, with direct access, and encouraging natural surveillance; and
- f. appropriately sizing parks and open spaces to meet the needs of a community and ensuring they are able to accommodate social events and individual needs, inclusive of recreation, playgrounds, sports and community gardens, where possible.
- 9.3.5.4 Open spaces will be designed as places where people can socialize, recreate and appreciate the environment.
- 9.3.5.5 Private open space and/or amenity areas will be required for all development.
- 9.3.5.6 Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on site amenity areas that are suitable for the intended users.
- 9.3.5.7 Residential developments will provide atgrade amenity areas that are located and designed for physical comfort and safety. In Intensification

Areas, alternatives to at-grade amenities may be considered.

9.3.5.8 Landscaped, outdoor on site amenities areas will be encouraged for employment uses.

9.4 Movement

A guiding principle of this Plan is to connect people with places through coordinated urban design, land use and transportation planning. Development should ensure the ease of movement between the built form and transit facilities and *active transportation* routes.

While vehicular and goods movement will continue to be an essential element of the transportation system, a priority for Mississauga is to increase the appeal of transit and *active transportation* modes for people of all ages and abilities. Mississauga is committed to accessibility through barrier free universal design. The design and relationships of development and of open spaces adjacent to streets, has a significant role to play in fulfilling these objectives.



Figure 9-25: A transit and pedestrian supportive urban form with active building facades and animated public realm is anticipated for Dundas Street, along with other Intensification Areas and Corridors in Mississauga.

9.4.1 Transit and Active Transportation

Urban form is fundamental to fostering transit and active transportation choices. Site and building design will improve connections and accessibility for transit users and promote pedestrian and cycling transportation modes. Mississauga will consider the convenience, comfort and safety of pedestrians and cyclists through urban design.



Figure 9-26: Bicycle parking is an essential urban amenity that nurtures transit usage and active transportation choices. (Research in Motion, Airport Corporate Centre)

Mississauga will ensure that pedestrian, cycling, transit and vehicular systems achieve a high standard of urban design and are an integral component of the city's visual image.

- 9.4.1.1 The design of all development will foster the improvement of connections and accessibility for transit users and promote *active transportation* modes.
- 9.4.1.2 A transit and **active transportation** supportive urban form will be required in Intensification Areas and in appropriate locations along Corridors and encouraged throughout the rest of the city.
- 9.4.1.3 Development will support transit and *active transportation* by:
- a. locating buildings at the street edge, where appropriate;
- b. requiring front doors that open to the public street;

- c. ensuring active/animated building facades and high quality architecture;
- d. ensuring buildings respect the scale of the street;
- e. ensuring appropriate massing for the context;
- f. providing pedestrian safety and comfort; and
- g. providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.
- 9.4.1.4 Development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts.
- 9.4.1.5 The design of transit facilities will consider the convenience, comfort and safety of pedestrians and cyclists.

9.4.2 Vehicular and Goods Movement

Although a priority for Mississauga is to increase the appeal of transit and *active transportation*, urban form must also consider the needs of vehicular and goods movement, especially in areas where it forms the dominant mode of transportation. Building and site design in employment areas must carefully consider goods movement and the potential for conflict with transit and *active transportation* modes.

- 9.4.2.1 Urban form will balance the needs of vehicular and goods movement with transit and *active transportation* modes.
- 9.4.2.2 In areas where vehicular and goods movement is the primary mode of transportation, regard for the needs and safety of transit users, pedestrians and cyclists will be required.
- 9.4.2.3 Where buildings and structures are separated from roadways by parking lots, efforts to upgrade pedestrian access to buildings through landscaping, site design and the development of street related frontages is encouraged.



Figure 9-27: Mississauga's Accessibility Advisory Committee was established in 2003. Its role is to promote and facilitate a barrier free Mississauga for citizens of all abilities.

9.4.3 Accessibility

As Mississauga's population ages, the need for access will increase. Physical access to open spaces and buildings should be provided throughout the city. Further, the owners of existing buildings will be encouraged to retrofit them to be universally accessible.

9.4.3.1 Mississauga is committed to the creation of an accessible city. The design of the physical and built environment will have regard for *universal design principles*.

9.4.3.2 All development will be consistent with the Mississauga Accessibility Design Handbook.

9.5 Site Development and Buildings

A significant part of the urban experience takes place as people move from one building to another. Focusing on the relationship between buildings and the spaces that surround them is critical to quality urban form.

The quality and character of different communities and areas will be conserved, in part, by establishing a proper transition between them.



Figure 9-28: Architecturally expressed entrance features and defined landscaping provide a welcoming gesture and denote the sense of principal access to the building. (Biovail Pharmaceutical Corporation, Meadowvale Business Park)

In the planning and design of sites for development, consideration should be given to the existing site conditions, surrounding context, the public realm and proposed uses. Protecting and enhancing the *natural features, areas and linkages and their ecological functions*, in the city will contribute to sustainable site development.

Buildings, through their location and massing, help define the use and character of streets and open spaces with a memorable sense of place and history. The orientation and placement of a building on a property creates a relationship with the adjacent context and helps define the quality and character of the public realm.

Good urban form results in a pedestrian friendly, safe, inviting and aesthetically appealing urban environment. Matters such as landscaping, parking, servicing and signage need to be appropriately addressed.

9.5.1 Context

Context addresses how developments demonstrate compatibility and integration with surrounding land uses and vegetation by ensuring that an effective transition in built form is provided between areas of different development densities and scale and the protection of natural features.

9.5.1.1 Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.

9.5.1.2 Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:

- a. Natural Areas System;
- b. natural hazards (flooding and erosion);
- c. natural and cultural heritage features;
- d. street and block patterns;
- e. the size and configuration of properties along a street, including lot frontages and areas;
- f. continuity and enhancement of streetscapes;
- g. the size and distribution of building mass and height;
- h. front, side and rear yards;
- i. the orientation of buildings, structures and landscapes on a property;
- j. views, sunlight and wind conditions;
- k. the local vernacular and architectural character as represented by the rhythm, textures and building materials;

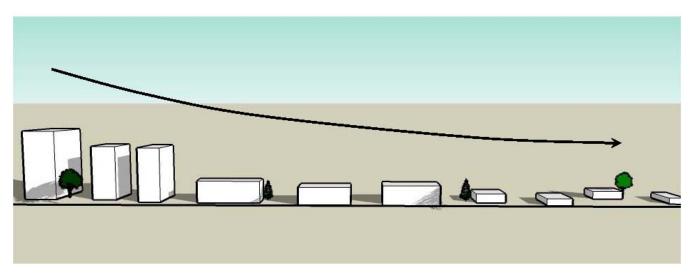


Figure 9-29: An appropriate transition of built form will be required to the existing and planned context.

- I. privacy and overlook; and
- m. the function and use of buildings, structures and landscapes.
- 9.5.1.3 Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.
- 9.5.1.4 Buildings, in conjunction with site design and landscaping, will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.
- 9.5.1.5 Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.
- 9.5.1.6 Existing vegetation patterns and preservation and/or enhancement the Urban Forest will be addressed in all new development.
- 9.5.1.7 Developments adjacent to public parkland will complement the open space and minimize

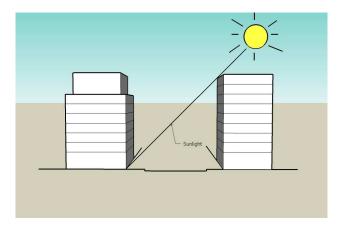


Figure 9-31: The height and massing of buildings should not obstruct sunlight from reaching the public sidewalk.

negative impacts.

- 9.5.1.8 Proposed development should encourage public open space connections that link public parks and *community facilities* through the use of walkways, bikeways and bridges.
- 9.5.1.9 Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and

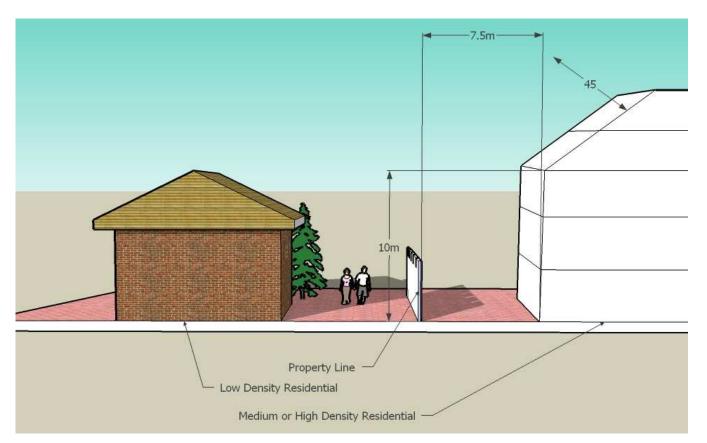


Figure 9-30: Development will respect the existing context and provide an appropriate transition in built form to low rise residential areas.

that micro-climatic conditions are mitigated.

9.5.1.10 Where employment and commercial uses are adjacent to noise sensitive uses, noise mitigation should be provided at the source of the noise to ensure compatibility and acceptable noise levels.

9.5.1.11 New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare.

9.5.1.12 Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.

9.5.1.13 Buildings with exposure to Provincial Highways or public streets in areas of site plan control will be subject to a higher standard of design, to achieve upgraded building elevations and landscaping, including principal doors and window fenestration.

9.5.1.14 Sites that have exposure to parks or double exposure to both Provincial Highways and public streets will be required to be designed with upgraded building elevations and landscaping facing all parks, public highways and public streets.

9.5.1.15 Development in proximity to landmark buildings or sites, to the Natural Areas System or

cultural heritage resources, should be designed to:

- a. respect the prominence, character, setting and connectivity of these buildings, sites and resources; and
- b. ensure an effective transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking, amenity and open spaces.

9.5.2 Site Development

The arrangement of elements on a site, as well as their massing and design, should contribute to achieving the City's vision and the intended character for the area. The development of a property may include one or more buildings or structures, services and utilities, parking areas and driveways and landscaping. Site design which incorporates **stormwater best management practices** will assist in achieving sustainable development objectives.

9.5.2.1 High quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character, respects its immediate context and creates a quality living or working environment.



Figure 9-32: Building facades should be parallel to the street edge with an appropriate architectural expression addressing the Highway 401 frontage. (Airport Corporate Centre)

9.5.2.2 Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:

- a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe;
- b. fronting walkways and sidewalks with doors and windows and having visible active uses inside;
- c. avoiding blank walls facing pedestrian areas; and
- d. providing opportunities for weather protection, including awnings and trees.

9.5.2.3 Development proponents will be required to ensure that pedestrian circulation and connections are accessible, comfortable, safe and integrated into the overall system of trails and walkways.

9.5.2.4 Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of



Figure 9-33: Permeable paving is used to enhance tree preservation efforts and to promote stormwater infiltration at Dominican University, in River Forest, Illinois.

individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.

9.5.2.5 Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing:

- a. street trees and landscaping and relocating utilities, if required;
- b. lighting;
- c. weather protection elements;
- d. screening of parking areas;



Figure 9-34: Bioretention features, such as **stormwater best management practices**, are encouraged to be incorporated in site development.



Figure 9-35: Generous landscape islands help to minimize the urban heat island effect.

- e. bicycle parking;
- f. public art; and
- g. street furniture.
- 9.5.2.6 Development proponents will be required to demonstrate the successful application of *universal design principles* and compliance with legislated standards.
- 9.5.2.7 Site development should respect and maintain the existing grades on site.
- 9.5.2.8 Site designs that conserve energy will be encouraged. Energy conservation will be addressed at the development application stage and during the preparation of building and site designs. Buildings should be designed, oriented, constructed and landscaped to minimize interior heat loss and to capture and retain solar heat energy in the winter and to minimize solar heat penetration in the summer.
- 9.5.2.9 Site designs will be encouraged to minimize the consumption of water.
- 9.5.2.10 Site development will be encouraged to meet a minimum standard of LEED Silver or custom green development standards.

- 9.5.2.11 Site development will be required to:
- a. incorporate stormwater best management practices;
- b. provide enhanced streetscape;
- c. provide landscaping that complements the public realm;
- d. include the use of native non-invasive plant material;
- e. protect and enhance habitat;
- f. preserve significant trees on public and private lands;
- g. Incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment; and
- h. provide landscaping that beautifies the site and complements the building form.
- 9.5.2.12 Heating, venting and air conditioning equipment and mechanical/utility functions will be located away from the public realm and not be visible from public view.



Figure 9-36: The Hazel McCallion Academic Learning Centre at the University of Toronto Mississauga demonstrates the importance of high quality architecture and the use of sustainable building materials to conserve energy. This building achieved a LEED Silver designation from the Canadian Green Building Council.

9.5.2.13 External lighting for site development should:

- a. be energy efficient;
- b. utilize dark skylight fixtures; and
- c. not infringe on adjacent properties.



Figure 9-37: A safe and accessible pedestrian environment is created when doors front onto public sidewalks. (Port Credit)

9.5.3 Buildings

Buildings are often the most noticeable aspect of site development and, therefore, the quality of their design and the materials selected is fundamental to good urban form. The articulation of a building is often what gives it a human scale and a sense of quality through attention to detail. The entrance of a building is often the most recognizable and used part of the façade and should be prominent, recognizable and accessible.

All buildings should be designed to incorporate sustainable technologies. Where *tall buildings* occur, they are prominent features of the urban form and should be designed to the highest of standards.

9.5.3.1 Buildings will be designed to create a sense of identity through the site layout, massing, forms, orientation, scale, architectural features, landscaping and signage.

9.5.3.2 Buildings must clearly address the street with principal doors and fenestrations facing the street in order to:

- ensure main building entrances and at grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk;
- b. provide strong pedestrian connections and landscape treatments that link the buildings to the street; and
- c. ensure public safety.

9.5.3.3 Building facades should be articulated to include changes in materials, or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief.

9.5.3.4 Principal building entrances should be covered with a canopy, awning, recess or similar device to provide visual prominence and pedestrian weather protection.

9.5.3.5 Front building façades should be parallel to the street. Consideration may be given to allow for periodic indentation for visual relief and features such as urban plazas.

9.5.3.6 Street facing façades should have the highest design quality. Materials used for the front façade should be carried around the building where any façades are exposed to the public view at the side or rear.



Figure 9-38: Green roofs are an effective stormwater best management practice and contribute to the reduction of the urban heat island effect.

- 9.5.3.7 Buildings will be pedestrian-oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.
- 9.5.3.8 Buildings should avoid blank street wall conditions. Blank walls resulting from phased development, will require upgraded architectural treatment.
- 9.5.3.9 *Tall buildings* will minimize undue physical and visual negative impact relating to:
- a. micro-climatic conditions, including sun, shadow and wind;
- b. noise;
- c. views;
- d. skyview; and
- e. adjacent cultural heritage resources, open spaces, the public realm, community infrastructure and residences.
- 9.5.3.10 The lower portion of *tall building* developments will include a built form that achieves street frontage and at-grade relationships to support a pedestrian-oriented environment.
- 9.5.3.11 Building materials should be chosen for their functional and aesthetic quality, sustainability and ease of maintenance.
- 9.5.3.12 The choice of building materials should minimize the risk for bird collisions.
- 9.5.3.13 Where appropriate, development should be designed to incorporate measures that minimize urban heat island effects.
- 9.5.3.14 Buildings should be designed to conserve energy and incorporate sustainable materials.
- 9.5.3.15 Buildings should be designed to minimize the consumption of water and to utilize **stormwater best management practices**.
- 9.5.3.16 Buildings should coordinate and integrate vehicular and servicing access to minimize their visual prominence.

- 9.5.3.17 Mechanical equipment, vents and metering devices will be integrated into the building design and will not be visible from the public realm.
- 9.5.3.18 Roof-top mechanicals and appurtenances will be integrated into building design and will not be visual from the public realm and residential developments.
- 9.5.3.19 It will be the responsibility of proponents of development applications to comply with Airport height restrictions.

9.5.4 Relationship to Public Realm



Figure 9-39: Attractive and comfortable public spaces enhance the pedestrian experience. (Streetsville)

The public realm is an integral part of any site development. The relationship between buildings, site layout and elements within the public realm has a great impact on the urban form and the experience of those who live, work and play in the city

9.5.4.1 Development proposals should enhance public streets and the open space system by creating a desirable street edge condition.



Figure 9-40: The public realm in an urban environment constitutes an array of publicly accessible spaces which create a memorable sense of place. Wide public sidewalks with street trees, special pavement, animation and buildings framing the street contribute to a desirable public realm.

9.5.4.2 An attractive and comfortable public realm will be created through the use of landscaping, the screening of unattractive views, protection from the elements, as well as the buffering of parking, loading and storage areas.

9.5.4.3 The sharing and reduction of access points/driveways will be encouraged to promote pedestrian safety and provide the opportunity for a continuous *streetscape*.

9.5.4.4 Along Corridors where an urban character is appropriate, buildings should be located close to and aligned with the street to enclose the street.

9.5.4.5 Built form will relate to the width of the street right-of-way.

9.5.4.6 Outdoor storage should not be located adjacent to, or visible from city boundaries, the public realm or residential lands by the use of appropriate setbacks, screening, landscaping and buffering.

9.5.4.7 Display areas are to be an integral part of the overall site design and evaluated based on their visual impact on the **streetscape**.

9.5.5 Parking, Servicing and Loading

The design of parking, servicing and loading areas is a key component in the development of sites. These areas serve a functional need, but should be designed in a manner that screens less desirable aspects and provides high quality treatment of exposed areas while addressing safe and efficient movement of pedestrians and vehicles. Parking surfaces are a contributor to the urban heat island effect and, as such, should be designed to mitigate the heat effects.

9.5.5.1 Parking should be located underground, internal to the building or to the rear of buildings.

9.5.5.2 Above grade parking structures should be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure.



Figure 9-41: Service and loading areas should be discreet, located on site, recessed into the building and not be a dominant element of the **streetscape**.

9.5.5.3 Where surface parking is permitted, the following will apply. Parking should:

- a. not be located between the building and the street;
- incorporate stormwater best management practices, such as, permeable paving, bioretention areas and tree clusters;
- c. provide safe and legible raised walkways, with curb ramps, within parking areas to buildings and streets:
- d. incorporate universal design principles;
- e. be configured to permit future development;
- f. have appropriate landscape treatment including trees and lighting, throughout parking lots;
- g. provide appropriate landscape treatment to provide shading of parking areas; and
- h. provide landscape buffering at the street edge.

- 9.5.5.4 Shared parking between developments will be encouraged, where appropriate.
- 9.5.5.5 Secure bicycle parking will be provided in developments.
- 9.5.5.6 Site plans will demonstrate the ability for shared servicing access between adjacent developments.
- 9.5.5.7 Service, loading and garbage storage areas should be internal to the building or located at the rear of the building and screened from the public realm.

9.5.6 Safety

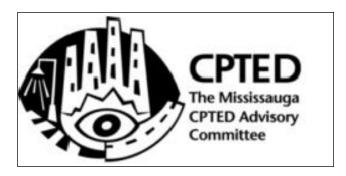


Figure 9-42: *Crime Prevention Through Environmental Design* Mississauga was established in 1994 to provide an interdisciplinary approach to reduce opportunities for crime in the built environment.

Crime Prevention Through Environmental Design (CPTED) concepts and principles with the objective of promoting safe living and working environments. Following CPTED principles, the public and private environment will be maintained at a level that enhances the public perception of safety and buildings, landscaping and site layout and will be designed to enhance personal safety.

9.5.6.1 Site layout, buildings and landscaping will be designed to promote natural surveillance and personal safety.

9.5.6.2 Active building frontages should be designed to face public spaces including entries and windows to ensure natural surveillance opportunities.

9.5.6.3 Development should clearly define areas of access and egress to avoid the creation of entrapment areas.

9.5.6.4 Development should incorporate lighting to ensure all designated areas of circulation, entrance, and connections are appropriately illuminated.

9.5.7 Signage

Signage is a significant element of the city's identity and character. Signage is both public and private. Signs include street names, interpretative and commemorative plaques, advertising and identification of uses.

9.5.7.1 Signage should:

- a. orient people as they move through the city;
- b. identify businesses and services;
- c. promote and enhance an area's character;
- d. identify significant sites, community uses, destinations and landmarks;
- e. recognize cultural heritage resources; and
- f. follow universal design principles.



Figure 9-43: Signage will be designed to provide identity, orientation for pedestrians and have a compatible relationship with built form and the street.

9.5.7.2 Building and site designs will integrate signage and have regard for the character of the building, landscape and context. Signage should identify and inform as well as complement and enliven the *streetscape*. Signage must be designed to minimize visual clutter.

9.5.7.3 Except for wayfinding and commemorative plagues, only facia signs will be permitted within Intensification Areas

10 Foster a Strong Economy

10.1 Introduction

Mississauga is an economically strong city where people and businesses thrive. The city's economic

Total Million Control of the Control

success is based on its ability to attract and retain a diversity of business operations. Wholesale trade; manufacturing; professional, scientific and technical services; transportation and warehousing companies, as well as various other employment





Figure 10-1: There are over 420,000 employment opportunities in Mississauga providing jobs for local as well as regional residents. While the largest concentration of these employment opportunities is in the northeast quadrant of the city at the Airport and surrounding lands, Mississauga has a number of other thriving employment areas. Mississauga has been highly successful in attracting office employment and over the last 25 years the city has developed an average of approximately one million square feet of office space annually. (Robert Speck Parkway Business Area, Hewlett-Packard Building, Airport -Terminal 1)

sectors, are all represented in the city. Many of these companies are innovative businesses, large corporations and head offices. Mississauga is home to over 60 Fortune 500 head offices.

Mississauga's strong employment base has resulted in the city becoming a net importer of talent. Two-thirds of the resident labour force work in Mississauga, which demonstrates the variety of employment opportunities available to residents.

Mississauga is home to a well educated labour force. Ensuring that residents have access to opportunities to develop the skills and knowledge needed to meet the needs of the business community is critical to the city's continued economic success. Mississauga is home to The University of Toronto Mississauga and the Sheridan College campus in the Downtown. In addition to these post-secondary institutions, the City promotes the establishment of new universities and colleges so that local students have a variety of learning opportunities within their community. This will also attract new residents to the city to further their education, retain youth and encourage partnerships between academic institutions and businesses.



Figure 10-2: Retaining areas for employment purposes is vital to the health and competitiveness of the city. As the city's population grows through intensification and redevelopment, it will be critical to maintain the existing employment base and to provide opportunities for future employment.

Mississauga will continue to support existing businesses and work toward attracting new business ventures that complement the City's vision and provide a range of employment opportunities that utilize the skills and knowledge of the local labour force.

The city identifies three strategic economic development goals that support the city's vision: to be a Global Business Magnet, to have a Culture of Innovation and to be a Knowledge Economy. In this context, a number of target opportunities have been recognized in high growth knowledge sectors, including Life Sciences; Information, Communication Technologies (ICT); Finance and Insurance; and Advanced Manufacturing.

Each of these sectors has a strong presence in Mississauga today, with recognizable clusters in areas such as Airport Corporate Centre, Gateway and Meadowvale Business Park. In addition, Sheridan Park is characterized by a research cluster. It is critical for the city to continue to grow and sustain these knowledge sectors within the city.

The urban system supports the business community by promoting office and employment uses within Intensification Areas, while preserving lands for a variety of activities and extensive employment functions. Employment opportunities are to be concentrated within the Downtown, Corporate Centres, Major Nodes and Employment Areas. Special Purpose Areas are also important employment centres. Within Community Nodes and Neighbourhoods, employment opportunities that provide local services to residents are anticipated.

As Mississauga continues to develop, there will be fewer opportunities for land extensive business activities and a greater reliance on office development as a generator of employment. Mississauga is fortunate to have several highly successful office areas and is well positioned to attract considerable additional office growth. Mississauga's Downtown and Corporate Centres are particularly well located for future office development as they have excellent access to

existing and planned *higher order transit* services and several 400-series highways.

The provision of infrastructure and utilities in an environmentally sustainable, timely manner, and their maintenance is key to continued economic development and growth. Mississauga will encourage energy conservation and reduce air pollution and greenhouse gas emissions through land use patterns and urban design standards that support alternative forms of transportation, energy efficient buildings and opportunities for *cogeneration*.

- 10.1.1 Mississauga will encourage a range of employment opportunities reflective of the skills of the resident labour force.
- 10.1.2 Mississauga will identify and protect lands for a diversity of employment uses to meet current and future needs.
- 10.1.3 An adequate supply of lands providing locations for a variety of appropriate employment uses will be maintained to accommodate the City's growth forecasts.
- 10.1.4 The conversion of lands designated Business Employment or Industrial within Corporate Centres and Employment Areas to permit non-employment uses is prohibited unless considered through a Phase One municipal comprehensive review and, where applicable, a Phase Two municipal comprehensive review. For the purposes of this policy, *major retail* uses are considered non-employment uses.
- a. A Phase One municipal comprehensive review will be required to demonstrate that;
 - there is a need for the conversion;
 - Mississauga will meet the employment forecasts of this Plan;
 - the conversion will not adversely affect the overall viability of the employment area and achievement of the intensification target, density targets and other policies of this Plan;

- there is existing or planned infrastructure to accommodate the proposed conversion;
- the lands are not required over the long term for employment purposes; and
- cross-jurisdictional issues have been considered.
- b. Where a Phase One municipal comprehensive review has identified the potential for the conversion of lands, Phase Two of the municipal comprehensive review will determine appropriate land uses for identified areas and consider, among other matters, the following:
 - alternative locations for displaced employment uses;
 - land use options that result in a similar or greater number of employment opportunities;
 - compatibility with surrounding land uses;
 - infrastructure capacity, needs and costs; and
 - municipal benefits to be realized through land conversion.
- c. Development applications for the conversion of lands to non-employment uses will be considered premature until both Phase One and Phase Two of the municipal comprehensive review has been completed.
- 10.1.5 Mississauga will provide for a wide range of employment activities including office and diversified employment uses. To this end Mississauga will:
- a. strive to increase office employment;
- b. encourage the establishment of knowledgebased industries and support their growth; and
- c. encourage the establishment of small innovative businesses and support their growth.
- 10.1.6 Mississauga will facilitate the operation and where appropriate, the expansion of existing

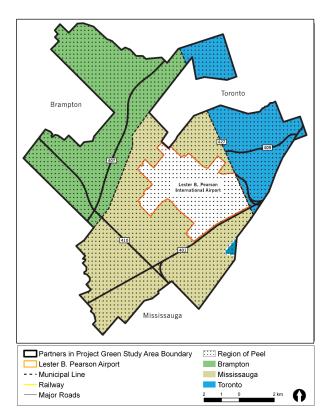


Figure 10-3: Partners in Project Green is a growing community of businesses working together to green their bottom line by creating an internationally recognized 'eco-business zone' around the Airport. Through new forms of business-to-business collaboration, Partners in Project Green delivers programming that helps businesses reduce energy and resource costs, uncover new business opportunities and address everyday operational challenges in a green and cost-effective manner.

businesses as permitted by this Plan. In some locations, alternative land uses may be identified to encourage the relocation of existing businesses to allow the lands to redevelop in accordance with the planning vision for the area. Development proponents may be required to submit satisfactory studies prior to development.

- 10.1.7 To encourage economic development and competitiveness, Mississauga will ensure the necessary infrastructure is provided to support current and forecasted employment needs.
- 10.1.8 Transit supportive development with compact built form and minimal surface parking will be encouraged in Corporate Centres, *Major Transit Station Areas* and Corridors.

- 10.1.9 Mississauga will foster eco-industrial activity in new and existing employment areas, such as the Pearson Eco-Business Zone, which will demonstrate innovation and high levels of environmental and economic performance by:
- a. transforming the employment area into an ecoindustrial zone;
- b. creating sustainable economic area and green business areas;
- c. investing in green buildings, technology and practices;
- d. encouraging leveraged partnerships between public and private organizations; and
- e. establishing multi-objective infrastructure.
- 10.1.10 Residential uses will be prohibited within Corporate Centres and Employment Areas.

10.2 Office

Mississauga's success in attracting office development is an asset to the economy. Current office development is concentrated within the Corporate Centres, however, the Downtown and Employment Areas also have considerable office development. Promoting office development in the Downtown is of particular importance to the City in order to support *higher order transit* and create a lively mixed use live/work area.

- 10.2.1 Major office development will be encouraged to locate within the Downtown, Major Nodes, Corporate Centres and *Intensification Corridors*.
- 10.2.2 **Secondary office** within Employment Areas will be encouraged to locate within **Major Transit Station Areas** and Corridors.
- 10.2.3 Outside of Employment Areas, **Secondary office** development will be encouraged to locate within Community Nodes and **Major Transit Station Areas**.



Figure 10-4: Over the years Mississauga has been able to attract many diverse businesses. Many of these offices have concentrated in the city's Corporate Centres, Employment Areas and Downtown. In the future, the City will promote increased office use and activity within the Downtown.

10.2.4 Within Intensification Areas ground floor retail uses are encouraged within office buildings. Local Area Plans may determine where ground floor retail uses will be required.

10.2.5 Offices associated with employment uses such as manufacturing, research and development and warehousing will be permitted as an accessory use.

10.3 Industry

Industrial uses include manufacturing, assembling, processing, fabricating, research and development, sales and service, warehousing, distributing and wholesaling.

Industrial activities contribute significantly to the city's economic base. Industrial uses should locate in appropriate areas, such as Employment Areas. It is a priority for Mississauga to ensure that sensitive land uses remain separated from industrial uses.

There is only one quarry remaining in operation in the Southdown Character Area and no new quarries will be permitted. Existing areas of mineral resources will operate in compliance with legislation of the Provincial Government and the policies of this Plan.

10.3.1 Industrial uses will be permitted to locate within Employment Areas. Character Area policies may identify sites permitting industrial uses outside of Employment Areas.

10.3.2 Mississauga will protect lands within Employment Areas for industrial uses.

10.3.3 Development will minimize land use conflicts between industrial uses and sensitive land uses.

10.3.4 Within Employment Areas, Mississauga will support the continued operation of existing industrial uses and discourage employment uses and sensitive land uses in the vicinity of existing industrial land uses that would:

- require industrial uses to significantly modify their operations;
- b. cause industrial uses to be in non-compliance with pertinent standards; and
- c. inhibit the development of designated industrial lands for the purposes permitted by this Plan.

10.3.5 Industrial uses in proximity to residential uses and sensitive land uses will:



Figure 10-5: Mississauga is home to many warehousing and distribution centres, providing many employment opportunities within the city. These types of uses, along with other industrial uses, are best served by locating within Employment Areas away from sensitive land uses.

- a. not have outdoor storage;
- b. not generate air pollution, odour or excessive noise; and
- c. have a high standard of building design and landscaping.

10.3.6 Mississauga may identify alternative land uses and redesignate sites with existing industrial uses outside of Employment Areas or within Intensification Areas to encourage the relocation of the existing business, thus allowing the lands in the vicinity to redevelop in accordance with the existing or planned land uses.

10.3.7 The conversion of multi-unit industrial developments to industrial condominiums will be discouraged for lands within Intensification Areas and along Corridors.

10.3.8 Applications to expand an existing quarry must determine the area of influence and other additional information deemed necessary by the City.

10.3.9 Progressive rehabilitation of excavated pits and quarries will proceed toward a compatible afteruse for the site in accordance with approved site development and rehabilitation plans approved by the City and Provincial Government.

10.3.10 Processing of excavated materials and related activities must occur within, or contiguous to, the area licensed.

10.3.11 Prior to the consideration of development proposals within the area of influence of quarry operations, it will be demonstrated, to the satisfaction of the City, that there will be no adverse impacts that would make it incompatible with the quarry operation so as not to preclude the continued use of the quarry.

10.4 Retail

Retail means the sale, lease and/or rental of goods to public. Retail is often combined with other uses such as personal service establishments, offices, financial institutions, restaurants and overnight accommodations.

The primary locations for retail uses will be the Downtown, Major Nodes and Community Nodes. Retail uses within these locations will be encouraged to contribute to a vibrant, mixed use environment and be developed in combination with residential and office uses.

Within Corporate Centres, retail uses in conjunction with office developments will be encouraged in order to provide services to local businesses and employees. New free standing retail uses will not be permitted.

Within Neighbourhoods, further retail commercial will be directed to lands designated Mixed Use. Retail uses will be encouraged to develop in combination with residential and office uses.

While Employment Areas have a number of existing retail areas, they are not the preferred location for this type of use. Existing designated retail areas will be recognized by this Plan and further development of retail uses within the limits of land designated Mixed Use is permitted, however, their expansion and the establishment of new *major retail* areas will not be allowed. Existing retail areas will be encouraged to redevelop to appropriate non-retail employment uses.



Figure 10-6: Commercial uses are a staple for everyday living. These uses will be concentrated in the Downtown, Major Nodes and Community Nodes. Some retail services will be provided in Neighbourhoods. Not only is the location of commercial uses important in servicing residents, but the scale and design of these structures is important in creating a comfortable sense of place where people want to gather.

10.4.1 Retail uses are encouraged to locate primarily within the Downtown, Major Nodes and Community Nodes.

10.4.2 Retail uses will be permitted within Corporate Centres, where they support employment uses and employees. Character Area policies or local area plans will identify appropriate locations and types of uses.

10.4.3 Retail uses may be permitted within Neighbourhoods to provide retail uses convenient to the local residents. Character Area policies or local area plans will identify appropriate locations and types of uses.

10.4.4 Within the Downtown, Major Nodes, Community Nodes and Corporate Centres, existing single storey retail development will be encouraged to redevelop into multi-storey mixed use developments.

10.4.5 Retail uses outside the Downtown, Major Nodes and Community Nodes will be directed to Corridors and *Major Transit Station Areas* or in locations as identified in Character Area policies or local area plans.

10.4.6 The dispersion of retail uses beyond designated commercial areas will be discouraged.

10.4.7 Lands designated for retail areas within Employment Areas are recognized by this Plan, however, no additional lands will be designated for retail development unless recommended through a municipal comprehensive review.

10.4.8 Local areas plans or planning studies will consider alternative land uses for lands designated for retail uses within Employment Areas.

10.5 Post-Secondary Institutions

Post secondary institutions can attract and support the growth of strong, innovative businesses, and further the needs and interests of youth, older adults and recent immigrants to Mississauga. Improved transit facilities and providing for a range of suitable, affordable housing choices are key to attracting new post secondary schools, colleges and universities to Mississauga.



Figure 10-7: The University of Toronto Mississauga (UTM) has greatly expanded over the past few years. The university has built additional educational, recreational and housing structures for student use. Mississauga looks forward to working with other universities and colleges, who choose to locate within the city, to create new campuses with similar amenities as UTM.

10.5.1 Mississauga will encourage the expansion of existing and the establishment of new post-secondary institutions within the city, particularly within the Downtown, Major Nodes, and in proximity to *Major Transit Station Areas*.

10.5.2 In addition to educational, research, office and residential uses, other land uses that support the functioning of the post-secondary institution and the needs of the staff, students and visitors will be permitted.

10.6 Infrastructure and Utilities

The City is well served by a comprehensive network of infrastructure and utilities that supports its economic function and growth. Infrastructure and related services will be provided in a coordinated, timely manner and maintained at a level that is financially sustainable to meet the needs of the existing businesses and residents, as well as providing for future growth.

For the purposes of this Plan, infrastructure and utilities includes sanitary sewer and water supply, stormwater management facilities and systems, gas and oil transmission pipelines, *electric power distribution and transmission facilities*, telecommunications and other cabled services. These are provided by various government agencies, public bodies and the private sector.

10.6.1 In cooperation with other levels of government, appropriate agencies and the private sector, Mississauga will ensure that all development will have adequate infrastructure and utilities.

10.6.2 Mississauga will work with utility providers to ensure that networks are established and phased to serve new development in a timely and efficient manner.

10.6.3 Mississauga will undertake discussions with utility providers regarding the feasibility of servicing existing and future employment areas with leading-edge telecommunications services, including

broadband technology, to attract knowledge-based industries and support the economic development, technological advancement and growth of existing businesses.

10.6.4 Mississauga will encourage discussions with utility providers to determine appropriate utility design and placement within Intensification Areas prior to determining the placement and design of utilities.

10.6.5 Mississauga will ensure that full Regional and municipal services are available to serve all development in Mississauga.

10.6.6 Where possible, the existing conditions should be augmented by the re-establishment of native vegetation and the preservation of existing landforms, vegetation and drainage patterns. Where possible, at source controls should be provided to reduce the need for new infrastructure. All efforts to this effect should be guided by the appropriate environmental agencies according to all Provincial



Figure 10-8: The 27 hectare Lakeview Water Treatment Facility is located on the shore of Lake Ontario in Mississauga and is operated by the Region. The Region has identified the need for a capacity expansion of the facility as a result of increased growth to serve the eastern part of Peel and to meet servicing requirements in York Region. The expansion of the Lakeview plant will increase capacity to produce 1 150 million litres of water per day.

Government, Regional Government and municipal regulations.

10.6.7 The preservation of existing trees and the planting of new tress will be given priority and coordinated with utility placement within the public boulevard.

10.6.8 Mississauga will maintain and establish programs for renewal of infrastructure and utilities. In doing so, Mississauga will ensure that the capital cost, maintenance cost and environmental impact are minimized.

10.6.9 Mississauga expects that the Region of Peel will provide appropriate and timely water, and wastewater facilities to serve the city's development.

10.6.10 Appropriate storm sewer facilities will be installed for the safety of residents, with due regard for the need to protect **watercourses** and associated ecosystems from any possible destructive effects of stormwater runoff.

10.6.11 The sizing of storm sewer facilities will be based on the ultimate development pattern within the various drainage areas.

10.6.12 Development proposals will be subject to the recommendations of watershed studies to assess potential effects of these proposals on receiving *watercourses*. In addition, development will be required to implement stormwater management strategies in accordance with the most current stormwater management guidelines prepared by the City, the appropriate Conservation Authority and the Provincial Government.

10.6.13 Any stormwater quality/quantity facilities within Greenbelt lands must have regard for the viability of natural areas and their features and functions, and will be subject to naturalization efforts to the satisfaction of the City and the appropriate Conservation Authority, as a part of development.

10.6.14 Storm sewer services policies are to be read in conjunction with urban drainage policies.

10.6.15 Natural Gas and Oil Pipelines, shown on Appendix I: Oil and Gas Transmission Lines, are permitted in all land use designations, except Greenbelt.

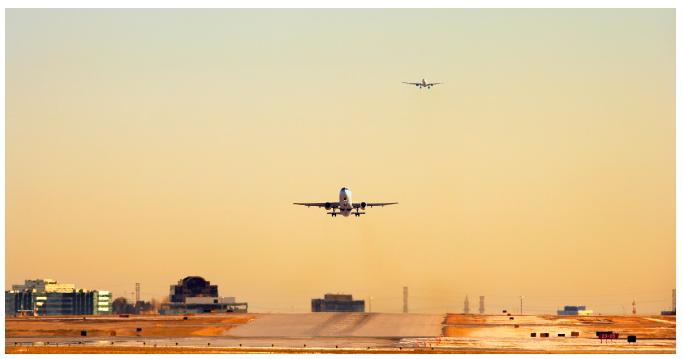


Figure 10-9: The Airport contributes to the success of the city's economy. The Airport's economic benefits transcend the Airport area to local distribution centres, logistic businesses, courier companies and transportation companies, among others.

10.6.16 The design standards used in the construction of any natural gas or oil transmission pipeline through undeveloped areas within Mississauga will take into account ultimate urbanization near or adjacent to that pipeline.

10.6.17 Setbacks of a residence, place of work, or public assembly to an oil or gas easement or associated structure, and an appropriate building design, will be determined based on the type of pipeline, stress level of the pipeline and shall take into consideration the Guidelines for Development in the Vicinity of Oil and Gas Pipeline Facilities prepared by the Technical Standards & Safety Authority.

10.6.18 Existing or new easements accommodating gas and/or oil pipelines should be incorporated into development plans as public open space, walkways or bicycle paths, but not be incorporated into individual lots. In some cases, in consultation with the pipeline operator, certain other uses, such as vehicle parking, may be considered, if it forms an integral part of the development.

10.6.19 Local service power lines, telephone and other cabled services will be located underground, where feasible and desirable.

10.6.20 Telecommunication facilities, including buildings and related structures, satellite dishes and cellular antennas should be designed and located to minimize visual impact in high profile and sensitive areas.

10.6.21 Mississauga will not permit electric power distribution and telecommunications facilities within residential areas if such installations are of a magnitude, function or character incompatible with the surrounding residential environment, and are not required to serve the residential area. Where such utility installations must be located in proximity to a residential area, the infrastructure will be located in a sensitive manner and designed to be compatible with the surrounding area.

10.6.22 To ensure the integration of utilities in future subdivision designs, wherever feasible, services will be located in road rights-of-way. Where this

standard location is not possible, the provision of utility easements will be such that:

- a. the land use pattern of the area in which the easement is to be placed is minimally affected;
 and
- b. the environmental policies of this Plan are observed.

10.7 Energy and Power Generation

Energy efficiency and improved air quality through land use, development patterns and efficient transportation, are important for the health of



Figure 10-10: Mississauga Official Plan provides opportunities for power generation and distribution facilities situated in appropriate locations.

Mississauga's population, economic prosperity and protection of the environment. The City supports energy initiatives that will enable it, its residents, businesses and transportation systems to conserve energy and reduce their dependence on fossil based energy sources by changing to alternative or **renewable energy** systems.

This Plan provides opportunities for power generation facilities to accommodate current and projected needs, where feasible, and recognizes the interdependencies that exist in the built and natural environments. However, it is essential that power generating facilities be located in appropriate locations away from residential and other sensitive uses.

10.7.1 Mississauga will conserve energy by promoting energy efficient land use and development patterns, efficient transportation and alternative and *renewable energy* systems.

10.7.2 Mississauga will plan for greener, healthier communities by reducing harmful greenhouse gas emissions and improving the air quality.

10.7.3 Mississauga supports energy conservation, and the reduction of emissions from vehicles as well as from municipal, residential, commercial and industrial sources to protect air quality.

10.7.4 Mississauga supports energy demand management initiatives by other levels of government and other agencies to reduce energy consumption and improve energy efficiency.

10.7.5 Mississauga encourages appropriate land use and development patterns that are transit-supportive, site and building designs that conserve energy and opportunities for district energy.

10.7.6 Mississauga encourages the creation of innovative strategies such as green site design and green buildings, which utilize technology such as green roofs, white roofs and the use of the urban tree canopy to achieve energy efficiencies.

10.7.7 Mississauga will promote public awareness and education initiatives jointly with other levels of



Figure 10-11: A 31 m wind turbine unveiled at the Lisgar GO Station in April 2009, generates as much as 80 per cent of the station's power. The site, located at Tenth Line and Argentia Road, was chosen for the wind turbine because of heavy prevailing winds from the west and its open fields.

government and other agencies on matters related to energy conservation.

10.7.8 Mississauga supports policies that promote water conservation measures and **stormwater best management practices** to ensure energy conservation.

10.7.9 Mississauga encourages district energy systems where appropriate, to reduce greenhouse gas emissions and air pollution.

10.7.10 Mississauga will work jointly with other levels of government and other agencies to investigate the need, feasibility, implications and suitable locations for **renewable energy** projects and to promote local clean energy generation, where appropriate.

11 General Land Use Designations

11.1 Introduction

The use and development of land will reflect all components of the Urban System: The Green System; City Structure and Corridors. Part Three is organized by the elements of the City Structure, as shown on Schedule 1b: Urban System—City Structure and Figure 11-1. These elements are:

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

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

Mississauga is also divided into a series of Character Areas, the boundaries of which are shown on Schedule 9. Chapters 12 and 18 also contain policies regarding Character Areas where the general policies may be further modified. Therefore, to determine permitted land uses, the policies of Chapter 11 must be read in conjunction with the policies in Chapters 12 to 18.

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

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

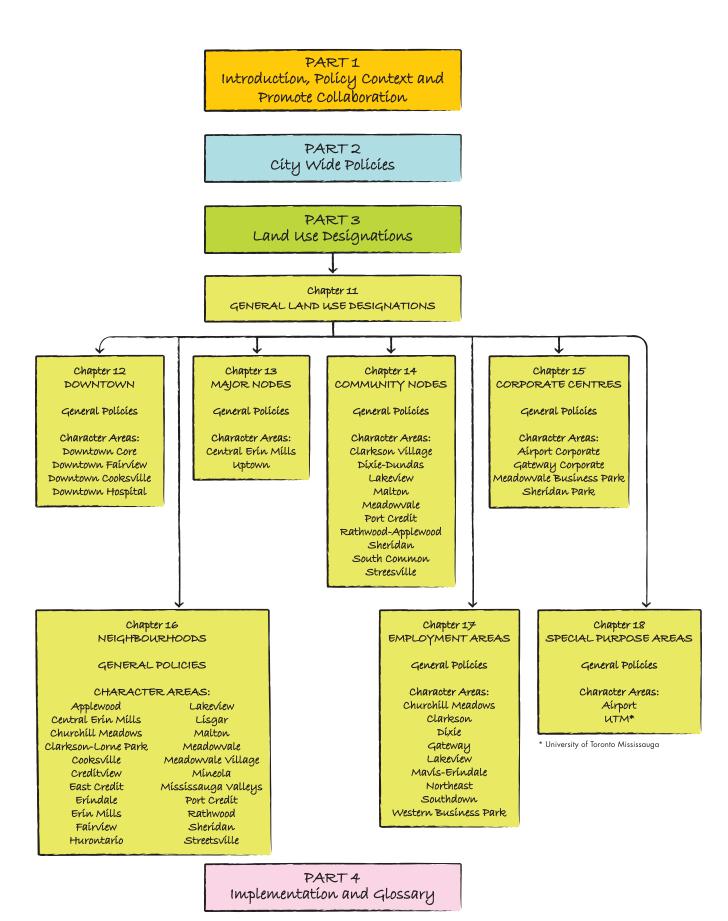


Figure 11-1: This chart shows a breakdown of the Mississauga Official Plan structure with a focus on Part 3.

11.2 General Land Use

11.2.1 Uses Permitted in all Designations

- 11.2.1.1 The following uses will be permitted in all land use designations, except Greenbelt unless specifically allowed:
- a. community infrastructure;
- b. community gardening;
- c. electricity transmission and distribution facilities;
- d. natural gas and oil pipelines;
- e. parkland;
- f. piped services and related facilities for water, wastewater and stormwater; and
- g. telecommunication facilities.
- 11.2.1.2 Publicly funded schools and *community facilities* are identified by symbols on Schedule 10 for information purposes only. These symbols may be deleted, moved or added to without amendment to this Plan.

11.2.2 Utility

- 11.2.2.1 In addition to the Uses Permitted in all Designations, lands designated Utility will also permit the following uses:
- a. parking; and
- b. accessory uses.
- 11.2.2.2 Utility uses are not permitted when lands are identified as a Provincially Significant Wetland.
- 11.2.2.3 When public works not subject to the *Environmental Assessment Act* are planned to traverse, coincide with, or otherwise affect the Natural Area System, an Environmental Impact Study will be required to be submitted to and approved by the City and the appropriate conservation authority.

11.2.3 Greenbelt

- 11.2.3.1 Lands designated Greenbelt are generally associated with natural hazards and/or natural areas where development is restricted to protect people and property from damage and to provide for the protection, enhancement and restoration of the natural area system.
- 11.2.3.2 Lands designated Greenbelt permit the following uses:
- a. conservation;
- facilities that by their nature must locate near water or traverse watercourses (i.e. bridges, storm sewer outlets and stormwater management facilities);
- c. flood and/or erosion works;
- d. passive recreational activities;
- e. parkland;
- f. piped services and related facilities for water, wastewater and stormwater; and
- g. accessory uses.
- 11.2.3.3 Lands may be zoned Greenbelt within any land use designation.
- 11.2.3.4 Permitted uses will be subject to fulfilling the requirements of the appropriate conservation authority, the City and other appropriate approval agencies.
- 11.2.3.5 Passive recreational activities will be permitted where they are compatible with the viability of the natural area, while respecting appropriate buffers from *watercourses* and valley slopes.
- 11.2.3.6 Active recreational facilities will not be permitted.
- 11.2.3.7 Electricity transmission and distribution facilities, and piped services and related facilities used for water, wastewater and stormwater may only be permitted in Greenbelt if other options are

not feasible provided that an Environmental Assessment has been completed in conformity with the *Environmental Assessment Act* or a satisfactory Environmental Impact Study has been approved by the appropriate conservation authority, the City and other appropriate approval agencies. If an Environmental Assessment is not required under the *Environmental Assessment Act*, the Environmental Impact Study shall evaluate all options available.

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

11.2.4 Open Space

- 11.2.4.1 The Open Space network consists of two designations:
- a. Public Open Space; and
- b. Private Open Space.
- 11.2.4.2 In addition to the Uses Permitted in all Designations, lands designated Public Open Space will also permit the following uses:
- a. agriculture demonstration site;
- b. cemetery;
- c. conservation;
- d. golf course;
- e. nursery gardening;
- f. recreational facilities;
- g. stormwater retention and stormwater quality pond; and
- h. accessory uses.
- 11.2.4.3 Lands designated Private Open Space permit the following uses:

- a. cemetery;
- b. conservation;
- c. golf course; and
- d. accessory uses.
- 11.2.4.4 Crematoria, columbaria, and mausolea will be located only in cemeteries.
- 11.2.4.5 Stormwater retention and stormwater quality ponds are generally not appropriate uses for public parkland, however, in some instances overland flow pond stormwater facilities may be accommodated in public parkland.
- 11.2.4.6 Accessory uses should generally be limited to a maximum of 20% of the total Gross Floor Area (GFA) and should be on the same lot, clearly subordinate to the functioning of the permitted use.

11.2.5 Residential

- 11.2.5.1 Residential consists of four designations:
- a. Residential Low Density I;
- b. Residential Low Density II;
- c. Residential Medium Density; and
- d. Residential High Density.
- 11.2.5.2 In addition to the Uses Permitted in all Designations, residential designations will also permit the following uses:
- a. residential dwelling;
- b. accessory office for physicians, dentists, health professionals and drugless practitioners;
- c. home occupation;
- d. special needs housing; and
- e. urban gardening.
- 11.2.5.3 Lands designated Residential Low Density I will permit the following uses:
- a. detached dwelling;

- b. semi-detached dwelling; and
- c. duplex dwelling.
- 11.2.5.4 Lands designated Residential Low Density II will permit the following uses:
- a. detached dwelling;
- b. semi-detached dwelling;
- c. duplex dwelling, and
- d. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.
- 11.2.5.5 Lands designated Residential Medium Density will permit the following uses:
- a. townhouse dwelling; and
- b. all forms of horizontal multiple dwellings.
- 11.2.5.6 Lands designated Residential High Density will permit the following use:
- a. apartment dwelling.
- 11.2.5.7 Accessory offices for physicians, dentists, health professionals, and drugless practitioners will only be permitted in detached and semi-detached dwellings provided the dwelling is their principal private residence.
- 11.2.5.8 Home occupations will be permitted only in detached dwellings.
- 11.2.5.9 Secondary suites within detached dwellings will be permitted, where appropriate.
- 11.2.5.10 Special needs housing will be in a built form consistent with the dwelling forms permitted by the residential designation.
- 11.2.5.11 A horizontal multiple dwellings will not include an apartment dwelling.
- 11.2.5.12 In addition to the uses permitted in the High Density Residential designation, a convenience commercial facility will be permitted provided that

- a. it forms an integral part of the ground floor of the building; and
- b. is oriented to pedestrian use.

11.2.6 Mixed Use

- 11.2.6.1 In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses:
- a. commercial parking facility;
- b. conference centre;
- c. entertainment, recreation and sports facilities;
- d. financial institution;
- e. funeral establishment;
- f. motor vehicle rental;
- g. overnight accommodation;
- h. personal service establishment;
- i. post-secondary educational facility;
- i. residential;
- k. restaurant;
- I. retail store; and
- m. Secondary office.

The following uses are not permitted:

- a. self-storage facility; and
- b. detached and semi-detached dwellings.
- 11.2.6.2 Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses.
- 11.2.6.3 Mixed Use development will be encouraged through infilling to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas.
- 11.2.6.4 Residential uses will be combined on the same lot or same building with another permitted use.

11.2.6.5 Residential uses will generally not be permitted on the ground floor.

11.2.7 Office

- 11.2.7.1 In addition to the Uses Permitted in all Designations, lands designated Office will also permit the following uses:
- a. Major office;
- b. Secondary office; and
- c. accessory uses.
- 11.2.7.2 Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.
- 11.2.7.3 All accessory uses should be on the same lot and clearly subordinate to the functioning of the permitted use.

11.2.8 Institutional

- 11.2.8.1 In addition to the Uses Permitted in all Designations, lands designated Institutional will also permit the following uses:
- a. hospital;
- b. post-secondary educational facility;
- c. residential dwellings associated with an institutional use; and
- d. accessory uses.
- 11.2.8.2 Institutional uses will be located in Intensification Areas or on a Corridor.
- 11.2.8.3 Institutional uses will be located and designed to minimize adverse effects on adjoining residential areas.
- 11.2.8.4 Accessory uses should generally be limited to a maximum of 20% of the total Gross Floor Area (GFA) and should be on the same lot, clearly subordinate to the functioning of the permitted use.
- 11.2.8.5 A *cogeneration* facility will be permitted as an accessory use.

11.2.9 Convenience Commercial

- 11.2.9.1 In addition to the Uses Permitted in all Designations, lands designated Convenience Commercial will also permit the following uses:
- a. commercial parking facility;
- b. entertainment, recreation and sports facilities;
- c. financial institution;
- d. gas bar;
- e. personal service establishment;
- f. residential;
- g. restaurant;
- h. retail store;
- Secondary office.
- 11.2.9.2 Gas bars will be permitted provided they are adjacent to a Corridor.
- 11.2.9.3 Residential uses will be combined on the same lot or same building with another permitted use.
- 11.2.9.4 Residential uses will not be permitted on the ground floor frontage.
- 11.2.9.5 Residential uses will not be permitted in combination with a gas bar.

11.2.10 Motor Vehicle Commercial

- 11.2.10.1 In addition to the Uses Permitted in all Designations, lands designated Motor Vehicle Commercial will also permit the following uses:
- a. gas bar;
- b. motor vehicle repair;
- c. motor vehicle service station; and
- d. motor vehicle wash.
- 11.2.10.2 Retail stores and take-out restaurants which may include a drive-through facility will be

permitted accessory to Motor Vehicle Commercial uses.

- 11.2.10.3 Motor Vehicle Commercial uses will be encouraged to locate at intersections, except where such locations are important or sensitive in terms of city image, area character, *streetscape* or significant natural features.
- 11.2.10.4 Motor Vehicle Commercial uses will be discouraged as single uses at important intersections and should be integrated with other commercial development.
- 11.2.10.5 Generally more than one Motor Vehicle Commercial use at any intersection will be discouraged. However, a maximum of two Motor Vehicle Commercial uses may be permitted at any intersection. When two Motor Vehicle Commercial uses locate at the same intersection they are encouraged to locate at diagonally opposite corners, where feasible.
- 11.2.10.6 Motor Vehicle Commercial uses along the same street are encouraged to locate on alternate sides of the street.

11.2.11 Business Employment

- 11.2.11.1 In addition to the Uses Permitted in all Designations, lands designated Business Employment will also permit the following uses:
- a. adult entertainment establishments;
- b. animal boarding establishments which may include outdoor facilities;
- c. body rub establishments
- d. banquet hall;
- e. broadcasting, communication and utility rightsof-way;
- f. cardlock fuel dispensing facility;
- g. commercial parking facility;
- h. commercial school;

- i. conference centre;
- i. entertainment, recreation and sports facilities;
- k. financial institution;
- I. funeral establishment;
- m. manufacturing;
- n. motor vehicle body repair facilities
- o. motor vehicle rental;
- p. overnight accommodation;
- q. research and development;
- r. restaurant;
- s. Secondary office;
- t. self storage facility;
- u. transportation facilities
- v. trucking terminals;
- w. warehousing, distributing and wholesaling;
- x. waste processing or transfer stations and compositing facilities; and
- y. accessory uses.
- 11.2.11.2 The maximum *Floor Space Index* for *Secondary offices* is 1.0.
- 11.2.11.3 Permitted uses will operate mainly within enclosed buildings.
- 11.2.11.4 Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.
- 11.2.11.5 All accessory uses should be on the same lot and clearly subordinate to the functioning of the permitted use.

11.2.12 Industrial

- 11.2.12.1 In addition to the Uses Permitted in all Designations, lands designated Industrial will also permit the following uses:
- a. adult entertainment establishment;
- b. animal boarding establishment which may include an outdoor facility;
- c. banquet hall;
- d. body rub establishment;
- e. broadcasting, communication and utility rightsof-way;
- f. cardlock fuel dispensing facility;
- g. commercial school;
- h. conference centre;
- i. entertainment, recreation and sports facilities;
- j. financial institution;
- k. funeral establishment;
- I. major power generating facility,
- m. manufacturing;
- n. motor vehicle body repair facility;
- o. Motor Vehicle Commercial uses:
- p. motor vehicle rental facility;
- q. outdoor storage and display area;
- r. overnight accommodation;
- research and development;
- t. restaurant;
- u. Secondary office;
- v. self storage facility;
- w. transportation facility;
- x. trucking terminal;

- y. warehousing, distributing and wholesaling;
- z. waste processing or transfer station and composting facility; and
- aa. accessory uses.
- 11.2.12.2 The maximum *Floor Space Index* for *Secondary offices* is 0.5.
- 11.2.12.3 Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.
- 11.2.12.4 All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.

11.2.13 Parkway Belt West

11.2.13.1 Lands designated Parkway Belt West will be governed by the provisions of the Parkway Belt West Plan, 1978 July, as amended. In case of any discrepancy between the Parkway Belt West Plan and Mississauga Official Plan, the provisions of the Parkway Belt West Plan will prevail.

11.2.14 Airport

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

11.3 Land Use Designations in Local Area Plans

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

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

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

11.4 Special Study Area

Lands west of Ninth Line will be subject to the Town of Milton and Region of Halton Official Plans until such time as they are incorporated into this Plan.

11.5 To Be Determined

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

12 Downtown

12.1 Introduction

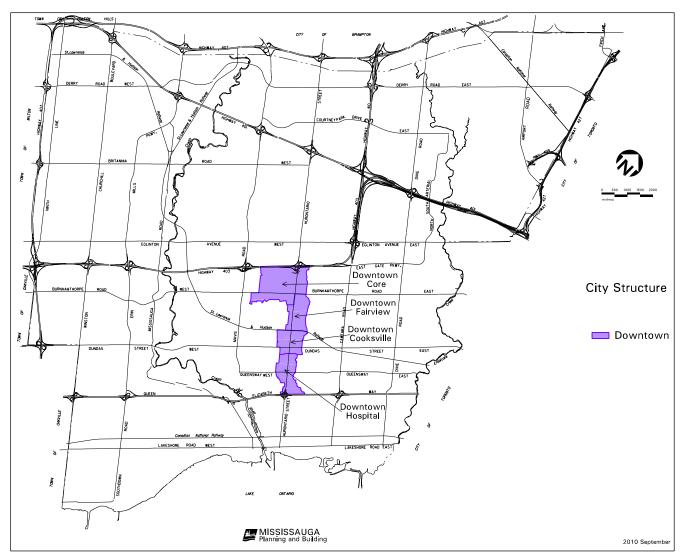
The Downtown is comprised of four Character Areas:

- Downtown Core;
- Downtown Fairview;
- Downtown Cooksville; and
- Downtown Hospital.

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

12.1.1 General

12.1.1.1 Proponents of development applications within the Downtown may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio.



Map 12-1: City Structure - Downtown

- 12.1.1.2 A minimum building height of three storeys is required on lands within the Downtown. Character Area policies may specify maximum building heights requirements. Alternative minimum building heights may be established for existing areas with low density residential development.
- 12.1.1.3 Proposals for heights less than three storeys or different than established in the Character Area policies will only be considered where it can be demonstrated to the City's satisfaction, that:
- a. an appropriate transition in heights that respects the surrounding context will be achieved;
- 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.
- 12.1.1.4 Lands immediately adjacent to, or within the Downtown, should provide both a transition between the higher density and height of development within the Downtown and lower density and height of development in the surrounding area.
- 12.1.1.5 Down-zoning of lands within the Downtown and in the transition area adjacent to the Downtown should not be permitted.
- 12.1.1.6 Within the Downtown, on lands designated Mixed Use, Downtown Core Commercial, Convenience Commercial or Office, ground-floor retail or office uses will be provided.

12.1.2 Residential

- 12.1.2.1 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.
- 12.1.2.2 Notwithstanding the Residential High Density policies of this Plan, the maximum building

height for lands designated Residential High Density will not exceed 25 storeys.

12.1.3 Mixed Use

- 12.1.3.1 Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted:
- a. Major offices.
- 12.1.3.2 Mixed Use development will be pedestrianoriented and street related.
- 12.1.3.3 Compatible development is encouraged which recognizes the scale and enhances the form and character of Mixed Use areas.

12.1.4 Office

- 12.1.4.1 Notwithstanding the Office policies of this Plan, the following additional uses will be permitted:
- a. Post-secondary educational facilities.

12.1.5 Motor Vehicle Commercial

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

12.1.6 Business Employment

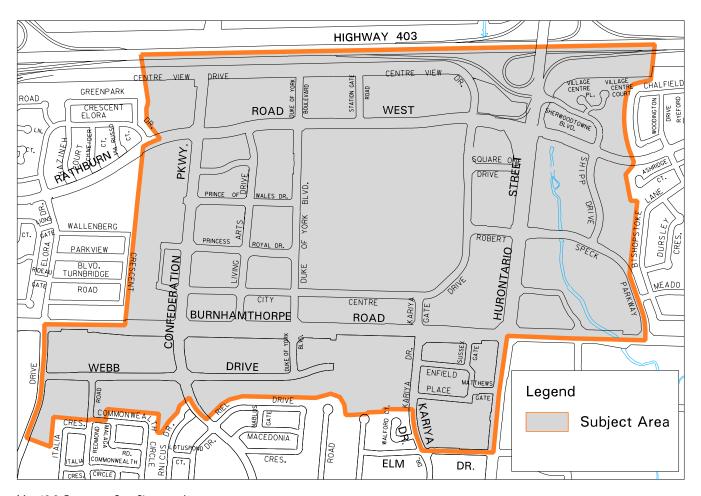
12.1.6.1 The Business Employment designation will not be permitted.

12.1.7 Industrial

The Industrial designation will not be permitted.

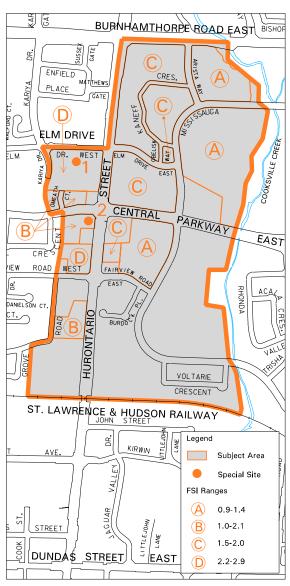
12.2 Downtown Core

Official Plan policies for lands within the Downtown Core are contained in the Downtown Core Local Area Plan under separate cover.



Map 12-2: Downtown Core Character Area

12.3 Downtown Fairview



Map 12-3: Downtown Fairview Character Area

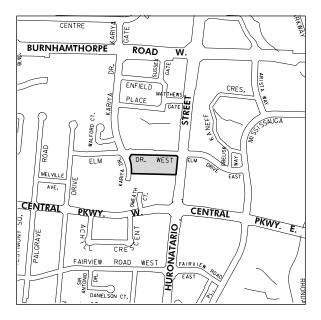
12.3.1 Land Use

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

12.3.2 Special Site Policies

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

12.3.2.1 Site 1



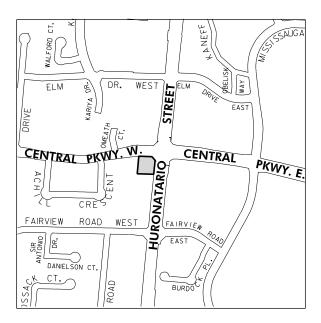
12.3.2.1.1 The lands identified as Special Site 1 are on the west side of Hurontario Street, south of Elm Drive.

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

- a. a concept plan for all or part of this site will be required and will address, among other matters, the following:
 - compatibility of building form and scale with existing and proposed surrounding land uses;
 - convenient pedestrian access through this site to nearby transit services on Hurontario Street;

- traffic generated will not adversely affect the transportation system;
- acceptable ingress and egress, off-street parking, landscaping, and buffering; and
- preservation of mature trees and other significant natural features;
- b. Mississauga will encourage the assembly of lots fronting along Elm Drive and comprehensive redevelopment of lands in Site 1; and
- c. the redevelopment of lands will minimize access points to Hurontario Street to preserve the integrity of Hurontario Street as an arterial roadway. Alternative access to Elm Drive or the proposed Kariya Drive Extension should be investigated as part of the comprehensive redevelopment of Site 1.
- d. apartments will be permitted at a maximum *Floor Space Index (FSI)* of 2.2 2.9.

12.3.2.2 Site 2



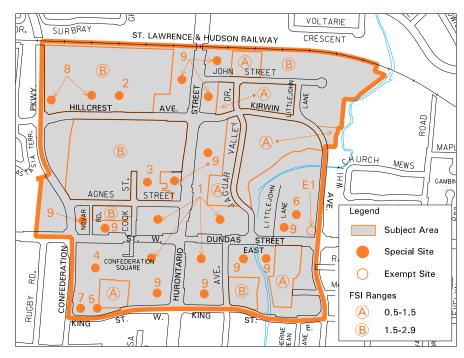
12.3.2.2.1 The lands identified as Special Site 2 are on the west side of Hurontario Street, south of Central Parkway West.

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

- a. the total number of units constructed on the site will not exceed 135.
- b. a maximum *Floor Space Index (FSI)* of 3.75 will be permitted.

12.4 Downtown Cooksville

Character of Dundas Street and Hurontario Street



Map 12-4: Downtown Cooksville Character Area

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

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

12.4.1 Urban Design Policies

Overall Character

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

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

- a. limited building setback range of three to five metres from the street line with the larger setback in areas of high transit or pedestrian use;
- b. minimum building height of two to four storeys and maximum of six storeys directly abutting the street line:
- maximum continuity of street walls with built form occupying a minimum of 80% of the street frontage;
- a minimum setback of ten metres from the street line is required for buildings exceeding six storeys in height.
- 12.4.1.5 Bulk and Massing Development should be generally consistent in its bulk, massing and scale within the Character Area with use of taller more prominent buildings to highlight the Dundas and Hurontario Street intersection. A general height progression should be encouraged from this intersection to the Character Area edges and abutting the Downtown Hospital Character Area. A

ratio of 1:2 (building height to eventual street width) should be provided by built form abutting Dundas and Hurontario Streets.

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

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

12.4.1.7 **Streetscape** (Open Space and Landscaping) - Development of private land abutting the sidewalk should closely coordinate with the public boulevard to create an integrated design character at the pedestrian level and to reinforce the

sense of a community main street. Opportunities for the development of entry forecourts and plazas will be encouraged in order to create a varied *streetscape*. Any existing vegetation will be considered for preservation through the redevelopment/infill process to enhance the liveability of a space.

12.4.1.8 Private Development Zone – Development should address the following:

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

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

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

12.4.2 Transportation

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

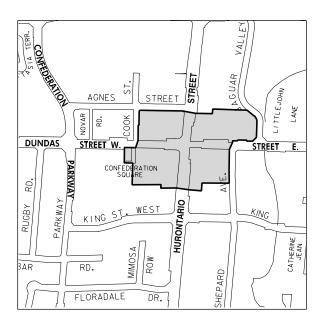
12.4.2.2 A future signalized intersection with Hurontario Street is proposed in the vicinity of the former Melissa Street right-of-way along the southerly boundary of T.L. Kennedy Secondary School. This will connect with Cook Street initially and, with the potential redevelopment of the school site,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

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

12.4.3 Special Site Policies

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

12.4.3.1 Site 1



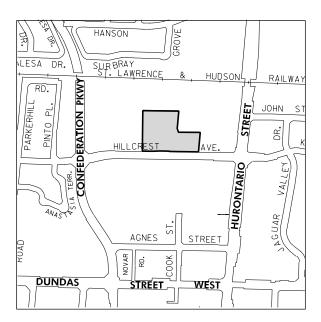
12.4.3.1.1 The lands identified as Special Site 1, known as Cooksville Corners, are the lands surrounding the intersection of Hurontario Street and Dundas Street.

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

- a. development up to a *Floor Space Index (FSI)* of 1.0 will be permitted for street related retail, office, and community uses. Development between an *Floor Space Index (FSI)* of 1.0 and 2.9 will be permitted at a ratio of 80% residential, office, community uses and overnight accommodation uses and 20% retail uses;
- b. principal building entries and related forecourts are to be provided at the Dundas and Hurontario streets intersection. Dundas and Hurontario street frontages are to be developed with retail uses having direct access to the public street and continuous weather protection by an arcade and/or projecting awnings;
- c. internal pedestrian courtyards with retail/restaurant uses will be permitted subject

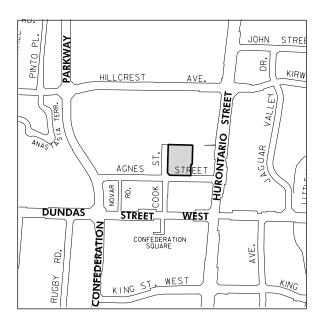
- to: the provision of integral walkways to the public street; visibility from the sidewalk; and, such courtyards being clearly secondary to street related retail uses;
- d. minimum building heights of three storeys and a maximum of six storeys directly abutting Dundas and Hurontario street frontages are encouraged to create an appropriate street scale and enclosure relationship. Development exceeding six storeys to a maximum of 18 storeys will be considered subject to a minimum setback of ten metres from the building edge abutting the public sidewalk. Terracing of taller built form will be encouraged;
- e. the lands located at the southeast corner of Agnes Street and Cook Street can be utilized on an interim basis for parking for the Mixed Use development to the west. When these lands are developed, they are to be in compliance with the Residential High Density designation. The majority of parking for the mixed retail and residential development shall be accommodated in a below-grade parking structure; and
- f. drive-through facilities will not be permitted.

12.4.3.2 Site 2



- 12.4.3.2.1 The lands identified as Special Site 2 are located on the north side of Hillcrest Avenue, west of Hurontario Street.
- 12.4.3.2.2 Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply:
- a. office development will be permitted at a maximum Gross Floor Area (GFA) of 61,439 m2, of which a maximum of 9,290 m2 will be used for accessory uses;
- b. apartments will be permitted at a maximum *Floor Space Index (FSI)* of 1.5 2.9.

12.4.3.3 Site 3

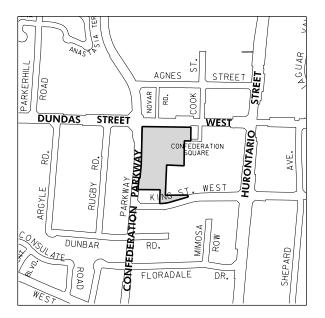


12.4.3.3.1 The lands identified as Special Site 3 are located at the northeast corner of Agnes Street and Cook Street.

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

- a maximum of 121 apartment units and a maximum of 27 condominium townhouse units will be permitted on this site;
- b. the apartment building will not exceed 13 storeys in height.

12.4.3.4 Site 4

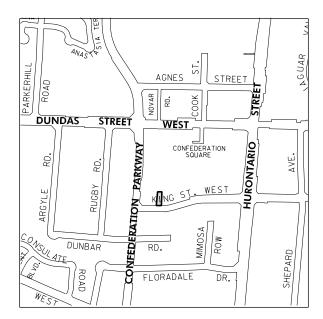


12.4.3.4.1 The lands identified as Special Site 4 are located in the southeast quadrant of the intersection of Dundas Street West and Confederation Parkway.

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

- a maximum of 688 apartment units; 2 541 m² of office and retail uses; a 1 152 m² community centre; and an eight storey, approximately 9 580 m² existing office building will be permitted;
- in the event that the community centre is not required, the space designated for a community centre, 1 152 m², may be converted to office and retail uses;
- c. drive-through facilities will not be permitted.

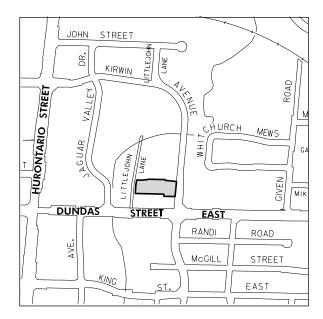
12.4.3.5 Site 5



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

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

12.4.3.6 Site 6

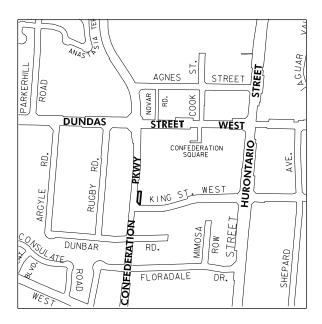


12.4.3.6.1 The lands identified as Special Site 6 are located on the west side of Kirwin Avenue, north of Dundas Street East.

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

- a. a hotel not exceeding 42 storeys will be permitted;
- b. drive-through facilities will not be permitted.

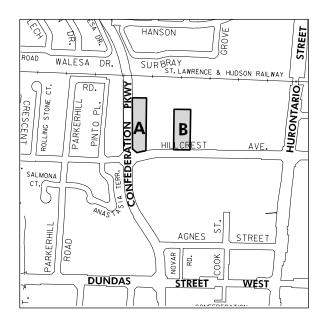
12.4.3.7 Site 7



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

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

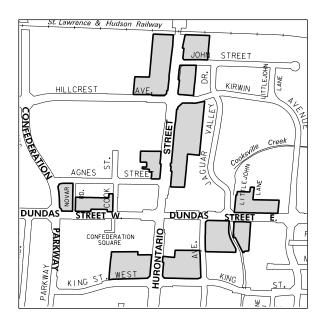
12.4.3.8 Site 8



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

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

12.4.3.9 Site 9

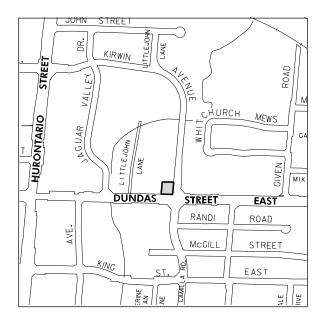


12.4.3.9.1 The lands identified as Special Site 9 are located on the north and south sides of Dundas Street East and West and the east and west sides of Hurontario Street.

12.4.3.9.2 Notwithstanding the provisions of the Mixed Use designation, drive-through facilities will not be permitted.

12.4.4 Exempt Site Policies

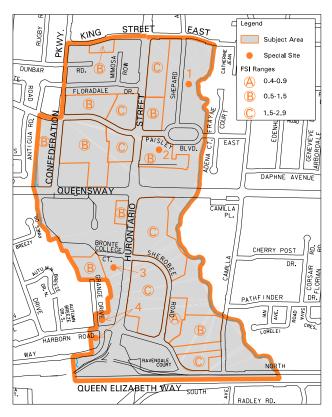
12.4.4.1 Site 1



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

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

12.5 Downtown Hospital



Map 12-5: Downtown Hospital Character Area

12.5.1 Land Use

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

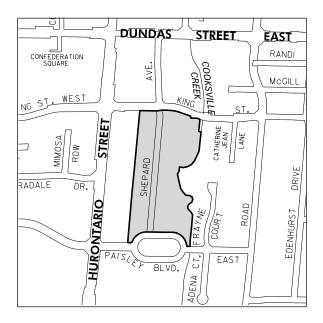
12.5.2 Transportation

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

12.5.3 Special Site Policies

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

12.5.3.1 Site 1



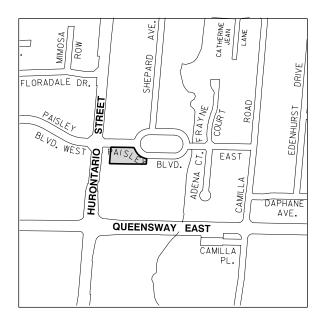
12.5.3.1.1 The lands identified as Special Site 1 are located on Shepard Avenue between King Street East and Paisley Boulevard East.

12.5.3.1.2 Notwithstanding the provisions of the Residential Low Density I, Residential Medium Density and Greenbelt designations, the following additional policies will apply:

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

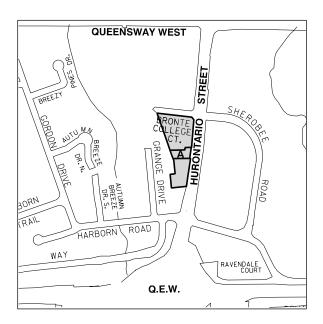
- b. in the event that structural management options are not feasible and, subject to a detailed planning design and supporting engineering studies for the Special Site 1 lands, a Two-Zone floodplain management concept, combination of а Two-Zone floodplain management concept and structural management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

12.5.3.2 Site 2



- 12.5.3.2.1 The lands identified as Special Site 2 are located on the south side of Paisley Boulevard, east of Hurontario Street.
- 12.5.3.2.2 Notwithstanding the provisions of the Residential High Density designation, apartments will be permitted at a maximum *Floor Space Index (FSI)* of 0.5 1.5.

12.5.3.3 Site 3



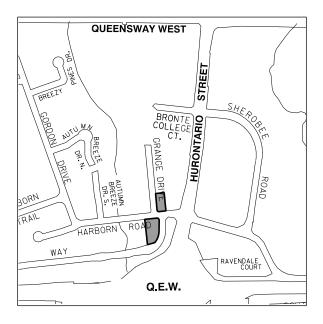
12.5.3.3.1 The lands identified as Special Site 2 are located along the west side of Hurontario Street, north of Harborn Road.

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

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

f. the lands identified as Area A, located at 2150 Hurontario Street, will be permitted to develop at a maximum *Floor Space Index (FSI)* of 1.0.

12.5.3.4 Site 4



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

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

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

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

13. Major Nodes

13.1 Introduction

There are two Major Nodes in Mississauga:

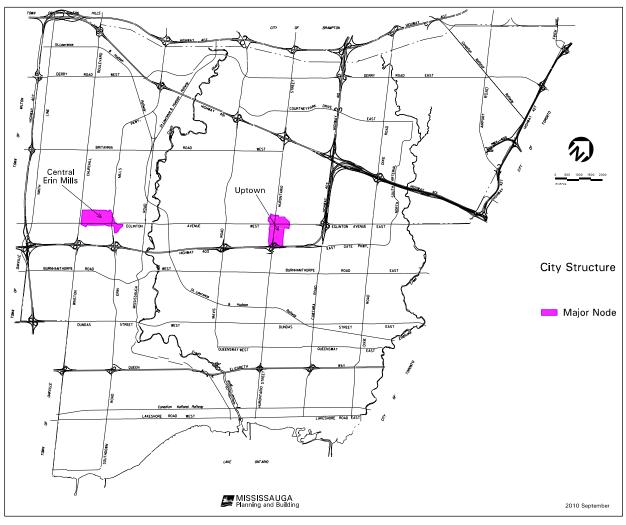
- Central Erin Mills; and
- Uptown.

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

13.1.1 General

13.1.1.1 Proponents of development applications within a Major Node may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio.

13.1.1.2 For lands within a Major Node a minimum building height of two storeys to a maximum building height of 25 storeys will apply unless 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.



Map 13-1: City Structure – Major Nodes

- 13.1.1.3 Proposals for heights less than two storeys, more than 25 storeys or different than established in the Character Area policies will only be considered where it can be demonstrated to the City's satisfaction, that:
- an appropriate transition in heights that respects the surrounding context will be achieved;
- 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.

13.1.2 Residential

- 13.1.2.1 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.
- 13.1.2.2 Notwithstanding the Residential Medium Density policies of this Plan, the following additional uses will be permitted:
- a. low-rise apartment dwellings.

13.1.3 Mixed Use

- 13.1.3.1 Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted:
- a. Major office.

13.1.4 Office

- 13.1.4.1 Notwithstanding the Office policies of this Plan, the following additional uses will be permitted:
- a. Post-secondary educational facilities.

13.1.5 Motor Vehicle Commercial

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

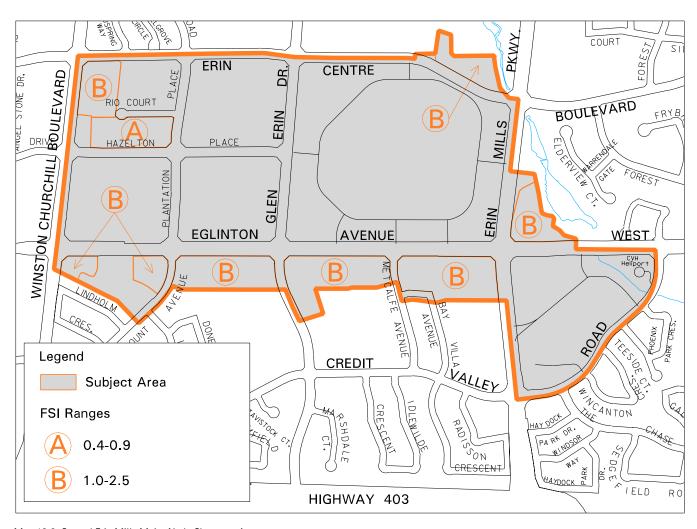
13.1.6 Business Employment

13.1.6.1 The Business Employment designation will not be permitted.

13.1.7 Industrial

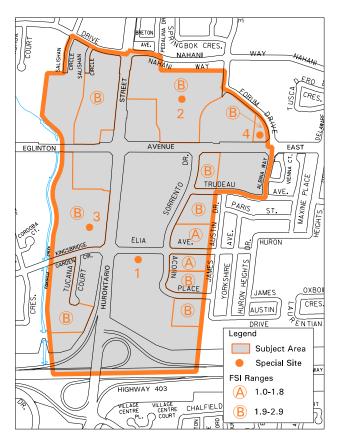
13.1.7.1 The Industrial designation will not be permitted.

13.2 Central Erin Mills



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

13.3 Uptown



Map 13-3: Uptown Major Node Character Area

13.3.1 Urban Design Policies

13.3.1.1 To enhance a sense of community, it is proposed that a number of major **streetscapes** be developed in a manner that will impart a sense of character and identify major geographic areas of the Character Area.

13.3.1.2 Community Form and Structure Uses along Hurontario Street should be integrated with the overall community design by providing for:

- a. a graduated transition in development intensity and building scale; and
- b. orientation of buildings, related open spaces and service functions to minimize visual and functional conflicts on abutting lands.

13.3.2 Land Use

13.3.2.1 For lands designated Residential Medium Density, building heights will not exceed three storeys.

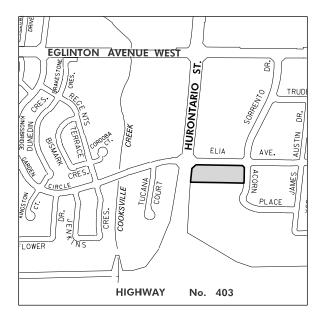
13.3.3 Transportation

13.3.3.1 South of the Character Area between the utility corridor and Highway 403 a new east-west roadway is proposed to provide access to the Downtown area. The proposed Highway 403 North Collector would be connected to Highway 403 west of Hurontario Street and east of Mavis Road and would be developed within the Parkway Belt West corridor as a one-way westbound two-lane roadway with grade separations at Hurontario Street, Duke of York Boulevard, Confederation Parkway, the Highway 403/Mavis Road westbound off-ramp, and Mavis Road. In addition, ramp connections would be provided at Duke of York Boulevard and Confederation Parkway to provide access to and from the Downtown road network.

13.3.4 Special Site Policies

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

13.3.4.1 Site 1



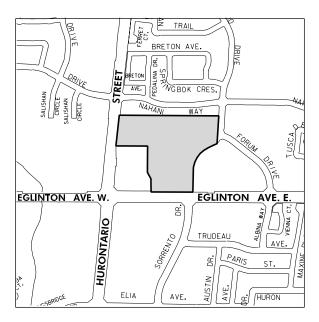
13.3.4.1.1 The lands identified as Special Site 1 are located east of Hurontario Street and south of Elia Avenue.

13.3.4.1.2 Notwithstanding the provisions of the Residential High Density and Office designations, the following additional policies will apply:

- a. Residential High Density development in combination with office uses will also be permitted, either within one building or in separate buildings. When in combination within a building or on a single site, an integrated development will be required;
- b. the preferred location of office development will be adjacent to Hurontario Street;
- architectural building and site plan solutions will be developed to create an interesting and identifiable street edge along Hurontario Street;

- d. special consideration may be given to reducing building setbacks and other requirements of the Zoning By-law as a means of increasing the opportunities for creative development; and
- e. in order to achieve a continuous street frontage, buildings will be encouraged to minimize setbacks from street lines.

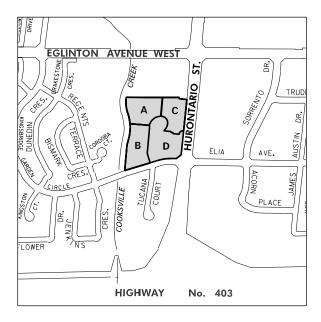
13.3.4.2 Site 2



13.3.4.2.1 The lands identified as Special Site 2 are located east of Hurontario Street and north of Eglinton Avenue East.

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

- a. a concept plan will be required to address, among other matters:
 - compatibility of building form and scale with existing and proposed surrounding land uses;
 - acceptable ingress and egress arrangements for Hurontario Street, Eglinton Avenue East, and Thornwood Drive.



13.3.4.3.1 The lands identified as Special Site 8 are located west of Hurontario Street, north of Kingsbridge Garden Circle.

Area 3A

13.3.4.3.2 Notwithstanding the provisions of the Residential High Density designation, the lands identified as Area 3A will be permitted to develop to a maximum *Floor Space Index (FSI)* of 3.9.

Area 3B

13.3.4.3.3 Notwithstanding the provisions of the Residential High Density designation, the lands identified as Area 3B will be permitted to develop to a maximum *Floor Space Index (FSI)* of 3.6.

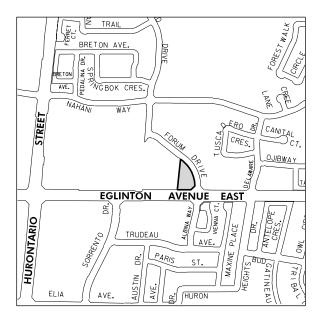
Area 3C

13.3.4.3.4 Notwithstanding the provisions of the Residential High Density designation, the lands identified as Area 3C will be permitted to develop to a maximum *Floor Space Index (FSI)* of 3.6. Offices will also be permitted.

Area 3D

13.3.4.3.5 Notwithstanding the provisions of the Residential High Density designation, on the lands identified as Area 3D offices will also be permitted.

13.3.4.4 Site 4



13.3.4.4.1 The lands identified as Special Site 10 are located at the northwest corner of Eglinton Avenue East and Forum Drive.

13.3.4.4.2 Notwithstanding the provisions of the Residential High Density designation, an apartment building to a maximum *Floor Space Index (FSI)* of 3.7 and a maximum height of 20 storeys, will be permitted.

14 Community Nodes

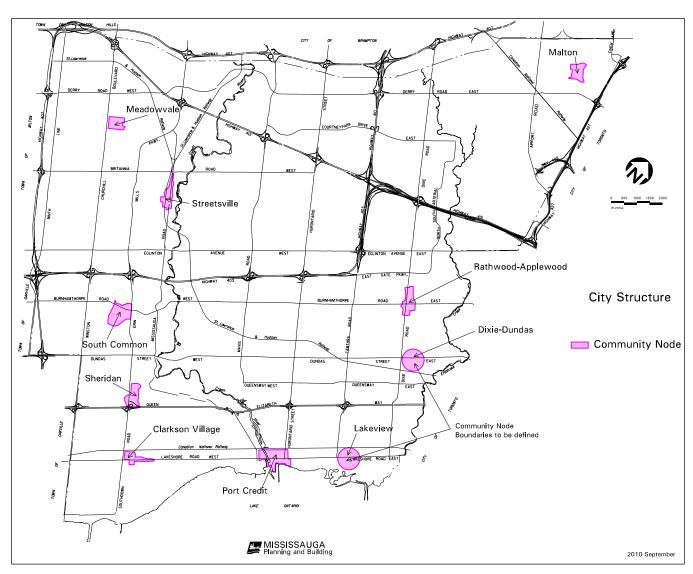
14.1 Introduction

There are ten Community Nodes in Mississauga:

- Clarkson Village;
- Dixie-Dundas;
- Lakeview;
- 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 Nodes

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 storey, 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;
- 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 that the site in its entirety meets current site plan and landscaping requirements, and existing buildings meet current building code, fire code and property standards.

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.

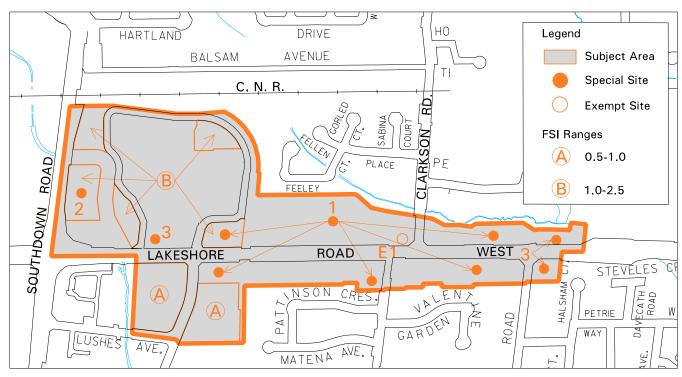
14.1.5 Business Employment

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.

14.1.6 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

Community Identity and Focus

14.2.1.1 The Clarkson Village Community Node will be the focus of activity for surrounding Neighbourhoods, combining residential uses, cultural activities, shopping, dining, commerce and recreation

14.2.1.2 Developments should be compatible with and enhance the character of Clarkson-Lorne Park as a diverse established community by integrating with the surrounding area.

14.2.1.3 Development should be designed to reflect and enhance the Clarkson Village Mixed Use area *streetscape*.

14.2.2 Transportation

14.2.2.1 No major changes to Clarkson Road will be undertaken except minor channelization,

reconstruction, bus-bay construction, and improvements of a similar nature.

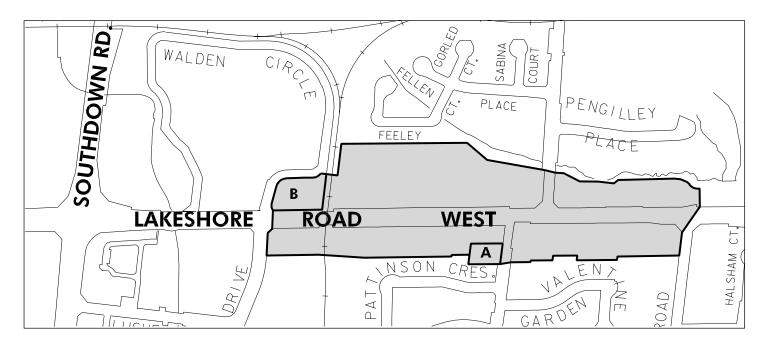
14.2.2.2 Notwithstanding the classification of Clarkson Road, this road will be limited to no more than two through lanes.

14.2.2.3 Mississauga will encourage and promote better utilization of the existing parking inventory within the Clarkson Village Mixed Use area through discussions with the members of the Clarkson Village Business Improvement Area.

14.2.3 Special Site Policies

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

14.2.3.1 Site 1



- 14.2.3.1.1 The lands identified as Special Site 1 are located on the north and south sides of Lakeshore Road West between Walden Circle and Meadowwood Road.
- 14.2.3.1.2 Notwithstanding the provisions of the Residential Low Density I, Residential High Density and Mixed Use designations, the following additional policies will apply.
- 14.2.3.1.3 Encourage pedestrian walkways and elements along the edge of Turtle Creek to connect to the parking areas and the shopping street to encourage the visual enjoyment and surveillance of this natural creek feature.
- 14.2.3.1.4 Encourage the development of symbolic gateways to define entry to and exit from Clarkson Village.

- 14.2.3.1.5 Encourage more on-street parking and promote the introduction of well-lit on site parking to be located at the rear of buildings with clear visibility and sight lines through to Lakeshore Road West.
- 14.2.3.1.6 Encourage two to three storey, zero street lot line, mixed use development.
- 14.2.3.1.7 For lands identified as Area A, a business, professional or administrative office will also be permitted provided that it is designed to be compatible with the abutting residential area.
- 14.2.3.1.8 For lands identified as Area B, a retirement dwelling with a maximum building height of eight storeys will be permitted.
- 14.2.3.1.9 Notwithstanding the provisions of the Mixed Use designations, drive-through facilities will not be permitted.

14.2.3.1.10 Notwithstanding the provisions of this section, the existing drive- through facilities located at 1785 and 1829 Lakeshore Road West, will be permitted.

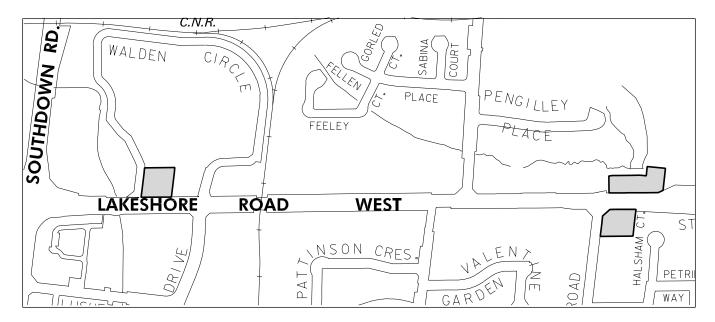
14.2.3.2 Site 2



14.2.3.2.1 The lands identified as Special Site 2 are located on the east side of Southdown Road, north of Lakeshore Road West.

14.2.3.2.2 Notwithstanding the provisions of the Residential High Density designation, the maximum *Floor Space Index (FSI)* shall be 4.5. The maximum number of apartment dwelling units permitted shall be 424 and the maximum apartment building height shall be 18 storeys.

14.2.3.3 Site 3



14.2.3.3.1 The lands identified as Special Site 3 are located at the northeast corner of Lakeshore Road West and Walden Circle (west) and on the north and south sides of Lakeshore Road West, east of Meadow Wood Road.

14.2.3.3.2 Notwithstanding the provisions of the Mixed Use designation, drive-through facilities will not be permitted.

14.2.4 Exempt Site Policies

14.2.4.1 Site 1

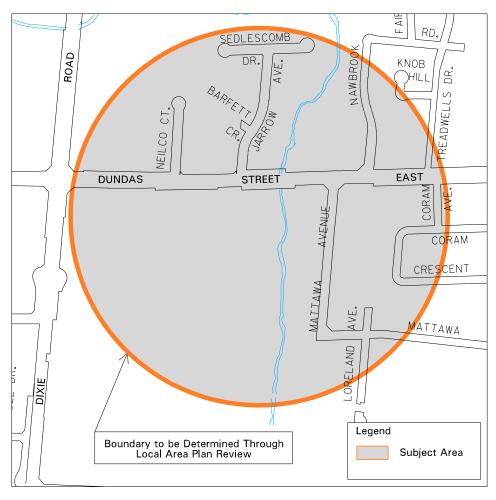


14.2.4.1.1 The lands identified as Exempt Site 1 are located at the northwest corner of Lakeshore Road West and Clarkson Road.

14.2.4.1.2 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 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

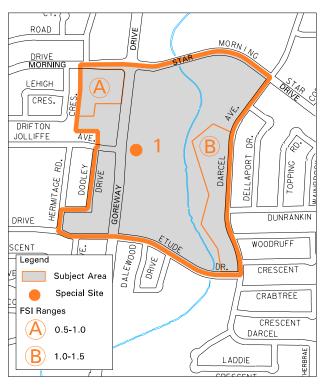
14.4 Lakeview

Official Plan policies for lands within the Lakeview Community Node are contained in the Lakeview Local Area Plan under separate cover. The boundary of the Lakeview Community Node will be determined through a Local Area Plan review.



Map 14-4: Lakeview Community Node Character Area

14.5 Malton



Map 14-5: Lakeview Community Node Character Area

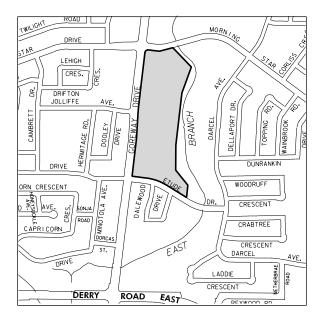
14.5.1 Urban Design Policies

14.5.1.1 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 greenbelt lands, should be encouraged wherever possible.

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 located on the east side of Goreway Drive between Morningstar Drive and Etude Drive.

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

Pedestrian Linkages

14.5.2.1.3 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;

- c. linkages to the Malton Community Centre, the Transit Terminal and Westwood Secondary School (emphasizing safety).
- 14.5.2.1.4 Where pedestrian linkages from the Greenbelt and Residential Community exist, they are to be strengthened.

Focal Points

14.5.2.1.5 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;
- b. to improve the building massing edge treatment, parking lot circulation, and streetscape development at the south-east corner of Goreway Drive and Morning Star Drive.
- 14.5.2.1.6 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

14.5.2.1.7 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 sidewalk and lighting.

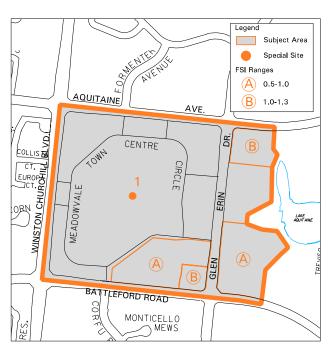
Building and Massing

14.5.2.1.8 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;
- 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;
- d. all building entrances should be clearly articulated and linked to pedestrian walkway connections.

14.6 Meadowvale



Map 14-6: Meadowvale Community Node Character Area

14.6.1 Land Use

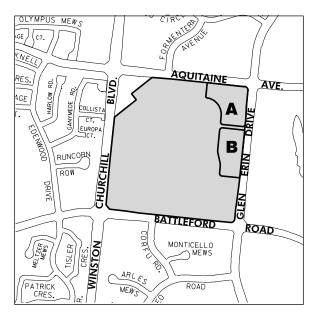
14.6.1.1 In addition to the general Residential Medium and High Density development policies of this Plan, the following additional policies will apply:

- a. in order to create acceptable built form transitions, buildings should be limited in height when adjacent to low density residential neighbourhoods;
- 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.

14.6.2 Special Site Policies

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

14.6.2.1 Site 1



14.6.2.1.1 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.

14.6.2.1.2 Notwithstanding the provisions of the Mixed Use, Residential Medium Density and Residential High Density designations, the following additional policies will apply.

14.6.2.1.3 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.

14.6.2.1.4 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

14.6.2.1.5 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;
- 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;
- d. diagonal connections to the site from the northeast corner of Battleford Road and Winston Churchill Boulevard.

14.6.2.1.6 A strong connection between the bicycle route on Winston Churchill Boulevard and the Town Centre should be provided.

Focal Areas

14.6.2.1.7 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.

14.6.2.1.8 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

14.6.2.1.9 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

14.6.2.1.10 Development along the public road frontages should address the following:

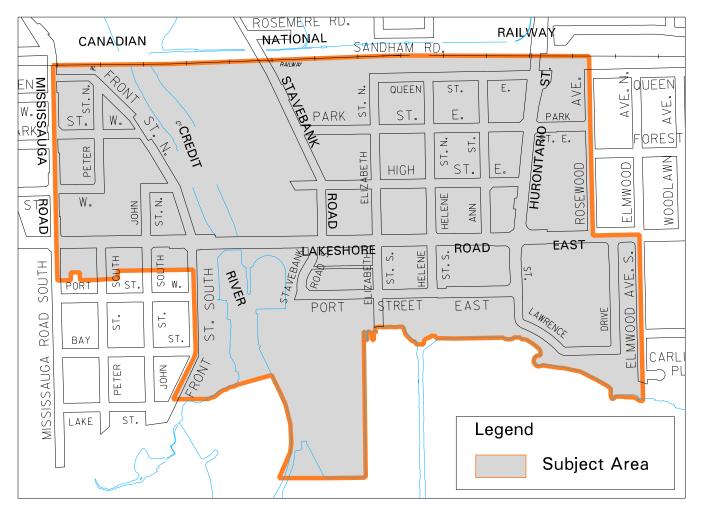
- a. no parking or driveway areas should be provided between the buildings and the street line;
- b. blank walls should be avoided along the street in favour of fenestration, building entrances and architectural detailing;
- c. service, loading and garbage storage areas should be located on the internal side of the development away from public streets and screened from view by means of built form and landscaping
- d. all building entrances should be clearly articulated and linked to pedestrian walkway connections.

Streetscape

14.6.2.1.11 Landscape treatment of the Winston Churchill frontage of the Town Centre should reinforce the treatment within the municipal boulevard.

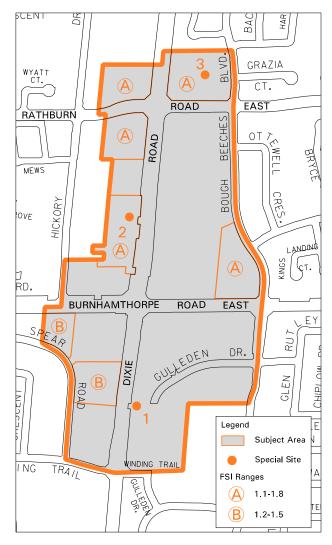
14.7 Port Credit

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



Map 14-7: Port Credit Community Node Character Area

14.8 Rathwood-Applewood



Map 14-8: Rathwood-Applewood Community Node Character Area

14.8.1 Land Use

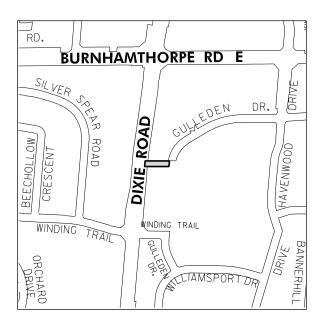
- 14.8.1.1 Notwithstanding the provisions of the Residential Medium or High Density designations that are south of Burnhamthorpe Road, the following additional policies will apply:
- a. new development should not exceed the height of any existing buildings on the property, and should be further limited 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.

14.8.2 Special Site Policies

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

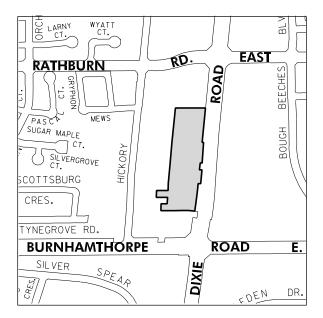
14.8.2.1 Site 1



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

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

14.8.2.2 Site 2



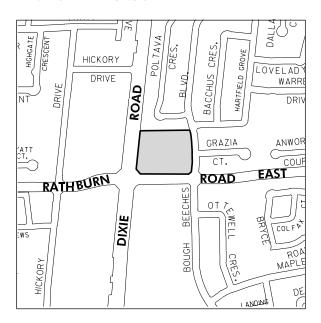
14.8.2.2.1 The lands identified as Special Site 2 are located west of Dixie Road and south of Rathburn Road East.

14.8.2.2.2 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;
 - preservation of all mature trees and other significant natural features;
- 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;
- the redevelopment of this site will minimize access points to Dixie Road to preserve the integrity of Dixie Road as a major arterial roadway;
- 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.

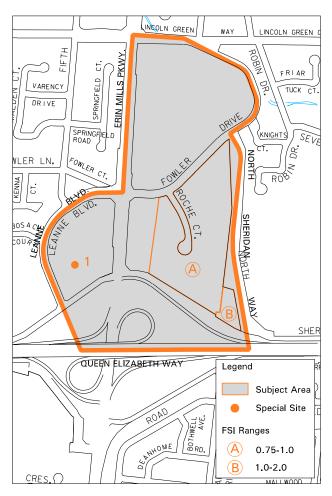
14.8.2.3 Site 3



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

14.8.2.3.2 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.

14.9 Sheridan



Map 14-9: Sheridan Community Node Character Area

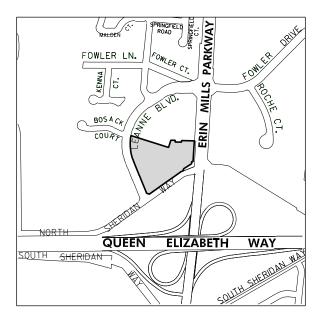
14.9.1 Land Use

14.9.1.1 For lands designated Mixed Use, existing Major office will be permitted.

14.9.2 Special Site Policies

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

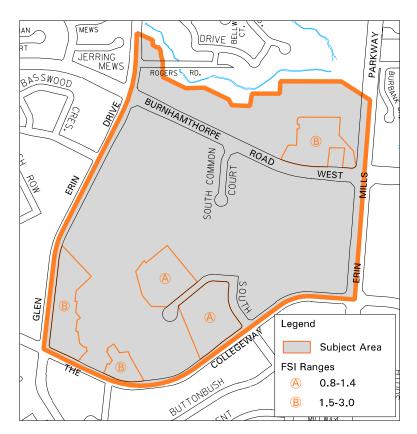
14.9.2.1 Site 1



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

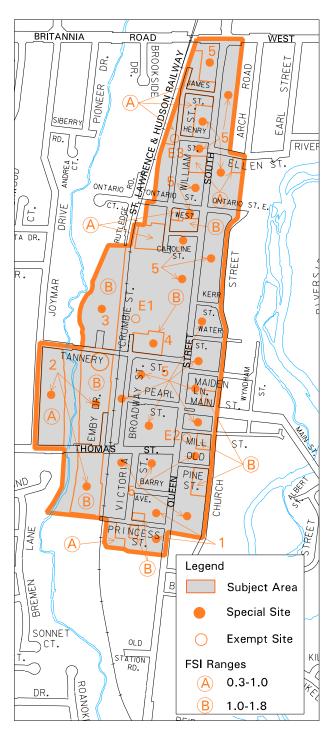
14.9.2.1.2 Notwithstanding the provisions of the Office designation, a long term health-care facility and overnight accommodations will also be permitted. Limited commercial uses may be considered.

14.10 South Common



Map 14-10: South Common Community Node Character Area

14.11 Streetsville



Map 14-11: Streetsville Community Node Character Area

14.11.1 Urban Design Policies

Community Identity and Focus

14.11.1.1 Development will be compatible with and enhance the village character of Streetsville as a distinct established community by integrating with the surrounding area.

14.11.1.2 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.

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

14.11.1.4 The development of symbolic gateways to define entry to and exit from the Streetsville Node will be encouraged.

Historic Character

14.11.1.5 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.

14.11.1.6 Designs for new buildings and additions will enhance the historic character and heritage context of the Streetsville Node through appropriate height, massing, architectural pattern, proportions, set back and general appearance.

14.11.1.7 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.

14.11.1.8 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.

14.11.1.9 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;
- 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;
- 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

14.11.1.10 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.

14.11.1.11 The rear facades 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.

14.11.2 Land Use

14.11.2.1 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.

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

14.11.2.3 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.

14.11.3 Heritage

14.11.3.1 Heritage resources will include those properties listed on the City's Heritage Register, but will not be restricted to the list.

14.11.3.2 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.

14.11.4 Stormwater Management

14.11.4.1 A stormwater drainage report will be required to ensure that the existing drainage system has the capability to convey the increase storm flow from redevelopment in accordance with current City drainage standards.

14.11.5 Transportation

14.11.5.1 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.

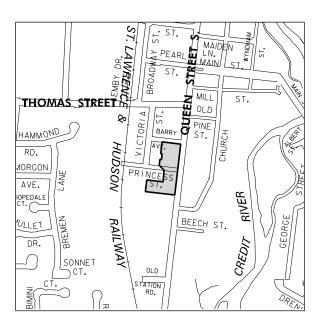
14.11.5.2 Main Street between Queen Street South and Church Street will not be widened to accommodate additional through traffic lanes. Minor modifications to this roadway for on-street parking, safety or maintenance will be permitted, however, major modifications which would have an adverse effect on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

14.11.5.3 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.

14.11.6 Special Site Policies

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

14.11.6.1 Site 1



14.11.6.1.1 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.

14.11.6.1.2 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.

14.11.6.1.3 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.

14.11.6.1.4 Any additions, alteration, conversion or redevelopment should maintain the existing front yard setback, with the front yard used for landscaping.

14.11.6.1.5 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.

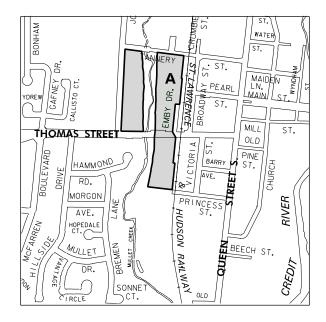
14.11.6.1.6 Vehicular entrances should be combined to minimize the number of access points on Queen Street South.

14.11.6.1.7 Minimal signage will be permitted. The design of such signage and external lighting should be compatible with the residential character of the area.

14.11.6.1.8 Existing lot sizes should be retained.

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

14.11.6.2 Site 2



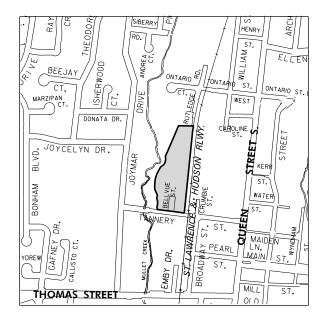
14.11.6.2.1 The lands identified as Special Site 2 are located south of Tannery Street, north of Old Station Road, east of Joymar Drive and west of the St. Lawrence and Hudson Railway.

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

- a. the determination of the area suitable for redevelopment will have regard for the extent of the "regulatory storm" floodplain and the erosion hazards associated with Mullet Creek, whichever is greater. The extent of areas required for conservation purposes will be determined to the satisfaction of Credit Valley Conservation and the City;
- b. building forms should consist of low profile buildings ranging in height from three storeys near Mullet Creek to six storeys near the railway tracks:
- c. redevelopment will include provisions for a community park and a multi-use recreational trail. The trail will be located adjacent to the east side of the Mullet Creek valley, from Tannery Street to the existing trail crossing Mullet Creek, south of Thomas Street. The location and size of the community park will be determined through the preparation of a parkland concept plan.

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.

14.11.6.3 Site 3

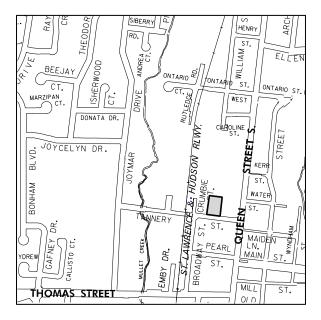


14.11.6.3.1 The lands identified as Special Site 3 are located north of Tannery Street west of the St. Lawrence & Hudson Railway.

14.11.6.3.2 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;
- redevelopment will include provision of a connecting public road between Rutledge Road and Tannery Street;
- 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.

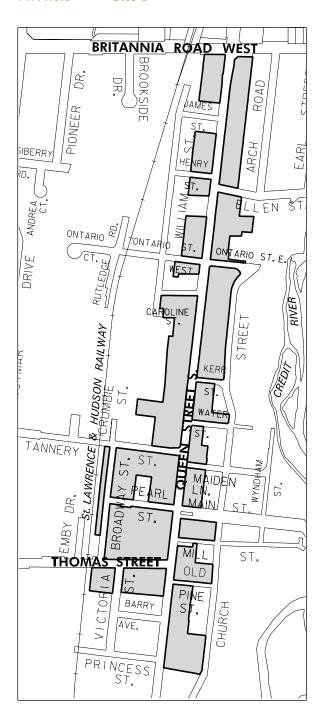
14.11.6.4 Site 4



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

14.11.6.4.2 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.

14.11.6.5 Site 5

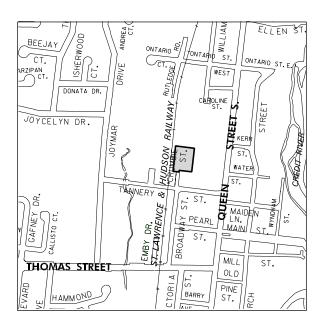


14.11.6.5.1 The lands identified as Special Site 5 are located on the east and west sides of Queen Street South, the south side of Tannery Street, the east and west side of Broadway Street, the south side of Pearl Street and the north and south sides of Thomas Street.

14.11.6.5.2 Notwithstanding the provisions of the Mixed Use designations, drive-through facilities will not be permitted.

14.11.7 Exempt Site Policies

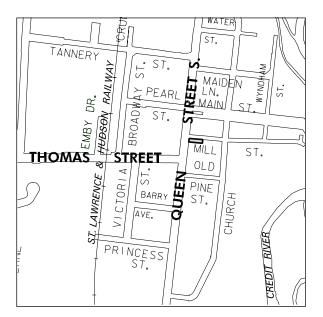
14.11.7.1 Site 1



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

14.11.7.1.2 Notwithstanding the provisions of the Mixed Use designation, motor vehicle repair facilities will also be permitted.

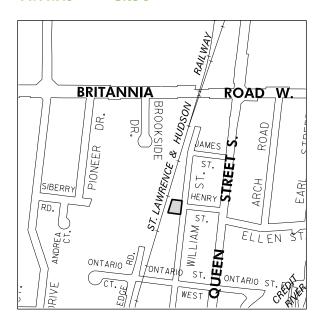
14.11.7.2 Site 2



14.11.7.2.1 The lands identified as Exempt Site 2 are located on the east side of Queen Street South, south of Mill Street.

14.11.7.2.2 Notwithstanding the provisions of the Mixed Use designation, motor vehicle repair facilities will also be permitted.

14.11.7.3 Site 3



14.11.7.3.1 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.

14.11.7.3.2 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.

15 Corporate Centres

15.1 Introduction

There are four Corporate Centres in Mississauga:

- Airport Corporate;
- Gateway Corporate;
- Meadowvale Business Park; and
- Sheridan Park.

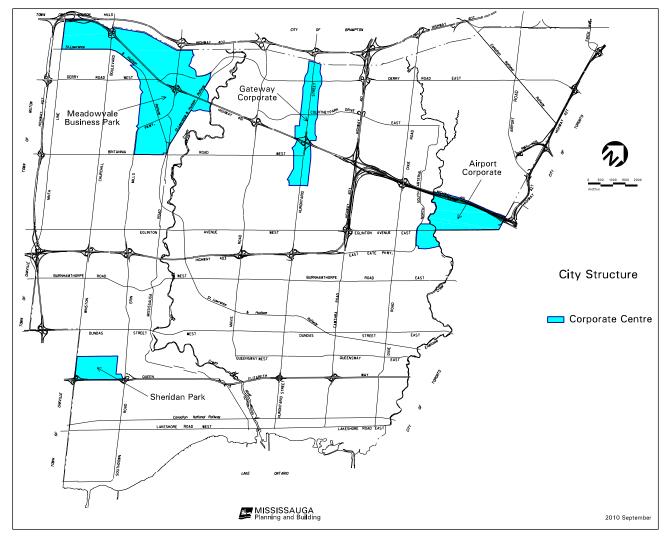
This section identifies the modifications to the General Land Use designations in Chapter 11 that

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 free-standing building 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 Notwithstanding the Convenience Commercial policies of this Plan, the following uses will not be permitted:

- a. residential
- 15.1.6.2 The Convenience Commercial designation will not be permitted, except for lands designated Convenience Commercial at the time this Plan comes into effect.

15.1.7 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.

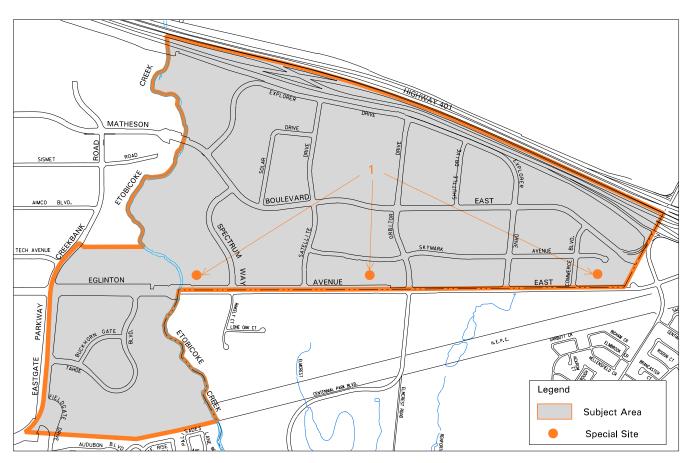
15.1.8 Business Employment

- 15.1.8.1 Notwithstanding the Business Employment policies of this Plan, the following additional uses will be permitted:
- a. Major office.
- 15.1.8.2 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:
- a. cardlock fuel dispensing;
- b. outdoor storage and display areas related to a permitted manufacturing use; and
- c. self storage facilities.
- 15.1.8.3 Notwithstanding the Business Employment policies of this Plan, *Secondary offices* will not be subject to a maximum 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

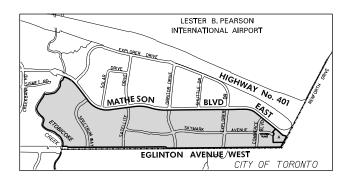
- 15.2.1.1 Development of a continuous street frontage through the orientation of buildings parallel to the street and the placement of significant building mass adjacent to the street edge with transparent facades at grade will be encouraged;
- 15.2.1.2 Where they are related, multi-storey buildings 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.

- 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;
 - free-standing 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 multi-phase 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.

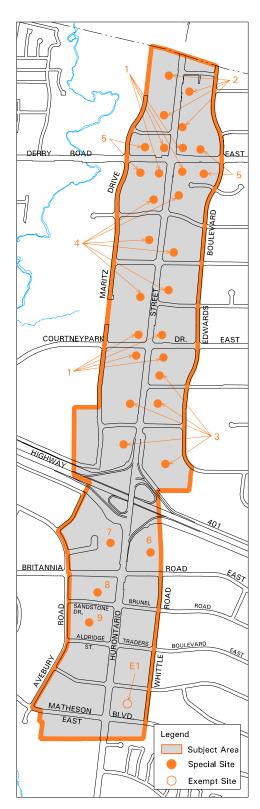
d. Parking and Servicing

- 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, storm-water 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 building that will each be a minimum four storeys in height;
- b. the future phase(s) is located on the western portion of the property;
- 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 bylaw.

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.

- a. Encourage a high quality urban design in the built form which is distinctive and urban in character, and which contributes to the identity of Hurontario Street as a principal City thoroughfare.
- b. Encourage a high standard of public and private realm *streetscape* design that is co-ordinated and comprehensive which includes street furniture, public art, building forecourts, open space, bus shelters, tree planting, and the sensitive location of utilities.
- c. Ensure buildings are street related with pedestrian entrances, active building elevations, and fenestration forming an integrated link between the building and the sidewalk.
- d. Encourage the development of a unique Hurontario Street character, and enhance its image through the creation of *streetscape* design, prominent intersections built form features, an integrated public and private realm and gateway features.
- e. Orient the most active and architecturally detailed building façade to the public street by use of main entrances and a large percentage of fenestration addressing the **streetscape**.
- f. Locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street.

- 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 promotes the use of Hurontario Street as a major transit corridor.
- 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).
- Discourage the fragmentation of land parcels that will inhibit the eventual development of employment uses. Encourage land consolidation, in particular at the principal intersections to facilitate useable development parcels.
- p. Priority will be given to pedestrian movement when accommodating both pedestrian and vehicular traffic. Design efficient parking facilities to avoid circuitous routes and dead end aisles.
- q. Encourage built form (outside the gateway and main intersection areas) to incorporate a high level of physical continuity, cohesion and linkage

- between buildings, from block to block, and from street to street.
- r. Create a sense of prominence at the intersections of Hurontario Street, in addition to those subject to Special Site Policies, by integrating features such as, tall, more distinctive buildings located close to the street, unique landscape and *streetscape* treatment, elevated and distinguishing rooflines.
- s. Internalize, screen and minimize visual impacts of the service and loading facilities from the **streetscape(s)**, 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.

15.3.2 Land Use

- 15.3.2.1 Notwithstanding the Business Employment Policies of this Plan, the following uses will not be permitted on land adjacent to Hurontario Street:
- a. drive-throughs that are not substantially screened from Hurontario Street by a building in place at the time of development; and
- 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.
- 15.3.2.2 Notwithstanding the above policy, existing single storey financial institutions, free-standing restaurants and drive-throughs, which are not substantially screened from Hurontario Street by a building, will be permitted as they exist on the day these policies come into effect provided, however, that the reconstruction or alteration of these uses may be permitted if the proposal results in a visual

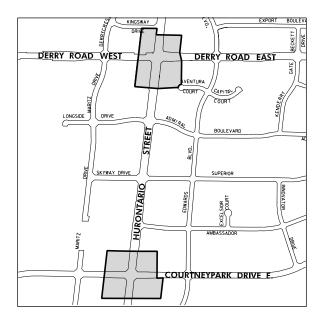
or functional improvement of the site which achieves the intent and policies of the Gateway Corporate Centre Character Area Policies.

15.3.2.3 Lands designated Motor Vehicle Commercial may be developed for the permitted uses of the abutting Business Employment designations without further amendment to this Plan

15.3.3 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 Business Employment designation and the Urban Design Policies in Section 15.3.1.2 for these lands, the following additional policies will apply:

- existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street are recognized, but are encouraged to be redeveloped for other permitted uses;
- b. expansion of the existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street will be permitted. As part of the expansion of the existing gas bar at the southeast corner of Derry Road East and Hurontario Street, a car wash will also be permitted.

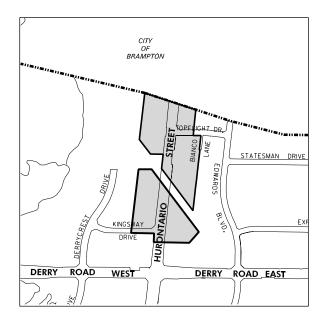
The reconstruction or alteration of the existing car was at the south-east corner of Hurontario Street and Derry Road East may be permitted if the proposal results in a visual or functional improvement of the site which achieves the intent and policies of the Gateway District Policies.

- c. accessory commercial uses will generally be limited to a maximum of 30% of the total Gross Floor Area. Free-standing accessory commercial uses will not be permitted. Accessory commercial uses must be contained within the same building as the principal use.
- d. assembly of lands at the Hurontario/Derry intersection is encouraged;
- e. prior to development of the lands at the Hurontario/Derry intersection, an internal access concept will be prepared to the satisfaction of the Transportation and Works Department;
- f. these lands represent the principal intersections along the Hurontario corridor 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:

- built form at the corners of the intersections should have prominence, occupy a majority of the streetline and be a minimum of three storeys. The reconstruction of the service stations at the south east and south west corners of Hurontario Street and Derry Road East/West for motor vehicle commercial purposes may be permitted if it results in an improvement of the site by meeting the spirit and intent of this Plan by providing, for example, the massing, height and built form of a two storey mezzanine building.
- buildings with minimal frontal setbacks with active street-oriented elevations, main front doors and fenestration integrated with the streetscape;
- g. 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 Business Employment designation and the Urban Design Policies in Section 15.3.1.2 for these lands, the following additional policies will apply:

- a. expansion of the existing gas bar site on the east side of Hurontario Street, north of the electric transmission lines will not be permitted;
- a motor vehicle service centre will be permitted on the east side of Hurontario Street south of the electric transmission lines;
- c. prior to a development proposal, the applicant will provide a concept plan demonstrating internal traffic and pedestrian circulation to the satisfaction of the City;
- d. 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

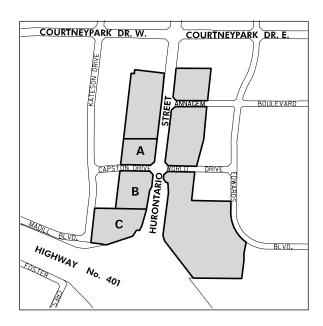
identify the City entry and reinforce a quality image.

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;

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.

15.3.3.3 Site 3



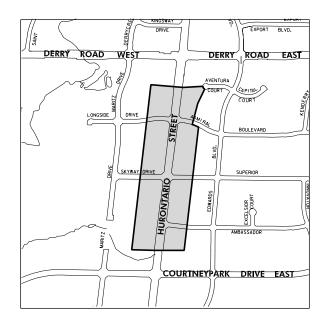
15.3.3.3.1 The lands identified as Special Site 3, also known as the District Gateway, are located on both sides of Hurontario Street, north of Provincial Highway 401.

15.3.3.3.2 Notwithstanding the Business Employment designation on these lands, the following additional policies will apply:

- a. the District Gateway should provide the principal entry features into the abutting Business Employment areas from Provincial Highway 401 and areas to the south. Development in this area should promote a quality image for this business community and reinforce its upscale image as a corporate address and destination. Opportunities for secondary landmark buildings should be promoted in order to highlight the entry point and provide orientation points. Built form should provide for a transition in scale from the broad expanses of Provincial Highway 401 to the more contained urban corridor appropriate to Hurontario Street;
- 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;
- c. for the lands identified as 3A, Section 15.3.1.2
 (e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
 - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
 - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage.
- d. for the lands identified as 3B and 3C, Sections 15.3.1.2 (e), (f) and (I), Hurontarion Street Corridor Development Policies shall not apply and are replaced with the following:
 - an access aisle between the building(s) and Hurontario Street, will be permitted;
 - a generous landscape buffer be incorporated along the Hurontario Street frontage to screen vehicle parking areas;
 - for lands identifies as 3B:
 - o one row of parking between the building(s) and Hurontario Street for all permitted uses except office will be permitted;
 - o the building(s) be located close to the Hurontario Street frontage on lands identified as 3B:
 - o the building(s) be designed with a pedestrian street entance facing Hurontario Street on lands identified as 3B; and
 - o a visual and functional pedestrian link be incorported between such building entrance and the public sidewalk to encourage transit usage on lands identifies as 3B.

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 Business Employment designation on these lands, the following additional policies will apply:

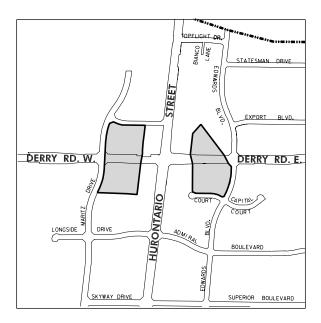
a. from an urban design perspective, development along the connecting corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

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. Buildings along the urban corridor should have a consistent setback, height and building street frontage.

b. the following general principles should apply to the urban corridor of 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;
- signage limited in scale and integrated with architecture (detailed guidelines have regard for Hurontario Streetscape Guidelines south of Highway 401);
- 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 Business Employment designation on these lands, the following additional policies will apply:

a. from an urban design perspective, development along the connecting corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

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

 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;
- signage limited in scale and integrated with architecture (detailed guidelines have regard for Hurontario Streetscape Guidelines south of Highway 401);
- 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

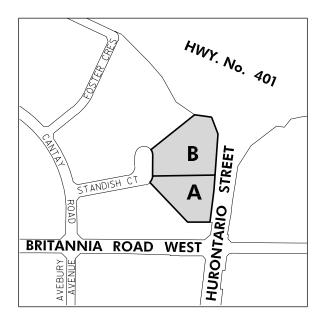


15.3.3.6.1 The lands identified as Special Site 6 are located on the east side of Hurontario Street, south of Provincial Highway 401.

- a. for the lands identified as 6A, Section 15.3.1.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
 - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
 - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage.
- For the lands identified as 6B, Section 15.3.1.2(e), (f) and (l), Hurontario Street Corridor Development Policies shall not apply and are replaced with the following:
 - two rows of parking between the buildings(s) and Hurontario Street, will be permitted;

- an access aisle between the building(s) and Hurontario Street, will be permitted; and
- a generous landscape buffer be incorporated along the Hurontario Street frontage to screen vehicle parking areas.

15.3.3.7 Site 7

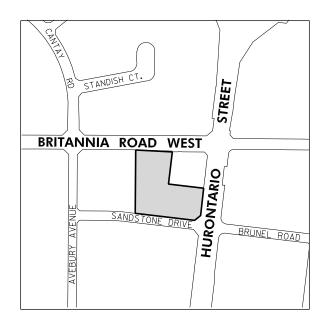


15.3.3.7.1 The lands identified as Special Site 7 are located on the west side of Hurontario Street, south of Provincial Highway 401.

- a. for the lands identified as 7A, Section 15.3.1.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
 - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
 - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage.
- For the lands identified as 7B, Section 15.3.1.2(e), (f) and (l), Hurontario Street Corridor Development Policies shall not apply and are replaced with the following:

- an access aisle between the building(s) and Hurontario Street, will be permitted; and
- a generous landscape buffer be incorporated along the Hurontario Street frontage to screen vehicle parking areas.

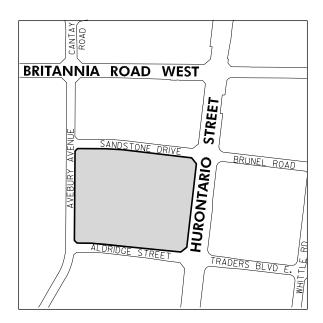
15.3.3.8 Site 8



15.3.3.8.1 The lands identified as Special Site 8 are located at the northwest corner of Sandstone Drive and Hurontario Street.

- a. Section 15.3.1.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
 - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
 - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage.

15.3.3.9 Site 9

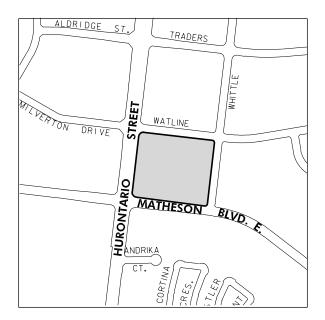


15.3.3.9.1 The lands identified as Special Site 9 are located at the southwest corner of Sandstone Drive and Hurontario Street.

- a. Section 15.3.1.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
 - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and
 - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage.
- b. Section 15.3.1.2(f) and (l), Hurontario Street Corridor Development Policies shall not apply if the existing building is expanded.

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 provisions of the Business Employment designation, all forms of general commercial uses will also be permitted, except motor vehicle commercial uses and drivethroughs.

15.4 Meadowvale Business Park

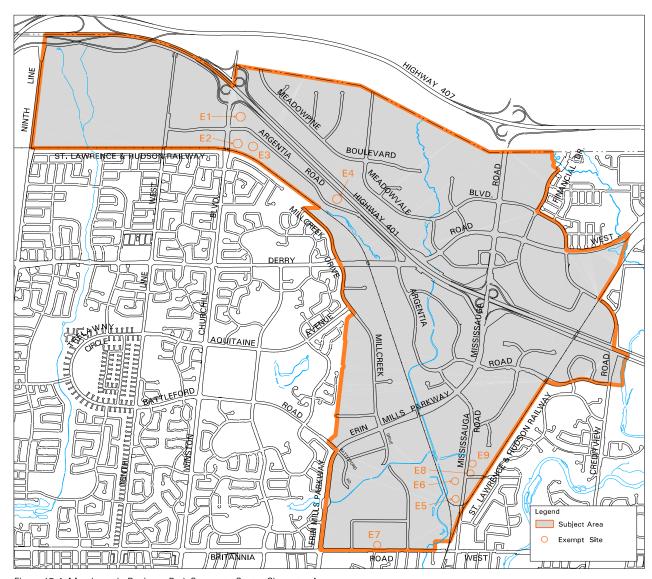


Figure 15-4: Meadowvale Business Park Corporate Centre Character Area

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:

- 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;
- 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 Figure 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 manufacturing use;
- h. self storage facilities;
 - i. transportation facilities;
 - j. trucking terminals; and
 - k. waste processing or transfer stations and composting facilities.

15.4.2.2 Outdoor storage adjacent to Provincial Highway 401 related to manufacturing uses will not be permitted.

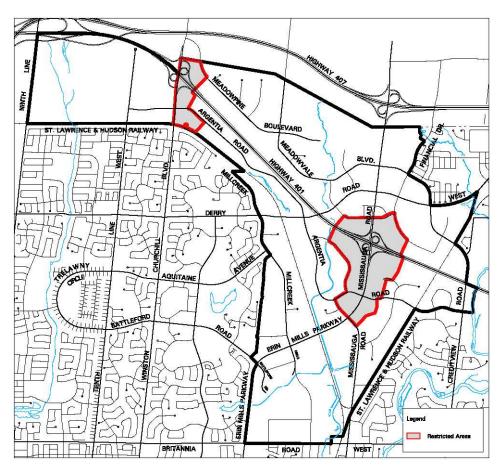
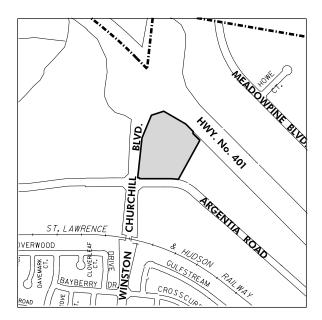


Figure 15.4-1: Meadowvale Business Park Restricted Areas

15.4.3 Exempt Sites

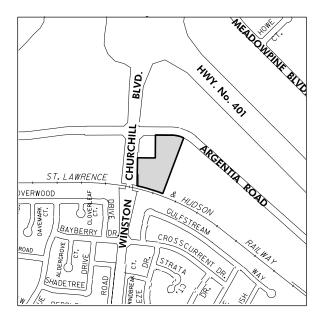
15.4.3.1 Site 1



15.4.3.1.1 The lands identified as Exempt Site 1 are located east of Winston Churchill Boulevard, south of Provincial Highway 401 and north of Argentia Road.

15.4.3.1.2 Notwithstanding the provisions of the Business Employment designation, forms of general commercial uses will be permitted, except motor vehicle commercial uses.

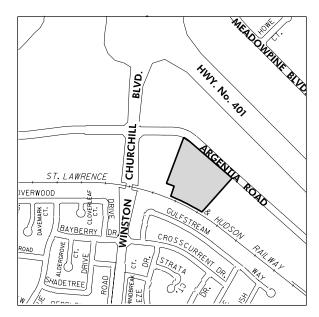
15.4.3.2 Site 2



15.4.3.2.1 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.

15.4.3.2.2 Notwithstanding the Business Employment and Utility designations, office Gross Floor Area (GFA) will be limited to a maximum of 55 208 m². An automobile dealership will also be permitted.

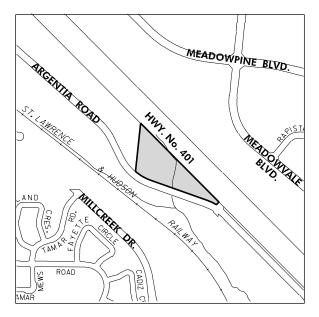
15.4.3.3 Site 3



15.4.3.3.1 The lands identified as Exempt Site 3 are located south of Argentia Road and east of Winston Churchill Boulevard.

15.4.3.3.2 Notwithstanding the provisions of the Business Employment designation, a retail warehouse, and accessory outdoor storage and display areas, will also be permitted.

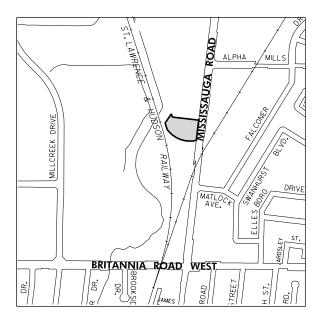
15.4.3.4 Site 4



15.4.3.4.1 The lands identified as Exempt Site 4 are located north of Argentia Road and west of Fifth Line West.

15.4.3.4.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, all types of restaurants will also be permitted

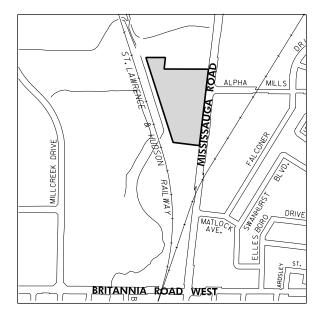
15.4.3.5 Site 5



15.4.3.5.1 The lands identified as Exempt Site 5 are located on the west side of Mississauga Road, north of the St. Lawrence and Hudson Railway.

15.4.3.5.2 Notwithstanding the provisions of the Business Employment designation, a motor vehicle sales and equipment outlet will also be permitted

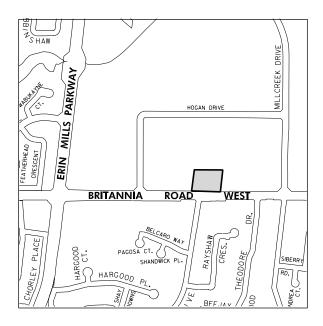
15.4.3.6 Site 6



15.4.3.6.1 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.

15.4.3.6.2 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.

15.4.3.7 Site 7

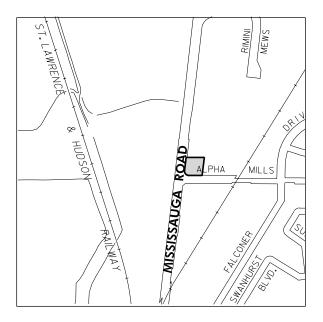


15.4.3.7.1 The lands identified as Exempt Site 7 are located on the north side of Britannia Road West, east of Erin Mills Parkway, opposite Turney Drive.

15.4.3.7.2 Notwithstanding the provisions of the Business Employment designation, the following additional policies will apply:

- a motor vehicle sales establishment will also be permitted;
- 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:
 - transportation facilities;
 - trucking terminals;
 - waste processing or transfer station and composting facilities;
 - body rub and adult entertainment establishments;
 - animal boarding establishments; and
 - cardlock fuel dispensing facilities.

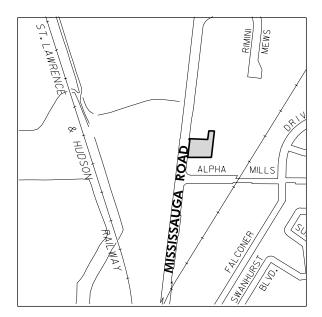
15.4.3.8 Site 8



15.4.3.8.1 The lands identified as Exempt Site 8 are located at the northeast corner of Alpha Mills Road and Mississauga Road.

15.4.3.8.2 Notwithstanding the provisions of the Business Employment designation, a retail commercial use will also be permitted.

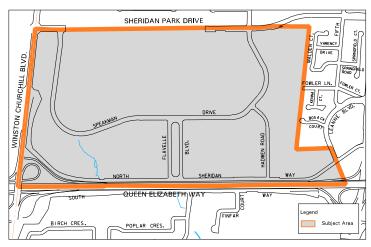
15.4.3.9 Site 9



15.4.3.9.1 The lands identified as Exempt Site 9 are located on the east side of Mississauga Road, north of Alpha Mills Road.

15.4.3.9.2 Notwithstanding the provisions of the Business Employment designation, motor vehicle sales will also be permitted.

15.5 Sheridan Park



Map 15-5: Sheridan Park Corporate Centre Character Area

15.5.1 Urban Design Policies

15.5.1.1 The campus setting development is characterized by a highly developed landscape plan to enhance the building desian and siting.Landscaping is an important architectural element of the overall development, thus requiring buildings to be sited on large lots with generous setbacks from streetlines to maximize landscaping opportunities. The integration of buildings through public pathways and open spaces will further strengthen this development image. Towards the achievement of City urban design objectives, development proposals should address the following:

15.5.1.2 the enhancement of views to existing visually important natural and built features;

15.5.1.3 the development of building forms which are sensitive to the existing character of the Character Area;

15.5.1.4 the maintenance and enhancement of visual and physical links to the City at large, ensuring integration of the Character Area into its broader context:

15.5.1.5 avoiding reverse-frontage lots which contribute negatively to the system of public streets; and

15.5.1.6 loading and service areas which are not located adjacent to streets and are not exposed to public areas.

Community Identity and Design

15.5.1.7 The campus setting development image will be reinforced through appropriate standards for the siting of buildings, building heights, parking and loading spaces, site access, lighting, signage, screening and landscaping. These will be established during the rezoning and site plan approval process and should include enhanced opportunities for natural surveillance, natural access control and territorial reinforcement of the site. Special care will be exercised in the determination of lot size and building coverage in order to attain an acceptable and compatible appearance of development and ensure the preservation and integration of existing Natural Features and their ecological functions.

Buildings and Spaces

15.5.1.8 To achieve and enhance the campus setting development image, the following design guidelines will be used to evaluate the design aspects of development proposals:

- a. buildings and structures will be sited and designed with generous setbacks from streetlines to maximize open space/landscaped areas. Vistas to the buildings may be created through the strategic location of landscape features;
- building designs are characterized by ceremonial approach features with well-defined front entrances, for example a row of trees and turning circle for passenger drop-off;
- c. the preservation and integration of natural features, such as woodlands, into future development is a priority; alterations to the

- existing topography, natural drainage system, and vegetation are to be minimized;
- d. landscaping and planting for a campus setting should incorporate the following:
- e. water features, for example fountains, ponds;
- f. ceremonial planting schemes;
- g. tree planting to define the street edge;
- interconnecting pathways and open spaces between buildings for public and/or semi-private use;
- define pedestrian and vehicular routes, and accent entrance ways;
- j. provide year round shelter and enhancement to outdoor pedestrian areas;
- k. provide summer shade and protection from winter winds;
- create clear visual and spatial distinction between publicly accessible and private open space;
- m. the design of parking and service areas will be integrated with the landscape plan for the site with planting and berms to screen parking from the street. Large expanses of surface parking are to be softened by landscaped islands;
- n. visual and functional relationships between individual buildings and groups of buildings, the promotion of an open space system within the business park, and the relationship of buildings to adjacent streets will be important considerations in evaluating satisfactory design;
- the creation of an identifiable street edge will be encouraged on lands adjacent to, and visible from Winston Churchill Boulevard;
- p. a high standard of building design should have regard for context, level of detail, modulation of facade and consistency of design content.

15.5.2 Land Use

- 15.5.2.1 Notwithstanding the Business Employment policies of this Plan, lands designated Business employment will only be used for the following uses:
- facilities involved with scientific and engineering research and development, including: laboratories, pilot plants and prototype production facilities;
- education and training facilities, but excluding a public school or private school used for elementary or secondary level education and training;
- c. data processing centres;
- d. engineering services;
- e. offices associated with science and technology uses;
- f. hotels;
- g. accessory commercial uses, namely, conference facilities, fitness facilities, banks and restaurants within buildings provided they do not exceed 15% of the overall floor space.
- 15.5.2.2 Notwithstanding the above, a private school used for elementary and secondary level education and training is permitted on the lands described as Part 2 on Reference Plan 43R-25302 at 2300 Speakman Drive.
- 15.5.2.3 Development will be subject to the following policies:
- a. uses will not exceed a *Floor Space Index* of 0.40;
- b. operations must be carried out within enclosed buildings and structures;
- c. private landowners will be encouraged to provide opportunities for active and passive forms



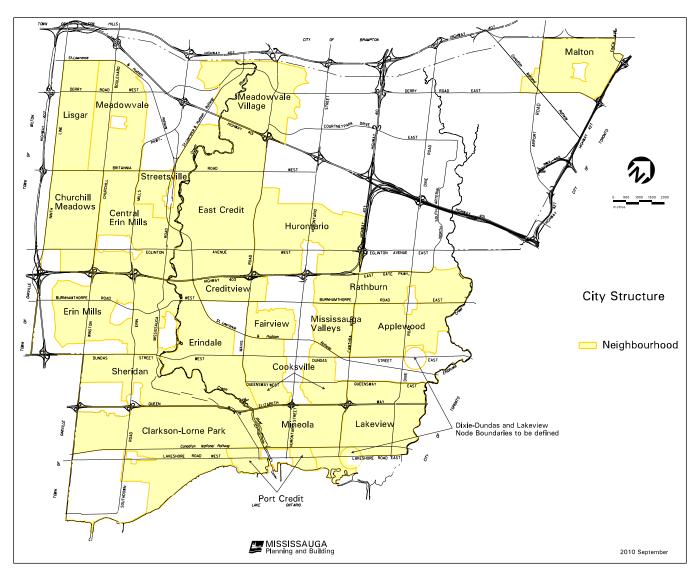
16 Neighbourhoods

16.1 Introduction

There are 22 Neighbourhoods in Mississauga:

- Applewood;
- Central Erin Mills;
- Churchill Meadows;
- Clarkson-Lorne Park;
- Cooksville;

- Creditview;
- East Credit;
- Erindale;
- Erin Mills;
- Fairview;
- Hurontario;
- Lakeview;
- Lisgar;



Map 16-1: City Structure - Neighbourhoods

- Malton;
- Meadowvale;
- Meadowvale Village;
- Mineola;
- Mississauga Valleys;
- Port Credit;
- Rathwood:
- Sheridan; and
- Streetsville.

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

16.1.1 General

- 16.1.1.1 For lands within a Neighbourhood 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.
- 16.1.1.2 Proposals for heights more than four storeys or different than established in the Character Area policies will only be considered where it can be demonstrated to the City's satisfaction, that:
 - a. an appropriate transition in heights that respects the surrounding context will be achieved;
 - b. the development proposal enhances the existing or planned development;
 - c. the City Structure hierarchy is maintained; and
 - d. the development proposal is consistent with the policies of this Plan.

16.1.2 Residential

- 16.1.2.1 To preserve the character of lands designated Residential Low Density I and Residential Low Density II, the minimum frontage and area of new lots proposed along the periphery of a draft plan of subdivision, or which are subject to a consent application, will generally represent the greater of:
 - a. the average lot frontage and lot area of residential lots on both sides of the same street within 120 m of the subject property. In the case of a corner lot, lots on both streets within 120 m will be considered;

or

- b. the requirements of the Zoning By-law.
- 16.1.2.2 Notwithstanding 16.1.2.1, where the average lot frontage or lot area of residential lots determined pursuant to 16.1.2.1 a is less than the minimum requirements of the zoning by-law, consideration may be given to a minor variance.
- 16.1.2.3 Where the Residential Medium Density policies of this Plan permit low-rise apartment dwellings, they will be encouraged to locate on Corridors.
- 16.1.2.4 Existing detached and semi-detached dwellings on lands designated Residential Medium Density are deemed to conform to the Residential Medium Density designation and policies of this Plan.
- 16.1.2.5 Proposals for additional development on lands with existing apartment buildings will be subject to the following, in addition to other policies regarding medium and high density residential development in this Plan:
 - a. on lands designated Residential High Density, development in addition to existing buildings will be restricted to uses permitted in the Residential Medium Density designation; and

 as a condition of development, the site in its entirety must meet current site plan and landscaping requirements, and existing buildings must meet current building code, fire code and property standards.

16.1.3 Office

- 16.1.3.1 Notwithstanding the Office policies of this Plan, the following use will not be permitted:
 - a. Major office.
- 16.1.3.2 Notwithstanding the office policies of this Plan, the maximum *Floor Space Index (FSI)* for *Secondary office* is 0.5.

16.1.4 Institutional

16.1.4.1 The Institutional designation will not be permitted, except for lands designated Institutional at the time this Plan comes into effect.

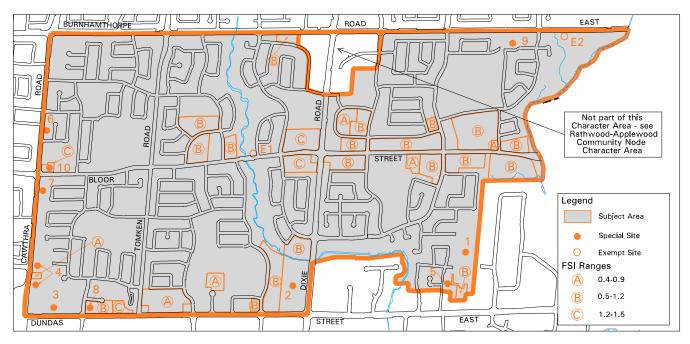
16.1.5 Business Employment

16.1.5.1 The Business Employment designation will not be permitted, except for lands designated Business Employment at the time this Plan comes into effect.

16.1.6 Industrial

16.1.6.1 The Industrial designation will not be permitted.

16.2 Applewood



Map 16-2: Applewood Neighbourhood Character Area

16.2.1 Urban Design Policies

Bloor Street

16.2.1.1 East of Dixie Road, development consists primarily of high density residential uses, with some mixed uses. The following policies apply to development or infilling of this segment of the street to encourage an improved pedestrian environment:

- a. High density residential development should relate to the street, with buildings sited to minimize setbacks from Bloor Street. Efforts to develop a continuous street frontage through the construction of ground related podium structures (not including above ground parking structures), intensive landscaping at the street edge, and the orientation of buildings parallel to the street are encouraged.
- b. The mixed use properties on Bloor Street should have a stronger relationship to Bloor

Street, with the main entrances of the buildings oriented towards Bloor Street and at least half of the linear frontage occupied by built form, wherever possible.

Dundas Street East

16.2.1.2 Creative massing solutions are encouraged in the design of built form and site layouts for mixed use lands on Dundas Street East. The height of buildings should be maximized, and the amount of parking between the front building facade and the street line decreased. Emphasis should be placed upon creative and effective landscape treatment. Signs should form an integral part of the overall concept of site and building design.

16.2.1.3 In high density residential development, efforts to develop a continuous street frontage through the orientation of buildings parallel to the street and the placement of significant building mass adjacent to the street edge are encouraged. Where this is not possible, the construction of ground related podium structures (not including

above ground parking structures) and intensive landscaping at the street edge, may be considered.

16.2.1.4 Pedestrian activity on lands designated Mixed Use lands at the northwest corner of Dundas Street East and Dixie Road should be encouraged by:

- a. minimizing building setbacks and the amount of parking between the front facade of buildings and the street;
- orienting buildings parallel to the street with a significant portion of the building mass located along the street frontage;
- c. providing a continuous landscape area between the front wall of buildings and the street.

16.2.2 Land Use

16.2.2.1 For Medium and High Density Development, 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. Buildings immediately adjacent to low density housing forms should be limited to three storeys. 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.

16.2.2.2 Lands designated Residential Low Density II will not permit the following uses:

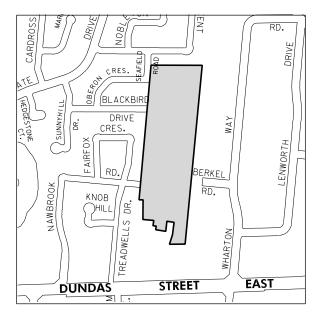
a. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

16.2.2.3 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.

16.2.3 Special Site Policies

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

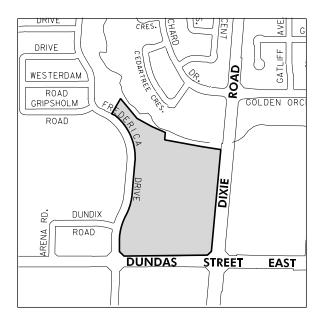
16.2.3.1 Site 1



16.2.3.1.1 The lands identified as Special Site 1 are located north of Dundas Street East, west of the Ontario Hydro corridor.

16.2.3.1.2 Notwithstanding the provisions of the Residential Low Density II designation, a maximum of 239 mobile homes or land lease community homes with accessory administrative facilities will be permitted.

16.2.3.2 Site 2



16.2.3.2.1 The lands identified as Special Site 2 are located at the northwest corner of Dundas Street East and Dixie Road. These lands are situated within a spill zone associated with the Regional Storm flood overtopping the south bank of the Little Etobicoke Creek channel and are classified as a Special Policy Area Floodplain on Schedule 3: Natural System. The status of the Regional Storm Floodplain as a Special Policy Area is described in Appendix J: Regional Storm Floodline-Special Policy Areas.

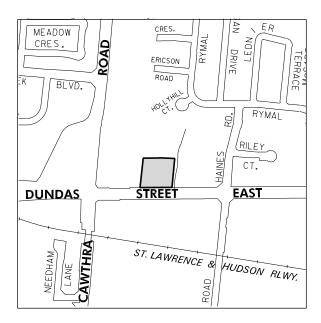
16.2.3.2.2 Notwithstanding the policies of this Plan which relate to development within the Regional Storm Floodplain, and the provisions of the Mixed Use, Motor Vehicle Commercial and Residential High Density designations, the following policies will apply:

- a. the construction of any buildings or structures, including any additions to an existing building, and the placing or dumping of fill of any kind, or the alteration of any watercourse, will not be permitted within the Special Policy Area without the approval of the Toronto and Region Conservation Authority (TRCA);
- b. development will not be permitted within the 100-year storm floodplain;

- c. development outside the 100-year storm floodplain will be permitted only on the basis of approvals by the City and the TRCA;
- d. ideally, new buildings and structures will be protected from flooding under Regional Storm conditions. Where this level of protection is technically or economically not feasible, Mississauga may, in consultation with the TRCA, consider a lesser level of protection. In no case, however, will the minimum level of protection be less than the 350-year storm floodplain;
- e. notwithstanding subsections c. and d. above of this section, development, or additions will not be permitted, where, as a result of a flood event equal to or less than the Regulatory Flood, structures will be subject to flows which, due to velocity and/or depth, would present conditions of hazard to life or potential damage to structures;
- f. in support of any development application, Mississauga or the TRCA may require engineering studies related to flood frequency, velocity and depth of flood flows, appropriate flood damage reduction measures, and stormwater management techniques. Based on these studies and other information, Mississauga or the TRCA may specify that any approval of the application will be subject to certain design considerations related to location, structural integrity, setbacks, coverage, elevation of ground floor openings, and other matters as may be determined by the City or the TRCA:
 - ingress and egress should be "safe" pursuant to Provincial Government floodproofing standards, and/or achieve the maximum level of flood protection determined to be feasible and practical based on existing infrastructure;
 - new development will not be permitted to locate in the floodplain where the use is:

- associated with the manufacture, storage, disposal and/or consumption of hazardous substances or the treatment, collection and disposal of sewage, which would pose an unacceptable threat to public safety if they were to escape their normal containment/use as a result of flooding or failure of floodproofing measures;
- homes and schools, which would pose a significant threat to the safety of the inhabitants (e.g. the sick, the elderly, the disabled or the young), if involved in an emergency evacuation situation as a result of flooding or failure of floodproofing measures;
- associated with services, such as those provided by fire, police and ambulance stations and electrical substations, which would be impaired during a flood emergency as a result of flooding or failure of floodproofing measures;
- where new development is not considered to pose an unacceptable risk to public safety, a higher level of flood protection and/or additional floodproofing precautions above the Regulatory Flood level, may still be required due to the sensitive nature of the development;
- g. any amendment to the Zoning By-law will include provisions required by the City or the TRCA to implement the Special Site 2 policies of this Plan.

16.2.3.3 Site 3

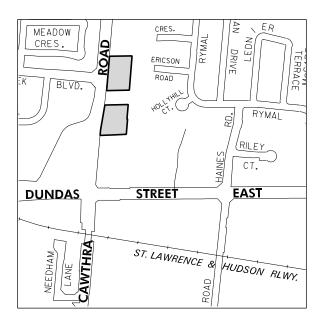


16.2.3.3.1 The lands identified as Special Site 3 are located on the north side of Dundas Street East, east of Cawthra Road.

16.2.3.3.2 Notwithstanding the provisions of the Office designation, apartment dwellings in accordance with the Residential High Density designation, will also be permitted and the following additional policies will apply:

- a. the extension of the existing cemetery is also permitted on the westerly portion of these lands;
- approval for development will be subject to approval of a tree survey submission which demonstrates appropriate tree preservation measures.

16.2.3.4 Site 4

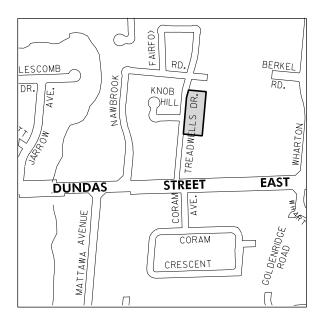


16.2.3.4.1 The lands identified as Special Site 4 are located along the east side of Cawthra Road, north of Dundas Street East.

16.2.3.4.2 Notwithstanding the provisions of the Residential Low Density I designation, offices will be permitted.

16.2.3.4.3 Approval for development will be subject to approval of a tree survey submission which demonstrates appropriate tree preservation measures.

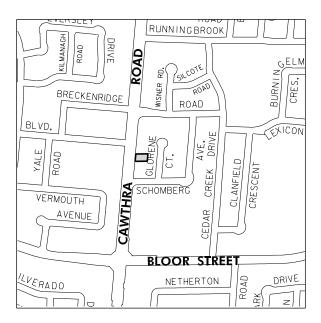
16.2.3.5 Site 5



16.2.3.5.1 The lands identified as Special Site 5 are located on the east side of Treadwells Drive, north of Dundas Street East.

16.2.3.5.2 Notwithstanding the provisions of the Residential Medium Density designation, a maximum of 9 detached dwellings and 23 townhouse dwellings will be permitted.

16.2.3.6 Site 6



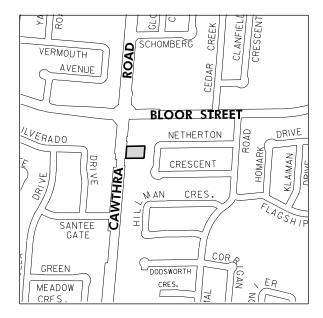
16.2.3.6.1 The lands identified as Special Site 6 are located on the east side of Cawthra Road, north of Schomberg Avenue.

16.2.3.6.2 Notwithstanding the provisions of the Residential Low Density II designation, the following additional policies will apply:

- a. a window and door showroom and associated office will be permitted in addition to residential uses;
- the building, including amenities and signage, whether new or modified, will have a residential appearance which is consistent with the form, design and scale of the surrounding residential area;
- all required and related parking will be accommodated at grade in such a manner that minimizes the loss of vegetation and provides for limited impact on adjoining residential development;
- d. to minimize the amount of hard surface area, on site parking areas should have efficient vehicular circulation and layout which is suitably screened, preferably with vegetation;

e. new buildings or modified buildings used for a window and door showroom and associated office will not exceed 150 m².

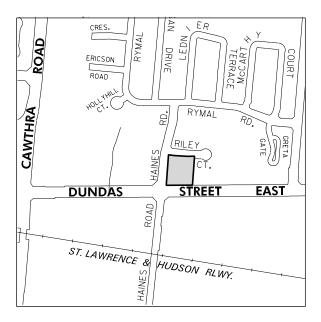
16.2.3.7 Site 7



16.2.3.7.1 The lands identified as Special Site 7 are located on the east side of Cawthra Road, south of Bloor Street.

16.2.3.7.2 Notwithstanding the provisions of the Residential Low Density II designation, only a detached dwelling or an office for a maximum of three non-resident physicians, dentists and drugless practitioners will be permitted.

16.2.3.8 Site 8



16.2.3.8.1 The lands identified as Special Site 8 are located on the east side of Haines Road, north of Dundas Street East.

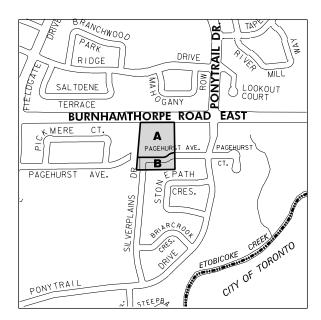
16.2.3.8.2 Notwithstanding the provisions of the Residential High Density Designation, the following additional policies will apply:

 a. apartment dwellings with a maximum height of ten storeys if the lot area is equal to or greater than 6 600 m²;

or

b. apartment dwellings with a maximum height of four storeys if the lot area is less than $6~600~\text{m}^2$.

16.2.3.9 Site 9

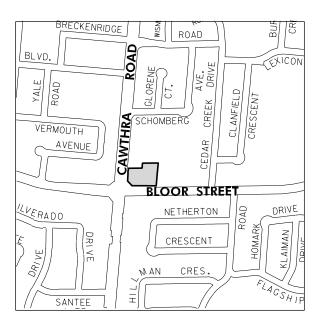


16.2.3.9.1 The lands identified as Special Site 9 are located on the south side of Burnhamthorpe Road East, west of Ponytrail Drive.

16.2.3.9.2 Notwithstanding the provisions of the Residential Medium Density designation applying to Area A, a maximum of 76 townhouse units and 22 semi-detached units will be permitted.

16.2.3.9.3 Notwithstanding the provisions of the Residential Low Density I designation applying to Area B, a maximum of eight detached dwellings and three part-lots for future detached dwellings will be permitted.

16.2.3.10 Site 10

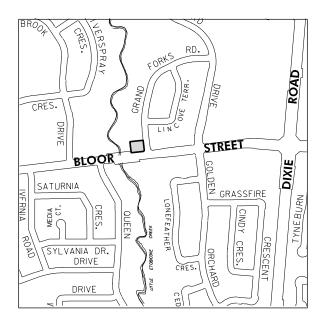


16.2.3.10.1 The lands identified as Special Site 10 are located on the northeast corner of Bloor Street and Cawthra Road.

16.2.3.10.2 Notwithstanding the provisions of the Residential High Density designation, a residential apartment building will be permitted with a maximum total gross floor area of 1.65 times the lot area. No building or structure will exceed a height of 11.9 m above established grade excluding any mechanical penthouse.

16.2.4 Exempt Site Policies

16.2.4.1 Site 1



16.2.4.1.1 The lands identified as Exempt Site 1 are located at the northwest corner of Grand Forks Road and Bloor Street.

16.2.4.1.2 Notwithstanding the provisions of the Residential Low Density I designation, offices will also be permitted, subject to the requirement that the external appearance of the building be visually compatible with the adjacent low density residential development.

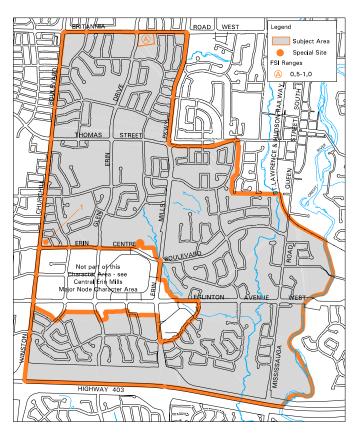
16.2.4.2 Site 2



16.2.4.2.1 The lands identified as Exempt Site 2 are located on the south side of Burnhamthorpe Road East, east of Ponytrail Drive.

16.2.4.2.2 Notwithstanding the provisions of the Greenbelt designation, a veterinary clinic will also be permitted.

16.3 Central Erin Mills

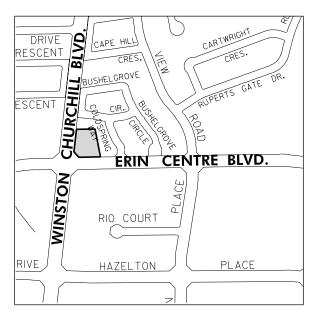


Map 16-3: Central Erin Mills Neighbourhood Character Area

16.3.1 Special Site Policies

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

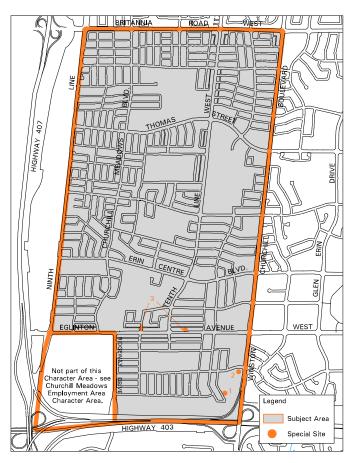
16.3.1.1 Site 1



16.3.1.1.1 The lands identified as Special Site 1 are located at the northeast corner of Erin Centre Boulevard and Winston Churchill Boulevard.

16.3.1.1.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, a convenience restaurant will be permitted.

16.4 Churchill Meadows



Map 16-4: Churchill Meadows Neighbourhood Character Area

16.4.1 Designated Greenfield Area

There are some lands in the Churchill Meadows Neighbourhood Area identified on Figure 16.4-1 as a Designated Greenfield Area pursuant to the Growth Plan for the Greater Golden Horseshoe.

16.4.1.1 The Designated Greenfield Area will be planned to achieve a minimum density of 75 residents and jobs combined per hectare.

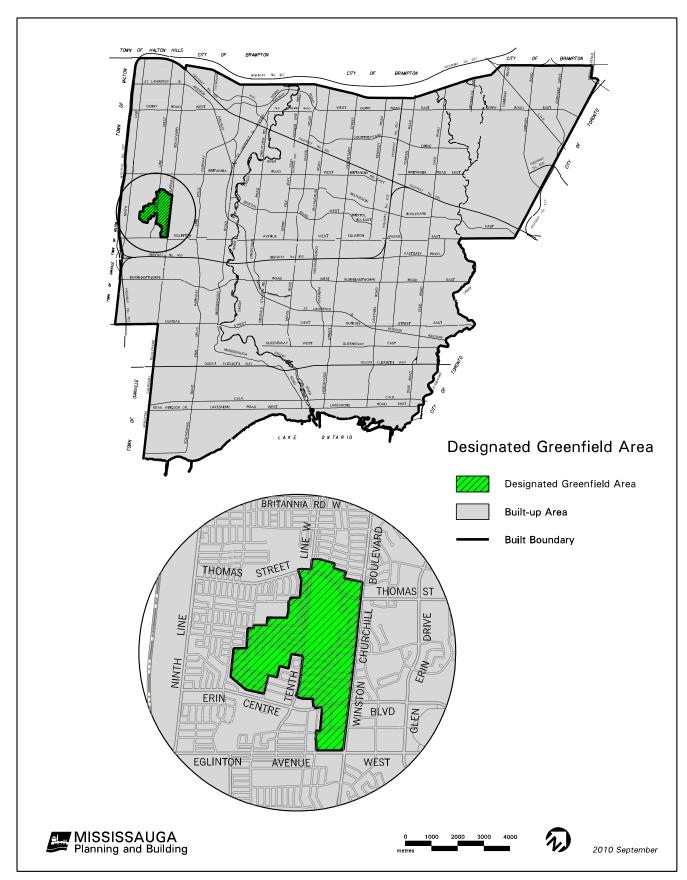


Figure 16.4-1: Designated Greenfield Area

16.4.2 Urban Design Policies

16.4.2.1 Community Design

16.4.2.1.1 For the purpose of these policies, Churchill Meadows is composed of five residential Precincts, as identified on Figure 16.4-2. The Community Design policies must be read in conjunction with the Land Use policies and all other Urban Design policies including the Neighbourhood Concept Plan Principles and Urban Design Guidelines, July 1997.

16.4.2.2 Community Focus (Precinct 1)

16.4.2.2.1 The lands surrounding the intersection of Thomas Street and Tenth Line West will form a community focus for the city through the development of a retail commercial facility and Residential High Density development. The form of development is to allow for transition of conventional dwellings to mixed uses with store fronts addressing mainstreets to achieve an urban character with a pedestrian friendly environment.

- a. Buildings on Residential Low Density II and Residential Medium Density lands located north and south of Thomas Street, fronting onto the east and west sides of Tenth Line West, should have built forms located close to the street edge. While buildings may be developed as residential units, mixed commercial/residential "live/work" units will be permitted subject to: parking facilities being provided and designed in a manner that is compatible with the mainstreet character of the area; incorporation of measures such as landscape space, planters or tree grates; or other elements which reinforce the urban street wall.
- b. Building heights for Residential High Density lands located to the east and south of the Mixed Use designation will be limited to a range of five to eight storeys. Buildings located at the intersection of Tenth Line West and Thomas Street will be a minimum of two

storeys and a maximum of five storeys. Building heights for Residential High Density lands located on the west side of Tenth Line West, south of Thomas Street will be a minimum of three storeys together with end units of a block development having a minimum building height of two storeys.

- c. Development of the retail commercial sites should discourage parking and loading areas at the intersection of two streets in favour of built form.
- d. The two Residential High Density sites west of the intersection of Thomas Street and Winston Churchill Boulevard will generally be limited to a range of five to eight storeys in height. This development will represent the secondary community gateway; therefore, buildings at the higher end of the height range will be encouraged.

16.4.2.3 Winston Churchill Boulevard Linkage (Precinct 2)

16.4.2.3.1 This area relates to the development of the lands on the west side of Winston Churchill Boulevard between Precinct 1 and 3. Built form within this linkage area should step down in height from the two community gateway nodes at either end of this Precinct. In addition, the goal of this area is to provide a coordinated built form image linking two Precincts.

- Residential development should avoid reversed frontage lots abutting Winston Churchill Boulevard.
- Built form should frame the streetline with a consistent *streetscape* along Winston Churchill Boulevard.

16.4.2.4 Primary Community Gateway (Precinct 3)

16.4.2.4.1 This area, located at the intersection of Winston Churchill Boulevard and Eglinton Avenue West, has Residential High Density designations.

- a. Building heights for the Residential High Density designation will generally be limited to a range of five to eight storeys with the greatest heights to occur at the intersection of two streets.
- b. Open space/pedestrian corridors from these developments to the proposed transit terminal will be encouraged. In support of this objective, evaluations of microclimatic conditions may be required in the review of development applications in this Precinct.
- c. At full development these parcels of land should provide continuity in built form and landscape themes with the Residential High Density lands on the east side of Winston Churchill Boulevard.

16.4.2.5 Eglinton Avenue Linkage (Precinct 4)

16.4.2.5.1 This area is located on the north and south sides of Eglinton Avenue West between Precinct 3 and 5. The goal of this area is to provide a coordinated built form image linking two Precincts while having regard for the integration and significance of the retained woodlands west of Tenth Line West.

- a. The landscape treatment for development parcels adjacent to the retained woodlands should be in the form of naturalized character to integrate development with these open spaces. In addition, the built form along Eglinton Avenue West is to be sympathetic in height and scale to the retained woodlands/space, wherever possible.
- The commercial facility is to avoid, wherever possible, parking and loading areas abutting Eglinton Avenue West and Tenth Line West,

- in favour of built form. The preferred character is to create continuous landscape areas between the building and the streetline.
- c. The height of buildings are to step down from the Primary Community Gateway Precinct.
- d. Buildings on Residential Medium Density lands fronting onto the north and south sides of Eglinton Avenue West should have built forms located close to the street edge. Residential development should front Eglinton Avenue West and be served by rear lane access to units. While buildings may be developed as residential units, mixed commercial/residential "live/work" units will be permitted subject to parking facilities being provided and designed in a manner that is compatible with the mainstreet character of the area; incorporation of measures such as landscape space, planters or tree grates; or other elements that reinforce the urban street wall.

16.4.2.6 City Entry Point (Precinct 5)

16.4.2.6.1 This area represents an entry point into the city and, therefore, will promote built form of high architectural and landscaping standards.

- a. Strong built form along the street frontage with massing emphasis at corners, thus discouraging parking and loading areas at the streetlines.
- Landscape treatments at corners and extending along Eglinton Avenue West should generally be complimentary on either side of the street.

16.4.2.7 General

16.4.2.7.1 The retention/preservation of woodlands, wherever possible, will be a priority in establishing a community identity for the Character Area.

16.4.2.7.2 Buildings located on lands designated Residential Medium Density, adjacent to detached or semi-detached dwellings, will be subject to a two storey height restriction. Others will be subject to a maximum four storey height restriction.

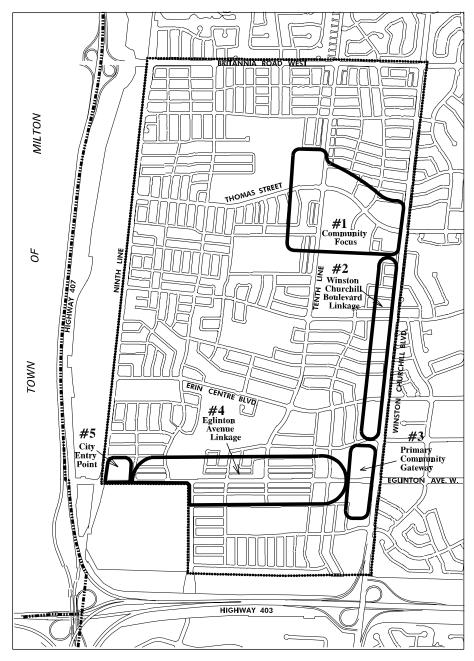


Figure 16.4-2: Churchill Meadows Precincts

16.4.3 Land Use

16.4.3.1 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.

16.4.3.2 Lands designated Residential High Density will also permit townhouse dwellings.

16.4.4 Transportation

16.4.4.1 Notwithstanding the policies of this Plan, the following policies will apply:

- a. where feasible, the alignment of individual roads will recognize the need to preserve natural features, including woodland edges and hedgerows. Detailed road design will include mitigating and rehabilitation measures to address any disturbance of these features;
- b. Mississauga will be pursuing other possible opportunities for improving Provincial Highway access to Churchill Meadows. A further detailed study will be required, involving the approval of appropriate agencies, to determine the feasibility and timing of these improvements:
- c. direct access will be permitted on Major Collectors, with 30 m rights-of-way, for uses other than residential detached, semi-detached, or on-street townhouses. The access location will require the approval of the Transportation and Works Department;
- d. during the review of development applications, consideration may be given to reducing the right-of-way widths of minor collector roads according to the guidelines established in the Neighbourhood Concept Plan Principles and Urban Design Guidelines. Any such consideration would require a detailed analysis of the municipal servicing, utility and planting constraints within the right-of-way, to ensure that adequate corridors are maintained to the satisfaction of the City,

- Region and the Public Utilities Co-ordinating Committee;
- e. guidelines regarding the treatment of Buffer Roads and Public Lanes are established in the Neighbourhood Concept Plan Principles and Urban Design Guidelines. Buffer Roads will have a right-of-way width of 17 m in direct frontage situations, and consideration will be given to reducing this right-of-way width to 15 m where there is no direct frontage. Public Lanes will have a minimum right-of-way width of eight meters.

16.4.5 Physical Services and Utilities

- a. The area comprises two drainage systems: the Credit River and the Sixteen Mile Creek watersheds. This Plan will be subject to drainage plans for the two watersheds. Before being permitted to proceed, all new development will have adequate storm drainage facilities which conform to the requirements of the relevant drainage plans.
- b. Applicants for development of lands which drain to the Region of Halton will be required to obtain approval from Conservation Halton for the design, installation and maintenance of the storm drainage works required in the Sixteen Mile Creek watershed area.
- c. All proposed drainage works are to be compatible with the Provincial Government plans for the future extension of Provincial Highway 407 from Provincial Highway 403 to Provincial Highway 401.
- d. An Environmental Assessment Report, satisfactory to the City, Provincial Government, and other public agencies, will be prepared in support of proposed drainage works which are subject to the Environmental Assessment Act.
- e. All development within Churchill Meadows will be in accordance with the Sawmill Creek

- Sub-watershed Plan, the Sixteen Mile Creek Master Drainage Plan and the Lisgar Region Water Quality Study.
- f. Additional off-site lands associated with the construction of the stormwater management facilities recommended by the Sawmill Creek Sub-watershed Study may be needed.
- g. Stormwater management facilities are located on the west side of Ninth Line, to accommodate post-development runoff from those portions of Churchill Meadows drained by the Sixteen Mile Creek.

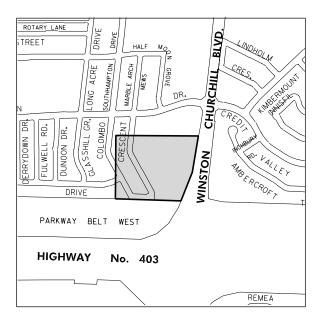
16.4.6 Implementation

Mississauga has the option of requiring the developers to enter into mandatory cost sharing agreements to ensure that the lands required for public purposes are available at the appropriate time.

16.4.7 Special Site Policies

There are sites within Churchill Meadows that merit special attention and are subject to the following policies.

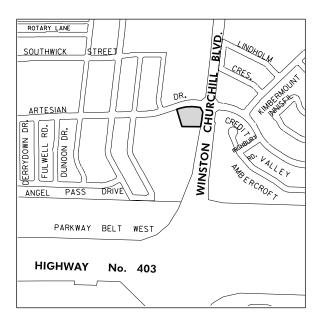
16.4.7.1 Site 1



16.4.7.1.1 The lands identified as Special Site 1 are located south of Credit Valley Road and west of Winston Churchill Boulevard.

16.4.7.1.2 Notwithstanding the provisions of the Residential Low Density II, Greenbelt, and Utility designations, the physical integration of the Bus Rapid Transit (BRT) facility with adjacent development will be encouraged.

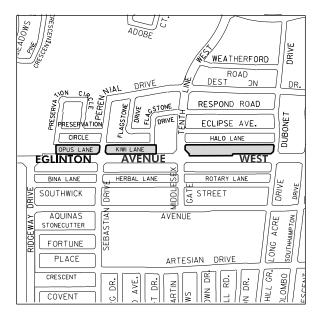
16.4.7.2 Site 2



16.4.7.2.1 The lands identified as Special Site 2 are located at the southwest corner of Artesian Drive and Winston Churchill Boulevard. Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policy will apply:

a. a dry-cleaning depot will be permitted.

16.4.7.3 Site 3

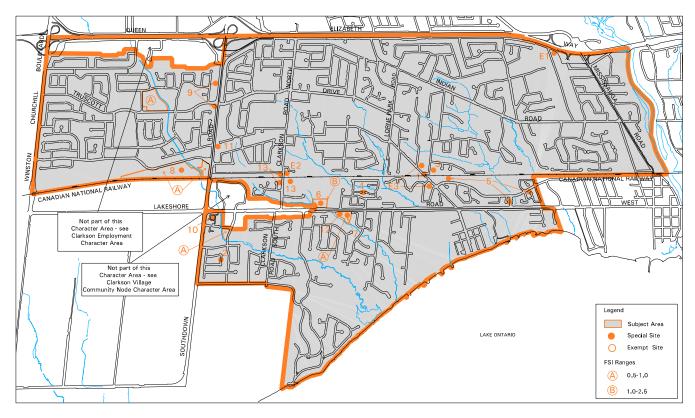


16.4.7.3.1 The lands identified as Special Site 3 are located on the north side of Eglinton Avenue West, west of Winston Churchill Boulevard.

16.4.7.3.2 Notwithstanding the provisions of the Residential Medium Density designation, the following additional policy will apply:

a. Secondary offices and retail commercial uses will be permitted in conjunction with residential uses provided that such uses are situated within the first storey of such dwellings.

16.5 Clarkson-Lorne Park



Map 16-5: Clarkson-Lorne Park Neighbourhood Character Area

16.5.1 Urban Design Policies

Community Identity and Focus

16.5.1.1 Developments should be compatible with and enhance the character of Clarkson-Lorne Park as a diverse established community by integrating with the surrounding area.

16.5.1.2 Development should be designed to reflect and enhance the Clarkson Village Mixed Use area *streetscape*.

16.5.1.3 The Clarkson Node, will be the focus of activity for the Character Area, combining residential uses, cultural activities, shopping, dining, commerce and recreation.

Infill Housing

16.5.1.4 For development of all detached dwellings on lands identified in the Site Plan Control By-law, the following will apply:

- a. preserve and enhance the generous front, rear and side yard setbacks;
- b. ensure that existing grades and drainage conditions are preserved;
- encourage new housing to fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation;
- d. garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property;

- e. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;
- f. encourage buildings to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;
- g. reduce the hard surface areas in the front vard;
- h. preserve existing mature high quality trees to maintain the existing mature nature of these areas;
- house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged;
- the building mass, side yards and rear yards should respect and relate to those of adjacent lots.

16.5.2 Land Use

- 16.5.2.1 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.
- 16.5.2.2 Notwithstanding the Residential Low Density II policies of this Plan, the Residential Low Density II designation permits:
 - a. only detached dwellings for the area east of Southdown Road;
 - only detached, semi detached and duplex dwellings for the area west of Southdown Road.
- 16.5.2.3 Notwithstanding the Residential Low Density II policies of this Plan, for the area west of Southdown Road, any lot occupied by a detached

dwelling prior to May 6, 2003 will only be developed for a detached dwelling.

16.5.2.4 Notwithstanding the Residential Medium Density policies of this Plan, the Residential Medium Density designation permits only townhouses.

16.5.2.5 Notwithstanding the provisions of the Mixed Use policies of this Plan, motor vehicle sales and rentals will not be permitted.

16.5.3 Natural Areas System

16.5.3.1 Notwithstanding the Natural Areas System policies of this Plan concerning Residential Woodlands, sites with mature trees will be subject to a review of a tree preservation plan prior to consideration of proposed development.

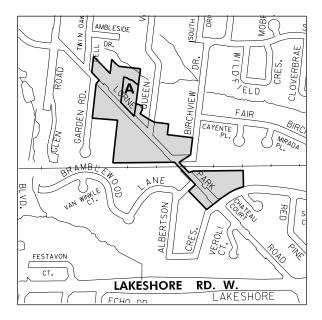
16.5.4 Transportation

- 16.5.4.1 No major changes to Clarkson Road, Truscott Drive, Lorne Park Road, and Indian Road will be undertaken except minor channelization, reconstruction, bus-bay construction, and improvements of a similar nature.
- 16.5.4.2 Notwithstanding the classification of Clarkson Road, Lorne Park Road, Indian Road and Mississauga Road, these roads will be limited to no more than two through lanes.
- 16.5.4.3 No approvals for development on the south side of South Sheridan Way, west of Southdown Road, will be given until the proponent has submitted an acceptable traffic impact study to the satisfaction of the City.
- 16.5.4.4 Mississauga will also encourage and promote better utilization of the existing parking inventory within the Clarkson Village Mixed Use area through discussions with the members of the Clarkson Village Business Improvement Area.

16.5.5 Special Site Policies

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

16.5.5.1 Site 1



16.5.5.1.1 The lands identified as Special Site 1 are located east and west of Lorne Park Road and north and south of the Canadian National Railway Line.

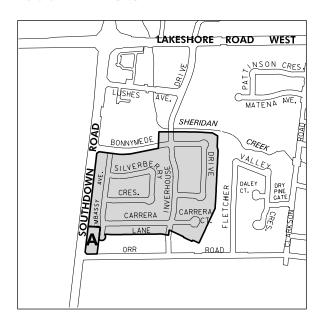
16.5.5.1.2 Notwithstanding the provisions of the Residential Low Density I and Mixed Use designations, the following policies will apply:

- a. This **streetscape** should emphasize older buildings which are close to the street.
- b. Encourage two storey development, with buildings designed to de-emphasize height, and to be consistent with the residential character of the neighbourhood.

16.5.5.1.3 Notwithstanding the Residential Low Density II designation, on lands identified as A, the subject lands may only be developed for detached, semi-detached and townhouse dwellings or a combination thereof, up to a maximum density of 19 units *net residential hectare*.

16.5.5.1.4 Notwithstanding the provisions of the Mixed Use designations, drive-through facilities will not be permitted.

16.5.5.2 Site 2

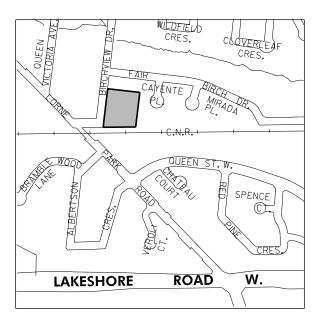


16.5.5.2.1 The lands identified as Special Site 2 are located east of Southdown Road, south of Bonnymede Drive.

16.5.5.2.2 Notwithstanding the provisions of the Residential Low Density II designation, semi-detached dwellings will also be permitted at a density of 11 - 30 units per *net residential hectare*.

16.5.5.2.3 The lands identified as Area A are located at the northeast corner of Southdown Road and Orr Road. A Shelter for Victims of Family Violence in the form of a building composed of office and residential uses with a maximum total gross floor area of 2 100 m² will also be permitted.

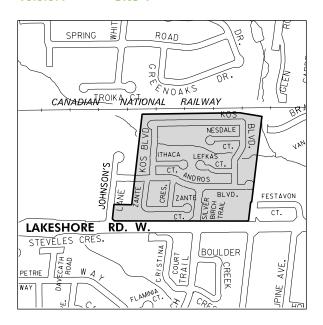
16.5.5.3 Site 3



16.5.5.3.1 The lands identified as Special Site 3 are located on the east side of Birchview Drive, immediately north of the CNR tracks.

16.5.5.3.2 Notwithstanding the provisions of the Residential Low Density II designation, the subject lands may only be developed for a condominium consisting of detached and semi-detached dwellings or a combination thereof, up to a maximum density of 15 units per *net residential hectare* provided that no more than 12 dwelling units shall be permitted, of which no more than four dwelling units shall be in the form of semi-detached dwellings.

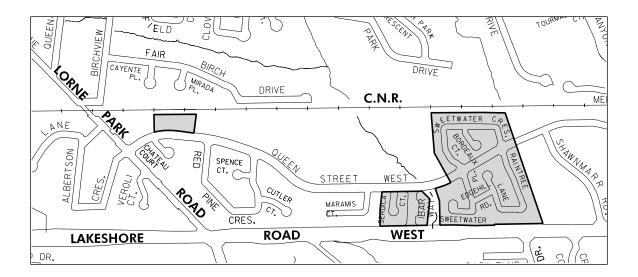
16.5.5.4 Site 4



16.5.5.4.1 The lands identified as Special Site 4 are located north of Lakeshore Road West, east of Johnson's Lane.

16.5.5.4.2 Notwithstanding the provisions of the Residential Low Density I, Residential Low Density II and Residential Medium Density designations, detached, semi-detached and townhouses will be permitted.

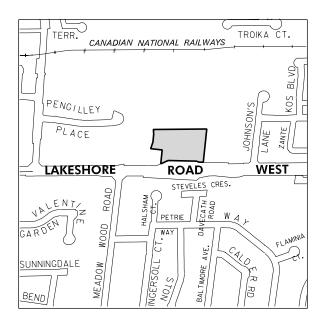
16.5.5.5 Site 5



16.5.5.5.1 The lands identified as Special Site 5 are located north of Lakeshore Road West, east of Lorne Park Road.

16.5.5.2 Notwithstanding the provisions of the Residential Low Density II and Residential Medium Density designations, detached, semi-detached and townhouses will be permitted.

16.5.5.6 Site 6

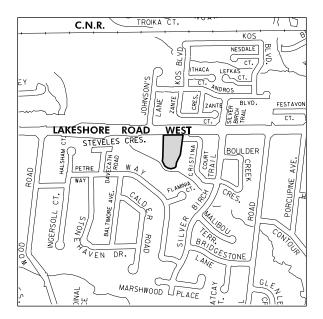


16.5.5.6.1 The lands identified as Special Site 6 are located on the north side of Lakeshore Road West, east of Clarkson Road.

16.5.5.6.2 Notwithstanding the provisions of the Residential High Density designation, the following additional policies shall apply:

- a. the maximum *Floor Space Index (FSI)* will be 1.5;
- b. the maximum number of apartment dwelling units permitted will be 210;
- c. the maximum number of row dwelling units permitted will be 32;
- d. the maximum apartment building height will be six storeys.

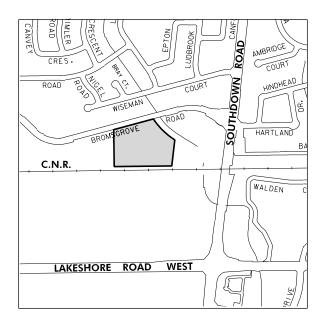
16.5.5.7 Site 7



16.5.5.7.1 The lands identified as Special Site 7 are located on the south side of Lakeshore Road West, west of Cristina Court.

16.5.5.7.2 Notwithstanding the provisions of the Residential High Density designation, 21 one storey townhouse dwellings will be permitted.

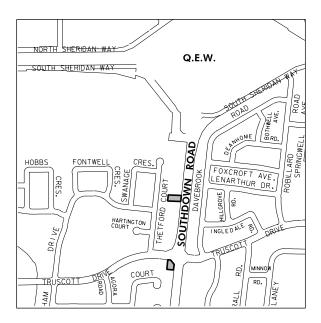
16.5.5.8 Site 8



16.5.5.8.1 The lands identified as Special Site 8 are located on the south side of Bromsgrove Road, west of Southdown Road.

16.5.5.8.2 Notwithstanding the provisions of the Residential High Density designation, horizontal multiple dwellings will be permitted.

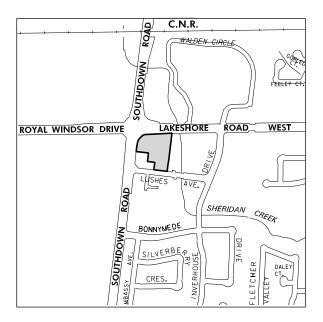
16.5.5.9 Site 9



16.5.5.9.1 The lands identified as Special Site 9 are located on the west side of Southdown Road, south of Truscott Drive and north of Truscott Drive.

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

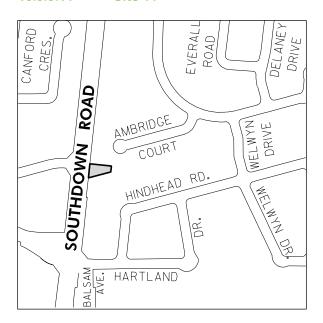
16.5.5.10 Site 10



16.5.5.10.1 The lands identified as Special Site 10 are located on the southeast corner of Lakeshore Road West and Southdown Road.

16.5.5.10.2 Notwithstanding the provisions of the Residential Medium Density designation, a maximum of two detached dwellings will also be permitted.

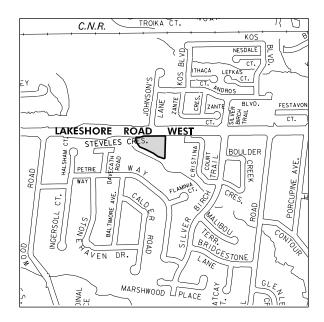
16.5.5.11 Site 11



16.5.5.11.1 The lands identified as Special Site 11 are located on the east side of Southdown Road, south of Truscott Drive.

16.5.5.11.2 Notwithstanding the provisions of the Residential Low Density II designation, offices, excluding medical and real estate offices, will be permitted.

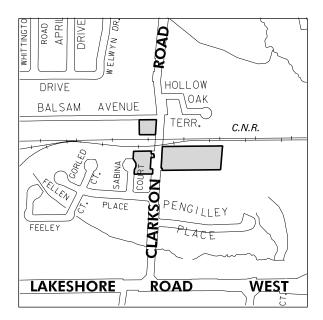
16.5.5.12 Site 12



16.5.5.12.1 The lands identified as Special Site 12 are located on the south side of Lakeshore Road West, west of Cristina Court.

16.5.5.12.2 Notwithstanding the provisions of the Residential High Density designation, retirement dwellings with a *Floor Space Index (FSI)* of 1.3, to a maximum of three storeys, will be permitted.

16.5.5.13 Site 13



16.5.5.13.1 The lands identified as Special Site 13 are located on the east and west sides of Clarkson Road, south of Balsam Avenue.

16.5.5.13.2 Notwithstanding the provisions of the Mixed Use designation, drive-through facilities will not be permitted.

16.5.6 Exempt Site Policies

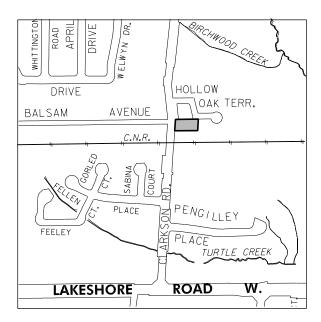
16.5.6.1 Site 1



16.5.6.1.1 The lands identified as Exempt Site 1 are located at the southeast corner of South Sheridan Way and Indian Grove.

16.5.6.1.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, a convenience restaurant will also be permitted.

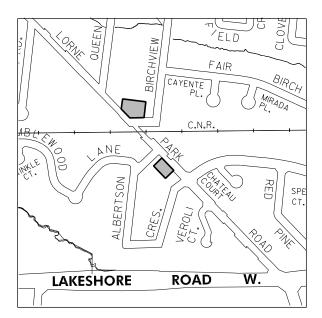
16.5.6.2 Site 2



16.5.6.2.1 The lands identified as Exempt Site 2 are located on the west side of Clarkson Road North, south of Hollow Oak Terrace.

16.5.6.2.2 Notwithstanding the provisions of the Residential Low Density I designation, office use in the existing detached dwelling will also be permitted.

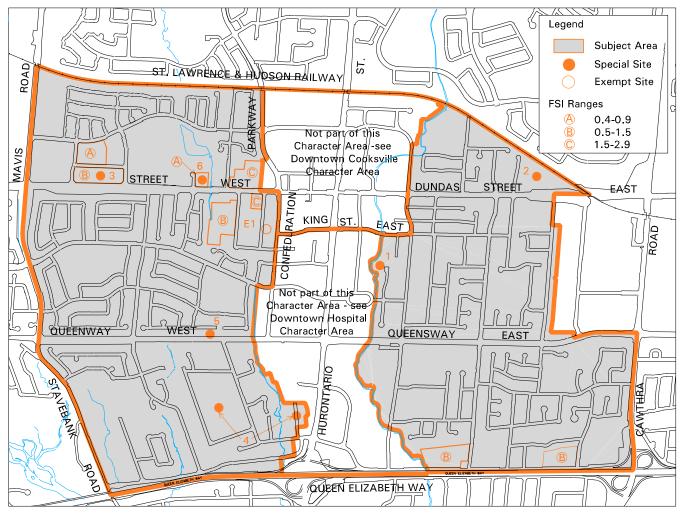
16.5.6.3 Site 3



16.5.6.3.1 The lands identified as Exempt Site 3 are located north of Lorne Park road, west of Birchview Drive and south of Lorne Park Road, east of Albertson Crescent.

16.5.6.3.2 Notwithstanding the provisions of the Mixed Use designation, a motor vehicle repair garage will also be permitted.

16.6 Cooksville



Map 16-6: Cooksville Neighbourhood Character Area

16.6.1 Land Use

16.6.1.1 The Residential Low Density I designation, for the area bounded by the Queensway West, Hurontario Street, the Queen Elizabeth Way and Stavebank Road, permits only detached dwellings.

16.6.1.2 Lands designated Residential Medium Density will also permit low-rise apartment dwellings

16.6.1.3 For lands designated Residential High Density a maximum building height of eight storeys is permitted unless otherwise specified in the Urban Design policies of this Plan.

16.6.1.4 Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted:

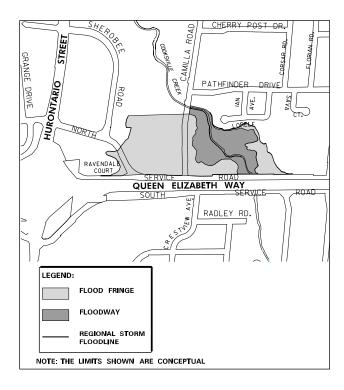
a. Secondary office;

b. outdoor storage and display areas related to the **Secondary office** uses.

16.6.2 Urban Design

16.6.2.1 Sites fronting on Dundas Street and Hurontario Street, immediately outside of the Character Area, should serve as transitional areas to the Character Areas, where a greater intensity of mixed use development should occur.

16.6.3 Environmental Planning Areas



16.6.3.1 The lands identified above are located generally between the North Service Road where the Cooksville Creek crosses Camilla Road. The lands shown are subject to the *Two-Zone floodplain management concept*, which divides the regulatory floodplain into two portions known as the floodway and the flood fringe. The limits of the flood fringe and the floodway are conceptual, the exact limits of which will be determined through further study.

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

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

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

to the proposed development and a detailed spill assessment and a financing agreement for the reconstruction of the culvert at the QEW has been completed to the satisfaction of the City, Credit Valley Conservation and the Ministry of Transportation;

- d. the following uses will not be allowed within the floodplain:
 - institutional services such as hospitals, nursing homes, and schools where there would be a significant threat to the safety of inhabitants involved in an emergency evacuation situation as a result of flooding or failure of floodproofing measures;
 - new uses associated with the manufacture, storage, disposal and/or consumption of hazardous substances or the treatment, collection and disposal of sewage, which would pose an unacceptable threat to public safety if they were to escape their normal containment/use as a result of flooding of failure of floodproofing measures;
 - emergency services such as those provided by fire, police, and ambulance stations and electrical sub-stations, which would be impaired during a flood emergency as a result of flooding or failure of floodproofing measures.

16.6.4 Transportation

16.6.4.1 All development applications along the north side of Dundas Street West, between Parkerhill Road and Confederation Parkway, will require an internal access scheme, preferably interconnecting the properties to reduce ingress and egress to Dundas Street West.

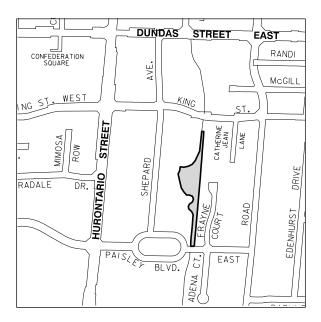
16.6.4.2 The City of Mississauga Parking Strategy, carried out in 1993, made recommendations on the short, medium and long term strategies to meet the parking requirements and to achieve urban design objectives. These recommendations will be

considered in conjunction with development applications and implementation of High Occupancy Vehicle (HOV) lanes on Hurontario Street and Dundas Street East.

16.6.5 Special Site Policies

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

16.6.5.1 Site 1



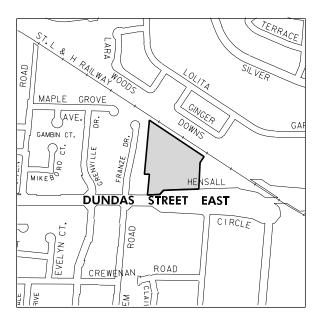
16.6.5.1.1 The lands identified as Special Site 1 are located east of Shepard Avenue between King Street East and Paisley Boulevard East.

16.6.5.1.2 Notwithstanding the provisions of the Greenbelt designation, the following additional policies will apply:

- a. any proposal to alter the natural alignment of the Cooksville Creek and associated Greenbelt lands through filling or channelization will require the appropriate approvals from Credit Valley Conservation and the City of Mississauga. The final design of such alteration works will address the following:
 - criteria for erosion measures;

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

16.6.5.2 Site 2

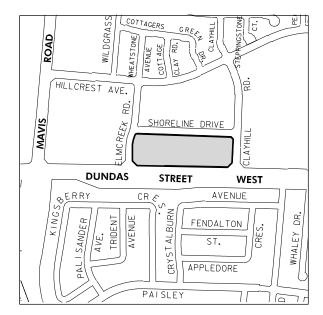


16.6.5.2.1 The lands identified as Special Site 2 are located north of Hensall Circle, abutting the CNR tracks.

16.6.5.2.2 Notwithstanding the provisions of the Residential Medium Density designation, the following additional policies will apply:

- a. the development of the site is to incorporate any planned road improvements to Dundas Street East and Hensall Circle. Access for any development will be restricted to Hensall Circle;
- any development is to minimize impact on the abutting low density development on Franze Drive through a sensitive design of units, building heights, open space, parking and laneways on the site, and protect and enhance existing vegetation along the westerly limits of the site;
- c. unit layouts for the site should minimize privacy/acoustic fencing abutting the public street. Elevations facing the public street should be enhanced architecturally.

16.6.5.3 Site 3

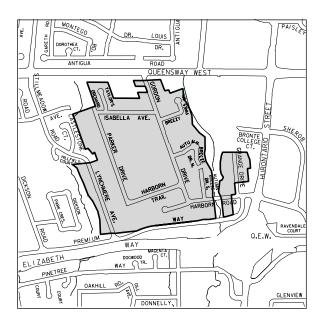


16.6.5.3.1 The lands identified as Special Site 3 are located on the north side of Dundas Street West, east of Mavis Road, in the former Canada Brick quarry site.

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

- a. all forms of horizontal multiple dwellings as well as low-rise apartment dwellings and townhouse dwellings will be permitted in combination with Residential High Density uses provided the overall density achieves the minimum permitted *Floor Space Index (FSI)* of 1.0 for the subject lands; (MPA-25)
- b. a concept plan for the entire property will be submitted by the applicant to ensure that the overall site development achieves the minimum density for the subject lands, an appropriate built form relationship defines the Dundas Street West frontage, and acceptable transitions in built form are established to surrounding land uses.

16.6.5.4 Site 4



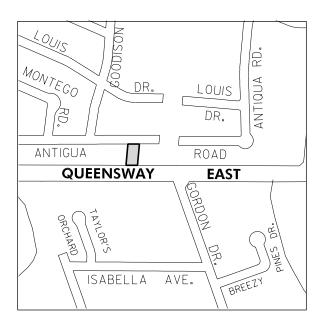
16.6.5.4.1 The lands identified as Special Site 4 are located west of Hurontario Street, south of Queensway West.

16.6.5.4.2 Notwithstanding the provisions of the Residential Low Density I designation, the following additional policies will apply:

- a. preserve and enhance the generous front, rear and side yard setbacks;
- b. ensure that existing grades and drainage conditions are preserved;
- encourage new housing to fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation;
- d. garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property;
- e. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;
- f. encourage buildings to be one to two (1-2) storeys in height. The design of the building should de-emphasize the height of the house

- and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;
- g. reduce the hard surface areas in the front yard;
- h. preserve existing mature high quality trees to maintain the existing mature nature of these areas;
- house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged;
- the building mass, side yards and rear yards should respect and relate to those of adjacent lots.

16.6.5.5 Site 5



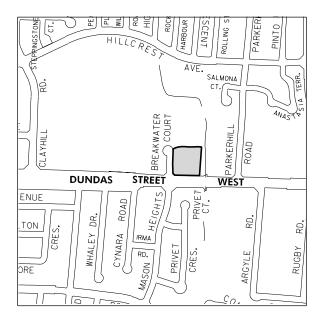
16.6.5.5.1 The lands identified as Special Site 5 are located on the north side of Queensway West, west of Confederation Parkway and are municipally known as 255 Queensway West.

16.6.5.5.2 Notwithstanding the provisions of the Residential Low Density II designation and Section 19.8, Temporary Use By-law, the following additional policies will apply:

- a. City Council may pass By-laws to authorize the temporary use of the land, building and structure for a dental office that is otherwise prohibited by the Plan or the Zoning By-law, as permitted by the provisions of the Planning Act;
- the temporary use may be permitted by a Temporary Use By-law to allow the use of land, building and structure for a dental office until redevelopment of the land for a use permitted by this Plan is warranted by future market conditions;
- c. the following conditions will apply to the use permitted by the Temporary Use By-law:
 - Council may by by-law authorize the temporary use of land, buildings and structures for a period of three (3) years

- from the day of the passing of the by-law (2007 Mar. 28) as per the Planning Act;
- Council may by by-law grant further periods of not more than three (3) years each during which the temporary use is authorized as per the Planning Act;
- the temporary use should not continue for more than a total of ten (10) years from the day of the passing of the by-law (2007 Mar. 28);
- the temporary use will not be considered a legal, non-conforming use of the property or building;
- the temporary use will not jeopardize the eventual planned use for Residential Low Density II purposes with vehicular access limited to Antigua Road.

16.6.5.6 Site 6

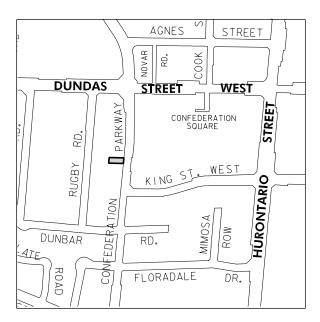


16.6.5.6.1 The lands identified as Special Site 6 are located at the northeast corner of Dundas Street West and Breakwater Court.

16.6.5.6.2 Notwithstanding the provisions of the Residential Medium Density designation, development up to a *Floor Space Index (FSI)* of 1.1 will be permitted. A concept plan for the entire property will be submitted by the applicant to ensure that the overall site development achieves an appropriate built form relationship, which defines the Dundas Street West frontage, and acceptable transitions in built form are established to the surrounding land uses.

16.6.6 Exempt Site Policies

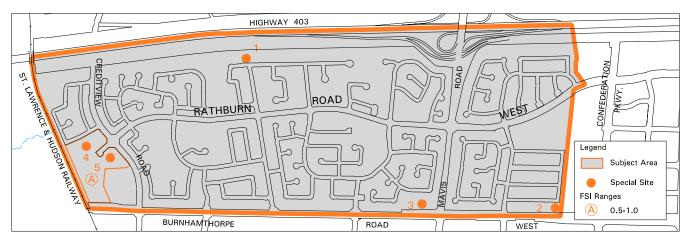
16.6.6.1 Site 1



16.6.6.1.1 The lands identified as Exempt Site 1 are located on the west side of Confederation Parkway, south of Dundas Street West.

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

16.7 Creditview



Map 16-7: Creditview Neighbourhood Character Area

16.7.1 Urban Design Policies

16.7.1.1 "Gateway" treatments including special landscape features, upgraded planting, circulation and pedestrian linkages, and attractive built-form will be promoted in the easterly section of the Character Area adjacent to the City Centre to complement the urban design vision for the City Centre and to encourage the City Centre to be used by area residents.

16.7.1.2 Where existing noise attenuation walls or rear yard privacy fencing are exposed to public streets, supplementary planting and upgraded landscape features should be added where feasible, condition of development or road reconstruction. Mississauga will encourage landowners to coordinate the eventual replacement of fences to enhance the appearance of the area from the street. Special consideration should be given to Rathburn Road West and Burnhamthorpe Road West as they function as important entrance ways into the City Centre.

16.7.2 Land Use

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

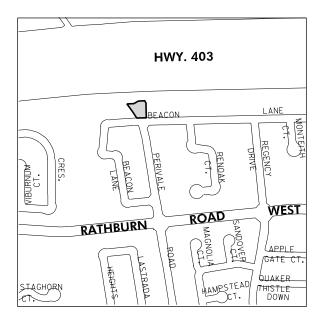
16.7.2.2 Lands designated Residential Low Density II will not permit the following uses:

a. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

16.7.3 Special Site Policies

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

16.7.3.1 Site 1

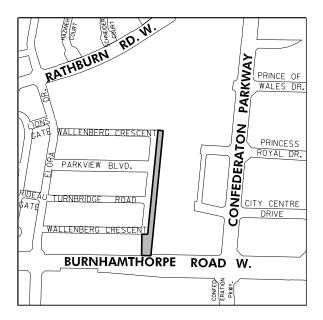


16.7.3.1.1 The property identified as Special Site 1 is located at 4265 Perivale Road and is referred to as the Crozier House. This house has been identified as a building worthy of preservation.

16.7.3.1.2 Notwithstanding the provisions of the Residential Low Density II designation, the following additional policies will apply:

- a. any development proposals will maintain and incorporate the heritage structure and any new construction or severing of property will be compatible in building form and scale with the heritage structure;
- b. new development will be subject to site plan approval to ensure compatibility with the heritage structure and the preservation of mature trees and other significant natural features.

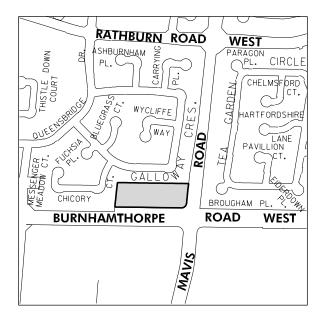
16.7.3.2 Site 2



16.7.3.2.1 The lands identified as Special Site 2 are located along the east side of Wallenberg Crescent.

16.7.3.2.2 Notwithstanding the provisions of the Public Open Space designation, below grade parking may be permitted.

16.7.3.3 Site 3



16.7.3.3.1 The lands identified as Special Site 3 are located at the northwest corner of Burnhamthorpe Road West and Mavis Road.

16.7.3.3.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, all types of restaurants will be permitted.

16.7.3.4 Site 4



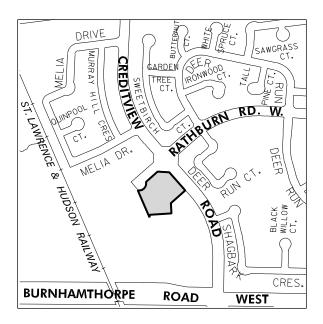
16.7.3.4.1 The lands identified as Special Site 4 are located on the west side of Creditview Road between Rathburn Road West and Melia Drive.

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

- a maximum of three apartment buildings containing a maximum of 500 apartment dwelling units and an enclosed recreation centre will be permitted on the lands at a Floor Space Index (FSI) of 2.09;
- building heights shall range from seven to ten storeys adjacent to Creditview Road to 12 storeys on the south side of Melia Drive to 18 storeys adjacent to the southern boundary of the site in the vicinity of the GO train station on the St. Lawrence and Hudson Railway;
- c. the development of these lands will also be subject to the following:
 - no vehicular access to Melia Drive;
 - the erection of an enclosed recreation centre concurrent with the erection of the 12 storey apartment building fronting on Melia Drive;

 provision for Rathburn Road West modifications and site access to the satisfaction of the City of Mississauga.

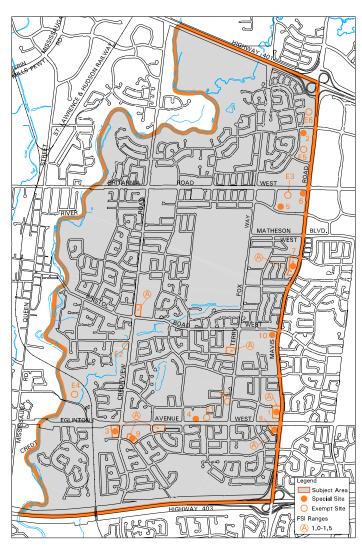
16.7.3.5 Site 5



16.7.3.5.1 The lands identified as Special Site 5 are located at the southwest corner of Rathburn Road West and Creditview Road.

16.7.3.5.2 Notwithstanding the provisions of the Residential High Density designation, development will be permitted up to a maximum *Floor Space Index (FSI)* of 1.9. No building or structure will exceed a height of nine storeys, excluding any mechanical penthouse.

16.8 East Credit



Map 16-8: East Credit Neighbourhood Character Area

16.8.1 Urban Design Policies

16.8.1.1 The following urban design policies will apply to lands designated Business Employment north of Britannia Road West, west of Mavis Road:

- a. for the lands with direct exposure to Ivandale Drive and Bancroft Drive, upgraded building elevations will be required;
- b. loading bays and waste collection areas should not face onto Ivandale Drive or Bancroft Drive;
- c. outdoor storage and display areas should not face onto Ivandale Drive or Bancroft Drive.

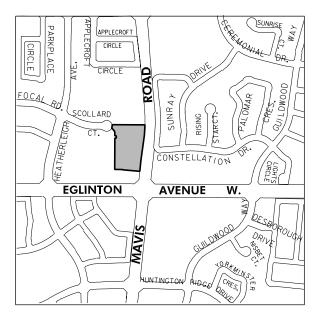
16.8.2 Transportation

16.8.2.1 Second Line West may be terminated north and south of Provincial Highway 401 as part of the future widening of Provincial Highway 401. The precise timing and location of these points of termination north and south of Provincial Highway 401 will be determined by the City in conjunction with the appropriate authorities.

16.8.3 Special Site Policies

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

16.8.3.1 Site 1

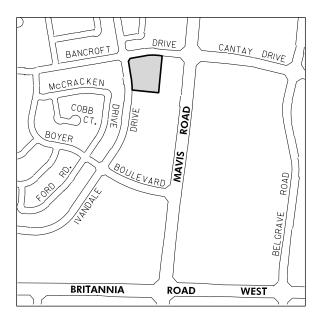


16.8.3.1.1 The lands identified as Special Site 1 are located on the west side of Mavis Road, north of Eglinton Avenue West.

16.8.3.1.2 Notwithstanding the Residential High Density designation on these lands, the following additional policies will apply:

- a. apartment buildings will be permitted up to a maximum *Floor Space Index (FSI)* of 3.4;
- b. townhouses will be permitted;
- c. the maximum apartment building height will be 18 storeys.

16.8.3.2 Site 2

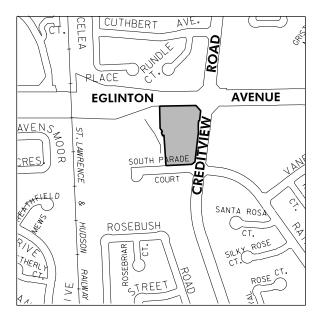


16.8.3.2.1 The lands identified as Special Site 2 are located at the southeast corner of Bancroft Drive and Ivandale Drive.

16.8.3.2.2 Notwithstanding the provisions of the Convenience Commercial designation, the following additional policies will apply:

- a. the total gross leasable area of all buildings and structures will not exceed 2 200 m²;
- b. noise-sensitive land uses, as defined in the Provincial Policy Statement and this Plan, will not be permitted.

16.8.3.3 Site 3

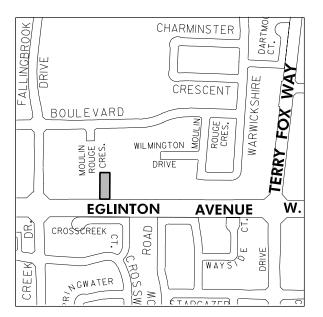


16.8.3.3.1 The lands identified as Special Site 3 are located at the southwest corner of Eglinton Avenue West and Credityiew Road.

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

- a. townhouse dwellings will be permitted;
- b. the maximum apartment building height will be 12 storeys.
- c. apartment dwellings at a maximum *Floor Space Index (FSI)* of 1.77 will be permitted.

16.8.3.4 Site 4

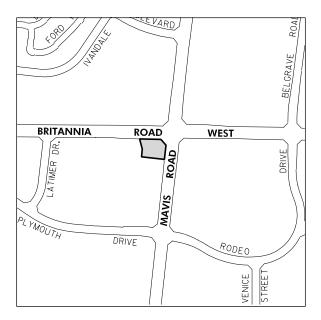


16.8.3.4.1 The lands identified as Special Site 4 are located on the north side of Eglinton Avenue West, east of Fallingbrook Drive.

16.8.3.4.2 Notwithstanding the provisions of the Residential Medium Density designation, a veterinary clinic will also be permitted.



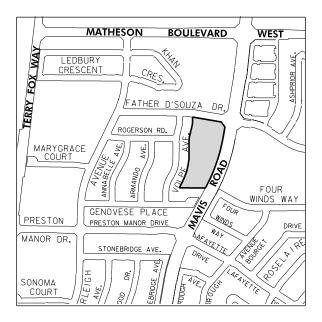
16.8.3.5.1 The lands identified as Special Site 5 are located on the north side of Plymouth Drive, east of Latimer Drive. Notwithstanding the provisions of the Mixed Use designation, a motor vehicle body repair facility will also be permitted.



16.8.3.6.1 The lands identified as Special Site 6 are located at the southwest corner of Britannia Road West and Mavis Road.

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

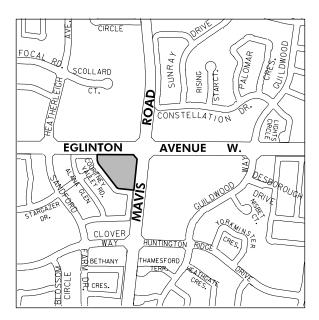
16.8.3.7 Site 7



16.8.3.7.1 The lands identified as Special Site 7 are located on the west side of Mavis Road, north of Preston Manor Drive.

16.8.3.7.2 Notwithstanding the provisions of the Residential High Density designation, development of the property will be permitted up to a maximum *Floor Space Index (FSI)* of 1.75.

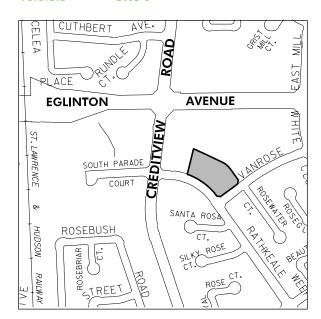
16.8.3.8 Site 8



16.8.3.8.1 The lands identified as Special Site 8 are located at the southwest corner of Eglinton Avenue West and Mavis Road.

16.8.3.8.2 Notwithstanding the provisions of the Residential High Density designation, apartment dwellings at a maximum *Floor Space Index (FSI)* of 3.7 will be permitted.

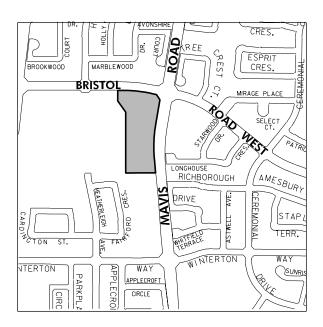
16.8.3.9 Site 9



16.8.3.9.1 The lands identified as Special Site 9 are located on the north side of Rathkeale Road, east of Creditview Road.

16.8.3.9.2 Notwithstanding the provisions of the Residential High Density designation, a maximum *Floor Space Index (FSI)* of 2.1 will be permitted.

16.8.3.10 Site 10



16.8.3.10.1 The lands identified as Special Site 10 are located on the southwest corner of Bristol Road West and Mavis Road.

16.8.3.10.2 Notwithstanding the provisions of the Mixed Use designation, a service station, gas bar, car wash, and garden centre will also be permitted.

16.8.4 Exempt Site Policies

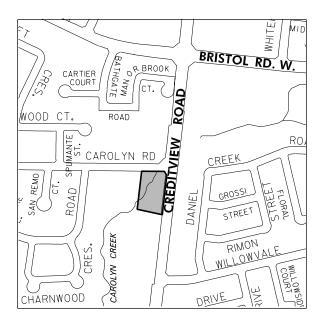
16.8.4.1 Site 1



16.8.4.1.1 The lands identified as Exempt Site 1 are located on the north side of Eglinton Avenue West, west of Terry Fox Way.

16.8.4.1.2 Notwithstanding the provisions of the Residential Medium Density I designation, a garden centre including the sale and storage of firewood, Christmas trees and landscaping materials, excluding stock, and residential nursery accommodation accessory to the operation of the garden centre use will also be permitted for an interim period of time, until the lands are redeveloped in accordance with the Residential Medium Density I designation.

16.8.4.2 Site 2



16.8.4.2.1 The lands identified as Exempt Site 2 are located on the southwest corner of Creditview Road and Carolyn Road.

16.8.4.2.2 Notwithstanding the provisions of the Residential Low Density II and Greenbelt designations, a veterinary clinic within the existing detached dwelling will be permitted and a bird sanctuary structure on public greenbelt accessory to the adjacent veterinary clinic will also be permitted.

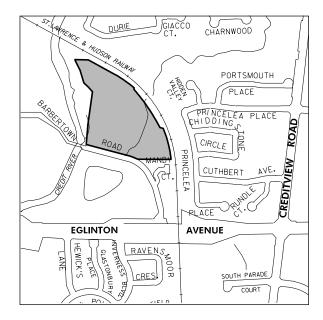
16.8.4.3 Site 3



16.8.4.3.1 The lands identified as Exempt Site 3 are located on the south side of Britannia Road West between Terry Fox Way and Mavis Road.

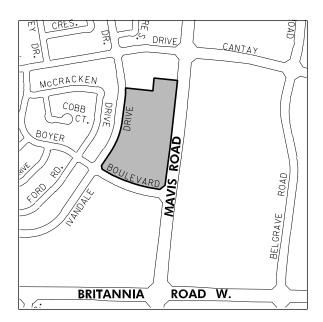
16.8.4.3.2 Notwithstanding the provisions of the Mixed Use designation, a truck terminal with a maximum Gross Floor Area (GFA) of 510 m2 will also be permitted.

16.8.4.4 Site 4



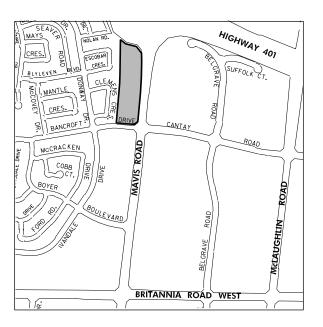
16.8.4.4.1 The lands identified as Exempt Site 4 are located on the north side of Barbertown Road immediately east of the Credit River.

16.8.4.4.2 Notwithstanding the provisions of the Greenbelt designation, existing residential dwellings will be permitted to remain subject to the policies of the Credit Valley Conservation.



16.8.4.5.1 The lands identified as Exempt Site 5 are located on the west side of Mavis Road, north of Boyer Boulevard.

16.8.4.5.2 Notwithstanding the provisions of the Business Employment designation, motor vehicle sales, rental and repair establishments and establishments for minor motor vehicle repairs will also be permitted. Entertainment, recreation and sports facilities as well as broadcasting, communication and public utility rights-of-way, will not be permitted. Noise-sensitive land uses, as defined in the Provincial Policy Statement and this Plan, will not be permitted.



16.8.4.6.1 The lands identified as Exempt Site 6 are located at the northwest corner of Mavis Road and Bancroft Drive.

16.8.4.6.2 Notwithstanding the provisions of the Business Employment designation, motor vehicle sales, service and repair establishments will also be permitted.

16.8.4.6.3 Existing motor vehicle sales, service and repair establishments are permitted.

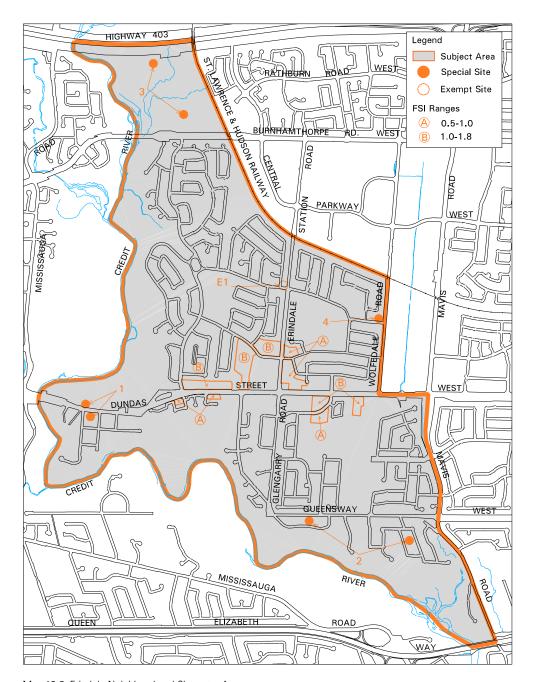
16.8.4.7 Site 7



16.8.4.7.1 The lands identified as Exempt Site 7 are located on the west side of Terry Fox Way, north of Eglinton Avenue West.

16.8.4.7.2 Notwithstanding the provisions of the Residential Low Density II designation, a dental office will also be permitted.

16.9 Erindale



Map 16-9: Erindale Neighbourhood Character Area

16.9.1 Land Use

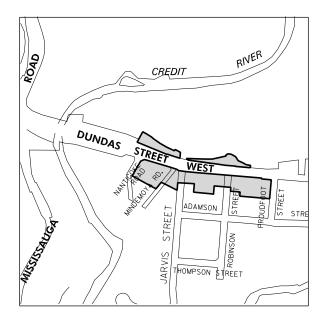
16.9.1.1 Notwithstanding the provisions of the Residential Low Density I designation, the Residential Low Density I designation permits only detached dwellings.

16.9.1.2 Notwithstanding the provisions of the Residential Medium Density designation permits only townhouse dwellings.

16.9.2 Special Site Policies

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

16.9.2.1 Site 1



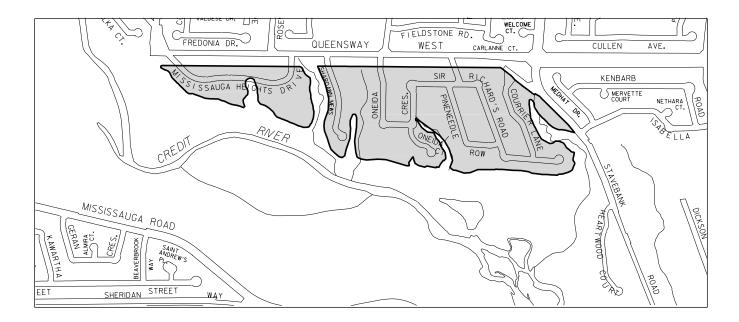
16.9.2.1.1 The lands identified as Special Site 1 are located along the north and south sides of Dundas Street West, east of the Credit River and extend easterly from Nanticoke Road to Proudfoot Street.

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

- a. any conversion of existing residential units to office uses will maintain a residential appearance in keeping with the character of the existing dwellings in the surrounding area;
- any additions or alterations of existing buildings will be sensitive to the village theme of the area, and will be largely confined to the rear of the property;
- c. minimal signage will be permitted and the design of such signage and external lighting will be compatible with the residential character of the area:

- d. for those properties east of Mindemoya Road, on site parking will consist only of surface parking and will be provided in the rear yard only;
- e. the closed road allowance for Nanticoke Road will provide access to parking and form part of a pedestrian walkway to the Credit River valley;
- f. notwithstanding the provisions of the Mixed Use designation, commercial uses and all types of restaurants will not be permitted within Special Site 1 lands on the south side of Dundas Street West, west of Robinson Street extending westerly to include the lands at the southwest corner of Dundas Street West and Mindemoya Road;
- g. buildings should have a minimum of two storeys and a maximum of three storeys in height;
- h. notwithstanding the provisions of the Mixed Use designation, drive-through facilities will not be permitted.

16.9.2.2 Site 2



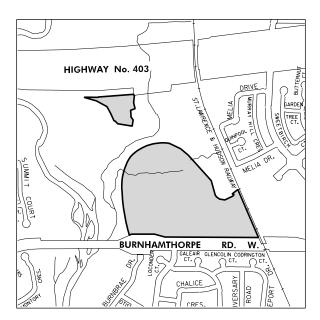
16.9.2.2.1 The lands identified as Special Site 2 are located south of Queensway West, west of Stavebank Road.

16.9.2.2.2 Notwithstanding the provisions of the Residential Low Density I designation, the following additional policies apply:

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

- f. encourage buildings to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;
- g. reduce the hard surface areas in the front yard;
- h. preserve existing mature high quality trees to maintain the existing mature nature of these areas;
- i. the lots fronting on Mississauga Heights Drive will be required to have a minimum frontage of 30 m and a minimum area of 1 400 m².

16.9.2.3 Site 3



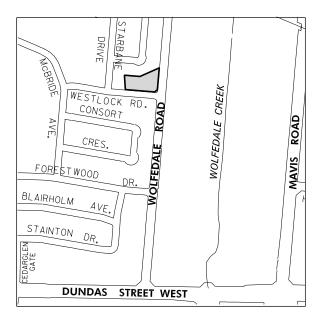
16.9.2.3.1 The lands identified as Special Site 3 are generally located north of Burnhamthorpe Road West, east of the Credit River. The site is to be developed as part of a City Garden Park with a series of display gardens, demonstration exhibits, interpretive sites and appropriate buildings linked together by a system of walks and trails.

16.9.2.3.2 Notwithstanding the provisions of the Public Open Space and Greenbelt designations, the following additional policies will apply:

- a. in addition to the uses permitted in the Public Open Space designation, the following uses will also be permitted:
 - offices;
 - commercial retail uses that are accessory to the City Garden Park;
 - conference centre;
 - banquet hall;
 - conservatory/greenhouse complex;
 - commercial school;
- b. any proposed structures will be limited in size and to a design compatible with the existing

- structures and will be designed and located in a manner that minimizes the removal of forest cover;
- the planning and development of the Mississauga Garden Park will be pursuant to the approved Mississauga Garden Park Master Plan and Implementation Strategy.

16.9.2.4 Site 4



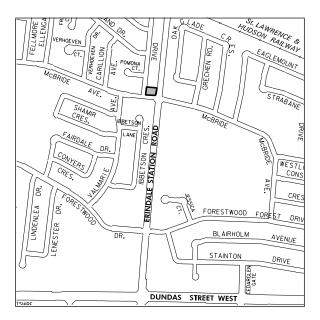
16.9.2.4.1 The lands identified as Special Site 4 are located at the northwest corner of Wolfedale Road and Westlock Road.

16.9.2.4.2 Notwithstanding the provisions of the Convenience Commercial designation, the following additional uses will also be permitted:

- a. townhouse dwellings;
- b. motor vehicle rental facility.

16.9.3 Exempt Site Policies

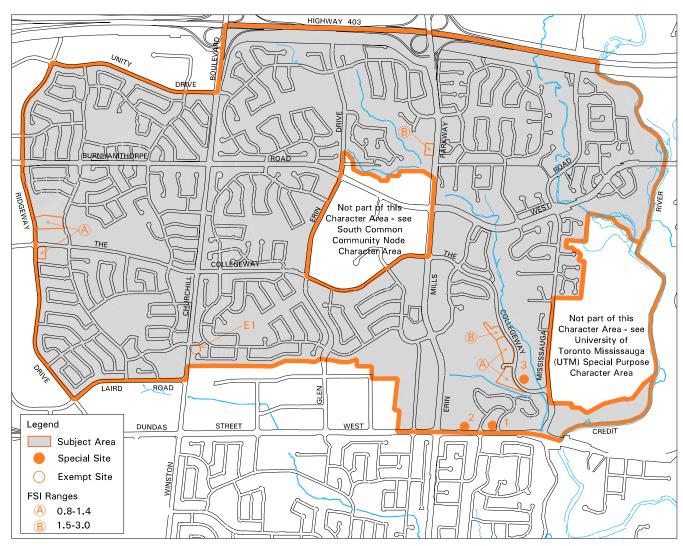
16.9.3.1 Site 1



16.9.3.1.1 The lands identified as Exempt Site 1 are located at the northwest corner of Erindale Station Road and McBride Avenue.

16.9.3.1.2 Notwithstanding the provisions of the Residential Low Density II designation, medical offices will also be permitted.

16.10 Erin Mills



Map 16-10: Erin Mills Neighbourhood Character Area

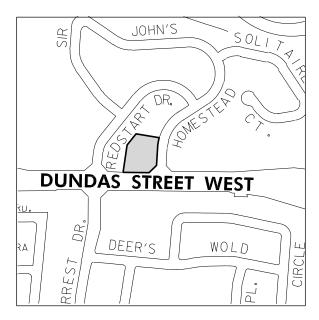
16.10.1 Land Use

16.10.1.1 Notwithstanding the Low Density I policies of the Plan, semi-detached and duplex dwellings will not be permitted west of Winston Churchill Boulevard.

16.10.2 Special Site Policies

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

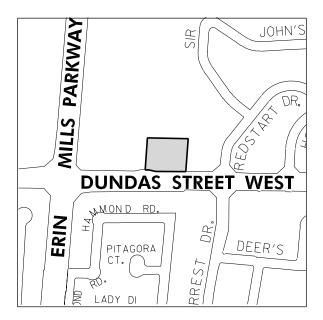
16.10.2.1 Site 1



16.10.2.1.1 The lands identified as Special Site 1, are located at the northwest corner of Dundas Street West and Sir John's Homestead.

16.10.2.1.2 Notwithstanding the provisions of the Residential Low Density I designation, office uses will be permitted.

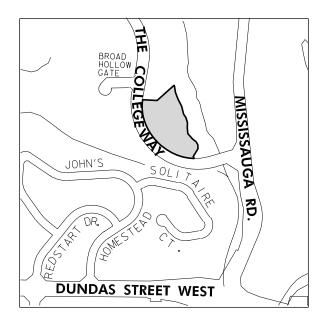
16.10.2.2 Site 2



16.10.2.2.1 The lands identified as Special Site 2 are located on the north side of Dundas Street West, east of Erin Mills Parkway.

16.10.2.2.2 Notwithstanding the provisions of the Mixed Use designation, a funeral establishment will be the only permitted use.

16.10.2.3 Site 3

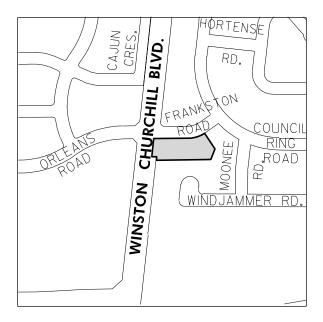


16.10.2.3.1 The lands identified as Special Site 3, are located on the north side of The Collegeway, west of Mississauga Road and contain a cultural heritage resource under the terms and conditions of Part IV of the Ontario Heritage Act.

- a. Notwithstanding the provisions of the Mixed Use designation, uses will be limited to the following:
 - overnight accommodation;
 - restaurants;
 - banquet halls;
 - conference centres;
 - spa;
 - recreation facilities associated with overnight accommodation;
 - residential apartment building with a maximum height of 22 storeys as measured from The Collegeway and a maximum *Floor Space Index (FSI)* of 1.17;
 - the maximum Floor Space Index (FSI) of all commercial uses shall not exceed 0.27.

16.10.3 Exempt Site Policies

16.10.3.1 Site 1



16.10.3.1.1 The lands identified as Exempt Site 1 are located at the southeast corner of Frankston Road and Winston Churchill Boulevard.

16.10.3.1.2 Notwithstanding the provisions of the Residential Low Density I designation, a garden centre will also be permitted.

16.11 Fairview



Map 16-11: Fairview Neighbourhood Character Area

16.11.1 Land Use

16.11.1.1 No new residential development will be permitted within the 300 m influence area of a chemical plant located on Mavis Road, south of Burnhamthorpe Road West, until the closure of the plant, or suitable clean-up of emissions has been carried out to the satisfaction of the Provincial Government.

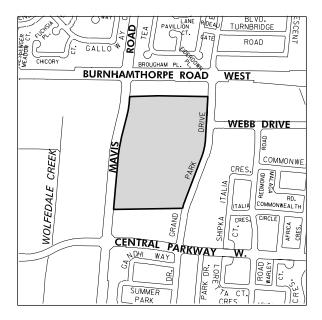
16.11.1.2 Owners/developers will be encouraged to advise all prospective purchasers or tenants occupying new residential units within the 600 m influence area of a chemical plant located on Mavis Road, south of Burnhamthorpe Road West, of the possibility of adverse odour emissions.

16.11.1.3 Notwithstanding the Residential Medium Density policies of this Plan, the Residential Medium Density designation permits only townhouse dwellings.

16.11.2 Special Site Policies

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

16.11.2.1 Site 1



16.11.2.1.1 The lands identified as Special Site 1 are located in the southeast quadrant of Burnhamthorpe Road West and Mavis Road, and comprise a large portion of the currently vacant and industrial lands.

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

- a. the redevelopment of the lands fronting Mavis Road should recognize industries on the west side of Mavis Road. Redevelopment of the lands fronting the east side of Mavis Road will be of a mixed commercial/residential nature and any permitted high density residential development will be located internally on the site and have an easterly orientation;
- b. further to subsection a. above of this section, a concept plan for all of Site 1 will be required to address, among other matters, the following:

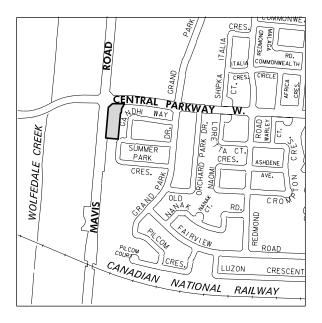
- compatibility of building form and scale with existing and proposed surrounding land uses;
- acceptable ingress and egress arrangements for Mavis Road, Burnhamthorpe Road West, Grand Park Drive, and Central Parkway West;
- the provision of off-street parking;
- landscaping and buffering of commercial uses proposed along Mavis Road.

16.11.2.1.3 The Mixed Use designation applies to a large tract of land fronting the east side of Mavis Road, south of Burnhamthorpe Road West and north of Central Parkway West.

- The Mixed Use designation permits a mix of office, commercial and high density residential uses on this site.
- b. Office development will not exceed a *Floor Space Index (FSI)* of 1.0.
- c. In addition to the *Floor Space Index (FSI)* of 1.0 permitted for office uses, an additional *Floor Space Index (FSI)* of 0.15 will be permitted for accessory street level commercial uses.
- d. In addition, Residential High Density development will be permitted to a maximum of 247 units per *net residential hectare* and will be oriented towards the interior and easterly boundary of this site.
- e. The Provincial Government restrictions regarding the buffering of new residential development from existing industrial development on Mavis Road will apply.
- f. A self storage facility will also be permitted.
- g. The lands may be used for the industrial operations and related accessory uses in existence at the time this policy comes into effect (2007 September 10). Minor alterations

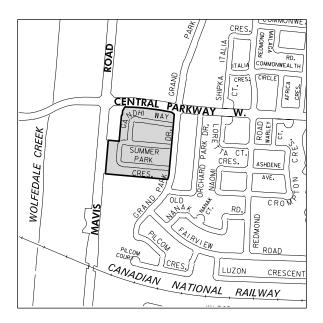
- or additions to existing facilities, buildings and structures will be permitted.
- h. When the existing industries cease operation, the lands will be developed in accordance with the Mixed Use designation of this Plan.

16.11.2.2 Site 2



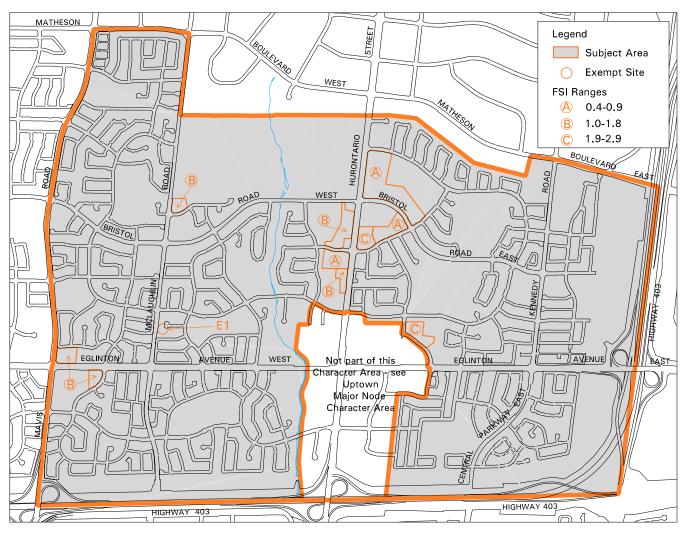
- 16.11.2.2.1 The lands identified as Special Site 2 are located at the southeast corner of Mavis Road and Central Parkway West.
- 16.11.2.2.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policies will apply:
 - a. convenience restaurants will be permitted;
 - b. car washes will not be permitted.

16.11.2.3 Site 3



- 16.11.2.3.1 The lands identified as Special Site 3 are located south of Central Parkway West between Mavis Road and Grand Park Drive.
- 16.11.2.3.2 Notwithstanding the provisions of the Residential Medium Density designation, semi-detached dwellings will also be permitted.

16.12 Hurontario



Map 16-12: Hurontario Neighbourhood Character Area

16.12.1 Urban Design Policies

16.12.1.1 To enhance a sense of community, it is proposed that a number of major **streetscapes** be developed in a manner which will impart a sense of character and identify major geographic areas of the Character Area.

16.12.1.2 Community Form and Structure Uses along Hurontario Street should be integrated with the overall community design by providing for:

a. a graduated transition in development intensity and building scale;

b. orientation of buildings, related open spaces and service functions to minimize visual and functional conflicts on abutting lands.

16.12.2 Land Use

16.12.2.1 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.

16.12.2.2 The Institutional designation recognizes the Britannia Farm which is owned and operated by the Peel District School Board and is a unique

feature in the City. It has maintained its original rural character, and is used for agricultural and educational purposes. It will be developed in accordance with the Britannia Farm Master Plan, which recommends that the lands be developed for educational purposes to provide students with experiences with agriculture, the environment, and the historic schoolhouse.

16.12.2.3 Notwithstanding the Institutional policies of this Plan, a *cogeneration* facility will not be permitted.

16.12.3 Transportation

16.12.3.1 South of the Character Area between the utility corridor and Provincial Highway 403 a new east-west roadway is proposed to provide access to the Downtown Core. The proposed Provincial Highway 403 North Collector would be connected to Provincial Highway 403 west of Hurontario Street and east of Mavis Road and would be developed within the Parkway Belt West corridor as a one-way westbound two-lane roadwav with separations at Hurontario Street, Duke of York Boulevard, Confederation Parkway, the Provincial Highway 403/Mavis Road westbound off-ramp, and Mavis Road. In addition, ramp connections would be provided at Duke of York Boulevard and Confederation Parkway to provide access to and from the City Centre road network.

16.12.3.2 Overpass structures are planned for Provincial Highway 403 at Confederation Parkway and Duke of York Boulevard.

16.12.4 Exempt Site Policies

16.12.4.1 Site 1

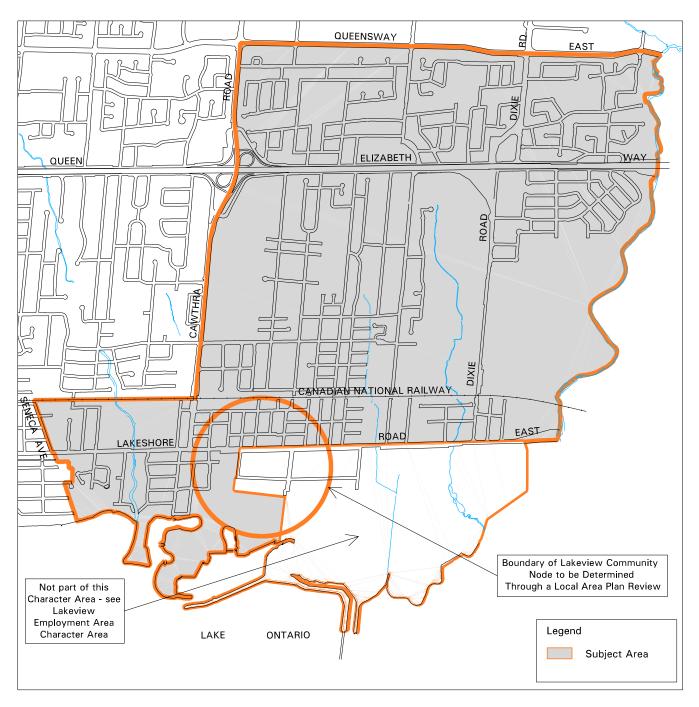


16.12.4.1.1 The lands identified as Exempt Site 1 are located on the east side of McLaughlin Road, north of Silverthorne Crescent.

16.12.4.1.2 Notwithstanding the provisions of the Residential Low Density II designation, an office for a maximum of two (2) physicians, dentists or drugless practitioners will also be permitted.

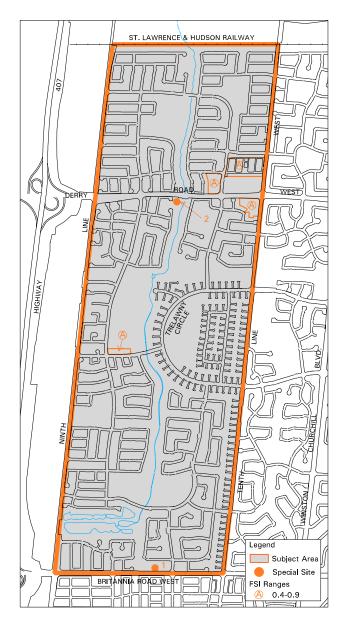
16.13 Lakeview

Official Plan policies for lands within the Lakeview Neighbourhood Character Area are contained in the Lakeview Local Area Plan under separate cover.



Map 16-13: Lakeview Neighbourhood Character Area

16.14 Lisgar



Map 16-14: Lisgar Neighbourhood Character Area

16.14.1 Urban Design Policies

16.14.1.1 Open space connections that link public parks and *community facilities* through use of walkways, underpasses or bridges will be encouraged during the evaluation of any development proposal.

16.14.2 Land Use

16.14.2.1 Frontage service roads will be encouraged as a means of improving noise abatement and quality of **streetscape** aesthetics. Where service roads are not appropriate, or cannot be achieved due to certain constraints, reversed frontage lots may be permitted, provided the lots have a minimum depth of 45 m.

16.14.2.2 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.

16.14.2.3 In addition to the general Residential Medium Density development policies of this Plan, in order to create acceptable built form transitions, buildings should be limited in height when adjacent to low density residential neighbourhoods and buildings abutting low density housing forms should be limited to three storeys.

16.14.2.4 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.

16.14.3 Transportation

16.14.3.1 Prior to giving consideration to any proposal to widen Tenth Line West by City Council, a neighbourhood traffic study will be undertaken. This study should examine alternatives to widening Tenth Line West, including traffic management measures. In the event that a widening is required, its need and justification should be clearly documented in accordance with the requirements of the document entitled Class Environmental Assessment for Municipal Road Projects.

16.14.3.2 Truck traffic will be discouraged from utilizing Tenth Line West, south of the St. Lawrence and Hudson Railway in recognition of the residential character of Tenth Line West, south of the railway line.

16.14.3.3 Direct residential frontage and access for detached dwellings, semi-detached dwellings and

street townhouses to Tenth Line West will not be permitted.

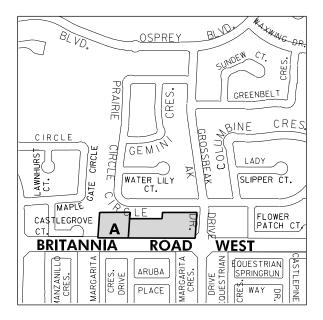
16.14.4 Physical Services and Utilities

16.14.4.1 Lands within the Character Area that are drained by the Sixteen Mile Creek *sub-watershed* are serviced by a Foundation Drain Collector System intended for the collection of weeping tile drainage only. All buildings within this *sub-watershed* will not be permitted to have connections of roof leaders to the Foundation Drain Collector or the weeping tile, now or in the future. Roof leaders for residential units will discharge onto the lots with the use of concrete splash pads such that the side lot swales will drain this runoff to the road. Building roof leaders for commercial, community, and multiple-family residential land uses will be drained similarly where practical.

16.14.5 Special Site Policies

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

16.14.5.1 Site 1



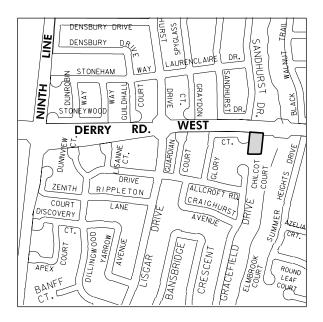
16.14.5.1.1 The lands identified as Special Site 1 consist of five existing detached dwellings located on the north side of Britannia Road West, west of Grossbeak Drive.

16.14.5.1.2 Notwithstanding the provisions of the Residential Low Density I designation, the following additional policies will apply:

- a. offices will be permitted in existing detached dwellings;
- b. parking areas associated with office uses located in the front yard of the existing dwellings should be screened from the public street with landscaping, low screen walls or other treatment. Additions and/or alterations to the existing dwellings will be designed to maintain the existing residential character, massing and materials;
- c. provisions should be made in any redevelopment plans for assembly of additional lands to facilitate a pedestrian

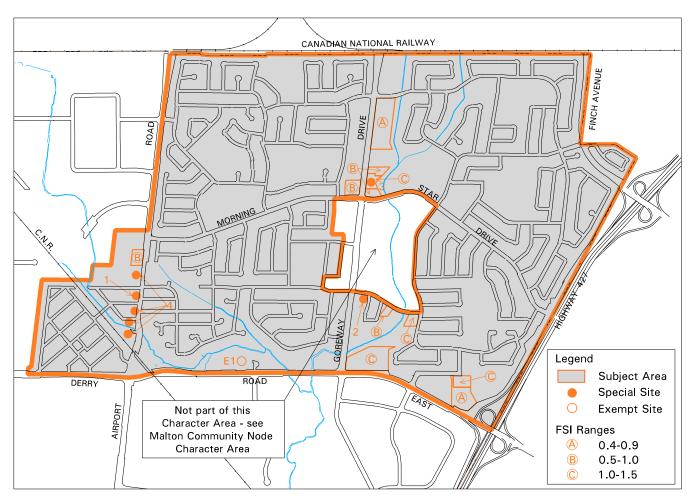
- walkway connecting Prairie Circle to the greenbelt lands to the west;
- d. for the land identified as Area A, a veterinary clinic, including indoor overnight boarding of animals, will be permitted.

16.14.5.2 Site 2



- 16.14.5.2.1 The lands identified as Special Site 2 are located south of Derry Road West, east of Lisgar Drive, known as 3800 Derry Road West.
- 16.14.5.2.2 Notwithstanding the provisions of the Residential Medium Density designation, a veterinary clinic will be permitted in the existing detached dwelling.
- 16.14.5.2.3 Redevelopment of Special Site 2 will be subject to an archaeological assessment due to its location adjacent to the Kindree Family Cemetery, designated under the Ontario Heritage Act.

16.15 Malton



Map 16-15: Malton Neighbourhood Character Area

16.15.1 Urban Design Policies

16.15.1.1 The following principles should be encouraged during the evaluation of any development proposal:

- a. the provision of open space connections that link commercial developments with public parks and *community facilities* through use of walkways, underpasses, bridges, *streetscape* development, and enhancement of pedestrian and cyclist access to greenbelt lands, wherever possible;
- b. the preservation and conservation of the former Village of Malton, bounded by Derry

Road East to the south, Airport Road to the east, and Cattrick Street to the west, be maintained with respect to its housing character, street pattern and that all public works should enhance the heritage elements; and

c. the conservation of the Victory War Time Housing cultural landscape, bounded by Victory Crescent on the north, Airport Road on the west, Meritt Avenue on the south and Lancaster Avenue on the east. The neighbourhood arose, as a planned community, out of the need for affordable housing for the thousands of employees in the adjacent airplane manufacturing plants and

related industries at the beginning of World War II. There is a strong character of modest one to one-and-a-half storey residential structures, mature trees and consistent set-backs.

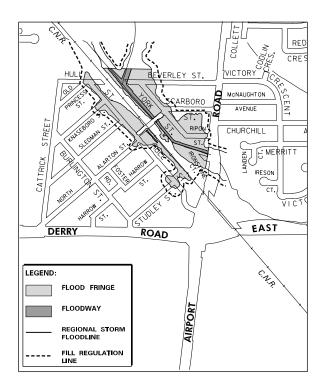
16.15.2 Land Use

16.15.2.1 Lands designated Residential Low Density II will not permit the following uses:

a. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

16.15.2.2 Lands designated Residential Medium Density will also permit apartment dwellings.

16.15.3 Environmental Planning Areas



16.15.3.1 Mimico Creek floodplain management concept.

16.15.3.2 The lands shown above are subject to the *Two-Zone floodplain management concept* which divides the floodplain into two portions known as the floodway and flood fringe. The floodway contains the greatest depth and velocity

and, therefore, development is restricted. The flood fringe may support development provided that regulatory flood protection is provided. The *Two-Zone floodplain management concept* approval procedures are based on the following principles:

- a. development will be restricted to areas of the floodplain where the depth of flooding and velocities are non-life threatening and property damage can be minimized (flood fringe);
- regulatory flood protection will be sought for new development;
- c. approval pursuant to the Toronto and Region Conservation Authority's (TRCA) Fill, Construction and Alternation to Waterways regulation is granted at the discretion of the Authority's Executive Committee.

16.15.3.3 Notwithstanding the Natural Hazard policies of this Plan, the following polices will apply to those lands within the flood fringe of the regulatory floodplain and outside the floodway:

- a. development must be flood protected to the level of the Regulatory Flood as defined by TRCA;
- in all instances, ingress and egress will be safe, pursuant to Provincial Government floodproofing standards. In addition, the maximum level of flood protection determined to be feasible, will be considered;
- c. flood damage reduction measures will be carried out by the proponent of development to achieve the required level of flood protection. The selection of flood damage reduction measures will be based on the following alternatives, listed in order of priority:
 - dry, passive floodproofing measures will be implemented to the extent technically and/or practically feasible;

- wet floodproofing measures may be permissible to minimize flood risk and/or to meet the level of flood protection required;
- dry, active floodproofing measures may be permissible to minimize flood risk.
- d. The following uses will not be allowed within the floodplain:
 - uses such as hospitals, nursing homes, and schools which would pose a significant threat to the safety of the inhabitants involved in an emergency evacuation situation as a result of flooding or failure of floodproofing measures;
 - uses associated with the manufacture, storage, disposal and/or consumption of hazardous substances or the treatment, collection and disposal of sewage, which would pose an unacceptable threat to public safety if they were to escape their normal containment/use as a result of flooding or failure of floodproofing measures;
 - emergency services such as those provided by fire, police, and ambulance stations and electrical sub-stations, which would be impaired during a flood emergency as a result of flooding or failure of floodproofing measures.

16.15.3.4 Notwithstanding the above, no development will be permitted if:

- a. the development would be subjected to a water velocity or depth which would create an unacceptable hazard to life; or
- the development would be susceptible to major structural damage as a result of a flood less than or equal to the Regulatory Flood; or
- c. the necessary flood protection measures would have a negative impact on adjacent properties.

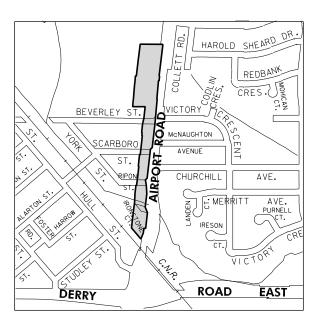
16.15.3.5 Written permission from the Toronto and Region Conservation Authority Executive Committee must be received prior to:

- a. the construction of any buildings or structures within the Regional Storm (Regulatory Flood) floodplain;
- b. the placement or dumping of fill within the fill regulation area; and
- c. the straightening, changing, diversion or interference in any way with the existing channel of a river, creek, stream or watercourse.

16.15.4 Special Site Policies

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

16.15.4.1 Site 1



16.15.4.1.1 The lands identified as Special Site 1 are located on Airport Road, north of the Canadian National Railway and south of Morning Star Drive.

16.15.4.1.2 Pedestrian connections to the commercial uses along Airport Road are vital to its role in the community. The following pedestrian

links should be maintained and/or improved as part of any development application:

- walkway linkages to the Derry Greenway Park;
- mid-block connection in the vicinity of Churchill Avenue which may also incorporate a link to the City bicycle and pedestrian route system (recreational trail);
- strong pedestrian linkages along both sides of Airport Road between Morning Star Drive and Derry Road East the municipal sidewalk to adjacent commercial development.

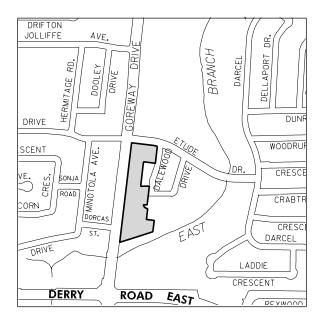
16.15.4.1.3 Parking for this area should be provided in small, distributed parking lots. Parking facilities should be located and designed to be compatible with the main street character of the area by including measures such as landscape space, planters, or other elements which reinforce the street wall and enhance public amenity.

16.15.4.1.4 Redevelopment of parking areas should not have an adverse impact upon adjacent residential uses.

16.15.4.1.5 While recognizing that parking is located between the buildings and the street in commercial development of the sort found along Airport Road, development in this area should strive to achieve a rhythm of closely spaced storefronts, in order to attractive and active foster an pedestrian environment along the roadway. Building designs, window treatment and awnings, signs, and landscape treatment, including crossovers from the municipal sidewalk to the storefronts, should act to diminish the apparent separation between buildings and the roadway, and contribute to the overall aesthetic value of the streetscape.

16.15.4.1.6 Notwithstanding the provisions of the Mixed Use designations, drive-through facilities will not be permitted.

16.15.4.2 Site 2



16.15.4.2.1 The lands identified as Special Site 2 are located on the east side of Goreway Drive and on the south side of Etude Drive.

16.15.4.2.2 Notwithstanding the *Mixed Use* designation of this Plan, the following additional policies will apply.

Pedestrian Linkages

16.15.4.2.3 Pedestrian connections to the commercial uses along Goreway Drive are vital to their role in the community. The following pedestrian links should be maintained and/or improved as part of any development application:

- a. open space walkway linkages to the Malton Greenway Park; and
- b. linkages to the Malton Community Centre, the Transit Terminal and Lincoln M. Alexander Secondary School (emphasizing safety).

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

Parking Areas

16.15.4.2.5 Pedestrian links to parking areas for the commercial uses along the east side of Goreway Drive, south of Etude Drive are encouraged. These links will facilitate the safe movement of pedestrians in the area, and create a sense of continuity between properties.

Building and Massing

16.15.4.2.6 Should additional development occur along the Goreway Drive frontage the following items should be addressed:

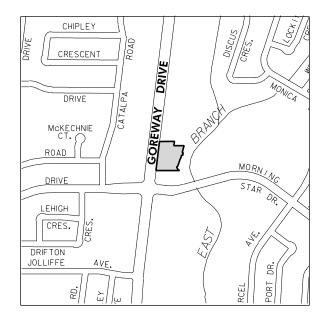
- a. no parking or driveway areas should be provided between the buildings and the street line;
- b. blank walls should be avoided along the street in favour of windows, building entrances and architectural detailing;
- c. service, loading, and garbage storage areas should be located on the internal side of the development, away from public streets, and should be screened from view by means of built form and landscaping;
- all building entrances should be clearly articulated and linked to pedestrian walkway connections.

Land Uses

16.15.4.2.7 Notwithstanding the provisions of this section, the existing drive-through facility at 7161 Goreway Drive will be permitted.

16.15.4.2.8 Notwithstanding the provisions of the Mixed Use designation, drive-through facilities will not be permitted.

16.15.4.3 Site 3

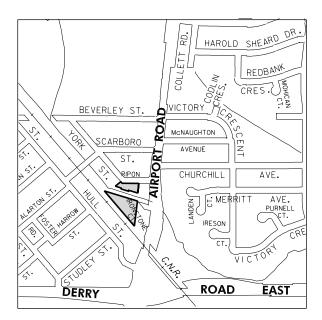


16.15.4.3.1 The lands identified as Special Site 3 are located on the east side of Goreway Drive, north of Morning Star Drive.

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

- a. a maximum *Floor Space Index (FSI)* of 1.6 will be permitted;
- b. the maximum apartment building height will be seven storeys.

16.15.4.4 Site 4

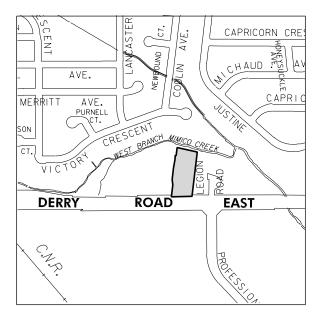


16.15.4.4.1 The lands identified as Special Site 4 are located on the south side of Ripon Street and the south side of Ironstone Court.

16.15.4.4.2 Notwithstanding the provisions of the Mixed Use designation, drive-through facilities will not be permitted.

16.15.5 Exempt Site Policies

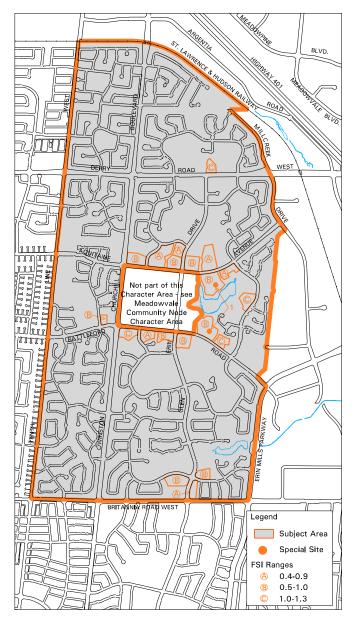
16.15.5.1 Site 1



16.15.5.1.1 The lands identified as Exempt Site 1 are located on the north side of Derry Road East, west of Legion Road.

16.15.5.1.2 Notwithstanding the provisions of the Mixed Use designation, the existing Malton Mobile Homes Park will also be permitted.

16.16 Meadowvale



Map 16-16: Meadowvale Neighbourhood Character Area

16.16.1 Land Use

16.16.1.1 In addition to the general Residential Medium and High Density development policies of this Plan, the following additional policy applies specifically to this Character Area:

a. in order to create acceptable built form transitions, buildings should be limited in height when adjacent to low density residential neighbourhoods. Buildings immediately adjacent to low density housing forms should be limited to three storeys. 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.

16.16.1.2 Lands designated Residential Low Density II will not permit the following uses:

a. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

16.16.1.3 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.

16.16.2 Transportation

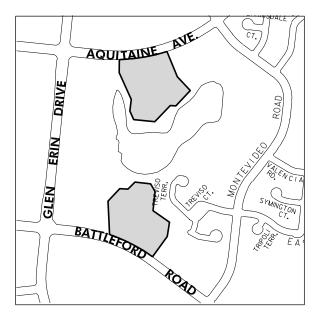
16.16.2.1 Prior to giving consideration to any proposal to widen Tenth Line, City Council will require a neighbourhood traffic study be undertaken. This study should examine alternatives to widening Tenth Line, including traffic management measures. In the event that a widening is required, its need and justification should be clearly documented in accordance with the requirements of the document entitled Class Environmental Assessment for Municipal Road Projects.

16.16.2.2 Truck traffic will be discouraged from utilizing Tenth Line West south of the St. Lawrence and Hudson Railway in recognition of the residential character of Tenth Line West south of the railway line.

16.16.3 Special Site Policies

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

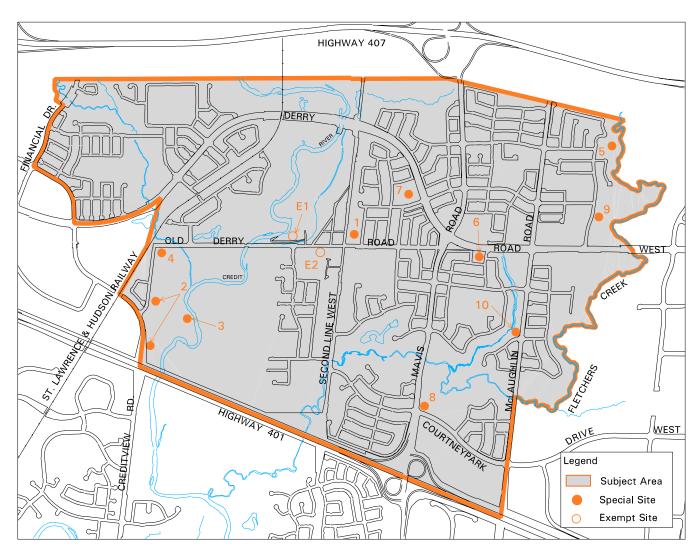
16.16.3.1 Site 1



16.16.3.1.1 The lands identified as Special Site 1 are located on the south side of Aquitaine Avenue, east of Glen Erin Drive and on the north side of Battleford Road east of Glen Erin Drive.

16.16.3.1.2 Notwithstanding the provisions of the Residential High Density designation, townhouse dwellings will be permitted.

16.17 Meadowvale Village



Map 16-17: Meadowvale Village Neighbourhood Character Area

16.17.1 Urban Design Policies

Community Design

16.17.1.1 In addition to general policies directing design elements which affect community identity and focus, two Precincts, as shown on Figure 16.17-1: Meadowvale Village Precincts, require individual attention:

- a. the Village Precinct represents the lands in and around the Heritage Conservation District;
- b. the Extended Village Precinct provides a buffer between other development and the Village.

16.17.1.2 Each Precinct includes lands with a variety of designations. The Urban Design Policies must be read together with the Land Use Policies of this Plan; together they are intended to encourage an urban form and character which supports the Development Concept.

Community Identity and Focus

16.17.1.3 New development should create an identity for the Meadowvale Village Character Area which emphasizes the importance of the Heritage Conservation District and integrates individual developments into a cohesive whole.

16.17.1.4 An interconnected open space network including the valleys of the Credit River, Levi Creek and Fletcher's Creek is a key feature in the identity of the Character Area which should be recognized in any development or redevelopment by enhancing visual and, where appropriate, physical public access to these open spaces.

16.17.1.5 A highly interconnected street pattern, such as a grid or modified grid, is encouraged.

16.17.1.6 A concept plan may be required as part of the processing of any development application to illustrate the location of existing trees, the road and lotting pattern and connections to adjacent developments. Appropriate land assembly may be encouraged to achieve the objectives of this Plan.

16.17.1.7 Subdivisions which provide a mixture of lot sizes which vary in a highly intermixed, seemingly random fashion to echo the lotting fabric of the Village are encouraged.

The Village Precinct

16.17.1.8 This Precinct is shown on Figure 16.17-1: Meadowvale Village Precincts.

16.17.1.9 The rural village character of the Heritage Conservation District must be maintained; for example, the small houses with complex massing, the generous front, rear and side setbacks, the many mature trees and the irregular topography. These provisions should also guide new

development outside the Heritage Conservation District, but within this Precinct.

16.17.1.10 The horizontal and vertical road alignments of existing roads within the Heritage Conservation District should be preserved with widenings significant changes to existing grades to ensure preservation existing hedgerow trees. and those structures that abut the front property line due to their historic relationship the streetscape.

16.17.1.11 The ditched cross-sections of existing roads within the Heritage Conservation District should be maintained to

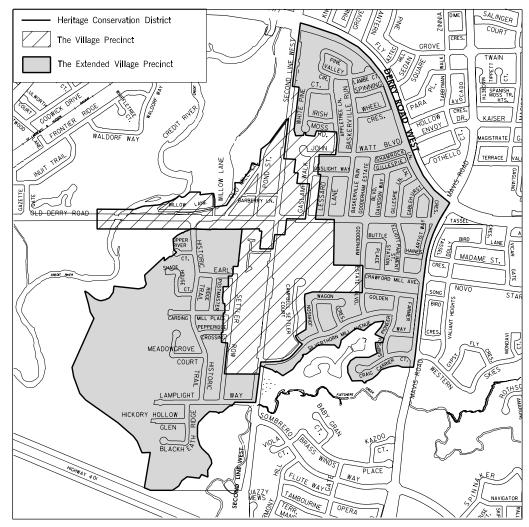


Figure 16.17-1: Meadowvale Village Precincts

avoid disrupting the existing drainage pattern and thus affecting the health of existing trees; reconstruction of these roads to a curb and gutter cross-section will require an amendment to this Plan.

16.17.1.12 The street pattern should be highly interconnected to extend the street fabric of the Village, such as through a grid or modified grid street pattern with small blocks.

16.17.1.13 The existing grades should be maintained. Where acceptable drainage cannot be achieved through revised road layouts, lot sizes, lotting patterns or innovative drainage techniques, regrading may be permitted, providing that the effect on topography and vegetation is minimized.

16.17.1.14 The design of subdivisions will provide for the appropriate development of the rear yards of the existing lots fronting on both sides of Second Line West, south of Old Derry Road.

16.17.1.15 A concept plan will be required as part of the processing of any development application to illustrate the location of existing trees, the road and lotting pattern, connections to adjacent developments, existing and proposed grading, building envelopes, and garage locations.

16.17.1.16 The Precinct includes a progression of spaces and landscape features to define the edge of the Village; development near these gateways should enhance them and be in harmony with the character of the Village. The procession of spaces leading to the Village starts with a **streetscape** which is loosely enclosed by buildings or tree planting, followed by a **streetscape** which is enclosed by a canopy of trees which marks the entrance to the village.

16.17.1.17 Lots should vary in size from street block to street block to create a varied and interesting **streetscape** sympathetic to the varied lot fabric of the Heritage Conservation District.

Site Development Standards

16.17.1.18 Building heights should be limited to two and a half storeys, lot coverage should be addressed, and provision made for generous setbacks to ensure a sense of spaciousness around the Village, with larger setbacks closer to the Village.

16.17.1.19 Any person undertaking to develop a building proposed to contain less than 25 residential dwelling units on lands within the Village Precinct will be required to provide such plans and drawings as set out in the Planning Act, as amended.

16.17.1.20 Pedestrian access will be provided from the Community Centre through abutting land to the west to the existing park.

16.17.1.21 The development of these lands may include rolled curbs and gutters, fewer municipal sidewalks, and decorative street lighting - all of which differ from existing City standards. In addition, side yard fencing, street trees, signage, open space linkages, bus shelters, mail delivery kiosks, and other street furniture should generally conform to the Meadowvale Village Urban Design Guidelines.

The Extended Village Precinct

16.17.1.22 This Precinct is shown on Figure 16.17-1: Meadowvale Village Precincts.

16.17.1.23 The street pattern should be highly interconnected to extend the street fabric of the Village, such as through a grid or modified grid street pattern.

16.17.1.24 The development of these lands may include rolled curbs and gutters, fewer municipal sidewalks, and decorative street lighting - all of which differ from existing City standards. In addition, side yard fencing, street trees, signage, open space linkages, bus shelters, mail delivery kiosks, and other street furniture should generally conform to the Meadowvale Village Urban Design Guidelines.

16.17.1.25 Within the Village Precinct and Extended Village Precinct, standards for street layout, parking and loading spaces, landscaping, commons, building

height and location, site and dwelling unit design, including dwelling unit composition, form, massing, setbacks, and spatial relationship with adjacent buildings, site access, lighting, signage, and screening should generally meet the requirements of the Conservation Principles and Design Guidelines for the Meadowvale Village Heritage Conservation District.

16.17.1.26 The development of properties within the Heritage Conservation District and the Village Precinct will be subject to site plan control. In the case of the Heritage Conservation District, development of properties will require the approval of the Local Architectural Conservation Advisory Committee (LACAC) in accordance with the Meadowvale Village Heritage Conservation District Plan.

Streetscape

16.17.1.27 Streetscape Policies apply to all lands within the Meadowvale Village Character Area. The design of the street right-of-way and the design of the lands along the street affect the **streetscape** and should have regard for the following:

- vistas and views of the Heritage Conservation
 District, and into and along the valleys of the
 Credit River, Levi Creek, and Fletcher's Creek
 should be created, maintained and enhanced;
- the creation of individual entry features to subdivisions is discouraged to avoid the creation of enclaves within the community;
- c. adjacent to Provincial Highways and elsewhere where "reverse frontages" are unavoidable and acoustic protection is required, such acoustic protection should be provided through berming to the greatest extent possible, minimizing the use of noise attenuation walls; and
- d. reverse frontage development will be prohibited along the existing alignment of Old Derry Road.

Buildings and Spaces

16.17.1.28 Buildings and Spaces Policies apply to all lands within the Meadowvale Village Character Area. In applying the following policies, the effect of buildings and spaces on the surrounding environment should be considered equally with the function and aesthetic appeal of the site itself:

- a. sites within the Heritage Conservation District will be subject to the policies of the Meadowvale Village Heritage Conservation District Plan and Conservation Principles and Design Guidelines for the Meadowvale Village Heritage Conservation District;
- b. the presence of garages should be minimized to create an attractive streetscape. Garages should not project substantially beyond the front face of any house. Garages that project beyond the front of any house will be discouraged; small, recessed or detached garages are preferred. Additional measures may be required through the processing of development applications to ensure an acceptable streetscape is developed. Garages will not project beyond the face of any house located in areas designated Residential Low Density I; and
- c. reversed frontage lots may be permitted, providing the lots have a minimum depth of 45 m.

16.17.2 Land Use

16.17.2.1 The Residential Low Density I designation permits detached dwellings on lots with minimum frontages of 22.5 m except in the following area:

a. land which does not immediately abut the Heritage Conservation District may be developed for detached dwellings on lots with a minimum frontage of 18 metres.

16.17.2.2 Notwithstanding the Residential Medium Density policies of this Plan, the Residential Medium

Density designation permits only townhouses and semi-detached dwellings in localized circumstances where flexibility in lotting patterns will achieve urban design policies.

16.17.2.3 Notwithstanding the Greenbelt policies of this Plan:

- a. agricultural operations will be permitted; and
- b. it is recognized that a golf club is located on lands north of Derry Road West and west of Fletcher's Creek. A golf club is a permitted use within the boundaries of the Derrydale Golf Club, as those boundaries exist on the date these Policies come into effect.

16.17.2.4 Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted:

- a. banquet hall;
- b. conference centre:
- c. financial institution;
- d. funeral establishment;
- e. manufacturing;
- f. restaurants:
- g. secondary office;
- h. self-storage facility; and
- i. warehousing, distributing and wholesaling.

16.17.3 Transportation

16.17.3.1 Public Lanes are considered part of the local road system and serve the rear of the properties that abut them. These Public Lanes, normally have rights-of-way less than 17 m, which will be determined during the development review process.

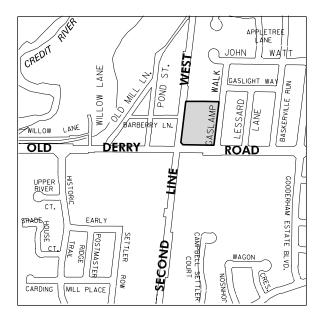
16.17.3.2 Second Line West may be terminated north and south of Provincial Highway 401 as part of the future widening of Provincial Highway 401. The precise timing and location of these points of

termination north and south of Provincial Highway 401 will be determined by the City in conjunction with the appropriate authorities.

16.17.4 Special Site Policies

There are sites within the Character Area that merit special attention. Any application for development of lands affected by a Special Site Policy will be subject to the provisions of this section and, where applicable, the additional approvals of the Mississauga Heritage Advisory Committee and the Meadowvale Village Heritage Conservation District Review Committee, notwithstanding other policies of this Plan.

16.17.4.1 Site 1



16.17.4.1.1 Within the area identified as Special Site 1 it is the intent of these Character Area Policies to establish a special site within the village. This site is located on the Gooderham Estate, located at the northeast corner of Old Derry Road and Second Line West.

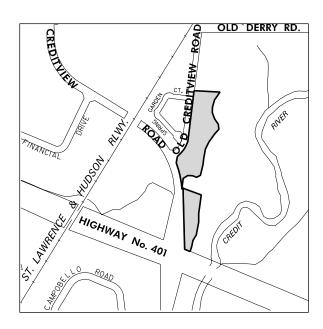
16.17.4.1.2 Notwithstanding the provisions of the Residential Low Density I and Public Open Space designations, Special Site 1 may also include the integration of open space with existing buildings and structures to be used for public and/or private uses. Permitted uses within the existing building designated Residential Low Density may include, but are not limited to overnight accommodation, including bed and breakfast, restaurants, public and

private community uses, an art gallery, and multiple unit housing.

16.17.4.1.3 The design and development of the community park lands will be done in consultation with the Meadowvale Village Heritage Conservation District Review Committee and the owners of the remaining component of the Gooderham Estate.

16.17.4.1.4 The lands designated Public Open Space will not be used to calculate the density of any development that should occur in the future on the balance of the site.

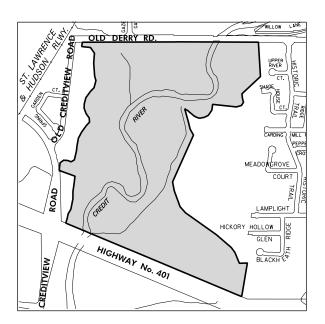
16.17.4.2 Site 2



16.17.4.2.1 The lands identified as Special Site 2 are located on the east and west side of Old Creditview Road and the east side of Creditview Road, north of Provincial Highway 401.

16.17.4.2.2 Notwithstanding the provisions of the Residential Low Density II designation, the lands may also be used for cluster townhouses, and offices having a residential scale and character at a maximum density of 0.5 *Floor Space Index (FSI)*. Hospitality and recreational uses will be permitted, provided such uses are accessory to the establishment of a golf course on the lands designated Special Site 3.

16.17.4.3 Site 3



16.17.4.3.1 The lands identified as Special Site 3 are located south of Old Derry Road and straddle the Credit River.

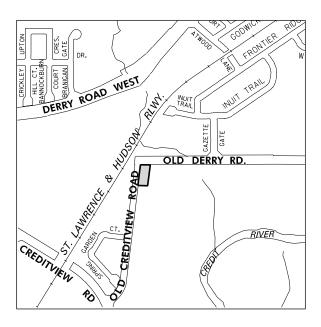
16.17.4.3.2 The lands are portions of the property known in 1995 as Sanford Farm and are designated Greenbelt. Notwithstanding the Greenbelt designation, these lands may be used for a golf course.

16.17.4.3.3 Development of Special Site 3 as a golf course will be subject to a comprehensive development concept for the site and any portion of Special Site 2 which would be used in connection with Special Site 3, which among other matters, satisfactorily address the following issues:

- a. compliance with Credit Valley Conservation's Policies for Floodplain Management to address concerns related to flooding hazards, flood conveyance, floodplain storage and ice jamming along the Credit River;
- compliance with Credit Valley Conservation's Watercourse and Valleyland Protection Policies to address environmental concerns, including the protection and preservation of native fish habitat;

- c. compliance with Credit Valley Conservation's Guidelines for the Review of Golf Course Development Proposals Within the Credit River Watershed; and
- d. the widening of Provincial Highway 401.

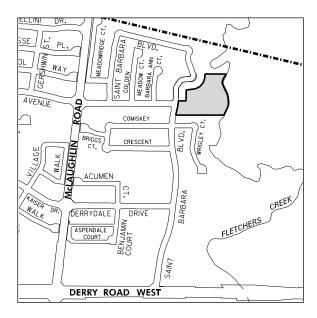
16.17.4.4 Site 4



16.17.4.4.1 The lands identified as Special Site 4 are located at the southeast corner of Old Creditview Road and Old Derry Road.

16.17.4.4.2 Notwithstanding the provisions of the Public Open Space designation, the lands may be used, on an interim basis, for the sale of fresh produce, vegetables, and fruit, until such time as they are acquired for park purposes by the City of Mississauga.

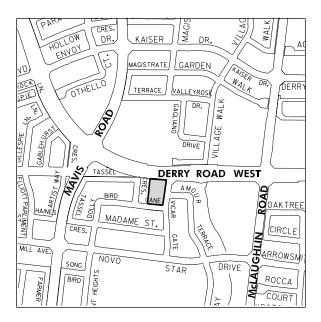
16.17.4.5 Site 5



16.17.4.5.1 The lands identified as Special Site 5 are located east of McLaughlin Road and north of Derry Road West.

16.17.4.5.2 Notwithstanding the provisions of the Density II and Residential Low Greenbelt designations, the lands may be used as a place of religious assembly. Subject to the Greenbelt policies of this Plan and Credit Valley Conservation policies for valleyland protection and floodplain management, the lands may be used for place of religious assembly related and passive recreational uses, the exact nature and extent of which will be determined during the processing of development applications.

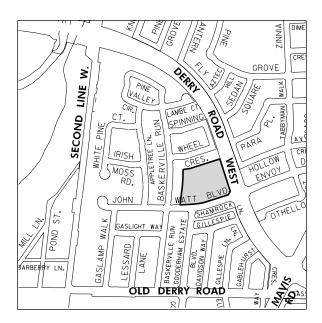
16.17.4.6 Site 6



16.17.4.6.1 The lands identified as Special Site 6, comprise the Brown-Vooro House, located on the south side of Derry Road West, west of McLaughlin Road.

16.17.4.6.2 Notwithstanding the provisions of the Residential Low Density II designation, the existing house may be converted to a restaurant and/or offices subject to the provision of access to the satisfaction of the Region of Peel.

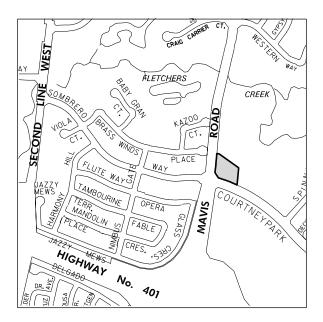
16.17.4.7 Site 7



16.17.4.7.1 The lands identified as Special Site 7 are located at the northwest corner of John Watt Boulevard and Derry Road West.

16.17.4.7.2 Notwithstanding the provisions of the Residential Low Density II designation, a 140 bed long term care facility with a maximum Gross Floor Area (GFA) of 8 340 m² and a maximum height of two storeys will also be permitted and limited commercial uses may be considered.

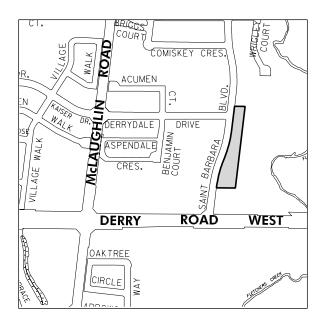
16.17.4.8 Site 8



16.17.4.8.1 The lands identified as Special Site 8 are located at the northeast corner of Courtneypark Drive and Mavis Road.

16.17.4.8.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, the lands may be developed for Convenience Commercial uses.

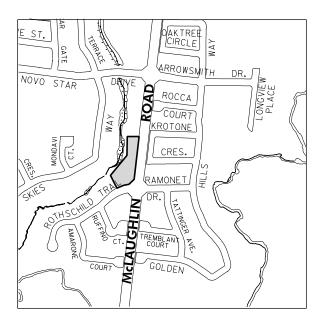
16.17.4.9 Site 9



16.17.4.9.1 The lands identified as Special Site 9 are located north of Derry Road West, east of McLaughlin Road.

16.17.4.9.2 Notwithstanding the provisions of the Business Employment designation, all Community uses will not be permitted.

16.17.4.10 Site 10

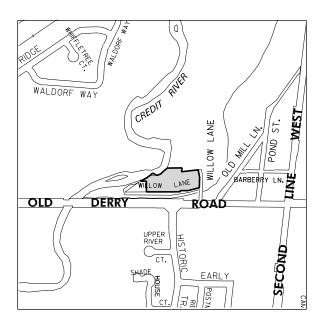


16.17.4.10.1 The lands identified as Special Site 10 are located on the west side of McLaughlin Road, south of Derry Road West.

16.17.4.10.2 Notwithstanding the provisions of the Residential Medium Density designation, apartment dwellings will be permitted.

16.17.5 Exempt Site Policies

16.17.5.1 Site 1



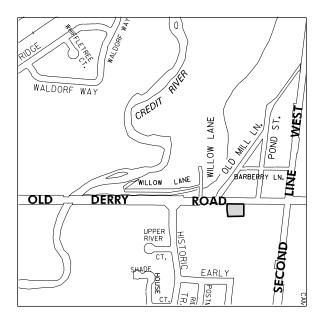
16.17.5.1.1 The lands identified as Exempt Site 1 are located on the north side of Willow Lane, and are subject to flooding from the Credit River.

16.17.5.1.2 Notwithstanding the provisions of the Greenbelt designation, detached dwellings will also be permitted in accordance with the Residential Low Density I policies of this plan.

Development of the subject lands will also be subject to the following:

- a. compliance with Credit Valley Conservation's *Policies for Floodplain Management* to address concerns related to flooding hazards, flood conveyance, floodplain storage and ice jamming along the Credit River;
- b. compliance with Credit Valley
 Conservation's Watercourse and Valleyland
 Protection Policies to address environmental

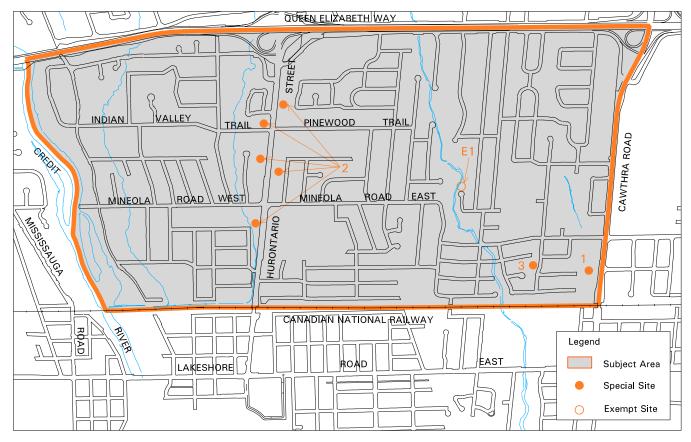
16.17.5.2 Site 2



16.17.5.2.1 The lands identified as Exempt Site 2 are located on the south side of Old Derry Road, west of Second Line West.

16.17.5.2.2 Notwithstanding the provisions of the Convenience Retail Commercial designation, the existing motor vehicle service station, existing detached dwelling and the dwelling unit above a retail store in an existing detached dwelling will only be permitted, provided that it is in keeping with the historic character of the Meadowvale Village Heritage Conservation District Plan.

16.18 Mineola



Map 16-18: Mineola Neighbourhood Character Area

16.18.1 Urban Design Policies

Infill Housing

16.18.1.1 For development of all detached dwellings on lands identified in the Site Plan Control By-law, the following will apply:

- a. preserve and enhance the generous front, rear and side yard setbacks;
- b. ensure that existing grades and drainage conditions are preserved;
- encourage new housing to fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation;

- d. the main face of the house. Alternatively,
- e. garages should be located in the rear of the property;
- f. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;
- g. encourage buildings to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;
- h. reduce the hard surface areas in the front yard;

- existing trees, large groupings or areas of vegetation and landscape features such as retaining walls, fences, hedgerows, etc. should be preserved and enhanced, along with the maintenance of topographic features and drainage systems;
- j. large accessory structures will be discouraged, and any accessory structures will be located in side and rear yards only;
- k. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged; and
- the building mass, side yards and rear yards should respect and relate to those of adjacent lots.

Streetscape

16.18.1.2 On lands adjacent to Hurontario Street, the existing mature vegetation, well landscaped appearance and generous setbacks will be maintained to reflect area character. As Hurontario Street is a gateway to the Character Area, as well as Port Credit, consideration should be given to: additional tree planting, a sodded boulevard, a bicycle route and a right-of-way design that is sympathetic to the character of the area.

16.18.1.3 On Mineola Road East and West, consideration should be given to additional tree planting.

16.18.1.4 Open ditch road cross-sections should be maintained, as they contribute to the character of the area.

16.18.2 Land Use

16.18.2.1 Notwithstanding the Residential Low Density I and Residential Low Density II policies of this Plan, the Residential Low Density I and Residential Low Density II designations permit only detached dwellings.

16.18.2.2 Notwithstanding the Residential Medium Density policies of this Plan, the Residential Medium Density designation permits only townhouses dwellings.

16.18.2.3 Notwithstanding the Office policies of this Plan, only a dispensary and cafeteria for the use of office employees will be permitted as accessory uses.

16.18.3 Environmental Areas

16.18.3.1 Notwithstanding the Natural Areas System policies of this Plan concerning Residential Woodlands, sites characterized by native understory which is in generally good condition will be subject to an Environmental Impact Study (EIS).

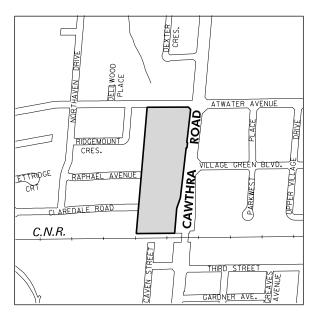
16.18.4 Transportation

16.18.4.1 Hurontario Street will not be built in excess of four lanes excluding turning lanes and bus bays, unless it can be demonstrated that additional lanes will not result in a major deterioration of the neighbouring residential or commercial environment. The implementation of such major roadway modifications will require an Official Plan Amendment.

16.18.5 Special Site Policies

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

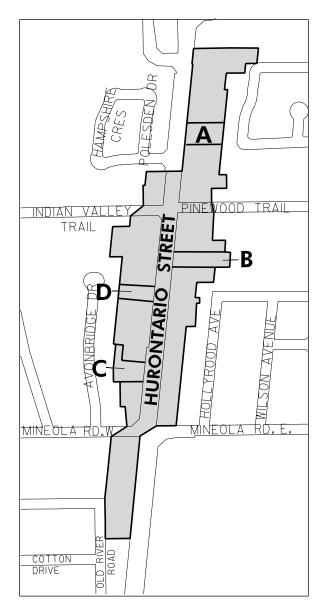
16.18.5.1 Site 1



16.18.5.1.1 The lands identified as Special Site 1 are located on the west side of Cawthra Road, south of Atwater Avenue, and north of the CNR line.

16.18.5.1.2 Notwithstanding the provisions of the Residential Medium Density designation, detached, semi-detached and townhouse dwellings will be permitted within a net density range of 25-37 units per *net residential hectare*. Assembly of separate parcels will be encouraged.

16.18.5.2 Site 2



16.18.5.2.1 The lands identified as Special Site 2 are the lots which front onto the east and west sides of Hurontario Street, south of the Queen Elizabeth Way.

16.18.5.2.2 Notwithstanding the provisions of the Residential Low Density I designation, the following additional policies will apply:

- a. The following uses will also be permitted:
 - offices, provided that medical offices are used for the consultation, examination or therapeutical treatment by a physician,

dentist, drugless practitioner or health professional licensed by the Province of Ontario. Medical offices may not include hospitals or other accessory medical uses such as, laboratories, diagnostic facilities for medical and dental purposes, a drug and optical dispensary, nor a medical supply and equipment store;

- a detached dwelling containing a maximum of one dwelling unit in combination with office uses.
- b. commercial uses, which include personal service uses, will not be permitted as a primary or as an accessory use.
- c. all buildings used for office or residential-office purposes, whether new or modified, will have a residential appearance which is compatible with the form, design, and scale of the surrounding residential area. All development will be designed so that it does not negatively impact abutting properties used for residential purposes, in terms of light, privacy, noise and rear yard amenity.
- d. the use must be of a nature and intensity that results in a parking demand which does not negatively impact the function of Hurontario Street nor abutting local roads. In this regard, applicants for rezoning will be required to demonstrate, through the submission of traffic studies, parking justification studies and business operation information, that the proposed use is suitable for its location. Developments which result in a reduced parking demand are preferred.
- e. all office-related parking will be accommodated within the front and side yards only with a minimal loss of vegetation or in underground facilities. Rear yard parking, with the exception of parking for residential dwellings, is not permitted. Surface parking areas are permitted to be constructed of permeable materials in order to achieve sustainable and urban design objectives and

- reduce impacts on drainage and grading systems. The portion of the access driveway within the road allowance is to be constructed of hard surface pavement.
- f. where appropriate, mutual driveway access will be permitted between abutting property owners provided this arrangement is registered on title.
- g. for developments located at intersections, access to the minor streets will be discouraged, and where technically feasible, access will be permitted on Hurontario Street.
- h. street frontages are required to be enhanced with landscaping to reflect Hurontario Street's role as a gateway to the Mineola and Port Credit Character Areas. On site parking areas should not dominate the *streetscape* and are required to be appropriately screened by vegetation and landscape treatments which are complementary to the character of the area. In this regard the following will also apply:
 - a minimum of 40% of the front yard of interior lots, will be landscaped open space.
 Landscaped open space may include pedestrian walkways but will exclude paved parking areas;
 - corner lots will provide a total minimum landscaped open space area of 40% of the lot;
 - a landscape buffer ranging from 4.5 m to 7.5 m in depth will be provided along the Hurontario Street frontage; and
 - a minimum landscape buffer of 4.5 m in depth will be provided along side street frontages adjacent to parking areas.
- New or modified office or residential-office buildings will not exceed:
 - 420 m² Gross Floor Area (GFA);
 - a maximum lot coverage of 25%;

- a maximum building height of two storeys and a 10.7 m mean height level between the eaves and the ridge of a sloped roof or 7.5 m to the highest point of the surface of a flat roof.
- j. The following yards are required for office or residential-office buildings:
 - minimum 1.8 m side yard for a one storey building;
 - minimum 2.4 m side yard for a two storey building;
 - minimum 7.5 m rear yard;
 - maximum front yard equivalent to 50% of the lot depth.

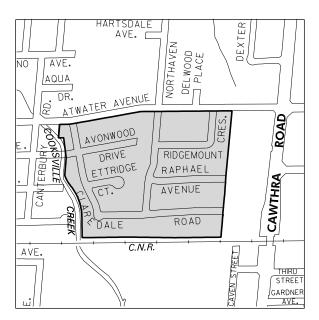
16.18.5.2.3 Notwithstanding subsection i. of this section, for the lands identified as Area A, the existing building at 1523 Hurontario Street will not exceed 585 m² Gross Floor Area (GFA).

16.18.5.2.4 Notwithstanding subsection i. of this section, for the lands identified as Area B, an office building at 1443 Hurontario Street will not exceed 552 m² Gross Floor Area (GFA).

16.18.5.2.5 Notwithstanding subsection i. of this section, for the lands identified as Area C, an office building at 1370 Hurontario Street will not exceed 465 m² Gross Floor Area (GFA).

16.18.5.2.6 Notwithstanding subsection i. of this section, for the lands identified as Area D, for the building at 1424 Hurontario Street, the maximum Gross Floor Area (GFA) will not exceed 460 m² and the maximum Gross Floor Area (GFA) used for an office will not exceed 250 m².

16.18.5.3 Site 3

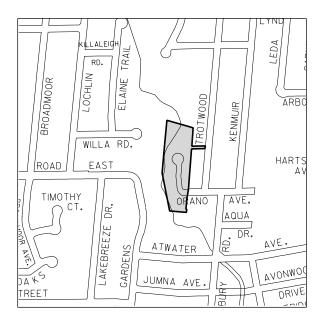


16.18.5.3.1 The lands identified as Special Site 3 are located north of the Canadian National Railway right-of-way, south of Atwater Avenue, and east of the Cooksville Creek.

16.18.5.3.2 Notwithstanding the provisions of the Residential Low Density II designation, semi-detached dwellings will also be permitted.

16.18.6 Exempt Site Policies

16.18.6.1 Site 1

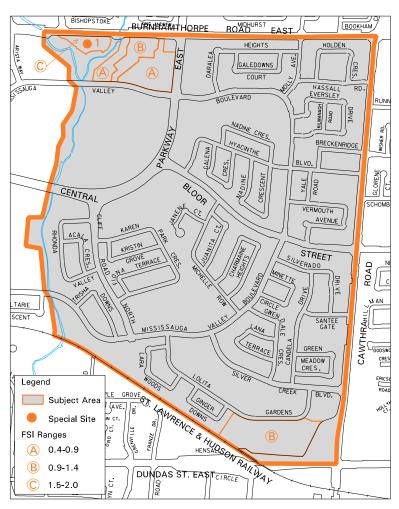


16.18.6.1.1 The lands identified as Special Site 1 are bounded by the rear lot lines of properties on Mineola Gardens and Willa Road to the west, and the rear lot lines of properties fronting on Trotwood Avenue to the east. Orano Avenue terminates near the southerly limit of the property. The subject site is traversed by Cooksville Creek, and is partially within the regulatory *floodplain* of Cooksville Creek.

16.18.6.1.2 Notwithstanding the Greenbelt designation, detached dwellings will also be permitted subject to the Residential Low Density II policies. New lots which extend into the *floodplain* will not be permitted. Access to approved lots must be flood-free or floodproofed. In addition, a significant setback is required to address channel bank erosion (21 m).

In addition to being in the *floodplain*, this site is located partially within a woodlot. Due to both of these environmental constraints, Mississauga may require that an *Environmental Impact Study (EIS)* be undertaken for any proposed development.

16.19 Mississauga Valleys



Map 16-19: Mississauga Valleys Neighbourhood Character Area

16.19.1 Urban Design Policies

16.19.1.1 Where existing noise attenuation walls or rear yard privacy fencing are exposed to public streets, supplementary planting and upgraded landscape features should be added, where feasible, a condition of development or road as reconstruction. Mississauga will encourage landowners to coordinate the eventual replacement of fences to enhance the appearance of the area from the street. Special consideration should be given to Burnhamthorpe Road East, Cawthra Road, Bloor Street and Cliff Road North.

16.19.2 Land Use

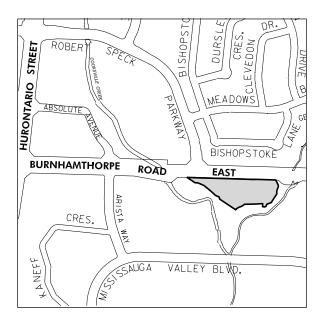
16.19.2.1 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.

16.19.2.2 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.

16.19.3 Special Site Policies

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

16.19.3.1 Site 1

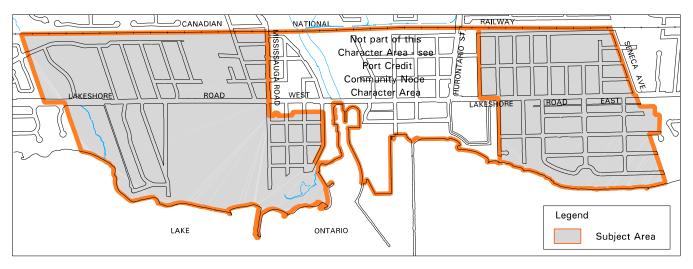


16.19.3.1.1 The lands identified as Special Site 1 are located on the south side of Burnhamthorpe Road East, west of Central Parkway East.

16.19.3.1.2 Notwithstanding the provisions of the Residential High Density designation, the maximum *Floor Space Index (FSI)* will be 3.5.

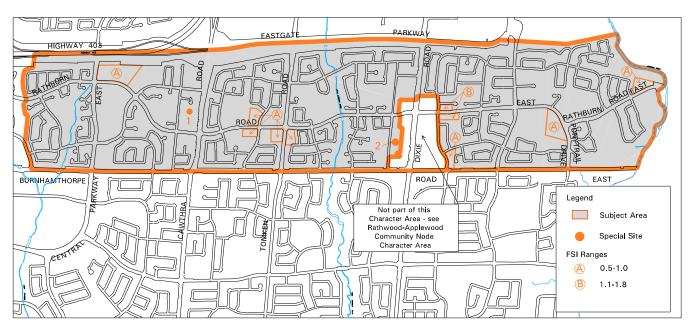
16.20 Port Credit

Official Plan policies for lands within the Port Credit Neighbourhood are contained in the Port Credit Local Area Plan under separate cover.



Map 16-20: Erin Mills Neighbourhood Character Area

16.21 Rathwood



Map 16-21: Rathwood Neighbourhood Character Area

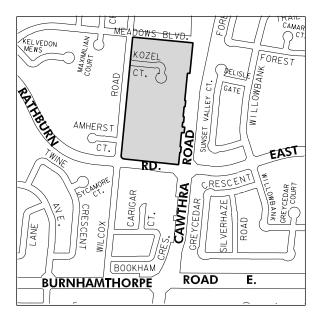
16.21.1 Urban Design Policies

16.21.1.1 Mississauga encourages efforts to improve existing reverse frontage development along limited access roadways, particularly Burnhamthorpe Road East and Rathburn Road East, through the use of landscaping and the promotion of a uniform and well maintained rear yard fencing system.

16.21.2 Special Site Policies

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

16.21.2.1 Site 1



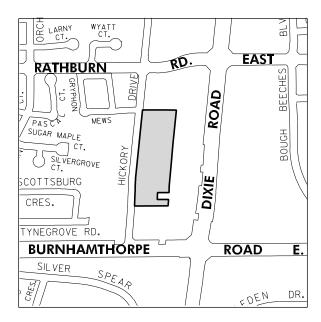
16.21.2.1.1 The lands identified as Special Site 1 are located west of Cawthra Road and north of Rathburn Road East.

16.21.2.1.2 Notwithstanding the provisions of the Residential Low Density I designation of this Plan, the following additional policies will apply:

- a. a concept plan for all or part of this site may be required and will address, among other matters, the following:
 - compatibility of building form and scale with existing surrounding land uses;
 - convenient pedestrian access through this site to nearby transit service on Rathburn Road East, Cawthra Road and the future Mississauga Bus Rapid Transit (BRT) facility;
 - the potential to access all lands designated Residential Low Density I from Rathburn Road East;

- traffic generated will not adversely affect the transportation system;
- acceptable ingress and egress, off-street parking, landscaping and buffering;
- preservation of mature trees and other significant natural features;
- the concept plan will be required to address, to the satisfaction of the City of Mississauga and the Region of Peel, matters relating to transportation and access onto Cawthra Road;
- c. Mississauga will permit the severance of the rear portions of lots fronting on Wilcox Road to encourage the assembly and comprehensive redevelopment of all Residential Low Density I lands in Special Site 1;
- d. individual frontages on the east side of Wilcox Road will be developed in keeping with lot frontages on the west side of Wilcox Road;
- e. the redevelopment of all lands designated Residential Low Density I will minimize access points to Cawthra Road to preserve the integrity of Cawthra Road as a major arterial roadway; and
- f. access to individual properties on the north side of Rathburn Road East will be discouraged.

16.21.2.2 Site 2



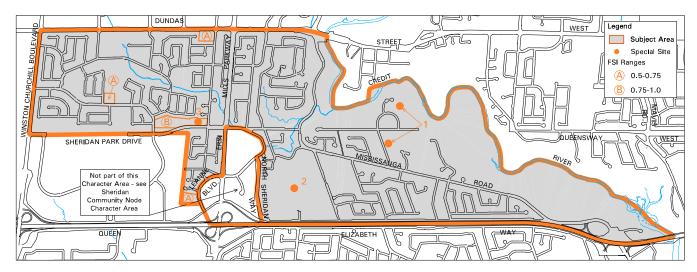
16.21.2.2.1 The lands identified as Special Site 2 are located west of Dixie Road and south of Rathburn Road East.

16.21.2.2.2 Notwithstanding the provisions of the Residential Medium Density designation, the following additional policies will apply:

- a. a concept plan for all or part of this site may be required and will address, among other matters, the following:
 - compatibility of building form and scale with existing surrounding land uses;
 - convenient pedestrian access through the site to nearby transit service on Dixie Road and Burnhamthorpe Road East;
 - traffic generated will not adversely affect the transportation system;
 - acceptable ingress and egress, off street parking, landscaping and buffering;
 - preservation of all mature trees and other significant natural features;
- b. a concept plan will be required to address, to the satisfaction of the City of Mississauga and

the Region of Peel, matters relating to transportation.

16.22 Sheridan



Map 16-22: Sheridan Neighbourhood Character Area

16.22.1 Land Use

16.22.1.1 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.

16.22.1.2 For lands designated Residential Low Density I, the subdivision of lots of less than 23 m frontage will be discouraged, if it is considered to be detrimental to the character of the surrounding area.

16.22.1.3 Lands designated Residential Low Density II will not permit the following uses:

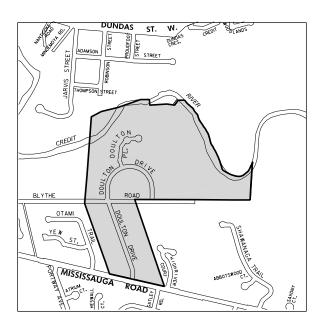
a. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

16.22.1.4 Notwithstanding the Business Employment policies of this Plan, overnight accommodations and conference centres will not be permitted.

16.22.2 Special Site Policies

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

16.22.2.1 Site 1

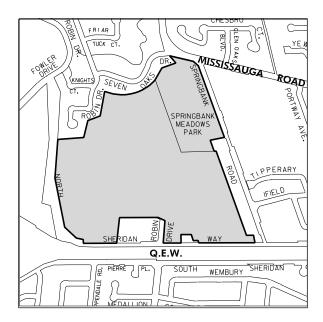


16.22.2.1.1 The lands identified as Special Site 1 are referred to as the Doulton Drive Lands.

16.22.2.1.2 Notwithstanding the provisions of the Residential Low Density I and Greenbelt designations, these lands will be subject to the following:

- Mississauga considers that the preservation of this distinctive area could be achieved with up to 47 residential lots;
- b. Mississauga will encourage a minimum lot area of 0.3 ha with a minimum lot frontage of 38 m, except for those lots fronting on Mississauga Road which are not corner lots, where a minimum lot area of 0.2 ha and a minimum lot frontage of 30 m are considered appropriate;
- new development will be subject to site plan approval to ensure that site areas, building, landscaping and open space are all satisfactorily located and designed;
- d. any redevelopment may proceed on the basis of private sewage disposal systems subject to the applicable regulations; and

e. comprehensive site and environmental analyses will be required in support of any divisions of land.



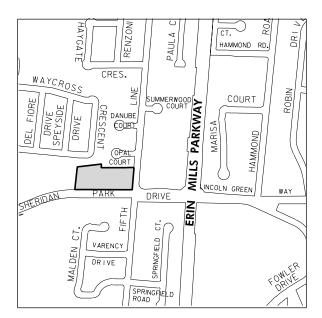
16.22.2.2.1 The lands identified as Special Site 2 are known as the North Sheridan Landfill site and Springbank Meadows Park. This site has been identified as a former **waste disposal site**. Permitted land uses include open space and privately operated uses of a recreation, conservation and agricultural nature, and other uses deemed compatible with open space.

16.22.2.2.2 Notwithstanding the provisions of the Public Open Space designation, the following additional policies will apply:

- a. development within or adjacent to these lands will be restricted where such activity would constitute a hazard to human or ecosystem health;
- b. prior to the consideration of development proposals on, or in proximity to, these lands, a detailed study will be submitted by the applicant to determine the impact and area of influence of the waste disposal site. Where no information is available on the influence area of the site, a 500 m radius surrounding the waste cell is recommended by the Provincial Government. Any remediation that must be undertaken will be in accordance

- with Provincial Government legislation and guidelines;
- development on lands formerly used for the disposal of *waste*, within a period of 25 years or less, requires approval of the Provincial Government;
- d. the site will be planned, designed, operated and maintained to the satisfaction of the City, the Region of Peel, and the Provincial Government in such a way as to ensure compatibility with adjacent, existing and future land uses, and to ensure minimal adverse impact on the natural environment;
- e. there should be no development permitted on the site until the long-term care, maintenance and security of the gas control system is established by the Region of Peel;
- f. a buffer zone of 20 m must be established around the perimeter of the site to be used exclusively as a corridor for the gas control system;
- g. any use that would allow the accumulation of methane gas requires the approval of the City and the Region of Peel;
- h. engineering studies must accompany development applications to determine any hazards of development and damage that may result to the subject property and surrounding lands from methane gas, leachate and settling;
- i. development proposals must demonstrate that they will not interfere with the migration gas control system for the site; and
- j. land uses and activities that may have an adverse impact on adjacent, existing and future residential land uses in terms of noise, safety, and traffic generation should be discouraged.

16.22.2.3 Site 3



16.22.2.3.1 The lands identified as Special Site 3 are located at the northwest corner of Sheridan Park Drive and Fifth Line West.

16.22.2.3.2 Notwithstanding the provisions of the Residential High Density policies, a *Floor Space Index (FSI)* of 0.5 will be permitted.

16.23 Streetsville

Not part of this Character Area - see Streetsville Community Node Character Area - Special Site FSI Ranges

A 0.3-1.0

B 1.0-1.8

Map 16-23: Streetsville Neighbourhood Character Area

16.23.1 Urban Design Policies

16.23.1.1 Development will be compatible with and enhance the village character of Streetsville as a distinct established community by integrating with the surrounding area.

16.23.1.2 Alterations to heritage structures, including building repairs and additions, and/or alterations to existing vegetation which is part of the cultural heritage landscape, will be in keeping with the original character of the heritage resources to be preserved.

16.23.1.3 The established residential character of the areas generally located along Main Street east of Church Street and along Queen Street South, south of Barry Avenue, will be maintained through appropriate building masses, setbacks, intensive landscaping, **streetscapes** with many mature trees,

and a regular street grid pattern.

16.23.2 Land Use

16.23.2.1 In addition to the uses permitted by the Land Use Policies of this Plan, bed and breakfast establishments are permitted provided that they front upon Queen Street South, Main Street, Thomas Street or Church Street.

16.23.2.2 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.

16.23.2.3 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.

16.23.2.4 Notwithstanding the Business Employment designation only the following uses will be permitted:

- a. Community Infrastructure;
- b. entertainment, recreation and sports facility;
- c. financial institution;
- d. manufacturing;
- e. motor vehicle rental facility;
- f. research and development;
- g. sales and service accessory to a permitted use;
- h. **secondary office**; and
- warehousing, distribution and wholesaling.

16.23.3 Heritage

16.23.3.1 Heritage resources will include those properties listed on the City's Heritage Register, but will not be restricted to the list. There are heritage characteristics throughout Streetsville that many warrant study and the establishment of heritage conservation districts.

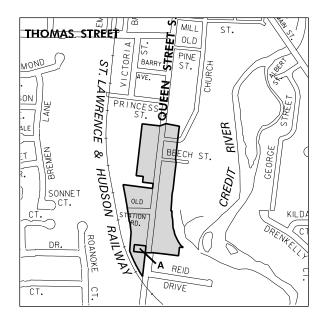
16.23.4 Stormwater Management

16.23.4.1 A stormwater drainage report will be required to ensure that the existing drainage system has the capability to convey the increase storm flow from redevelopment in accordance with current City drainage standards.

16.23.5 Special Site Policies

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

16.23.5.1 Site 1



16.23.5.1.1 Notwithstanding the provisions of the Low Density I and II designations, the lands identified as Special Site 1 which front onto Queen Street South, may also be used for offices.

16.23.5.1.2 Any office conversion should maintain a residential appearance in keeping with the existing scale, materials, and character of the existing dwellings in the immediate area. The existing houses should be preserved if at all possible, while the interior floor plan may be altered for office use.

16.23.5.1.3 Any additions and alterations of existing buildings should be sensitive to the existing vernacular and heritage village theme, and should be largely confined to the rear of the property.

16.23.5.1.4 Any additions, alteration, conversion or redevelopment should maintain the existing front yard setback, with the front yard used for landscaping.

16.23.5.1.5 Sufficient on site parking, which will consist of only surface parking, as required by the Zoning By-law, should be provided in the rear yard only at grade without removal of existing trees, except at the discretion of the City arborist.

16.23.5.1.6 Vehicular entrances should be combined to minimize the number of access points on Queen Street South.

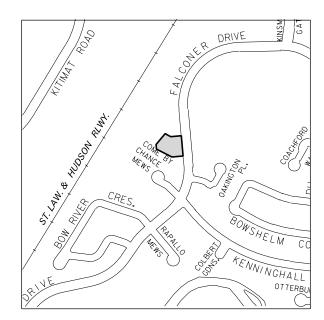
16.23.5.1.7 Minimal signage will be permitted. The design of such signage and external lighting should be compatible with the residential character of the area.

16.23.5.1.8 Existing lot sizes should be retained.

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

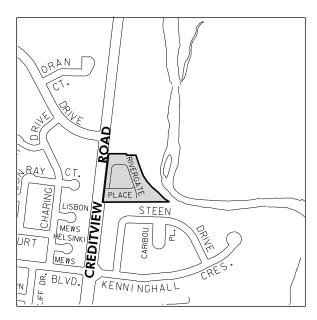
16.23.5.1.10 Notwithstanding the provisions of the Residential Medium Density II designation, the lands identified as Area A may be used for a medical office and a maximum of three dwelling units at a maximum density of 33 units per *net residential hectare*.

16.23.5.2 Site 2



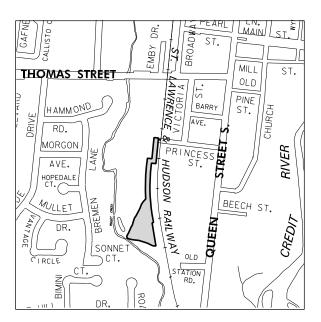
16.23.5.2.1 The lands identified as Special Site 2 are located on the west side of Falconer Drive, north of Oakington Place.

16.23.5.2.2 Notwithstanding the provisions of the Mixed Use designation, only a day care facility will be permitted.



16.23.5.3.1 The lands identified as Special Site 3 are located east of Creditview Road, north of Kenninghall Crescent.

16.23.5.3.2 Notwithstanding the provisions of the Residential Low Density II designation, the lands may be developed for townhouse development and semi-detached dwellings, or any combination thereof, with a maximum density of 15.5 units per *net residential hectare*.



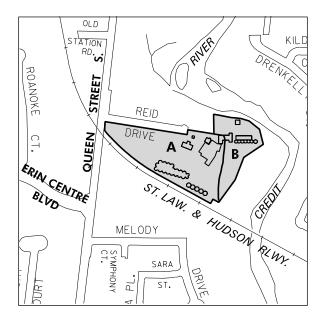
16.23.5.4.1 The lands identified as Special Site 4 are located south of Thomas Street, north of Old Station Road and west of the St. Lawrence and Hudson Railway.

16.23.5.4.2 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;
- building forms should consist of low profile buildings ranging in height from three storeys near Mullet Creek to six storeys near the railway tracks;
- c. redevelopment will include provisions for a community park and a multi-use recreational trail. The trail will be located adjacent to the east side of the Mullet Creek valley, from Tannery Street to the existing trail crossing

Mullet Creek, south of Thomas Street. The location and size of the community park will be determined through the preparation of a parkland concept plan.

16.23.5.5 Site 5



16.23.5.5.1 The lands identified as Special Site 5 are located east of Queen Street South, south of Reid Drive.

16.23.5.5.2 Notwithstanding the provisions of the Business Employment designation, the following additional policies will apply:

- a. the lands identified as Area A, may be used for the existing flour mill operation, and related accessory uses, including accessory offices, outdoor storage located to limit its visibility to Queen Street, Reid Drive and the Credit River valley, and the temporary storage of motor vehicles related to the primary use of the property. Any new construction will be limited to a construction envelope identified in the applicable implementing zoning by-law; and
- b. Amendments to the Official Plan and Zoning By-law will be required prior to the development of Area A for any purpose other

than grain processing, grain milling, and related accessory uses.

16.23.5.5.3 Notwithstanding the provisions of the Greenbelt designation, on the lands identified as Area B, the existing buildings may be used for grain processing, grain milling and related accessory uses. Repairs that do not enlarge or extend the existing buildings or structures and which are for the purpose of maintenance or restoration of the buildings or structures to a safe condition will be permitted. Subject to the approval of the Credit Valley Conservation Authority, minor alterations or additions to existing buildings and structures to accommodate the replacement or upgrading of equipment, buildings or structures will be permitted. Subject to the approval of the Credit Valley Conservation Authority, existing buildings and structures may be replaced with new buildings and structures, provided that any new building or structure is not larger or higher than the building or structure it replaces and is in the same location as the building it replaces.

16.23.5.6 Site 6



16.23.5.6.1 The lands identified as Special Site 6 are located on the south side of Britannia Road West, east of Turney Drive.

16.23.5.6.2 Notwithstanding the provisions of the Residential Low Density II designation, a dental office will be permitted.

17 Employment Areas

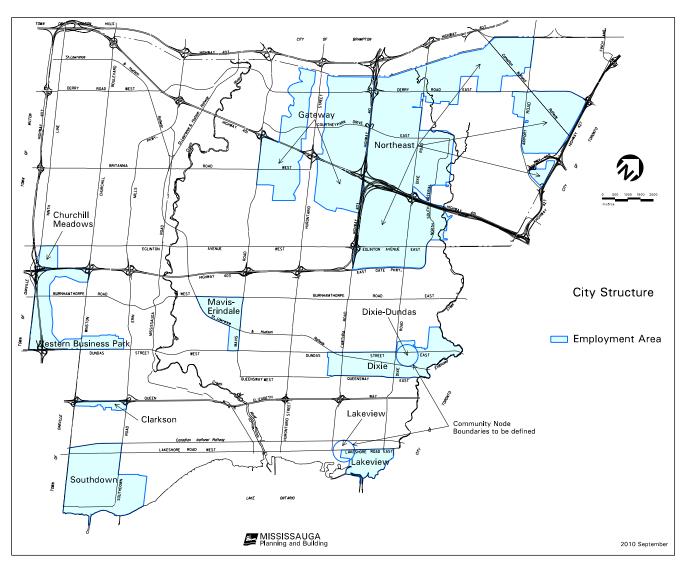
17.1 Introduction

Employment Areas in Mississauga are located within the following nine Character Areas.

- Churchill Meadows;
- Clarkson;
- Dixie;
- Gateway;

- Lakeview;
- Mavis-Erindale;
- Northeast;
- Southdown; and
- Western Business Park.

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



Map 17-1: City Structure - Employment Areas

17.1.1 General

17.1.1.1 Lands on a Corridor will not be subject to the two storey height minimum except along *Intensification Corridors* and within *Major Transit Station Areas*. Local area plans or planning studies may establish height requirements.

17.1.2 Utilities

17.1.2.1 Outdoor storage will be permitted accessory to a permitted land use adjacent to electric power rights-of-way.

17.1.3 Residential

17.1.3.1 Residential uses will be permitted only in the Dixie Character Area.

17.1.4 Mixed Use

- 17.1.4.1 Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted only in the Dixie, Gateway, Mavis-Erindale, Northeast, Southdown and Western Business Park Character Areas:
- a. Business Employment Uses;
- b. Motor Vehicle Commercial Uses; and
- c. motor vehicle sales.
- 17.1.4.2 Notwithstanding the Mixed Use policies of this Plan, the following uses will not be permitted:
- a. residential
- 17.1.4.3 Notwithstanding the Mixed Use policies of this Plan, the maximum *Floor Space Index* for *Secondary offices* is 1.0.
- 17.1.4.4 The Mixed Use designation will not be permitted, except for lands designated Mixed Use at the time this Plan comes into effect.

17.1.5 Offices

- 17.1.5.1 Notwithstanding the Office policies of this Plan, the following uses will not be permitted:
- Major office
- 17.1.5.2 Notwithstanding 17.1.4.1, existing major office is permitted and major office will be permitted in *major transit station areas*.
- 17.1.5.3 Notwithstanding the Office policies of this Plan, the maximum *Floor Space Index* for *Secondary offices* is 1.0.

17.1.6 Institutional

17.1.6.1 Institutional uses will not be permitted.

17.1.7 Convenience Commercial

- 17.1.7.1 Notwithstanding the Convenience Commercial policies of this Plan, the following uses will not be permitted:
- a. residential
- 17.1.7.2 The Convenience Commercial designation will not be permitted, except for lands designated Convenience Commercial at the time this Plan comes into effect.

17.1.8 Business Employment

17.1.8.1 Notwithstanding the Business Employment policies of this Plan, existing major office will be permitted.

17.1.9 Industrial

- 17.1.9.1 The Industrial designation will not be permitted in the following Character Areas:
 - Churchill Meadows;
 - Clarkson;
 - East Credit;

- Lakeview;
- Port Credit; and
- Streetsville.

17.2 Churchill Meadows



Map 17-2: Churchill Meadows Employment Area

17.2.1 Land Use

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

- a. adult entertainment establishments;
- b. animal boarding establishments which may include outdoor facilities;
- c. body rub establishments;
- d. motor vehicle body repair facilities;
- e. transportation facilities,

f. trucking terminals; and

waste processing or transfer stations and composting facilities.

17.2.2 Urban Design

17.2.2.1 Eglinton Avenue West represents an entry point into the city and, therefore, will promote built form of high architectural and landscaping standards.

a. Strong built form along the street frontage with massing emphasis at corners, thus discouraging parking and loading areas at the streetlines.

 Landscape treatments at corners and extending along Eglinton Avenue West should generally be complimentary on either side of the street.

17.2.3 Transportation

17.2.3.1 Notwithstanding the policies of this Plan, the following policies will apply:

- a. where feasible, the alignment of individual roads will recognize the need to preserve natural features, including woodland edges and hedgerows. Detailed road design will include mitigating and rehabilitation measures to address any disturbance of these features;
- b. Mississauga will be pursuing other possible opportunities for improving Provincial Highway access to Churchill Meadows. A further detailed
- study will be required, involving the approval of appropriate agencies, to determine the feasibility and timing of these improvements;
- d. direct access will be permitted on Major Collectors, with 30 m rights-of-way. The access location will require the approval of the Transportation and Works Department;

17.2.4 Physical Services and Utilities

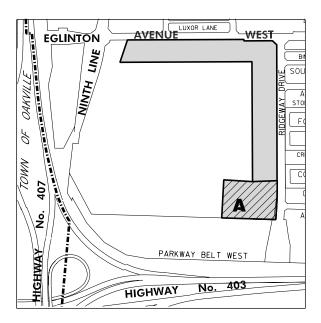
17.2.4.1 All development will be in accordance with the Sawmill Creek Sub-watershed Plan, and the Lisgar Region Water Quality Study.

17.2.4.2 Additional off-site lands associated with the construction of the stormwater management facilities recommended by the Sawmill Creek Sub-watershed Study may be needed.

17.2.5 Special Site Policies

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

17.2.5.1 Site 1



17.2.5.1.1 The lands identified as Special Site 1 are located south of Eglinton Avenue West and west of Ridgeway Drive.

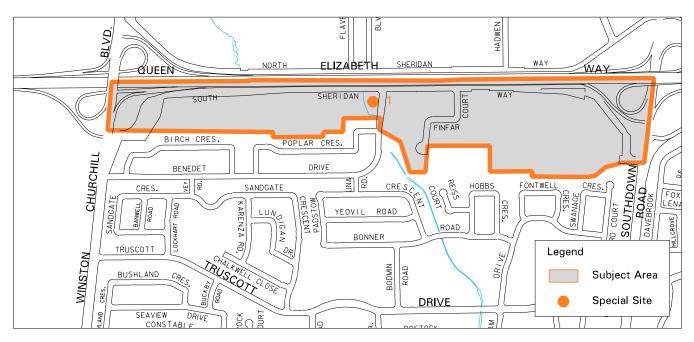
17.2.5.1.2 Notwithstanding the provisions of the Mixed Use designation, the following additional policies will apply:

- a. the following additional uses will be permitted:
- broadcasting station;
- communications and broadcasting establishment;
- radio and television transmission facility;
- telephone sales and service establishment;
- b. retail warehouses will not be permitted.

17.2.5.1.3 Area A is located north of the utility corridor and west of Ridgeway Drive. Notwithstanding the Mixed Use designations, the following additional policy will apply:

 a. the physical integration of the Bus Rapid Transit (BRT) facility with adjacent development will be encouraged.

17.3 Clarkson



Map 17-3: Clarkson Employment Area

17.3.1 Land Use

17.3.1.1 Notwithstanding the Business Employment Policies of this Plan, only the following uses will be permitted:

- a. manufacturing;
- b. Secondary office;
- c. warehousing, distributing and wholesaling; and
- d. accessory uses.

17.3.1.2 The maximum *Floor Space Index* of a *Secondary office* is 0.5.

17.3.2 Transportation

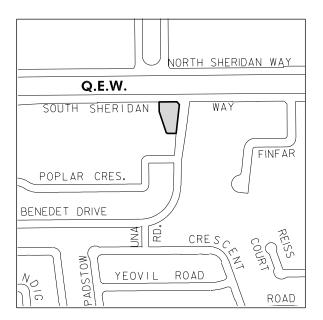
17.3.2.1 No approvals for development on the south side of South Sheridan Way, west of Southdown

Road, will be given until the proponent has submitted an acceptable traffic impact study to the satisfaction of the City.

17.3.3 Special Site Policies

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

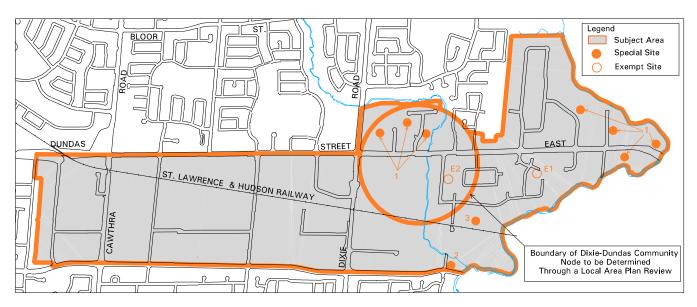
17.3.3.1 Site 1



17.3.3.1.1 The lands identified as Special Site 1 are located at the southwest corner of South Sheridan Way and Benedet Drive.

17.3.3.1.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, only a gas bar will be permitted.

17.4 Dixie



Map 17-4: Dixie Employment Area

17.4.1 Urban Design Policies

Community Identity and Design

17.4.1.1 An appropriate gateway treatment should be created at the City boundaries at Dundas Street East and the Queensway East through the massing of buildings, landscape design, or the design of the **streetscape**. A gateway treatment for Dundas Street East is outlined in the Special Site policies. The Queensway East gateway should use adjacent greenbelt lands and the median on the Queensway East for feature landscaping to frame the entrance to the City.

17.4.1.2 The *streetscape* along Dundas Street East should be enhanced by the punctuation of built form with architectural interest at designated sites. These locations include the gateways at the City boundary and the intersections of Dundas Street with Dixie Road, Haines Road and Stanfield Road. These sites should be developed with a unique and/or significant built form along the street to act as orienting landmarks. The built form and site layout should punctuate the *streetscape* with architectural interest, which can be achieved by

maximizing building heights, encouraging creative building massing solutions to break up the dominant rhythm of one storey structures, reducing front yard parking, emphasis on enhanced landscape treatment, and the inclusion of signage as an integral part of the overall architecture of the building(s).

17.4.1.3 Planting should be provided appropriate to the circumstances and existing vegetation will be preserved in order to maintain the character of the Character Area. Where continuous street planting along Dundas Street East is not possible, concentrated landscape planting may be required.

17.4.1.4 Development along Dixie Road between Dundas Street East and the GO Transit Station should attempt to encourage active pedestrian use, by minimizing building setbacks and the amount of parking between the building and the street. Development should be designed with a significant portion of the building mass located along the linear street frontage. The space between the front wall of the building and the streetline should be treated as a continuous landscape area with no parking or driveway areas. A pedestrian connection should be

provided from the public sidewalk to the principal building entrance.

17.4.2 Land Use

17.4.2.1 Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted within enclosed buildings:

- a. manufacturing;
- b. research and development; and
- c. warehousing, distributing and wholesaling.
- 17.4.2.2 Notwithstanding the Mixed Use policies of this Plan, outdoor flea markets will not be permitted.
- 17.4.2.3 Notwithstanding the Business Employment policies of this Plan, existing industrial uses that require extensive outdoor processing and storage will be permitted, and may expand, except where adjacent to residentially designated lands.

17.4.3 Transportation

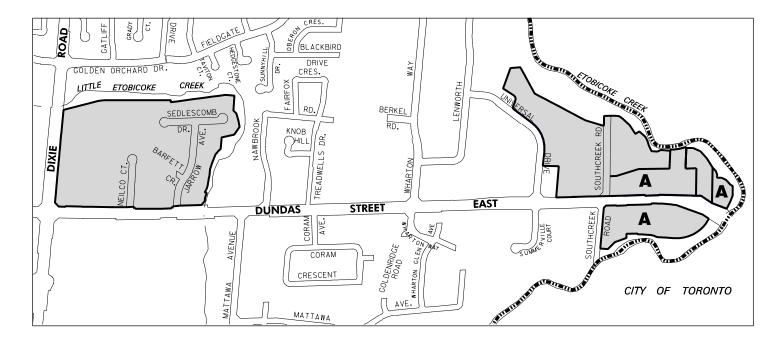
17.4.3.1 Access control will be emphasized along arterial roadways such as Dundas Street East, where High Occupancy Vehicle (HOV) lanes are currently in operation between Dixie Road and the Etobicoke Creek.

17.4.3.2 Mississauga will consider the extension of Mattawa Avenue westward to Dixie Road, and a connection of Jarrow Avenue southward to the Mattawa Avenue extension.

17.4.4 Special Site Policies

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

17.4.4.1 Site 1



17.4.4.1.1 The following lands are identified as Special Site 1:

- the lands on the northeast corner of Dixie Road and Dundas Street East, bounded by the Little Etobicoke Creek. This site is situated within a spill zone associated with the Regional Storm flood overtopping the south bank of the Little Etobicoke Creek channel;
- the lands west of Etobicoke Creek at Dundas Street East. This site is entirely within the Regional Storm floodplain of the Etobicoke Creek. These lands are shown conceptually and are subject to further review by the Toronto and Region Conservation Authority (TRCA).

The status of Site 1 as a Special Policy Area defined by Provincial Government criteria and as established by the Toronto and Region Conservation Authority (TRCA), is described in Appendix J: Regional Storm Floodline - Special Policy Areas.

Notwithstanding the policies of this Plan which relate to development within the Regional Storm floodplain, and the provisions of the Mixed Use, Business Employment and Greenbelt designations, the following policies will apply:

- a. the construction of any buildings or structures, including any additions to an existing building, and the placing or dumping of fill of any kind, or the alteration of any watercourse, will not be permitted within the Special Policy Area without the approval of the appropriate Conservation Authority;
- b. development will not be permitted within the 100-year return storm floodplain;
- development outside the 100-year return storm floodplain will be permitted only on the basis of approvals by the City and the appropriate Conservation Authority;
- d. ideally, new buildings and structures will be protected from flooding under Regional Storm conditions. Where this level of protection is technically or economically not feasible, Mississauga may, in consultation with the appropriate Conservation Authority, consider a lesser level of protection. In no case, however, will the minimum level of protection be less than the 350-year return storm floodplain;
- e. notwithstanding subsections c. and d. of this section, development, or additions will not be

permitted, where, as a result of a flood event equal to or less than the Regulatory Flood, structures will be subject to flows which, due to velocity and/or depth, would present conditions of hazard to life or potential damage to structures;

- in support of any development application, the City or the appropriate Conservation Authority may require engineering studies related to flood frequency, velocity and depth of flood flows, appropriate flood damage reduction measures, and storm water management techniques. Based on these studies and other information, Mississauga or the TRCA may specify that any approval of the application will be subject to certain design considerations related to location, setbacks, structural integrity, coverage, elevation of ground floor openings, and other matters as may be determined by the City or the appropriate Conservation Authority;
 - ingress and egress should be "safe" pursuant to Provincial Government floodproofing standards, and/or achieve the maximum level of flood protection determined to be feasible and practical based on existing infrastructure;
 - new development not be permitted to locate in the floodplain where the use is:
 - associated with the manufacture, disposal and/or storage, consumption of hazardous substances or the treatment, collection and disposal of sewage, which would pose an unacceptable threat to public safety if they were escape their normal containment/use as a result of flooding or failure of floodproofing measures;
 - associated with uses, such as hospitals, nursing homes and schools, which would pose a significant threat to the safety of the

inhabitants (e.g. the sick, the elderly, the disabled or the young), if involved in an emergency evacuation situation as a result of flooding or failure of floodproofing measures; and

- associated with services such as those provided by fire, police and ambulance stations and electrical substations, which would be impaired during a flood emergency as a result of flooding or failure of floodproofing measures;

where new development is not considered to pose an unacceptable risk to public safety, a higher level of flood protection and/or additional floodproofing precautions above the regulatory flood level, may still be required due to the sensitive nature of the development;

g. any amendment to the Zoning By-law will include provisions required by the City or the appropriate Conservation Authority to implement the Special Site Policies of this Plan.

17.4.4.1.2 The lands identified as Area A is located north and south of Dundas Street East, from Southcreeek Road to the municipal boundary, Etobicoke Creek.

These lands function as the primary gateway into Mississauga from Toronto and areas to the east, and should promote distinctive built form, landscaping and street furniture elements as visual landmarks to identify the City entry and reinforce a quality image.

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

 a. motor vehicle sales and rentals and other commercial or industrial uses with outdoor storage, flea markets, and motor vehicle commercial uses will not be permitted;

Dixie

- consolidation of vehicular entrances should be encouraged;
- active building frontages should be oriented to the public street, maximizing the linear street frontage occupied by the building;
- d. building definition is to be strengthened on the street facade by use of prominent roof forms, upper level window bands, architectural projections, and other design elements to accentuate the height and prominence of single storey buildings;
- e. special formal street tree planting at regular intervals is encouraged along the frontage of the gateway properties.

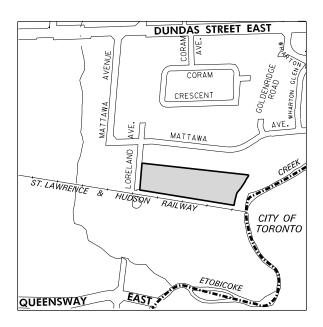
17.4.4.2 Site 2



- 17.4.4.2.1 The lands identified as Special Site 2 are located on the north side of Queensway East, west of Etobicoke Creek.
- 17.4.4.2.2 These lands function as a gateway into Mississauga from Toronto and should promote distinctive built form and landscaping elements as visual landmarks to identify the City entry and reinforce a quality image.

- 17.4.4.2.3 Notwithstanding the Business Employment designation of the lands, the following additional policies will apply:
- a. 50% of the building's gross floor area is permitted to be used for retail commercial uses in addition to the uses permitted in the Business Employment designation;
- b. built form should minimize setbacks from Queensway East and include enhanced landscape features to promote the building on site as a highly visible landmark structure.

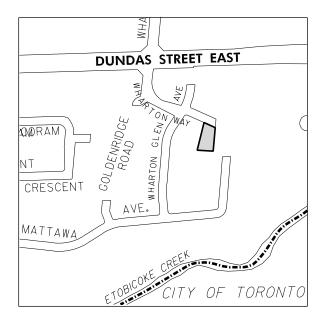
17.4.4.3 Site 3



- 17.4.4.3.1 The lands identified as Special Site 3 are located on the east side of Loreland Avenue, south of Dundas Street East, at 2315 Loreland Avenue.
- 17.4.4.3.2 Notwithstanding the provisions of the Business Employment designation on the lands and Section 3.11.6.3 Electric Power, Telephone and other Cabled Services, a Power Generating Facility will be permitted.

17.4.5 Exempt Site Policies

17.4.5.1 Site 1



17.4.5.1.1 The lands identified as Exempt Site 1 are located on the south side of Wharton Way east of Wharton Glen Avenue, at 2001 Wharton Way.

17.4.5.1.2 Notwithstanding the provisions of the Business Employment designation, a food store will also be permitted with a maximum gross floor area of 320 m^2 .

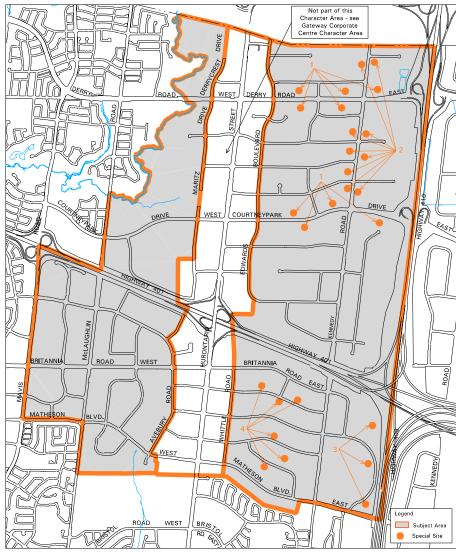
17.4.5.2 Site 2



17.4.5.2.1 The lands identified as Exempt Site 1 are located at the southeast corner of Dundas Street East and Mattawa Avenue, at 1650 Dundas Street East.

17.4.5.2.2 Notwithstanding the provisions of the Mixed Use designation, residential uses will also be permitted on the second floor of the existing building, provided that they take the form of live/work units and are limited to a maximum of 42 units and 6 140 m2.

17.5 Gateway



Map 17-5: Gateway Employment Area

17.5.1 Land Use

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

a. motor vehicle body repair facilities.

17.5.1.2 Lands designated Motor Vehicle Commercial may be developed for the permitted uses of the abutting Business Employment designations without further amendment to this Plan.

17.5.2 Transportation

17.5.2.1 Access to Mavis Road, in general will be limited to signalized intersections. Restricted right-in/right-out accesses along this arterial road may be permitted. These arterial access/intersection points will be assessed in more detail at the development review stage. The Transportation and Works Department may require development concept plans.

17.5.2.2 The following road connections may be constructed without further amendment to this Official Plan subject to appropriate studies and Provincial Government approval:

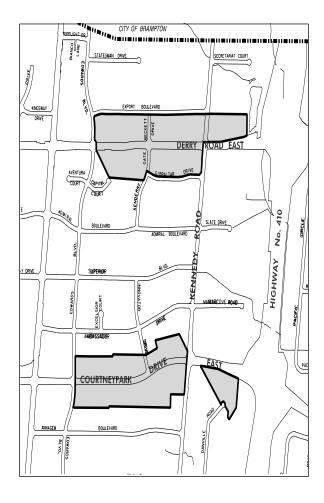
- the extension of Madill Boulevard to the Provincial Highway 401 westbound off-ramp at Hurontario Street;
- the extension of Belgrave Road to the Provincial Highway 401 eastbound off-ramp at Mavis Road;
- the extension of Whittle Road to the Provincial Highway 401 eastbound off-ramp at Hurontario Street;
- the extension of Edwards Boulevard to the Provincial Highway 407 eastbound off-ramp at Hurontario Street (subject to approval by the City of Brampton).

This statement is intended to protect these potential ramp connections for future consideration and does not represent a commitment on the part of the Provincial Government.

17.5.3 Special Site Policies

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

17.5.3.1 Site 1

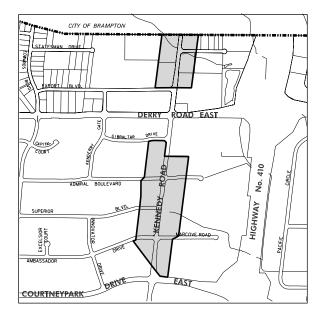


17.5.3.1.1 The lands identified as Special Site 1, are located on both sides of Derry Road East and Courtneypark Drive East between Provincial Highway 410 and Edwards Boulevard.

17.5.3.1.2 Notwithstanding the Business Employment designation on these lands, the following additional policies will apply:

- a. industrial uses which may have some outside storage, such as transportation related activities, and motor vehicle sales (including trucks and truck trailers), leasing, repairing and servicing, will be permitted;
- b. any site development plans will address the following built form expectations:
 - that the principal built form model is one of enclosure (i.e. as viewed from Derry Road East and Courtneypark Drive East) of the major portion of materials/trucks/truck trailers storage, service and docking uses by buildings and/or wing walls (e.g. in a quadrangle, "U" shaped or "T" shaped footprint);
 - that the street frontage, in linear terms, be defined by built form (i.e. buildings or projecting walls compatible with the architecture) to the greatest extent possible and maintaining a general consistent, and limited setback to relate the buildings both to each other and to the street edge (minimum guideline of at least two-thirds (b) of the linear street frontage is to be occupied by building walls with a setback range of four-and-a-half to thirteen (4.5-13) m);
 - that street front building walls should be highly articulated by use of creative massing, entry features, fenestration, high quality materials and interesting roof form (unrelieved walls with no concession to the visual character of the street realm should be avoided);
 - that high profile locations such as intersections or gateway locations be recognized by the siting, design and height of respective buildings.

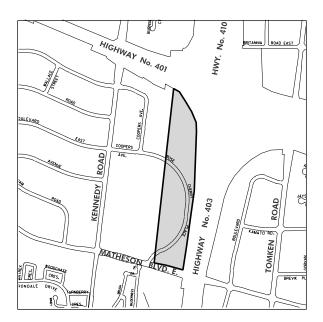
17.5.3.2 Site 2



17.5.3.2.1 The lands identified as Special Site 2, are located on both sides of Kennedy Road, north and south of Derry Road East.

17.5.3.2.2 Notwithstanding the Business Employment designation on these lands, the following additional policy will apply:

a. industrial uses which may have some outside storage, such as transportation related activities, and motor vehicle sales (including trucks and truck trailers), leasing, repairing and servicing, will be permitted. 17.5.3.3 Site 3

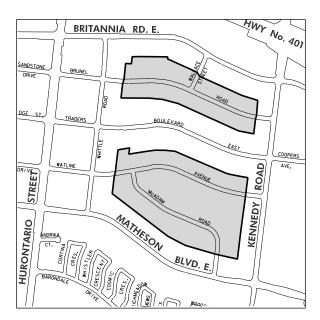


17.5.3.3.1 The lands identified as Special Site 3, known as the Hershey Centre, are located west of Provincial Highway 403, between Provincial Highway 401 and Matheson Boulevard East.

17.5.3.3.2 Notwithstanding the provisions of the Public Open Space designation, the following additional policy will apply:

a. land uses permitted within Special Site 9 include recreational and spectator facilities such as, spectator arenas, outdoor stadiums, community arenas, and indoor sport complex, as well as complimentary uses such as, but not limited to, retail commercial uses, restaurants, sports medical clinic, health and fitness centre, accessory offices, and overnight accommodations.

17.5.3.4 Site 4

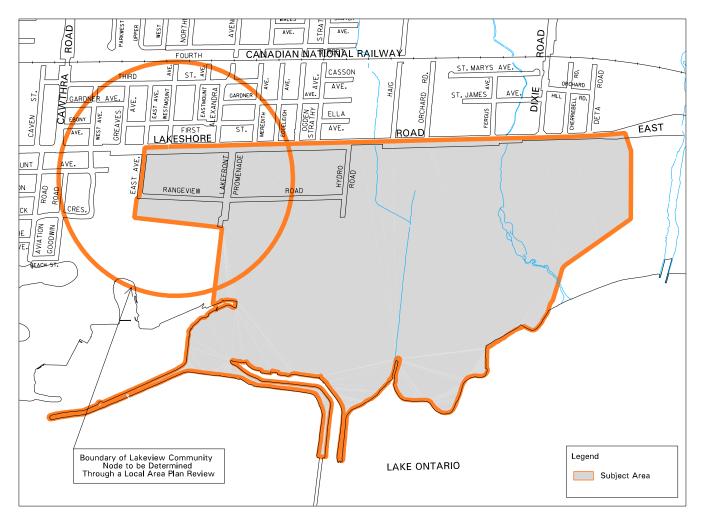


17.5.3.4.1 The lands identified as Special Site 4 are located on the north and south sides of Brunel Road, west of Kennedy Road and on the north and south sides of Watline Avenue and McAdam Road, west of Kennedy Road.

17.5.3.4.2 Notwithstanding the provisions of the Business Employment designation, all uses in existence at the time this policy comes into effect (2007 September 10), and outdoor storage will be permitted.

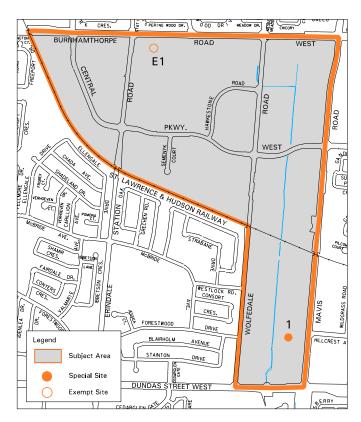
17.6 Lakeview

Official Plan policies for lands within the Lakeview Employment Area are contained in the Lakeview Local Area Plan, under separate cover.



Map 17-6: Lakeview Employment Area

17.7 Mavis-Erindale



Map 17-7: Mavis-Erindale Employment Area

17.7.1 Urban Design Policies

17.7.1.1 To achieve a high standard of building design, landscape and **streetscape**, the following design guidelines will be used to evaluate the design aspects of development proposals:

- a. redevelopment of the lands on the west side of Mavis Road across from the lands designated for residential purposes on the east side of Mavis Road will require upgraded landscape and streetscape treatment;
- b. redevelopment of the lands on the east side of Wolfedale Road will require upgraded landscape and *streetscape* treatment in order to address the residential nature of the lands on the west side of Wolfedale Road, south of the St. Lawrence and Hudson Railway tracks.

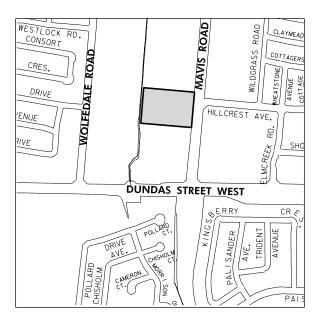
17.7.2 Land Use

17.7.2.1 Notwithstanding the Business Employment policies of this Plan, existing manufacturing and warehousing, distributing, and wholesaling uses that require extensive outdoor processing and storage will be permitted, and may expand subject to the development objectives of this Plan and current site plan control requirements.

17.7.3 Special Site Policies

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

17.7.3.1 Site 1



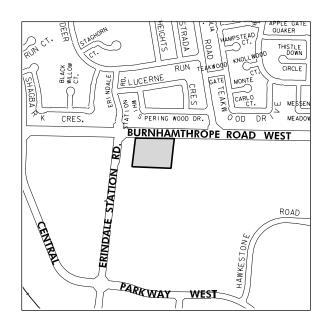
17.7.3.1.1 The lands identified as Special Site 1 are located on the west side of Mavis Road, north of Dundas Street West.

17.7.3.1.2 Notwithstanding the provisions of the Mixed Use designation, the following additional policy will apply:

- a. the following uses will not be permitted:
 - a department store;
 - a food supermarket;
 - a drug store;
 - an automotive parts and accessories store.

17.7.4 Exempt Site Policies

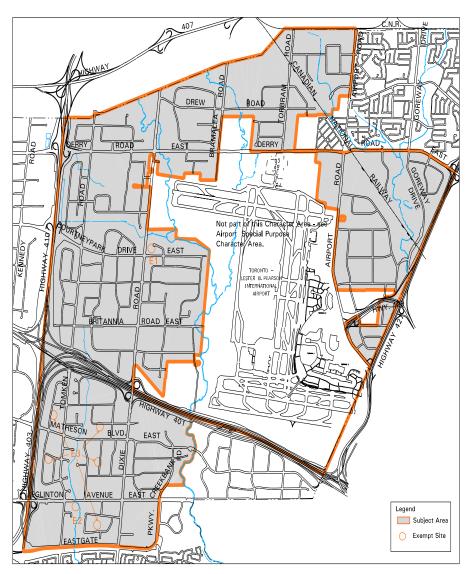
17.7.4.1 Site 1



17.7.4.1.1 The lands identified as Exempt Site 1 are located south of Burnhamthorpe Road West and east of Erindale Station Road.

17.7.4.1.2 Notwithstanding the provisions of the Mixed Use designation, motor vehicle body repair uses will also be permitted.

17.8 Northeast



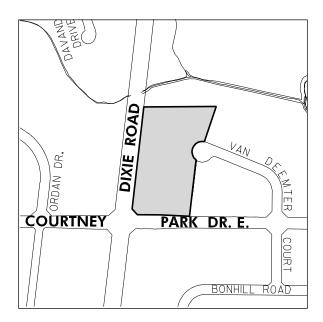
Map 17-8: Northeast Employment Area

17.8.1 Land Use

- 17.8.1.1 Notwithstanding the Mixed Use and Business Employment policies of this Plan, existing industrial operations which have extensive outdoor processing or storage areas will be permitted to continue and expand in accordance with the policies of this Plan.
- 17.8.1.2 Notwithstanding the provisions of the Business Employment designation, for the lands fronting on Airport Road the following uses will not be permitted:
- a. broadcasting, communication, and utility rights-of-way;
- b. trucking terminals; and
- c. waste processing stations or waste transfer stations and composting facilities.

17.8.2 Exempt Site Policies

17.8.2.1 Site 1



17.8.2.1.1 The lands identified as Exempt Site 1 are located on the east side of Dixie Road north of Courtneypark Drive East.

17.8.2.1.2 Notwithstanding the provisions of the Business Employment designation, retail commercial uses will also be permitted. Motor vehicle commercial uses including a truck detailing establishment and automobile sales and leasing accessory to an automobile repair garage will also be permitted. Private schools, places of religious assembly and day care centres will not be permitted.

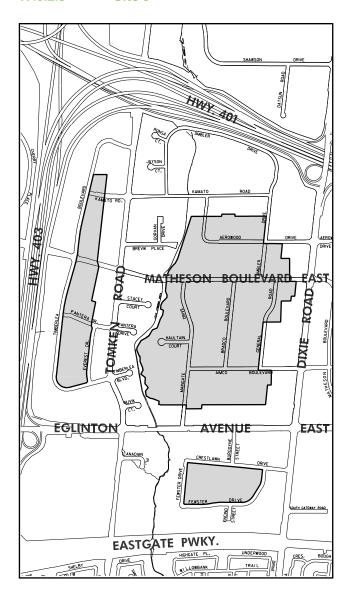
17.8.2.2 Site 2



17.8.2.2.1 The lands identified as Exempt Site 2 are located on the south side of Eglinton Avenue East, east of Tomken Road.

17.8.2.2.2 Notwithstanding the provisions of the Business Employment and Greenbelt designations, housing for the elderly will also be permitted.

17.8.2.3 Site 3

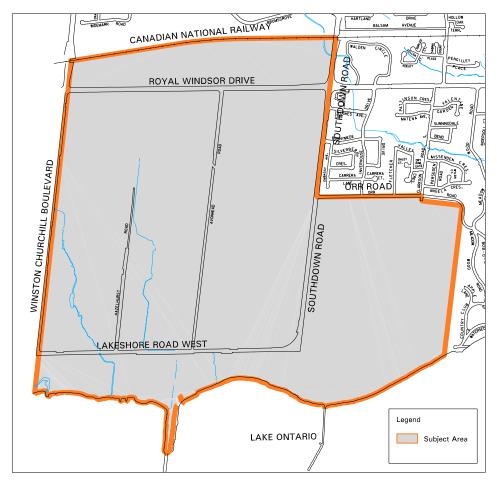


17.8.2.3.1 The lands identified as Exempt Site 3 are located north of Eastgate Parkway, west of Dixie Road, south of Highway 401, and east of Highway 403.

17.8.2.3.2 Notwithstanding the provisions of the Business Employment designation, all uses in existence as of September 10, 2007 and outdoor storage will also be permitted.

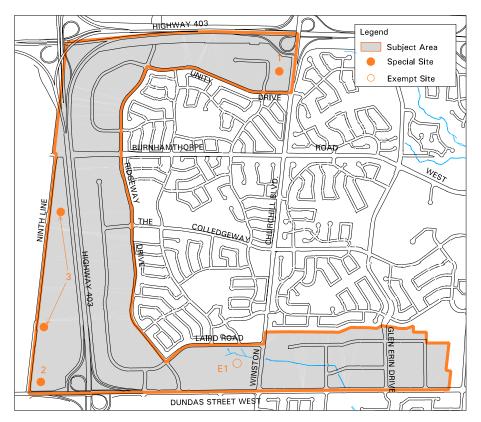
17.9 Southdown

Official Plan Policies for lands within the Southdown Employment Area are contained in the Southdown Local Area Plan, under separate cover.



Map 17-9: Southdown Employment Area

17.10 Western Business Park



Map 17-10: Western Business Park Employment Area

17.10.1 Urban Design Policies

17.10.1.1 For lands with direct exposure to Provincial Highway 403, the following design policies will be used to evaluate the design aspects of development proposals:

- a. limited parking will be permitted between the building and Provincial Highway 403 property line;
- b. upgraded building elevations will be required for lots abutting Provincial Highway 403, Ridgeway Drive and Ninth Line.
- 17.10.1.2 Loading bays and *waste* collection areas should not face onto Provincial Highway 403, Ridgeway Drive, Winston Churchill Boulevard, Dundas Street West or Ninth Line.

17.10.1.3 Outdoor storage and display areas should not face onto Ridgeway Drive.

17.10.2 Land Use

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

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

17.10.3 Special Site Policies

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

17.10.3.1 Site 1

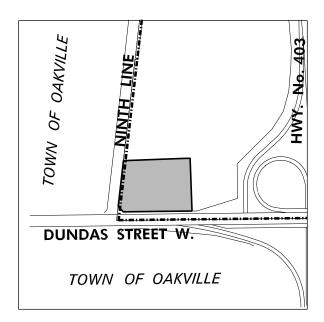


17.10.3.1.1 The lands identified as Special Site 1 are located in the northwest quadrant of the intersection of Winston Churchill Boulevard and Unity Drive.

17.10.3.1.2 Notwithstanding the provisions of the Business Employment designation, the following additional policies will apply:

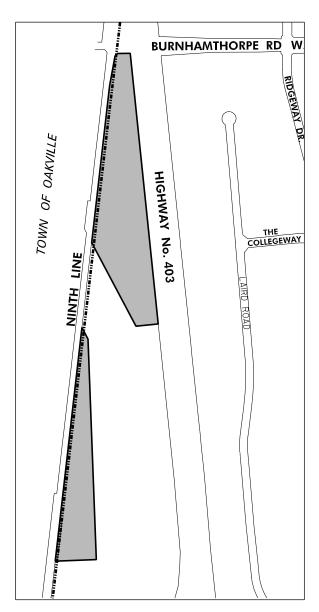
- a. Mixed uses, excluding motor vehicle commercial uses, will be permitted;
- the preparation of a concept plan promoting the integrated development of the existing lots will be required in conjunction with any development applications. The concept plan will be required to address the following:
 - street access;
 - impacts on residential lands will be addressed in accordance with the Urban Design policies of this Plan;
 - appropriate gateway treatment through the massing of buildings and landscape design.

17.10.3.2 Site 2



17.10.3.2.1 The lands identified as Special Site 2 are located on the north side of Dundas Street West, east of Ninth Line, and west of Provincial Highway 403.

17.10.3.2.2 Notwithstanding the provisions of the Business Employment designation, Mixed uses and cemetery use will be permitted.

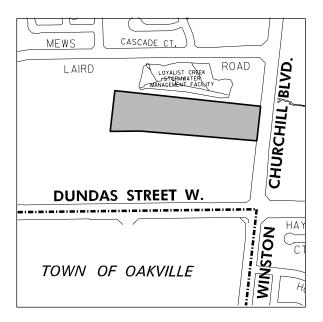


17.10.3.3.1 The lands identified as Special Site 3 are located on the east side of Ninth Line, south of Burnhamthorpe Road West.

17.10.3.3.2 Notwithstanding the provisions of the Business Employment designation, cemetery use will be permitted.

17.10.4 Exempt Site Policies

17.10.4.1 Site 1



17.10.4.1.1 The lands identified as Exempt Site 1 are located south of Laird Road and west of Winston Churchill Boulevard.

17.10.4.1.2 Notwithstanding the provisions of the Mixed Use designation, housing for the elderly will also be permitted

18 Special Purpose Areas

18.1 Introduction

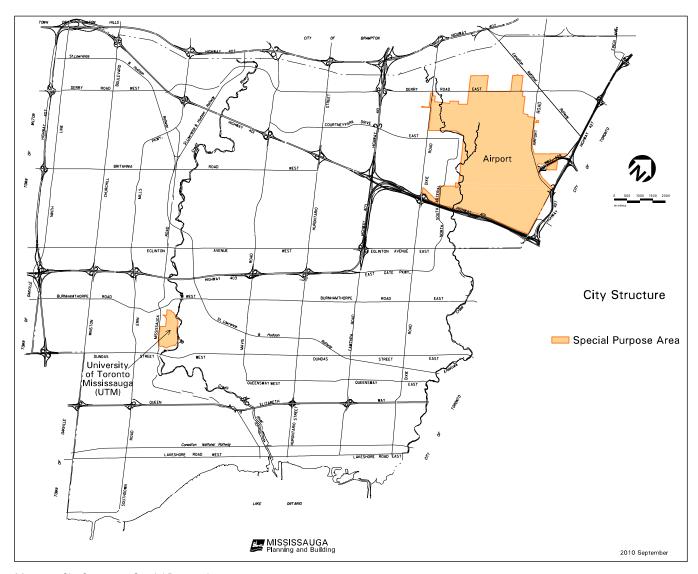
There are two Special Purpose Areas in Mississauga:

- the Airport; and
- University of Toronto Mississauga.

This section identifies the modifications to the General Land Use designations in Chapter 11 that applies to all Special Purpose Areas.

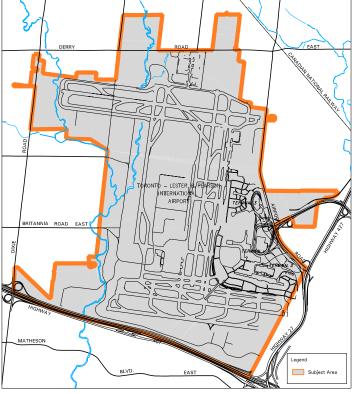
18.1.1 General

18.1.1.1 Special Purpose Areas will develop as unique destinations of city and regional significance.



Map 18-1: City Structure — Special Purpose Areas

18.2 Toronto-Lester B Pearson International Airport



Map 18-2: Toronto-Lester B Pearson International Airport Special Purpose Area

18.2.1 Introduction

It is recognized that the impacts of Airport operations, including noise, air navigation facilities and procedures, and airport obstacle limitation surface restrictions, extend far beyond its geographic boundaries. This is a permanent circumstance which this Plan acknowledges.

Land use and development can impact the safe operation of aircraft in an area extending well beyond the limits of the Airport. The Airport Influence Area, shown on Appendix F: Lester B. Pearson International Airport - Map 2 Airport Influence Area represents the total area where new construction has the potential to impact on civil navigation for aircraft using the Airport or which has the potential to impact airport or airspace capacity

due to interference with signals, communications, and instrument flight procedures.

Further, there are areas of Mississauga which are subject to high levels of aircraft noise. As a result, Chapter 5 contains policies which set out the restrictions on development within the areas subject to high levels of aircraft noise. The policies of this Plan are based on a six-runway configuration of the Airport.

18.2.2 Land Use

18.2.2.1 Mississauga will cooperate with the Federal Government, or successors, to ensure that new construction within the Airport Influence Area is compatible with the requirements of the Airport for:

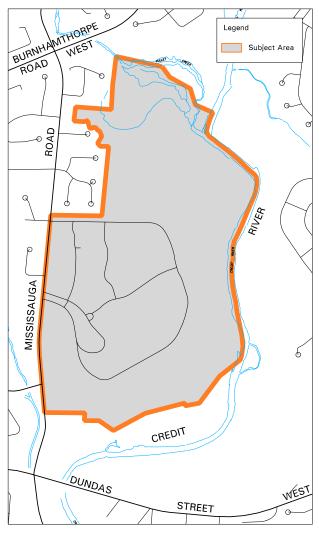
- a. height limitations
- b. protection of navigational aids, surveillance equipment and communications;
- c. visibility; and
 - d. protection from wildlife hazards.

18.2.2.2 All applications to amend the Official Plan or zoning by-law, draft plans of subdivision, and site development plans within the Airport Influence Area will be circulated to the GTAA for comments.

18.2.2.3 Because of the economic importance of the Airport to the City, Region and Province, development should be either complementary or compatible with Airport operations and allow the Airport to function at maximum efficiency to achieve full economic potential having regard for:

- a. existing and future industry;
- b. business and employment opportunities; and
- c. the interests of existing and future residents.

18.3 University of Toronto Mississauga



Map 18-3: University of Toronto Mississauga Special Purpose Area

18.3.1 Introduction

The University of Toronto Mississauga (UTM) is located on the east side of Mississauga Road, north of Dundas Street. The campus is situated on 91 ha of land adjacent to the Credit River.

18.3.2 Land Use

- 18.3.2.1 Expansion of the UTM campus by the acquisition of adjacent properties will be permitted without an amendment to this Plan.
- 18.3.2.2 Development should be located and designed to minimize adverse effects on adjacent residential areas.
- 18.3.2.3 Development should have regard for the Mississauga Road Scenic Route Policies.
- 18.3.2.4 As part of any significant future development, the need for additional or alternative access will be reviewed.

19 Implementation

The purpose of this chapter is to establish how the policies of Mississauga Official Plan are implemented and translated into programs. This Plan will be implemented by the powers conferred upon City Council by the *Planning Act*, the *Municipal Act*, and other statutes as may be applicable. For instance, this Plan will be implemented by zoning by-laws, heritage designation by-laws, subdivision control, site plans, municipal legislation and the construction of public works.

19.1 Monitoring

19.1.1 The Official Plan will be reviewed every five years or earlier, if warranted.

19.1.2 Mississauga may develop a set of indicators to measure the implementation of the policies of this Plan.

19.2 Finance

Development will support itself in terms of capital requirements. The implementation of the policies of this Plan will be subject to the capital budget and financial policies and procedures of City Council, as well as availability of Regional and Provincial Government funding. The Official Plan also acknowledges that some services are provided to the City by other levels of government.

The City has adopted a Development Charges Bylaw as authorized by the Development Charges Act. The by-law implements the charges required to support the emplacement of capital facilities, as determined by various needs assessments, over the next ten to twenty years. The by-law also contains capital costs to be charged industrial/commercial and residential hectare developed and per housing unit constructed.

The by-law will be reviewed periodically as required by the *Development Charges Act* and revised, as necessary.

19.2.1 Mississauga will strive to maintain an appropriate relationship between residential and non-residential assessment in order to maximize City revenues and minimize City expenditures. To this end, staff will monitor the appropriate financial indicators, such as tax rates, capital contribution levels, residential to commercial/industrial assessment ratio, vacancy rates, and overall growth rates.

19.2.2 Mississauga will provide quality services to the residents and businesses of Mississauga that are accessible throughout the city and that recognize specific community needs.

19.3 **Development Applications**

19.3.1 Development applications will be evaluated and processed in accordance with the policies of this Plan, approved *streetscape* studies and design guidelines and other relevant City Council policies and Provincial policies.

19.3.2 To ensure that the policies of this Plan are being implemented, the following controls will be regularly evaluated:

- a. Mississauga Official Plan;
- b. Mississauga Zoning By-law;
- c. Site Plan Control By-law;
- d. Urban Design Guidelines;
- e. City of Mississauga Heritage Register; and
- f. all other practices and procedures involved in processing development applications.



Figure 19-1: Development applications are subject to a number of criteria and require extensive review. Once the application is reviewed with all supporting documentation, the application is presented before City Council for approval.

19.3.3 To provide consistent application of planning and urban design principles, all development applications will address, among other matters:

- a. the compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density, and built form;
- b. conformity with the policies in this Plan;
- c. the sustainability of the development to support public transit and to be oriented to pedestrians;
- d. in circumstances where medium and high density residential uses are in proximity to developments of a lower density, measures, such as increased setback; sensitive building location, transition and design; and landscaping, may be required to ensure compatibility with the lower density designations;
- e. the adequacy of engineering services;
- f. the adequacy of community infrastructure;

- g. the adequacy of the multi-modal transportation systems;
- h. the suitability of the site in terms of size and shape, to accommodate the necessary on site functions, parking, landscaping, and on site amenities;
- the relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm;
- the impact of the height and form of development, in terms of overshadowing and amenity loss, on neighbouring residential and park uses;
- k. site-specific opportunities and constraints;
- sustainable design strategies;
- m. urban form and public health.
- 19.3.4 Prior to the submission of a development application, the City may require a meeting with the development proponent and/or their agent.

19.3.5 Some or all of the following studies, reports and/or documents may be required as part of a complete application submission for an official plan amendment, rezoning, draft plan of subdivision or condominium or consent application, dependent on the type of application, the property location and adequacy of services.

Submitted material must be satisfactory to the City and relevant agency, if applicable, such as conservation authorities in the case of an Environmental Impact Study. Further, the required material must be deemed satisfactory in the early stages of application review. This list is not inclusive, and other material may be requested when the application is reviewed.

The scope of the studies and the terms of reference will be determined at the pre-application meeting prior to application submission, and/or appropriate staff contacts will be provided for scoping purposes. If the requested material is not provided, the application will be deemed incomplete by the City.

- Development Application Review Checklist, as completed at the Development Application Review Committee (pre-application) meeting;
- Notice signage erected on site in accordance with the City of Mississauga's guidelines and regulations;
- Complete application form and required fees;
- Planning Justification Report, which may include a plan of survey and a concept plan for the subject site and surrounding lands;
- Draft official plan amendment;
- Draft zoning by-law amendment;
- Draft plan of subdivision or condominium;
- Urban Design Study;
- Arborist's Report (including Tree Survey/Tree Preservation Plan);
- Parking Utilization Study;

- Sun/Shadow/Wind Study;
- Environmental Impact Study;
- Slope Stability Study/Top of Bank Survey;
- Downstream Erosion Impact Report/ Investigation;
- Functional Storm Drainage Report;
- Stormwater Management Study;
- Stream Erosion Assessment;
- Implementation study for Two Zone Floodplain Policies;
- Environmental Site Screening Questionnaire and Declaration;
- Site Remediation Studies, including Phase I Environmental Site Assessment, Phase II;
- Environmental Site Assessment, Remedial Work Plan, Site Clean-Up Report;
- Acoustical Feasibility Study (for stationary, road, rail and/or airport noise sources);
- Vibration Analysis;
- Air Quality Study;
- Geotechnical Report;
- Transportation Impact Study (including scoped studies such as gapping, signal operations, and/or other relevant traffic issues);
- Traffic Safety Impact Study (including access review, sight lines, queuing, gapping and collisions);
- On Street Parking Analysis (including type, availability and feasibility of the on street parking arrangement);
- Park Concept Plan;
- Heritage Impact Statement,
- Heritage Conservation Plan;

- Community Uses Needs Assessment;
- Above and below ground Utility Plans (existing and proposed) on City lands;
- Archaeological Assessment;
- Restrictions on Title (where the creation of Common Element Condominium lots precedes the creation of the private road);
- Transportation Demand Management;
- Health Impact Study; and
- Sustainability Design.

19.3.6 Proposals for buildings higher than three storeys will be designed to minimize overlook conditions; obstructions of grade level vistas and overshadowing of any adjacent properties. In this regard, sun and shadow studies, view studies and micro-climatic studies may be required to determine the impacts of the proposal. For the purpose of this policy, the above-noted studies generally would not be required for adjacent lands used for industrial purposes.

- 19.3.7 To provide consistent, efficient, and predictable application of environmental planning principles, all applications will have regard for:
- a. promotion of public transit;
- b. promotion of cycling and walking;
- c. management of waste;
- d. energy and water conservation;
- e. quality and quantity of stormwater management;
- f. noise and vibration minimization;
- g. habitat protection and enhancement;
- h. erosion and sediment control;
- i. tree preservation;
- i. land form conservation:

- k. air quality;
- I. soil and groundwater quality, and
- m. public health.
- 19.3.8 Provincial Government policies and guidelines will be used in reviewing development applications.
- 19.3.9 Where appropriate, the City will coordinate environmental performance criteria with the programs, policies, and legislation of appropriate Provincial Government agencies, conservation authorities, and the Region.
- 19.3.10 Rights-of-way or additions, thereof, and private roads will not be included in the calculation of density for on site building coverage.

19.4 Criteria for Site Specific Official Plan Amendments

- 19.4.1 City Council will consider applications for site specific amendments to this Plan within the context of the policies and criteria set out throughout this Plan. The proponent of an official plan amendment will be required to submit satisfactory reports to demonstrate the rationale for the amendment; including, among other matters:
- a. that the proposed redesignation would not adversely impact or destabilize the following:
 - the achievement of the overall intent, goals, objectives, and policies of this Plan;
 - the development or functioning of the remaining lands that have the same designation, or neighbouring lands;
- that a municipal comprehensive review of land use designations or a five year review is not required;
- that the lands are suitable for the proposed use, and a planning rationale with reference to the policies of this Plan, other applicable policies,

- and sound planning principles is provided, setting out the merits of the proposed amendment in comparison with the existing designation;
- d. land use compatibility with the existing and future uses of surrounding lands; and
- e. the adequacy of engineering services, community infrastructure and multi-modal transportation systems to support the proposed application.

19.4.2 Mississauga may initiate site specific amendments to this Plan through local area plans or other planning studies. In order to demonstrate the viability of a proposal, development proponents may be required to submit satisfactory studies prior to the development of the site.

19.5 Zoning

19.5.1 The zoning for all properties will conform to this Plan within three years of it coming into force and effect.

19.5.2 Mississauga may implement form based zoning.

19.6 Zone Subject to a Holding Provision

19.6.1 A holding provision may be used in conjunction with any zoning category to specify the use to which lands, buildings or structures may be put at such time in the future as the holding provision is removed by amendment to the zoning by-law.

19.6.2 A holding provision will be used to implement this Plan for staging of development and additionally may be used to implement specific requirements, such as, but not limited to:

- a. the adequacy of engineering services;
- b. the adequacy of community infrastructure;
- c. the adequacy of multi-modal transportation systems;
- d. the adequacy of access/ingress to a site and in respect of adjacent properties;
- e. development of affordable housing;
- f. protection of the Natural Areas System;
- g. the remediation of contaminated sites;
- h. the provision of parkland; and
- i. the provision of flood free ingress/egress.

19.6.3 Generally, uses existing at the time a site specific by-law with a holding provision is enacted will be allowed to continue, however, restrictions on existing uses and/or alternative uses may be specified in the by-law with a holding provision.

19.6.4 Mississauga may apply a holding provision to lands within Intensification Areas to ensure that the policies of this Plan are implemented. The removal of the holding provision will be conditional on the applicant satisfying the requirements of the policies of this Plan.

19.6.5 The policies of this Plan should not be construed to require the gratuitous dedication of land for new public roads, including realignments of roads or impose an obligation upon a landowner to construct or pay for the construction of new roads, where not otherwise permitted by the *Planning Act*.

19.7 Bonus Zoning

19.7.1 City Council may pass by-laws permitting increases in height and/or density for development permitted by this Plan and/or the zoning by-law to enable the City to secure specific amenities that benefit the city. These by-laws are intended to act

as an incentive to encourage developers to provide specific amenities.

- 19.7.2 City Council may grant bonuses in height and/or density of site specific development proposals in exchange for facilities or matters such as, but not limited to:
- a. protection of significant views and vistas of Lake Ontario;
- b. provision of parkland above that required by the *Planning Act*;
- c. enhancement of the Natural Areas System;
- d. provision of additional road or servicing improvements;
- e. provision of multi-modal transportation facilities;
- f. provision of community infrastructure;
- g. provision of a wide range of housing types, including affordable, assisted and special needs housing;
- h. preservation of heritage resources;
- i. provision of public art;
- i. enhanced urban design features; and
- k. provision of *streetscape* improvements.
- 19.7.3 In all cases, the increase in height and/or density will be based on a site specific review. In reviewing the proposed increase in height and/or density City Council will ensure that:
- a. the proposed development is compatible with the scale and character of the surrounding area and has minimal impact on neighbouring uses;
- b. there are adequate engineering services and community services;
- c. the transportation system can accommodate the increase in density;
- d. the site is suitable in terms of size and shape, to accommodate the necessary on site functions,

- parking, landscaping, and recreational facilities; and
- e. a special study is required from the applicant that establishes an equitable relationship between the benefit to the owner of the value of the density increase that may be permitted and the value of the facility, service, or matter to the public.
- 19.7.4 When considering bonusing, and allowing the provision of benefits off-site, the positive impacts of the exchange should benefit the surrounding areas experiencing the increased height and/or density.
- 19.7.5 By-laws permitting bonusing of height and/or density will:
- a. specify the amount by which the height and/or density of the development would be increased in exchange for certain facilities, services, or matters;
- b. contain the detailed development standards that would apply to the site to lessen the impact the proposed increase in height and/or density may have on the surrounding area.
- 19.7.6 The facilities, services, or matters will be transferred to the City or secured by agreements entered into by the developer and the City, prior to or in conjunction with to the enactment of the bonus zoning by-law.
- 19.7.7 Mississauga may develop bonusing policies applicable to specific areas of the city.

19.8 Temporary Use By-law

- 19.8.1 City Council may pass by-laws to authorize the temporary use of land for a purpose that is otherwise prohibited by the zoning by-law, as permitted by the provisions of the *Planning Act*.
- 19.8.2 A temporary use which conforms to this Plan may be permitted by a temporary use by-law to allow:

- a. an unfamiliar use on a trial basis;
- b. the use of an available building until the rehabilitation or redevelopment of the building for a use permitted by this Plan is warranted by future market conditions; or
- c. the use of vacant land for a parking lot that would otherwise not be permitted.

19.8.3 The following conditions will apply to all uses permitted by a temporary use by-law:

- extensions of the period of temporary use may be permitted by subsequent by-laws but should generally not continue for more than a total of ten years for a temporary use of a garden suite and three years in all other cases as per the Planning Act;
- b. no new buildings or expansion of buildings, except for temporary or movable structures, will be permitted;
- the temporary use permitted must be compatible with adjacent land uses, or measures to mitigate any adverse impacts must be applied;
- d. no adverse impacts on traffic or transportation facilities in the area may result, and sufficient parking must be provided on site;
- e. no adverse impact on community infrastructure;
- f. no adverse impacts on the assessment base;
- g. the temporary use will not jeopardize the eventual planned land use; and
- h. temporary buildings must conform to the property standards by-law.



Figure 19-2: Although most of Mississauga is built-out, there are still portions of the city that will require a plan of subdivision. Churchill Meadows is one of Mississauga's most recent communities that exemplifies good planning, with appropriate road connections, built form, servicing and a mix of uses.

19.9 Interim Control By-law

19.9.1 City Council may pass an Interim Control By-law prohibiting the use of land, buildings or structures within the city or within a defined area of the city for a limited period of time as specified by the *Planning Act*. Interim Control measures may be considered and enacted for the purposes of undertaking studies where development pressures warrant a review of zoning.

19.10 **Development Zone**

19.10.1 Vacant lands and legally existing land uses that do not conform to this Plan, may be recognized in the zoning by-law as a "D" (Development) Zone. It is intended that these lands will eventually be redeveloped in accordance with the policies contained in this Plan, but in the meantime allow legally existing uses to continue without a non-conforming status.

19.11 Development Permits

19.11.1 Consideration will be given to the enactment of a Development Permit System as authorized by the *Planning Act*.

19.12 Subdivisions

19.12.1 Draft plans of subdivision will comply with the policies of this Plan and relevant City Council approved policies, including those regarding the provisions of adequate services and transportation facilities, and the maintenance of a sound financial position for the City.

19.12.2 A condition of draft approval of a plan of subdivision will require that a servicing and

development agreement be entered into by the developer to ensure the provision of services, facilities, and other matters to the satisfaction of City Council and the Region of Peel.

19.12.3 By-laws may be passed to exempt all, or part of registered plans of subdivision from part-lot control. Such exemptions will eliminate the need for further subdivision or consents to convey portions of lots within the registered plan of subdivision.

19.13 Site Plans

19.13.1 As permitted by the *Planning Act*, all lands in the city are designated as a Site Plan Control Area. By-laws may be passed to designate the whole or any part of the city as a Site Plan Control Area, or identify where site plan control does not



Figure 19-3: Applications for Site Plan Approval will be required to contain sufficient information to ensure compliance with all relevant matters contained in the *Planning Act*, as amended.

apply. By-laws may also be passed to designate a Site Plan Control Area by reference to one or more land use designations and/or zone categories.

19.13.2 As all lands in the city are designated as a Site Plan Control Area, drawings showing plan elevation and cross section views may be required for each building to be erected on any lands in the city and to be used for residential purposes including buildings containing less than 25 dwelling units. Applications for site plan approval will be required to contain sufficient information to ensure compliance with all relevant matters contained in the *Planning Act*, as amended.

19.13.3 Energy conservation, aesthetic, and functional design guidelines will be established to assist in the preparation of site plans and the design of buildings.

19.13.4 Site plan applications will address matters relating to exterior design such as, but not limited to, the character, scale, appearance and design features of all buildings, and their sustainable design.

19.13.5 Site plan applications will address the sustainable design elements on the development site and adjoining highways under Mississauga's jurisdiction including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, and bicycle parking facilities.

19.14 Condominiums

19.14.1 Condominium applications will be required to comply with the policies of this Plan and relevant City Council approved policies.

19.14.2 Application for approval of a condominium application for new residential development or conversion of existing rental accommodation will be considered with reference to standards and specifications regarding safety, driveways, traffic,

parking control, parking facilities, sidewalks and walkways, open space, recreation, utilities, storm drainage, grading, and internal road construction.

19.14.3 Common element condominiums and vacant land condominiums will not be permitted if the City requires public ownership of the lands for pedestrian or vehicular access to create public road connections to existing developed or undeveloped lands. Regard shall be given to the scale of the development and its integration with the surrounding community.

19.15 Non-Conforming Uses

19.15.1 The use of land or a building or structure that does not comply with the Zoning By-law but which lawfully existed prior to the approval of the Zoning By-law is a legal non-conforming use. If such legal non-conforming use ceases, then the rights derived from the legal non-conforming use will terminate. Over time, it is the intention and expectation of the City that most non-conforming uses will cease.

19.15.2 Certain non-conforming uses, particularly industrial or commercial uses in residential areas that detract from the character and quality of a complete neighbourhood will be encouraged to relocate or redevelop so that the subject land may be used in conformity with the policies of this Plan and the provisions of the implementing zoning bylaw. In this regard, special attention will be given to the re-establishment of the use in a different location, where it will be able to perform and produce under improved conditions, in accordance with the policies of this Plan.

19.15.3 To encourage the elimination of certain non-conforming uses of significant detrimental impact on their surroundings, the City may consider the desirability and feasibility of acquiring the legal non-conforming property and holding, selling, leasing, or redeveloping it in accordance with sound financial management and good planning principles.

In order to acquire such land the City may consider an exchange of other City-owned lands.

19.15.4 Applications may be made to the Committee of Adjustment to permit the extension or enlargement of a building or structure utilized for a non-conforming use or to permit a different but similar use to replace the original legal non-conforming use. The City will consider the following criteria in determining its position with respect to such applications:

- a. the primary intention that non-conforming uses will cease over time;
- b. the length of time the existing non-conforming use has been in operation;
- the record of the non-conforming use in terms of its adherence to all municipal by-laws and other regulations to which its operation may be subject;
- d. the nature and characteristics of the existing non-conforming use;
- e. whether the use has achieved an acceptable level of compatibility with adjacent uses;
- f. that any permitted expansion or alteration is minor in nature, is moderate in scale, and will not detract from the intent of this Plan:
- g. whether the proposed expansion or alteration unduly aggravates the situation created by the existence of the use:
- h. the characteristics of the existing non-conforming use and the proposed extension or enlargement will not contribute to air, noise, or water pollution and will not result in nuisances such as, vibration, fumes, smoke, dust, odour, or lighting infringement, or will not affect the control of flooding or conservation of land;
- the existing use or proposed expansion or alteration does not involve a threat to the safety of its neighbours;

- that neighbouring uses can be adequately protected by the provision of landscaping, buffering, or screening; appropriate setbacks for buildings and structures; and devices and measures for reducing nuisances;
- k. traffic and parking conditions in the vicinity will not be adversely affected;
- adequate provisions will be made for off-street parking and loading facilities;
- m. all engineering services and community infrastructure will be adequate; and
- whether endorsement establishes a significant precedent for further amendments to this Plan or for similar uses.

19.15.5 City Council may also in special and appropriate circumstances, consider the enactment of an amending zoning by-law to permit the extension or enlargement of a legal non-conforming use, although the preferred procedure will be to encourage the use of applications to the Committee of Adjustment.

19.16 Design Excellence



Figure 19-4: A Design Review Panel may be created to provide advice on applications, specifically design related matters that may affect the public realm. Development proponents may be required to submit their application to this Panel for review.



Figure 19-5: Mississauga has many beautiful parks and recreational facilities, such as the Frank McKechnie Community Centre and Library, located in the Hurontario Neighbourhood Character Area. In addition to City reserves, development contributions also play an important role in the creation of open spaces and recreational facilities for all residents to enjoy.

- 19.16.1 Mississauga will encourage and recognize creativity; sustainability and design excellence in architecture; landscape and urban design and stimulate public awareness by:
- a. administering an awards program that promotes; recognizes and honours development projects and initiatives that set the highest standard for sustainable practices; architectural; landscape; urban design and construction in the city; and
- encouraging design competitions for sustainable practices; architecture; landscape and urban design.
- 19.16.2 Mississauga may establish a Design Review Panel to provide advice on design related matters that affect the public realm.
- 19.16.3 Mississauga may require development proponents to submit their application to the Design Review Panel.

19.17 Greenbelt

- 19.17.1 As a condition of development approval, *Natural Hazard Lands* may be placed in public ownership for their long term protection.
- 19.17.2 Greenbelt is determined on a site by site basis and is defined by natural hazards associated with *watercourse* corridors and Lake Ontario, and the limits of identified natural areas. The limits of the Greenbelt are determined in consultation with the City and appropriate conservation authority and through studies, where required, completed by the proponent to the satisfaction of the City and the appropriate conservation authority.
- 19.17.3 Surface drainage and stormwater management facilities and associated hazards will be designated Greenbelt. Where possible, surface drainage and stormwater management facilities should be designated in a manner that restores natural habitat links or buffers natural areas.

The location of these facilities will not be detrimental to the natural area system.

19.17.4 Greenbelt lands will be conveyed to the City or other public agency. Such lands will not be accepted as part of the dedication of land for park or other public recreational purposes contribution or credited against any cash in lieu for park or other public recreational purposes or be included in the calculation of density for building coverage.

19.17.5 Development adjacent to Greenbelt lands will be subject to the delineation of natural hazards, natural areas, buffers and setbacks by the City in consultation with the appropriate conservation authority. Dedication and/or restrictive zoning of buffers to Greenbelt may also be required by the City in consultation with the appropriate conservation authority.

19.17.6 Prior to conveyance of Greenbelt lands, the proponent may be requested to conduct a Phase 1 Environmental Site Assessment (ESA) in accordance with the latest standards of the Canadian Standards Association and the Ministry of Environment. Should the Phase 1 ESA indicate that further investigation is required, the proponent may be requested to conduct further investigation, perform site clean up and provide the appropriate environmental documentation. The conveyance of the Greenbelt lands will occur after the proponent has completed all requirements to the satisfaction of the City.

19.17.7 The Greenbelt designation applies to both public and privately owned lands. Where Greenbelt land is privately owned, this Plan does not imply that it is free and open to the general public or that it will be acquired by the City or any other public agency. Consideration will be given, however, to public acquisition of these areas.

19.17.8 Reconstruction, minor additions, and maintenance of legal non-conforming facilities, buildings, and structures may be permitted in Greenbelt. With respect to reconstruction, the development should be relocated to an area that is least susceptible to natural hazards

19.18 Public Open Space and Recreational Facilities

19.18.1 Mississauga will provide for public open space and/or recreational facilities in accordance with the following means:

- a. dedication of land for park or other public recreational purposes, or cash-in-lieu for park or other public recreational purposes, under the provisions of the *Planning Act*;
- b. receipt of levies, under the provisions of the Development Charges Act; or
- c. other sources.

19.18.2 As a condition of development of land, the City may require that a portion of the land proposed to be developed or redeveloped be conveyed to the City for park or other public recreational purposes, in a form satisfactory to the City to ensure that the lands are clean at the time of conveyance.

- a. In the case of land proposed to be developed or redeveloped for predominately residential purposes, the amount of land to be conveyed will be calculated using:
 - a rate not exceeding five-percent of the developable land; or,
 - a rate not exceeding one hectare for each 300 dwelling units proposed; or, whichever amount is greater.
- b. In the case of land proposed to be developed or redeveloped for predominately non-residential purposes, the City will require the conveyance of land at a rate not exceeding two-percent of the developable land.
- c. In instances where a land dedication is not required by the City, the City may alternatively require the payment of cash in lieu of such conveyance. The value of the land will be determined as of the day before the day of the issuance of the first building permit in respect of

the development or redevelopment. The payment will be made prior to the issuance of the first building permit.

19.18.3 As a condition of approval of a plan of subdivision, Mississauga will require that a portion of the land in the plan be conveyed to the City for park or other public recreational purposes in a form satisfactory to the City to ensure that the lands are clean at the time of conveyance.

- a. In the case of a subdivision for predominately residential purposes, the amount of land which the City will require to be conveyed will be the amount calculated using:
 - a rate not exceeding five percent of the land included in the plan of subdivision; or,
 - a rate not exceeding one hectare for each 300 dwelling units proposed; or whichever amount is greater.
- b. In the case of a subdivision for predominately non residential purposes, the City will require the conveyance of land at a rate not exceeding two percent of the land included in the plan of subdivision.
- c. In instances where a land dedication is required that only partially satisfies the dedication of land for park or other public recreational purposes yield for the subdivision, the payment of cash in lieu for park or other public recreational purposes will be required for the balance owing on the yield. For the purpose of determining the amount of any payment, the value of the land will be determined as of the day before the day of the approval of the draft plan of subdivision. The payment will be made prior to the registration of the plan of subdivision.
- d. In instances where a land dedication or cash in lieu for park or other public recreational purposes was not required by the City as a condition of subdivision approval, the City may require payment of cash in lieu for park or other public recreational purposes as a condition of development or redevelopment of the land in

accordance with the *Planning Act*, as amended, prior to the issuance of building permits. The value of the land will be determined as of the day before the day of the issuance of the first building permit in respect to the development or redevelopment. The payment will be made prior to the issuance of the first building permit.

19.18.4 Mississauga will provide recreational facilities as specified in the Future Directions for Library, Recreation, Parks and Natural Areas Master Plan, subject to any of the following:

- a. limitations in the area and/or configuration of established parks that inhibits construction of such facilities, and which cannot be expanded through land acquisition due to surrounding development;
- b. limited opportunity to acquire new parkland in established areas;
- restrictions on parkland development dictated by the location of the park, environmental constraints, parking availability, access, or other reasons;
- d. specialized, identified recreational needs for parkland in certain areas of the city;
- e. the timing and pace of development which may affect the City's ability to acquire parkland through the development process; and
- f. financial circumstances and the establishment of priorities through the City's capital budget process.

19.18.5 The facility objectives contained in Future Directions for Library, Recreation, Parks and Natural Areas Master Plan, may change as market demand and other studies determine that the public's recreational needs have changed. Failure to achieve facilities at the levels contained in the Future Directions for Library, Recreation, Parks and Natural Areas Master Plan, will not constitute lack of conformity with this Plan.

19.18.6 Mississauga is not required to utilize any or all of the cash in lieu for park or other public

recreational purposes that may be required to be paid as a condition of a particular development to acquire land for park or other public recreational purposes or develop recreation facilities in the vicinity or neighbourhood of that development. The City will consolidate all cash in lieu for park or other public recreational purposes in a special reserve fund and use the funds on a city wide basis based upon priorities determined by the City for any purposes permitted under the *Planning Act*.

19.18.7 Mississauga will participate with representatives of the school boards to coordinate the planning, acquisition, and administration of sites and facilities that will be shared by park and school activities.

19.18.8 Mississauga will cooperate with other levels of government or the private sector to establish one or more parks having regional significance and containing major sports and recreational facilities suitable for competition and public use, including major spectator and competitive sports facilities.

19.18.9 Where lands are designated Private Open Space, it is not intended that they be free and open to the general public nor that they will be necessarily acquired by the City or any other public agency. Consideration will be given, however, to public acquisition of these lands through the development approval process or through the City's land securement program.

19.18.10 Mississauga will encourage the Conservation Authorities to acquire lands for conservation and recreation purposes beyond that required for flood control purposes.

19.18.11 Mississauga will encourage the Conservation Authorities to formulate acquisition and development strategies for conservation areas within the city to ensure that lands acquired will

form integral components of the municipal public open space system.

19.18.12 Where lands owned by Conservation Authorities have value for recreation and conservation, and are not required for flood control purposes, the City will seek the cooperation of the Conservation Authorities to lease or convey such lands to the City for park purposes.

19.18.13 Mississauga will encourage other levels of Government to assist in the provision of recreational facilities which have a National, Provincial or Regional significance.

19.18.14 Mississauga may request that the Provincial Government lease or convey to the City for public open space purposes any lands contained within the Parkway Belt West that are residual to the essential functions of the Parkway Belt West Plan or within areas designated for Public Open Space, within this Plan.

19.19 Property Standards

19.19.1 Mississauga will maintain and enforce a Property Standards By-law prescribing maintenance standards and conditions of occupancy for all types of property throughout the city.

19.19.2 Mississauga may make provision for public services in areas where it can be demonstrated that the lack or inadequacy of such services is a factor in the deterioration of properties.

19.20 **Demolition Permits**

19.20.1 Mississauga may enact a by-law creating areas of demolition control as authorized by the *Planning Act*.

19.20.2 Permits to demolish heritage designated buildings and structures will be considered in accordance with the provisions of the *Ontario Heritage Act* and this Plan.

19.20.3 An approved development plan, archaeological assessment and tree permit may be required prior to the release of a demolition permit.

19.21 Community Improvement

19.21.1 In accordance with the *Planning Act*, all lands within the city are designated as a Community Improvement Area.

19.21.2 Mississauga may by by-law identify Community Improvement Project Areas, prepare and adopt Community Improvement Plans, and implement Community Improvement projects pursuant to the provisions of the *Planning Act*.

19.21.3 Mississauga may become involved in improving municipally owned lands, services, and facilities and encourage private property owners in these areas to undertake similar improvements to the benefit of the entire area.

19.21.4 Mississauga may acquire lands or buildings in order to undertake community improvement initiatives.

19.21.5 Community Improvement Plans may consider the following, among other matters:

 a. deficiencies in the physical infrastructure of the area including sanitary sewers, water or storm sewer systems, roads, sidewalks, curbs, street lighting, and electrical facilities;



Figure 19-6: The Lakeview Generating Station, also known as the Four Sisters, ceased operations in April 2005 after 43 years and was demolished in June 2006. The former coal burning station had been in operation since the early 1960's.

- deficiencies in the provision of off street parking areas;
- inadequate park space, open space, recreation, and other community facilities;

- d. for commercial areas, evidence of economic decline such as unstable uses or high vacancy rates;
- e. the existence of conflicting land uses;
- f. the condition of the housing and building stock if poor and in need of repair;
- g. identification of the need to provide affordable housing;
- h. the potential of creating a Business Improvement Area (BIA) or expanding an existing BIA;
- i. identification of the need to improve streetscape amenities;
- identification of the need to conserve heritage resources;
- k. identification of need to provide cultural infrastructure
- opportunities for infilling and development of underutilized sites;
- m. soil and water conditions, based on past industrial and/or commercial uses, resulting in potential for contamination and need for remediation;
- n. identification of the need to encourage office and other employment opportunities; and
- o. identification of the need to encourage energy improvements.
- 19.21.6 Community Improvement Plans may be implemented by the following methods:
- a. participation in funding programs with senior levels of government that provide assistance in undertaking Community Improvement projects;
- b. the formation and continuation of BIAs to maintain and improve commercial areas;
- the preparation of design guidelines which outline necessary *streetscape* improvements and beautification plans for the area;

- d. the encouragement of site remediation and/or infill and development that is in harmony with the existing pattern and character of the surrounding lands;
- e. the acquisition and assembly of lands for public facilities and infrastructure, and possible development;
- f. the application of the *Ontario Heritage Act* to preserve and enhance heritage buildings, where appropriate; and
- g. the application and enforcement of Property Standards By-laws for the maintenance and occupancy of residential, commercial, industrial, and institutional properties within Community Improvement Areas.
- 19.21.7 The following will be considered when determining the timing and sequence of Community Improvement projects:
- a. the opportunity to coordinate improvements with other Capital Budget projects;
- b. the existence of a recognized BIA;
- c. the efforts of local business associations to upgrade and promote the area; and
- d. availability of other government funds through programs in which the City may wish to participate.
- 19.21.8 The formation and continuation of BIAs will be encouraged and supported; when possible, assistance will be provided to such organizations.

20 Glossary

All terms listed in the glossary, where used, are bolded and italicized in the Official Plan text.

ACTIVE TRANSPORTATION

means any form of self-propelled transportation, which relies on human energy and mobility assisted devices such as, walkers, wheel chairs and scooters. Active transportation modes include: walking, jogging, cycling, and in-line skating. Typically, these modes utilize on-road and off-road facilities such as sidewalks, cycling lanes, and multiuse trails and may also be combined with public transit.

ANCHOR HUBS

means the major transit station area associated with the regional transportation system, that has significant potential to attract and accommodate new growth and development. These hubs have the potential to be planned for major institutions, employment centres, shopping centres. Anchor hubs also have strategic importance due to their relationship with the Downtown and Airport.

BIODIVERSITY

means the variety of life in all forms, levels, and combinations. It includes ecosystem and landscape diversity, species diversity, and genetic diversity.

COGENERATION

means the generation two or more of heat energy, electrical power and mechanical power from one fuel source, such as gas or renewable sources, but excluding oil, coal and nuclear.

COMMUNITY FACILITIES

means a facility operated by or on behalf of a public authority for the provision of community activities such as, but not limited to recreation, libraries, arts, crafts, museums, social and charitable activities. This includes pools, outdoor rinks and arenas. Private gyms, banquet halls/conference centres or convention centres are not considered community facilities.

CONTAMINATED SITES

means property or lands that have not been rehabilitated and, for reasons of public health and safety or environmental quality, are unsafe for use as a result of human activities, particularly those activities that have left a chemical or radioactive residue. Such sites include some industrial lands, some transportation facilities, electrical facilities, and some abandoned mine hazards.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

means the proper design and effective use of the built environment which may lead to a reduction in the fear and incidence of crime, and an improvement of the quality of life.

dBA

means a sound pressure level indicated by a measurement system that includes an A-weighting network. The A-weighting network approximates the relative sensitivity of the normal human ear to different frequencies of sound. The resulting value is in decibels and is commonly labelled dBA.

ECOSYSTEM APPROACH

means an approach to planning and management which recognizes that economy, community, and environment are inextricably linked and equally important for the health of the city.

ELECTRIC POWER DISTRIBUTION AND TRANSMISSION FACILITY

means buildings, structures and infrastructure that facilitates the distribution of electric power such as hydro lines, transformers, transfer stations and switch gear but does not include a major power generating facility or minor power generating facility.

ENVIRONMENTALLY SENSITIVE OR SIGNIFICANT AREA

means places where ecosystem functions or features warrant special protection. These may include but are not limited to rare or unique; plant or animal populations or habitats' plant or animal communities, or concentrations of ecological functions. In the city, Environmentally Sensitive or Significant Areas are inventoried and designated by Conservation Authorities and the Provincial Government.

FLOODLINE

means a line as determined in accordance with criteria specified by the Provincial Government.

FLOOR SPACE INDEX (FSI)

means the ratio of the gross floor area of all buildings on a site to the net developable area of that site. The gross floor area calculated for purposes of Floor Space Index (FSI) is generally measured from the exterior of outside walls, but does not generally include mechanical areas, stairwells, washrooms, elevators, storage, and parking or other items as defined in specific Zoning By-laws.

FLORISTIC CO-EFFICIENT

means a system whereby the flora of Ontario are ranked in descending order by a plants needs for the quality of habitat in which they will persist and thus are restricted to those habitats. For detailed information regarding floristic co-efficients, the City

of Mississauga Natural Areas Survey, should be consulted.

FLORISTIC QUALITY INDEX (FQI)

means a system that allows for an objective numerical evaluation of an area based on the quality of its flora. For detailed information regarding the methodology for calculating the Floristic Quality Index (FQI), the City of Mississauga Natural Areas Survey, should be consulted.

GATEWAY HUB

means a major transit station area with high current or potential development capacity that makes it a significant origin and/or destination on the transit system. Gateway hubs may also locate at the interchange between two or more current or planned regional rapid transit lines.

GROUND WATER RECHARGE

means an area in which there is significant addition of water by natural processes to ground water.

HERITAGE EASEMENT

means a legal agreement between the property owner and the City or the property owner and the Ontario Heritage Trust whereby a set of regulations regarding the heritage conservation of the property are established in perpetuity.

HERITAGE IMPACT STATEMENT

means a statement that will identify all heritage resources of a property; describe and evaluate their heritage significance; and, evaluate their sensitivity to a proposed development, use or re-use, including, where possible, measures to mitigate deleterious consequences.

HIGHER ORDER TRANSIT

means transit that generally operate on its own dedicated right-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways), light rail (such as streetcars), and buses in dedicated rights-of-way.

INTENSIFICATION CORRIDOR

means the lands within approximately 200 to 300 metres of the centre line of roads identified as having the potential for higher density mixed-use development consistent with planned transit service levels.

LANDFILL

means the disposal of waste by deposit, under controlled conditions, on land or on land covered by water, and includes compaction of the waste into a cell and covering the waste with materials at regular intervals.

Leq

means the equivalent sound level of a fluctuating sound expressed in the same terms as the level of a steady sound carrying the same total energy within the same time interval.

MAJOR POWER GENERATING FACILITY

means a building or structure used for the generation of electrical power, where output is ten megawatts or greater and where the method of production is limited to: renewable energy; natural gas-fired; and cogeneration. Natural gas-fired means the generation of electrical power through the combustion of natural gas and may include single-cycle, combined-cycle and cogeneration technologies.

MAJOR RETAIL

means one or more retail establishments that provide goods or services for sale to the public that are not accessory to or associated with employment uses and have a combined gross floor area of greater than 600 m².

MAJOR TRANSIT STATION AREA

means the area including and around any existing or planned higher order transit station. Station areas generally are defined as the area within an approximate 500 m radius of a transit station, measured from the station building, representing about a 10-minute walk

MINOR POWER GENERATING FACILITY

means a building or structure used for the generation of electrical power, where output is less than ten megawatts and where the method of production is limited to: renewable energy; the combustion of natural gas, oil and propane; and cogeneration.

NATURAL FEATURES, AREAS AND LINKAGES, INCLUDING THEIR ECOLOGICAL FUNCTIONS

refers to ecological features, processes, and systems within Natural Areas and as connections between Natural Areas.

NATURAL HAZARD LANDS

means property or lands that could be unsafe for development due to naturally occurring processes. Along the shoreline of Lake Ontario, this means the land between a defined offshore distance or depth and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river and stream systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits.

NET RESIDENTIAL HECTARE

means:

 for detached, semi-detached, duplex, townhouse, and other dwelling types with individual frontages, a net residential hectare includes the land for residential lots and common element roads, but excludes public and other forms of private roadways; and for condominium units and apartment blocks, a net residential hectare includes the land for residential units, private internal roads and parking, landscaped areas, private open space, and other associated amenities

NOISE EXPOSURE FORECAST (NEF)

means the value at a ground position providing an estimate of the integrated noise exposure produced by all types of aircraft at an airport, based on the actual or projected number and type of aircraft as well as the yearly runway utilization. The NEF system takes into consideration the number of flights, the duration of noise, the time of day, the frequency components of the noise and the noise potential of different types of aircraft operating under specific conditions. NEF values increase or decrease in a logarithmic manner, and the resultant scale is aimed at approximating the human response to a complex noise exposure situation.

NOISE EXPOSURE PROJECTION (NEP)

similar to the NEF with the exception that it provides authorities with long range guidance in land use planning based on a projection of aircraft traffic levels, aircraft types, and runway configurations over a specific future time period.

NOISE EXPOSURE PROJECTION (NEP)/NOISE EXPOSURE FORECAST (NEF) COMPOSITE NOISE CONTOUR

means a line linking specific locations predicted to be subject to the same noise exposure value based on the most stringent of an airport's NEF and NEP.

ONE-ZONE CONCEPT

means the approach whereby the entire floodplain, as defined by the regulatory flood, is treated as one unit, and all development is prohibited or restricted.

OTHER WETLAND

means any wetland that is not a provincially significant wetland.

RENEWABLE ENERGY

means the generation of electrical power from an energy source that is renewed by natural processes including, but not limited to, wind, water, biomass, biogas, biofuel, solar energy or geothermal energy.

RUNOFF CONTROL

means the regulation of the rate of flow of surface runoff.

SCENIC ROUTES

means routes designed to preserve existing woodlands and greenbelts along roadways. Scenic routes are also designated to maintain or restore historic scenic nature of roadways.

SECONDARY OFFICE

means business, professional, and administrative offices, less than 10,000 $\,\mathrm{m}^2$ or accommodating less than 500 jobs.

SPECIAL CONCERN

means a wildlife species that may become a threatened or endangered species because of a combination of biological characteristics and identified threats.

SPECIES AT RISK

means any plant or animal threatened by, or vulnerable to, extinction and listed in regulations under the *Endangered Species Act*.

STREETSCAPE

means the character of the street, including the street right-of-way, adjacent properties between the street right-of-way and building faces. Thus, the creation of a streetscape is achieved by the development of both public and private lands and may include planting, furniture, paving, etc.

STORMWATER BEST MANAGEMENT PRACTICES

means a set of practices which includes techniques, measures, structural and nonstructural controls that are used to manage the volume, discharge rate and quality of stormwater runoff, promote groundwater infiltration and reduce the release of pollutants into waterbodies and in-stream erosion. Stormwater best management practices may include low impact development techniques to replicate the natural infiltration, hydrologic cycle through evapotranspiration, reuse and storage such as innovative site design and landscaping to minimize imperviousness, permeable paving, greenroofs, rainwater harvesting and bioretention. Stormwater

best management practices may also include roadway bioretention and stormwater management ponds.

SUB-WATERSHED

means the watershed of a tributary stream, sub-unit of a major watershed.

SURFACE DRAINAGE FACILITIES

means any facility or facilities associated with drainage or control of storm drainage that is ultimately directed to a Street or Storm Drainage System, and includes, but is not limited to:

- a grass swale;
- a concrete or asphalt walkway, gutter or swale;
- a drainage control fence or structure; or
- the sloping and contouring of land to facilitate or control storm drainage.

TALL BUILDING

means buildings having a height greater than the width of the street on which they front. Tall buildings are defining elements in the city structure; becoming icons and landmarks in the skyline and streetscape. They have a greater opportunity and responsibility to contribute towards defining an area's identify and success. Further; when appropriately sited and designed; tall buildings can accommodate transit supportive densities and facilitate the viability of a successful; well used public transit system.

TOP-OF-SLOPE

means the point of the slope where the downward inclination of the land begins, or the upwards inclination of the land levels off. This point is situated at a higher topographic elevation of land than the remainder of the slope. There may be situations there are interruptions in the valley slope by plateau (terrace) areas.

TWO-ZONE FLOODPLAIN MANAGEMENT CONCEPT

means the approach whereby certain areas of the floodplain are considered to be less hazardous than others such that development potentially could safely occur. The flood fringe is the outer portion of the floodplain where development may be permitted, subject to appropriate flood proofing. The floodway is the inner portion of the floodplain, wherein development is prohibited or restricted representing that area required for safe passage of the flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life or property damage.

UNIVERSAL DESIGN PRINCIPLES

means the principles by which the environment can be designed in order to accommodate the abilities of all. For detailed information regarding the principles of universal design, the Mississauga Accessibility Design Handbook should be consulted.

VALLEY AND WATERCOURSE CORRIDORS

means the natural resources associated with the river systems characterized by their landform,

features, and functions. Valley corridors are distinguished from stream corridors by the presence of a distinct land form. The exact limit of valley and watercourse corridors will be determined, jointly with and on a site specific basis by the appropriate Conservation Authority.

WASTE

includes ashes, garbage, refuse, domestic waste, industrial waste or municipal refuse, and such other wastes as may be designated under the *Environmental Assessment Act*.

WASTE DISPOSAL SITE

means any land or land covered by water upon, into or through which, or building or structure in which, waste is deposited or processed and any machinery or equipment or operation required for the treatment or disposal of waste.

WASTE PROCESSING STATION

means a facility that receives, stores and/or processes waste materials for the purpose of creating new products or materials.

WASTE TRANSFER STATION

means a facility where waste materials are collected for shipment and may be sorted and/or prepared for transportation.

WATERCOURSE

means an identifiable depression in the ground in which a flow water regularly or continuously occurs.

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DOWNTOWN CORE

1.0 How to Read the Downtown Core Local Area Plan

Mississauga Official Plan is composed of a principal document and a series of local area plans, provided under separate cover. This is Downtown Core Local Area Plan and provides policies for lands located in central Mississauga, as shown on Figure 1. It includes lands identified in the City Structure as a Downtown.

There are some instances where the policies and schedules of the principal document do not address all circumstances particular to the Downtown Core. In these cases, the Downtown Core Local Area Plan elaborates on, or provides exceptions to the policies or schedules of the principal document.

The Downtown Core Local area Plan must be read in conjunction with the Mississauga Official Plan principal document. Parts 1 to 4, the schedules and the appendices of the principal document, are applicable to the Downtown Core area, unless modified by this local area plan. Thus, for example, the policies this local area plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of Parts 2 and 3 of the principal document. In the event of a conflict, the policies of this local area plan take precedence.

The Downtown Core Local Area Plan incorporate the policies of the City Centre District Policies of Mississauga Plan (2003), modified to conform with Mississauga Official Plan (2010).

The City will further refine these policies through the Downtown21 Master Plan to require a truly pedestrian-friendly and transit supportive urban environment. The Master Plan will, among other matters, identify opportunities and strategies for economic development, multi-modal transportation, place-making and environmental sustainability. Further, it will review the Downtown Core boundaries, establish priorities for development and



Figure 1: The Downtown Core Local Area is located in central Mississauga and is identified in the City Structure as Downtown.

infrastructure investment, and propose policies to direct development to achieve the Downtown21 vision. The Master Plan will provide the basis for a new local area plan and amendments to the Mississauga Official Plan.

2.0 Introduction

The focus of these policies is to promote a high quality of urban design and an urban built form by integrating the public realm and private development. These policies are also intended to reinforce and enhance the image of the Downtown Core as a destination and a major regional centre. Mixed use development is encouraged in the Downtown Core so that its position as an employment, retail commercial and civic centre will balanced bv residential development, entertainment, and facilities for business visitors and tourists. These policies encourage and facilitate the dynamic growth and change of Downtown Core as it matures.

2.1 Development Objectives

- a. Encourage a high quality of urban design in the built form which is unique and pedestrian-friendly, and which contributes to the unique identity and prominence of the Downtown Core.
- b. The location of streets, high standard of urban and *streetscape* design, and the development and enhancement of a comprehensible public/private system of pathways and open space, including public art will:
 - integrate retail commercial, office, civic and other facilities;
 - facilitate pleasant and safe pedestrian and cyclist movement throughout the Downtown Core;
 - provide opportunities for passive outdoor recreation within the Downtown Core;

- provide access to and from the Cooksville Creek Greenbelt:
- reinforce and expand the role of the Downtown Core as the focus of City-wide cultural, community and civic activities.
- c. Encourage street-related development, with particular attention to pedestrian access and amenities.
- d. Encourage the development of a unique Downtown Core character, and enhance its image through the creation of view corridors and gateway features, and visibility of the Civic Centre and public gathering places.
- e. Complete the Downtown Core road system to improve vehicular, cyclist and pedestrian movement, and to create usable development parcels.
- f. Encourage the development of parking facilities that will be sensitive to pedestrian-friendly and active **streetscapes** throughout the character area, and discourage the creation of structures with no pedestrian interest or protection at the sidewalk level.
- g. Encourage a mix of uses throughout the Downtown Core, within buildings and along individual streets.
- h. Encourage residential development throughout the Downtown Core. Require appropriate transition of built form adjacent to existing low density residential areas.
- Foster the continued development of a variety of entertainment activities within the Downtown Core which will contribute to activity both day and night.
- j. Encourage development and activities that enhance the Downtown Core as a destination.
- k. Encourage development which will expand tourism in the Downtown Core and the region.

- I. Maintain the prominence of the Downtown Core as a retail commercial centre.
- m. Facilitate vehicular and transit access to and from the Downtown Core to Lester B. Pearson International Airport and inter-regional transit facilities, such as the Cooksville GO Transit station.
- n. Encourage pedestrian related development that is accessible to all, including those with disabilities.

3.0 Urban Design

3.1 General

- a. The intent of the urban design policies is to define principles for the management of the physical form and character of Downtown Core. In this respect, urban design policy is intended to:
 - promote a distinctive image for the Downtown Core which is predominantly urban in character:
 - promote the highest standard of urban design in both the public and private realm;
 - promote a recognition of a sense of entry into a special area by encouraging gateway treatments such as taller, more prominent buildings located close to the street, distinctive landscape and **streetscape** treatment, entry signage, distinctive precincts and skyline elements;
 - encourage built form which has a high level of physical continuity, cohesion and linkage between buildings, from block to block, and from street to street;
 - reinforce and extend the public realm streets, public open spaces, and boulevards
 as a significant public resource of the highest design standard which encourages a

- sense of place, civic identity, and physical continuity in the built environment;
- promote urban scale land blocks, streets and built form appropriate to a pedestrian core;
- promote elements of linkage to the abutting communities while ensuring positive integration of building scale and vehicular traffic;
- promote a balance of vehicular traffic and pedestrian priorities with features and amenities critical to pedestrian comfort, convenience and safety for all, including those with disabilities;
- generally discourage above-grade parking structures, blank building walls abutting the street, surface parking and loading areas between buildings and street edges, and extensive surface parking. Site specific circumstances may warrant alternative design solutions;
- recognize utility corridors required for hard service components.
- b. Urban form in the Downtown Core will develop incrementally. The submission of a concept plan will be required for all development applications and must demonstrate how the urban design policies will be implemented. Development applications will have regard for the Downtown Core Urban Design Guidelines.
- c. The design of the built environment should recognize that the Downtown Core will mature over time and flexible built form conditions should aim at the end product.

3.2 Urban Design Components

The urban form of the Downtown Core is created by both the public realm - streets, boulevards and public open spaces - and the private development abutting their edges. The integrated development of these components is critical to the development of the Downtown Core based on the following.

3.2.1 The Design of the Public Realm

a. Streets

In addition to providing routes for vehicular and pedestrian travel, streets are a significant public resource within the Downtown Core. The design of street space should:

- promote a high level of urban design in all components;
- promote pedestrian amenity, comfort, convenience and safety for all, including those with disabilities;
- promote minimal visual width and scale of the street;
- promote design and functional elements which reduce traffic speed;
- encourage on-street parking in public rights-of-way, where operationally feasible;
- incorporate co-ordinated street furniture and lighting systems;
- provide co-ordinated traffic signage which is designed in scale and character with the Downtown Core streetscape elements;
- provide for a proposed north/south bicycle route along the public right-of-way of Confederation Parkway.

b. Edge Boulevards

In addition to providing corridors for utilities, boulevards provide the framework for public amenity on the Downtown Core streets and

integrate diverse areas of character. The design of boulevards should:

- promote consistent design themes, materials and landscaping throughout the Downtown Core;
- be designed as active public spaces integrating and linking development;
- should facilitate pedestrian linkage between the curb and abutting private lands;
- promote enclosure and definition of the street space;
- encourage the provision of places to meet, sit and socialize;
- should promote pedestrian comfort, weather protection and safety, particularly at transit stops;
- provide for east/west bicycle routes along the north side of Burnhamthorpe Road and a proposed route along the south side of Rathburn Road.

c. Public Open Spaces

Parks and related public open space provide urban amenities for the Downtown Core. These features should:

- be passive in nature and oriented to urban activities;
- promote a sense of identity and place;
- provide pedestrian connection between the public sidewalk, significant buildings and features;
- ensure connection and linkage between the active face of abutting development and the public street;
- frame a view, a significant building or terminate a vista, where appropriate.

3.2.2 The Design of the Private Realm

Individual development projects define many of the critical design elements and characteristics of the public streets and open spaces in the Downtown Core. This includes the framing of the street space, the definition of scale, the character of space and the level of comfort for the pedestrian. In this regard, development in the Downtown Core should demonstrate attention to the following principles.

a. The Design of Built Form in the Streetscape

The design, location and character of built form should encourage:

- built form as the most dominant visual element on the public street;
- building activities and functions focused on the public street;
- significance at corner and intersection locations;
- continuity of character, form, and street scale with abutting buildings;
- roof form having visual interest, identity and character;
- screening of roof-top mechanical equipment from grade level;
- screening of service facilities from the street;
- scale and enclosure of the public street.

b. Landscape Design and Public Art in the **Streetscape**

The design, location and character of landscape features should encourage:

- connection and linkage with the public street;
- formal landscape elements respective of the urban setting;

- continuity with the design elements of the public boulevard;
- public art as an integral component of the street providing visual interest and a sense of place;
- architectural and landscape features reinforcing common objectives;
- fencing and walls contributing to a high quality street image and limit the potential for graffiti by minimizing readily accessible, large smooth, blank surfaces.

c. Transit in the Streetscape

The design of built form and landscape elements should encourage:

- integration of transit stations and bus stops with development;
- weather protection in waiting areas;
- walkways from transit stops to principal building entrance(s);
- visibility of transit stops from the public street and abutting development.

d. Pedestrians in the Streetscape

The design of built form and landscape elements should encourage:

- integration of spaces between the building wall and the streetline with the public boulevard for design continuity;
- protection from the effects of built form on wind and overshadowing;
- identification of principal building entrances from the street and linkage to the sidewalk;
- integral pedestrian comfort and weather protection;
- integration of vehicular and pedestrian circulation areas to promote pedestrian safety and comfort;

- identification of internal building spaces and exterior courtyards accessible to the public from the public street;
- ease of pedestrian movement and minimal grade changes through the site integrating with the public streetscape;
- access for all, including those with disabilities, to and from building entrances and the public sidewalk, parking areas, and open spaces, where appropriate.

e. Parking and Garage Design in the Streetscape

The design and location of parking facilities should encourage:

- parking to be located to minimize any negative visual impact from the street and on-site development having regard for personal safety;
- walkways, traffic islands and pedestrian refuges as integral components of parking facilities;
- identified access to parking facilities from the public street;
- below grade structured parking;
- street walls of parking garages designed as positive architectural elements;
- integration of parking on abutting sites;
- safe vehicular circulation and orientation within the parking areas.
- f. Vehicular Access and Facilities in the **Streetscape**

The design of facilities for vehicular access to properties should encourage:

- clarity, safety and internal overlook opportunities to properties;
- limited driveway access points to the public street and crossings of the sidewalk;

recognition of the needs of pedestrians and cyclists.

g. Signage in the Built Environment

The design, location, size and character of signs should encourage:

- visual integration of signage with the architectural components of the built form;
- compatibility of scale and character of the signage with the building and the context of the site;
- clear identification of the site address for all, including those with disabilities.

3.2.3 Central Pedestrian System

- a. Priority locations are identified for pedestrian linkages and connections to core area functions such as the civic buildings, transit terminal, major retail commercial locations and open space features.
- b. This system will focus on the public street and its boulevards, having an upgraded boulevard treatment, an identifiable theme, a continuous treatment, and integrated public/private landscaping. Development abutting this route should reinforce a quality pedestrian scaled street through architectural treatment such as:
 - defined building base;
 - street edge definition;
 - visually interesting and active building walls.
- c. Development abutting these routes will be encouraged to:
 - promote features such as pedestrian plazas

- and courtyards which and are publicly accessible and promote amenities including public art;
- promote a strong street orientation by having building entrances oriented to the public street;
- promote a weather protected pedestrian environment incorporating features such as arcades or architectural canopies; avoid blank walls abutting streets; locate uses at grade that encourage visual interest and street activity.

3.3 Precincts

Precinct policies articulate in greater detail the Urban Design policies for specific areas of the Downtown Core. These policies apply to the built form, public boulevard and **streetscape** elements and are intended to realize an urban form and character which supports the Development Concept and preceding Urban Design policies for the character area.

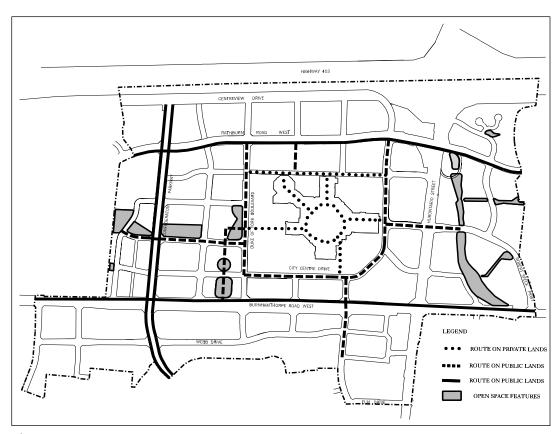


Figure 2: Central Pedestrian System

3.3.1 Central Urban Core

a. Urban Design Vision

The Central Urban Core contains the *major retail* commercial facility for the City and the Downtown Core Transit Terminal.

The design of the built environment should encourage:

- intensive pedestrian/public environments, including pedestrian corridor linkages from perimeter roads to the retail commercial core;
- high animation;
- frequent through access and public roads, as illustrated on the Downtown Core Land Use Map;
- smaller, more urban blocks/parcels;

- development that reinforces a quality pedestrian scaled street through architectural treatment such as, a defined building base and street edge definition;
- street-related built form;
- continuity of built form;
- unified boulevard design and related amenities;
- formal landscaping and boulevard treatment;
- pocket landscape parks (parkettes/open space/plazas);
- public art;
- on-street/metered parking;
- structured parking integrated with building and landscaped area and active edges where oriented to street.

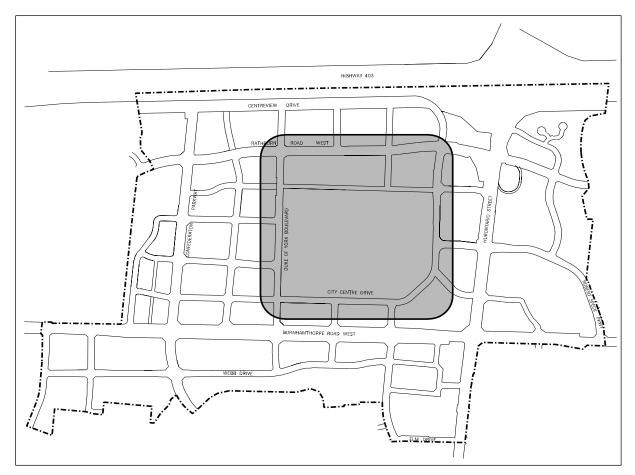


Figure 3: Central Urban Core

3.3.2 Civic Centre

a. Urban Design Vision

The Civic Centre Precinct contains the Living Arts Centre, Civic Centre and Central Library which function as the principal civic destination and landmark in the City. To enhance the civic character and sense of continuity of built form and open space.

The design of the built environment should encourage:

- built form defining the majority of the streetline;
- development that reinforces a quality pedestrian scaled street through architectural treatment such as, a defined building base and street edge definition;

- strong pedestrian inter-connection with frequent and convenient pedestrian links;
- visual openness maintain visual corridors from public streets to buildings;
- development of the Central Pedestrian System;
- introduction of active uses at the street edge.

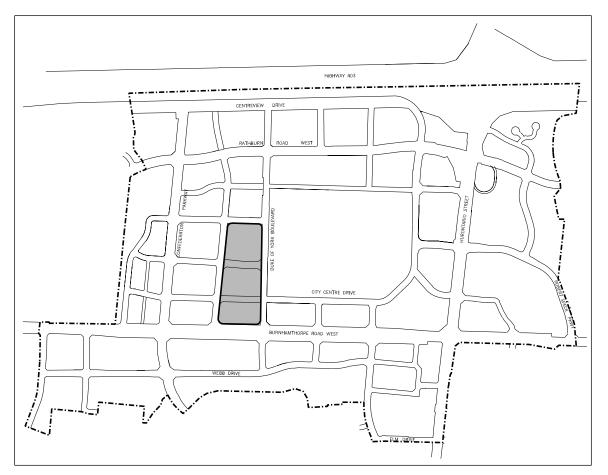


Figure 4: Civic Centre

3.3.3 Confederation Parkway Area

a. Urban Design Vision

Development in the Confederation Parkway Area will promote a distinct and unique place with combination of high and medium scale built form together with an emphasis of medium scale form adjacent to existing low-rise development immediately to the west of the Downtown Core. Along the length of Confederation Parkway a 1.5 m bicycle path will be located within the public right-of-way along both sides of the road.

The design of the built environment should encourage:

 a distinctive sense of place, a focal point, and an orientation point for the character area;

- development of the Central Pedestrian System;
- public art;
- vistas to the Civic Centre Precinct;
- built form defining the street edge;
- minimal building setbacks;
- smaller scale urban blocks;
- continuity of built form;
- visually interesting and active building walls;
 - high and medium scale coverage development abutting streets and public spaces.

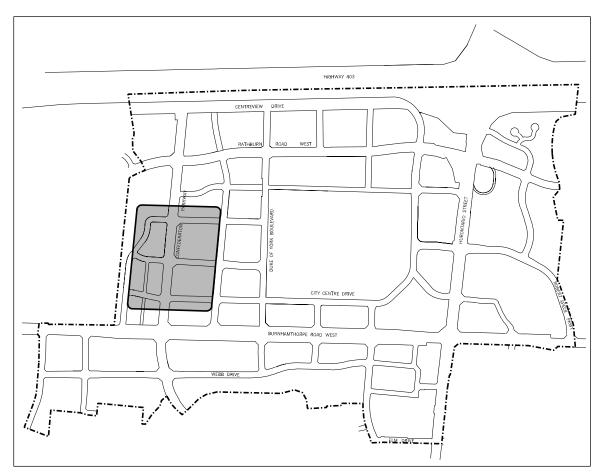


Figure 5: Confederation Parkway Area

3.3.4 Duke of York Boulevard Corridor

a. Urban Design Vision

Development abutting Duke of York Boulevard will promote the principal ceremonial and active pedestrian corridor in the character area.

The design of the built environment should encourage:

- vistas to the Civic Centre Precinct;
- entrance features at Burnhamthorpe Road West and Centre View Drive;
- high pedestrianization;
- a high standard of public amenity;
- public art;
- development that reinforces a quality pedestrian scaled street through

- architectural treatment such as, a defined building base and street edge definition;
- street-related built form;
- visually interesting and active building walls;
- orient principal entrances and principal facades to Duke of York Boulevard and orient rear building facades or service areas away from Duke of York Boulevard;
- an integrated character;
- development of the Central Pedestrian System.

In the event of conflict between these precinct policies and those of any other precincts, these policies will take precedence.

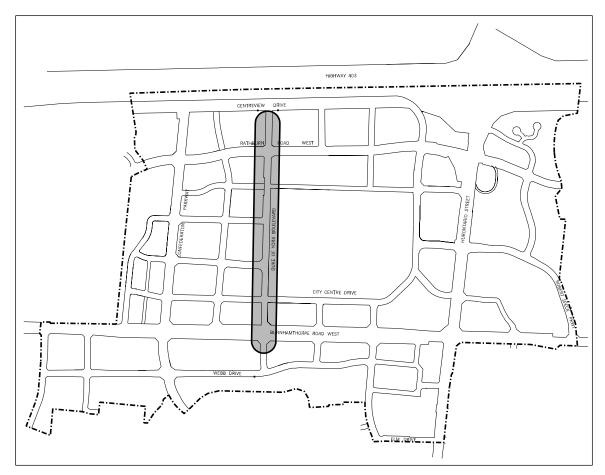


Figure 6: Duke of York Boulevard Corridor

3.3.5 Rathburn Road Corridor

a. Urban Design Vision

The Rathburn Road Corridor recognizes the Downtown Core Transit Terminal as a key element to the future of this area and Rathburn Road West as an important east-west pedestrian street and transition area to the future high-rise development on Centre View Drive. The portion of this corridor from Duke of York Boulevard to City Centre Drive will be more active and pedestrianized. Along the length of the south side of Rathburn Road a proposed 3.5 m bicycle path will be located within the existing public right-of-way.

The design of the built environment should encourage:

 pedestrian scale development fronting Rathburn Road West;

- street-related activity;
- low to medium scale development;
- continuity of built form;
- pedestrian linkages;
- an improved sense of connection to the east;
- development of the Central Pedestrian Sy stem.

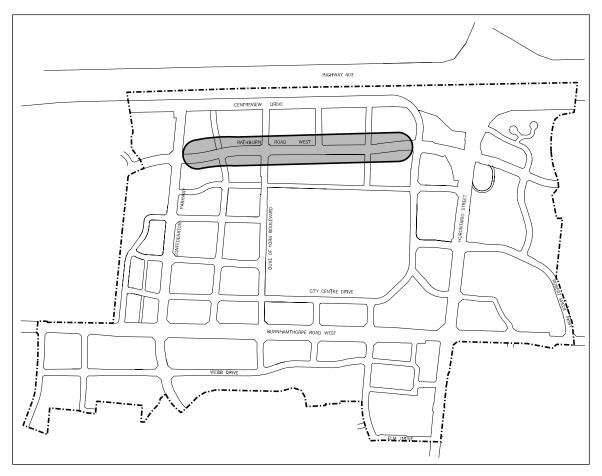


Figure 7: Rathburn Road Corridor

3.3.6 Burnhamthorpe Road Corridor

a. Urban Design Vision

The Burnhamthorpe Road Corridor is the principal east-west urban boulevard, functioning as a destination and providing entries to the Downtown Core. It promotes a focus and sense of place for the civic buildings, and will integrate development north and south of Burnhamthorpe Road. Along the length of the north side of Burnhamthorpe Road a 3.5 m bicycle path will be located within the designated public right-of-way.

The design of the built environment should encourage:

 development that reinforces a quality pedestrian scaled street through architectural treatment such as, a defined building base and street edge definition;

- pedestrian amenities at principal entrances;
- predominantly medium scale, street-related development rising to higher buildings at Hurontario Street;
- a combination of high and medium scale, street related development on the north side of Burnhamthorpe Road West, west of Confederation Parkway;
- urban development at main intersections (eg. block between Hurontario Street and Kariya Drive);
- additional mid-block road connections;
- major landscaped boulevard and centre median, presenting a prestige image

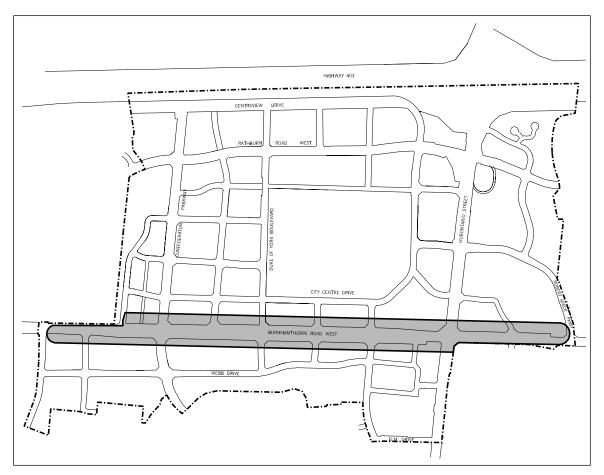


Figure 8: Burnhamthorpe Road Corridor

Across from Civic Plaza:

- development that reinforces a quality pedestrian scaled street through architectural treatment such as, a defined building base and street edge definition;
- minimal building setbacks;
- formal landscaped plaza.

South side:

- landscaped promenade/forecourt;
- at intersections, buildings should be located close to the streetline;
- visually interesting and active building walls;
- principal entry doors oriented to street.

3.3.7 Hurontario Street Corridor

a. Urban Design Vision

The Hurontario Street Corridor is the principal north-south urban boulevard, functioning as a destination and providing major vehicular entrances to the Downtown Core. It projects a high profile, distinctive image with prominent buildings and extensive landscaping in a park-like setting.

The design of the built environment should encourage:

- prestige buildings and dramatic landscaping;
- moderate setback range consistent with the park-like setting;
- continuous landscaping between building and street;
- · urban development at main intersections,

with buildings closer to the streetline;

- pedestrian linkages to public sidewalks and intersections;
- pedestrian amenities at principal entrances;
- structured parking fully integrated with building form and landscaping;
- additional mid-block road connections;
- more intersections, as illustrated on the Downtown Core Land Use Map;
- central landscaped median.

In the event of conflict between these precinct policies and those of any other precincts, these policies will take precedence.

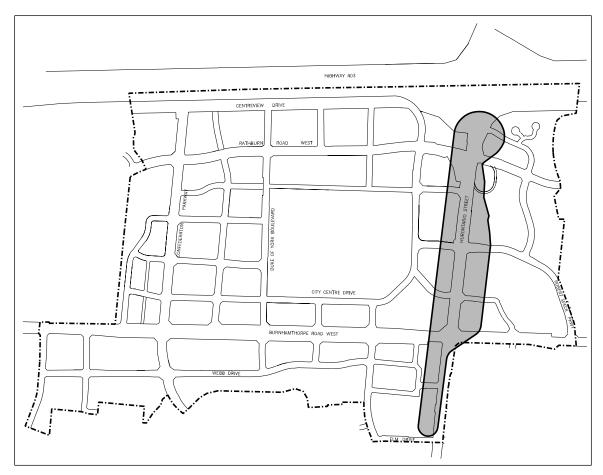


Figure 9: Hurontario Street Corridor

3.3.8 Provincial Highway 403 Frontage

a. Urban Design Vision

Development along the Provincial Highway 403 Frontage will promote a high profile skyline, projecting a distinctive identity and recognizable image for the Downtown Core. Visibility to parking will be minimized and properly screened from Centre View Drive and no service areas will be exposed to Provincial Highway 403. Parking and service areas that cannot be located elsewhere shall be screened so as to prevent negative visual impacts.

The design of the built environment should encourage:

- a high profile skyline, projecting a distinctive identity and recognizable image for the Downtown Core;
- prominent, prestige buildings and extensive landscaping.

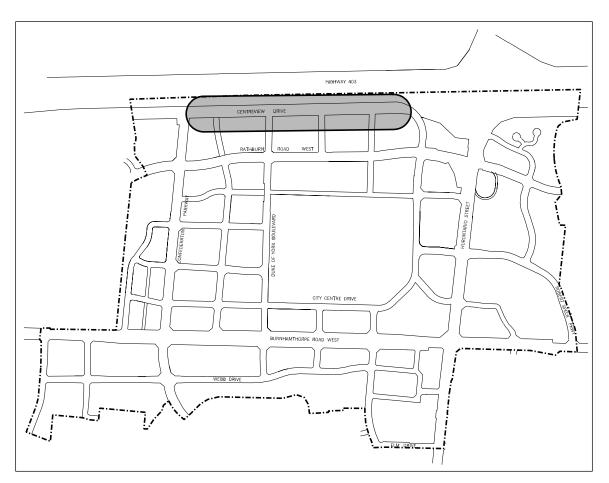


Figure 10: Provincial Highway 403 Frontage

3.3.9 Transition Areas

a. Urban Design Vision

The Transition Areas will promote positive integration of building scale and intensity of development between the Downtown Core and abutting communities.

The design of the built environment should encourage:

- mid-rise built form adjacent to the Downtown Core boundaries and north of Burnhamthorpe Road West, with height transitions to a maximum of five storeys, on lands shown as Area 'A';
- low-rise built form adjacent to Downtown Core boundaries, with height transitions from a maximum of two storeys at the Downtown Core boundaries to a maximum

- of eight storeys at the inner edge of the Transition Areas for lands abutting the easterly limit of the Downtown Core, shown as Area 'B' and lands immediately south of Rathburn Road West, show as Area 'C';
- orientation of buildings enabling a sensitive integration with adjacent low density development;
- internalized service areas and parking to minimize impact on adjacent residential;
- pedestrian and bicycle links to adjacent communities;
- appropriate setbacks and landscaping adjacent to the existing walkways.

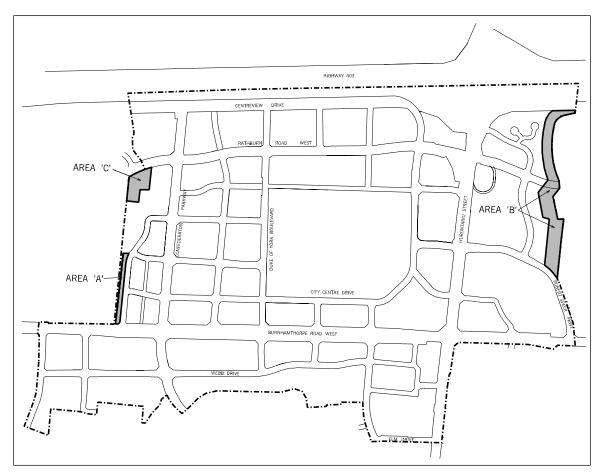


Figure 11: Transition Areas

- appropriate building interface including setbacks and landscaping, within the public open space block at the terminus of City Centre Drive within lands shown as Area 'A';
- appropriate building interface with the public open space linear park to the west of lands shown as Area 'A'.
- b. In the event of conflict between these precinct policies and those of any other precinct, these policies will take precedence.

3.3.10 Cooksville Creek Corridor

a. Urban Design Vision

The Cooksville Creek Corridor is recognized as a public amenity and resource. To preserve and enhance this natural feature, the design of the built environment should encourage:

- appropriate setback of buildings from corridor (landscaping only);
- improved visibility, access and linkage to the corridor from development parcels and public streets;
- views/informal surveillance to the corridor;
- integration of public/private open space and landscape areas;

- positive relationship between built form and the corridor;
- parking structures designed and located to complement the corridor.

The fencing of the edge of property abutting this corridor is discouraged.

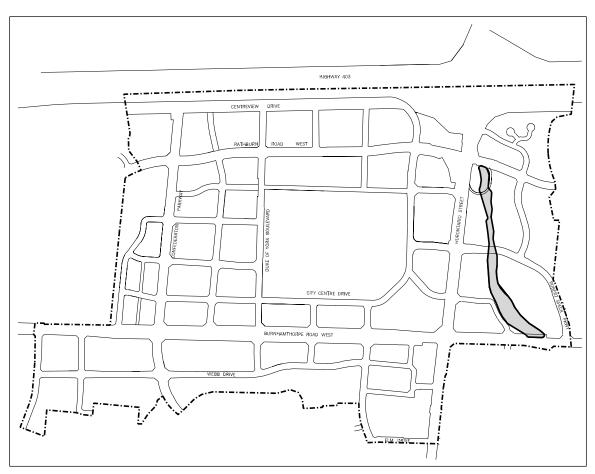


Figure 12: Cooksville Creek Corridor

4.0 Land Use

4.1 Downtown Mixed Use

- Lands designated Downtown Mixed Use permit a wide range of land uses and activities. These uses may be grouped either within a development parcel or an individual building.
- b. Owners/developers will be encouraged to advise all prospective purchasers or tenants occupying new residential units within the 600 m influence area of a chemical plant located on Mavis Road, south of Burnhamthorpe Road West, of the possibility of adverse odour emissions.

4.1.1 Permitted Uses

- a. All forms of high density residential development. Townhouses will only be permitted in the Transition Areas. Detached and semi-detached dwellings will not be permitted.
- b. Uses permitted in accordance with the general Residential policies of this Plan.
- c. Major and Secondary Offices.
- d. Civic/cultural facilities.
- e. Hotel and conference facilities, all types of restaurants, except those with drive-through facilities, and entertainment facilities, except in the Transition Areas.
- f. Retail Commercial uses, except those with a drive-through facility, motor vehicle sales, motor vehicle commercial uses, motor vehicle body repair uses, motor vehicle wrecking and truck washes.
- g. Community infrastructure and parkland.

4.1.2 Policies

- a. Driveway access to individual residential units will not be permitted from a public street.
- Retail Commercial uses, including restaurants, will be limited to a maximum of 20% of the total Gross Floor Area (GFA

4.2 Downtown Core Commercial

Lands designated Downtown Core Commercial will accommodate the highest concentration of retail commercial activities in the City in addition to a mix of other land uses.

4.2.1 Permitted Uses

- a. Retail Commercial uses, except those with a drive-through facility, motor vehicle sales, motor vehicle commercial uses, motor vehicle body repair uses, motor vehicle wrecking and truck washes.
- b. All types of restaurants except those with drive-through facilities.
- c. Major and Secondary Offices.
- d. Residential apartments.
- e. Hotel and conference facilities.
- f. Entertainment, recreational facilities and parkland.
- q. Civic/cultural facilities.

4.3 Public Open Space

Notwithstanding the Public Open Space policies of this Plan, lands designated Public Open Space in the Civic Centre Precinct and Special Site 3 will be urban in character and may accommodate parking and a variety of programs, such as music and theatre events, displays and exhibitions, festivals and other special events.

5.0 Transportation

5.1 Road System

- 5.1.1 Consideration will be given to reducing or eliminating parking requirements during the implementation of the Downtown Core Policies.
- 5.1.2 All roads shown on the Downtown Core Land Use Map will be public.
- 5.1.3 Rights-of-way may be increased without an amendment to this Plan when development applications are evaluated or further transportation studies are carried out.
- 5.1.4 Daylight triangles of 15 m will be required.
- 5.1.5 The basic rights-of-way for minor collector roads and local roads may be reduced without an amendment to this Plan subject to the City being satisfied that the role and function of such roads are maintained.
- 5.1.6 The proposed east-west road alignment from Confederation Parkway to Hurontario Street, south of Rathburn Road West will be subject to a functional design review, to identify the following: potential traffic signal requirements along this road; intersection geometric design requirements to support the proposed intersections at Confederation Parkway, City Centre Drive and Hurontario Street; right-of-way requirements for this road; and, the intersection spacing along Confederation Parkway, City Centre Drive and Hurontario Street to support the new east-west road. This spacing review may impact the alignment of this minor collector road. In addition, this functional study is to also include the potential relocation of Part Block 18 in Registered Plan 43M-1010.
- 5.1.7 The transit system will expand as the Downtown Core is developed; bus service will be the predominant transit mode for a considerable period of time.

As part of the proposed Mississauga Bus Rapid Transit (BRT) facility, the existing transit terminal

may be expanded to serve future development growth and to connect with the BRT facility. In the long term, an additional BRT station is also proposed near Hurontario Street, between Rathburn Road West and Provincial Highway 403.

Transit facilities will be designed to accommodate the City-wide transit network; an internal transit service operating on the perimeter roadway around Square One; the east-west BRT facility in the Provincial Highway 403 corridor, inter-urban transit systems; and the pedestrian system linking office concentrations, Square One and cultural activities.

As traffic volumes increase, preferential transit lanes consisting of a single curbside lane in each direction and intended to serve transit vehicles and right-turning vehicles may be necessary.

5.1.8 Access to the Downtown Core to and from Provincial Highway 403 will be provided by the existing interchanges at Mavis Road and Hurontario Street and by the proposed Provincial Highway 403 North Collector and Centre View Drive. Both of the parallel roads will be connected to Provincial Highway 403 east of Hurontario Street and west of Mavis Road.

The proposed Provincial Highway 403 North Collector, located north of the Downtown Core, will be developed within the Parkway Belt West as a one-way westbound two-lane roadway with grade-separations at Hurontario Street, Duke of York Boulevard, Confederation Parkway, the Provincial Highway 403 westbound off-ramp at Mavis Road. In addition, ramp connections will be provided at Duke of York Boulevard and Confederation Parkway to provide access to and from the Downtown Core road network.

Centre View Drive will be developed within the Parkway Belt West and will operate predominately as a basic four-lane two-way roadway (with turning lanes), with grade-separations at Mavis Road, Confederation Parkway, Duke of York Boulevard, the Provincial Highway 403 eastbound off-ramp at Hurontario Street and Hurontario Street. In addition, five at-grade signalized intersections will provide

access to the Downtown Core road network. The two-way section of this road will be connected to Provincial Highway 403 via a two-lane one-way link extending from the eastbound off-ramp at Mavis Road and a one-way eastbound roadway joining Provincial Highway 403 east of City Centre Drive. The Downtown Core Land Use Map shows a conceptual alignment on how this one-way eastbound roadway is proposed to connect to Provincial Highway 403.

All roads in the network will be public roadways. The preliminary designs of the proposed connections/interfaces of these new roads to the adjacent Provincial Highway 403 have been endorsed in principle by the Provincial Government. The detailed design of these facilities is subject to the review and approval of the Ministry of Transportation to ensure all aspects, including safety, operations and level of service and capacity for Provincial Highway 403 are not compromised.

The placement of structures over and under public roadways consistent with this Plan will be permitted. Such structures may include, but are not necessary limited to, open and enclosed pedestrian bridges and elevated pedestrian plazas.

6.0 Stormwater Management

- 6.1 Any retail commercial, office, industrial, community or high density residential land development within the Cooksville Creek watershed will require the implementation of on-site stormwater management techniques to control the post-development stormwater discharge to pre-development levels for the 2-year and 5-year storm events. These controls are subject to the approval of the City, in accordance with Council adopted policies.
- 6.2 Construction of centralized stormwater management control facilities is proposed at two locations, both of which are outside the Downtown Core. These facilities will control the 100-year

post-development flows to pre-development levels and will contain appropriate erosion and quality control measures. One facility will be sited at the outlet of the Downtown Core where it discharges to the Cooksville Creek, immediately north of Central Parkway East. A second facility will be situated just north of Provincial Highway 403, east of Mavis Road.

7.0 Special Site Policies

There are sites within the Downtown Core that merit special attention and are subject to the following policies.

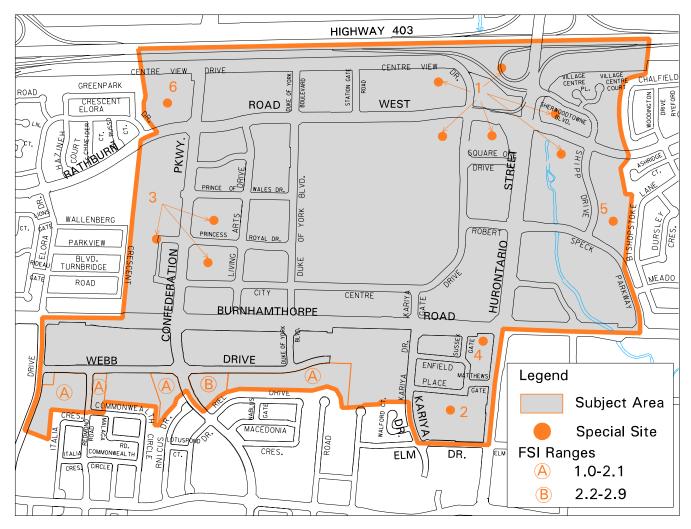
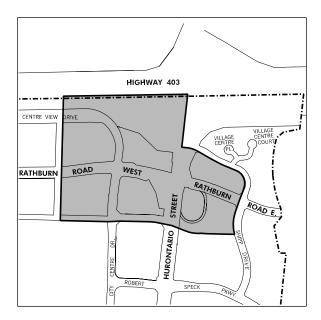


Figure 13: Location of Special Sites within the Downtown Core Local Area Plan.

7.1 Site 1



The lands identified as Special Site 1 are located in the four quadrants adjacent to the Hurontario Street and Rathburn Road intersection.

Prior to the finalization of the road network for this site area, the appropriate transportation studies will be carried out in conjunction with the Provincial Government and the Region of Peel.

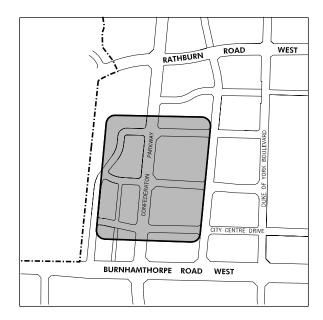
7.2 Site 2



The lands identified as Special Site 2 are located south of Enfield Place between Hurontario Street and Kariya Drive.

This tributary to the Cooksville Creek and its related valley feature will remain open and will be incorporated as a landscape element into the design of future development.

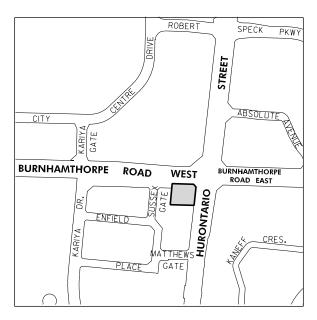
7.3 Site 3



The lands identified as Special Site 3 are defined as the Confederation Parkway Area.

Special Site 3 will accommodate one or more areas of public parkland. The location, number and size of the park(s) block(s) shall be determined in conjunction with the development of the lands in this Area. In order to achieve parkland of acceptable size, configuration and location, Mississauga will encourage consolidation of parkland dedication requirements of multiple sites within the Area. Prior to the approval of any draft plan of subdivision, severance, or any other development application within this Area, property owners shall demonstrate to the satisfaction of the City how the City's parkland objectives within this Area will be satisfied, through the provision of development and parkland concept plans. Prior to final approval of any severance, subdivision or any other development application within this Area, property owners shall dedicate sufficient parkland or enter into appropriate agreements with the City and other owners of lands to secure the provision of adequate parkland from other development parcels within the Area.

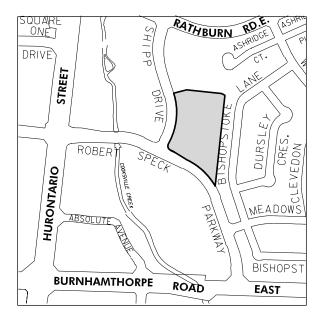
7.4 Site 4



The lands identified as Special Site 4 are located at the southwest corner of Burnhamthorpe Road West and Hurontario Street.

Notwithstanding the provisions of the Mixed Use designation, a motor vehicle service station will be permitted.

7.5 Site 5

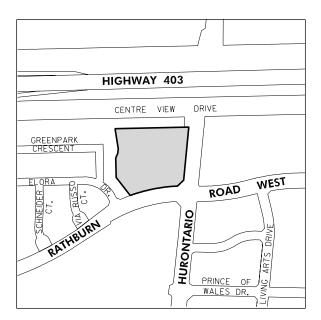


The lands identified as Special Site 5 are located at the northeast quadrant of Robert Speck Parkway and Shipp Drive.

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

a. townhouses will be permitted on the entire site.

7.6 Site 6



The lands identified as Special Site 6 are located north of Rathburn Road, west of the Confederation Parkway extension.

Notwithstanding the provisions of the Mixed Use designation, townhouse dwellings will be permitted.

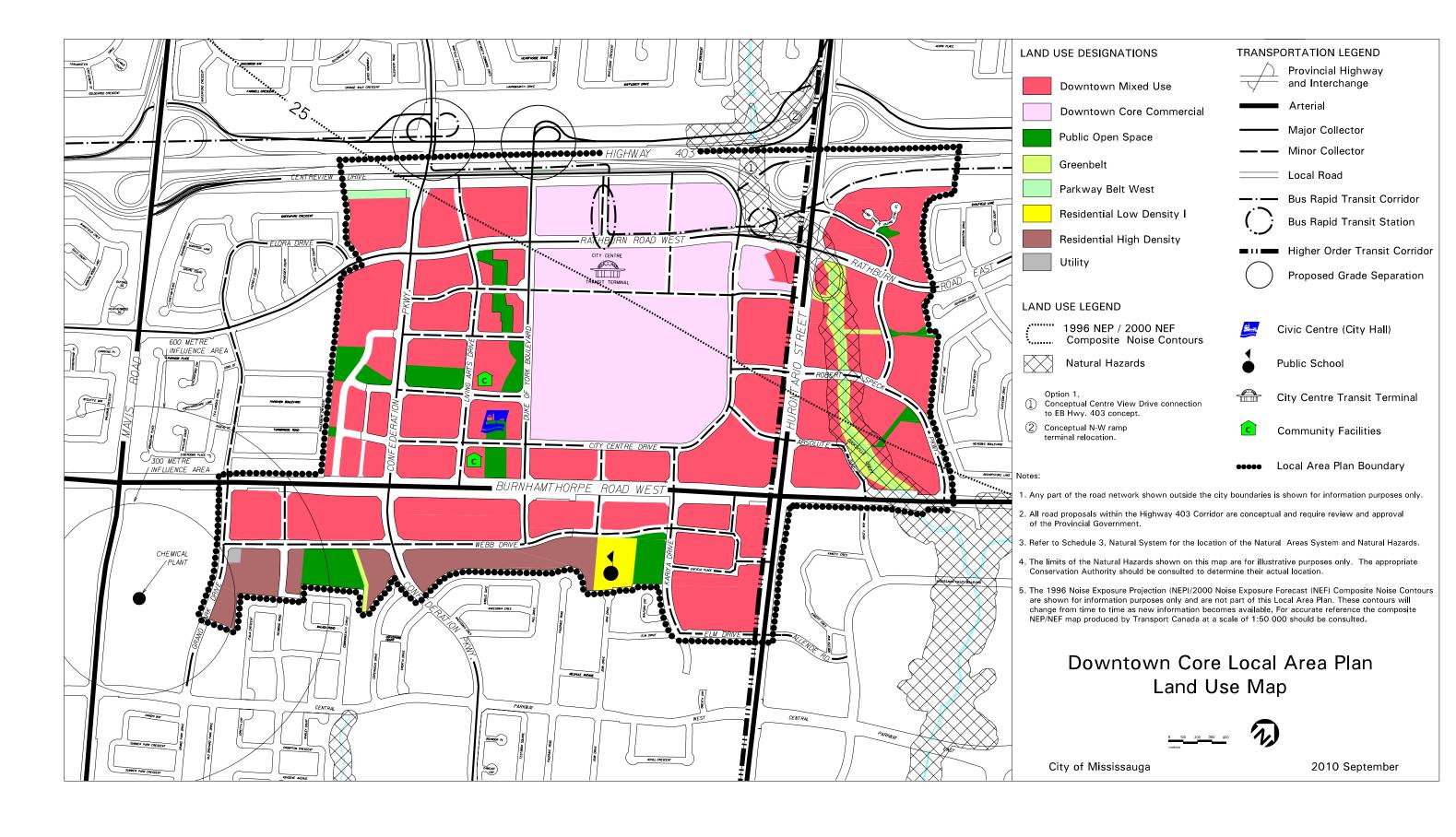


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Lakeview Local Area Plan Land Use Map

LAKEVIEW

1.0 How to Read the Lakeview Local Area Plan

Mississauga Official Plan is composed of a principal document and a series of local area plans, provided under separate cover. This is the Lakeview Local Area Plan and provides policies for lands located in south east Mississauga as shown in Figure 1. It includes lands identified in the City Structure as a Community Node, Neighbourhood and Employment Area.

There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Lakeview. In these cases, the Lakeview Local Area Plan elaborates on, or provides exceptions to the policies or schedules of the principal document.

The Lakeview Local Area Plan must be read in conjunction with the Mississauga Official Plan principal document. Parts 1 to 4, the schedules and the appendices of the principal document, are applicable to the Lakeview area, unless modified by this local area plan. Thus, for example, the policies of this local area plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of Parts 2 and 3 of the principal document. In the event of a conflict, the policies of this local area plan take precedence.

The Lakeview Local Area Plan incorporates the polices of the Lakeview District Policies of Mississauga Plan (2003), modified to conform with Mississauga Official Plan (2010).

A planning study is currently being conducted for the Lakeview community that will result in a new local area plan.

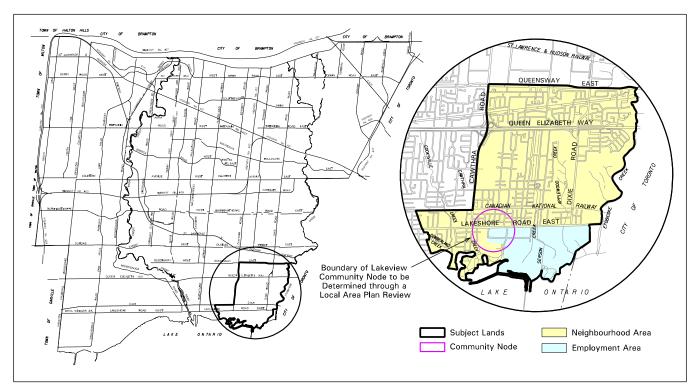


Figure 1: The Lakeview Local Area is located in the south east corner of Mississauga and includes areas identified in the City Structure as Community Node, Neighbourhood and Employment Area.

2.0 Urban Design Policies

2.1 The scale and character of all building and landscape designs will take into consideration the guidelines established in the Lakeshore Road Design Concept.

3.0 Land Use

3.1 Residential

3.1.1 Residential Low Density I

The Residential Low Density I designation permits detached, semi-detached and duplex dwellings.

3.1.2 Residential Low Density II

The Residential Low Density II designation permits detached, semi-detached, duplex, triplex and street townhouse dwellings.

3.1.3 Residential Medium Density

The Residential Medium Density designation permits detached, semi-detached, duplex, townhouse dwellings and all forms of multiple dwellings.

3.1.4 Residential High Density

The Residential High Density designation permits apartment dwellings.

3.2 Commercial

3.2.1 Mixed Use

Buildings should have a minimum height of two storeys and a maximum height of three storeys.

3.3 Business Employment

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

- a. adult entertainment establishments;
- b. animal boarding establishments which may include outdoor facilities;
- c. body rub establishments;
- d. motor vehicle body repair facilities;
- e. transportation facilities,
- f. trucking terminals; and
- g. **waste** processing or transfer stations and composting facilities.

4.0 Special Site Policies

There are sites within Lakeview, as shown in Figure 2, that merit special attention and are subject to the following policies.

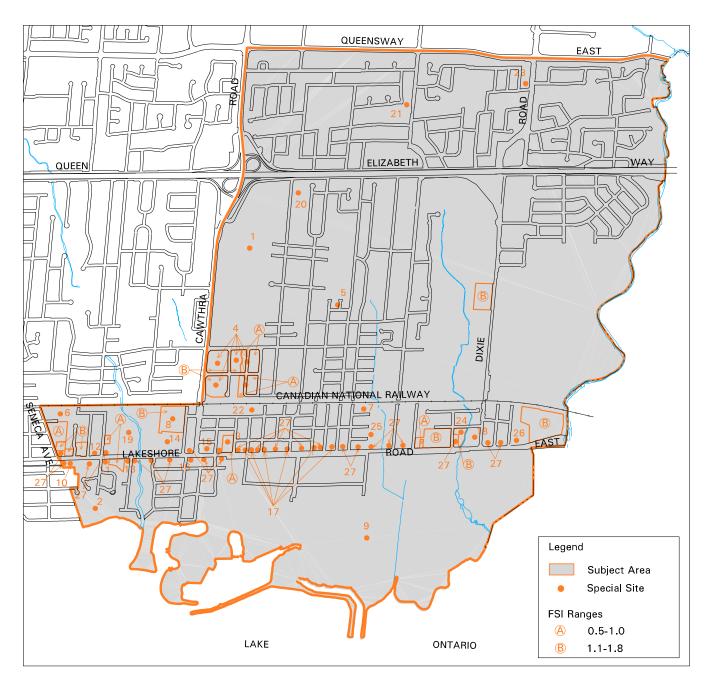
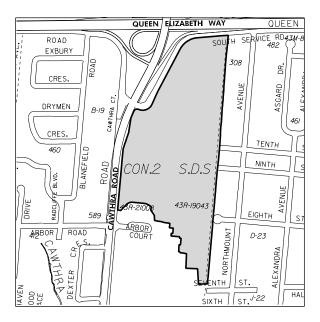


Figure 2: Location of Special Sites within the Lakeview Local Area

4.1 Site 1



The lands identified as Special Site 1 are east of Cawthra Road and south of the South Service Road.

The lands are known as the Cawthra Woods and comprise both heritage and natural areas. Within the Cawthra Woods is located the Cawthra Estate which includes the Cawthra-Elliott Estate House and formal gardens on the north and south sides of the estate house, the walled garden, and sugar maple forest, all of which form a cultural heritage landscape which is designated under the Ontario Heritage Act. The site contains a Provincially Significant Wetland, **Environmentally** an Significant Area (ESA) as identified by Credit Valley Conservation, and a Regionally Significant Area of Natural and Scientific Interest (ANSI).

Notwithstanding the Public Open Space designation, the following additional policies will apply:

- h. the following uses will be permitted in the Cawthra-Elliot Estate House:
 - community infrastructure, including an academy for the performing arts;
 - Secondary offices;
 - a conference centre;

- art gallery or studio;
- commercial school that may include a business school, driving school, dance school, music school, arts school, crafts school or a martial arts school, but shall not include a trade school or a private school;
- i. development of the Estate House will address the following:
 - the Environmental Policies of this Plan;
 - retention of the existing forest in a natural condition in accordance with an approved Cawthra Woods Management and Implementation Plan;
 - an approved Parks Master Plan;
 - preservation and rehabilitation of the Cawthra-Elliott cultural heritage landscape, including the existing house, outbuildings and formal gardens. Any minor development or minor site alterations will be limited in size and to a design compatible with the historically designated structure, will be designed and located in a manner that minimizes removal of forest cover and will be subject to completion and circulation of an Environmental Impact Study (EIS) and site plans to the Region of Peel and Credit Valley Conservation;
 - a Heritage Impact Statement may be required.

4.2 Site 2



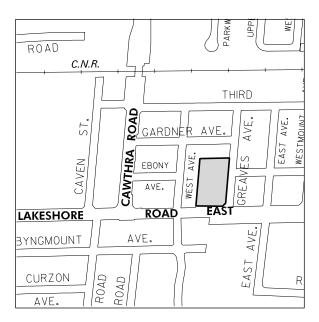
The lands identified as Special Site 2 known as the Adamson Estate and Derry Property, are located along the shore of Lake Ontario, east of Cumberland Drive and south of Enola Avenue.

Notwithstanding the Public Open Space designation and the Natural Area classification of this Plan, the following additional policies will apply:

- a. in addition to the uses permitted in the Public Open Space designation, the following uses will also be permitted:
 - Secondary offices;
 - a conference centre;
 - an academy for the performing arts;
 - a specialty hospital;
- b. development of this site will be subject to site plan approval which will address, among other things, the following:
 - restoration and preservation of the historically designated dwelling and coach house;

- maintenance of public access along the waterfront as well as the grounds of the estate;
- enhancement of recreation opportunities throughout the balance of Lakefront Promenade Park;
- recognition and respect of the existing character of the surrounding residential land uses;
- the servicing requirements of the Region of Peel with respect to the sanitary sewer outlet and the use of backflow preventors in the buildings to prevent basement flooding.

4.3 Site 3

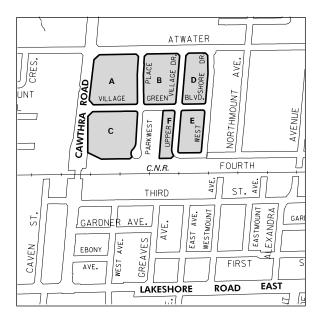


The lands identified as Special Site 3 are located at the northwest corner of Lakeshore Road East and Greaves Avenue.

Notwithstanding the Residential High Density designation of this Plan, the following policy will apply:

a. apartment units are permitted with a maximum height of seven storeys and townhouses with a maximum height of two storeys. The overall density on the site will not exceed 138 units per net residential hectare.

4.4 Site 4



4.4.1 The lands identified as Special Site 4 are located in the southeast quadrant of Cawthra Road and Atwater Avenue.

The lands are designated Residential High Density. The maximum number of dwelling units on this property will not exceed 1 200 units.

The number of residential units within each Special Site has been identified on a site specific basis. Some residential units may be transferred between these areas without further amendment to this Plan provided the total number of residential units on Special Site 4 does not exceed 1 200 units and the transfer of residential units does not have an adverse effect on the neighbouring residential environment.

4.4.2 Area A

Notwithstanding the provisions of the Residential High Density designation of this Plan, the following additional policy will apply to the lands identified as Area A:

a. all types of multiple family dwellings including townhouses, street townhouses, other forms of horizontal multiple dwellings, apartments, or any combination of these uses with individual frontages or in cluster arrangements will be permitted, provided the number of units without a transfer does not exceed 415, except that a maximum of 40 additional units may be transferred to this Area;

b. the maximum apartment building height will be 12 storeys.

4.4.3 Area B

Notwithstanding the provisions of the Residential High Density designation of this Plan, the following additional policy will apply to the lands identified as Area B:

a. all types of multiple family dwellings including townhouses, street townhouses, other forms of horizontal multiple dwellings, apartments, or any combination of these uses with individual frontages or in cluster arrangements will be permitted, provided the number of units without a transfer does not exceed 245, except that a maximum of 40 additional units may be transferred to this Area.

4.4.4 Area C

Notwithstanding the provisions of the Residential High Density designation of this Plan, the following additional policies will apply to the lands identified as Area C:

- a. all types of multiple family dwellings including townhouses, street townhouses, other forms of horizontal multiple dwellings, apartments, or any combination of these uses with individual frontages or in cluster arrangements will be permitted, provided the number of units without a transfer does not exceed 370, except that a maximum of 40 additional units may be transferred to this Area;
- b. public open space, flood control, conservation uses will also be permitted.

4.4.5 Area D

Notwithstanding the provisions of the Residential High Density designation of this Plan, the following

additional policy will apply to the lands identified as Area D:

a. all types of multiple family dwellings including townhouses, street townhouses, other forms of horizontal multiple dwellings, apartments, or any combination of these uses with individual frontages or in cluster arrangements will be permitted, provided the number of units without a transfer does not exceed 80, except that a maximum of 36 additional units may be transferred to this Area.

4.4.6 Area E

Notwithstanding the provisions of the Residential High Density designation of this Plan, the following additional policy will apply to the lands identified as Area E:

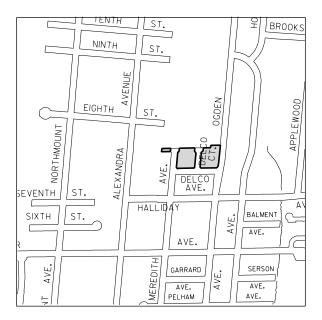
a. all types of multiple family dwellings including townhouses, street townhouses, other forms of horizontal multiple dwellings, apartments, or any combination of these uses with individual frontages or in cluster arrangements will be permitted, provided the number of units without a transfer does not exceed 60, except that a maximum of 12 additional units may be transferred to this Area.

4.4.7 Area F

Notwithstanding the provisions of the Residential High Density designation of this Plan, the following additional policy will apply to the lands identified as Area F:

a. all types of multiple family dwellings including townhouses, street townhouses, other forms of horizontal multiple dwellings, apartments, or any combination of these uses with individual frontages or in cluster arrangements will be permitted, provided the number of units without a transfer does not exceed 30, except that a maximum of 10 additional units may be transferred to this Area.

4.5 Site 5

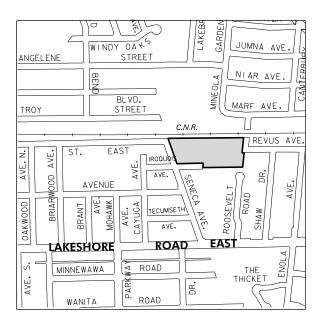


The lands identified as Special Site 5 are located on the north side of Delco Avenue, west of Ogden Avenue, on the east and west side of the north end of Meredith Avenue.

Notwithstanding the Residential Low Density II designation of this Plan, the following policy will apply:

a. development on the lands will be restricted to 13 detached and 18 semi-detached dwellings.

4.6 Site 6

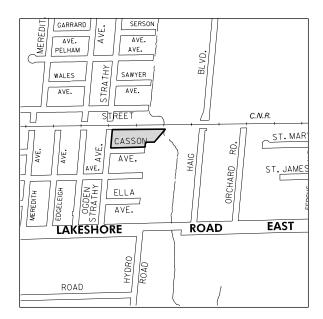


The lands identified as Special Site 6 are located west of Revus Avenue, south of the Canadian National Railway tracks.

Notwithstanding the provisions of the Business Employment designation, the following uses will not be permitted:

- a. outdoor storage;
- b. overnight accommodation and conference centres;
- c. broadcasting, communication, and utility rights-of-way;
- d. financial institutions;
- e. entertainment, recreation and sports facilities;
- f. all types of restaurants.

4.7 Site 7

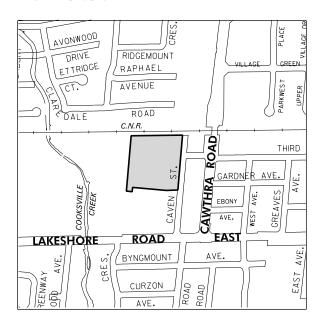


The lands identified as Special Site 7 are located along Casson Avenue, west of the utility corridor.

Notwithstanding the provisions of the Business Employment designation, the following uses will not be permitted:

- g. outdoor storage;
- h. overnight accommodation and conference centres;
- i. broadcasting, communication, and utility rights-of-way;
- j. financial institutions;
- k. entertainment, recreation and sports facilities;
- I. all types of restaurants.

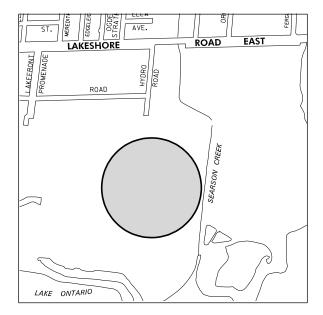
4.8 Site 8



The lands identified as Special Site 8 are located on the west side of Caven Street and south of the Canadian National Railway tracks.

Notwithstanding the Residential High Density designation of this Plan, buildings will be permitted within a *Floor Space Index* of 0.8-2.3.

4.9 Site 9



The lands identified as Special Site 9 are located south of Lakeshore Road East along the waterfront between Serson Creek and Lakefront Promenade Park.

Notwithstanding the Utility designation, an electric power generating facility will be permitted.

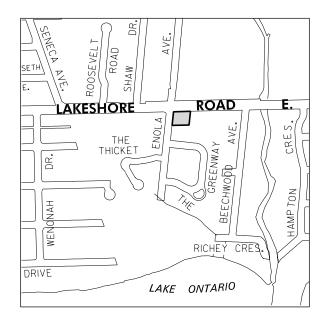
4.10 Site 10



The lands identified as Special Site 10 are located south of Lakeshore Road East and east of Wenonah Drive.

- a. a convenience restaurant will be permitted;
- b. drive-through facilities will not be permitted.
- c. notwithstanding the provisions of this section, an existing drive-through facility at 362 Lakeshore Road East will be permitted.

4.11 Site 11



The lands identified as Special Site 11 are located at the southeast corner of Lakeshore Road East and Enola Avenue.

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

- a. a motor vehicle service station will be permitted;
- b. drive-through facilities will not be permitted.

4.12 Site 12



The lands identified as Special Site 12 are located north of Lakeshore Road East between Shaw Drive and Enola Avenue.

- a. a motor vehicle repair garage will be permitted;
- b. drive-through facilities will not be permitted.

4.13 Site 13



The lands identified as Special Site 13 are located south of Lakeshore Road East and west of Beechwood Avenue.

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

- a. a motor vehicle repair garage will be permitted;
- b. drive-through facilities will not be permitted.

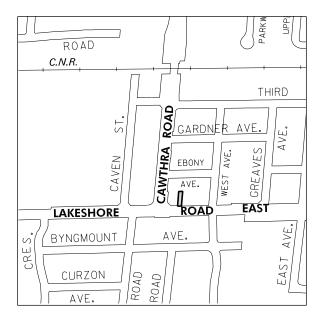
4.14 Site 14



The lands identified as Special Site 14 are located north of Lakeshore Road East and west of Caven Street.

- a. a convenience restaurant will be permitted;
- b. drive-through facilities will not be permitted;
- notwithstanding the provisions of this section, an existing drive-through facility located at 585 Lakeshore Road East will be permitted.

4.15 Site 15



The lands identified as Special Site 15 are located north of Lakeshore Road East and east of Cawthra Road.

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

- a. a motor vehicle repair garage will be permitted;
- b. drive-through facilities will not be permitted.

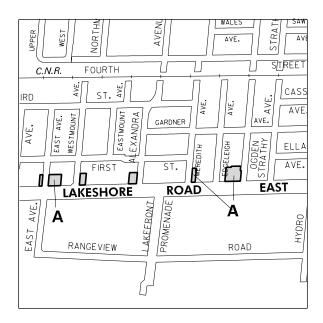
4.16 Site 16



The lands identified as Special Site 16 are located at the southeast corner of Lakeshore Road East and Aviation Road.

- a. motor vehicle commercial uses will be permitted;
- b. drive-through facilities will not be permitted.

4.17 Site 17



The lands identified as Special Site 17 include six sites located north of Lakeshore Road East between Greaves Avenue and Ogden Avenue.

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

- a. a motor vehicle repair garage will be permitted;
- b. for the lands identified as Area A, motor vehicle sales and rental will also be permitted;
- c. drive-through facilities will not be permitted.

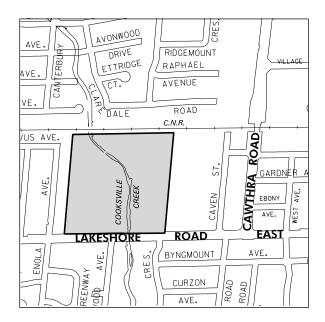
4.18 Site 18



The lands identified as Special Site 18 are located at the northwest corner of Lakeshore Road East and Dixie Road.

- a. motor vehicle sales and service will be permitted;
- b. drive-through facilities will not be permitted.

4.19 Site 19

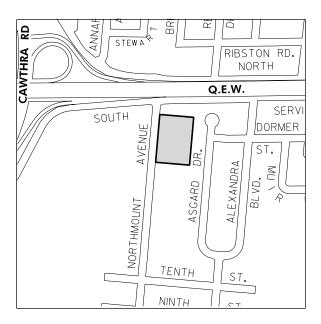


The lands identified as Special Site 19 are located on the north side of Lakeshore Road East west of Cawthra Road and on the east and west sides of Cooksville Creek.

Notwithstanding the Business Employment and Greenbelt designations of this Plan, the following additional policy will apply:

a. ingress/egress for all new development will be such that emergency vehicular and pedestrian movement is not prevented during times of flooding in order that safe access/evacuation is ensured. The determination of safe access will be made by the Credit Valley Conservation and the City, and will be based on depth and velocity factors.

4.20 Site 20

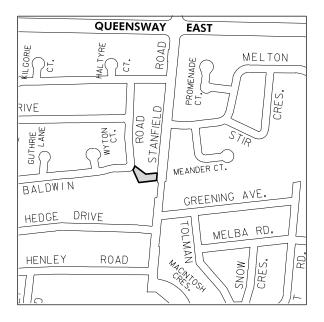


The lands identified as Special Site 20 are located on the east side of Northmount Avenue south of the South Service Road.

Notwithstanding the provisions of the Residential Low Density II designation as it applies to these lands, the following policies will apply:

- a. the overall net density on the site will not exceed 31 units per *net residential hectare*;
- b. a maximum of 30 condominium townhouses with frontage on a private internal road are permitted.

4.21 Site 21

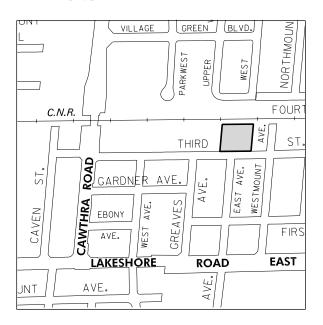


The lands identified as Special Site 21 are located on the west side of Stanfield Road, south of Queensway East.

Notwithstanding the provisions of the Residential Low Density I designation, the following additional policies will apply:

- a. hair care and aesthetics services will be permitted;
- b. Secondary office uses, excluding medical offices, will be permitted;
- the total gross floor area non residential of all buildings and structures on the lands shall not exceed 350 m²;
- d. the total gross floor area non residential devoted to hair care and aesthetics services will not exceed 200 m² and will be located on the ground floor.

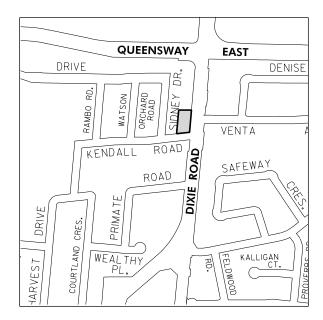
4.22 Site 22



The lands identified as Special Site 22 are located east of Cawthra Road, south of the Canadian National Railway tracks.

Notwithstanding the provisions of the Residential Low Density II designation, two three storey apartment buildings will be permitted.

4.23 Site 23



The lands identified as Special Site 23 are located west of Dixie Road, north of Kendall Road.

Notwithstanding the provisions of the Residential Low Density I designation, an office for a maximum of four medical practitioners will be permitted.

4.24 Site 24



The lands identified as Special Site 24 are located east of Fergus Avenue, north of Lakeshore Road East.

Notwithstanding the provisions of the Residential High Density designation, townhouse dwellings will be permitted.

4.25 Site 25

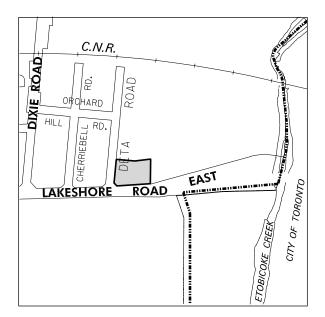


The lands identified as Special Site 25 are located on the north side of Lakeshore Road East, east of Strathy Avenue.

Notwithstanding the provisions of the Residential Low Density II and Mixed Use designations, the following additional policies will apply:

- a. townhouse dwellings will be permitted;
- b. drive-through facilities will not be permitted.

4.26 Site 26

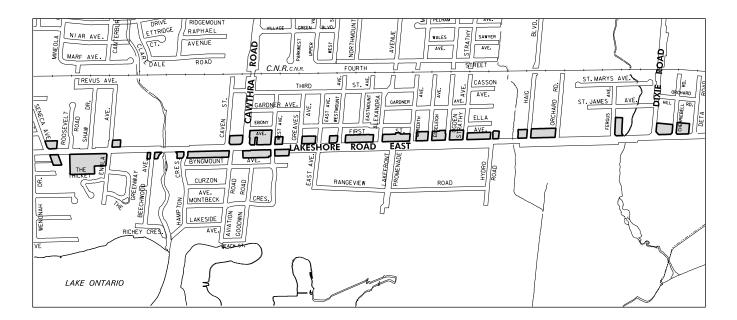


The lands identified as Special Site 26 are located at the northeast corner of Lakeshore Road East and Deta Road.

Notwithstanding the Mixed Use designation, the following additional policies shall apply:

- a. the maximum number of horizontal multiple dwelling units permitted shall be 47;
- b. the maximum *Floor Space Index (FSI)* shall be 0.9.

4.27 Site 27



The lands identified as Special Site 27 are located on the north and south sides of Lakeshore Road East between Seneca Avenue and Deta Road.

Notwithstanding the provisions of the Mixed Use designations, drive-through facilities will not be permitted.

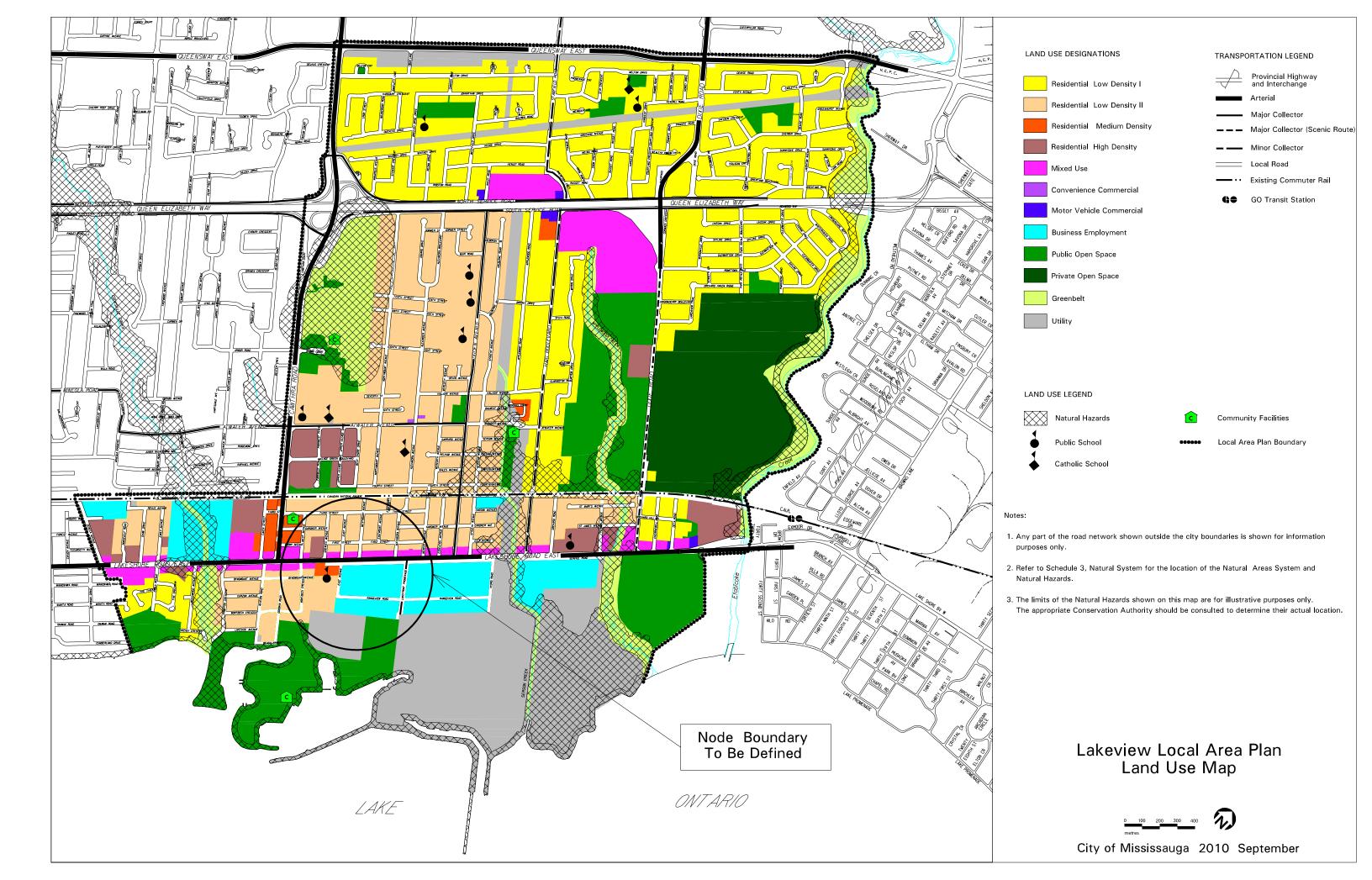


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Port Credit Local Area Plan Land Use Map

PORT CREDIT

1.0 How to Read the Port Credit Local Area Plan

Mississauga Official Plan is composed of a principal document and a series of local area plans, provided under separate cover. This is the Port Credit Local Area Plan and provides policies for lands located in south central Mississauga, as shown on Figure 1. It includes lands identified in the City Structure as Community Node and Neighbourhood.

There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Port Credit. In these cases, the Port Credit Local Area Plan elaborates on, or provides exceptions to the policies or schedules of the principal document.

The Port Credit Local Area Plan must be read in conjunction with the Mississauga Official Plan principal document. Parts 1 to 4, the schedules and the appendices of the principal document, are applicable to the Port Credit area, unless modified by this local area plan. Thus, for example, the policies of this local area plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of Parts 2 and 3 of the principal document. In the event of a conflict, the policies of this local area plan take precedence.

The Port Credit Local Area Plan was originally prepared as Mississauga Plan (2003) district policies and is readopted by Mississauga Official Plan. A planning study is currently being conducted for Port Credit that will result in a new local area plan.



Figure 1: The Port Credit Local Area is located in south central Mississauga and includes areas identified in the City Structure as Community Node and Neighbourhood.

2.0 Urban Design Policies

2.1 Community Design

For the purpose of this Plan, Port Credit is considered to be composed of:

- four residential Precincts,
- two retail commercial Precincts,
- a Harbour Mixed Use Precinct; and
- a Precinct for the vacant former refinery site.

The locations of these Precincts are identified on Figure 2, Precincts - Port Credit Local Area Plan. Each Precinct includes lands of a variety of land use designations. The Community Design policies must be read in conjunction with the Land Use policies and all other Urban Design policies; together they are intended to encourage a development pattern and character which supports the Development Concept in this Plan.

- a. New developments should maintain and enhance the identity of Port Credit as a diverse established community by integrating with the surrounding area and avoiding the establishment of enclaves.
- New developments or redevelopments should be designed to reflect and enhance the Port Credit Business Improvement Area (BIA) streetscape.
- c. The Port Credit Community Node, which includes the Central Residential area, Harbour Mixed Use area and the portion of the Mainstreet Commercial area which connects these two Precincts, will be the focus of activity for the area, combining residential uses, cultural activities, shopping, dining, commerce and recreation.
- d. An interconnected open space network including the Credit River and the Lake Ontario shoreline is a key feature in the identity of the Port Credit which should be recognized in any development. This will include enhancing visual and physical public access to and along the Lake Ontario waterfront, and enhancing/restoring terrestrial and aquatic habitat potential.

2.1.1 Community Identity and Focus

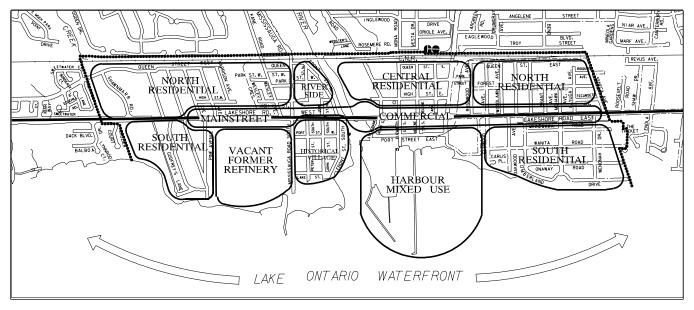


Figure 2: Precincts – Port Credit Local Area Plan

2.1.2 Precincts

2.1.2.1 North Residential

These stable residential areas should be maintained while allowing for infill which is compatible with and enhances the character of the area.

- a. The predominant characteristics of these areas should be preserved including: the one to two storey building heights; the combination of small building masses on small lots; the juxtaposition of industrial, employment, residential and commercial uses; the well-landscaped streetscapes; and the regular street grid.
- b. Existing industrial uses along the railway tracks are encouraged to improve their transition to the adjacent residential areas. Where these properties are redeveloped, the development of an appropriate residential **streetscape** will be a priority.

2.1.2.2 South Residential

These stable residential areas should be maintained while allowing for infill which is compatible with and enhances the character of the area.

- a. The predominant characteristics of these areas should be preserved including: the one to two storey building heights; the combination of small building masses on small lots (i.e. the scale of the neighbourhood is of modest detached dwellings); the physical and visual access to Lake Ontario; the well-landscaped streetscapes; and the irregular street grid.
- b. Any development between the lake and the continuous lakefront trail should provide ample side yards to ensure visual access to the lake between buildings.

2.1.2.3 Riverside

This is an evolving area which should create a transition from the 15 storey building heights of the Central Residential area to the two storey building

heights of the North Residential area while having regard for the Mississauga Road North **streetscape** and the spatial definition of the Credit River valley.

- a. New Residential High Density development should generally not exceed eight storeys to integrate with adjacent community, residential and parkland development.
- b. Any redevelopment along Mississauga Road North should support its character as a *scenic route* by: maintaining and enhancing the existing mature vegetation; maintaining existing building setbacks; continuing the fine-grained building massing; and, notwithstanding the building heights set in the subsection above of this section, building heights should not exceed four storeys for the half block on the east side of Mississauga Road North.
- c. Pedestrian open spaces should be planned to visually and physically extend Memorial Park into this neighbourhood along High Street West through to Front Street West, and along Park Street West.

2.1.2.4 Central Residential

This area has potential for infill and redevelopment, and will have the highest building heights in Port Credit; however, development proposals must avoid adverse impacts on the surrounding areas. Further, the existing character of the area should be maintained, particularly the mature trees and the well-landscaped front yards.

a. Subject to shadowing and overlook concerns, building heights should not exceed 15 storeys and should decrease toward the east, west and north boundaries of this area. Notwithstanding this 15 storey height limit, building heights should not exceed ten storeys along the east side of Stavebank Road North to a depth of half a block (or equivalent distance to the north) between Stavebank Road North and Elizabeth Street, between Anne Street and the west side of Hurontario Street to a depth of half a block.

- Buildings heights should not exceed four storeys on the west side of Stavebank Road.
- b. Development along Hurontario Street should be designed to create an appropriate gateway to Port Credit, maintaining and recreating the generous front yards, the mature vegetation, and the small scale articulation that was typical of the houses along Hurontario Street. Building massing should allow generous setbacks from the street to the main building mass, with smaller two storey elements projecting closer to the street-line. Side yard setbacks should be sufficient to allow generous planting between buildings to avoid the creation of a continuous built wall.
- c. On development sites which extend to Lakeshore Road, buildings or parts of buildings within the Mainstreet Commercial Precinct should conform to the policies for that Precinct.
- d. Buildings should be set back from the street to provide opportunities for landscaping to continue the existing street character of the area.

2.1.2.5 Historical Village

This Precinct (also called the Historical Village of Port Credit) is a mixture of housing, retail commercial and community buildings of many types, representing different eras. While some of the housing stock is relatively new, the neighbourhood contains pockets of housing which are truly historic, representing various time frames and a pleasing sense of "time depth".

- a. The street pattern, its residential character, significant groupings of trees and other natural features, and the historic housing stock should be preserved to maintain the historical associations with the founding of Port Credit.
- b. Mississauga will encourage landscape screening along the west side of Mississauga Road South to buffer the adjacent Imperial Oil site.

- c. Any adaptive re-use should preserve the character of the buildings and properties.
- d. Other areas which are suitable for sensitive infill should display massing and scale sympathetic to the surroundings. Building heights should not exceed two storeys. Any additions, alterations or redevelopment should support the existing historic character, maintain the existing street grid, maintain and enhance the existing mature vegetation and maintain existing building setbacks.

2.1.2.6 Mainstreet Commercial

The Mainstreet Commercial area includes Port Credit's traditional mainstreet and generally extends a half block north and south of Lakeshore Road, with a slightly greater depth at the Credit River. In many cases this coincides with the alignment of a public lane, where it does not, the limit of the area is defined by an extension of a line from the public lane.

- a. Along Lakeshore Road, mixed-use developments with street-related retail commercial uses and a rhythm of closely spaced storefronts lining the street are encouraged to foster an active pedestrian street and to minimize the apparent width of Lakeshore Road.
- b. Development should maintain existing view corridors to the lake such as along the Hurontario Street extension and create new view corridors, such as, along the new north/south public road and mid-block between Hurontario Street and the new north/south public road.
- c. Building heights should be a minimum of two storeys and a maximum of three storeys.
- d. In accordance with the Port Credit Parking Policies, where possible, parking for this area should be provided on-street or in small, distributed parking lots. It is critical that parking facilities be located and designed to be

compatible with the mainstreet character of the area by including measures such as landscape space, planters or other elements which reinforce the street wall and enhance public amenity.

2.1.2.7 Harbour Mixed Use

The redevelopment of the St. Lawrence Starch site and the City's initiatives for the Port Credit harbour have the potential to transform this area. Development in this area should be lower scale than the Central Residential area and should step down towards the lake and towards the east edge of the Character Area. Where the market potential permits, retail commercial uses should be extended from the Mainstreet Commercial Precinct towards the lake.

- a. The character of this area should be as an extension of the Mainstreet Commercial Precinct, but with the potential for higher buildings).
- b. Building heights should not exceed three storeys for the entire Harbour Mixed Use area with the exception of buildings fronting onto the north and south sides of Port Street East between the Hurontario Street extension and Helene Street South which may be six storeys high and buildings located on lands municipally known as 48-50 Port Street East which may be five storeys high. Buildings south of Port Street East should step down in tiers from a maximum of six storeys adjacent to Port Street East to a maximum of three storeys along the lands designated as Public Open Space.
- c. On development sites which extend to Lakeshore Road, buildings or parts of buildings within the Mainstreet Commercial Precinct should conform to the policies for that Precinct. Applicants may be required to submit visual analysis and view studies in support of the proposed building heights and massing to demonstrate that the Mainstreet Commercial character will be preserved.

- d. A Public Waterfront Square should be located at the foot of the extension of Hurontario Street. Efforts should be made to maximize public parking opportunities, nearby on-street and on publicly and privately owned lands.
- e. A new public road should connect the Hurontario Street extension to a new public road running north/south between Elmwood Avenue and Hurontario Street. This extension or waterfront road will separate new development from the Lake Ontario waterfront open space and the continuous Waterfront Trail to maximize public access to and along the Lake Ontario waterfront.
- f. Along the west side of the Hurontario Street extension and on the development parcel abutting the Public Waterfront Square, mixed developments with street-related use commercial uses and a rhythm of closely spaced storefronts lining the street will be provided to foster an active pedestrian street, and to attract pedestrians to the lake. The parcel abutting the proposed Public Waterfront Square should be developed in a manner which encourages ground floor commercial facing the Public Waterfront Square in a built form offering the potential for weather protection, outdoor display areas and/or restaurants with exterior seating areas.
- g. On-street public parking must be provided to promote street activity and enliven public streets and spaces.
- h. Development should maintain existing view corridors to the lake such as the Hurontario Street extension and create new view corridors, such as, along the new north/south public road and mid-block between Hurontario Street and the new north/south public road.

2.1.2.8 Vacant - Former Refinery

This Plan does not propose land uses for this area because it is not known to what degree the site can be remediated. However, regardless of potential future uses, this Precinct should ultimately be developed in a manner which is compatible with the surrounding lands, and which does not compete with the existing focal point at Port Credit harbour.

- Building heights should be limited to two to three storeys to be consistent with the adjacent South Residential and Historical Village Precincts.
- b. A public road should be provided in any future development by subdivision separating any new development from the Lake Ontario waterfront open space and the continuous Waterfront Trail to maximize public access to and along the Lake Ontario waterfront. The balance of the street pattern should be consistent with that of adjacent areas.
- c. If this site is used for outdoor storage (such as for boats) or parking, adequate setbacks will be provided from adjacent residential areas, the Lake Ontario Waterfront Trail and associated public parkland to allow appropriate buffer treatment to screen the uses.

2.2 Streetscape

The design of the street right-of-way and the design of the lands along the street affect the **streetscape** and should have regard for the following:

a. on lands adjacent to Lakeshore Road, and in the area south of Lakeshore Road East between the Credit River and Tall Oaks Park, an urban character is appropriate; buildings should be located close to the street and aligned with it to enclose the street space, and gaps in the street wall should be ordered in a coherent fashion.

2.3 Buildings and Spaces

In applying the following policies, the effect of buildings and spaces on the surrounding environment should be considered equally with the functionality and aesthetic appeal of the site itself.

- a. Where developable lands separate Lake Ontario from the continuous Waterfront Trail, lot size and building envelopes will create generous side yards to allow glimpses of the lake from the Waterfront Trail.
- b. Notwithstanding the existing high buildings, the area around the intersection of Hurontario Street and Lakeshore Road East should be developed with low-rise buildings to maintain a comfortable street scale and to create an appropriate and compatible transition to the surrounding low-rise area.

3.0 Land Use

3.1 Residential

3.1.1 Residential Low Density I

The Residential Low Density I designation permits detached dwellings.

Notwithstanding the provisions of the Residential Low Density I designation, a duplex dwelling will be permitted at 23-25 Peter Street South.

3.1.2 Residential Low Density II

The Residential Low Density II designation permits detached, semi-detached, duplex, triplex and street townhouse dwellings.

3.1.3 Residential Medium Density

The Residential Medium Density designation permits townhouse dwellings and all forms of horizontal multiple dwellings, as well as low-rise apartment dwellings. Heights of proposed buildings should not exceed three storeys, unless otherwise specified in the Port Credit Urban Design policies of this Plan.

3.1.4 Residential High Density

The Residential High Density designation permits apartment dwellings. Building height should not exceed eight storeys, unless otherwise specified in the Port Credit Urban Design policies of this Plan.

3.1.5 Business Employment

Notwithstanding the Land Use Policies of this Plan, only the following permitted uses will apply:

- a. Industrial uses within enclosed buildings including manufacturing, repairing, warehousing, wholesaling and offices up to a maximum *Floor Space Index* of 0.5;
- other accessory uses, either within industrial buildings or in separate buildings within a complex of associated industrial buildings, provided that they are clearly accessory and occupy a small area in terms of floor space or site coverage relative to the size of the industrial plant;
- c. Community Infrastructure.

3.1.6 To Be Determined

Studies will be carried out for the area so designated, in consultation with the land owner, neighbouring residents, the Ward Councillor and other interested agencies, and the Plan will be appropriately amended. In determining the ultimate land use for these lands, particular attention will be given to the Natural Areas System, Waterfront Development and Special Site Areas policies of this Plan which apply to these lands.

4.0 Transportation

4.1 Road System

Lakeshore Road, including the Credit River Bridge, will not be built in excess of four lanes excluding turning lanes and bus bays, unless it can be demonstrated that additional lanes will not result in a major deterioration of the neighbouring residential retail commercial environment. The implementation \circ f such maior roadway modifications will require an amendment to this Plan. The Lakeshore Road crossing of the Credit River is currently over capacity. This situation will be monitored in terms of the impacts of redevelopment, especially west of the Credit River.

Hurontario Street will not be built in excess of four lanes excluding turning lanes and bus bays, unless it can be demonstrated that additional lanes will not result in a major deterioration of the neighbouring residential or retail commercial environment. The implementation of such major roadway modifications will require an amendment to this Plan.

4.2 Parking

Larger redevelopment sites will be self-sufficient in the provision of parking, with the parking demands accommodated on-site. Most notably, this assumption would apply to the St. Lawrence Starch and Imperial Oil "South Property" lands, but would also apply to other relatively large sites.

The maintenance of pockets of parking and small lots throughout the area is preferred to the construction of large centrally located parking structures, in addressing the diverse users needs and the long linear core area.

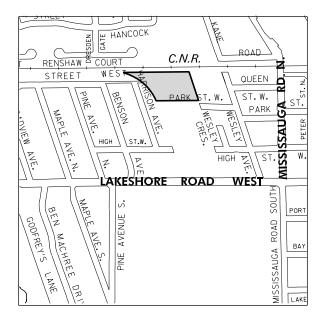
5.0 Special Site Policies

There are sites within Port Credit that merit special attention and are subject to the following policies.



Figure 3: Location of Special Sites within the Port Credit Local Area

5.1 Site 1

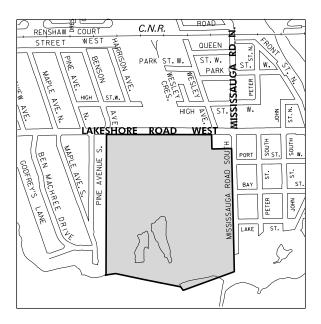


The lands identified as Special Site 1 are located south of the Canadian National Railway and east of Queen Street West.

Notwithstanding the provisions of the Business Employment designation, the following additional policy will apply:

- a. development (including servicing) will be permitted following issuance of the Section 17 Order under the *Environmental Protection Act*, and its registration on title:
- b. permitted industrial uses will be limited to low-profile, light industrial uses within enclosed buildings such as storage warehouses and offices directly accessory to the industry;
- c. vehicular access to the site will be from Lakeshore Road West only, with no access permitted from the surrounding residential streets.

5.2 Site 2



The lands identified as Special Site 2 are located south of Lakeshore Road West, west of Mississauga Road South and east of the existing residences on Pine Avenue South.

Notwithstanding the provisions of the To Be Determined, Public Open Space and Greenbelt designations, the uses permitted on this site will be subject to the following additional policies

- a. development will recognize the scale and enhance the character of adjacent land uses, in particular the old townsite area immediately to the east;
- b. in the review of applications for development of these lands, regard will be had to the concepts and principles expressed in the Port Credit Harbour Transition Master Plan and the Mississauga Waterfront Plan;
- a landscaped buffer will be maintained between the site and the Pine Avenue South neighbourhood;
- d. any proposal for redevelopment or use of the "Vacant - Former Refinery Property" will make adequate provision for implementation of proposals for the future redevelopment of J.C. Saddington Park.

5.3 Site 3



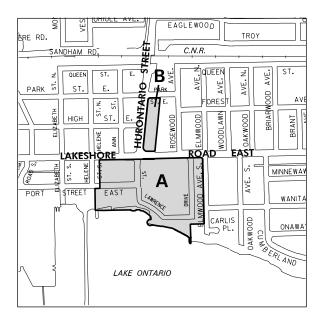
The lands identified as Special Site 3 are located on the west side of Front Street South and the south side of Port Street West, south of Lakeshore Road West.

Notwithstanding the Mixed Use designation on these lands, the following additional policies will apply:

- a. townhouses will be permitted only at 28 Front Street South;
- b. buildings, including amenities and signage, whether new or modified, will have a single detached residential appearance consistent with the form, design and scale of the low density residential land use in the Old Port Credit Village Heritage Conservation District, and the use will have a limited impact on the low density residential character of the area. New buildings or modified buildings will comply with the development standards of the adjacent low density residential area;
- c. buildings will not exceed two storeys in height;
- d. any garage, detached or attached, will be located in the side or rear yard behind the front

- wall of the building. Any additional parking required will be accommodated to the rear of the lot;
- e. front yards will be mostly landscaped and oriented to Front Street South or Port Street West;
- f. appropriate design treatment should be provided to both facades at street corners;
- g. every effort will be made to have buildings of historic interest, as defined in the Old Port Credit Village Heritage Conservation District Plan, retained within any future redevelopment.
- h. drive-through facilities will not be permitted.

5.4 Site 4



5.4.1 Area A

The lands identified as Area A are located on the south side of Lakeshore Road East between Helene Street South and Elmwood Avenue.

Notwithstanding any provisions in this Plan, the following additional policies shall apply to Area A.

5.4.1.1 Development Concept

It is intended that development on Area A (the St. Lawrence Starch Company lands - South Property) will result in a low to mid-rise, urban, pedestrian-oriented mixed-use precinct that will provide an attractive destination for local and City residents, with access to the lake and function as a lively mix of live, work, leisure and recreational activities, which will contribute to maximum public use and enjoyment of the waterfront. Built form will be in keeping with the established context of the old town of Port Credit, consisting of low to mid-rise buildings, mixed use, and a strong pedestrian orientation. New mixed-use commercial/residential development will be compatible with the existing street-related village retail commercial uses and should occur primarily along Lakeshore Road East, the west side of Hurontario Street, west of the

proposed Community Square and on both sides of Port Street Fast.

5.4.1.2 Development Objectives

a. Residential

Provide an opportunity for a development which offers a variety of dwelling types with built forms that are compatible with existing residential areas.

b. Design

Guide community design towards the creation of a visual identity for the St. Lawrence Starch Company lands and provide for a building massing and character that will be consistent with the Development Concept Policies of this Plan.

5.4.1.3 Urban Design Policies

a. Community Design

For the purposes of Area A, the St. Lawrence Starch Company lands are composed of two Precincts, as identified on Figure 2, Precincts - Port Credit Local Area Plan. The Urban Design Policies of this Plan must be read in conjunction with the Land Use Policies of this Plan. Together, they are intended to encourage an urban form and character which supports the Development Concept in Area A.

Community Identity and Focus

An interconnected open space network including the Credit River, the Lake Ontario shoreline and portions of the tableland woodlot is the key feature in the identity of the area which should be recognized in any development. This will include enhancing visual and physical access to and along the waterfront, and enhancing/restoring terrestrial and aquatic habitat potential.

Mainstreet Commercial Precinct

The Mainstreet Commercial Precinct includes Port Credit's traditional mainstreet and generally extends

a half a block north and south of Lakeshore Road Fast.

- Building heights should generally not exceed two storeys. Buildings which front onto the south side of Lakeshore Road East between Hurontario Street and Elmwood Avenue are encouraged to be developed as mixed commercial/residential "live/work" units and shall not exceed a height of three storeys.
- Parking facilities should be located and designed to be compatible with the mainstreet character of the area by including measures such as landscape space, planters or other elements which reinforce the streetscape and enhance public amenity.
- One parking lot within the Mainstreet Commercial Precinct is to be located on the site of the former St. Lawrence Starch administration building at the southeast corner of Hurontario Street and Lakeshore Road East. The remaining areas for parking will be provided along Lakeshore Road East and/or on lands on the west side of Hurontario Street. Parking should only be provided on-street, underground or in small parking lots ideally located behind buildings.
- Future development will be compatible in form and scale with the former St. Lawrence Starch administration building which is a historically designated building under the Ontario Heritage Act. This building should be considered when designing future development in this Precinct.
- A new open space is to be created at the north-eastern edge of Area A to integrate and preserve a portion of the existing woodlot into the new development.
- A new Community Square will be situated along Lakeshore Road East. Street-related activities such as restaurants and shops are to be encouraged in the grade levels of

buildings on the west side of Hurontario Street, north of Port Street East, addressing the square. Surface parking lots or above grade structured parking are to be minimized adjacent to the Community Square.

Harbour Mixed Use Precinct

Development in this area should be low in scale and provide a suitable transition in building mass towards the established low density scale residential neighbourhood to the east and to the higher scale buildings west of the Hurontario Street extension. Commercial uses may be extended south from the Mainstreet Commercial Precinct towards the lake, along the west side of Hurontario Street.

- The Harbour Mixed Use Precinct is an extension of the Mainstreet Commercial Precinct.
- Building heights shall not exceed three storeys in height for the entire Harbour Mixed Use Precinct with the exception of buildings fronting onto the north and south sides of Port Street East which may be six storeys high. Buildings south of Port Street East should step down gradually from a maximum of six storeys along the Port Street East frontage to a maximum of three storeys along the waterfront park.
- On development sites which extend to Lakeshore Road East, buildings or parts of buildings within the Mainstreet Commercial Precinct should conform to the policies for that Precinct.
- A Public Waterfront Square will be located at the foot of the extension of Hurontario Street. Public parking may be provided below the Public Waterfront Square or at other locations on privately or publicly owned lands.
- Along the west side of Hurontario Street and on the development parcel abutting the

Public Waterfront Square, mixed use developments with street-related commercial uses and a rhythm of closely spaced storefronts lining the street will be provided to foster an active pedestrian street, and to attract pedestrians to the lake. The parcel abutting the Public Waterfront Square should be developed in a manner which encourages at grade commercial facing the Public Waterfront Square in a built form offering the potential for weather protection, outdoor display areas and/or restaurants with exterior seating areas.

- Development should maintain existing view corridors to the lake. The creation of new view corridors should be a major consideration when setting out new streets and the development pattern for the area.
- On-street public parking must be provided to promote street activity and enliven public streets and spaces.
- The development pattern should extend the street and block pattern that exists in the surrounding Port Credit neighbourhoods, consisting of an open grid street pattern with blocks generally rectangular in shape.
- To maximize public access to and along the waterfront, a public east-west waterfront road shall separate new development from the waterfront open space and the continuous Waterfront Trail.
- A waterfront open space, which includes the Public Waterfront Square, should extend the full width of Area A along the Lake Ontario shoreline. Development should face the open space. Reverse-back lotting onto the open space is not permitted. The minimum width of the waterfront open space, west of the Public Waterfront Square, south of Port Street East, will be 30 m.
- Development should maintain the portions of the woodlot adjacent to Elmwood

Avenue as a private open space block in conjunction with medium density residential development.

b. Buildings and Spaces

In applying the following policies, the effect of buildings and spaces on the surrounding environment should be considered equally with the functionality and aesthetic appeal of the site itself.

- Developable lands should not separate Lake Ontario from the continuous Waterfront Trail.
- Residential areas should manifest a range of building types and forms to offer choices to people wishing to reside in this area.

5.4.1.4 Land Use

a. Residential

Housing will be provided within one of the following residential density categories: Residential Medium Density, Residential High Density and Mixed Use.

Residential Medium Density

The Residential Medium Density designation permits townhouse development, either street-related or in clusters. Building heights should not exceed three storeys unless otherwise specified in the Urban Design Policies of this Plan.

Residential High Density

The Residential High Density designation permits medium-rise apartment buildings. Medium-rise buildings will not exceed six storeys in height unless otherwise specified in the Urban Design Policies of this Plan. Ground related retail commercial uses are permitted.

b. Commercial

Mixed Use

Lands designated Mixed Use will provide a mix of pedestrian-oriented street-related retail

offices, commercial uses, overnight accommodation, community facilities and open space. Residential uses will be permitted combination with commercial Drive-through facilities will not be permitted. The Mixed Use designation applies to lands between Lakeshore Road East and Port Street East, west of Hurontario Street and on the south side of Lakeshore Road East, between Hurontario Street and the new north/south public road, where the existing scale, form, and pedestrian orientation of development is encouraged to maintain and enhance the character of the former town centre.

- The lands bounded by Lakeshore Road East and Port Street East, west of Hurontario Street will be subject to an overall development total *Floor Space Index* of 2.0, of which residential uses will be limited to a maximum *Floor Space Index* of 1.5. Medium rise mixed use buildings should not exceed six storeys.
- The lands located on the south side of Lakeshore Road East between Hurontario Street and the new north/south public road permit street related commercial uses in conjunction with residential uses, and will be subject to an overall development total Floor Space Index of 1.5 of which commercial uses will be limited to a maximum Floor Space Index of 0.2.
- The lands located on the southeast corner of Lakeshore Road East and Hurontario Street are occupied by the existing "Administration Building" and intended to be used for commercial uses.

5.4.1.5 Site Decommissioning

The lands in Area A have been identified as a *contaminated site*. Notwithstanding the lands use designations prescribed for the subject lands, the uses permitted on these lands will be subject to the following additional policy:

a. City approval, for development on, or in proximity to, these lands will be subject to cleanup and verification, in accordance with Provincial Government legislation Studies will be required of the auidelines. proponent indicating levels of contamination, remediation plans, and clean-up verification prior to development approval. Such studies will be Provincial prepared tο Government specifications and address all concerns of the Citv.

5.4.1.6 Transportation

a. Parking

Sites will be self-sufficient in the provision of parking, with the parking demands accommodated on-site or on neighbouring sites.

Parking requirements associated with individual developments will be provided at the rear of lots or underground. Parking lots abutting street frontages will not be permitted, except where no other alternative is available. Adequate design treatments must be established for the street frontage to maintain a continuous safe, urban *streetscape*. Opportunities for on-street parking should be maximized.

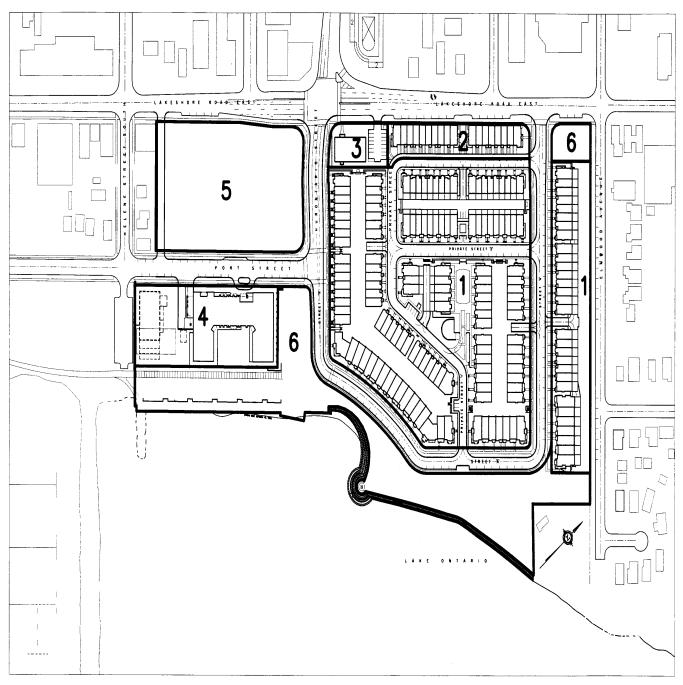


Figure 4: Concept Plan — Block Layout (South Property)

Concept Plan - Block Layout (South Property)

| PARCEL | LOT AREA (m²) | COMMERCIAL Maximum Gross Floor Area (m²) | RESIDENTIAL Maximum Gross Floor Area | | TOTAL Maximum GFA | FLOOR SPACE INDEX (FSI) |
|-------------------------------|---------------------|--|---|-------|-------------------------|-------------------------------|
| | | , | m² | Units | (m²) | /DENSITY |
| MIXED USE | | | | | | |
| 2 | 3 350 | 720 (0.2 FSI) | 4 300 (1.3 FSI) | 18 | 5 020 | 1.5 FSI |
| 3 | 1 600 | 1 560 (1.0 FSI) | | | 1 560 | 1.0 FSI |
| 5* | 12 700 | 8 600 (0.7 FSI) | 19 050 (1.5 FSI) | 150 | 25 400 | 2.0 FSI |
| RESIDENTIAL MEDIUM DENSITY | | | | | | |
| 1 | 43 950 | | 42 500 | 167 | 42 500 | 38 uph |
| RESIDENTIAL HIGH DENSITY | | | | | | |
| 4 | 8 116 | 460 (0.06 FSI) | 20 090 (2.47 FSI) | 95 | 20 290 | 2.5 FSI |
| TOTAL (BLDG. AREAS) | 69 716 | 11 340 | 85 650 | 430 | 94 770 | |
| OPEN SPACE | | | | | | |
| 6 | 17 884 | | | | | |
| PUBLIC ROADS | 13 200 | | | | | |
| GREENBELT** | 3 900 | | | | | |
| TOTAL SITE AREA | 104 700 | | | | | |

FSI: Floor Space Index

- * Maximum residential FSI = 1.5, maximum total FSI = 2.0
- ** Greenbelt includes armourstone seawall, and water lots.

For information purposes only, the overall *Floor Space Index (FSI)* for all parcels (building areas) is 1.35.

5.4.2 Area B

The lands identified as Area B are located on the east side of Hurontario Street between Lakeshore Road East and Park Street East.

Notwithstanding any provisions in this Plan, the following additional policies will apply:

5.4.2.1 Development Concept

Development on Area B will be of a higher density than the abutting Area A lands, south of Lakeshore Road East. The primarily mid-rise residential built form along Hurontario Street will be pedestrian oriented and will establish a transition between the area of high buildings to the west and the lower rise buildings to the east.

A significant building in both height and architecture will create a visual landmark near the northeast corner of Lakeshore Road East and Hurontario Street. A *tall building* stepped back from the intersection is appropriate due to this location's unique and prominent role as both the gateway into Port Credit from the north and the starting point of the city's most important north-south road, Hurontario Street. Its proximity to the Port Credit GO Transit Station and its location fronting onto a Major Transit Corridor enhances its residential intensification potential. A *tall building* will also balance the massing of the adjacent tall apartment building located west of Hurontario Street.

Street-related commercial uses within a low-rise building podium at the south limit of the site will integrate well with the existing built form, massing and retail commercial uses along Lakeshore Road East. A significant step back of the tower portion from the low-rise Lakeshore Road East building façade is important to maintain the traditional mainstreet pedestrian experience and *streetscape*.

5.4.2.2 Urban Design Policies

a. Community Design

For the purposes of Area B, the subject lands are composed of two Precincts, as identified on Figure 2: Precincts - Port Credit Local Area Plan.

To encourage an urban form and character which supports the Development Concept for Area B, the Urban Design and Land Use Policies of this Plan will apply, except as follows:

Central Residential Precinct

The Central Residential Precinct will have midrise building heights and serve as a transition between the high buildings to the west and the lower rise buildings to the east.

- Building heights will not exceed six storeys, except for the portion between High Street East and Park Street East, which will not exceed seven storeys.
- A building podium of between two and six storeys will be developed close to Hurontario Street.
- Side yard setbacks will be sufficient to allow planting between buildings. As well, side yard setbacks should be provided opposite the alignment of High Street East, permitting access to the east.

Mixed Use Precinct

The Mixed Use Precinct includes Port Credit's traditional mainstreet and generally extends a half a block north and south of Lakeshore Road East.

- A building not exceeding 22 storeys and setback from the northeast corner of Lakeshore Road East and Hurontario Street is permitted. The tower portion of this building will be stepped back from a two storey building podium adjacent to Lakeshore Road East and a six storey building podium adjacent to Hurontario Street.
- The two storey Lakeshore Road East building podium will be located close to the street edge, achieving similar massing to that found along this traditional mainstreet.

 The six storey Hurontario Street building podium will achieve a well-proportioned sense of street enclosure for pedestrians and others travelling along this street. The building podium will be located close to the street edge. or underground. Parking lots abutting street frontages will not be permitted. Adequate design treatments must be established for the street frontage to maintain a continuous safe, urban *streetscape*.

5.4.2.3 Land Use

a. Residential High Density

Buildings will not exceed six storeys, except between High Street East and Park Street East, which will not exceed seven storeys.

b. Mixed Use

A maximum of 1 150 m² of gross floor area is to be devoted to commercial uses.

c. Overall Development Permissions

Density is expressed in terms of *Floor Space Index*, which is defined as the ratio of the gross floor area of all buildings on a site to the net developable area of that site. For apartment blocks, the net developable area includes the lands for residential units, internal road and parking, landscaped areas, private open space and other associated amenities.

- Overall development is permitted up to a maximum *Floor Space Index* of 4.7 for Area B.
- A maximum of 214 apartment dwelling units are permitted within Area B.
- A maximum of 150 retirement dwelling units are permitted within Area B.

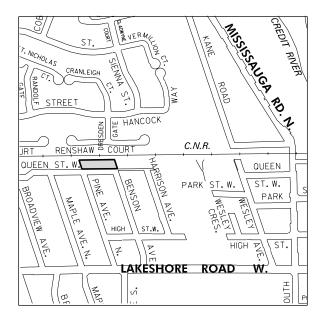
5.4.2.4 Transportation

a. Parking

Sites will be self-sufficient in the provision of parking, with the parking demands accommodated on-site.

Parking requirements associated with individual developments will be provided at the rear of lots

5.5 Site 5

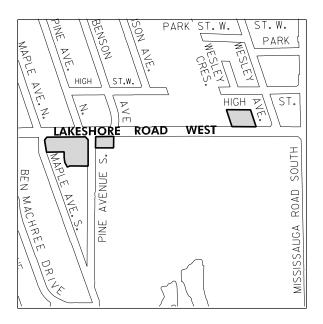


The lands identified as Special Site 5 are located on the north side of Queen Street West between Benson Avenue and Pine Avenue.

Notwithstanding the Business Employment designation on these lands, the following additional policy will apply:

a. screened outdoor storage will be permitted.

5.6 Site 6

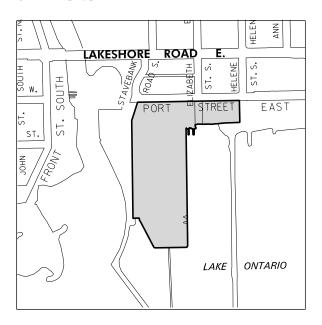


The lands identified as Special Site 6 are located on the north side of Lakeshore Road West, west of Wesley Avenue and on the south side of Lakeshore Road West, east and west of Pine Street South.

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

- a. the existing motor vehicle sales and rental will be permitted;
- b. drive-through facilities will not be permitted.

5.7 Site 7



The lands identified as Special Site 7 are located south of Port Street East and east of the Credit River.

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

- a. boat repair, service and storage will be permitted;
- b. drive-through facilities will not be permitted.

5.8 Site 8



The lands identified as Special Site 8 are located north of Lakeshore Road East and east of Hurontario Street.

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

- a. the existing gas bar and a motor vehicle wash will be permitted;
- b. drive-through facilities will not be permitted.

5.9 Site 9

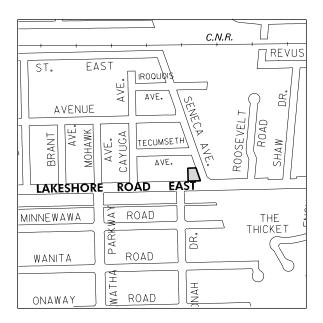


The lands identified as Special Site 9 are located at the northeast corner of Lakeshore Road East and Rosewood Avenue.

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

- a. the existing motor vehicle repair garage will be permitted;
- b. drive-through facilities will not be permitted.

5.10 Site 10



The lands identified as Special Site 10 are located at the northwest corner of Lakeshore Road East and Seneca Avenue.

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

- a. the existing motor vehicle wash will be permitted;
- b. drive-through facilities will not be permitted.

5.11 Site 11



The lands identified as Special Site 11 are located on the north side of Park Street East between Hurontario Street and Rosewood Avenue.

Notwithstanding the Residential Medium Density designation and the Urban Design Policies, Central Residential provisions, the following additional policies will apply:

- a. in addition to the uses permitted under the Residential Medium Density designation, townhouse development, either street-related or in clusters will be permitted;
- b. building heights should not exceed three storeys.

5.12 Site 12

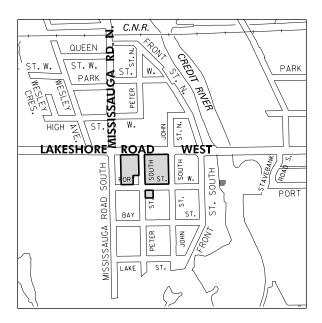


The lands identified as Special Site 12 are located on the east side of Ben Machree Drive, south of Lakeshore Road West.

Notwithstanding the provisions of the Residential Low Density I designation, the following additional policy will apply:

 a residential building containing three apartment dwelling units may also be permitted, provided that no dwelling units are located below grade.

5.13 Site 13



The lands identified as Special Site 13 are located south of Lakeshore Road West and west of John Street South.

Notwithstanding the provisions of the Mixed Use and Residential Low Density I designations, the following additional policies will apply:

- a. special care is required to preserve the character of the buildings and properties of the community infrastructure along Lakeshore Road West and Port Street West. Particular care should be taken in the preservation of the exterior character of the structures, and related exterior open space areas. The existing cemetery at the corner of Lakeshore Road West and John Street South will be preserved;
- b. drive-through facilities will not be permitted.

5.14 Site 14



The lands identified as Special Site 14 are located on the north side of Lakeshore Road East, west of Hurontario Street and east of Ann Street.

Notwithstanding the Urban Design Policies and provisions of the Mixed Use designation, the following additional policies will apply:

- a. the maximum height of the existing apartment building with street-related commercial uses, will be 20 storeys;
- b. drive-through facilities will not be permitted.

5.15 Site 15

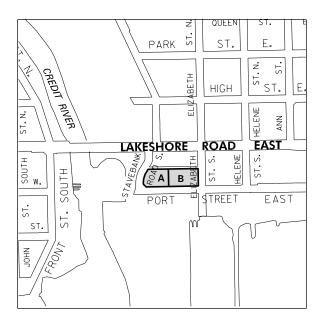


The lands identified as Special Site 15 are located north of Lakeshore Road East, east of Helene Street North and west of Ann Street.

Notwithstanding the Urban Design Policies and the provisions of the Mixed Use designation, the following additional policies will apply:

- a. maximum height of the existing apartment building will be five storeys;
- b. drive-through facilities will not be permitted.

5.16 Site 16



The lands identified as Special Site 16 are located on the north side of Port Street, west of Elizabeth Street South, east of Stavebank Road South.

5.16.1 Area A

Notwithstanding the Urban Design Policies, Harbour Mixed Use provisions, for the lands identified as Area A, the existing apartment hotel with a maximum building height of 14 storeys will be permitted. Drive-through facilities will not be permitted.

5.16.2 Area B

Notwithstanding the Urban Design Policies, Harbour Mixed Use provisions, for the lands identified as Area B, the existing apartment hotel with a maximum building height of seven storeys will be permitted. Drive-through facilities will not be permitted.

5.17 Site 17



The lands identified as Special Site 17 are located on the north side of Lakeshore Road West, west of John Street North.

5.17.1 Area A

Notwithstanding the Urban Design Policies, Mixed Use provisions, for the lands identified as Area A, the existing apartment building with a maximum building height of five storeys will be permitted. Drive-through facilities will not be permitted.

5.17.2 Area B

Notwithstanding the Urban Design Policies, Mixed Use provisions, for the lands identified as Area B, the existing apartment building with a maximum building height of four storeys will be permitted. Drive-through facilities will not be permitted.

5.18 Site 18



The lands identified as Special Site 18 are located on the north side of Lakeshore Road West, east of Mississauga Road.

Notwithstanding the Residential High Density designation and the Urban Design Policies, Mixed Use provisions, the maximum height of the existing apartment building with street-related commercial uses will be 19 storeys. Drive-through facilities will not be permitted.

5.19 Site 19

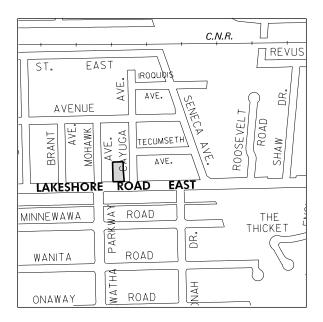


The lands identified as Special Site 19 are located on the north side of Lakeshore Road East, between Woodlawn Avenue and lands west of Briarwood Avenue.

Notwithstanding the Urban Design Policies and the provisions of the Mixed Use designation, the following additional policies will apply:

- a. the maximum height of the existing apartment buildings will be four storeys;
- b. drive-through facilities will not be permitted.

5.20 Site 20



The lands identified as Special Site 20 are located on the north side of Lakeshore Road East, west of Cayuga Avenue.

Notwithstanding the Urban Design Policies and the provisions of the Mixed Use designation, the following additional policies will apply:

- a. the maximum height of the existing apartment building will be five storeys;
- b. drive-through facilities will not be permitted.

5.21 Site 21



The lands identified as Special Site 21 are located on the north side of Park Street West, south of Queen Street West and west of Mississauga Road North.

Notwithstanding the provisions of the Residential Medium Density designation, existing detached, existing duplex and existing triplex dwellings will be permitted.

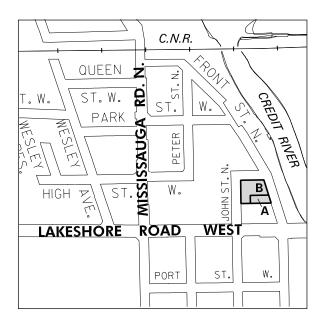
5.22 Site 22



The lands identified as Special Site 22 are located north of Park Street West, east and west of Peter Street North and the lands south of Park Street West, between Mississauga Road North and Peter Street North.

Notwithstanding the provisions of the Residential High Density designation, existing detached, existing semi-detached, existing duplex, existing triplex and existing horizontal multiple dwellings will be permitted.

5.23 Site 23



The lands identified as Special Site 23 are located on the west side of Front Street North, north of Lakeshore Road West.

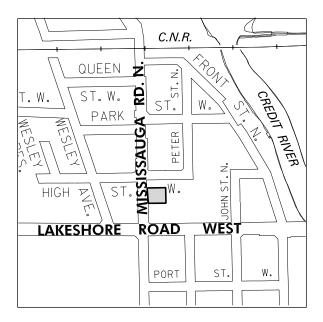
5.23.1 Area A

Notwithstanding the provisions of the Residential Medium Density designation, for the lands identified as Area A, an existing detached dwelling and offices will be permitted.

5.23.2 Area B

Notwithstanding the provisions of the Residential Medium Density designation, for the lands identified as Area B, the existing detached dwellings, existing duplex and existing apartment dwelling will be permitted.

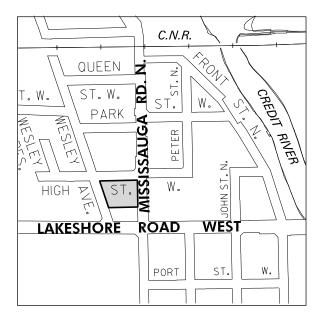
5.24 Site 24



The lands identified as Special Site 24 are located on the east side of Mississauga Road North, south of High Street West.

Notwithstanding the provisions of the Residential High Density designation, existing horizontal multiple dwellings will be permitted.

5.25 Site 25



The lands identified as Special Site 25 are located on the south side of High Street West between Mississauga Road North and Wesley Avenue.

Notwithstanding the provisions of the Residential High Density designation, existing detached, existing duplex and existing triplex dwellings will be permitted.

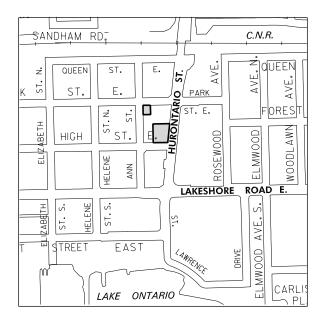
5.26 Site 26



The lands identified as Special Site 26 are located north of Lakeshore Road East, south of the Canadian National Railway, east of Stavebank Road and west Hurontario Street. Notwithstanding the Residential High Density designation and the Urban Design Policies, Central Residential provisions, the existing apartment buildings with the following *Floor Space Indices* and maximum building heights will be permitted:

| Area | Floor Space Index (FSI) Range | Maximum Building Height |
|------|----------------------------------|----------------------------|
| Α | 1.0-2.5 FSI | 13 storeys |
| В | 1.0-2.5 FSI | 12 storeys |
| С | 1.0-2.5 FSI | 13 storeys |
| D | 1.0-2.5 FSI | 11 storeys |
| E | 1.0-2.5 FSI | 8 storeys |
| F | 1.0-4.0 FSI | 28 storeys |
| G | 1.0-2.5 FSI | 10 storeys |
| Н | 1.0-2.4 FSI | 16 storeys |
| I | 1.0-2.8 FSI | 14 storeys |
| J | 1.0-2.5 FSI | 10 storeys |
| K | 1.0-2.5 FSI | 10 storeys |
| L | 1.0-2.5 FSI | 12 storeys |
| М | 1.0-2.5 FSI | 13 storeys |
| N | 1.0-2.8 FSI | 14 storeys |

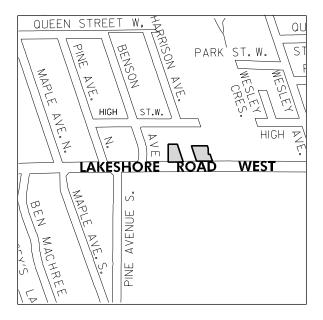
5.27 Site 27



The lands identified as Special Site 27 are located west of Hurontario Street, north of High Street East.

Notwithstanding the provisions of the Residential High Density designation, offices will be permitted in existing detached dwellings.

5.28 Site 28



The lands identified as Special Site 28 are located on the north side of Lakeshore Road West, east of Benson Avenue.

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

- a. the existing motor vehicle repair uses will be permitted;
- b. drive-through facilities will not be permitted.

5.29 Site 29



The lands identified as Special Site 29 are located west of Stavebank Road South, south of Lakeshore Road East.

Notwithstanding the provisions of the Public Open Space and Greenbelt designations the existing restaurant and marina will be permitted.

5.30 Site 30



The lands identified as Special Site 30 are located east of Mississauga Road South, north of Port Street West.

Notwithstanding the provisions of the Residential Low Density I designation, the following additional policy will apply:

a. offices, restaurants and personal service uses will be permitted.

5.31 Site 31



The lands identified as Special Site 31, Marina Park, are located at the southeast corner of Lakeshore Road West and Front Street South. Marina Park is to be developed as an integral component of the Port Credit Harbour and Historical Village in terms of complementary uses and design while recognizing its potential to establish a vibrant river and village edge.

Notwithstanding the provisions of the Public Open Space and Greenbelt designations on these lands, the following additional policies will apply:

- a. in addition to the uses permitted by the Public Open Space designation, the following uses will be permitted subject to, among other matters, the approval of Credit Valley Conservation:
 - Community Infrastructure;
 - Secondary offices;
 - retail commercial uses, except for commercial uses with a drive-through facility;
 - conference centre;
 - marina;

- b. in addition to the uses permitted by the Greenbelt designation, a marina will be permitted;
- c. Marina Park will be developed as an integral part of both Port Credit Harbour and the Old Port Credit Village Heritage Conservation District, having regard for the following principles:
 - public access to the Credit River will be enhanced;
 - views of the Credit River from both the Port Street West and the Bay Street road allowances will be extended through the site;
 - building height will not exceed two storeys;
 - buildings will be articulated to reduce the perception of bulk;
 - buildings will be oriented to the Credit River,
 Front Street South and the street grid;
 - pedestrian links along the Credit River through the site and both north and south of it will be pursued, where feasible;
 - historical interpretation of the site will be integrated into any future development;
- d. prior to any development, the City will prepare a Master Plan to address the future use and layout of Marina Park. The Master Plan should be prepared in consultation with the public, and should address, among other matters, the future layout of the site, archaeological assessment, historical interpretation opportunities, and the feasibility of a river trail;
- e. when the Master Plan has been prepared and approved by City Council, the "holding" designation in the Zoning By-law may be removed.

5.32 Site 32



The lands identified as Special Site 32 are located south of the Canadian National Railway tracks, east of Front Street North.

Notwithstanding the provisions of the Private Open Space and Greenbelt designations, the existing private club will also be permitted.

5.33 Site 33



The lands identified as Special Site 33 are located east of Front Street South north of Lake Street.

Notwithstanding the Residential High Density and Greenbelt designations and the Urban Design Policies, Historical Village provisions, the maximum height of the existing apartment building will be 20 storeys.

5.34 Site 34



The lands identified as Special Site 34 are located at the northwest corner of Lakeshore Road East and Cayuga Avenue.

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

- a. apartment dwellings with street-related commercial uses with a maximum *Floor Space Index* (*FSI*) of 1.5 and a maximum building height of six storeys will be permitted;
- b. drive-through facilities will not be permitted.

5.35 Site 35

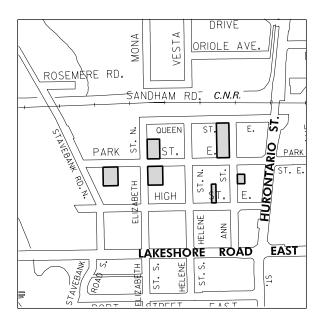


The lands identified as Special Site 35 are located on the east side of Ben Machree Drive, south of Lakeshore Road West.

Notwithstanding the provisions of the Residential Low Density I designation, the following additional policy will apply:

a. the existing triplex will also be permitted.

5.36 Site 36



The lands identified as Special Site 36 are located north of Lakeshore Road East, south of the Canadian National Railway, east of Stavebank Road and west Hurontario Street.

Notwithstanding the provisions of the Residential High Density designation, existing detached, existing duplex and existing triplex dwellings will also be permitted.

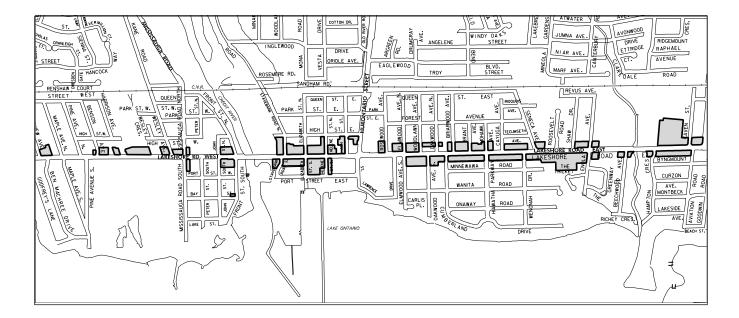
5.37 Site 37



The lands identified as Special Site 37 are located at the northwest corner of Port Street East and Helene Street South.

Notwithstanding the Urban Design Policies, Harbour Mixed Use provisions, the maximum height of the existing apartment building will be five storeys.

5.38 Site 38



The lands identified as Special Site 38 are located on the north and south sides of Lakeshore Road West and East between Mississauga Road and Hurontario Street and on the south side of High Street, west of Hurontario Street.

Notwithstanding the provisions of the Mixed Use designations, drive-through facilities will not be permitted.

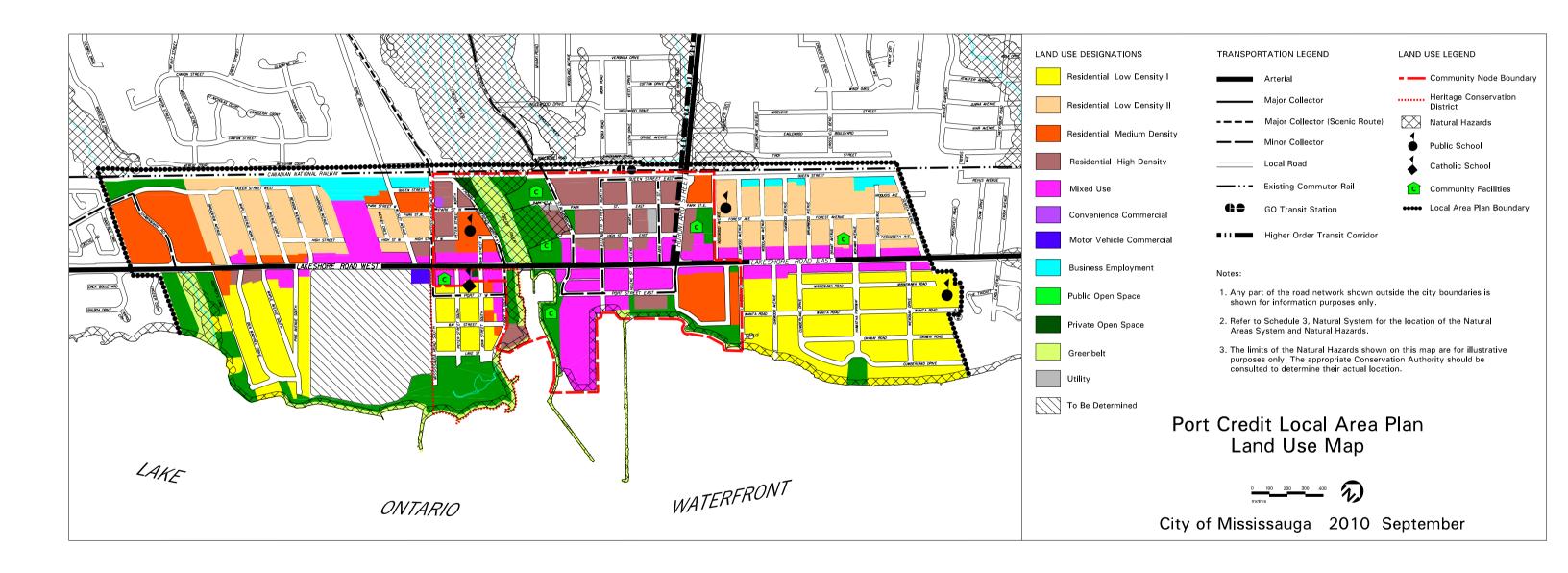


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Southdown Local Area Plan Land Use Map

SOUTHDOWN

1.0 How to Read the Southdown Local Area Plan

Mississauga Official Plan is composed of a principal document and a series of local area plans, provided under separate cover. This is the Southdown Local Area Plan and provides policies for lands located in south west Mississauga, as shown on Figure 1. It includes lands identified in the City Structure as Employment Area.

There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Southdown. In these cases, the Southdown Local Area Plan elaborates on, or provides exceptions to the policies or schedules of the principal document.

The Southdown Local Area Plan must be read in conjunction with the Mississauga Official Plan principal document. Parts 1 to 4, the schedules and

the appendices of the principal document, are applicable to the Southdown area, unless modified by this local area plan. Thus, for example, the policies of this local area plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of Parts 2 and 3 of the principal document. In the event of a conflict, the policies of this local area plan take precedence.

The Southdown Local Area Plan incorporates the policies of the Southdown District Policies of Mississauga Plan (2003), modified to conform with Mississauga Official Plan (2010).

2.0 Purpose

The purpose of the local area plan is to provide clear direction for development and to address the unique circumstances within the area and adjacent communities.

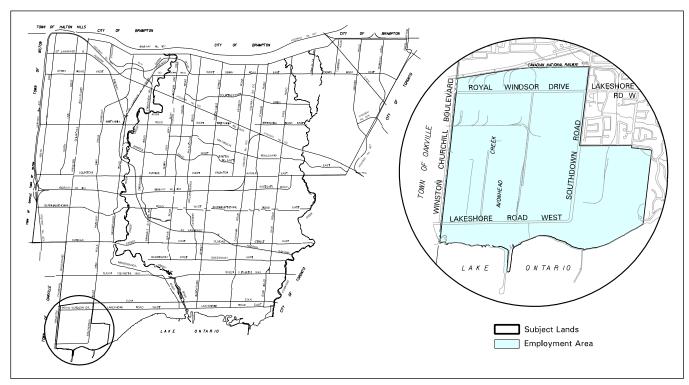


Figure 1: The Southdown Character Area is located in the south west corner of Mississauga and is identified in the City Structure as an Employment Area.

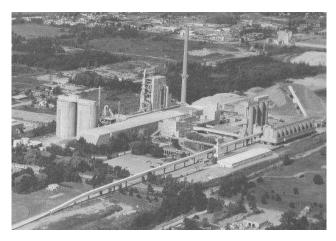
Southdown provides a vital and necessary economic role for the City of Mississauga. It has been a long-standing area for industrial operations offering both employment and needed services. The policies contained in this document advance a continuation of this role with the intent to also improve the appearance and relationship of the area with the surrounding residential communities in a sustainable and environmentally sensitive manner.

In addition, the Local Area Plan recognizes that Lake Ontario represents one of the great natural features in Mississauga and needs to be elevated in profile and promoted as an important place for public gathering.

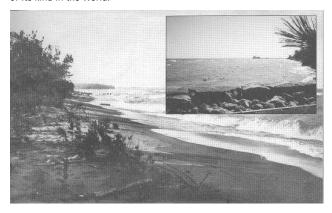
3.0 Historical Summary

Following the York (Toronto) purchase of land in 1805 from the Mississaugans, rural development officially commenced in the region. Over the course of the next 50 years, farming communities were established across the newly formed Toronto Township including the area in the southwest corner of the township, known today as Southdown. By the mid-19th Century, industrial landscapes, such as a major shipping dock and the completion of the Great Western Railway Line began to alter the direction of the quiet rural economies of Southdown and Clarkson.

Today, Southdown maintains a strong industrial character including long-standing industries such as the Petro Canada refinery which opened in the early 1940s as the British American Oil Company. Key to the urban design policies is recognizing the role of industrial heritage, inclusive of its natural resources, in forming the future physical character of Southdown over the next generation of urban development. Appendix A to the Southdown Local Area Plan provides a detailed historical overview.



The St. Lawrence Cement Company commenced operations in 1957 with the intent of becoming one of the most technically innovative industries of its kind in the world.



In 1995, the Mississauga leg of the Waterfront Trail System, extending from the Niagara Region to Gananoque, was opened.

4.0 Planning Context

The Official (Primary) Plan, approved in 1981, and the Clarkson-Lorne Park Secondary Plan approved in 1986, established the current configuration of Southdown.

City Plan, approved in 1997, established Southdown as an Employment District which contains industrial and business employment uses. Some of the existing industrial operations are major facilities with extensive amounts of outdoor storage (e.g. Petro Canada, St. Lawrence Cement).

The area is well served by a network of spur lines from the CNR mainline and accessibility to the Queen Elizabeth Way.

Southdown is a well-established, stable Employment area and is primarily designated for industrial uses. Of the approximately 670 hectares of land in Southdown, 380 hectares are designated Industrial, 180 hectares are designated Business Employment and 20 hectares are designated General Commercial.

According to the 2008 Vacant Lands report, there are 177 hectares of vacant land, representing 24% of all land in the . Over half of the approximately 20 vacant parcels are less than two hectares. However, there are six larger parcels between eight to 20 hectares and three parcels that are between 20 to 40 hectares. Of the 290 business sites, there are 25 vacancies, consisting of vacant units, buildings or floors.

The 2007 Employment Profile indicates there are 6,200 employees in Southdown, employed in approximately 270 businesses. Southdown's business profile is dominated by small businesses. Forty-one percent of all businesses employ fewer than five people. Firms with fewer than five employees represent only 4% of total employment, with almost 50% of employment found in businesses that employ between 20 to 299 people, a mid-range firm size.

There are many types of business activities in Southdown. However, approximately 80% of the businesses are within the manufacturing and wholesaling trade sector. Other business sectors represented include construction, transportation and warehousing, and **waste** management and remediation services.

The role of Southdown, to date, has been to provide a variety of employment opportunities. However, it is unique in that it abuts residential areas as well as the Lake Ontario Shoreline, resulting in both opportunities and constraints due to its location.

The impact of industrial operations on air quality has long been of concern to the surrounding residents.

Trucking and vehicular operations have contributed to noise and traffic impacts, as well as to the taxed air shed. Extensive outdoor processing and storage activity has detracted from achieving quality urban design within the area. A power generating facility, approved in 2001, is proposed on the east side of Winston Churchill Boulevard, south of Royal Windsor Drive.

The City's Waterfront Parks Strategy has identified Lakeside Park and Park 389 as priority parks, where detailed concept plans will be developed to outline potential uses and features.

Southdown also contains a number of contaminated or potentially *contaminated sites* and closed or current *waste disposal sites*.



A defining aspect of Southdown's character is its industrial heritage (shown above: the St. Lawrence Cement Company).



The waterfront trail along Lakeshore Road West offers public access and use of Lake Ontario.

5.0 Natural Environment

Southdown, consisting of approximately five and a half square kilometres, contains an abundance of environmental features. The area is defined by the *sub-watersheds* of Avonhead Creek, Clearview Creek, Joshua's Creek, Lakeside Creek, Sheridan Creek and Lake Ontario and is subject to the Southdown District Master Drainage Plan.

Joshua Creek has been identified as an *Environmentally Sensitive Area* by the Region of Halton and is considered largely undisturbed and provides warmwater fish habitat.

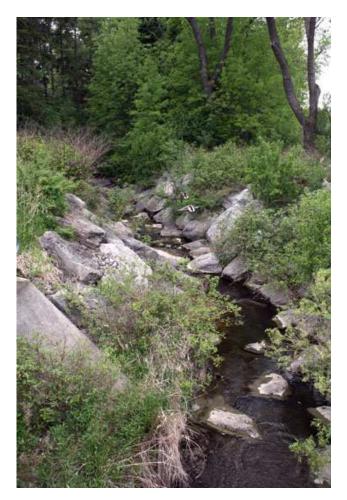
Portions of Avonhead Creek, Lakeside Creek and Clearview Creek have been channelized within the area. Clearview Creek supports a warmwater fish habitat and is connected to several upland woodlands. It also serves as a wildlife corridor and linkage to other features within and beyond Southdown, including Lake Ontario, Joshua Creek and the Town of Oakville.

Lake Ontario retains much of its original shoreline with the exception of a prominent pier element protruding out from the shoreline built to move cement products from ships harbouring along side it. The shoreline is characterized by a natural beach west of the Petro Canada lands, which includes some of the last remaining cobble beaches along Lake Ontario. Shoreline erosion protection works are located east of the Petro Canada lands. The lands along Lake Ontario are partially within the Regulatory Shoreline as defined by the 100-year floodplain, including wave uprush, the 100-year erosion limit and the dynamic beach hazards. A variety of fish habitat is provided in the near shore areas of Lake Ontario.

The shoreline at the Mississauga/Oakville municipal boundary is also characterized by a plantation woodland, which is considered the last remaining woodland of any size along the Mississauga shoreline. The woodland is also associated with the valley corridor of Joshua Creek.

Few original woodlots remain from pre-land clearing days, however, new ones have grown in areas where industrial activity and uses have not been established. This is evident along Winston Churchill Boulevard, the waterfront area south of Lakeshore Road West (also known as Highway 2), and the interior. The most significant of the woodland areas is the red maple-red oak forest located south of existing Orr Road.

These policies designate the three **watercourses** and the length of the Lake Ontario shoreline as Greenbelt.



Clearview Creek as seen from Lakeshore Road West.

6.0 Built Environment



Aerial photograph of Southdown Character Area.

Existing development consists of low-rise buildings, multi-unit developments, office uses and industrial uses that require outdoor processing or storage, including two large land extensive users, Petro Canada and St. Lawrence Cement. commercial uses are located at the northwest and southwest corners of Royal Windsor Drive and Southdown Road, including Clarkson Crossing Commercial Centre. Residential development borders the area on the north and east sides, along with industrial/commercial uses and vacant lands to the west, in the Town of Oakville. The Clarkson GO station is located at the CNR tracks and Southdown Road, supporting both the residential and employment communities.

The buildings offer minimal street enclosure and parking is generally located in the front, with some landscaping. In some areas, the streets do not have sidewalks, pedestrian amenity and sufficient **streetscape** treatment to support and encourage walking and cycling.

Both Southdown Road and Winston Churchill Boulevard provide connections to Lake Ontario. This natural connection is reinforced by the existing nurseries, agricultural uses, open fields, trees and other landscape features.



Northwest corner of Royal Windsor Drive and Southdown Road.



Existing low-rise office building.

There are attractive views of the lake from Lakeshore Road West. Walkways and bike paths connect the two waterfront parks, providing public access to the lake and a framework for an active waterfront system connected to the rest of Mississauga. The St. Lawrence Cement Company conveyor bridge spans Lakeshore Road West and is a significant component of the area's landscape.

7.0 Vision

The vision for Southdown is to continue to provide a place of employment (inclusive of current land uses) and to evolve in the long term, to embrace other employment uses such as a mix of manufacturing, research and development and offices. The vision contemplates a denser grid of streets and blocks, an improved public realm and land uses that recognize the distinct location, its proximity to neighbouring residential areas, and as an important gateway into the City of Mississauga.

These Policies are also intended to address the interface between the employment and residential



Southdown will continue to be a place of employment, evolving in the longer term to include a range of other compatible land uses.

communities, as well as the visual and functional impact of development by:

- promoting a distinctive urban form and streetscape;
- limiting development which may require extensive outdoor storage and/or processing;
 and
- limiting transportation and other related uses.

To do so, these policies encourage new development as well as redevelopment to accommodate industrial activities consisting of a mix of manufacturing, research and development and office uses primarily within enclosed buildings. To achieve a high quality business image, specific design policies apply along arterial roads with Royal Windsor Drive and Lakeshore Road West functioning as gateways into Mississauga.

The vision also acknowledges the importance of the Lake Ontario waterfront. It advocates a high quality environment with improved urban design consisting of pedestrian and transit-supportive development which is environmentally sensitive and sustainable.

The waterfront parks, Lakeside Park and Park 389 (not yet named), are identified as priority parks for which a concept plan will be developed to outline potential linkages, cultural heritage resources, features and uses. As such, specific urban design policies apply to Winston Churchill Boulevard and

Southdown Road to provide a connection to the waterfront parks as well as Lake Ontario.

Existing industrial operations, which may have extensive outdoor processing or storage areas, will be permitted to continue, however, the long term vision is to develop certain of the vacant lands in accordance with this vision.

The proposed Orr Road extension from Southdown Road to Winston Churchill Boulevard and the proposed Avonhead Road extension from Royal Windsor Drive to Lakeshore Road West will improve accessibility within the area. Such future improvements are expected to stimulate the development of vacant lands.

All development should ensure that there is minimal impact on adjacent residential lands.

8.0 Urban Design Strategy

This section provides detailed guidance with respect to how the Vision may be achieved through new development and redevelopment of existing sites.

These principles establish priorities for community identity and guide site organization, built-form and landscaping qualities, with an emphasis on development that is transit and pedestrian-supportive. Emphasis is also placed on the importance of connectivity to the waterfront with overall enhancement of the pedestrian environment, encouraging accessibility, direct linkages and area



New development should support a pedestrian and transit friendly environment along key corridors and intersections in Southdown District, as illustrated above.

vibrancy. The following statements assist in guiding the Vision:

- a. Encourage public accessibility and reinforce the character, vitality and recreational nature of the Lake Ontario waterfront as an important amenity for Southdown, adjacent residential areas, and the City and the Region as a whole. Further, enhance connectivity for pedestrians and bicycles, where possible, and reinforce view corridors connecting to the waterfront;
- b. Create a permeable network of streets and blocks, among the introduction of new streets;
- Provide a pedestrian and cycling environment that allows safe and comfortable movement through the area while having regard for industrial operations;
- d. Encourage and facilitate transit trips among employment buildings, neighbouring residential areas, the Lake Ontario waterfront and other area amenities;
- e. Create community identity and character by promoting distinctive built form, a high quality public realm and landscaping that define the image of the community: This would include provision for significant gateways on Royal Windsor Drive and Lakeshore Road West through-built form and/or landscape components. Enhance Southdown Road and Winston Churchill Boulevard as both visual and physical connections to Lake Ontario and the waterfront parks by means of *streetscape*, scenic views, focal points, view corridors and



Buildings which are carefully articulated and massed to promote distinctive character and community identity are encouraged, as illustrated above.



Major traffic corridors should be complemented, where possible, by rows of street trees, well designed sidewalks and coordinated streetscape treatment help to create a pedestrian friendly environment.

improve pedestrian and cycling access;

- f. Development should have regard for heritage resources and features, including those with industrial significance, to form the evolving basis of a distinct community character and identity;
- g. Mature trees and vegetation should be recognized for providing important environmental benefits and contributing to aspects of roadside character along Royal Windsor Drive, Lakeshore Road West and the presentation of the Lake Ontario waterfront:
- Development will consider adjacent residential communities regarding scale and built-form, and provide appropriate landscape buffers and interfaces between uses; and
- Development should consider sustainable building practices (i.e. green roofs and



Green Roofs ameliorate the urban heat island effect and support natural habitat.

development performance standards), environmentally enhanced construction standards, energy efficiency and site development strategies to reduce storm-water run-off, hard-surface pavement and the heat island effect.

9.0 Urban Design Policies

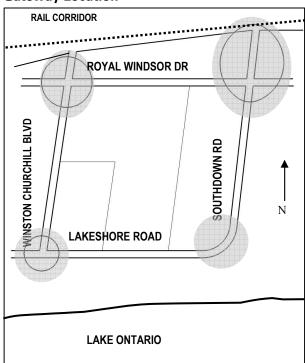
Based on the foregoing Urban Design Strategy, the following urban design policies implement the vision for Southdown and focus on the arterial corridors.

9.1 Community Pattern

Streets, Blocks and Circulation:

 A streets and blocks network should be created to accommodate future industrial and/or business employment development, taking into consideration the needs of truck transport and related activities;

Gateway Location



Development at major intersections should have substantial built form, with landscape treatments and landmark quality architecture.

- Continuous sidewalks and open spaces should be provided on new public streets that link into the greater arterial road network and the Waterfront Trail located along the edge of Lake Ontario;
- New streets should support a pedestrian and transit- friendly environment connected to the Waterfront Trail, where possible;
- d. At entry locations, encourage development to form gateways that are substantial in built-form with landmark architectural character and quality and special landscape treatment (see key plan: Gateway Locations);
- e. A *streetscape* masterplan should be undertaken to coordinate treatments for the public realm;

Cultural Heritage Resources:

- f. Development will be compatible with cultural heritage properties by respecting their massing, scale, built-form qualities and setbacks, and by providing ample buffer areas with appropriate urban design, architectural and landscape treatments necessary to preserve important aspects of a property's setting and sense-of-place;
- g. Develop environmentally-sensitive means to connect into the system of watercourses, such as Avonhead and Clearview Creeks, to encourage public awareness regarding



The Robertson Farm (located north of Lakeshore Road West and east of Winston Churchill Boulevard) is an example of agricultural heritage in Southdown and is listed on the City's Heritage Register as a heritage designated property.

sensitivity of these mature natural settings and eco-systems. Provide continuous pedestrian walkway systems along these *watercourses*, where appropriate;

 Opportunities to express forms of interpretation of local cultural heritage resources should be explored as development occurs on or adjacent to properties of cultural heritage value;

Sustainable Design:

i. Build upon the unique qualities of the existing streets where distinctive green elements and sustainable features such as swales and wetlands are already present. Enhance and reinforce these attributes and integrate them into proposed new development sites.

9.2 Site Organization

- a. Buildings should be oriented to have a strong relationship to the street with most of the required parking located at the rear or the sides of the building(s);
- A generous amount of landscape treatment should be promoted between the building's face and the edge of the right-of-way. The allocation of parking within this setback area should be limited to visitor's parking, and parcelled into small areas with well-landscaped islands and pedestrian walkways connecting to principal building entrances;
- c. Encourage the use of shared access points between adjacent properties to minimize conflicts with public sidewalks while promoting continuous and attractive **streetscapes**. Consider shared truck service routes and common points of site entry that lead to rear service areas, and which minimize conflicts with pedestrian movement;
- d. Main building entrances should be oriented to the street, and clearly articulated and linked to pedestrian walkway systems, in particular, the public sidewalk. The design of building



Buildings should have a strong relationship to the street with most parking located at the rear or sides of the buildings.



Development located at the intersection of two roads require upgraded elevations with office components located to reinforce corner conditions and overall presentation to the street.



Development along Royal Windsor Drive should have regard for existing pedestrian contexts, and contribute positively to the *streetscape* through animated facades that engage the street and support transit, as illustrated above.

entrances should reinforce building identification and articulation of the exterior form. Large manufacturing, warehousing and industrial facilities are encouraged to orient associated office components to address the public street;

- Buildings should provide for pedestrian comfort through the incorporation of such elements as canopies, arcades and colonnades at ground level;
- Prestigious buildings should be located on corner sites with the highest order of buildings located at the major intersection corners;
- g. Buildings on corner sites should incorporate special architectural treatment along both street frontages with offices and entrance elements located directly at corners;

Royal Windsor Drive:

h. New buildings along Royal Windsor Drive should support a transit and pedestrian environment to create a strong and continuous street edge that has regard for adjacent community patterns. New development should contain uses and spaces that encourage pedestrian activity and animate the street. Parking areas should be allocated to rear, sides or below grade to achieve *streetscape* objectives;

Parking and Loading Areas:

 Parking lots should have defined pedestrian circulation systems leading conveniently to main and employee entries;

9.3 Building Mass and Articulation

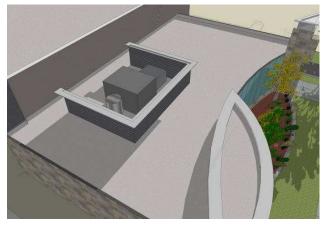
- Buildings brought forward to the street should be a minimum of two storeys in height and contain administrative/office and retail functions associated with manufacturing, warehousing and industrial uses;
- Façades visible to the street should have upgraded elevations and active frontages with sufficient window fenestration and door



Buildings in Southdown should engage street frontages with upgraded elevations and materials to encourage visual interest and direct connections to the public sidewalk.



Buildings brought forward to the street should be a minimum of two storeys in height and contain administrative office or retail functions associated with manufacturing, warehousing and industrial uses, as illustrated above.



Provide architectural screening around roof-mounted mechanical equipment to minimize the visual impact from the street.

entrances to animate the street edge. Buildings should also be designed with prominent roof forms, elaborated parapets, upper level window bands, architectural projections, canopies or shading devices, enhanced exit doors and changes in materials;

- Notwithstanding the placement of the main entrances and Major office components, equal attention to detail and quality of materials should be given to arterial and local street elevations to establish a consistent and quality image;
- d. Buildings, landscape elements and plantings should screen views of facility operations and storage areas from the street(s). As an alternative, in situations where such activity and operations are visual features of the area, consideration should be given to developing a visual foreground that softens and enhances those features;

9.4 Pedestrian Environment

Public Sidewalks, Bicycle Facility, and Private Walkways:

- a. Continuous sidewalks should be provided along all streets. Comfortable and barrier free walkways should be provided from buildings to public sidewalks and transit stops. In situations where there are no public sidewalks within the public street allowance, provide walkway connections to the public roadway. Walkways should be uninterrupted by parking or drive aisles and consist of paving materials other than asphalt;
- Along arterials roads, consideration will be given to providing sidewalks on both sides of the street;
- c. Transit stops and stations should also include places for seating and weather protective areas;
- d. Consideration should be given to providing a second continuous pedestrian system of walkways, lighting and other amenities located completely within development that connects to



A transit stop conveniently located to an adjacent office building provides weather protection and seating.



Generous pedestrian sidewalks and a double row of trees provide rhythm, structure and comfort for pedestrians, and helps screen adjacent industrial operations.



Boulevards in parking areas should incorporate soft landscape materials and shade trees with design elements and systems that mitigate storm water run-off.

adjacent properties, particularly in instances where multiple units are proposed along the street frontage;

Landscaping:

- e. Planting should visually enhance individual sites, screen parking and loading areas, while enabling views of buildings and creating a consistent landscape treatment along streets. It should be appropriate to the *streetscape* while improving the appearance of parking areas and internal roads. Landscaping should contribute to the visual continuity of the street edge;
- f. Shade tree planting and landscaped areas should be provided on the site to break up the parking areas, and in areas where pavement is not required;
- g. Encourage environmental revitalization and restoration of sites through planting and other landscape treatments;
- h. Appropriately scaled and landscaped outdoor amenity areas should be provided in an area suitable for users within the development, and should include an area that is protected from the elements:
- Opportunities for strategic streetscape and landscape improvements along Lakeshore Road West with significant preservation of trees and vegetation, and for enhancement and additional greening along this route should be explored as development occurs;

Pedestrian Amenity:

- j. Development should provide for the storage of bicycles on-site to encourage the use of alternative modes of transportation to, and within the area. These areas need to be protected from the natural elements, in addition to providing clear and safe access to the bicycle path network;
- k. The inclusion of public art is encouraged in areas of social gathering, as part of built-form



Opportunities for environmental restoration and landscaping of sites should be considered in new development, as illustrated above.



On-site bicycle storage provides choices for alternative modes of transportation.



Pedestrian scale lighting provides illumination for public amenity areas, sidewalks and pathways, as illustrated above.

expression, or adjacent to the public right-of-way. Such installations should be encouraged to contribute to the development of a distinctive character while drawing upon the unique qualities of the Southdown Character Area in theme;

Signage & Lighting:

- I. A continuous system of pedestrian lighting should be investigated to illuminate sidewalks and multi-purpose trails to ensure safe access to and along the waterfront. Particular attention should be given to the development of a pedestrian lighting system along major streets, inclusive of major traffic corridors, to be attractive, distinct and separate from roadway lighting;
- m. Lighting should be provided on pedestrian paths and outdoor amenity areas on private lands.
 Landscape lights should be placed to avoid spillover on adjacent properties;
- n. The design and location of way-finding and building signage should be coordinated throughout the site, and integrated with its landscape treatment and building façade(s) through appropriate scale, colour, materials and consistency;
- o. The design and location of entry features and waterfront park signage should be coordinated and integrated into the *streetscape* design.

10.0 Land Use

10.1 Business Employment

- Existing industrial operations, including existing outdoor storage areas, will be permitted to continue.
- b. Outdoor storage of raw materials such as, but not limited to, salt and sand, will be within enclosed containers, a structure with a minimum of three sides and a roof, or otherwise

- covered to mitigate the effects of dust or particulate matter that may be detrimental to other businesses or neighbouring areas. Expansions to the outdoor storage areas will be permitted in accordance with the Business Employment Policies.
- c. Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:
 - trucking terminals;
 - outdoor storage of motor vehicles exceeding 3,000 kg in weight; and
 - waste processing station or waste transfer stations and composting facilities.

10.2 Industrial

- Existing industrial operations, including existing outdoor processing and outdoor storage will be permitted to continue.
- b. Notwithstanding the Industrial policies of this Plan, the following uses will not be permitted:
 - trucking terminals;
 - waste processing station or waste transfer stations and composting facilities;
 - expansions to or new outdoor processing;
- c. Outdoor storage of materials, except extracted resources, such as, but not limited to, salt and sand, will be within enclosed containers, a structure with a minimum of three sides and a roof, or otherwise covered to mitigate the effects of dust or particulate matter that may be detrimental to other businesses or neighbouring areas.

10.3 Prohibited Uses

Notwithstanding the Business Employment and Industrial policies of this Plan, for the lands fronting on Royal Windsor Drive, Lakeshore Road West, Winston Churchill Boulevard and Southdown Road, the following uses will not be permitted:

- adult entertainment establishments;
- body rub establishments;
- cardlock fuel dispensing facilities;
- motor vehicle storage, commercial motor vehicle storage, truck tractors and/or tractor trailer storage;
- motor vehicle body repair facility;
- contractor service shop;
- contractors yard; and
- vehicle pound facility.

11.0 Transportation

11.1 Road System

- a. The intersection of the proposed Orr Road extension at Southdown Road will be designed in such a manner as to restrict through traffic from Southdown to the residential community to the east.
- b. The location of the proposed Orr Road extension from Southdown Road to Hazelhurst Road will be determined during the processing of development applications.
- c. The width of the proposed Orr Road extension from Southdown Road to Winston Churchill Boulevard will be a minimum of 24 m.

Draft: March 2010

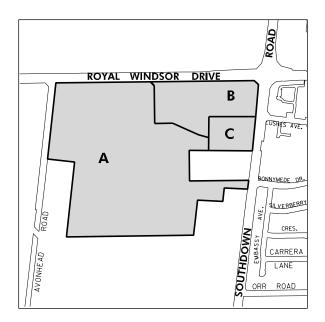
12.0 Special Site Policies

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



Figure 2: Location of Special Sites within the Southdown Local Area.

12.1 Site 1



11.1.1 Area A

The lands identified as Area A are located on the south side of Royal Windsor Drive and west of Areas B and C.

Notwithstanding the Business Employment designation, the uses permitted on the lands will be subject to the following additional policies:

- a. access will be available to Southdown Road opposite Bonnymede Drive and to Royal Windsor Drive opposite the City Works yard access; and further additional points to Royal Windsor Drive, Southdown Road and Avonhead Road may be considered by the City at the time of site plan approval when the ultimate development plan has been determined;
- b. prior to site plan approval for any part of Area A, a concept plan may be required to indicate how adjacent lands could be developed with respect to ensuring that all lands have adequate access and parking, and that traffic and pedestrian circulation is adequately provided.

11.1.2 Area B

The lands identified as Area B are located at the immediate southwest corner of Royal Windsor Drive and Southdown Road.

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

- a. development at the intersection of Royal Windsor Drive and Southdown Road is encouraged to have generous open spaces with landscaping to enhance the *streetscape*;
- b. access will be available to Royal Windsor Drive opposite the City Works yard access. Additional access points to Royal Windsor Drive may be considered by the City at the time of site plan approval.

11.1.3 Area C

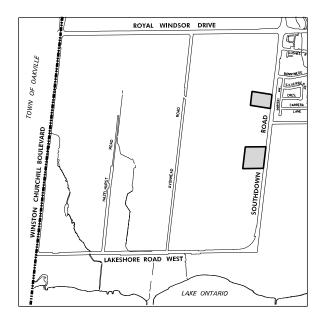
The lands identified as Area C are located on the west side of Southdown Road, immediately to the south of Area B.

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

- a. permitted uses will only include retail warehouses, which generally consist of home furnishings, home accessories and an automotive centre;
- in addition to the above, community infrastructure and all types of restaurants, except for convenience restaurants, will be permitted;
- c. business employment uses;
- d. uses not permitted within this designation include department stores, supermarkets and drug stores, and other commercial uses which, either individually or collectively, could create an impact on commercial centres;
- e. outdoor storage and display areas should not be visible from major roads, parks, greenbelt or residential lands. Appropriate setbacks,

screening and buffering will be required to lessen the visual impact of the facility. Display areas are to be an integral part of the overall site design and evaluated based on their visual impact on the *streetscape*.

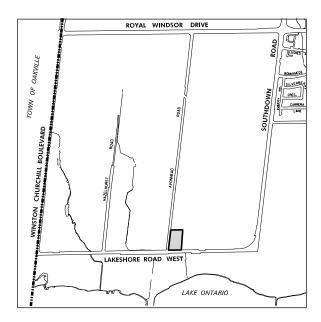
12.2 Site 2



The lands identified as Special Site 2 consists of three areas, two are located on the west side of Southdown Road, south of Royal Windsor Drive and the other is located on the north side of Lakeshore Road West, east of Winston Churchill Boulevard.

Notwithstanding the Business Employment designation, the lands may also be used for a garden centre.

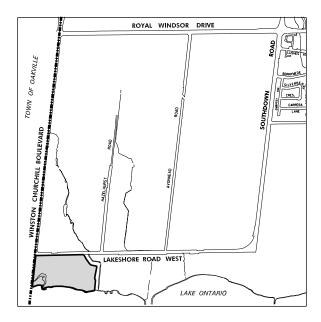
12.3 Site 3



The lands identified as Special Site 3 are located on the north side of Lakeshore Road West, west of Southdown Road.

Notwithstanding the provisions of the Utility designation, the lands may also be developed for a Community Recycling Centre with outdoor storage and an accessory retail store for reusable goods.

12.4 Site 4

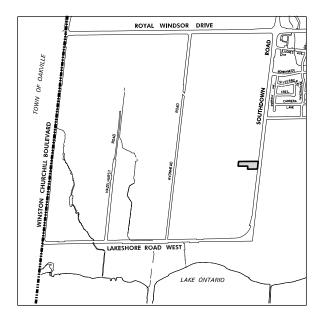


The lands identified as Special Site 4 are located on the south side of Lakeshore Road West, east of Winston Churchill Boulevard.

Notwithstanding the provisions of the Public Open Space designation on these lands, the following additional policies will apply:

- a. in addition to the uses permitted in the Public Open Space designation, the following uses will also be permitted within the existing structure:
 - Secondary offices;
 - commercial uses that are accessory to the park;
 - conference centre;
 - banquet hall
 - conservatory/greenhouse complex;
 - commercial school;
 - restaurant;
- b. any proposed structure will be limited in size and to a design compatible with the existing structures and will be designed and located in a manner that minimizes the removal of forest cover.

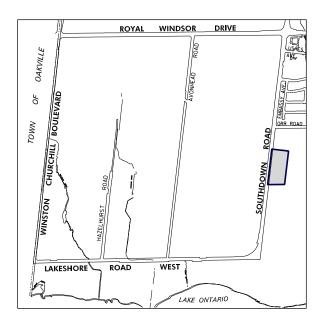
12.5 Site 5



The lands identified as Special Site 5 are located on the west side of Southdown Road at 566 Southdown Road.

Notwithstanding the provisions of the Business Employment designation, the lands may also be used for a gas processing operation including outdoor processing activities and outdoor storage and may include the temporary parking of commercial motor vehicles.

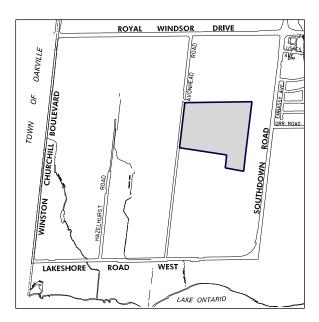
12.6 Site 6



The lands identified as Special Site 6 are located on the east side of Southdown Road, south of Orr Road.

Notwithstanding the provisions of Section 10.3 Prohibited Uses, the lands may also be used for a cardlock fuel dispensing facility.

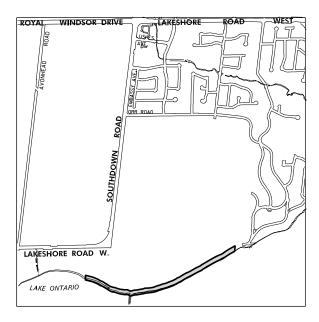
Site 7



The lands identified as Special Site 7 are located on the west side of Southdown Road, south of Royal Windsor Drive.

Notwithstanding the provisions of the Industrial designation, only the existing land farming operation will be permitted as an accessory use to the existing lubricants centre located at 385 Southdown Road.

12.8 Site 8



The lands identified as Special Site 8 are located along the Lake Ontario shoreline, from Lakeside Park to the eastern district boundary.

Notwithstanding the provisions of the Greenbelt designation, the following additional policies apply:

- a. existing structures and uses are permitted;
- b. expansion to existing structures or new development are subject to the Natural Hazard policies of this Plan; and
- c. detailed studies to allow expansions or new development will be subject to satisfying the City and the appropriate Conservation Authority.

Appendix A: Evolution of Arterial Roads

The following concepts demonstrate how change could be accommodated along principal arterial roads which define Southdown over a 25-year time frame. Each illustration takes into consideration a number of staged improvements geared to supporting transit, pedestrians, alternative modes of transportation such as cycling, a coordinated public realm, and a *streetscape* treatment with an articulated built-form to define street edges. Also shown are improved amenities and accessibility to the Lake Ontario waterfront. These changes result in improved image and presentation of Southdown.

1. Southdown Road







Commentary:

Existing Condition

The view shown in View 1 is looking south to Lake Ontario, from Orr Road, on the east side of Southdown Road. This portion exists as a two-lane road (with a left-turning lane in the middle), curblined, sodded boulevards, and a conventional 1.5 m sidewalk on the east side only. A right-turn lane services Orr Road with unsheltered bus stops located on both sides of Southdown Road. Power wires are overhead, but all other utilities are buried underground, or located at the rear of properties.

Ten-to-Fifteen Year Condition

The early phase of redevelopment within the Southdown Road right-of-way should consist of modest boulevard upgrades including (View 2):

- soft landscape improvements, a bicycle facility within the right-of-way and additional transit stops to encourage transportation alternatives;
- private development brought closer to the street edge with a generous landscape setback; and
- new development with front doors and windows oriented to the streets, and visitor's parking minimized along frontages with appropriate landscape screening.

Twenty-Five Year Vision

The long-term vision should include significant changes in both the public and private realms (View 3):

- overhead utility lines relocated to below grade (and the utility poles should be removed), with new street lighting;
- designated bicycle facilities extended in each direction of the roadway, and transit shelters strategically positioned at high volume bus stops;
- boulevards planted with street trees in a soft landscape permeable surface;

- generous sidewalks to accommodate pedestrians and phased-in, on-street parking for convenience, and to help mitigate travel speeds for an improved pedestrian environment;
- on private lands, two-to-three storey buildings with harmonized setbacks creating consistent streetscape;
- buildings engaging the public realm with active, high quality facades through front entries and windows to support a vibrant public realm; and
- buildings addressing the street with an appropriate setback, a public realm coordinated with high quality *streetscape*, street furniture, pedestrian amenities, way-finding signage, street trees and pedestrian-scale lighting to augment the area's character.

2. Lakeshore Road West







Commentary:

Existing Condition

The view shown in View 4 is looking west toward Oakville on Lakeshore Road West:

- the existing two-lane road (left-turn lane in middle), has been planted with continuous rows of trees on both sides of street;
- on the south side, west from the access drive into Lakeside Park, continuous engineered curb (sodded boulevard) three-foot wide splash pad;
- on north side, soft gravel shoulder, shallow ditch and indigenous grass and ornamental front yards, and right-turning lanes servicing several intersecting streets; and
- no pedestrian sidewalk in the ROW, but a bike and foot path runs on south side parallel to Lakeshore Road West behind the continuous rows of trees.

Ten-Fifteen Year Condition

The early phase of redevelopment within the Lakeshore Road West ROW should consist of the following (View 5):

- significant boulevard upgrades including soft landscape improvements, bicycle facilities and lay-by parking within the roadway and more sheltered bus stops to facilitate transit use and travel to lakefront;
- relocated overhead wiring to below-grade, new streetlighting combining pedestrian-scaled lighting, coordinated street furniture and enhanced landscape treatment to transform the area into an attractive destination;
- significant private development is not anticipated along the corridor, but, where possible, place it closer to street edge in order to provide definition, enclosure and a streetscape supporting street activity and attractive public spaces; and

 highest quality architecture with active facades and front entrances and windows oriented to street, placing visitor parking at sides or rear of buildings.

Twenty-Five Year Vision

In the long-term, Lakeshore Road West should change considerably (View 6);

- greater intensification of **streetscape** amenities should reinforce the pedestrian function;
- continuous rows of boulevard trees planted in a soft landscape permeable surface, with sidewalks constructed on both sides of the street to accommodate increased pedestrian traffic;
- further beautify the street with landscape features such as a landscaped median to help slow traffic speeds and make pedestrians primary street users;
- new development to consist of two-to-three storey buildings along north side to frame, enclose and reinforce a consistent pedestrian scaled *streetscape*;
- increased front doors, principal window fenestration and high-quality elevation design; and
- buildings minimally setback, with landscape that integrates with streetscape character, and consider at-grade retail to support future pedestrian activity.

3. Royal Windsor Drive







Commentary:

Existing Condition

The view shown in View 7 is looking west to Oakville, from Avonhead Road, on the south side of Royal Windsor Drive:

- five-lane road (left-turn lane in middle), curblined on both sides, grass boulevards, narrow
 1.5 m wide sidewalk on north side and 0.75 m wide concrete splash pad on south side;
- grass swales, overhead power lines, varying industrial building types dominating street character; and
- right-turn lane located at intersecting streets, with unsheltered bus stops on both sides.

Ten-Fifteen Year Condition

If Royal Windsor Drive is to evolve into a pedestrian 'main street' character within an industrial park theme, the following should proceed (View 8):

- upgraded public realm with wide pedestrian sidewalks and landscape improvements such as landscaped medians, transit shelters, benches, etc.;
- bicycle facility within roadway encouraging transit alternatives, overhead wiring replaced by attractive street lighting;
- phase in parallel service road across development frontages to form continuous network, with some parking in front of buildings, in an attractive manner;
- new two-to-three storey buildings reinforcing future service road street edge on both sides, to occur incrementally transforming street into more pedestrian one, with more walking and cycling; and
- significantly high quality of architecture with front doors and principal windows oriented to streets.

Twenty-Five Year Vision

Royal Windsor Drive should continue to transform, with significant changes occurring within the public and private realms (View 9):

- attractive streetscapes that promote pedestrian environments common to 'typical' main streets;
- additional landscape to augment public boulevards with continuous street trees, horticultural displays in planter boxes, decorative fencing and array of street furnishings supporting pedestrian usage;
- provide wide sidewalks and plant street trees in a continuous raised beds;
- consider a central landscaped median to beautify and visually narrow the street, slowing down traffic and creating a pedestrian oriented street; and
- continue new two-to-three storey buildings at edge of service road to providing street definition, and active facades with principal front entrances, transparent window fenestration and high-quality elevation design.

4. Winston Churchill Boulevard







Commentary:

Existing Condition

The view shown in View 10 is looking north along Winston Churchill Boulevard towards Royal Windsor Drive. Winston Churchill Boulevard holds a unique place within Southdown. It defines the border between the Town of Oakville and the City of Mississauga at its western edge. The road has a distinctive rural profile, measuring two-lanes in width, with soft shoulders and drainage ditches on both sides containing tall grasses and other natural plant material. Overhead power lines exist on the east side of the road. A range of building types such as 19th Century houses and barns, to industrial and residential buildings (Oakville side) also form a part of the street character. While the street has limited capacity to accommodate bicycles, it does not encourage pedestrian uses.

Ten-Fifteen Year Condition

A number of subtle interventions should be introduced in this phase (View 11):

- important elements include enhanced bicycle lanes and pedestrian sidewalks designed to encourage recreational access to the Lake Ontario waterfront. These improvements should be modest in nature with a view to enhancing the street character; and
- landscape enhancements should reinforce the rural quality of the area, particularly at the roadway edges, utilizing native plant materials and plantings that augment the pastoral quality of Winston Churchill Boulevard.

Twenty-five Year Vision

Winston Churchill Boulevard should continue to evolve in the long-term along the Mississauga interface, with some modest development that integrates with its pastoral landscape character (View 12):

• a different urban design is recommended that encourages subtle variation in setbacks for

- buildings in order to compliment the pastoral street character and provide visual interest;
- parking should be located on the side or at the rear of buildings to establish a thematic frontage condition along the street through generous landscaped buffers along individual property frontages;
- landscaping should incorporate sustainable native species, with designs that reinforce the street profile, compliment the architecture of buildings, and the rural quality of Winston Churchill Boulevard; and
- all overhead wiring and poles should be relocated underground, and replaced with appropriate street lighting.

Appendix B: Historical Overview of Southdown



"The Anchourage", built circa 1840 by Captain John Skynner, is an example of Ontario Regency Architecture. It was relocated in 1978 to the Bradley Museum grounds.



Southdown Road (formerly 5th Line) looking north of Royal Windsor Drive circa 1850.

In 1805, the Government of York (Toronto) bought 34,000 hectares of land called the Mississauga Tract, and proclaimed it "open for settlement". Mississauga purportedly means "river of the north with many mouths".

The area identified as Southdown Character Area was first settled between 1807 and 1815 through

government allotments of large parcels of land, typically for farming purposes to the original settlers.

Due to early land grants, additional allotments, and the continuous acquisition of lands by early settlers, land assemblies evolved to include large areas held by prominent landowners. In addition to the farming community, a major shipping dock was located in proximity to the lands known as Lakeside Park, which was used for shipping grain to England.

The northern boundary of the area was defined around 1853 by the Great Western Railway which formed a portion of the new province's first major railway corridor. As the railway was constructed, the quiet rural economy that existed in the Southdown and Clarkson areas was expanded as railway workers moved into the area.

The transition from rural farming to an industrial area began in the early 1900s when George Gooderham and his son introduced the idea of mass production to this area, including mass production for agricultural uses. The industrial nature of the Gooderham's operation helped define the future of Southdown as one of industrial prominence. Also of note, in the early 1900s, the greenhouses that have characterized the west side of Southdown Road, including Herridge's Farm Fresh Market, Sheridan Nurseries and Clairgreen Greenhouses, were established.



The Robertson House, located on the first grant allotment (Gable Allotment) was built circa 1851. The structure, barn and farmstead layout exists today at northeast corner of Winston Churchill Boulevard and Lakeshore Road West.



The British American Oil Company commenced building its facilities in 1944 at the edge of Lake Ontario.

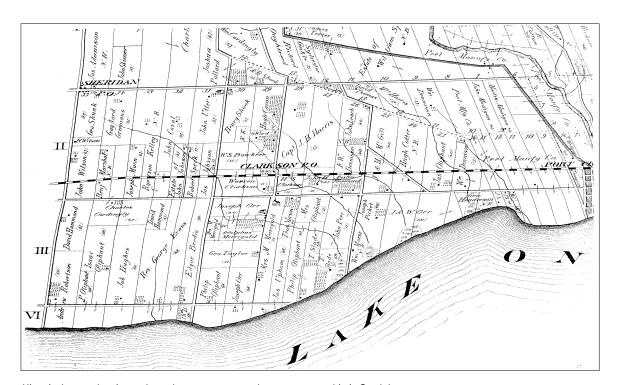
The transition to an industrial area was furthered by the establishment of the British American Oil Company and its waterfront refinery in the early 1940s. Eventually, through amalgamations and take-overs, the British American Oil Company became Petro-Canada in 1985.

The St. Lawrence Cement Company, another notable industrial establishment in this area, was introduced in the 1950s and is known for its conveyor belt that arcs Lakeshore Road West. The conveyor belt is a prominent landmark and is one representation of Southdown's industrial heritage.

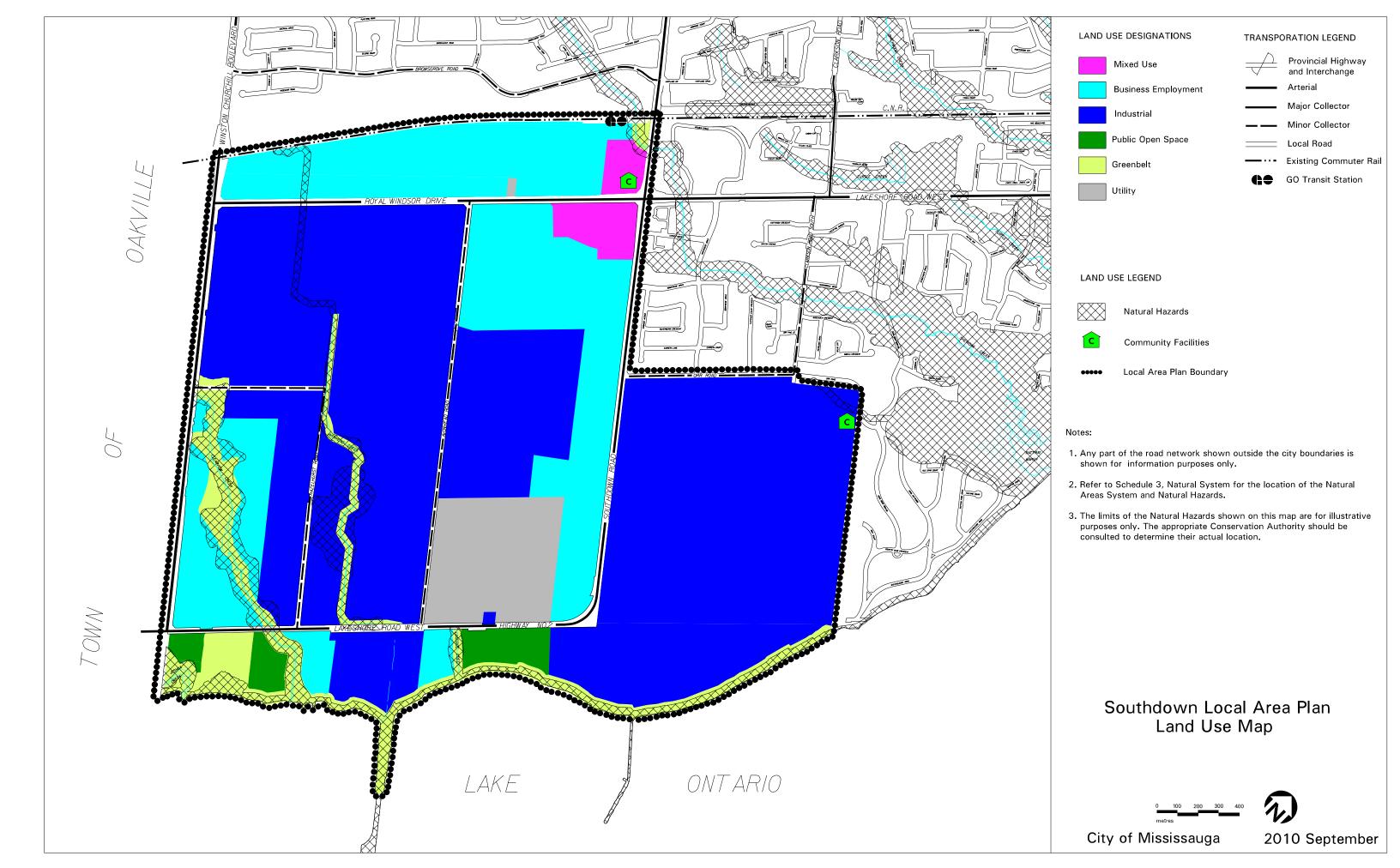


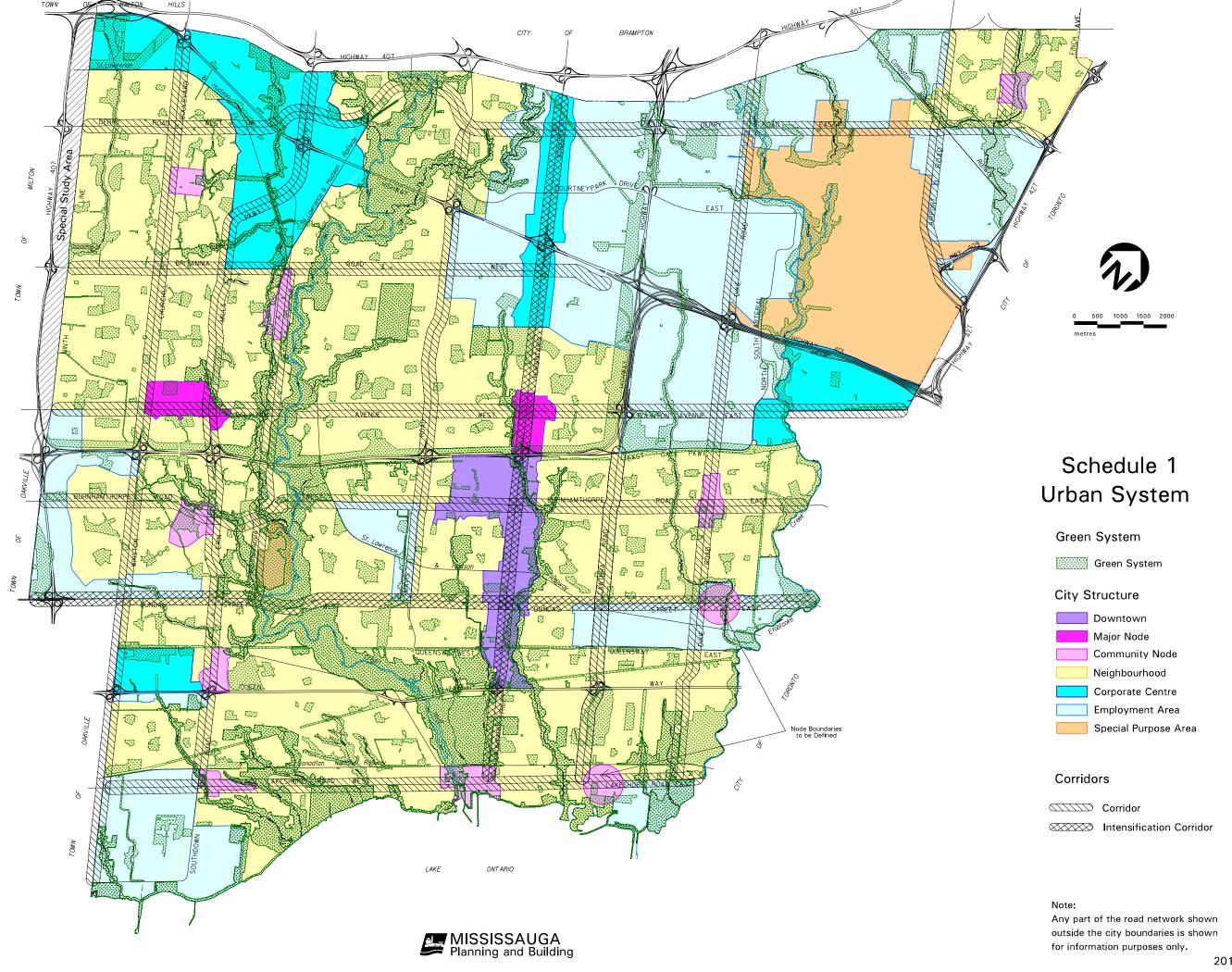
Lakeshore Road was one of the first highways constructed in 1914-22, of concrete in the country. Public protests resulted in Lakeshore Road being re-routed south along Southdown Road (formerly 5th Line) rather than slicing diagonally through south Clarkson.

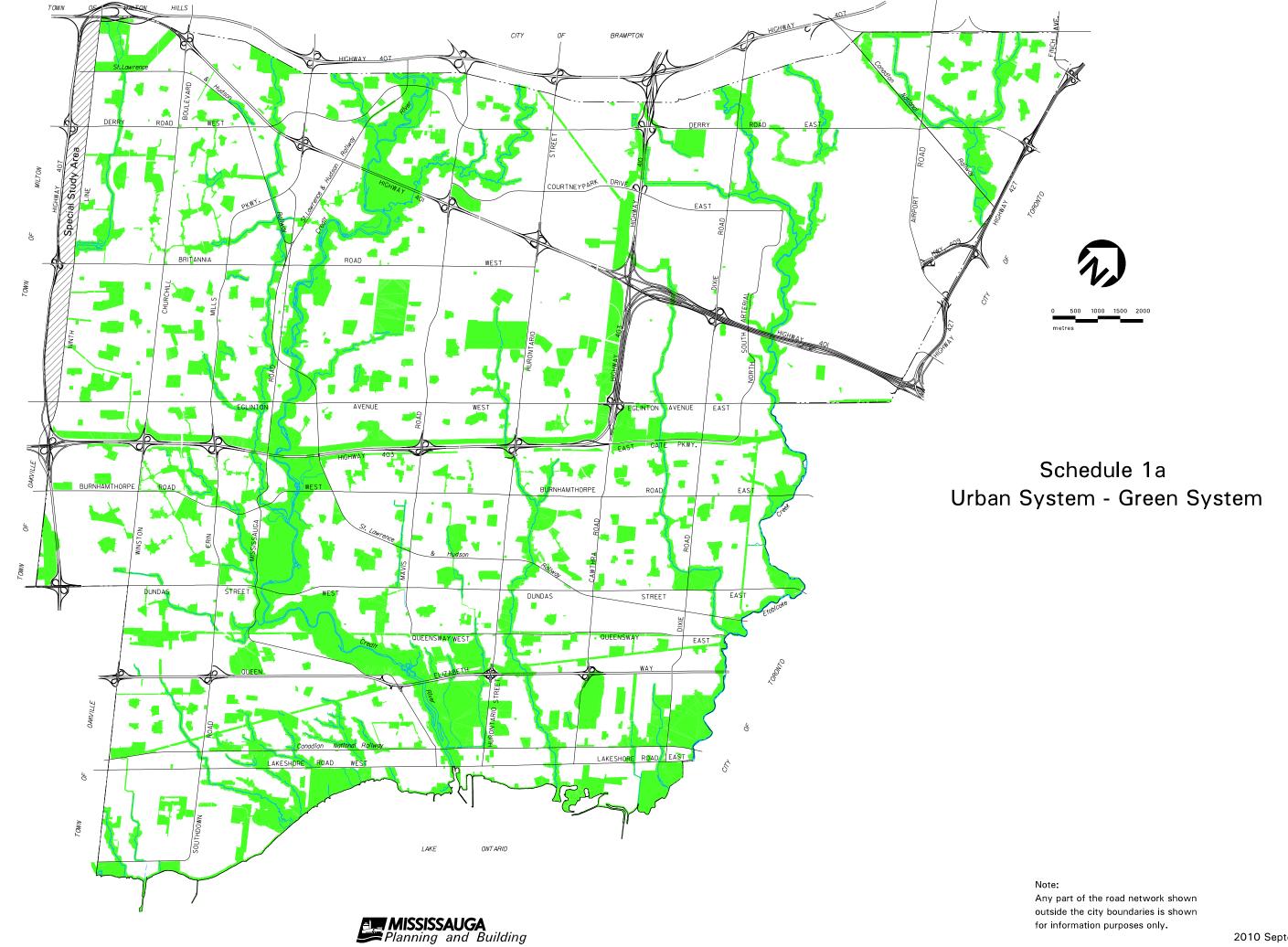
Since the early 1800s, the area now known as Southdown has transformed from a quiet rural farming community to an employment and industrial area. It is envisioned that this area will intensify and continue to provide employment in the form of office, manufacturing and industrial uses while recognizing and respecting the important heritage and natural features of this area in accordance with the Southdown Local Area Plan.

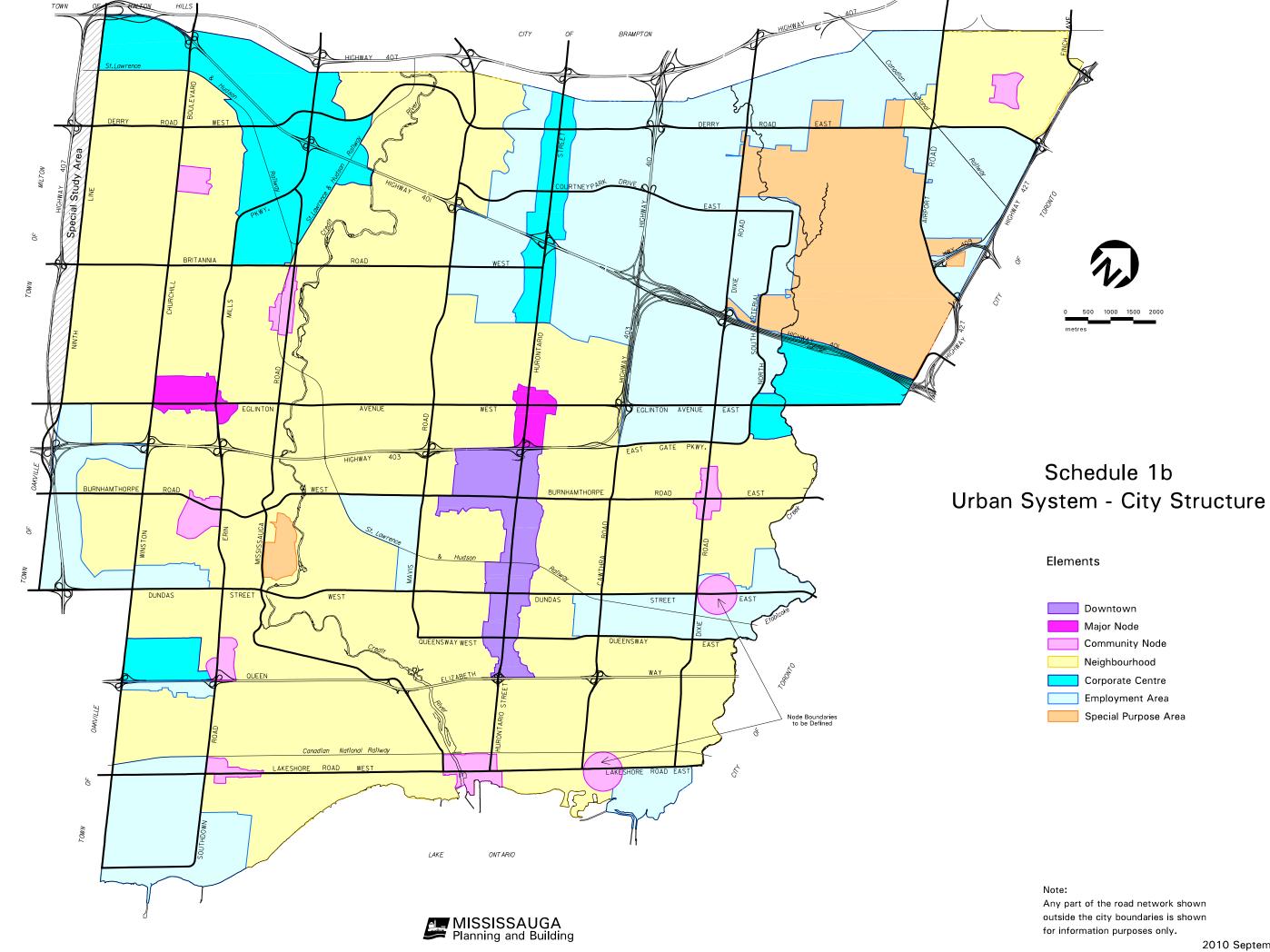


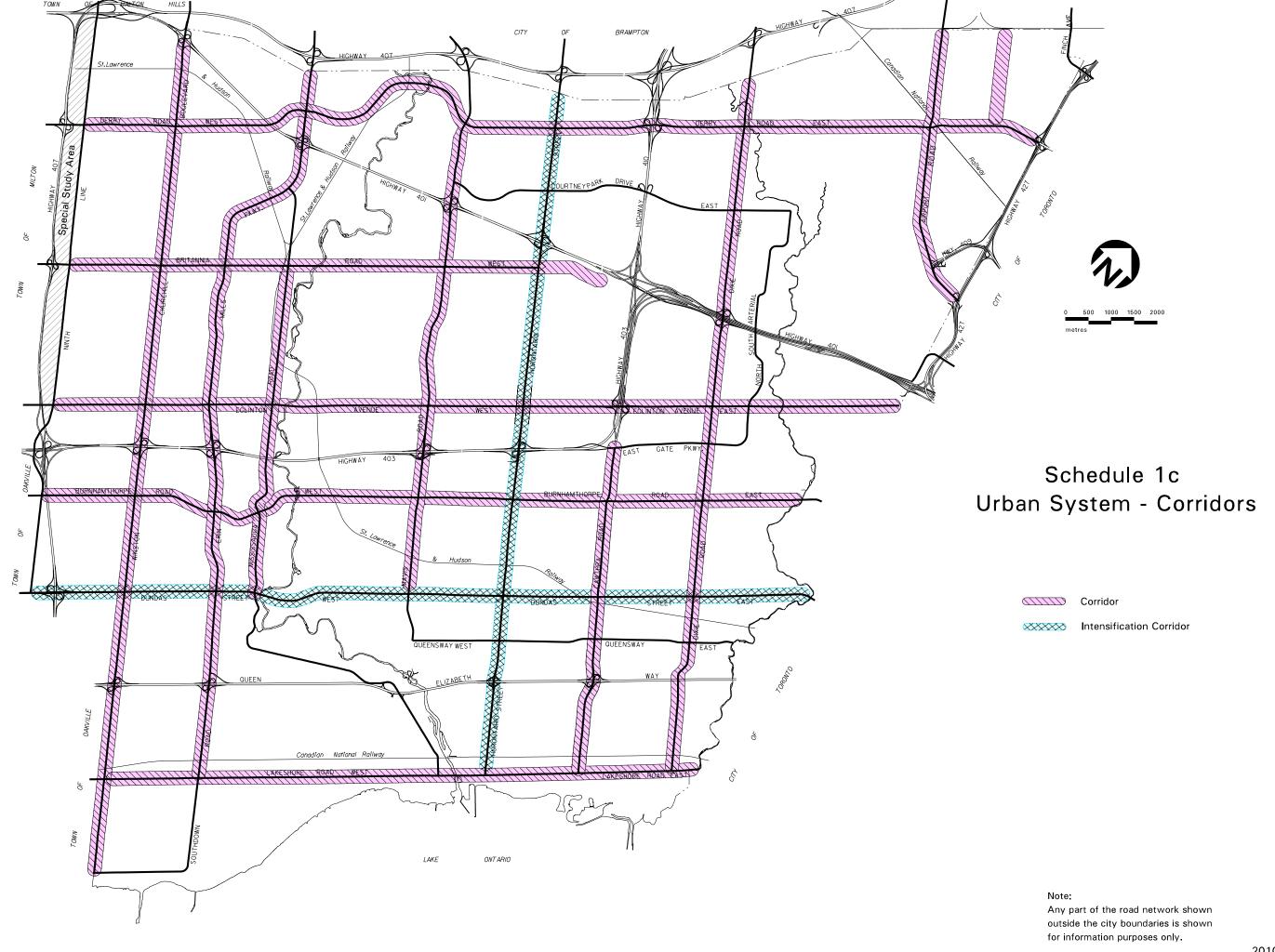
Historical maps showing early settlement patterns and property ownership in Southdown.

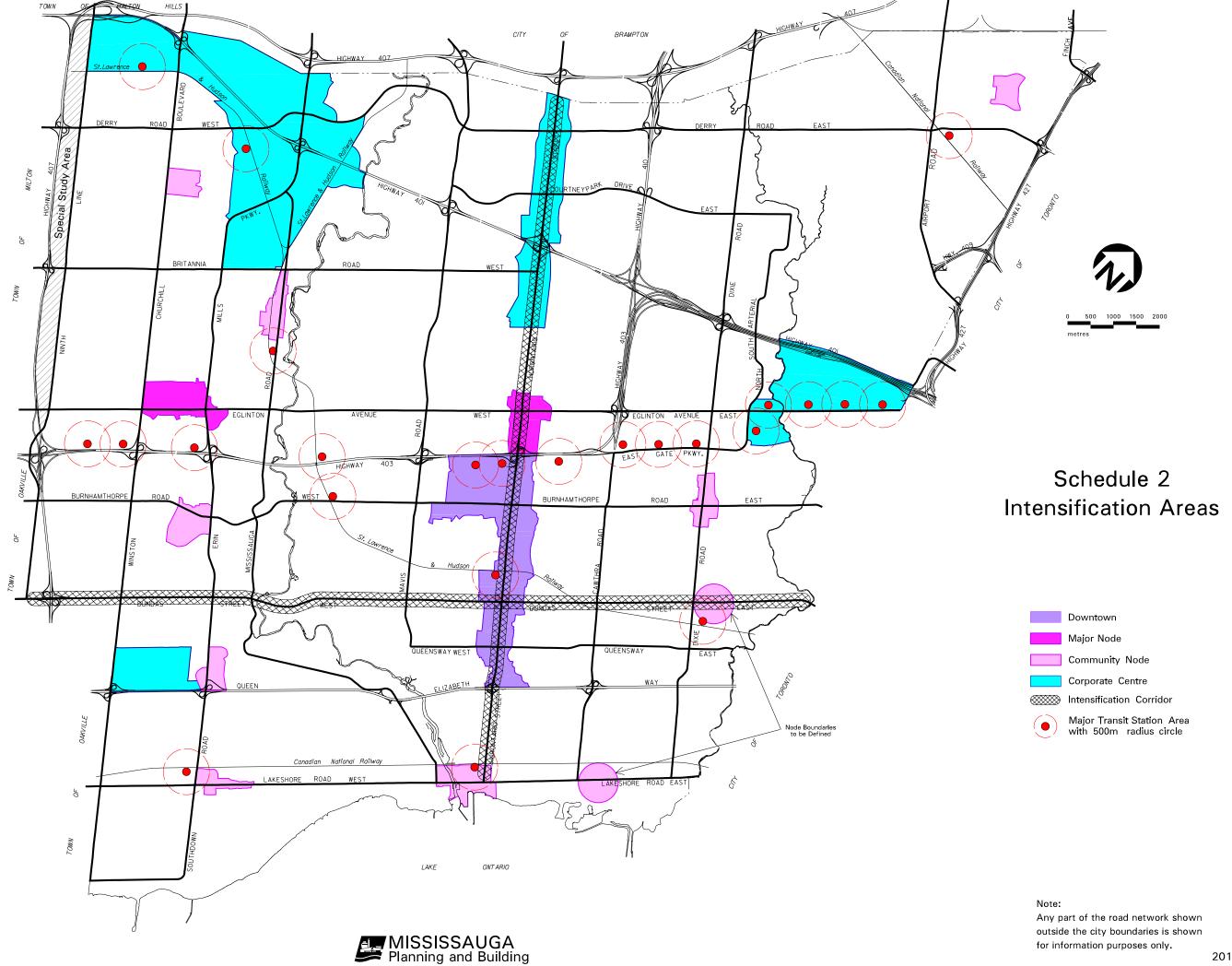


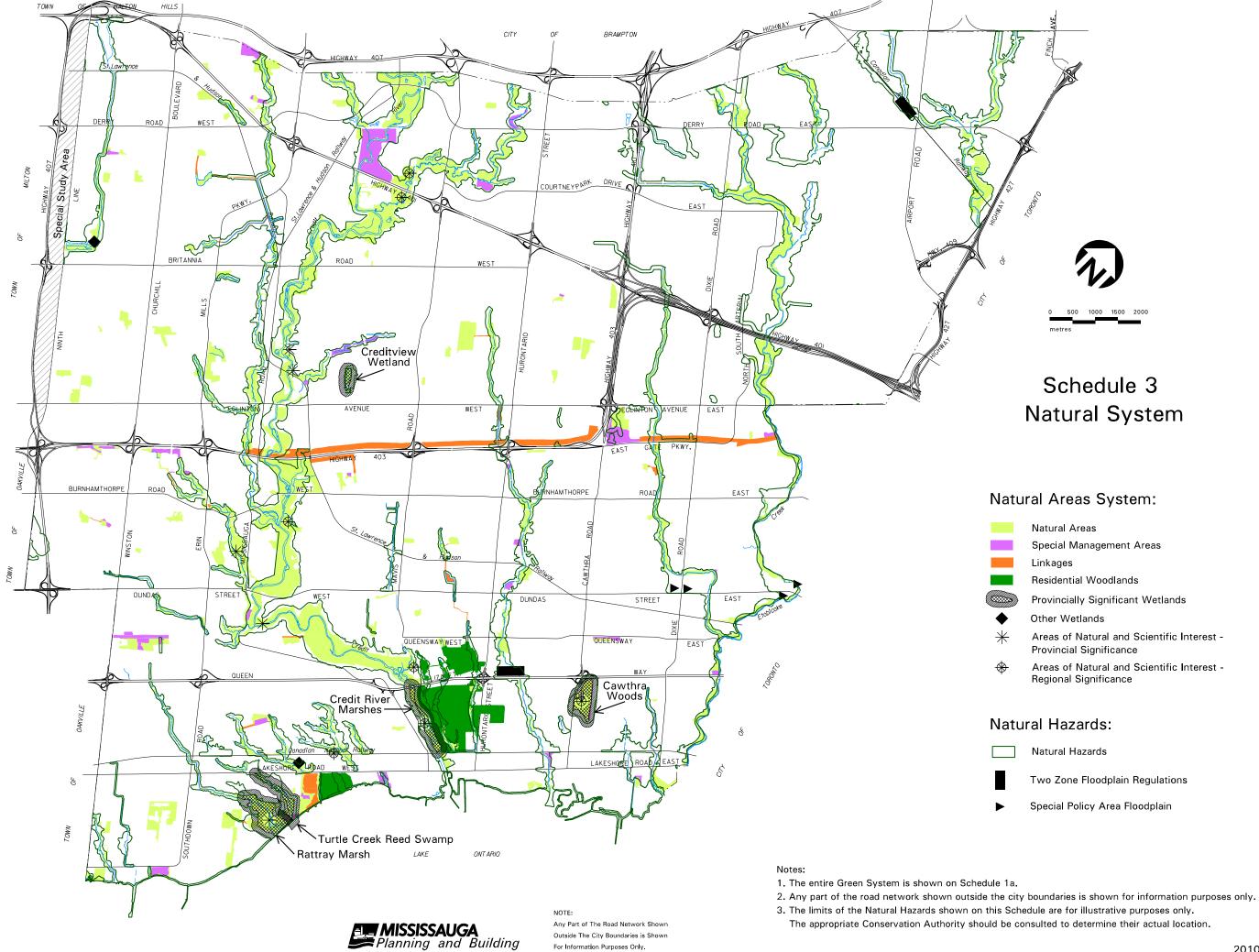




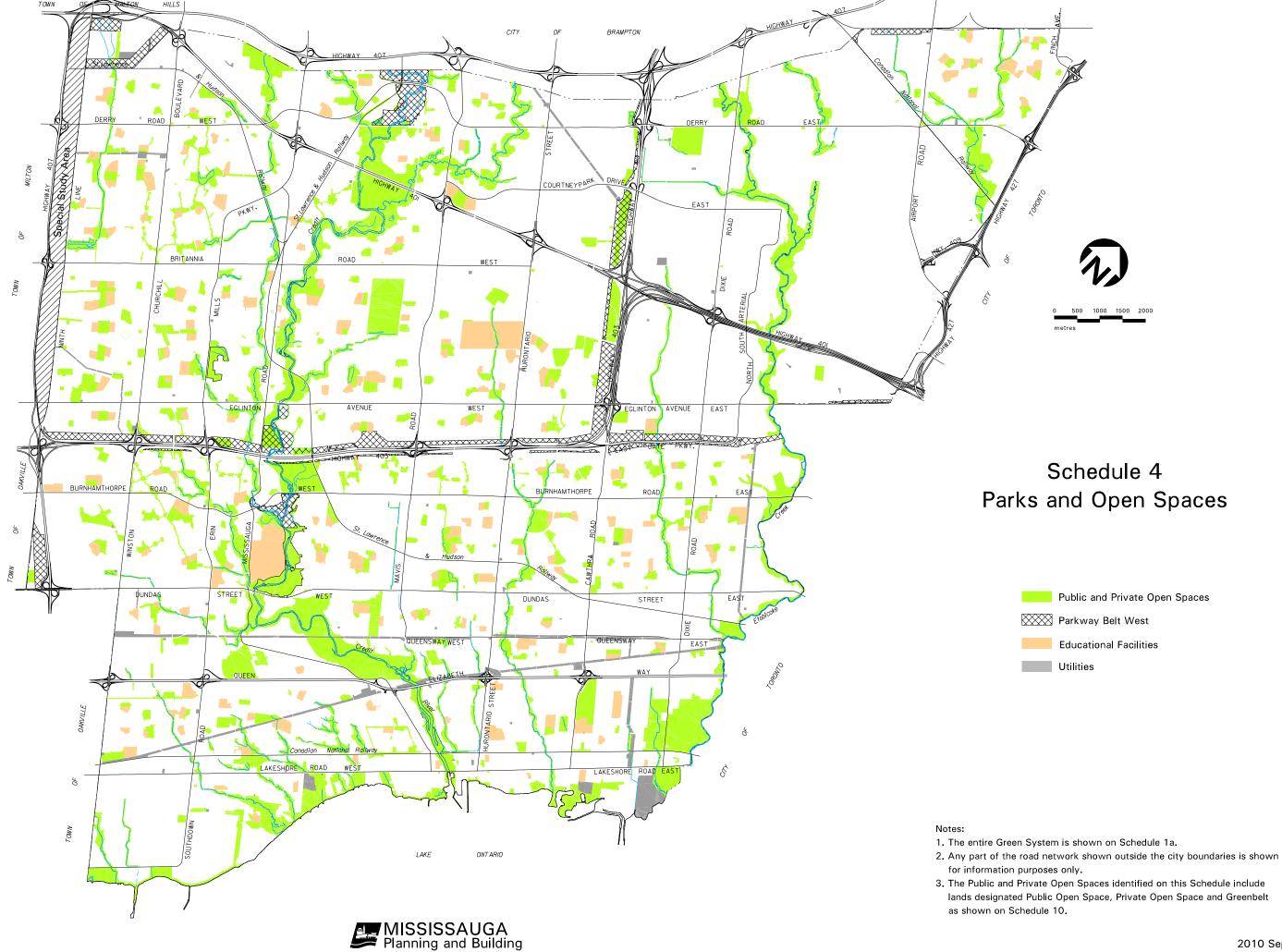


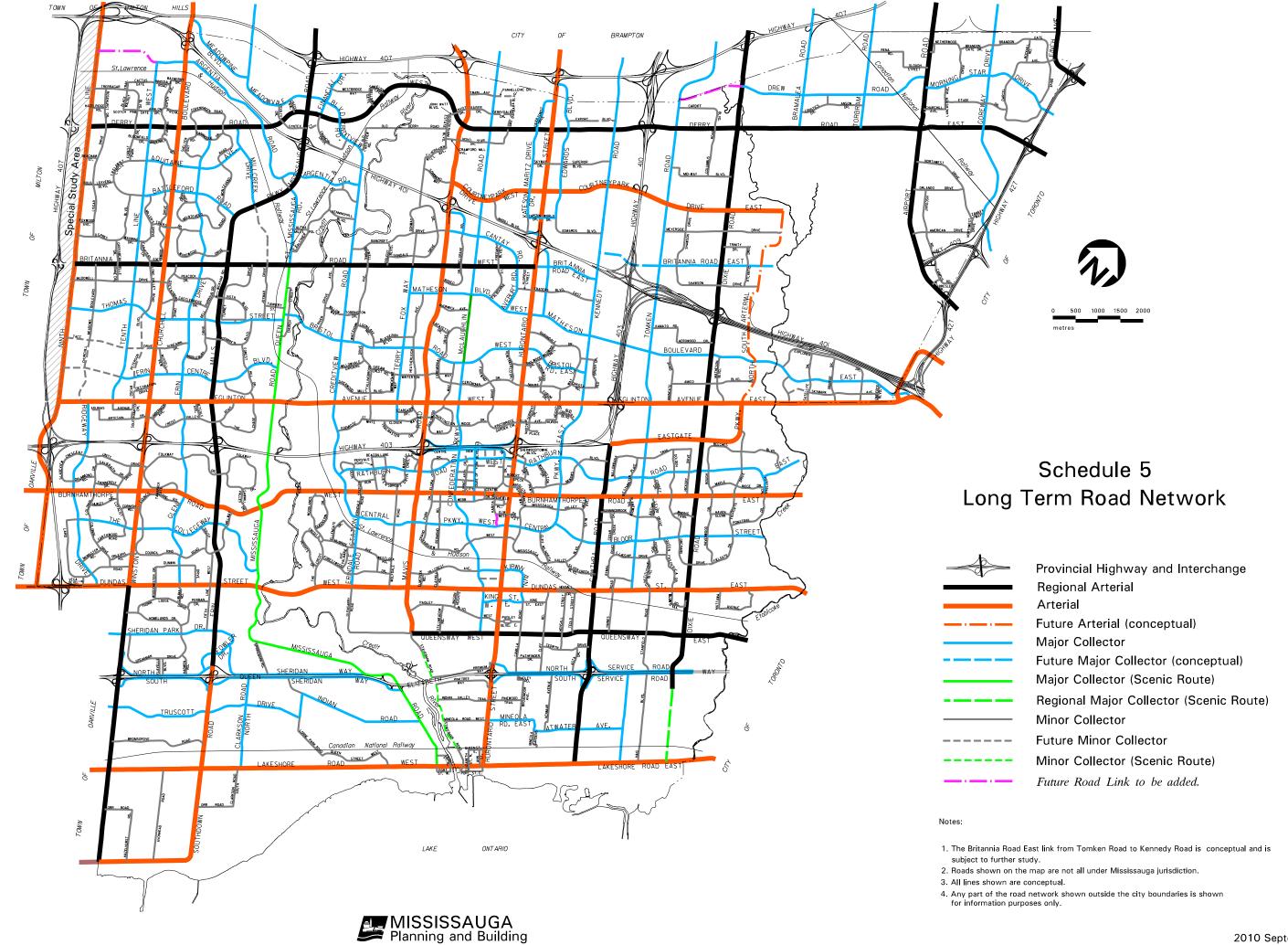


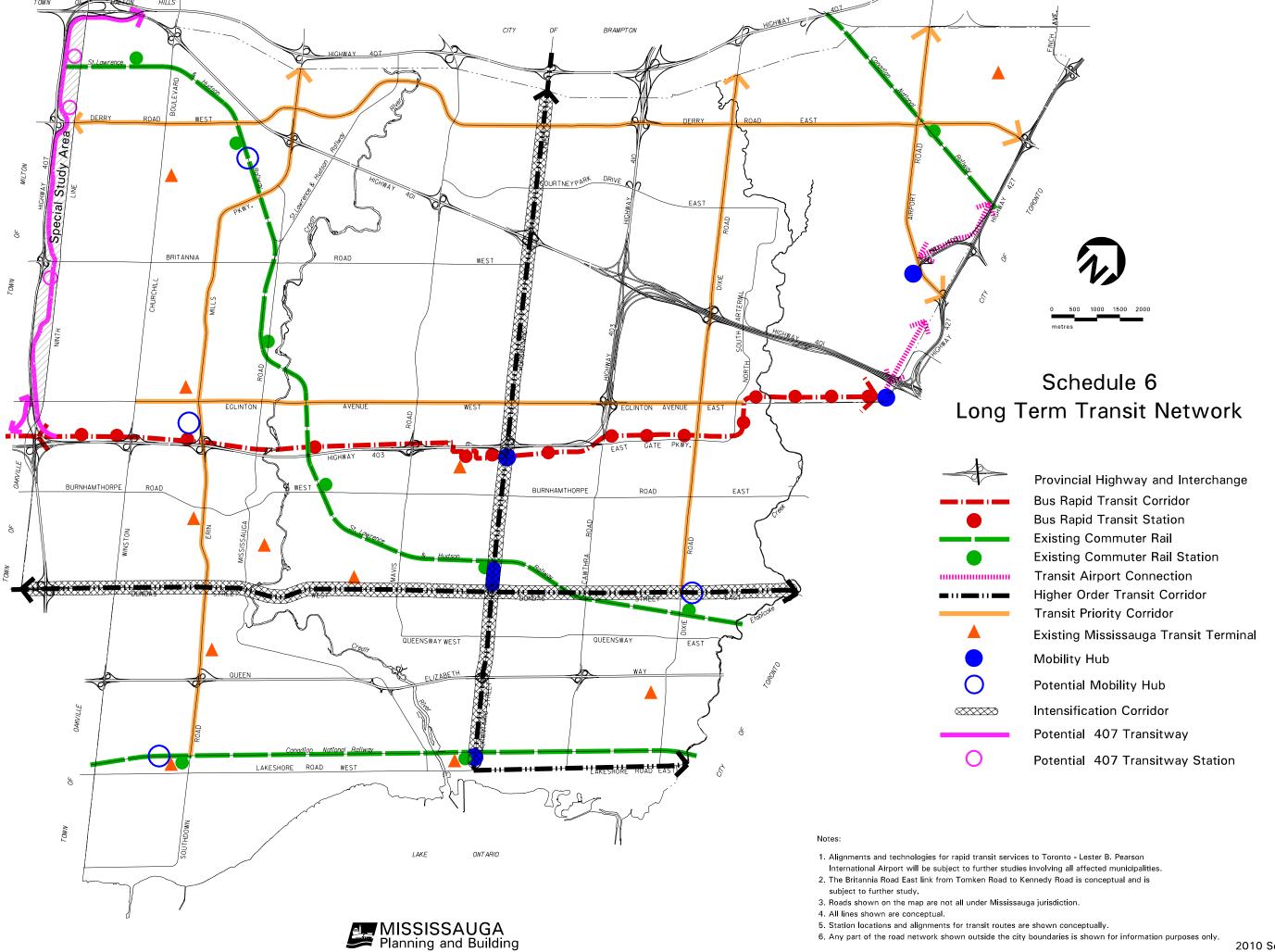


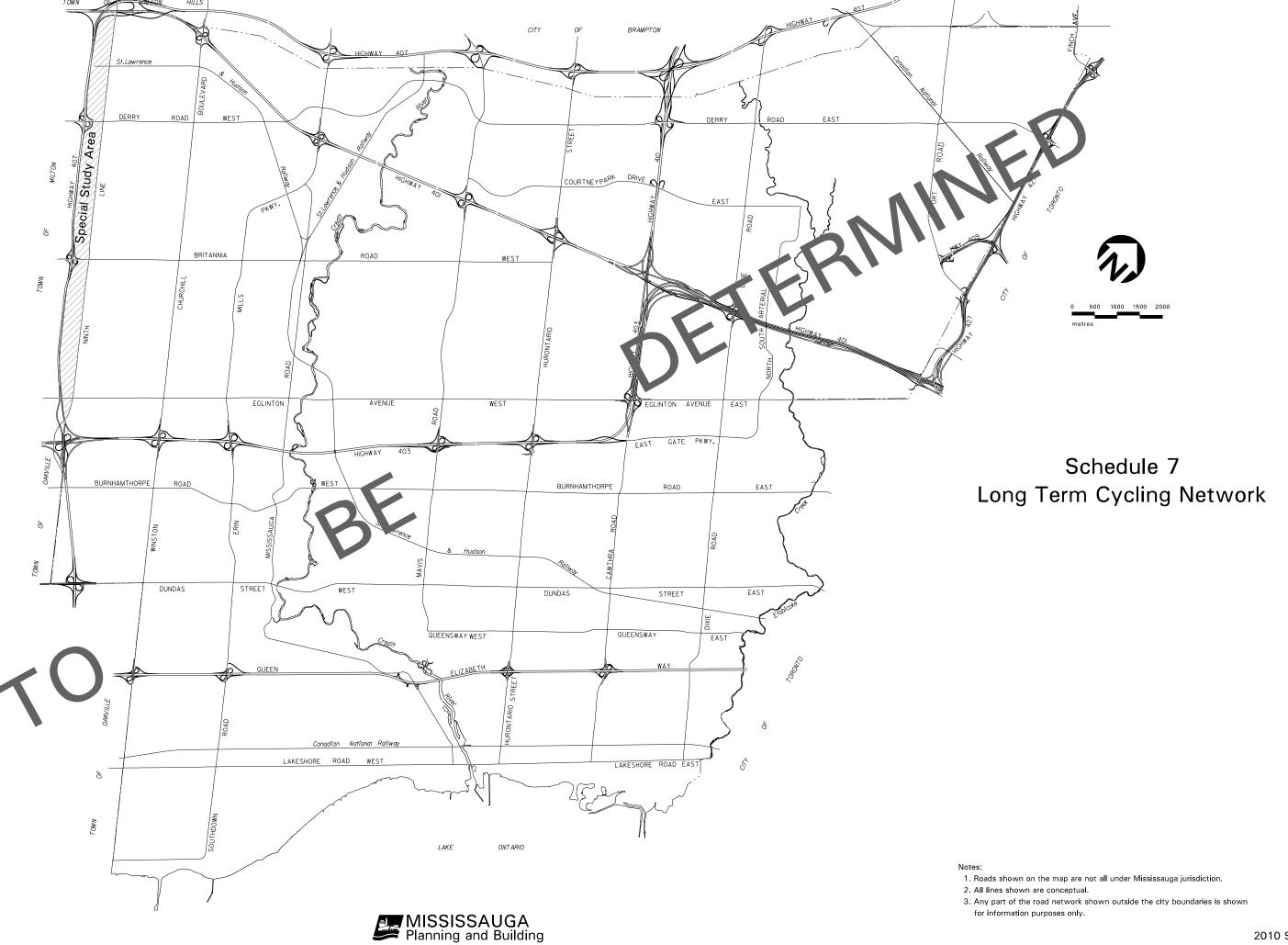


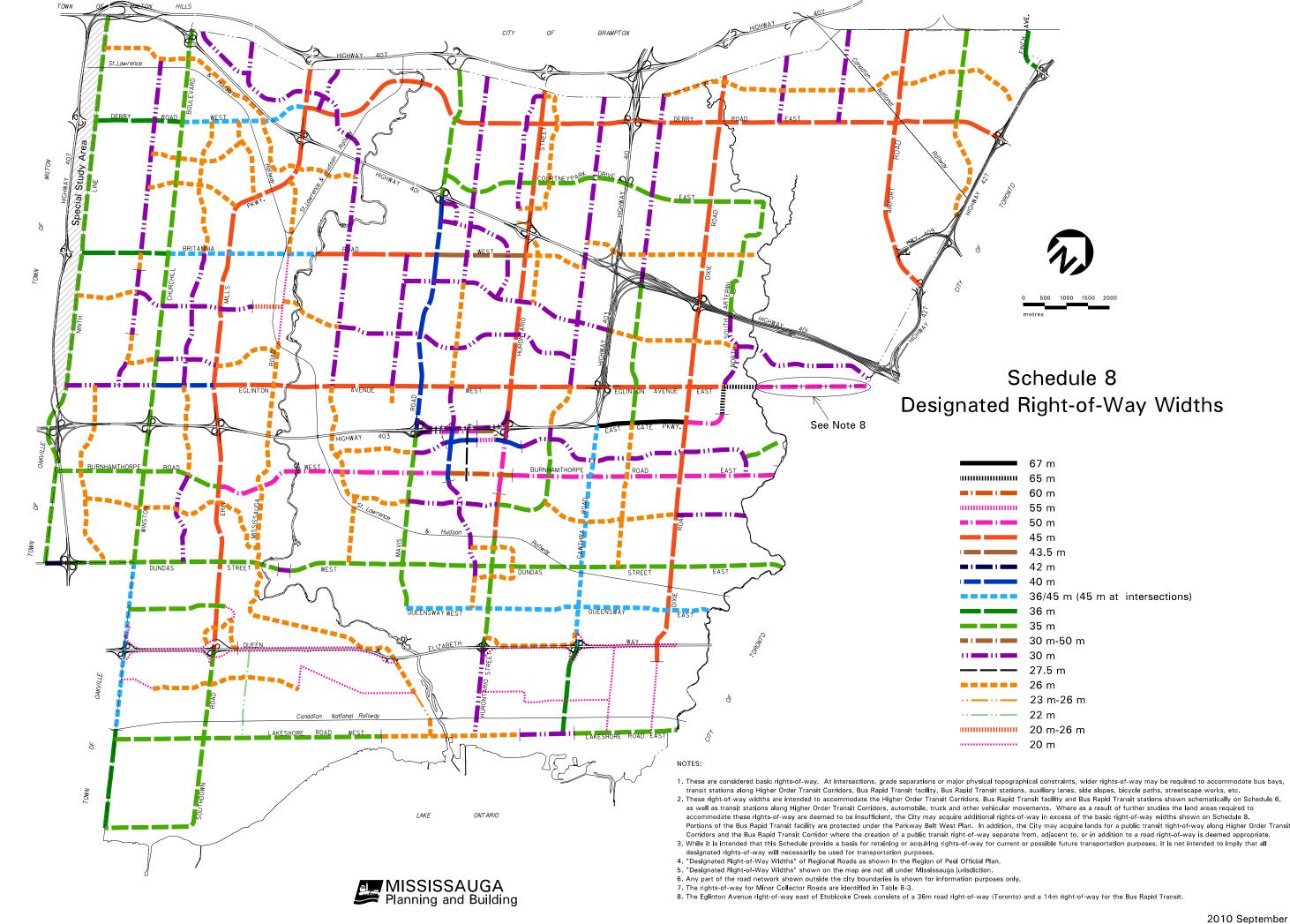
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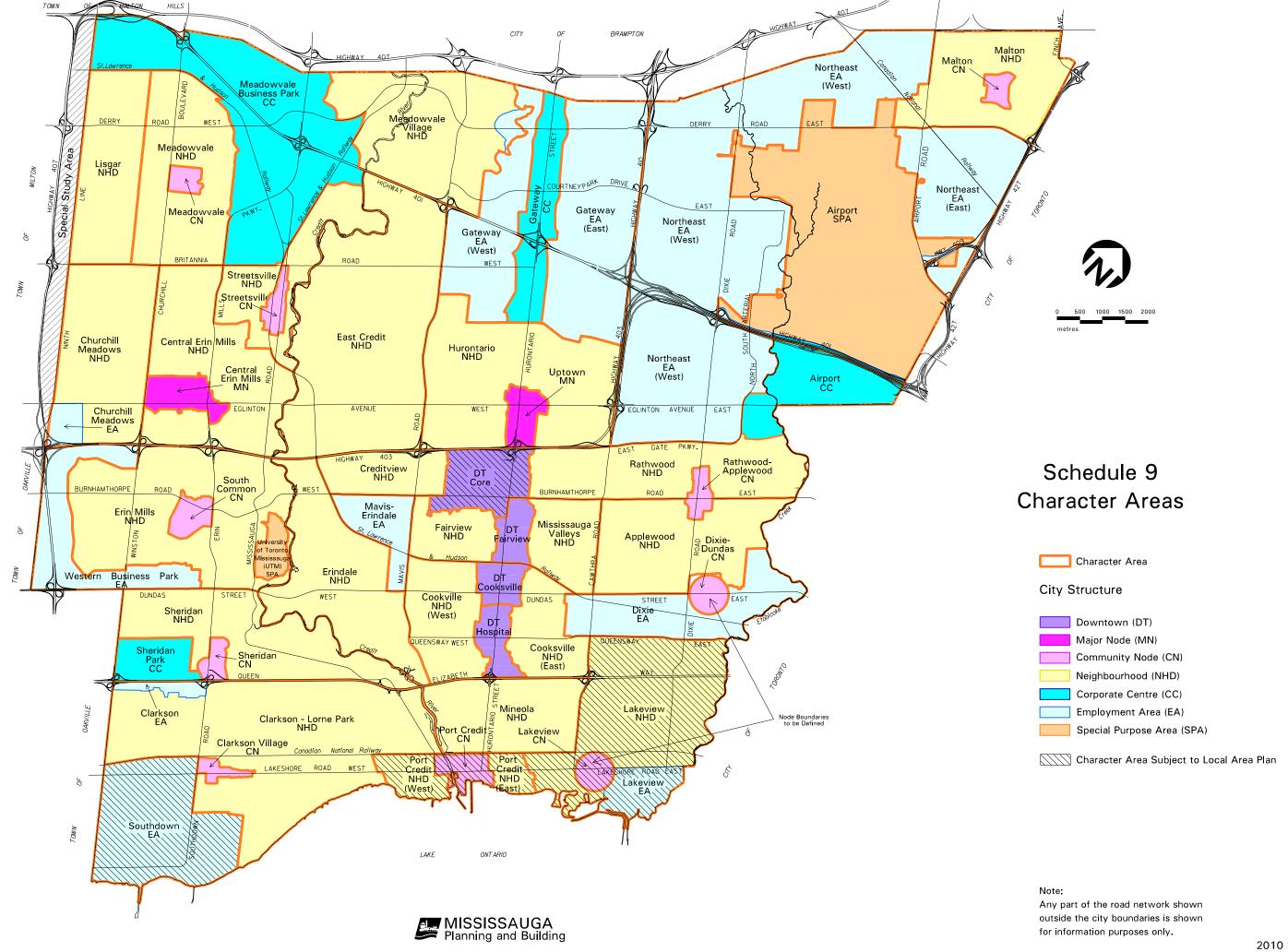


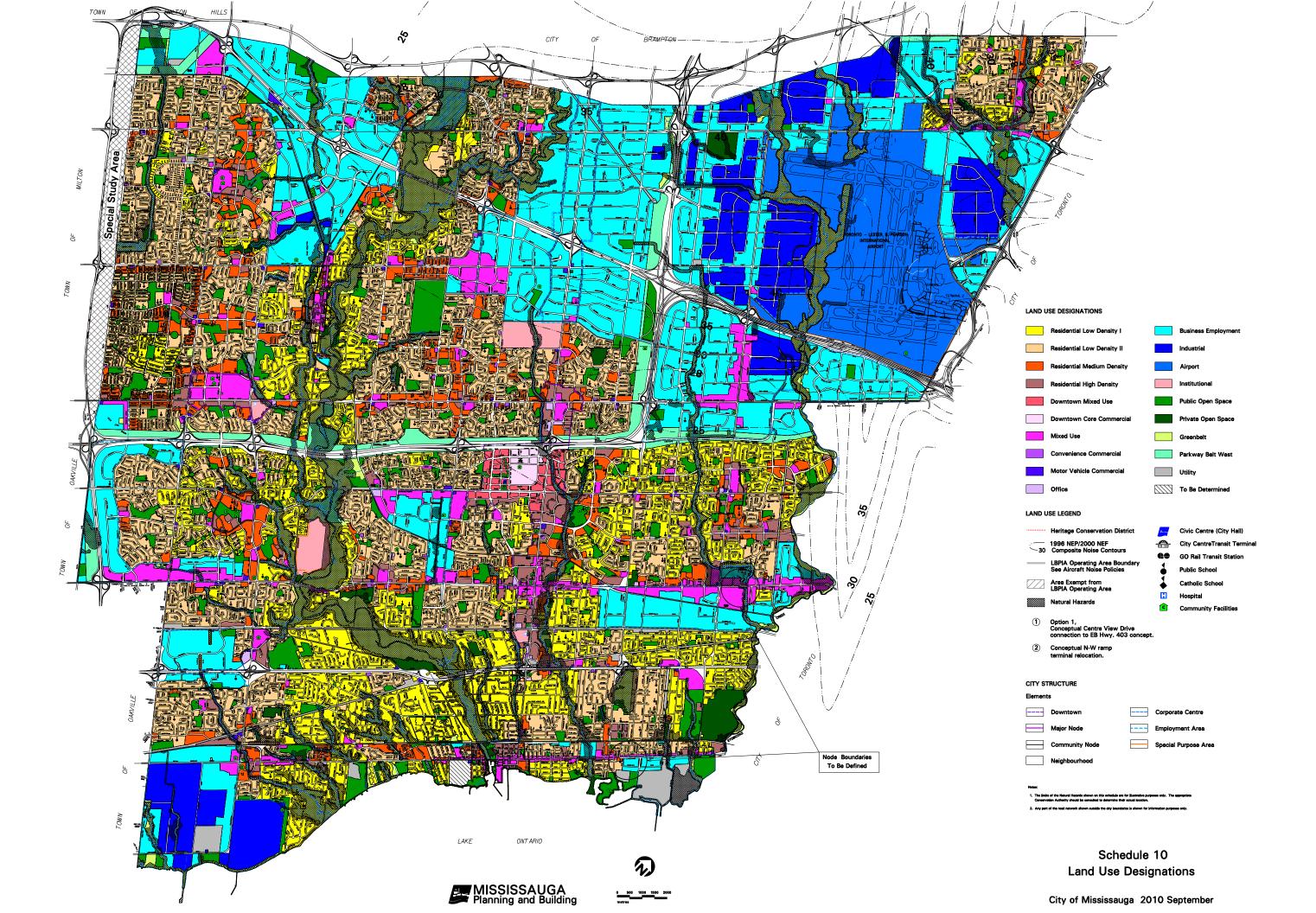












APPENDIX A: TERMS DEFINED IN THE PROVINCIAL POLICY STATEMENT (2005) AND THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2006)

The following definitions are extracts from the Provincial Policy Statement (2005) (PPS) and/or the Growth Plan for the Greater Golden Horseshoe (2006) (GP) as indicated in brackets after the definition.

AFFORDABLE

means

- a. in the case of ownership housing, the least expensive of:
 - housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or
 - housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area;
- b. in the case of rental housing, the least expensive of:
 - a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or
 - a unit for which the rent is at or below the average market rent of a unit in the regional market area.

Low and moderate income households means, in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the regional market area, or in the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the regional market area.(GP)

AREAS OF NATURAL AND SCIENTIFIC INTEREST (ANSI)

means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education.(PPS)

BUILT-UP AREA

means all land within the built boundary.(GP)

BUILT BOUNDARY

means the limits of the developed urban area as defined by the Minister of Public Infrastructure Renewal in accordance with Policy 2.2.3.5. (Refers to Policy contained within *The Growth Plan* as issued by Ministry of Public Infrastructure Renewal on April 2, 2008.)(GP)

COMPLETE COMMUNITIES

means communities that meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, public services, affordable housing, and community infrastructure including affordable housing, schools,

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recreation, and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.(GP)

CULTURAL HERITAGE LANDSCAPE

means a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites, and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the *Ontario Heritage Act*; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value.(PPS)

DESIGNATED GREENFIELD AREA

means the area within a settlement area that is not built-up area. Where a settlement area does not have a built boundary, the entire settlement area is considered designated greenfield area.(GP)

DEVELOPMENT

means the creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the *Planning Act*; but does not include:

- activities that create or maintain infrastructure authorized under an environmental assessment process;
- b. works subject to the Drainage Act; or

c. for the purposes of policy 2.1.3(b), underground or surface mining of minerals or advanced exploration on mining lands in significant areas of mineral potential in Ecoregion 5E, where advanced exploration has the same meaning as under the *Mining Act*. Instead, those matters shall be subject to policy 2.1.4(a).(PPS)

DYNAMIC BEACH HAZARD

means areas of inherently unstable accumulations of shoreline sediments along the Great Lakes – St. Lawrence River System and large inland lakes, as identified by provincial standards, as amended from time to time. The dynamic beach hazard limit consists of the flooding hazard limit plus a dynamic beach allowance.(PPS)

ECOLOGICAL FUNCTION

means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems, and landscapes. These may include biological, physical, and socio-economic interactions.(PPS)

ENDANGERED SPECIES

means a species that is listed or categorized as an "Endangered Species" on the Ontario Ministry of Natural Resources' official species at risk list, as updated and amended from time to time.(PPS)

EROSION HAZARD

means the loss of land, due to human or natural processes, that poses a threat to life and property.

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The erosion hazard limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over an one-hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance.(PPS)

FISH HABITAT

means spawning grounds and nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes.(PPS)

FLOOD FRINGE

for river, stream and small inland lake systems, means the outer portion of the floodplain between the floodway and the flooding hazard limit. Depths and velocities of flooding are generally less severe in the flood fringe than those experienced in the floodway.(PPS)

FLOODING HAZARD

means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:

- Along the shorelines of the Great Lakes St. Lawrence River System and large inland lakes, the flooding hazard limit is based on the onehundred year flood level plus an allowance for wave uprush and other water-related hazards;
- Along river, stream and small inland lake systems, the flooding hazard limit is the greater of:

- the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954), or the Timmins storm (1961), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;
- the one-hundred year flood; and
- a flood which is greater than the previous two bullet points, which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources;

except where the use of the one-hundred year flood or the actually experienced event has been approved by the Minister of Natural Resources as the standard for a specific watershed (where the past history of flooding supports the lowering of the standard).(PPS)

FLOOD PLAIN

for river stream and small inland lake systems, means the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding hazards.(PPS)

FLOODPROOFING STANDARD

means the combination of measures incorporated into the basic design and/or construction of buildings, structures, or properties to reduce or eliminate flooding hazards, wave uprush and other water-related hazards along the shorelines of the Great Lakes – St. Lawrence River System and large

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inland lakes, and flooding hazards along river, stream and small inland lake systems.(PPS)

FLOODWAY

for river, stream and small inland lake systems, means the portion of the floodplain where development and site alteration would cause a danger to public health and safety or property damage.

Where the one-zone concept is applied, the floodway is the entire contiguous floodplain.

Where the two-zone concept is applied, the floodway is the contiguous inner portion of the floodplain, representing that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage. Where the *two-zone concept* applies, the outer portion of the floodplain is called the flood fringe.(PPS)

GROUND WATER FEATURE

means water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers, and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations.(PPS)

INTENSIFICATION

means the development of a property, site or area at a higher density than currently exists through:

 a. redevelopment, including the reuse of brownfield sites;

- b. the development of vacant and/or underutilized lots within previously developed areas;
- c. infill development; and
- d. the expansion or conversion of existing buildings.(PPS/GP)

MAJOR OFFICE

means a freestanding office building of 10,000 m² or greater, or with 500 jobs or more.(GP)

MODAL SHARE

means the percentage of person-trips or of freight movements made by one travel mode, relative to the total number of such trips made by all modes.(GP)

MULTI-MODAL

means the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine.(GP)

ONE HUNDRED YEAR FLOOD

for river, stream and small inland lake systems, means that flood, based on an analysis of precipitation, snow melt, or a combination thereof, having a return period of one-hundred years on average, or having a 1% chance of occurring or being exceeded in any given year. For the shorelines of the Great Lakes, means the peak instantaneous stillwater level, resulting from combinations of mean monthly lake levels and wind setups, which has a

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1% chance of being equaled or exceeded in any given year.(PPS)

REDEVELOPMENT

means the creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites.(PPS/GP)

REGIONAL MARKET AREA

means an area, generally broader than a lower-tier municipality that has a high degree of social and economic interaction. In southern Ontario, the upper- or single-tier municipality will normally serve as the regional market area. Where a regional market area extends significantly beyond upper- or single-tier boundaries, it may include a combination of upper-, single and/or lower-tier municipalities.(PPS/GP)

SENSITIVE LAND USES

means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse affects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences; day care centres; educational facilities and health facilities.(PPS)

SIGNIFICANT AREAS OF NATURAL AND SCIENTIFIC INTEREST

means an area identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time.(PPS)

SIGNIFICANT COASTAL WETLANDS

means an area identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time.(PPS)

SIGNIFICANT HABITAT OF ENDANGERED SPECIES AND THREATENED SPECIES

means the habitat, as approved by the Ontario Ministry of Natural Resources, that is necessary for the maintenance, survival, and/or the recovery of naturally occurring or reintroduced populations of endangered species or threatened species, and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle.(PPS)

SIGNIFICANT VALLEYLANDS

means valleylands that are ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system.(PPS)

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SIGNIFICANT WETLAND

means a wetland identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by Province, as amended from time to time.(PPS) specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include, but are not limited to, housing for persons with disabilities such as physical, sensory, or mental health disabilities, and housing for the elderly.(PPS)

SIGNIFICANT WILDLIFE HABITAT

means Wildlife Habitat that is ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system.(PPS)

SIGNIFICANT WOODLANDS

means an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history.(PPS)

SITE ALTERATION

means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site.(PPS)

SPECIAL NEEDS

means any housing, including dedicated facilities, in whole or in part, that is used by people who have

SPECIAL POLICY AREA

means an area within a community that has historically existed in the floodplain and where site-specific policies, approved by both the Ministers of Natural Resources and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning development. The criteria and procedures for approval are established by the Province.

A Special Policy Area is not intended to allow for new or intensified development and site alteration, if a community has feasible opportunities for development outside the floodplain.(PPS)

THREATENED SPECIES

means a species that is listed or categorized as a "Threatened Species" on the Ontario Ministry of Natural Resources' official species at risk list, as updated and amended from time to time.(PPS)

TRANSPORTATION CORRIDOR

means a thoroughfare and its associated buffer zone for passage or conveyance of vehicles or people. A

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transportation corridor includes any or all of the following:

- Major roads, arterial roads, and highways for moving people and goods;
- b. Rail lines/railways for moving people and goods;
- c. Transit rights-of-way/transitways including buses and light rail for moving people.(GP)

TRANSPORTATION DEMAND MANAGEMENT (TDM)

means a set of strategies that results in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost. Examples include: carpooling, vanpooling, and shuttle buses; parking management; site design and on-site facilities that support transit and walking; bicycle facilities and programs; pricing (road tolls or transit discounts); flexible working telecommunicating; high occupancy vehicle lanes: park-and-ride; incentives for ride-sharing, using transit, walking and cycling; initiatives to discourage drive-alone trips by residents, employees, visitors, and students.(GP)

VALLEYLANDS

means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year.(PPS)

WATERSHED

means an area that is drained by a river and its tributaries.(PPS)

WETLANDS

means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens.

Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition.(PPS)

WILDLIFE HABITAT

means areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.(PPS)

WOODLANDS

means treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and Provincial levels.(PPS)

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APPENDIX B: METRIC CONVERSION STANDARDS

| To Convert From Metric Into Imperial | | |
|--------------------------------------|--------------|------------------------|
| If you know: | Multiply by: | To get: |
| Length: | | |
| m (metres) | 3.281 | ft. (feet) |
| m (metres) | 1.094 | yd. (yards) |
| km (kilometres) | 0.621 | mi. (miles) |
| Area: | | |
| m² (square metres) | 10.764 | sq. ft. (square feet) |
| m² (square metres) | 1.196 | sq. yd. (square yards) |
| ha (hectares) | 2.471 | ac. (acres) |
| km² (square kilometres) | 0.386 | sq. mi. (square miles) |

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APPENDIX C: POLICIES OF OTHER LEVELS OF GOVERNMENT

As part of a four-level government structure, the City of Mississauga is subject to the policies of the other three levels and their agencies.

FEDERAL GOVERNMENT

Federal Government policies affect Mississauga through its general economic policies and specific planning policies. Some examples of Federal Government policies with direct impact on planning in Mississauga are those concerning land use in the vicinity of the airport. Canadian Transport Commission, housing, and the location of Federal Government office space may also affect Mississauga.

PROVINCIAL GOVERNMENT

The Provincial Government influences Mississauga through regulatory authority, financial policies, transportation and land use planning.

Regulatory authority is exercised primarily by the Ontario Municipal Board (OMB). Development applications may be given approval by the OMB and all or part of rezoning by-laws, plans of subdivision, official plans, or amendments thereto, may be appealed to the OMB for approval.

In addition, the OMB sets the upper limit on the debt that municipalities may incur and, therefore, affects the capability of the City to accommodate new development.

The financial policies of the Provincial Government not only affect the general economic climate, but also determine the capacity of the City to accommodate new development. Since the municipal sources of revenue (property tax and development charges) do not meet the demand for funds, Mississauga is dependent on Provincial

Government assistance. The amount of Provincial Government assistance is a significant factor in determining both the service levels provided and the rate and amount of development that can be accommodated.

Since transportation facilities are affected by land use patterns, Provincial Government transportation policies are an important aspect of planning and development in the city. The Provincial Government mainly exercises jurisdiction over those roads designated as Provincial Highways.

The Provincial Government is responsible for commuter rail (Lakeshore, Georgetown, and Milton facilities) and bus commuter services which run through the city, as well as the bus facilities which connect the city to points beyond its boundaries.

Map 1, Transportation Facilities, shows the commuter rail and Provincial Highway facilities under the jurisdiction of the Provincial Government.

During the past 10 years, the Provincial Government has engaged in various planning initiatives for the Greater Golden Horseshoe. The Office of the Greater Toronto Area was established by the Provincial Government to prepare a Strategic Action Plan, including an implementation process.

Subsequently, the Ministry of Public Infrastructure Renewal prepared the Growth Plan for the Greater Golden Horseshoe, which took effect June 16, 2006. The Growth Plan, to which all local municipal plans must conform, provides a framework for implementing the Provincial Government's vision for managing growth in this region to 2031.

Other Provincial initiatives include the Greenbelt Plan, *Planning Act* reform and the Provincial Policy Statement 2005.

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REGIONAL AUTHORITIES

Region of Peel

Mississauga is a constituent municipality of the Region of Peel. As established by legislation, the Region has jurisdiction over police services, ambulance services, certain health and welfare services (including day nurseries and senior citizen housing), water supply, sanitary sewers, and waste disposal and recycling collection facilities. Part of the road system within Mississauga is also under Regional jurisdiction. The Region of Peel has adopted a Regional Official Plan to which Mississauga Plan has to conform. The Region is also the approval authority for Mississauga Official Plan and amendments.

The Region has delegated to Mississauga the authority to approve plans of subdivision and condominium, as well as consents. The Region may also exempt, from its approval, the approval of local official plan amendments.

The Region, under agreement with the Provincial Government, provides sanitary sewer and potable water supply facilities, as shown schematically on Map 2, South Peel Sanitary Sewer and Water Supply Facilities. Both the location and capacity of water supply and sanitary sewer facilities constitute an important influence on development.

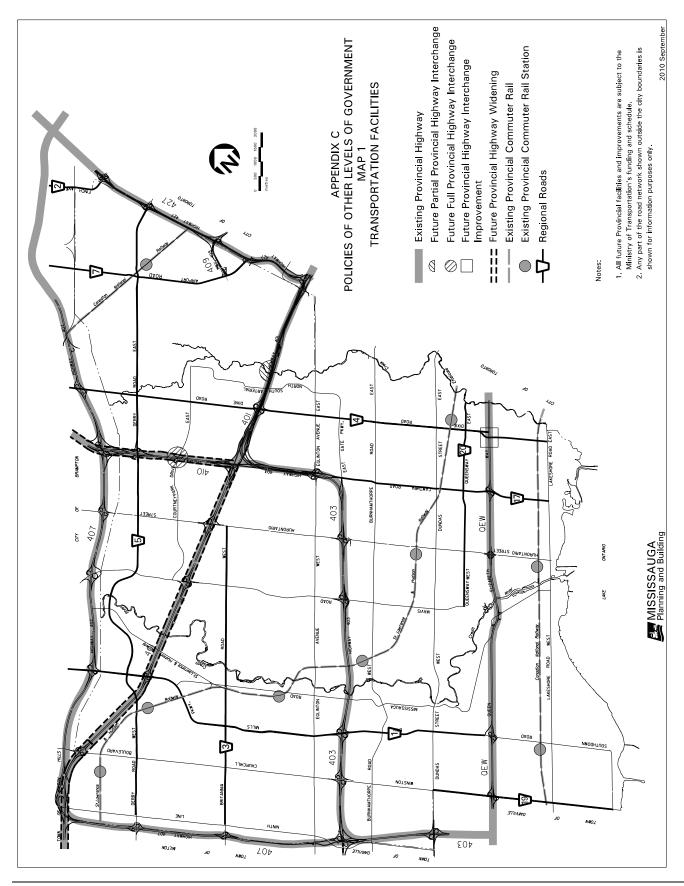
Other Regional Authorities

In addition to Regional Government, there are three Conservation Authorities responsible for areas within Mississauga as shown on Map 3, Jurisdiction of Conservation Authorities. These authorities comment on development applications in the interests of flood control and conservation within the sub-watershed under their jurisdiction, as shown on Map 4, Sub-Watershed Limits.

Mississauga is also served by four School Boards: the Dufferin-Peel Roman Catholic Separate School Board; the Peel District School Board, French District Catholic School Board and Le Conseil Scolaire Public de District de Centre-Sud-Ouest.

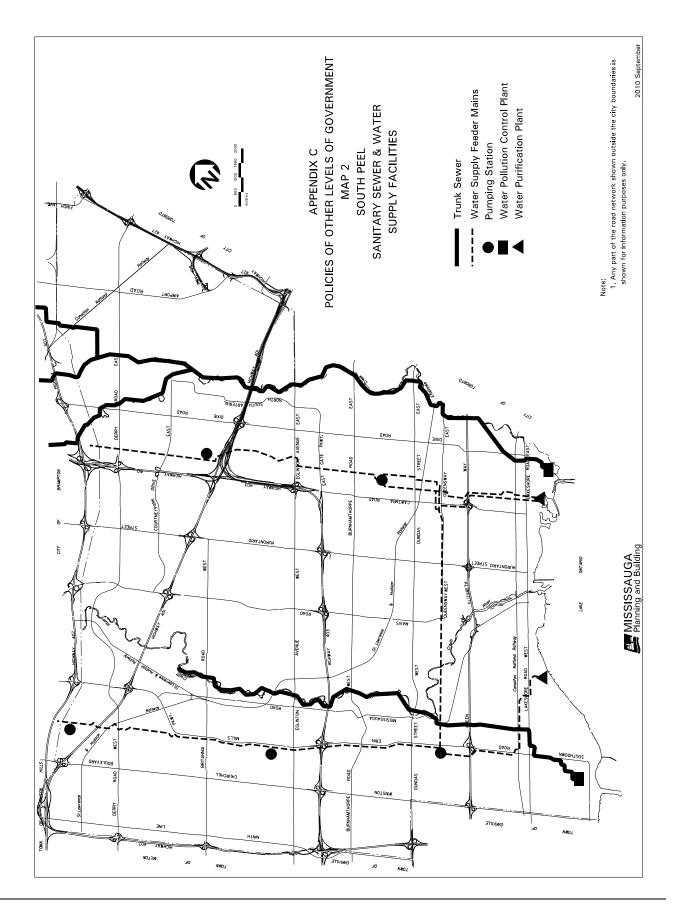
Appendix C-2 Mississauga Official Plan

Appendix C: Map 1 – Transportation Facilities



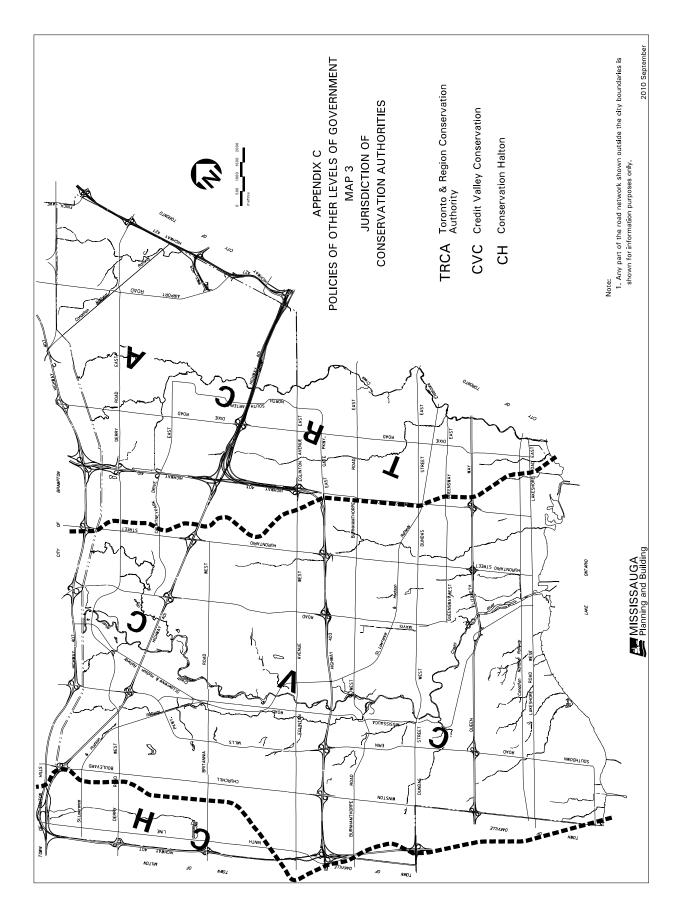
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Appendix C: Map 2 - South Peel Sanitary Sewer & Water Supply Facilities



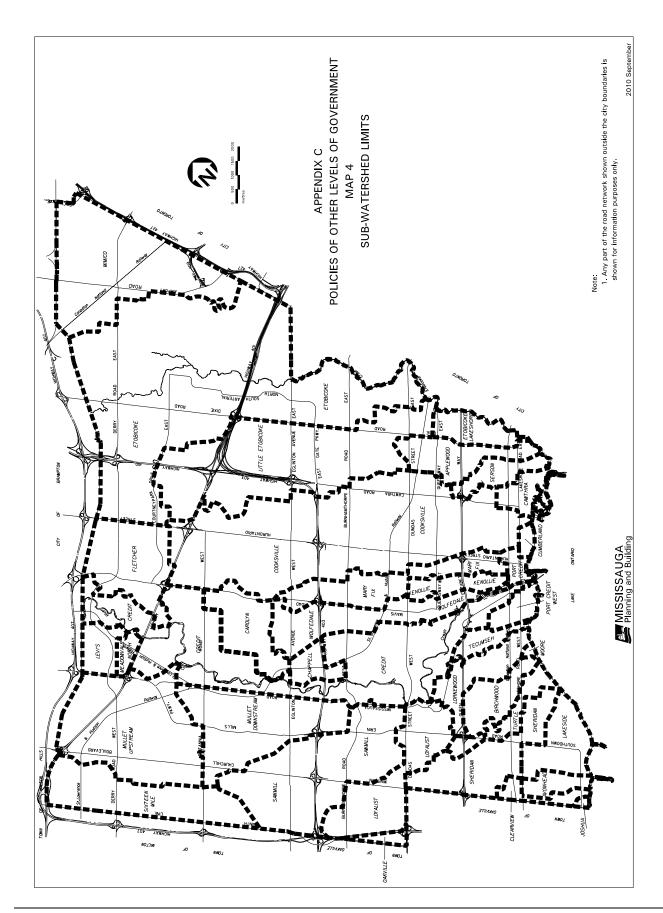
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Appendix C: Map 3 – Jurisdiction of Conservation Authorities



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Appendix C: Map 4 – Sub-Watershed Limits



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APPENDIX D: AREAS OF FISH HABITAT AND POTENTIAL FISH HABITAT (Identified by the Provincial Government)

- Lake Ontario Shoreline
- Credit River and its tributaries:
 - Aquitaine Creek,
 - Carolyn Creek,
 - o Fletcher's Creek,
 - Levi Creek,
 - Loyalist Creek,
 - o Mullet Creek,
 - Sawmill Creek,
 - Wabukayne Creek
- Etobicoke Creek and its tributaries
- Sheridan Creek and its tributaries
- Turtle Creek and its tributaries
- Applewood Creek

- Avonhead Creek
- Birchwood Creek
- Cawthra Creek
- Cooksville Creek
- Joshua Creek
- Kennollie Creek
- Lornewood Creek
- Mary Fix Creek
- Mimico Creek
- Serson Creek
- Sixteen Mile Creek
- Stavebank Creek
- Tecumseh Creek
- Wolfedale Creek

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APPENDIX E: OUTDOOR AND PLANE OF WINDOW SOUND LEVEL CRITERIA

Stationary Noise Sources (Ministry of the Environment)

| Type of Space | Hourly (Leq)*, dBA** |
|---|----------------------|
| Outdoor Point of Reception (Time period 07:00 h - 23:00 h) | 50*** |
| Plane of Window (Time period 07:00 h - 23:00 h) | 50*** |
| Plane of Bedroom Window (Time Period 23:00 h - 07:00 h) | 45*** |

- * Leq The equivalent energy level.
- ** dBA The A-weighted sound pressure level. A measure of sound weighted such that it resembles human perception and response to the sound.
- *** Or Hourly Leq of the ambient road traffic, whichever is greater.

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APPENDIX F: TORONTO-LESTER B. PEARSON INTERNATIONAL AIRPORT

Airport Zoning Regulations are imposed by the Minister of Transport under authority of the *Federal Aeronautics Act* to ensure aviation safety and protection to the public and to maintain the operational integrity of the airport. The Toronto – Lester B. Pearson International Airport Zoning Regulations were revised and registered on titles of affected land parcels in the appropriate Land Titles Offices and Land Registry Offices of the Province of Ontario on March 27, 2000.

Airport Zoning Regulations are enacted to:

- Limit the height of buildings, structures and objects, including objects of natural growth, in the area surrounding the airport;
- Restrict the dumping of waste materials which might attract birds on lands adjacent to the airport; and
- Protect lands which house and are affected by navigational aids such as radar and communications equipment and prevent offairport development that could potentially interfere with signals or communications from airport facility equipment.

DEFINITIONS OF TERMS:

(See Map 1, Airport Obstacle Limitation Surfaces):

Airport Reference Point

The designated point or points on an airport normally located near the geometric centre of the runway complex that:

- establishes the geographical location of an airport for charting purposes;
- establishes the locus of the radius or radii of the outer surface.

Obstacle Limitation Surface

A surface that establishes the limit to which objects may project into the airspace associated with an aerodrome so that aircraft operations at the aerodrome may be conducted safely. Obstacle Limitation Surfaces include a takeoff surface, an approach surface, a transitional surface and an outer surface.

Outer Surface

A surface located in a horizontal plane above an aerodrome and its environs. The outer surface is required for the protection of aircraft conducting a circling procedure or manoeuvring in the vicinity of an aerodrome.

Runway Strip

A defined area including the runway and stopway, intended to reduce the risk of damage to aircraft running off a runway and to protect aircraft flying over it during takeoff or landing operations.

Takeoff/Approach Surface

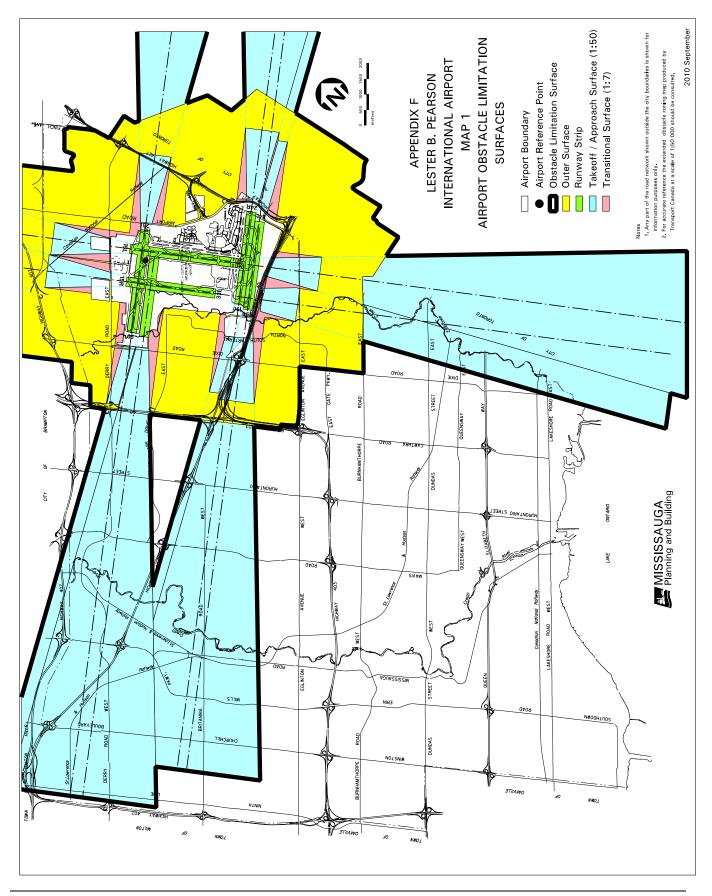
An inclined plane beyond the end of a runway and preceding the threshold of a runway.

Transitional Surface

A complex surface along the side of the runway strip and part of the side of the approach surface, that slopes upwards and outwards to the outer surface. Its purpose is to ensure the safety of aircraft at low altitudes displaced from the centre line in the approach or missed approach phase.

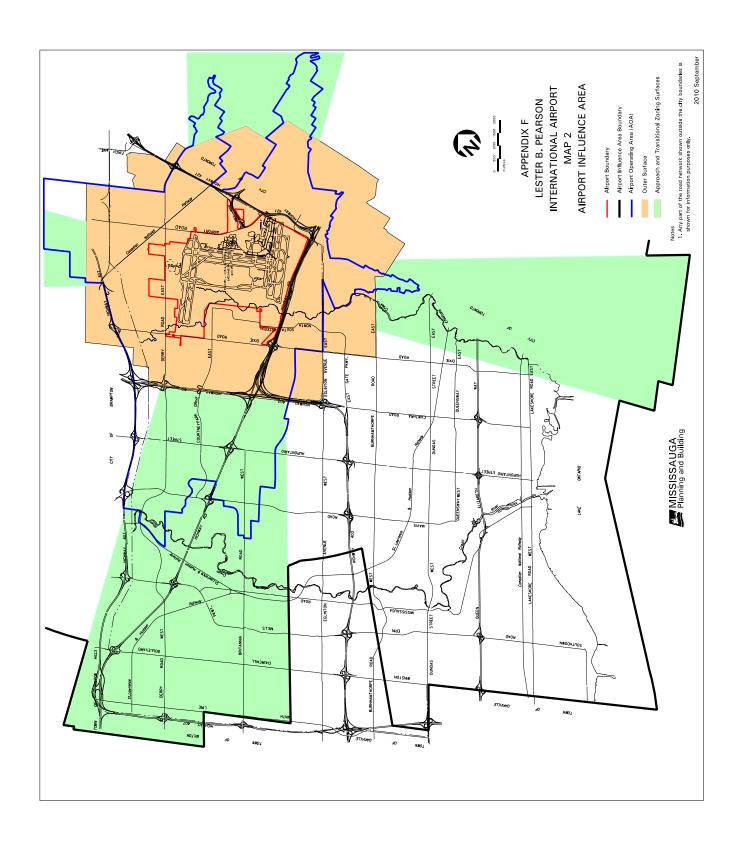
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Appendix F: Map 1 – Airport Obstacle Limitation Surfaces



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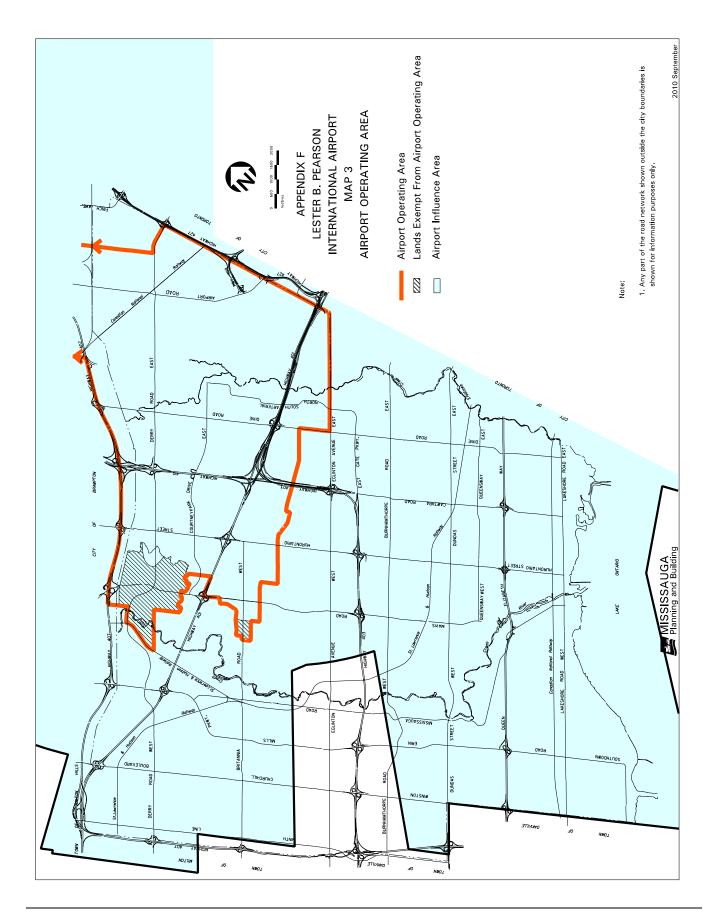
Appendix F: Map 2 – Airport Influence Area



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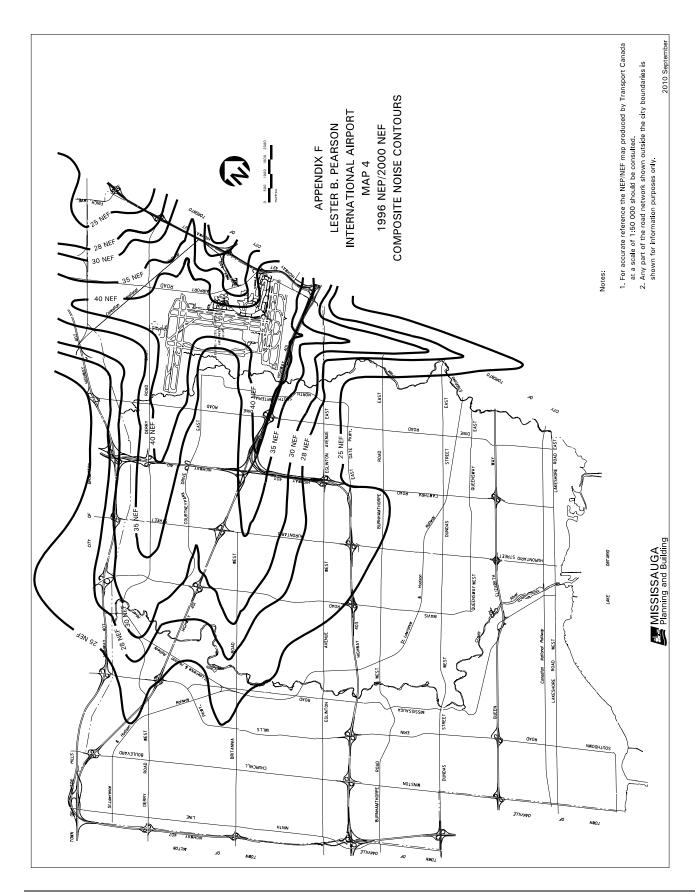
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Appendix F: Map 3 - Airport Operating Area



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Appendix F: Map 4 –1996 NEP/2000 NEF Composite Noise Contours



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APPENDIX G: OUTDOOR AND INDOOR SOUND LEVEL LIMITS – ROAD AND RAIL (Ministry of Environment)

| Type of Space | Equivalent Sound Level Level (Leq)* , dBA** | |
|---|---|------|
| | | |
| | Road | Rail |
| Sleeping quarters of residential units, hospitals, nursing/retirement homes, etc. (Time period 23:00 h - 07:00 h) | 40 | 35 |
| Sleeping quarters of hotels/motels (Time period 23:00 h - 07:00 h) | 45 | 40 |
| Living/dining rooms of residential dwelling units; theatres; places of religious assembly; schools, etc. (Time period 07:00 h - 23:00 h) | 45 | 40 |
| Individual or semi-private offices, conference rooms, reading rooms, etc. (Time period 07:00 h - 23:00 h) | 45 | 40 |
| General offices, reception areas retail shops and stores, etc. (Time period 07:00 h - 23:00 h) | 50 | 45 |
| Outdoor living area (Time period 07:00 h - 23:00 h) | 55 | 55 |

^{*} Leq - The equivalent energy level.

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dBA - The A-weighted sound pressure level. A measure of sound weighted such that it resembles human perception and response to the sound.

APPENDIX H: TRANSIT ORIENTED DEVELOPMENT

Transit Oriented Development (TOD) refers to moderate to high density development, located within an easy walk of a major transit station. It is comprised of a mix of uses and is designed with pedestrians in mind.

High density in proximity to transit that is not mixed use and not designed for pedestrians is referred to as Transit Adjacent Development (TAD) and will not optimize use of the transit system. To be a successful Transit Oriented Development, all four "D"s – density, distance, diversity and design - must be present.

The Four "D"s of Transit Oriented Development

Density

- Create a compact development with sufficient density to support transit ridership.
- Densities should be as high as possible within the context of the particular location and surrounding community.
- Highest densities should be located closest to the station, to optimize transit rider convenience.
- Density should be planned to increase over time. Consider how vacant lots, surface parking lots and existing low intensity uses should change over time.

Distance

- Locate transit supportive land uses as close to transit as possible.
- Create convenient pedestrian connections.

- Walking distances to and from the transit station should be short - 400 to 600 metres.
- Access is direct. Sidewalks connect to stations and building entrances; routes are as short as possible.
- Minimal grade changes will ensure that people are at street level.

Diversity

- Ensure transit supportive uses.
- Discourage non-transit supportive uses.
- Encourage a mix of uses.
- Encourage a variety of housing types.
- Make each development unique.

Transit supportive land uses:

- o Multi-dwelling residential
- Affordable housing
- Offices
- o Hotels
- Health care facilities
- Medical clinics
- High schools, colleges and universities
- Daycare facilities
- Cultural facilities
- Entertainment, recreational and sports facilities
- Health clubs
- Personal services
- Retail stores

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- Restaurants
- Grocery stores
- o Coffee shops
- Local pubs
- Outdoor cafes
- Financial institutions
- o Dry cleaners
- Neighbourhood oriented businesses

Non-transit supportive land uses:

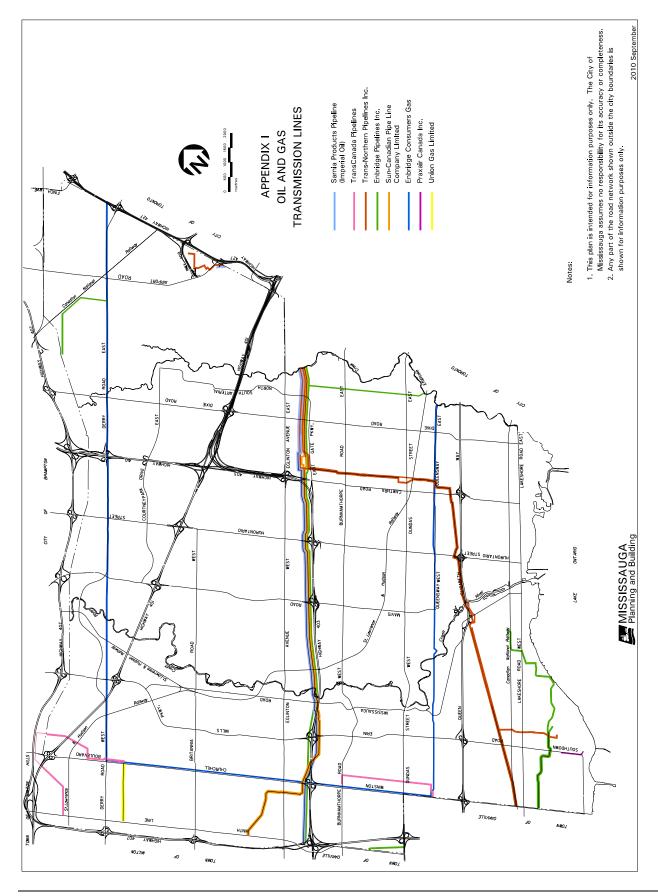
- Automotive services & repair
- Car washes
- o Large format/warehouse retail
- Large format food stores
- Drive-in/drive-through services
- Warehouse distribution
- Outdoor storage
- o Regional places of religious assembly
- Surface parking lots
- Low density single-family housing
- Low intensity industrial uses

Design

- Compact, fine grained street network.
- Create high quality streets.
- Cluster buildings.
- Make each station a "place".
- Orient buildings to the street.
- Make the most of architecture beautiful, interesting buildings.
- Include public open spaces.
- Consider lighting and signs as part of design.
- Incorporate all season design, including all season landscaping.
- Focus on convenience and comfort for pedestrian.
- Have regard for sightlines and views.
- Ensure compatibility and connectivity to surrounding neighbourhoods.
- Separate vehicular and pedestrian/cycling functions.
- Provide bicycle parking and amenities.

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APPENDIX I: OIL AND GAS TRANSMISSION LINES



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APPENDIX J: REGIONAL STORM FLOODLINE – SPECIAL POLICY AREAS

Provincial Government floodplain management policies specify that, in most circumstances, the Regulatory Flood (generated by the Regional Storm event as defined by the appropriate Conservation Authority) will represent the minimum level of protection for new development. Pursuant to the Provincial Policy Statement the Toronto and Region Conservation Authority (TRCA) has adopted a One Zone approach to floodplain management whereby new development is prohibited or restricted. The Provincial Government policy, which is implemented for the Etobicoke Creek watershed by the TRCA, also recognizes that this level of protection is not realistic or practicable in situations where development has historically occurred in a floodplain, and infill development cannot reasonably be prohibited. Accordingly, Provincial Government policy provides for the establishment of Special Policy Areas for which Provincial Government standards for floodplain management are relaxed to recognize certain exceptional situations.

Two types of Special Policy Areas are recognized:

- where floodproofing to the regulatory level is not provided; and
- where development is proposed in the floodway.

Special Policy Area status will be approved only in circumstances where the two-zone concept of floodplain management cannot be reasonably applied (i.e. development in the flood fringe cannot be flood-proofed to the level of the Regulatory Flood) and where a compelling rationale for this status is established in terms of specific criteria.

The following criteria apply to the definition of a Special Policy Area within a floodplain:

- existing development represents an integral component of the community and contributes to municipal economic and social viability (e.g. designated for development in Mississauga Plan, municipal investment in services); and
- degree of flood hazard (e.g. depth of flooding, velocity of flow, upstream and downstream effects, frequency of ice jams).

For spill zones or situations where shallow flooding occurs at low velocity of flow, the following criteria apply:

- depth of flood water (generally, 1 m or less);
- velocity of flow (generally, 1 m/second or less);
 and
- site conditions (emergency access to flood-proofed structures, protection of utilities and services).

Two sites in Mississauga satisfy Provincial Government criteria for designation as Special Policy Areas; the sites are also designated as Special Policy Areas by the TRCA. The site at the intersection of Dundas Street East and Etobicoke Creek is situated within the floodplain of Etobicoke Creek. Most of the lands have been developed for industrial and commercial uses and are designated General Retail Commercial and **Business** Employment. Potential exists for some infill and development. The site east of Dixie Road and north of Dundas Street East represents a spill zone associated with the Regional Storm floodplain overtopping the south bank of Little Etobicoke Creek. There are mixed industrial and commercial uses east of Dixie Road.

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APPENDIX K: CREDITS

| Figure # | Description | Source |
|----------|---|---|
| 1-1 | Mississauga's Farmers Market | Jeff Sondic (City of Mississauga) |
| 1-2 | Chalk Drawing – Mississauga City Council – City Planning Framework | City of Mississauga, Corporate Services Department, Communications Division, Creative Services Section, 2009 |
| 1-3 | Chalk Drawing – Steps to Determine the Designation and Use of a Property | City of Mississauga, Corporate Services Department, Communications Division, Creative Services Section, 2010 |
| 2-1 | Chalk Drawing – Documents Influencing Mississauga's Official Plan | City of Mississauga, Corporate Services Department, Communications Division, Creative Services Section, 2009 |
| 3-1 | Public Information Centre for the Hurontario Main Street Study | Cities of Mississauga and Brampton, Hurontario Main Street Study – Public Information Centre, June 2009 (MMM Group) |
| 3-2 | Community Workshop for the Port Credit Local Area Plan | Marianne Cassin (City of Mississauga) |
| 4-1 | Context Map of Mississauga within the Greater Golden Horseshoe | City of Mississauga, Transportation and Works Department, Business Services Division, Geomatics |
| 4-2 | The Villages of Toronto Township | City of Mississauga, Transportation and Works Department, Business Services Division, Geomatics / Mississauga Heritage Foundation |
| 4-3 | Mississauga Council Chamber Ceiling | City of Mississauga |
| 4-4 | Toronto – Lester B. Pearson International Airport | Greater Toronto Airports Authority |
| 4-5 | Aerial View of Credit Pointe Neighbourhood at Creditview Road and Eglinton Avenue | City of Mississauga, Transportation and Works Department, Business Services Division, Geomatics |
| 4-6 | My Mississauga Chinese Cultural Event, Civic Centre | Published with Permission of The Mississauga News |
| 4-7 | Pie Chart - Housing Breakdown by Type | City of Mississauga, Corporate Services Department, Communications Division, Creative Services Section, 2009 |
| 4-8 | Worker Using Grinder | iStockphoto |
| 4-9 | Grandmother and Child Walking | City of Mississauga (Office for Urbanism) |
| 4-10 | Downtown Core Model | Kristie Webb (City of Mississauga) |
| 4-11 | Credit River Through Riverwood Park | Eva Kliwer (City of Mississauga) |
| 4-12 | Yoga Class in the Civic Square East of the Central Library | Claudio Cugliari |
| 4-13 | Light Rapid Transit in Huston, Texas | Cities of Mississauga and Brampton, Hurontario Main Street Study – Directions Report, 2009 (MMM Group) |
| 4-14 | Streetscape - Main Street in Streetsville | Cheryl Peters (City of Mississauga) |
| 4-15 | Erindale Hall at University of Toronto – Mississauga Campus | University of Toronto Mississauga |
| 4-16 | Public Engagement - Our Future Mississauga Visioning Symposium | City of Mississauga (Office for Urbanism) |
| 4-17 | Mississauga Coat of Arms Emblem | City of Mississauga |

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| 5-1 | Stretch - Future Downtown Core | City of Mississauga, Downtown21 Master Plan, 2009 (Glatting Jackson Kercher Anglin) | |
|------|---|---|--|
| 5-2 | Illustration - Layers of the Urban System | City of Mississauga (Office for Urbanism) | |
| 5-3 | Sixteen Mile Creek | Andre Benrubi | |
| 5-4 | Illustration – City Structure Urban Hierarchy | City of Mississauga, Corporate Services Department, Communications Division, Creative Services Section, 2009 | |
| 5-5 | Chalk Drawing – Height, Density and Population to Employment Ratio Requirements | City of Mississauga, Corporate Services Department, Communications Division, Creative Services Section, 2010 | |
| 5-6 | Sketch - Downtown | City of Mississauga (Office for Urbanism) | |
| 5-7 | Map – Location of Downtown Character Areas Within the Urban Growth Centre | City of Mississauga, Transportation and Works Department, Business Services Division, Geomatics | |
| 5-8 | Sketch – Major Nodes | City of Mississauga (Office for Urbanism) | |
| 5-9 | Sketch – Community Nodes | City of Mississauga (Office for Urbanism) | |
| 5-10 | Sketch – Corporate Centres | City of Mississauga (Office for Urbanism) | |
| 5-11 | Sketch - Neighbourhoods | City of Mississauga (Office for Urbanism) | |
| 5-12 | Sketch – Employment Areas | City of Mississauga (Office for Urbanism) | |
| 5-13 | Airport Terminal | Greater Toronto Airports Authority | |
| 5-14 | Students at University of Toronto Mississauga | University of Toronto Mississauga | |
| 5-15 | Sketch - Multi-Modal Road | City of Mississauga, Downtown21 Master Plan, 2009 (Glatting Jackson Kercher Anglin) | |
| 5-16 | Townhouses on Confederation Pkwy and Hillcrest Avenue | City of Mississauga | |
| 5-17 | Streetscape – Queen Street in Streetsville | Cheryl Peters (City of Mississauga) | |
| 5-18 | Redevelopment of Underutilized Sites with surface parking | City of Mississauga (Office for Urbanism) | |
| 6-1 | The Credit River in Streetsville Memorial Park | Carol Cocomello (City of Mississauga) | |
| 6-2 | Child Under Large Tree at the Credit Valley Conservation Area | Carol Cocomello (City of Mississauga) | |
| 6-3 | Naturalized Landscape on Tahoe Boulevard in Northeast Employment Area | Eva Kliwer (City of Mississauga) | |
| 6-4 | Chalk Drawing – The Green System | City of Mississauga, Corporate Services Department, Communications Division, Creative Services Section, 2010 | |
| 6-5 | Brae Ben Golf Course | City of Mississauga, 2005 Mississauga Urban Design Awards Submission | |
| 6-6 | Credit River Valley at Drenkelly Court | Eva Kliwer (City of Mississauga) | |
| 6-6 | Naturalization Sign in Lakeside Park | Eva Kliwer (City of Mississauga) | |
| 6-8 | Wild Turkey near Blythe Road | Aaron Schmidt (City of Mississauga) | |
| 6-9 | Credit River Valley North of Burnhamthorpe Road West | Eva Kliwer (City of Mississauga) | |
| 6-10 | Erosion in Cooksville Creek South of King Street East | Lisa Maruska (City of Mississauga) | |
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| 6-11 | A View of Lake Ontario from Jack Darling Park | Joanne Foote (City of Mississauga) |
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| 6-12 | Streetsville Cemetery | Diana Rusnov (City of Mississauga) |
| 6-13 | Lake Aquitaine | Andre Benrubi |
| 6-14 | Forest in Riverwood Park | Eva Kliwer (City of Mississauga) |
| 6-15 | Shoreline of Lake Ontario in Lakeside Park | Eva Kliwer (City of Mississauga) |
| 6-16 | Bioswale in Parking Lot at Riverwood Park | Eva Kliwer (City of Mississauga) |
| 6-17 | St. Lawrence Starch Redevelopment | FRAM Building Corporation |
| 6-18 | Children Recycling | iStockphoto |
| 6-19 | Aircraft Noise Warning Sign | Dan Magee (City of Mississauga) |
| 6-20 | Freight Train Near Shallowater Texas | http://www.panoramio.com/photo/20701414 |
| 7-1 | Students Working in Computer Lab Senior Couple with Doctor Violinists in Mississauga Symphony Orchestra Starting Line of Mississauga Marathon | iStockphoto iStockphoto http://media.mmgcommunity.topscms.com/images/ed/c8/ ab45a13a4386a21bae12b39374c7.jpeg City of Mississauga |
| 7-2 | Children with Painted Faces Seniors Enjoying a Night Out Soccer Tournament at Streetsville Memorial Park | City of Mississauga (Office for Urbanism) Andre Benrubi Carol Cocomello (City of Mississauga) |
| 7-3 | Population Pyramid – 2009 and 2031 | City of Mississauga, Corporate Services Department, Communications Division, Creative Services Section, 2009 |
| 7-4 | Fire Truck Interior of Central Library | City of Mississauga City of Mississauga |
| 7-5 | Family Skate at Hershey Centre Aquatfit Class at Erin Meadows Community Centre | City of Mississauga City of Mississauga |
| 7-6 | Bradley Museum with Sunflowers | Museums of Mississauga |
| 7-7 | Meadowvale Village | Paula Wubbenhorst (City of Mississauga) |
| 7-8 | Plate from Cherry Hill Collection | Museums of Mississauga |
| 7-9 | Living Arts Centre at Night | City of Mississauga |
| 7-10 | Public Art at the Credit Valley Hospital | Kristie Webb (City of Mississauga) |
| 7-11 | Dancing Children in the Civic Square East of the Central Library | Claudio Cugliari |
| 7-12 | Map - Waterfront Communities | City of Mississauga, Transportation and Works Department, Business Services Division, Geomatics |
| 7-13 | Aerial View of Public Square in Port Credit | City of Mississauga |
| 7-14 | Lakefront Promenade | City of Mississauga |
| 7-15 | Students in Garden | EcoSource |
| 8-1 | Cyclists on The Thomas John Dale Bridge, Confederation Parkway | Mississauga Cycling Advisory Committee, 2008 |

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| 8-2 | Conceptual Design of Hurontario Street with Light Rapid Transit | City of Mississauga, Downtown21 Master Plan, 2009 (Glatting Jackson Kercher Anglin) | |
|--------------|--|--|--|
| 8-3 | Conceptual Drawing of Rights-of-way Widths in Relation to Dedicated Space for Transportation Modes | Norbert Orzel/Qamar Khan (City of Mississauga) | |
| 8-4 | Concept Drawing – Bus Rapid Transit Station | City of Mississauga, Bus Rapid Transit Study, Preliminary Design Report, 2009 (McCormick Rankin Corporation) | |
| 8-5 | Mississauga Transit Terminal | City of Mississauga | |
| 8-6 | Bicyclist Using Racks on Mississauga Transit Buses | William Lee (City of Mississauga) | |
| 8-7 | Parking Garage in Downtown Burlington, Ontario | Dan McFadyen (City of Mississauga) | |
| 8-8 | High Occupancy Vehicle Lanes on Hwy 403 | http://www.mto.gov.on.ca/ | |
| 8-9 | GO Bus Station in the Downtown Core | City of Mississauga (Office for Urbanism) | |
| 8-10 | Truck Traffic on Hwy 401 Off Ramp at Hurontario Street | Mel Kayama (City of Mississauga) | |
| 8-11 | GO Train | Sharon Mittmann (City of Mississauga) | |
| 8-12 | United Emirates Plane at Toronto – Lester B. Pearson International Airport | Greater Toronto Airports Authority | |
| 9-1 | Conceptual Design of Future Cooksville Four Corners | Cities of Mississauga and Brampton, Hurontario Main Street Study – Directions Report, 2009 (Via Architects/MMM Group) | |
| 9-2 | Sketch – Buildings Framing Street | City of Mississauga (Office for Urbanism) | |
| 9-3 | Man Walking in Cooksville | Cities of Mississauga and Brampton, Hurontario Main Street Study – Directions Report, 2009 (MMM Group) | |
| 9-4 | Skyline of Mississauga's Downtown Core | Adiseshan Shankar | |
| 9-5 | Sketch – Sustainable Development Pattern | Michael Karowich (City of Mississauga) | |
| 9-6 | Hurontario Street and Eglinton Avenue Phased Intensification Visualizations | Cities of Mississauga and Brampton, Hurontario Main Street Study – Visualizations, 2009 (Keith Cutten - Via Architecture) | |
| 9-7 | Existing Built Form and Conceptual Intensification in Cooksville | Cities of Mississauga and Brampton, Hurontario Main Street Study – Proof of Concept Work, 2009 (Via Architecture) | |
| 9-8 | Sketch – Appropriate Heights in Relation to Right-of-Way Widths | City of Mississauga (Office for Urbanism) | |
| 9-9 | Sketch – Compatible Heights | City of Mississauga (Office for Urbanism) | |
| 9-10 | Detached Dwellings in Mineola Townhouse Development Detached Dwelling | Sharon Mittmann (City of Mississauga) City of Mississauga City of Mississauga | |
| 9-11 | Kariya Park | City of Mississauga | |
| | | 1 | |
| 9-12 | Chappell Estate | Paula Wubbenhorst (City of Mississauga) | |
| 9-12 9-13 | Chappell Estate Streetsville United Church | Paula Wubbenhorst (City of Mississauga) Emily Irvine (City of Mississauga) | |
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| 9-16 | Sketch - Future Mainstreet | City of Mississauga, Downtown21 Master Plan, 2009 (Glatting Jackson Kercher Anglin) | |
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| 9-17 | Aerial Sketch – Future Downtown Core | City of Mississauga, Downtown21 Master Plan, 2009 (Glatting Jackson Kercher Anglin) | |
| 9-18 | Map - Lakeshore Road East Between Credit River and Seneca Avenue | City of Mississauga, Transportation and Works Department, Business Services Division, Geomatics | |
| 9-19 | Civic Centre Gardens | Joanne Foote (City of Mississauga) | |
| 9-20 | View to Lake Ontario Through the FRAM Development | City of Mississauga (Brook McIlroy Inc./Pace Architects) | |
| 9-21 | Sketch - Preserving Views | Michael Karowich (City of Mississauga) | |
| 9-22 | The Carlo Fidani Cancer Centre at Credit Valley Hospital Saviour of the World Chinese Church | Kristie Webb (City of Mississauga) Young & Wright Architect Inc. Company - 2005 Mississauga Urban Design Awards Submission | |
| 9-23 | The Crown Fountain in Millennium Park, Chicago | Sue Ann Laking | |
| 9-24 | The Wave Park in Port Credit | City of Mississauga (Office for Urbanism) | |
| 9-25 | Conceptual Drawing of Future Dundas Street | City of Mississauga (Sweeny Sterling Finlayson & Co Architects Inc). | |
| 9-26 | Bicycle Parking at Research in Motion in Airport Corporate Centre | John Sakala (City of Mississauga) | |
| 9-27 | Disabled Seniors and Youth Sharing Walkway | City of Mississauga (Office for Urbanism) | |
| 9-28 | Biovail Pharmaceutical Corporation in Meadowvale Business Park | City of Mississauga | |
| 9-29 | Sketch - Appropriate Transition of Built Form | Theresa Mader (City of Mississauga) | |
| 9-30 | Sketch - Appropriate Transition in Built Form to Low Rise Residential | Theresa Mader (City of Mississauga) | |
| 9-31 | Sketch - The Effect of Height and Massing on Sunlight in the Public Realm | Sharon Mittmann (City of Mississauga) | |
| 9-32 | Netsuite Building in Airport Corporate Centre | City of Mississauga | |
| 9-33 | Permeable Paving at Dominican University in River Forest, Illinois | Sue Ann Laking | |
| 9-34 | Bioretention Features in Parking Lot at Riverwood Park | Eva Kliwer (City of Mississauga) | |
| 9-35 | Large Landscape Island in Parking Lot | Lawrence Franklin (City of Mississauga) | |
| 9-36 | Hazel McCallion Academic Learning Centre at the University of Toronto Mississauga | University of Toronto Mississauga | |
| 9-37 | Live Work Units along Lakeshore Road East in Port Credit | Dan Magee (City of Mississauga) | |
| 9-38 | Green Roof | Lawrence Franklin (City of Mississauga) | |
| 9-39 | Couple Walking in Downtown Streetsville | Sharon Mittmann (City of Mississauga) | |
| 9-40 | Concept Drawing - Future Mainstreet Area | City of Mississauga, Transportation and Works Department, Business Services Division, Geomatics | |

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| 9-41 | Service Entrance Condominium Apartment Building | Kristie Webb (City of Mississauga) |
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| 9-42 | Crime Prevention Through Environmental Design Logo | City of Mississauga |
| 9-43 | Signage in Streetsville | Andre Benrubi |
| 10-1 | Robert Speck Parkway Business Area Hewlett-Packard Building Airport Terminal 3 | City of Mississauga City of Mississauga http://www.som.com/resources/category/5/0/3/8/9/3/ images/001_21583812.jpg |
| 10-2 | People Walking | City of Mississauga (Office for Urbanism) |
| 10-3 | Map - Partners in Pearson Eco-Industrial Park Project | Toronto and Region Conservation |
| 10-4 | CIBC at 1 City Centre Drive | Adiseshan Shankar (City of Mississauga) |
| 10-5 | Interior of a Warehouse and Distribution Centre | iStockphoto |
| 10-6 | Interior of Square One Shopping Centre | http://www.labelscar.com/canada/square-one-mississauga |
| 10-7 | University of Toronto Mississauga Campus | University of Toronto Mississauga |
| 10-8 | Lakeview Wastewater Treatment Facility | Region of Peel |
| 10-9 | Planes Landing in Sunset | ©Masterfile |
| 10-10 | Hydro Tower | Dan Magee (City of Mississauga) |
| 10-11 | Wind Turbine at the Lisgar GO Station | Andre Benrubi |
| 11-1 | Flow Chart – Organization of Part 3 – Land Use Designations | City of Mississauga, Corporate Services Department, Communications Division, Creative Services Section, 2010 |
| 19-1 | Presentation at City Council | Published with Permission of The Mississauga News |
| 19-2 | Aerial of Churchill Meadows Neighbourhood | City of Mississauga, Transportation and Works Department, Business Services Division, Geomatics |
| 19-3 | Group Reviewing Development Application | iStockPhoto |
| 19-4 | Design Review Panel | Sharon Mittmann (City of Mississauga) |
| 19-5 | Frank McKechnie Community Centre and Library | Daniel Magee (City of Mississauga) |
| 19-6 | Demolition of the Lakeview Generating Station | http://en.wikipedia.org/wiki/Lakeview_Generating_Station |

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