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Mississauga Official Plan

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MOP Consolidation Version 26 - August 7, 2024

MISSISSAUGA

Mississauga Official Plan

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APPENDIX

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

LOCAL AREA PLANS

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 Heritage System, to direct growth to where it will benefit the urban form, support a strong public transportation 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 Federal government 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 Future 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.

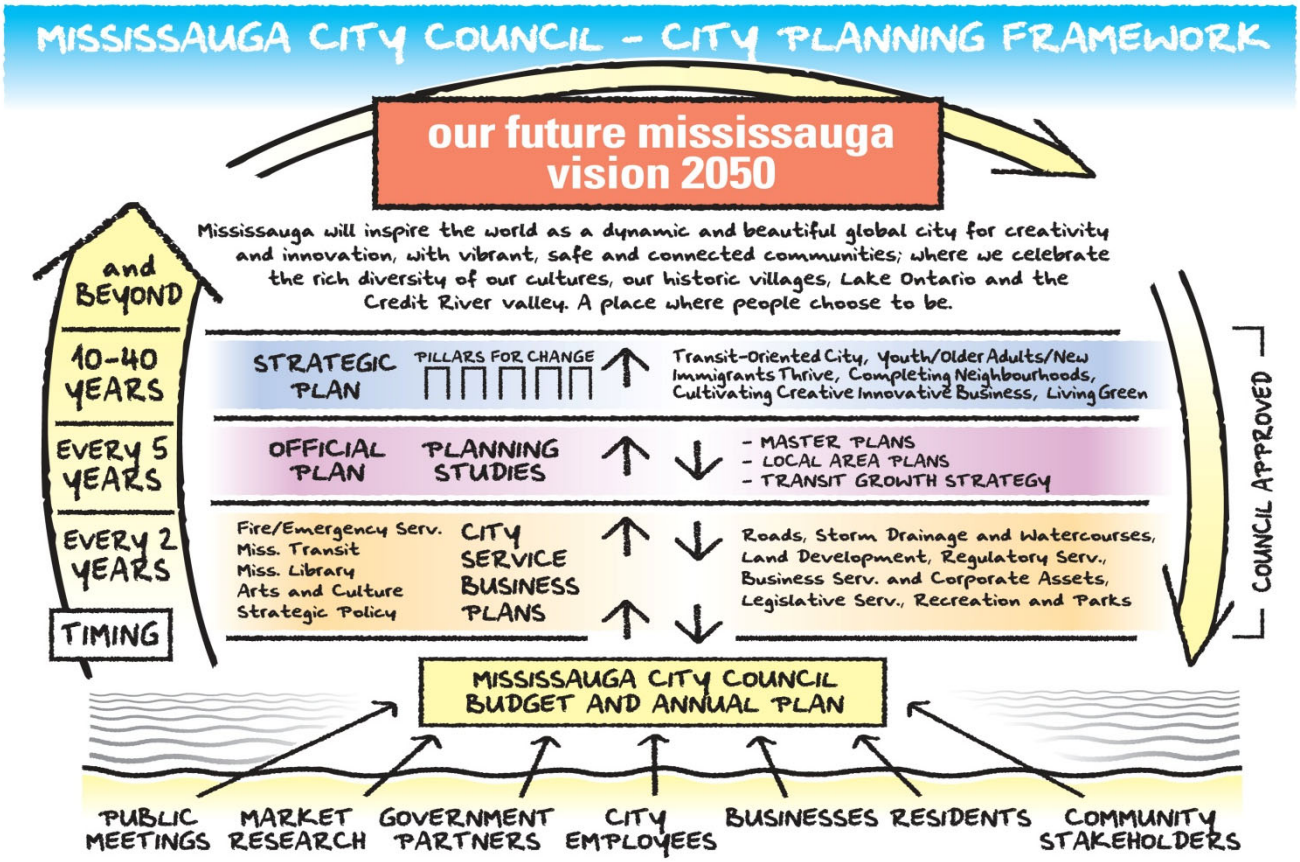


Figure 1-2: Mississauga's planning framework is based on collaboration between the public, City Council and professional staff. Together, documents which express Mississauga's vision and guide growth and development are created, implemented, reviewed and amended when necessary.

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

Direction: Our Future Mississauga is a city where people can get around without a vehicle, and where transit will directly influence and shape the form of 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 coexists 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 2 and 3 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. 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. Local area plans may be made up of all or part of one or more Character Areas.

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 uses listed in Part 3 of this Plan will be permitted provided that all other policies of this Plan are met.

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:

a. Mississauga Official Plan document includes text, tables, schedules, figures and associated captions, and appendices. The text, tables, maps 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, maps and schedules will be amended through an official plan amendment. Figures and associated captions and appendices may be modified without an amendment to this Plan.

b. The location of boundaries and symbols are 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-of-way widths. Where a land use designation coincides with a property line, the property line will generally be interpreted as the boundary of the land use designation. Where a property is adjacent to a road, the land use designation is interpreted to extend to the centre line of the road right-of-way.

c. Mississauga may undertake or require 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 review may be undertaken for all or part of one or more Character Areas. It may develop a vision for the study area as well as address a variety of matters such as land use, transportation, environment or urban design. While a local area review would generally result in an amendment to Character Area policies which may be contained within a Local Area Plan, it may also identify a need for amendments to city wide policies. These reviews are typically undertaken by or on behalf of the City. An official plan amendment would be required to implement the results of a local area review;
- a development master plan is prepared by a development proponent at the direction of the City and to the City's satisfaction to assist with the evaluation of development applications until such time as a local area review has been completed; 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 and may or may not result in an amendment to this Plan.

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.

f. There are sites within Character Areas that merit special attention. While special sites are areas with unique circumstances, they

complement and support the long term vision of the Plan. As such, they are to be read in conjunction with the general land use policies and all other applicable policies of the Plan. Unless otherwise stated, the lands may be developed in accordance with their land use designation and/or the uses permitted by the special site. It is intended that special sites will be reviewed during the preparation of local area reviews or other planning studies.

g. 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 they contain established land uses. Generally such uses will be encouraged to relocate to lands appropriately designated. "Exempt sites" will be reviewed during the preparation of local area reviews 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.

h. Mississauga Official Plan will not be interpreted to prevent the use of any land or building on a site 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.

i. 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, maps and schedules, figures and associated captions, or appendices;
- revising base map information; altering punctuation or language for consistency; and
- correcting grammatical, dimensional and boundary, mathematical or typographical errors.

j. The indication of any proposed services or infrastructure, roads, or parks in text or on maps or schedules 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.

k. Singular terms include the plural and plural terms include the singular.

l. "Airport" means the Toronto – Lester B. Pearson International Airport.

m. "character" means the aggregate of the features including the attributes of the physical, natural and social dimensions of a particular area or neighbourhood.

n. "City", when capitalized, means The Corporation of the City of Mississauga.

o. "city", when not capitalized, means the geographic area of the City of Mississauga.

p. "community facility" means a facility operated by or on behalf of a public authority for the provision of community activities such as, but not limited to recreation, libraries, arts, crafts, museums, social and charitable activities. This includes pools, outdoor rinks and arenas. Private facilities such as gyms, banquet halls/conference centres or convention centres are not considered community facilities.

q. "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.

r. "compatible" means development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.

s. "conform to" means to comply with or be in agreement with a policy or requirement of the Plan.

t. "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.

u. "consistent with" means to be in agreement or not in conflict with a policy or requirement of the Plan.

v. "current" means most recently approved practices and standards or policies that are in effect.

w. "discourage" means not permitted unless it can be demonstrated that compliance with the policy:

- is not possible; or
- would not result in good planning; or
- does not meet the overall intent of this Plan.

x. "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.

y. "Downtown" corresponds to the "Urban Growth Centre" as defined in the Growth Plan for the Greater Golden Horseshoe 2006 and refers to the city structure element.

z. "encourage" means to carefully consider or take into account.

aa. "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.

bb. "existing" includes built and approved development at the time this Plan is adopted by City Council.

cc. "may" means a discretionary, but not a mandatory policy or requirement of the Plan.

dd. "Neighbourhood", when capitalized, refers to the city structure element.

ee. "neighbourhood", when not capitalized, refers to an undefined geographic area containing primarily residential dwellings.

ff. "pedestrian" means a person who travels by foot or with a mobility assisted device, e.g. a wheelchair, and matters pertaining to pedestrian movement including universal accessibility.

gg. "preserve" when referring to Natural Areas, means maintaining a natural area by protecting the stability, ***biodiversity*** and long term viability of its components. When referring to heritage resources, preservation includes both short term and interim measures to protect or stabilize the area or feature, as well as long term actions to retard deterioration or prevent damage so that the area or feature can be kept serviceable through routine maintenance and minimal repair, rather than extensive replacement and new construction.

hh. "Region", when capitalized, means the Region of Peel.

ii. "region", when not capitalized, refers to the geographic area of the Region of Peel and surrounding area.

jj. "restore" means developing components of a natural area through the re-creation or reinstatement of conditions previously associated with stability, ***biodiversity***, and long term viability.

kk. "should" means to carefully consider or take into account.

ll. "sustainable" means development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

mm. "will" denotes a mandatory requirement of the Plan. "Will" used in conjunction with a permitted land use means the use is permitted if all other policies of this Plan are met.

nn. 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*).

oo. 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 or the Growth Plan for the Greater Golden Horseshoe:

- Affordable
- Areas of natural and scientific interest (ANSI)
- Built up area
- Built boundary
- Coastal wetlands
- 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
- Flood proofing standard
- Floodway
- Green infrastructure
- Ground water feature
- Habitat of endangered species and threatened species
- Hydrologic function
- Infrastructure
- Intensification
- Major office
- Mineral aggregate operations
- Modal share
- Multi-modal
- Oil, gas and salt hazards
- One hundred year flood
- Petroleum resource operations
- Quality and quantity of water
- Redevelopment
- Regional market area
- Sensitive
- Sensitive land uses
- Site alteration
- Special needs
- Special policy area
- Threatened species
- Transportation corridor

- Transportation Demand Management
- Valleylands
- Watershed
- Wetlands
- Wildlife habitat

For convenience, Appendix A provides the definition of the terms listed above. If there is a discrepancy between the definition in Appendix A and the Provincial Policy Statement or the Growth Plan for the Greater Golden Horseshoe, the definition in the Provincial Policy Statement or the Growth Plan for the Greater Golden Horseshoe will apply.

The meaning of a term not defined in the Glossary or included in the above list of terms defined in the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe, will be as defined in the Canadian Oxford Dictionary, 2nd edition.

pp. Metric measurements are used in this Plan.

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 4, 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 Heritage 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 5, Value the Environment.
Step 3	Locate the property on Schedules 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 provides information regarding the policies and responsibilities of other levels of government.

2.1 Provincial Documents

2.1.1 *Planning Act*

The *Planning Act, R.S.O. 1990, c.P.13, as amended,* 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 April 30, 2014. 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 2005*, 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 multipurpose 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, multi-modal, 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.

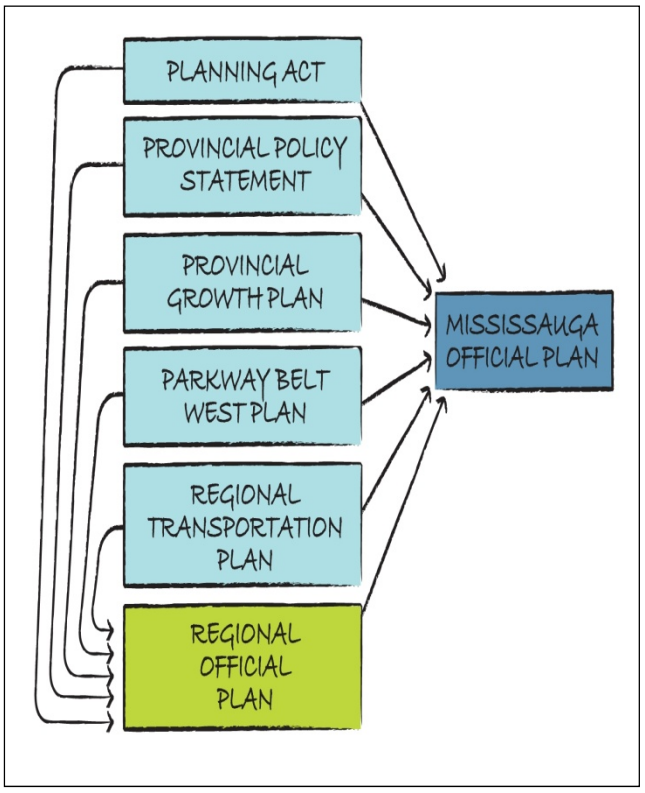


Figure 2-1: Many documents influence Mississauga Official Plan, providing direction and guidance. Mississauga Official Plan is in conformity with these documents.

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. Subsequent amendments have revised ROP, including a series of amendments to bring it into conformity with the Growth Plan for the Greater Golden Horseshoe 2006.

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.

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 Public notice must be given at least 20 days prior to the holding of a statutory public meeting by Planning and Development Committee, General Committee, or City Council. Statutory notice of the public meeting can be given by advertisement:

a. in a digital and/or print newspaper; or

b. by individual notice forwarded to owners and



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

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 by posting a notice, clearly visible and legible from a public highway or other place to which the public has access, at every separately assessed property within the subject land or, if posting on the property is impractical, at a nearby location chosen by the Clerk of the municipality or the SecretaryTreasurer of the planning board.

3.1.8 If an open house is required by the Planning Act, notice will be given by advertisement in a digital and/or print 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.

3.1.12 Mississauga will develop a consultation protocol with members of Aboriginal communities on planning matters that affect their interests.

3.2 Community Planning

Mississauga is committed to an ongoing process to undertake local area reviews. 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 local area review process. This may include but not be limited to, the development of a vision for the study area, the



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.

preparation of a directions report to form the basis of the local area review, and 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 review.

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.

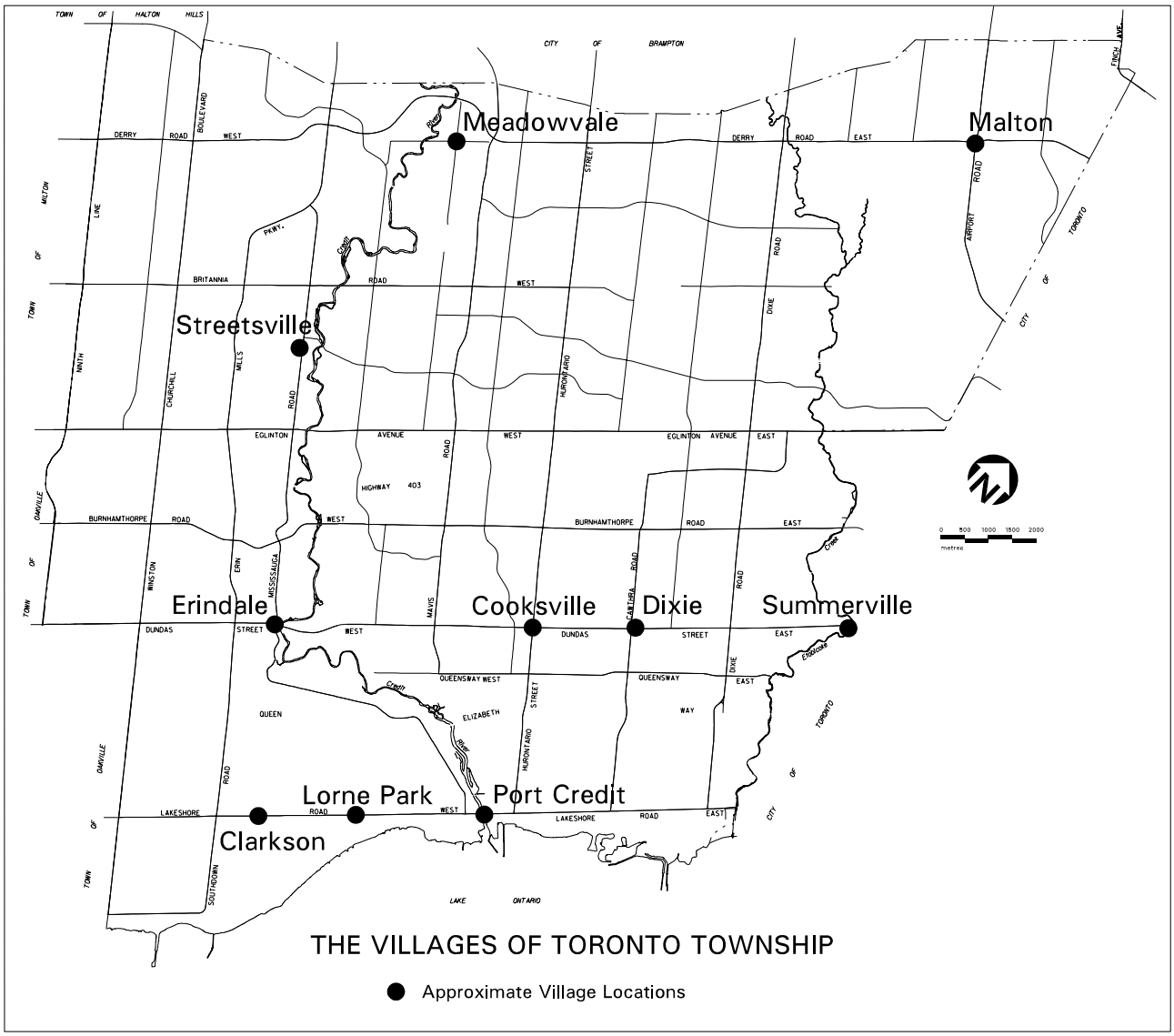


Figure 4-2: At the beginning of the 19th century, many hamlets and villages were established in the Toronto Township area. As fortunes declined in the late 1800's, some villages like Summerville disappeared. Later in the 20th century, other new settlements were formed and villages such as Erin dale and 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 identity. In addition to the Lake Ontario shoreline, Mississauga has a Natural Heritage 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 Mississagi River on the northwestern 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.



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.

In 1820, the Crown made a second purchase and additional settlements were established. This led to 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 to 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 postwar 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. Many primary corridors became unfriendly environments for pedestrians and cyclists. Gradually, community designs focused on 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 805 000 people and 510 000 jobs.

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

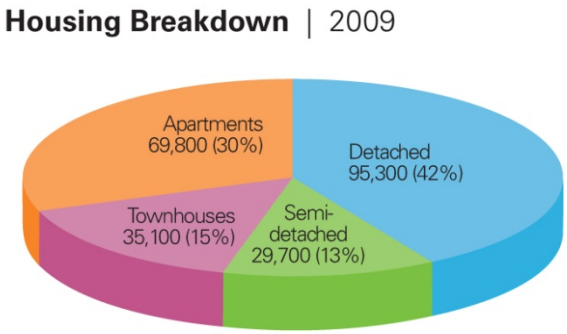


Figure 4-7: In Mississauga, housing choices are available for a range of household sizes and types, including working families, singles and seniors.

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 as a net importer of labour in the Greater Golden



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

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

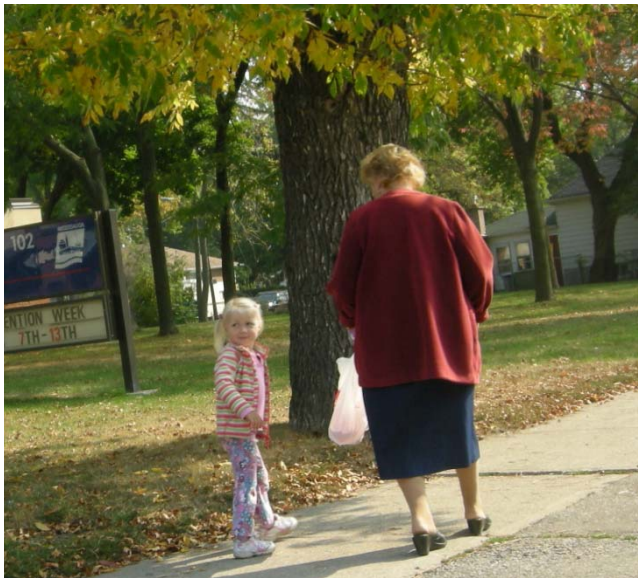


Figure 4-9: Mississauga is home to residents of all ages who thrive in their communities.

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 will become a resilient city that proactively plans for and has the capacity to respond to challenges and stresses to its natural and built environment.

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 planned 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:

1. 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;

2. 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;

4. 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;

6. 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;

7. 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; and

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:



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.

Direct Growth

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 Heritage 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



Figure 4-11: Located on the scenic east bank of the Credit River, over two thirds of Riverwood Park'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.

and quality. Mississauga will serve as a steward of the environment by protecting, enhancing, restoring and expanding its Natural Heritage 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 Heritage 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 Heritage 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 higher order 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 (TDM) practices;
- exploring and promoting the opportunities for the efficient movements 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; and
- 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 to participate in the land use planning process; and
- encouraging participation, collaboration, education and partnerships with stakeholders in the implementation of this Official Plan.

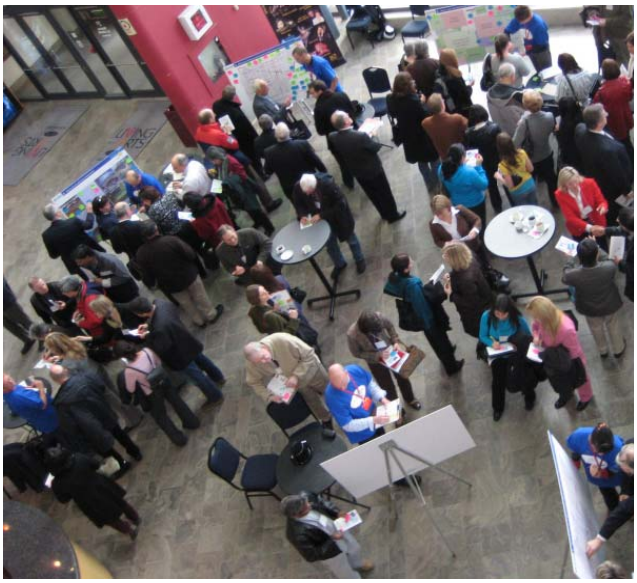


Figure 4-16: As part of the Strategic Plan public engagement process, connections were made with over 100 000 people. The Mississauga Official Plan implements the land use components of the Strategic Plan.

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 and 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 major 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 infrastructure. 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 Heritage 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 Corporate Centres, stable residential Neighbourhoods and diverse Employment Areas. The Airport and the University of Toronto Mississauga are unique destinations. All these areas will coexist 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.

Where the review of a Character Area, ***Corridor*** or ***Major Transit Station Area*** has not been completed within five years of a development application being submitted, or where such a review is underway, a development proponent may be required to prepare a development master plan in support of a development application. A development master plan will be prepared at the discretion of the City and to the City's satisfaction. A terms of reference that delineates the area of study and identifies matters to be addressed, will be provided by the City. The development master plan will be used to guide all development proposals until such time as the policies for the Character Area, ***Corridor*** or ***Major Transit Station Area*** have been reviewed and updated by a local area review.

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

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

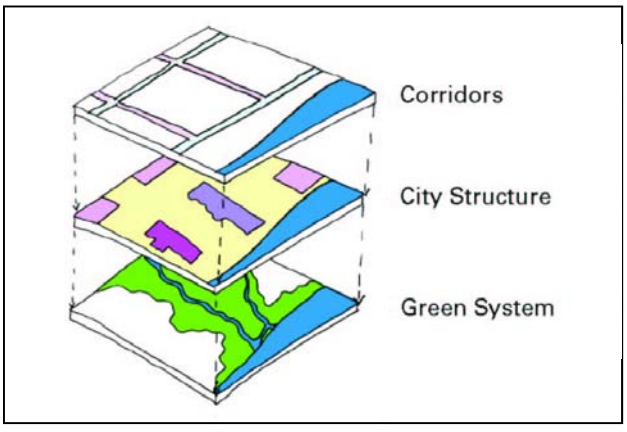


Figure 5-2: Three interrelated layers - Green System, City Structure and Corridors - form the Urban System.

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.

Table 5-1: Population and Employment Forecasts

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 Forecast 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. utilize existing and proposed services and infrastructure such as transit and community infrastructure;

c. minimize environmental and social impacts;

d. meet long term needs;

e. build strong, livable, universally accessible communities; and

f. 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 encourages compact, mixed use development that is transit supportive, in

appropriate locations, to provide a range of local live/work opportunities.

5.1.7 Mississauga will protect and conserve the character of stable residential Neighbourhoods.

5.1.8 Mississauga will protect employment lands to allow for a diversity of employment uses.

5.1.9 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.

5.1.10 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 Heritage System;
- lands subject to Natural Hazards; and
- Parks and Open Spaces. These include lands designated Public and Private Open Space, Greenlands, Parkway Belt West and open space associated with educational facilities (e.g., school yards) and utilities as shown on Schedule 4: Parks and Open Spaces.

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 former Lake Iroquois Shoreline are among the many natural



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.

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 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: Urban System - City Structure, 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.

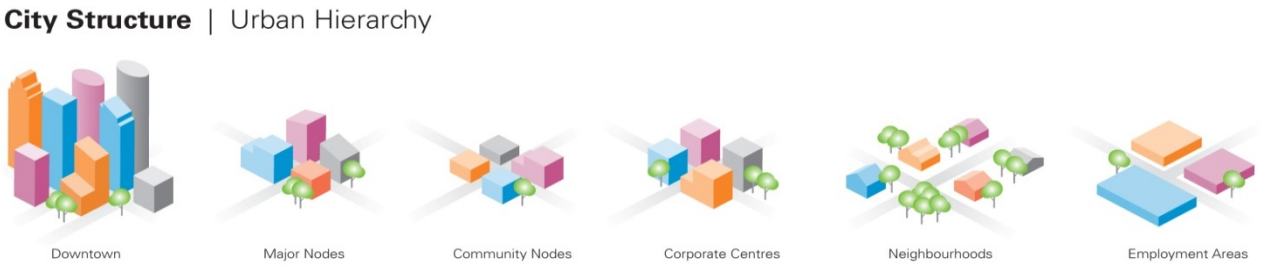


Figure 5-4: To establish a framework for planning policies, the City Structure organizes Mississauga into functional areas. The City Structure is the basis of the urban hierarchy, which provides guidance regarding density, height, uses and appropriate growth.

For example, in the Downtown, major new development is expected in conjunction with transit investment while Neighbourhoods will experience little change.

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; and
- 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.

Location	Height*		Density Range (residents and jobs combined per gross hectare)	Population to Employment Ratio
	Minimum	Maximum		
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 Corridors and in Major Transit Station Areas	Not specified	—	—
Neighbourhoods		4	—	—
Employment Areas	2 in Major Transit Station Areas and Intensification Corridors	Not specified	—	—
Intensification Corridors	2	As per City Structure Element	—	—
Corridors	2 except in Employment Areas	As per City Structure Element	—	—
Major Transit Station Areas	2	As per City Structure Element	—	—
Designated Greenfield Area	—	—	Minimum 50	—

* Character area policies may establish alternative heights

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

5.3.1 Downtown

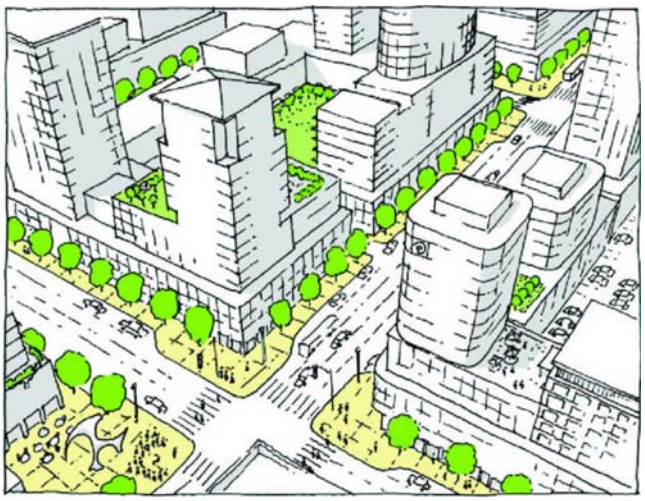


Figure 5-6: The Downtown will be the focus for the city as a whole with the highest density, tallest buildings and greatest mix of uses. The Downtown will be the centre of civic, cultural and entertainment facilities for the city.

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 identified on Schedule 1b: Urban System – City Structure and Schedule 9: Character Areas.

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 Character Area policies will establish 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.

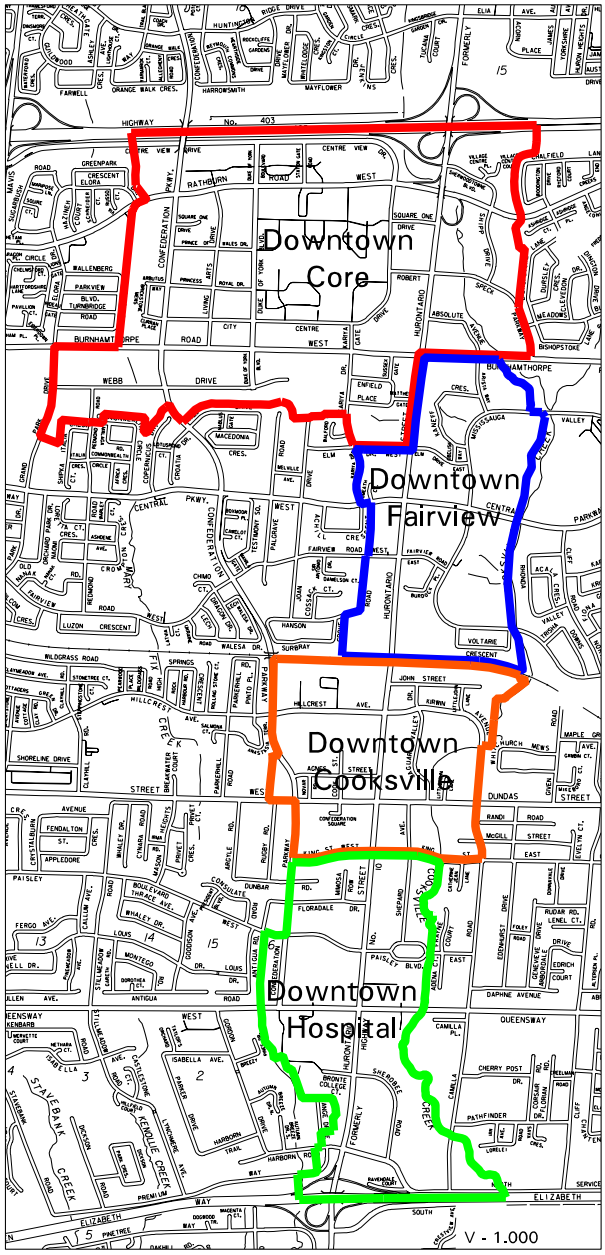


Figure 5-7: The Downtown is made up of four Character Areas: Downtown Core, Downtown Fairview, Downtown Cooksville and Downtown Hospital.

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

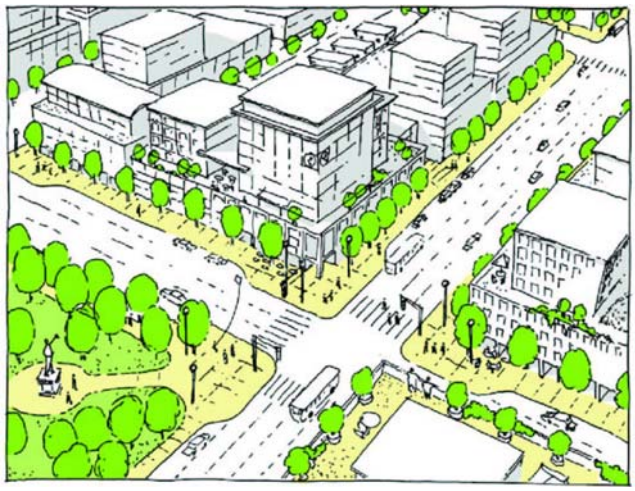


Figure 5-8: Major Nodes will develop as prominent centres with a regional and city focus, and be served by ***higher order transit***. Major Nodes will provide a mix of uses including employment, commercial, residential, educational and open space.

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 and the Lakeview

Waterfront node is located on the proposed ***higher order transit*** corridor on Lakeshore Road.

5.3.2.1 There are three Major Nodes in Mississauga:

a. Central Erin Mills,

b. Lakeview Waterfront: and

c. Uptown

5.3.2.2 Local area reviews 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 Character Area policies will establish 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

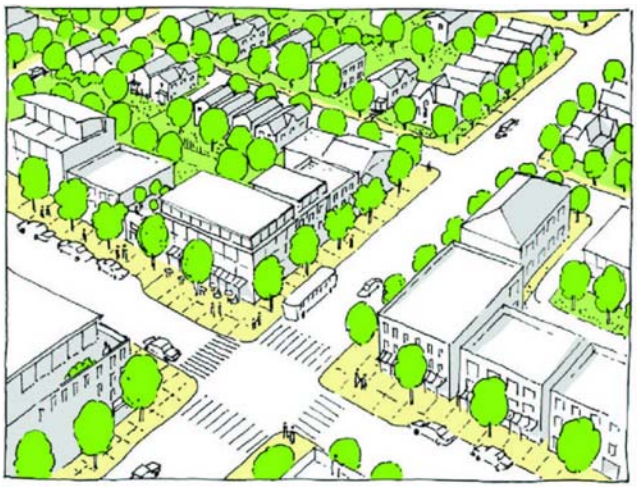


Figure 5-9: Community Nodes will be the focus of a mix of uses including commercial, residential, educational and open spaces.

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 is an emerging Node that has a commercial base but requires new community infrastructure and a more pedestrian friendly approach to development.

5.3.3.1 There are nine Community Nodes in Mississauga:

a. Clarkson Village;

b. Dixie-Dundas;

c. Malton;

d. Meadowvale;

e. Port Credit;

f. Rathwood/Applewood;

g. Sheridan;

h. South Common; and

i. Streetsville.

5.3.3.2 Local area reviews 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 Character Area policies will establish how the density and population to employment targets will be achieved within Community Nodes.

5.3.3.8 Redevelopment of Mixed Use sites in Community Nodes that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the commercial component will be maintained after redevelopment.

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

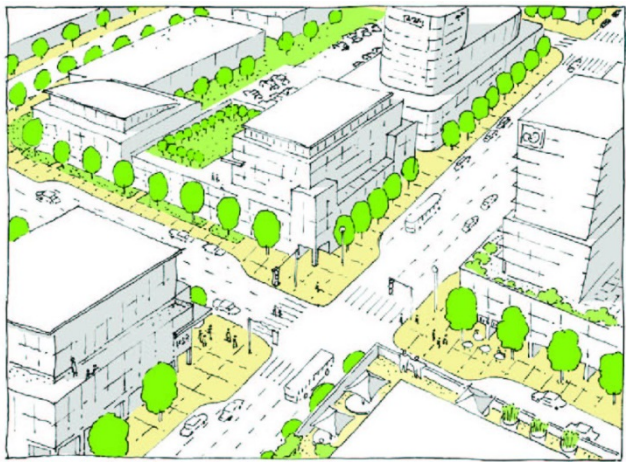


Figure 5-10: Corporate Centres will be the focus for major office uses with an emphasis on high quality architecture and urban design.

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 reviews 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 Character Area policies will address the mix of business uses and density requirements within each Corporate Centre. These policies 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 review, along ***Corridors*** or in conjunction with existing apartment sites or commercial centres.

5.3.5.4 Redevelopment of Mixed Use sites that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained after redevelopment.

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

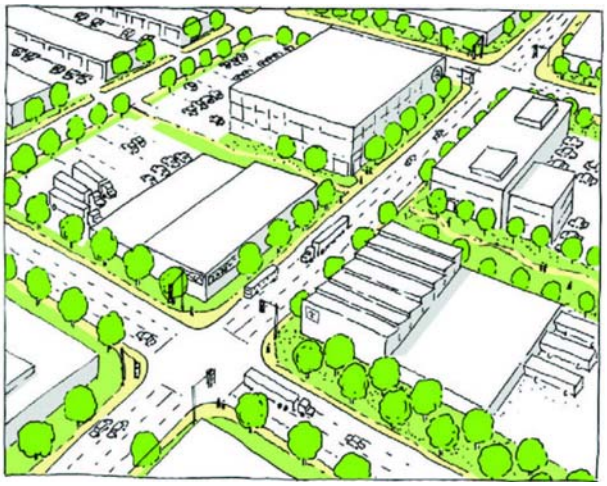


Figure 5-12: Employment Areas are characterized by businesses that are land extensive and/or have low employment densities.

Employment Areas are stable areas containing diverse industrial and business employment operations. Some uses require extensive land resources and have low employment densities. Examples include 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 locations, such as those with 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 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 lands within Employment Areas 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***.

5.3.6.10 Additional development within Employment Areas will be permitted 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.

5.3.7 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.

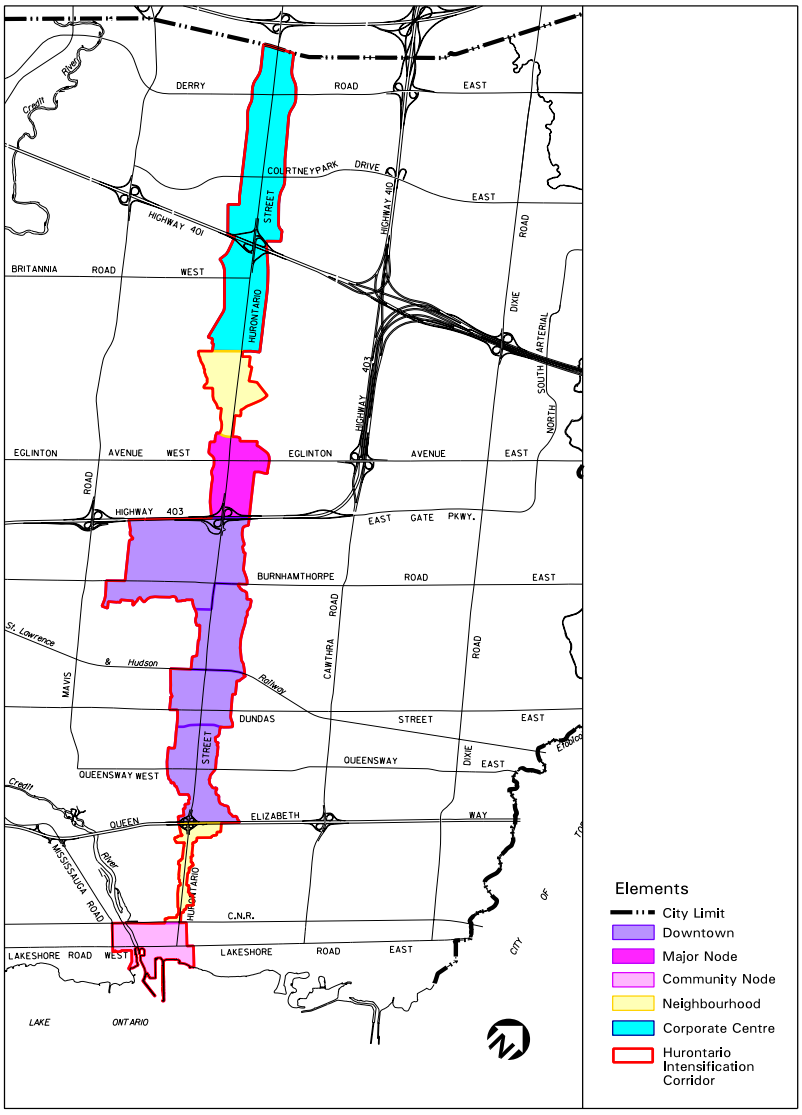


Figure 5-14: UTM is a valued post-secondary educational institution located in Mississauga.

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.



Map 5-1: Hurontario Street Intensification Corridor

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

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 Land use and design policies and the delineation of ***Corridor*** boundaries will be determined through local area reviews.

5.4.7 Land uses and building entrances will be oriented to the ***Corridor*** where possible and surrounding land use development patterns permit.

Map 5-1: Hurontario Street Intensification Corridor

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 reviews will consider the appropriateness of transit supportive uses at the intersection of two ***Corridors***. Local area policies may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.



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 areas where growth will be directed.

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***.

5.4.14 The Hurontario Street Intensification Corridor is comprised of lands along Hurontario Street from Lake Ontario in Port Credit to the city's limit to the north as shown on Map 5-1: Hurontario Street Intensification Corridor.

5.4.15 A number of Light Rail Transit Stations, which will be located along the Hurontario Street Intensification Corridor to serve the proposed light rail transit system are a form of ***Major Transit Station*** Areas. The ***Major Transit Station*** Areas are identified on Schedule 2: Intensification Areas and the Light Rail Transit Stations are identified on Schedule 6: Long Term Transit Network.

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 multistorey 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: Intensification Areas.

5.5.2 Local area reviews 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 Heritage System and heritage resources, the policies of the Natural Heritage 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.

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

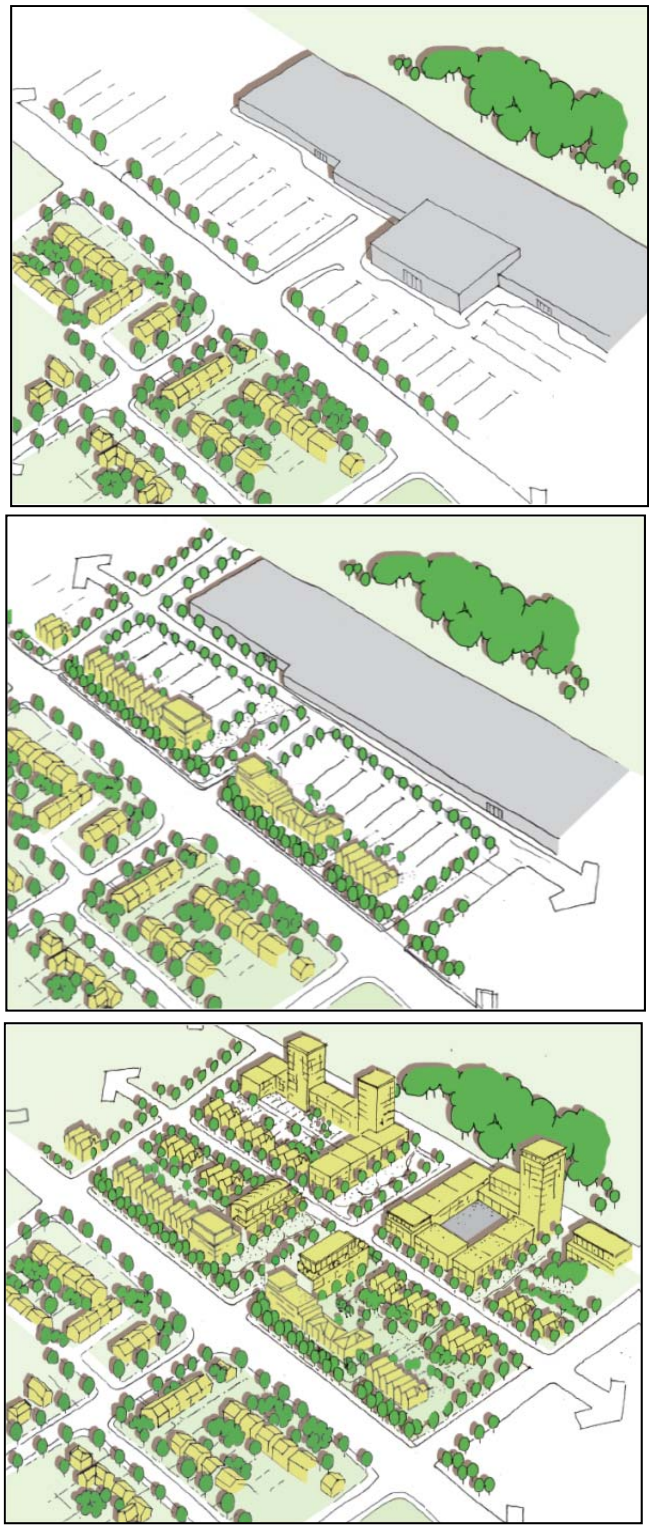


Figure 5-18: Underutilized sites with surface parking areas and single storey buildings have considerable development capacity. As these sites redevelop, the opportunity exists to create a finer grained road network and introduce sustainable design elements, as well as a broader mix of uses. The intensification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

5.5.15 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.

5.5.17 For existing buildings that do not meet the policies of this Plan, applications for condominium ownership will be discouraged within Intensification Areas and along ***Corridors***.

5.6 Designated Greenfield Area

There are lands in the Churchill Meadows Neighbourhood Character Area and in the Ninth Line Neighbourhood 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 in the Region will achieve a minimum density target of 50 residents and jobs combined per hectare, excluding environmental take-outs.

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 most 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 water, air and land 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.



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. (Credit River Valley)

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.

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 Heritage System, the Urban Forest, ***Natural Hazard Lands*** and Parks and Open Spaces, contributes to a valuable natural environment in the city. These areas provide habitats for flora and fauna to thrive and although not all of these areas are within the Natural Heritage System, they serve to support and connect the Natural Heritage System. These areas also provide 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.

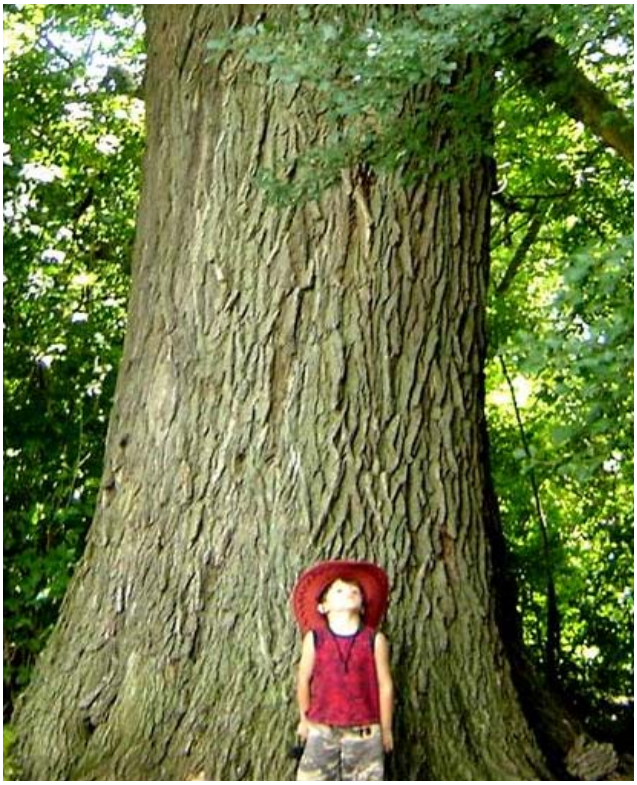


Figure 6-2: Mississauga's ***natural heritage features*** and their ecological functions will be preserved and enhanced, and natural resources managed wisely, so that current and future generations enjoy a healthy and safe environment.

Water, air and land are essential elements of the environment affected by human activity. Issues such as stormwater, air quality, ***contaminated sites, waste*** generation and noise have a significant impact on the environment and require mitigation and management to reduce their impacts. 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, ecological functions and biological diversity are avoided. It also means protecting, enhancing and, where possible, restoring and expanding the Natural Heritage 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, restore and expand the Natural Heritage System;

b. encourage the stewardship and enhancement of other areas within the Green System, particularly where it contributes to the function and linkage of the Natural Heritage System;

c. protect life and property from natural and human made hazards;

d. promote pollution prevention, reduction of natural resource consumption and increased use of ***renewable energy***;

e. ensure land use compatibility; and

f. develop monitoring and information/education programs.

6.1.2 Mississauga will promote an ***ecosystem approach*** to planning.

6.1.3 Mississauga will protect the quality and integrity of its water, air, land and biota for current and future generations.

6.1.4 Mississauga will promote pollution prevention in order to help protect the quality of water, air, and land.

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, and to build a resilient city.

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 in proximity to major facilities such as the Airport, 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, the development proponent will be required to undertake a feasibility study in those cases where:

a. 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.

6.1.11 Mississauga will consider the impacts of climate change that may increase risks to the city. Mississauga will develop policies on climate change that will:

a. promote development and land use patterns that conserve and enhance ***biodiversity*** and consider the impacts of a changing climate;

b. promote and protect green infrastructure; and

c. minimize adverse impacts from a changing climate and consider the ecological benefits provided by nature.

6.1.12 Mississauga will consider the potential impacts of climate change that may increase the risk associated with ***natural hazard lands***.



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.

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 proposaland 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 Heritage System. In addition to preserving and enhancing the Natural Heritage System, ***stormwater best management practices*** for new development can 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 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 using native, non-invasive species, especially on lands within the Green System.

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 water, air and land quality. Mississauga will support other levels of government in their efforts to monitor water, air and land 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 and will strive to increase the Urban Forest canopy.

6.3 Green System

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

- Natural Heritage System;
- The Urban Forest;
- ***Natural Hazard Lands***; and
- Parks and Open Spaces.

The principal components of the Green System, as listed above, are part of a broader urban ecosystem that includes other green infrastructure (e.g., trees on boulevards, landscaping on private property) and should be viewed within the context of a single, inter-related system of green spaces. As shown in Figure 6-4 these components are not mutually exclusive.

The Green System is a response to the challenge of achieving a high level of ecological function and connectivity of ***natural heritage features*** within an urban environment. ***Natural heritage features*** which are important for their environmental and social values as a legacy of Mississauga's natural landscape are recognized within the Natural Heritage System.

Given the city's urbanized setting, lands with trees and vegetation in parks, valleylands and landscaped open spaces in other components of the Green System are also important for providing connections among ***natural heritage features*** and contributing to hydrologic and ecological functions. Connections may be direct, as when a city park is situated between two features within the Natural Heritage System, or may be indirect by providing "stepping stones" that allow

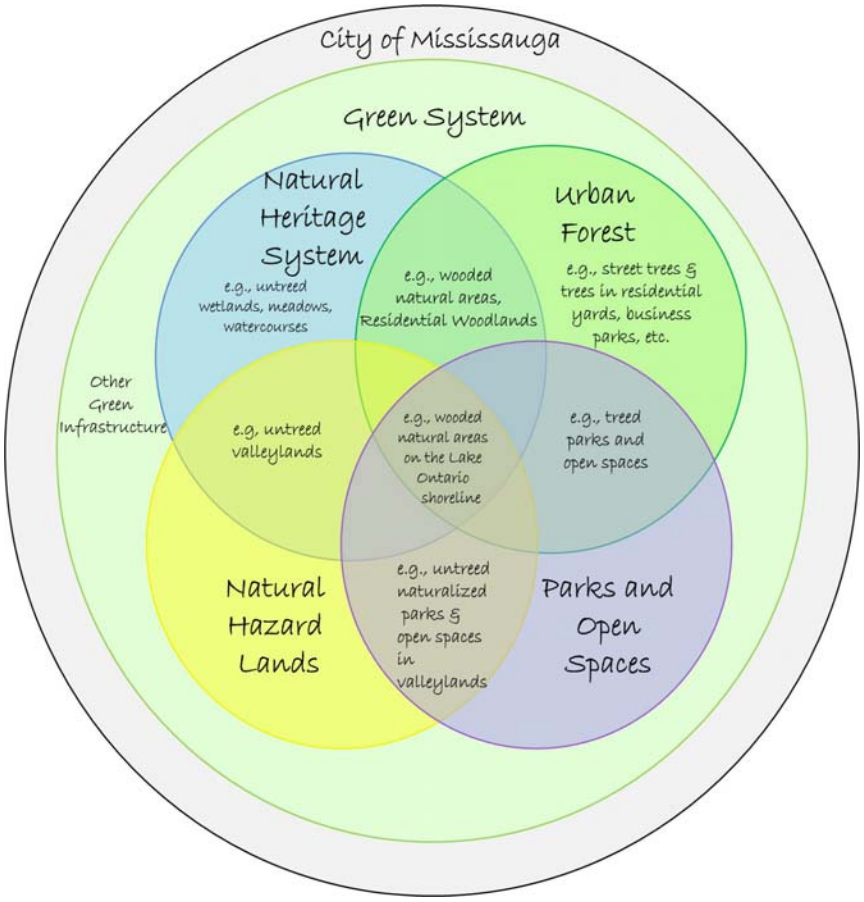


Figure 6-4: The Green System as set out in these components provides opportunities for management, enhancement and stewardship.

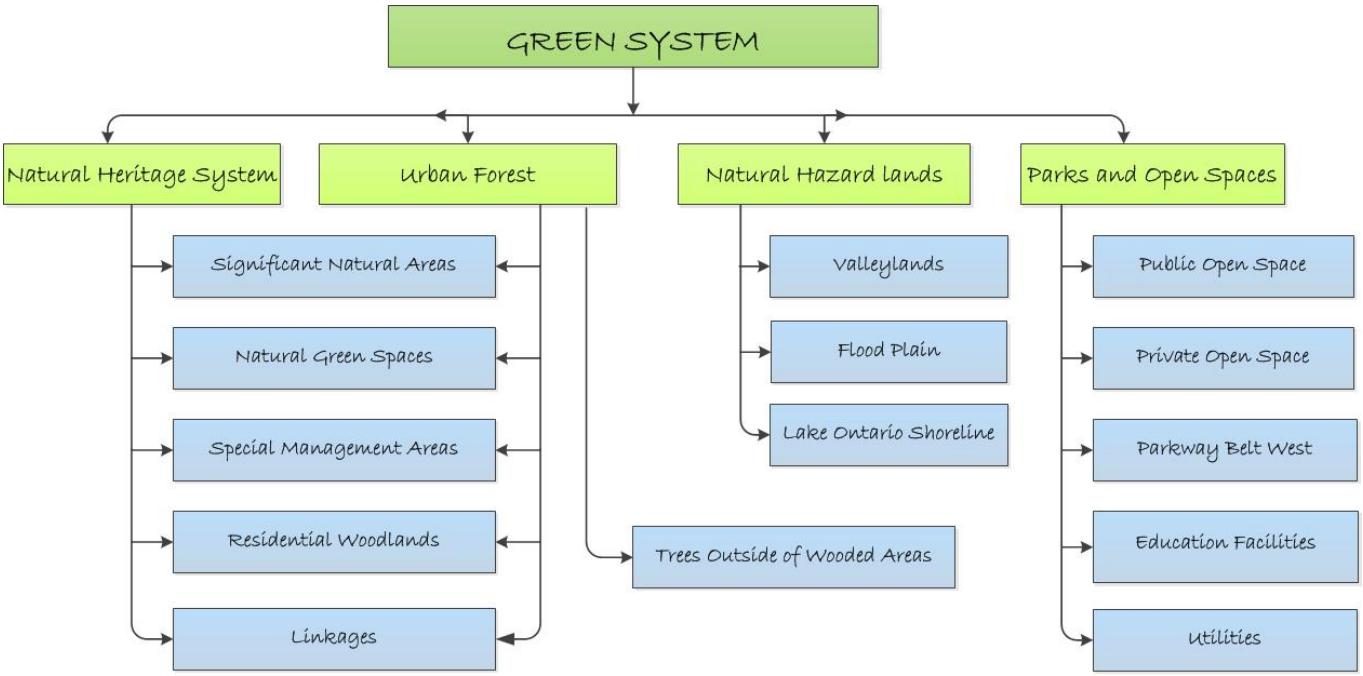


Figure 6-5: The Green System is composed of the Natural Heritage System, Urban Forest, ***Natural Hazard Lands*** and Parks and Open Spaces.

temporary refuge for species that are moving between features.

Lands within the Natural Heritage 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 Heritage 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 Heritage System.

The Urban Forest includes all the trees within the City of Mississauga on both public and private lands, within the Natural Heritage System as well as along streets, in parks, in yards and on a wide range of open spaces and other land uses. The Urban Forest, as a whole, contributes to the city's health and the quality of life for those who live, work and play here. As such, the City of Mississauga will promote and be proactive in the sustainable management of its Urban Forest.

Natural Hazard Lands, as shown on Schedule 3: Natural System, 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. Although the significant valleylands and the valley and ***watercourses*** are included and discussed under ***Natural Hazard Lands***, they are also Significant Natural Areas and form part of the city's Natural Heritage System.

Watercourse corridors and the Lake Ontario shoreline, including the physical hazards associated with these areas, are critical to the Natural Heritage System due to the ecological functions, including linkage function, that 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. Lands in southern Mississauga serve an important ecological function related to the migration of birds and butterflies.

Parks and Open Spaces within the Green System, as shown on Schedule 4: Parks and Open Spaces, have primary uses such as recreational, educational, cultural and utility services. These lands contain a significant amount of open space such as landscaped areas, lawns and sports fields. These areas have the

potential to be managed in a manner that supports and enhances the Natural Heritage System, particularly by providing linkages between ***natural heritage features***.

While the city's Natural Heritage System focuses on the protection of ***natural heritage features***, areas and linkages, the conservation authorities may identify additional lands that could assist in the achievement of ecological targets to protect and enhance biological diversity. The City recognizes the value of these lands which are part of the city's broader Green System. Restoration, enhancement, management and stewardship of these additional areas is encouraged where feasible.

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

6.3.2 The City will promote the Green System to public and private stakeholders as being integral to protecting the city's ***natural heritage features***, particularly its role in providing ecological linkages and ecosystem services.

6.3.3 The City, in partnership with conservation authorities, will seek to initiate a landowner contact program to encourage stewardship on privately-owned lands in the Green System and support partnerships for the naturalization of these lands where feasible.

6.3.4 The City will work with the conservation authorities to encourage restoration, enhancement, stewardship and management of lands identified by conservation authorities as part of their natural heritage systems.

6.3.5 The City will, where feasible, explore and consider opportunities to naturalize City owned lands, particularly where they abut or directly connect areas within the Natural Heritage System.

6.3.6 The City will seek to enhance the connectivity of lands in the Green System by linking features in the Natural Heritage System through management initiatives on public lands and encouragement of stewardship on private lands.

6.3.7 Buffers which are vegetated protection areas that provide a physical separation of development from the limits of ***natural heritage features*** and ***Natural Hazard Lands,*** will be provided to perform the following:

- maintenance of slope stability and reduction of erosion on valley slopes;
- attenuation of stormwater runoff;
- reduction of human intrusion into Significant 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;
- enhanced wildlife habitat and corridors for wildlife movement; and
- opportunities for passive recreational activities, in appropriate locations.

6.3.8 Buffers shall be determined on a site specific basis as part of an Environmental Impact Study or



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

other similar study, to the satisfaction of the City and appropriate conservation authority.

Natural Heritage System

The Natural Heritage System includes natural areas (e.g., meadows, fish and wildlife habitats), ***woodlands***, wetlands and ***valley and watercourse corridors***. These areas represent the pre-settlement landscape, remnant parcels of native vegetation and areas that have been restored to a natural state through naturalization or successional growth.

The location and extent of the Natural Heritage System is conceptually illustrated on Schedule 3: Natural System.

Although some ***natural heritage features*** are of higher quality than others, it is a fundamental premise that the loss of any portion of the system diminishes the entire system.

6.3.9 Mississauga's Natural Heritage System is composed of the following:

- Significant Natural Areas;
- Natural Green Spaces;
- Special Management Areas;
- Residential Woodlands; and
- Linkages.

6.3.10 The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study.

6.3.11 Minor refinements to the boundaries of the Natural Heritage System may occur through Environmental Impact Studies, updates of the Natural Heritage System, or other appropriate studies accepted by the City without amendment to this Plan. Major boundary changes require an amendment to this Plan.

Significant Natural Areas

6.3.12 Significant Natural Areas are areas that meet one or more of the following criteria:

a. provincially or regional significant life science areas of natural and scientific interest (ANSI);

b. ***environmentally sensitive or significant areas;***



Figure 6-7: 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 Heritage System, containing the majority of the City's natural areas.

c. habitat of threatened species or endangered species;

d. fish habitat;

e. ***significant wildlife habitat***;

f. ***significant woodlands*** are those that meet one or more of the following criteria:

- ***woodlands***, excluding ***cultural savannahs***, greater than or equal to four hectares;
- ***woodlands***, excluding ***cultural woodlands*** and ***cultural savannahs***, greater than or equal to two hectares and less than four hectares;
- any ***woodland*** greater than 0.5 hectares that:
  - supports old growth trees (greater than or equal to 100 years old);
  - supports a significant linkage function as determined through an Environmental Impact Study approved by the City in consultation with the appropriate conservation authority;
  - is located within 100 metres of another Significant Natural Area supporting a significant ecological relationship between the two features;
  - is located within 30 metres of a watercourse or significant wetland; or
  - supports ***significant species or communities***;

g. ***significant wetlands*** are one of the following:

- Provincially ***significant coastal wetlands***;
- Provincially ***significant wetlands***;
- Coastal wetlands;
- ***other wetlands*** greater than 0.5 hectares; and

h. significant valleylands are associated with the main branches, major tributaries and other tributaries and watercourse corridors draining directly to Lake Ontario including the Credit River, Etobicoke Creek, Mimico Creek and Sixteen Mile Creek.

6.3.13 When determining the size of a woodland, areas of ***cultural savannahs*** and ***cultural woodlands*** that are confirmed to have significant ecological value that contributes to the integrity and function of the woodland, will be included for the purpose of determining woodland size and included as a Significant Natural Area. This determination will be made through an Environmental Impact Study prepared to the satisfaction of the City and the appropriate conservation authority.

Natural Green Spaces

6.3.14 Natural Green Spaces are areas that meet one or more of the following criteria:

a. woodlands greater than 0.5 hectares that do not fulfill the requirements of a significant woodland;

b. wetlands that do not fulfill the requirements of a ***significant wetland***;

c. ***watercourses*** that do not fulfill the requirements of a significant valleyland, even if they are predominantly engineered; and

d. all natural areas greater than 0.5 hectares that have vegetation that is uncommon in the city.

Special Management Areas

6.3.15 Special Management Areas are lands adjacent to or near Significant Natural Areas or Natural Green Spaces and will be managed or restored to enhance and support the Significant Natural Area or Natural Green Space.

6.3.16 Where Special Management Areas are on private lands, the City working with the conservation authorities will encourage landowners to promote stewardship and enhancement of their lands.

Residential Woodlands

6.3.17 Residential Woodlands are areas, generally in older residential areas, with large lots that have mature trees forming a fairly continuous canopy and minimal native understorey due to the maintenance of lawns and landscaping.

6.3.18 Lands within Residential Woodlands will be subject to Site Plan Control.

6.3.19 Development proposals and site alteration for lands within a Residential Woodland will have regard for how existing tree canopy and understorey are protected, enhanced, restored and expanded. A site development plan may be required to demonstrate how the following, among other matters, have been addressed:

a. existing topography and drainage patterns;

b. maintenance of a high proportion of permeable ground cover to facilitate ***ground water recharge***;

c. habitat for tolerant canopy birds (both in migration and for breeding);

d. habitat for urban wildlife; and

e. connections to other elements within the Green System.

6.3.20 Character area policies may identify additional requirements to protect Residential Woodlands.

Linkages

6.3.21 Linkages are those areas that are necessary to maintain ***biodiversity*** and support ecological functions of Significant Natural Areas and Natural Green Spaces but do not fulfill the criteria of Significant Natural Areas, Natural Green Spaces, Special Management Areas or Residential Woodlands.

6.3.22 Linkages will provide connections between and among other lands within the Green System, particularly the Natural Heritage System and Urban Forest.

Protecting the Natural Heritage System

6.3.23 Mississauga will have regard for the maintenance of the long term ecological integrity of the Natural Heritage System in all decisions.

6.3.24 The Natural Heritage System will be protected, enhanced, restored and expanded through the following measures:

a. ensuring that development in or adjacent to the Natural Heritage System protects and maintains ***natural heritage features*** and their ecological functions through such means as tree preservation, appropriate location of building envelopes, grading, landscaping, and parking and amenity area locations;

b. placing those areas identified for protection, enhancement, restoration and expansion in public ownership, where feasible;

c. 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;

d. retaining areas in a natural condition and/or allowing them to regenerate to assume a natural state;

e. the promotion of stewardship within privately and publicly owned lands within the Natural Heritage System;

f. controlling activities that may be incompatible with the retention of the Natural Heritage System and associated ecological functions; and

g. regulation of encroachment into the Natural Heritage System and other public open spaces.

6.3.25 New lots created by land division or units or parcels of tied land (POTLs) created by condominium that will have the effect of fragmenting the ownership of Significant Natural Areas, Natural Green Spaces, Residential Woodlands and buffers will generally be discouraged and will be supported by an Environmental Impact Study.



Figure 6-8: Mississauga promotes and is proactive in the management of its natural heritage areas and the protection of its ecological functions.

6.3.26 Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation.

6.3.27 Development and site alteration as permitted in accordance with the Greenlands designation within or adjacent to a Significant Natural Area will not be permitted unless all reasonable alternatives have been considered and any ***negative impacts*** minimized. Any ***negative impact*** that cannot be avoided will be mitigated through restoration and enhancement to the greatest extent possible. This will be demonstrated through a study in accordance with the requirements of the *Environmental Assessment Act*. When not subject to the *Environmental Assessment Act*, an Environmental Impact Study will be required.

6.3.28 Notwithstanding the policies of this Plan, development and site alteration will not be permitted in the following areas:

a. provincially ***significant wetlands*** or Provincially ***significant coastal wetlands*** which are or meet the criteria of a Significant Natural Area;

b. habitat of endangered species and threatened species, except in accordance with Provincial and Federal requirements;

c. fish habitat, except in accordance with Provincial and Federal requirements; and

d. Core Areas of the Greenlands System as defined in the Region of Peel Official Plan, except in accordance with Regional requirements.

6.3.29 Development and site alteration on lands adjacent to a Provincially ***significant wetland***, Provincially ***significant coastal wetland*** and habitat of endangered species and threatened species or other Significant Natural Area will require an Environmental Impact Study, demonstrating no ***negative impact*** to the ***natural heritage features*** or on their ecological function, to the satisfaction of the City and appropriate conservation authority.

6.3.30 Conservation, education, trails and nature appreciation activities may be allowed in Provincially ***significant wetlands*** and Provincially ***significant coastal wetlands*** subject to review and approval by the City and appropriate conservation authority.

6.3.31 Setbacks and buffers adjacent to fish habitat areas will be determined by an Environmental Impact Study, which will conform to approved fisheries management plans.

6.3.32 Development and site alteration will not be permitted within or adjacent to Natural Green Spaces, Linkages and Special Management Areas unless it has been demonstrated that there will be no ***negative impact*** to the ***natural heritage features*** and their ecological functions and opportunities for their protection, restoration, enhancement and expansion have been identified. This will be demonstrated through a study in accordance with the requirements of the *Environmental Assessment Act*. When not subject to the *Environmental Assessment Act*, an Environmental Impact Study will be required.

6.3.33 Environmental Impact Studies 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, restore and expand the Natural Heritage System and associated ecological

functions. Environmental Impact Studies will be prepared to the satisfaction of the City and appropriate conservation authority.

6.3.34 The requirement for an Environmental Impact Study may be waived at the discretion of the City in consultation with the appropriate conservation authority, subject to the following:

a. where the impacts of the proposed development or site alteration are expected to be limited in area or scope;

b. it is determined through a site visit that development will not likely result in ***negative impacts*** on the ***natural heritage feature*** or its ecological functions; and

c. where site specific studies fulfill the requirement of an Environmental Impact Study.

6.3.35 The expansion and connection of the Natural Heritage System will be encouraged. Where appropriate, Significant Natural Areas, Natural Green Spaces, Linkages, Special Management Areas and buffers will be incorporated with public parkland and will be managed in accordance with Natural Heritage System policies.

6.3.36 In Significant Natural Areas and Natural Green Spaces, recreation potential will be restricted to protect the ***natural heritage feature*** and its ecological function. Formalized passive recreational uses such as trails may be permitted to minimize the impacts of uncontrolled public access.

6.3.37 Mississauga, in consultation with the appropriate conservation authority, will continue to improve the ecological function of ***watercourses*** and the Lake Ontario shoreline through means such as:

a. naturalization with native non-invasive plants;

b. establishment of buffer areas; and

c. ***watercourse*** and shoreline restoration and protection, where appropriate.

6.3.38 Privately owned lands in the Natural Heritage System are not intended to be open to the public. Consideration will be given to public acquisition of these areas through the development approval process or through the City's land securement program.

Urban Forest

The Urban Forest means all the trees in the city, including those within and outside of the Natural Heritage System, and on public and private lands, as well as the soils that sustain them.

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 Urban Forest within Mississauga consists of 2.1 million trees on both private and public property.

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

- reducing air pollution by removing carbon, dust



Figure 6-9: Natural areas provide habitat for many plants, birds, insects and animals which are important for maintaining biological diversity.

- and airborne particles;
- 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 runoff, increase ***groundwater recharge*** and prevent soil erosion;
- reducing noise pollution;
- creating wildlife habitat;
- enhancing flora and fauna diversity;
- assisting in improving public health; and
- contributing to the quality and character of the urban environment.

6.3.39 The Urban Forest is composed of wooded areas within the Natural Heritage System and individual trees on public and private property.

6.3.40 Natural Heritage System policies are applicable to the Urban Forest. This includes policies regarding Significant Natural Areas, Natural Green Spaces, Linkages, Special Management Areas and Residential Woodlands and all related policies.

6.3.41 The Urban Forest will be protected and managed with the goals of:

a. maintaining and increasing the city's canopy cover;

b. improving both species and structural diversity, as well as overall health; and

c. being more evenly distributed across the city.

6.3.42 Mississauga will protect, enhance, restore and expand the Urban Forest. This will be achieved by the following:

a. developing and implementing a strategic planting program, specific to distinct geographic areas within the city;

b. developing and implementing a strategic pro-active maintenance program pertaining to trees on public land;

c. providing sustainable growing environments for trees by allocating adequate soil volumes and landscaped areas during the design of new development and infrastructure projects;

d. developing and implementing consistent standards for tree protection and planting across the city;

e. ensuring development and site alteration will not have ***negative impacts*** on the Urban Forest;

f. increasing tree canopy coverage and diversity, by planting trees appropriate to the location and avoiding the use of non-native tree and shrub



Figure 6-10: 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, providing wildlife habitat and have a significant role in reducing air temperature in the city.

species that are invasive;

g. regulating the injury and destruction of trees on public and private property;

h. promoting the management and enhancement of the Urban Forest on public and private property;

i. providing public education and encouraging stewardship;

j. providing strategic partnerships with regulatory agencies and others to address invasive non-native species and diseases and other management challenges; and

k. compliance with by-laws pertaining to tree preservation and protection.

6.3.43 The preservation of trees and woodlots on public and private property that serve to connect and enhance the overall vegetative system and improve wildlife habitat will be encouraged.



Figure 6-11: 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.

6.3.44 Development and site alteration will demonstrate that there will be no ***negative impacts*** to the Urban Forest. An arborist report and tree inventory that demonstrates tree preservation and protection both pre and post construction, and where preservation of some trees is not feasible, identifies opportunities for replacement, will be prepared to the satisfaction of the City in compliance with the City's tree permit by-law.

6.3.45 Where tree replacement cannot be accommodated on-site, the City may require cash-in-lieu for replacement trees elsewhere or replacement plantings at a location approved by the City.

6.3.46 Mississauga may require ecologically based woodland management plans of a landowner prior to municipal acquisition.

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,*** shown on Schedule 3: Natural System, will be designated Greenlands.

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.

Natural Hazard Lands and buffers will be designated Greenlands and zoned to protect life and property. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation.



Figure 6-12: ***Valley and watercourse 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.

Valleylands

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

6.3.47 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 appropriate buffer to erosion hazards, as established to the satisfaction of the City and appropriate conservation authority.

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

6.3.49 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 and the appropriate conservation authority.

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.

6.3.50 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.

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

6.3.52 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.

6.3.53 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.

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

6.3.55 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.

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.

6.3.56 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.

6.3.57 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.

6.3.58 Mississauga will encourage 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.

6.3.59 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.

6.3.60 Development proposals may be required to incorporate and/or restore ***natural heritage features***

including their ecological functions, along the Lake Ontario shoreline.

6.3.61 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 that have jurisdiction over the Lake Ontario shoreline.

6.3.62 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.

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

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;
- recreation; and
- urban agriculture.

Private Open Space

- private parks;
- private golf courses;



Figure 6-13: 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 coastal wetland.

- private cemeteries;
- conservation; and
- urban agriculture.

Parkway Belt West

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 best management practices, planting native trees and shrubs, and maximizing land area with pervious



Figure 6-14: 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)

surfaces, are some methods that provide environmental benefits.

6.3.64 Mississauga will value and wisely manage its parkland and open spaces.

6.3.65 Mississauga will own, lease, operate, maintain and administer public parkland and facilities to meet the recreational, cultural, educational and social needs of residents.

6.3.66 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 sightlines, openness and visible entrances that can be achieved by maximizing street frontages, where possible.

6.3.67 Public parkland will contain unstructured or landscaped areas for sedentary uses, where possible.

6.3.68 Parks should generally be accessible for residents within 800 metres of their dwelling and be located as centrally as possible within a residential area.

6.3.69 The minimum city wide parkland provision is 1.2 hectares per 1 000 population.

6.3.70 A park containing major recreational and sport facilities serving an area greater than Mississauga, may be established.



Figure 6-15: 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)

6.3.71 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.

6.3.72 Where possible, destination type parks should provide a higher level of accessibility to persons with disabilities.

6.3.73 In addition to the parkland identified on Schedules 4: Parks and Open Spaces and 10: Land Use Designations, additional public parkland may be acquired through the processing of development applications or through purchase.

6.3.74 Land conveyed to Mississauga for use as public parkland and/or Greenlands will be in a condition that is acceptable to the city.

6.3.75 Mississauga will negotiate with the appropriate authorities for the use of rights-of-way to accommodate public open space uses.

6.3.76 Public parkland may incorporate components of the Natural Heritage System to provide opportunities for enjoyment, appreciation and protection of nature.

6.3.77 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.

6.3.78 Where Public Open Space contains or abuts the Natural Heritage System, the policies for the Natural Heritage System will apply.

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

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

6.3.81 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 that have been specifically acquired and developed for such purposes.

6.3.82 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.

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

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

a. as cemeteries constitute an open space use, consideration will be given to using public cemeteries 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.

6.3.85 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.

6.3.86 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 Heritage System; and

d. an approved site plan, where applicable.

6.4 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.

6.4.1 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.

6.4.1.1 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.

6.4.1.2 Water conservation measures will be implemented in development.

6.4.1.3 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.

6.4.2 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 of implementing preventative approaches to stormwater management by minimizing runoff through ***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.

6.4.2.1 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***.

6.4.2.2 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 Heritage System, including its ecological function. ***Stormwater best management practices*** must be approved by the city, appropriate conservation authority and Provincial Government, where applicable.

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

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

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

6.4.2.6 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.

6.4.2.7 At-source controls should be provided to reduce the need for new stormwater infrastructure. All efforts to this effect should be guided by the appropriate environmental agencies, according to all Provincial Government, Regional Government and municipal policies, guidelines and regulations.



Figure 6-16: The drainage for the parking area at Riverwood Park 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.

6.4.2.8 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.

6.4.2.9 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.

6.5 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 Heritage System and Urban Forest, which all assist in capturing carbon emissions, reducing the heat island effect and providing overall air quality benefits.

6.5.1 To improve air quality, Mississauga will:

a. promote the use of alternative modes of transportation such as transit, cycling and walking;

b. give preference to compact, mixed use and transit oriented development that reduces car dependency;

c. direct growth to Intensification Areas;

d. encourage a balance of housing and jobs that provide opportunities for shorter commutes and ***active transportation*** modes; and

e. protect, enhance, restore and expand the Natural Heritage System.

6.5.2 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.

6.5.3 Mississauga will promote building and site design that minimizes vehicular idling, energy consumption and maximizes the use of ***renewable energy*** and vegetative cover.

6.5.4 Appropriate techniques to mitigate odour and dust will be encouraged to be incorporated in development.

6.5.5 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.

6.5.6 Development proposals for a crematorium may be considered subject to the following:

- air, noise, dust, odour and other fugitive emissions will be appropriately mitigated at the source in accordance with Provincial requirements;
- permitted land uses which may be subject to adverse effects arising from the proposed crematorium use are not located within the area of influence of the proposed crematorium as determined by appropriate studies acceptable to the City;
- there is no impact to the permitted land uses, planned function or viability of the surrounding lands;
- the proposed crematorium is not located within a multi-unit building;
- the scattering or interment of human remains is not permitted, except in cemeteries;
- the development is appropriately screened from adjacent uses and the public realm; and

- the site is appropriately buffered and landscaped.

6.6 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 of vegetation compromises the Natural Heritage 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.

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



Figure 6-17: 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.

6.6.2. 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.

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

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

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 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, residue 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;



Figure 6-18: 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.

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.

6.7.5 Mississauga will encourage the Provincial and Federal Governments to provide legislation and financial incentives that will facilitate the redevelopment of brownfield sites.

6.8 Human-Made Hazards

Human-made hazards may have potential adverse impacts on public safety and property and occur when sites have not been properly rehabilitated. They are generally associated with oil, gas and salt hazards and former mineral aggregate and petroleum resource operations.

6.8.1 Development will be directed away from human-made hazards. Development may be permitted only if rehabilitation or mitigation of known or suspected hazards has been completed.

6.9 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. The collection and transportation of non-residential ***waste*** to ***waste*** disposal facilities operated by the Region is the responsibility of non-residential users.

6.9.1 Mississauga will manage ***waste*** in a sustainable way.

6.9.2 Mississauga will support and promote reduction, reuse and recycling of ***waste*** in private and public sector operations.

6.9.3 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.

6.9.4 Mississauga will promote the reduction of ***waste*** generated through construction.

6.9.5 ***Waste transfer stations***, ***waste processing stations*** and composting facilities are permitted in Business Employment and Industrial areas subject to meeting the following criteria:



Figure 6-19: Recycling has become a part of our daily living. Promoting the reduction, reuse and recycling of ***waste*** is a priority in Mississauga.

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*; and

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.

6.9.6 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.

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

6.10 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.

The applicable Provincial Government environmental noise guideline for sound level limits is the Environmental Noise Guideline, Publication NPC-300 or its successor.

6.10.1 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 stationary noise sources. Conversely, existing and proposed noise sources near residential and other sensitive uses should incorporate mitigation measures at the source.

Outdoors and Plane of Window Sound Level Limits – Stationary Sources, Steady and Varying Sound				
Exclusion Limit Values of One-Hour Equivalent Sound Level (Leq, *dBA*) Outdoor Points of Reception				
Time of Day	Class 1 Area	Class 2 Area	Class 3 Area	Class 4 Area
07:00 – 19:00	50	50	45	55
19:00 – 23:00	50	45	40	55
Exclusion Limit Values of One-Hour Equivalent Sound Level (Leq, *dBA*) Plane of Window of Noise Sensitive Spaces				
Time of Day	Class 1 Area	Class 2 Area	Class 3 Area	Class 4 Area
07:00 – 19:00	50	50	45	60
19:00 – 23:00	50	50	40	60
23:00 – 07:00	45	45	40	55

* Leq – The A-weighted sound level of a steady sound carrying the same total energy in the specified time period as the observed fluctuating sound.

** ***dBA*** – The A-weighted sound pressure level. Noise measured in decibels weighted to express loudness as perceived by human hearing.

Figure 6-20: Outdoors and Plane of Window Sound Level Limits – Stationary Sources, Steady and Varying Sound (adapted from Environmental Noise Guideline, Publication NPC-300)

Outdoors Sound Level Limits – Stationary Sources, Impulsive Sound					
Exclusion Limit Values for Impulsive Sound Level (L_{LM}, dBAI) * Outdoor Points of Reception					
Time of Day	**Actual Number of Impulses in Period of One-Hour**	**Class 1 Area**	**Class 2 Area**	**Class 3 Area**	**Class 4 Area**
07:00 – 23:00	9 or more	50	50	45	55
	7 to 8	55	55	50	60
	5 to 6	60	60	55	65
	4	65	65	60	70
	3	70	70	65	75
	2	75	75	70	80
	1	80	80	75	85
* L_{LM} – Logarithmic Mean Impulse Sound Level dBAI – The A-weighted sound pressure level of an impulsive sound measured with a sound level metre set to "impulse" response.					

Figure 6-21: Outdoors Sound Level Limits – Stationary Sources, Impulsive Sound (adapted from Environmental Noise Guideline, Publication NPC-300)

Plane of Window Sound Level Limits – Stationary Sources, Impulsive Sound				
Exclusion Limit Values for Impulsive Sound Level (L_{LM}, dBAI) Plane of Window – Noise Sensitive Spaces (Day/Night)				
Actual Number of Impulses in Period of One-Hour	**Class 1 Area (0700-23:00)/ (23:00-07:00)**	**Class 2 Area (0700-23:00)/ (23:00-07:00)**	**Class 3 Area (07:00-19:00)/ (19:00-0:700)**	**Class 4 Area (0700-23:00)/ (23:00-07:00)**
9 or more	50/45	50/45	45/40	60/55
7 to 8	55/50	55/50	50/45	65/60
5 to 6	60/55	60/55	55/50	70/65
4	65/60	65/60	60/55	75/70
3	70/65	70/65	65/60	80/75
2	75/70	75/70	70/65	85/80
1	80/75	80/75	75/70	90/85
* L_{LM} – Logarithmic Mean Impulse Sound Level dBAI – The A-weighted sound pressure level of an impulsive sound measured with a sound level metre set to "impulse" response.				

Figure 6-22: Plane of Window Sound Level Limits – Stationary Sources, Impulsive Sound (adapted from Environmental Noise Guideline, Publication NPC-300)

6.10.1.1 In order to discourage the encroachment of sensitive land uses on existing industrial noise sources, ***a feasibility and/or detailed 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.

6.10.1.2 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 and plane of window noise criteria established by the applicable Provincial Government environmental noise guideline.

6.10.1.3 The sound levels anticipated on the site of a proposed development will be established on the basis of the predictable worst case noise impact from the stationary source(s) in accordance with the applicable Provincial Government environmental noise guideline.

6.10.1.4 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 applicable Provincial Government environmental noise guideline.

6.10.1.5 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 the limits specified by the applicable Provincial Government environmental noise guideline.

6.10.1.6 The use of the Class 4 area classification, as specified in the applicable Provincial Government environmental noise guideline, is at the City's discretion. The introduction of a Class 4 area will require Council approval.

a. The use of Class 4 will only be considered where it can be demonstrated that:

- the development proposal is for a new noise sensitive land use in proximity to an existing, lawfully established stationary noise source;
- the development proposal for a new noise sensitive use does not impair the long term viability and operation of an employment use;
- it is in the strategic interest of the City, furthers the objectives of Mississauga Official Plan and supports community building goals; and
- all possible measures of noise attenuation have been assessed for both the proposed development site and the stationary noise source, including, but not limited to, building design and siting options for the proposed new noise sensitive use;

b. Notwithstanding the above conditions, the use of Class 4 will receive more favourable consideration if the stationary noise source is a temporary situation and it is expected that the stationary noise source will be removed through future redevelopment; and

c. Mississauga will require that prospective purchasers be notified that the building is located in a Class 4 area and informed of any agreements as may be required for noise mitigation. A noise warning clause shall be included in agreements that are registered on title, including condominium disclosure statements and declarations.

6.10.2 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.

Lands within the Airport Operating Area as identified on Map 6-1 are currently developed for a variety of uses including residential, industrial and office. For the

purposes of this section, development in this area consists of redevelopment and infill.

6.10.2.1 Land uses located at or above the corresponding 1996 ***noise exposure projection (NEP)/***2000 ***noise exposure forecast (NEF) composite noise contour*** as determined by the Federal Government, will require a noise study as a condition of development. The noise study is to be undertaken by a licensed professional engineer with acoustical expertise in accordance with the applicable Provincial Government environmental noise guideline to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.

6.10.2.2 Mississauga will require tenants and purchasers to be notified when a proposed development is located at the ***noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour*** of 25 and above.

6.10.2.3 A noise warning clause will be included in agreements that are registered on title, including condominium disclosure statements and declarations.

6.10.2.4 Residential and other sensitive land uses within the Airport Operating Area will not be permitted as a principal or an accessory use with the following exceptions:

a. lands identified as "Exception Area", as shown on Map 6-1; and

b. daycare facilities accessory to an employment use in the Corporate Centre Character Areas known as Gateway Corporate and Airport Corporate, on lands located below the 35 ***noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour***.

Noise Classification	Definition
Class 1 area (urban areas)	Means an area with an acoustical environment typical of a major population centre, where the background sound level is dominated by the activities of people, usually road traffic, often referred to as "urban hum".
Class 2 area (suburban areas)	Means an area with an acoustical environment that has qualities representative of both Class 1 and Class 3 areas: • Sound levels characteristic of Class 1 during daytime (07:00 to 19:00 or to 23:00 hours); and • Low evening and night background sound level defined by natural environment and infrequent human activity starting as early as 19:00 hours (19:00 or 23:00 to 07:00 hours).
Class 3 area (rural areas)	Means a rural area with an acoustical environment that is dominated by natural sounds having little or no road traffic, such as: a small community; agricultural area; a rural recreational area such as a cottage or a resort area; or a wilderness area.
Class 4 area (intensification areas)	Means an area or specific site that would otherwise be defined as Class 1 or 2 and which: • Is an area intended for development with new noise sensitive land use(s) that are not yet built; • Is in proximity to existing, lawfully established stationary source(s); and • Has formal confirmation from the land use planning authority with the Class 4 area classification which is determined during the land use planning process. Additionally, areas with existing noise sensitive land use(s) cannot be classified as Class 4 areas.

Figure 6-23: Noise Classification Areas (adapted from Environmental Noise Guideline, Publication NPC-300)



Figure 6-24: Although the Airport contributes to the city's strong economy, some communities are directly affected by the sound levels emitted by the airplanes.

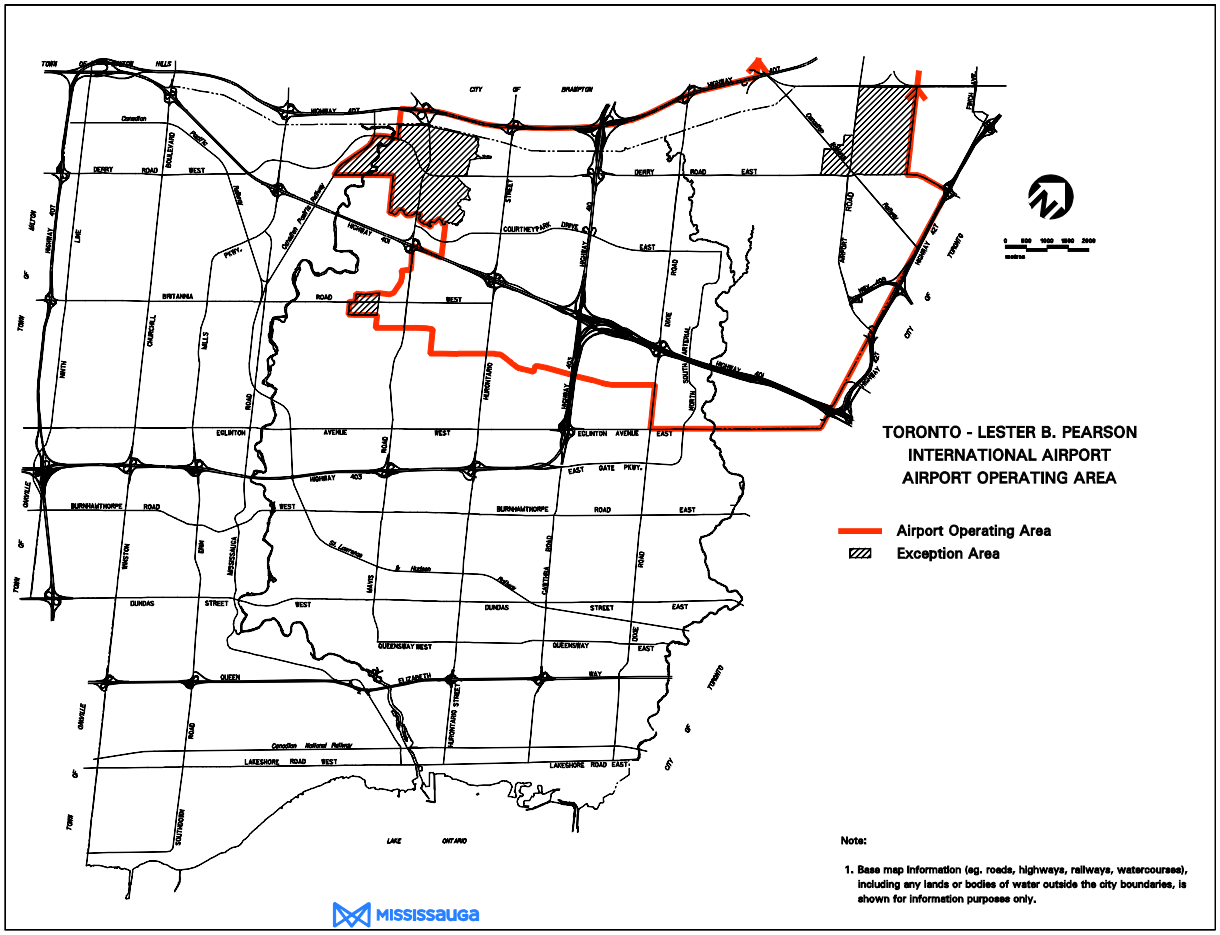
6.10.2.5 Development applications for sensitive land uses including new residential dwellings, with the exception of replacement detached and semidetached dwellings, for lands where permitted within the Airport Operating Area, may be processed for approval provided that all of the following are satisfied:

a. a ***feasibility noise impact study*** will be submitted as part of a complete development application to verify that mitigated indoor and outdoor noise levels would not exceed the sound level limits established by the applicable Provincial Government environmental noise guideline;

b. a ***detailed noise impact study*** will be required prior to final development application approval;

c. appropriate conditions relating to noise mitigation that are consistent with the findings of the ***detailed noise impact study***, are included in the final approval; and

d. an ***Aircraft Noise Warning Agreement*** between the City of Mississauga, the Greater Toronto Airports Authority (or its successor) and the Developer, are included in the approval.



Map 6-1: Airport Operating and Exception Area

<table>
<tr><th rowspan="2">LAND USE[2]</th><th colspan="3">Noise Exposure Projection (NEP)/Noise Exposure Forecast (NEF) Composite Noise Contour[1]</th></tr>
<tr><th>25 - <30</th><th>30 - <35</th><th>35 or Greater</th></tr>
<tr><td>Residential
Public and private schools
Daycare facilities3
Libraries
Place of religious assembly
Cemeteries
Theatres - Outdoor
Auditoria
Hospitals
Nursing Homes
Community Centres</td><td colspan="3">Noise Study Required</td></tr>
<tr><td>Hotels
Motels
Retail or service commercial
Office
Athletic fields
Stadiums
Theatres - Indoor</td><td></td><td colspan="2">Noise Study Required</td></tr>
<tr><td>Park and picnic areas
Playgrounds
Tennis Courts
Industrial
Laboratories
Arena[4]</td><td colspan="2"></td><td>Noise Study Required</td></tr>
<tr><td colspan="4">1. Reference Figure 6-26
2. Land uses extracted from Transport Canada's TP1247 – Aviation – Land Use in the Vicinity of Aerodromes, 9th Edition
3. Land use not specifically identified within TP1247
4. Land use not specifically identified within TP1247</td></tr>
</table>

Figure 6-25: Noise Study Requirements for Aircraft Noise

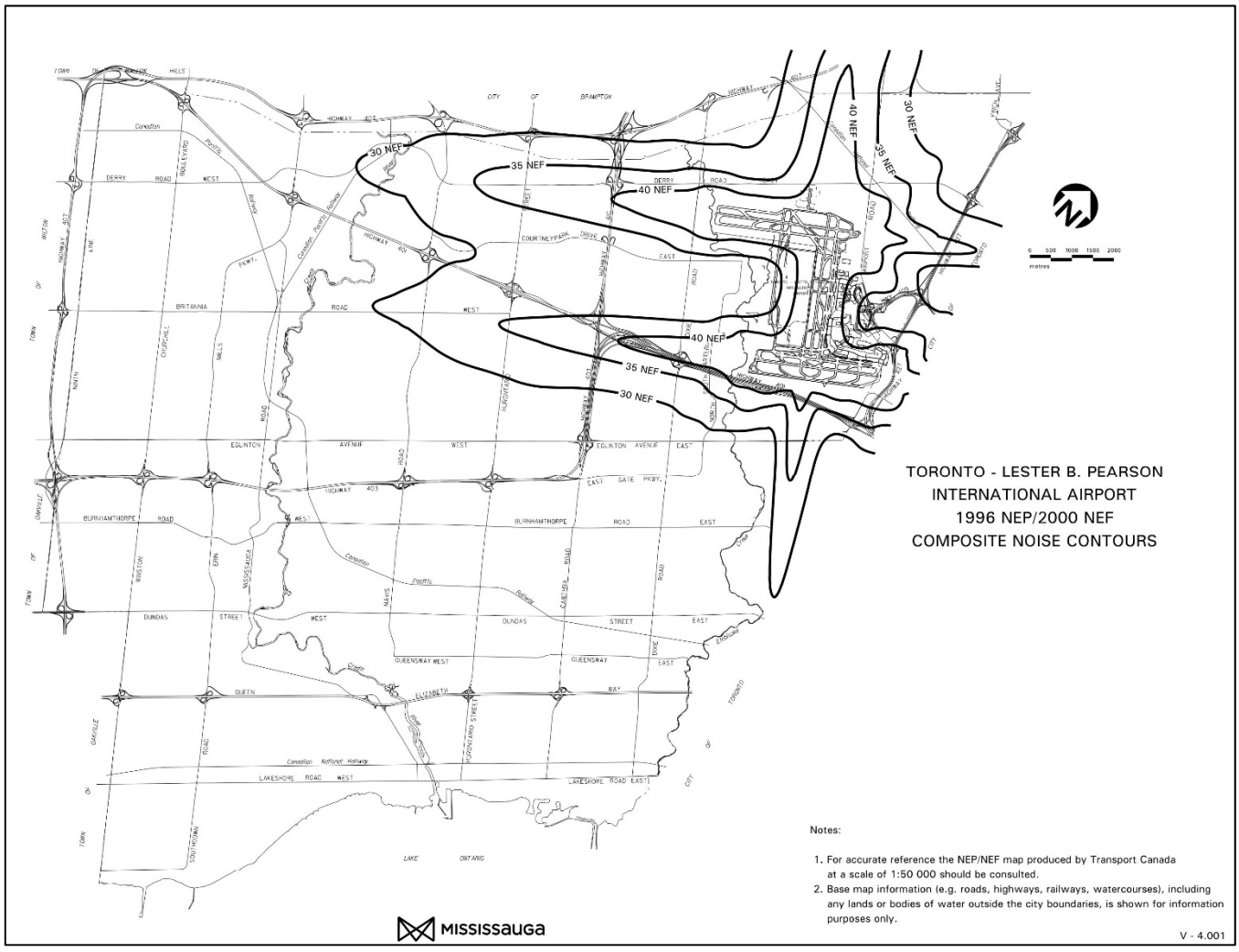


Figure 6-26: 1996 NEP/2000 NEF Composite Noise Contours

6.10.3 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.

6.10.3.1 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 building and site design. A ***feasibility noise impact 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.

6.10.3.2 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 by the applicable Provincial Government environmental noise guideline. A ***detailed noise impact study*** will be required to demonstrate that every effort has been made to achieve the sound level limits specified by the applicable Provincial Government environmental noise guideline, for an outdoor living area (55 ***dBA*** or less). Only in cases where the required noise attenuation measures are not feasible for technical, economic, aesthetic or administrative reasons would excess noise above the limit (55 ***dBA***) be acceptable, with a warning clause to prospective purchasers, consistent with the applicable Provincial Government environmental noise guideline. In these situations, any excess noise above the limit will not be acceptable if it exceeds 60 ***dBA***.

6.10.3.3 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 by the applicable Provincial Government environmental noise guideline.

Outdoor and Indoor Sound Level Limits – Road and Rail			
Type of Space	**Time Period**	**Equivalent Sound Level** L_{eq} * (Time Period) (***dBA***) **	
		Road	Rail
Outdoor Living Areas (OLA)	0700 – 23:00, 16 hours	55	55
Living/dining, den areas of residences, hospitals, nursing homes, schools, daycare centres, etc.	0700 – 23:00, 16 hours	45	40
Living/dining, den areas of residences, hospitals, nursing homes, etc. (except schools or daycares)	23:00 – 7:00, 8 hours	45	40
Sleeping quarters	0700 – 23:00, 16 hours	45	40
	23:00 – 7:00, 8 hours	40	35
Sleeping quarters of hotels/motels	23:00 – 7:00, 8 hours	45	40
Sleeping quarters of residences, hospitals, nursing/retirement homes, etc.	23:00 – 7:00, 8 hours	40	35
General offices, reception areas, retail stores, etc.	0700 – 23:00, 16 hours	50	45
Nursing/retirement homes, theatres, places of religious assembly, libraries	0700 – 23:00, 16 hours	45	40
Individual or semi-private offices, conferences rooms, reading rooms, etc.	0700 – 23:00, 16 hours	45	40
* Leq – The A-weighted sound level of a steady sound carrying the same total energy in the specified time period as the observed fluctuating sound. ** ***dBA*** – The A-weighted sound pressure level. Noise measured in decibels weighted to express loudness as perceived by human hearing.			

Figure 6-27: Outdoor and Indoor Sound Level Limits – Road and Rail (adapted from Environmental Noise Guideline, Publication NPC-300)

6.10.3.4 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 proponents will be required to submit detailed noise studies delineating mitigative noise measures required to meet Provincial Government and Region of Peel noise guidelines. The recommendations of the approved reports are to be implemented as conditions of development.

6.10.3.5 Where the acoustical analysis indicates that anticipated sound levels in the outdoor living area would exceed the outdoor sound level limits stipulated by the applicable Provincial Government environmental noise guideline 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 by the Provincial Government environmental noise guideline.

6.10.3.6 A ***feasibility*** and/or ***detailed noise impact study*** prepared to analyze the impacts of road noise on a development are to incorporate the ultimate Annual Average Daily Traffic (AADT) for the road.

6.10.3.7 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.

6.10.4 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.

6.10.4.1 Where residential and other land uses sensitive to noise are proposed in close proximity to rail lines, it may be necessary to mitigate noise impact, in part by way of the building and site design. Residential development or any development that includes outdoor living areas will generally not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed the limits specified by the applicable Provincial Government environmental noise guideline. A ***feasibility*** and/or ***detailed noise impact study*** will be required to demonstrate that every effort has been made to achieve the sound level limits specified by the applicable Provincial Government environmental noise guideline, for an outdoor living area (55 ***dBA*** or less). Only in cases where the required noise attenuation measures are not feasible for technical, economic, aesthetic or administrative reasons would excess noise above the limit (55 ***dBA***) be acceptable, with a warning clause to prospective purchasers, consistent with the applicable Provincial Government environmental noise guideline. In these situations, any excess noise above the limit will not be acceptable if it exceeds 60 ***dBA***.



Figure 6-28: Railways, while a vital part of transportation system and economy, can pose noise, vibration and safety concerns.

6.10.4.2 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 that result in interior noise levels that comply with the indoor standards specified by the applicable Provincial Government environmental noise guideline.

6.10.4.3 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, industry best practices 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:

- 1000 m of a Freight Rail Yard for noise;
- 300 m of a Principal Main Rail Line for noise;
- 250 m of a Secondary Main Line for noise;
- 150 m of a Principal Branch Line for noise;
- 75 m of a Secondary Branch Line for noise;
- 75 m of a Spur Line for noise; and
- 75 m of a rail yard and all rail lines for vibration.

6.10.4.4 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 by the applicable Provincial Government environmental noise guideline 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 level limits stipulated by the applicable Provincial Government environmental noise guideline.

6.10.4.5 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.

6.10.4.6 Development applications for dwellings, significant additions thereto and places of public assembly, will incorporate an appropriate safety setback as necessary to meet industry best practices and the requirements of the applicable rail company, to the satisfaction of the City, which takes into account safety barriers (e.g. berms, walls), topography, intervening structures and the surrounding pattern of development.

6.10.4.7 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 Community









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, and there are opportunities for people to fully engage in community life.

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.

7.1.2 The creation of complete communities and the implications for public health will be considered by







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.

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;

b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;

c. 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 socioeconomic 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.

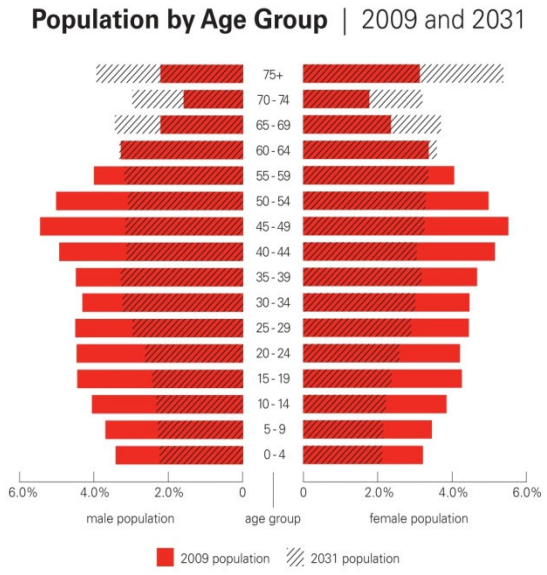


Figure 7-3: As the city's overall population continues to grow, so does the aging population. The age structure is affected by the natural increase and aging of the existing population base, and less affected by the age of new residents. A growing trend in Mississauga is to age-in-place, which means 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.

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

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

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

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 considered. As housing in Neighbourhoods is vacated by older adults, opportunities will exist for new families coming to the city. However, opportunities for families to live in the Downtown, Major Nodes and Community Nodes will also be encouraged.

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;

b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and

c. the production of housing for those with special 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;

b. assisting the development of new rental units through the promotion of, and participation in, programs aimed at producing rental housing; and

c. supporting the preservation of the rental housing stock.

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

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

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

7.3 Inclusionary Zoning

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

a. Inclusionary Zoning will be implemented in conjunction with other planning tools to increase the supply of affordable housing, contributing to diverse, mixed-income communities that offer a range of housing options for residents of various socio-economic backgrounds;

b. Inclusionary Zoning policies will be informed by ongoing monitoring and periodic financial impact assessments in accordance with Provincial requirements, or more frequently as necessary, to create and maintain affordable housing stock without negatively impacting overall development activity;

c. The City will work collaboratively with the Region of Peel, private and non-profit developers, housing providers, and other special interest groups to leverage expertise and achieve housing objectives; and

d. The City and the Region of Peel will work collaboratively to establish Inclusionary Zoning Implementation Guidelines to ensure the efficient delivery and monitoring of affordable housing units, such as but not limited to the procedure for qualifying purchasers and tenants, establishing annual affordable prices and rents, and ensuring the units remain affordable for the affordability period.

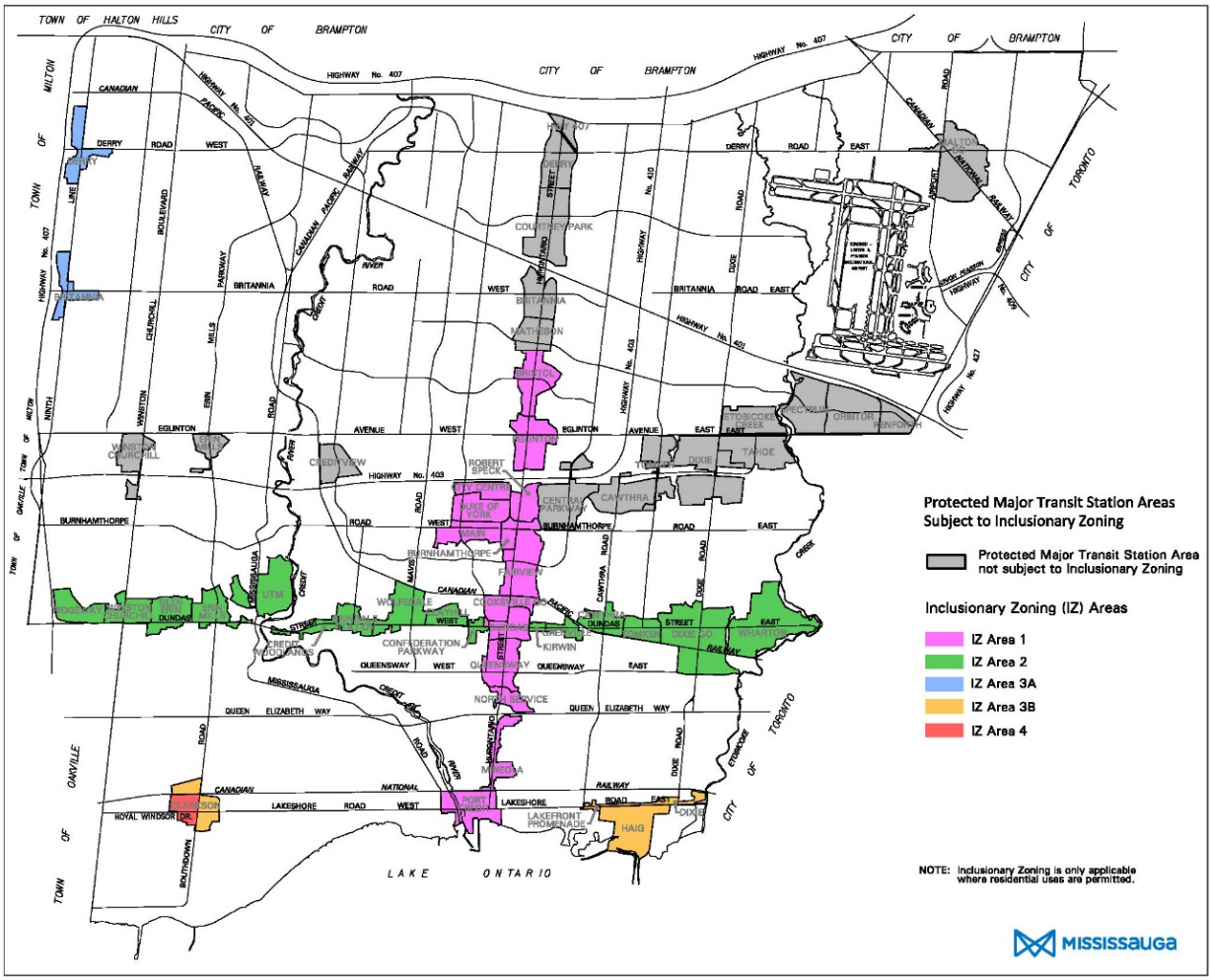
7.3.2 An owner of new development or redevelopment proposing 50 or more residential units or 3,600 square metres or more of gross floor area (GFA) for residential purposes, and located within an IZ Area as identified on Map 7-1: Inclusionary Zoning (IZ) Areas of this Plan, and subject to an Inclusionary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

a. the minimum required percentage of gross floor area for residential purposes in ownership housing to be set-aside as ***affordable ownership housing units*** or ***affordable rental housing units*** for ***moderate-income households*** is established in Table 7-1;

b. notwithstanding Policy 7.3.2 (a), a discounted set-aside rate may be considered for the delivery of housing for ***low- income households*** at the City's discretion through a site specific zoning by-law amendment;

c. through an amendment to this Plan, the City may introduce Inclusionary Zoning requirements for lands within protected ***Major Transit Station Areas*** that are not currently identified within an IZ Area on Map 7-1;

d. IZ Area 4 is within an Employment Area and would require a land conversion to permit



Map 7-1: Inclusionary Zoning (IZ) Areas

residential uses. Inclusionary Zoning requirements of Section 7.3 and 19.23 of this Plan will only apply to development on lands within IZ Area 4 in the event that residential uses are permitted; and

e. the Inclusionary Zoning requirements of Policy 7.3.2 (a) and Table 7-1 do not apply to portions of a development or redevelopment containing purpose-built rental housing until such time as it ceases to serve as purpose-built rental housing. Inclusionary Zoning requirements for purposebuilt rental housing may be introduced through future amendments to this Plan.

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

a. one-bedroom units will be priced at or below the maximum purchase price for the 4th income decile or rented at or below the maximum rent for the 4th renter income decile;

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

c. three-bedroom units will be priced at or below the maximum purchase price for the 6th income decile or rented at or below the maximum rent for the 6th renter income decile.

Table 7-1 – Minimum Required Percentage of Residential Gross Floor Area (GFA) in Ownership Housing to be Affordable Housing

IZ Area as identified on Map 7-1	Tenure of Affordable Housing Units	Applies January 1, 2023 to December 31, 2023	Applies January 1, 2024 to December 31, 2024	Applies January 1, 2025
IZ Area 1	***Affordable Ownership Housing Units***	4%	7%	10%
	Affordable Rental Housing Units	2%	3.5%	5%
IZ Area 2	***Affordable Ownership Housing Units***	3%	5%	7%
	Affordable Rental Housing Units	1.5%	2.5%	3.5%
IZ Area 3A and IZ Area 3B	***Affordable Ownership Housing Units***	3%	4%	5%
	Affordable Rental Housing Units	1.5%	2%	2.5%
IZ Area 4	***Affordable Ownership Housing Units***	10%	10%	10%
	Affordable Rental Housing Units	5%	5%	5%

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

7.3.5 ***Affordable rental housing units*** or ***affordable ownership housing units*** will be required to be maintained at affordable rents or prices commencing upon execution of an Inclusionary Zoning Agreement for a minimum period of:

a. 30 years calculated from the date of first occupancy of an ***affordable rental housing unit***; or

b. 99 years calculated from the later of the date of first occupancy or first closing of an ***affordable ownership housing unit.***

7.3.6 Notwithstanding Policy 7.3.5 (a), after the last day of the 25th year of the affordability period, if the tenant chooses to vacate an ***affordable rental housing unit***, the affordability requirements of Section 7.3 of this Plan no longer apply to the ***affordable rental housing unit***.

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

a. the City will receive no more than 20% of the net proceeds of the sale of an ***affordable ownership housing unit*** sold during the 99 year affordability period, equivalent to no more

than 2% of the sale price, for administration fees, where proceeds are the difference between the purchase price and the resale price of the affordable ownership unit; and

b. the City will receive 50% of the net proceeds of the first sale of an affordable ownership housing unit at market price after the 99 year affordability period, to be reinvested in affordable housing, where net proceeds are the difference between the purchase price and the resale price of the affordable ownership unit, less any legal, administration or real estate commission fees.

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

a. the offsite location must be located in an IZ Area as identified on Map 7-1;

b. offsite affordable housing units shall be located in proximity to the proposed development or redevelopment giving rise to the Inclusionary Zoning requirement. Proximity is deemed to be one or more of the following criteria:

   (i) the offsite location is in the same IZ Area as the development or redevelopment giving rise to the Inclusionary Zoning requirement;

   (ii) the offsite location is within 800 metres of the development or redevelopment giving rise to the Inclusionary Zoning requirement; or

   (iii) IZ Area 3B and IZ Area 4 will be considered to be the same IZ Area for the purposes of Policy 7.3.8(b).

c. the offsite Inclusionary Zoning contribution results in one or more improved housing outcomes, such as:

   (i) the delivery of affordable housing units occurs sooner than if the units were delivered in the development giving rise to the Inclusionary Zoning requirement;

   (ii) the provision of ***affordable rental housing units***

   (iii) the provision of more deeply affordable units than required (i.e. housing affordable to low-income households); or

   (iv) the provision of a greater amount of affordable gross floor area than required.

d. offsite units shall not be used to satisfy Inclusionary Zoning requirements that apply to the offsite location.

7.3.9 Inclusionary Zoning By-laws will not apply to:

a. long-term care buildings, retirement buildings, hospices, staff/student residences, group homes, or not-for profit buildings;

b. Region of Peel or Peel Housing Corporation projects;

c. approved development, as specifically identified as exempt in the zoning by-law, that is already subject to an affordable housing contribution requirement as of June 22, 2022. Inclusionary Zoning By-laws will apply to additional development permissions for such lands;

d. development or redevelopment meeting the exemption criteria under the Planning Act or related Ontario Regulations; and

e. notwithstanding 7.3.2, in no case will Inclusionary Zoning By-laws apply to development or redevelopment of less than 10 residential units.

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

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

b. contribute to the Inclusionary Zoning requirements in Policy 7.3.2 of this Plan.

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

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

7.4 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.

7.4.1 Community infrastructure will support the creation of complete communities.

7.4.2 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.

7.4.3 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.

7.4.4 Community infrastructure that generates large amounts of traffic will be located to minimize impacts on the transportation system.

7.4.5 Community infrastructure will generally be:



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 programs and places of religious assembly. The City provides high quality services at state of the art facilities.

a. in proximity to transit facilities;

b. 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.

7.4.6 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.

7.4.7 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.

7.4.8 Where possible, community infrastructure will be encouraged to develop shared parking facilities.

7.4.9 School sites will be determined during the processing of development applications and will have regard for the site policies established by the School Boards.

7.4.10 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.

7.4.11 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.

7.4.12 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.

7.4.13 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.





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

7.4.14 Community infrastructure will be planned and delivered to ensure financial viability over life cycles and meet projected needs.

7.4.15 Mississauga will maintain and establish programs for renewal of community infrastructure. In doing so, Mississauga will ensure that the capital cost, maintenance cost and environmental impact are minimized. Opportunities for reusing pre-existing buildings for new purposes will be encouraged.

7.5 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.

7.5.1 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*.

7.5.1.1 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.

7.5.1.2 Mississauga will discourage the demolition, destruction or inappropriate alteration or reuse of cultural heritage resources.

7.5.1.3 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.

7.5.1.4 Mississauga will encourage other levels of government to enact legislation and develop programs that promote the preservation and rehabilitation of cultural heritage resources.

7.5.1.5 Mississauga will encourage private and public support and the allocation of financial resources for the preservation and rehabilitation of cultural heritage resources.

7.5.1.6 Mississauga will foster public awareness of and commitment to, the protection and enhancement of cultural heritage resources.

7.5.1.7 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.

7.5.1.8 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.

7.5.1.9 Character Area policies may identify means of protecting 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.

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

7.5.1.11 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.

7.5.1.12 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 Assessment***, prepared to the satisfaction of the City and other appropriate authorities having jurisdiction

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

7.5.1.14 Cultural heritage resources will be



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.

integrated with development proposals.

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

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

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

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

7.5.1.19 Mississauga will consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.

7.5.1.20 Mississauga will consider the interests of Aboriginal communities in conserving cultural heritage and archaeological resources.

7.5.2 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.

7.5.2.1 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.

7.5.2.2 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 Assessment***.

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

7.5.3 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.



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.

7.5.3.1 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.

7.5.3.2 Heritage Conservation District Plans will contain the following:

a. a statement of the objectives to be achieved in designating the area as a heritage conservation district;

b. a statement explaining the cultural heritage value or interest of the heritage conservation district;

c. 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.

7.5.3.3 Applications for development within a Heritage Conservation District will be required to include a ***Heritage Impact Assessment*** and Heritage Permit, prepared to the satisfaction of the City and the appropriate authorities having jurisdiction.

7.5.4 Archaeological Resources

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.

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

7.5.4.2 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.

7.5.4.3 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.

7.5.5 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.

7.5.5.1 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.

7.5.5.2 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.

7.5.5.3 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.

7.5.5.4 Mississauga reserves the right to refuse a completed archaeological report if it is not satisfactory to the City.

7.5.5.5 To protect against the inappropriate removal of artifacts, Mississauga may keep the existence and location of archaeological protection sites confidential.

7.5.5.6 Mississauga will investigate establishing and maintaining an inventory of archaeological sites and reporting to the Provincial Government all known sites.

7.5.5.7 Mississauga will consider the use of public open space for conserving archaeological protection sites where appropriate.

7.5.5.8 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.

7.5.5.9 Archaeological protection areas should be designated archaeological sites by the Provincial Government in accordance with the *Ontario Heritage Act*.

7.5.5.10 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.

7.5.5.11 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.

7.5.5.12 Mississauga will endeavour to protect the archaeological heritage of the City by identifying archaeological sites and encouraging documentation.

7.6 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.



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.

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 identity in the future.

7.6.1 Cultural infrastructure should:

a. be directed to Intensification Areas;

b. be a part of creating complete communities; and

c. recognize and strengthen distinct identities.

7.6.2 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:

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.

7.6.3 Mississauga will support cultural development by considering the needs of the cultural community when:

a. acquiring or selling municipal land;

b. building and rehabilitating municipal facilities; and

c. allowing for arts and cultural uses and activities within the public realm (e.g. public art, festivals).

7.6.4 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.

7.7 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.

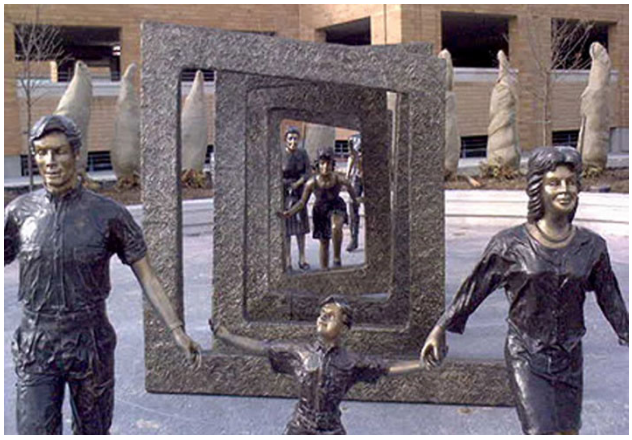


Figure 7-10: Public art is created for specific sites, responding to a series of conditions, including built forms and elements, landscaping, historical events and cultural and community identities, and interpreting contemporary life. Public art contributes appreciably to the experience of urban space,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

7.7.1 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.

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.

7.7.1.1 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.

7.7.1.2 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.



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.

7.7.1.3 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.

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

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

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

7.7.2 Lake Ontario Waterfront

The Lake Ontario waterfront shoreline within Mississauga, which measures approximately 22 km, is a part of the Natural Heritage 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. These communities have a strong orientation to the waterfront and their identity is associated with their 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. Mississauga has 22 waterfront parks that vary in size, use and features. Future development in waterfront communities should have regard for the Mississauga Waterfront Parks Strategy, a comprehensive long term plan to manage the future development of the City's waterfront parks. 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.

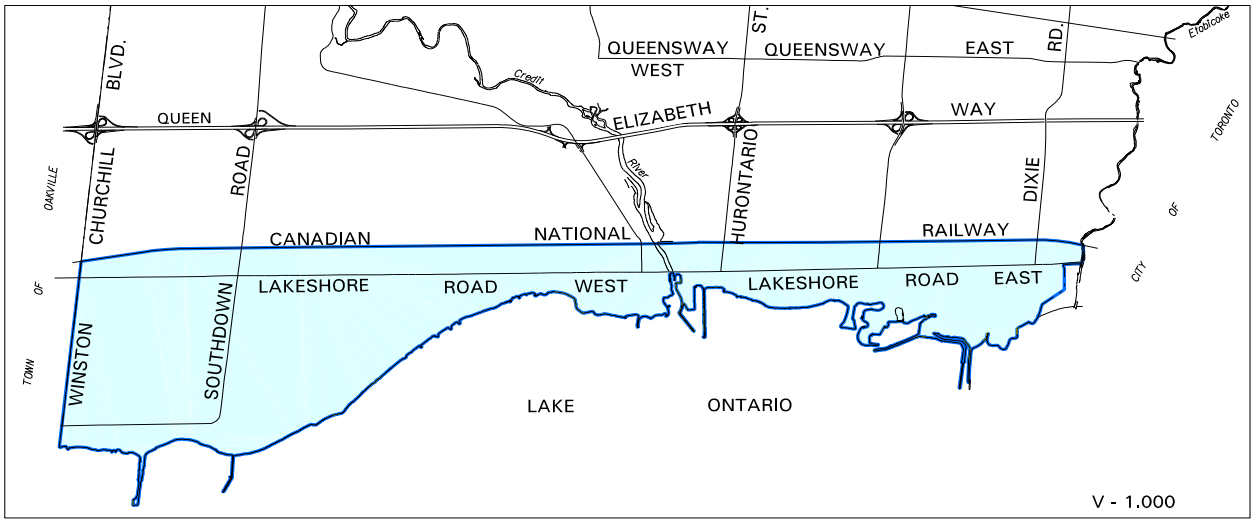


Figure 7-12: The Mississauga waterfront communities include all or a portion of Southdown, Clarkson-Lorne Park, Lakeview and Port Credit.



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.

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.

7.7.2.1 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 Heritage 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.

7.7.2.2 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.

7.7.2.3 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.

7.7.2.4 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;

g. natural hazards;

h. restoration and shoreline improvements;

i. natural heritage features and their functions;

j. opportunities for nature appreciation;

k. compatibility among land uses;

l. the privacy and security of private property;

m. mix of appropriate uses;

n. form and scale appropriate to the waterfront location;

o. 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.

7.7.2.5 Public Open Space and development adjacent to the Lake Ontario Waterfront Trail should be designed to enhance the trail user's 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.

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.



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

7.8 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.

7.8.1 Mississauga supports the following urban agricultural practices:

a. urban gardening;

b. community gardening; and

c. the creation of rooftop gardens.

7.8.2 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



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.

roads designed to move large volumes of vehicles efficiently. Within the grid are a series of collector roads and local 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.

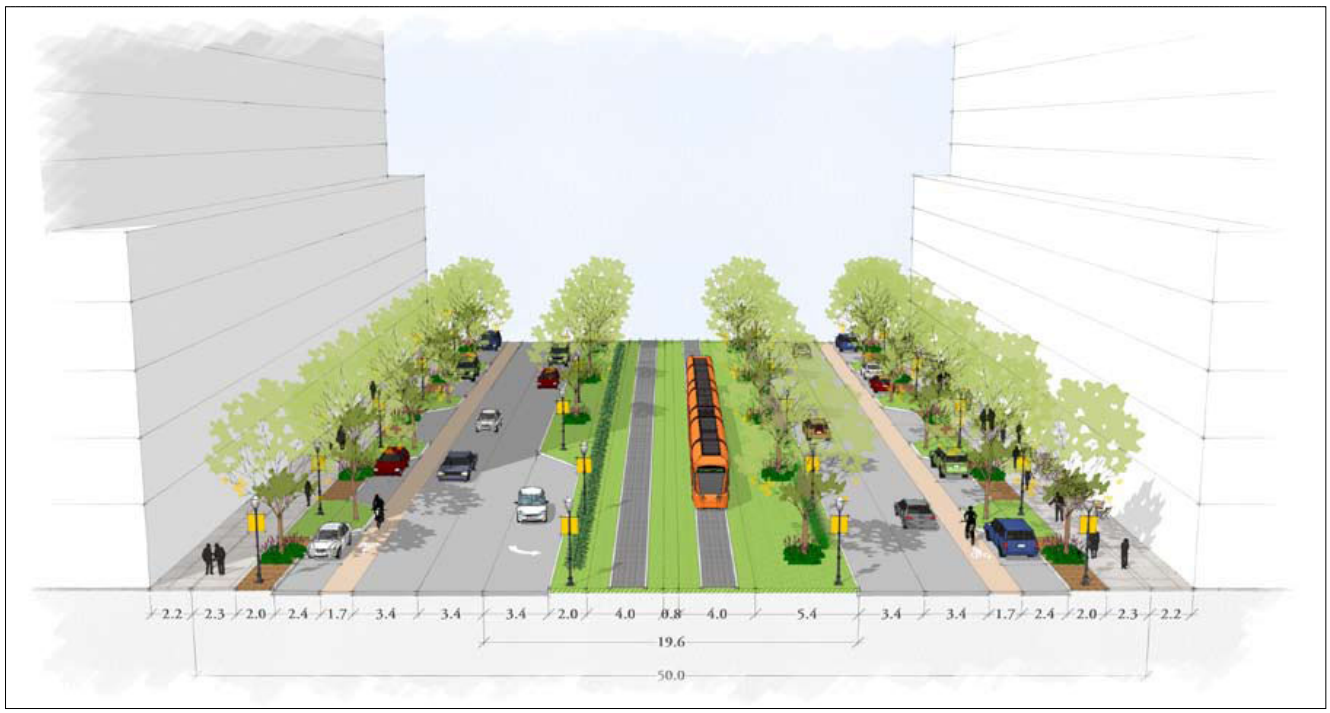


Figure 8-2: ***Higher order transit*** is proposed along Hurontario Street and will complement intensification. The illustration shows the City's vision for ***higher order transit*** along Hurontario Street.

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.

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 by 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 (TDM) 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 multi-modal uses where feasible, in particular prioritizing transit and goods movement over those of single occupant 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, multi-modal 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.

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 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.

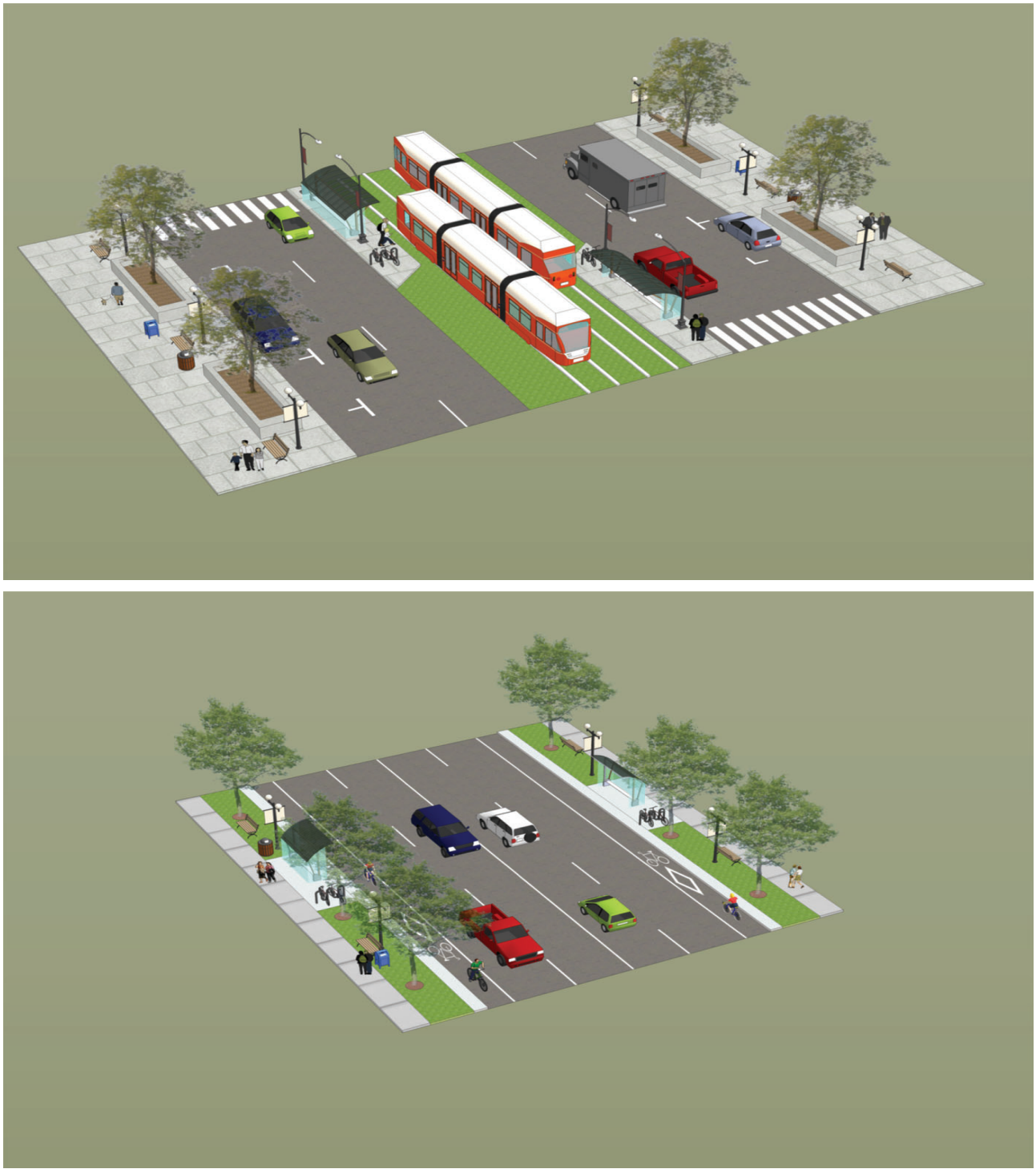


Figure 8-3: The ability to create multi-modal roadways will be influenced by right-of-way widths. Wider rights-of-way will allow for dedicated space for different transportation modes, however, where rights-of-way are narrower transportation modes will need to share space.

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 who 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 8-1 to 8-4 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 for arterial and major collector roads necessary to achieve the long term multi-modal 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 ongoing 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. Rights-of-ways may contain road surfaces, sidewalks, utilities, transit facilities, cycling routes, multi-use trails, ***streetscape*** works and other uses such as public art and signage. Detailed design studies will determine which functions are accommodated within a particular right-of-way and the dimensions of those facilities within the right-of-way. The City may require land for the rights-of-way (including easements) or the widening of rights-of-way 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-of-way by acquiring the additional property needed to achieve designated widths;

b. designated right-of-way widths are considered the basic required rights-of-way along roadway sections. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities or to provide for necessary improvements for safety in certain locations;

c. 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;

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; and

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: Long Term Road Network, 6: Long Term Transit Network and 7: Long Term Cycling Routes. 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. Creation of new additional direct vehicle access to an arterial will be discouraged. The City may through negotiations seek to consolidate or eliminate direct vehicle access to arterials in order to improve traffic safety and the functioning of transit and pedestrian/cycling routes and to achieve operational objectives;

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. Character Area policies 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; and

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. Major adjustments to the basic right-of-way widths and alignments for roads will require an amendment to this Plan.

8.2.2.2 Mississauga will create a multi-modal road network through:

a. 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 fine-grained 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 through the local area review process. 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 interregional 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 Official 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.

Schedule 6: Long Term Transit Network, provides a conceptual overview of the long term transit network for Mississauga.

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.



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.

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

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 of the Mississauga Bus Rapid Transit.

8.2.3.5 Light rail transit is planned on Hurontario Street as the main north-south spine in Mississauga including service within the Downtown Core area. Bus Rapid Transit will run along the Highway 403/Eglinton Avenue corridor as the east-west spine to form part of the 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 interconnected ***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:

a. 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;

c. expanding transit service to areas that have achieved, or will be planned to achieve, transit supportive 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 Active Transportation

The City will continue to develop an integrated cycling network, to make cycling a more viable choice for commuting. Decisions regarding the detailed characteristics and development of primary and secondary cycling routes will be guided by the Cycling Master Plan.

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.

The purpose of Schedule 7: Long Term Cycling Routes is to connect key city destinations and locations, such as Major Transit Stations, with cycling routes and provide cycling linkages to adjacent municipalities. The cycling facilities shown on Schedule 7 consist of Primary Off-Road Routes, Primary On-Road / Boulevard Routes, Primary On-Road / Boulevard Routes (Regional), Crossings and Connections to Adjacent Municipalities in accordance with the Cycling Master Plan.

8.2.4.1 Bicycle racks and bicycle storage facilities will be provided at transit terminals.

8.2.4.2 Mississauga will protect and may acquire the lands required for the cycling facilities shown on Schedule 7: Long Term Cycling Routes, through the development approval process and capital works program.



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.

8.2.4.3 Proponents of development applications, will be required to demonstrate how pedestrian and cycling needs have been addressed.

8.2.4.4 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.

8.2.4.5 Sidewalks or multi-use trails will be provided on all new roads.

8.2.4.6 Sidewalks or multi-use trails in the vicinity of all transit stops will be provided.

8.2.4.7 Sidewalks or multi-use trails and pedestrian amenities will be a priority in Intensification Areas.

8.2.4.8 Mississauga will provide pedestrian connections to Intensification Areas.

8.3 Transportation Infrastructure Design

Mississauga will implement a range of 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:

a. has regard for the safe movement of all road users, including transit, cyclists, pedestrians and motorists;

b. is context sensitive having regard for existing and planned land uses, urban design, community needs and funding availability;

c. minimizes the disruption to the Natural Heritage System and preserves, 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 exceptional 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 - preferably 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 (TDM) 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;

c. the presence of site constraints that prevent the provision of the required number of on-site parking spaces;

d. property use that is not considered overdevelopment; and

e. areas where municipal parking facilities are



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.

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 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;

d. 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;

b. 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 (TDM) 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;

b. 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

i. 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.

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.



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

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, weather protected, on-site bicycle storage facilities, and associated amenities such as showers, change rooms and clothing lockers;



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.

f. reserved, priority car-pool 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 Car-pooling 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 a 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.

8.6.1 Mississauga will promote the development of land use and transportation facilities around ***anchor hubs*** and ***gateway hubs*** in a 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.

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

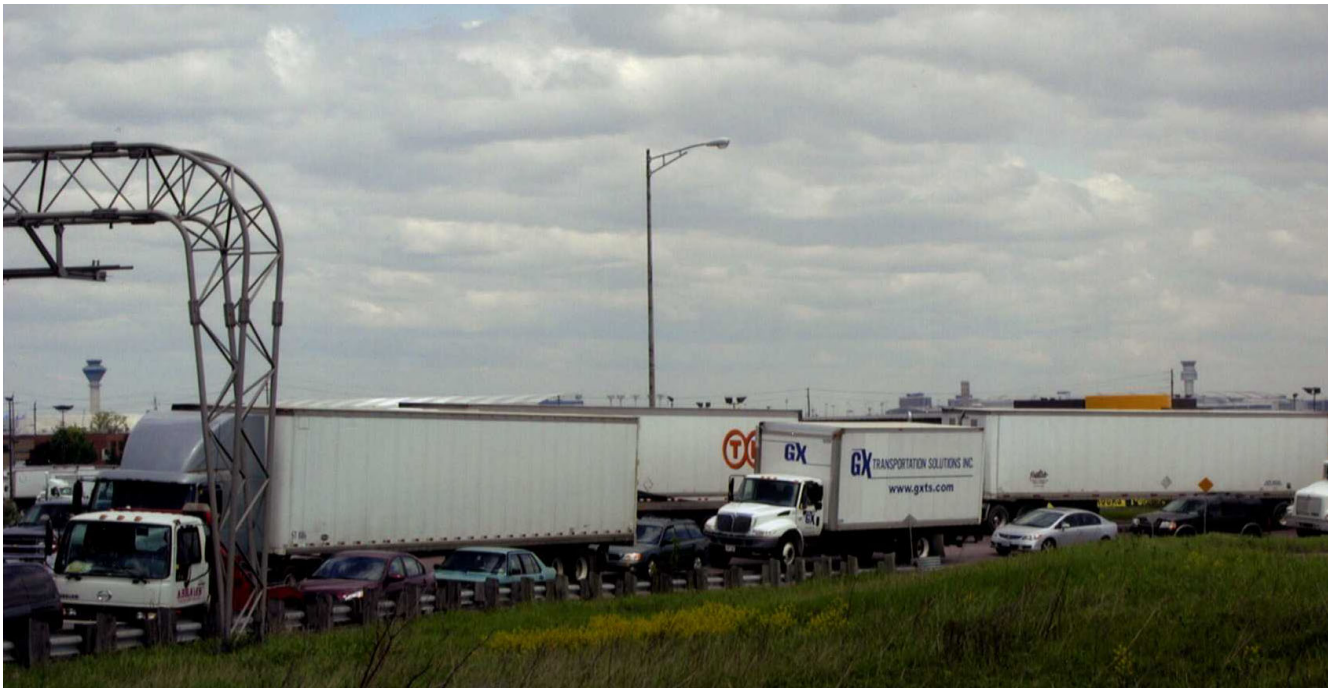


Figure 8-10: Several 400 series highways and major roads traverse Mississauga and support the many businesses reliant on efficient goods movement.

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;

i. 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 and 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 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:

a. Torbram Road and Canadian National Railway (CNR) (north);

b. Torbram Road and CNR (south);



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.

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; and

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	To	Jurisdiction	R-O-W*
1	Airport Rd.	North City boundary	Highway 427	Peel	45 m
2	Britannia Rd. W.	Highway 407	Erin Mills Pkwy.	Peel	36 m
3	Britannia Rd. W.	Erin Mills Pkwy.	Approximately 280 m west of Queen St.	Peel	40 m
4	Britannia Rd. W.	Approximately 280 m west of Queen St	Credit River	Peel	36 m
5	Britannia Rd. W.	Credit River	Mavis Rd.	Peel	45 m
6	Britannia Rd. W.	Mavis Rd.	Hurontario St.	Peel	43.5 m
7	Burnhamthorpe Rd. W.	Ninth Line	Erin Mills Pkwy.	Mississauga	35 m
8	Burnhamthorpe Rd. W.	Erin Mills Pkwy.	Confederation Pkwy.	Mississauga	50 m
9	Burnhamthorpe Rd. W.	Confederation Pkwy.	Hurontario St.	Mississauga	60 m
10	Burnhamthorpe Rd. E.	Hurontario St.	Arista Way	Mississauga	60 m
11	Burnhamthorpe Rd. E.	Arista Way	Etobicoke Creek	Mississauga	50 m
12	Cawthra Rd.	Eastgate Pkwy.	Burnhamthorpe Rd. E.	Peel	45 m
13	Cawthra Rd.	Burnhamthorpe Rd. E.	Silver Creek Blvd.	Peel	36 m
14	Cawthra Rd.	Silver Creek Blvd.	QEW	Peel	45 m
15	Cawthra Rd.	QEW	Lakeshore Rd. E.	Peel	36 m
16	Courtneypark Dr. W.	Mavis Rd.	Hurontario St.	Mississauga	35 m
17	Courtneypark Dr. E.	Hurontario St.	Netherhart Rd.	Mississauga	35 m
18	Future Arterial / Creekbank Rd.	Highway 401	Eglinton Ave. E.	Mississauga	30 m
19	Derry Rd. W.	Hwy 407	Danton Promenade	Peel	36 m
20	Derry Rd. W.	Danton Promenade	Hurontario St.	Peel	45 m
21	Derry Rd. E.	Hurontario St.	Highway 427	Peel	45 m
22	Dixie Rd.	North City boundary	Rometown Dr.	Peel	45 m
23	Dundas St. W.	Ninth Line	Highway 403	Mississauga	42 m
24	Dundas St. W.	Highway 403	Mississauga Rd.	Mississauga	40 m
25	Dundas St. W.	Mississauga Rd.	Credit Woodlands Crt.	Mississauga	35 m
26	Dundas St. W.	Credit Woodlands Crt.	Hurontario St.	Mississauga	42 m
27	Dundas St. E.	Hurontario St.	Etobicoke Creek	Mississauga	42 m
28	Eastgate Pkwy.	Cawthra Rd.	Dixie Rd.	Mississauga	67 m
29	Eastgate Pkwy.	Dixie Rd.	Fieldgate Dr.	Mississauga	50 m
30	Eastgate Pkwy.	Fieldgate Dr.	Eglinton Ave. E.	Mississauga	65 m

31	Eglinton Ave. W.	Hwy 407	Winston Churchill Blvd.	Mississauga	30 m
32	Eglinton Ave. W.	Winston Churchill Blvd.	Erin Mill Pkwy.	Mississauga	40 m
33	Eglinton Ave. W.	Erin Mills Pkwy.	Hurontario St.	Mississauga	45 m
34	Eglinton Ave. E.	Hurontario St.	Eastgate Pkwy.	Mississauga	45 m
35	Eglinton Ave. E.	Eastgate Pkwy.	Etobicoke Creek	Mississauga	65 m
36	Eglinton Ave. W.	Etobicoke Creek	East City boundary	Toronto	50 m
37	Erin Mills Pkwy.	Turner Valley Rd. / Mississauga Rd.	Queen Elizabeth Way	Peel	45 m
38	Finch Ave.	C.N.R. tracks	Highway 427	Peel	36 m
39	Hurontario St.	North City boundary	Highway 403	Mississauga	45 m
40	Hurontario St.	Highway 403	Elm Dr.	Mississauga	50 m
41	Hurontario St.	Elm Dr.	St. Lawrence & Hudson Railway tracks	Mississauga	45 m
42	Hurontario St.	St. Lawrence & Hudson Railway tracks	Queen Elizabeth Way	Mississauga	35 m
43	Hurontario St.	Queen Elizabeth Way	Lakeshore Rd.	Mississauga	30 m
44	Lakeshore Rd. W.	Winston Churchill Blvd.	Southdown Rd.	Mississauga	35 m
45	Lakeshore Rd. W.	Southdown Rd.	Approximately 25 m east of Crozier Crt.	Mississauga	35 m
46	Lakeshore Rd. W.	Approximately 25 m east of Crozier Crt.	Hurontario St.	Mississauga	26 m
47	Lakeshore Rd. E.	Hurontario St.	Seneca Ave.	Mississauga	26 m
48	Lakeshore Rd. E.	Seneca Ave.	Greaves Ave.	Mississauga	30 m
49	Lakeshore Rd. E.	Greaves Ave.	Etobicoke Creek	Mississauga	44.5 m
50	Mavis Rd.	North City boundary	Highway 401	Mississauga	35 m
51	Mavis Rd.	Highway 401	Highway 403	Mississauga	40 m
52	Mavis Rd.	Highway 403	Queensway W.	Mississauga	35 m
53	Mississauga Rd.	North City boundary	Turner Valley Rd.	Peel	45 m
54	Netherhart Rd. / Future Arterial	Courtneypark Dr. E.	Highway 401	Mississauga	35 m
55	Ninth Line	Highway 401	Highway 403	Mississauga	35 m
56	Ninth Line	Highway 403	Dundas St. W.	Halton	35 m
57	Queensway W.	Mavis Rd.	Hurontario St.	Peel	36 m
58	Queensway E.	Hurontario St.	Etobicoke Creek	Peel	45 m
59	Royal Windsor Dr.	Winston Churchill Blvd.	Southdown Rd.	Mississauga	35 m
60	Southdown Rd.	Queen Elizabeth Way	Lakeshore Rd. W.	Mississauga	35 m
61	Winston Churchill Blvd.	North City boundary	Dundas St. W.	Mississauga	35 m
62	Winston Churchill Blvd.	Dundas St. W.	North Sheridan Way	Peel	45 m

63	Winston Churchill Blvd.	North Sheridan Way	Lakeshore Rd. W.	Peel	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 necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for necessary improvements for safety in certain locations.

Table 8-2: Road Classification – Major Collectors

	Street	From	To	Jurisdiction	R-O-W*
1	Aquitaine Ave.	Tenth Line W.	Millcreek Dr.	Mississauga	26 m
2	Argentia Rd.	Hwy 407	Creditview Rd.	Mississauga	26 m
3	Atwater Ave.	Mineola Gdns.	Ogden Ave.	Mississauga	20 m
4	Avebury Rd.	Britannia Rd. W.	Matheson Blvd.	Mississauga	30 m
5	Battleford Rd.	Tenth Line	Erin Mills Pkwy.	Mississauga	26 m
6	Belgrave Rd.	Highway 401 at Mavis Rd. interchange R-O-W	Cantay Rd.	Mississauga	30 m
7	Bloor St.	Central Pkwy. E.	Dixie Rd.	Mississauga	26 m
8	Bloor St.	Dixie Rd.	Etobicoke Creek	Mississauga	30 m
9	Bramalea Rd.	North City boundary	Derry Rd. E.	Mississauga	30 m
10	Bristol Rd. W.	Credit River	Approximately 55 m east of Albert St.	Mississauga	20 m
11	Bristol Rd. W.	Approximately 55 m east of Albert St.	Creditview Rd.	Mississauga	26 m
12	Bristol Rd. W.	Creditview Rd.	Hurontario St.	Mississauga	30 m
13	Bristol Rd. E.	Hurontario St.	Kennedy Rd.	Mississauga	30 m
14	Britannia Rd. E.	Hurontario St.	Kennedy Rd.	Mississauga	26 m
15	Abilene Dr. / Britannia Rd. E. (Future Major Collector-conceptual)	Kennedy Rd.	Highway 410	Mississauga	26 m
16	Britannia Rd. E.	Highway 410	Tomken Rd.	Mississauga	26 m
17	Britannia Rd. E.	Tomken Rd.	Netherhart Rd. / Future Arterial	Mississauga	26 m
18	Camilla Rd.	Dundas St. E.	King St. E.	Mississauga	26 m
19	Cantay Rd.	Mavis Rd.	Britannia Rd. W.	Mississauga	30 m
20	Capston Dr.	Kateson Rd.	Hurontario St.	Mississauga	26 m
21	Central Pkwy. W.	Burnhamthorpe Rd. W.	Mavis Rd.	Mississauga	26 m
22	Central Pkwy. W.	Mavis Rd.	Hurontario St.	Mississauga	30 m
23	Central Pkwy. E.	Hurontario St.	Rathburn Rd. E.	Mississauga	35 m
24	Central Pkwy. E.	Rathburn Road E.	Highway 403	Mississauga	30 m
25	Central Pkwy. E.	Highway 403	Eglinton Ave. E.	Mississauga	26 m
26	Centre View Dr.	Mavis Rd.	Approximately 600 m east of Mavis Rd.	Mississauga	30 m
27	Centre View Dr.	Approximately 600 m east of Mavis Rd.	Station Gate Rd.	Mississauga	50 m

	Street	From	To	Jurisdiction	R-O-W*
28	Centre View Dr.	Station Gate Rd.	Rathburn Rd. W.	Mississauga	30 m – 50 m
29	Clarkson Rd. N.	South Sheridan Way	Lakeshore Rd. W.	Mississauga	22 m
30	Confederation Pkwy.	Eglinton Ave. W.	Highway 403	Mississauga	30 m
31	Confederation Pkwy.	Highway 403	Webb Dr.	Mississauga	40 m
32	Confederation Pkwy.	Webb Dr.	King St. W.	Mississauga	30 m
33	Confederation Pkwy.	King St. W.	Queensway W.	Mississauga	26 m
34	Creditview Rd.	Derry Rd. W.	Eglinton Ave. W.	Mississauga	30 m
35	Creditview Rd.	Eglinton Ave. W.	Burnhamthorpe Rd. W.	Mississauga	26 m
36	Proposed east-west road opposite Top Flight Dr.	Derrycrest Dr.	Hurontario St.	Mississauga	30 m
37	Derrycrest Dr.	Vicksburgh Dr.	Derry Rd. W.	Mississauga	30 m
38	Dixie Rd. (Scenic Route)	Rometown Dr.	Lakeshore Rd. E.	Peel	20 m
39	Drew Rd.	Tomken Rd.	Airport Rd.	Mississauga	26 m
40	Duke of York Blvd.	North 403 Major Collector Rd.	Webb Dr.	Mississauga	27.5 m
41	Edwards Blvd.	North City boundary	World Dr.	Mississauga	26 m
42	Erin Centre Blvd.	Tenth Line	Winston Churchill Blvd.	Mississauga	26 m
43	Erin Centre Blvd.	Winston Churchill Blvd.	Erin Mills Pkwy.	Mississauga	30 m
44	Erin Centre Blvd.	Erin Mills Pkwy.	Mississauga Rd.	Mississauga	26 m
45	Erindale Station Rd.	Central Pkwy. W.	Dundas St. W.	Mississauga	26 m
46	Financial Dr.	North City boundary	Derry Rd. W.	Mississauga	30 m
47	Fowler Dr.	Lincoln Green Way	North Sheridan Way	Mississauga	20 m
48	Fowler Dr.	North Sheridan Way	Erin Mill Pkwy.	Mississauga	26 m
49	Glen Erin Dr.	Derry Rd. W.	Britannia Rd. W.	Mississauga	26 m
50	Glen Erin Dr.	Britannia Rd. W.	Eglinton Ave. W.	Mississauga	30 m
51	Glen Erin Dr.	Eglinton Ave. W.	Burnhamthorpe Rd. W.	Mississauga	26 m
52	Glen Erin Dr.	Burnhamthorpe Rd. W.	Dundas St. W.	Mississauga	30 m
53	Goreway Dr.	North City boundary	Derry Rd. E.	Mississauga	35 m
54	Goreway Dr.	Derry Rd. E.	Highway 427	Mississauga	26 m
55	Hillcrest Ave.	Confederation Pkwy.	Hurontario St.	Mississauga	26 m
56	Hydro Road/ Street 'J'	Lakeshore Rd. E.	Street 'D'	Mississauga	26 m - 35 m
57	Indian Rd.	Lorne Park Rd.	Mississauga Rd.	Mississauga	20 m
58	Kateson Dr.	Courtneypark Dr. W.	Capston Dr.	Mississauga	30 m

	Street	From	To	Jurisdiction	R-O-W*
59	Kennedy Rd.	North City boundary	Matheson Blvd. E.	Mississauga	30 m
60	Kennedy Rd.	Matheson Blvd. E.	Eglinton Ave. E.	Mississauga	30 m
61	King St. W.	Confederation Pkwy.	Hurontario St.	Mississauga	26 m
62	King St. E.	Hurontario St.	Camilla Rd.	Mississauga	26 m
63	Kirwin Ave.	Hurontario St.	Dundas St. E.	Mississauga	26 m
64	Lakefront Promenade/ Street 'G'	Lakeshore Rd. E.	Street 'D'	Mississauga	26 m - 35 m
65	Leanne Blvd.	Erin Mills Pkwy.	North Sheridan Way	Mississauga	26 m
66	Lincoln Green Way	Erin Mills Pkwy.	Fowler Dr.	Mississauga	35 m
67	Lorne Park Rd.	Indian Rd.	Truscott Dr.	Mississauga	20 m
68	Madill Blvd. extension	Kateson Dr.	Hurontario St.	Mississauga	23 m – 26 m
69	Main St.	Queen St. S.	Approximately 90 m east of Wyndham St.	Mississauga	30 m
70	Main St.	Approximately 90 m east of Wyndham St.	Credit River	Mississauga	20 m
71	Maritz Dr.	Derry Rd. W.	Courtneypark Dr. W.	Mississauga	30 m
72	Matheson Blvd. W.	Terry Fox Way	Hurontario St.	Mississauga	30 m
73	Matheson Blvd. E.	Hurontario St.	Highway 403	Mississauga	30 m
74	Matheson Blvd. E.	Highway 403	Future Arterial / Creekbank Rd.	Mississauga	26 m
75	Matheson Blvd. E.	Future Arterial / Creekbank Rd. Creekbank Rd.	East City boundary	Mississauga	30 m
76	McLaughlin Rd.	North City boundary	Matheson Blvd. W.	Mississauga	30 m
77	McLaughlin Rd. (Scenic Route)	Matheson Blvd. W.	Bristol Rd. W.	Mississauga	26 m
78	McLaughlin Rd.	Bristol Rd. W.	Eglinton Ave. W.	Mississauga	26 m
79	Meadowpine Blvd.	North City boundary	Meadowvale Blvd.	Mississauga	30 m
80	Meadowvale Blvd.	North City boundary	Derry Rd. W.	Mississauga	30 m
81	Millcreek Dr.	Derry Rd. W.	Erin Mills Pkwy.	Mississauga	26 m
82	Mineola Gdns.	Mineola Rd. E.	Atwater Ave.	Mississauga	20 m
83	Mineola Rd. E.	Hurontario St.	Mineola Gdns.	Mississauga	20 m
84	Mississauga Rd.	Erin Mills Pkwy.	St. Lawrence & Hudson Railway tracks	Mississauga	26 m
85	Mississauga Rd. (Scenic Route)	St. Lawrence & Hudson Railway tracks	Indian Rd.	Mississauga	26 m

	Street	From	To	Jurisdiction	R-O-W*
86	Mississauga Rd. (Scenic Route)	Indian Rd.	Canadian National Railway tracks	Mississauga	23 m-26 m
87	Mississauga Rd. N. (Scenic Route)	Canadian National Railway tracks	Lakeshore Rd. E.	Mississauga	26 m
88	Morning Star Dr.	Airport Rd.	Highway 427	Mississauga	26 m
89	North 403 Major Collector Rd.	Mavis Rd.	Hurontario St.	Mississauga	30 m
90	North Service Rd.	Hurontario St.	Cawthra Rd.	Mississauga	22 m
91	North Service Rd.	Cawthra Rd.	Brentano Blvd.	Mississauga	20 m
92	North Sheridan Way	Winston Churchill Blvd.	Erin Mills Pkwy.	Mississauga	20 m
93	North Sheridan Way	Fowler Dr.	East-West section of North Sheridan Way	Mississauga	26 m
94	North Sheridan Way	East-West section of North Sheridan Way	Mississauga Rd.	Mississauga	20 m
95	Ogden Ave.	South Service Rd.	Lakeshore Rd. E.	Mississauga	20 m
96	Ponytrail Dr.	Rathburn Rd. E.	Burnhamthorpe Rd. E.	Mississauga	30 m
97	Queen St. N.	St. Lawrence & Hudson Railway tracks	Britannia Rd. W.	Mississauga	26 m
98	Queen St. S. (Scenic Route)	Britannia Rd. W.	St. Lawrence and Hudson Railway tracks	Mississauga	20 m
99	Rathburn Rd. W.	Creditview Rd.	Mavis Rd.	Mississauga	26 m
100	Rathburn Rd. W.	Mavis Rd.	Approximately 50 m east of Elora Dr.	Mississauga	30 m
101	Rathburn Rd. W.	Approximately 50 m east of Elora Dr.	Station Gate Rd.	Mississauga	40 m
102	Rathburn Rd. W.	Station Gate Rd.	Centre View Dr.	Mississauga	55 m
103	Rathburn Rd. W.	Centre View Rd.	Hurontario St.	Mississauga	40 m
104	Rathburn Rd. E.	Hurontario St.	Approximately 150 m east of Shipp Dr.	Mississauga	40 m
105	Rathburn Rd. E.	Approximately 150 m east of Shipp Dr.	Ponytrail Dr.	Mississauga	30 m
106	Rathburn Rd. E.	Ponytrail Dr.	Etobicoke Creek	Mississauga	35 m
107	Ridgeway Dr.	Eglinton Ave. W.	Dundas St. W.	Mississauga	26 m
108	Sheridan Park Dr.	Winston Churchill Blvd.	Erin Mills Pkwy.	Mississauga	35 m
109	South Service Rd.	Hurontario St.	Park Royale Blvd.	Mississauga	20 m
110	South Sheridan Way	Winston Churchill Blvd.	Mississauga Rd.	Mississauga	20 m
111	Street 'D'	Street 'G'	Street'J'	Mississauga	26 m - 35 m

	Street	From	To	Jurisdiction	R-O-W*
112	Tenth Line W.	Argentia Rd.	Britannia Rd. W.	Mississauga	30 m
113	Tenth Line W.	Britannia Rd. W.	McDowell Dr.	Mississauga	26 m
114	Tenth Line W.	McDowell Dr.	Tacc Dr.	Mississauga	30 m
115	Tenth Line W.	Tacc Dr.	Erin Centre Blvd.	Mississauga	26 m
116	Tenth Line W.	Erin Centre Blvd.	Eglinton Ave. W.	Mississauga	30 m
117	Terry Fox Way	Britannia Rd. W.	Eglinton Ave. W.	Mississauga	30 m
118	The College Way	Ridgeway Dr.	Mississauga Rd.	Mississauga	26 m
119	Thomas St.	Ninth Line	Tenth Line W.	Mississauga	26 m
120	Thomas St.	Tenth Line	McFarren Blvd. / Gafney Dr.	Mississauga	30 m
121	Thomas St.	McFarren Blvd. / Gafney Dr.	Queen St. S.	Mississauga	20 m-26 m
122	Tomken Rd.	North City boundary	Highway 401	Mississauga	30 m
123	Tomken Rd.	Highway 401	Eastgate Pkwy.	Mississauga	35 m
124	Tomken Rd.	Eastgate Pkwy.	Dundas St. E.	Mississauga	26 m
125	Topflight Dr.	Hurontario St.	Edwards Blvd.	Mississauga	26 m
126	Torbram Rd.	North City boundary	Derry Rd. E.	Mississauga	30 m
127	Truscott Dr.	Winston Churchill Blvd.	Sandgate Cres.	Mississauga	20 m
128	Truscott Dr.	Sandgate Cres.	Lorne Park Rd.	Mississauga	26 m
129	Vicksburgh Dr.	Derrycrest Dr.	Hurontario St.	Mississauga	30 m
130	Wainscot Dr.	Eglinton Ave. W.	White Clover Way	Mississauga	26 m
131	Whittle Rd.	Highway 401 at Hurontario St. interchange R-O-W	Matheson Blvd. E.	Mississauga	26 m
132	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 necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for necessary improvements for safety in certain locations.

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****
1	Airport Corporate Centre	26 m – 30 m
2	Airport Special Purpose Area	n/a
3	Churchill Meadows Neighbourhood	22 m – 24 m
4	Downtown Core	23 m – 26 m
5	Gateway Corporate Centre	24 m – 27 m
6	Gateway Employment Area	24 m – 27 m
7	Mavis-Erindale Employment Area	26 m
8	Mineola Neighbourhood	20 m
9	Northeast Employment Area	24 m – 26 m
10	Southdown Employment Area	24 m – 26 m
11	University of Toronto Mississauga Special Purpose Area	n/a
12	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 necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for necessary improvements for safety in certain locations.

	Character Area	Street	From	To	Jurisdiction	R-O-W Range*
13	Churchill Meadows Neighbourhood	Erin Centre Blvd.	Ninth Line	Tenth Line	Mississauga	26 m
14	Dixie Employment Area	Hensall Circle	North of Dundas St. E.	South of Dundas St. E.	Mississauga	15 m
15	Downtown Core	Kariya Dr.	Burnhamthorpe Rd. W.	Elm Dr. W.	Mississauga	30 m
16	Erindale Neighbourhood and Cooksville Neighbourhood	Stavebank Rd. (Scenic Route)	Approximately 150m south of Isabella Ave.	Premium Way	Mississauga	15 m
17	Fairview Neighbourhood	Kariya Dr.	Approximately 50 m south of Enfield Place (2nd leg)	Elm Dr. W.	Mississauga	30 m
18	Mineola Neighbourhood	Stavebank Rd. (Scenic Route)	Pinetree Way	Canadian National Railway tracks	Mississauga	12 m – 15 m
19	Streetsville Community Node	Church St.	Queen St. S.	Ontario St. E.	Mississauga	15 m
20	Streetsville Neighbourhood	Kinsmen Gate	Falconer Dr.	Argentia Rd.	Mississauga	30 m
21	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 necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for necessary improvements for safety in certain locations.

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****
1	Airport Corporate Centre	22 m – 26 m
2	Airport Special Purpose Area	n/a
3	Downtown Core	23 m
4	Gateway Corporate Centre	20 m – 24 m
5	Gateway Employment Area	20 m – 24 m
6	Northeast Employment Area	20 m – 24 m
7	Port Credit Community Node	17m – 22 m
8	Port Credit Neighbourhood	17 m – 22 m
9	Streetsville Community Node	15 m – 20 m
10	Streetsville Neighbourhood	15 m – 20 m
11	University of Toronto Mississauga Special Purpose Area	n/a
12	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****
13	Churchill Meadows Neighbourhood	Buffer Roads	Mississauga	15 m – 17 m
14	Churchill Meadows Neighbourhood	Public Lanes	Mississauga	8 m
15	Downtown Core	Mew Road	Mississauga	12.5 m
16	Lisgar Neighbourhood	Bishop Strachan Court cul-de-sacs	Mississauga	10 m
17	Lisgar Neighbourhood	Mockingbird Lanes cul-de-sacs	Mississauga	10 m
18	Lisgar Neighbourhood	Snow Goose Lanes cul-de-sacs	Mississauga	10 m
19	Lisgar Neighbourhood	Tenth Line cul-de-sacs	Mississauga	10 m
20	Lisgar Neighbourhood	Trelawny Circle cul-de-sacs	Mississauga	10 m
21	Port Credit Community Node	Port Street East From Stavebank Road to Helene Street	Mississauga	20-28 m
22	Port Credit Community Node	Stavebank Road South From Port Street East to approximately 15 m north of Lake Ontario	Mississauga	17 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 necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for necessary improvements for safety in certain locations.

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 Heritage System and valuable cultural heritage



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.

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.

It is recognized that the urban form envisioned by this Plan will take time to realize. As such, development may be phased provided that the proposed development contributes to and does not hinder the ultimate achievement of the policies of this Plan.

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.

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.

9.1.15 New development proposed on adjacent lands to existing or planned ***corridors*** and transportation facilities should be compatible with, and supportive of, the long-term purposes of the ***corridor*** and should be designed to avoid, mitigate or minimize adverse impacts on and from the ***corridor*** and transportation facilities.

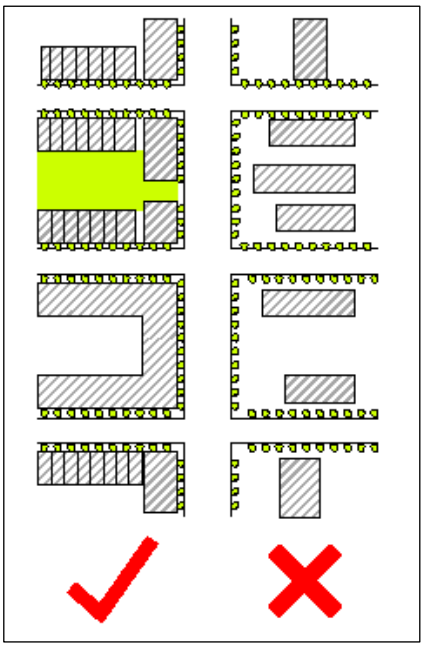


Figure 9-2: Building frontages will frame streets and provide a contiguous built form.



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.

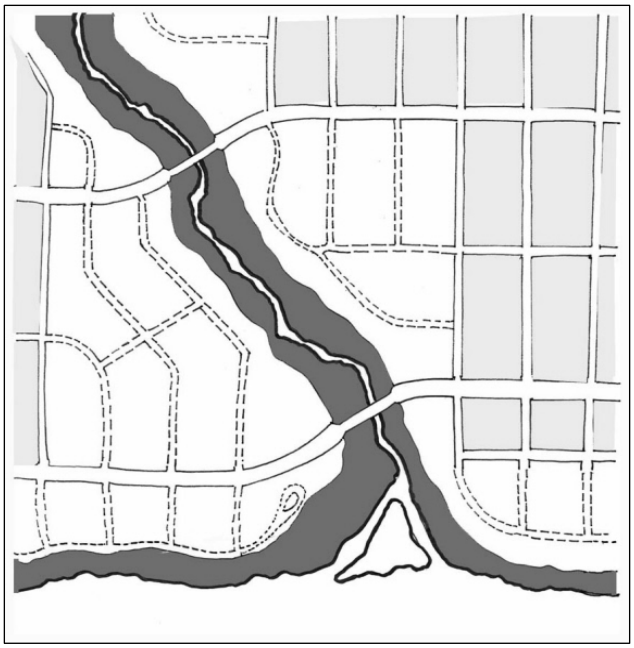


Figure 9-5: A sustainable city pattern will support complete communities.



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 multi-modal 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 The preferred location of ***tall buildings*** will be in proximity to existing and planned ***Major Transit Station Areas***.

9.2.1.9 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.

9.2.1.10 Appropriate height and built form transitions will be required between sites and their surrounding areas.

9.2.1.11 ***Tall buildings*** will be sited and designed to enhance an area's skyline.

9.2.1.12 ***Tall buildings*** will be sited to preserve, reinforce and define view corridors.

9.2.1.13 ***Tall buildings*** will be appropriately spaced to provide privacy and permit light and sky views.

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

9.2.1.15 ***Tall buildings*** will address pedestrian scale through building articulation, massing and materials.

9.2.1.16 ***Tall buildings*** will minimize adverse microclimatic impacts on the public realm and private amenity areas.

9.2.1.17 Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.

9.2.1.18 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.

9.2.1.19 The public realm and the development interface with the public realm will be held to the highest design standards.

9.2.1.20 Mississauga will develop identifiable civic buildings, structures, and spaces as community and city focal points.

9.2.1.21 Development will contribute to pedestrian oriented ***streetscapes*** and have an urban built form that is attractive, compact and transit supportive.

9.2.1.22 Development will be designed to support and incorporate pedestrian and cycling connections.

9.2.1.23 Active uses will be required on principal streets with direct access to the public sidewalk.

9.2.1.24 Development will face the street.

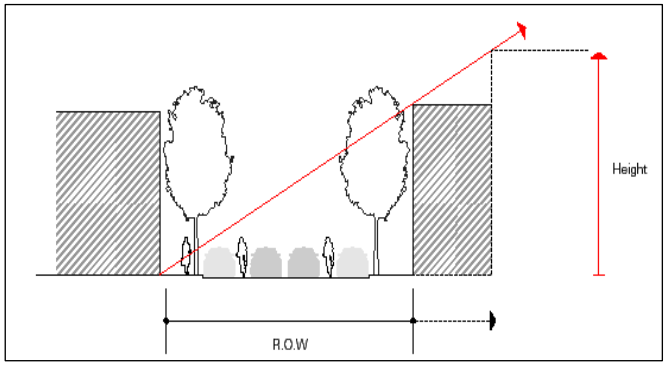


Figure 9-8: On wider streets, taller buildings may be required to provide appropriate street enclosure.

9.2.1.25 Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.

9.2.1.26 For non-residential uses, at grade windows will be required facing major streets and must be transparent.

9.2.1.27 Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.

9.2.1.28 Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.

9.2.1.29 Development will have a compatible bulk, massing and scale of built form to provide an integrated ***streetscape***.

9.2.1.30 Development will provide open space, including squares and plazas appropriate to the size, location and type of the development.

9.2.1.31 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.

9.2.1.32 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.

9.2.1.33 Open spaces will be designed to promote social interaction.

9.2.1.34 Development will utilize ***streetscape*** design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces.

9.2.1.35 Buildings and ***streetscapes*** will be situated and designed so as to encourage pedestrian circulation.

9.2.1.36 ***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.

9.2.1.37 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.

9.2.1.38 Parking lots and structures should not be located adjacent to major streets.

9.2.1.39 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.

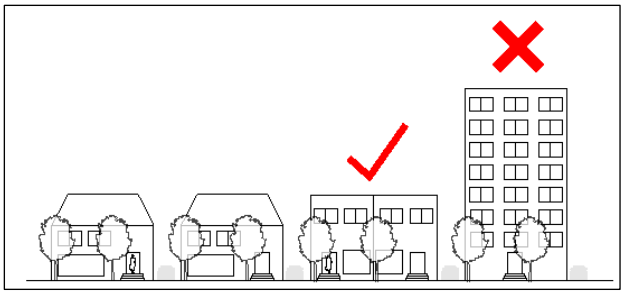


Figure 9-10: New development in neighbourhoods does not need to mirror existing development, but will be required to respect and be compatible with the surrounding area.

Special Purpose Areas – the University of Toronto Mississauga and the Airport - will be developed in a 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 ***Tall buildings*** will generally not be permitted.

9.2.2.3 While new development need not mirror existing development, new development in Neighbourhoods will:

a. respect existing lotting patterns;

b. respect the continuity of front, rear and side yard setbacks;



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. respect the scale and character of the surrounding area;

d. minimize overshadowing and overlook on adjacent neighbours;

e. incorporate ***stormwater best management practices***;

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.

9.2.2.4 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.

9.2.2.5 The City will work with landowners of Special Purpose Areas to encourage:

a. the preservation and enhancement of the Natural Heritage 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.

9.2.2.6 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;

c. 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.

9.2.3 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 Heritage 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

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 9-15: Generous public sidewalks and open spaces will provide opportunities to enrich the pedestrian experience.



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;

c. 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;

i. accommodate a multi-modal transportation system; and

j. 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 cul-de-sac and dead end streets.

9.3.1.6 Where cul-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-grained 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;

b. incorporate sustainable site development and buildings practices;

c. 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 attractive and serve as landmarks for future generations.

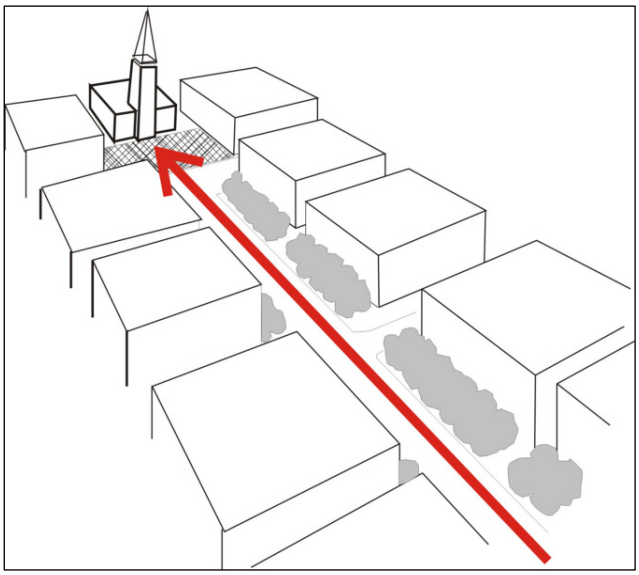


Figure 9-21: Development will preserve, promote and enhance public views to significant landmarks and natural features.



Figure 9-20: Views to Lake Ontario add value, provide a sense of orientation and preserve Port Credit's identity as a waterfront community.

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 fronting, flanking and/or abutting Mississauga Road, between the Canadian Pacific Railway, located south of Reid Drive, and Lakeshore Road West, are part of a designated ***scenic route***. These lands will be subject to the following:

a. in order to preserve its historic streetscape character and appearance, residential development will only consist of detached dwellings and will generally be on lots with a minimum depth of 40 m. This policy does not apply within the Port Credit Local Area Plan;

b. direct vehicular access to Mississauga Road will be encouraged;

c. upgraded building elevations, including principal doors and fenestrations, will be required facing Mississauga Road;

d. buffer roads (i.e. any parallel road along Mississauga Road) and reverse frontage lot development will not be permitted;

e. notwithstanding Policy 8.3.1.4, development will not be permitted if an increase in the existing Mississauga Road pavement width is required;

f. building massing, design, setbacks and lot frontages will be consistent with surrounding buildings and lots;

g. projecting garages will be discouraged;

h. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged in order to reduce reverse movements and the number of driveway entrances. Circular driveways will be discouraged;

i. tree preservation and enhancement will be required on public and private lands in order to maintain existing trees;

j. removal of existing landscape features, including but not limited to stone walls, fences and hedgerows, will be discouraged.





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 Annette Bloch Cancer Survivor Park) and Saviour of the World Chinese Church.

k. utilities will be located to minimize the impact on existing vegetation;

l. grading for new development will be designed to be compatible with and minimize differences between the grades of the surrounding area, including Mississauga Road. Retaining walls as a grading solution will be discouraged; and

m. opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged.

9.3.3.12 The existing and planned non-residential uses along Mississauga Road, between the Canadian Pacific Railway, located south of Reid Drive, and Melody Drive, will be developed with the highest design and architectural quality. These developments will incorporate the scale, massing, patterns, proportions, materials, character and architectural language found in the best executed examples of commercial conversions of residential buildings within Streetville's historic mainstreet commercial core. Sufficient landscaping and setbacks along Mississauga Road will be provided. Should any of these sites be developed for residential uses, they will maintain the character of the rest of Mississauga Road as outlined in the ***scenic route*** policies of this Plan.

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.



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.

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 association 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.

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;

b. 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 non-residential development.



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.

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 Heritage System, identified in Schedule 3: Natural System;

b. 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;

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 at grade 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 amenity areas will be encouraged for employment uses.

9.3.5.9 The public realm will be planned to promote healthy, active communities that foster social connections at all stages of life and encourage built and natural settings for recreation, culture and ***active transportation.***



Figure 9-25: A transit and pedestrian supportive urban form with active building façades and animated public realm is anticipated for Dundas Street, along with other Intensification Areas and ***Corridors*** in Mississauga.

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.

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.

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.



Figure 9-26: Bicycle parking is an essential urban amenity that nurtures transit usage and ***active transportation*** choices. (Research in Motion, Airport Corporate Centre)

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 façades 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.

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.



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.

9.5 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.

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 including their ecological functions in the city, will contribute to sustainable site development.



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)

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. Proposed development should respect railway operations and lines by way of building and site design and implementation of development mitigation measures as required.

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.

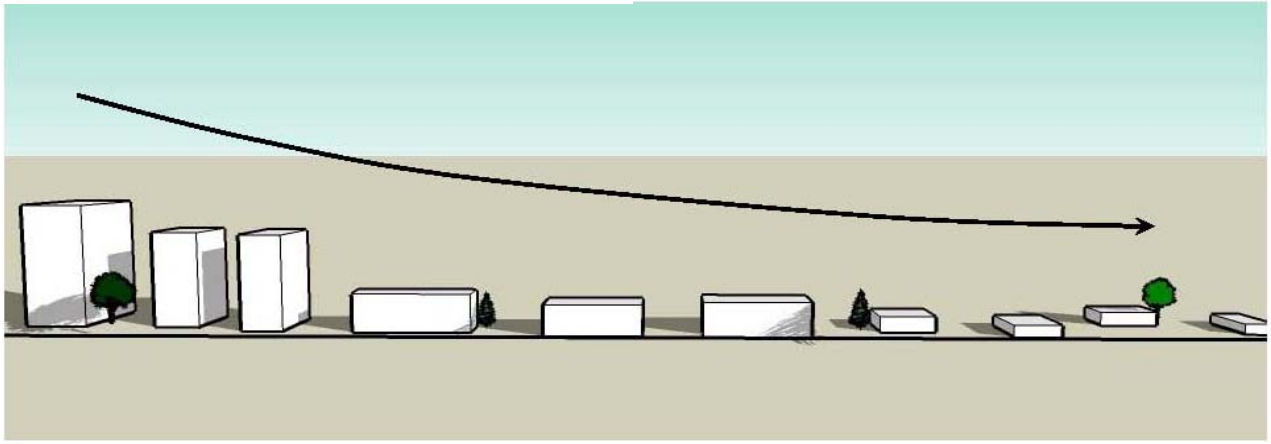


Figure 9-29: An appropriate transition of built form will be required to the existing and planned context.

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 Heritage 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;

l. 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.

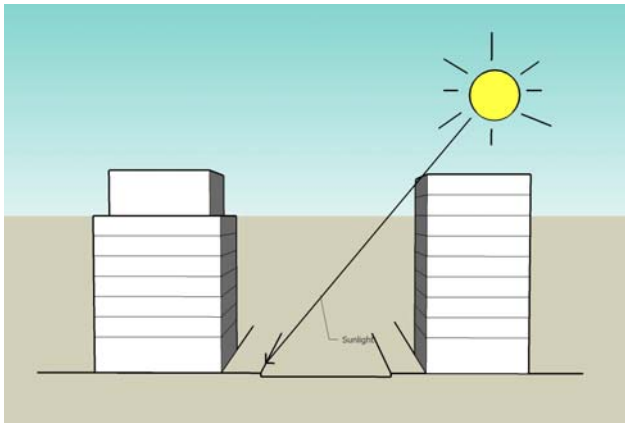


Figure 9-31: The height and massing of buildings should not obstruct sunlight from reaching the public sidewalk.

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 of 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 negative impacts.

9.5.1.8 Proposed development should encourage public open space connections that link public parks

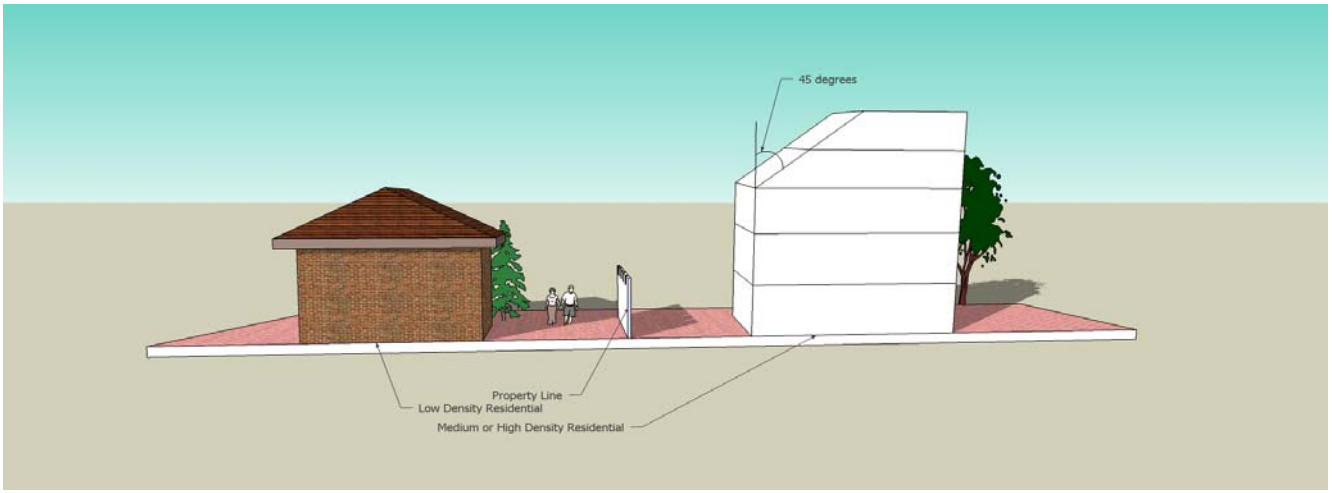


Figure 9-30: Development will respect the existing context and provide an appropriate transition in built form to low-rise residential areas.

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 that microclimatic 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 façades 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 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;



Figure 9-34: Bio-retention features, such as ***stormwater best management practices***, are encouraged to be incorporated in site development.



Figure 9-33: Permeable paving is used to enhance tree preservation efforts and to promote stormwater infiltration at Dominican University, in River Forest, Illinois.



Figure 9-35: Generous landscaped islands help to minimize the urban heat island effect.

d. screening of parking areas;

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 that 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.

9.5.2.14 Development on a site may be phased provided that the location of buildings and services allow for future development. For projects that will be phased, applications shall be accompanied by a detailed phasing plan.



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:

a. 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 façades 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.



Figure 9-38: Green roofs are an effective ***stormwater best management practice*** and contribute to the reduction of the urban heat island effect.

9.5.3.6 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.

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. microclimatic 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.



Figure 9-39: Attractive and comfortable public spaces enhance the pedestrian experience. (Streetsville)

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 material.

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 Rooftop mechanicals and appurtenances will be integrated into building design and will not be visible 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.



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 Relationship to Public Realm

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.

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 will not be located adjacent to, or be visible from city boundaries, the public realm or sensitive land uses by incorporating 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.



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***.

9.5.5.2 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.

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;

b. incorporate ***stormwater best management practices***, such as, permeable paving, bio-retention 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

CPTED
The Mississauga
CPTED Advisory
Committee

Figure 9-42: The Mississauga ***Crime Prevention Through Environmental Design (CPTED)*** Committee 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 have 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 plaques, only fascia 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 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 Corporate Centre 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, Industrial, Institutional or Office 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; and

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; and

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 knowledge based industries and support their growth; and

c. encourage the establishment of small innovative businesses and support their growth.

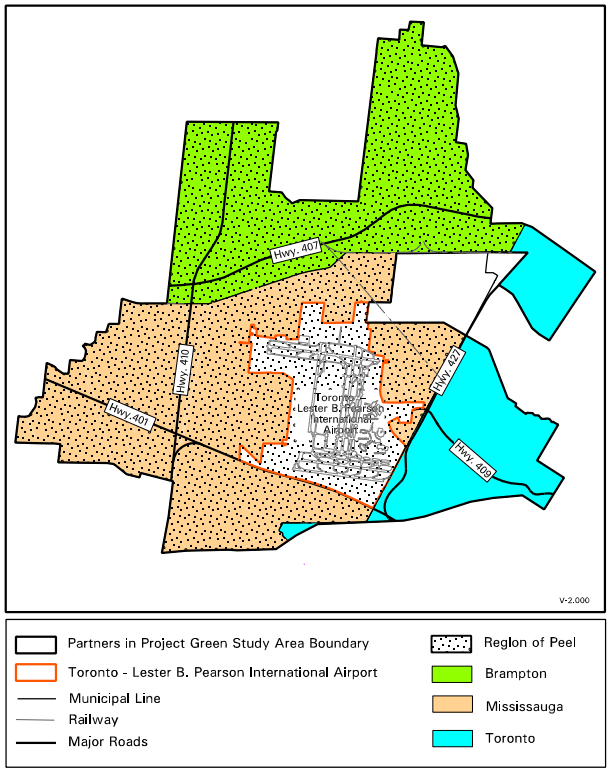


Figure 10-3: Partners in Project Green is a growing community of businesses working together to green their bottom line by creating an internationally recognized 'eco-business zone' around the Airport. Through new forms of business-to-business collaboration, Partners in Project Green delivers programming that helps businesses reduce energy and resource costs, uncover new business opportunities and address everyday operational challenges in a green and cost effective manner.

10.1.6 Mississauga will facilitate the operation and where appropriate, the expansion of existing 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, for which it is responsible, 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 eco-industrial zone;

b. creating a 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 infrastructure with multi objective.

10.1.10 Residential uses will be prohibited within Corporate Centres and Employment Areas.

10.1.11 Infrastructure will be planned and delivered to ensure financial viability over life cycles and meet projected needs.

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***.

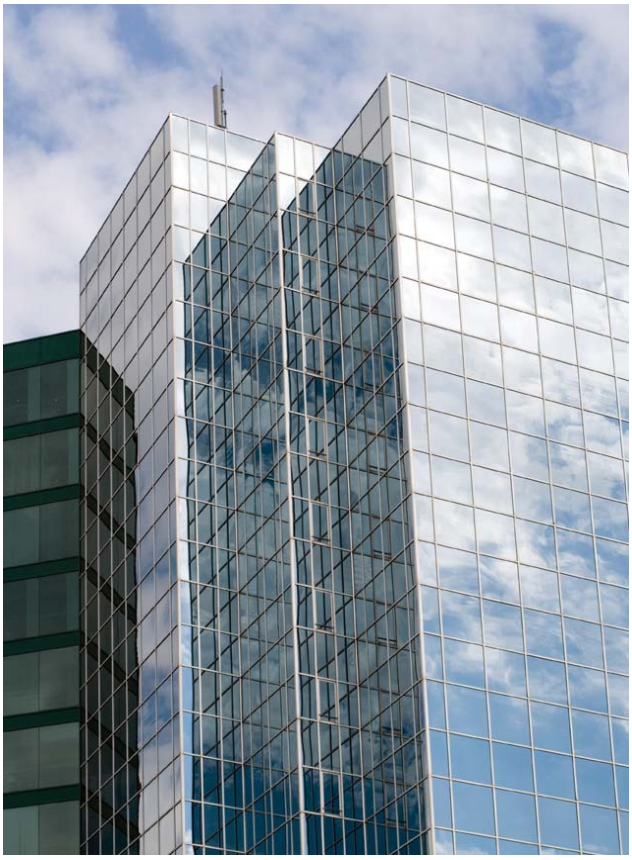


Figure 10-4: Over the years Mississauga has been able to attract many diverse businesses. Many of these offices have concentrated in the city's Corporate Centres, Employment Areas and Downtown. In the future, the City will promote increased office use and activity within the Downtown.

10.2.2 ***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***.

10.2.4 Within Intensification Areas, ground floor retail uses are encouraged within office buildings. Character Area Policies may identify 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, warehousing, distributing, and wholesaling, and sales and service accessory to these uses.

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:

a. 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 Applications to expand an existing quarry must determine the area of influence and other additional information deemed necessary by the City.

10.3.8 Progressive rehabilitation of excavated pits and quarries will proceed toward a compatible after - use for the site in accordance with approved site development and rehabilitation plans approved by the City and Provincial Government.

10.3.9 Processing of excavated materials and related activities must occur within, or contiguous to, the area licensed.

10.3.10 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 the 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 freestanding 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 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 multistorey 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.

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 area reviews 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.

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.

10.6.6 Where possible, existing landforms, native vegetation and drainage patterns should be preserved and enhanced during construction and maintenance of facilities.

10.6.7 The preservation of existing trees and the planting of new trees 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. Opportunities for reusing pre-existing infrastructure and utilities for new purposes will be encouraged.



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.

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 lands designated Greenlands 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 are permitted in all land use designations, except Greenlands.

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.

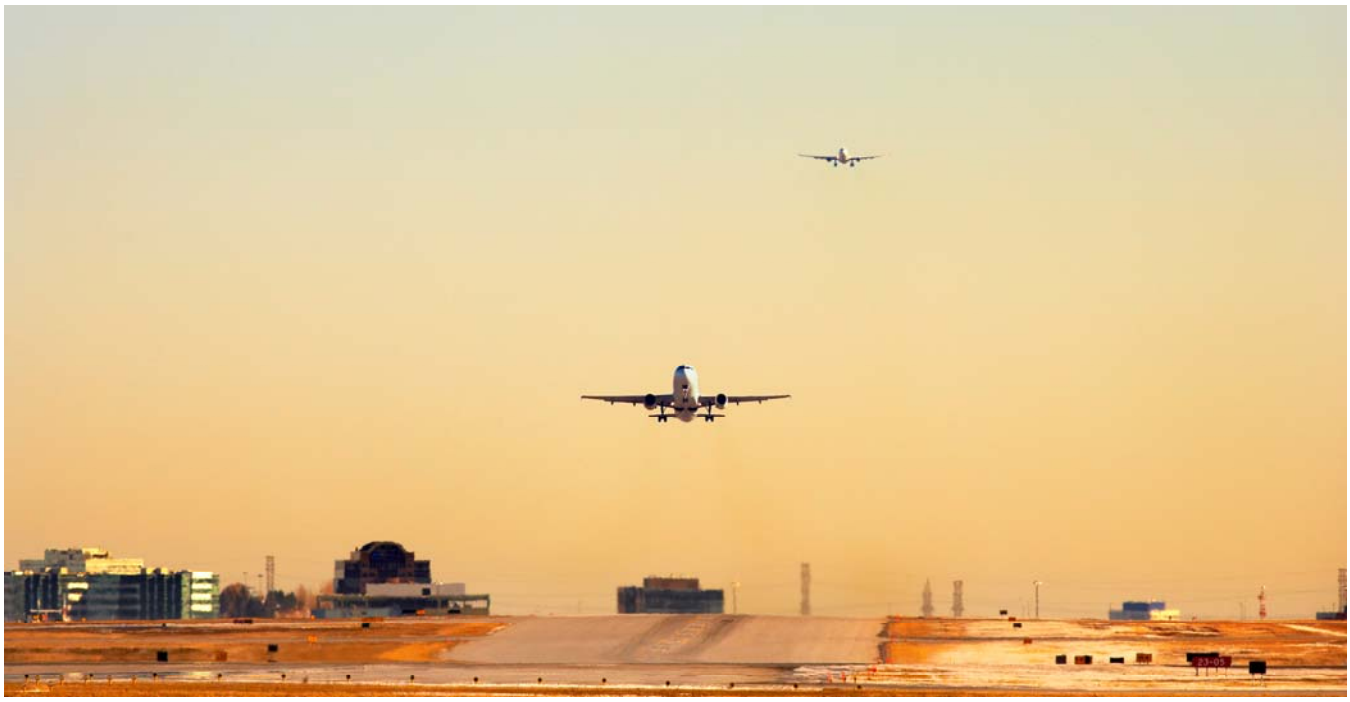


Figure 10-9: The Airport contributes to the success of the city's economy. The Airport's economic benefits transcend the Airport area to local distribution centres, logistic businesses, courier companies and transportation companies, among others.

10.6.18 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.

10.6.23 Green infrastructure, such as bioswales, should be protected during construction and maintenance. Green infrastructure damaged during construction or maintenance should be restored to the satisfaction of the City and appropriate conservation authority.

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 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



Figure 10-10: Mississauga Official Plan provides opportunities for power generation and distribution facilities situated in appropriate locations.

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 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.



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.

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. 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 to 18 also contain policies regarding Character Areas where the general policies may be further modified. Therefore, to determine permitted land uses, the policies of Chapter 11 must be read in conjunction with the policies in Chapters 12 to 18. Uses permitted in Chapters 11 to 18 will be permitted provided that all other policies of this Plan are met.

Local area plans are part of this Plan. A local area plan may be prepared for all or parts of Character Areas, ***Corridors*** or ***Major Transit Station Areas*** and are 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.

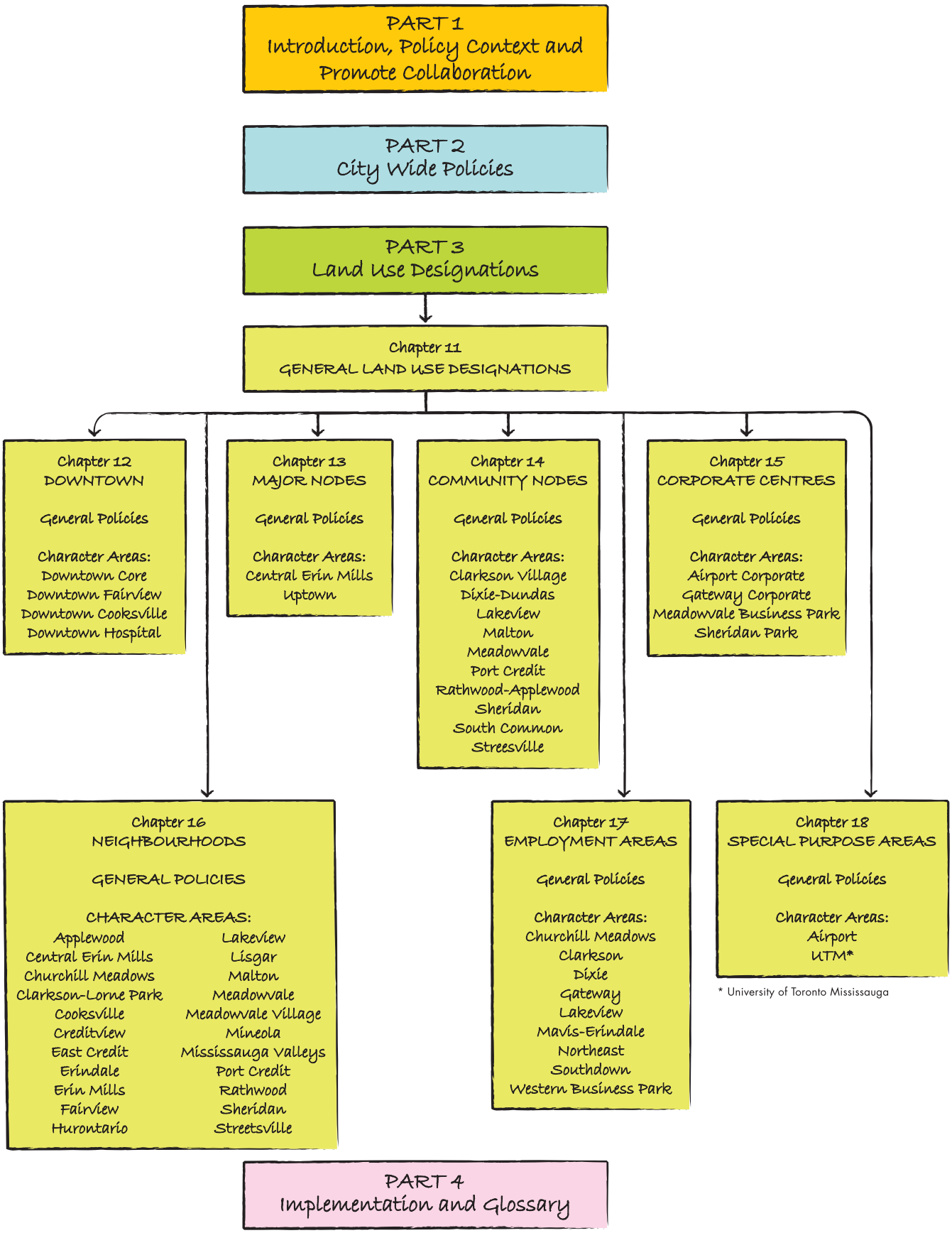


Figure 11-1: This chart shows a breakdown of the Mississauga Official Plan structure with a focus on Part 3.

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 Greenlands and Parkway Belt West unless specifically allowed:

a. community infrastructure;

b. community gardening;

c. conservation;

d. ***electric power distribution and transmission facility***;

e. flood control and/or erosion management;

f. natural gas and oil pipeline;

g. parkland;

h. piped services and related facilities for water, wastewater and stormwater;

i. telecommunication facility;

j. transit facilities; and

k. transportation infrastructure.

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

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

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 Heritage 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 Greenlands

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 Heritage System.

11.2.3.2 Lands designated Greenlands permit the following uses:

a. conservation;

b. ***electric power distribution and transmission facility***;

c. facilities that by their nature must locate near water or traverse ***watercourses*** (e.g. bridges, storm sewer outlets and stormwater management facilities);

d. flood control and/or erosion management;

e. passive recreational activity;

f. parkland;

g. piped services and related facilities for water, wastewater and stormwater; and

h. accessory uses.

11.2.3.3 Lands may be zoned Greenlands 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 Greenlands if other options are not feasible provided that an Environmental Assessment has been completed in conformity with the *Environmental Assessment Act* or a satisfactory Environmental Impact Study has been approved by the appropriate conservation authority, the City and other appropriate approval agencies. If an Environmental Assessment is not required under the *Environmental Assessment Act*, the 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 and 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 facility;

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. all forms of townhouse dwellings.

11.2.5.6 Lands designated Residential High Density will permit the following use:

a. apartment dwelling.

b. uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and

c. uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities.

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

11.2.5.9 On a lot with a principal dwelling residence (detached, semi-detached or townhouse), a maximum of three units will be permitted in the form of:

a. a maximum of two additional units in the principal residence; or

b. b. a maximum of one additional unit in the principal residence and one additional unit within a building ancillary to the main structure.

11.2.5.10 To maintain the objective of having three units on a lot, any severance of such lots containing ancillary additional residential units, as per 11.2.5.9.b, will be discouraged.

11.2.5.11 Notwithstanding any of the policies of this Plan,

a. conversion of detached, semi-detached, townhouse, duplex and triplex dwellings to fourplexes shall be permitted; and,

b. purpose-built fourplexes are permitted in lands designated Residential Low Density I and II.

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. financial institution;

c. funeral establishment;

d. ***makerspaces***

e. motor vehicle rental;

f. motor vehicle sales;

g. overnight accommodation;

h. personal service establishment;

i. post-secondary educational facility;

j. residential, in conjunction with other permitted uses;

k. restaurant;

l. retail store; and

m. ***secondary office***.

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

11.2.6.3 Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation.

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

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

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

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

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

a. minimum height;

b. minimal building setbacks;

c. continuity of the planned built form;

d. continuity and character of the streetscape;

e. no driveways or parking areas between the building and the street;

f. active facades that address principal street frontages, and

g. the provision for pedestrian movement into and through the site.

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

11.2.6.9 Drive-through facilities may be permitted in non-intensification areas, provided that the proposed development does not interfere with the intended function and form of these Character Areas.

Drive-through facilities may be permitted where the location, design and function of the drive-through drive-through facility with other uses within the development.

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***.

facility achieves the intent of the Plan and adequately addresses to the satisfaction of the City, among other matters, the nature of surrounding areas, compatibility with surrounding uses, the specific location of the site within the Character Area and opportunities for the integration of the

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; in conjunction with other permitted uses;

g. restaurant;

h. retail store; and

i. ***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 permitted in the same building with another permitted use but

dwelling units will not be permitted on the ground floor.

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.

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

11.2.9.7 Zoning by-law amendments will be required for new drive-through facilities in Intensification Areas and may be permitted where it can be demonstrated that the drive-through facility will not interfere with the intended function and form of the Character Area. Such applications may be permitted in circumstances where the location, design and function of the drive-through facility

achieves the intent of the Plan, including, but not limited to, policies regarding the following:

a. minimum height;

b. minimal building setback;

c. continuity of the planned built form;

d. continuity and character of the ***streetscape***;

e. no driveways or parking areas between the building and the street;

f. active facades that address principal street frontages, and

g. the provision for pedestrian movement into and through the site.

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

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

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 establishment;

b. animal boarding establishment which may include outdoor facilities;

c. banquet hall;

d. body rub establishment;

e. broadcasting, communication and utility rights-of-way.cardlock fuel dispensing facility;

f. commercial parking facility;

g. commercial school;

h. conference centre;

i. entertainment, recreation and sports facilities; financial institution;

j. funeral establishment;

k. manufacturing;

l. Motor Vehicle Commercial;

m. motor vehicle body repair facilities;

n. motor vehicle rental;

o. overnight accommodation;

p. research and development;

q. restaurant;

r. ***secondary office***;

s. self storage facility;

t. transportation facilities;

u. trucking terminals;

v. warehousing, distributing and wholesaling;

w. ***waste processing stations*** or ***waste transfer stations*** and composting facilities; and

x. accessory uses.

11.2.11.2 The maximum ***floor space index (FSI)*** 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 and directly related to the functioning of the permitted use.

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

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

a. minimum height;

b. minimal building setback;

c. continuity of the planned built form;

d. continuity and character of the streetscape;

e. no driveways or parking areas between the building and the street;

f. active facades that address principal street frontages, and

g. the provision for pedestrian movement into and through the site.

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

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

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 rights-of-way;

f. cardlock fuel dispensing facility;

g. commercial school;

h. conference centre;

i. entertainment, recreation and sports facilities;

j. financial institution;

k. funeral establishment;

l. ***major power generating facility***;

m. manufacturing;

n. motor vehicle body repair facility;

o. Motor Vehicle Commercial uses;

p. motor vehicle rental facility;

q. outdoor storage and display area;

r. overnight accommodation;

s. research and development;

t. restaurant;

u. ***secondary office***;

v. self storage facility;

w. transportation facility;

x. trucking terminal;

y. warehousing, distributing and wholesaling;

z. ***waste processing stations*** or ***waste transfer stations*** and composting facilities; and

aa. accessory uses.

11.2.12.2 The maximum ***floor space index (FSI)*** 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.

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

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

a. minimum height;

b. minimal building setback;

c. continuity of the planned built form;

d. continuity and character of the ***streetscape***;

e. no driveways or parking areas between the building and the street;

f. active facades that address principal street frontages, and

g. the provision for pedestrian movement into and through the site.

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

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

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.

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

a. ***major power generating facility***; and

b. ***waste processing stations*** or ***waste transfer stations*** and composting facilities.

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

11.4 To Be Determined

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

12 Downtown

12.1 Introduction

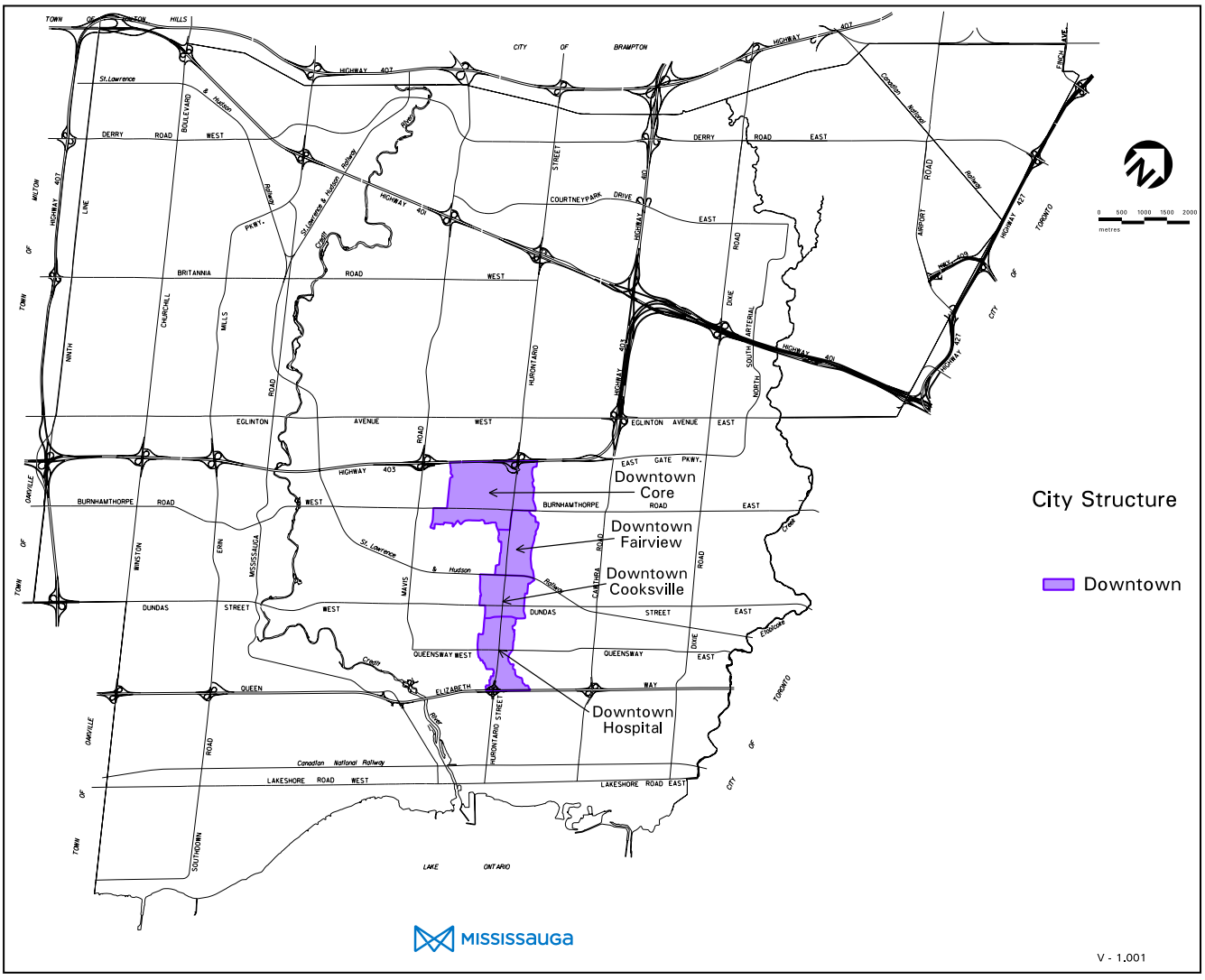
The Downtown is comprised of four Character Areas:

- 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 height requirements. Alternative minimum building heights may be established for existing areas with low density residential development.

12.1.1.3 Proposals for heights less than three storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:

a. an appropriate transition in heights that respects the surrounding context will be achieved;

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 pedestrian oriented and street related.

12.1.3.3 Compatible development is encouraged that 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

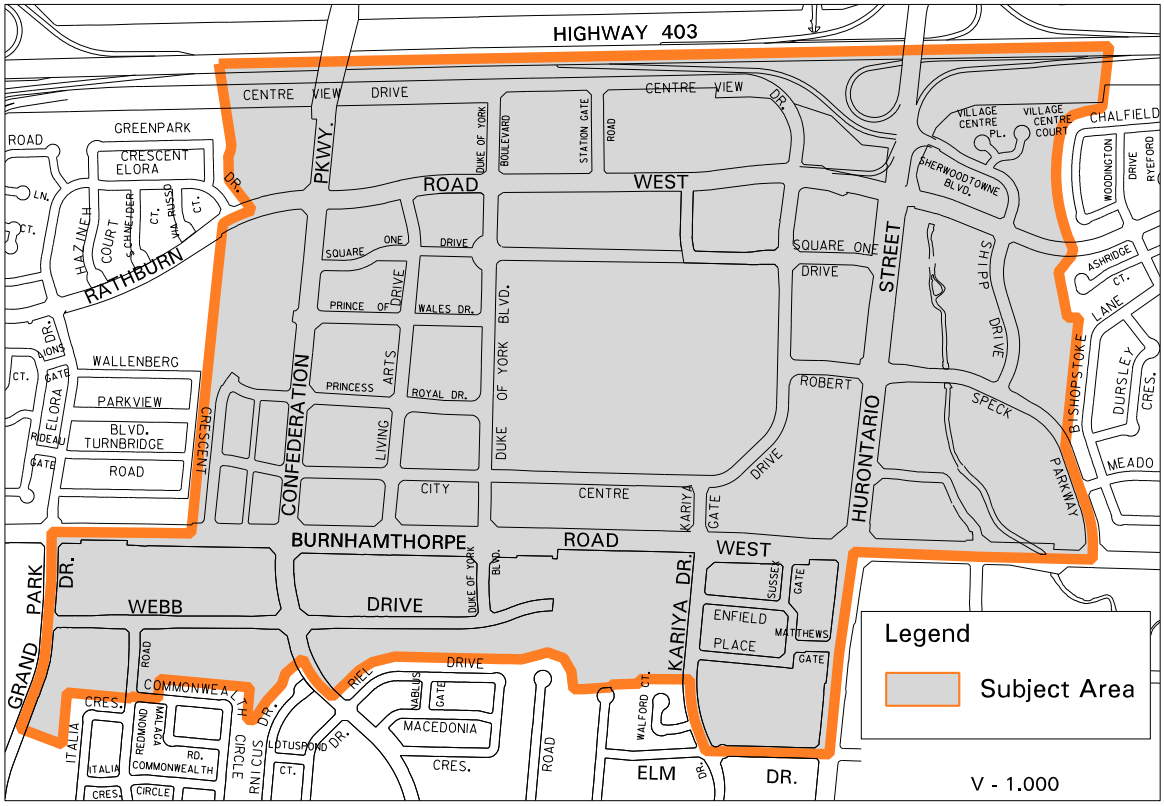
12.1.6.1 The Business Employment designation will not be permitted.

12.1.7 Industrial

12.1.7.1 The Industrial designation will not be permitted.

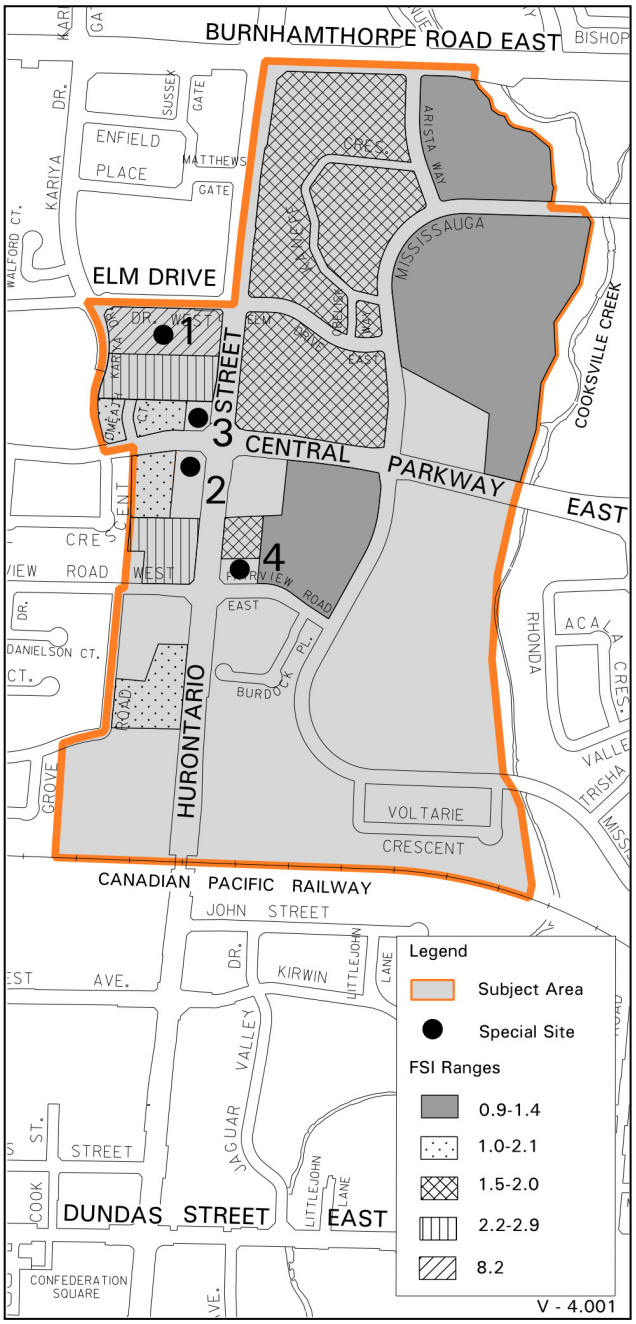
12.2 Downtown Core

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



Map 12-2: Downtown Core Character Area

12.3 Downtown Fairview



Map 12-3: Downtown Fairview Character Area

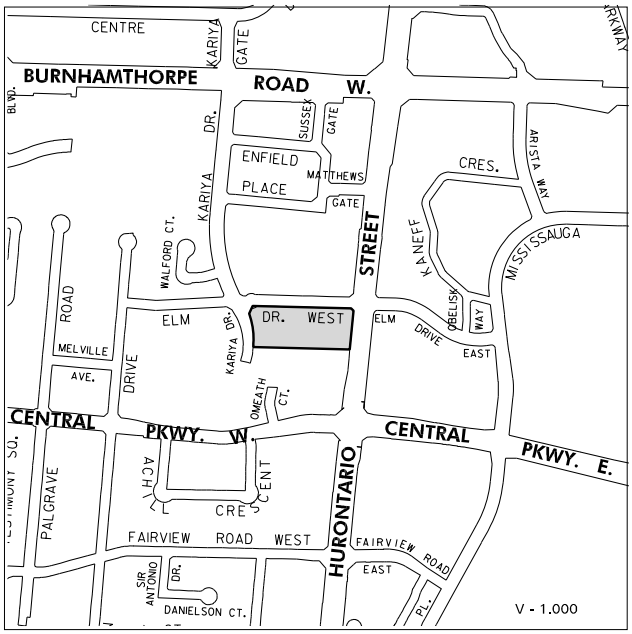
12.3.1 Land Use

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 located on the west side of Hurontario Street, south of Elm Drive.

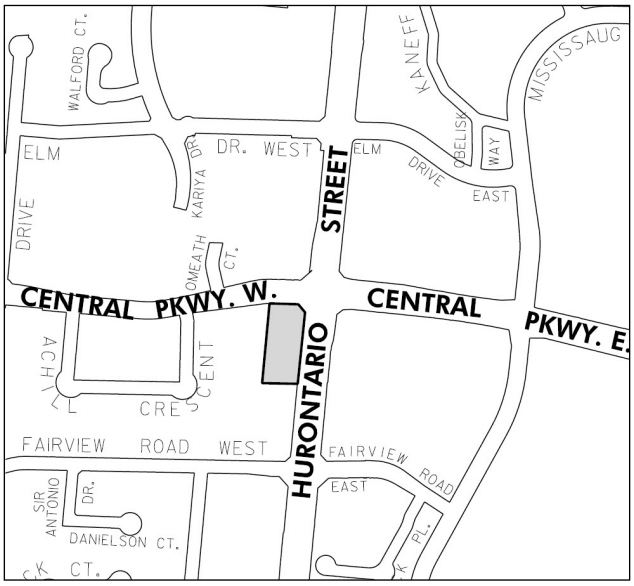
12.3.2.1.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

a. three apartment buildings with maximum heights of 35, 40 and 50 storeys with a total maximum ***floor space index*** (***FSI***) of 8.2 will be permitted;

b. commercial uses will be permitted; and

c. access to the site will only be permitted from Kariya Drive and Elm Drive West.

12.3.2.2 Site 2

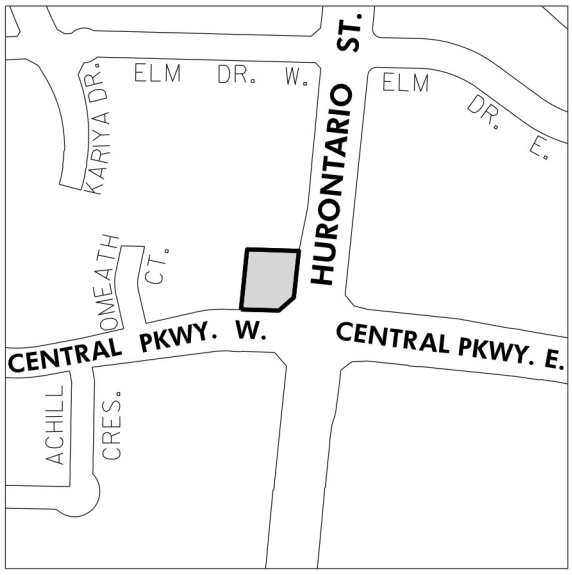


12.3.2.2.1 The lands identified as Special Site 2 are located on the west side of Hurontario Street, south of Central Parkway West.

12.3.2.2.2 Notwithstanding the policies of this Plan, two apartment dwellings with maximum heights of 33 and 30 storeys will be permitted.

12.3.2.2.3 Notwithstanding the policies of this Plan, a maximum ***floor space index*** (***FSI***) of 7.6 will be permitted.

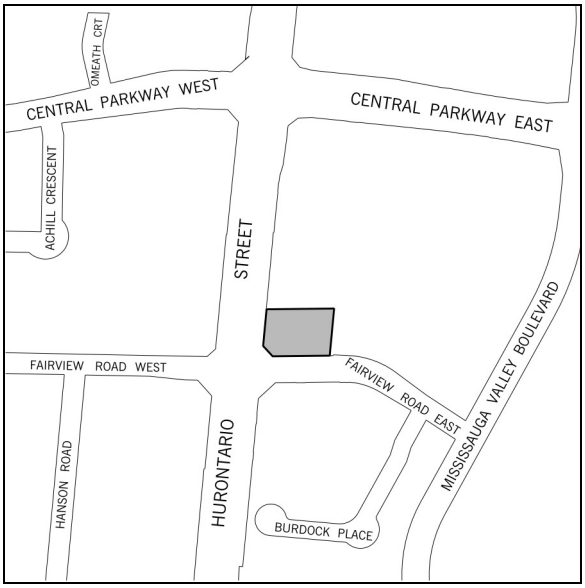
12.3.2.3 Site 3



12.3.2.3.1 The lands identified as Special Site 3 are located at the northwest corner of Central Parkway West and Hurontario Street.

12.3.2.3.2 Notwithstanding the policies of this Plan, an apartment dwelling with a maximum height of 36 storeys will be permitted.

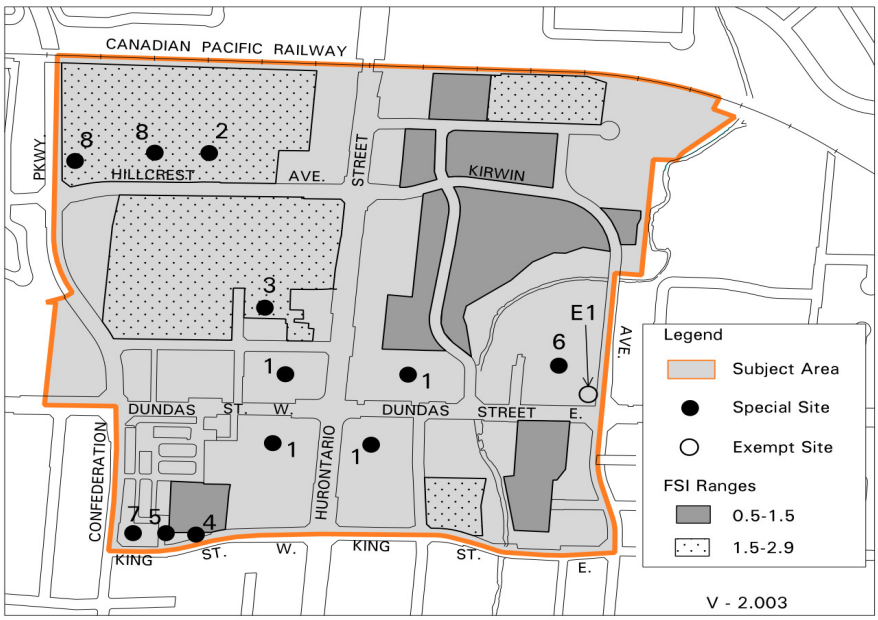
12.3.2.4 Site 4



12.3.2.4.1 The lands identified as Special Site 4 are located at the northeast corner of Fairview Road East and Hurontario Street.

12.3.2.4.2 Notwithstanding the policies of this Plan, an apartment building with a maximum height of 32 storeys will be permitted.

12.4 Downtown Cooksville



Map 12-4: Downtown Cooksville Character Area

12.4.1 Urban Design Policies

Overall Character

12.4.1.1 A high level of urban design, pedestrian amenity, and intensity of development is encouraged along principal street frontages. A sense of entry to the Character Area should be articulated at these locations by prominent built form, landscaping and signage components.

12.4.1.2 The sections of Hurontario Street and Dundas Street within the Character Area should function as a focus for the Cooksville Neighbourhood, having a strong sense of place and main street character with active mixed use building frontages and highly pedestrianized nature. These street frontages should reinforce a distinctive, quality image with high standards in built form, landscaping and related pedestrian amenities.

Character of Dundas Street and Hurontario Street

12.4.1.3 Street Edge Uses - Development abutting the street should encourage a high level of activity along the street by incorporating grade related retail with residential and/or offices above. Retail units should be clearly oriented to, and accessed from, the public sidewalk.

12.4.1.4 Street Scale and Enclosure - Development should be closely related to, and integrated with, the public sidewalk to focus activity on the street and provide a sense of spatial enclosure for the street. Development should address the following:

a. limited building setback range of three to five metres from the street line, with the larger setback in areas of high transit or pedestrian use;

b. minimum building height of two to four storeys and maximum of six storeys directly abutting the street line;

c. maximum continuity of street walls with built form occupying a minimum of 80% of the street frontage; and

d. a minimum setback of ten metres from the street line is required for buildings exceeding six storeys in height.

12.4.1.5 Bulk and Massing - Development should be generally consistent in its bulk, massing and scale within the Character Area with use of taller more prominent buildings to highlight the Dundas and Hurontario Street intersection. A general height progression should be encouraged from this intersection to the Character Area edges and abutting the Downtown Hospital Character Area. A ratio of 1:2 (building height to eventual street width)

should be provided by built form abutting Dundas and Hurontario Streets.

12.4.1.6 Development Fabric - Development fronting on the Hurontario Street and Dundas Street frontages should reinforce patterns and characteristics supportive of a main street role with highly animated pedestrian spaces. Development should address the following:

a. commercial frontages should be broken up into smaller retail units and accessed directly from the public sidewalk with frequent access doorways;

b. no parking should be provided between the buildings and street line;

c. blank walls should be avoided along the street in favour of fenestration;

d. service, loading and garbage storage areas should be accessed from rear lanes or abutting side streets;

e. split level commercial frontages should be avoided;

f. periodic building indentations should be provided as relief to long building walls and to provide opportunities for pedestrian spaces;

g. storefront signage should respect the pedestrian scale and architectural character of development;

h. pedestrian weather protection should be provided in the form of canopies and/or inset arcades; and

i. the development and integration of rear yard parking lots to reduce the number of driveways along Hurontario Street and Dundas Street.

12.4.1.7 ***Streetscape*** (Open Space and Landscaping) - Development of private land abutting the sidewalk should closely coordinate with the public boulevard to create an integrated design character at the pedestrian level and to reinforce the sense of a community main street. Opportunities for the development of entry forecourts and plazas will be encouraged in order to create a varied ***streetscape***. Any existing vegetation will be considered for preservation through the redevelopment/infill process to enhance the liveability of a space.

12.4.1.8 Private Development Zone – Development should address the following:

a. front yard setback areas should be provided with site furnishings, landscaping and paving materials, coordinate with the public boulevard design, and extend the usability of the public sidewalk; and

b. opportunities for pedestrian spaces and circulation areas should be promoted at intersection corners, major building entrances and terminations of vistas.

12.4.1.9 Public Realm: The Design of the Public Boulevard - The following features should be encouraged to reduce the perceived visual width of the street and improve the level of pedestrian comfort, safety and convenience within the public boulevard:

a. common paving materials and patterns, street furniture and signage;

b. road crossings defined by special paving;

c. intersection design to moderate speed of turning traffic in favour of pedestrian movements, i.e. avoid the construction of designated right turn lanes with islands;

d. setting back of bus bays from intersection corners to allow sidewalks to project;

e. curb edge parking; and

f. provision of street trees, feature lighting and related pedestrian amenities.

12.4.2 Transportation

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

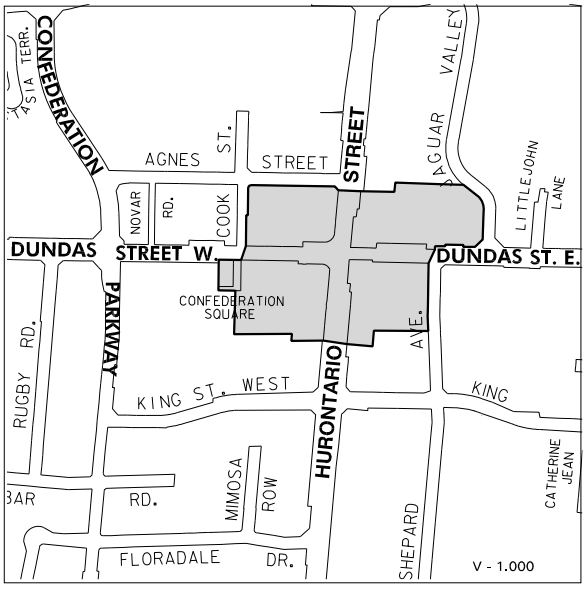
12.4.2.2 A future signalized intersection with Hurontario Street is proposed in the vicinity of the former Melissa Street right-of-way along the southerly boundary of T.L. Kennedy Secondary School. This will connect with Cook Street initially and, with the potential redevelopment of the school site, may extend to Confederation Parkway in conjunction with the possible extension of Cook Street northerly to the east GO Access Road. Redevelopment proposals in this area will consider these options.

12.4.2.3 The City of Mississauga Parking Strategy, carried out in 1993, made recommendations on the short, medium and long term strategies to meet the parking requirements and to achieve urban design objectives. These recommendations will be considered in conjunction with development applications and implementation of High Occupancy Vehicle (HOV) lanes on Hurontario Street and Dundas Street East.

12.4.3 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

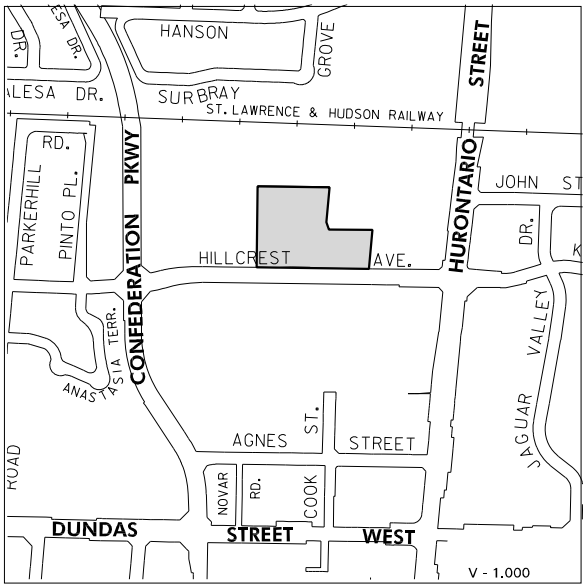
uses having direct access to the public street and continuous weather protection by an arcade and/or projecting awnings;

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; and

e. the lands located at the southeast corner of Agnes Street and Cook Street can be utilized on an interim basis for parking for the Mixed Use development to the west. When these lands are developed, they are to be in compliance with the Residential High Density designation. The majority of parking for the mixed retail and residential development shall be accommodated in a below-grade parking structure.

12.4.3.2 Site 2



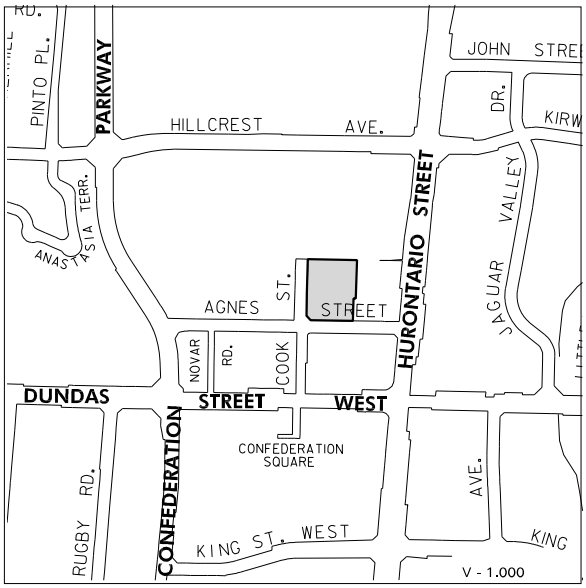
12.4.3.2.1 The lands identified as Special Site 2 are located on the north side of Hillcrest Avenue, west of Hurontario Street.

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 m^2, of which a maximum of 9 290 m^2 will be used for accessory uses; and

b. apartments will be permitted at a maximum ***floor space index (FSI)*** of 1.5 - 2.9.

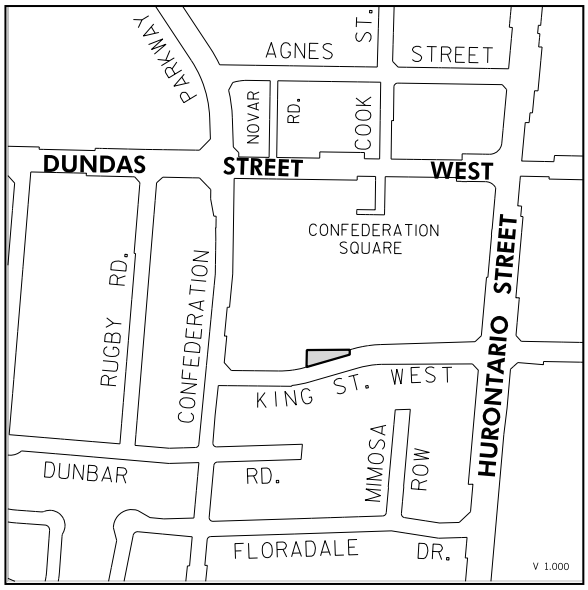
12.4.3.3 Site 3



12.4.3.3.1 The lands identified as Special Site 3 are located at the northeast corner of Agnes Street and Cook Street.

12.4.3.3.2 Notwithstanding the policies of this Plan, a maximum of 27 townhouse dwellings and a 28 storey apartment building will be permitted.

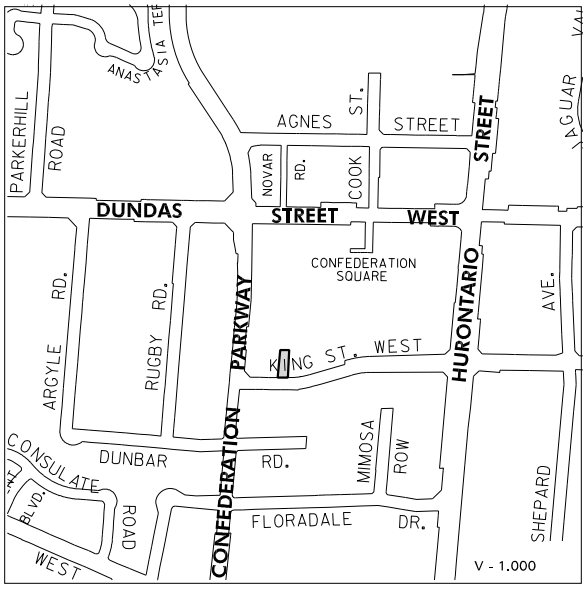
12.4.3.4 Site 4



12.4.3.4.1 The lands identified as Special Site 4 are located on the north side of King Street West, east of Confederation Parkway.

12.4.3.4.2 Notwithstanding the provisions of this Plan, these lands must only be developed as part of a comprehensive development with adjacent lands designated Residential High Density.

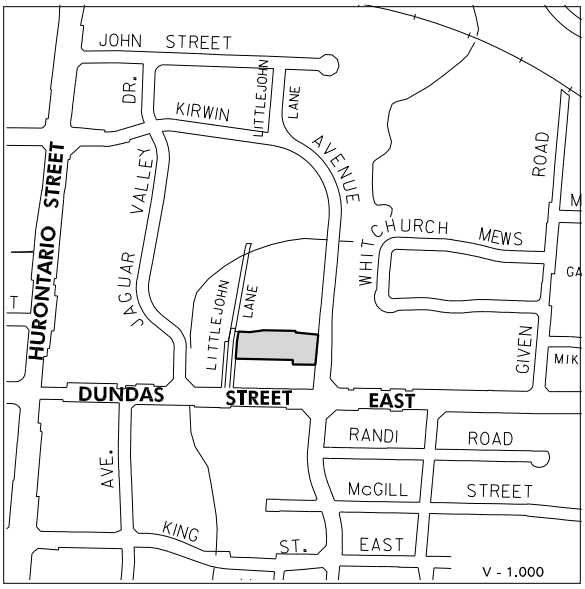
12.4.3.5 Site 5



12.4.3.5.1 The lands identified as Special Site 5 are located on the north side of King Street West, east of Confederation Parkway.

12.4.3.5.2 Notwithstanding the provisions of the Residential Low Density II designation, offices will be permitted.

12.4.3.6 Site 6

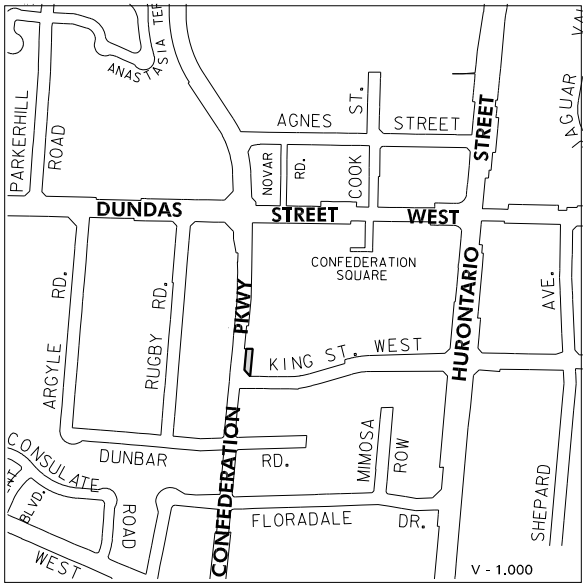


12.4.3.6.1 The lands identified as Special Site 6 are located on the west side of Kirwin Avenue, north of Dundas Street East.

12.4.3.6.2 Notwithstanding the provisions of the Mixed Use designation, the following additional policies will apply:

a. a hotel not exceeding 42 storeys will be permitted.

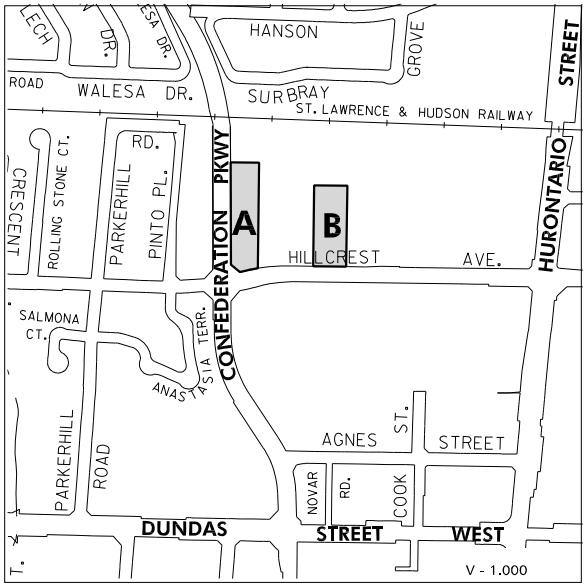
12.4.3.7 Site 7



12.4.3.7.1 The lands identified as Special Site 7 are located on the northeast corner of King Street West and Confederation Parkway.

12.4.3.7.2 Notwithstanding the provisions of the Residential Low Density II designation, offices will be permitted.

12.4.3.8 Site 8

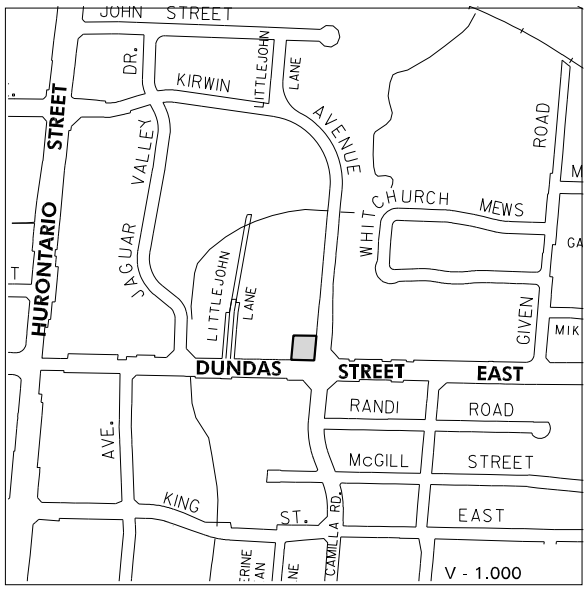


12.4.3.8.1 The lands identified as Special Site 8 are located on the north side of Hillcrest Avenue, east of Confederation Parkway.

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.

12.4.4 Exempt Site Policies

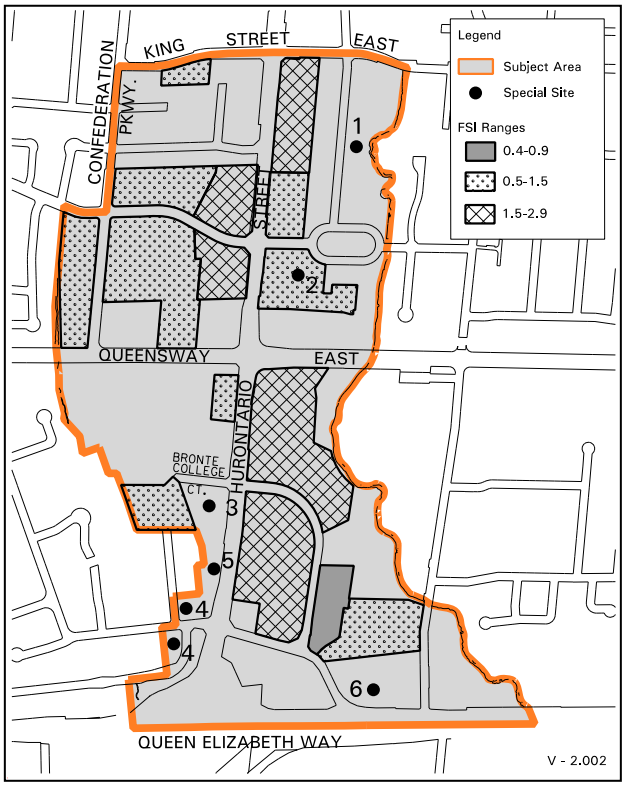
12.4.4.1 Site 1



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.

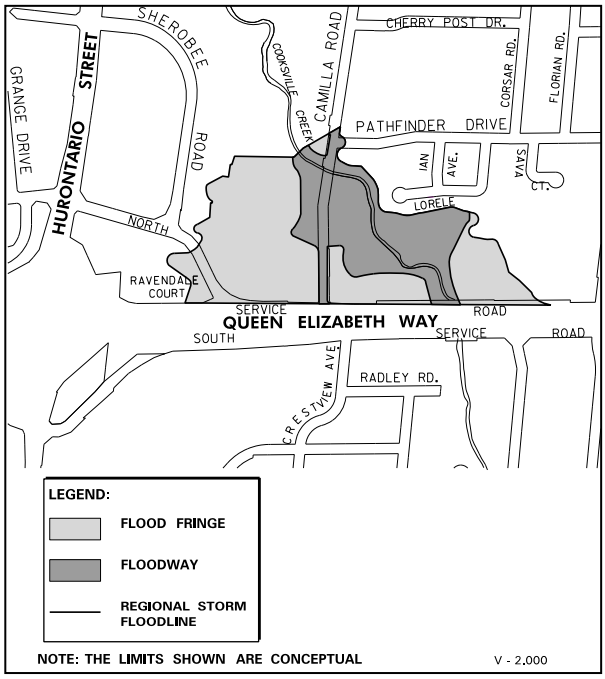
12.5 Downtown Hospital



Map 12-5: Downtown Hospital Character Area

12.5.1.1 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 Environmental Planning Area



Map 12-5.1: Cooksville Creek Floodplain Management Concept

12.5.2.1 The lands identified above are located generally between the North Service Road and where the Cooksville Creek crosses Camilla Road. The area subject to these policies within the Downtown Hospital Character Area, is generally located west of Cooksville Creek. The lands shown are subject to the ***two-zone floodplain management concept***, which divides the regulatory floodplain into two portions known as the floodway and the flood fringe. The limits of the flood fringe and the floodway are conceptual, the exact limits of which will be determined through further study.

12.5.2.2 Notwithstanding the Natural Hazards policies of this Plan, the following policies will apply to those lands within the regulatory floodplain:

a. the lands within the floodway are designated Residential High Density, Office, Greenlands and Utility. Notwithstanding the Residential High Density, Office, Greenlands and Utility policies of this Plan, the following uses will be permitted within the floodway subject to the satisfaction of the City and Credit Valley Conservation:

- flood and/or erosion works;
- facilities which by their nature must locate near water or traverse ***watercourse*** (i.e. bridges, storm sewer outlets and stormwater management facilities); and
- passive recreation activities; and

b. floodway lands will be zoned in an appropriate hazard category in the implementing Zoning By-law;

c. the lands within the flood fringe are subject to their respective land use designations and the following additional policies:

- development may be permitted provided the use, building or structure is flood proofed to the regulatory flood level as required by Credit Valley Conservation;
- ingress/egress for all development located in the flood fringe will be such that emergency vehicular and pedestrian movement is not prevented during times of flooding in order that safe access/evacuation is ensured. The determination of safe access shall be made by Credit Valley Conservation based on the depth and velocity factors;
- enclosed underground parking will be subject to the installation of stringent flood proofing measures to the elevation of the regulatory flood level; and
- the zoning of lands may utilize a holding zone to provide direction as to future permitted uses while ensuring flood proofing and safe access are addressed prior to development to the satisfaction of the City and Credit Valley Conservation. The Zoning By-law will be amended to remove the holding symbol when the requirements for flood proofing, the provision of safe access to the proposed development and a detailed spill assessment and a financing agreement for the reconstruction of the culvert at the QEW has been completed to the satisfaction of the City, Credit Valley Conservation and the Ministry of Transportation; and

d. the following uses will not be allowed within the floodplain:

- institutional services such as hospitals, nursing homes, and schools where there would be a significant threat to the safety of inhabitants involved in an emergency evacuation situation as a result of flooding or failure of flood proofing measures;
- new uses associated with the manufacture, storage, disposal and/or consumption of hazardous substances or the treatment, collection and disposal of sewage, which would pose an unacceptable threat to public safety if they were to escape their normal containment/use as a result of flooding or failure of flood proofing measures; and
- emergency services such as those provided by fire, police, and ambulance stations and electrical substations, which would be impaired during a flood emergency as a result of flooding or failure of flood proofing measures.

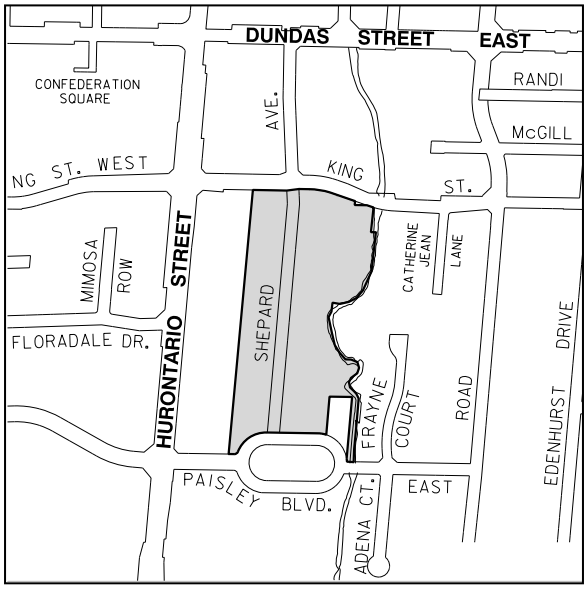
12.5.3 Transportation

12.5.3.1 The City of Mississauga Parking Strategy, carried out in 1993, made recommendations on the short, medium and long term strategies to meet the parking requirements and to achieve urban design objectives. These recommendations will be considered in conjunction with development applications and implementation of High Occupancy Vehicle (HOV) lanes on Hurontario Street and Dundas Street East.

12.5.4 Special Site Policies

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

12.5.4.1 Site 1



12.5.4.1.1 The lands identified as Special Site 1 are located on Shepard Avenue between King Street East and Paisley Boulevard East.

12.5.4.1.2 Notwithstanding the provisions of the Residential Low Density I, Residential Medium Density and Greenlands designations, the following additional policies will apply:

a. any proposal to alter the natural alignment of the Cooksville Creek and associated Greenlands lands through filling or channelization will require the appropriate approvals from Credit Valley Conservation and the City of Mississauga. The final design of such alteration works will address the following:

   - criteria for erosion measures; and
   - incorporation of the recommendations of the Cooksville Creek Rehabilitation Study for the reach of the Cooksville Creek between King Street East and Paisley Boulevard East; and

b. in the event that structural management options are not feasible and, subject to a detailed planning design and supporting engineering studies for the Special Site 1 lands, a ***two-zone floodplain management concept***, or combination of a ***two-zone floodplain management concept*** and structural management options, may be implemented;

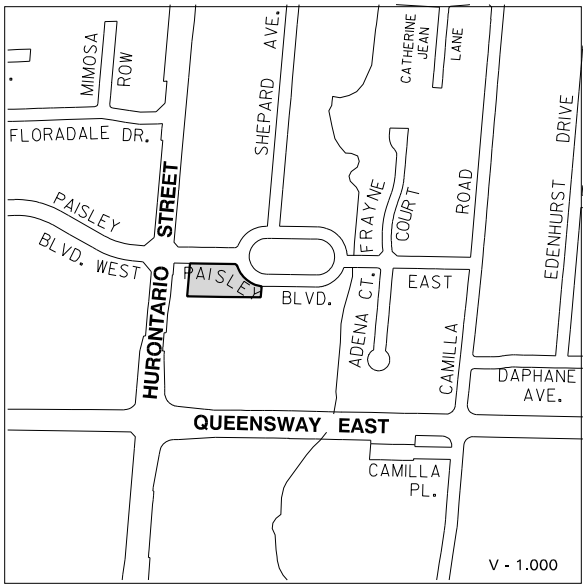
c. the limits of the development will be determined through detailed studies to address limits of flooding. Lands not suitable for development will be redesignated to Greenlands; and

d. the preparation of a concept plan promoting the integrated redevelopment of the existing residential lots will be required in conjunction with any redevelopment applications. The concept plan will be required to address the following:

   - naturalization of the Cooksville Creek and retention of existing vegetation;
   - an alternate street access and design to limit access to the lands from only King Street East; and
   - housing forms that provide for the stepping of densities and building heights from higher at the north and west ends of the site to lower at the south and east ends of the site.

The policies in this section and the land use designation on Schedule 10 – Land Use Designations with respect to Site 1 are under appeal under OMB Case No. PL980724 (OPA 3).

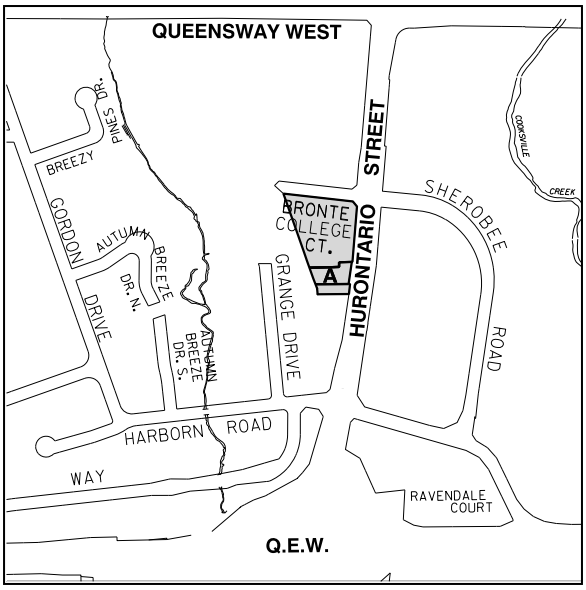
12.5.4.2 Site 2



12.5.4.2.1 The lands identified as Special Site 2 are located on the south side of Paisley Boulevard, east of Hurontario Street.

12.5.4.2.2 Notwithstanding the provisions of the Residential High Density designation, apartments will be permitted at a maximum ***floor space index (FSI)*** of 0.5 – 1.5.

12.5.4.3 Site 3



12.5.4.3.1 The lands identified as Special Site 3 are located along the west side of Hurontario Street, north of Harborn Road.

12.5.4.3.2 Notwithstanding the provisions of the Office designation, the following additional policies will apply:

a. funeral homes and nursing homes will also be permitted;

b. vehicular access and internal circulation and parking must respect both the visual and functional quality of the street as well as the privacy of the residential areas to the west;

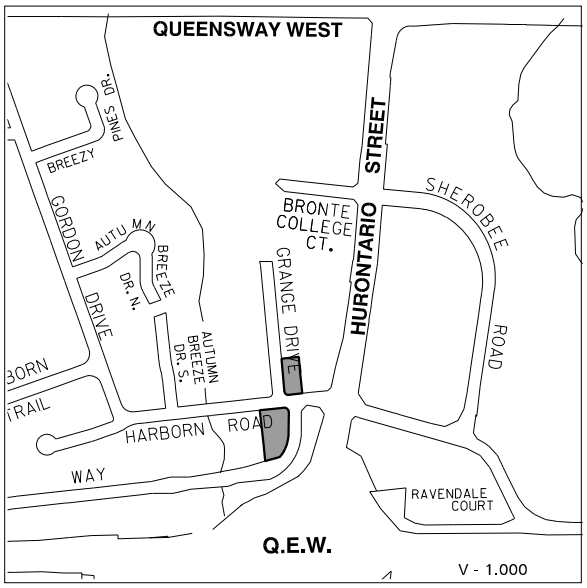
c. efforts must be made to retain the existing vegetation cover maintaining the continuity of the area character;

d. building height and form should provide a positive scale transition between Hurontario Street and existing residential development to the west;

e. the building setback from the rear lot line should provide for the retention of natural vegetation to function as a buffer from residential uses to the west; and

f. the lands identified as Area A, located at 2150 Hurontario Street, will be permitted to develop at a maximum ***floor space index (FSI)*** of 1.0.

12.5.4.4 Site 4



12.5.4.4.1 The lands identified as Special Site 4 are located west of Hurontario Street, south of Queensway West.

12.5.4.4.2 Notwithstanding the provisions of the Residential Low Density II designation on these lands, the following additional policies will apply:

a. preserve and enhance the generous front, rear and side yard setbacks;

b. ensure that existing grades and drainage conditions are preserved;

c. encourage new housing to fit the scale and character of the surrounding areas, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation;

d. garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property;

e. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;

f. encourage buildings to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;

g. reduce the hard surface areas in the front yard;

h. preserve existing mature high quality trees to maintain the existing mature nature of these areas;

i. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged;

j. the building mass, side yards and rear yards should respect and relate to those of adjacent lots; and

k. a maximum height of three storeys will be permitted for street townhouses.

12.5.4.5 Site 5



12.5.4.5.1 The lands identified as Special Site 5 are located on the west side of Hurontario Street, north of Harborn Road.

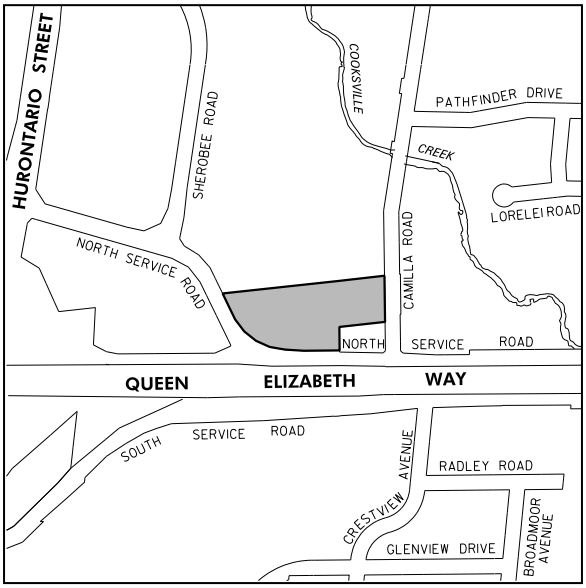
12.5.4.5.2 Notwithstanding the policies of this Plan the following additional policies will apply:

a. ground level commercial uses will be permitted;

b. office uses will be permitted; and,

c. maximum of two towers, one with a maximum height of 26 storeys and the second with a maximum height of 29 storeys, will be permitted.

12.5.4.6 Site 6



12.5.4.6.1 The lands identified as Special Site 6 are located on the north side of North Service Road and west side of Camilla Road.

12.5.4.6.2 Notwithstanding the policies of this Plan, townhouses will be permitted.

13 Major Nodes

13.1 Introduction

There are three Major Node Character Areas in Mississauga:

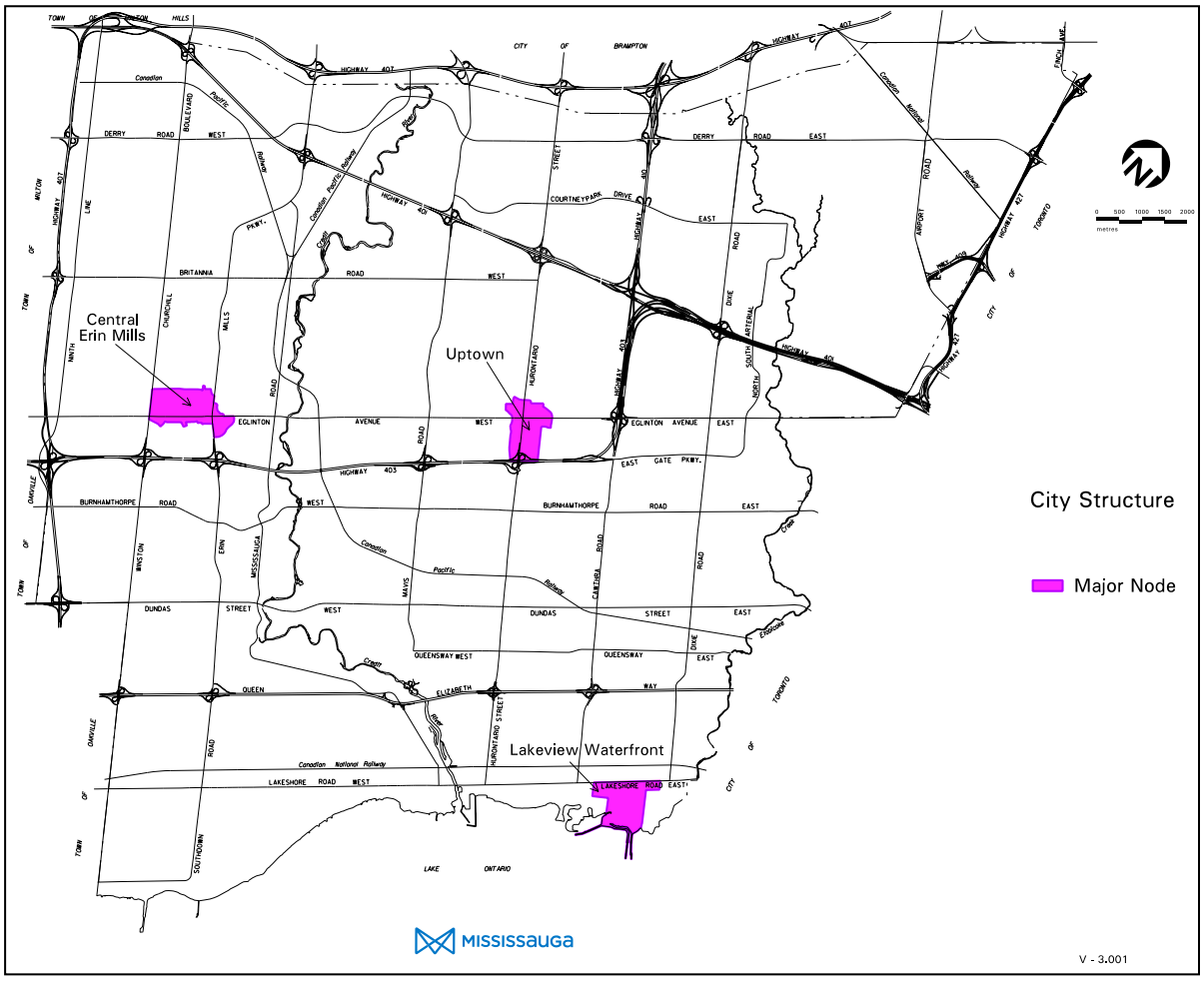
- Central Erin Mills;
- Lakeview Waterfront; and
- Uptown.

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:

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.

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 in the Central Erin Mills and Uptown Major Node Character Areas:

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.

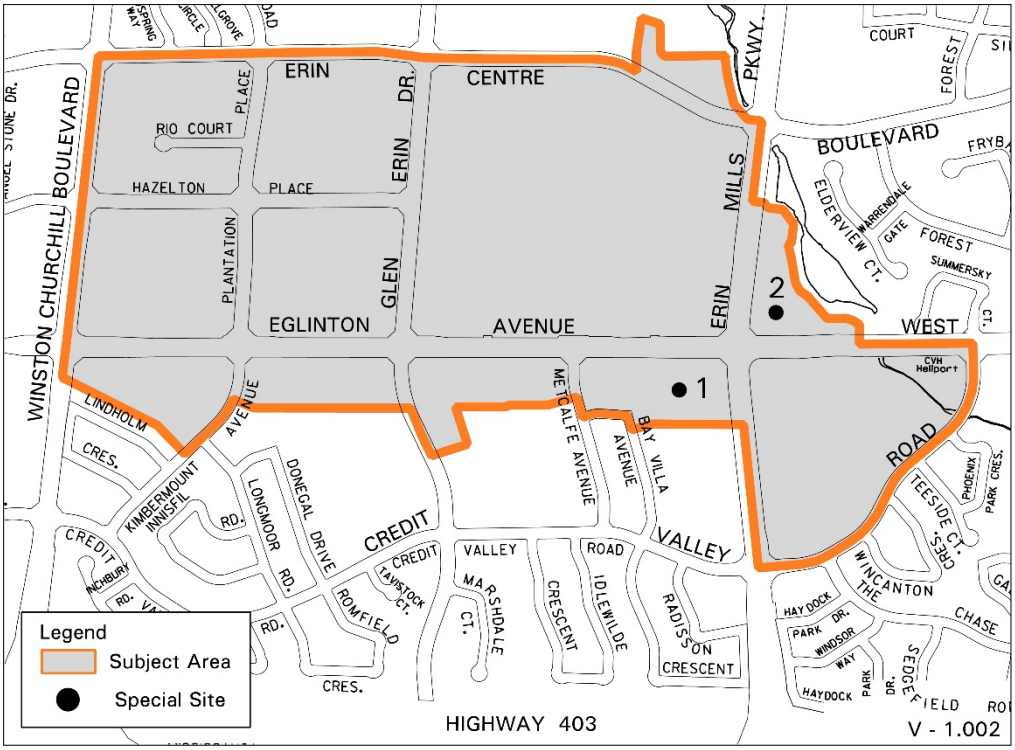
13.1.6 Business Employment

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

13.2.1 Introduction

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

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

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

- its role as the centre of community life for persons of all abilities, incomes and ages preserved and enhanced through the provision of amenities, facilities, employment, social spaces and an attractive public realm;
- its planned function as a focal point for retail and service commercial uses, community facilities and bus facilities retained;
- the provision of a mixture of residential built forms and tenures suitable to a variety of income levels and household types including below-market priced housing;
- active transportation modes that are prioritized within the Node and connect to the surrounding residential neighbourhoods;

- public transit that is prioritized over vehicular traffic and connects to the surrounding regional community;
- densities and a mix of uses that allow people to meet many of their needs locally and within walking distance;
- an attractive and well-connected built environment that promotes physically active lifestyles; and
- environmentally resilient development that includes the use of ***stormwater best management practices and green infrastructure***.

13.2.2 General

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

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

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

13.2.2.4 Playgrounds should be provided within an unobstructed 400m walking distance from residential areas within the Node.

13.2.2.5 Privately owned publicly accessible space that enhances and connects the public open space system is encouraged.

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

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

13.2.3 Height and Density

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

13.2.3.2 In order to guide the form, massing and density of proposed buildings, individual properties will be limited to a ***floor space index*** (***FSI***) maximum of 4.0.

13.2.3.3 A gross density of between 200 and 300 residents and jobs combined per hectare measured across the Node will be achieved.

13.2.3.4 A combination of residential and employment uses are encouraged

13.2.4 Urban Design

13.2.4.1 Development will provide for a range of building types and heights, including mid-rise buildings to create diversity of urban form and housing choice.

13.2.4.2 Buildings will be designed and located to:

a. frame and animate streets and public spaces;

b. create a coherent built environment;

c. provide setbacks along internal roads that provide a generally consistent building edge and relate to the scale of other buildings and width of roads;

d. provide reduced building setbacks on internal roads with grade-related retail and service commercial uses where appropriate;

e. provide significant and generally consistent setbacks along collector and arterial streets to promote landscape boulevards that enhance the pedestrian experience; and

f. create a street-wall along collector and arterial streets with appropriate openings for street-facing courtyards, where applicable, that provide usable landscape areas for residents and pedestrians.

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

13.2.4.4 In order to promote adequate natural light, sky views and privacy, the following will be required:

a. appropriate transitions between buildings, to open spaces and to adjacent neighbourhoods; and

b. a minimum separation distance of 30 metres will be provided between the tower portion of ***tall buildings*** to prevent clustering.

13.2.5 Residential Uses

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

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

For the purposes of this section:

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

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

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

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

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

13.2.5.6 Any existing below-market rental housing units that are retained under the provisions of the City's Rental Housing Protection By-law will count towards the below-market housing unit requirements described in Policy13.2.5.1.

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

13.2.5.8 Notwithstanding the Residential Medium Density policies of this Plan, mid-rise buildings are also permitted.

13.2.6 Mixed Use Designation

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

13.2.6.2 Retail and service commercial uses should be located to animate streets and public spaces.

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

13.2.6.4 Redevelopment that results in a loss of retail and service commercial floor space may be permitted if it can be demonstrated that the planned function of the existing non-residential component will be maintained.

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

a. the role of the Major Node in the City Structure hierarchy is maintained;

b. community facilities and gathering space functions of the floor space that would be lost, if any, are maintained or replaced with similar facilities and functions;

c. a significant concentration of convenient, easily accessible retail and service commercial uses that meet the needs of the local population is maintained;

d. commercial opportunities, such as office and institutional jobs, are encouraged; and

e. a grocery store use is maintained within the Node

13.2.6.6 Expansion of retail and service commercial uses are supported. Interim development that involves additions to or new stand-alone non-residential buildings is permitted as an interim condition. Policies 13.2.8.1, 13.2.9.12, and 13.2.9.13 do not apply to such interim development.

13.2.7 Office Uses

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

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

13.2.8 Environment

13.2.8.1 To achieve a sustainable community and reduce reliance on fossil fuels, development will be designed to include sustainable measures such as:

a. designing and orienting buildings to be "solar ready" and to take advantage of passive heating and cooling;

b. connecting to district energy systems, where available;

c. using ***renewable energy*** sources such as solar or geothermal energy;

d. managing stormwater run-off through innovative methods including ***stormwater best management practices*** and ***green infrastructure***; and

e. installing green roofs or white roofs.

13.2.9 Transportation

13.2.9.1 A well-connected road system will be required in order to provide connectivity and encourage walking and cycling as the predominant modes of transportation within the Node..

13.2.9.2 Blocks will have a maximum perimeter of 520 metres. Roads surrounding blocks will be public and meet City right-of-way and design standards. Permeability will be provided within blocks through means such as pedestrian walkways, cycling paths,

parks and other publicly accessible spaces and vehicular access and servicing routes.

13.2.9.3 Private roads may be permitted instead of a public road to facilitate underground services such as deliveries and parking, subject to the following:

a. public easements will be required;

b. required right-of-way widths will be provided; and

c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

13.2.9.4 New roads will connect and align with existing roads in surrounding neighbourhoods.

13.2.9.5 Roads will be designed as complete streets. New roads will be designed to incorporate active transportation and transit infrastructure. Existing arterial and collector roads within and surrounding the Node will be redesigned to incorporate active transportation and transit infrastructure, as appropriate.

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

13.2.9.7 Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.

13.2.9.8 Pedestrian and cycling connections to transit facilities will be prioritized.

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

13.2.9.10 Bicycle parking will be required and will be located throughout the Node and at transit facilities.

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

13.2.9.12 Surface parking areas will be replaced by structured parking on a phased basis as redevelopment proceeds. Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off point delivery services.

13.2.9.13 Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.

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

13.2.10 Implementation

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

a. delineation of development blocks;

b. road alignment and characteristics;

c. distribution of density;

d. building heights and massing;

e. land uses and estimated number of people and jobs;

f. phasing plans;

g. relationship to surrounding areas;

h. servicing requirements;

i. a public realm plan, including parkland;

j. vehicular and active transportation circulation plan;

k. vehicular and bicycle parking;

l. animation at grade, particularly for retail focus areas and in proximity to transit services and along major roads;

m. environmentally sustainable measures;

n. existing and proposed transit infrastructure; and

o. pedestrian Network Plan

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

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

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

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

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

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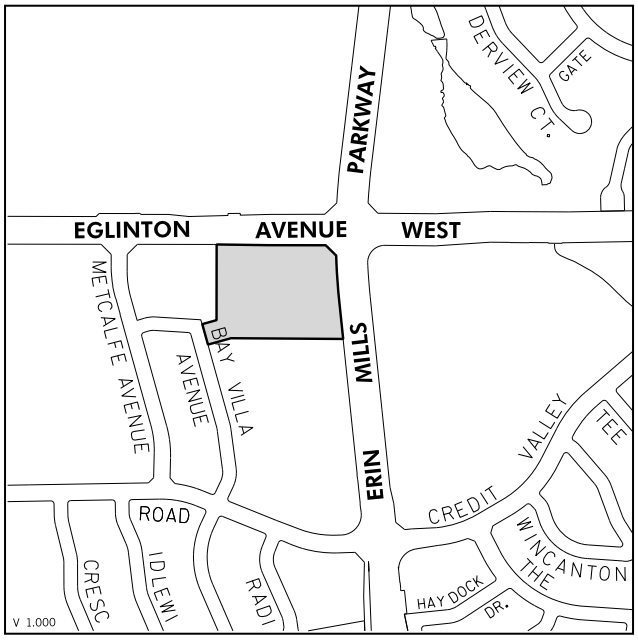
13.2.11 Special Site Policies

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

13.2.11.1 Site 1



13.2.11.1.1 The lands identified as Special Site 1 are located at the southwest corner of Eglinton Avenue West and Erin Mills Parkway.

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

a. a total maximum ***floor space index (FSI)*** of 3.2 will be permitted;

b. townhouses will be permitted; and,

c. a maximum of 4000 m^2 of retail commercial and office space will be permitted.

13.2.11.2 Site 2



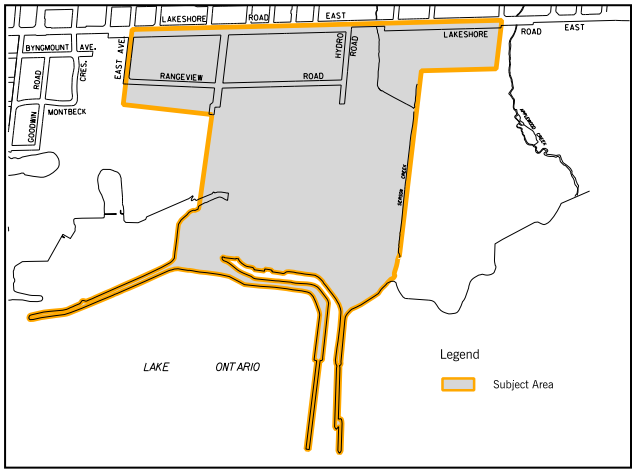
13.2.11.2.1 The lands identified as Special Site 2 are located at the northeast corner of Eglinton Avenue West and Erin Mills Parkway.

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

a. a total maximum ***floor space index*** (***FSI***) of 3.4 will be permitted.

b. Policies of Sections 13.2.1 to 13.2.10 will not apply.

13.3 Lakeview Waterfront



Map 13-3.1: Lakeview Waterfront Major Node Character Area

The Lakeview Waterfront Major Node Character Area ("Lakeview Waterfront") policies elaborate on, or provide exceptions to the policies or schedules of the Plan. In the event of conflict with the Plan, the Lakeview Waterfront policies take precedence.

13.3.1 Inspiration Lakeview Master Plan

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

13.3.2 Historical and Current Context

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

Lands surrounding the Lakeview Waterfront include:

- to the east - the G.E. Booth Wastewater Treatment Facility (WWTF);
- to the west - the Lakeview Water Treatment Facility (LWTF) and residential neighbourhood;
- to the north - residential neighbourhood and mixed uses along the frontage of Lakeshore Road East; and
- along the waterfront - parkland (Douglas Kennedy Park, Lakefront Promenade, and A.E. Crooks Parks).

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

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

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

13.3.3 Vision

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

13.3.3.1 Guiding Principles

The Vision is based on the following Guiding Principles:

1. Link: connect the city and the water, including the provision of a continuous waterfront park system along the shores of Lake Ontario;

2. Open: open the site with accessible public spaces for all, with a public realm of different sizes and function, working together to provide a distinctive cultural and ecological community landscape. Create green, public open spaces with enhanced streetscapes;

3. Green: promote a green sustainable innovative model community that may include integrated, water features that provide aesthetic, pedestrian connections and stormwater functions in both the public and private realm (e.g. water themed open spaces, walkways, and stormwater spines). Explore opportunities for innovative waste/recycling collection (e.g. vacuum collection) and energy production systems that promote conservation;

4. Vibrant: create a mixed use community, affordable and welcoming to all, including cultural uses, housing, retail, office and community amenities. Develop an urban village at a human-scale, near the waterfront that will be a focal point for the community. Provide a range of building typologies with an emphasis on mid-rise development, orient buildings for optimal exposure, microclimate and maximize at grade light. Enable improved health and wellbeing through provision of affordable and accessible public transportation and housing;

5. Connect: provide multiple ways to get around - walk, cycle, transit and vehicles. Design a safe, convenient mobility system that encourages all transportation modes and innovative parking solutions. A new street and block pattern including multi-use pathways and mews will connect various neighbourhoods and precincts and create a permeable community. Enhanced transit will bring residents, employees, and visitors into the area and support long term sustainability and vitality;

6. Destination: create a special place to draw visitors where people can enjoy cultural areas with unique venues, waterfront attractions and opportunities for expression. Provide incubator space to promote cultural and creative industries;

7. Remember: commemorate history while creating a new legacy. This will be reflected in public art and other opportunities to interpret the area's history; and

8. Viable: balance public and private investment to be economically sustainable. Explore opportunities for flexible and creative approaches to infrastructure planning. Encourage and facilitate safe redevelopment to be protective of human health and the environment to ensure the environmental conditions are suitable for the proposed use.



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

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

13.3.4 Direct Growth

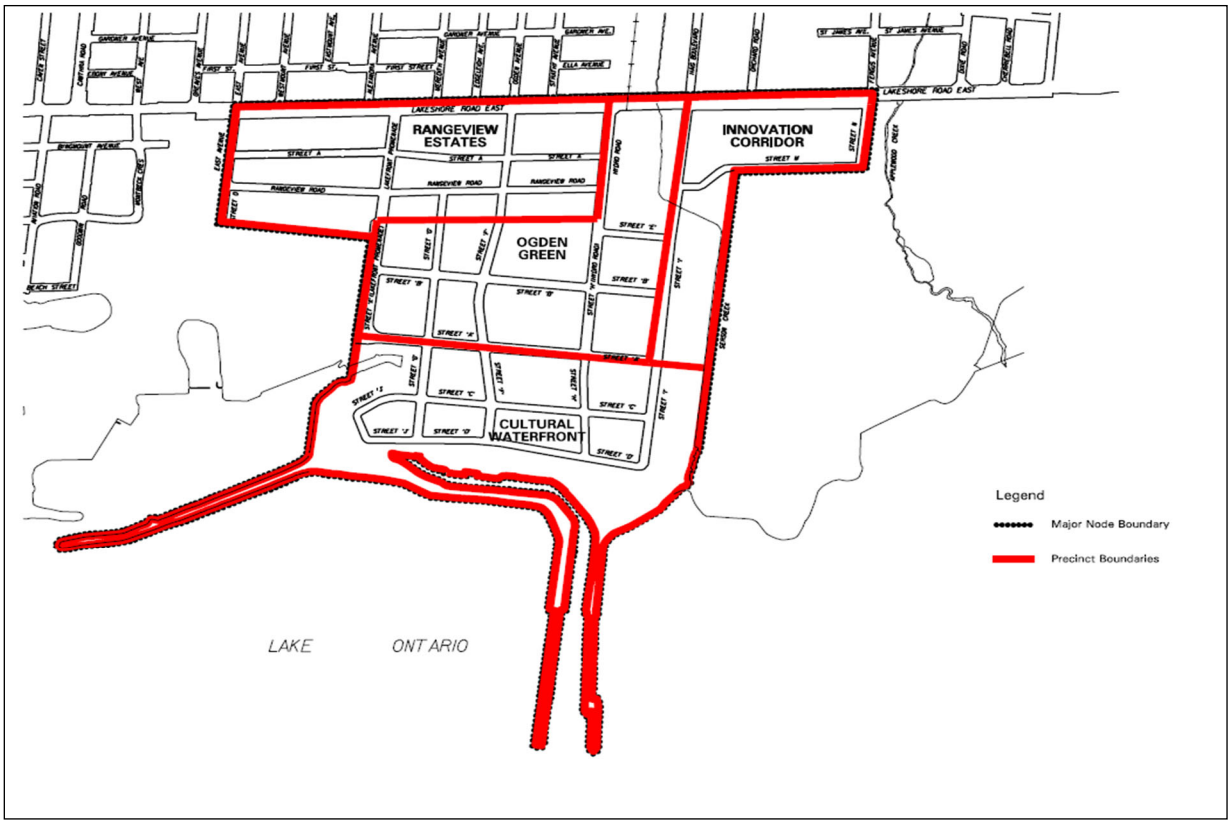
The Lakeview Waterfront is a Major Node and is intended to accommodate a variety of housing, employment, cultural activities, and an extensive open space network that provides access to Lake Ontario.

The lands adjacent to Lakeshore Road East are part of a planned higher order transit corridor, with a future enhanced transit route also planned to extend into the site to support a transit oriented community. Lands adjacent to Lake Ontario are within the City's Green System and will play an important role in the ecological, economic, and social well-being of the area.

The area is divided into precincts in order to reflect differences in the planned function and character and consists of: Rangeview Estates; Ogden Green; the Innovation Corridor; and the Cultural Waterfront; as shown on Map 13-3.2: Lakeview Waterfront Major Node Character Area Precincts.

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

- be an area of intensification including a mix of uses such as housing, retail, office, culture, institutional, and recreational uses;
- provide opportunities to draw people from a broader area to take advantage of unique uses such as cultural space, innovative employment and institutional uses and waterfront activities along the waterfront;
- achieve a targeted gross density between 200 and 300 residents plus jobs combined per hectare; and strive to reach a population to employment ratio of 2:1 across the entire Major Node;
- provide a range of building typologies predominately of a mid-rise in height;
- provide a pedestrian oriented environment and promote ***active transportation*** and ensure transit is convenient;
- provide a variety of housing choices including affordable, assisted and special needs; and
- strive to be a sustainable community and incorporate green development standards such as Leadership in Energy and Environmental Design (LEED) or other custom green development standards.



Map 13-3.2: Lakeview Waterfront Major Node Character Area Precincts.

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

13.3.4.1 Development master plans will confirm the planned population and employment targets and

	2017	Planned Target[1]
Land Area[2](ha)	99 ha	99 ha
Population	0	15,000 -22,000[3]
Employment	1,500[4]	7,000 – 9,000[5]
Population Plus Jobs per hectare	15	200 – 300 residents and jobs
Population to Employment Ratio	0:1	2:1

[1] Planned targets to be confirmed through further study (e.g. transportation study, Innovation Corridor study)

[2]Land area is a gross figure and includes everything within the defined boundary such as bodies of water, roads, and all other land uses.

[3] Population target is from the Inspiration Lakeview Master Plan (2014) and adjusted to account for a maximum unit capacity of 10,500.

[4] 2017 Employment figures from City of Mississauga, Mississauga Employment Survey (2017)

[5] Employment target is from the Inspiration Lakeview Master Plan (2014)

Figure 2: LAKEVIEW WATERFRONT MAJOR NODE, STATISTICS AND TARGETS SUMMARY

housing unit distribution by built form that respects the overall vision for the area.

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

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

13.3.5 Value the Environment

The Lakeview Waterfront is planned to be an innovative, green model community that incorporates sustainable best practices for buildings and neighbourhoods.

Some of the innovative and sustainable elements may exceed typical development standards, and will require stakeholder collaboration, potential coordination across multiple properties (e.g. district energy, integrated stormwater management throughout public realm), and innovative financing arrangements.

Given current and historic uses the extent of remediation, remains unknown. Remediation will be addressed through the development review process.

13.3.5.1 Living Green

13.3.5.1.1 To achieve a sustainable community, development will be designed to include sustainable measures such as:

- orienting buildings to be "solar ready" to take advantage of passive heating and cooling;
- connecting to district energy systems, where available;
- using ***renewable energy*** sources such as solar or geothermal energy or deep water source cooling;
- managing run-off through innovative methods in keeping with ***stormwater best management practices***;
- naturalizing landscapes with native, noninvasive species;
- planting trees;
- installing green roofs or white roofs;
- supporting urban agriculture;
- preventing and reducing pollution; and
- mitigating the impact of development on sensitive land uses.



Figure 3: An example of a stormwater management approach in Portland, Oregon.

13.3.5.1.2 Development will incorporate sustainable measures in their design and will strive to meet LEED or other custom green development standards for all buildings.

13.3.5.1.3 The development of a district energy system will be encouraged in the area. Where a district energy system cannot be provided, all development will be encouraged to include on-site renewable or alternative energy systems.

13.3.5.1.4 New land uses may require one or more Records of Site Condition prior to site development, in accordance with Part XV.1 (Records of Site Condition) of the *Environmental Protection Act*.

13.3.5.1.5 A Financial/Sustainability Strategy will be required to address how infrastructure, new buildings and public and private realm can be designed to achieve a model sustainable community. The strategy will address the necessary mechanisms to implement these features.

13.3.5.2 Green System

An interconnected network of open spaces will provide linkages, both within and to surrounding areas. This network includes parks, trails, and ***natural hazard lands***.

The current Serson Creek and the Lake Ontario shoreline flood and erosion hazard limits need to be confirmed through future study and/or review of development applications.

13.3.5.2.1 The limits of Serson Creek, as determined through further study, may impact the alignment of future roads in the creek's vicinity.

13.3.5.2.2 Innovative ***stormwater best management practices***, including low impact development techniques, may be integrated with open spaces and pedestrian walkways that will contribute to the overall network of open spaces. The location and design of these open spaces/spines will be determined through a master servicing plan and identified in development master plans.

13.3.6 Complete Communities

Lakeview Waterfront is planned as a sustainable new community with public access to the waterfront. The area is anticipated to draw people from within and beyond Mississauga.

A mixed use focal point is planned for the southeast quadrant of the community, where cultural commercial, office, institutional, and recreational open spaces converge. The area is envisioned as a vibrant, pedestrian oriented space with outdoor cafes, unique retail, attractive street furniture and sitting areas. The area may accommodate special events and uses, waterfront attractions, and art and culture incubator space.

Street 'I' (extension of Ogden Avenue) and the adjacent linear public open spaces represent an important north-south green corridor. This central area is where a public realm of different sizes and functions work together to provide a distinctive landscape that is safe, attractive and inviting with direct access and views to the waterfront. The area provides opportunities for physical fitness, leisure, and social interaction in order to promote healthy and active lifestyles. Adjacent land uses and built form will support this key element of the community.

Lakefront Promenade, Hydro Road/Street 'J', and Street 'K' (extension of Haig Boulevard) are important corridors that provide access from Lakeshore Road East to the waterfront and will incorporate enhanced streetscape.

Activities that benefit from being near the shoreline, parks and the Waterfront Trail are also envisioned for the area.

13.3.6.1 Affordable housing will be required in accordance with the City's housing strategy.

13.3.6.2 A minimum of 5% of the overall units within the Ogden Green and Cultural Waterfront Precincts will be affordable housing units, or equivalent satisfactory provisions, as deemed acceptable by the City.

13.3.6.3 The City will work in collaboration with the school board(s) to determine the need for educational facilities. The location of these facilities will be determined through the development application process.

13.3.6.4 The City will encourage partnerships and collaboration with the local community, professional artists, arts organizations and creative enterprises to further develop the cultural amenities in the Cultural Waterfront Precinct, including creative industries and commercial opportunities.

13.3.6.5 The Cultural Waterfront Precinct will be the preferred location for cultural uses with the potential for a museum, artist supportive housing and galleries, festival and creative urban spaces, and artist studios. Buildings providing flexible floor plates that are

amenable to a variety of cultural uses and ground level incubator space, including ***makerspace*** will be encouraged.

13.3.6.6 Development within the Cultural Waterfront Precinct will create a unique identity by providing distinctive architecture, high quality public art and streetscape, and cultural infrastructure and spaces that will reinforce, where appropriate, the history of the site.

13.3.6.7 The City will continue to pursue public uses on the waterfront lands, including parkland and a waterfront trail connection along the water's edge, and public access to the pier. The City will work in collaboration with the Region of Peel and other levels of government and agencies to achieve these public uses.

13.3.6.8 Public parks will front onto a public road to maximize street frontage and accessibility.

13.3.6.9 Publicly accessible private open spaces may be incorporated into developments provided that:

- the design of private open space will integrate seamlessly with the adjoining street network, pedestrian environment and overall open space system; and
- the private open space interfaces with existing and/or proposed development in a legible and cohesive manner.

13.3.6.10 The City, in consultation with Credit Valley Conservation (CVC), will investigate the extent to which the lands along the shoreline can be developed for a vibrant destination space at the water's edge.

13.3.7 Multi-Modal City

The Lakeview Waterfront community is designed to encourage multi-modal transportation with emphasis on transit and active transportation, to reduce traffic delays, congestion, energy consumption and pollution. The community will have a highly connected network of streets and routes for active transportation to support walking and cycling.

As the area develops and site specific applications are submitted, the City will monitor implementation of the multi-modal network to ensure transit and active transportation are incorporated and the overall network functions efficiently. As development in the Lakeview Waterfront community progresses, increased traffic delays may be experienced if the complementary improvements and/or investments to the overall network are not made.

The City will continue to work with partners from other levels of government, including Metrolinx and the private sector, to explore sustainable transportation solutions. The area's proximity to existing and expanded all day two-way GO Rail transit service, proposed ***higher order transit*** along Lakeshore Road East and future enhanced transit into the site will provide increased levels of service in the future.

Future enhanced transit is the provision of a range of transit services and infrastructure based on demand.

As a fully realized community, transit and ***active transportation*** are intended to be viable alternatives to vehicular use and will help shape and support the future development of the Lakeview Waterfront area.

The existing and future conceptual road network is shown on Schedule 5: Long Term Road Network. A future higher order transit corridor along Lakeshore Road East and a future enhanced transit route extending into the site is identified on Schedule 6: Long Term Transit Network. The Lakeshore Road Transportation Master Plan will examine transportation issues on the corridor including a review of higher order transit needs and any necessary improvements to the transportation system for all modes of travel. Future local roads have been conceptually identified.

Bringing enhanced transit into the site is consideredfundamental to implementing the Vision and Guiding Principles for Lakeview Waterfront. An assessment of the preferred transit solution, including its alignment and overall road network, will be subject to further study.

13.3.7.1 Road, Transit and Active TransportationNetwork

13.3.7.1.1 The Lakeview Waterfront area will be developed with a fine-grain network of roads and connections that will support active transportation and create a well connected and healthy community.

13.3.7.1.2 An area-wide transportation study for the Lakeview Waterfront is required that will examine among other things: future enhanced transit including its alignment and design; multi-modal splits between transit, active transportation and vehicle use; TDM; additional roads; and potential traffic infiltration impacts on adjacent neighbourhoods. This study will build upon the work completed for the Lakeshore Road Transportation Master Plan and will make recommendations on infrastructure and density, Figure 4: Lakeview Waterfront Major Node Character Area Future Roads modal splits, and any required phasing of development.

13.3.7.1.3 Development master plans and development applications will demonstrate how the findings of the area-wide transportation study have been incorporated into site specific development proposal.

13.3.7.1.4 Roads will be designed to provide connectivity within and between precincts in the Lakeview Waterfront area and ensure that adequate road right-of-way widths are maintained for municipal servicing, utilities, and a desirable public realm.

13.3.7.1.5 Streets will be designed to incorporate active transportation and provide views to the waterfront. Lakefront Promenade, Street 'I', Hydro Road/Street 'J' and Street 'K' will be designed with enhanced streetscapes that may include among other things, wide sidewalks, street trees, planting, furniture.

13.3.7.1.6 The City may acquire and protect for a public transit right-of-way for an enhanced transit route (Schedule 6: Long Term Transit Network) 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.

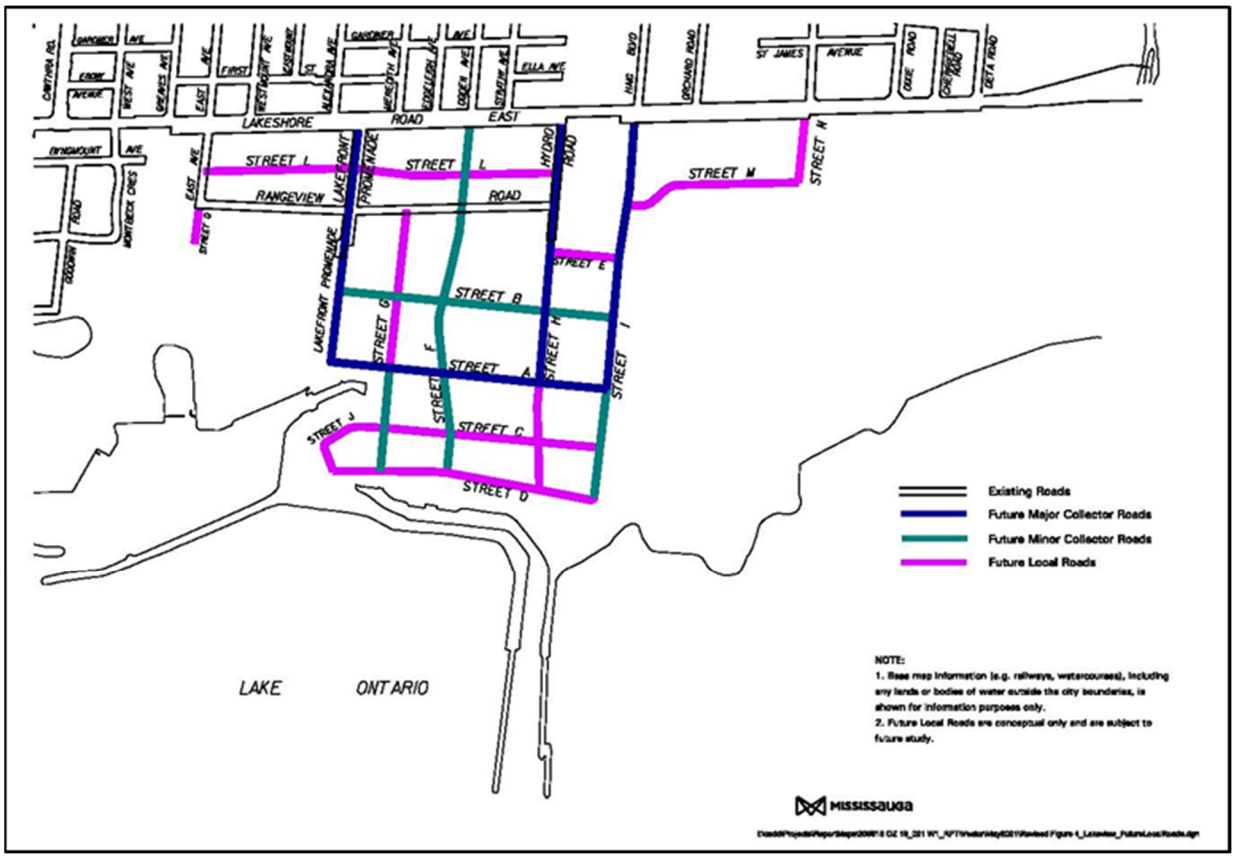


Figure 4: Lakeview Waterfront Major Node Character Area Future Roads

13.3.7.1.7 The City will, through the review of development applications, eliminate and/or consolidate vehicular ingress/egress locations and turning movements to and from Lakeshore Road East and direct traffic towards signalized intersections, where appropriate.

13.3.7.1.8 Development applications will be accompanied by traffic impact studies and/or parking utilization studies that will address, among other things, strategies for limiting impacts on the transportation network such as:

a. reduced parking standards;

b. transportation demand management;

c. transit oriented development and design;

d. pedestrian/cycling connections; and

e. access management plan.

13.3.7.1.9 The final detailed alignment of the road network will be incorporated into development master plans and reflected in plan(s) of subdivision.

13.3.7.1.10 Future additions to the road network will be public roads, unless arrangements for private roads are made that are satisfactory to the City. Private roads may be considered subject to the following:

a. public easements will be required;

b. required right-of-way widths will be provided;

and

c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

13.3.7.1.11 The City may consider alternative road design standards to achieve community design objectives.

13.3.7.1.12 The City may expropriate for roads if necessary, with the costs recovered through landowner cost sharing agreements.

13.3.7.2 Connectivity

13.3.7.2.1 Development master plans and development applications will demonstrate how the proposal will contribute to the creation of a permeable and connected community for active transportation (for pedestrians and cyclists) in order to promote healthy communities. Connectivity may be provided in a number of ways, including but not limited to the following:

- small block sizes;
- fine-grain road patterns;
- multi-use paths;
- pedestrian mews;
- frequent intersections; and
- development framing parkland or privately owned publicly accessible open spaces.

13.3.7.2.2 Active transportation connections will be confirmed through the Lakeview Waterfront Transportation Study and development master plan(s).

13.3.7.2.3 Public easements will be required where connections are proposed on private lands. Where appropriate, connections should also accommodate innovative stormwater best management practices including low impact development techniques.



Figure 5: An example of a pedestrian mew.

13.3.7.3 Parking

13.3.7.3.1 Parking will be provided as follows:

a. on-street parking will be provided as appropriate and integrated into the ***streetscape*** design, balancing the needs of all modes of transportation and the public realm that share the right-of-way;

b. underground parking will be encouraged on all sites, however, a limited amount of surface parking may be considered on a site by site basis;

c. underground and/or integrated above grade structured parking will be required for residential development exceeding four storeys and all mixed use developments;

d. surface parking may be considered for:

- townhouse dwellings;
- low rise apartment dwellings not exceeding four storeys;
- cultural, recreational and institutional uses; and
- Innovation Corridor Precinct; and

e. freestanding and above grade structured parking will incorporate elevated design elements (e.g., façade wraps, integrated into buildings). Structures will be compatible with the surrounding area and will be encouraged to incorporate active uses at ground level in order to reduce negative impacts on the public realm.

13.3.7.3.2 Reduced and/or maximum parking standards may be considered throughout the area, in conjunction with the provision of mixed use developments, enhanced transit and active transportation facilities. The extent of the reduction may be considered through a parking utilization study.

13.3.8 Desirable Urban Form

Built form will be human scaled, create places that reinforce a sense of community, foster innovation, and contribute to an improved quality of life. The community is envisioned to:

- have a built form that is predominantly mid-rise in scale;
- provide opportunities for ground related housing (e.g. all types of townhouses);
- permit limited taller buildings that must "earn the sky" through design excellence and protection of skyviews and address sun and wind;
- ensure design excellence that incorporates sustainable design (e.g. LEED or custom green development standards); and
- a connected and well designed open space system that provides opportunities for public gathering and passive outdoor recreation.

13.3.8.1 General Policies

13.3.8.1.1 The distribution of height and density will achieve the following:

a. a gradual transition to existing adjacent residential neighbourhoods;

b. reinforce a pedestrian scale along Lakeshore Road East;

c. protect and enhance view corridors along Lakefront Promenade/Street 'K', the linear park along Street 'F', Hydro Road/Street 'H', and Street 'I'

d. greatest heights and densities will be located at the southwestern edge of the community as identified on Map 13-3.3 Waterway District Area, and will include select, architecturally significant buildings, subject to an architectural competition

e. buildings located in the Waterway District Area will provide an appropriate transition in height to adjacent development in surrounding areas;

f. provide a pedestrian scale with appropriate step backs that includes a transition towards adjacent parks and the waterfront;

g. provide appropriate transition between private development and public open space;

h. ensure permeability and views towards the waterfront; and

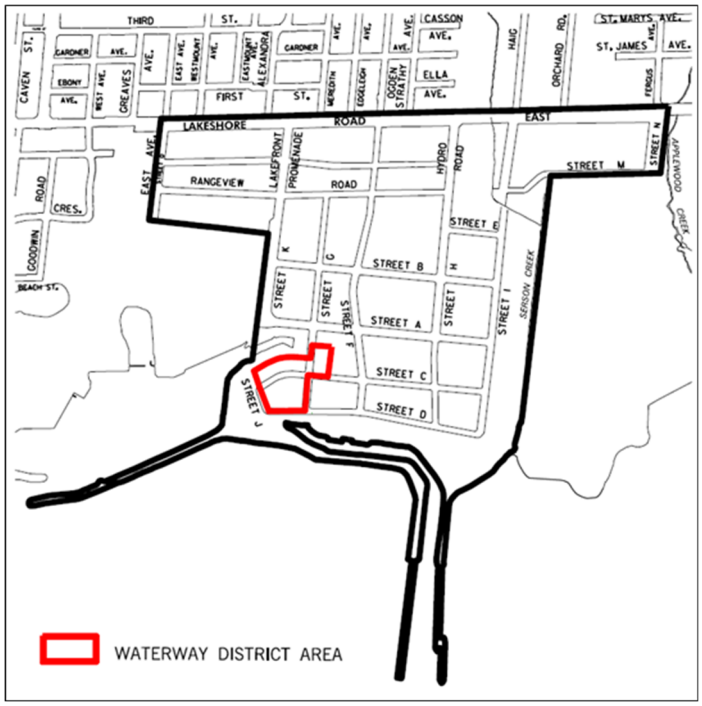
i. ensure a variety of built forms to create a varied skyline that promotes views to Lake Ontario.

13.3.8.1.2 Development within the Ogden Green and Cultural Waterfront Precincts will be guided by the Lakeview Village Design Guidelines, as found in Appendix I of Chapter 13, Major Nodes.

13.3.8.2 Development Master Plans

For the purposes of these policies a development master plan is a non-statutory policy document prepared to City Council's satisfaction that further articulates the policies of this Plan at a precinct level. It outlines development principles and guidelines at a more detailed level than the Lakeview Waterfront policies and Mississauga Official Plan. The development master plan provides a link between Official Plan policies, and subsequent plans of subdivision, rezoning and site plan applications.

13.3.8.2.1 Development master plans will provide direction and contain built form guidelines to be prepared to the City's satisfaction, addressing issues including, but not limited to:



Map 13-3.3 Waterway District Area

a. distribution of height and density that ensures the envisioned range and mix of built form typologies are provided including townhouses, mid-rise, and taller buildings (as shown on Table 1: Distribution of Housing and Unit Targets by Precinct);

b. design criteria including appropriate setbacks, stepbacks, height, massing and location of buildings. These measures are intended to:

- reduce any "wall effect;"
- define gateway locations and street edges;
- provide skyviews and sunlight; and
- ensure a pedestrian friendly environment;

c. adequate spatial separation between taller buildings (over 8 storeys) to address overcrowding of skyline and the potential loss of light and skyviews, protection of view corridors, privacy, and overlook of occupants;

d. use of public and private open spaces to accommodate innovative ***stormwater best management practices***, including low impact

development techniques, reinforce view corridors, enhance the aesthetic quality of the area, increase the tree canopy, and enhanced connections (i.e. connections to the adjoining street network);

e. how proposed developments incorporate green development standards and sustainable infrastructure and implement the directions/ recommendations of the Financial/Sustainability Strategy;

f. final alignment of future roads with identified right-of-way widths;

g. ***streetscape*** and upgraded boulevard treatments that provide appropriate setbacks to reflect planned function, minimize vehicular access points, create an attractive public and private realm and provide opportunities for tree planting;

h. provision of public access and protection of views to Lake Ontario;

i. provision of public art in locations that enhance the built environment and enrich the culture and history of the community;

j. the location and amount of space dedicated to, community infrastructure, and cultural facilities including creative industry incubator space; and

k. interface of development between precincts; and

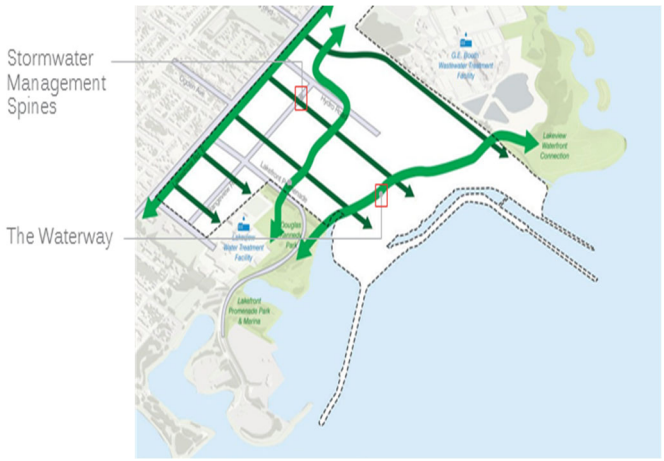


Figure 6: An innovative approach to stormwater management - series of north-south and east-west spines adds natural elements to the public and private realm while providing an important water collection function.

l. phasing of development within and between precincts including the use of one or more plans of subdivision to ensure the provision of adequate services.

13.3.8.2.2. The Lakeview Waterfront Development Master Plan represents the development master plan for the Ogden Green, Cultural Waterfront and Innovation Corridor Precincts. Development within these precincts will be in keeping with the layout, built form and principles outlined in the Lakeview Waterfront Development Master Plan.

13.3.8.3 Precincts

Lakeview Waterfront will be predominantly mid-rise in form but will include some lower and taller buildings to provide a variety of building types.

13.3.8.3.1 Permitted building heights will range as follows:

- townhouses (all types) ranging from 2 to 4 storeys;
- low-rise apartment buildings up to 4 storeys;
- mid-rise apartment buildings from 5 to 8 storeys; and
- taller buildings from 9 to 15 storeys.

13.3.8.3.2 Notwithstanding policy 13.3.8.3.1, a limited number of buildings from 16 to 25 storeys in height may be permitted in the Rangeview Estates and Ogden Green Precincts, subject to a Height Study(s). Development master plans will demonstrate how a range of heights from 9 to 15 storeys will be maintained across these precincts,

13.3.8.3.3 Notwithstanding policy 13.3.8.3.1, one building with a maximum height of 28 storeys will be permitted within the Ogden Green Precinct at the northeast corner of Street 'A' and the central north-south park, generally in keeping with the Lakeview Waterfront Development Master Plan.

13.3.8.3.4 Notwithstanding policy 13.3.8.3.1, three taller buildings may be permitted in the Waterway

District Area (Map 13-3.3) with the tallest building permitted to a maximum height of 40 storeys. The buildings will be in keeping with the configuration identified in the Lakeview Waterfront Development Master Plan.

13.3.8.3.5 A Height Study will address among other things:

- appropriate height;
- floor plate size;
- number and location of buildings;
- appropriate separation distance including siting to preserve view corridors;
- transition to adjacent development; and
- variations in height to create visual interest.

13.3.8.3.6 Development within the Ogden Green and Cultural Waterfront Precincts will be in accordance with the minimum and maximum height limits as shown on Map 13-3.4. The appropriate heights within these ranges will be determined by the other policies of the Lakeview Waterfront Major Node Character Area.

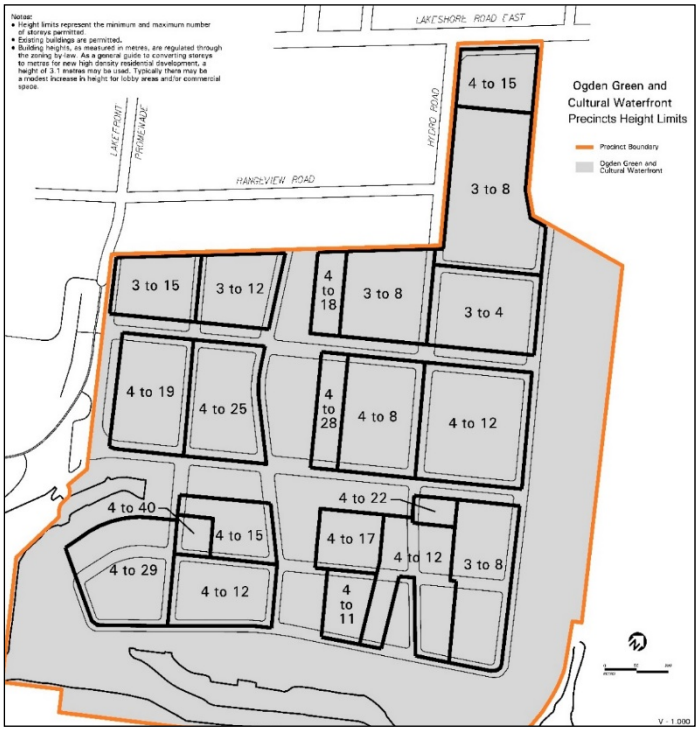
13.3.8.3.7 Podiums of tall buildings should provide appropriate transition to adjoining low to mid rise buildings

13.3.8.3.8 Table 1: Distribution of Housing and Unit Targets by Precinct provides a guide to how housing units by type and precinct are to be distributed across the Lakeview Waterfront area. Development master plans will be consistent with Table 1.

13.3.8.3.9 To increase the amount of public and private amenity space, heights in excess of the limits identified in Table 1 and the policies of this plan may be considered subject to demonstration of the following:

- the total maximum units will not exceed 11,750 and will be distributed within each precinct as per Table 1;
- taller buildings will be combined with mid-rise and/or low-rise buildings on the same block and will generally be built at the same time; and
- an urban design control document and agreement that is registered on title may be required and will include among other things, phasing, height and distribution of buildings.

Lakeview Waterfront is divided into the following precincts: Rangeview Estates, Ogden Green, Cultural Waterfront and Innovation Corridor Precincts (Map 13-3.2).



Map 13-3.4, Ogden Green and Cultural Waterfront Precincts Height Limits

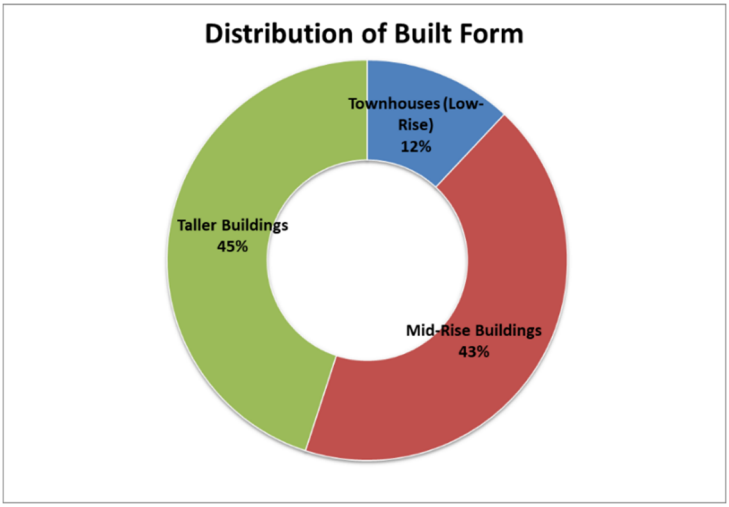


Figure 7: The planned distribution of built form is a combination of townhouses, mid-rise apartments and taller buildings (Table 1)

Criteria for Taller Building Heights

13.3.8.3.10 Development master plans will identify key locations where taller buildings (9 – 15 storeys), may be considered, including the following:

- in proximity to a ***Major Transit Station Area*** on Lakeshore Road East taller buildings will be located beyond a mid-rise building;
- at Ogden Avenue and Lakeshore Road East provided the taller building is located beyond a mid-rise building fronting Lakeshore Road East;
- and
- along the future enhanced transit route.
- Along the central north-south park;
- At the eastern terminus of the east-west park adjacent to Street 'A'.

Rangeview Estates Precinct

The Rangeview Estates Precinct will primarily be a residential neighbourhood with a mix of townhouses and mid-rise buildings. Taller buildings may be considered based on the criteria for taller building heights. Commercial uses will be directed to Lakeshore Road East.

13.3.8.3.11 Mid-rise buildings will be required to front Lakeshore Road East and encouraged along future enhanced transit route and along Street 'I' (extension of Ogden Avenue).

Table 1: DISTRIBUTION OF HOUSING AND UNIT TARGETS BY PRECINCT

Precinct	Total Residential Unit	Built Form					
		Townhouses (All Types)[1]		Mid-Rise Buildings (5 to 8 storeys)		Taller Buildings (9 to 15 storeys)[2]	
		Number of Units	% of Townhouses (Precinct)	Number of Units	% of MidRises (Precinct)	Number of Units	% of Taller Buildings (Precinct)
Rangeview Estates	3,700	925	25%	1,850	50%	925	25%
Ogden Green, Cultural Waterfront	8,050	480	6%	3,184	40%	4,386	54%
Innovation Corridor	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total – Lakeview Waterfront Major Node	11,750	1,405	12%	5,034	43%	5,311	45%

[1] Townhouses (all types) and low-rise apartments up to 4 storeys

[2] A limited number of taller buildings from 16 to 25 storeys may be considered in Rangeview Estates and Ogden Green Precincts subject to a Height Study.

A limited number of taller buildings above 25 storeys may be considered in the Waterway District Area subject to a Height Study.

13.3.8.3.12 Commercial uses are permitted along Lakeshore Road East and will be required between Lakefront Promenade and Hydro Road.

13.3.8.3.13 Notwithstanding policy 13.4.8.3.9 freestanding commercial buildings may be less than 5 storeys.

Ogden Green Precinct

The Ogden Green Precinct is centrally located in the Lakeview Waterfront Community. Linear parks along Street 'A', Street 'B' and Street 'F' provide connections to the waterfront and surrounding uses. Mid-rise and taller buildings will be directed to the future enhanced transit route and along the central north-south park.

13.3.8.3.14 Mid-rise buildings and taller buildings will be permitted along the future enhanced transit route and along the north-south central park.

13.3.8.3.15 Taller buildings should be designed with podiums distinct from the tower in order to emphasize the mid-rise character of the community. The tower component should step back from the podium in order to help achieve this distinction

Innovation Corridor Precinct

The Innovation Corridor Precinct is at the eastern limit of the Lakeview Waterfront area and is intended to be a high-tech green campus that accommodates office, business employment uses, institutional uses, and research and development activities.

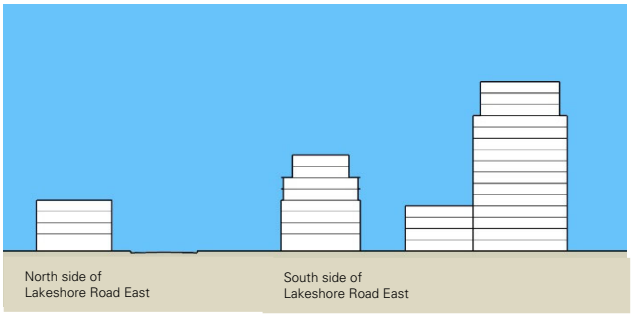


Figure 8: Development in the Lakeview Waterfront along Lakeshore Road East with an 8 storey building and a 15 storey building behind.

13.3.8.3.16 Mid-rise buildings with underground parking or screened parking structures will be encouraged.

Cultural Waterfront Precinct

The Cultural Waterfront Precinct is located along the Lake Ontario shoreline. This precinct provides direct public access to the waterfront. A broad mix of uses including residential, commercial, institutional, open space, community and cultural uses will create a vibrant character. A mixed use focal point of a pedestrian scale is envisioned with generous public realm including attractive street furniture, patios and public art.

13.3.8.3.17 Notwithstanding policy 13.3.8.3.1, and with the exception of the Waterway District Area, building heights will be kept to a mid-rise form in scale and height in keeping with the Lakeview Waterfront Development Master Plan

13.3.8.3.18 Buildings fronting Street 'D' will have a maximum height of six storeys with stepbacks above the fourth storey.

13.3.8.3.19 Notwithstanding policy 13.3.8.3.1, a 22 storey building will be permitted at the eastern terminus of the central east-west park. The building will be subject to an architectural competition to ensure architectural excellence, appropriate contextual integration and the creation of an appropriate terminating vista along the park.

13.3.8.3.20 Taller buildings should be designed with podiums distinct from the tower in order to emphasize the mid-rise character of the community. The tower component should step back from the podium in order to help achieve this distinction.

13.3.8.3.21 Built form will provide a generous public realm and promote an active and vibrant waterfront respecting the relationship to the water e.g. public access and views.

13.2.8.3.22 Notwithstanding policy 13.3.8.3.1, the Waterway District Area (Map 13-3.3) may permit three taller buildings, with the tallest building permitted to a maximum height of 40 storeys. These

buildings will demonstrate an appropriate transition in height, particularly to the waterfront park along the west and south sides, with the tallest being located the furthest away from the waterfront park. The buildings will be in keeping with the configuration identified in the Lakeview Waterfront Development Master Plan and will provide generous setbacks from the waterfront park.

13.3.8.3.23 An architectural competition will be required for the Waterway District to ensure a high level of architectural excellence and to ensure the sensitive integration of height adjacent to the waterfront park. The architectural competition will take into account the concept derived through the Lakeview Waterfront Development Master Plan.

13.2.8.3.24 The precinct will include:

a. series of water themed open spaces intended to accommodate a range of uses (e.g., pedestrian streets, outdoor cafes, skating rinks, splash pads and programmable spaces);

b. buildings with flexible floor plates that are suitable for a variety of cultural activities such as, but not limited to museums, art galleries, studios, markets and incubator space to promote cultural and creative industries; and

c. a mixed use focal point on the eastern portion of the precinct that provides an active and vibrant area primarily for commercial, cultural, institutional (e.g. post-secondary campus) and recreational activities. This area will be designed as an urban village near the waterfront, with an emphasis on pedestrian oriented development and the public realm.

13.3.8.3.25 Institutional buildings (e.g., postsecondary institutional campus) will be innovatively designed to take advantage of its location along Lake Ontario.

13.3.9 Strong Economy

The Lakeview Waterfront area has historically been home to a range of employment uses. The 2015 Municipal Comprehensive Review of Employment Lands concluded that because of its waterfront location, the area could be better utilized for a mixture of residential, commercial, office and other employment generating land uses at a higher density.

It is recognized that existing businesses may remain in the area until such time as redevelopment occurs. Although existing businesses may relocate, a range of employment uses is essential to achieving the vision for the area. New employment uses are planned for the area and the primary location for these jobs will be in the Innovation Corridor Precinct.

13.3.9.1 Commercial space providing employment opportunities as well as serving residents and people attracted to destination uses in the area, will be directed to the following locations:

a. Lakeshore Road East between Lakefront Promenade and Street 'K'; and

b. Cultural Waterfront Precinct.

13.3.9.2 The Innovation Corridor Precinct is intended to be the location of the greatest number of office and light industrial jobs. The amount of space and any required incentives to attract major employers will be determined through the Inspiration Lakeview Innovation Corridor Feasibility Study.

13.3.9.3 The City will work with the Province to attract post-secondary institutional uses to the Lakeview Waterfront area.



Figure 9: The Lakeview Waterfront can provide an active and vibrant waterfront and opportunities for cultural activities such as Vancouver's Granville Island.

13.3.9.4 A study that will identify opportunities to incorporate cultural infrastructure and creative spaces into the community may be undertaken.

13.3.9.5 Strategies to encourage and support employment uses may be pursued including Community Improvement Plans, Bonus Zoning and other incentives.

13.3.10 Land Use Designations

13.3.10.1 General

13.3.10.1.1 Notwithstanding the policies of this Plan, business employment uses will be permitted as they existed on the day these policies come into effect.

13.3.10.1.2 Notwithstanding the land use designation policies, remediation of any contaminated lands will have to be addressed to ensure that it is suitable for the intended uses.

13.4.10.1.3 Precincts are planned to be developed for a range of land uses. Development master plans will identify the appropriate mix of residential and employment uses and have regard for the planned function and character envisioned for each of the precincts and Table 1: Distribution of Housing and Unit Target by Precinct.

13.3.10.1.4 Alternative waste collection infrastructure (e.g. vacuum pipes, chutes, disposal points) will be permitted in all land use designations, A central waste collection terminal associated with an alternative waste collection system will only be permitted in the Business Employment land use designation.

13.3.10.2 Residential Medium Density

13.3.10.2.1 Notwithstanding the Residential Medium Density policies of this Plan, apartment dwellings of a low, mid-rise and taller built form will be permitted up to 12 storeys.

13.3.10.2.2 For lands fronting Lakeshore Road East, Street 'D' or Street 'F', commercial uses will be permitted on the ground level of buildings.

g. transportation facilities;

13.3.10.3 Mixed Use

13.3.10.3.1 Notwithstanding the Mixed Use policies of this Plan, the following will apply:

a. commercial uses will be required on the ground level of buildings fronting Lakeshore Road East and Street 'H';

b. single use residential buildings may be considered on lands not fronting Lakeshore Road East or Street 'H'; and

c. science and technology facilities, creative industry incubator spaces, cultural infrastructure facilities, and banquet and conference centres will be permitted in the Cultural Waterfront Precinct. These spaces may be located in stand-alone buildings or in conjunction with other uses.

13.3.10.4 Business Employment

13.3.10.4.1 Notwithstanding the Major Node policies of this Plan, the Business Employment designation will be permitted.

13.3.10.4.2 Notwithstanding the Business Employment policies of this Plan, the following additional uses will be permitted:

a. major office;

b. institutional use excluding any associated residential dwellings; and

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

a. adult entertainment establishment;

b. animal boarding establishment which may include outdoor facilities;

c. body rub establishment;

d. cardlock fuel dispensing facility;

e. Motor Vehicle Commercial;

f. motor vehicle body repair facilities;

h. h. trucking facilities; and

i. ***waste processing stations or waste transfer stations*** and composting facilities (not associated with an alternative waste collection system).

13.3.11 Implementation

An innovative approach will be required to implement the vision and guiding principles for Lakeview Waterfront. The development approvals process is generally described as follows:

- preparation of area wide studies;
- preparation of development master plan(s) including supporting documentation and public consultation to the satisfaction of the City;
- endorsement of development master plan(s) by City Council; and
- submission of development application(s) and studies (including any contribution to cost sharing agreement for studies).

13.3.11.1 Development applications will be considered premature and not "complete" under the Planning Act until the area wide studies, have been completed and development master plan(s) have been endorsed by Council.

13.3.11.2 Notwithstanding policy 13.3.11.1, development applications may be submitted in conjunction with development master plans and area wide studies, all of which may be reviewed by staff, however in such case, the development applications shall not be considered "complete" under the Planning Act until the Council endorsement referred to in Section 13.3.11.1 has been obtained. Should modifications be required by the City to development master plans, development applications shall be revised prior to Council approval.

13.3.11.3. The preparation of development master plans will include a public consultation component, including input from the local ratepayer's association, to the City's satisfaction.

13.3.11.4 That to ensure the proper and orderly development of lands, consolidation or assembly of lands may be required.

13.3.11.5 The area identified on Schedule 10 Land Use Designations as being subject to employment conversion through the Region of Peel's Municipal Comprehensive Review will not permit nonemployment uses until confirmation of approval of employment conversion is received from the Region of Peel.

Lakeview Waterfront Studies

A number of studies are required to be completed prior to development as well as those typically required for a complete development application.

Area Wide Studies

13.3.11.6 Area wide studies including but not limited to the following will be completed prior to City Council's endorsement of development master plan(s):

a. Transportation Study (e.g. road network and capacity analysis, ***active transportation*** connections and enhanced transit assessment); and

b. Financial/Sustainability Strategy (e.g. mechanisms to achieve sustainable best practices).

Development Master Plan Studies

13.3.11.7 Development master plan(s) will be required to provide supporting documentation, analysis and studies that demonstrate how the Desirable Urban Form policies for this area have been satisfied.

13.3.11.8 A sustainability plan will be prepared as part of the planning for each precinct area to ensure that development is consistent with the vision of creating a model green, sustainable and creative community and address the findings of the Financial/Sustainability Strategy. The plan will address issues, including but not limited to, the use of green development standards and sustainable

measures and applicable mechanisms to implement such as area specific levies, alternate parking standards, and bonus zoning.

13.3.11.9 Additional studies may be required to be completed but will not be limited to:

a. Active and Urban Shoreline Study;

b. Coastal Studies;

c. Cultural Incubator Study.

d. Economic Development Business Case Study (Innovation Corridor and Cultural Waterfront Precincts);

e. Height Study(s);

f. Land Use Compatibility Assessment(s);

g. Post-Secondary Institution Business Case Study; and

h. Serson Creek Study.

Contamination and Land Use Compatibility

In addition to the policies of the Plan, the following provide further guidance on issues of contamination and site remediation.

13.3.11.10 Development applications may be required to undertake a study to assess contamination in the area in accordance with Provincial Government regulations and standards and City policies.

13.3.11.11 If the study indicates potential for soil or ground water contamination, an assessment of the conditions will be required. If contamination is confirmed, a remedial action plan in accordance with Provincial Government regulations and standards appropriately addressing contaminated sites will be required. Constraints with respect to proposed land uses will be identified.

development charge by-laws enacted pursuant to the Development Charges Act, 1998, as amended.

13.3.11.12 Environmental site assessments will be required to confirm existing site conditions and if contamination has been identified, all requirements for remediation to ensure lands can be redeveloped for their intended land uses.

13.3.11.13 Provincial Government restrictions regarding the buffering of new residential uses will apply to the redevelopment of lands in proximity to existing industries and the wastewater treatment plant.

13.3.11.14 Land use compatibility assessments are to be undertaken for new residential and other sensitive land uses at the time of a development application. This is necessary in order to determine whether such uses are compatible with remaining employment uses, and to identify what mitigation measures, if any, are required in order to ensure the operational viability of these remaining businesses. In these circumstances, the onus of responsibility for mitigation will fall on new residential and other sensitive uses.

Planning and Financing Tools

13.3.11.15 In the event that there are multiple landowners, to ensure the appropriate and orderly development of the site and to ensure that the costs associated with development are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement has been executed to address distribution of costs and municipal and community infrastructure, lands and facilities associated with development in a fair and equitable manner. Individual developments will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement.

13.3.11.16 The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary for the purposes of facilitating a front ending agreement, the City may utilize area specific

13.3.11.17 In order to ensure the proper and orderly development in accordance with this Plan, development will occur by way of one or more plans

of subdivision which will determine the final alignment of public roads, the location and size of development lots and blocks, and parkland. Development may be phased as necessary. Land consolidation will be encouraged.

13.3.11.18 In exchange for increased height above 15 storeys or density permissions above the targets established in Table 1: Distribution of Housing and Unit Targets by Precinct, a community benefits contribution pursuant to Section 37 of the Planning Act will be required.

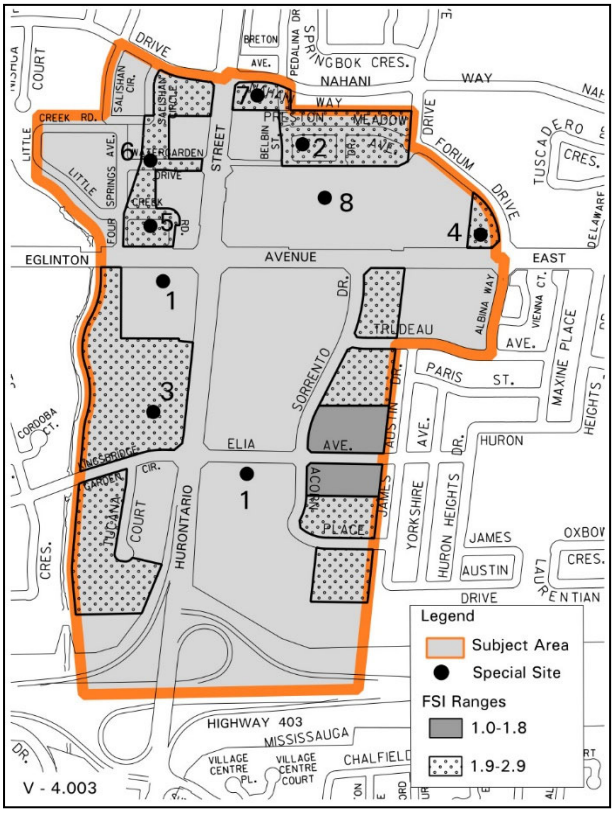
13.3.11.19 Notwithstanding 13.3.11.18 in the Waterway District Area, in exchange for increased height above 25 storeys, a community benefits contribution pursuant to Section 37 of the Planning Act will be required.

13.3.11.20 Notwithstanding policy 13.3.11.18, Section 37 will not be applicable for lands designated Business Employment and Institutional within the Innovation Corridor and Cultural Waterfront Precinct, respectively.

13.3.11.21 Eligible community benefits may include, but are not limited to:

- sustainable measures above and beyond those typically provided through development charges and parkland dedication contributions;
- community facility/infrastructure;
- affordable housing; and
- public art.

13.4 Uptown



Map 13-4: Uptown Major Node Character Area

13.4.1. Introduction

Uptown will evolve to be a connected community that supports walking, cycling, transit and vehicular options for people of all ages to get around.

Uptown will support a vibrant public and private realm with a mix of offices, retail uses and a range of employment opportunities, along with medium to high density residential development.

Uptown will incorporate a high quality and well-designed network of parkland, and new development will consider environmental sustainability.

Uptown will also evolve with the support of innovative partnerships, where they will benefit the community.

13.4.2 Housing

13.4.2.1 Uptown is encouraged to develop with a range of housing choices in terms of unit type, unit size, tenure, and price, to accommodate changes in community needs over time.

13.4.2.2 Mississauga will encourage the provision of affordable housing, and in particular, affordable rental housing and apartments with two or more bedrooms.

13.4.2.3 Mississauga will encourage partnerships and collaborations to support the creation of affordable housing in Uptown.

13.4.3 Land Use

13.4.3.1 Uptown will be developed as a compact, mixed use community that supports offices, retail uses and a range of employment opportunities.

13.4.3.2 Redevelopment that results in a loss of office floor space will not be permitted, unless the office floor space is replaced as part of the redevelopment.

13.4.3.3 Redevelopment that results in a loss of retail and service commercial floor space will not be permitted, unless it can be demonstrated that the planned function of the non-residential component will be maintained or replaced as part of the redevelopment.

13.4.3.4 For lands designated Residential Medium Density, building heights will not exceed four storeys.

13.4.4 Urban Design

13.4.4.1 Built form in Uptown will create a sense of place, community and contribute to an improved quality of life.

13.4.4.2 Uptown will be developed to:

a. create a fine-grain grid network of urban scale blocks and streets;

b. provide high quality design for streets and intersections that achieve definition, enclosure and comfort for pedestrians and street life;

c. incorporate landscaping, street furniture, street trees, lighting systems and signage to animate roads and create a positive pedestrian, cycling and transit-oriented experience; and

d. incorporate and integrate on-street parking into streetscape design, as appropriate, to balance the needs of all modes of transportation and the public realm that share the right-of-way.

13.4.4.3 Buildings will be designed to consider the street hierarchy and streetscape, as follows:

a. high priority streets: High priority streets are major roads and streets that may front onto public amenities, open spaces or parks. High priority streets will have the highest standard of design in the public and private realms, with a mixture of uses and pedestrian oriented built form. Building frontages on high priority streets will be developed to incorporate:

   i. commercial uses at grade, where appropriate;

   ii. connections to parks, public spaces and retail uses at grade, where appropriate; and

   iii. a substantial amount of transparent vision glass at grade, where appropriate.

b. residential streets: Residential streets primarily support housing and local connectivity. Residential streets will be designed to ensure a quality pedestrian environment. Building frontages on residential streets will incorporate residential units at grade that provide direct access to the street, where appropriate. Buildings will contribute to a quality public and private realm.

c. service streets: Service streets will provide necessary access to parking facilities, loading, service and utility areas serving development blocks. Buildings will accommodate for service and vehicular access, and utilities along service streets.

13.4.4.4 Developments are encouraged to incorporate sustainable measures in their designs and consider opportunities to reduce Green House Gas (GHG) emissions and improve storm water management.

13.4.5 Transportation

13.4.5.1 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.

Road Network

13.4.5.2 The road network identified in Map 13-4.1 will provide connectivity and a fine grained multi-modal network to encourage walking and cycling within the Node.

a. all roads shown will be public.

b. the design, access requirements and public/private responsibilities for roads and pedestrian connections will be determined through the development application process.

c. adjustments to the road network may be made without amendment to Map 13-4.1 at the City's discretion to accommodate block development, while maintaining the goal of breaking up large blocks with roads and pedestrian easements.

13.4.5.3 Notwithstanding 13.4.5.2.a, a limited number of private roads may be considered subject to the following:

a. public easements will be required;

b. required right-of-way widths for the classification of the road that is constructed will be provided; and

c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

13.4.5.4 Future additions to the road network will be public roads, unless arrangements for private roads are made that are satisfactory to the City.

13.4.5.5 New roads will connect to existing roads in surrounding neighbourhoods.

Road Design

13.4.5.6 Roads will be designed as complete streets. New roads will be designed to incorporate active transportation and transit infrastructure. Existing arterial and collector roads dissecting and surrounding the Character Area will be redesigned to incorporate active transportation and transit infrastructure, as appropriate.

13.4.5.7 Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.

13.4.5.8 Pedestrian and cycling connections to transit facilities will be prioritized.

13.4.5.9 Transit stations and facilities will be incorporated into redevelopment plans adhering to the standards of the applicable transit agency.

13.4.5.10 Bicycle parking will be required and should be located throughout the Character Area and at transit facilities.

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

13.4.5.12 Development applications will be accompanied by traffic impact studies and/or parking utilization studies that will address, among other things, strategies for limiting impacts on the transportation network such as:

a. transportation demand management;

b. transit oriented development and design;

c. pedestrian/cycling connections; and

d. access management plan.

13.4.5.13 The City may consider alternative road design standards to achieve community design objectives.

Parking

13.4.5.14 Underground parking is preferred, however, where above grade parking structures are permitted they will be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure. Along prominent streets, parking structures should be screened by buildings that incorporate a mix of uses between the parking structure and the street.

13.4.5.15 Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off areas for delivery services.

13.4.5.16 Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.

13.4.6 Open Space Network

13.4.6.1 The park network identified in Map 13-4.1 will form a connected parkland system that is green, safe, attractive, and supports a range of social and recreation activities. The location, configuration and size of the parkland block(s) will be determined in conjunction with the development application process.

13.4.6.2 Parkland should be designed and located to create a central focus for Uptown. Parkland may also

provide gathering spaces and connections throughout Uptown, to existing and future open spaces, commercial developments, community facilities and to surrounding neighbourhoods.

13.4.6.3 Playgrounds should be provided within an unobstructed 400m walking distance from residential areas within Uptown, unimpeded by major pedestrian barriers such as rivers or major roads.

13.4.6.4 Development that has frontage to a park will be built to maximize sun exposure onto parkland.

13.4.6.5 Publicly accessible private open spaces (POPS) may be incorporated into developments provided that:

a. the design of private open space will integrate seamlessly with Uptown's parkland system, adjoining street network, and pedestrian environment;

b. the private open space interfaces with existing and/or proposed development in a legible and cohesive manner; and

c. the private open space is maintained as universally accessible and open to the public.

13.4.6.6 Notwithstanding 13.4.6.1 opportunities to obtain additional parkland and space for recreational and library services will be explored through purchase by the City, establishment of easements, land dedication, or future agreements with land owners, where appropriate, to ensure the adequate provision of community services.

13.4.7 Community Infrastructure

13.4.7.1 Mississauga will encourage partnerships and collaborations to identify needs and develop community infrastructure in Uptown.

13.4.7.2 Community infrastructure is encouraged to adopt a compact form.

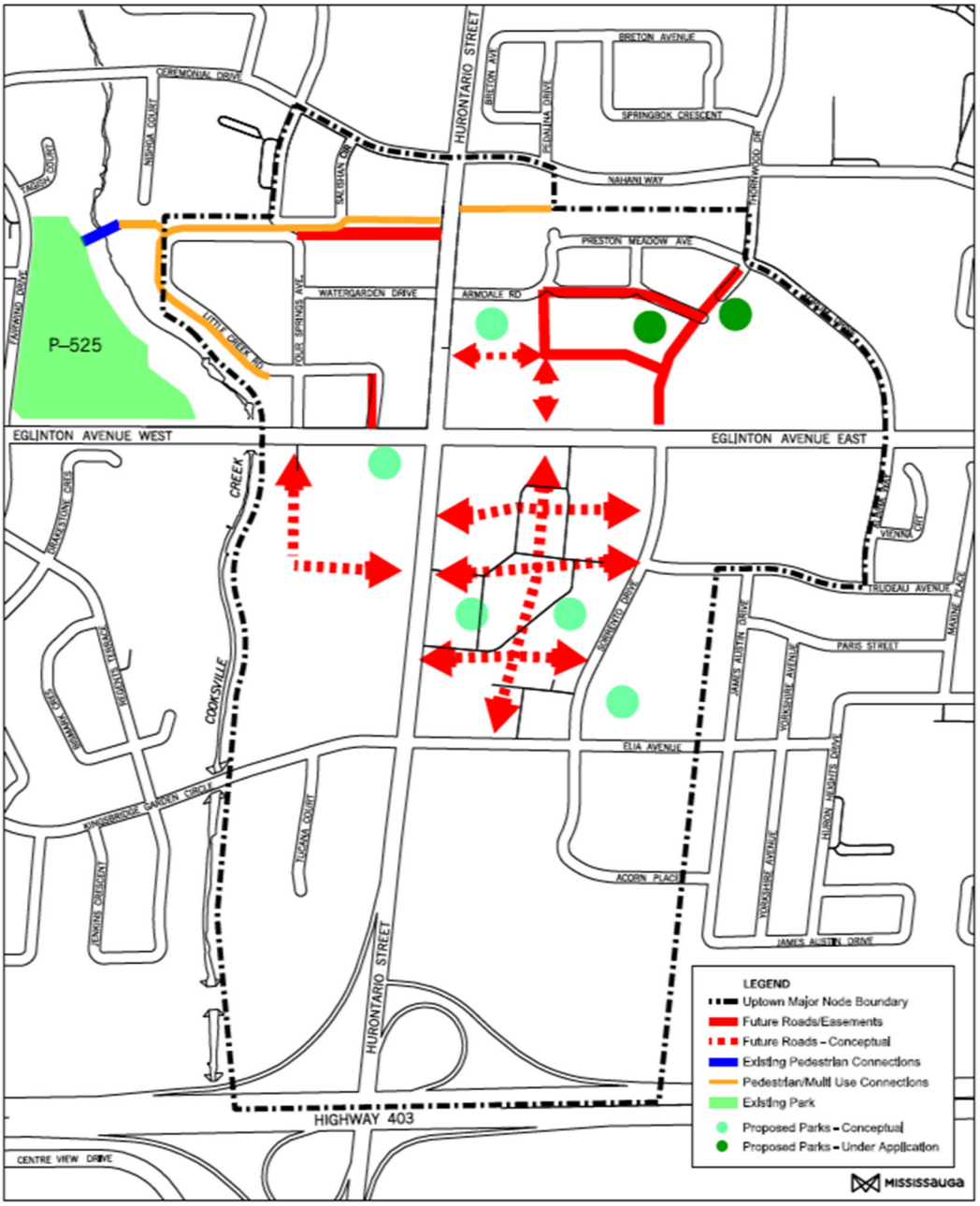
13.4.8 Implementation

13.4.8.1 Development master plans may be required for large scale developments. The need for a development master plan will be determined through the pre-application meeting and in consultation with staff prior to development application submission.

13.4.8.2 The development master plan should provide a link between Official Plan policies, and subsequent plans of subdivision, rezoning and site plan applications.

13.4.8.3 Development master plans and development applications will demonstrate how the proposal will contribute to the creation of a complete, healthy and connected community in Uptown. This includes, but is not limited to, consideration for how the new proposal supports:

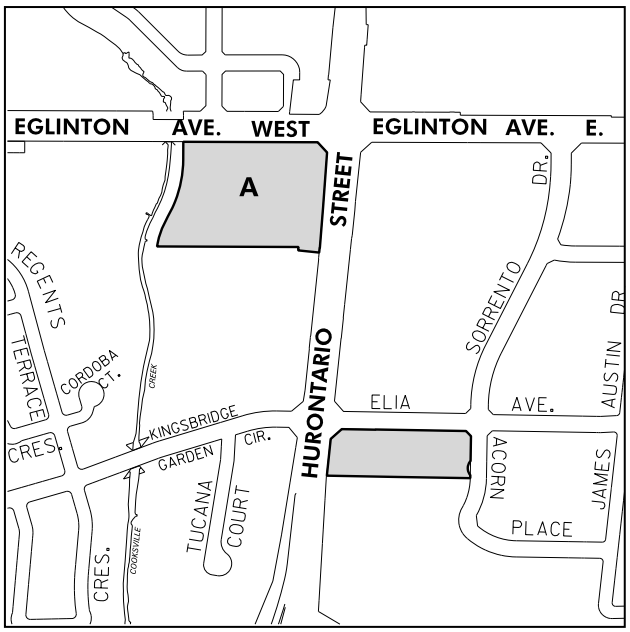
- small block sizes and a fine grained road pattern;
- creation of the road network depicted in Map 13-4.1;
- creation of the park network identified in Map 13-4.1:
- provision of affordable housing;
- future provision of community infrastructure, where applicable; and
- high quality design outcomes for the public realm.


HURONTARIO STREET
BRETON AVENUE
CEREMONIAL DRIVE
SPRINGBOK CRESCENT
NAHANI WAY
PRESTON MEADOW AVE
WATERGARDEN DRIVE
ARMDALE RD
P–525
EGLINTON AVENUE WEST
EGLINTON AVENUE EAST
COOKSVILLE CREEK
TRUDEAU AVENUE
PARIS STREET
ELIA AVENUE
ACORN PLACE
JAMES AUSTIN DRIVE
HIGHWAY 403
CENTRE VIEW DRIVE
LEGEND
Uptown Major Node Boundary
Future Roads/Easements
Future Roads – Conceptual
Existing Pedestrian Connections
Pedestrian/Multi Use Connections
Existing Park
Proposed Parks – Conceptual
Proposed Parks – Under Application
MISSISSAUGA

13.4.9 Special Site Policies

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

13.4.9.1 Site 1



13.4.9.1.1 The lands identified as Special Site 1 are located east of Hurontario Street and south of Elia Avenue.

13.4.9.1.2 Notwithstanding the provisions of the Residential High Density 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;

c. architectural building and site plan solutions will be developed to create an interesting and identifiable street edge along Hurontario Street;

d. special consideration may be given to reducing building setbacks and other requirements of the Zoning By-law as a means of increasing the opportunities for creative development; and

e. in order to achieve a continuous street frontage, buildings will be encouraged to minimize setbacks from street lines.

13.4.9.1.3 Notwithstanding the policies of this Plan, the lands identified as Area A will permit the following uses:

a. apartment dwellings with a maximum height of 36 storeys;

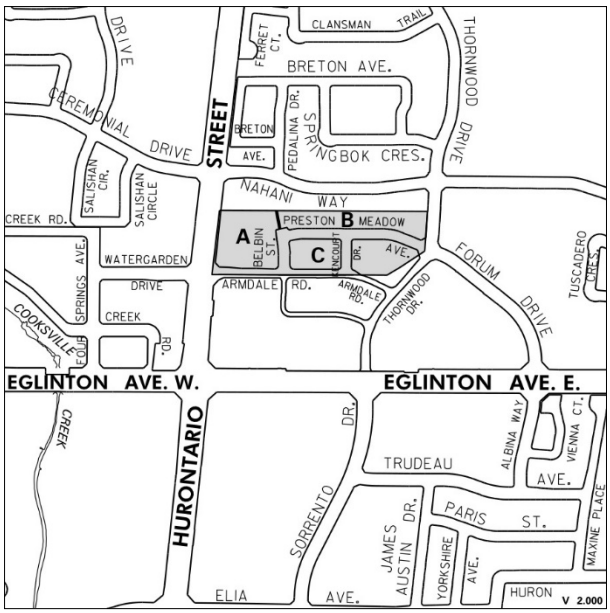
b. commercial school;

c. major office;

d. funeral establishment; and,

e. post-secondary education facility.

13.4.9.2 Site 2



13.4.9.2.1 The lands identified as Special Site 2 are located east of Hurontario Street and north of Eglinton Avenue East.

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

a. a concept plan will be required to address, among other matters: compatibility of building form and scale with existing and proposed surrounding land uses; and acceptable ingress and egress arrangements for Hurontario Street, Eglinton Avenue East, and Thornwood Drive;

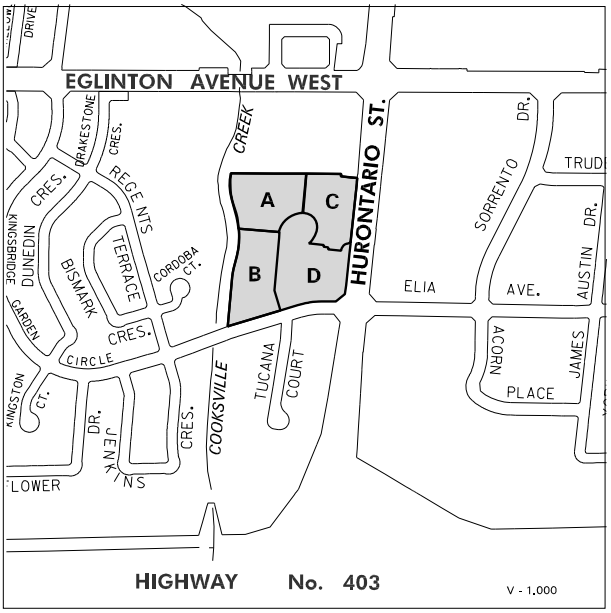
b. a maximum of 1 511 dwelling units will be permitted collectively in Areas identified as A and C;

c. a minimum of 2 280 m2 and a maximum of 6 300 m2 of retail commercial and office space will be provided, contained within the first three floors of the apartment buildings within Area A;

d. the lands identified as Area A will be permitted to develop to a maximum ***floor space index*** (***FSI***) of 7.26, and have a maximum building height of 38 storeys; and

e. semi-detached dwellings will also be permitted on the lands identified as Area B.

13.4.9.3 Site 3



13.4.9.3.1 The lands identified as Special Site 3 are located west of Hurontario Street, north of Kingsbridge Garden Circle.

Area 3A

13.4.9.3.2 Notwithstanding the provisions of the Residential High Density designation, the lands identified as Area 3A will be permitted to develop to a maximum ***floor space index (FSI)*** of 3.9.

Area 3B

13.4.9.3.3 Notwithstanding the provisions of the Residential High Density designation, the lands identified as Area 3B will be permitted to develop to a maximum ***floor space index (FSI)*** of 3.6.

Area 3C

13.4.9.3.4 Notwithstanding the provisions of the Residential High Density designation, the lands identified as Area 3C will be permitted to develop to a maximum ***floor space index (FSI)*** of 3.6. Offices will also be permitted.

Area 3D

13.4.9.3.5 Notwithstanding the provisions of the Residential High Density designation, on the lands identified as Area 3D offices will also be permitted.

13.4.9.4 Site 4



13.4.9.4.1 The lands identified as Special Site 4 are located at the northwest corner of Eglinton Avenue East and Forum Drive.

13.4.9.4.2 Notwithstanding the provisions of the Residential High Density designation, an apartment building to a maximum ***floor space index (FSI)*** of 3.7 and a maximum height of 20 storeys, will be permitted.

13.4.9.5 Site 5



13.4.9.5.1 The lands identified as Special Site 5 are located on the north side of Eglinton Avenue West, west of Hurontario Street.

13.4.9.5.2 Notwithstanding the provisions of the Residential High Density designation, the maximum ***floor space index (FSI)*** permitted for all development shall be 7.5.

13.4.9.5.3 Notwithstanding the maximum height provisions, a maximum height of 28 storeys will be permitted.

13.4.9.6 Site 6



13.4.9.7 Site 7



13.4.9.6.1 The lands identified as Special Site 6 are located within the northwest quadrant of Eglinton Avenue West and Hurontario Street.

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

a. a maximum of 2 370 dwelling units will be permitted;

b. a minimum of 9 400 m^2 of retail commercial and office space will be located within the first three floors of the buildings within Areas 6A and 6B;

c. a maximum building height of 35 storeys will be permitted on the lands identified as Area 6A, and,

d. a maximum building height of 38 storeys will be permitted on the lands identified as Area 6B.

13.4.9.7.1 The lands identified as Special Site 7 are located east of Hurontario Street and south of Nahani Way.

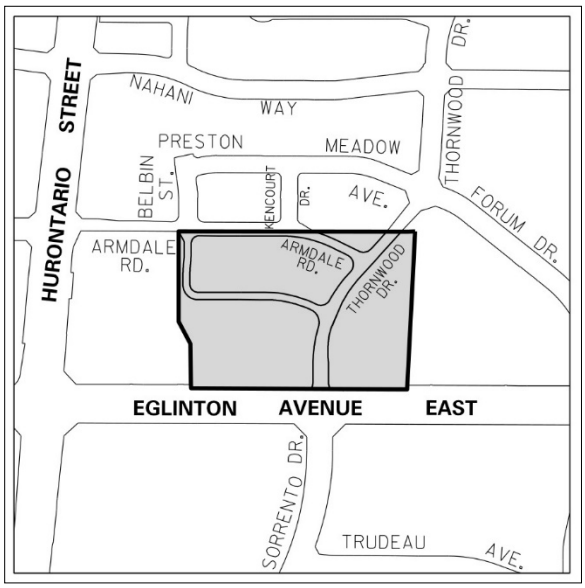
13.4.9.7.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

e. a minimum retail commercial floor space of 313 m^2 will be permitted;

f. an apartment building to a maximum ***floor space index (FSI)*** of 5.1 will be permitted; and,

g. a maximum building height of 33 storeys will be permitted.

13.4.9.8 Site 8



13.4.9.8.1 The lands identified as Special Site 8 are located on the north side of Eglinton Avenue East, east of Hurontario Street.

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

a. a maximum ***floor space index*** (***FSI***) of 5.6 will be permitted;

b. a minimum of 1 300 m2 of retail commercial and office space will be required.

13.4.9.8.3 Notwithstanding the maximum height provisions, three apartment buildings with maximum building heights of 35, 35 and 37 will be permitted.

LAKEVIEW VILLAGE

DEVELOPMENT MASTER PLAN DESIGN GUIDELINES

SEPTEMBER 2021

SASAKI

LAKEVIEW
COMMUNITY PARTNERS LIMITED

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Introduction

1.1 Purpose of the Guidelines

1.2 Objective of the Guidelines

1.3 Design Integrity and Deviation from the Design Guidelines

1.4 Non-Conventional Building Forms

1.5 How to Use the Guidelines

1.1
Purpose of the Guidelines

The purpose of the Urban Design Guidelines is to provide further explanation and guidance based on the design thinking embedded into the Lakeview Development Master Plan. While the Lakeview Development Master Plan establishes the overall foundational framework, it is not a static vision.

Lakeview Village will continue to evolve as each block goes through a project design level of detail. This document lays out a set of guiding principles for the developments within privately owned lands to implement the related official plan policies, the endorsed Lakeview Development Master Plan, and applicable zoning by-law. It is also to ensure the intent of the Lakeview Development Master Plan district-scale design logic is captured and honoured.

While this document is appended to the Mississauga Official Plan (MOP), it is not intended to be applied as plan policy or zoning by-law in future Site Plan Review processes for projects at Lakeview Village. Applicants should also refer to the Mississauga Official (MOP) Plan principal document, Mississauga Zoning By-law, City's other design guidelines including Back to Back and Stacked Townhouses Guidelines, Low-Rise Multiple Dwellings Design Handbook, and Ontario Building Code to ensure that the applicable policies and requirements in these documents have been met. Furthermore, other City initiatives and special projects should be consulted to determine applicability, such as the City of Mississauga's Strategic Plan, Green Development Strategy, 2015 Facility Accessibility Design Standards, City of Mississauga Standards for Shadow Studies, Pedestrian Wind Comfort and Safety Studies, and the Lakeshore East Corridor Study.

This document sets up the norm for developments of individual parcels within Lakeview Village. It should be referenced in its entirety in the design and review of all projects. It is not the intention of the guidelines to limit creativity but provide baseline guidance, within which creativity can be realized.

1.2
Objective of the Guidelines

Chapter 9 of Mississauga Official Plan, 'Build a Desirable Urban Form,' and the endorsed Lakeview Development Master Plan are the foundation for the Guidelines, which support the vision for Lakeview as a vibrant and predominantly mid-rise neighbourhood on the waterfront. These urban design guidelines act to articulate the policies in addition to the following objectives:

- Support the City of Mississauga's Strategic Plan and its Strategic Pillars for Change. A paramount goal is to create a vibrant and human-scale neighbourhood on the waterfront that provides diverse housing types, a rich mix of cultural, commercial and recreational amenities and services, and connecting Lake Ontario back to the City's urban fabric;
- Promote development in a coordinated, comprehensive fashion and facilitate a fair and consistent application of design principles;
- Integrate a mix of uses, through appropriate built form, including retail and commercial uses, offices, residential, cultural, entertainment and institutional uses – the whole of which is intended to put people in close proximity to a broad range of urban amenities and experiences;
- Achieve a high-quality built form and strengthen the continuity of buildings that contribute to the Lakeview Village;
- Ensure that development is resilient, environmentally friendly, safe and universally accessible; and
- Foster compact, pedestrian, cyclist and transit-oriented development that achieves vibrant street level activities and a public realm of the highest standard.

1.3
Design Integrity and Deviation from the Design Guidelines

Lakeview Community Partners (LCPL) is, through this document, as well as review mechanisms, putting in place its own measures to ensure that the development of individual parcels within Lakeview Village conforms with the intent of the master plan and the high standards of design required within the community, while providing flexibility and opportunity to achieve distinctive buildings that stand out.

All buildings within Lakeview Village shall meet high standards of design, so that the district is elevated by each of the architectural projects contained within it. LCPL shall, as master developer in coordination with future builder partners, have final authority over aesthetic considerations (with advisement from the City of Mississauga), to ensure that individual architectural projects meet the high standards of the districts and conform with LCPL's and the City of Mississauga's vision for Lakeview

Village.

LCPL has committed to the City to hold an invited, international architectural competition for the Marina District. These buildings will be the signature (from a height point of view), skyline-defining elements of Lakeview Village. As such, an extremely high degree of architectural excellence will be required.

LCPL is also planning to host a Canada-wide architectural competition for the tower anchoring the eastern end of Waterway Common. This building's position at the head of this key open space equally suggests a very high level of architectural design.

1.4 Non-Conventional Building Forms

The Guidelines for Lakeview Village have generally been written to guide "normative" design and construction within the community - blocks employing traditional perimeter mid-rise podium and vertical mid-high-rise and high-rise elements. The zoning is crafted to guide these types of buildings. The development and design teams recognize and encourage creativity in design, and as such do not want to deter innovation through the Guidelines. For this reason, it is anticipated that variances may be made to these Guidelines for non-traditional strategies to block development. (Refer to Section 5.7 Non-Traditional/Non-Conventional Building Types for additional information.)

1.5 How to Use the Guidelines

This document contains four parts in addition to this introduction:

- The second chapter provides a description of the overall district and block structure
- The third chapter is focused on the ground floor(s) that directly interact with the public realm beyond the development block. Design guidelines are provided based on different types of ground floor use and their public realm context
- The fourth chapter offers guidelines for the design of mid-rise elements
- The final chapter speaks to the taller elements in terms of their locations, orientation, and design

The builder of certain block(s) should follow the guidelines that are applicable the subject block(s). Significant deviation from the applicable guidelines should be justified with supporting studies and rationale to explain that the establishment of unique conditions supports the goals and public realm of Lakeview Village.

District and Block Structure

2.1 Section Overview

2.2 Master Plan Sub-Precincts

2.3 Block Typologies

2.4 Physical Form of Blocks

2.1
Section Overview

Lakeview Village is an urban district of neighbourhoods, that each have form-giving and character-giving adjacencies that are important to maintain sight of during the implementation of development parcels. This section provides a description of the sub-precincts, shown in the map to the right, as well as overview description of the building typologies found throughout Lakeview Village, and guidance on the physical form of blocks.

2.2
Master Plan Sub-Precincts

The boundaries between sub-precincts have been determined through a blend of different criteria, ranging from predominant use, to geographical location within Lakeview Village, to built typologies that will comprise the majority of building types within the sub-precinct.

Each of the sub-precincts is intended to achieve the following primary goals, through its distinctiveness from other sub-districts:

1. Establish a legible, cohesive localized identity for the sub-precinct within the larger identity of Lakeview Village;
2. Respond sensitively and creatively to adjacent conditions, both within, and external to, Lakeview Village;
3. Provide a rational ordering system for the explanation of attributes for each sub-precinct, so that sub-developers within Lakeview Village are able to attain desired outcomes for localized portions of the larger district.

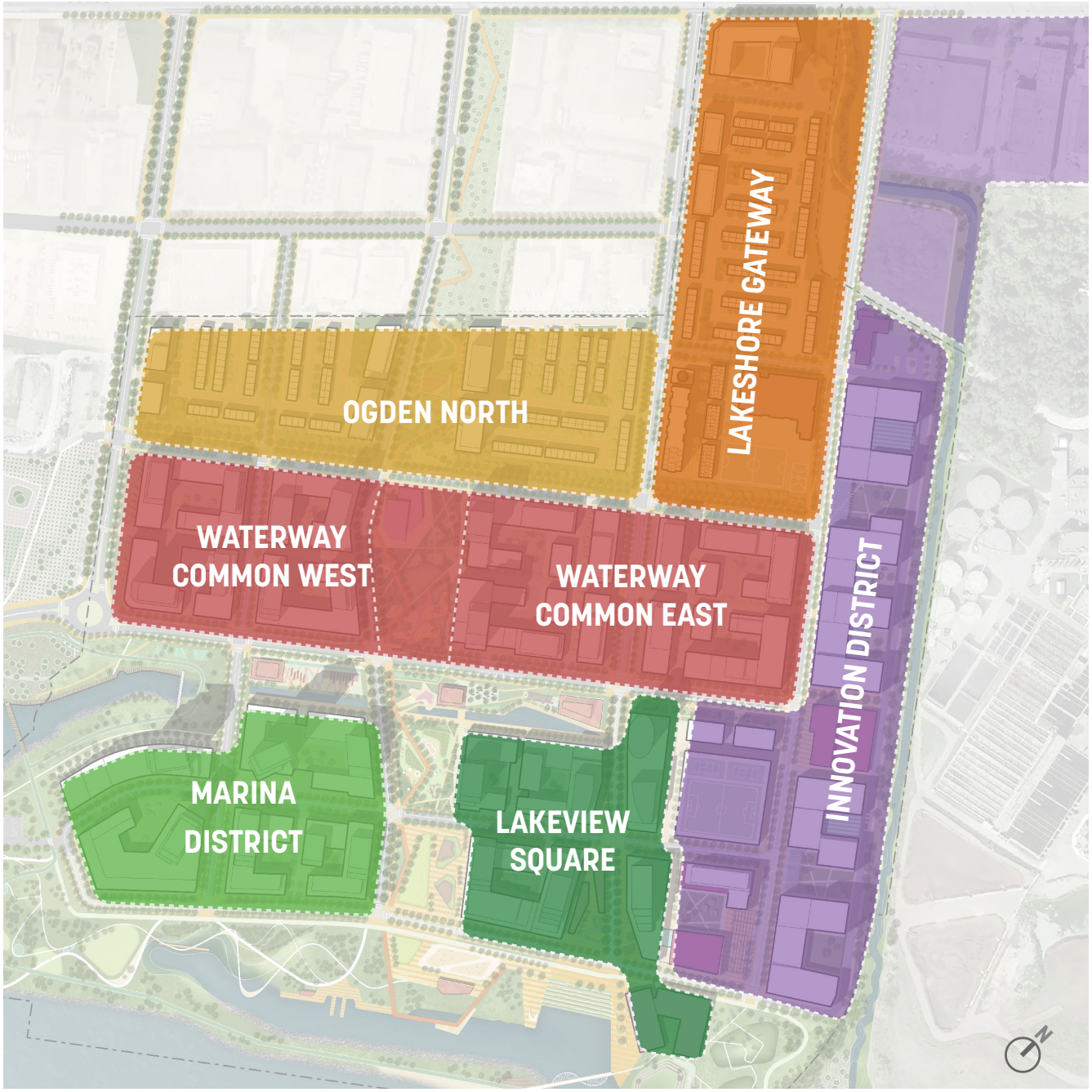


Figure 1: Lakeview Village Sub-Precincts

2.3
Block Typologies

The types of blocks within Lakeview Village can be divided into five typologies.

Mid-Rise and Taller Elements

Most of the residential floor area in Lakeview Village is accommodated in podiums (or, "wings") that define the street-facing edges of blocks, so as to create a strong urban form at ground level and in the low-rise elements of each block. On blocks where there are higher elements, these are strategically situated to support and enhance the overall structure of the block. Several of the urban blocks will have townhouse elements at their bases, providing a maximum number of "front doors to the street."

Mid-Rise and Townhouses

Neighbourhoods of mixed townhomes and 4-6 storey mid-rise buildings will add to the diversity of housing types at Lakeview Village, and will create a lower-in-height zone in the portion of Lakeview Village most closely sited towards Rangeview Estates and Lakeshore Road.

Waterfront

Blocks fronting onto Lakefront Park will predominantly be apartments, and in some cases, retail in their lower stories (retail predominantly at first level). Taller elements will be set back from the front, Lakefront Park-facing edge of these blocks, and will be terraced to remove any sense of the Lakefront Park being negatively impacted by modestly higher elements.

Marina

The Marina blocks are distinct, being a combination of terraced mid-rise and higher buildings. The three buildings are also intended to operate in-concert with one another, at the lower and higher levels. Extreme care has been taken to set the higher elements back from the Lakefront Park, and to orient the buildings so that views into Lakeview Village as well as outwards are maximized. The "fan-shaped" orientation of the higher elements supports this outcome.

Office/Institutional

The Innovation District blocks are of a specific type, in order to maximize the utility of that compact corridor while maintaining an elegant street frontage onto New Haig Boulevard.

The office/institutional buildings of the Innovation District focus occupied space onto New Haig Boulevard, with parking visually concealed at the center of the blocks. The building configurations create open spaces that open up to the trail and landscape along Serson Creek. Screens and plantings along the trail will provide a green corridor experience for users of Serson Creek.

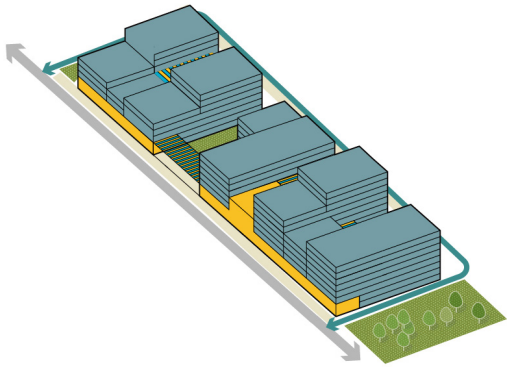


Figure 2: Office/Insitutional Block Typology

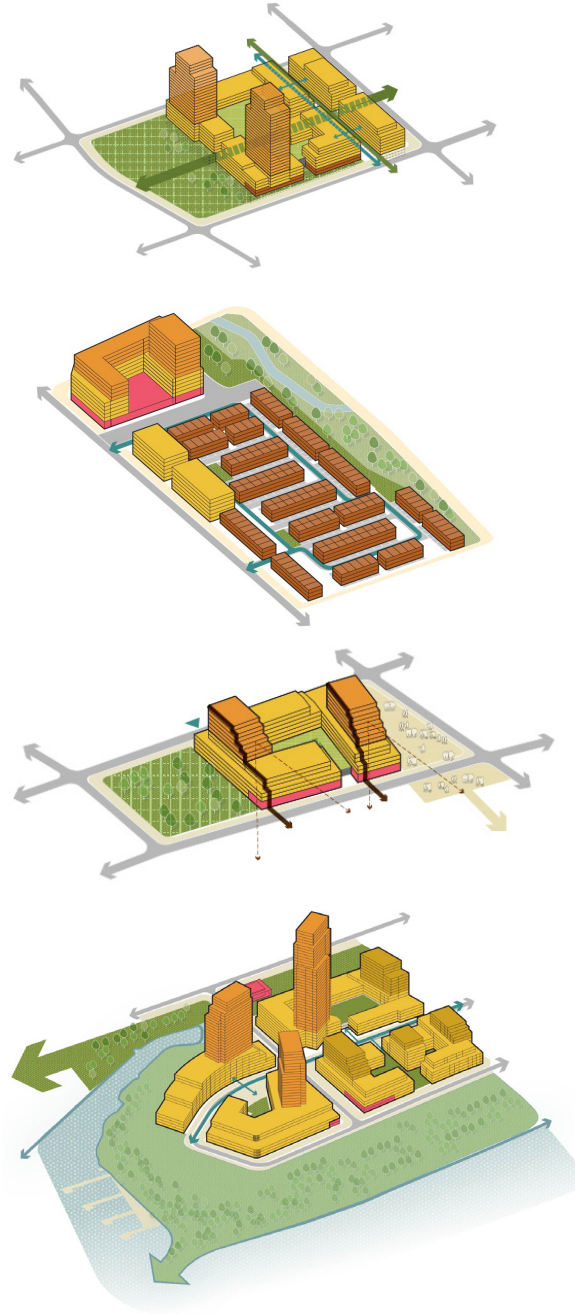


Figure 3: Residential Block Typologies

2.4
Physical Form of Blocks

This section describes alternative approaches to the overall block, in order to provide guidance on the balancing of differentiation and cohesion.

Approach 1: Entire-Block Design

In certain situations, this approach can yield exciting results that add to cohesion within Lakeview Village. With this approach, mitigation of on-the-ground perception of scale and size is important, in order to maintain a human-friendly scale of architectural elements at Lakeview Village. This approach specifically suggests attainment of block-level planning and architectural design excellence, sophistication of overall composition, and sophistication of façade design and articulation.

Approach 2: Horizontal Differentiation Between Mid-Rise and High-Rise

This approach treats elements below the mid-rise datum level differently than those above the datum. Differences may be architectural (amount and type of fenestration, balconies, façade articulation), and materially (masonry vs. glass, warm materials such as wood in proximity to the ground, etc.). This is a useful and valid approach to attaining diversity in design and materials within Lakeview Village. A negative outcome with this approach, however, may occur if all elements below the mid-rise datum are treated uniformly across the entire block (as with the risks inherent in Approach 1 overall). This approach can be combined with Approach 3.

Approach 3: Vertical Differentiation of Block Quadrants (2 Primary Divisions)

The differentiation of mid-rise and high-rise elements into distinct buildings is desirable (notwithstanding the fact that basements and podia may be shared). Opportunities to create these divisions at the mid-rise levels can be generated through the location of pedestrian ways to/from the interior of the blocks; utilizing these break-points to change architectural articulation. This approach can be combined with Approach 2 above.

Approach 4: Vertical Differentiation of Block Quadrants (3 or More Primary Divisions)

Same as Approach 3, but with a greater number of vertical divisions. The precise number of these divisions may result from particularities of the specific frontages and/or adjacencies of the block in question. This approach can be combined with Approach 2 above.

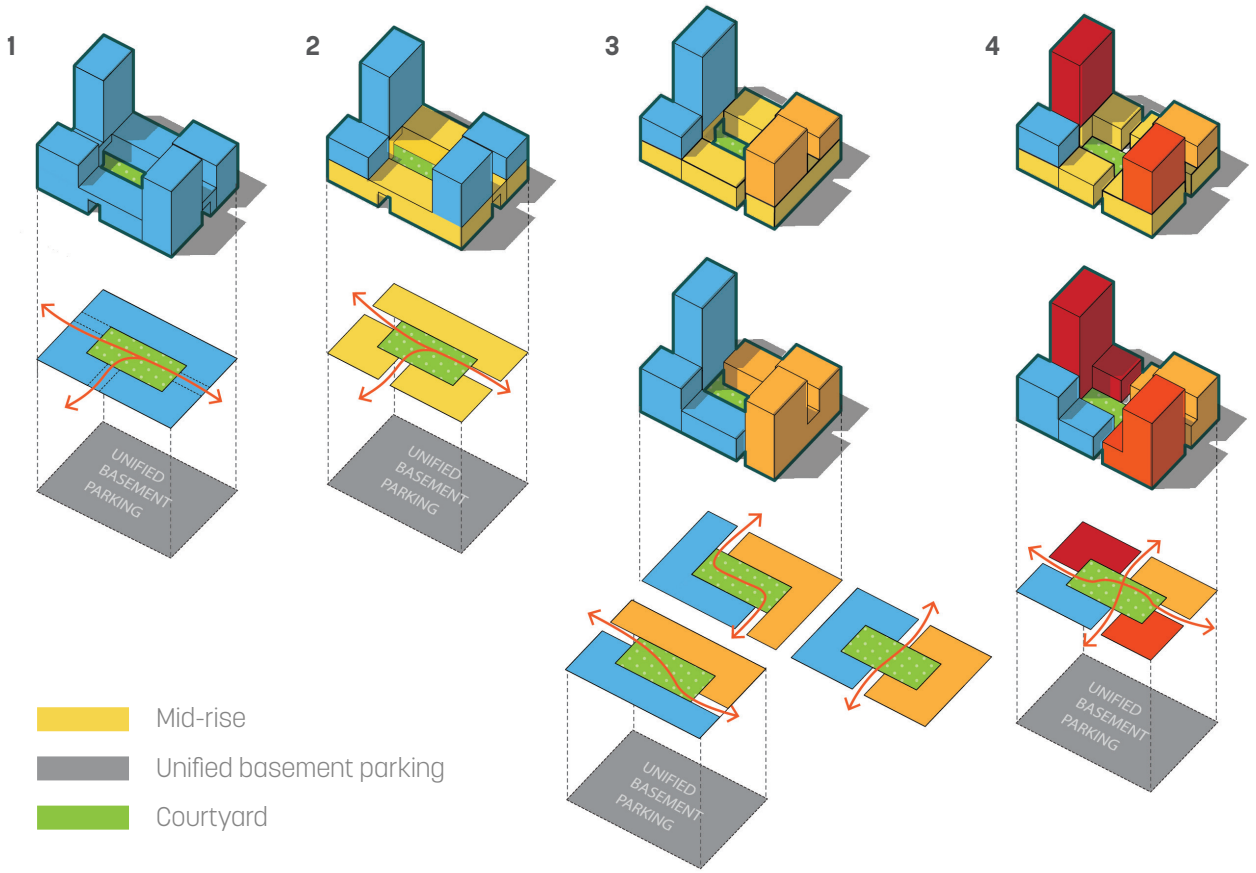


Figure 4: Alternative Approaches to the Physical Form of the Block

Street Frontage and Ground Floor Design Guidelines

3.1 Section Overview

3.2 Master Plan Corridor Conditions

3.3 Street Frontages in Lakeview Village

3.4 General Guidance for Buildings on “A” and “B” Street Frontages

3.5 Guidance for Buildings on “A” Street Frontages

3.6 Guidance for Buildings on “B” Street Frontages

3.7 Buildings Facing Parks and Open Space

3.8 Design for Access, Parking, Service and Loading

3.0 Above Grade Parking Facilities on ‘A’ and ‘B’ Street Frontages

3.10 Ground Floor Conditions for Residential Buildings

3.11 Ground Floor Conditions for Other Use

3.12 Pedestrian Permeability Conditions

3.13 Utilities General Guidelines

3.1
Section Overview

This section provides guidance on the conditions experienced at ground level throughout Lakeview Village. First, this section explains design conditions organized by types of street frontages ('A' and 'B' Streets). It also provides guidelines for ground floor conditions, organized by building use type.

3.2
Master Plan Corridor Conditions

There are numerous locations within Lakeview Village in which it is going to be essential for mid-rise built elements in particular to form a part of a larger ensemble. The master plan has been prepared with this foremost in mind, so as to create a strong urban edge to development parcels.

These "corridor" conditions will, if developed synergistically, convey tremendous elegance on Lakeview Village. One of the primary purposes of these guidelines is to point out why these synergies between distinct parcels are important, and how they are to be achieved.

Ogden Park
Both the eastern and western sides of Ogden Park are strong opportunities for establishing an urban edge that helps to give structure to the park itself, while providing amenity to the residents of the abutting buildings. The western edge is of particular importance, because it is lined by a roadway, and because the alignment of facades will be perceived slightly obliquely due to the park's shape. On the eastern edge there is an opportunity for buildings to read more as objects within the park itself.

Waterway Common
Waterway Common is the spatial and visual extension of the public parklands to the west of Lakeview Village. Both the northern and southern edges of Waterway Common will be important to define strongly at the mid-rise level to provide structure to this signature open space. Where Waterway Common intersects with Ogden Park, the corners of the abutting parcels will present immense opportunity for the further structuring of both open spaces.

Lakeview Square
Lakeview Square will have a concentrated feeling, with mid-rise elements providing a large amount of visual interest through facade articulation, balconies, etc. This is a see-and-be-seen space, where a greater than usual amount of articulation is called for, in the form of facade stepping, balconies, materials, etc. The establishment of moments for visual connectivity (e.g. balconies overlooking the Square) will create a sense of energy and use during day and nighttime.

Hydro Road
This is the main entry corridor leading all the way from Lakeshore Road into Lakeview Square. As such, its expression should be elegant, and as with many other locations in the plan, the mid-rise elements will be of fundamental importance to realizing the vision for this corridor. Setbacks have been defined to give this road a calm and stately feel. It is important to signify Hydro Road as the main character avenue into Lakeview Village where it will directly link Lakeshore Road East with Lakeview Square and the waterfront. The character will be achieved by providing an enhanced streetscape and upgraded architectural design and finishes.

Waterfront Edge
This is perhaps the most important frontage in all of Lakeview Village. The "bow" in the lakefront road means that the mid-rise facades in this location will be visible as a gently arcing continuity to anyone standing at the eastern or western end of the road. For this reason, it will be important for height datums and setbacks to be strongly respected. The combined result will be impressive.

New Haig Boulevard
The Innovation District will have its own distinct identity within Lakeview Village, given its distinct use. Both sides of New Haig Boulevard should convey the nature of this district as a place of high daytime interactivity.

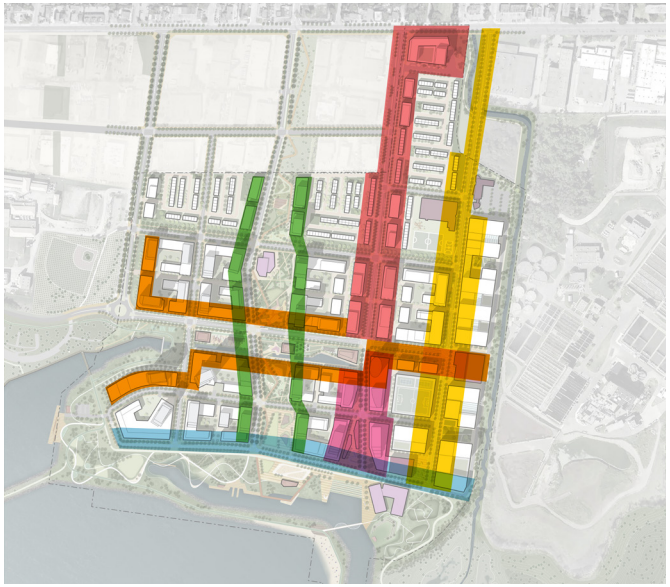


Figure 5: Corridor Character Typologies

3.3
Street Frontages in Lakeview Village

The endorsed Lakeview Master Plan proposes new public streets to augment the existing and planned public street pattern, thereby creating a comprehensive and interconnected urban grid.

Categories of frontages differentiate the various streets in the Lakeview according to their function, character and design. As such, all streets are categorized as 'A' and/or 'B' frontages. 'A' Street Frontages will require the highest attention to urban design, having a cohesive built form to achieve character and a vibrant pedestrian environment.

Similarly, 'B' Street Frontages are designed to ensure a quality pedestrian environment and high standard of built form, but provide defined locations for necessary access, delivery, service, loading and parking facilities serving development blocks. In general, new development should follow guidance for each street frontage type, which suggest how buildings (through their site design, streetwalls, built form treatments, etc.) individually contain and provide an appropriate sense of enclosure for the street or open space in order to collectively frame and animate the public realm. Given the urban character of Lakeview Village, there are instances in which blocks are only served by 'A' Streets, by necessity. Loading access, servicing and parking of these blocks, and select other 'A' Street conditions, should be carefully designed and managed.

The following sections set out the Guidelines for buildings along the frontage types in accordance with the Lakeview 'A' & 'B' Street Frontage Plan.



Figure 6: Lakeview 'A' and 'B' Street Frontage Plan

3.4
General Guidance for Buildings on 'A' and 'B' Street Frontages

Buildings are the most pronounced element of the urban fabric and create the sense of place. Buildings in the Lakeview Village will shape and articulate the streets and open spaces by forming edges and streetwalls to establish definition and enclosure. Collectively, they create the pedestrian environment, frame the public realm and establish the urban setting. Common guidance for 'A' and 'B' Street Frontages sets up the urban framework for all development blocks in Lakeview Village. The following guidance applies:

3.4.1 Locate build-to line guidance (minimum building setback along street frontage) on development blocks to inform the orientation and placement of buildings and streetwalls;

3.4.2 Coordinate build-to lines with adjacent properties in order to create consistent edges and street walls along frontages;

3.4.3 Locate buildings parallel to the street, with streetwalls placed at the build-to line, to contain the street and provide an appropriate sense of enclosure;

3.4.4 Ensure variation in setbacks along the building frontages to articulate façade emphasis at the build-to line, in order to allow for visual interest, accommodate outdoor patios, recessed entries and landscaped areas;

3.4.5 Incorporate active uses at grade, where practical within constraints of viability, such as commercial and retail, to animate the public realm and pedestrian environment (Also, refer to 3.10 Ground Floor Conditions for Residential Buildings and 3.11 Ground Floor Conditions for Other Uses);

3.4.6 Ground floor uses should incorporate glazing;

3.4.7 Locate main entrances flush with the public sidewalk for accessibility;

3.4.8 Ensure site designs relate to and interface with existing, proposed and future transit stops and facilities;

3.4.9 Locate main building entrances so that they are clearly identifiable and prominent with direct access to the public sidewalk, cycling infrastructure and transit facilities;

3.4.10 Where appropriate and practical, provide corner entrances to buildings located at prominent intersections and/or gateways;

3.4.11 Balconies and bay windows may not protrude into the public realm, but may extend as far as the build-to line in some locations;

3.4.12 Below grade parking structures shall provide an appropriate clearance between the top of the parking structure and grade to allow for healthy tree growth (typically minimum 1.5m depth of soil, not including the drainage layer). Lesser depths may be considered where planting is limited to smaller stature vegetation (for example, small to medium shrubs) and does not include trees; and

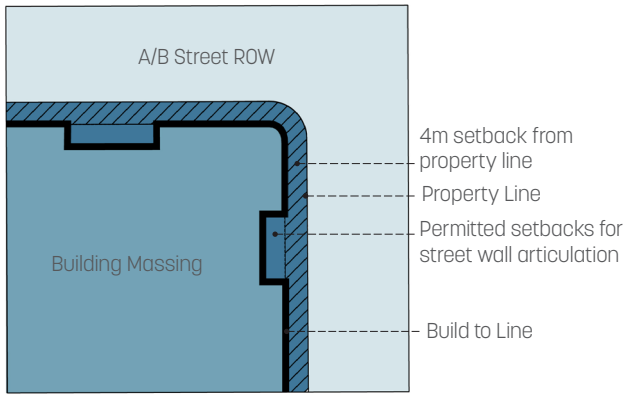


Figure 7: Prototypical Setback Conditions

3.4.13 Buildings in Lakeview Village should attain minimum heights commensurate with an urban district.

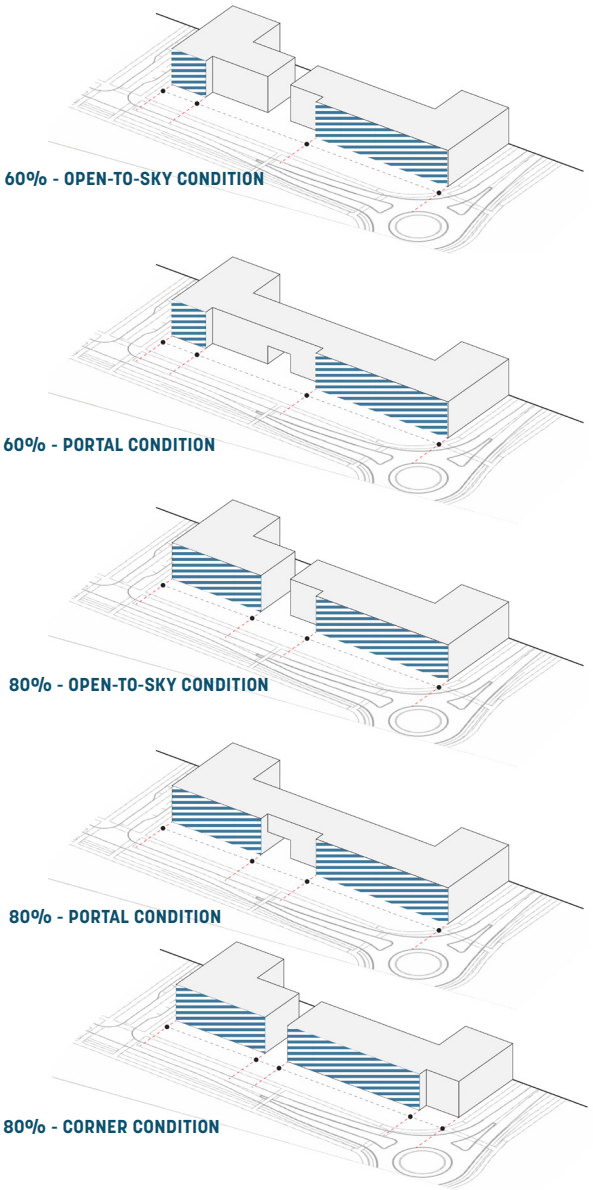


Figure 8: 60% and 80% Street Wall Conditions

3.5
Guidance for Buildings on 'A' Street Frontages

'A' Street frontages have a critical role and function in Lakeview Village. They important for securing animation and character, a comfortable pedestrian environment with access to sunlight and sky views, street activity and vibrancy. Developments fronting onto 'A' Streets will require the greatest attention to urban design, ensuring a cohesive built form and streetscape treatment to achieve the highest standard in the execution of the public realm.

The following guidance applies:

3.5.1 Provide continuous buildings along development blocks fronting onto 'A' Streets to form a consistent streetwall;

3.5.2 Approximately 80% of a property's frontage is required to be occupied by the streetwall at the build-to line;

3.5.3 Development will be discouraged from locating curb cuts, driveways and laneways on 'A' Streets, except as provided for in 3.5.8 and 3.5.9;

3.5.4 Approximately 20% of the building frontage may be stepped-back to a maximum of 6m from the build-to line to allow for articulation of the streetwall, including provision for outdoor patios, recessed entries and landscaped areas;

3.5.5 Functioning main entrances to buildings should be provided on 'A' Streets;

3.5.6 Ground floor elevations along 'A' frontages should have approximately 60% vision glazing with views into the building;

3.5.7 Where residential uses are permitted at the ground level, special provisions should be applied for the design of unit entrances and setbacks; and

3.5.8 Indoor amenity spaces shall not be located on 'A' Streets, except where such amenity spaces are directly related to building entry and lobby functions. In these cases, frontages of lobby-associated amenity spaces should be primarily glazed, with strong visibility at all times into the interior space, and from the interior to the exterior.

Exceptions to Access on 'A' Streets

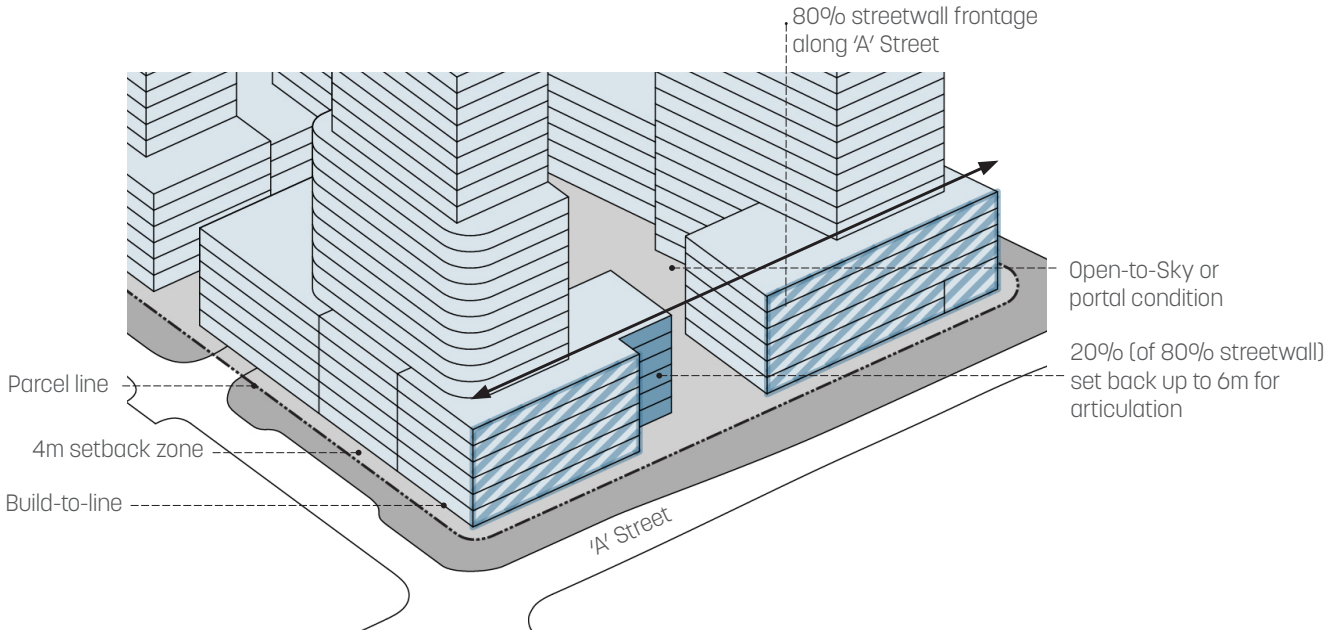
Curb cuts, driveways and access that would normally be provided on a 'B' Street may be provided on 'A' Street frontages:

3.5.9 When servicing from an 'A' Street is needed due to the phasing of buildings within a block; or

3.5.10 Provided that a site or block does not have access from a 'B' Street or other means of access, there is a requirement for emergency vehicle access; or

3.5.11 Provided that impacts on the pedestrian environment are minimized through a high standard of design treatment consistent with the quality of the public realm.

Figure 9: Wall Articulation for Buildings Facing a 'A' Street



3.6
Guidance for Buildings on "B" Street Frontages

'B' Streets generally connect 'A' Streets to each other. In contrast to 'A' Streets, they provide development blocks with access for deliveries, waste collection, service and loading, including vehicular access to structured and off-street parking within development sites. It should be noted that 'B' Streets are also intended to support a pedestrian environment, integrating a high standard of urban design to support street activity.

3.6.1 'B' Streets will have buildings along development blocks, with provision for vehicular access to off-street parking, access for deliveries, waste collection, servicing and loading (refer to Section 3.8 Design for Access, Parking, Service and Loading);

3.6.2 Approximately 60% of a property's frontage should be occupied by the streetwall at the build-to line, with the exception of instances where townhomes with street entries occupy the ground-level;

3.6.3 Approximately 40% of the building frontage may be set back to a maximum of 6m from the build-to line, to allow for articulation of the streetwall, including provision for outdoor patios, recessed entries and landscaped areas;

3.6.4 Provide functioning main front entrances to buildings on 'B' Street frontages when there is no 'A' Street frontage;

3.6.5 Provide functioning secondary entrance(s) for additional pedestrian access;

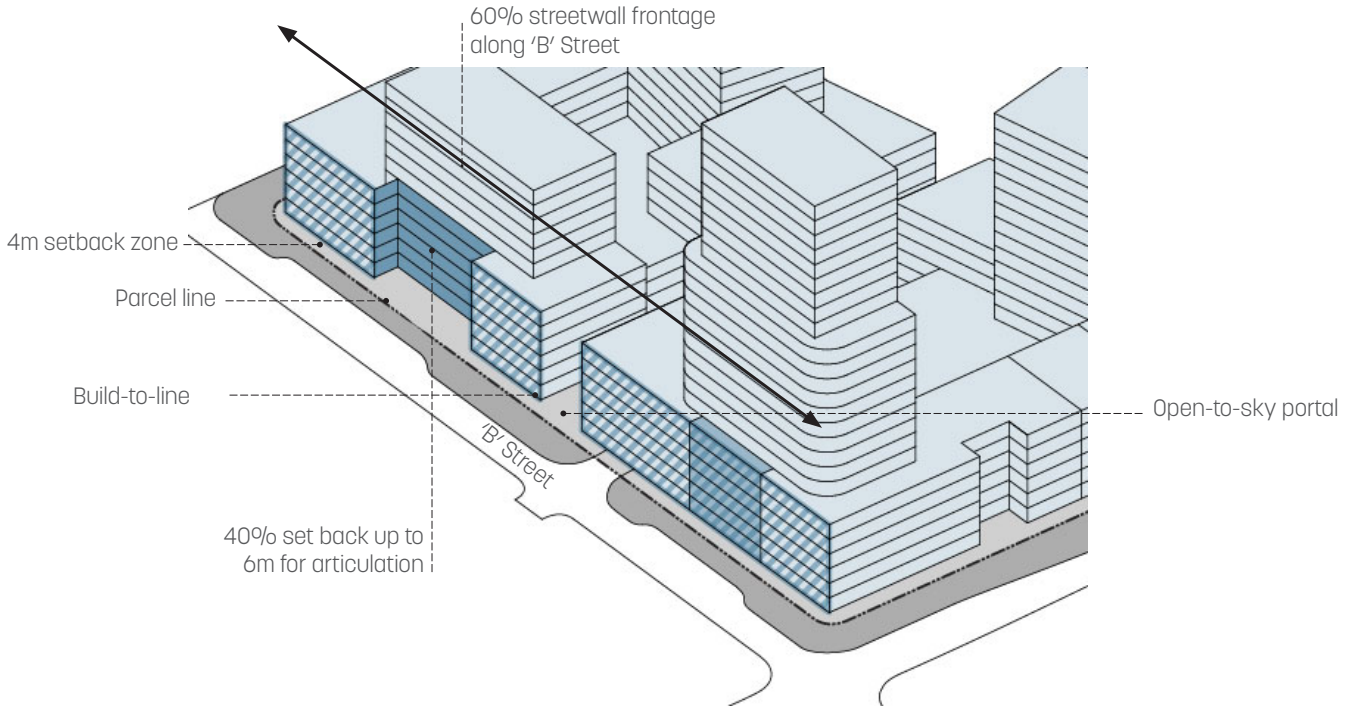
3.6.6 Ground floor elevations along 'B' frontages should have approximately 50% vision glazing with views into the building; and

3.6.7 Indoor amenity spaces can be considered on the ground floor of 'B' Streets, and shall be designed to ensure that their inclusion contributes to activation of the ground plane.

Exceptions to Access on 'B' Streets

3.6.8 Where a development block has an 'A' and 'B' frontage, the most prominent building entrance shall be located on the 'A' Street frontage or with clear visual proximity from an 'A' Street, except where retail uses occupy the entirety of its 'A' Street frontage.

Figure 10: Wall Articulation for Buildings Facing a 'B' Street



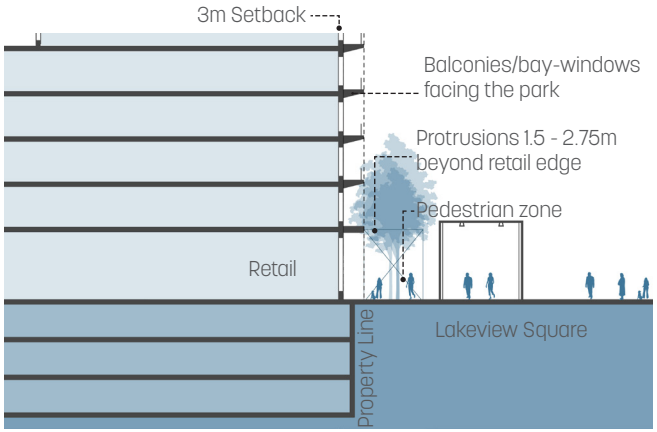
3.7
Buildings Facing Parks and Open Space

New buildings that front onto, or have proximity to parks and open space will require special attention to their frontage treatments and architectural design in order to achieve the kind of character, sense of place and pedestrian experience warranted for these important elements of the public realm.

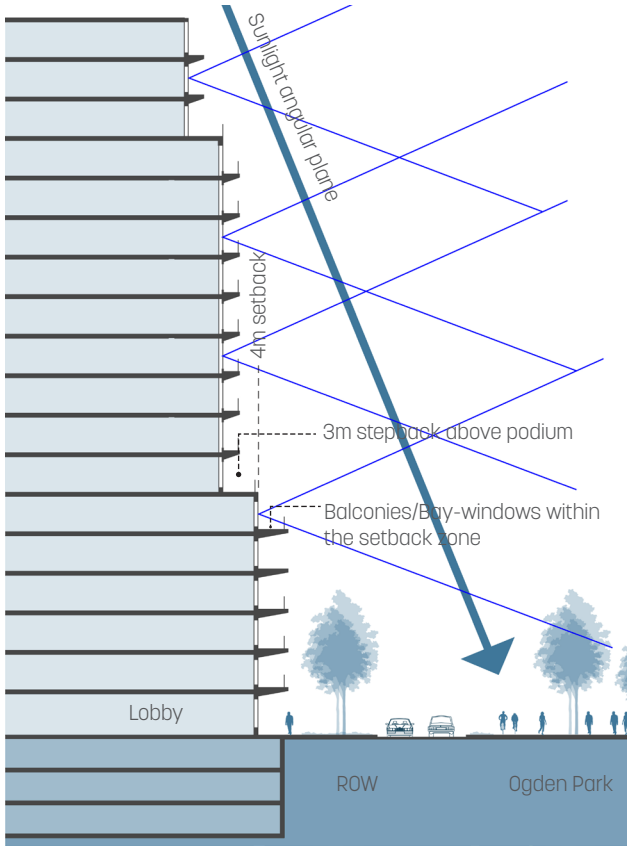
The following guidance applies:

3.7.1 If the build-to line of a development fronts onto the edge, or street adjoining a public park or open space, then 'A' frontage guidance will apply (refer to Section 3.5 Guidance for Buildings on 'A' Frontages);

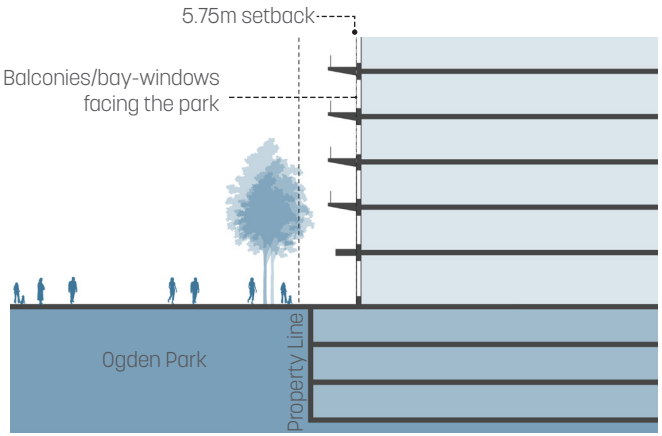
3.7.2 Consider having building frontages along parks and open spaces with uses on the ground floor that animate and/or activate the frontage such as retail, commercial and/or ground-related residential units (standalone townhouses and ground floor units within a mid-rise or podium);



SECTION FACING LAKEVIEW SQUARE

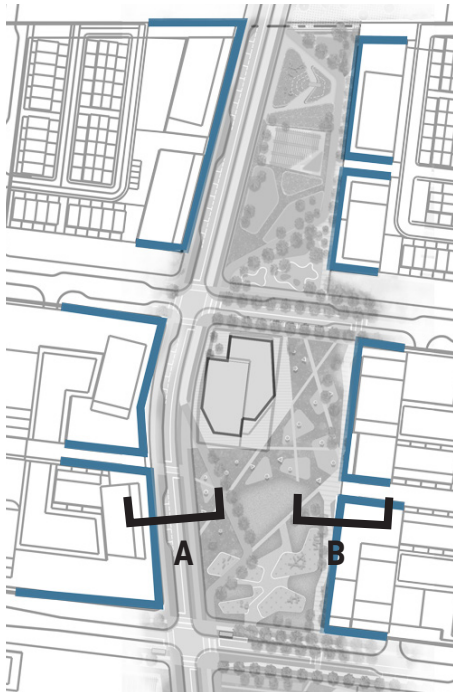


SECTION FACING OGDEN PARK (A)

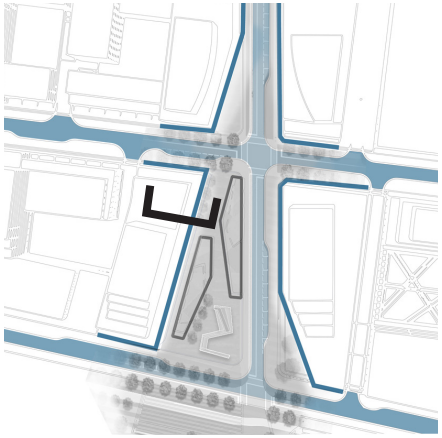


SECTION FACING OGDEN PARK (B)

Figure 11: Section Conditions for Buildings Facing Ogden Park and Lakeview Square



PLAN OF OGDEN PARK



PLAN OF LAKEVIEW SQUARE

3.7.3 Buildings which surround, have proximity to, or front onto parks and open space shall have the highest level of architectural expression, articulation and use of materials that is cohesive to adjacent buildings and financially viable;

3.7.4 Consider incorporating at-grade level residential uses fronting onto parks and open space with individual unit entrances in order to animate the street environment (refer to Section 4.2 Mid-Rise Elements: All Categories);

3.7.5 Parking structures or surface parking lots shall not front onto or address parks and open spaces; and

3.7.6 The design of building massing shall protect for sun exposure onto parks and open space (refer to Section 5.4 Site Orientation).









3.8
Design for Access, Parking, Service and Loading

Access for loading, waste collection, parking and servicing to buildings should wherever possible be located on 'B' Streets (for exceptions, refer to Section 3.5, Guidance for Buildings on 'A' Frontages). In general, new development should consolidate the access for service, parking, loading and waste collection and will reduce vehicular interruptions along the public streets in order to improve the pedestrian experience and streetscape.

The following guidance applies:

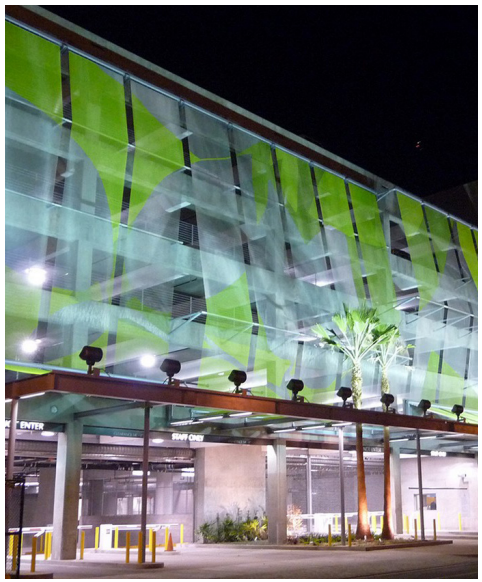
3.8.1 Service, parking and loading shall be coordinated on sites by providing, for example, consolidated locations that can serve a number of buildings simultaneously from one area;

3.8.2 Loading, waste and service spaces shall be located internal to the building or site;

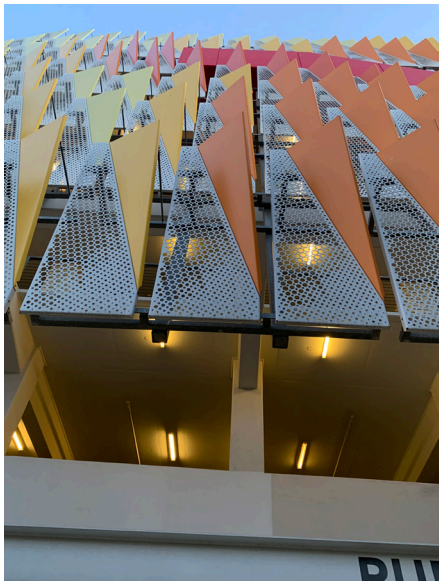
3.8.3 Loading, servicing, other vehicular related functions and utilities shall not detract from the use, safety or attractiveness of the pedestrian and public realm. These uses shall:

- incorporate special architectural treatment;
- use soft and hard landscape treatments to screen loading and servicing areas; and providing safe levels of illumination and lighting.









3.9
Above-Grade Parking Facilities on "A" and "B" Street Frontages

In select locations, above-grade parking may be necessary to augment capacity below-grade. This type of parking should be carefully integrated into the fabric of Lakeview Village, and be concealed to the greatest extent feasible within the blocks it serves. In the Innovation Corridor and serving Lakeview Square, structured parking may take the form of integrated above grade parking garage(s) with high-quality architectural screening and active ground floors.

Integrated Above Grade Parking Facilities

In these instances, above-grade parking should be lined on all sides by active program (residential, commercial, retail). Amenity decks situated above this parking should be designed to enable use by occupants and visitors, with sufficient depth over structure for plantings and high-quality paving. Public access should be maintained to these elevated courtyard conditions wherever feasible, with steps and ramps strategically located at edges to enable access.

3.9.1 Strive to conceal block-interior above-ground parking from view (with the exception of entries/ ramps), through the use of edge liner program on all frontages;

3.9.2 Provide ventilation to embedded above ground parking in ways that are not detrimental to the amenity areas on the roof of that parking, and that are carefully integrated visually and acoustically.

Standalone Parking Structures

3.9.3 Standalone garages should be limited to the zone east of Hydro Road (and should not front onto Hydro Road), excluding the Innovation District. Any such garages should be for the purpose of providing public parking for public uses along the waterfront and in Lakeview Square;

3.9.4 Any free-standing garages shall have high-quality architectural screening of upper levels, and activated ground floor program;

3.9.5 Vehicle entries/exits shall be carefully integrated with adequate sightlines to allow for pedestrian safety when crossing these areas.

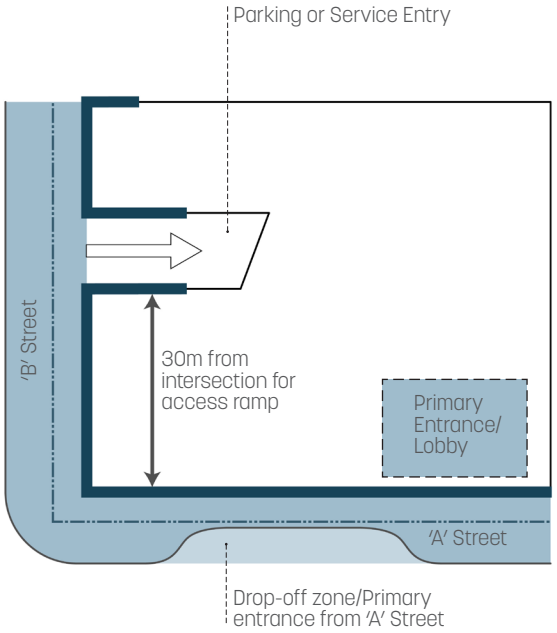
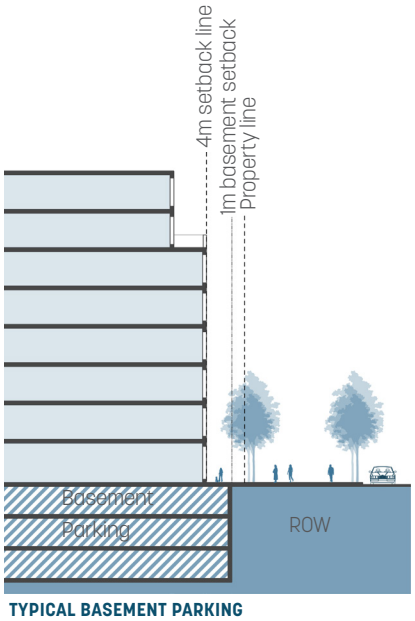
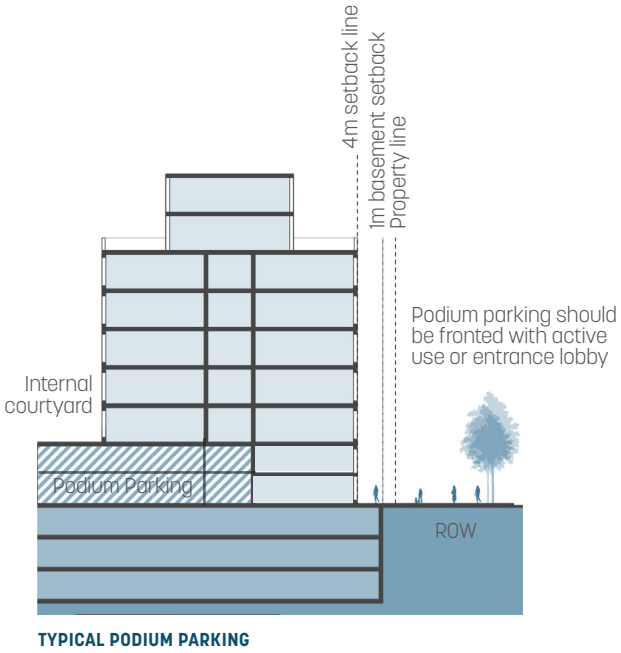


Figure 12: Prototypical Parking Plan



TYPICAL BASEMENT PARKING



TYPICAL PODIUM PARKING

Figure 13: Basement and Podium Parking Sections

3.10
Ground Floor Conditions for Residential Buildings

Residential Lobbies and Amenities

Residential entries and lobbies should be designed in such a way as to enable users to find their way to them in ways that feel natural and easy, whether those users are residents, visitors, delivery persons, or others. To facilitate this:

3.10.1 Provide convenient and well-integrated drop-off zones in close proximity to entries and lobbies;

3.10.2 The interior of lobbies shall be visible to the street outside by utilizing, for example, clear glazing with large windows;

3.10.3 Utilize building signage in concert with other architectural and urban design elements to make finding the entry and lobby easy;

3.10.4 Ground floors of residential buildings shall contribute to an active public street through strategies such as locating internal shared program spaces and utilizing clear glazing with large windows.

Townhomes

There are a variety of different possible townhome typologies within Lakeview Village, ranging from those embedded in the base of mid-rise elements, to freestanding typologies that include back-to-back and traditional.

The following guidance applies:

3.10.5 Provide a clear identity for the townhome's front door, as well as a defined path to the door. This should be combined with a "threshold" zone that provides a degree of separation for the townhome's entry from the public way it faces;

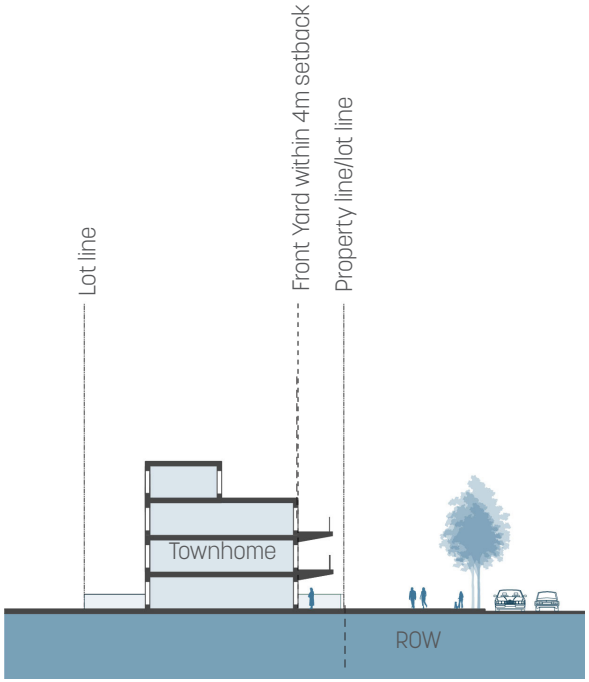


Figure 14: Standalone Townhomes Facing the Street







3.10.6 Strive to create architectural expression that facilitates recognition of each townhome as a distinct entity within a larger composition (particularly important for embedded townhomes at the base of mid-rise podia);

3.10.7 Create a distinct identity vertically for embedded townhomes (e.g., vertical reveals and/or material changes between units to establish the distinct identity of each townhome within a row).

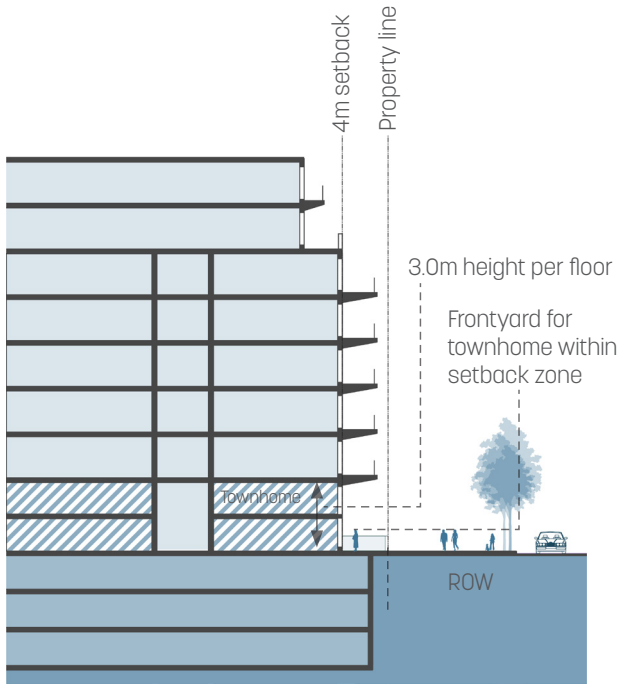
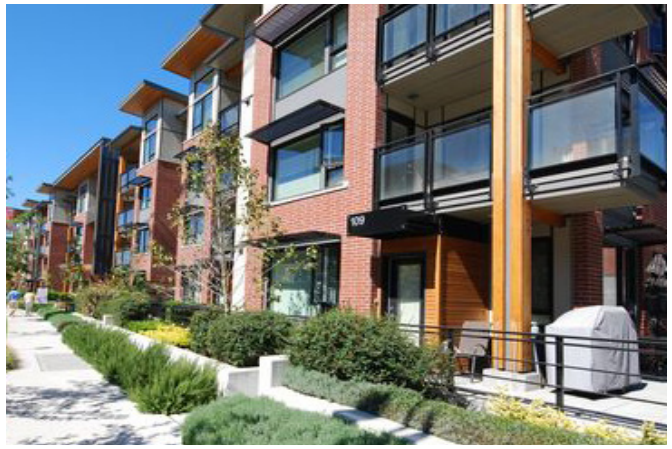


Figure 15: Integrated Townhomes Facing the Street







3.11
Ground Floor Conditions for Other Uses

Parking Garage Conditions

3.11.1 Structured Parking Facilities on 'A' and 'B' Street Frontages:

Parking facilities will have an important role to play in supporting key uses, attractions and urban amenities in Lakeview Village. Development shall locate structured parking and vehicular access to reduce impacts on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces.

3.11.2 Parking structures should not directly front onto 'A' Streets, and should be entirely screened by 'liner' buildings incorporating a mix of uses between the parking structure and street space in accordance with Section 2.1 - 2.3 for 'A' Street Frontages;

3.11.3 Liner uses should have approximately 10 metres depth;

3.11.4 On the ground floor, parking structures shall support activity on the streets, including those fronting onto parks and/or open spaces, through strategies such as having active uses, appropriate scale, and architectural expression (refer to Chapter 3.0 Street Frontage and Ground Floor Design Guidelines);

3.11.5 Parking structures should limit the number of direct frontages to only one 'B' Street where more than one 'B' street frontage exists;

3.11.6 When fronting onto 'B' Streets, parking structure façade elevations shall be designed to the highest level of architectural treatment and animation to mask the parking and screen views of the interior;

3.11.7 Entrances, lobbies and passageways that provide a convenient means of access to parking facilities should be fully enclosed, appropriately signed and integrated into the façade design;

3.11.8 At grade exhaust vents serving structured parking facilities should be integrated into the design of buildings, expressed as part of the architectural character;

3.11.9 Consult the Crime Prevention Through Environmental Design (CPTED) document.

General Standards for Retail Uses at Grade

To ensure well designed ground floors, at-grade conditions incorporating retail uses should be carefully executed in order to animate the street edge and support the pedestrian experience.

The following guidance applies to retail uses on all street frontages where retail is indicated:

3.11.10 Ground floor heights for retail uses at grade should be approximately 4.5 - 6.0 metres (floor-to-floor, measured from established grade) to accommodate retail and commercial uses with windows that correspond to the height of ground floors to the underside of ceiling and exterior canopy height;

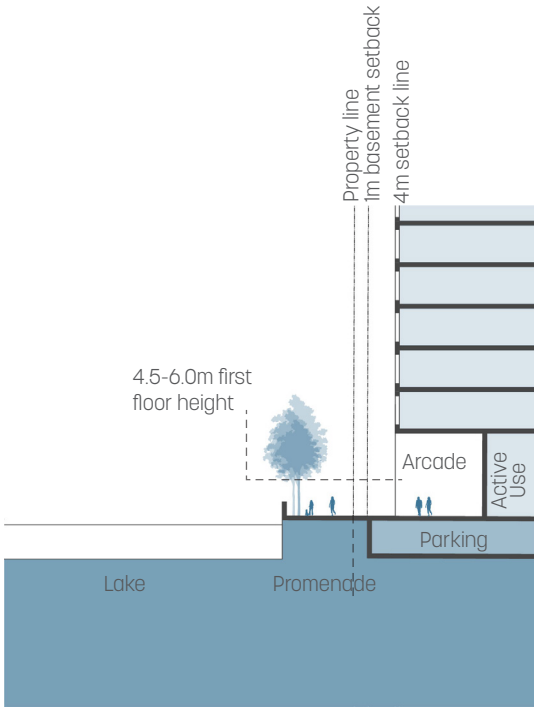


Figure 16: Section of Cultural Centre Building, located within Lakefront Park



3.11.11 The primary entrance to each street level tenant space that has its frontage along a public street or public square should be provided from that street;

3.11.12 Where retail units occupy prominent corner locations, design units to:

- address the corner with well designed, animated storefronts; and
- incorporate corner entrances;

3.11.13 Entrances to retail and commercial tenant spaces shall be operational and directly related to the grade of the public sidewalk;

3.11.14 Entrance doors to retail units shall minimize conflicts between door swings and pedestrians. Design of entries shall also accommodate handicap accessibility, such as pull- and push-side clearance for doors;

3.11.15 Articulate ground floors containing storefronts in ways that support the pedestrian experience at the street level, including creation of:

- a strong sense of rhythm and pattern collectively across frontages;
- subtle recesses and reveals to create depth and visual interest; and
- assistance with spatial perception, orientation and accessibility along retail frontages;

3.11.16 At grade retail and commercial uses shall incorporate the highest standard of storefront design, such as:

- Durable, high quality materials such as metal, steel, glass, natural stone and brick;
- Vision glazing and doors that allow for views into and out of storefronts;
- Elements such as mullions, glazing bars and transoms to help frame, divide and define storefront window sections and apertures;
- Movable/stackable/tip storefronts where feasible based on internal use, to enhance visual connectivity between the sidewalk and retail interior in the appropriate seasons;
- Signage and patterning integrated into storefront glazing;

3.11.17 When part of a larger single development or individual tenancy, provide coordinated and consistent signage and lighting that integrates with the storefront design, and which complements or acts as an extension of the buildings architectural character;

3.11.18 Retail development shall achieve pedestrian scale, and contribute to comfortable and weather-sheltered pedestrian routes, through design strategies for architectural cantilevers, fixed canopies, awnings and similar features such as:

- complementing the architectural character of the building
- being made of highly durable materials
- extending 1.5 metres to 2.75 metres beyond the retail edge and/or into the public sidewalk area; however, such installations should not conflict or interfere with any streetscape elements or public realm treatments;

3.11.19 Patios and outdoor amenity space shall promote activation of the street and vibrancy and work in tandem with movable/ stackable storefronts that create strong indoor-outdoor connectivity in the appropriate seasons;







3.11.20 Patios shall have a depth that maintains a clear sidewalk path outside of the building lot line to avoid disrupting pedestrian traffic flow, and may in certain instances be recessed into the building as part of the permitted setback from the build-to line.

Retail Uses at Key Frontages

The key retail frontage of Lakeview Village is Lakeview Square and immediately adjacent frontages. In this zone, ground-level retail has been determined to be a strategic priority.

3.11.21 The design of units fronting onto Lakeview Square shall create a rhythm of storefronts that creates an urban square experience, through strategies such as providing narrow storefronts (approximately 10.0 metres in width) and limiting distances between entrances of successive storefronts (approximately 10.0 metres, based on actual retail uses);

3.11.22 Main front entrances and lobbies that serve residential uses above the ground storey shall maintain the integrity of retail activation streets, through strategies such as:

- locating entrances to establish and reinforce patterns of access between blocks of development;
- positioning entrances so that there is minimal interruption of retail units along the block; and
- limiting the width of entrances at the building face (approximately 6.5 metres for a typical condition, these could become wider behind the retail units);

3.11.23 Special attention should be paid to tenanting of corner units in order to reinforce activation of corner retail. Retail uses such as restaurants, bars and coffee shops will potentially bring more activity to corners (compared with standard service uses).

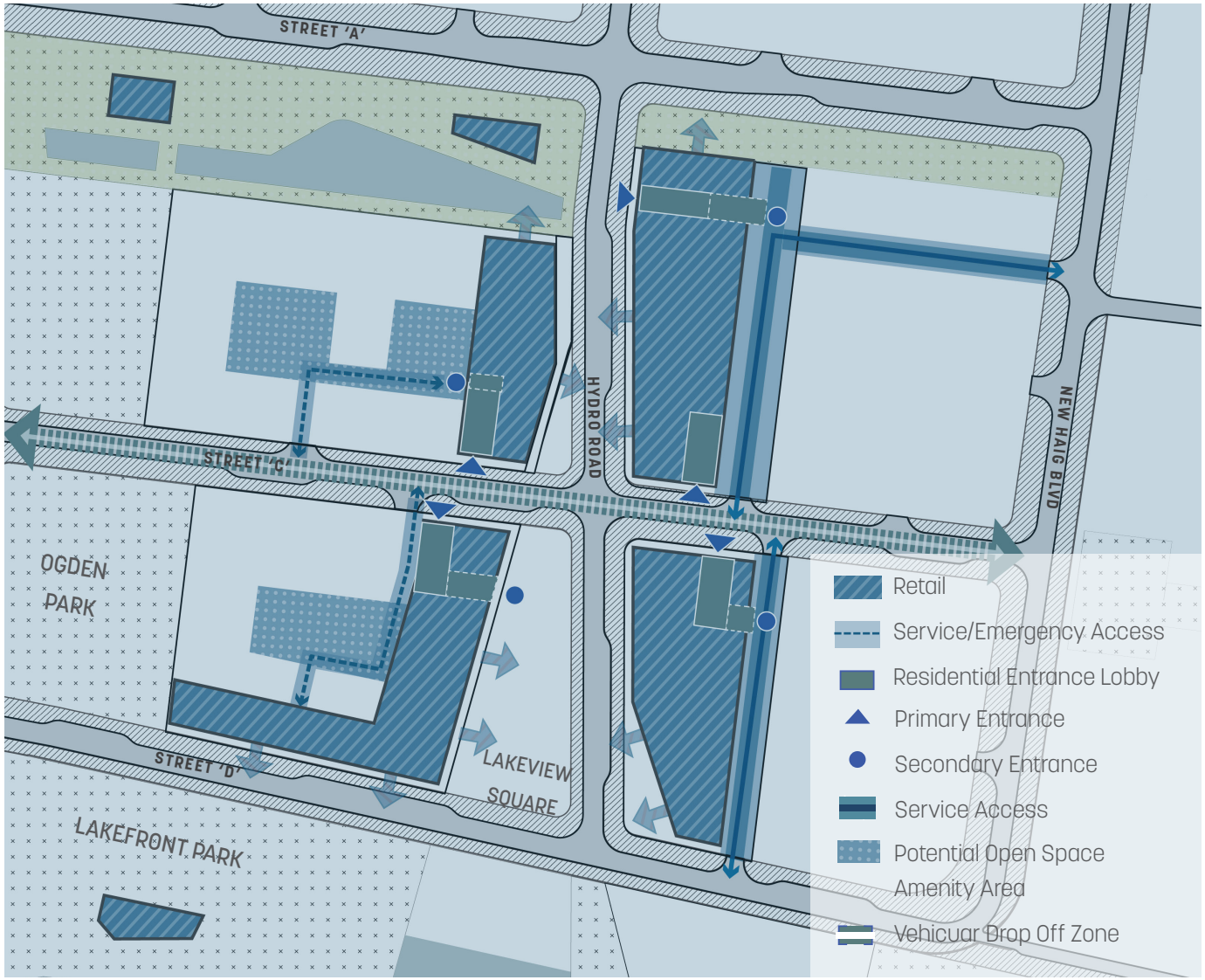


Figure 17: Lakeview Square Ground Floor Retail Plan

Commercial/Office and Institutional Use Conditions at Grade

Commercial office and institutional uses will occupy the ground floors of certain blocks within Lakeview Village overall, and in particular in the Innovation District zone focused along New Haig Boulevard. Commercial office and institutional uses at ground-level should contribute to a vibrant streetscape and public realm;

3.11.24 Buildings incorporating at grade commercial and/or institutional uses should be designed to ensure that such uses will be directly related to the public sidewalk and will incorporate operating entrances, doorways and windows oriented to the street; along with signage and lighting to provide animation, interest and variety in the streetscape;

3.11.25 Retail uses, communal and shared spaces such as cafeteria, atrium or hallway that service the commercial and institution uses should occupy as much as possible (approximate minimum of 75%) of the frontage along the Street 'I' (the extension of Haig Blvd);

3.11.26 Buildings shall soften the edge where vertical elevations meet the ground plane, through strategies such as canopy trees, seating areas, and planting between the property line and building face. Buildings should be set back approximately 4.0 metres from the property line. Basements should be set back a minimum of 1.0 metres from the property line.

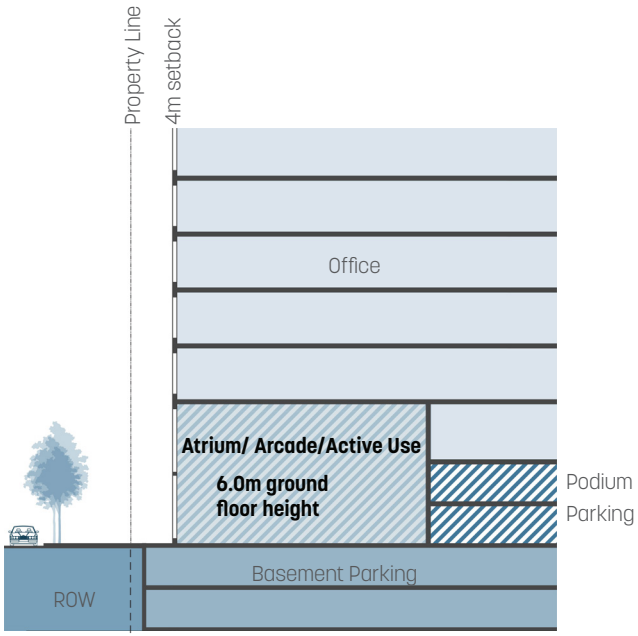


Figure 18: Institutional Use Section





3.12
Pedestrian Permeability Conditions

Pedestrian connections shall be included based on the Lakeview Master Plan in certain locations to:

- Provide through-connectivity in certain parts of Lakeview Village;
- Create pedestrian access to block interior open spaces (on blocks where mid-rise perimeters frame an internal-to-the-bock open space);
- Prevent unrelieved lengths of building facade;
- Provide access between multiple development blocks and open space, enabling multiple narratives-of-use for pedestrians making their way through Lakeview Village.

Pedestrian connectors within Lakeview are intended to have strong civic quality and robust urban character that is inviting, comfortable, accessible and easy to use for pedestrians.

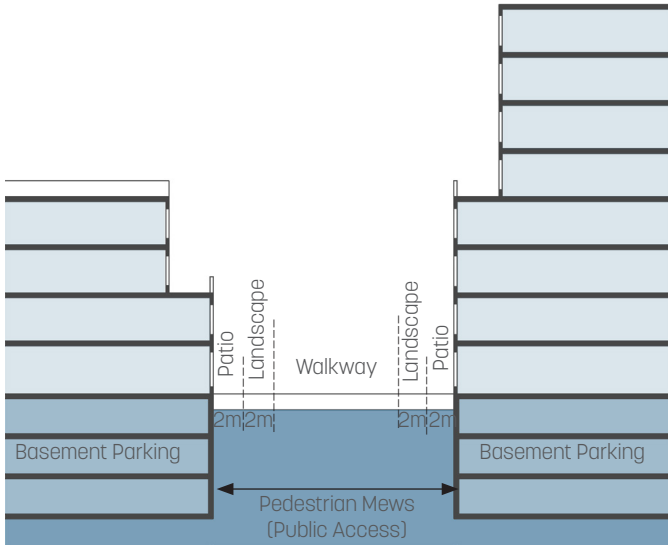


Figure 19: Mid-Block Pedestrian Connection Section

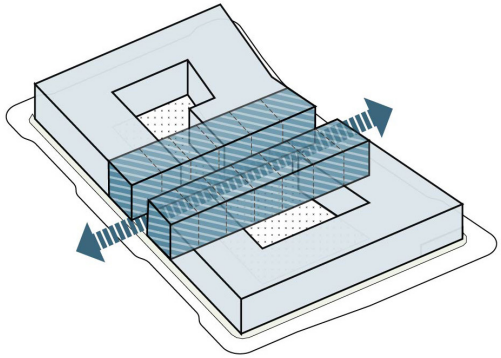


Figure 20: Mid-Block Pedestrian Connection with Integrated Townhomes

Location and Placement

The design of pedestrian connections should reflect the following:

3.12.1 Pedestrian connections shall be located to provide permeability and ease of navigation, and provide intuitive connectivity between adjacent development blocks, streets, and open space;

3.12.2 Incorporation of a strong urban expression and civic presence through design and choice of materials and avoid the appearance of back alley or service lane;





3.12.3 Provide a comfortable year-round microclimate for pedestrians;

3.12.4 Follow line-of-desire pathways to the public sidewalk, and provide clear sightlines from one end to the other;

3.12.5 Each block with four frontages shall provide a publicly accessible pedestrian connection through to the open space in the block's interior, with a minimum of two walk-through openings, and one open to air opening at one of the street frontages;

3.12.6 Open-to-Sky connections should have an overall width of approximately 12.0 metres, between building faces, incorporating a walkway zone having approximate width of 4.0 metres. This width should increase to approximately 18.0 metres in the case of the mid-block connector north of Waterway Common (Blocks 6 through 9);

3.12.7 Portal connections shall be sized to be a welcoming public opening (approximately a clear width of 12.0 metres, height of 9.0 metres);

3.12.8 Design of portal connections shall prevent the creation of a tunnel by limiting their depth (approximately 12.0 metres depth perpendicular to roadway).

Pedestrian Connections Relationship to Built Form

Development that incorporates a pedestrian connection should provide an appropriate sense of enclosure along the length of the walkway by:

- creating a comfortable scale for pedestrians (both horizontally and vertically);
- striving to ensure that the design of built form

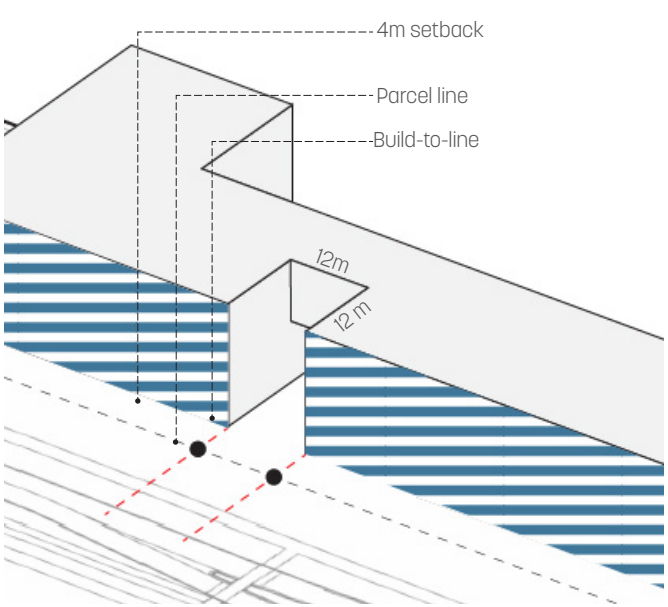


Figure 21: Portal Condition

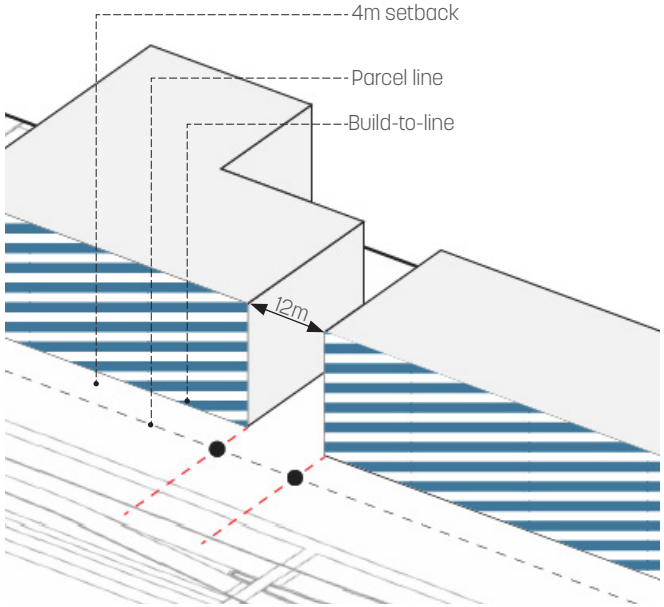


Figure 22: Open-To-Sky Condition







achieves a height that is proportionally equal to the width of the connection similar to a streetwall; and
- incorporating wherever feasible a step-back at the fourth storey facing the connection, to mitigate tunnel-like effects;

3.12.9 Building edges fronting onto the walkway shall provide visual interest through strategies such as providing variation in setbacks, breaking up the massing, or expanding landscaped areas/amenity space;

3.12.10 Where feasible, incorporate continuous active uses including ground related residential units adjacent to walkways along the ground floor;

3.12.11 Provide the maximum amount of vision glazing feasible based on use along the at grade condition to ensure informal surveillance along the entirety of the walkway (i.e. "eyes on the walkway");

3.12.12 Maximise access to sunlight and sky views on the walkway;

3.12.13 Mitigate the effects of wind;

3.12.14 Development should provide pedestrian comfort through the incorporation of:

- building massing and articulation;
- architectural cantilevers, fixed canopies or awnings;
- pedestrian scale lighting;
- landscape treatments; and
- public art.

Access to Walkways

Pedestrian connections should be identifiable from the public sidewalk by:

3.12.15 Articulating building façades that signify the access through treatments such as emphasized corners, modulation, step-backs, use of colour, materials, patterns and/or textures;

3.12.16 Utilization of elements that signify "threshold" such as low gateposts (compatible with the building design), and lighting standards;

3.12.17 Signage that is visually integrated with the built form or design of the connection;

3.12.18 Enhanced landscaping;

3.12.19 Paving that is generally consistent with the public sidewalk;

3.12.20 Alignment with adjacent bump-outs in the roadway to facilitate pedestrian crossing where connectors on either side of the roadway meet the roadway.

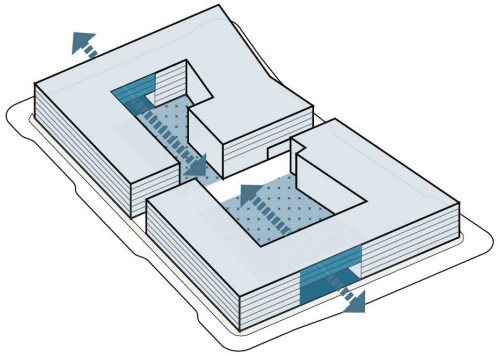


Figure 23: Portal Condition for Mid-Block N-S Pedestrian Connectivity





Landscape and Amenities

To promote the pedestrian experience, the following landscape treatments should be provided within pedestrian connections where such connectors traverse multiple blocks (Consider also providing the elements below as part of the landscape treatment of the interior of individual blocks):

3.12.21 A combination of soft and hard landscape treatments to define the walkway edges and amenity areas such as trees, water features, public art, pavers and planters;

3.12.22 Plant species that create visual and seasonal interest;

3.12.23 A cadence of aligned trees along the walkway, to provide shade and visual interest;

3.12.24 Sufficient uncompacted soil volume per tree (approximately 30 cubic metres for large trees) to ensure that trees flourish (note: structural soil will not be permitted);

3.12.25 Provide an appropriate clearance between the finished grade of the mid-block connection and the top deck of any below-grade structure to allow for healthy tree growth (typically minimum 1.5m depth of soil, not including the drainage layer) or possibly lesser depths for smaller stature vegetation;

3.12.26 Sod will generally be discouraged;

3.12.27 Benches and/or built-in seating spaced at regular intervals along the length of the walkway;

3.12.28 Pedestrian scale lighting that enhances facial recognition for a sense of safety;

3.12.29 Bike racks where appropriate;

3.12.30 Waste and recycling receptacles;

3.12.31 Where desirable, patios internal to the walkway may be incorporated to support active uses, provided they do not obstruct the walking path;

3.12.32 High-quality paving materials that have a strong civic presence and which satisfy AODA standards.

3.13 Utilities General Guidelines

3.13.1 Above ground utilities, such as transformer, gas regulatory station, and meters should not be prominent along street frontage, and they should be appropriately screened from public view to ensure that such building services do not take away from the scenic quality of public realm in Lakeview Village;

3.13.2 Above ground utilities and ventilation shafts should not be located within any required landscape buffer;

3.13.3 Ventilation shafts shall be set back to avoid negative impacts on pedestrian experience on public sidewalks (approximate minimum of 2.0 metres from any street lot line);

3.13.4 Above ground utilities, meters, gas pipes, and other building services should be incorporated into the building footprint to reduce their visual, odorous and acoustic impacts on the public realm;

3.13.5 If district energy is implemented, required mitigation of on-site mechanical equipment will in large part not be necessary, except for localized equipment such as emergency generators. Screening requirements should remain for these elements;

3.13.6 Approval criteria from third party utilities providers shall take priority in the design of service features to ensure functionality, while seeking to uphold the intent of the design guidelines listed above.

Mid-Rise Elements Design Guidelines

4.1 Section Overview

4.2 Mid-Rise Elements: All Categories

4.3 Mid-Rise Perimeter-Block Elements

4.4 Non-Perimeter-Block (Freestanding) Mid-Rise Elements

4.1
Section Overview

The vision for Lakeview Village is to create a compact, mixed-use urban fabric that puts people in close proximity to jobs, transit, parks, and a broad range of uses and urban amenities. To achieve this, the master plan calls for street edges that are generally defined at street-level by mid-rise elements (and occasionally by townhomes and/or taller elements that come directly down to ground level).

4.2
Mid-Rise Elements: All Categories

4.2.1 The minimum basement setback from the property line should generally be 1.0 metres;

4.2.2 The setback from the property line for building faces should be approximately 4.0 metres, with approximately 80% adherence to the build-to line achieved on 'A' Street frontages, and approximately 60% adherence to the build-to line achieved on 'B' Street frontages;

4.2.3 Minimum setback from the property line should be reduced to 3.0 metres in Lakeview Square;

4.2.4 Consider providing a change in materials, textures, patterns, colours, placement of bay windows, windows and balconies, and architectural details on building frontages to provide a higher level of details and create a sense of smaller scale buildings;

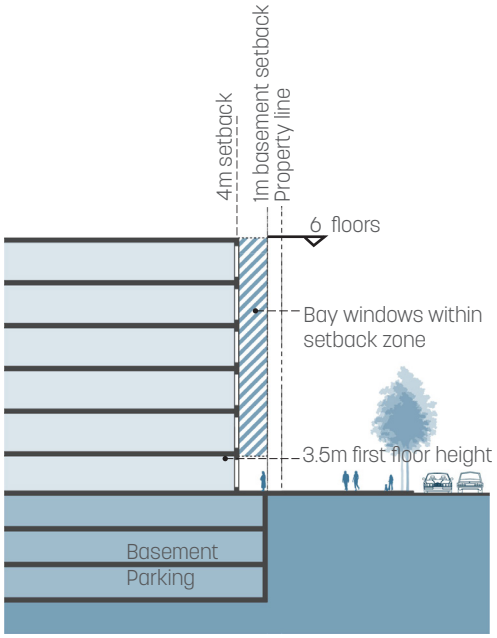


Figure 24: Typical Mid-Rise Condition

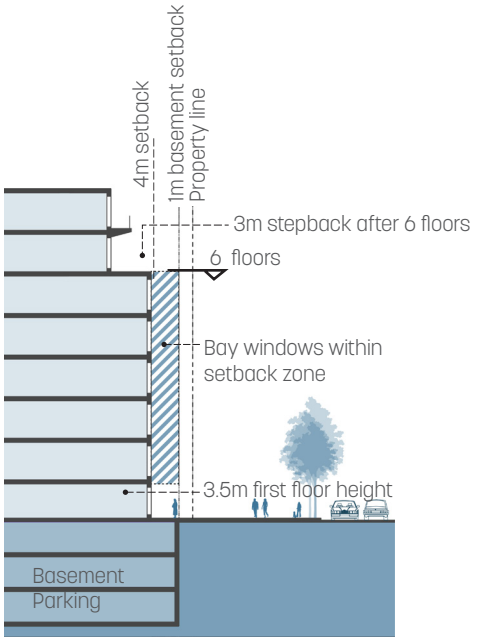


Figure 25: Typical Mid-Rise Condition with Step Back









4.2.5 Design of street walls in mid-rise buildings should consider:

- Base: to define the at-grade level;
- Middle: to define the upper storeys; and
- Top: to express the termination of the streetwall at the step-back or roof line, parapet, related floor juncture or storey, in a way that articulates the expression and character of the building;
- Elements that may accentuate floor and/or ceiling junctures and transitions between subsequent storeys. These may include horizontal expression lines, such as belt-courses, cornices, banding(s) or architectural treatments integrated into the streetwall expression;

4.2.6 Establishment of a rhythm, with frequency and articulation, across the streetwall by deploying elements that are vertically oriented and scaled to the pedestrian to include:

- Fenestration, including vision glazing, apertures, bow, bay, storefronts, dormer and monitor-style windows;
- Recesses, reveals, expression lines or other architectural treatments to create interest for the pedestrian and which serve to break up elongated facades;

4.2.7 Consider the proportion of glazing to solid wall materials in the design of facades in order to achieve a higher level of visual interest;

4.2.8 Consider designing corner lot buildings with special massing and architectural treatments on both streets to give prominence along the frontages and visually distinguish these sites and their corner

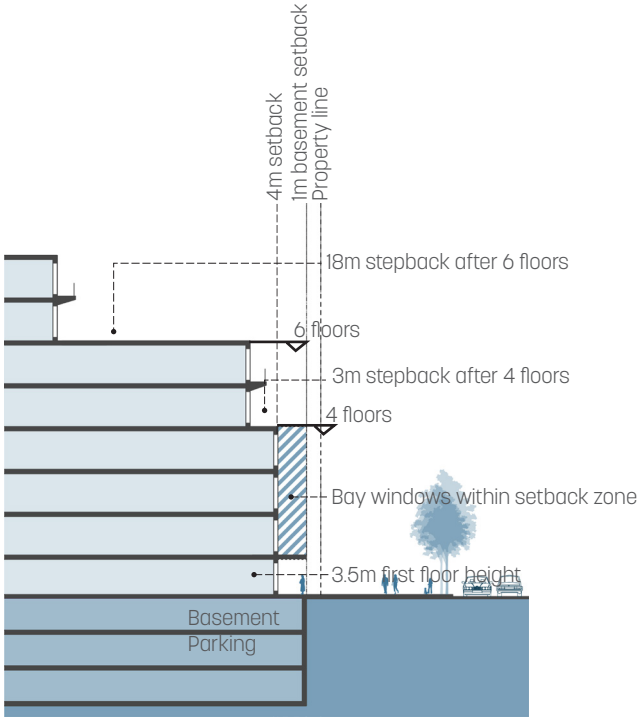
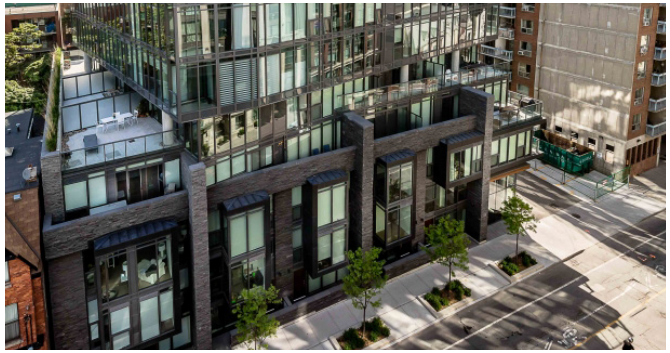


Figure 26: Mid-Rise Condition facing Street 'D'









conditions;

4.2.9 Express principal building entrances with a height, proportion and level of articulation that is compatible with the ground floor storey height, so that entrances are visible and serve as focal points for orientation and access from the street;

4.2.10 Incorporate upgraded doors for entrances, including egress and fire exit doors fronting onto streets;

4.2.11 Design balconies to be architecturally integrated into the design of the building façade incorporating high quality materials, balustrades and railings;

4.2.12 Consider partially screening balconies to provide some privacy for users, and so that materials that are stored on them are not excessively visible from the public realm;

4.2.13 Integrate, conceal and screen roof top equipment into the complete building design;

4.2.14 Consider constructing building exteriors from enduring, materials such as clay brick, stone, metal, glass and wood in order to create durable buildings;

4.2.15 Consider using building materials that are energy efficient and/or those that have been reused or recycled (Please consult the City of Mississauga's Green Development Standards for sustainable approaches and further direction);

4.2.16 Integrate building signage with the development as sign-bands or fascia signs, and as an extension of the building's architectural expression (Except for wayfinding signage and commemorative plaques, and/or by special consideration, pylon and stand-alone signs are not permitted in Lakeview);

4.2.17 Establish a maximum height of 8 storeys for mid-rise elements;

Mid-Rise Height and Massing

The design of mid-rise elements, whether perimeter-block or free-standing buildings, requires careful consideration in terms of their role as the primary defining elements in containment of the street, and the achievement of pedestrian scale qualities. Mid-rise elements will need to consider appropriate heights in relation to the street right-of-way, streetwalls, and step-backs at the upper storeys, including ways in which sunlight can reach sidewalks, mid-block walkways, and block interiors to support a light- filled, vibrant public realm.

The following guidance applies:

4.2.18 Establish a 3 storey minimum height for mid-rise elements;

4.2.19 To support a pedestrian scale and contain the street, mid-rise elements should incorporate a street wall placed at the build-to line, having 3 to 6 storeys prior to step-back in height. For buildings that have an edge facing Lakefront Park, the step back should occur along that edge, at a suggested maximum of 4 storeys prior to step-back;

4.2.20 Mid-rise elements shall mitigate the perception of height and create a comfortable scale for pedestrians, through strategies such as incorporating step-backs at the upper storeys. Step-backs at the sixth storey or lower shall generally be a minimum of 3.0 metres; Balconies shall not project more than 1.5m into the step-back zone, and shall be of light materials so as to not dilute the visual intent of the step-back;

4.2.21 Mid-rise elements shall maximize sunlight on the public realm in accordance with the parameters set out in the City of Mississauga's Standards for Shadow Studies; and mitigate the effects of wind on the pedestrian environment in accordance with the parameters set out in the Pedestrian Wind Comfort and Safety Studies;

4.2.22 Taller (mid-high-rise or high-rise) elements shall be stepped back from the mid-rise perimeter-block element below, with stepping back occurring above the top tier of the perimeter-block edge, in order to establish a clear definition between the mid-rise perimeter-block and taller elements (Note: There may be instances where it is architecturally advantageous to have the taller elements be coplanar or even project in front of the mid-rise perimeter-block elements)architectural merit and sun penetration; these should be studied and presented for review on a case-by-case basis);

4.2.23 Mid-rise buildings abutting or facing onto parks and open spaces, with or without mid-high-rise and high-rise elements above, should maximize opportunities for sunlight exposure in accordance with the City of Mississauga's Standards for Shadow Studies;

4.2.24 The streetwall facing on to the Lakefront Park should be 4 storeys before step-back per the

endorsed Development Master Plan. A 45-degree angular plane set at the property line at the height of the top of the 4th floor parapet, for the first half of the block back from the build-to-line facing the Lakefront Park.

4.2.25 When tall residential building proposals are phased, ensure that party walls of mid-rise elements below these taller elements are architecturally treated and enhanced to address interim conditions.

Double or Triple floor Dwelling Units At Grade

4.2.26 Ground floor residential units with entries from the sidewalk, at grade, should be considered for street frontages and along mid-block connections, including along 'A' Streets, to create an active residential frontage and vibrant urban condition, which can be a part of the essential character of 'A' Streets in Lakeview Village. If implemented, these "front doors" should have the look and feel of inset or projected townhome entries with associated entry steps, sidelight windows, front door, plantings, etc.

4.2.27 Street frontage in front of residential units at-grade shall protect the privacy of residents and create a clear definition between public and private realm, through strategies such as providing a sufficient setback (approximately 4.0 metres) to accommodate a buffer. A landscape buffer should provide sufficient space (approximately 2.0 metres) to sustain the growth of small trees, shrubs and other plant materials with substantial height and foliage volume, so the plants collectively can function as a proper landscape screen, contribute to a greener image of Lakeview Village, and a better pedestrian experience;

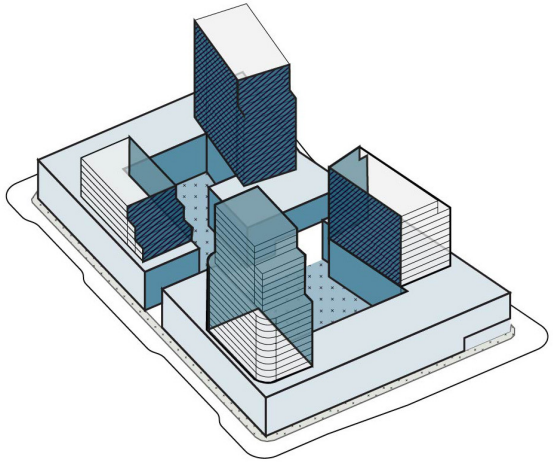
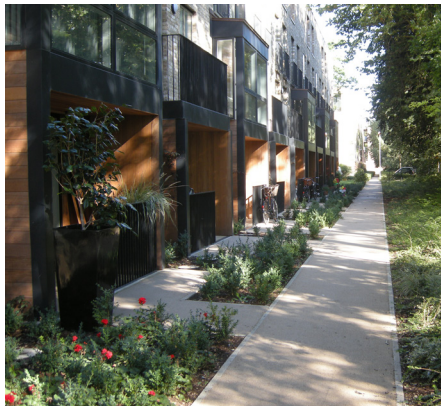


Figure 28: Dwelling Units at Grade in Mid-Rise Elements, Facing Interior Courtyard











4.2.28 Raised planters may be used to provide sufficient soil volume, and may be built and/or clad with similar materials as the building. Raised planters may be utilized as part of the overall architecture, running along the front of a building. If utilized, such planters should not interfere with public passage or overall barrier-free access to front doors of buildings;

4.2.29 Patios should ideally be provided only when associated with an entry area for a front door to the street of an embedded townhome or duplex unit. If provided, these should be at the same level with unit entrance for ease of use, but should be elevated moderately above the grade at public sidewalks to clearly define the public and private realm. Patios should ideally only be incorporated as part of units that have front-door entries from the street, as part of an entry-patio ensemble. Entries and patios may be recessed back from the street wall to create more space and accentuate sense of entry to units.

4.2.30 The residential units should be setback minimum of approximately 4.0 metres from street lot lines to accommodate the Landscape Buffer, with additional indentation at first floor level to accommodate townhome/duplex entries and their associated patios;

4.2.31 If patios are implemented, privacy screens can be provided between units, but should not be more than 1.8 metres in height and should be built with materials that echo the building's exterior materials (pressure-treated wood should not be utilized);

4.2.32 The ground floor should be raised above the

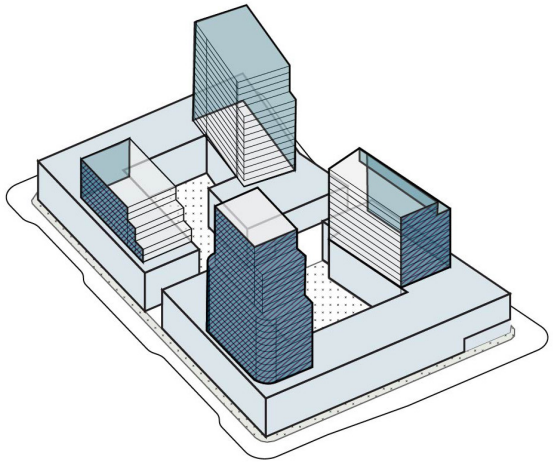


Figure 29: Dwelling Units at Grade in Mid-Rise Elements, Facing the Street



sidewalk level, subject to requirements for building entry, average grade, etc.;

Mid-Rise Single Floor Dwelling Units At Grade

4.2.33 Single floor residential units should generally not be located along 'A' Streets, and when present shall be designed to provide resident privacy and contribute to an active street frontage;

4.2.34 To protect the privacy of residential units at grade, especially their bedrooms, consider providing a landscape buffer along the street frontage with a mix of plant materials to screen the views from public sidewalks and clearly define the public and private realm;

4.2.35 Single floor units at grade may incorporate a street-facing patio on 'B' Streets, and should ideally not incorporate a full townhome/duplex-type entry;

4.2.36 Raised planters can be used to provide sufficient soil volume to sustain more substantial shrubs and other plants, rather than merely cover the ground;

4.2.37 Consider making the open spaces within the setbacks accessible for active uses. A no-man's dead space along street frontage shall be avoided.

Mid-Rise Dwelling Units At Grade Along A Public Park

4.2.38 A landscape buffer should be provided along the public park to create a landscaped zone, clear definition for public and private realm, and accommodate drainage and grading;

4.2.39 Walkways that provide access to the ground floor units should be within privately-owned lands, and should not encroach onto public lands;

4.2.40 Patios facing onto the public park may be permitted, to provide more 'eyes on the park' and create a more engaging edge condition, subject to safety and privacy considerations of residential units located in these locations;

4.2.41 Residential units along a public park shall provide a sufficient setback to accommodate features such as a landscape buffer (approximately 5.75 metres) if there is a walkway;

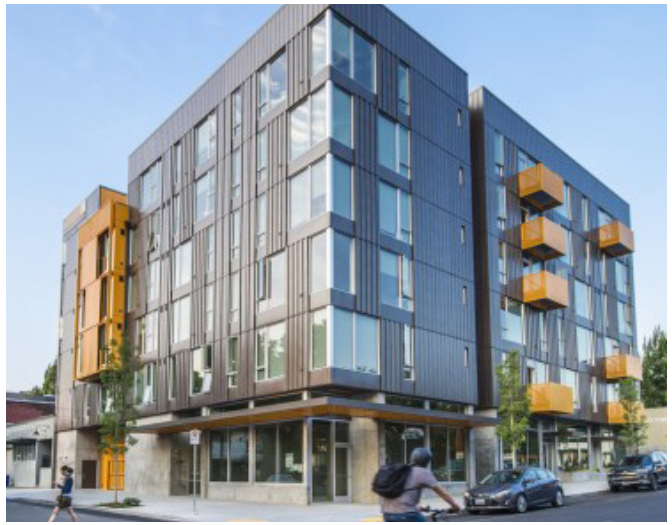
4.2.42 Walkways along the lot lines with doorway connections to ground floor units should be setback from the units to protect their privacy (approximately 3.0 metres);

4.3 Mid-Rise Perimeter-Block Elements

The predominant building typology within Lakeview Village is mid-rise perimeter-block elements that frame the street on all sides of a block, while creating an interior garden or courtyard condition (accessible at ground-level from the exterior of the block through openings). This typology may function entirely as a semi-continuous mid-rise element, or may have mid-high-rise and high-rise elements situated atop of it at various locations. Townhomes may be embedded in the ground-level







of these blocks, and smaller free-standing mid-rise or townhome buildings may be located within the interior garden/courtyard spaces.

The design of perimeter-block mid-rise elements requires careful consideration due to the fact that they will in many cases form the full exterior expression of a particular block, as well as provide containment of the inner-block open space. As such, careful consideration must be paid to walk-through openings in perimeter-blocks, and to articulationof these facades (insets, bump-outs, bay windows, balconies, etc.)

4.3.1 The maximum continuous length of mid-rise perimeter-block building unbroken by an open-to-sky or portal opening should generally be 70.0 metres or less, where feasible.

4.4 Non-Perimeter-Block (Freestanding) Mid-Rise Elements Massing and Articulation

Guidance for massing and articulation for freestanding mid-rise buildings is similar to that of Mid-Rise Perimeter-Block Elements. Given, however, the tendency for free-standing buildings to function as visual objects in the landscape to a greater extent that perimeter-block elements, care should to be taken with consideration of the relationship (proportion, materiality, fenestration, etc.) of long walls to shorter end-walls.

Taller Elements Design Guidelines

5.1 Section Overview

5.2 Taller Elements: General

5.3 Taller Elements Massing, Articulation and Building Facade Treatments

5.4 Site Orientation

5.5 Key Landmark Locations and View Corridor Anchor Elements

5.6 Overall Block Strategies and Synthesis

5.7 Non-Traditional/Non-Conventional Building Types

5.1
Section Overview

Mid-rise buildings provide the greatest amount of definition of the character of Lakeview Village to a person at street-level, in keeping with the community's intended character as a "predominantly mid-rise community." Taller building elements provide variety, increase the number of dwelling units (and hence enhance the sense of an urban community and the number of people located close to transit), and function as "punctuation marks" at the terminus points of key view corridors.

Given their visual prominence and potential impacts (sun, wind, views, etc.), tall residential buildings are accompanied by civic obligations and responsibilities. Spatially, they articulate the City pattern and urban structure, while visually reinforcing the importance of Lakeview Village, and defining the skyline of the City along Lake Ontario.

Tall residential buildings' location, orientation, relationship to the street, height ranges, built qualities, architectural treatment, and their ability to enhance the pedestrian environment by minimizing shadowing and unfavorable wind conditions of the public realm, should be carefully considered. These buildings should be designed in ways that protect important views, minimize impacts on natural resources, and that accommodate a range of uses, in addition to being a support for transit viability.

Tall residential buildings should also ensure that fundamental quality of life aspects are supported, such as access to sunlight, sky views and privacy for those that live, work and visit Lakeview Village.

5.2
Taller Elements - General

5.2.1 Residential Tower Floor Plates shall be designed to achieve proportionately slender tower profiles based on their heights. "Tower Floor Plate" refers to the average floor area of all storeys within that portion of a building or structure or part thereof located above the podium, measured to the exterior walls of each storey of a building or structure. Tower Floor Plates should generally follow the following maximum areas, with exceptions that can be made based on architectural form:

- 0 - 30 Storeys = Up to 750 m2 (Tower Floor Plate)
- 31 - 49 Storeys = Up to 800 m2 (Tower Floor Plate)
- 50 Storeys and over = Up to 850 m2 (Tower Floor Plate)

5.2.2 Taller elements shall be separated to provide sky views, natural daylighting, adequate privacy, and to minimize wind conditions and cumulative shadow on the streets, parks, and open spaces (approximately 30.0 metres between portions of towers above the 6th storey).

5.3
Taller Elements Massing, Articulation and Building Facade Treatments

Taller (mid-high-rise and high-rise) residential buildings in Lakeview should generally be designed to consist of three constituent parts (though these Guidelines recognize that certain innovative buildings defy easy categorization, and the Guidelines therefore are intended to accommodate







variety and innovation):

Base

In general, taller residential buildings within Lakeview Village will have a relationship with a "podium" base that is formed by a mid-rise perimeter-block building. In these cases, the base of the taller element is described by the mid-rise building Guidelines. In some instances, however, it may be beneficial to accommodate either free-standing taller buildings, or taller buildings that partially overlap their mid-rise bases, and are hence expressed partially at ground-level. In these instances, taller residential buildings (mid-high-rise and high-rise) that express themselves at ground level should consider:

5.3.1 Having a ground-level that is distinct from the middle section (outset or inset), with a greater amount of glazing. Approximate ground-level height (floor-to-floor) at these conditions should be 4.5 metres. Consideration should be given to creating a double height ground floor condition containing duplex units where appropriate and feasible;

5.3.2 Having no direct-to-exterior unit front doors in the faces of the building. That is, the building's front door (and required services and emergency entries/exits) should ideally be the only entries to the building;

5.3.3 Having no semi-private or private patios for ground-level units at the base of the building;

5.3.4 Having overhangs and/or canopies over entries to protect users from wind downdrafts. The sizing, structural design, and other considerations of

Figure 30: Typical Building Elements

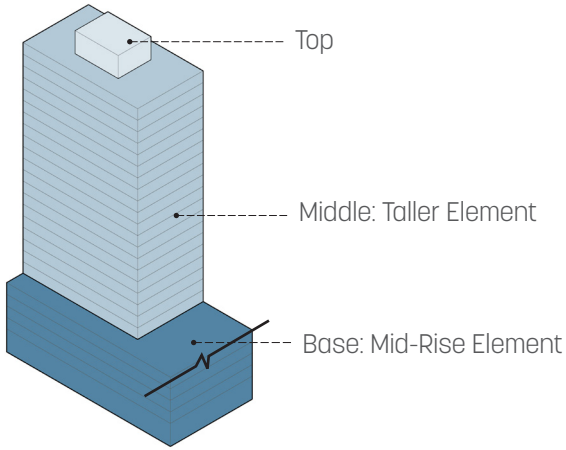
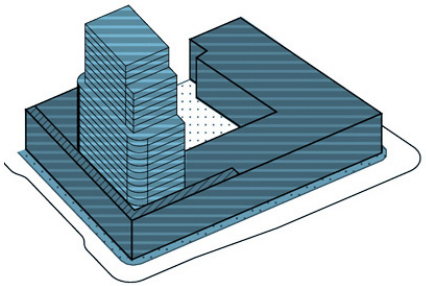
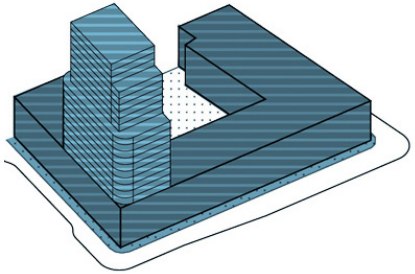


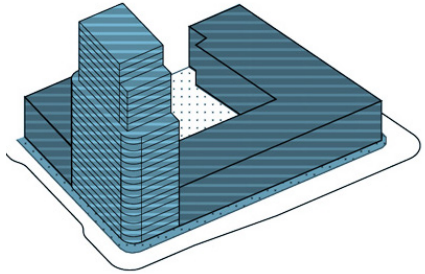
Figure 31: Possible Relationships Between the Taller Elements Middle and Base



ON MID-RISE PERIMETER BLOCK ELEMENT WITH STEP BACK



ON MID-RISE PERIMETER BLOCK ELEMENT WITHOUT STEP BACK



EXPRESSED FROM GROUND LEVEL UPWARDS







these elements should result from quantifiable wind studies conducted using the as-designed elements;

5.3.5 Having the exposed at-grade portion of the taller building element, when deployed at corner locations, create a highly animated and active condition, potentially with entrances in these locations, in order to positively reinforce and celebrate the corner;

Middle

The floor plate size and shape of the middle portions of conventional taller elements should be designed with appropriate dimensions for the site; the middle shaft should be located and oriented on the site and in relationship to the "podium" and adjacent buildings.

Compact slim towers and small floor plates minimize shadowing; maximize separation, and views between buildings. They also improve privacy and reduce overlook impacts on adjacent streets, parks, open spaces and properties. Consider designing and articulating of the floor plates to break down the mass of the building and to create 'street interest' and enhance skyline character;

Top

Taller elements contribute to the image of Lakeview Village. Consider designing the tops of the tallest elements as distinctive elements against the skyline, when seen from the street, from a distance, or from Lake Ontario. Moreover, a well-designed roofline creates opportunities for views to distinctive landmarks, including orientation and wayfinding.

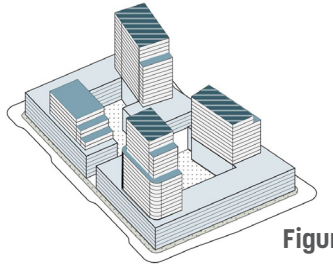


Figure 32: Taller Elements - Top

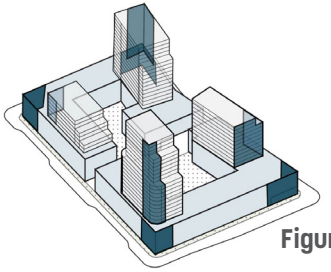
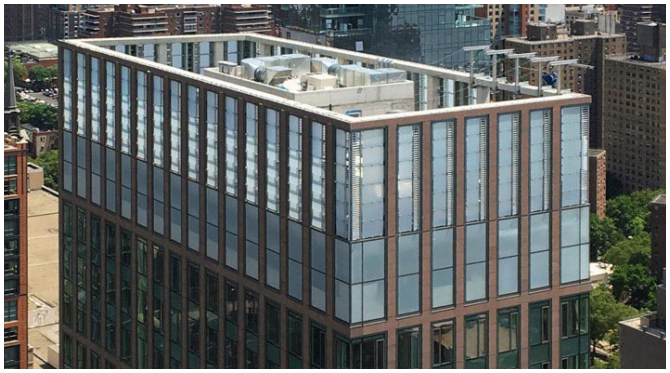
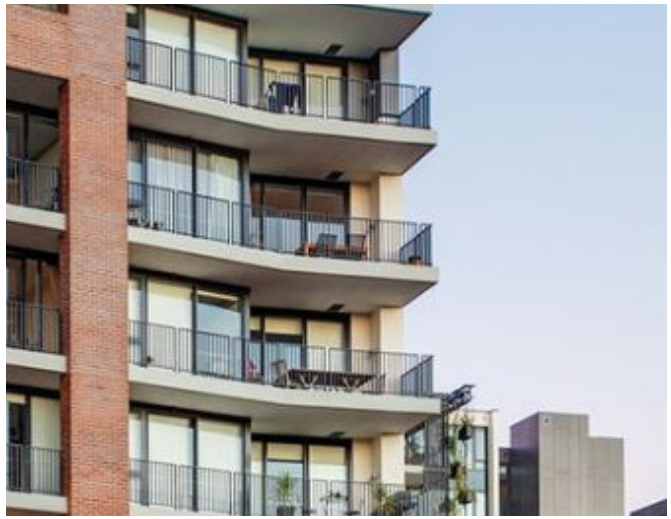


Figure 33: Taller Elements - Corners











5.3.6 Consider designing the uppermost floors of the tops of tall buildings to achieve a sculptural or distinctive profile;

5.3.7 Design the tops of tall buildings to integrate and screen the mechanical penthouse function and other roof top units into the complete building design;

5.3.8 Use materials, finishes and patterns that are consistent with the overall building design and architectural expression;

5.3.9 Potentially incorporate ways in which the roof top expression can be subtlety illuminated and enhanced with architectural lighting effects during evening hours.

Taller Elements without Mediating Base

5.3.10 Other than guidance for differentiation of ground-level articulation of taller elements, it shall not be a specific requirement for taller elements that are expressed at ground-level to have a defined, conventional "base" or "podium" that is distinguished in material, character or form from the middle and upper portions of the building, other than that the pedestrian scale shall be strongly considered.

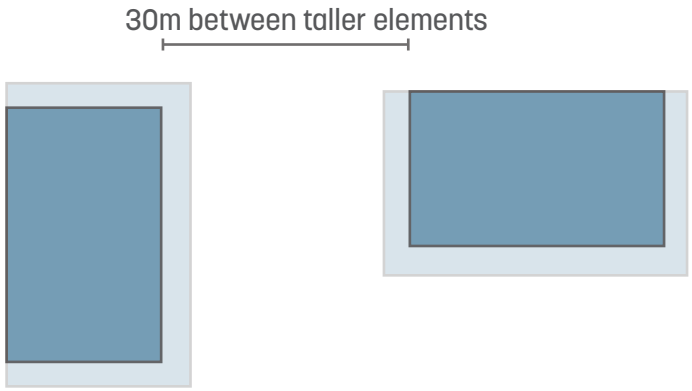


Figure 34: Taller Elements General Guidelines

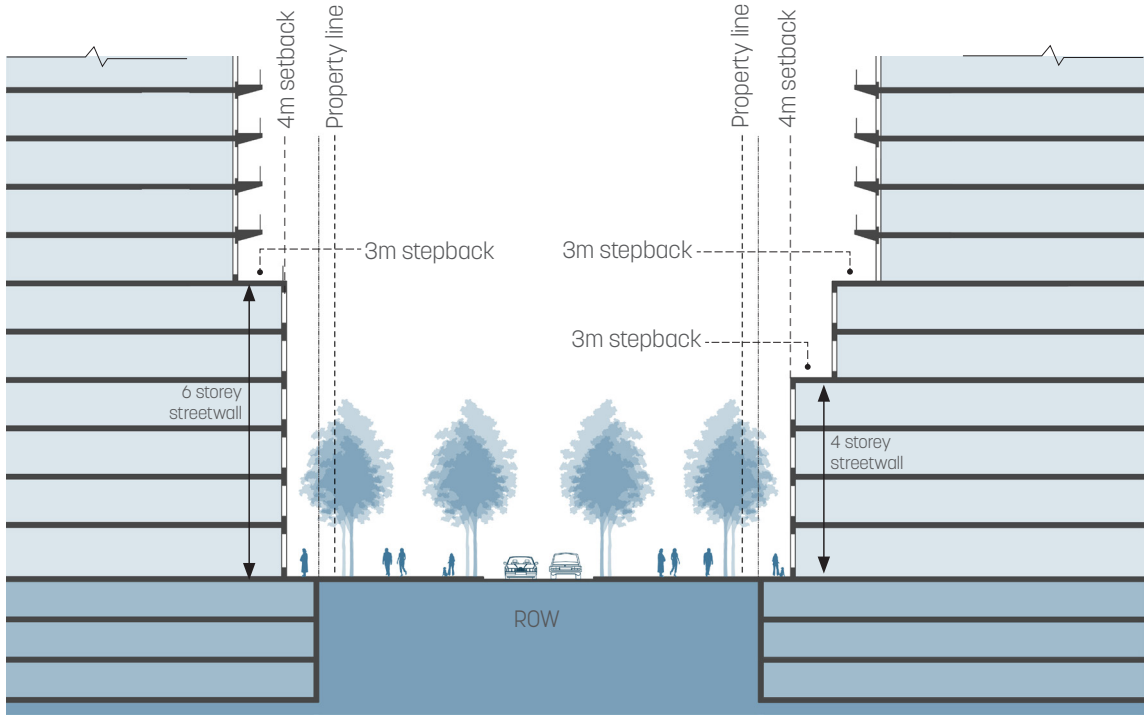
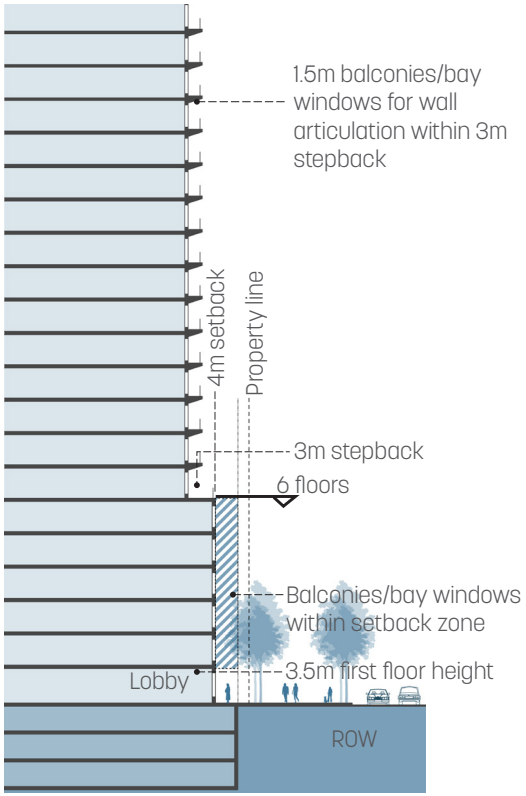
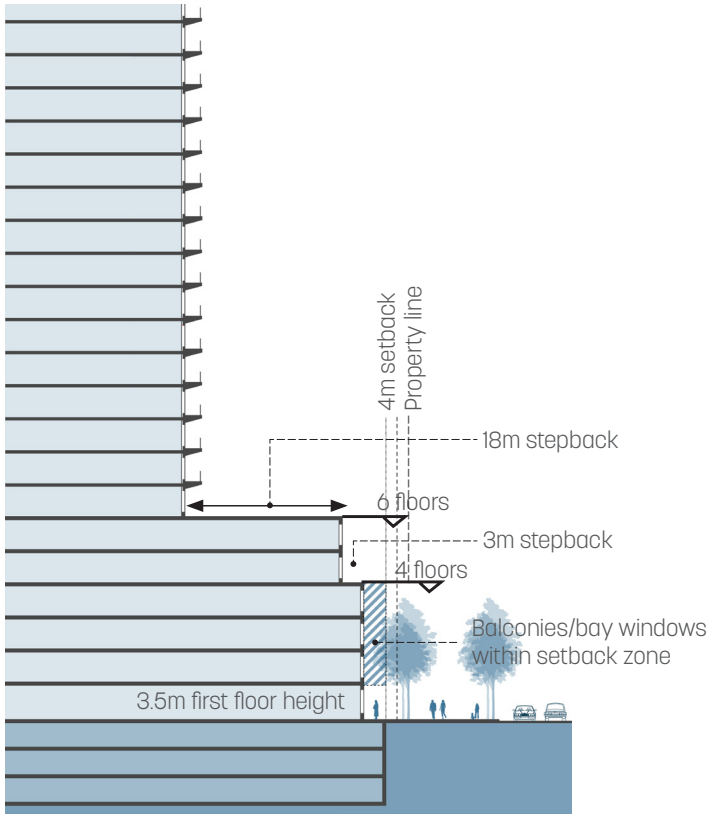


Figure 35: Prototypical Section of Two Taller Elements Across a ROW

Figure 36: Varying Taller Element Conditions by Block Type



TALLER ELEMENT CONDITION FOR TYPICAL BLOCK



TALLER ELEMENT CONDITION FACING STREET 'D' (WATERFRONT STREET)





5.4
Site Orientation

Taller built elements should be located on their sites to minimize shadow impacts on adjacent buildings, streets, and open spaces.

Sun and Shadow

5.4.1 Taller elements should be located on the north-west and south-west sides of a block or development site so that shadows fall primarily within the block itself rather than on the street;

5.4.2 Elongated floor plates should be oriented in a manner which minimizes shadow impacts; this should be demonstrated in accordance with any sun/shadow studies that are required by the City;

5.4.3 Adjacent to a park, taller elements should be located to minimize negative impacts on the park;

Lake Views

Lake views are extremely important within Lakeview Village, being the name-giving element of the project. There is a broad opportunity to afford such views to a wide spectrum of dwelling units. Taller elements should be positioned on each parcel with the objective of enabling neighboring blocks to equally capitalize on views.

Open Space Views

Lakeview Village equally has a tremendous amount of open space, with attendant opportunities for open space views throughout the community. These are beneficial in themselves, for the residents of dwelling units, but are equally important for the safety of users within the open spaces ("Eyes on the park"). Buildings should take advantage of the opportunities afforded by open space views without being arrayed in ways that diminish the user experience within the open spaces.

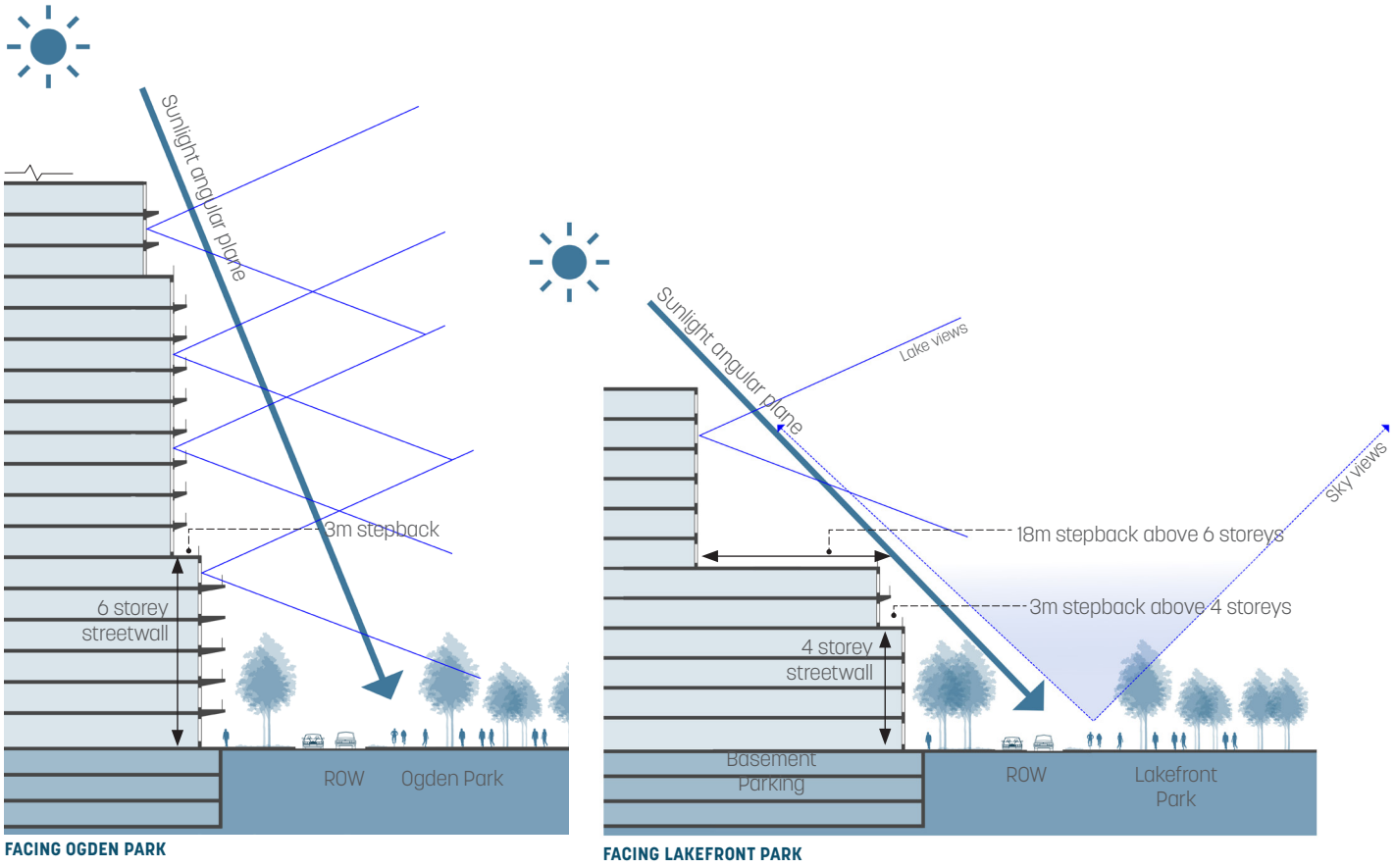


Figure 37: Site Orientation Factors Facing Key Open Spaces

5.5
Key Landmark Locations and View Corridor Anchor Elements

There are several important opportunities within Lakeview Village for landmark building elements to provide signature moments, and to enhance the presence of Lakeview within Mississauga and the surrounding community. Exceptional architecture should be implemented at such locations.

The Marina District (Blocks 10-13) and the eastern terminus of Waterway Common (Block 16) are subject to architectural competition. Details about the process, rules, and jury will be determined at a later date.

Western Gateway at Lakefront Promenade

The building occupying Block 6 should be of high architectural merit, given its prominence at the western roundabout entry to Lakeview Village. This building is an opportunity to establish the community's identity at this western edge, and additionally has access to sweeping views of Lake Ontario and the Lakefront Promenade Park.

Marina District

The Marina District (Blocks 10 through 12) has, from the earliest days of the conception of the project, been seen as the "punctuation mark" on Lakeview Village. As a result of this, it is the zone of greatest height. This height calls for a responsible approach

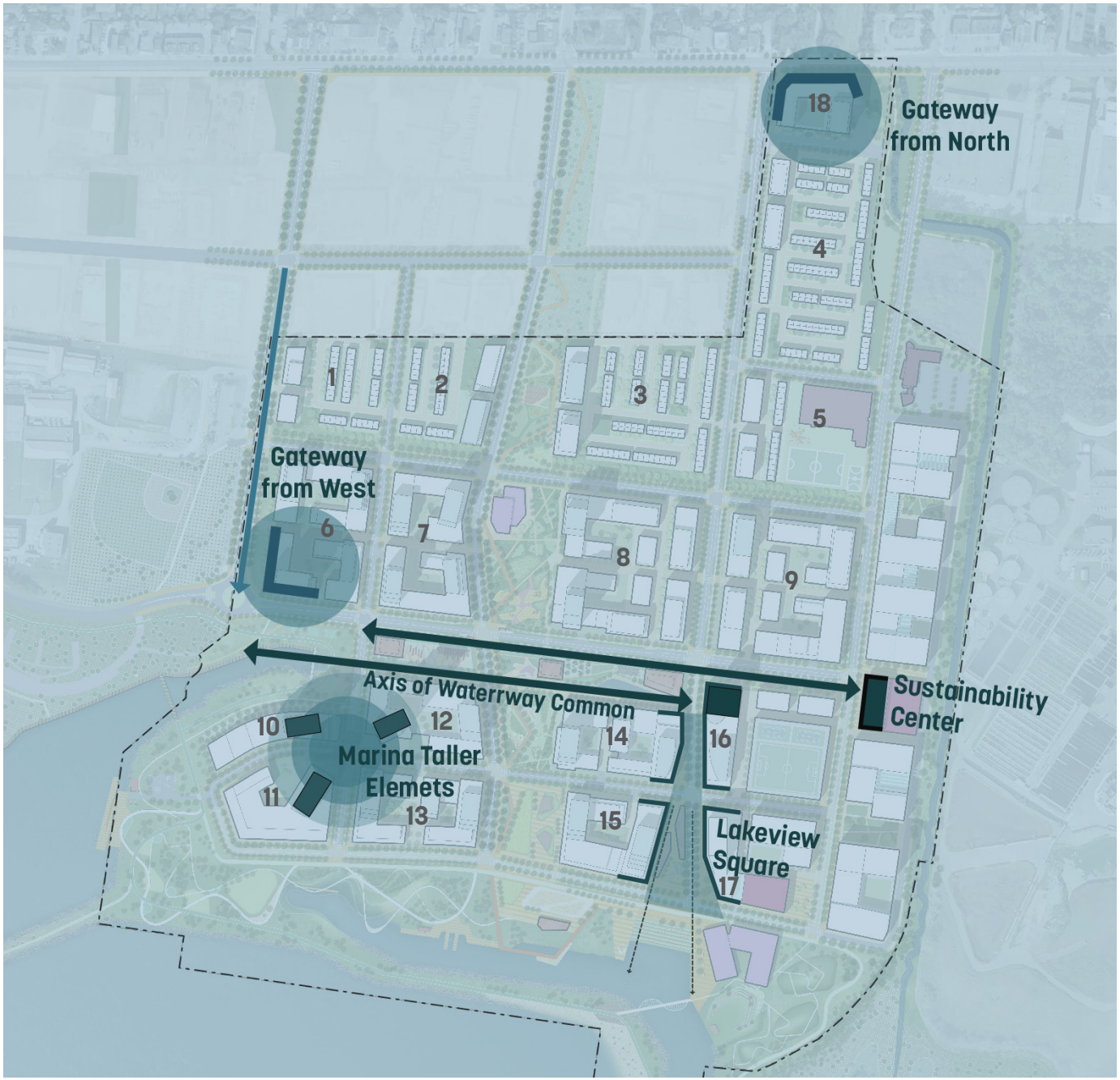


Figure 38: Key Landmark Locations

to building placement, ensuring that views for blocks "behind" the Marina District will have view access, and also ensuring a high-degree of architectural excellence for the Marina District buildings.

Eastern Terminus of Waterway Common

Due to the fact that the western end of Waterway Common is open to the public lands beyond, the eastern terminus takes on great significance as the anchor of this extended arrangement of open spaces. There are two ways in which the eastern end of Waterway Common functions:

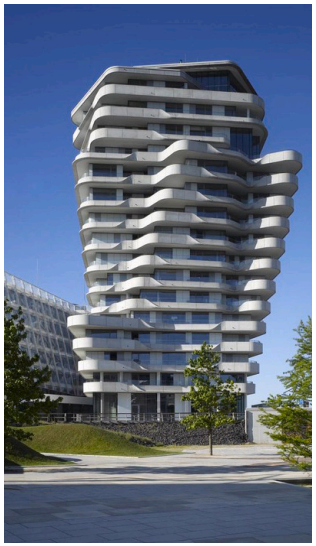
Block 16, on the eastern side of Hydro Road (Street "H"), is a strong opportunity for a taller building element of architectural excellence to function as the visual anchor of the immediately-adjacent open space of Waterway Common;

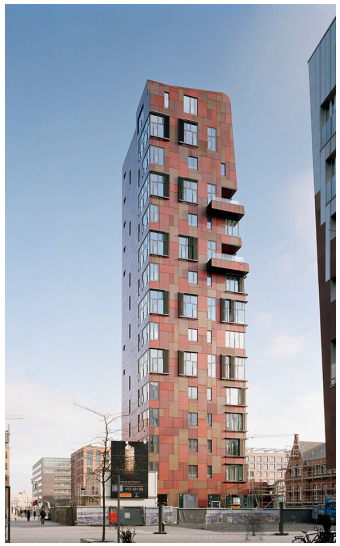
The proposed Sustainability Centre on the eastern site of New Haig Boulevard (Street "I") is another terminus, albeit further east, for the view corridor of Waterway Common. This building, while likely to not be tall, is another opportunity for anchoring the viewshed with architectural excellence.

Northern Gateway at Hydro Road and Lakeshore Road

Block 18, at the intersection of Lakeshore Road East and Hydro Road (Street "H") is perhaps the primary "front door" to Lakeview Village, given that the lands of Lakeview Village extend up to Lakeshore Road East in this location, and that the intersection is signalized. As such, the mid-rise and taller elements on this block should function as a "beacon" announcing one's arrival at the community of Lakeview Village.













5.6
Overall Block Strategies and Synthesis

5.6.1 For blocks with a mix of mid-rise and mid-high-rise/high-rise components, the following guidelines should be applied to create more a more diverse built form and human-friendly scale of architectural elements at Lakeview Village;

5.6.2 The mid-rise and high-rise elements may potentially be differentiated architecturally into distinct buildings (notwithstanding the fact that basements and mid-rise "podia" may be shared);

5.6.3 Opportunities to create these divisions at the mid-rise levels can be generated through the location of pedestrian ways to/from the interior of the blocks; utilizing these break-points to change architectural articulation;

5.6.4 For blocks with mix of mid-rise and low-rise buildings, strategies are needed to ensure that these differing elements are able to occupy the same parcel. In particular, townhomes should be protected from a sense of excessive overlook by mid-rise and taller elements, and from excessive shadowing at certain times of day.

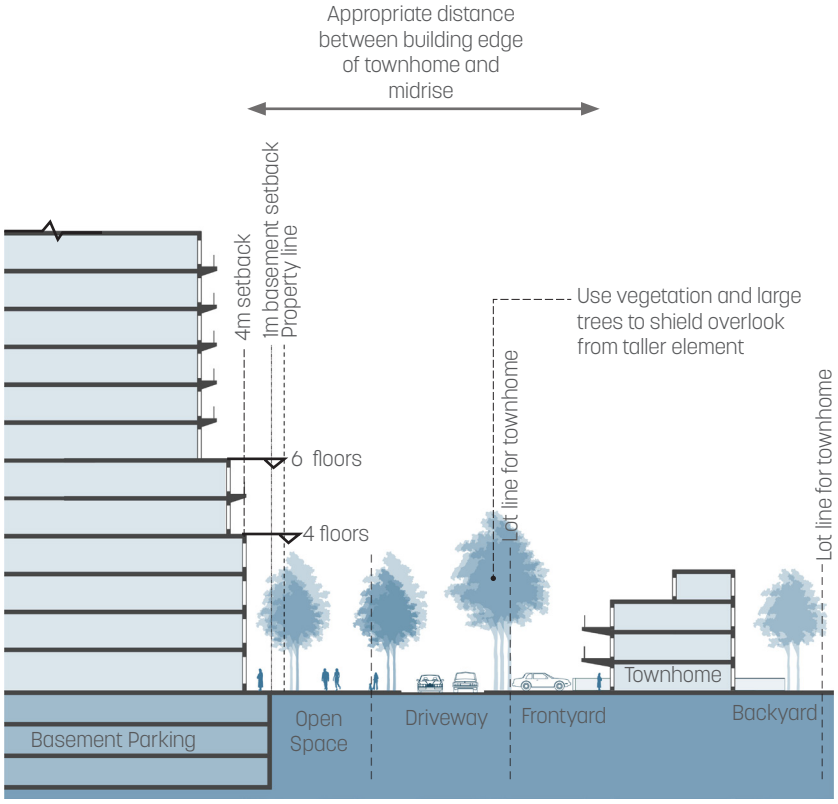


Figure 39: Relationship Between Townhomes and Mid-Rise/Taller Elements

5.7
Non-Traditional/Non-Conventional Building Elements

The Guidelines for Lakeview Village have generally been written to guide conventional design and construction within the community - blocks employing traditional perimeter mid-rise buildings (sometimes functioning as a "podium" for more vertical mid-high-rise and high-rise elements).

These Guidelines, however, recognize changing market forces, market preferences, and innovation and creativity in design. As such, these Guidelines are not construed to deter innovation on individual parcels. These strategies should generally be deemed to meet the following criteria:

5.7.1 There is no reduction of on-site open space;

5.7.2 Guidance for the number of walk-through openings per block leading from the block exterior to the interior-block open space is followed wherever feasible;

5.7.3 The guidance for breaking up of continuous lengths of street facade may be relaxed, subject to specific measures to mitigate perceptions of overall block length (indents, reveals, outward-projection, etc.);

5.7.4 Street-walls of excessive height are should not be created;

5.7.5 Sun penetration to interior open space should be demonstrated to be generally similar to that of conventional mid-rise "podium" with "tower" types;

5.7.6 Views from adjacent parcels are not excessively impacted;

5.7.7 The public realm is not overwhelmed by massing and/or height that is inconsistent with the overall objectives for the look and feel of Lakeview Village.

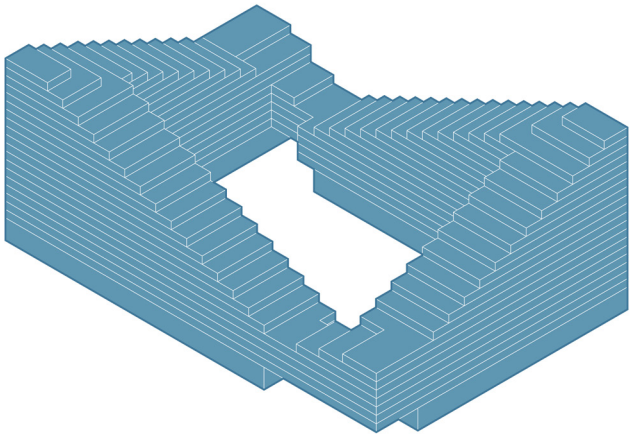
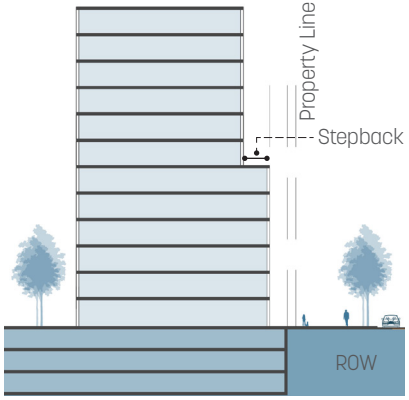
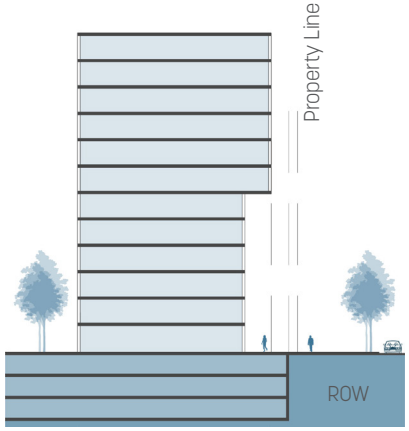


Figure 41: Sample Non-Traditional Massing Approach

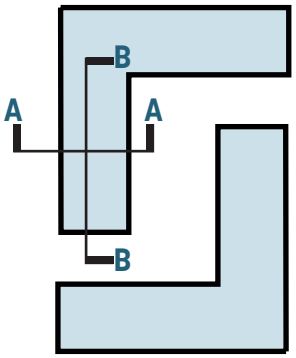
Figure 42: Sections Illustrating Non-Conventional Massing Scenarios



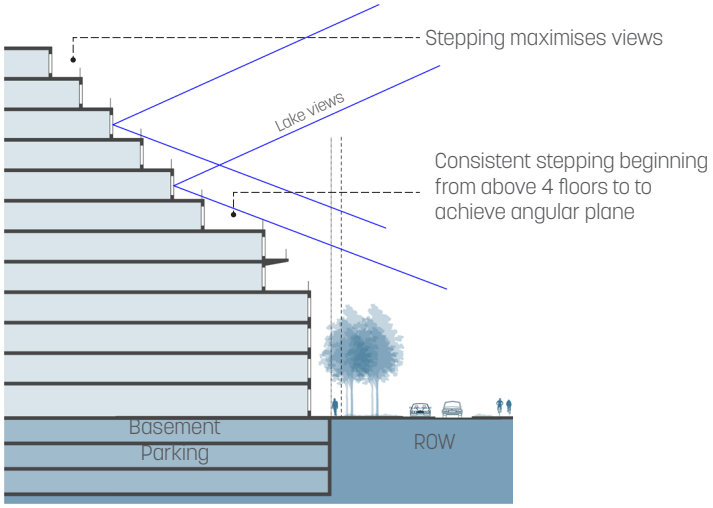
A: STEP-BACK SCENARIO



A: OVERHANG SCENARIO



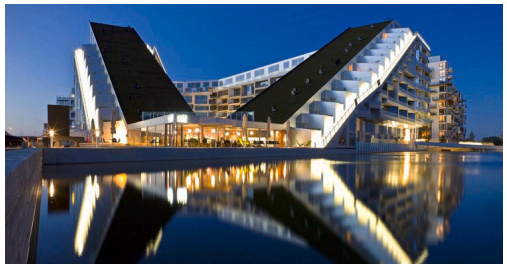
KEY PLAN



B: STEPPED PROFILE SCENARIO











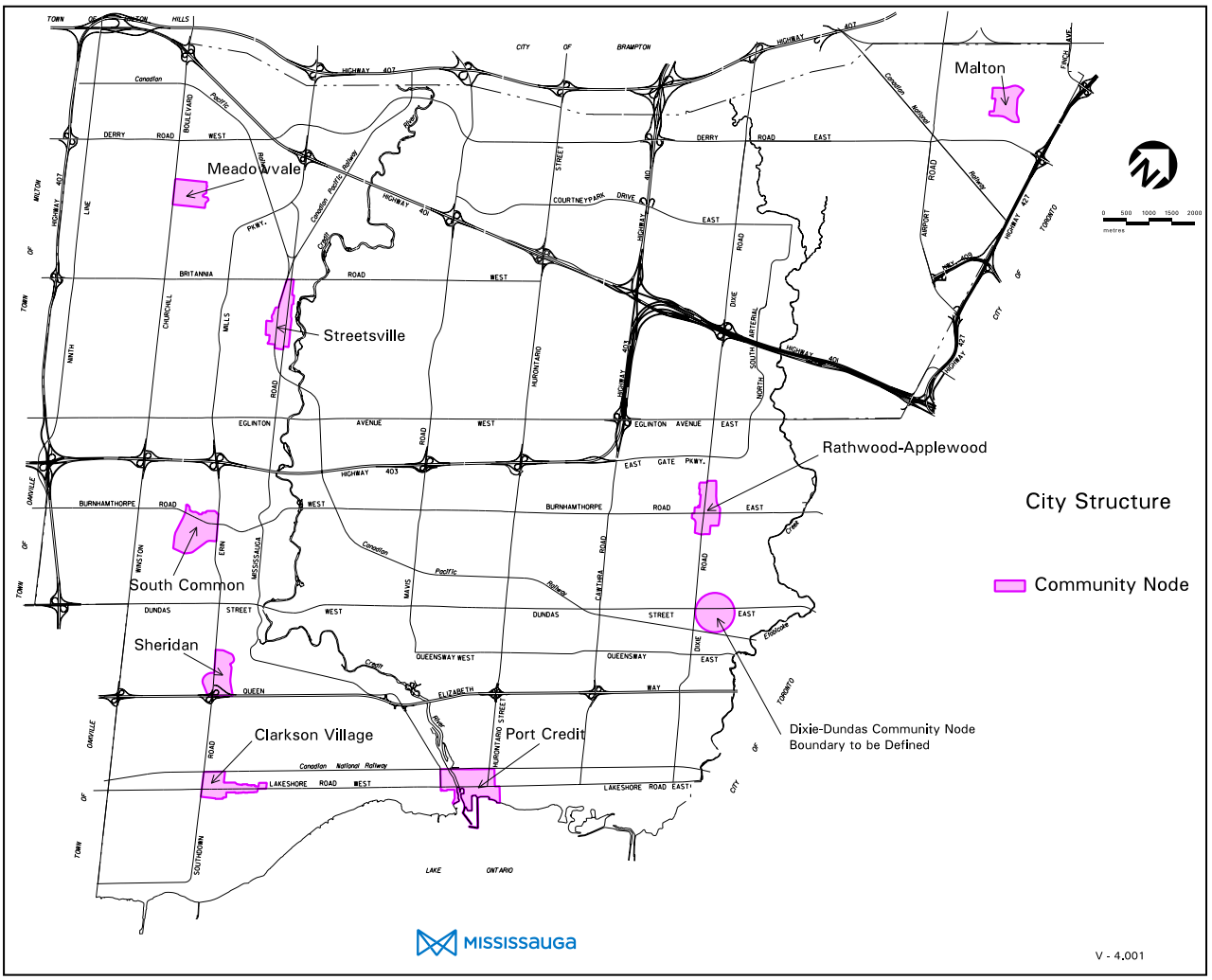
14 Community Nodes

14.1 Introduction

There are nine Community Node Character Areas in Mississauga:

- Clarkson Village;
- Dixie-Dundas;
- Malton;
- Meadowvale;
- Port Credit;
- Rathwood-Applewood;
- Sheridan;
- South Common; and
- Streetsville.

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



Map 14-1: City Structure – Community Node

14.1.1 General

14.1.1.1 Proponents of development applications within a Community Node may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio.

14.1.1.2 For lands within a Community Node a minimum building height of two storeys to a maximum building height of four storeys will apply, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.

14.1.1.3 Proposals for heights less than two storeys, more than four storeys or different than established in the Character Area policies will only be considered where it can be demonstrated to the City's satisfaction, that:

a. an appropriate transition in heights that respects the surrounding context will be achieved;

b. the development proposal enhances the existing or planned development;

c. the City Structure hierarchy is maintained; and

d. the development proposal is consistent with the policies of this Plan.

14.1.2 Residential

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

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

a. low-rise apartment dwellings.

14.1.2.3 Proposals for additional development on lands with existing apartment buildings will, as a condition of development, demonstrate the following:

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

14.1.3 Office

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

a. Post-secondary educational facilities.

14.1.4 Motor Vehicle Commercial

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

14.1.5 Business Employment

14.1.5.1 The Business Employment designation will not be permitted, except lands designated Business Employment at the time this Plan comes into effect.

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

a. adult entertainment establishment;

b. animal boarding establishment;

c. body rub establishment;

d. cardlock fuel dispensing;

e. composting facilities;

f. motor vehicle body repair facility;

g. Motor Vehicle Commercial;

h. outdoor storage and display areas related to a permitted manufacturing use;

i. transportation facilities;

j. trucking terminals;

k. self storage facilities; and

l. ***waste processing stations*** or ***waste transfer stations***.

14.1.6 Industrial

14.1.6.1 The Industrial designation will not be permitted.

14.1.7 Mall-based Community Nodes

The Malton, Meadowvale, Rathwood-Applewood, Sheridan and South Common Community Nodes were all created around an indoor shopping mall and have a concentration of retail and service commercial uses and community facilities. Community Nodes are expected to evolve and change as they intensify, however, their planned function as the focal point of commercial, community and transit uses serving the existing and planned residential and employment community within the Nodes and surrounding residential neighbourhoods, is to remain.

Many of the indoor shopping malls have undergone significant changes since they were initially built in terms of the mix of tenants, uses, physical size and layout. Common to all the shopping malls are large areas of surface parking and a variety of single storey small and large format retail stores that have developed surrounding the malls.

The mall-based Community Nodes will evolve into healthy sustainable complete communities with:

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

14.1.7.1 General

14.1.7.1.1 Community infrastructure within the Nodes should be retained and, where appropriate, enhanced to meet the needs of the existing and planned residential population of the Nodes and surrounding neighbourhoods.

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

14.1.7.1.3 Parkland should be designed and located to create a central focus for the Node. Parkland may also provide gathering spaces and linear connections throughout the Node, to existing open spaces.

commercial developments, community facilities and to surrounding neighbourhoods.

14.1.7.1.4 A minimum of one playground should be provided in a central location within the Node.

14.1.7.1.5 Privately owned publicly accessible space that enhances and connects the public open space system is encouraged.

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

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

14.1.7.1.8 A grocery store use should be maintained within the Node.

14.1.7.1.9 The requirements of these policies, including the retention and enhancement of community infrastructure, the design and redesign of new and existing roads, and the enhancement of transit infrastructure will be delivered in accordance with the applicable legislative framework.

14.1.7.2 Height and Density

14.1.7.2.1 A minimum building height of three storeys will apply for buildings with a residential component.

14.1.7.2.2 A maximum building height of 18 storeys will apply.

14.1.7.2.3 Development with heights in excess of 18 storeys may be considered through a site-specific Official Plan Amendment application, subject to demonstrating the following:

a. the overall intent, goals, objectives and policies of the Plan are achieved;

b. the type and scale of the development proposal is compatible with the immediate context and planned character of the area;

c. provision of an appropriate transition to adjacent land uses and buildings, including built form design and massing that provides for adequate sky views and limits visual impact, shadows, overlook and wind;

d. the City Structure hierarchy is maintained; and

e. the capacity, timing and delivery of engineering services, street network, community infrastructure and multi-modal transportation systems is sufficient to support the development.

14.1.7.2.4 In order to guide the form, massing and density of proposed buildings, individual properties will generally be limited to a ***floor space index (FSI)*** maximum of 3.75.

14.1.7.2.5 A gross density of between 150 and 250 residents and jobs combined per hectare measured across the Node will be achieved.

14.1.7.2.6 A combination of residential and employment uses are encouraged.

14.1.7.3 Urban Design

14.1.7.3.1 Development will provide for a range of building types and heights, including ***mid-rise buildings*** to create diversity of urban form andhousing choice.

14.1.7.3.2 Buildings will be designed and located to:

a. frame and animate streets and public spaces;

b. create a coherent built environment;

c. provide setbacks along internal roads that provide a generally consistent building edge and relate to the scale of other buildings and width of roads;

d. provide reduced building setbacks on internal roads with grade-related retail and service commercial uses, where appropriate;

e. provide significant and generally consistent setbacks along collector and arterial streets to promote landscape boulevards that enhance the pedestrian experience; and

f. create a street-wall along collector and arterial streets with appropriate openings for street-facing courtyards, where applicable, that provide usable landscape areas for residents and pedestrians

14.1.7.3.3 ***Tall buildings*** should have ***podiums*** and be located along arterial or collector roads or near transit stations.

14.1.7.3.4 In order to promote adequate natural light, sky views and privacy, the following will be required:

a. appropriate transitions between buildings, to open spaces and to adjacent neighbourhoods; and

b. a minimum separation distance of 30 metres will be provided between the tower portion of ***tall buildings*** to prevent clustering.

14.1.7.4 Residential Uses

14.1.7.4.1 Residential development permitted by any land use designation will include:

a. a minimum 10 percent of housing units that are below-market for each development application proposing more than 50 residential units within the Meadowvale, Sheridan and South Common Community Nodes. This will be comprised of units targeted for a range of middle income households.

Approximately half of these units will be larger, family-sized dwellings containing more than one bedroom. For the purposesof this section:

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

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

14.1.7.4.3 Reduced parking requirements will be considered for the below-market and affordable housing units described in policies 14.1.7.4.1 and 14.1.7.4.2 as an incentive to encourage their development.

14.1.7.4.4 The below-market housing units described in policy 14.1.7.4.1 are to be comprised of a mix of both below-market rental and below-market ownership housing when considered across the Node. Individual development applications are encouraged wherever possible to include a mix of both below-market rental and below-market ownership housing.

14.1.7.4.5 Land conveyance to a non-profit housing provider such as the Region of Peel will be considered in lieu of the direct provision of some or all of the below-market housing units described in policy 14.1.7.4.1. Land parcel size, configuration, location, estimated unit yield and adherence to all other polices of this Plan will be included in this consideration.

14.1.7.4.6 Any existing below-market rental housing units that are retained under the provisions of the City's Rental Housing Protection By-law will count towards the below-market housing unit requirements described in Policy 14.1.7.4.1.

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

14.1.7.4.8 Notwithstanding the Residential Medium Density policies of this Plan, low-rise and mid-rise apartment buildings are also permitted.

14.1.7.5 Mixed Use Designation

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

14.1.7.5.2 Retail and service commercial uses will be located to animate key streets and public spaces.

14.1.7.5.3 At least a portion of the ground floor of buildings on lands designated Mixed Use will consist of spaces that activate the public realm, such as retail and service commercial uses.

14.1.7.5.4 Official plan amendments for the re-designation of lands designated Mixed Use may be considered provided the planned function of the Mixed Use designation is maintained.

14.1.7.5.5 Redevelopment that results in a loss of retail and service commercial floor space will not be permitted unless it can be demonstrated that the non-residential planned function of the Mixed Use designation will be maintained.

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

a. the role of the Community Node in the City Structure hierarchy is maintained;

b. community facilities and gathering space functions of the floor space that would be lost, if any, are maintained or replaced with similar facilities and functions; and;

c. a significant concentration of convenient, easily accessible retail and service commercial uses that meet the needs of the local population is maintained.

14.1.7.5.7 Interim development that involves additions to or new stand-alone non-residential buildings is permitted as an interim condition. Policies 14.1.7.8.12 and 14.1.7.8.13 do not apply to such interim development.

14.1.7.6 Office Uses

14.1.7.6.1 Redevelopment that results in the loss of office space will be discouraged.

14.1.7.6.2 Office uses shall be excluded from the calculation of maximum FSI requirements without an amendment to this Plan.

14.1.7.7 Environment

14.1.7.7.1 To achieve a sustainable community and reduce reliance on fossil fuels, development will be designed to include sustainable measures such as:

a. designing and orienting buildings to be "solar ready" and to take advantage of passive heating and cooling;

b. connecting to district energy systems, where available;

c. using ***renewable energy*** sources such as solar or geothermal energy;

d. managing stormwater run-off through innovative methods including ***stormwater best management practices*** and ***green infrastructure***; and

e. installing green roofs or white roofs on new residential buildings.

14.1.7.8 Transportation

14.1.7.8.1 A well-connected road system will be required in order to encourage walking and cycling as the predominate modes of transportation within the Nodes.

14.1.7.8.2 Blocks will generally have a maximum perimeter of 520 metres. Permeability will be provided within blocks through means such as pedestrian walkways, cycling paths, parks and other publicly accessible spaces and vehicular access and servicing routes.

14.1.7.8.3 Private roads may be permitted instead of a public road to facilitate underground services such as deliveries and parking, subject to the following:

a. public easements will be required;

b. required right-of-way widths will be provided; and

c. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

14.1.7.8.4 New roads will connect and align with existing roads in surrounding neighbourhoods.

14.1.7.8.5 New roads will be designed as complete streets. Existing arterial and collector roads within and surrounding, the Node will be redesigned as complete streets, as appropriate.

14.1.7.8.6 Landscaping, street furniture and building setbacks will be used to animate roads and create a positive pedestrian, cycling and transit-oriented experience.

14.1.7.8.7 Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.

14.1.7.8.8 Pedestrian and cycling connections to transit facilities will be prioritized.

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

14.1.7.8.10 Private bicycle parking will be required and will be located throughout the Nodes and at transit facilities.

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

14.1.7.8.12 Surface parking areas will be replaced by structured parking on a phased basis as redevelopment proceeds. Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off point delivery services.

14.1.7.8.13 Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.

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

14.1.7.9 Implementation

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

a. delineation of development blocks;

b. road alignment and characteristics;

c. distribution of density;

d. building heights and massing;

e. land uses and estimated number of people and jobs;

f. phasing plans ;

g. relationship to surrounding areas;

h. servicing requirements;

i. a public realm plan, including parkland;

j. vehicular and active transportation circulation plan;

k. vehicular and bicycle parking;

l. animation at grade, particularly for retail focus areas and in proximity to transit services and along major roads;

m. environmentally sustainable measures;

n. existing and proposed transit infrastructure; and

o. pedestrian Network Plan

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

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

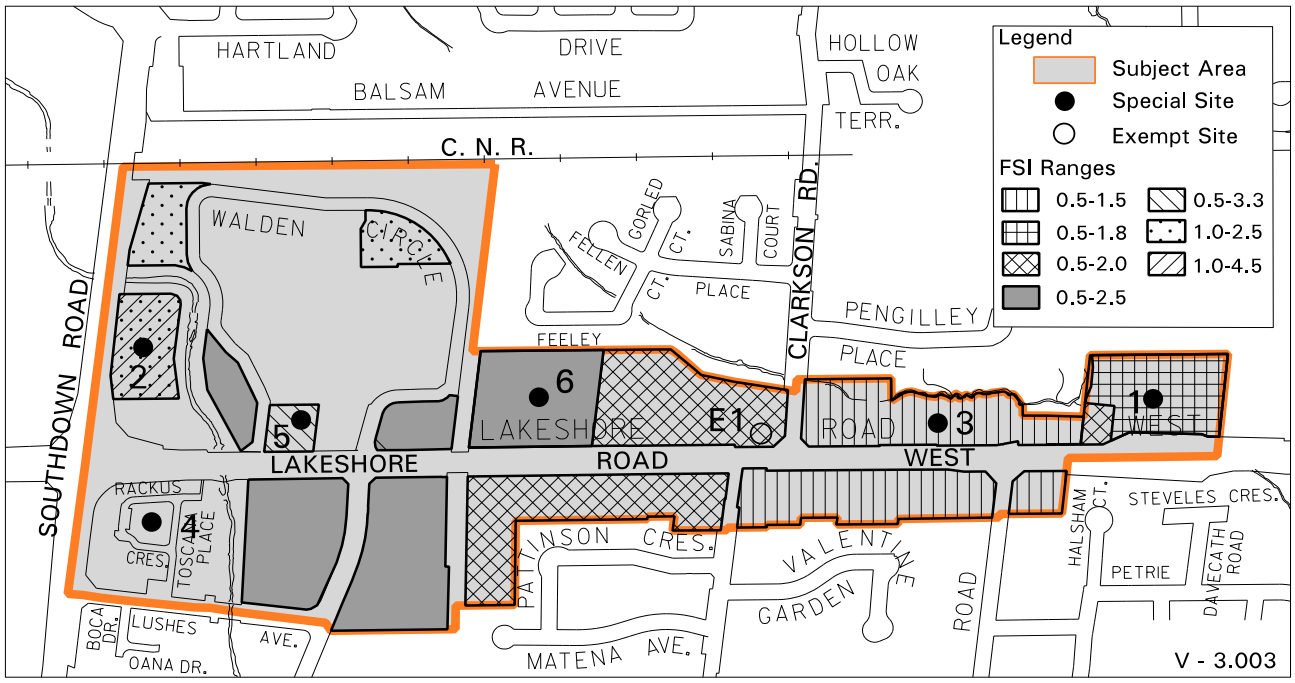
14.1.7.9.4 Where the redevelopment of retail and service commercial uses is proposed, phasing of development may be required to ensure that the planned function of the Node is maintained during redevelopment.

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

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

14.2 Clarkson Village

different areas and permitted heights within the



Map 14-2: Clarkson Village Community Node Character Area

Map 14-2: Clarkson Village Community Node Character Area

14.2.1 Urban Design Policies

Shared Community Vision and Focus

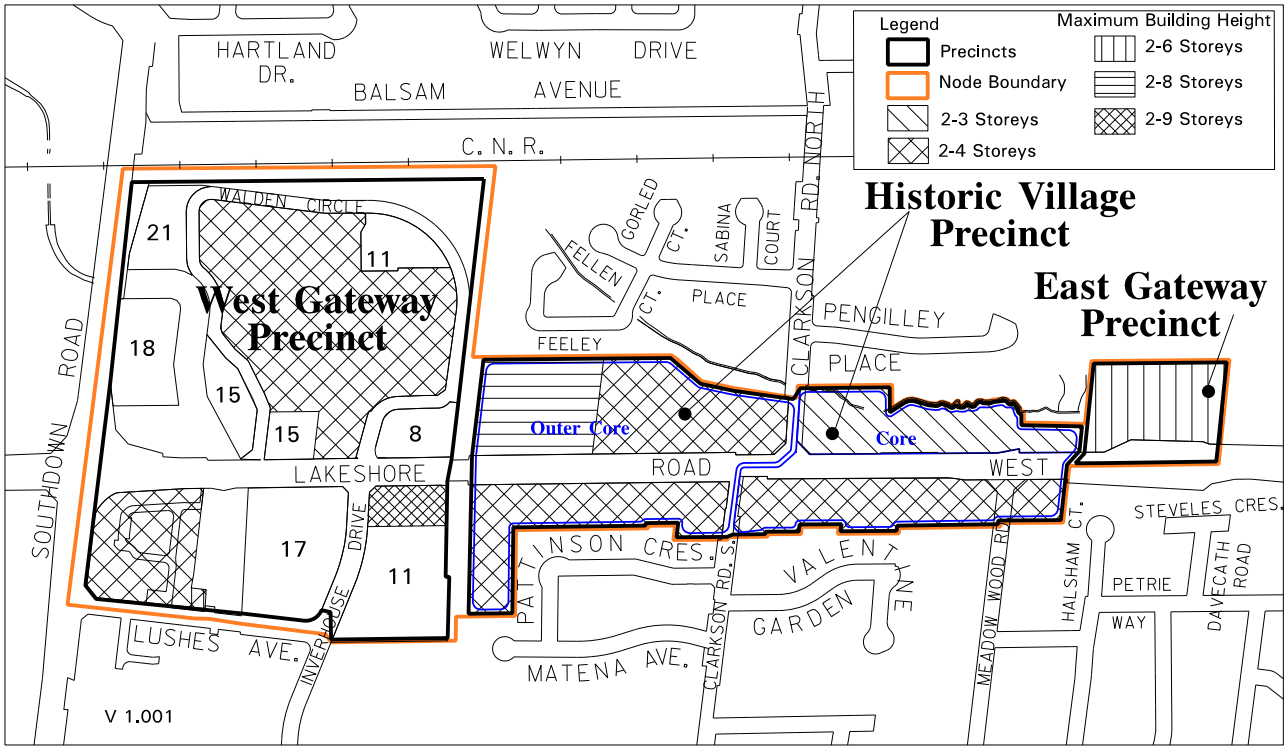
14.2.1.1 Clarkson Village Community Node is to transition into a pedestrian friendly and transit supportive community full of activity places and gathering spaces, with a mainstreet atmosphere found amidst new, contemporary, mixed use, development paying tribute to the Village's heritage and character.

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

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

14.2.1.4 Development will be compatible with and enhance the Village character as a distinct established community by integrating with and transitioning to the adjacent Clarkson-Lorne Park Neighbourhood.

14.2.1.5 Development will incorporate a high level of urban design, pedestrian amenity, landscaping and will be of a compact form to ensure a strong sense of place, a high quality ***streetscape*** and reinforce the Clarkson Village Community Node as the centre of activity for the area.



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

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

14.2.1.7 Built form will be located close to the street, with a two to three storey streetwall. Where additional height is permitted, it will be stepped back from the streetwall to minimize shadowing, maximize skyviews, maintain a desirable streetscape and ensure new development is consistent and compatible with the existing building fabric.

14.2.1.8 Where mixed use buildings are proposed, non-residential floor space will be excluded from the calculation of ***floor space index*** (***FSI).***

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

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

14.2.1.11 Mississauga will encourage on-street lay-by parking and the provision of well lit, on-site parking located at the rear of buildings with clear visibility and sight lines through to Lakeshore Road West.

Historic Village Precinct

14.2.1.12 New development will encourage a pedestrian oriented streetscape and a walkable community, preserve elements along the edge of Turtle Creek to connect to the parking areas and the shopping street and to encourage the visual enjoyment and surveillance of this natural creek feature.

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

14.2.1.14 Large format retail development will be discouraged.

14.2.1.15 Lands located at the northwest corner of Lakeshore Road West and Clarkson Road North are encouraged to redevelop as a focal point of the Clarkson Village Community Node.

14.2.1.16 Within the Core area, as shown on Map 14-2: Clarkson Village Community Node Character Area, required parking for new development with a ***floor***

space index (***FSI***) greater than 1.0 will be within an underground structure.

14.2.1.17 Within the Outer Core area, as shown on Map 14-2 Clarkson Village Community Node Character Area, required parking for new development with a ***floor space index*** (***FSI)*** greater than 1.0 will be within a parking structure located either above or below grade. Where an above grade structure is provided, it will be located to the rear of an active building facade, will be no more than two storeys in height and will not be visible from public roads. Where above grade parking structures are visible from adjacent lands, they will utilize appropriate finish materials and be of a high architectural quality.

West Gateway Precinct

14.2.1.18 New development will maintain the existing height transition with the highest built form at the west end, closest to the Clarkson GO Transit Station, and lowest building heights at the east end, adjacent to the CN Rail overpass and the Historic Village Precinct.

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

14.2.1.20 Mississauga will encourage a symbolic gateway feature on Lakeshore Road West, east of Southdown Road to define the entry and exit from Clarkson Village Community Node.

East Gateway Precinct

14.2.1.21 Mississauga will encourage a symbolic gateway feature on Lakeshore Road West, west of Johnson's Lane to define the entry and exit from the Clarkson Village Community Node.

14.2.1.22 At grade, street related retail, commercial, restaurants and office uses are encouraged. Mixed use buildings will be located close to the street to ensure a pedestrian oriented environment.

14.2.2 Land Use

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

14.2.3 Transportation, Access and Parking

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

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

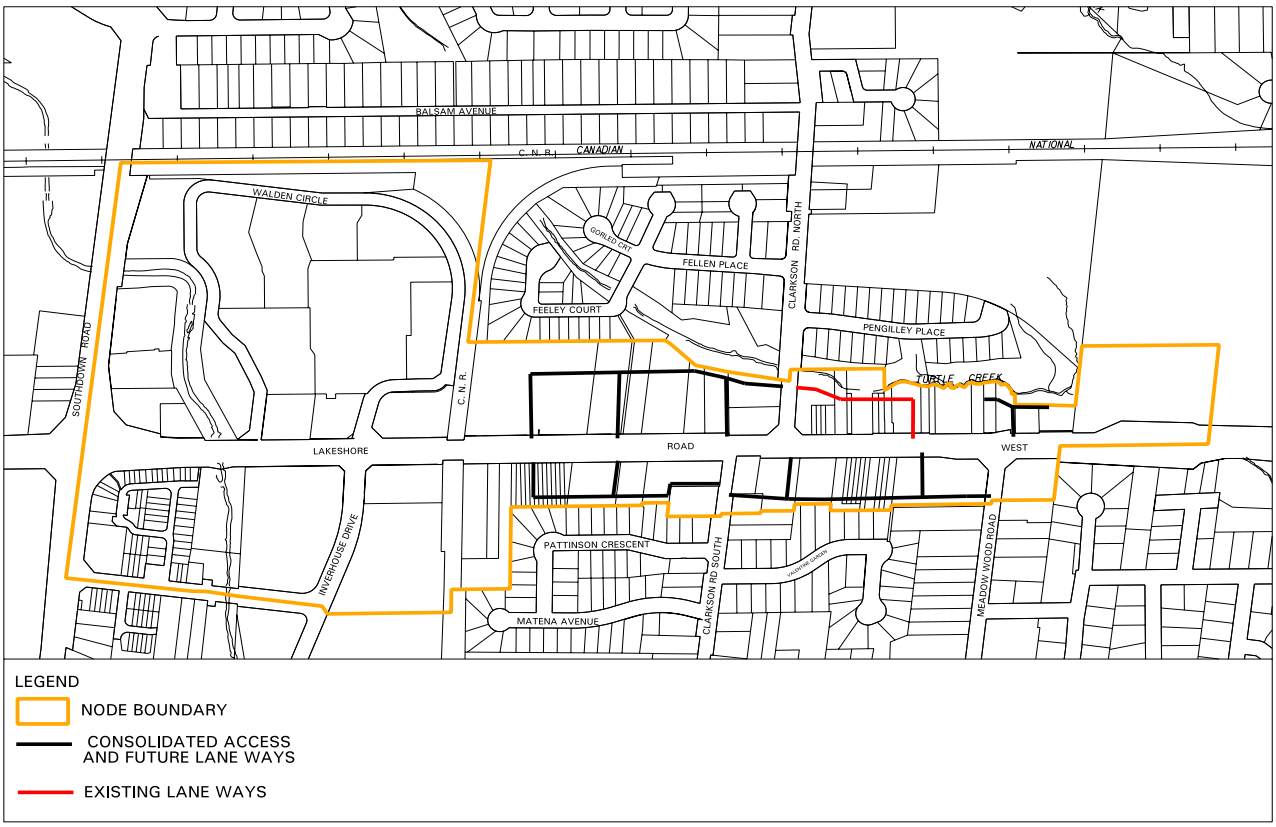
14.2.3.3 Mississauga will encourage and promote better utilization of the existing parking inventory within the Clarkson Village Community Node through discussions with the members of the Clarkson Village Business Improvement Area.

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

a. eliminate and/or consolidate vehicular access connections to and from Lakeshore Road West to reduce vehicle turning movements onto and direct traffic towards signalized intersections;

b. facilitate the creation of a publicly accessible laneway system by granting public use easements over internal driveways to facilitate access to and from abutting lands to the east and west and to consolidate vehicular access connections to Lakeshore Road West;

c. contribute a proportionate share towards the construction of a continuous centre median along Lakeshore Road West; and



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

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

d. where the ultimate condition cannot be accommodated, interim solutions will be accommodated to ensure that vehicular access rights are maintained and appropriate interim agreement will be executed to ensure the ultimate condition will be achieved.

14.2.3.5 Where surface parking is being provided at the rear of buildings, communal parking spaces accessed from the public laneway system will be encouraged.

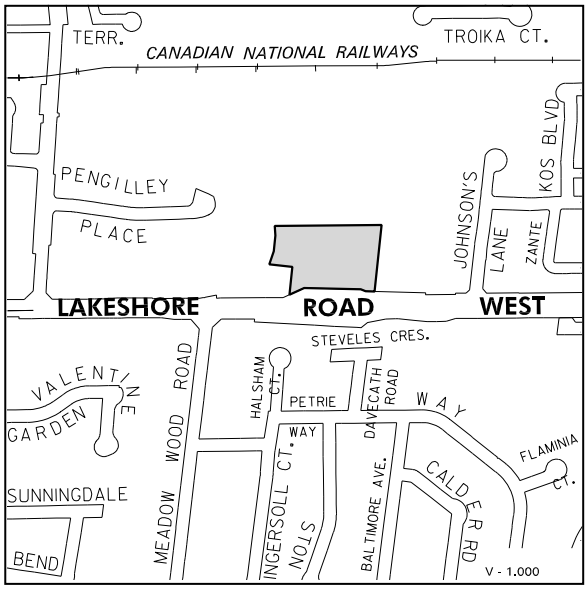
14.2.3.6 Through the development review and approval process, developers will be responsible for the construction of on-street lay-by parking in accordance with the Clarkson Village Transportation/Urban Design Study – Final Report.

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

14.2.4 Special Site Policies

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

14.2.4.1 Site 1



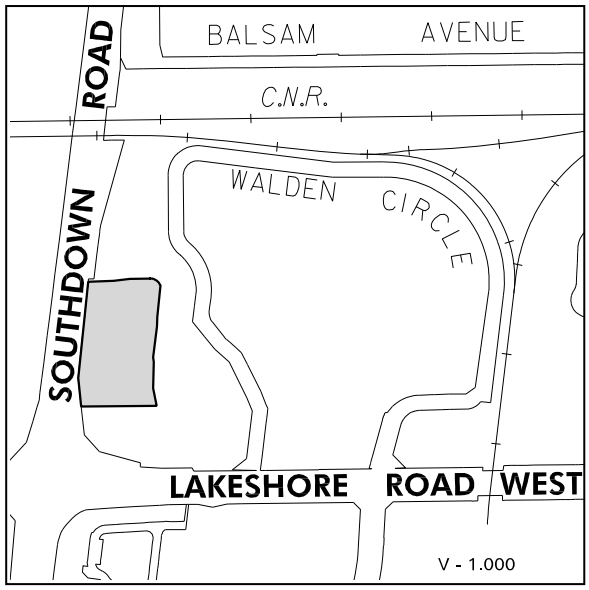
14.2.4.1.1 The lands identified as Special Site 1 are located on the north side of Lakeshore Road West, east of Clarkson Road.

14.2.4.1.2 Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply:

a. the maximum ***floor space index (FSI)*** will be 1.8; and

b. office and commercial uses will be permitted.

14.2.4.2 Site 2



14.2.4.2.1 The lands identified as Special Site 2 are located on the east side of Southdown Road, north of Lakeshore Road West.

14.2.4.2.2 Notwithstanding the policies of this Plan, the maximum permitted number of apartment dwelling units will be 424.

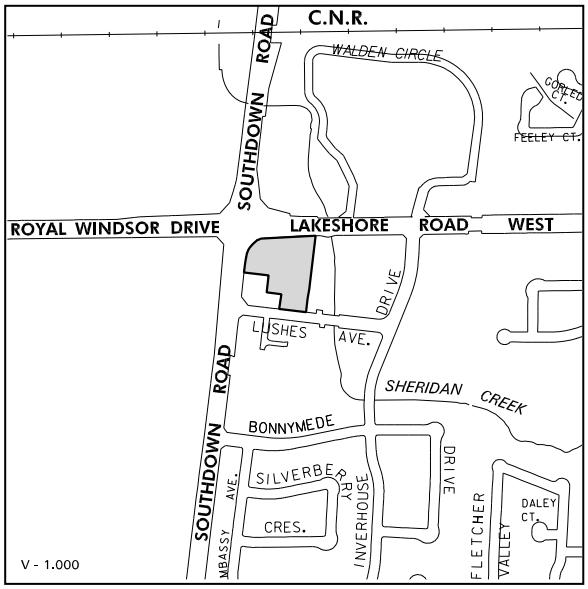
14.2.4.3 Site 3



14.2.4.3.1 The lands identified as Special Site 3 are located on the north side of Lakeshore Road West between Birchwood Park and Clarkson Road North.

14.2.4.3.2 The lands are encumbered by slope stability issues associated with Turtle Creek. Satisfactory technical reports addressing these issues are required prior to any development of these lands.

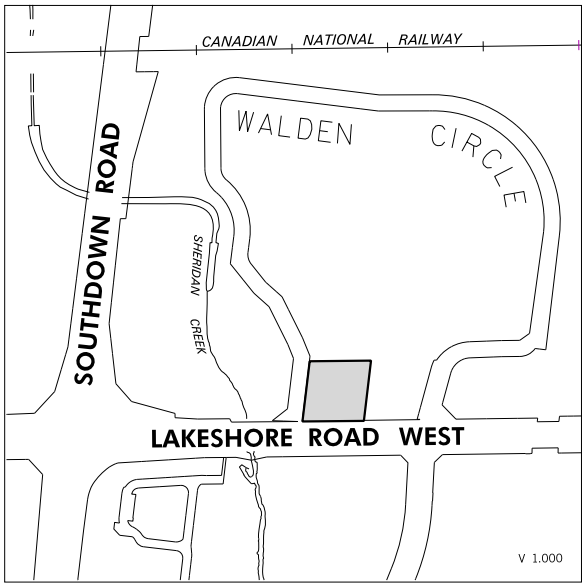
14.2.4.4 Site 4



14.2.4.4.1 The lands identified as Special Site 4 are located on the southeast corner of Lakeshore Road West and Southdown Road.

14.2.4.4.2 Notwithstanding the policies of this Plan, a maximum of two detached dwellings will be permitted.

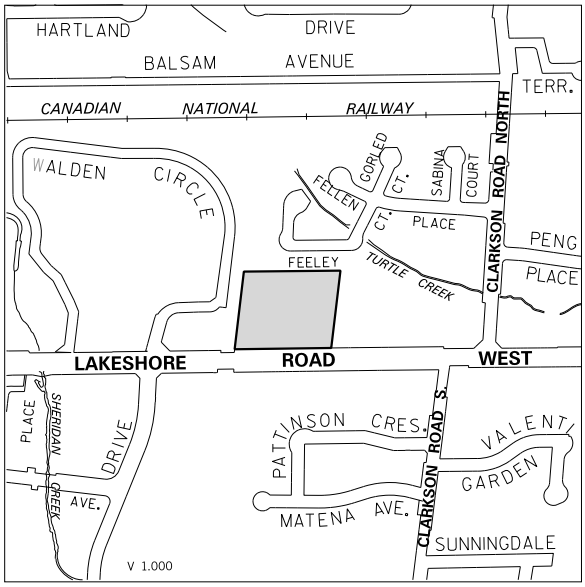
14.2.4.5 Site 5



14.2.4.5.1 The lands identified as Special Site 5 are located on the northeast corner of Lakeshore Road West and Walden Circle.

14.2.4.5.2 Notwithstanding the policies of this Plan, a 15 storey apartment building with a maximum floor space index (FSI) of 3.3 will be permitted.

14.2.4.6 Site 6



14.2.4.6.1 The lands identified as Special Site 6 are located on the north side of Lakeshore Road West, west of Clarkson Road North and east of the railway tracks, and are municipally known as 1865 Lakeshore Road West.

14.2.4.6.2 Notwithstanding the policies of this Plan, existing uses will be permitted as they existed on the day these policies come into effect in their current location. Alterations and minor expansions to existing uses in their current location/configuration will be permitted.

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

14.2.4.6.4 Notwithstanding the policies in this Plan, the following additional policies will apply to development:

a. the maximum residential ***floor space index (FSI)*** will be 2.5; and

b. the maximum height will be eight storeys

14.2.5 Exempt Site Policies

14.2.5.1 Site 1

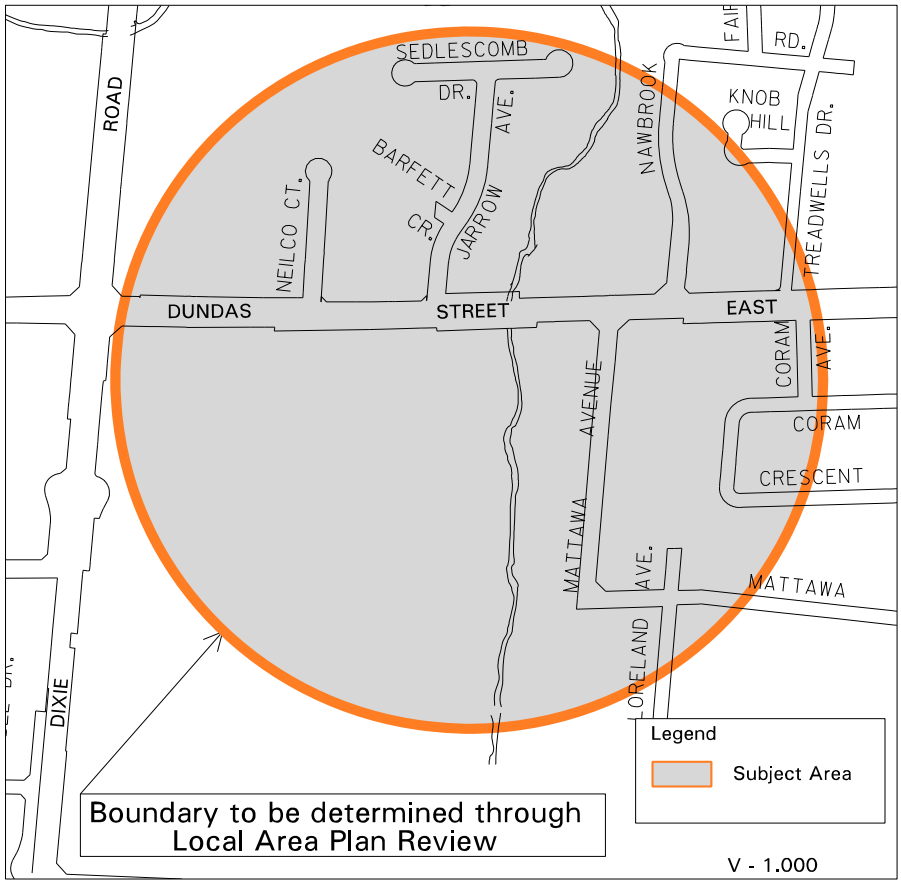


14.2.5.1.1 The lands identified as Exempt Site 1 are located at the northwest corner of Lakeshore Road West and Clarkson Road.

14.2.5.1.2 Notwithstanding the provisions of the Mixed Use designation, a motor vehicle service station and motor vehicle wash will be permitted.

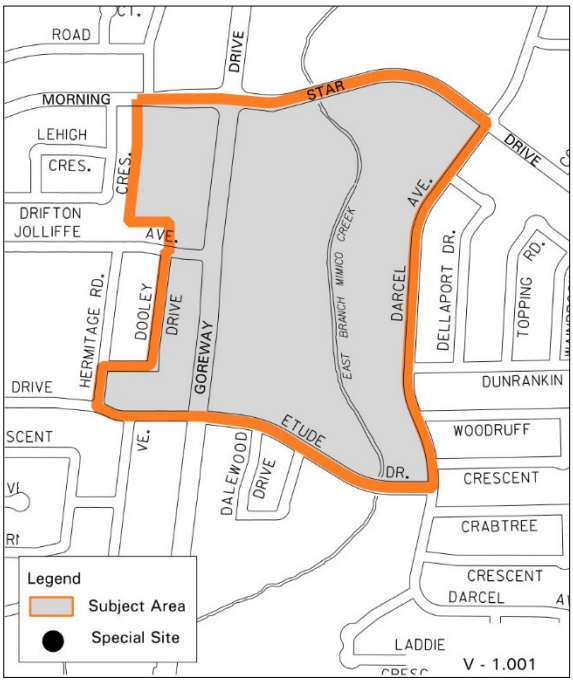
14.3 Dixie-Dundas

The boundary of and official plan policies for lands within the Dixie-Dundas Community Node will be determined through a Local Area Plan review. Until such time as the Local Area Plan review is completed, the official plan policies are contained in the Dixie Employment Area Character Area Policies.



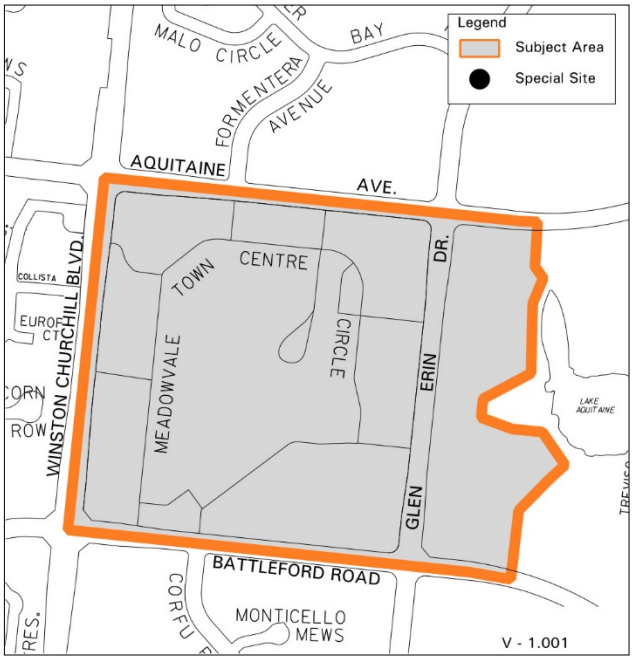
Map 14-3: Dixie-Dundas Community Node Character Area

14.4 Malton



Map 14-4: Malton Community Node Character Area

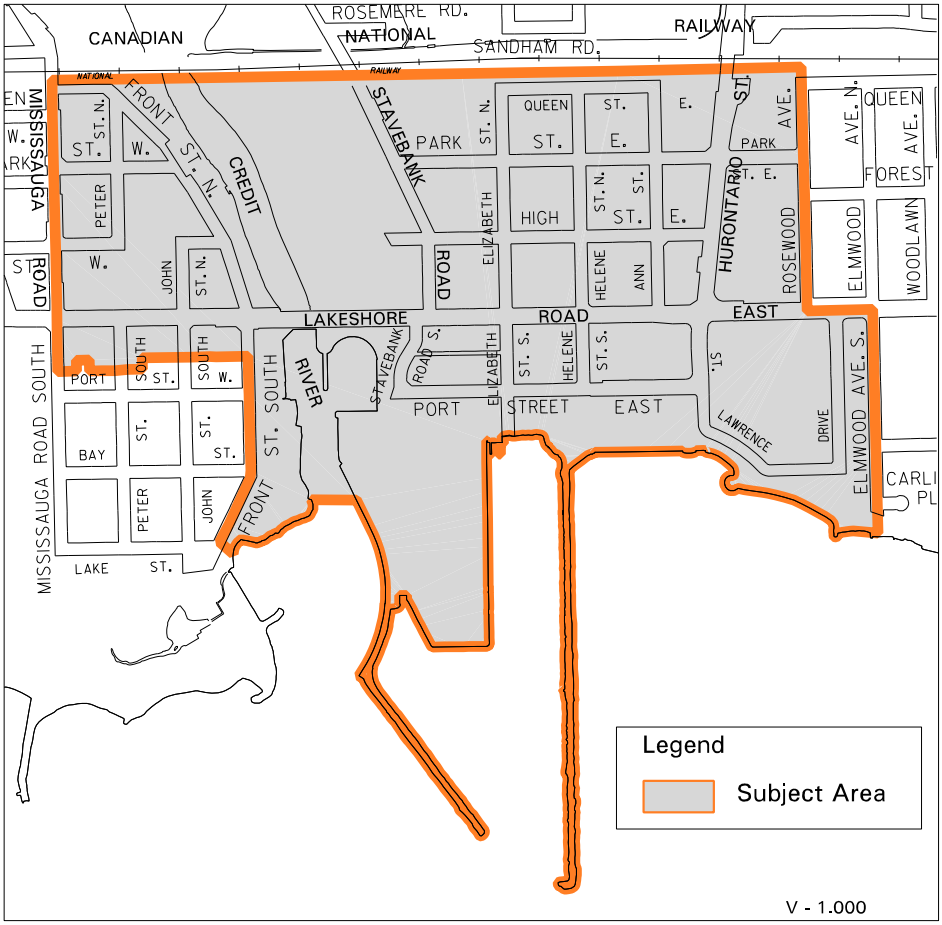
14.5 Meadowvale



Map 14-5: Meadowvale Community Node Character Area

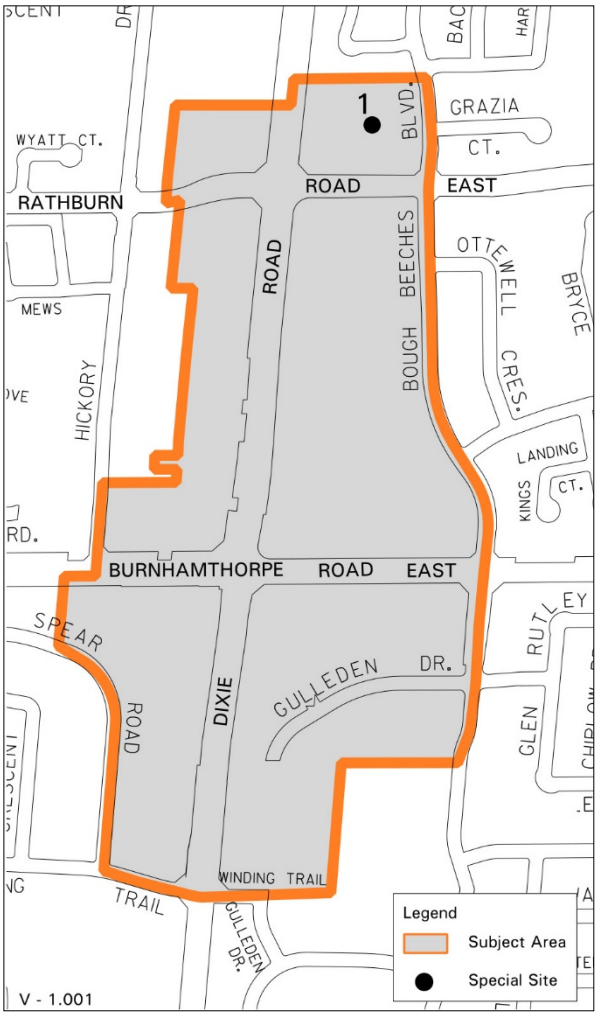
14.6 Port Credit

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



Map 14-6: Port Credit Community Node Character Area

14.7 Rathwood-Applewood

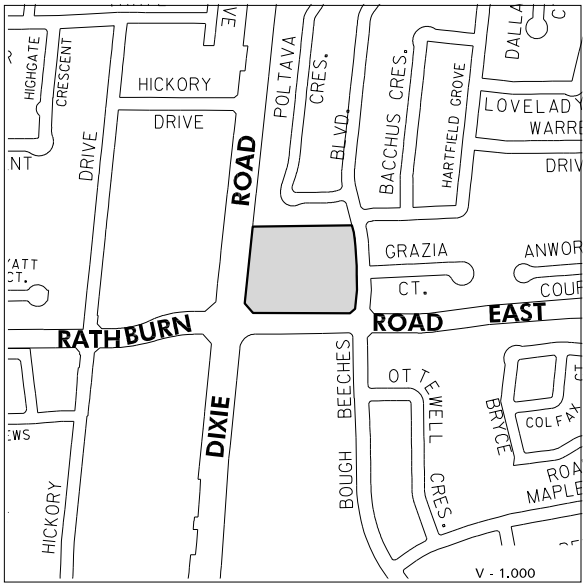


Map 14-7: Rathwood-Applewood Community Node Character Area

14.7.2 Special Site Policies

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

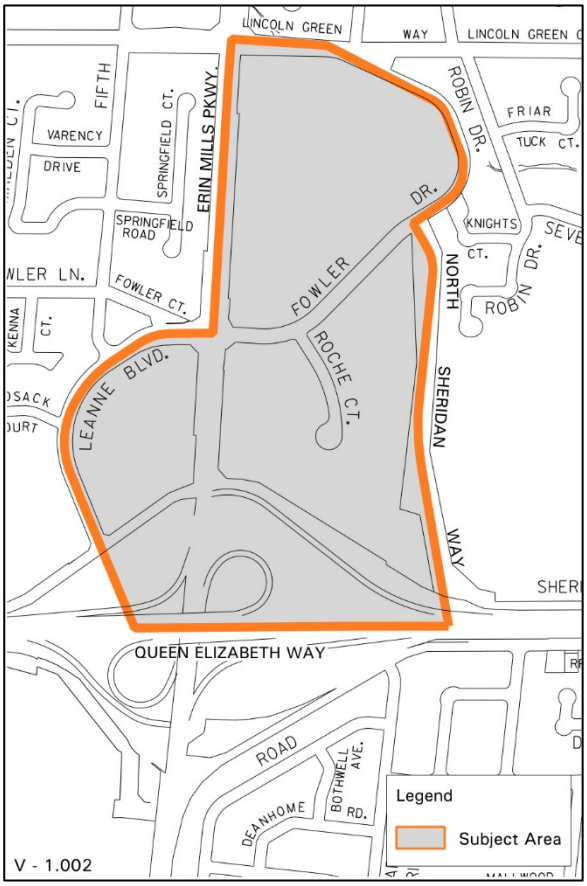
14.7.2.1 Site 1



14.7.2.1.1 The lands identified as Special Site 1 are located north of Rathburn Road East and east of Dixie Road.

14.7.2.1.2 Notwithstanding the provisions of this Plan, townhouse dwellings will be permitted. The maximum floor space index (FSI) permitted for all development will be 2.56 and the maximum permitted height will be 20 storeys.

14.8 Sheridan



Map 14-8: Sheridan Community Node Character Area

14.9 South Common

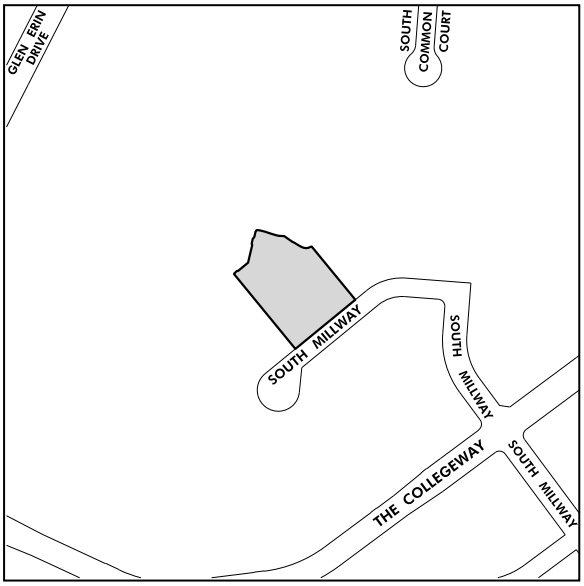


Map 14-9: South Common Community Node Character Area

14.9.1 Special Site Policies

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

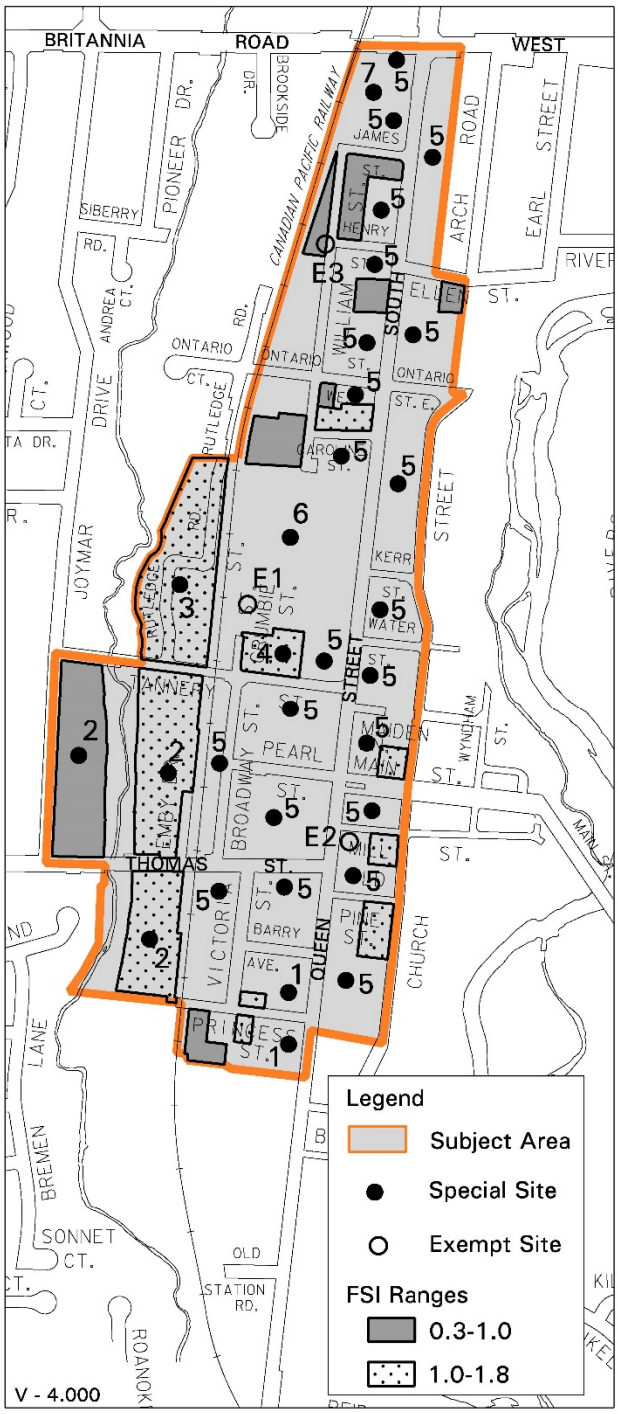
14.9.9.1 Site 1



14.9.1.1.1 The lands identified as Special Site 1 are located on the north side of South Millway, west of Erin Mills Parkway.

14.9.1.1.2 Notwithstanding the policies of this Plan, townhouse dwellings will be permitted.

14.10 Streetsville



Map 14-10: Streetsville Community Node Character Area

14.10.1 Urban Design Policies

Community Identity and Focus

14.10.1.1 Development will be compatible with and enhance the village character of Streetsville as a distinct established community by integrating with the surrounding area.

14.10.1.2 Development with a high level of urban design, pedestrian amenity, landscaping and compact built form will be encouraged to create a strong sense of place and reinforce the role of the Community Node as the centre of activity for the surrounding community.

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

14.10.1.4 The development of symbolic gateways to define entry to and exit from the Streetsville Community Node will be encouraged.

Historic Character

14.10.1.5 Alterations to heritage structures, including building repairs and additions, and/or alterations to existing vegetation which is part of the cultural heritage landscape, will be in keeping with the original character of the heritage resources to be preserved.

14.10.1.6 Designs for new buildings and additions will enhance the historic character and heritage context of the Streetsville Community Node through appropriate height, massing, architectural pattern, proportions, set back and general appearance.

14.10.1.7 Commercial signs will reflect the historic village character in the Streetsville Community Node. Hand painted wooden signs, projecting signs as permitted by municipal by-laws and other signs which reflect late nineteenth or early twentieth century practices will be encouraged.

14.10.1.8 The established residential character of the areas generally located along Queen Street South, south of Barry Avenue, will be maintained through appropriate building masses, setbacks, intensive

landscaping, ***streetscapes*** with many mature trees, and a regular street grid pattern.

14.10.1.9 The following will apply to lands designated Mixed Use:

a. development with a mix of residential and office uses on upper floors and street related commercial uses in closely spaced storefronts lining the street, will be encouraged along the principal streets in the Streetsville Community Node to promote an active pedestrian environment;

b. new buildings will be at least two storeys but not more than three storeys in height. Building additions will not be more than three storeys in height and will be generally harmonious in style and massing with the buildings to which they are attached;

c. the apparent height of new buildings will be reduced through massing and design;

d. new development will be encouraged to reflect the original lot pattern and setback dimensions of surrounding properties. The front setback of new buildings should match the setback of adjacent buildings so as to create a uniform street wall. Where the building setbacks on either side are not equal, the lesser setback should be used;

e. integrated parking opportunities, which may include rear lane access to combined parking areas and the development of private pay parking lots, will be encouraged where appropriate; and

f. development which enhances the ***streetscape*** through landscaping and the provision of pedestrian amenities will be encouraged along the principal streets within the Streetsville Community Node.

Public Realm

14.10.1.10 The placement of parking areas to the rear of buildings and the consolidation of driveways will be encouraged along principal street frontages in the Streetsville Community Node to increase the area available for planting and public amenity.

14.10.1.11 The rear façades of developments which back onto places accessible to the public, including parking areas or laneways, should be designed to provide a level of detail, fenestration, and direct access appropriate to their role as secondary frontages.

14.10.2 Land Use

14.10.2.1 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.

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

14.10.2.3 In addition to the uses permitted by the Land Use Policies of this Plan, bed and breakfast establishments are permitted provided that they front upon Queen Street South, Main Street, Thomas Street or Church Street.

14.10.3 Heritage

14.10.3.1 Heritage resources will include those properties listed on the City's Heritage Register, but will not be restricted to the list.

14.10.3.2 Mississauga will encourage the investigation of the Streetsville historic core area as an area to be examined for future designation as a Heritage Conservation District in accordance with the Ontario Heritage Act.

14.10.4 Stormwater Management

14.10..4.1 A stormwater drainage report will be required to ensure that the existing drainage system has the capability to convey the increased storm flow from redevelopment in accordance with current City drainage standards.

14.10.5 Transportation

14.10.5.1 The maximum pavement width of Queen Street South, from Britannia Road West to the St. Lawrence and Hudson Railway, will not exceed a basic two lane cross-section, except for bus bays, on-street parking lanes, turning lanes at intersections and bicycle and pedestrian routes.

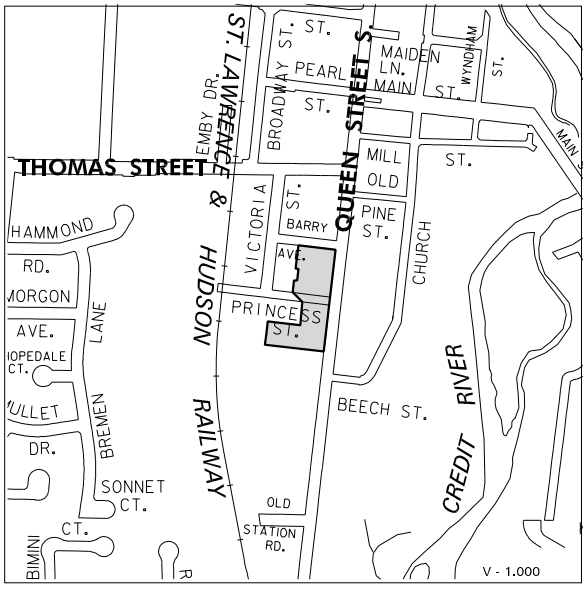
14.10.5.2 Main Street between Queen Street South and Church Street will not be widened to accommodate additional through traffic lanes. Minor modifications to this roadway for on-street parking, safety or maintenance will be permitted, however, major modifications which would have an adverse effect on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

14.10.5.3 The City will continue to encourage and promote better utilization of the existing and future parking inventory through discussions with the members of the Streetsville Business Improvement Area (BIA), with a goal of developing a self-sufficient parking operation through measures such as parking charges.

14.10.6 Special Site Policies

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

14.10.6.1 Site 1



14.10.6.1.1 In addition to the uses permitted by their Residential Low Density I and II designations, the lands identified as Special Site 1, which front on Queen Street South, may also be used for offices.

14.10.6.1.2 Any office conversion should maintain a residential appearance in keeping with the existing scale, materials, and character of the existing dwellings in the immediate area. The existing houses should be preserved if at all possible, while the interior floor plan may be altered for office use.

14.10.6.1.3 Any additions and alterations of existing buildings should be sensitive to the existing vernacular and heritage village theme, and should be largely confined to the rear of the property.

14.10.6.1.4 Any additions, alteration, conversion or redevelopment should maintain the existing front yard setback, with the front yard used for landscaping.

14.10.6.1.5 Sufficient on-site parking, which will consist of only surface parking, as required by the Zoning By-law, should be provided in the rear yard only at grade without removal of existing trees, except at the discretion of the City arborist.

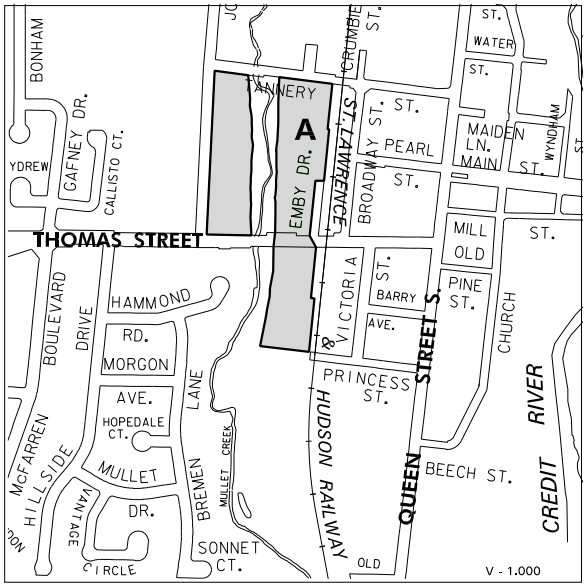
14.10.6.1.6 Vehicular entrances should be combined to minimize the number of access points on Queen Street South.

14.10.6.1.7 Minimal signage will be permitted. The design of such signage and external lighting should be compatible with the residential character of the area.

14.10.6.1.8 Existing lot sizes should be retained.

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

14.10.6.2 Site 2



14.10.6.2.1 The lands identified as Special Site 2 are located south of Tannery Street, north of Old Station Road, east of Joymar Drive and west of the St. Lawrence and Hudson Railway.

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

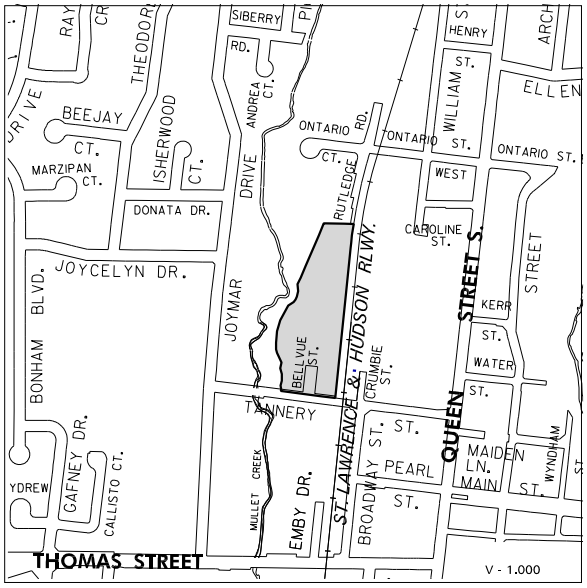
a. the determination of the area suitable for redevelopment will have regard for the extent of the "regulatory storm" floodplain and the erosion hazards associated with Mullet Creek, whichever is greater. The extent of areas required for conservation purposes will be determined to the satisfaction of Credit Valley Conservation and the City; and

b. building forms should consist of low profile buildings ranging in height from three storeys near Mullet Creek to six storeys near the railway tracks.

14.10.6.2.3 Redevelopment of Area A should include provision for a public road connecting Thomas Street and Tannery Street west of the St. Lawrence and Hudson Railway right-of-way.

14.10.6.2.4 Notwithstanding the policies of this Plan, the lands identified as Area A will also permit townhouse dwellings not accessory to an apartment dwelling.

14.10.6.3 Site 3



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

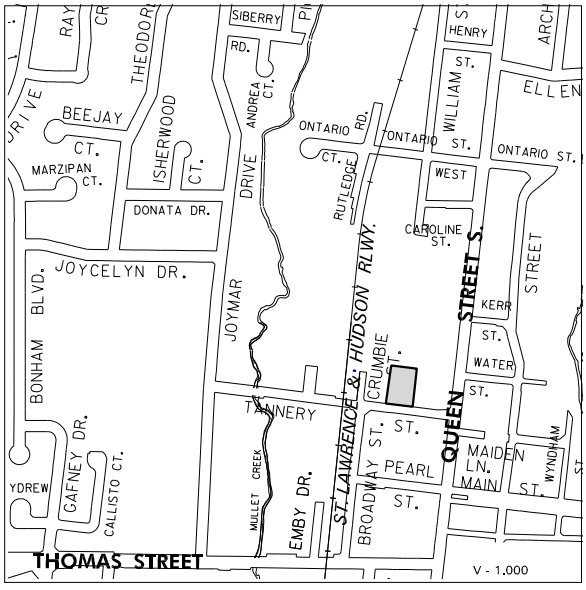
14.10.6.3.2 Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply:

a. the determination of the area suitable for redevelopment will have regard for the extent of the "regulatory storm" floodplain and the erosion hazards associated with Mullet Creek, whichever is greater. The extent of areas required for conservation purposes will be determined to the satisfaction of Credit Valley Conservation and the City;

b. redevelopment will include provision of a connecting public road between Rutledge Road and Tannery Street; and

c. a maximum of 397 dwelling units are permitted in a building form consisting of low profile buildings ranging in height from three storeys near Mullet Creek to six storeys near the railway tracks.

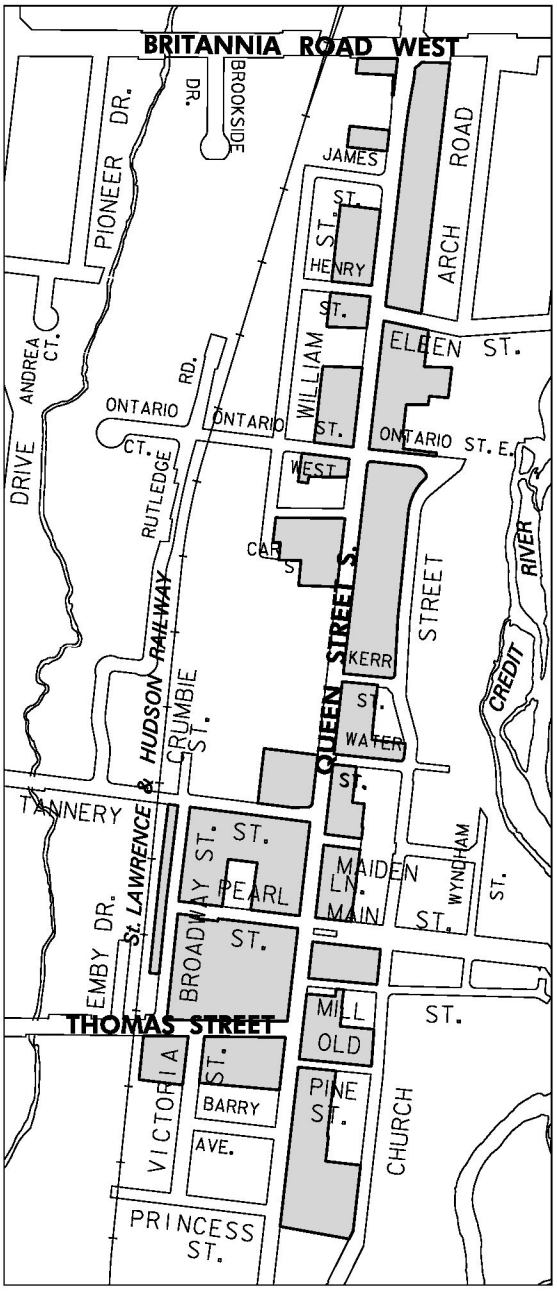
14.10.6.4 Site 4



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

14.10.6.4.2 Notwithstanding the provisions of the Residential High Density designation, an apartment building with a maximum ***floor space index (FSI)*** of 3.1 will be permitted.

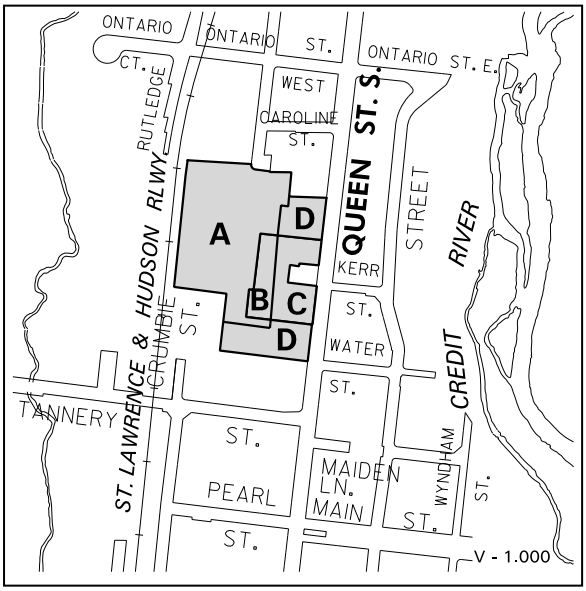
14.10.6.5 Site 5



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

14.11.6.5.2 Notwithstanding the provisions of the Mixed Use designations, drive-through facilities will not be permitted.

14.10.6.6 Site 6



14.10.6.6.1 The lands identified as Special Site 6 are located on the west side of Queen Street South, north of Tannery Street.

14.10.6.6.2 Notwithstanding the provisions of the Mixed Use designation, lands identified as Area B and Area C will be permitted to develop for a residential apartment building ranging in height from three storeys to seven storeys with ground floor commercial uses.

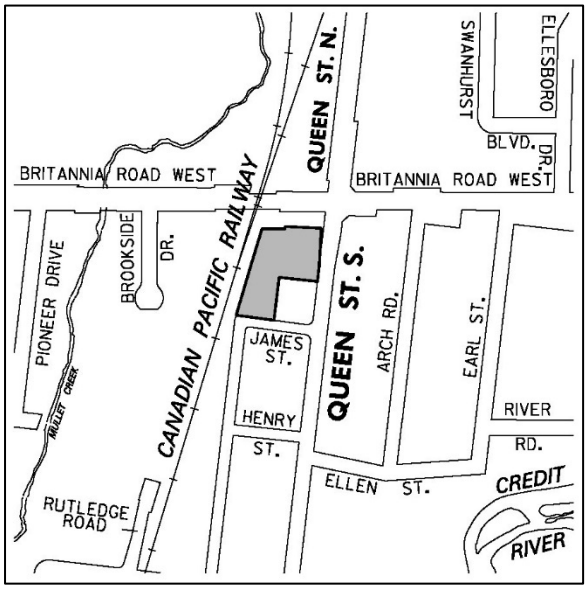
14.10.6.6.3 Notwithstanding the provisions of the Mixed Use designation, drive-through facilities will not be permitted for lands identified as Area C and Area D.

14.10.6.6.4 Prior to development of lands identified as Area A and Area D, a concept plan will be required to address among other matters:

a. a connecting public road network linking Queen Street South with Crumbie Street and William Street; and

b. the location of additional public open space for recreational and library purposes.

14.10.6.7 Site 7



14.10.6.7.1 The lands identified as Special Site 7 are located on the west side of Queen Street South, south of Britannia Road West.

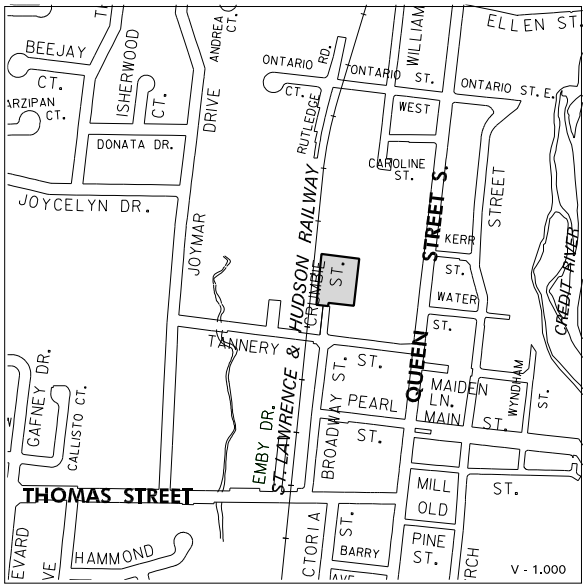
14.10.6.7.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

a. an apartment dwelling with a maximum height of eight storeys with a maximum floor space index (FSI) of 2.2 will be permitted; and

b. drive-through facilities will not be permitted.

14.10.7 Exempt Site Policies

14.10.7.1 Site 1



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

14.10.7.1.2 Notwithstanding the provisions of the Mixed Use designation, motor vehicle repair facilities will also be permitted.

14.10.7.1.3 Prior to development of lands, a concept plan will be required to address among other matters:

a. a connecting public road network linking Queen Street south with Crumble Street and William Street; and

b. the location of additional public open space for recreational and library purposes.

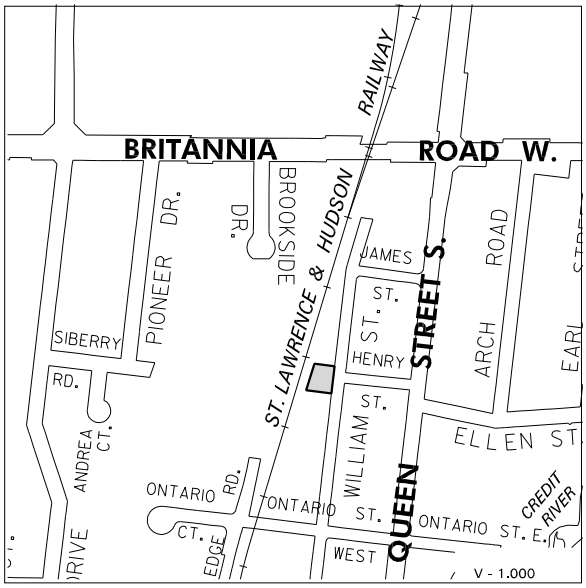
14.10.7.2 Site 2



14.10.7.2.1 The lands identified as Exempt Site 2 are located on the east side of Queen Street South, south of Mill Street.

14.10.7.2.2 Notwithstanding the provisions of the Mixed Use designation, motor vehicle repair facilities will also be permitted.

14.10.7.3 Site 3



14.10.7.3.1 The lands identified as Exempt Site 3 are located on the west side of William Street, south of James Street and are municipally known as 46 William Street.

14.10.7.3.2 Notwithstanding the provisions of the Residential Medium Density designation, outdoor storage of refrigeration trailers may be permitted on a temporary basis by a Temporary Use By-law in accordance with the provisions of the *Planning Act*.

15 Corporate Centres

15.1 Introduction

There are four Corporate Centre Character Areas in Mississauga:

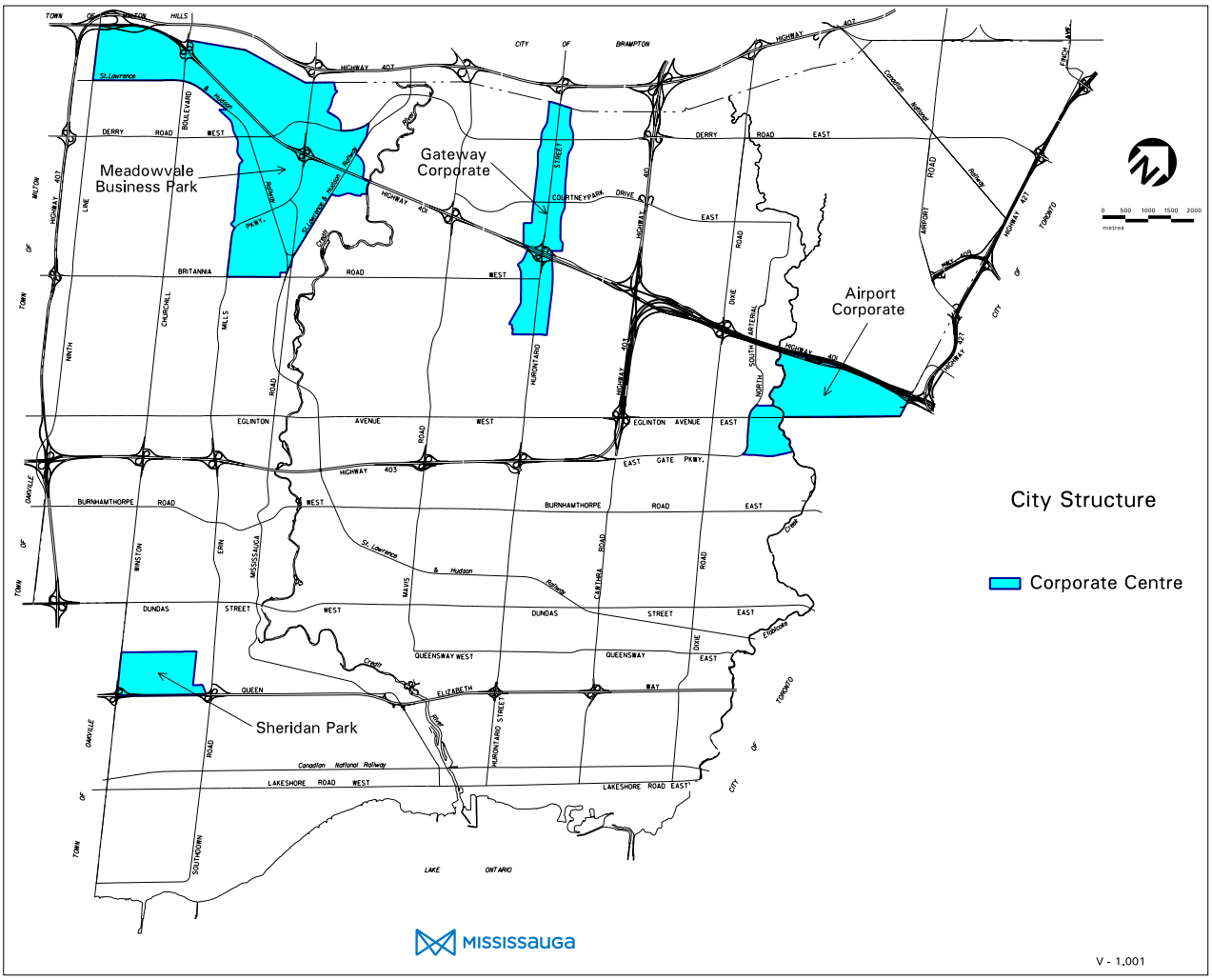
- Airport Corporate;
- Gateway Corporate;
- Meadowvale Business Park; and
- Sheridan Park.

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

15.1.1 General

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

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



Map 15-1: City Structure – Corporate Centres

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

a. financial institution;

b. motor vehicle rental;

c. personal service establishment;

d. restaurant; and

e. retail store.

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

15.1.2 Residential

15.1.2.1 Residential uses will not be permitted.

15.1.3 Mixed Use

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

a. Major offices.

15.1.3.2 Notwithstanding the Mixed Use policies of this Plan, the following uses will not be permitted:

a. residential.

15.1.4 Office

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

a. Post-secondary educational facilities.

15.1.5 Institutional

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

15.1.6 Convenience Commercial

15.1.6.1 The Convenience Commercial designation will not be permitted.

15.1.7 Motor Vehicle Commercial

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

15.1.8 Business Employment

15.1.8.1 Notwithstanding the Business Employment policies of this Plan, the following additional uses will be permitted:

a. Major office; and

b. Post-secondary educational facility.

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

a. adult entertainment establishment;

b. animal boarding establishment;

c. body rub establishment;

d. cardlock fuel dispensing;

e. composting facilities;

f. motor vehicle body repair facility;

g. Motor Vehicle Commercial;

h. outdoor storage and display areas related to a permitted manufacturing use;

i. transportation facilities;

j. trucking terminals;

k. self storage facilities; and

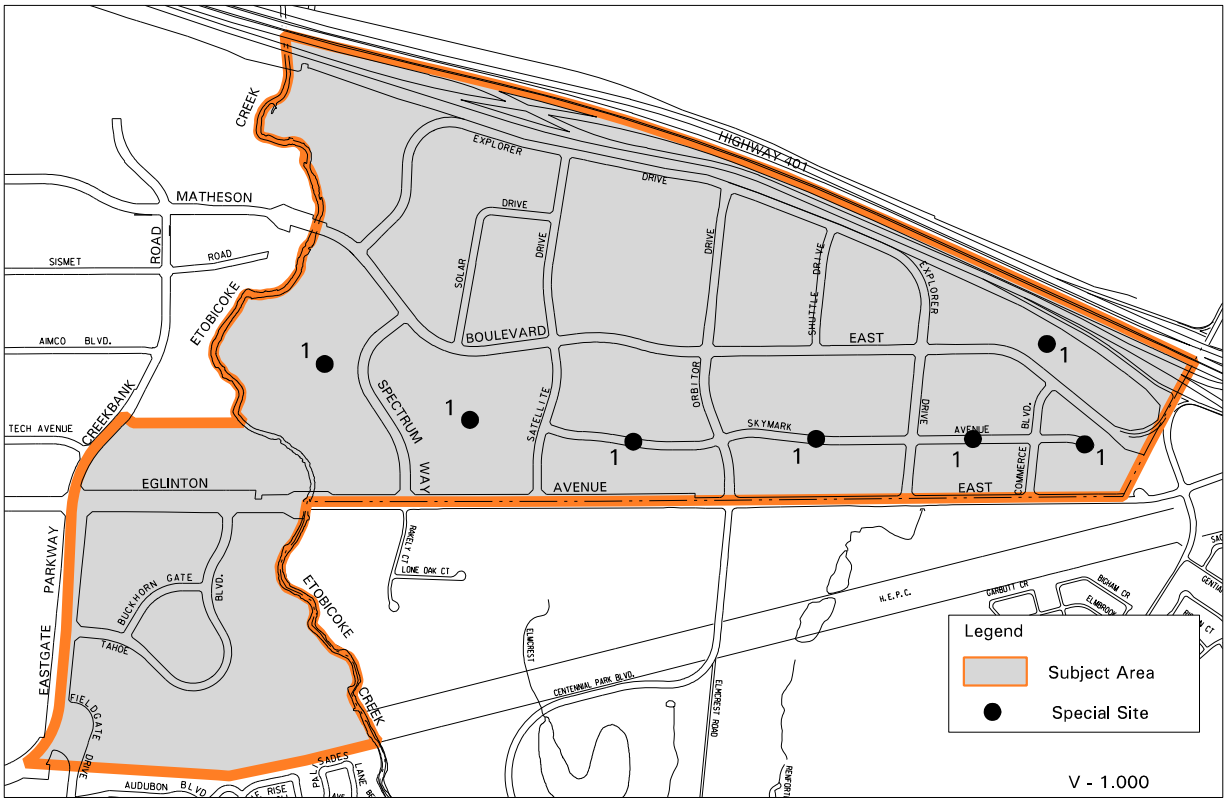
l. ***waste processing stations*** or ***waste transfer stations***.

15.1.8.3 Notwithstanding the Business Employment policies of this Plan, ***secondary offices*** will not be subject to a maximum ***floor space index*** (***FSI***).

15.1.9 Industrial

15.1.9.1 The Industrial designation will not be permitted, except for lands within the Meadowvale Business Park Character Area designated Industrial at the time this Plan comes into effect.

15.2 Airport Corporate



Map 15-2: Airport Corporate Centre Character Area

15.2.1 Urban Design Policies

15.2.1.1 Development of a continuous street frontage through the orientation of buildings parallel to the street and the placement of significant building mass adjacent to the street edge with transparent façades at grade will be encouraged.

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

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

15.2.1.4 Main building entrances should be clearly articulated and linked to pedestrian walkway systems to provide convenient access for pedestrians to public transit. Active building entrances features should be oriented to major street frontages and the BRT.

15.2.1.5 Where building side or rear elevations are exposed to roadways, these elevations should be similar to front elevations with respect to details, trim, and the orderly placement of windows, roof forms, and architectural elements.

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

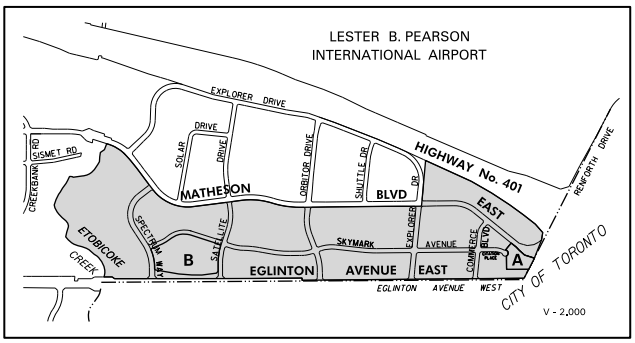
15.2.1.7 Through the site planning and development processes adequate provision should be made for landscaping and design throughout the Character Area including the area adjacent to the Parkway Belt

West and related easement north of Eglinton Avenue West, both with regard to existing uses and in the context of the ultimate use of these lands for transit purposes.

15.2.2 Special Site Policies

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

15.2.2.1 Site 1



15.2.2.1.1 The lands identified as Special Site 1 are located north of Eglinton Avenue West, south of Matheson Boulevard East, east of the Etobicoke Creek, to Explorer Drive and all lands east of Explorer Drive:

a. Notwithstanding the provisions of the Business Employment designation, the following uses will not be permitted:

   - new industrial uses including manufacturing, warehousing, distributing and wholesaling, outdoor storage and display; and
   - freestanding retail commercial uses and financial institutions.

   However, existing industrial uses will be permitted to continue and expand.

b. Notwithstanding the Business Employment designation, the following additional policies will apply:

   - buildings will be a minimum of four storeys within 500 m of the limits of Renforth BRT station;
   - buildings will be a minimum of two storeys within 500 m of the limits of the Spectrum and Orbitor stations;
   - development will have a minimum ***floor space index (FSI)*** of 0.5. In calculating ***floor space index (FSI)*** on large sites with multiphase development, regard may be had to the size of individual development parcels;
   - prior to site plan approval, the proponent will demonstrate that sites have the ability to achieve a minimum ***floor space index (FSI)*** of 1.0 over time, by demonstrating the capacity of the site to accommodate additional development having regard to parking, servicing, access and landscaping;
   - the provision of retail commercial uses with display windows in the at grade level is encouraged. Buildings closest to the BRT station should have active uses along most of their ground floor frontage facing public streets and/or BRT corridor;
   - where it is not feasible to include retail commercial uses, the at grade level should include windows, lobbies and entrances so as to avoid blank walls facing public streets**;** and
   - in order to achieve a continuous street wall, it is intended that as development occurs over time, a minimum of 70 percent of any lot frontage along the BRT corridor, Skymark Avenue, Commerce Boulevard and Citation Place, should be occupied with a building or buildings. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Commerce Boulevard and the BRT corridor.

c. Pedestrian Connections

Development will promote pedestrian movements to and from transit stations through the local streets and publicly accessible private pedestrian connections or private open space areas (plazas). The location, size and character of the publicly accessible connections will be determined during the site plan review process having regard for the following:

- sidewalks will be provided on both sides of all streets and form a connected system of pedestrian access to and from BRT stations;
- ***streetscape*** improvements will be coordinated and well designed, including trees, pedestrian scale lighting, special paving and street furniture on sidewalks, boulevards and important pedestrian and publicly accessible open space areas and walkways;
- parking areas will have appropriate landscape treatments, including trees and lighting, throughout parking lots and along their edges, in order to improve the appearance of the parking areas, to contribute to the visual continuity of the street edge. Parking areas should also incorporate defined pedestrian routes for safe and convenient pedestrian movement to building entrances and other destinations to encourage the safe use of these spaces;
- concentrated landscape treatment will be provided where continuous street planting is not possible due to the location of utilities or other constraints;
- private open space areas will be high quality, usable, and physically and visually linked to streets, park and mid-block pedestrian routes; and
- pedestrian easements will be provided through the site plan review for the achievement of a continuous pedestrian promenade adjacent to the BRT corridor.

d. Parking and Servicing

- new developments will demonstrate that they have a transportation demand management (TDM) strategy in place as a condition of site plan approval;
- prestige offices will be encouraged to provide at least one level of below-grade parking below the building;
- no parking will be provided between the building and the streetline or BRT corridor on principal building frontages. In cases of lots with multiple street frontages, priority will be given to not allowing parking along the BRT corridor and Commerce Boulevard;
- surface parking should incorporate pedestrian and environmental features including: pathways and plantings to break up large expanses of asphalt, permeable surfaces, stormwater management, clear pathways for enhanced pedestrian access, and defined future development blocks;
- loading and garbage storage areas should be located at the rear of buildings, integrated or screened from primary pedestrian routes and publicly visible areas;
- shared parking and driveways between developments will be encouraged;
- site plans will demonstrate the ability for shared servicing access with adjacent developments; and
- new development will provide secure bicycle parking for employees.

15.2.2.1.2 For the lands identified as Area 1A known municipally as 2950 Citation Place, and located at the easterly limits of Citation Place, south of Matheson Boulevard East and north of Eglinton Avenue West, notwithstanding Section 15.2.2.1.1 (b), first bullet point, the City may consider through a site specific zoning amendment an initial phase consisting of a minimum two storey building on the eastern portion of the property provided:

a. at least half of the site is reserved for a future phase(s) which consists of one or more buildings that will each be a minimum four storeys in height;

b. the future phase(s) is located on the western portion of the property;

c. the initial phase meets all other provisions of the Plan including a minimum ***floor space index (FSI)*** of 0.5 on the portion of the property proposed for the initial phase;

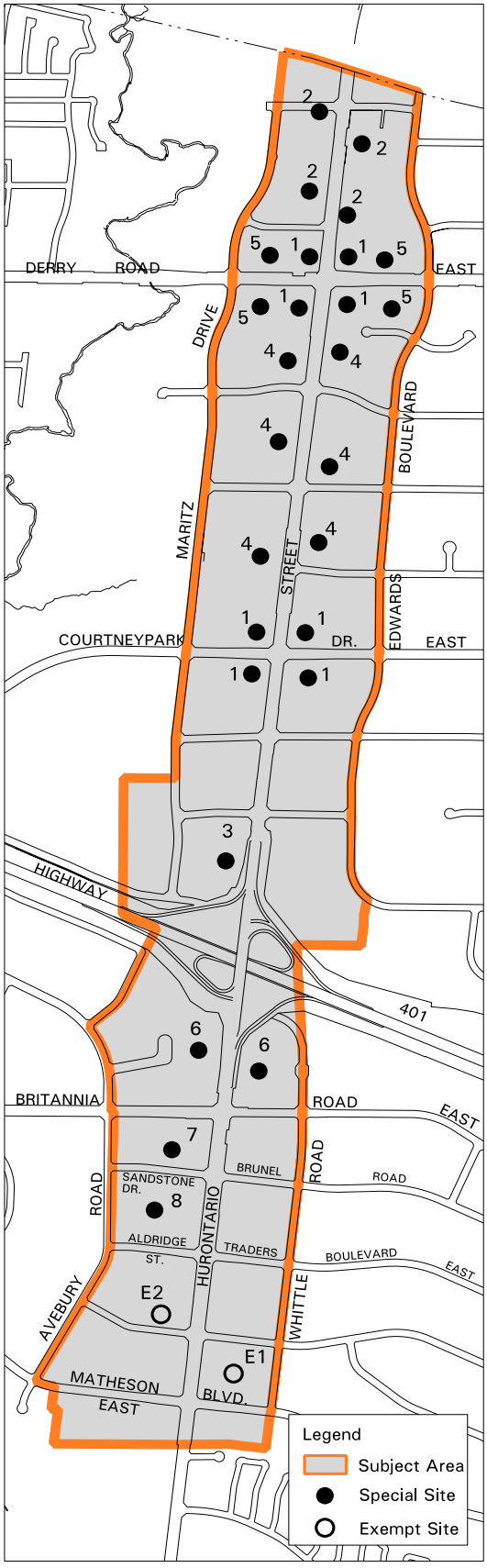
d. a site specific zoning amendment and a site plan application are submitted which delineate the initial phase and the lands reserved for a future phase;

e. the site plan application includes a plan which illustrates how the site will function through future phased development; how the individual buildings of the initial and future phase(s) will relate and integrate with one another; how the site will meet the design requirements of the Official Plan in subsequent phase(s); and how the site will achieve a ***floor space index (FSI)*** of 1.0 over time; and

f. the site specific zoning amendment places a hold on the western portion of the site subject to a site plan application being submitted for that portion of the site which meets the requirements of the Official Plan and zoning by-law.

15.2.2.1.3 Notwithstanding 15.2.2.1.1.a and b, six freestanding, single storey restaurant buildings will be permitted on lands identified as B.

15.3 Gateway Corporate



Map 15-3: Gateway Corporate Centre Character Area

15.3.1 Urban Design Policies

15.3.1.1 The focus of these policies is to promote high quality urban design and built form. These policies are also intended to reinforce and enhance the image of Hurontario Street as the main north-south ***Corridor*** through the city.

Hurontario Street Corridor Development Policies

15.3.1.2 The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street:

a. encourage a high quality urban design in the built form which is distinctive and urban in character, and which contributes to the identity of Hurontario Street as a principal city thoroughfare and higher order transit corridor;

b. encourage a high standard of public and private realm ***streetscape*** design that is coordinated and comprehensive, particularly at ***Major Transit Station Areas,*** which includes street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm;

c. buildings will be street related with main building entrances, active building elevations, and fenestration forming an integrated link between the building and the sidewalk. Active building features should be oriented to major street frontages and the light rail transit system;

d. encourage the development of a unique Hurontario Street character, and enhance its image through the creation of ***streetscape*** design, prominent intersections, built form features, an integrated public and private realm and gateway features;

e. orient the most active and architecturally detailed building façade to the public street by use of main entrances and a large percentage of fenestration addressing the ***streetscape***;

f. locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street. As sites develop/redevelop, parking should be structured and preferably, underground. Transportation demand management measures will be encouraged;

g. design buildings with sufficient height, mass and width of street frontage to define and frame the street;

h. complete the road system to improve cyclist and pedestrian movement, vehicular and servicing access, and to create usable and accessible development parcels;

i. integrate the principal and the accessory uses, within individual buildings;

j. encourage the continued development of varied and innovative prestige buildings;

k. encourage development that provides a safe and convenient pedestrian environment that reinforces Hurontario Street as a major transit corridor;

l. minimize building setbacks from the streetline(s) while balancing continuous landscaping between the building and the street and pedestrian linkages to the public sidewalk;

m. encourage the appropriate transition of built form between buildings;

n. provide for safe, pleasant and convenient pedestrian movement from the public sidewalk and on-site parking areas to the principal building entrance(s);

o. discourage the fragmentation of land parcels that will inhibit the eventual development of employment uses. Encourage land consolidation, in particular at the principal intersections to facilitate useable development parcels;

p. priority will be given to pedestrian movement when accommodating both pedestrian and vehicular traffic. Design efficient parking facilities to avoid circuitous routes and dead end aisles;

q. encourage built form (outside the gateway and main intersection areas) to incorporate a high level of physical continuity, cohesion and linkage between buildings, from block to block, and from street to street;

r. create a sense of prominence at the intersection of Hurontario Street and ***Major Transit Station Areas***, by integrating features such as: tall, more distinctive buildings located close to the street, unique landscape and ***streetscape*** treatment, transit amenities, elevated and distinguishing rooflines;

s. internalize, screen and minimize visual impacts of the service and loading facilities from the ***streetscape,*** public view, pedestrian walkways, and abutting uses;

t. the submission of a concept plan will be required for all development applications to demonstrate how the urban design policies will be implemented;

u. development applications will also have regard for the urban design guidelines in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence; and

v. development should provide the ease of movement between the built form and transit facilities and ***active transportation***. The design of buildings will improve connections and accessibility for transit users and ***active transportation*** and reinforce Hurontario Street as a major transit corridor.

15.3.2 Land Use

15.3.2.1 Notwithstanding the policies of this Plan, single storey financial institutions and freestanding restaurants of all types which are not substantially screened from Hurontario Street by a building in

place at the time of development will not be permitted on land adjacent to Hurontario Street.

15.3.2.2 Existing uses will be permitted as they existed on the day these policies come into effect. Limited expansions may be permitted on a site specific basis subject to consideration of matters such as urban design and proximity to a ***Major Transit Station Area***.

15.3.2.3 Existing buildings that do not meet the built form policies including single storey financial institutions, and freestanding restaurants, which are not substantially screened from Hurontario Street by a building, will be encouraged to redevelop in keeping with the vision for the Hurontario Street Intensification Corridor.

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

a. overnight accommodation and conference centres may be permitted;

b. at ***Major Transit Station Areas***, buildings will be a minimum of three storeys but will be encouraged to be higher;

c. buildings will have a maximum building setback of five metres, however, greater setbacks may be required based on the final design of the light rail transit system;

d. accessory retail commercial uses incorporating transparent windows will be encouraged at grade at ***Major Transit Station Areas*** for buildings directly fronting Hurontario Street; and

e. in order to achieve a continuous street wall, new development will have a minimum 80 percent of any lot frontage along Hurontario Street within ***Major Transit Station Areas*** and 66 percent in areas beyond, occupied with a building or buildings. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Hurontario Street. This continuous street wall condition will wrap around the corner at major intersections.

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

a. motor vehicle body repair facilities;

b. transportation facilities;

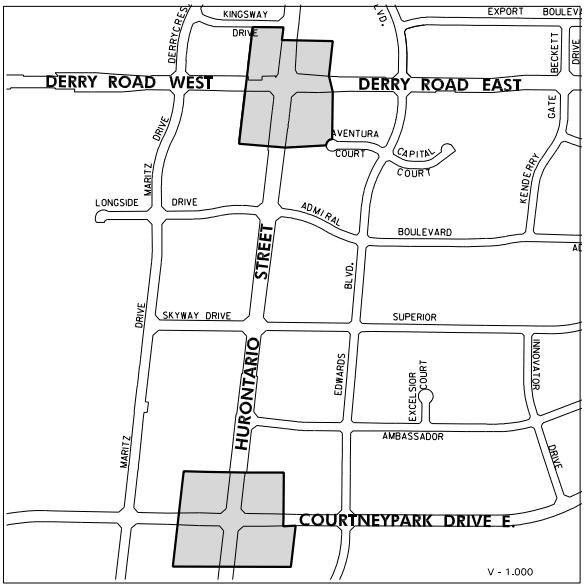
c. trucking terminals; and

d. ***waste processing*** or ***transfer stations*** and composting facilities.

15.3.3 Special Site Policies

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

15.3.3.1 Site 1



15.3.3.1.1 The lands identified as Special Site 1 are located at the four corners of Hurontario Street and Derry Road East/Derry Road West, and Hurontario Street and Courtneypark Drive East/Courtneypark Drive West.

15.3.3.1.2 Notwithstanding the policies of this Plan and the Urban Design Policies in Section 15.3.1.2 for

these lands, the following additional policies will apply:

a. accessory commercial uses will generally be limited to a maximum of 30% of the total Gross Floor Area. Freestanding accessory commercial uses will not be permitted. Accessory commercial uses must be contained within the same building as the principal use;

b. assembly of lands at the Hurontario Street/Derry Road intersection is encouraged;

c. prior to development of the lands at the Hurontario Street/Derry Road intersection, an internal access concept will be prepared to the satisfaction of the Transportation and Works Department;

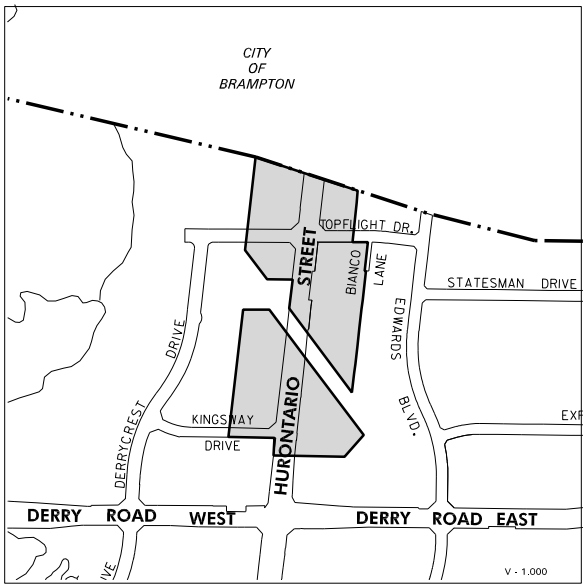
d. these lands represent the principal intersections along the Hurontario Corridors north of Provincial Highway 401 (Derry Road East/Derry Road West and Courtneypark Drive East/Courtneypark Drive West). Development abutting the intersections should highlight these locations as focal points within the ***streetscape***, given their high profile and visibility.

   In addition to the Urban Design Policies in Section 15.3.1.2, these lands will be subject to the following:

   - buildings will have minimal frontal setbacks with active street oriented elevations, main front doors and fenestration integrated with the ***streetscape***; and

e. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during the processing of development applications.

15.3.3.2 Site 2



15.3.3.2.1 The lands identified as Special Site 2, also known as the City Wide Gateway, are located on both sides of Hurontario Street, south of the northerly municipal boundary.

15.3.3.2.2 Notwithstanding the policies of this Plan and the Urban Design Policies in Section 15.3.1.2 for these lands, the following additional policies will apply:

a. prior to a development proposal, the applicant will provide a concept plan demonstrating internal traffic and pedestrian circulation to the satisfaction of the City;

b. Special Site 2 should function as the primary "gateway" into Mississauga from Brampton and areas to the north. A "gateway" should promote distinctive built form, landscaping and street furniture elements as visual landmarks to identify the City entry and reinforce a quality image.

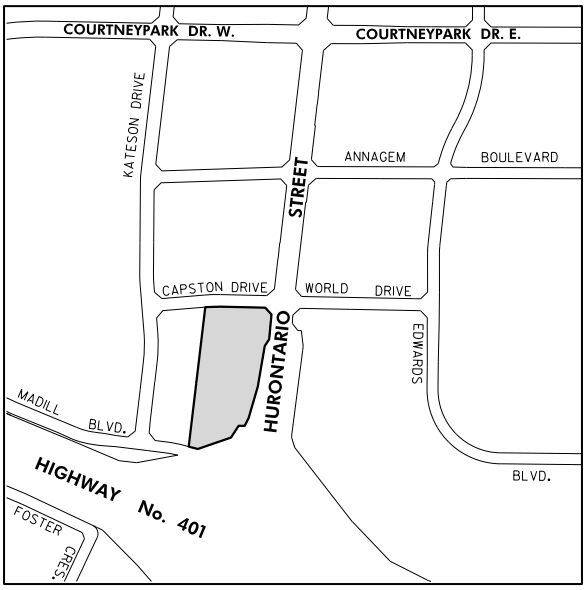
   This location is the prime opportunity to initiate a "gateway" into a civic boulevard of this calibre over the longer term. The achievement of this goal will rely on distinctive elements in both the public boulevard (i.e. feature planting, signage

and decorative elements) as well as abutting development.

Built form in this location should not be seen as "background" development but should create distinctive landmarks by creative use of building massing, architectural features, higher buildings and integrated built form as a "signature" for Mississauga. Further, a transition should be provided between the highway scale of Provincial Highway 407 and the more urban scale of the street corridor through graduated change in setback, character and attention to design detail; and

c. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during the processing of development applications.

15.3.3.3 Site 3



15.3.3.3.1 The lands identified as Special Site 3, are located on the west side of Hurontario Street, north of Provincial Highway 401.

15.3.3.3.2 Nothwithstanding the Office policies of this Plan, the following additional uses will be permitted:

a. commercial school (except a truck driving school);

b. manufacturing;

c. research and development; and

d. warehousing and distribution.

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

a. this site should provide one of the principal north entry features into the Gateway Corporate Centre. Development should promote a quality image and reinforce an upscale image as a corporate address and destination. Opportunities for secondary landmark buildings should be promoted in order to highlight the entry point and provide orientation points. Built form should provide for a transition in scale from the broad expanses of Provincial Highway 40

to the more contained urban corridor appropriate to Hurontario Street;

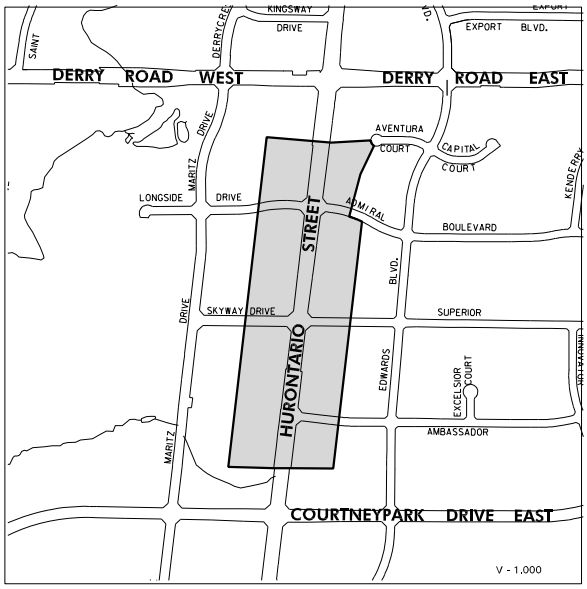
b. regard will be given to the applicable design guidelines during the processing of development applications;

c. building elements in combination with a generous landscape buffer will be incorporated into the site design to screen parking and loading areas from the views on Hurontario Street;

d. where buildings are used for manufacturing, warehousing and distributing uses, the following will apply:

- an access aisle between the building and Hurontario Street, will be permitted;
- buildings will have a minimum height of 11.5 metres and the appearance of a two storey building;
- buildings will have upgraded elevations with particular attention to detail, scale and treatment given their prominent location on Hurontario Street;
- where an office component is proposed it will be located adjacent to Hurontario Street;
- a visual and functional pedestrian connection will be incorporated between building entrances and the public sidewalk to encourage pedestrian activity and transit usage;
- at the southwest corner of Hurontario Street and Capston Drive, exposed parking areas will be setback a minimum of 25 metres from the Hurontario Street frontage and will be appropriately screened by landscaping and architectural elements (e.g. arcades, trellises)

15.3.3.4 Site 4



15.3.3.4.1 The lands identified as Special Site 4, also known as the urban corridor of Hurontario Street, are located on both sides of Hurontario Street, south of Derry Road East/Derry Road West.

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

a. from an urban design perspective, development along the connecting corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

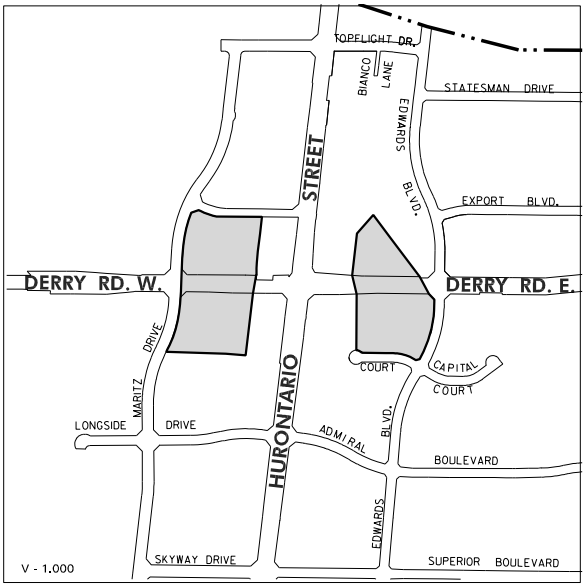
   The urban corridor of Hurontario Street should provide the common denominator of built form character linking the special features outlined above within a strong overall theme. Buildings along the urban corridor should have a consistent setback, height and building street frontage. These same elements of consistency should also provide a defined scale for the street and a visual frame for the street as a foundation for a quality image; and

b. the following general principles should apply to the urban corridor of Hurontario Street:

- broader streetline setback range on development with substantial landscape area;
- substantial building coverage oriented to streetline;
- active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the building activities an integral part of the street;
- encourage consolidation of vehicular entrances;
- "background" architecture to create a unified street frame; and
- signage limited in scale and integrated with architecture (detailed guidelines have regard for Hurontario Streetscape Guidelines - south of Highway 401); and

c. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during the processing of development applications.

15.3.3.5 Site 5



15.3.3.5.1 The lands identified as Special Site 5, also known as the urban corridor of Derry Road East/Derry Road West, are located on both sides of Derry Road East/Derry Road West, east and west of Hurontario Street.

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

a. from an urban design perspective, development along the connecting corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

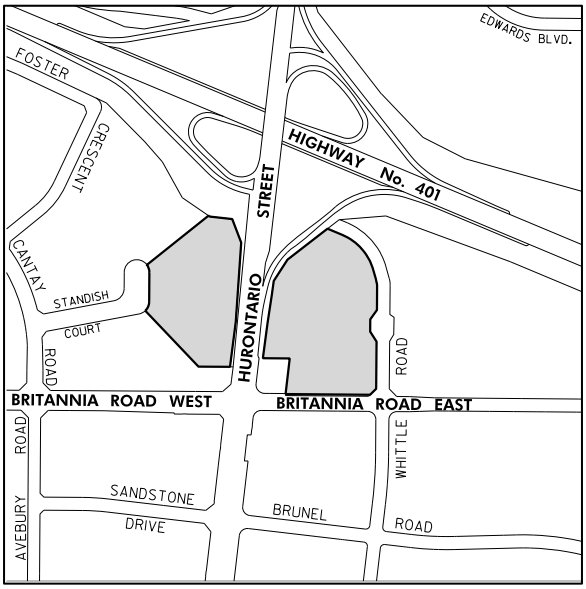
   The urban corridor of Derry Road East/Derry Road West should provide the common denominator of built form character linking the special features outlined above within a strong overall theme. Buildings along the urban corridor should have a consistent setback, height and building street frontage;

b. the following general principles should apply to the urban corridor of Derry Road East/Derry Road West:

- broader streetline setback range on development with substantial landscape area;
- substantial building coverage oriented to streetline;
- active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the building activities an integral part of the street;
- encourage consolidation of vehicular entrances;
- "background" architecture to create a unified street frame; and
- signage limited in scale and integrated with architecture (detailed guidelines have regard for Hurontario Streetscape Guidelines - south of Highway 401); and

c. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - A design mandate for excellence during processing of the development applications.

15.3.3.6 Site 6



15.3.3.6.1 The lands identified as Special Site 6 are located on the east and west sides of Hurontario Street, south of Provincial Highway 401.

15.3.3.6.2 Nothwithstanding the policies of this Plan, the following additional policies will apply:

a. buildings will be setback a maximum of 14 metres;

b. buildings will have a minimum building frontage of 39 metres facing Hurontario Street;

c. a visual and functional pedestrian connection will be incorporated between building entrances and the public sidewalk to encourage pedestrian activity and transit usage;

d. architectural elements and landscape features (e.g. arcades, trellises) will be incorporated to achieve a prominent street edge condition where the minimum streetwall that would otherwise be required will not be achieved in the short term, and may include principal pedestrian street entrances facing Hurontario Street; and

e. architectural elements will not be subject to any minimum height requirements.

15.3.3.7 Site 7



15.3.3.7.1 The lands identified as Special Site 7 are located at the northwest corner of Sandstone Drive and Hurontario Street.

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

a. buildings will have a minimum building frontage of 39 metres facing Hurontario Street;

b. a visual and functional pedestrian connection will be incorporated between building entrances and the public sidewalk to encourage pedestrian activity and transit usage;

c. architectural elements and landscape features (e.g. arcades, trellises) will be incorporated to achieve a prominent street edge condition where the minimum streetwall that would otherwise be required will not be achieved in the short term, and may include principal pedestrian street entrances facing Hurontario Street; and

d. architectural elements will not be subject to any minimum height requirements.

15.3.3.8 Site 8



15.3.3.8.1 The lands identified as Special Site 8 are located at the southwest corner of Sandstone Drive and Hurontario Street.

15.3.3.8.2 Notwithstanding the policies of this Plan, the following will apply to new development:

a. buildings will have a minimum building frontage of 39 metres facing Hurontario Street;

b. a visual and functional pedestrian connection will be incorporated between building entrances and the public sidewalk to encourage pedestrian activity and transit usage;

c. architectural elements and landscape features (e.g. arcades, trellises) will be incorporated to achieve a prominent street edge condition where the minimum streetwall that would otherwise be required will not be achieved in the short term, and may include principal pedestrian street entrances facing Hurontario Street; and

d. architectural elements will not be subject to any minimum height requirements.

15.3.3.8.3 Notwithstanding the policies of this Plan, the following additional policies will apply where the existing building is extended:

e. the building extension will not have greater setbacks than the existing building;

f. a maximum of four rows of parking and associated aisles will be permitted between the building extension and Hurontario Street.

15.3.4 Exempt Sites

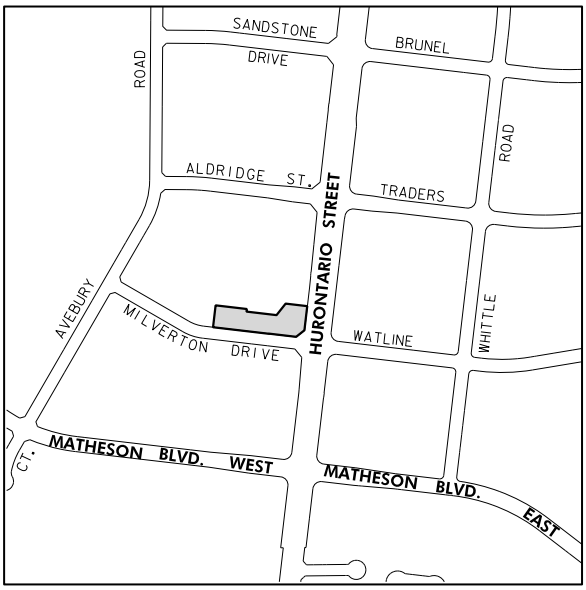
15.3.4.1 Site 1



15.3.4.1.1 The lands identified as Exempt Site 1 are bounded by Matheson Boulevard East, Hurontario Street, Watline Avenue and Whittle Road.

15.3.4.1.2 Notwithstanding the policies of this Plan, commercial uses will also be permitted.

15.3.4.2 Site 2



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

15.3.4.2.2 Notwithstanding the policies of this Plan, the following additional uses, excluding drive-through facilities, will be permitted in the existing building:

a. banquet hall;

b. daycare;

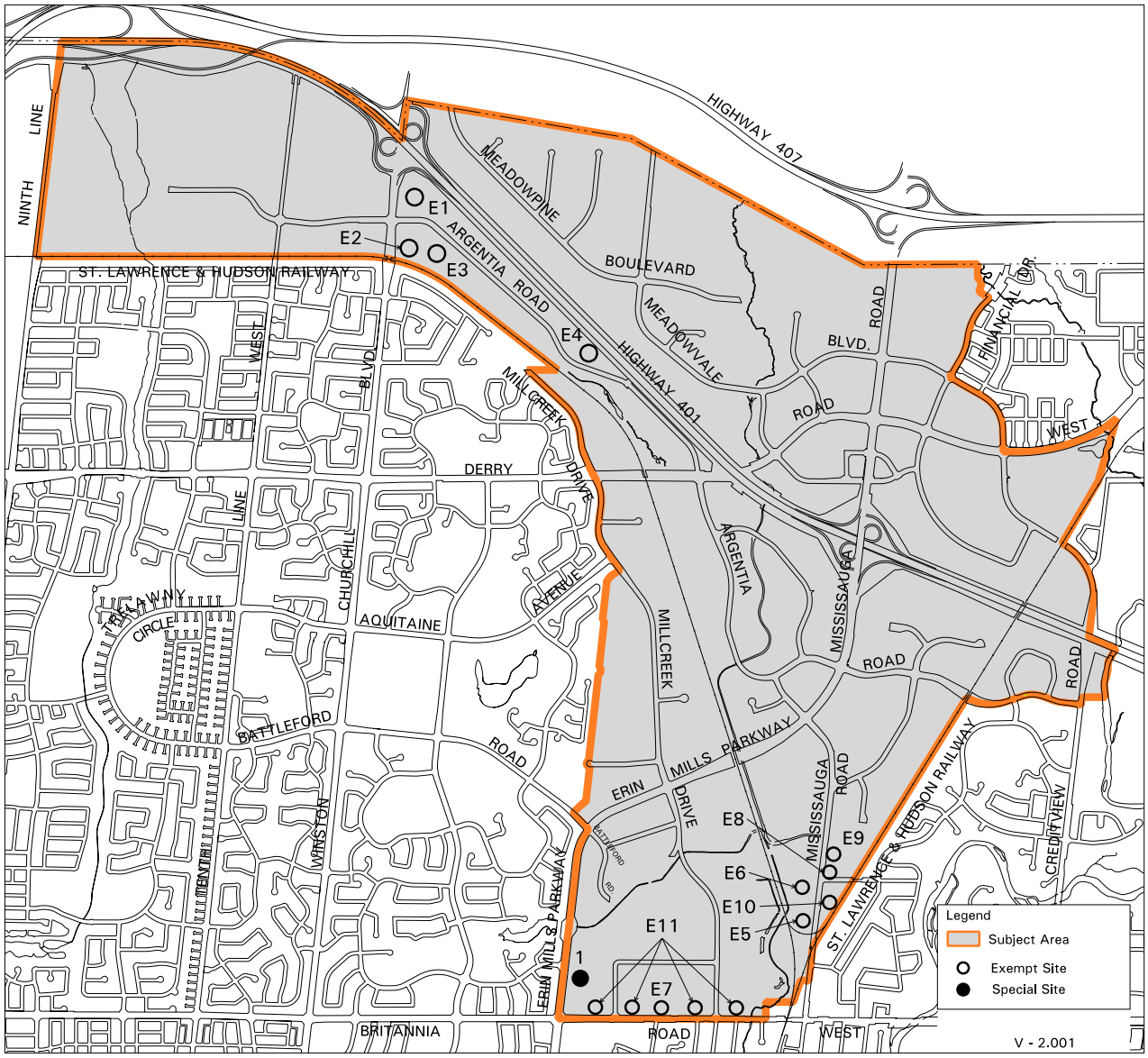
c. entertainment, recreation and sports facility;

d. financial institution;

e. research and development; and

f. restaurant.

15.4 Meadowvale Business Park



Map 15-4: Meadowvale Business Park Corporate Centre Character Area

15.4.1 Urban Design Policies

15.4.1.1 To achieve a high standard of building design, landscape and ***streetscape***, the following design policies will be used to evaluate the design aspects of development proposals:

a. existing natural features, particularly significant forested areas, the Mullet Creek valley and tributaries of the Credit River will be recognized as opportunities for urban design and will be incorporated with development in a manner which will not impair their visual or ecological integrity;

b. by taking advantage of special building forms on lands proposed for office and commercial uses, interesting and varied entrance corridors will be created; and

c. in order to firmly establish the prestige image of the area, special attention will be given to site planning, building design and landscaping along arterial and major collector roads, at major road intersections and at other highly visible locations.

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

15.4.1.3 Proposals for Business Employment and Industrial uses adjacent to residential will be designed to minimize overlook conditions, be compatible with adjacent grading conditions and minimize overshadowing to any adjacent properties, and will be subject to special design controls in order to ensure upgraded building elevations and landscaped buffers.

15.4.2 Land Use

15.4.2.1 Notwithstanding the Business Employment policies of this Plan, the following additional uses will be permitted, except within the restricted areas identified on Map 15-4.1: Meadowvale Business Park Restricted Areas:

a. adult entertainment establishments;

b. animal boarding establishments which may include outdoor facilities;

c. body rub establishments;

d. cardlock fuel dispensing;

e. Motor Vehicle Commercial uses;

f. motor vehicle rental facilities;

g. outdoor storage and display areas related to a permitted use;

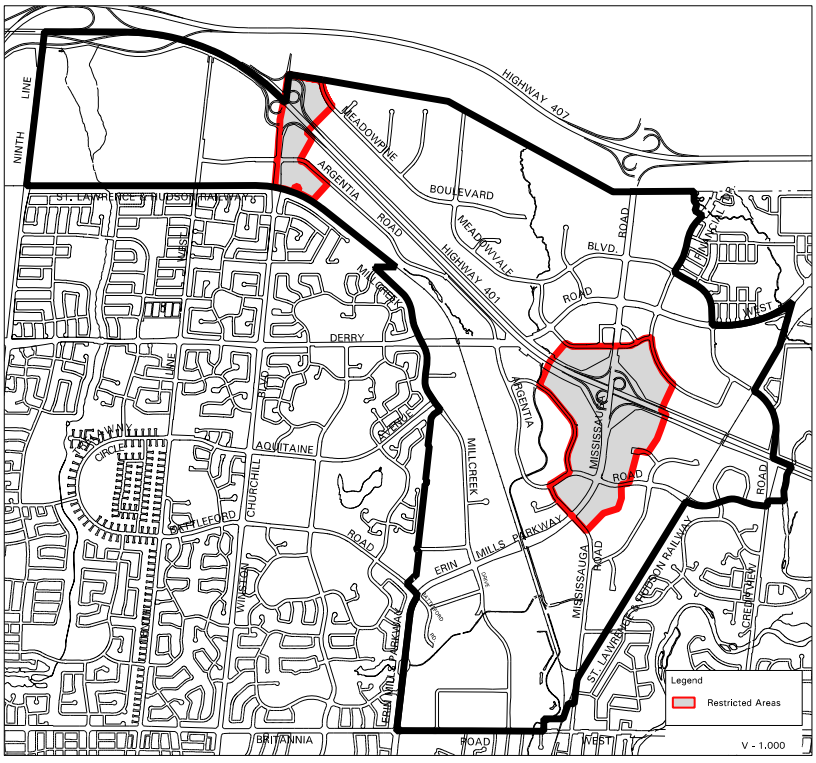
h. self storage facilities;

i. transportation facilities;

j. trucking terminals; and

k. ***waste processing station*** or ***waste transfer stations*** and composting facilities.

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

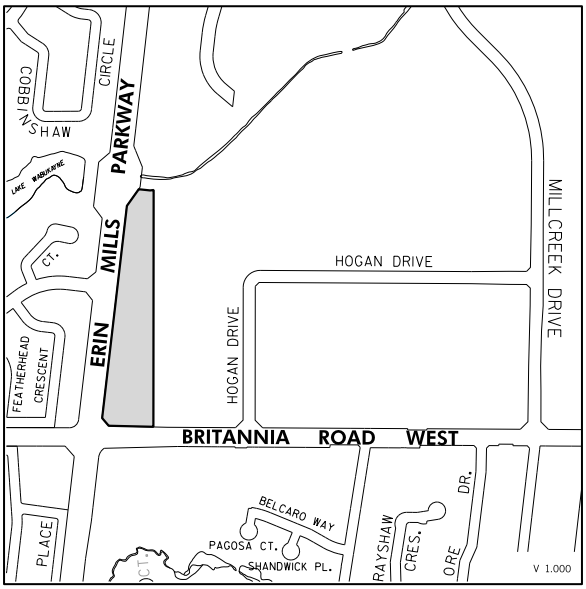


Map 15-4.1: Meadowvale Business Park Restricted Areas

15.4.3 Special Site Policies

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

15.4.3.1 Site 1



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

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

a. either accessory uses and/or a retail store will be permitted within an office building up to a maximum GFA of 2 000 m^2 or 32 percent of the total GFA, whichever is less;

b. laboratory uses will be permitted;

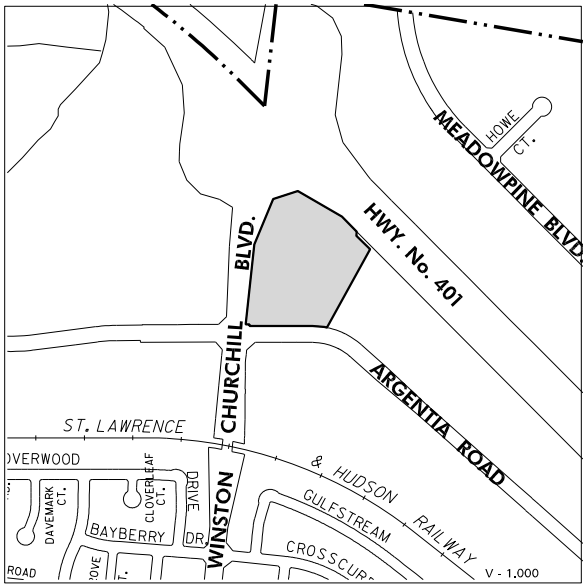
c. a building with a minimum height of two storeys is required at the northeast corner of Britannia Road West and Erin Mills Parkway;

d. one storey buildings will be permitted on the remainder of the site; and

e. freestanding restaurants and financial institutions will be permitted.

15.4.4 Exempt Site Policies

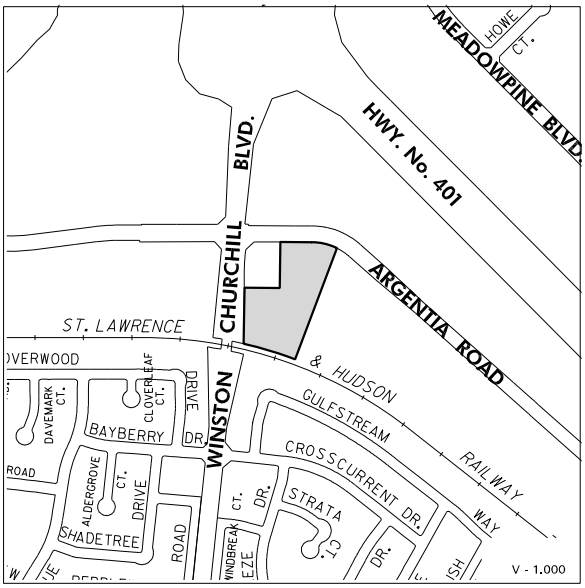
15.4.4.1 Site 1



15.4.4.1.1 The lands identified as Exempt Site 1 are located east of Winston Churchill Boulevard, south of Provincial Highway 401 and north of Argentia Road.

15.4.4.1.2 Notwithstanding the provisions of the Business Employment designation, all forms of general commercial uses will be permitted, except motor vehicle commercial uses.

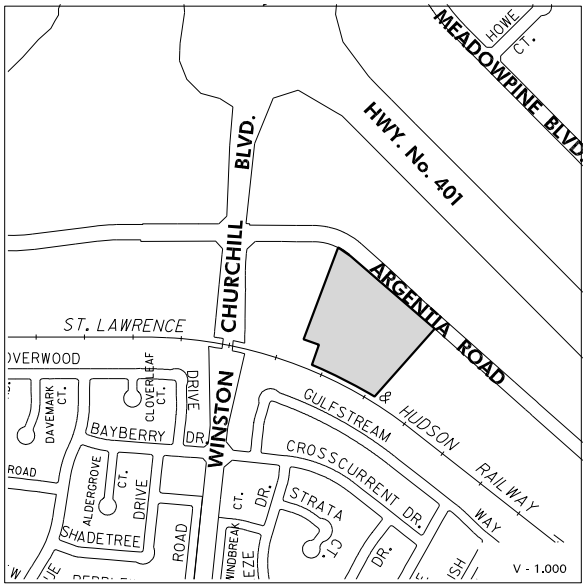
15.4.4.2 Site 2



15.4.4.2.1 The lands identified as Exempt Site 2 are located east of Winston Churchill Boulevard, south of Argentia Road and north of the St. Lawrence and Hudson Railway line.

15.4.4.2.2 Notwithstanding the Business Employment and Utility designations, office gross floor area (GFA) will be limited to a maximum of 55 208 m^2. An automobile dealership will also be permitted.

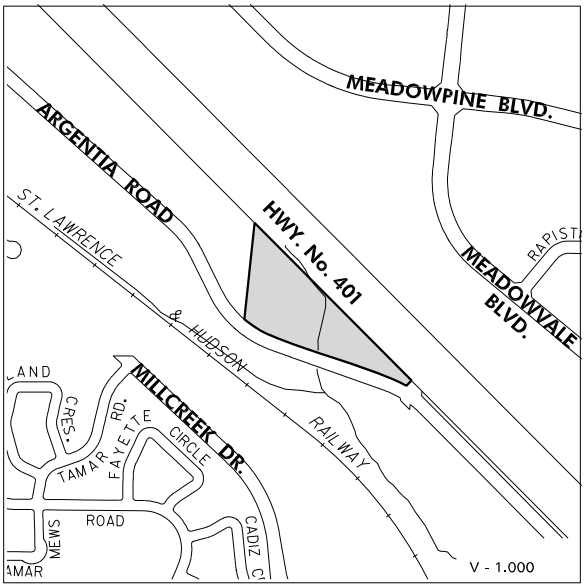
15.4.4.3 Site 3



15.4.4.3.1 The lands identified as Exempt Site 3 are located south of Argentia Road and east of Winston Churchill Boulevard.

15.4.4.3.2 Notwithstanding the provisions of the Business Employment designation, a retail warehouse, and accessory outdoor storage and display areas, will also be permitted.

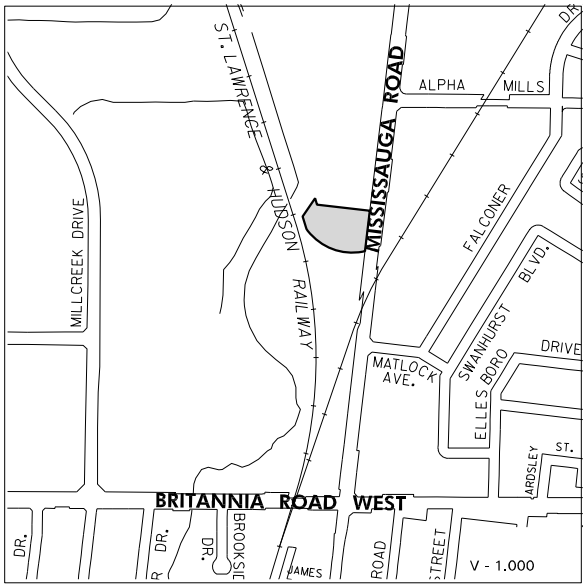
15.4.4.4 Site 4



15.4.4.4.1 The lands identified as Exempt Site 4 are located north of Argentia Road and west of Fifth Line West.

15.4.4.4.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, all types of restaurants will also be permitted.

15.4.4.5 Site 5



15.4.4.5.1 The lands identified as Exempt Site 5 are located on the west side of Mississauga Road, north of the St. Lawrence and Hudson Railway.

15.4.4.5.2 Notwithstanding the provisions of the Business Employment designation, a motor vehicle sales and equipment outlet will also be permitted.

15.4.4.6 Site 6



15.4.4.6.1 The lands identified as Exempt Site 6 are located on the west side of Mississauga Road, north of the St. Lawrence and Hudson Railway, opposite Alpha Mills Road.

15.4.4.6.2 Notwithstanding the provisions of the Business Employment designation, a retail warehouse, a bulk frozen food store, a bulk food store, a supermarket and a discount merchandising store will also be permitted.

15.4.4.7 Site 7



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

15.4.4.7.2 Notwithstanding the provisions of the Business Employment designation, the following additional policies will apply:

a. a motor vehicle sales establishment will also be permitted;

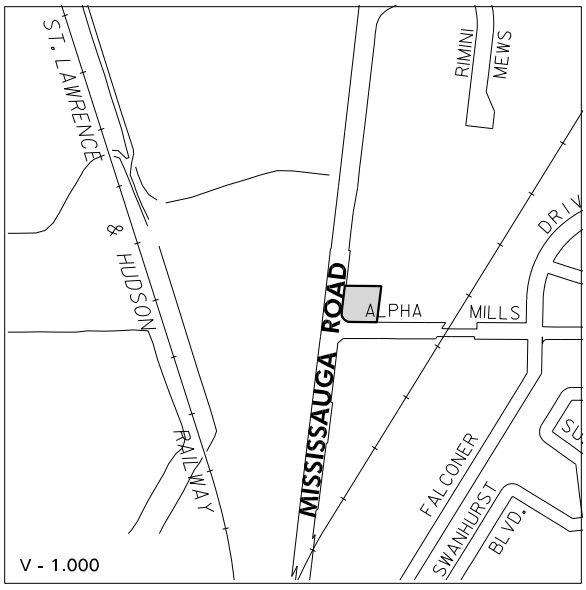
b. general commercial uses will be permitted to a maximum of 35% of the total gross floor area; and

c. the following uses will not be permitted:

- animal boarding establishments;
- body rub and adult entertainment establishments;
- cardlock fuel dispensing facilities;
- transportation facilities;
- trucking terminals; and
- ***waste processing stations*** or ***waste transfer stations*** and composting facilities.

15.4.4.7.3 Notwithstanding the policies of this Plan, one storey buildings will be permitted.

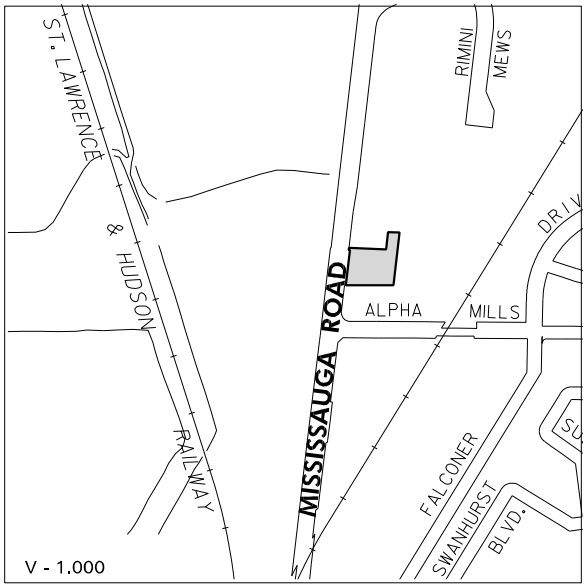
15.4.4.8 Site 8



15.4.4.8.1 The lands identified as Exempt Site 8 are located at the northeast corner of Alpha Mills Road and Mississauga Road.

15.4.4.8.2 Notwithstanding the provisions of the Business Employment designation, a retail commercial use will also be permitted.

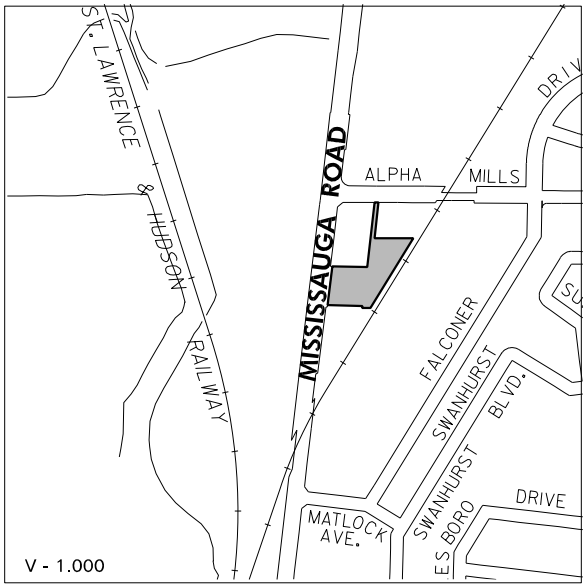
15.4.4.9 Site 9



15.4.4.9.1 The lands identified as Exempt Site 9 are located on the east side of Mississauga Road, north of Alpha Mills Road.

15.4.4.9.2 Notwithstanding the provisions of the Business Employment designation, motor vehicle sales will also be permitted.

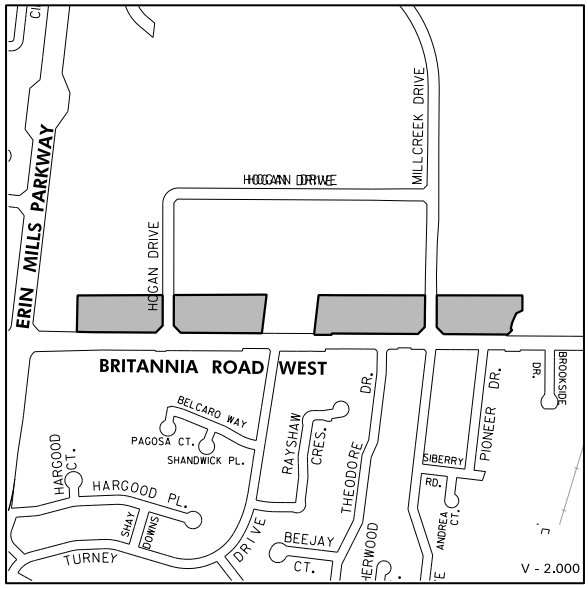
15.4.4.10 Site 10



15.4.4.10.1 The lands identified as Exempt Site 10 are located on the east side of Mississauga Road, south of Alpha Mills Road.

15.4.4.10.2 Notwithstanding the provisions of the Business Employment designation, motor vehicle sales will also be permitted.

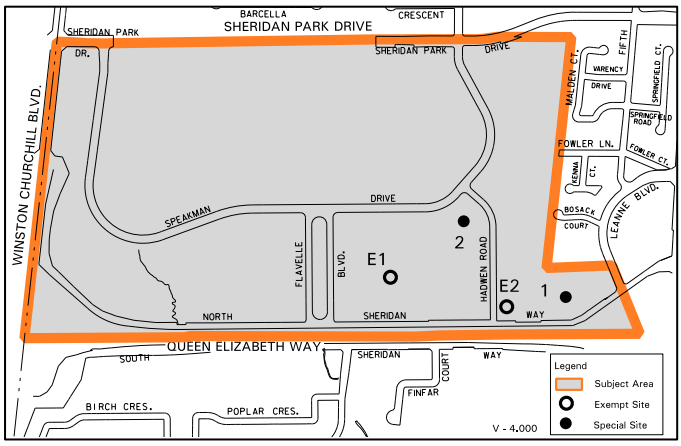
15.4.4.11 Site 11



15.4.4.11.1 The lands identified as Exempt Site 11 are located on the north side of Britannia Road West, east of Erin Mills Parkway.

15.4.4.11.2 Notwithstanding the policies of this Plan, one storey buildings will be permitted.

15.5 Sheridan Park



Map 15-5: Sheridan Park Corporate Centre Character Area

15.5.1 Context

The Sheridan Park Corporate Centre Character Area is one of the City's four Corporate Centres. It was originally developed as a research park in the 1960's, and retains much of the characteristics of an industrial development of that era.

The objectives of the policies are to reinforce and grow Sheridan Park as a unique science and technology park; facilitate the growth and evolution of the existing businesses; encourage the development of vacant and under-utilized sites and the full occupancy of buildings; and, encourage complementary accessory uses that support businesses and provide amenities for employees.

Additional objectives of the policies are to protect and enhance the natural areas and other open spaces, and to ensure that private landscaped open spaces contribute to an interconnected green space network and an attractive setting for development. Sheridan Park also contains significant natural areas, including the headwaters of the Sheridan Creek and large woodlots.

Sheridan Creek is a 1 035 ha watershed that drains into Rattray Marsh and Lake Ontario. Rattray Marsh is designated as an Environmentally Significant Area, Provincially ***Significant Wetland*** and ***Significant Area of Natural and Scientific Interest***. It represents one of the last remaining baymouth bar coastal wetlands on the western end of Lake Ontario. There are opportunities to restore and create unique natural features that were lost when the Sheridan Creek Watershed became urbanized, without compromising the economic value of the land.

15.5.2 Urban Design Policies

Community Identity and Design

15.5.2.1 A business park within a natural setting creates the identity of Sheridan Park Corporate Centre that distinguishes it from other office parks. The campus like setting is achieved by a combination of public and private open spaces of various sizes, forms and functions. To achieve the City's urban design objectives for Sheridan Park Corporate Centre, development proposals should address the following:

a. the appropriate balance of revitalization and intensification to ensure that public and private open spaces are prominent features;

b. building forms that are sensitive to the existing character;

c. the location and orientation of buildings to form clearly defined frontages and entry points facing onto public streets;

d. a well-connected pedestrian/bicycle network that links developments to the overall City network;

e. the layout, design and screening for parking, loading and service areas to minimize the visual impact on the public streets;

f. the natural features will be protected from development and promoted as amenities for employees and the broader community; and

g. a ***Streetscape*** Master Plan will be prepared to coordinate street tree planting and right-of-way design.

Buildings and Landscape

15.5.2.2 To achieve and enhance the campus like setting, the following design guidelines will be used to evaluate development proposals:

a. buildings should be set back from streets to maintain generous landscaped areas in the front and to preserve vistas to the building entrances by strategically located landscape elements;

b. main entrances will be located facing the street frontage with highly transparent windows to engage the landscape and public realm around the building;

c. the preservation and integration of Natural Heritage Systems and their ecological functions will be achieved by minimizing alterations to the existing topography, natural drainage patterns and vegetation;

d. landscape design should incorporate the following:

- ***stormwater best management practices***;
- native plants with low maintenance requirements;
- a consistent pattern of trees lining the streets to unite the elements of the open space system and refresh the green identity within Sheridan Park Corporate Centre;
- interconnecting and barrier-free pedestrian pathways, open spaces between buildings, and wayfinding features;
- well-defined vehicular routes with proper signage;
- accessible outdoor amenity spaces with comfortable microclimates and a proper balance of sun and shade year round provided by structural shelters and/or planting; and
- clear visual and spatial identification of publicly accessible areas on private lands.

e. large expanses of surface parking will be softened by landscaped islands with canopy trees;

f. an identifiable street edge will be encouraged on lands visible from Winston Churchill Boulevard and the Queen Elizabeth Way;

g. a high standard of building materials will be used for the architectural treatment of all facades; and

h. buildings will be oriented and designed with best practises of green architecture to provide a higher level of comfort and minimize energy consumption.

15.5.3 Environmental Areas

15.5.3.1 The City and Credit Valley Conservation will work collaboratively to develop a Master Drainage Plan for all, or portions of Sheridan Park Corporate Centre and the Sheridan Creek ***sub-watershed***, to explore opportunities to mitigate flood hazards, flood risks, erosion and/or impacts to water quality, and may identify additional lands as Greenlands. An official plan amendment would be required for the redesignation of lands as determined by the Master Plan.

15.5.4 Land Use

15.5.4.1 Business Employment

15.5.4.1.2 Notwithstanding the Business Employment policies of this Plan, lands designated Business Employment will only be used for the following uses:

a. scientific and engineering research and development facilities, including: laboratories, pilot plants and prototype production facilities;

b. education and training facilities and post-secondary education facilities, but excluding a public school or private school used for elementary or secondary level education and training;

c. data processing centres;

d. engineering and professional design services;

e. major offices and ***secondary offices***;

f. broadcasting, communication and information technology facilities; and

g. commercial and manufacturing accessory uses.

15.5.4.1.3 Accessory uses will be a maximum of 15 percent of the total Gross Floor Area and limited to commercial, daycare and manufacturing activities within enclosed buildings.

15.5.4.1.4 A freestanding building with commercial uses intended to serve the employees in the Sheridan Park Corporate Centre Character Area will be permitted, the location of which is to be determined. An official plan amendment will be required for the redesignation of lands to accommodate commercial uses. Major retail uses will not be permitted.

15.5.4.1.5 Development will be subject to the following policies:

a. operations must be carried out within enclosed buildings and structures; and

b. private landowners will be encouraged to provide opportunities for active and passive forms of outdoor recreation.

15.5.5 Transportation Policies

15.5.5.1 Development along Queen Elizabeth Way may be impacted by planned improvements to the highway by the Ministry of Transportation, including a potential realignment of North Sheridan Way.

15.5.5.2 Where it is not feasible to construct a sidewalk or multi-use trail on municipal property, private/public partnerships will be promoted to create internal pedestrian and cycling connections.

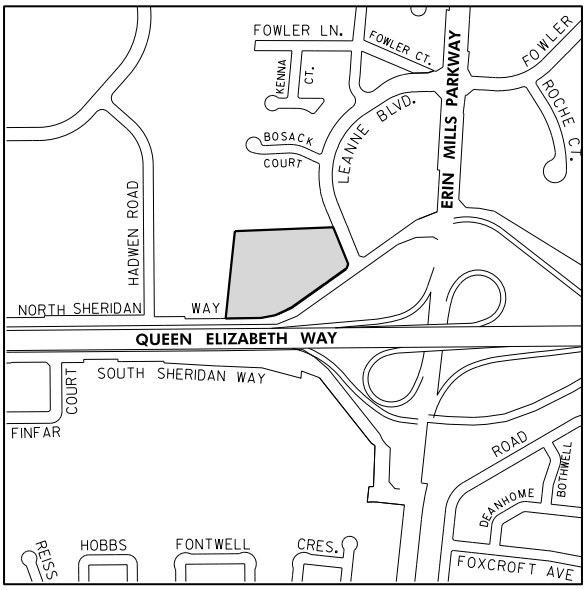
15.5.5.3 Linkages across Greenlands are encouraged to create connections within Sheridan Park Corporate Centre, with specific focus on north-south connections from Speakman Drive to the extension of Sheridan Park Drive and to transit routes.

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

15.5.6 Special Site Policies

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

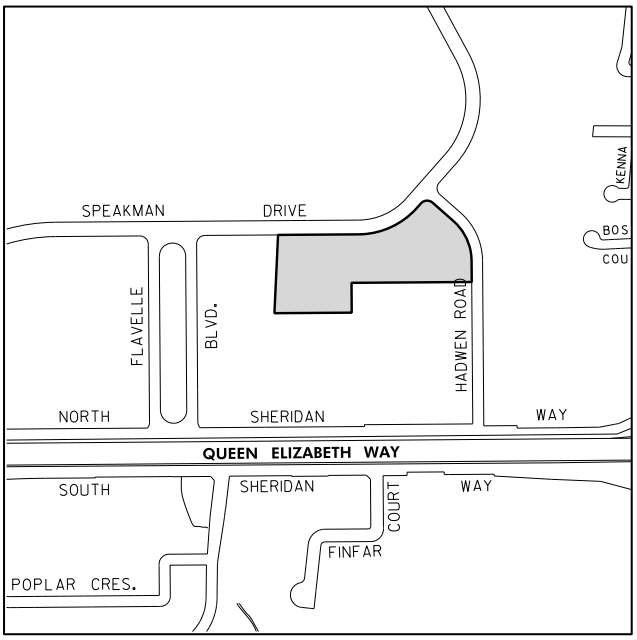
15.5.6.1 Site 1



15.5.6.1.1 The lands identified as Special Site 1 are located on the north side of North Sheridan Way, west of Erin Mills Parkway.

15.5.6.1.2 Notwithstanding the policies of this Plan, overnight accommodation will also be permitted.

15.5.6.2 Site 2

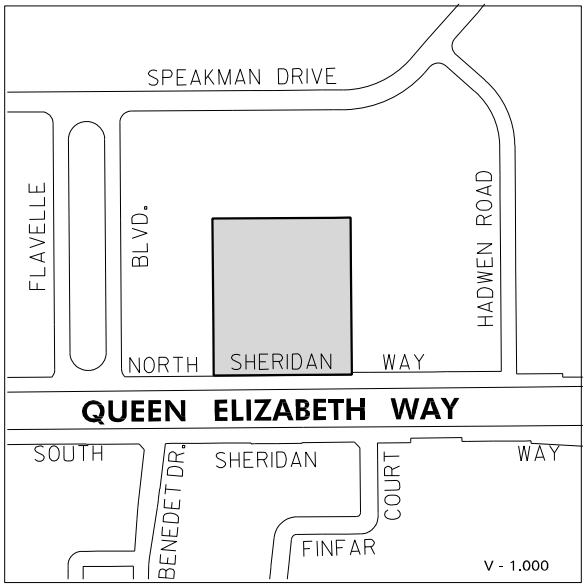


15.5.6.2.1 The lands identified as Special Site 2 are located on the south side of Speakman Drive, west of Hadwen Road and are municipally known as 2270 and 2300 Speakman Drive.

15.5.6.2.2 Notwithstanding the policies of this Plan, a private elementary and secondary school will also be permitted.

15.5.7 Exempt Site Policies

15.5.7.1 Site 1



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

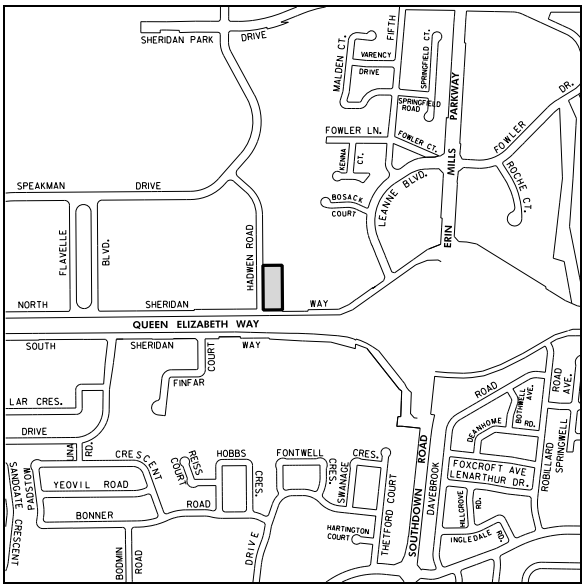
15.5.7.1.2 Notwithstanding the Policies of this Plan, the following additional uses will be permitted:

a. industrial uses within enclosed buildings including manufacturing, warehousing, distributing and wholesaling;

b. office and accessory uses within industrial buildings or in separate buildings within a complex of associated industrial buildings; and

c. limited outdoor storage areas accessory to an existing permitted use provided they are screened from public view.

15.5.7.2 Site 2



15.5.7.2.1 The lands identified as Exempt Site 2 are located at the northeast corner of North Sherida Way and Hadwen Road and are municipally known as 2213 North Sheridan Way.

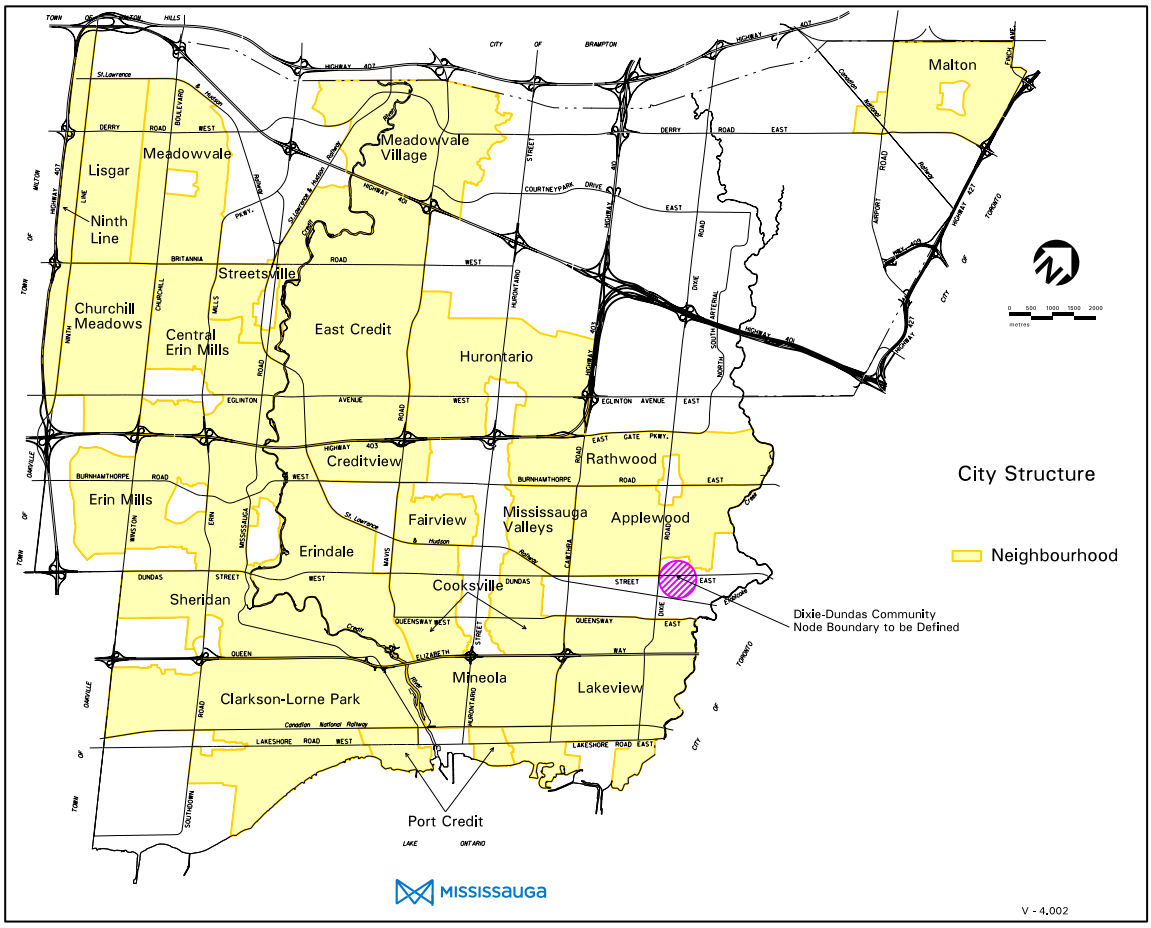
15.5.7.2.2 Notwithstanding the policies of this Plan, the following additional uses will be permitted:

a. manufacturing, warehousing, distributing and wholesaling within enclosed buildings; and

b. limited outdoor prototype testing areas accessory to an existing permitted use provided they are screened from public view.

16 Neighbourhoods

16.1 Introduction



Map 16-1: City Structure

There are 23 Neighbourhood Character Areas in Mississauga:

- Applewood;
- Central Erin Mills;
- Churchill Meadows;
- Clarkson-Lorne Park;
- Cooksville;
- Creditview
- East Credit;
- Erindale;
- Erin Mills;
- Fairview;
- Hurontario;
- Lakeview;
- Lisgar;
- Malton;
- Meadowvale;

- Meadowvale Village;
- Mineola;
- Mississauga Valleys;
- Ninth Line
- Port Credit;
- Rathwood;
- Sheridan; and
- Streetsville.

This section identifies the modifications to the General Land Use designations in Chapter 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 will be evaluated in the context of the existing lot pattern in the surrounding area.

16.1.2.2 Where the Residential Medium Density policies of this Plan permit low-rise apartment dwellings, they will be encouraged to locate on ***Corridors***.

16.1.2.3 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.

16.1.2.4 Proposals for additional development on lands with existing apartment buildings will recognize and provide appropriate transition to adjacent low density residential uses.

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.

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

a. adult entertainment establishments;

b. animal boarding establishment;

c. bodyrub establishment;

d. cardlock fuel dispensing;

e. motor vehicle body repair facility;

f. Motor Vehicle Commercial;

g. outdoor storage and display areas related to a permitted manufacturing use;

h. transportation facilities;

i. trucking terminals;

j. self storage facilities; and

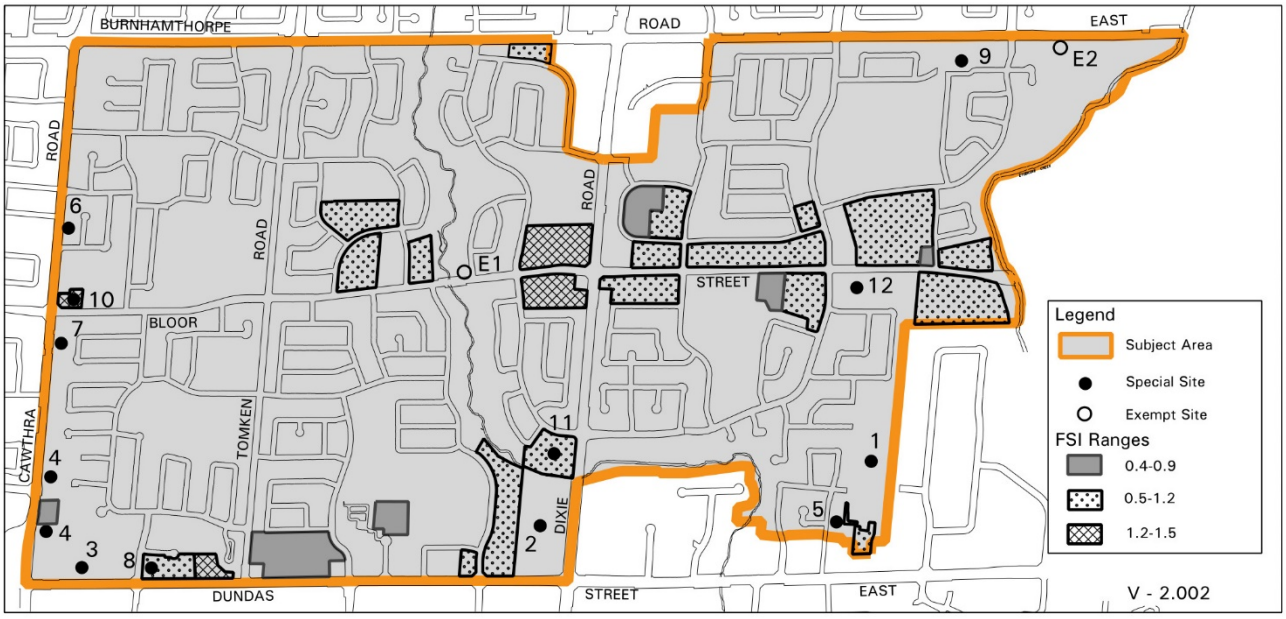
k. ***waste processing stations*** or ***waste transfer stations*** and composting facilities.

16.1.6 Industrial

16.1.6.1 The Industrial designation will not be permitted.

16.2 Applewood

place and create a complete, healthy community. New development within the neighbourhood will



Map 16-2: Applewood Neighbourhood Character Area

16.2.1 Context

Applewood is a mature and well-established neighbourhood with a mix of detached, semi-detached, townhouse and apartment dwellings. Apartments are predominantly located along arterial and major roads and are an important piece of the overall housing stock. Apartments should be retained to provide housing options for varying lifestyle and economic needs. Retail and service uses are dispersed throughout the neighbourhood.

Arterial roads such as Burnhamthorpe Road, Dixie Road, Cawthra Road, and Dundas Street East and major collector roads like Bloor Street and Tomken Road will be the focus of future low-rise and mid-rise mixed use development Dundas Street is an Intensification Corridor where higher densities and a greater mix of uses are encouraged to support higher-order transit. New retail, service and office uses, and higher density infill residential will be directed to these streets to reinforce a sense of respect the existing lotting and street pattern, height, scale and building typology.

Streetscape improvements for portions of Cawthra Road and Dixie Road are encouraged to enhance the pedestrian realm. This may be achieved through landscaping, wider sidewalks, street trees, and/or multi-use trails.

A well-developed open space system weaves throughout the neighbourhood providing important pedestrian connections and gathering spaces. The existing parks and natural heritage features are of great importance and can be enhanced through additional community programming and site improvements that benefit people of all ages and abilities.

16.2.2 Urban Design Policies

Bloor Street

16.2.2.1 East of Dixie Road, development consists primarily of high density residential uses, with some mixed uses. The following policies apply to development or infilling of this segment of the street to encourage an improved pedestrian environment:

a. High density residential development should relate to the street, with buildings sited to minimize setbacks from Bloor Street. Efforts to develop a continuous street frontage through the construction of ground related podium structures (not including above ground parking structures), intensive landscaping at the street edge, and the orientation of buildings parallel to the street are encouraged; and

b. The mixed use properties on Bloor Street should have a stronger relationship to Bloor Street, with the main entrances of the buildings oriented towards Bloor Street and at least half of the linear frontage occupied by built form, wherever possible.

Dundas Street East

16.2.2.2 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 façade 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.

16.2.2.3 In high density residential development, efforts to develop a continuous street frontage through the orientation of buildings parallel to the street and the placement of significant building mass adjacent to the street edge are encouraged. Where this is not possible, the construction ground related podium structures (not including above ground parking structures) and intensive landscaping at the street edge, may be considered.

16.2.2.4 Pedestrian activity on lands designated Mixed Use at the northwest corner of Dundas Street East and Dixie Road should be encouraged by:

a. minimizing building setbacks and the amount of parking between the front façade of buildings and the street;

b. orienting buildings parallel to the street with a significant portion of the building mass located along the street frontage; and

c. providing a continuous landscape area between the front wall of buildings and the street.

16.2.3 Land Use

16.2.3.1 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 or other permanent open space feature, four to five storeys may be compatible.

16.2.3.2 Lands designated Residential Low Density II will not permit the following uses:

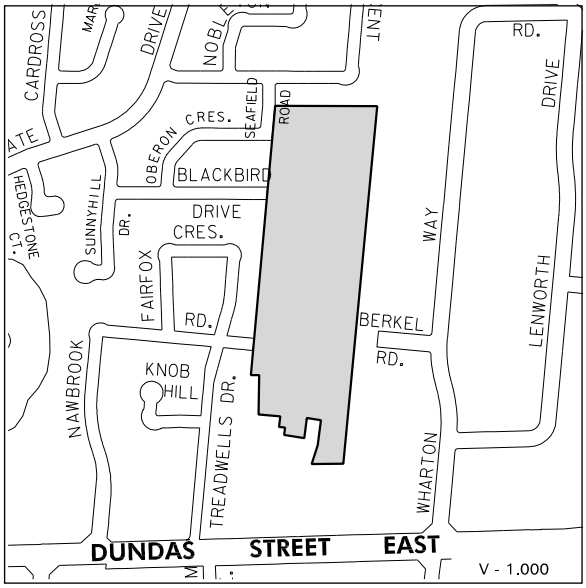
a. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

16.2.3.3 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.

16.2.4 Special Site Policies

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

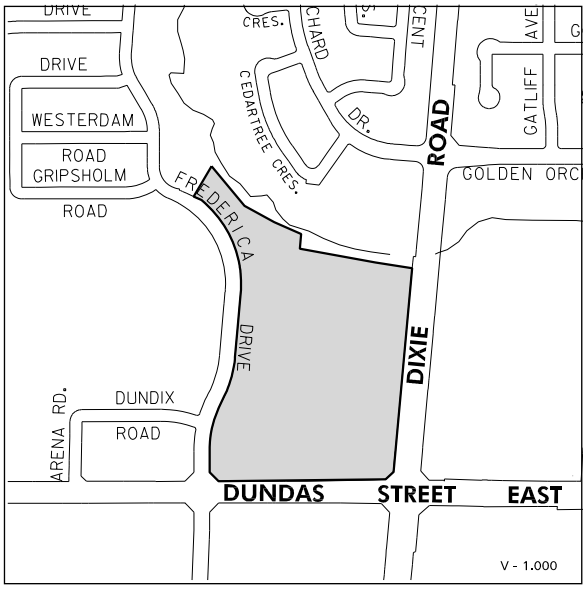
16.2.4.1 Site 1



16.2.4.1.1 The lands identified as Special Site 1 are located north of Dundas Street East, west of the Ontario Hydro corridor.

16.2.4.1.2 Notwithstanding the provisions of the Residential Low Density II designation, a maximum of 239 mobile homes or land lease community homes with accessory administrative facilities will be permitted.

16.2.4.2 Site 2



16.2.4.2.1 The lands identified as Special Site 2 are located at the northwest corner of Dundas Street East and Dixie Road. These lands are situated within a spill zone associated with the Regional Storm flood overtopping the south bank of the Little Etobicoke Creek channel and are classified as a special policy area floodplain on Schedule 3: Natural System.

16.2.4.2.2 Notwithstanding the policies of this Plan which relate to development within the Regional Storm Floodplain, and the provisions of the Mixed Use, Motor Vehicle Commercial and Residential High Density designations, the following policies will apply:

a. the construction of any buildings or structures, including any additions to an existing building, and the placing or dumping of fill of any kind, or the alteration of any ***watercourse***, will not be permitted within the special policy area without the approval of the Toronto and Region Conservation Authority (TRCA);

b. development will not be permitted within the 100 year storm floodplain;

c. development outside the 100 year storm floodplain will be permitted only on the basis of approvals by the City and the TRCA

d. ideally, new buildings and structures will be protected from flooding under Regional Storm conditions. Where this level of protection is technically or economically not feasible, Mississauga may, in consultation with the TRCA, consider a lesser level of protection. In no case, however, will the minimum level of protection be less than the 350 year storm floodplain;

e. notwithstanding subsections c. and d. above of this section, development, or additions will not be permitted, where, as a result of a flood event equal to or less than the Regulatory Flood, structures will be subject to flows which, due to velocity and/or depth, would present conditions of hazard to life or potential damage to structures;

f. in support of any development application, Mississauga or the TRCA may require engineering studies related to flood frequency, velocity and depth of flood flows, appropriate flood damage reduction measures, and stormwater management techniques. Based on these studies and other information, Mississauga or the TRCA may specify that any approval of the application will be subject to certain design considerations related to location, structural integrity, setbacks, coverage, elevation of ground floor openings, and other matters as may be determined by the City or the TRCA:

   - ingress and egress should be "safe" pursuant to Provincial Government flood proofing standards, and/or achieve the maximum level of flood protection determined to be feasible and practical based on existing infrastructure;

   - new development will not be permitted to locate in the floodplain where the use is:

     ○ associated with the manufacture, storage, disposal and/or consumption of hazardous substances or the treatment, collection and disposal of sewage, which would pose an unacceptable threat to public safety if they were to escape their normal containment/use as a result of flooding or failure of flood proofing measures;

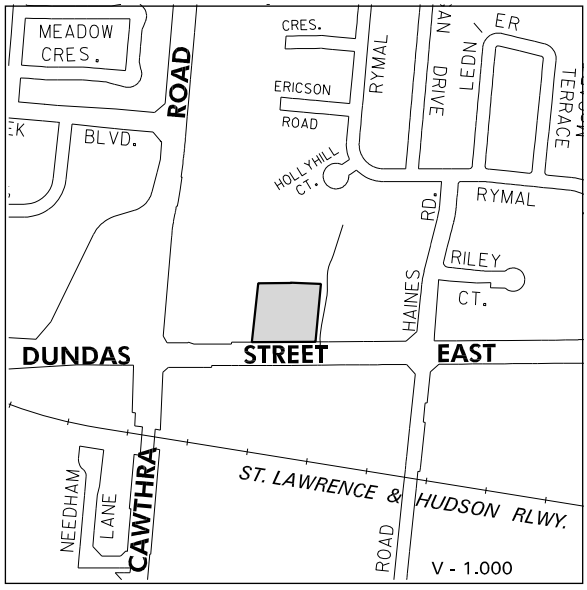
     ○ homes and schools, which would pose a significant threat to the safety of the inhabitants (e.g. the sick, the elderly, the disabled or the young), if involved in an emergency evacuation situation as a result of flooding or failure of flood proofing measures; and

     ○ associated with services, such as those provided by fire, police and ambulance stations and electrical substations, which would be impaired during a flood emergency as a result of flooding or failure of flood proofing measures; and

   - where new development is not considered to pose an unacceptable risk to public safety, a higher level of flood protection and/or additional flood proofing precautions above the Regulatory Flood level, may still be required due to the sensitive nature of the development; and

g. any amendment to the Zoning By-law will include provisions required by the City or the TRCA to implement the Special Site 2 policies of this Plan.

16.2.4.3 Site 3



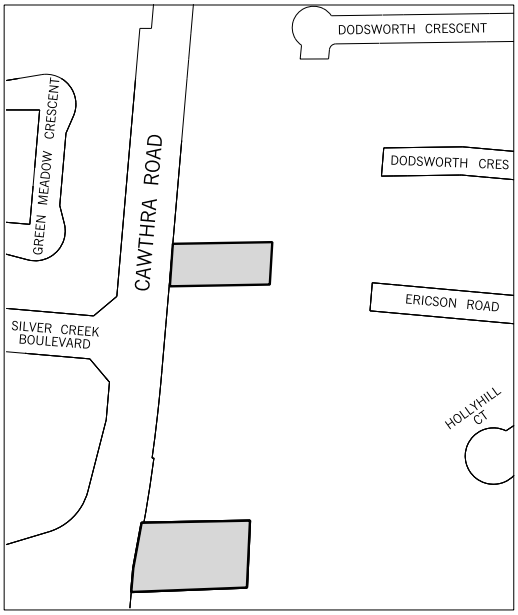
16.2.4.3.1 The lands identified as Special Site 3 are located on the north side of Dundas Street East, east of Cawthra Road.

16.2.4.3.2 Notwithstanding the provisions of the Office designation, apartment dwellings in accordance with the Residential High Density designation, will also be permitted and the following additional policies will apply:

a. the extension of the existing cemetery is also permitted on the westerly portion of these lands; and

b. approval for development will be subject to approval of a tree survey submission which demonstrates appropriate tree preservation measures.

16.2.4.4 Site 4

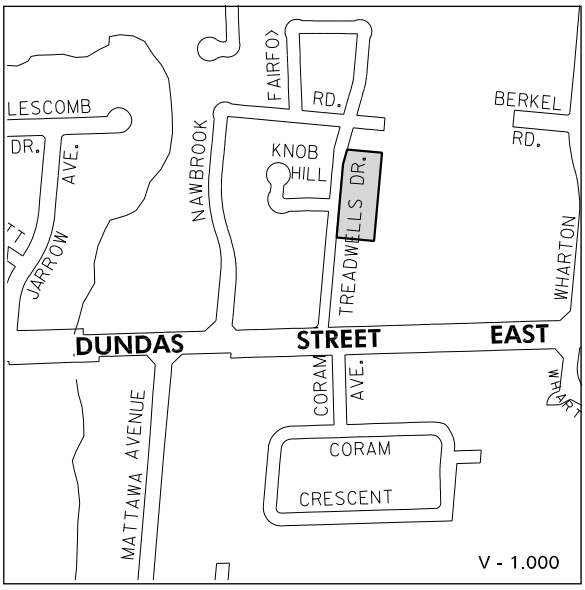


16.2.4.4.1 The lands identified as Special Site 4 are located along the east side of Cawthra Road, north of Dundas Street East.

16.2.4.4.2 Notwithstanding the provisions of the Residential Low Density I designation, offices will be permitted.

16.2.4.4.3 Approval for development will be subject to approval of a tree survey submission which demonstrates appropriate tree preservation measures.

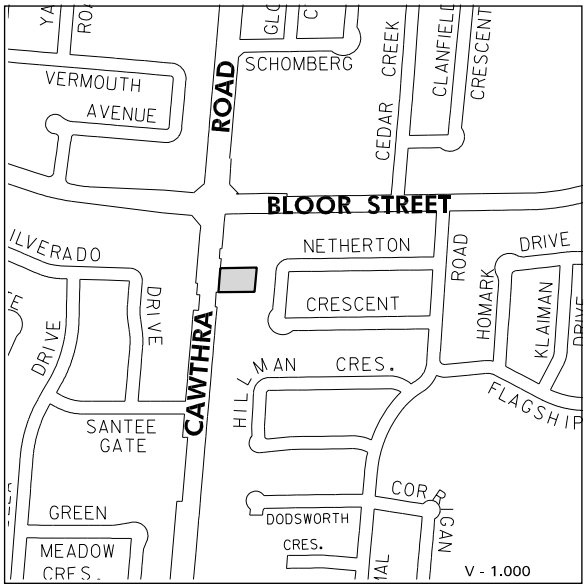
16.2.4.5 Site 5



16.2.4.5.1 The lands identified as Special Site 5 are located on the east side of Treadwells Drive, north of Dundas Street East.

16.2.4.5.2 Notwithstanding the provisions of the Residential Medium Density designation, a maximum of 9 detached dwellings and 23 townhouse dwellings will be permitted.

16.2.4.6 Site 6



16.2.4.6.1 The lands identified as Special Site 6 are located on the east side of Cawthra Road, north of Schomberg Avenue.

16.2.4.6.2 Notwithstanding the provisions of the Residential Low Density II designation, the following additional policies will apply:

a. a window and door showroom and associated office will be permitted in addition to residential uses;

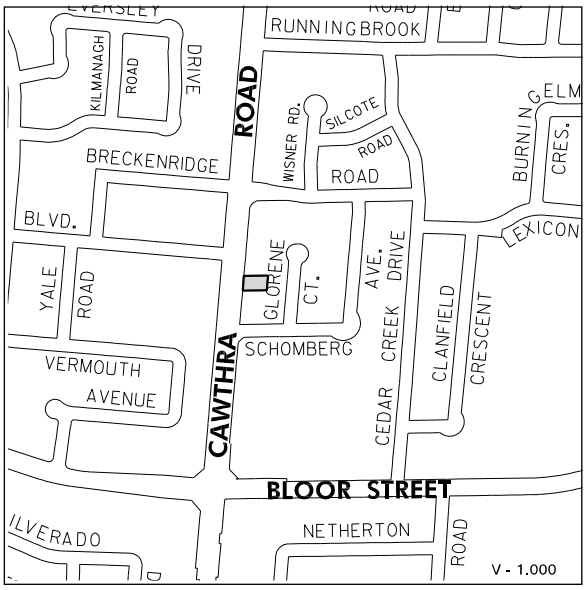
b. the building, including amenities and signage, whether new or modified, will have a residential appearance which is consistent with the form, design and scale of the surrounding residential area;

c. all required and related parking will be accommodated at grade in such a manner that minimizes the loss of vegetation and provides for limited impact on adjoining residential development;

d. to minimize the amount of hard surface area, on-site parking areas should have efficient vehicular circulation and layout which is suitably screened, preferably with vegetation; and

e. new buildings or modified buildings used for a window and door showroom and associated office will not exceed 150 m^2.

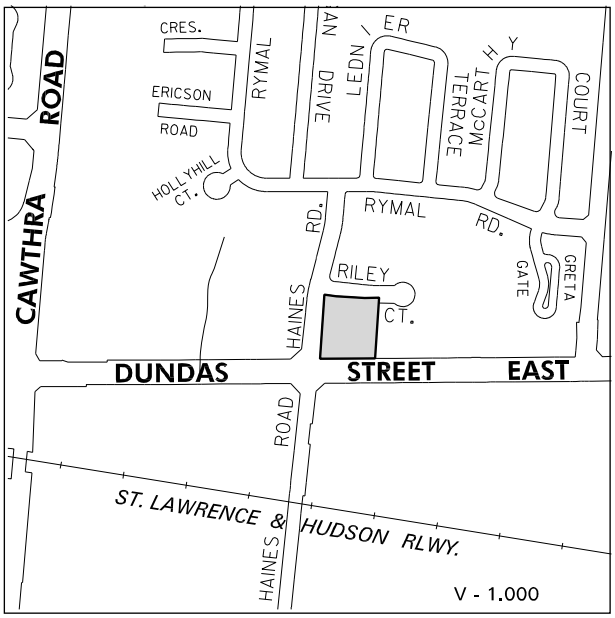
116.2.4.7 Site 7



16.2.4.7.1 The lands identified as Special Site 7 are located on the east side of Cawthra Road, south of Bloor Street.

16.2.4.7.2 Notwithstanding the provisions of the Residential Low Density II designation, only a detached dwelling or an office for a maximum of three non-resident physicians, dentists and drugless practitioners will be permitted.

16.2.4.8 Site 8



16.2.4.8.1 The lands identified as Special Site 8 are located on the east side of Haines Road, north of Dundas Street East.

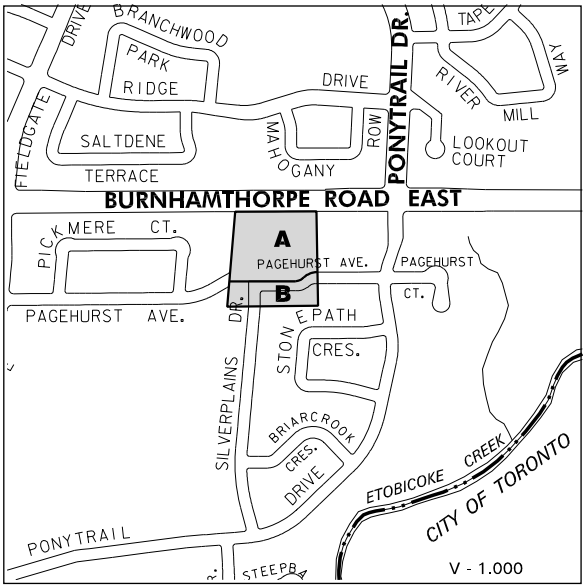
16.2.4.8.2 Notwithstanding the provisions of the Residential High Density Designation, the following additional policies will apply:

a. apartment dwellings with a maximum height of ten storeys if the lot area is equal to or greater than 6 600 m^2;

or

b. apartment dwellings with a maximum height of four storeys if the lot area is less than 6 600 m^2.

16.2.4.9 Site 9

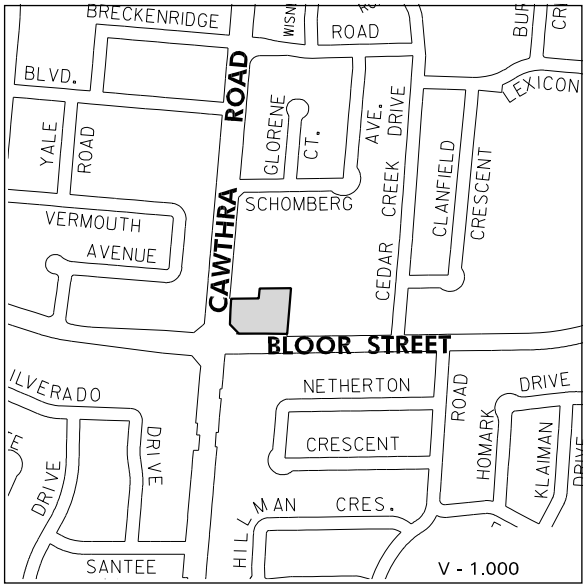


16.2.4.9.1 The lands identified as Special Site 9 are located on the south side of Burnhamthorpe Road East, west of Ponytrail Drive.

16.2.4.9.2 Notwithstanding the provisions of the Residential Medium Density designation applying to Area A, a maximum of 96 townhouse units and 24 semi-detached units will be permitted.

16.2.4.9.3 Notwithstanding the provisions of the Residential Low Density I designation applying to Area B, a maximum of 11 detached dwellings will be permitted.

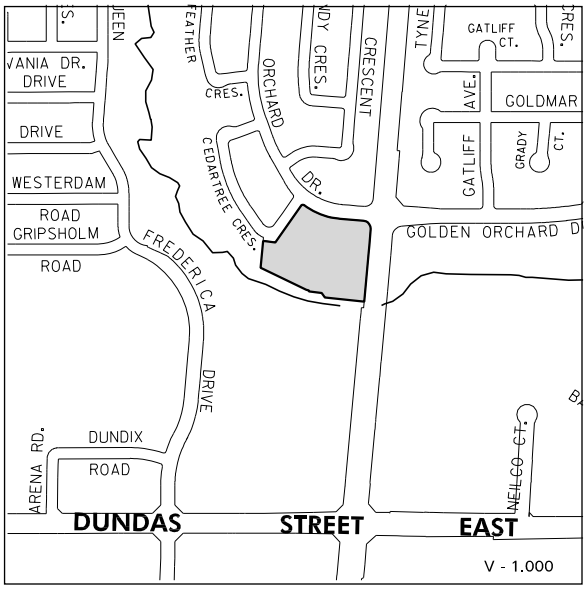
16.2.4.10 Site 10



16.2.4.10.1 The lands identified as Special Site 10 are located on the northeast corner of Bloor Street and Cawthra Road.

16.2.4.10.2 Notwithstanding the provisions of the Residential High Density designation, a residential apartment building will be permitted with a maximum total gross floor area of 1.65 times the lot area. No building or structure will exceed a height of 11.9 m above established grade, excluding any mechanical penthouse.

16.2.4.11 Site 11



16.2.4.11.1 The lands identified as Special Site 11 are located on the southwest corner of Golden Orchard Drive and Dixie Road.

16.2.4.11.2 Notwithstanding the provisions of the Residential High Density designation, apartment dwellings are permitted subject to the following additional policies:

a. development will be restricted to apartment dwellings to a maximum of 328 units;

b. the maximum density will be 134 units per hectare; and

a. the maximum building height of new development will be seven storeys.

16.2.4.11.3 Townhouse development may be permitted subject to a rezoning application that addresses, among other matters, the location, number and design of units.

16.2.4.11.4 In addition to the other applicable policies, the site will incorporate the following design guidelines:

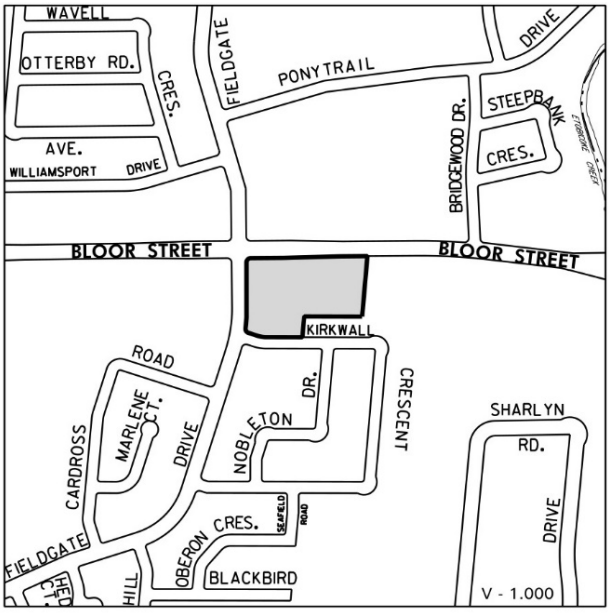
a. Built Form - the perceived building scale of all new construction will be minimized, by incorporating the top level of apartment units within a gable roof form with dormer window accents;

b. Site Layout - a landscaped forecourt will be provided at principal building entrances incorporating a vehicular drop-off, visitor parking and pedestrian areas;

c. Architectural Integration - architectural details and materials of all new construction must complement the character of existing buildings on the site; and

d. Landscaping - extensive landscape buffering will be provided along the westerly and northerly streetlines, in combination with a decorative fence. A 1.8 m high privacy fence will be erected to provide privacy for the single family dwelling with a common property line to the west.

16.2.4.12 Site 12

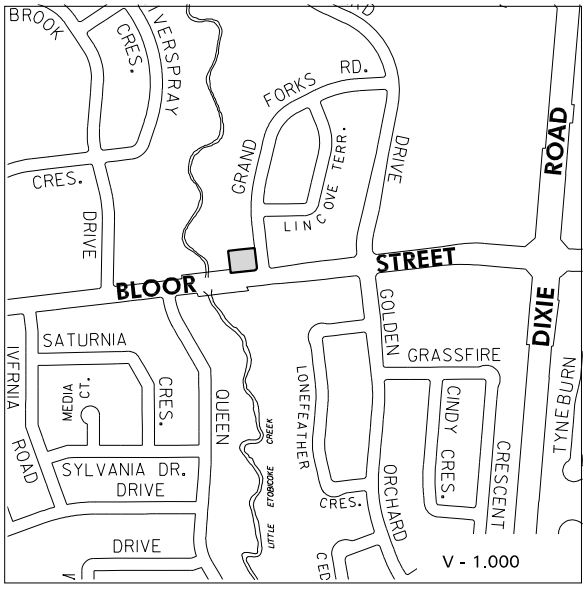


16.2.4.12.1 The lands identified as Special Site 12 are located at the southeast corner of Bloor Street and Fieldgate Drive.

16.2.4.12.2 Notwithstanding the policies of this Plan, two apartment dwellings with a maximum height of 11 storeys and one apartment dwelling with a maximum height of 15 storeys will be permitted.

16.2.5 Exempt Site Policies

16.2.5.1 Site 1



16.2.5.1.1 The lands identified as Exempt Site 1 are located at the northwest corner of Grand Forks Road and Bloor Street.

16.2.5.1.2 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.

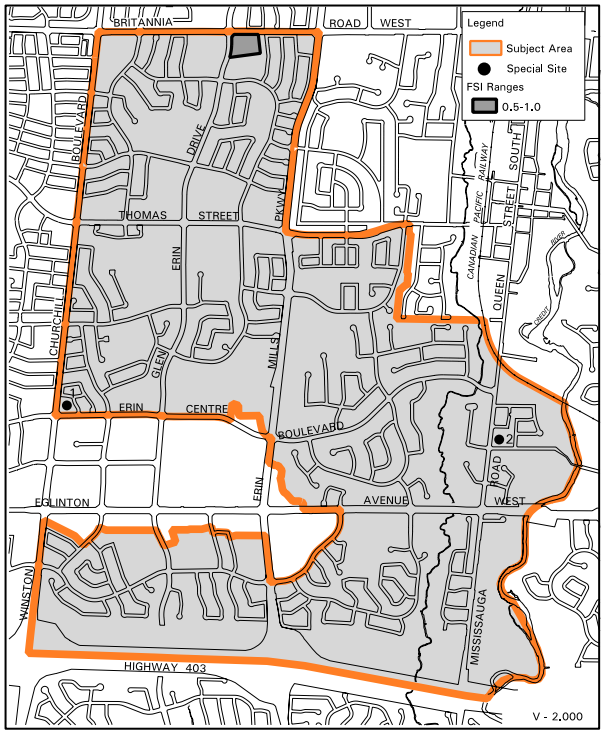
16.2.5.2 Site 2



16.2.5.2.1 The lands identified as Exempt Site 2 are located on the south side of Burnhamthorpe Road East, east of Ponytrail Drive.

16.2.5.2.2 Notwithstanding the provisions of the Greenlands designation, a veterinary clinic will also be permitted.

16.3 Central Erin Mills



Map 16-3: Central Erin Mills Neighbourhood Character Area

16.3.1 Special Site Policies

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

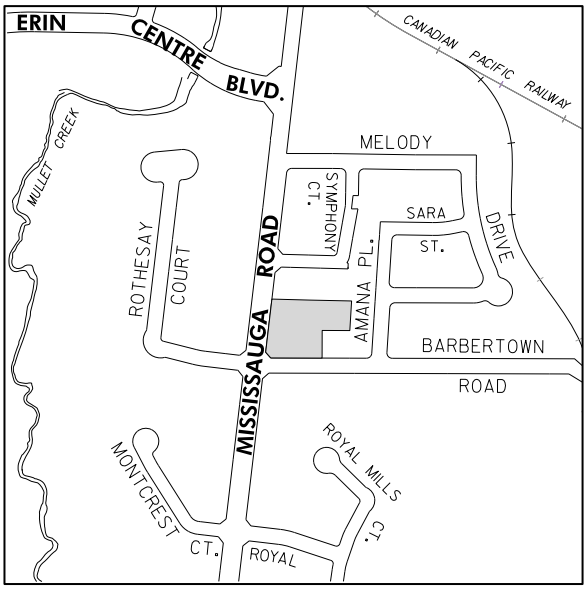
16.3.1.1 Site 1



16.3.1.1.1 The lands identified as Special Site 1 are located at the northeast corner of Erin Centre Boulevard and Winston Churchill Boulevard.

16.3.1.1.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, a convenience restaurant will be permitted.

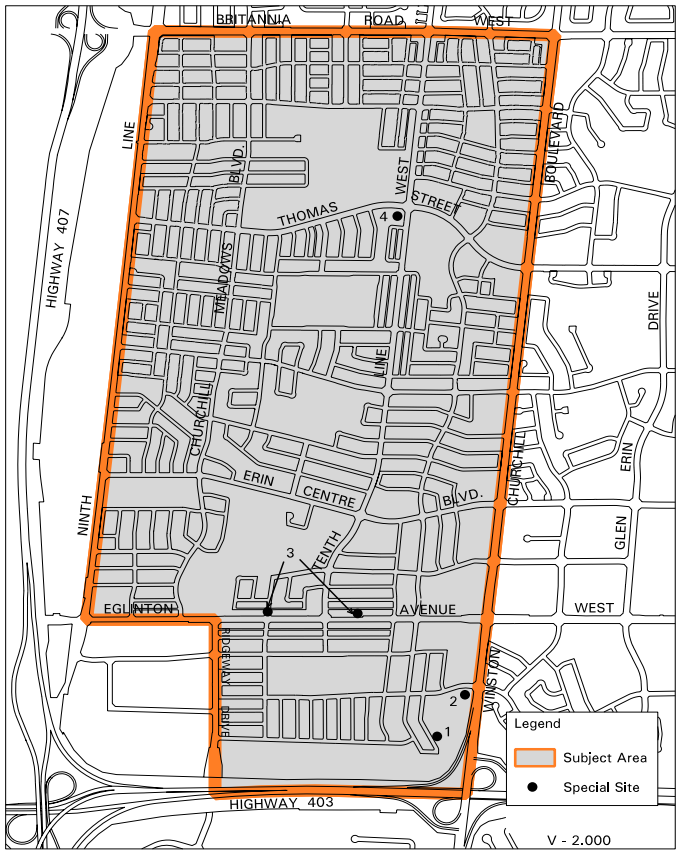
16.3.1.2 Site 2



16.3.1.2.1 The lands identified as Special Site 2 are located at the northeast corner of Mississauga Road and Barbertown Road.

16.3.1.2.2 Notwithstanding the policies of this Plan, detached and semi-detached dwellings will be permitted.

16.4 Churchill Meadows

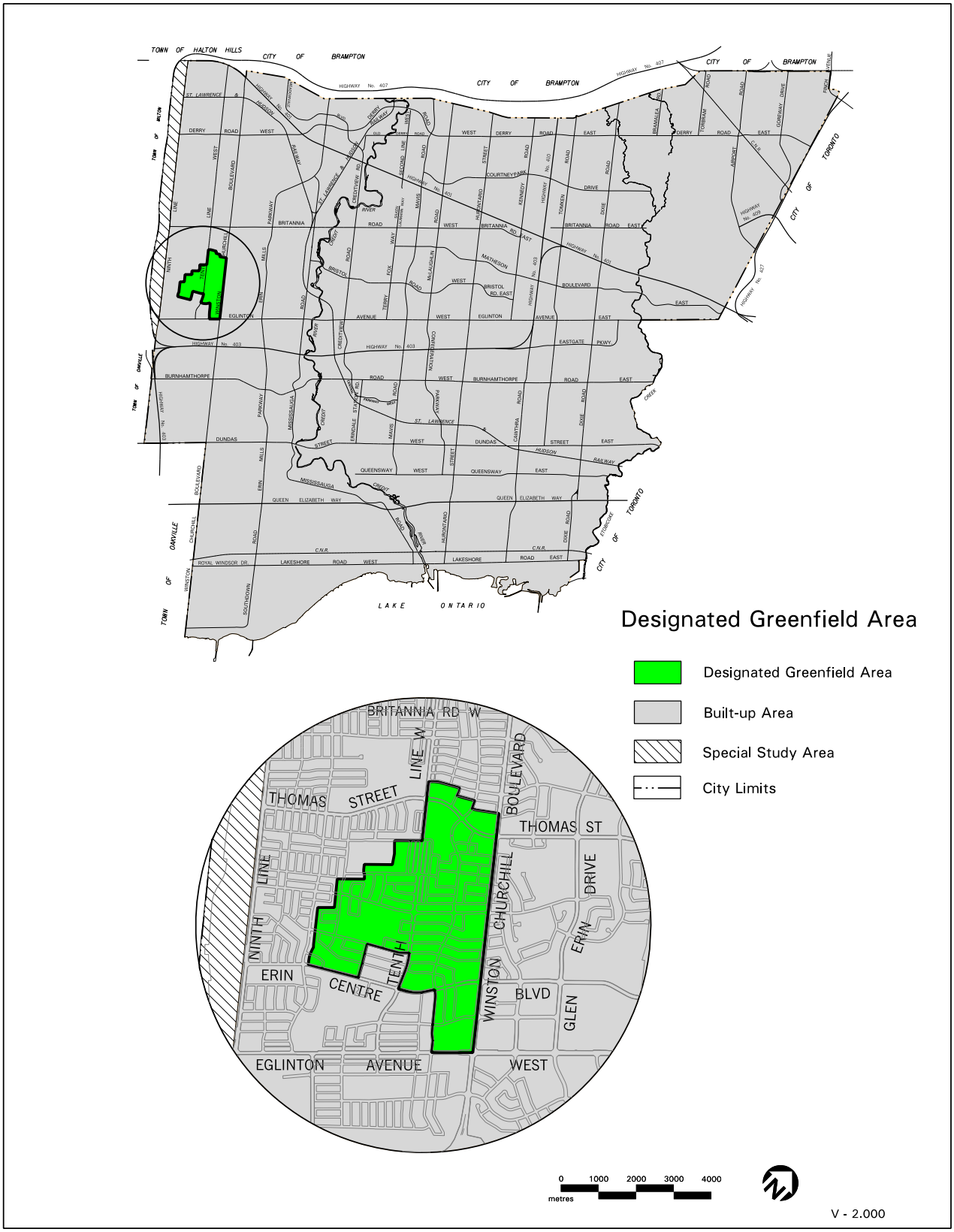


Map 16-4: Churchill Meadows Neighbourhood Character Area

16.4.1 Designated Greenfield Area

There are some lands in the Churchill Meadows Neighbourhood Area identified on Map 16-4.1 as a designated greenfield area pursuant to the Growth Plan for the Greater Golden Horseshoe.

16.4.1.1 The designated greenfield area will be planned to achieve a minimum density of 77 residents and jobs combined per hectare, excluding permitted environmental take-outs.



Map 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 Map 16-4.2. The Community Design policies must be read in conjunction with the Land Use policies and all other Urban Design policies including the *Neighbourhood Concept Plan Principles and Urban Design Guidelines*, July 1997.

16.4.2.2 Community Focus (Precinct 1)

16.4.2.2.1 The lands surrounding the intersection of Thomas Street and Tenth Line West will form a community focus for the city through the development of a retail commercial facility and Residential High Density development. The form of development is to allow for transition of conventional dwellings to mixed uses with store fronts addressing mainstreets to achieve an urban character with a pedestrian friendly environment:

a. Buildings on Residential Low Density II and Residential Medium Density lands located north and south of Thomas Street, fronting onto the east and west sides of Tenth Line West, should have built forms located close to the street edge. While buildings may be developed as residential units, mixed commercial/residential "live/work" units will be permitted subject to: parking facilities being provided and designed in a manner that is compatible with the mainstreet character of the area; incorporation of measures such as landscape space, planters or tree grates; or other elements which reinforce the urban street wall;

b. Building heights for Residential High Density lands located to the east and south of the Mixed Use designation will be limited to a range of five to eight storeys. Buildings located at the intersection of Tenth Line West and Thomas Street will be a minimum of two storeys and a maximum of five storeys. Building heights for Residential High Density lands located on the west side of Tenth Line West, south of Thomas Street will be a minimum of three storeys together with end units of a block development having a minimum building height of two storeys;

c. Development of the retail commercial sites should discourage parking and loading areas at the intersection of two streets in favour of built form; and

d. The two Residential High Density sites west of the intersection of Thomas Street and Winston Churchill Boulevard will generally be limited to a range of five to eight storeys in height. This development will represent the secondary community gateway; therefore, buildings at the higher end of the height range will be encouraged.

16.4.2.3 Winston Churchill Boulevard Linkage (Precinct 2)

16.4.2.3.1 This area relates to the development of the lands on the west side of Winston Churchill Boulevard between Precinct 1 and 3. Built form within this linkage area should step down in height from the two community gateway nodes at either end of this Precinct. In addition, the goal of this area is to provide a coordinated built form image linking two Precincts:

a. Residential development should avoid reversed frontage lots abutting Winston Churchill Boulevard; and

b. Built form should frame the streetline with a consistent ***streetscape*** along Winston Churchill Boulevard.

16.4.2.4 Primary Community Gateway (Precinct 3)

16.4.2.4.1 This area, located at the intersection of Winston Churchill Boulevard and Eglinton Avenue West, has Residential High Density designations:

a. Building heights for the Residential High Density designation will generally be limited to a range of five to eight storeys with the greatest heights to occur at the intersection of two streets;

b. Open space/pedestrian corridors from these developments to the proposed transit terminal will be encouraged. In support of this objective, evaluations of microclimatic conditions may be required in the review of development applications in this Precinct;

c. At full development these parcels of land should provide continuity in built form and landscape themes with the Residential High Density lands on the east side of Winston Churchill Boulevard.

16.4.2.5 Eglinton Avenue Linkage (Precinct 4)

16.4.2.5.1 This area is located on the north and south sides of Eglinton Avenue West between Precinct 3 and 5. The goal of this area is to provide a coordinated built form image linking two Precincts while having regard for the integration and significance of the retained woodlands west of Tenth Line West:

a. The landscape treatment for development parcels adjacent to the retained woodlands should be in the form of naturalized character to integrate development with these open spaces. In addition, the built form along Eglinton Avenue West is to be sympathetic in height and scale to the retained woodlands/space, wherever possible;

b. The commercial facility is to avoid, wherever possible, parking and loading areas abutting Eglinton Avenue West and Tenth Line West, in favour of built form. The preferred character is to create continuous landscape areas between the building and the streetline;

c. The height of buildings are to step down from the Primary Community Gateway Precinct;

d. Buildings on Residential Medium Density lands fronting onto the north and south sides of Eglinton Avenue West should have built forms located close to the street edge. Residential development should front Eglinton Avenue West and be served by rear lane access to units. While buildings may be developed as residential units, mixed commercial/residential "live/work" units will be permitted subject to parking facilities being provided and designed in a manner that is compatible with the mainstreet character of the area; incorporation of measures such as landscape space, planters or tree grates; or other elements that reinforce the urban street wall.

16.4.2.6 City Entry Point (Precinct 5)

16.4.2.6.1 This area represents an entry point into the city and, therefore, will promote built form of high architectural and landscaping standards:

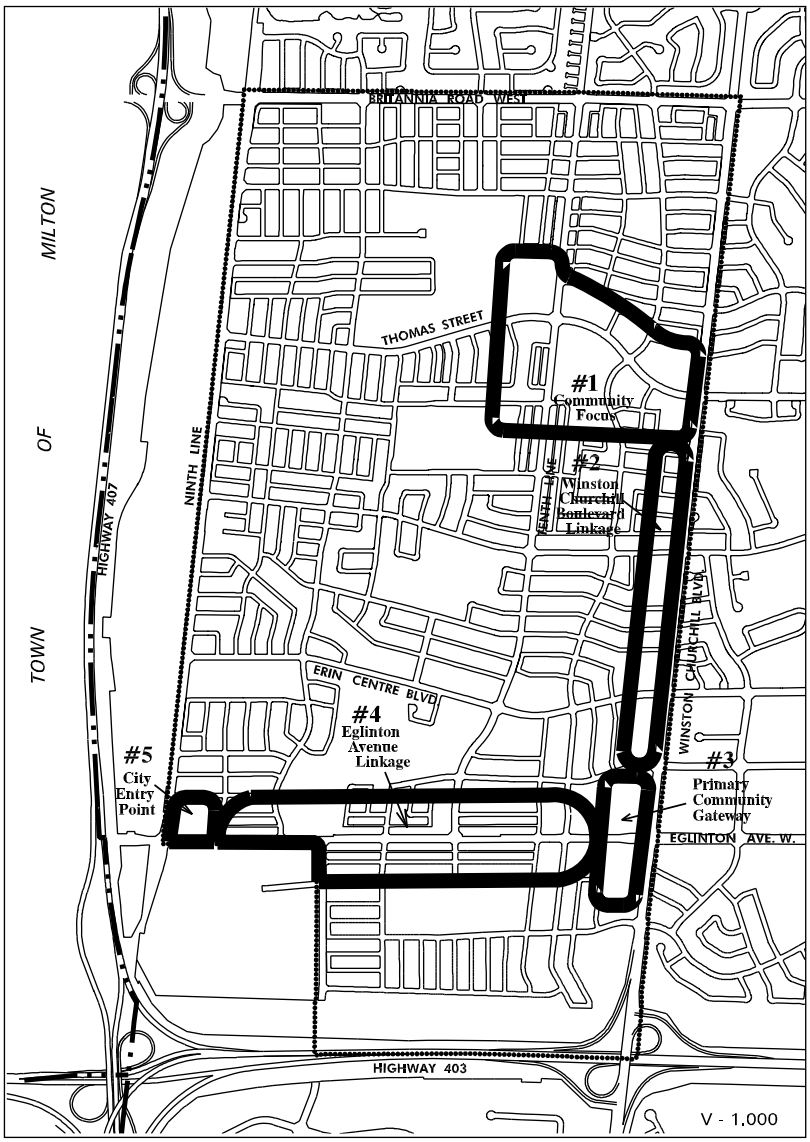
a. Strong built form along the street frontage with massing emphasis at corners, thus discouraging parking and loading areas at the streetlines; and

b. Landscape treatments at corners and extending along Eglinton Avenue West should generally be complementary on either side of the street.

16.4.2.7 General

16.4.2.7.1 The retention/preservation of woodlands, wherever possible, will be a priority in establishing a community identity for the Character Area.

16.4.2.7.2 Buildings located on lands designated Residential Medium Density, adjacent to detached or semi-detached dwellings, will be subject to a two storey height restriction. Others will be subject to a maximum four storey height restriction.



Map 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 street townhouses. The access location will require the approval of the Transportation and Works Department;

d. during the review of development applications, consideration may be given to reducing the right-of-way widths of minor collector roads according to the guidelines established in the *Neighbourhood Concept Plan Principles and Urban Design Guidelines*. Any such consideration would require a detailed analysis of the municipal servicing, utility and planting constraints within the right-of-way, to ensure that adequate ***corridors*** are maintained to the satisfaction of the City, Region and the Public Utilities Co-ordinating Committee; and

e. guidelines regarding the treatment of Buffer Roads and Public Lanes are established in the *Neighbourhood Concept Plan Principles and Urban Design Guidelines*. Buffer Roads will have a right-of-way width of 17 m in direct frontage situations, and consideration will be given to reducing this right-of-way width to 15 m where there is no direct frontage. Public Lanes will have a minimum right-of-way width of eight metres.

16.4.5 Physical Services and Utilities

a. The area comprises two drainage systems: the Credit River and the Sixteen Mile Creek watersheds. This Plan will be subject to drainage plans for the two watersheds. Before being permitted to proceed, all new development will have adequate storm drainage facilities which conform to the requirements of the relevant drainage plans;

b. Applicants for development of lands which drain to the Region of Halton will be required to obtain approval from Conservation Halton for the design, installation and maintenance of the storm drainage works required in the Sixteen Mile Creek watershed area;

c. All proposed drainage works are to be compatible with the Provincial Government plans for the future extension of Provincial Highway 407 from Provincial Highway 403 to Provincial Highway 401;

d. An Environmental Assessment Report, satisfactory to the City, Provincial Government, and other public agencies, will be prepared in support of proposed drainage works which are subject to the *Environmental Assessment Act*;

e. All development within Churchill Meadows will be in accordance with the Sawmill Creek Sub-watershed Plan, the Sixteen Mile Creek Master Drainage Plan and the Lisgar Region Water Quality Study;

f. Additional off-site lands associated with the construction of the stormwater management facilities recommended by the Sawmill Creek Sub-watershed Study may be needed; and

g. Stormwater management facilities are located on the west side of Ninth Line, to accommodate post development runoff from those portions of Churchill Meadows drained by the Sixteen Mile Creek.

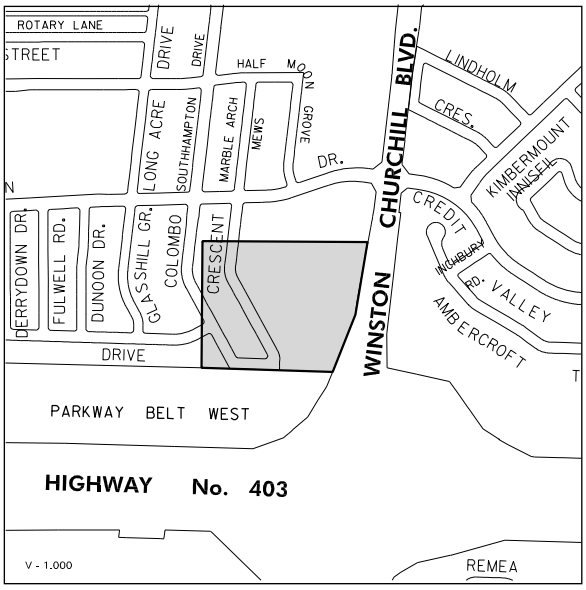
16.4.6 Implementation

Mississauga has the option of requiring the developers to enter into mandatory cost sharing agreements to ensure that the lands required for public purposes are available at the appropriate time.

16.4.7 Special Site Policies

There are sites within Churchill Meadows that merit special attention and are subject to the following policies.

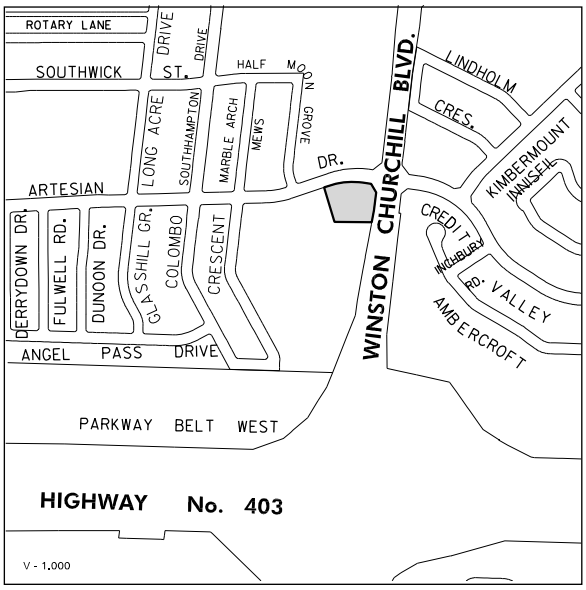
16.4.7.1 Site 1



16.4.7.1.1 The lands identified as Special Site 1 are located south of Credit Valley Road and west of Winston Churchill Boulevard.

16.4.7.1.2 Notwithstanding the provisions of the Residential Low Density II, Greenlands, and Utility designations, the physical integration of the Bus Rapid Transit (BRT) facility with adjacent development will be encouraged.

16.4.7.2 Site 2

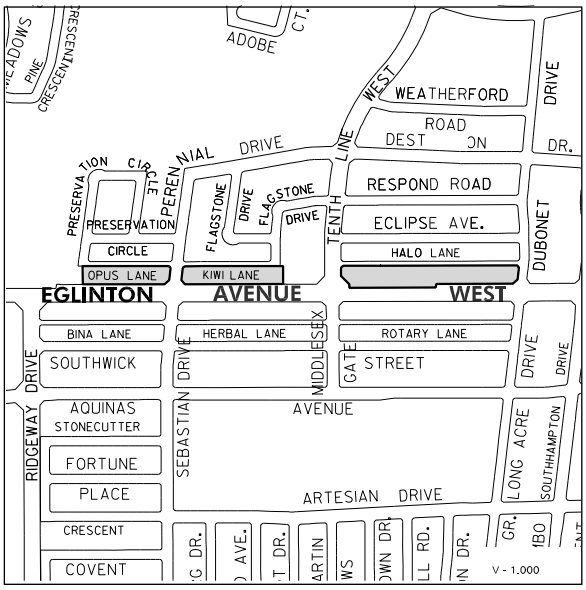


16.4.7.2.1 The lands identified as Special Site 2 are located at the southwest corner of Artesian Drive and Winston Churchill Boulevard.

16.4.7.2.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policy will apply:

a. a dry-cleaning depot will be permitted.

16.4.7.3 Site 3

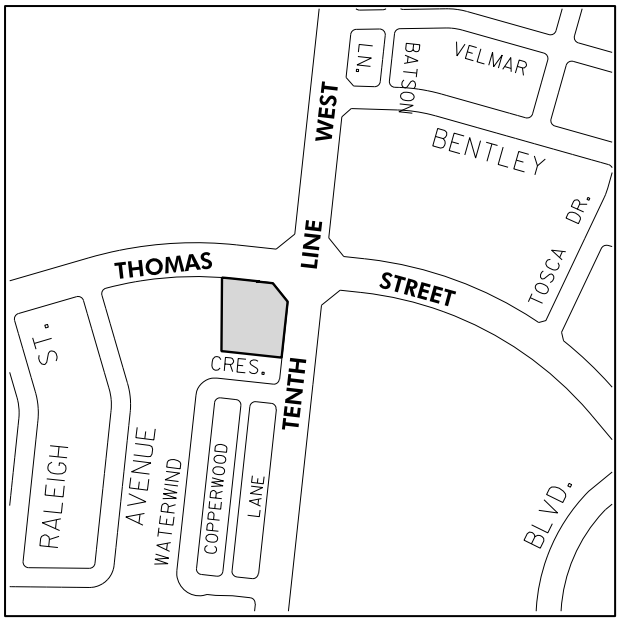


16.4.7.3.1 The lands identified as Special Site 3 are located on the north side of Eglinton Avenue West, west of Winston Churchill Boulevard.

16.4.7.3.2 Notwithstanding the provisions of the Residential Medium Density designation, the following additional policy will apply:

a. ***Secondary offices*** and retail commercial uses will be permitted in conjunction with residential uses, provided that such uses are situated within the first storey of such dwellings.

16.4.7.4 Site 4



16.4.7.4.1 The lands identified as Special Site 4 are located at the southwest corner of Thomas Street and Tenth Line West.

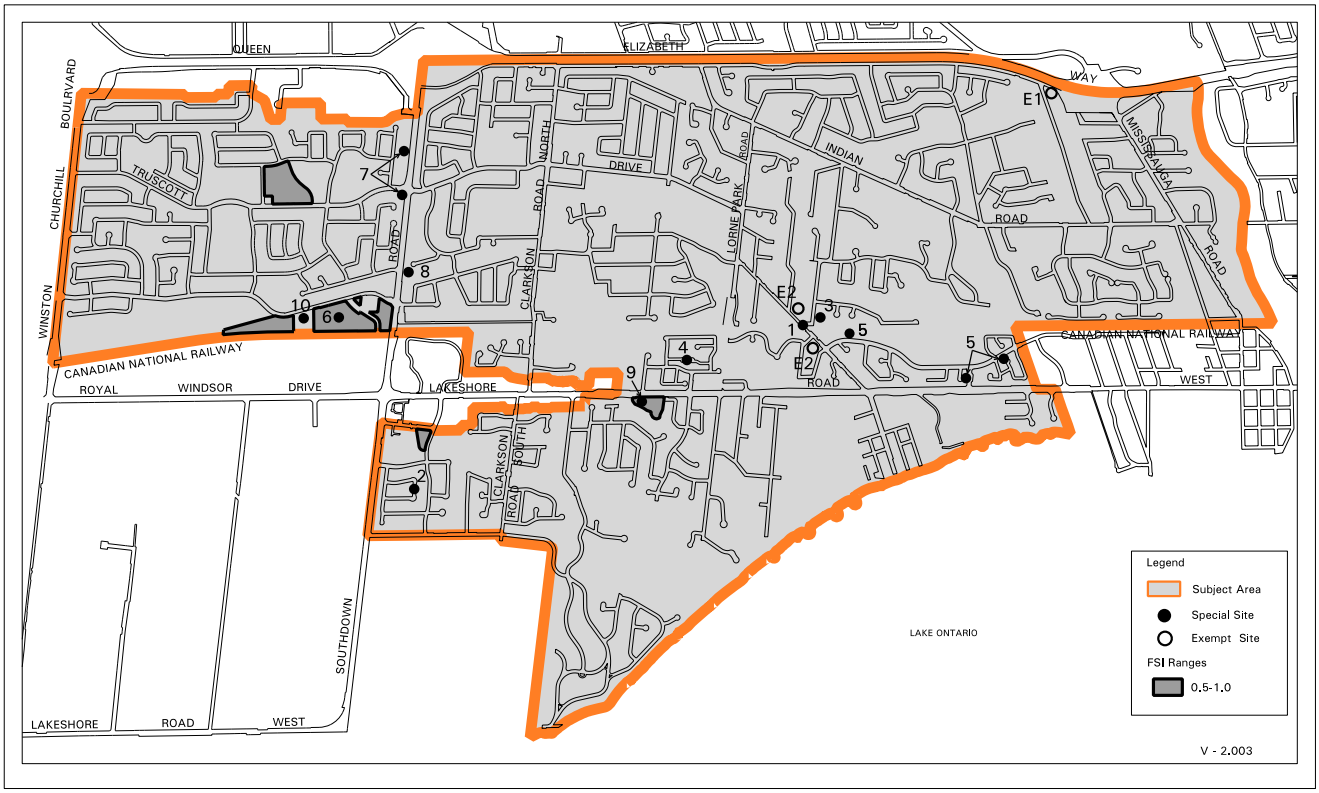
16.4.7.4.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

a. buildings on this site will have a built form located close to the street edge to achieve an urban character with a pedestrian friendly environment;

b. parking facilities will be designed in a manner that is compatible with the mainstreet character of the area and will incorporate measures such as landscape space, planters or tree grates, or other elements which reinforce the urban street wall; and

c. building height will be a maximum of four storeys.

16.5 Clarkson-Lorne Park



Map 16-5: Clarkson-Lorne Park Neighbourhood Character Area

16.5.1 Urban Design Policies

Community Identity and Focus

16.5.1.1 Developments should be compatible with and enhance the character of Clarkson-Lorne Park as a diverse established community by integrating with the surrounding area.

16.5.1.2 Development should be designed to reflect and enhance the Clarkson Village Mixed Use area ***streetscape***.

16.5.1.3 The Clarkson Node, will be the focus of activity for the Character Area, combining residential uses, cultural activities, shopping, dining, commerce and recreation.

Infill Housing

16.5.1.4 For development of all detached dwellings on lands identified in the Site Plan Control By-law, the following will apply:

a. preserve and enhance the generous front, rear and side yard setbacks;

b. ensure that existing grades and drainage conditions are preserved;

c. encourage new housing to fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation;

d. garages should be recessed or located behind the main face of the house. Alternatively,

garages should be located in the rear of the property;

e. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;

f. encourage buildings to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;

g. reduce the hard surface areas in the front yard;

h. preserve existing mature high quality trees to maintain the existing mature nature of these areas;

i. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged; and

j. the building mass, side yards and rear yards should respect and relate to those of adjacent lots.

16.5.2 Land Use

16.5.2.1 Notwithstanding the Residential Low Density 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; and

b. only detached, semi-detached and duplex dwellings for the area west of Southdown Road.

16.5.2.3 Notwithstanding the Residential Low Density II policies of this Plan, for the area west of Southdown Road, any lot occupied by a detached dwelling prior to May 6, 2003 will only be developed for a detached dwelling.

16.5.2.4 Notwithstanding the Residential Medium Density policies of this Plan, the Residential Medium Density designation permits only townhouses.

16.5.2.5 Notwithstanding the provisions of the Mixed Use policies of this Plan, motor vehicle sales and rentals will not be permitted.

16.5.3 Natural Heritage System

16.5.3.1 Notwithstanding the Natural Heritage System policies of this Plan concerning residential woodlands, sites with mature trees will be subject to a review of a tree preservation plan prior to consideration of proposed development.

16.5.4 Transportation

16.5.4.1 No major changes to Clarkson Road, Truscott Drive, Lorne Park Road, and Indian Road will be undertaken except minor channelization, reconstruction, bus bay construction, and improvements of a similar nature.

16.5.4.2 Notwithstanding the classification of Clarkson Road, Lorne Park Road, Indian Road and Mississauga Road, these roads will be limited to no more than two through lanes.

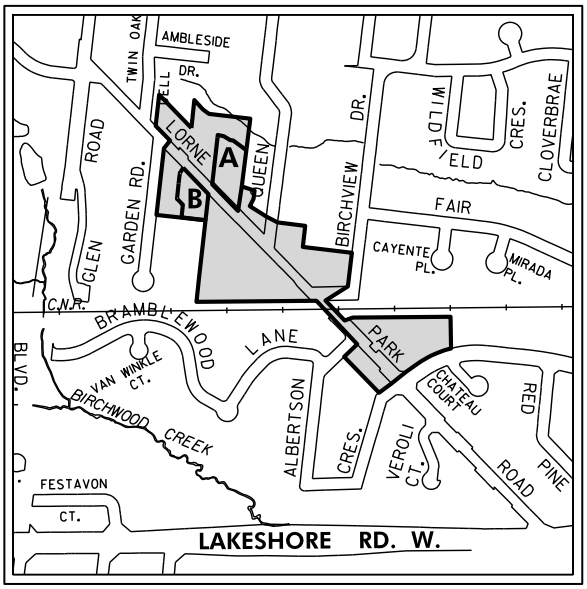
16.5.4.3 No approvals for development on the south side of South Sheridan Way, west of Southdown Road, will be given until the proponent has submitted an acceptable traffic impact study to the satisfaction of the City.

16.5.4.4 Mississauga will also encourage and promote better utilization of the existing parking inventory within the Clarkson Village Mixed Use area through discussions with the members of the Clarkson Village Business Improvement Area.

16.5.5 Special Site Policies

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

16.5.5.1 Site 1



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:

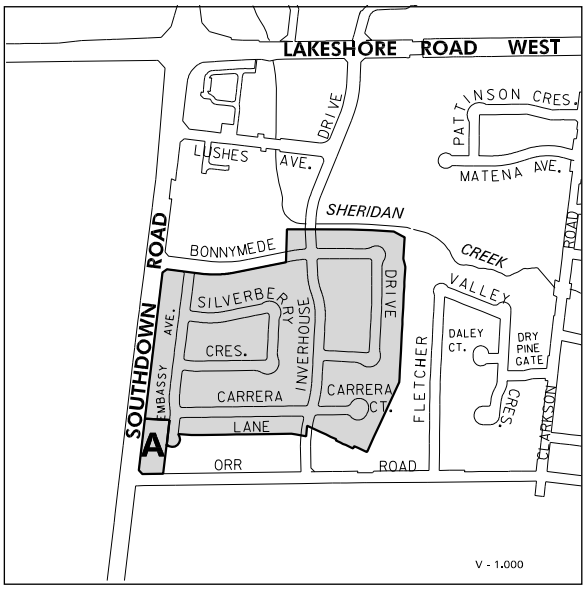
a. this ***streetscape*** should emphasize older buildings which are close to the street; and

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 Residential Low Density II designation, on lands identified as B, the subject lands may only be developed for four semi-detached and six townhouse dwellings.

16.5.5.2 Site 2

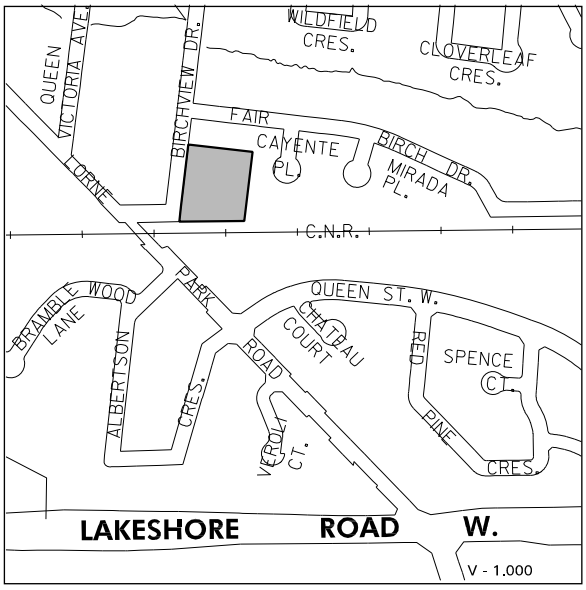


16.5.5.2.1 The lands identified as Special Site 2 are located east of Southdown Road, south of Bonnymede Drive.

16.5.5.2.2 Notwithstanding the provisions of the Residential Low Density II designation, semi-detached dwellings will also be permitted at a density of 11 - 30 units per ***net residential hectare***.

16.5.5.2.3 The lands identified as Area A are located at the northeast corner of Southdown Road and Orr Road. A Shelter for Victims of Family Violence in the form of a building composed of office and residential uses with a maximum total gross floor area of 2 100 m^2 will also be permitted.

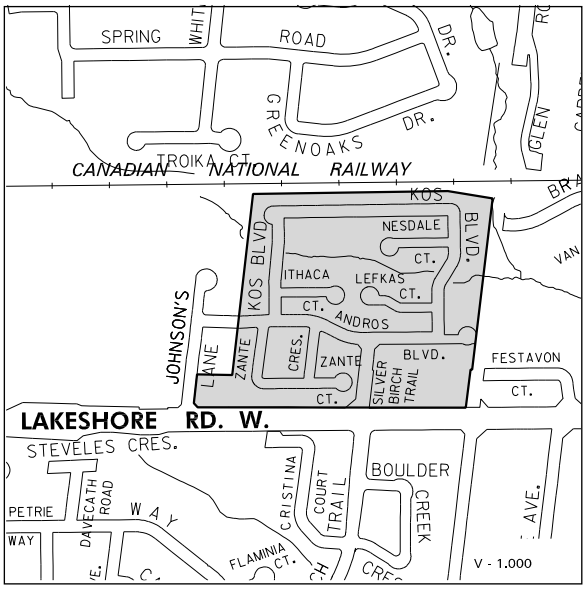
16.5.5.3 Site 3



16.5.5.3.1 The lands identified as Special Site 3 are located on the east side of Birchview Drive, immediately north of the CNR tracks.

16.5.5.3.2 Notwithstanding the provisions of the Residential Low Density II designation, the subject lands may only be developed for a condominium consisting of detached and semi-detached dwellings or a combination thereof, up to a maximum density of 15 units per ***net residential hectare*** provided that no more than 12 dwelling units shall be permitted, of which no more than four dwelling units shall be in the form of semi-detached dwellings.

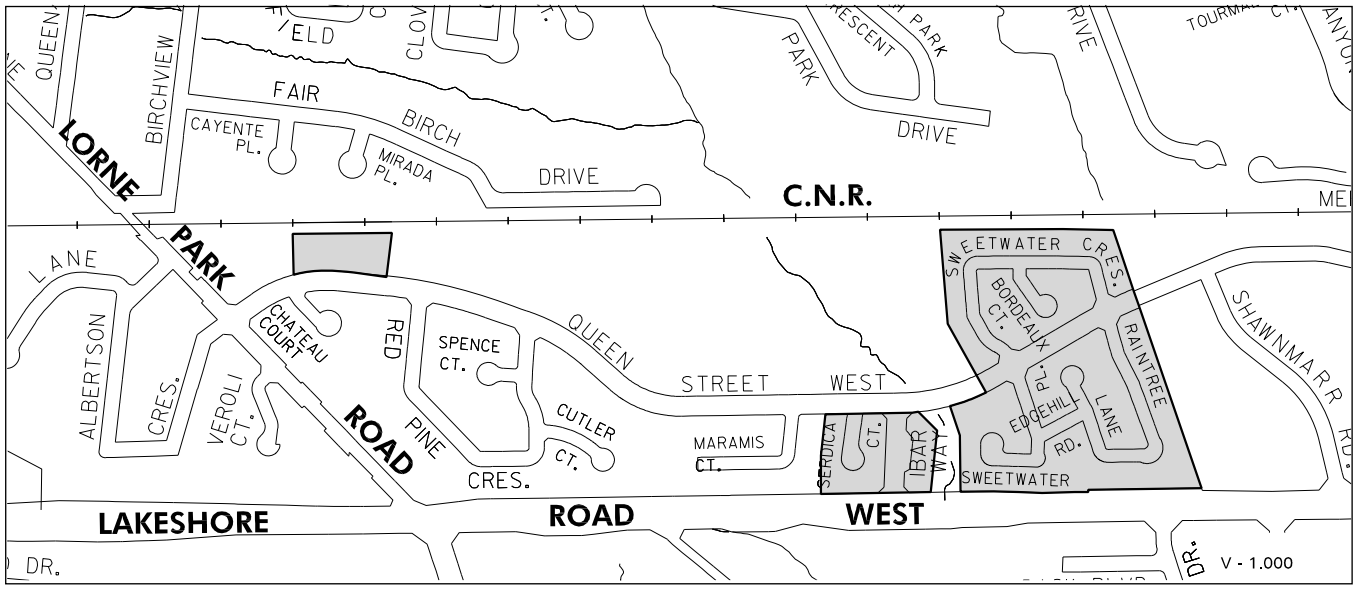
16.5.5.4 Site 4



16.5.5.4.1 The lands identified as Special Site 4 are located north of Lakeshore Road West, east of Johnson's Lane.

16.5.5.4.2 Notwithstanding the provisions of the Residential Low Density I, Residential Low Density II and Residential Medium Density designations, detached, semi-detached and townhouses will be permitted.

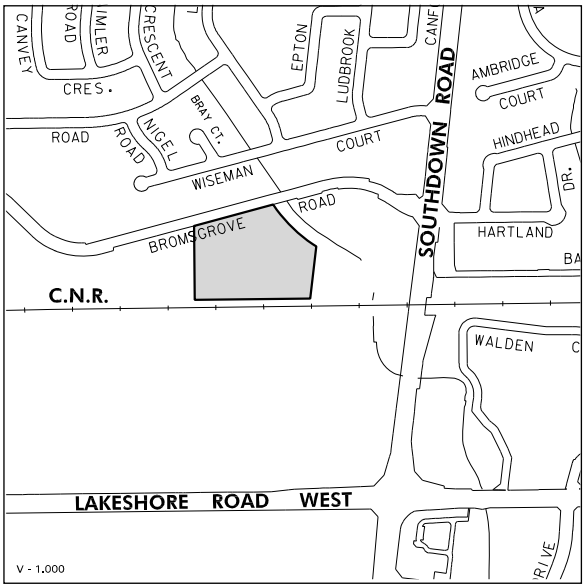
16.5.5.5 Site 5



16.5.5.5.1 The lands identified as Special Site 5 are located north of Lakeshore Road West, east of Lorne Park Road.

16.5.5.5.2 Notwithstanding the provisions of the Residential Low Density II and Residential Medium Density designations, detached, semi-detached and townhouses will be permitted.

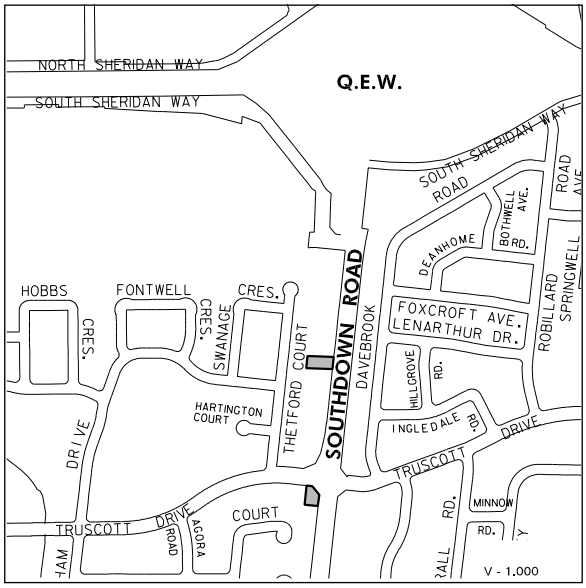
16.5.5.6 Site 6



16.5.5.6.1 The lands identified as Special Site 6 are located on the south side of Bromsgrove Road, west of Southdown Road.

16.5.5.6.2 Notwithstanding the provisions of the Residential High Density designation, townhouse dwellings will be permitted.

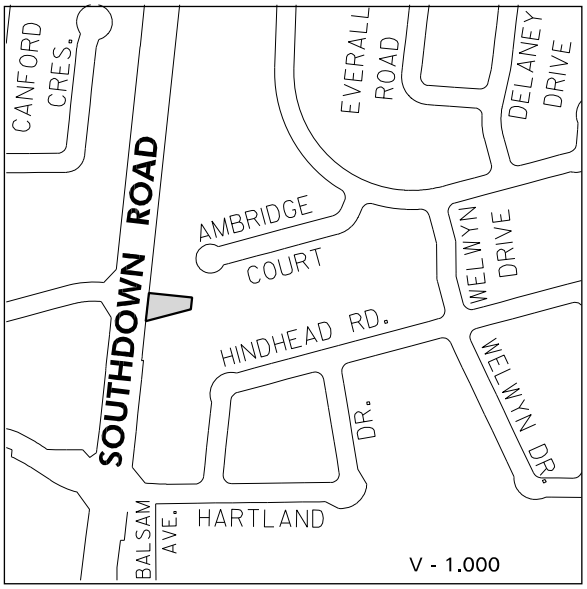
16.5.5.7 Site 7



16.5.5.7.1 The lands identified as Special Site 7 are located on the west side of Southdown Road, south of Truscott Drive and north of Truscott Drive.

16.5.5.7.2 Notwithstanding the provisions of the Residential Low Density II designation, offices will be permitted.

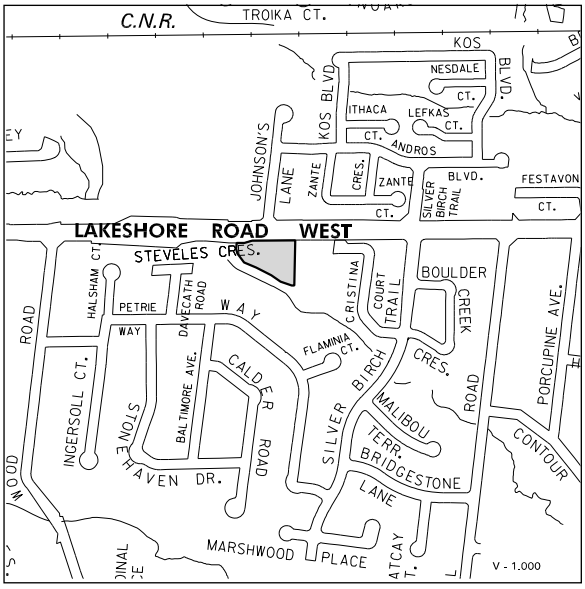
16.5.5.8 Site 8



16.5.5.8.1 The lands identified as Special Site 8 are located on the east side of Southdown Road, south of Truscott Drive.

16.5.5.8.2 Notwithstanding the provisions of the Residential Low Density II designation, offices, excluding medical and real estate offices, will be permitted.

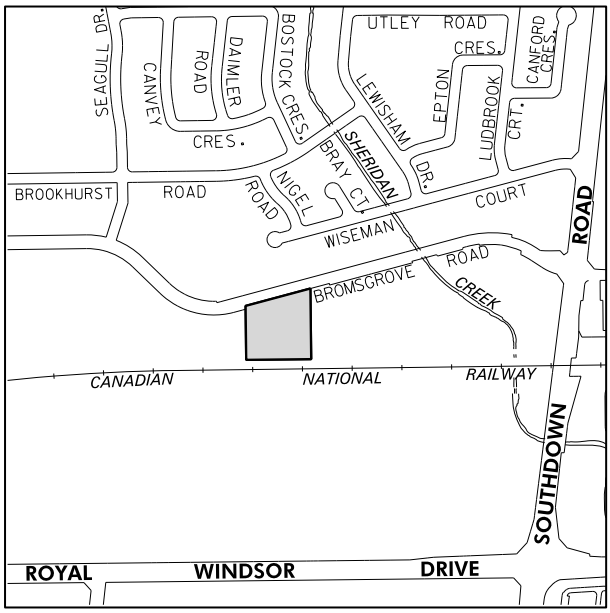
16.5.5.9 Site 9



16.5.5.9.1 The lands identified as Special Site 9 are located on the south side of Lakeshore Road West, west of Cristina Court.

16.5.5.9.2 Notwithstanding the provisions of the Residential High Density designation, retirement dwellings with a ***floor space index (FSI)*** of 1.3, to a maximum of three storeys, will be permitted.

16.5.5.10 Site 10



16.5.5.10.1 The lands identified as Special Site 10 are located on the south side of Bromsgrove Road, west of Southdown Road.

16.5.5.10.2 Notwithstanding the policies of this Plan, townhouse dwellings will be permitted.

16.5.6 Exempt Site Policies

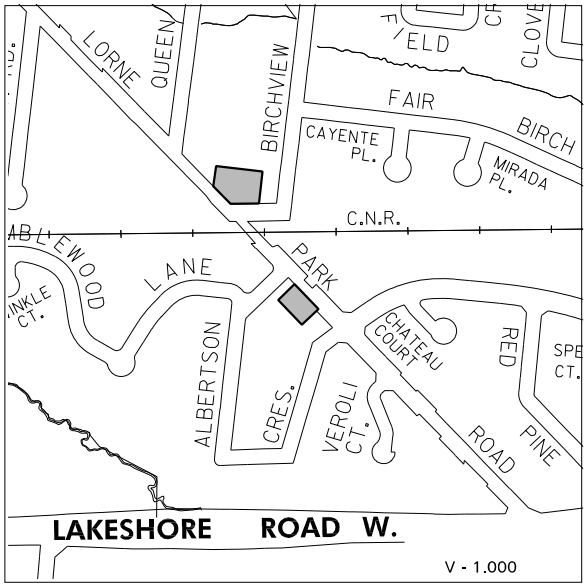
16.5.6.1 Site 1



16.5.6.1.1 The lands identified as Exempt Site 1 are located at the southeast corner of South Sheridan Way and Indian Grove.

16.5.6.1.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, a convenience restaurant will also be permitted.

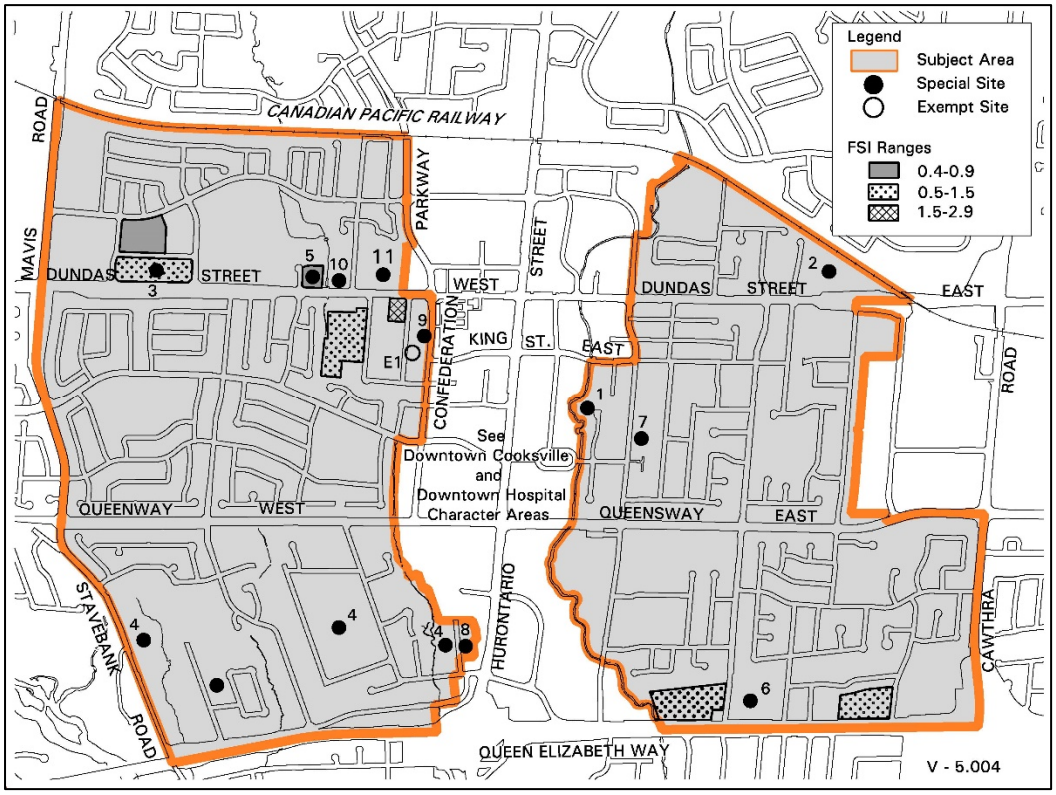
16.5.6.2 Site 2



16.5.6.2.1 The lands identified as Exempt Site 2 are located north of Lorne Park Road, west of Birchview Drive and south of Lorne Park Road, east of Albertson Crescent.

16.5.6.2.2 Notwithstanding the provisions of the Mixed Use designation, a motor vehicle repair garage will also be permitted.

16.6 Cooksville



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:

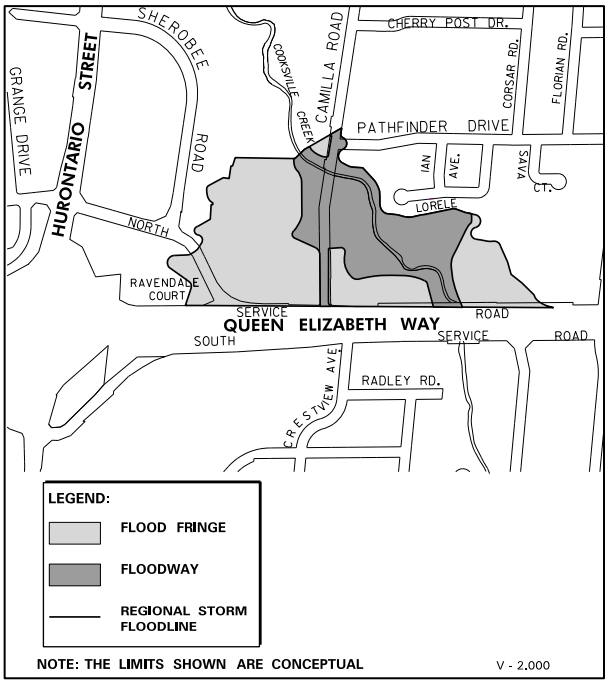
a. ***secondary office***; and

b. outdoor storage and display areas related to the ***secondary office*** uses.

16.6.2 Urban Design

16.6.2.1 Sites fronting on Dundas Street and Hurontario Street, immediately outside of the Character Area, should serve as transitional areas to the Character Areas, where a greater intensity of mixed use development should occur.

16.6.3 Environmental Planning Area



Map 16-6.1: Cooksville Creek Floodplain Management Concept

16.6.3.1 The lands within the Cooksville Creek floodplain shown above are located generally between the North Service Road and where the Cooksville Creek crosses Camilla Road. The area subject to these policies within the Cooksville Neighbourhood, is generally located east of Cooksville Creek. The lands shown are subject to the ***two-zone floodplain management concept***, which divides the regulatory floodplain into two portions known as the floodway and the flood fringe. The limits of the flood fringe and the floodway are conceptual, the exact limits of which will be determined through further study.

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, Greenlands and Utility. Notwithstanding the Residential High Density, Office, Greenlands and Utility policies of this Plan, the following uses will be permitted within the floodway subject to the satisfaction of the City and Credit Valley Conservation:

- flood and/or erosion works;
- facilities which by their nature must locate near water or traverse ***watercourse*** (i.e. bridges, storm sewer outlets and stormwater management facilities); and
- passive recreation activities; and

b. floodway lands will be zoned in an appropriate hazard category in the implementing zoning by-law;

c. the lands within the flood fringe are subject to their respective land use designations and the following additional policies:

- development may be permitted provided the use, building or structure is flood proofed to the regulatory flood level as required by Credit Valley Conservation;
- ingress/egress for all development located in the flood fringe will be such that emergency vehicular and pedestrian movement is not prevented during times of flooding in order that safe access/evacuation is ensured. The determination of safe access shall be made by Credit Valley Conservation based on the depth and velocity factors;
- enclosed underground parking will be subject to the installation of stringent flood proofing measures to the elevation of the regulatory flood level; and
- the zoning of lands may utilize a holding zone to provide direction as to future permitted uses while ensuring flood proofing and safe access are addressed prior to development to the satisfaction of the City and Credit Valley Conservation. The Zoning By-law will be amended to remove the holding symbol when the requirements for flood proofing, the provision of safe

- access to the proposed development and a detailed spill assessment and a financing agreement for the reconstruction of the culvert at the QEW has been completed to the satisfaction of the City, Credit Valley Conservation and the Ministry of Transportation; and

d. the following uses will not be allowed within the floodplain:

- institutional services such as hospitals, nursing homes, and schools where there would be a significant threat to the safety of inhabitants involved in an emergency evacuation situation as a result of flooding or failure of flood proofing measures;
- new uses associated with the manufacture, storage, disposal and/or consumption of hazardous substances or the treatment, collection and disposal of sewage, which would pose an unacceptable threat to public safety if they were to escape their normal containment/use as a result of flooding or failure of flood proofing measures; and
- emergency services such as those provided by fire, police, and ambulance stations and electrical substations, which would be impaired during a flood emergency as a result of flooding or failure of flood proofing measures.

16.6.4 Transportation

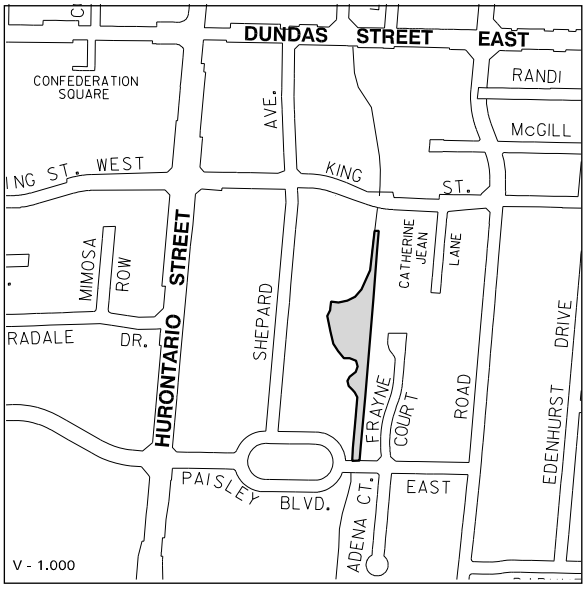
16.6.4.1 All development applications along the north side of Dundas Street West, between Parkerhill Road and Confederation Parkway, will require an internal access scheme, preferably interconnecting the properties to reduce ingress and egress to Dundas Street West.

16.6.4.2 The City of Mississauga Parking Strategy, carried out in 1993, made recommendations on the short, medium and long term strategies to meet the parking requirements and to achieve urban design objectives. These recommendations will be considered in conjunction with development applications and implementation of High Occupancy Vehicle (HOV) lanes on Hurontario Street and Dundas Street East.

16.6.5 Special Site Policies

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

16.6.5.1 Site 1



16.6.5.1.1 The lands identified as Special Site 1 are located east of Shepard Avenue between King Street East and Paisley Boulevard East.

16.6.5.1.2 Notwithstanding the provisions of the Greenlands designation, the following additional policies will apply:

a. any proposal to alter the natural alignment of the Cooksville Creek and associated Greenlands lands through filling or channelization will require the appropriate approvals from Credit Valley Conservation and the City of Mississauga. The final design of such alteration works will address the following:

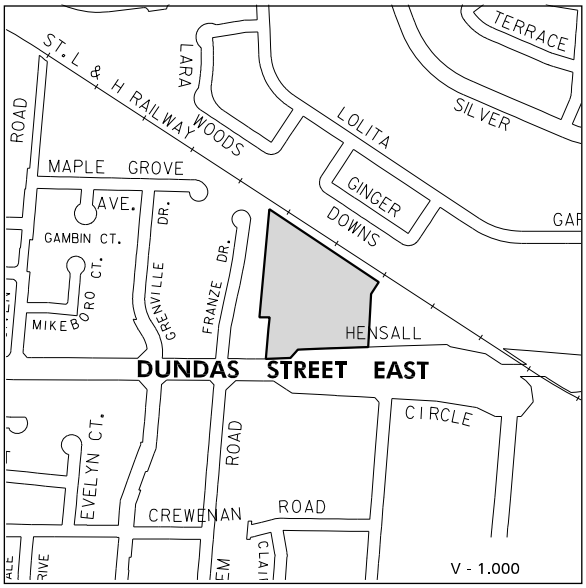
- criteria for erosion measures; and
- incorporation of the recommendations of the Cooksville Creek Rehabilitation Study for the reach of the Cooksville Creek between King Street East and Paisley Boulevard East; and

b. in the event that structural management options are not feasible and, subject to a detailed planning design and supporting engineering studies for the Special Site 1 lands, a ***two-zone floodplain management concept***, or combination of a ***two-zone floodplain management concept*** and structural management options, may be implemented;

c. the limits of the development will be determined through detailed studies to address limits of flooding. Lands not suitable for development will be redesignated to Greenlands; and

d. the preparation of a concept plan promoting the integrated redevelopment of the existing residential lots will be required in conjunction with any redevelopment applications. The concept plan will be required to address the following:
   - naturalization of the Cooksville Creek and retention of existing vegetation;
   - an alternate street access and design to limit access to the lands from only King Street East; and
   - housing forms that provide for the stepping of densities and building heights from higher to the north and west ends of the site to lower to the south and east ends of the site.

16.6.5.2 Site 2



16.6.5.2.1 The lands identified as Special Site 2 are located north of Hensall Circle, abutting the CNR tracks.

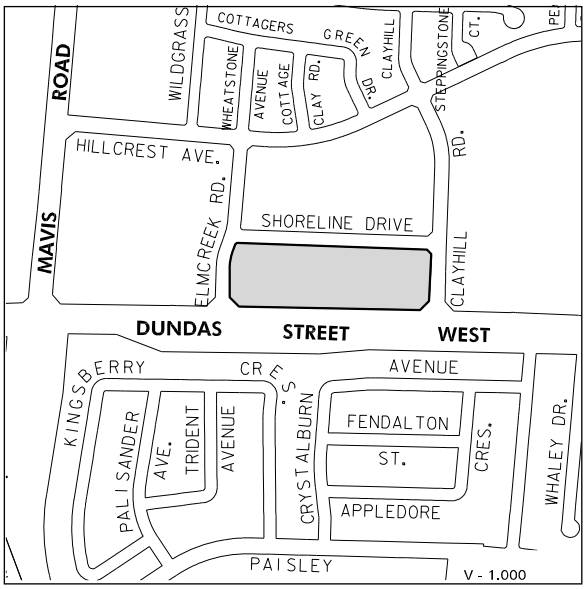
16.6.5.2.2 Notwithstanding the provisions of the Residential Medium Density designation, the following additional policies will apply:

a. the development of the site is to incorporate any planned road improvements to Dundas Street East and Hensall Circle. Access for any development will be restricted to Hensall Circle;

b. any development is to minimize impact on the abutting low density development on Franze Drive through a sensitive design of units, building heights, open space, parking and laneways on the site, and protect and enhance existing vegetation along the westerly limits of the site; and

c. unit layouts for the site should minimize privacy/acoustic fencing abutting the public street. Elevations facing the public street should be enhanced architecturally.

16.6.5.3 Site 3



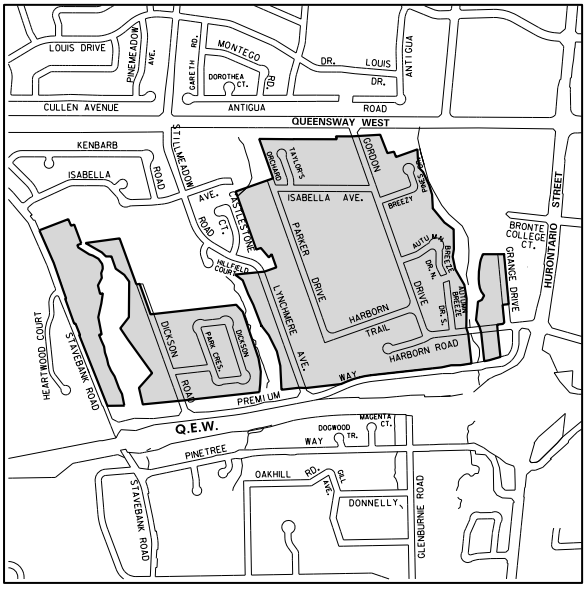
16.6.5.3.1 The lands identified as Special Site 3 are located on the north side of Dundas Street West, east of Mavis Road, in the former Canada Brick quarry site.

16.6.5.3.2 Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply:

a. all forms of townhouse dwellings as well as low-rise apartment dwellings and townhouse dwellings will be permitted in combination with Residential High Density uses provided the overall density achieves the minimum permitted ***floor space index (FSI)*** of 1.0 for the subject lands; and

b. a concept plan for the entire property will be submitted by the applicant to ensure that the overall site development achieves the minimum density for the subject lands, an appropriate built form relationship defines the Dundas Street West frontage, and acceptable transitions in built form are established to surrounding land uses.

16.6.5.4 Site 4



16.6.5.4.1 The lands identified as Special Site 4 are located west of Hurontario Street, south of Queensway West.

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

a. the generous front, rear and side yard setbacks will be preserved;

b. landscaping and natural features will be protected, enhanced, restored, and where possible, expanded;

c. existing grades and drainage conditions will be preserved unless modified by a City approved drainage plan;

d. new housing will be encouraged to fit the scale and character of the surrounding development, and take advantage of the features of a particular site, e.g., topography, contours, mature vegetation;

e. garages should be recessed or be located behind the main face of the house, or in the rear of the property;

f. new development will have minimal impact on adjacent development with respect to overshadowing and overlook;

g. buildings will be encouraged to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, e.g. projecting dormers and bay windows;

h. hard surface areas in the front yard will be less than half of the front yard;

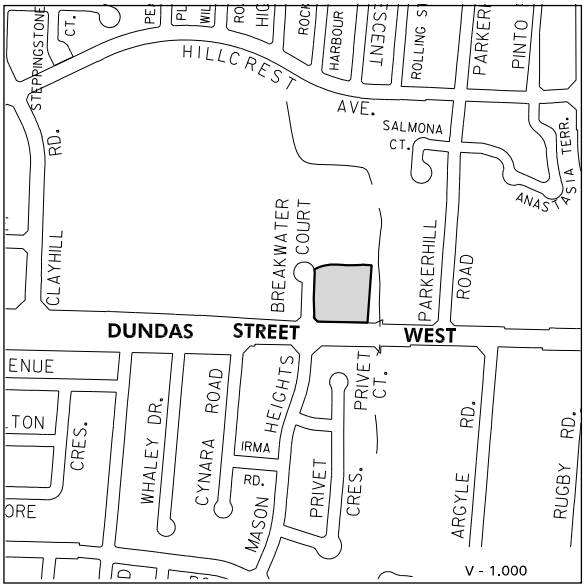
i. existing high quality trees will be preserved to maintain the existing mature nature of these areas;

j. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is discouraged; and

k. building mass, side yards and rear yards should respect and relate to those of adjacent lots.

16.6.5.4.3 Lot frontages should generally not be decreased. Consideration may be given to consents for lot frontages exceeding 50 m provided the resulting lots are in keeping with the frontage of adjacent lots.

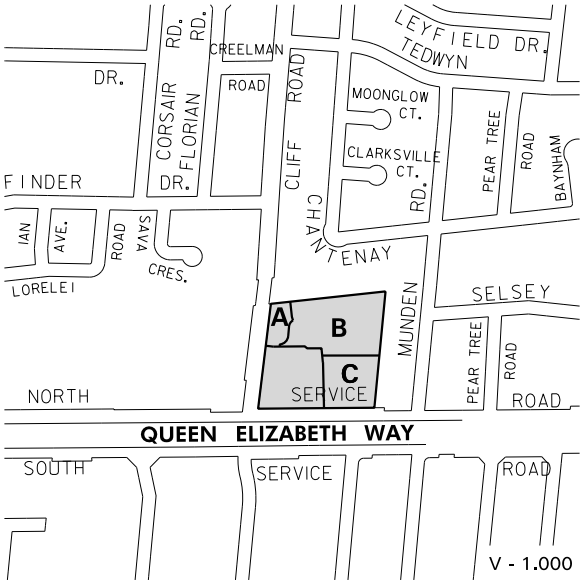
16.6.5.5 Site 5



16.6.5.5.1 The lands identified as Special Site 5 are located at the northeast corner of Dundas Street West and Breakwater Court.

16.6.5.5.2 Notwithstanding the provisions of the Residential Medium Density designation, development up to a ***floor space index (FSI)*** of 1.1 will be permitted. A concept plan for the entire property will be submitted by the applicant to ensure that the overall site development achieves an appropriate built form relationship, which defines the Dundas Street West frontage, and acceptable transitions in built form are established to the surrounding land uses.

16.6.5.6 Site 6



16.6.5.6.1 The lands identified as Special Site 6 are located at the northeast corner of North Service Road and Cliff Road.

16.6.5.6.2 Notwithstanding the Residential Medium Density, Residential High Density, Mixed Use and Convenience Commercial designations, the following additional policies will apply:

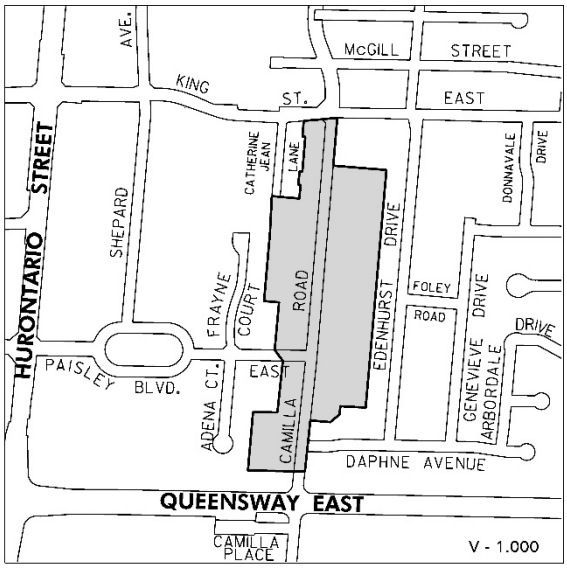
a. The maximum ***floor space index (FSI)*** for the entire site shall not exceed 2.5 times the site area;

b. A maximum 11 storey retirement dwelling having a maximum gross floor area of 10 702 m^2 shall be the only permitted use on lands identified as Area A;

c. The maximum number of townhouse dwellings permitted on the lands identified as Area B shall not exceed 54 units; and

d. A one storey commercial building permitting retail and personal service uses, having a maximum gross floor area of 1 075 m^2 shall be permitted on lands identified as Area C.

16.6.5.7 Site 7



16.6.5.7.1 The lands identified as Special Site 7 are located on the east and west sides of Camilla Road between King Street East and Queensway East.

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

a. the lotting, building mass, side yards and rear yards should respect and relate to those of adjacent lots;

b. new lots should front onto existing public streets;

c. existing grades and drainage conditions will be preserved unless modified by a City approved drainage plan;

d. new housing will be encouraged to fit the scale and character of the surrounding development, and take advantage of the features of a particular site, e.g. topography, contours, mature vegetation;

e. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is discouraged;

f. garages should be recessed or be located behind the main face of the house, or in the rear of the property;

g. new development will have minimal impact on adjacent development with respect to shadowing and overlook;

h. buildings will be encouraged to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, e.g. projecting dormers and bay windows;

i. hard surface areas in the front yard will be less than half of the front yard; and

j. existing high quality trees will be preserved to maintain the existing mature nature of the area.

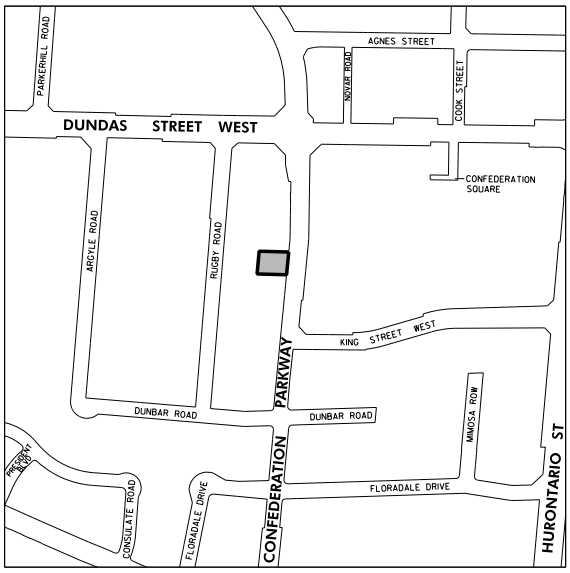
16.6.5.8 Site 8



16.6.5.8.1 The lands identified as Special Site 8 are located on the east side of Grange Drive, north of Harborn Road.

16.6.5.8.2 Notwithstanding the policies of this Plan, only horizontal multiple dwellings will be permitted.

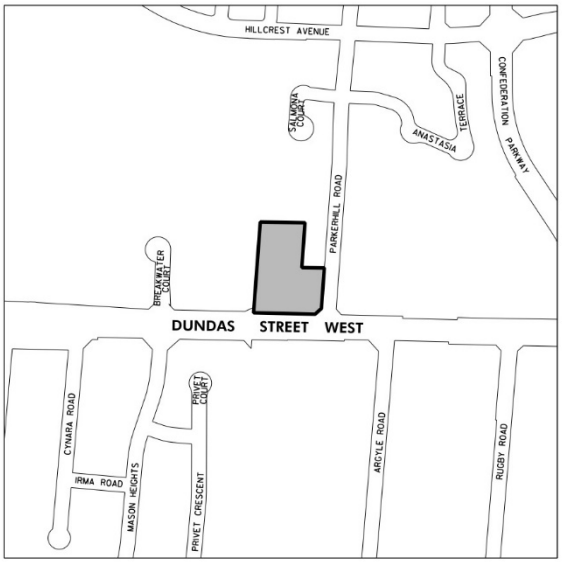
16.6.5.9 Site 9



16.6.5.9.1 The lands identified as Special Site 9 are located south of Dundas Street West and on the west side of Confederation Parkway.

16.6.5.9.2 Notwithstanding the policies of this Plan, townhouses will be permitted on the subject land.

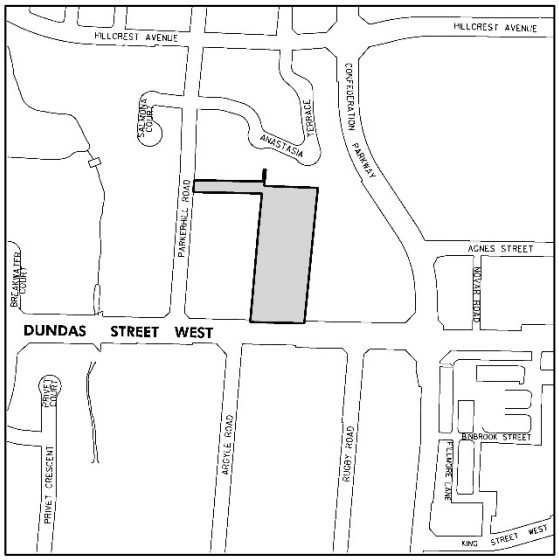
16.6.5.10 Site 10



16.6.5.10.1 The lands identified as Special Site 10 are located at the northwest corner of Dundas Street West and Parkerhill Road.

16.6.5.10.2 Notwithstanding the policies of this Plan, an apartment dwelling with a maximum height of 14 storeys will be permitted.

16.6.5.11 Site 11

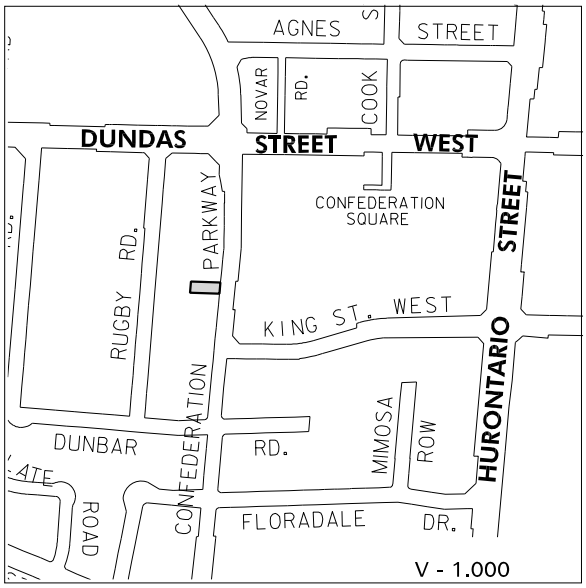


16.6.5.11.1 The lands identified as Special Site 11 are located on the north side of Dundas Street West, east of Parkerhill Road and west of Confederation Parkway with one contiguous lot that has frontage on Parkerhill Road.

16.6.5.11.2 Notwithstanding the policies of this Plan, an apartment dwelling with a maximum height of 25 storeys and a maximum floor space index (FSI) of 3.8 will be permitted.

16.6.6 Exempt Site Policies

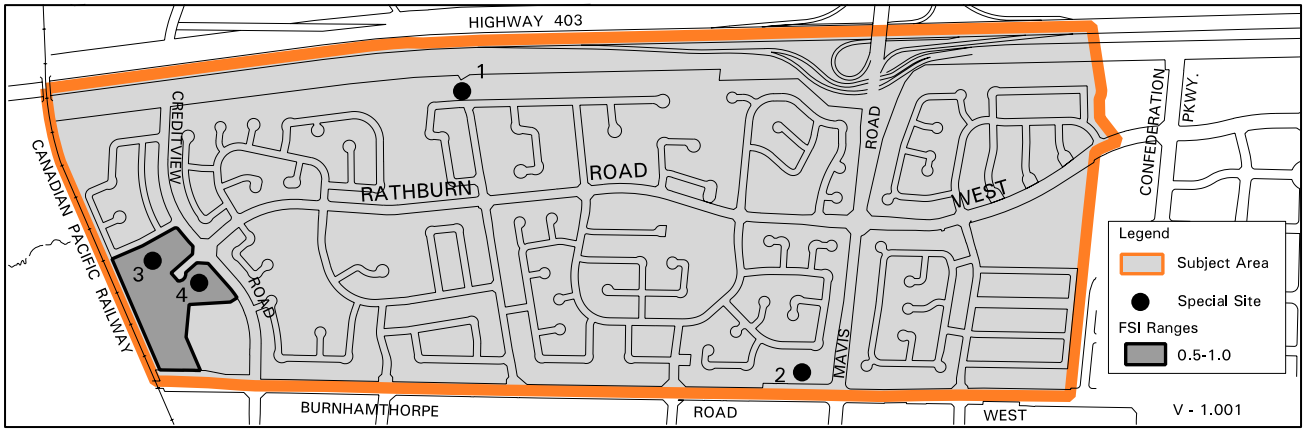
16.6.6.1 Site 1



16.6.6.1.1 The lands identified as Exempt Site 1 are located on the west side of Confederation Parkway, south of Dundas Street West.

16.6.6.1.2 Notwithstanding the provisions of the Residential Low Density II designation, offices will also be permitted.

16.7 Creditview



Map 16-7: Creditview Neighbourhood Character Area

16.7.1 Urban Design Policies

16.7.1.1 "Gateway" treatments including special landscape features, upgraded planting, circulation and pedestrian linkages, and attractive built form will be promoted in the easterly section of the Character Area adjacent to the Downtown Core to complement the urban design vision for the Downtown Core and to encourage the Downtown Core to be used by area residents.

16.7.1.2 Where existing noise attenuation walls or rear yard privacy fencing are exposed to public streets, supplementary planting and upgraded landscape features should be added where feasible, as a condition of development or road reconstruction. Mississauga will encourage landowners to coordinate the eventual replacement of fences to enhance the appearance of the area from the street. Special consideration should be given to Rathburn Road West and Burnhamthorpe Road West as they function as important entrance ways into the Downtown Core.

16.7.2 Land Use

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

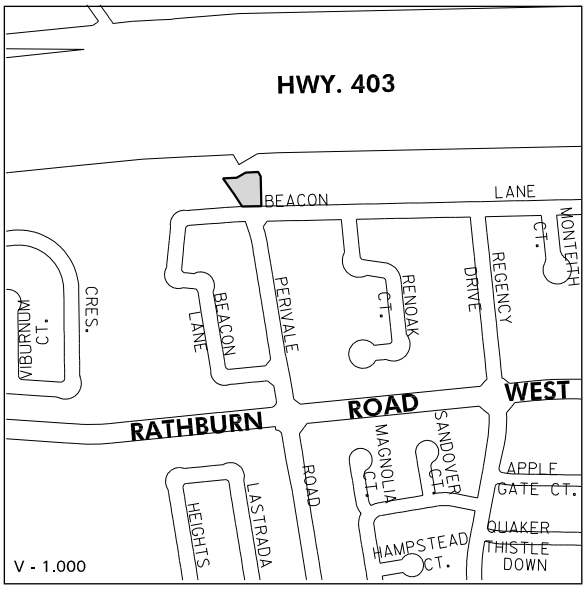
16.7.2.2 Lands designated Residential Low Density II will not permit the following uses:

a. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

16.7.3 Special Site Policies

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

16.7.3.1 Site 1



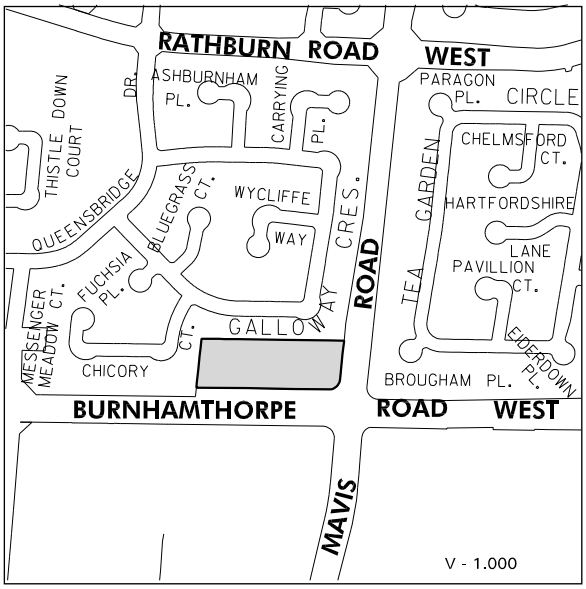
16.7.3.1.1 The property identified as Special Site 1 is located at 4265 Perivale Road and is referred to as the Crozier House. This house has been identified as a building worthy of preservation.

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; and

b. new development will be subject to site plan approval to ensure compatibility with the heritage structure and the preservation of mature trees and other significant natural features.

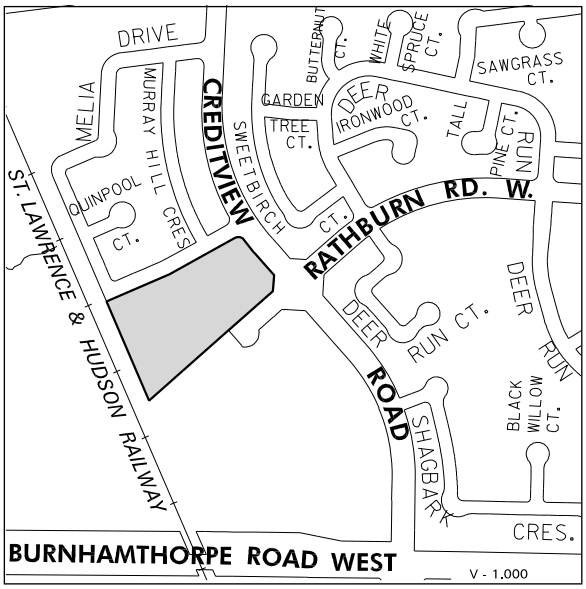
16.7.3.2 Site 2



16.7.3.2.1 The lands identified as Special Site 2 are located at the northwest corner of Burnhamthorpe Road West and Mavis Road.

16.7.3.2.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, all types of restaurants will be permitted.

16.7.3.3 Site 3



16.7.3.3.1 The lands identified as Special Site 3 are located on the west side of Creditview Road between Rathburn Road West and Melia Drive.

16.7.3.3.2 Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply:

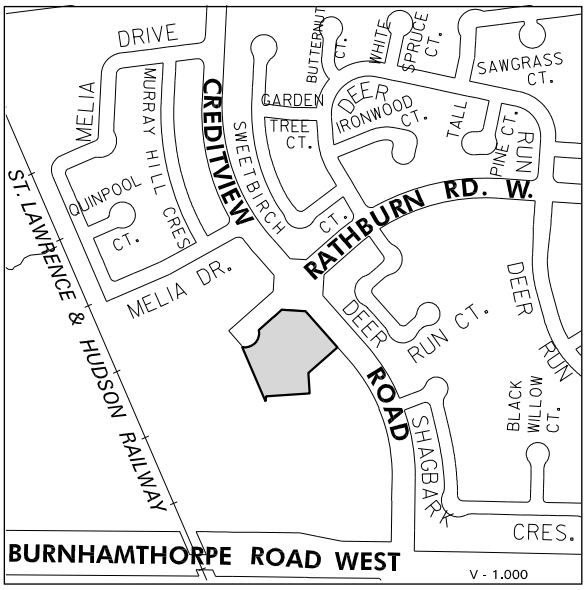
a. a maximum of three apartment buildings containing a maximum of 500 apartment dwelling units and an enclosed recreation centre will be permitted on the lands at a ***floor space index (FSI)*** of 2.09;

b. building heights shall range from seven to ten storeys adjacent to Creditview Road to 12 storeys on the south side of Melia Drive to 18 storeys adjacent to the southern boundary of the site in the vicinity of the GO train station on the St. Lawrence and Hudson Railway; and

c. the development of these lands will also be subject to the following:

   - no vehicular access to Melia Drive;
   - the erection of an enclosed recreation centre concurrent with the erection of the 12 storey apartment building fronting on Melia Drive; and
   - provision for Rathburn Road West modifications and site access to the satisfaction of the City of Mississauga.

16.7.3.4 Site 4



16.7.3.4.1 The lands identified as Special Site 4 are located at the southwest corner of Rathburn Road West and Creditview Road.

16.7.3.4.2 Notwithstanding the provisions of the Residential High Density designation, development will be permitted up to a maximum ***floor space index (FSI)*** of 1.9. No building or structure will exceed a height of nine storeys, excluding any mechanical penthouse.

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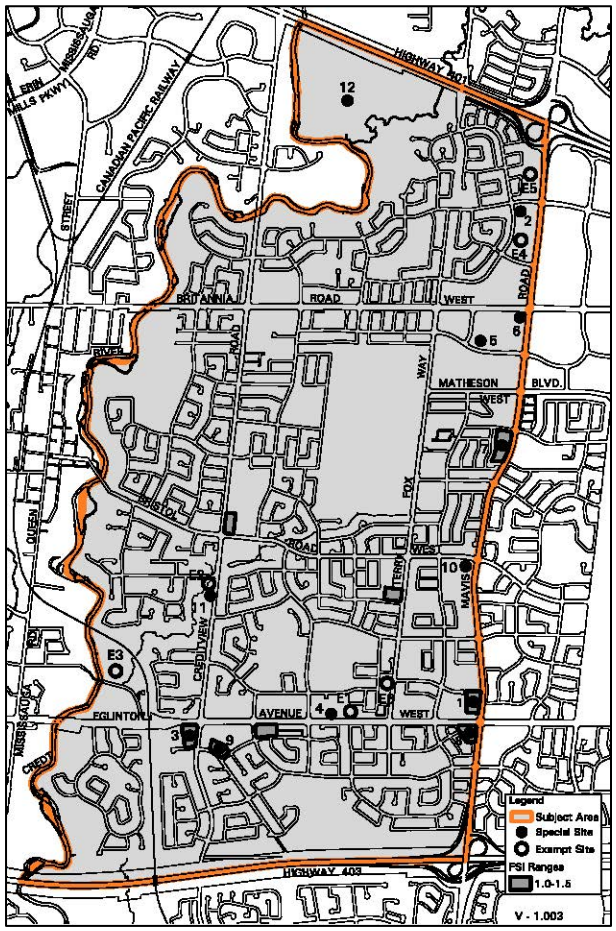
16.8 East Credit



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; and

c. outdoor storage and display areas should not face onto Ivandale Drive or Bancroft Drive.

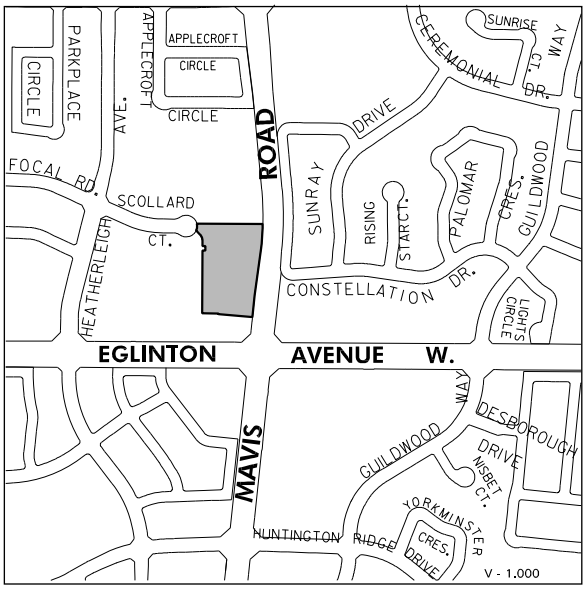
16.8.2 Transportation

16.8.2.1 Second Line West may be terminated north and south of Provincial Highway 401 as part of the future widening of Provincial Highway 401. The precise timing and location of these points of termination north and south of Provincial Highway 401 will be determined by the City in conjunction with the appropriate authorities.

16.8.3 Special Site Policies

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

16.8.3.1 Site 1



16.8.3.1.1 The lands identified as Special Site 1 are located on the west side of Mavis Road, north of Eglinton Avenue West.

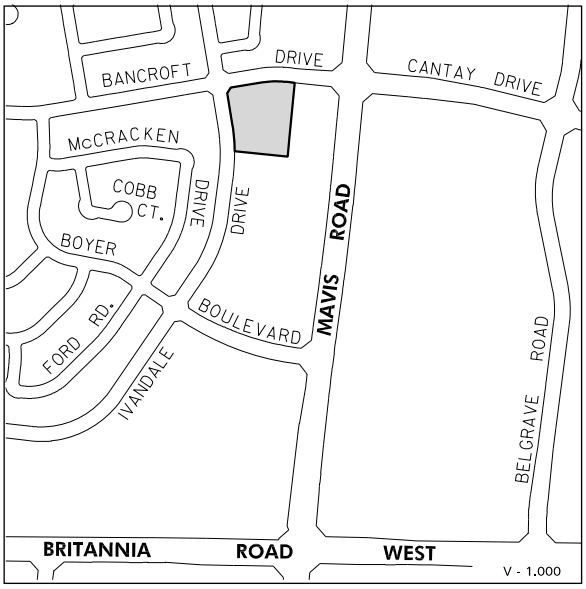
16.8.3.1.2 Notwithstanding the Residential High Density designation on these lands, the following additional policies will apply:

a. apartment buildings will be permitted up to a maximum ***floor space index (FSI)*** of 3.4;

b. townhouses will be permitted; and

c. the maximum apartment building height will be 18 storeys.

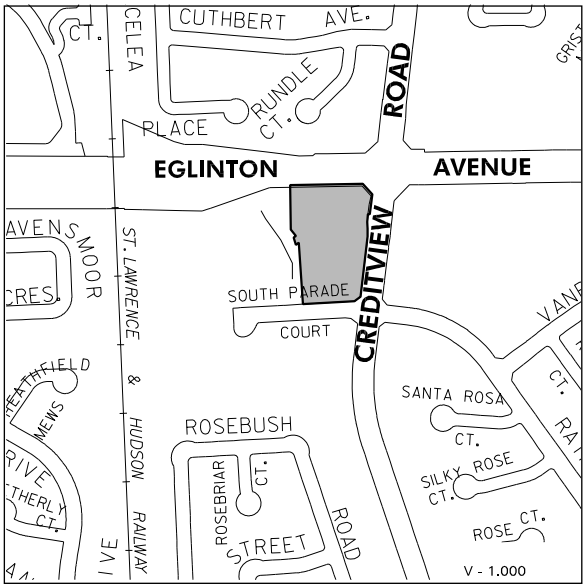
16.8.3.2 Site 2



16.8.3.2.1 The lands identified as Special Site 2 are located at the southeast corner of Bancroft Drive and Ivandale Drive.

16.8.3.2.2 Notwithstanding the policies of this Plan, motor vehicle sales, leasing, rental and repair will also be permitted.

16.8.3.3 Site 3



16.8.3.3.1 The lands identified as Special Site 3 are located at the southwest corner of Eglinton Avenue West and Creditview Road.

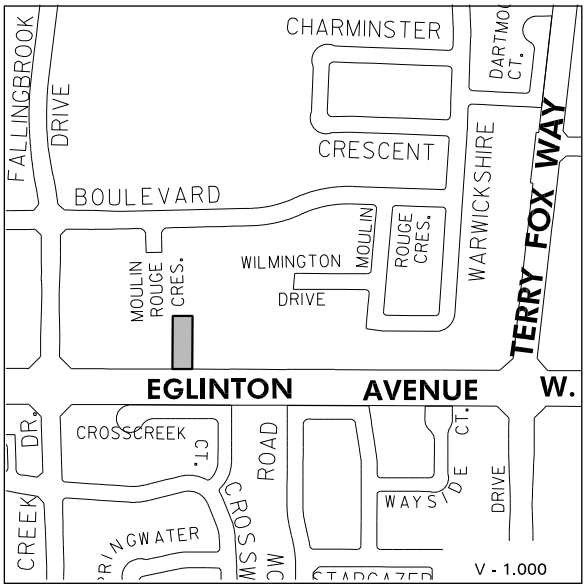
16.8.3.3.2 Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply:

a. townhouse dwellings will be permitted;

b. the maximum apartment building height will be 12 storeys; and

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.

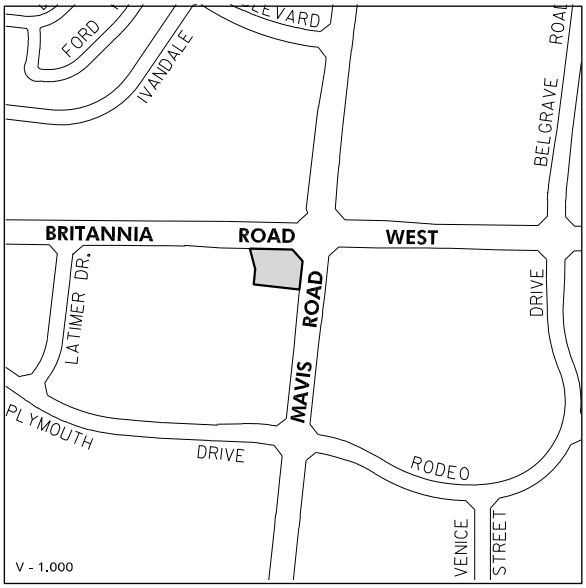
16.8.3.5 Site 5



16.8.3.5.1 The lands identified as Special Site 5 are located on the north side of Plymouth Drive, east of Latimer Drive.

16.8.3.5.2 Notwithstanding the provisions of the Mixed Use designation, a motor vehicle body repair facility will also be permitted.

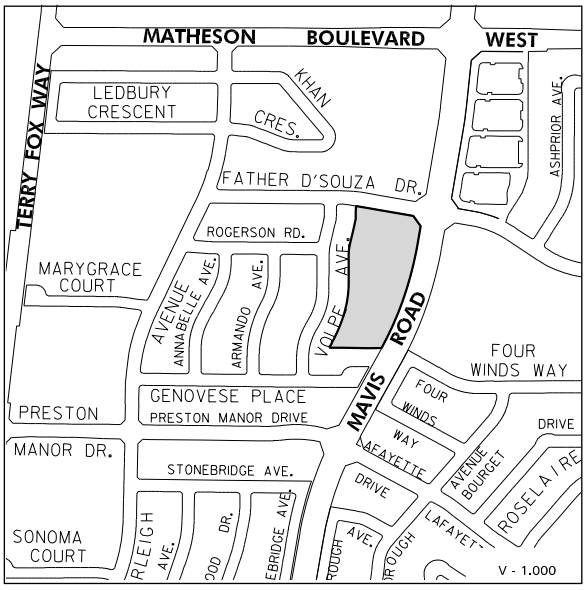
16.8.3.6 Site 6



16.8.3.6.1 The lands identified as Special Site 6 are located at the southwest corner of Britannia Road West and Mavis Road.

16.8.3.6.2 Notwithstanding the provisions of the Mixed Use designation, motor vehicle commercial uses will also be permitted.

16.8.3.7 Site 7



16.8.3.7.1 The lands identified as Special Site 7 are located on the southwest corner of Father D'Souza Drive and Mavis Road.

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

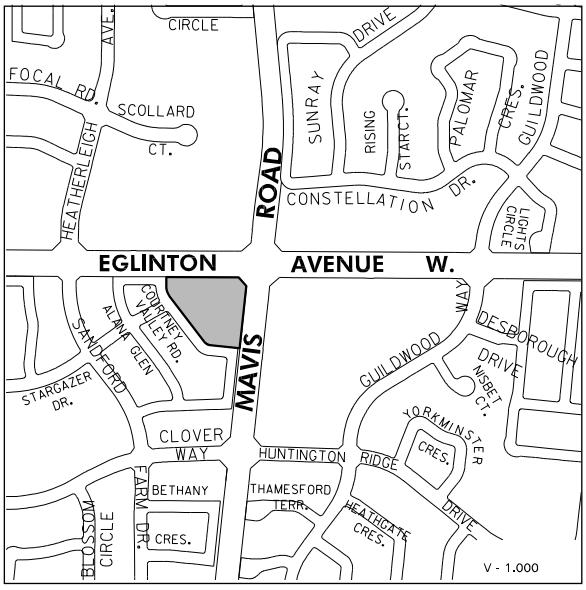
a. development of the property will be permitted up to a maximum ***floor space index (FSI)*** of 2.40;

b. one building with a maximum height of 18 storeys will be permitted, provided that the building is located at the northeast corner of the site and any portion of the development above 13 storeys will consist of one single building with a maximum floor plate size of 750 m^2;

c. one building with a maximum height of 13 storeys; and,

d. offices, personal service establishment and a retail store shall be permitted accessory to the Residential High Density uses permitted on this site.

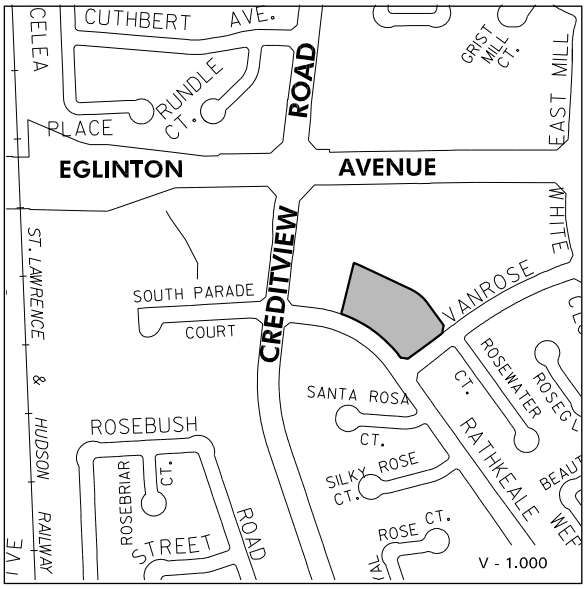
16.8.3.8 Site 8



16.8.3.8.1 The lands identified as Special Site 8 are located at the southwest corner of Eglinton Avenue West and Mavis Road.

16.8.3.8.2 Notwithstanding the policies of this plan, apartment dwellings and townhouse dwellings at a maximum ***floor space index (FSI)*** of 3.93 will be permitted.

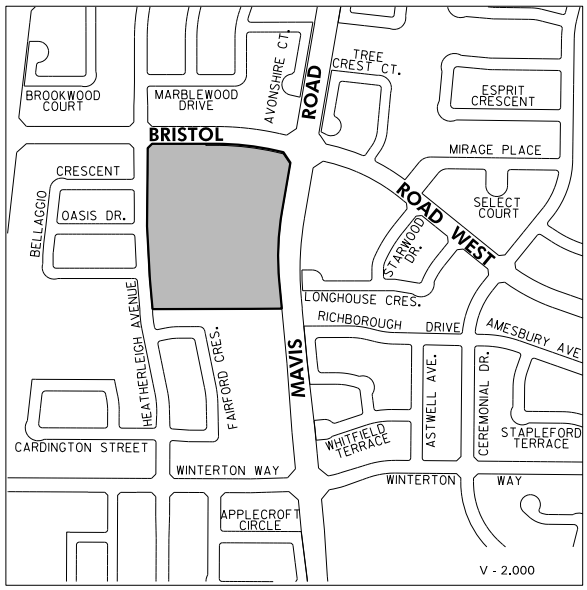
16.8.3.9 Site 9



16.8.3.9.1 The lands identified as Special Site 9 are located on the north side of Rathkeale Road, east of Creditview Road.

16.8.3.9.2 Notwithstanding the provisions of the Residential High Density designation, a maximum ***floor space index (FSI)*** of 2.1 will be permitted.

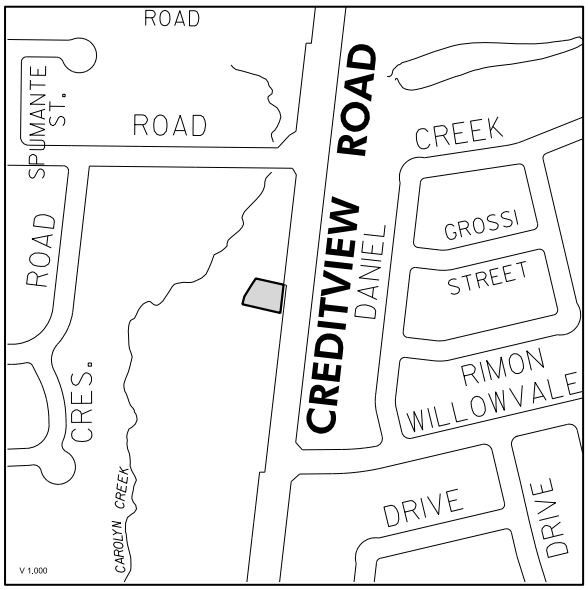
16.8.3.10 Site 10



16.8.3.10.1 The lands identified as Special Site 10 are located at the southwest corner of Bristol Road West and Mavis Road.

16.8.3.10.2 Notwithstanding the policies of this Plan, a service station, gas bar and car wash may be permitted.

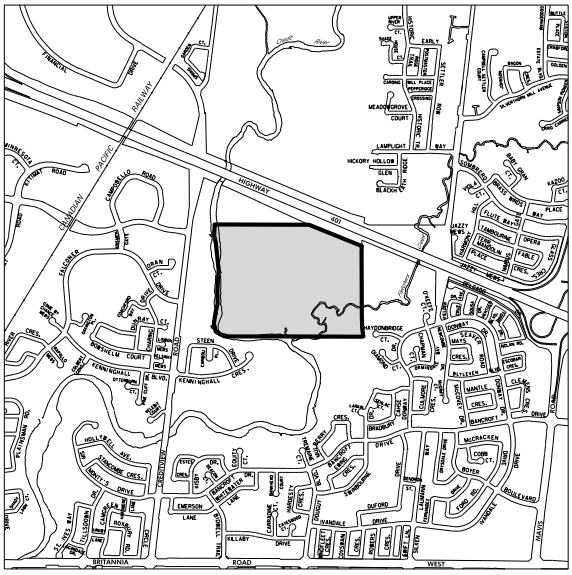
6.8.3.11 Site 11



16.8.3.11.1 The lands identified as special site 11 are located on the west side of Creditview Road, south of Carolyn Road.

16.8.3.11.2 Notwithstanding the policies of this Plan, an accessory office for a maximum of one non-resident physician, dentist, health professional or drugless practitioner, and maximum of three employees will be permitted.

6.8.3.12 Site 12



16.8.3.12.1 The lands identified as Special Site 12 are located at the southeast quadrant of Creditview Road and Highway 401.

16.8.3.12.2 Notwithstanding the policies of this Plan, outdoor markets,greenhouses with accessory uses and an education and training centre willalso be permitted on lands designated Public Open Space.

16.8.4 Exempt Site Policies

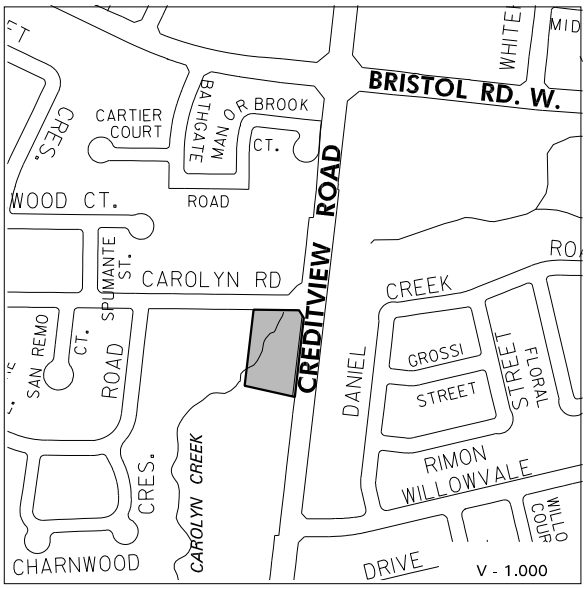
16.8.4.1 Site 1



16.8.4.1.1 The lands identified as Exempt Site 1 are located on the north side of Eglinton Avenue West, west of Terry Fox Way.

16.8.4.1.2 Notwithstanding the provisions of the Residential Medium Density designation, a garden centre including the sale and storage of firewood, Christmas trees and landscaping materials, excluding nursery stock, and residential accommodation accessory to the operation of the garden centre use will also be permitted for an interim period of time, until the lands are redeveloped in accordance with the Residential Medium Density I designation.

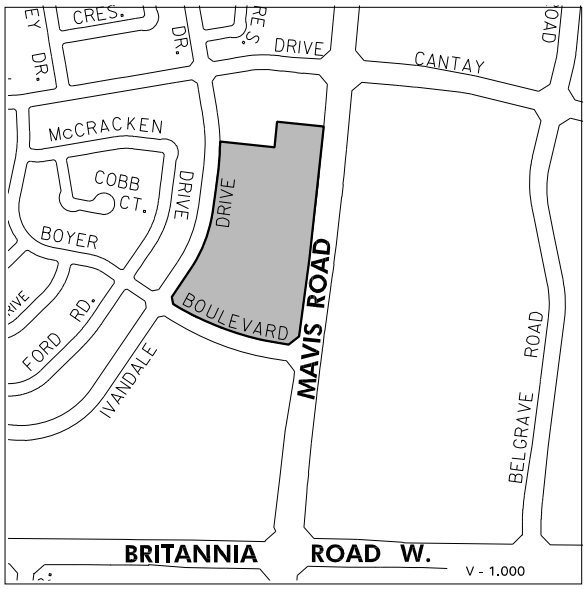
16.8.4.2 Site 2



16.8.4.2.1 The lands identified as Exempt Site 2 are located on the southwest corner of Creditview Road and Carolyn Road.

16.8.4.2.2 Notwithstanding the provisions of the Residential Low Density II and Greenlands designations, a veterinary clinic within the existing detached dwelling will be permitted and a bird sanctuary structure on public Greenlands accessory to the adjacent veterinary clinic will also be permitted.

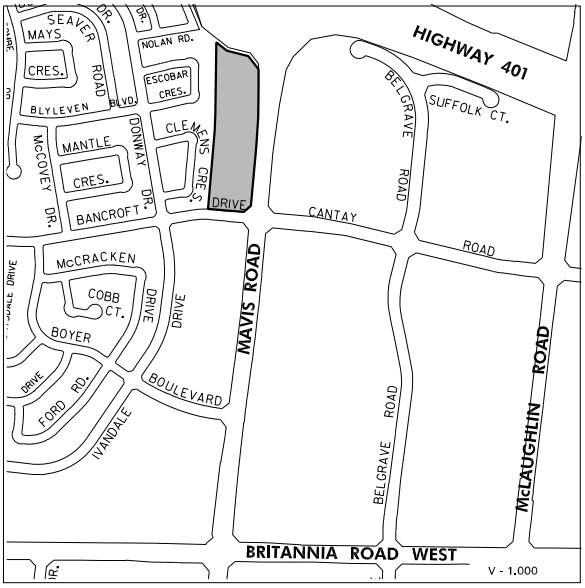
16.8.4.3 Site 3



16.8.4.3.1 The lands identified as Exempt Site 3 are located on the west side of Mavis Road, north of Boyer Boulevard.

16.8.4.3.2 Notwithstanding the provisions of the Business Employment designation, motor vehicle sales, rental and repair establishments and establishments for minor motor vehicle repairs will also be permitted. Entertainment, recreation and sports facilities as well as broadcasting, communication and public utility rights-of-way, will not be permitted. Noise sensitive land uses, as defined in the Provincial Policy Statement and this Plan, will not be permitted.

16.8.4.4 Site 4



16.8.4.4.1 The lands identified as Exempt Site 4 are located at the northwest corner of Mavis Road and Bancroft Drive.

16.8.4.4.2 Notwithstanding the provisions of the Business Employment designation, motor vehicle sales, service and repair establishments will also be permitted.

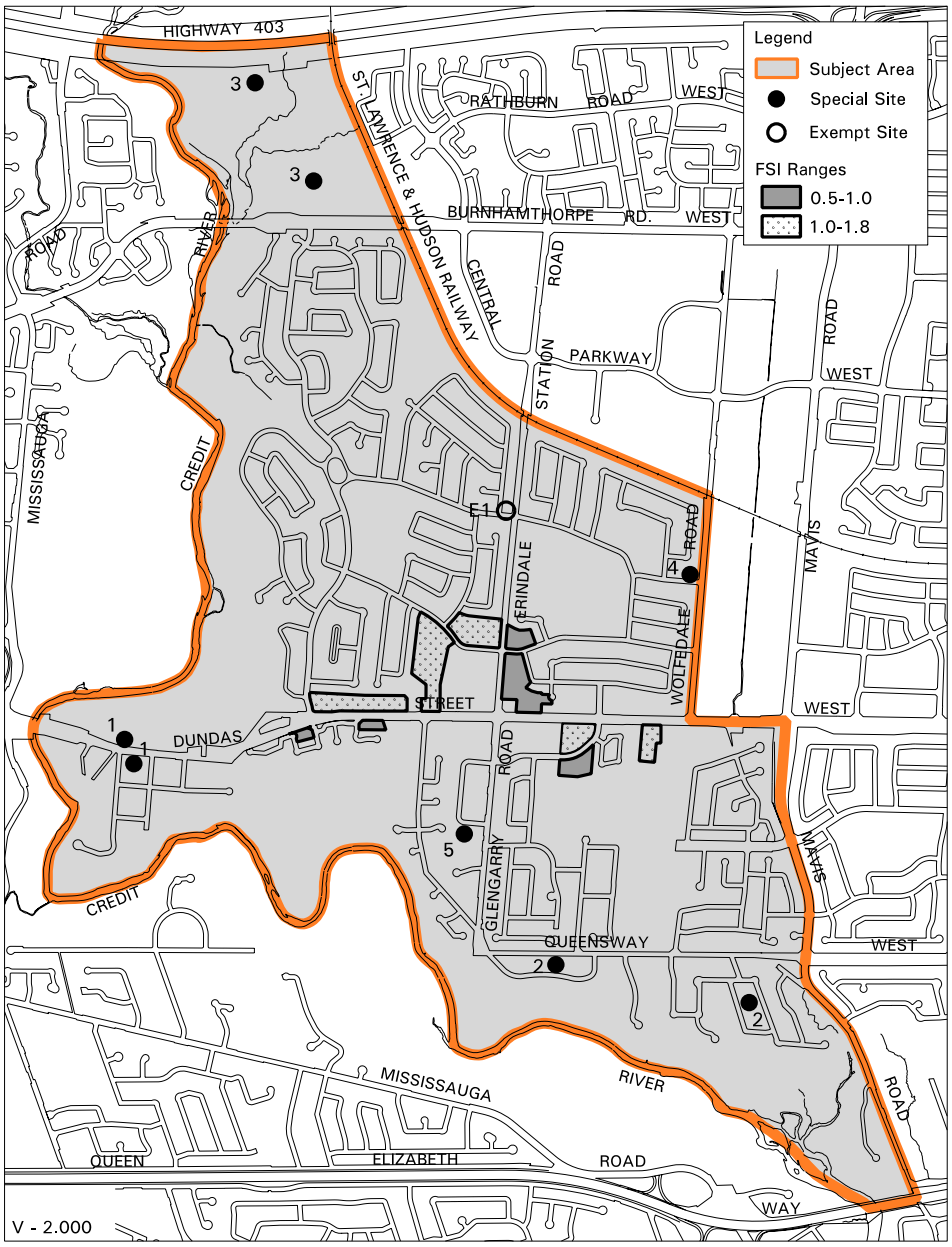
16.8.4.5 Site 5



16.8.4.5.1 The lands identified as Exempt Site 5 are located on the west side of Terry Fox Way, north of Eglinton Avenue West.

16.8.4.5.2 Notwithstanding the provisions of the Residential Low Density II designation, a dental office will also be permitted.

16.9 Erindale



Map 16-9: Erindale Neighbourhood Character Area

16.9.1 Land Use

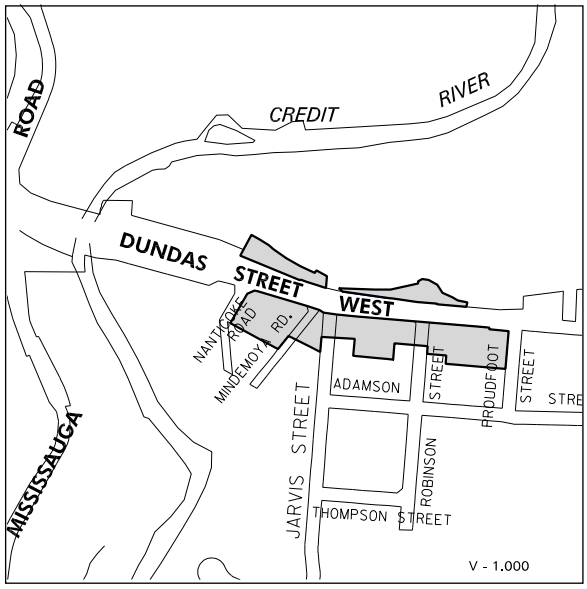
16.9.1.1 Notwithstanding the provisions of the Residential Low Density I designation, the Residential Low Density I designation permits only detached dwellings.

16.9.1.2 Notwithstanding the provisions of the Residential Medium Density designation, 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;

b. any additions or alterations of existing buildings will be sensitive to the village theme of the area, and will be largely confined to the rear of the property;

c. minimal signage will be permitted and the design of such signage and external lighting will be compatible with the residential character of the area;

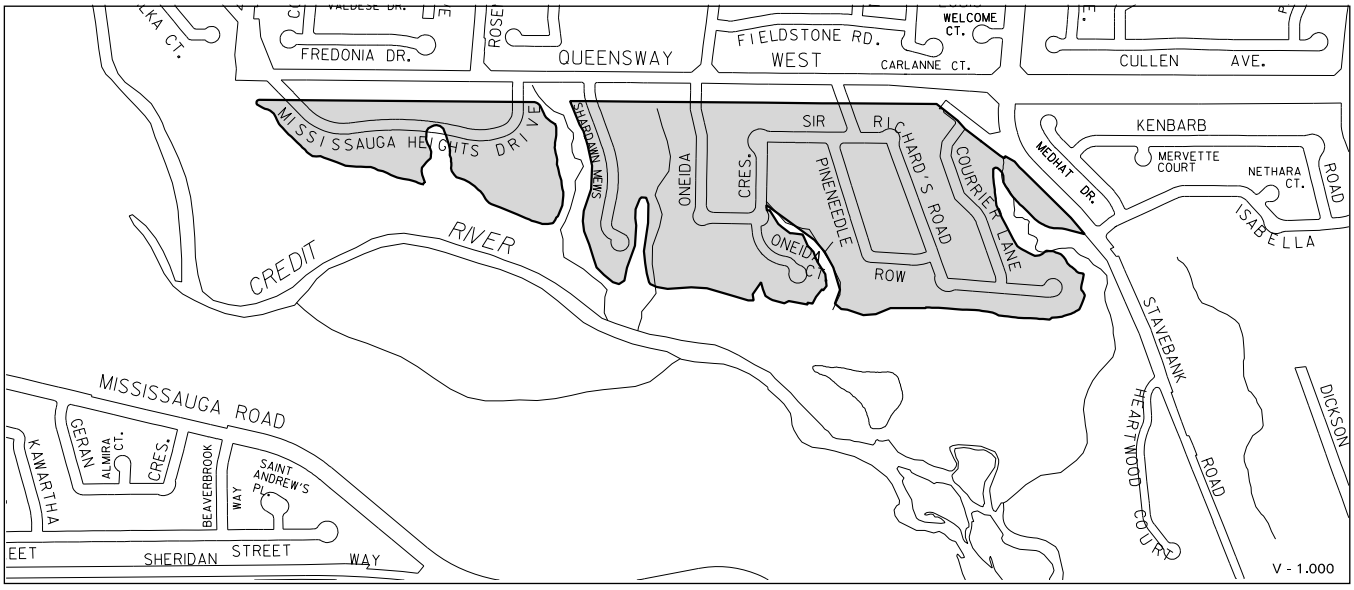
d. for those properties east of Mindemoya Road, on-site parking will consist only of surface parking and will be provided in the rear yard only;

e. the closed road allowance for Nanticoke Road will provide access to parking and form part of a pedestrian walkway to the Credit River valley;

f. notwithstanding the provisions of the Mixed Use designation, commercial uses and all types of restaurants will not be permitted within Special Site 1 lands on the south side of Dundas Street West, west of Robinson Street extending westerly to include the lands at the southwest corner of Dundas Street West and Mindemoya Road; and

g. buildings should have a minimum of two storeys and a maximum of three storeys in height.

16.9.2.2 Site 2



16.9.2.2.1 The lands identified as Special Site 2 are located south of Queensway West, west of Stavebank Road.

16.9.2.2.2 Notwithstanding the provisions of the Residential Low Density I designation, the following additional policies apply:

a. preserve and enhance the generous front, rear and side yard setbacks;

b. ensure that existing grades and drainage conditions are preserved;

c. encourage new housing to fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation;

d. garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property;

e. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;

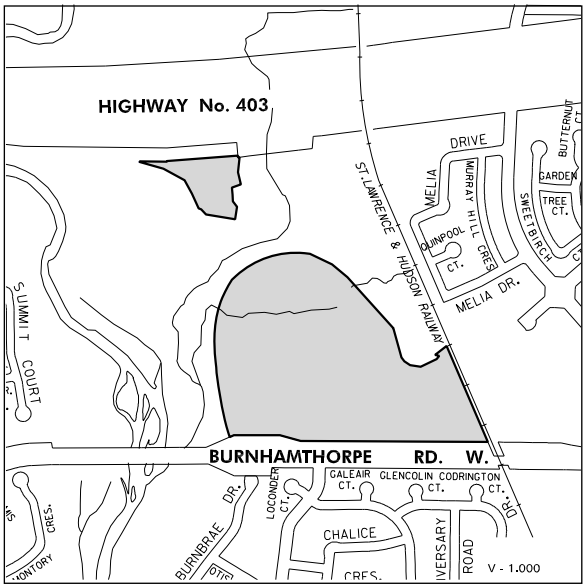
f. encourage buildings to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;

g. reduce the hard surface areas in the front yard;

h. preserve existing mature high quality trees to maintain the existing mature nature of these areas; and

i. the lots fronting on Mississauga Heights Drive will be required to have a minimum frontage of 30 m and a minimum area of 1 400 m^2.

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 Greenlands designations, the following additional policies will apply:

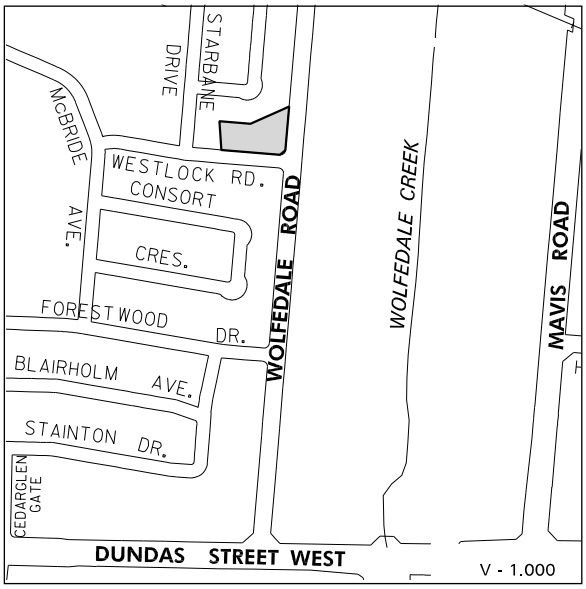
a. in addition to the uses permitted in the Public Open Space designation, the following uses will also be permitted:

- offices;
- retail uses that are accessory to the City Garden Park;
- conference centre;
- banquet hall;
- conservatory/greenhouse complex; and
- commercial school; and

b. any proposed structures will be limited in size and to a design compatible with the existing structures and will be designed and located in a manner that minimizes the removal of forest cover; and

c. the planning and development of the Mississauga Garden Park will be pursuant to the approved Mississauga Garden Park Master Plan and Implementation Strategy.

16.9.2.4 Site 4



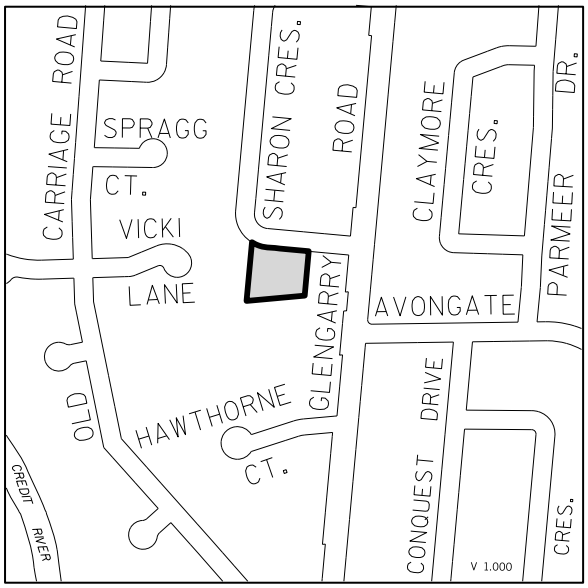
16.9.2.4.1 The lands identified as Special Site 4 are located at the northwest corner of Wolfedale Road and Westlock Road.

16.9.2.4.2 Notwithstanding the provisions of the Convenience Commercial designation, the following additional uses will also be permitted:

a. townhouse dwellings; and

b. motor vehicle rental facility.

16.9.2.5 Site 5

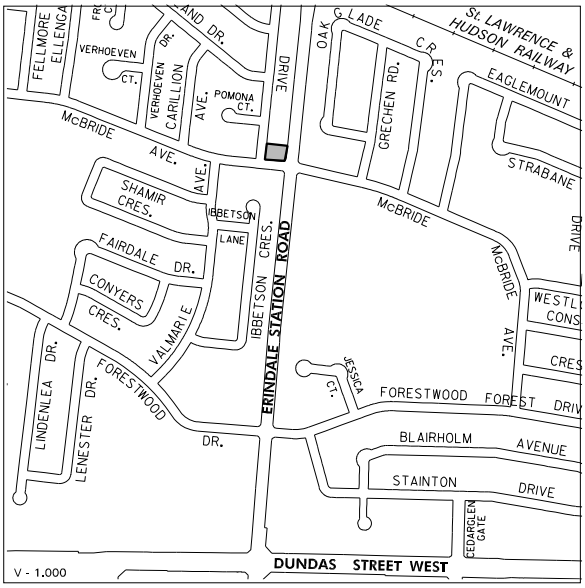


16.9.2.5.1 The lands identified as Special Site 5 are located on the south side of Sharon Crescent, west of Glengarry Road.

16.9.2.5.2 Notwithstanding the policies of this Plan, a maximum of three detached dwellings will be permitted.

16.9.3 Exempt Site Policies

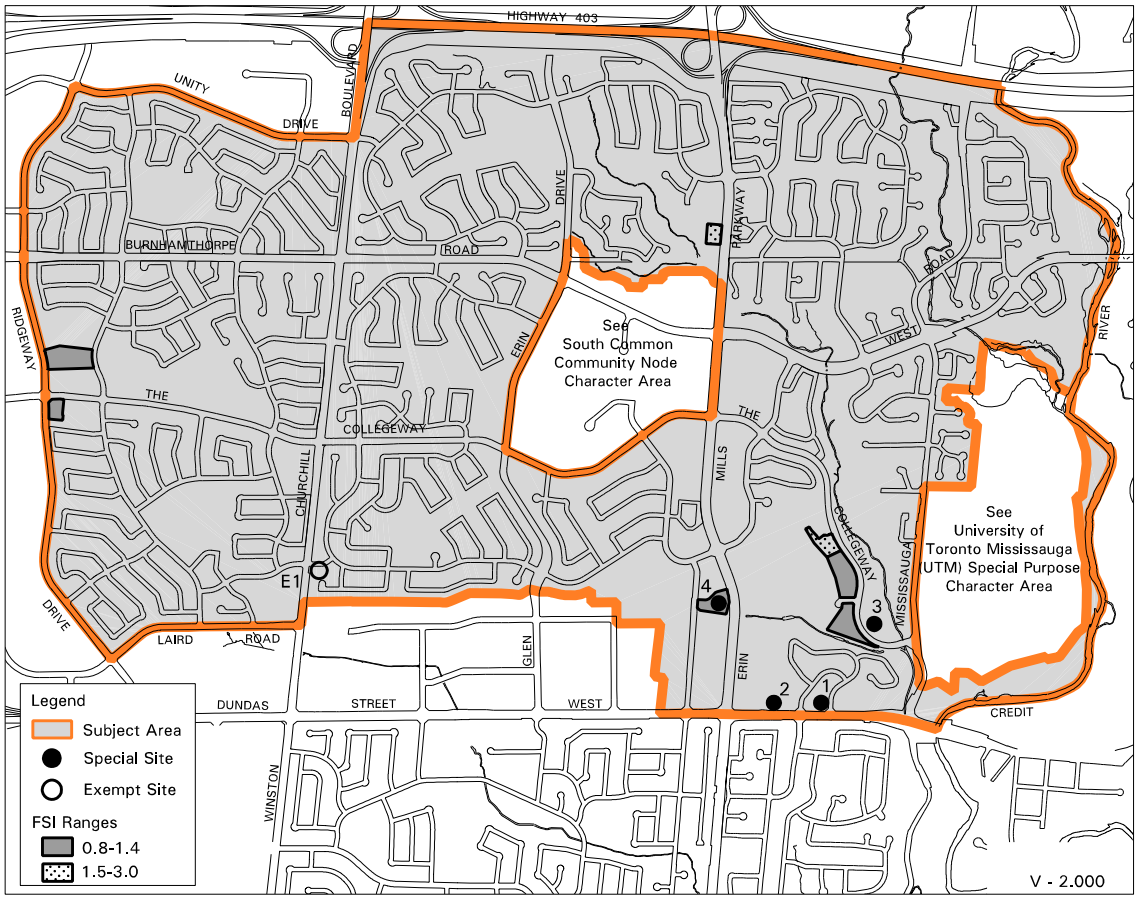
16.9.3.1 Site 1



16.9.3.1.1 The lands identified as Exempt Site 1 are located at the northwest corner of Erindale Station Road and McBride Avenue.

16.9.3.1.2 Notwithstanding the provisions of the Residential Low Density II designation, medical offices will also be permitted.

16.10 Erin Mills



Map 16-10: Erin Mills Neighbourhood Character Area

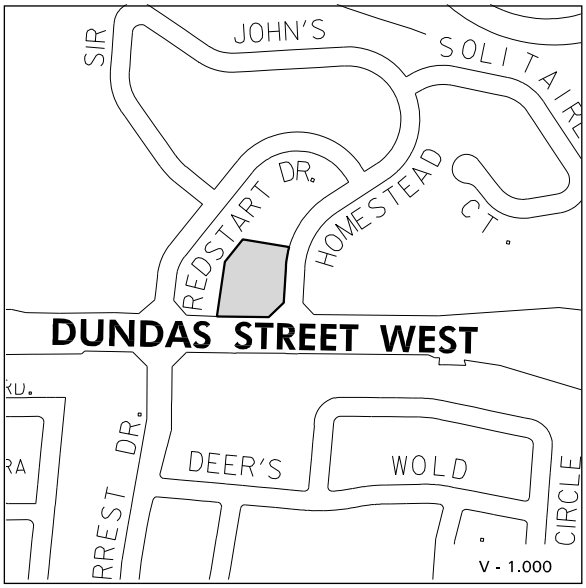
16.10.1 Land Use

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.

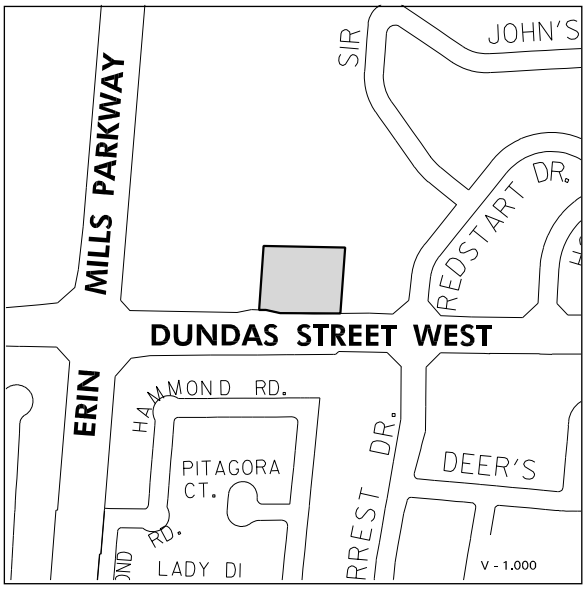
16.10.2.1 Site 1



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.

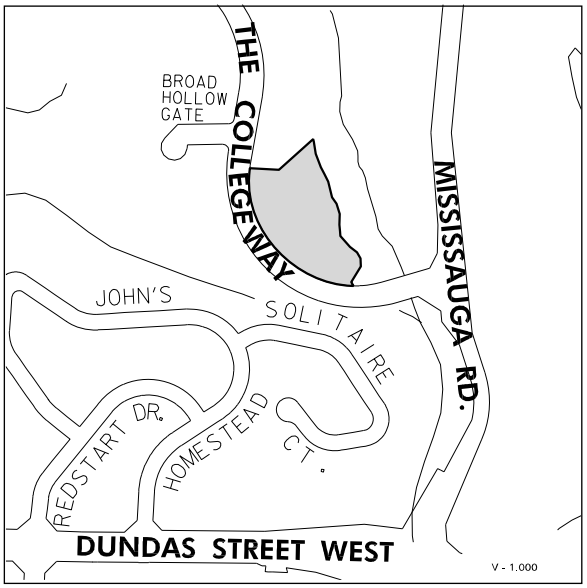
16.10.2.2 Site 2



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

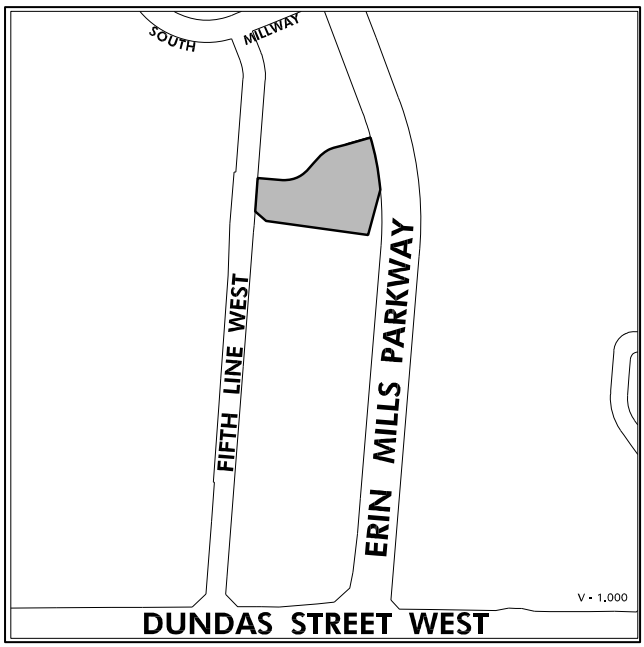


16.10.2.3.1 The lands identified as Special Site 3, are located on the north side of The Collegeway, west of Mississauga Road and contain a cultural heritage resource under the terms and conditions of Part IV of the *Ontario Heritage Act*.

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; and
- the maximum ***floor space index (FSI)*** of all commercial uses shall not exceed 0.27.

16.10.2.4 Site 4

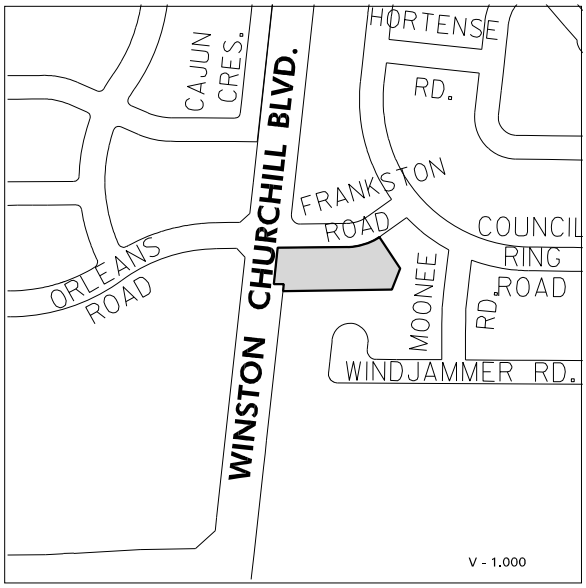


16.10.2.4.1 The lands identified as Special Site 4 are located south of South Millway, between Erin Mills Parkway and Fifth Line West.

16.10.2.4.2 Notwithstanding the policies of this Plan, a maximum height of five storeys will be permitted.

16.10.3 Exempt Site Policies

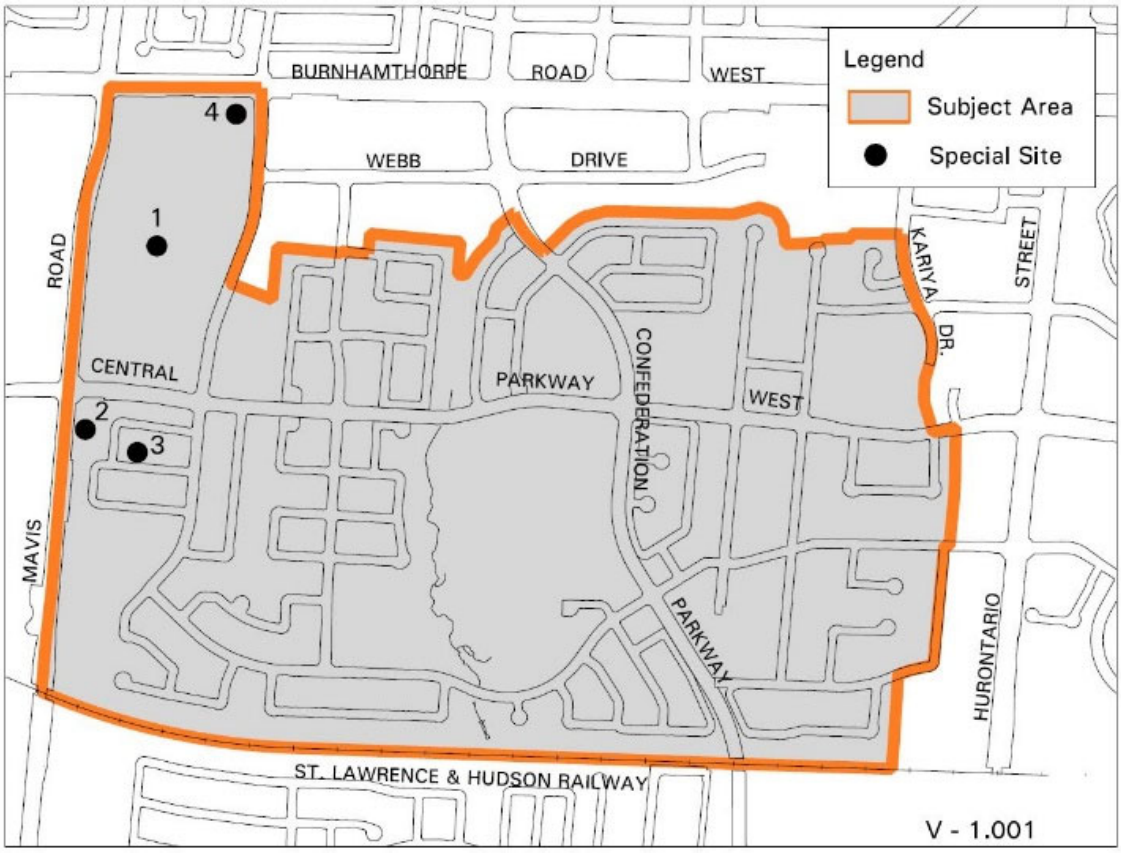
16.10.3.1 Site 1



16.10.3.1.1 The lands identified as Exempt Site 1 are located at the southeast corner of Frankston Road and Winston Churchill Boulevard.

16.10.3.1.2 Notwithstanding the provisions of the Residential Low Density 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.

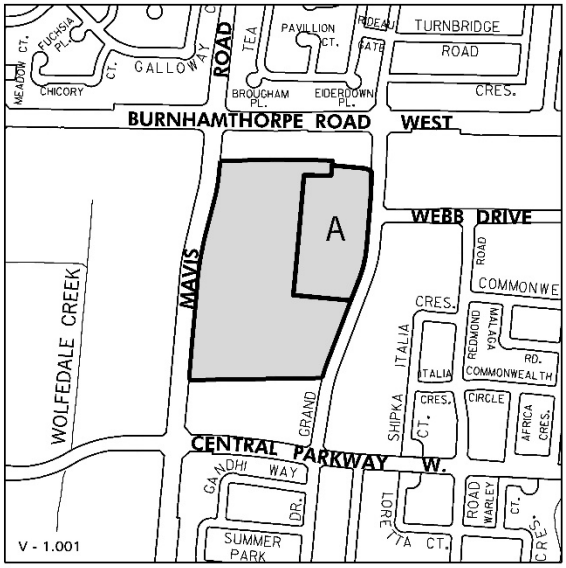
16.11.1.2 Owners/developers will be encouraged to advise all prospective purchasers or tenants occupying new residential units within the 600 m influence area of a chemical plant located on Mavis Road, south of Burnhamthorpe Road West, of the possibility of adverse odour emissions.

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; and

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; and
- 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:

a. 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;

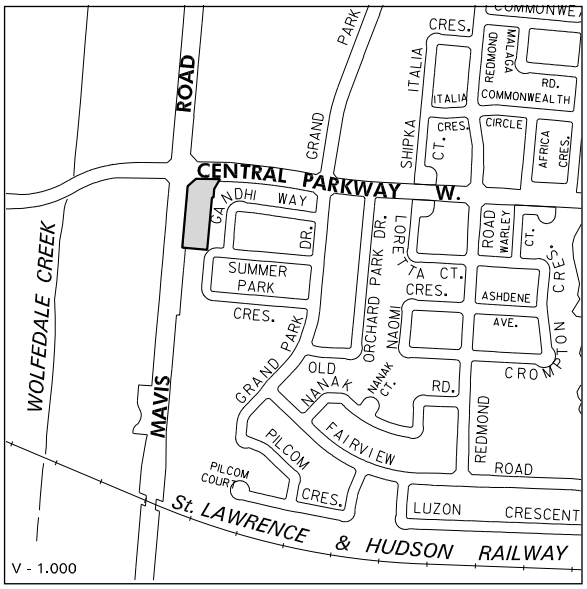
f. A self storage facility will also be permitted;

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; and

h. When the existing industries cease operation, the lands will be developed in accordance with the Mixed Use designation of this Plan.

16.11.2.1.4 Notwithstanding the policies of this Plan, on the lands identified as Area A, no residential development will be permitted until the closure of the chemical plant located on Mavis Road, south of Burnhamthorpe Road West.

16.11.2.2 Site 2



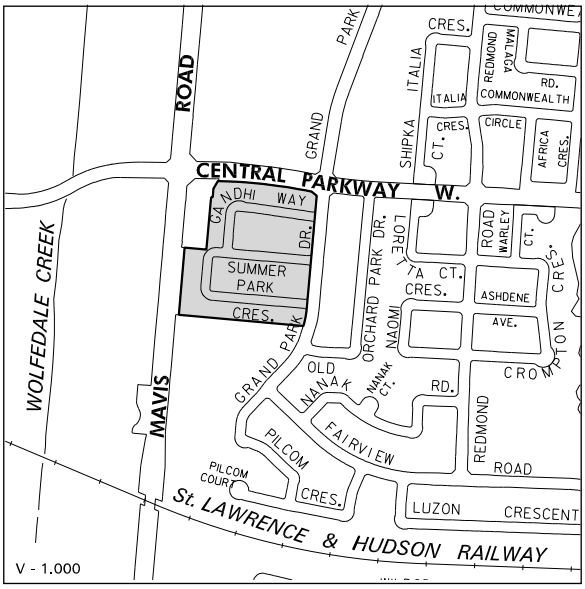
16.11.2.2.1 The lands identified as Special Site 2 are located at the southeast corner of Mavis Road and Central Parkway West.

16.11.2.2.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policies will apply:

a. convenience restaurants will be permitted; and

b. car washes will not be permitted.

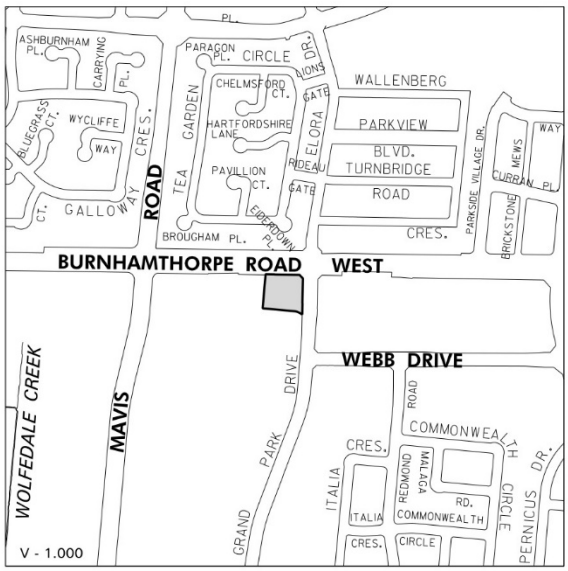
16.11.2.3 Site 3



16.11.2.3.1 The lands identified as Special Site 3 are located south of Central Parkway West between Mavis Road and Grand Park Drive.

16.11.2.3.2 Notwithstanding the provisions of the Residential Medium Density designation, semi-detached dwellings will also be permitted.

16.11.2.4 Site 4

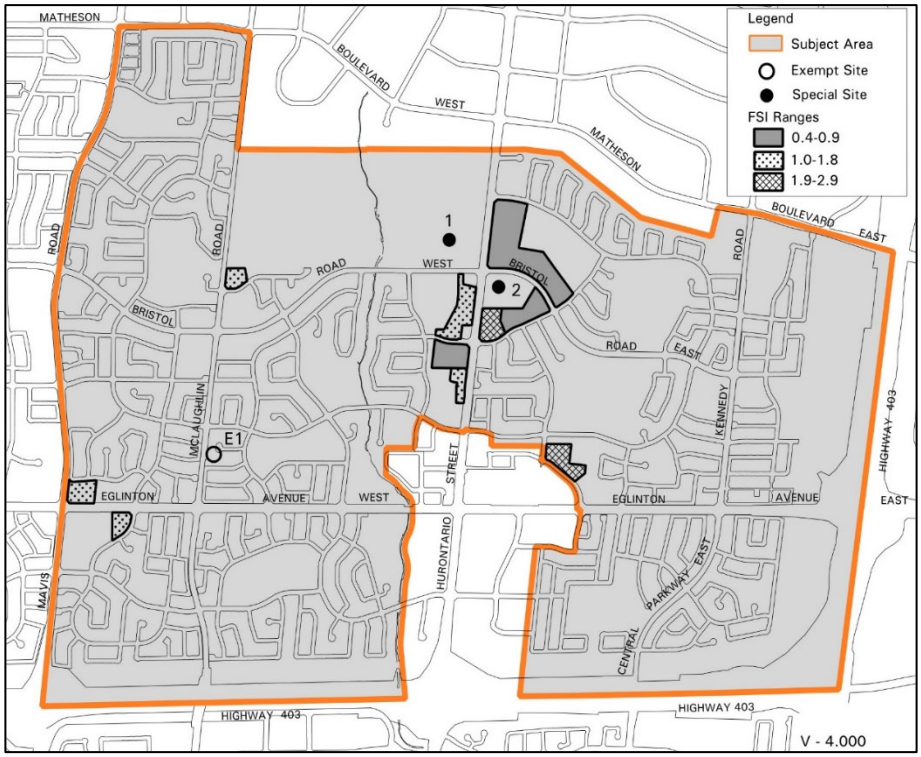


16.11.2.4.1 The lands identified as Special Site 4 are located at the southwest corner of Burnhamthorpe Road West and Grand Park Drive

16.11.2.4.2 Notwithstanding the policies of this Plan, an apartment dwelling with a maximum height of 25 storeys will be permitted.

16.11.2.4.3 Notwithstanding the policies of this Plan, non-residential uses will not be required above the ground level.

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; and

b. orientation of buildings, related open spaces and service functions to minimize visual and functional conflicts on abutting lands.

16.12.2 Land Use

16.12.2.1 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.

16.12.2.2 The Institutional designation recognizes the Britannia Farm which is owned and operated by the Peel District School Board and is a unique feature in the City. It has maintained its original rural character, and is used for agricultural and educational purposes. It will be developed in accordance with the Britannia Farm Master Plan, which recommends that the lands be developed for educational purposes to provide students with experiences with agriculture, the environment, and the historic schoolhouse.

16.12.2.3 Notwithstanding the Institutional policies of this Plan, a ***cogeneration*** facility will not be permitted.

16.12.3 Transportation

16.12.3.1 South of the Character Area between the utility corridor and Provincial Highway 403, a new east-west roadway is proposed to provide access to the Downtown Core. The proposed Provincial Highway 403 North Collector would be connected to Provincial Highway 403, west of Hurontario Street and east of Mavis Road and would be developed within the Parkway Belt West corridor as a one-way westbound two lane roadway with grade separations at Hurontario Street, Duke of York Boulevard, Confederation Parkway, the Provincial Highway 403/Mavis Road westbound off-ramp, and

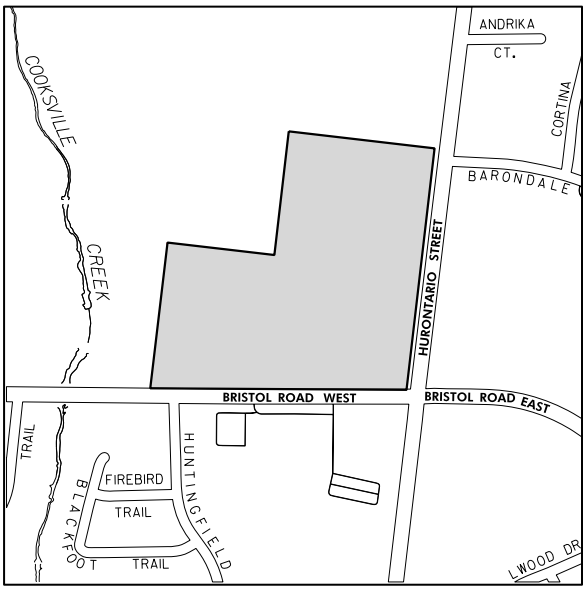
Mavis Road. In addition, ramp connections would be provided at Duke of York Boulevard and Confederation Parkway to provide access to and from the Downtown Core road network.

16.12.3.2 An overpass structure is planned for Provincial Highway 403 at Duke of York Boulevard.

16.12.4 Special Site Policies

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

16.12.4.1 Site 1



16.12.4.1.1 The lands identified as Special Site 1 are located at the northwest corner of Hurontario Street and Bristol Road West.

16.12.4.1.2 Notwithstanding the policies of this Plan, the following will also be permitted:

a. major office

16.12.4.1.3 Notwithstanding the policies of this Plan, the following uses will not be permitted:

a. motor vehicle rental;

b. motor vehicle sales;

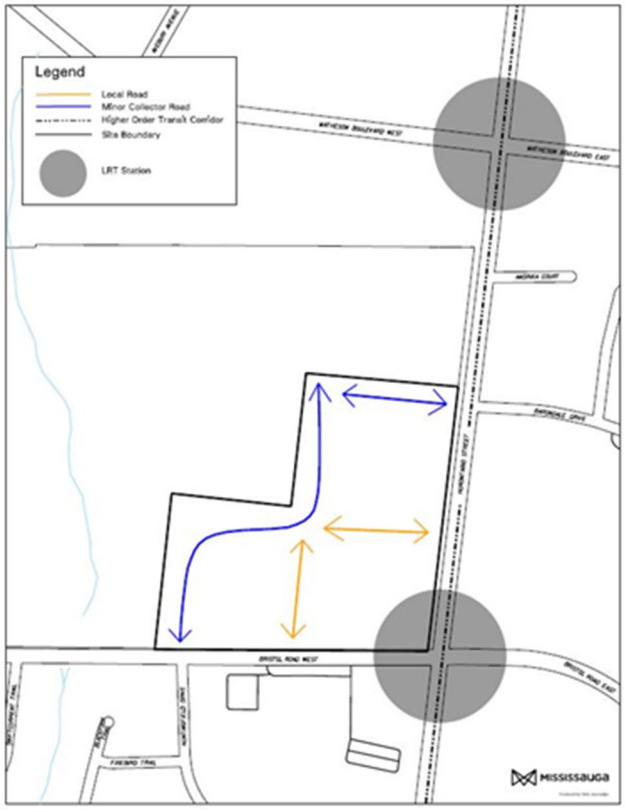
c. along the Hurontario Street frontage, townhouses and ground floor residential uses;

d. along the Bristol Road West frontage, townhouses within 250 m of Hurontario Street and residential uses within 50 m of Hurontario Street

16.12.4.1.4 Buildings with a maximum height of 20 storeys will be located in proximity to the Hurontario Street and Bristol Road West intersection.

16.12.4.1.5 Transportation

16.12.4.1.5.1 Future additions to the road network will be public roads. Minor collector roads and local roads are shown on Map 16-12.1. Location of the roads are shown conceptually and adjustment to the alignment may be made without further amendment to this plan. Additional local roads may be identified as part of the development master plan.



Map 16-12.1: Potential Opportunity for Road Connections

16.12.4.1.5.2 A north-south minor collector road illustrated in Map 16-12.1 will be designed and constructed to allow for a future connection to

Matheson Boulevard West, should the lands immediately north of Special Site 1 be developed.

16.12.4.1.5.3 A public open space will be located on the site having frontage onto public roads.

16.12.4.1.5.4 The Public Open Space network and the road system will be designed to create view ***corridors*** and connections to Britannia Farm.

16.12.4.1.5.5 All roads will be designed to accommodate pedestrians and cyclists as appropriate.

16.12.4.1.6 Implementation

16.12.4.1.6.1 A development master plan will be required to address matters including, but not limited to, the following:

a. consider the appropriate built form and a high standard of architectural and landscape design around the Light Rail Transit stop planned at the intersection of Hurontario Street and Bristol Road West;

b. demonstrate appropriate transition in building heights;

c. have regard for other City plans, policies and reports, such as the Hurontario/Main Street Corridor Master Plan (2010);

d. include provisions for a finer grain road pattern;

e. provide a range of housing types and affordable housing;

f. provide a model for sustainability within Mississauga;

g. include the size and location of public open space (e.g. parks);

h. address environmental requirements (e.g. stormwater management, flood protection);

i. include provisions for public art;

j. outline how the envisioned population and employment will be achieved;

k. address any relocation of the designated heritage buildings located within the development parcel;

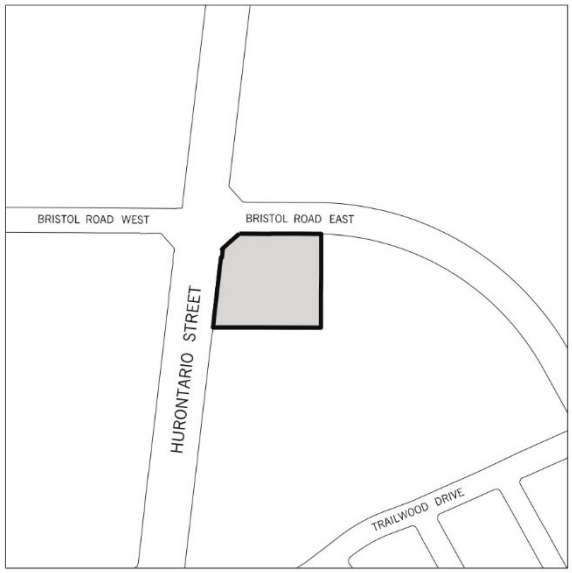
l. demonstrate how proposed built forms and landscaping adjacent to the Britannia Farm will respect the natural and heritage attributes and mitigate negative impacts on the Britannia Farm

16.12.4.1.6.2 In order to ensure the properly and orderly development in accordance with this Plan, development will occur by way of one or more plans of subdivision which will generally determine the detailed alignment of municipal roads, the location of parkland and conditions regarding development phasing.

16.12.4.1.6.3 In the event that there are multiple landowners, to ensure the appropriate and orderly development of the site and to ensure that the costs associated with development are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement has been executed to address distribution of costs and municipal and community infrastructure, lands and facilities associated with development in a fair and equitable manner. Individual developments will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement.

The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary for the purposes of facilitating a front end agreement, the City may utilize area specific development charge bylaws enacted pursuant to the Development Charges Act, 1998, as amended.

16.12.4.2 Site2



16.12.4.2.1 The lands identified as Special Site 2 are located at the southeast corner of Hurontario Street and Bristol Road East.

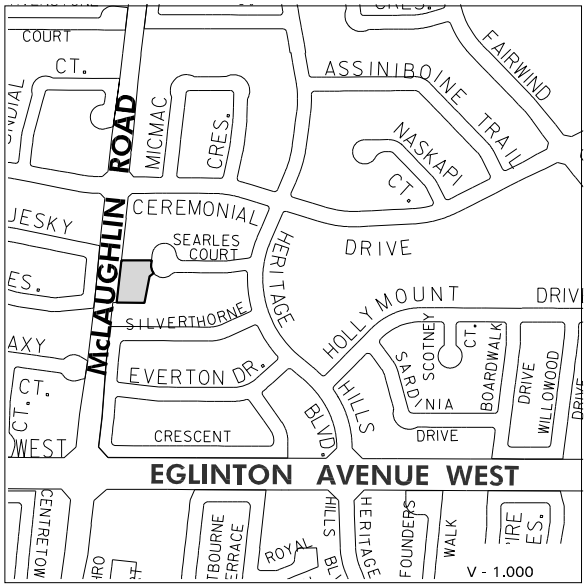
16.12.4.2.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

a. two apartment buildings with maximum heights of 18 and 24 storeys will be permitted; and

b. a commercial school will be permitted as an accessory use.

16.12.5 Exempt Site Policies

16.12.5.1 Site 1

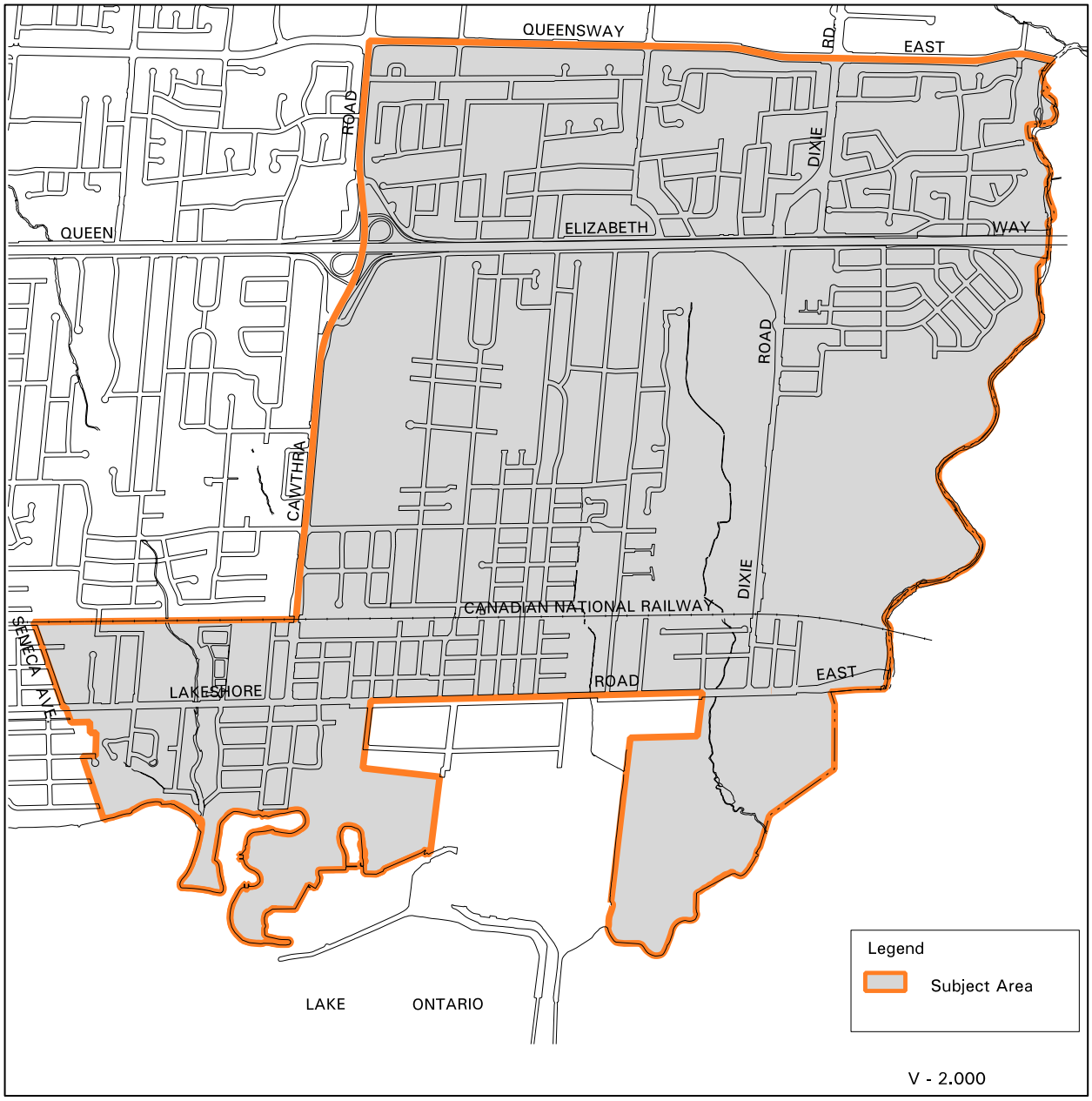


16.12.5.1.1 The lands identified as Exempt Site 1 are located on the east side of McLaughlin Road, north of Silverthorne Crescent.

16.12.5.1.2 Notwithstanding the provisions of the Residential Low Density II designation, an office for a maximum of two physicians, dentists or drugless practitioners will also be permitted.

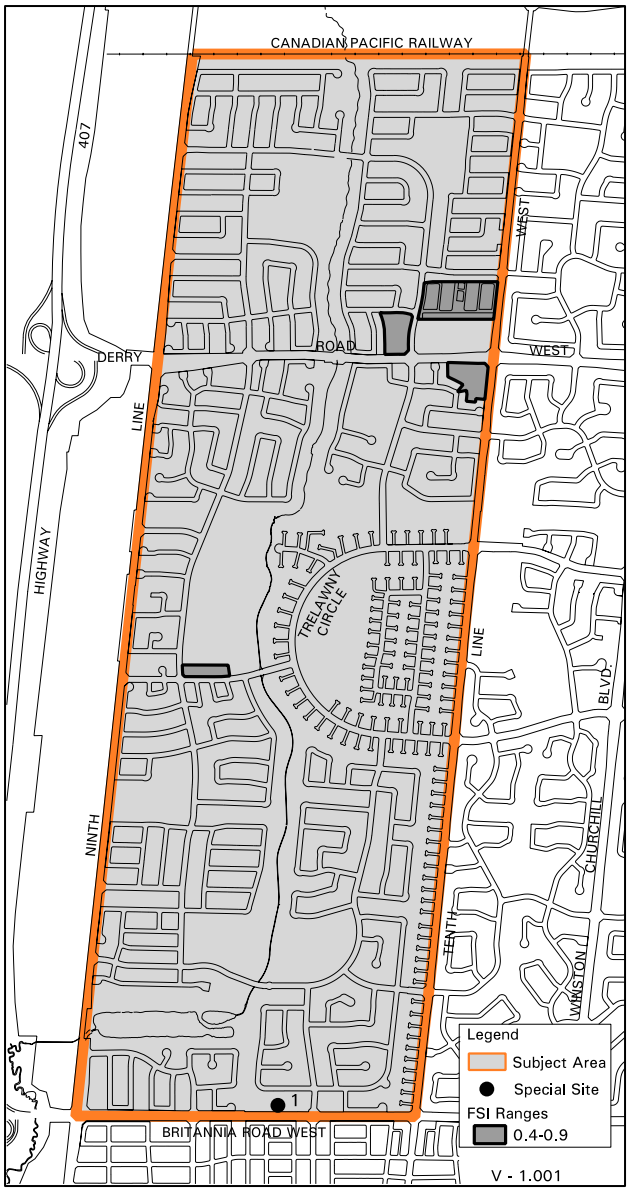
16.13 Lakeview

Official Plan policies for lands within the Lakeview Neighbourhood Character Area are contained in the Lakeview Local Area Plan.



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.

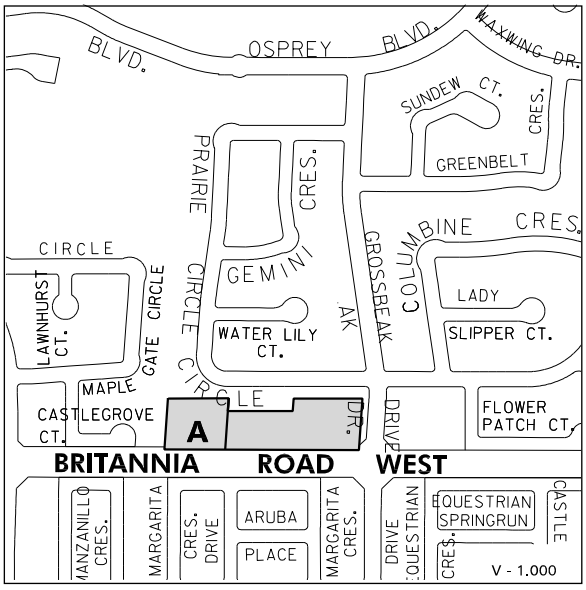
16.14.4 Physical Services and Utilities

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:

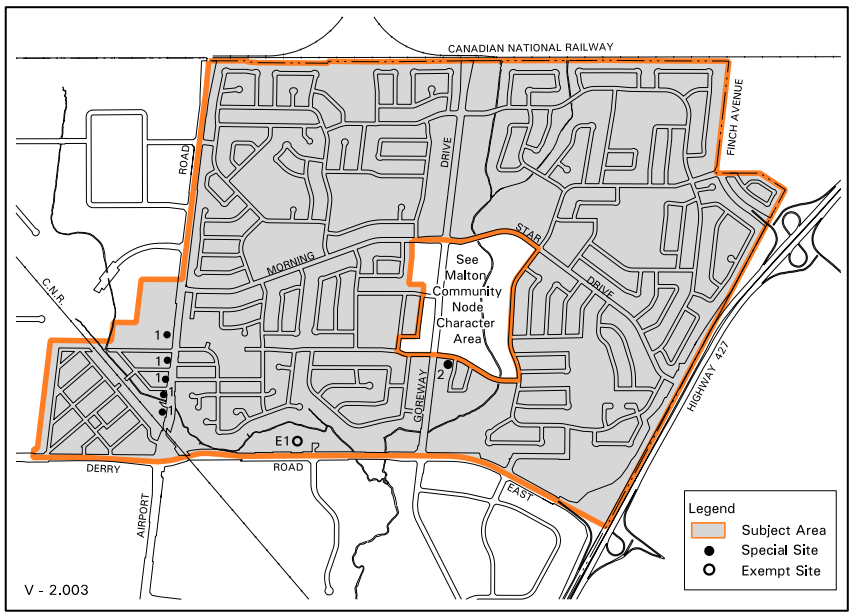
a. offices will be permitted in existing detached dwellings;

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 Greenlands lands to the west; and

d. for the land identified as Area A, a veterinary clinic, including indoor overnight boarding of animals, will be permitted.

16.15 Malton



Map 16-15: Malton Neighbourhood Character Area

16.15.1 Malton Community Vision

Malton will build on its greatest strength and reputation as an inclusive and welcoming community that respects and celebrates the diversity of its people. Malton will strive to create opportunities that allow families to prosper and young people to realize their fullest potential. Through reinvestment and redevelopment, the community will be revitalized, will be beautiful, and will offer a variety of activities for its residents.

The city supports continued revitalization efforts in the neighbourhood to contribute to achieving a complete community. Improvements to public and private open spaces, and providing active transportation to support walking and cycling will help create a place that becomes even more attractive for businesses to invest in and for people to reside.

The Vision is based on the following principle themes:

1. Revitalize and reinvest – continuous investment and improvements to make the community safer, more attractive and vibrant
2. Community gathering place – create vibrant gathering places to socialize, play and celebrate
3. Opportunity for youth – develop opportunities to help young people realize and fulfill their potential
4. Diversity of uses – create a variety of uses for retail, commercial and entertainment opportunities
5. Beautification – make improvements to places and spaces, including streetscapes, intersections, and signage

16.15.2 Urban Design Policies

16.15.2.1 The following principles should be encouraged during the evaluation of any development proposal:

a. the provision of open space connections that link commercial developments with public parks and community facilities through use of walkways, underpasses, bridges, ***streetscape*** development, and enhancement of pedestrian and cyclist access to Greenlands, wherever possible;

b. privately owned public space (POPS) may be incorporated into developments provided that:

   - the design of private open space will integrate seamlessly with the adjoining street network, pedestrian environment and overall open space system; and
   - the private open space interfaces with existing and/or proposed development in a legible and cohesive manner.

c. the preservation and conservation of the former Village of Malton, bounded by Derry Road East to the south, Airport Road to the east, and

   Cattrick Street to the west, be maintained with respect to its housing character, street pattern and that all public works should enhance the heritage elements; and

d. the conservation of the Victory War Time Housing cultural landscape, bounded by Victory Crescent on the north, Airport Road on the west, Meritt Avenue on the south and Lancaster Avenue on the east. The neighbourhood arose, as a planned community, out of the need for affordable housing for the thousands of employees in the adjacent airplane manufacturing plants and related industries at the beginning of World War II. There is a strong character of modest one to one and a half storey residential structures, mature trees and consistent setbacks.

16.15.3 Transportation Policies

16.15.3.1 Airport Road, from Derry Road East to the northern city limit, is an important goods movement corridor, however, it is also a commercial area that serves the surrounding community and is a regional destination shopping area. As such, the character and function of Airport Road should address the urban context and consider the following:

a. accommodate pedestrian and cycling traffic;

a. new buildings will be located close to the street with required parking provided to the rear of buildings;

b. utilities should be located underground where feasible; and

c. wider sidewalks should be incorporated into the streetscape to allow for storefront displays, spill-out zones, patios and space for street furniture while also maintaining a clear zone for pedestrian and cycling traffic, subject to approval by the Region of Peel.

16.15.3.2 Landscape buffers should be provided along Airport Road to separate street traffic from pedestrians and create a safe and pleasant public realm. These buffers may include, plant material including shrubs, trees, green infrastructure, special paving, and street lighting.

16.15.3.3 Interconnections between properties and the creation of a fine grain street network will be considered to provide greater connections into the Neighbourhood and to provide alternative routing options.

16.15.3.4 Active transportation improvements to Morning Star Drive to allow for safe pedestrian and cycling movement are encouraged and where feasible may, among other improvements, include the following:

a. wider sidewalks at certain locations;

b. dedicated bicycle lanes; and

c. paved walkway connections from sidewalk areas of Morning Star Drive to connect with the Malton Greenway and surrounding community uses.

16.15.3.5 Pedestrian connections to adjacent properties are encouraged and should provide an enhanced pedestrian experience to allow for safe movement.

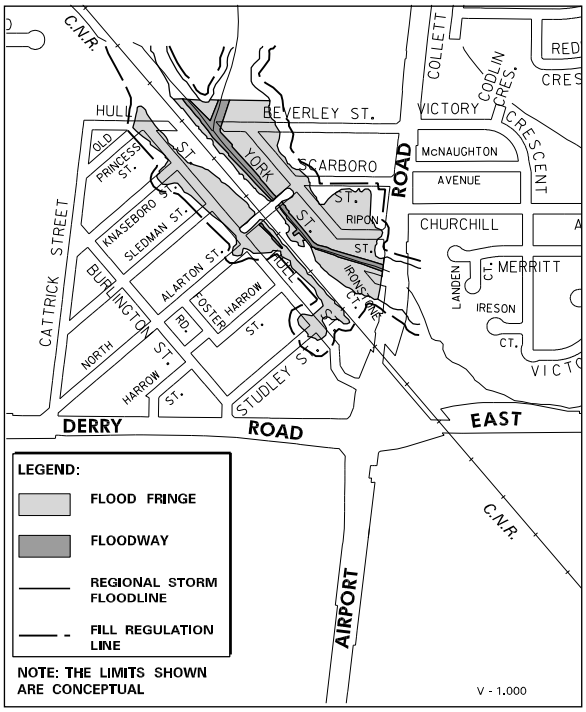
16.15.4 Land Use

16.15.4.1 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.

16.15.4.2 Lands designated Residential Medium Density will also permit apartment dwellings.

16.15.5 Environmental Planning Area



Map 16-15.1: Mimico Creek Floodplain Management Concept

16.15.5.1 The lands within the Mimico Creek floodplain shown above are subject to the ***two-zone floodplain management concept*** which divides the floodplain into two portions known as the floodway and flood fringe. The floodway contains the greatest depth and velocity and, therefore, development is restricted. The flood fringe may support development provided that regulatory flood protection is provided. The ***two-zone floodplain management concept*** approval procedures are based on the following principles:

a. development will be restricted to areas of the floodplain where the depth of flooding and velocities are non-life threatening and property damage can be minimized (flood fringe);

b. regulatory flood protection will be sought for new development; and

c. approval pursuant to the Toronto and Region Conservation Authority's (TRCA) Fill, Construction and Alternation to Waterways regulation is granted at the discretion of the Authority's Executive Committee.

16.15.5.2 Notwithstanding the Natural Hazard policies of this Plan, the following polices will apply to those lands within the flood fringe of the regulatory floodplain and outside the floodway:

a. development must be flood protected to the level of the Regulatory Flood as defined by TRCA;

b. in all instances, ingress and egress will be safe, pursuant to Provincial Government flood proofing standards. In addition, the maximum level of flood protection determined to be feasible, will be considered;

c. flood damage reduction measures will be carried out by the proponent of development to achieve the required level of flood protection. The selection of flood damage reduction measures will be based on the following alternatives, listed in order of priority:

- dry, passive flood proofing measures will be implemented to the extent technically and/or practically feasible;

- wet flood proofing measures may be permissible to minimize flood risk and/or to meet the level of flood protection required; and
- dry, active flood proofing measures may be permissible to minimize flood risk; and

d. The following uses will not be allowed within the floodplain:

- uses such as hospitals, nursing homes, and schools which would pose a significant threat to the safety of the inhabitants involved in an emergency evacuation situation as a result of flooding or failure of flood proofing measures;
- uses associated with the manufacture, storage, disposal and/or consumption of hazardous substances or the treatment, collection and disposal of sewage, which would pose an unacceptable threat to public safety if they were to escape their normal containment/use as a result of flooding or failure of flood proofing measures; and
- emergency services such as those provided by fire, police, and ambulance stations and electrical substations, which would be impaired during a flood emergency as a result of flooding or failure of flood proofing measures.

16.15.5.3 Notwithstanding the above, no development will be permitted if:

a. the development would be subjected to a water velocity or depth which would create an unacceptable hazard to life; or

b. the development would be susceptible to major structural damage as a result of a flood less than or equal to the Regulatory Flood; or

c. the necessary flood protection measures would have a negative impact on adjacent properties.

16.15.5.4 Written permission from the Toronto and Region Conservation Authority Executive Committee must be received prior to:

a. the construction of any buildings or structures within the Regional Storm (Regulatory Flood) floodplain;

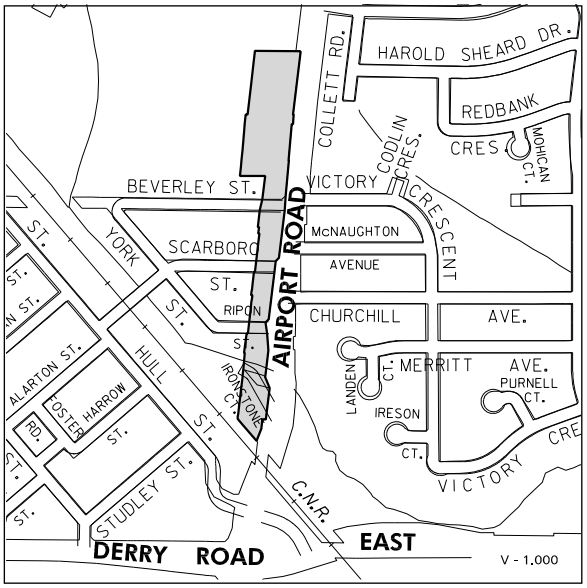
b. the placement or dumping of fill within the fill regulation area; and

c. the straightening, changing, diversion or interference in any way with the existing channel of a river, creek, stream or ***watercourse***.

16.15.6 Special Site Policies

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

16.15.6.1 Site 1



16.15.6.1.1 The lands identified as Special Site 1 are located on Airport Road, north of the Canadian National Railway and south of Morning Star Drive.

16.15.6.1.2 Pedestrian connections to the commercial uses along Airport Road are vital to its role in the community. The following pedestrian links should be maintained and/or improved as part of any development application:

- walkway linkages to the Derry Greenway Park;
- mid-block connection in the vicinity of Churchill Avenue which may also incorporate a link to the City bicycle and pedestrian route system (recreational trail); and
- strong pedestrian linkages along both sides of Airport Road between Morning Star Drive and Derry Road East the municipal sidewalk to adjacent commercial development.

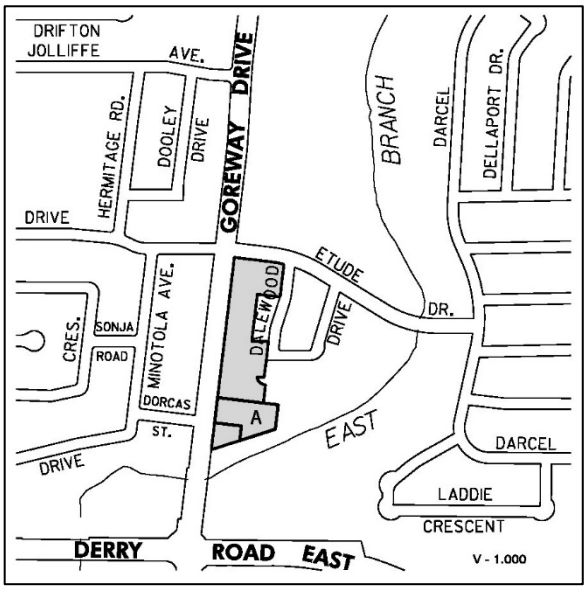
16.15.6.1.3 Parking for this area should be provided in small, distributed parking lots. Parking facilities should be located and designed to be compatible with the main street character of the area by including measures such as landscape space, planters, or other elements which reinforce the street wall and enhance public amenity.

16.15.6.1.4 Redevelopment of parking areas should not have an adverse impact upon adjacent residential uses.

16.15.6.1.5 While recognizing that parking is located between the buildings and the street in commercial development of the sort found along Airport Road, development in this area should strive to achieve a rhythm of closely spaced storefronts, in order to foster an attractive and active pedestrian environment along the roadway. Building designs, window treatment and awnings, signs, and landscape treatment, including crossovers from the municipal sidewalk to the storefronts, should act to diminish the apparent separation between buildings and the roadway, and contribute to the overall aesthetic value of the ***streetscape***.

16.15.6.1.6 Connections for pedestrians and cyclists are important in the community to support active transportation. The City will, as part of any development application, require an open space walkway linkage from Airport Road to the Malton Village Park.

16.15.6.2 Site 2



16.15.6.2.1 The lands identified as Special Site 2 are located on the east side of Goreway Drive and on the south side of Etude Drive.

16.15.6.2.2 Notwithstanding the policies of this Plan, the following additional policies will apply.

Pedestrian Linkages

16.15.6.2.3 Pedestrian connections to the commercial uses along Goreway Drive are vital to their role in the community. The following pedestrian links should be maintained and/or improved as part of any development application:

a. open space walkway linkages to the Malton Greenway Park; and

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

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

Parking Areas

16.15.6.2.5 Pedestrian links to parking areas for the commercial uses along the east side of Goreway Drive, south of Etude Drive are encouraged. These links will facilitate the safe movement of pedestrians in the area, and create a sense of continuity between properties.

Building and Massing

16.15.6.2.6 Should additional development occur along the Goreway Drive frontage the following items should be addressed:

a. no parking or driveway areas should be provided between the buildings and the street line;

b. blank walls should be avoided along the street in favour of windows, building entrances and architectural detailing;

c. service, loading, and garbage storage areas should be located on the internal side of the development, away from public streets, and should be screened from view by means of built form and landscaping; and

d. all building entrances should be clearly articulated and linked to pedestrian walkway connections.

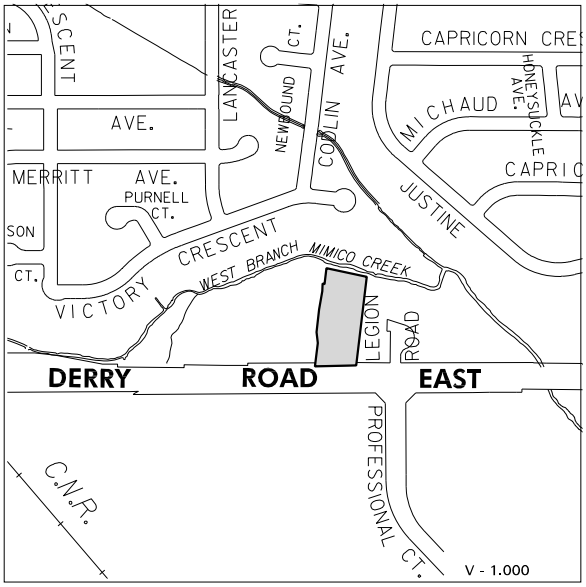
Land Uses

16.15.6.2.7 Notwithstanding the policies of this Plan, the existing drive-through facility at 7161 Goreway Drive will be permitted.

16.15.6.2.8 Notwithstanding the policies of this Plan, for lands identified as Area A, an apartment dwelling with a maximum height of 14 storeys will be permitted.

16.15.7 Exempt Site Policies

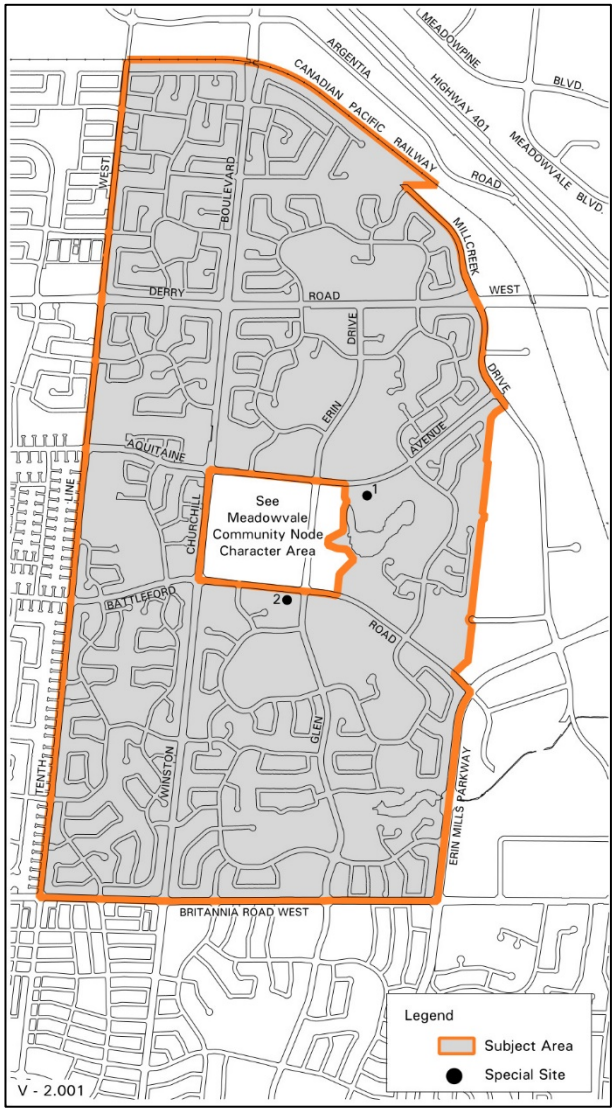
16.15.7.1 Site 1



16.15.7.1.1 The lands identified as Exempt Site 1 are located on the north side of Derry Road East, west of Legion Road.

16.15.7.1.2 Notwithstanding the provisions of the Mixed Use designation, the existing Malton Mobile Homes Park will also be permitted.

16.16 Meadowvale



Map 16-16: Meadowvale Neighbourhood Charcater Area

16.16.1 Vision

Meadowvale is a vibrant and complete community founded on the principles of generous and well-connected open spaces, a diversity of housing types, safe and convenient means of moving about, and access to sunlight and open skies. As Meadowvale grows from its roots as a master-planned community, it will continue to provide a mix of uses and housing options - including a range of rental housing by type, unit size and affordability. New development shall respect, fit in with, and reinforce the qualities that make Meadowvale a unique place to live, work and play.

16.16.2 Land Use

16.16.2.1 Meadowvale will maintain its attributes as a master-planned community with a mix of uses connected by a network of streets, parks, open spaces and walkways.

16.16.2.2 Notwithstanding the policies of this Plan, building heights of up to 12 storeys may be permitted on lands designated Mixed Use and Residential High Density subject to the following requirement:

a. new and existing buildings do not exceed a maximum ***floor space index*** (FSI) of 2.0.

16.16.2.3 Notwithstanding the policies of this Plan, building heights of up to eight storeys may be permitted on lands designated Residential Medium Density subject to the following requirements:

a. the development is located in proximity to the Meadowvale Community Node, or immediately adjacent to lands designated Mixed Use;

b. the development continues to integrate at least one type of permitted low-rise dwelling up to four storeys; and

c. the development meets the height transition policies of Chapter 9: Build a Desirable Urban Form of Mississauga Official Plan.

16.16.1.4 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.

16.16.3 Urban Design

16.16.3.1 The built form in Meadowvale will preserve an open and green character by:

a. limiting the number of taller buildings above eight storeys to appropriate locations in the

Neighbourhood on lands designated Mixed Use and Residential High Density, with a focus near the Meadowvale Community Node;

b. maintaining generous access to natural light, sky views and privacy with a minimum separation distance of generally 40 metres between portions of buildings that are greater than six storeys; and

c. ensuring new buildings above four storeys relate to their surrounding context and achieve an appropriate transition in height generally consistent with a 45 degree angular plane to adjacent low rise residential areas.

16.16.3.2 Taller buildings between nine and 12 storeys will be required to incorporate podiums that are a minimum of three storeys and a maximum of six storeys. For the purposes of these policies, podium means the base of a building that is distinguished from the taller portion of the building by being set forward or articulated architecturally.

16.16.3.3 New buildings will be located and oriented to preserve views of the green network, with generous setbacks and transitions to parks and open spaces.

16.16.4 Transportation

16.16.4.1 Meadowvale will build on its existing network of walkways and trails. New development will be required to consider how improvements to the network can be made to:

a. improve access to the existing walkway and trail network; and

b. incorporate additional pedestrian connections to existing walkways, trails, transit routes, transit stops, roads, parks and open spaces.

16.16.4.2 Prior to giving consideration to any proposal to widen Tenth Line, City Council will require a neighbourhood traffic study be undertaken. This study should examine alternatives to widening Tenth Line, including traffic management measures. In the event that a widening is required, its need and justification should be clearly documented in accordance with the requirements of the document entitled Class Environmental Assessment for Municipal Road Projects.

16.16.4.3 Truck traffic will be discouraged from utilizing Tenth Line West south of the St. Lawrence and Hudson Railway in recognition of the residential character of Tenth Line West south of the railway line.

16.16.5 Housing

16.16.5.1 Meadowvale will expand on the range of housing options in new developments by:

a. requiring a mix of housing forms;

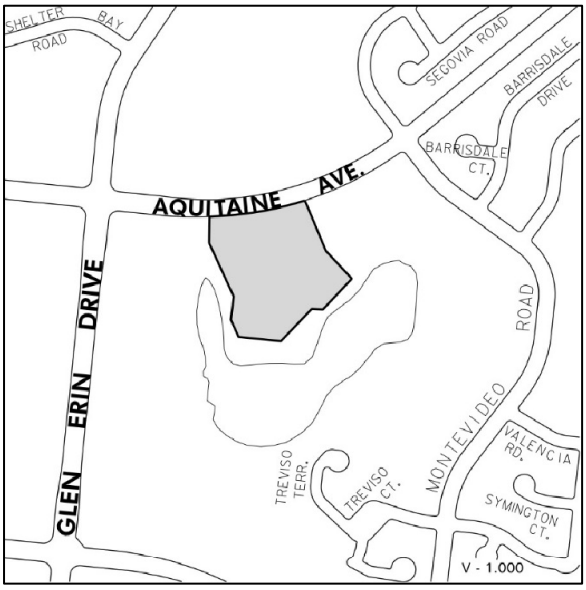
b. promoting housing options, including appropriately sized units, that meet the needs of young adults, older adults and families; and

c. encouraging the provision of affordable housing.

16.16.6 Special Site Policies

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

16.16.6.1 Site 1



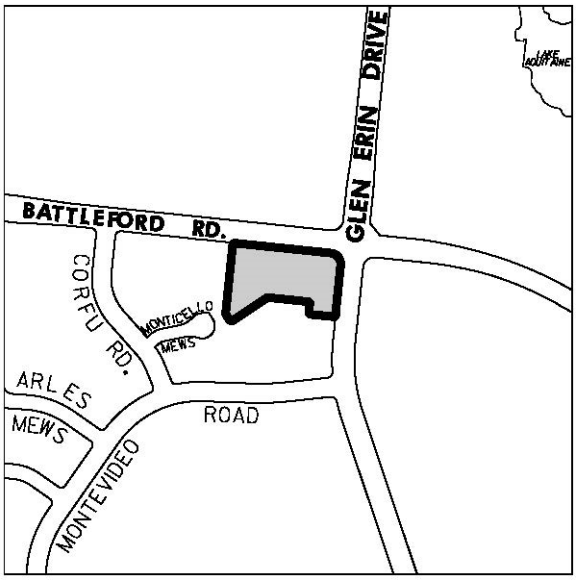
16.16.6.1.1 The lands identified as Special Site 1 are located on the south side of Aquitaine Avenue, east of Glen Erin Drive .

16.16.6.1.2 Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply

a. townhouse dwellings will be permitted; and

b. the maximum ***floor space index*** (***FSI***) will be 1.6.

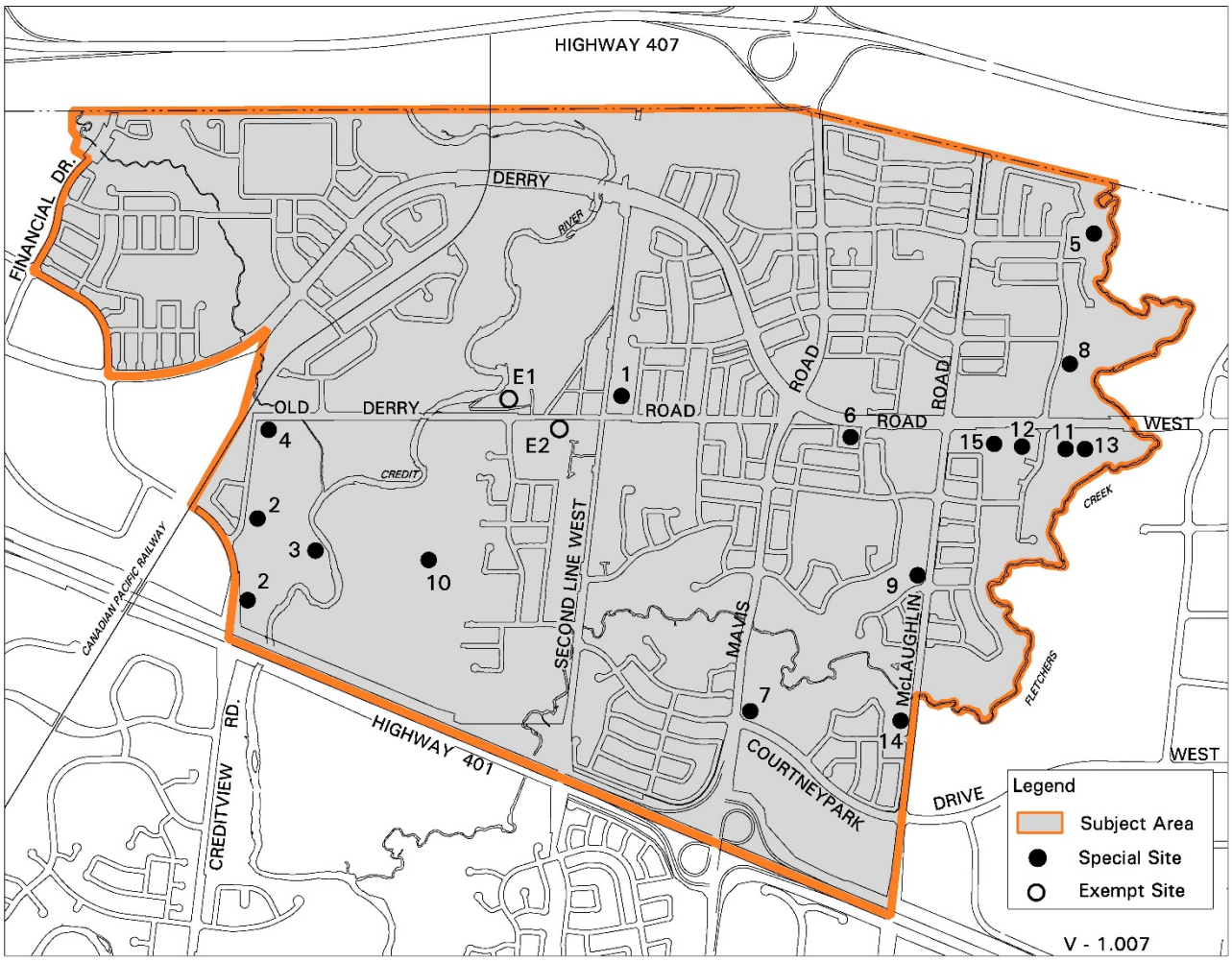
16.16.6.2 Site 2



16.16.6.2.1 The lands identified as Special Site 2 are located at thesouthwest corner of Battleford Road and Glen Erin Drive.

16.16.6.2.2 Notwithstanding the policies of this Plan, two apartmentdwellings, with maximum heights of 12 and 15 storeys, will be permitted.

16.17 Meadowvale Village



Map 16-17: Meadowale Village Neighbourhood Character Area

16.17.1 Context

The Meadowvale Village Neighbourhood Character Area policies apply to both the Meadowvale Village Heritage Conservation District including the lands immediately *surrounding* the Village, and the majority of lands more removed from the Village that have been developed through residential plans of subdivision throughout the 1990's and 2000's.

Meadowvale Village was first established as a European settlement circa 1819. Its location, adjacent the Credit River, with a natural and open meadow and shallow valley or vale, was a prime location for starting a saw mill and grist mill. Throughout the nineteenth century the mill, supported by local agrarian farming, built a strong economic community and social life for its inhabitants. In the late nineteenth century the rail lines were routed around the Village which led to its decline. The Village became the modest, small village that survived into the twentieth century. By the late 1960's, Meadowvale Village was still a rural

community with much of its nineteenth century character intact.

The *Ontario Heritage Act* was introduced in 1974 to provide municipalities with the means to protect and conserve their rural village communities. Meadowvale Village was Ontario's first Heritage Conservation District as approved by the Ontario Municipal Board in 1980. The establishment of the Meadowvale Village Heritage Conservation District officially recognized its historical associations and existing built form that makes it unique in Mississauga.

The Heritage Conservation District remains distinct within the City of Mississauga. It has retained its cultural heritage landscape and attributes due to concerned residents and its early designation as a Heritage Conservation District which has managed change over the past 30 years.

16.17.2 Urban Design Policies

The Urban Design Policies apply to all lands within the Meadowvale Village Neighbourhood Character Area. Urban design policies specific to the Heritage Conservation District and lands immediately surrounding the Village, are detailed in the Village Precinct policies.

16.17.2.1 New development will comply with the Heritage Conservation District Plan and integrate individual developments into a cohesive whole.

16.17.2.2 An interconnected open space network including the valleys of the Credit River, Levi Creek and Fletcher's Creek is a key feature in the identity of the Character Area which should be recognized in any development or redevelopment by enhancing visual and, where appropriate, physical public access to these open spaces.

16.17.2.3 A highly interconnected street pattern, such as a grid or modified grid, is encouraged.

16.17.2.4 A concept plan may be required as part of the processing of any development application to illustrate the location of existing trees, the road and lotting pattern and connections to adjacent developments. Appropriate land assembly may be encouraged to achieve the objectives of this Plan.

16.17.2.5 Subdivisions which provide a mixture of lot sizes which vary in a highly intermixed, seemingly random fashion to echo the lotting fabric of the Village, are encouraged.

16.17.2.6 The development of these lands may include rolled curbs and gutters, fewer municipal sidewalks, and decorative street lighting – all of which differ from existing City standards.

16.17.2.7 Standards for street layout, parking and loading spaces, landscaping, commons, building height and location, size and dwelling unit design, including dwelling unit composition, form, massing, setbacks, and spatial relationship with adjacent buildings, site access, lighting, signage, and screening will meet the requirements of the Zoning By-law.

16.17.2.8 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. 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;

a. the creation of individual entry features to subdivisions is discouraged to avoid the creation of enclaves within the community;

b. 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

c. reverse frontage development will be prohibited along the existing alignment of Old Derry Road.

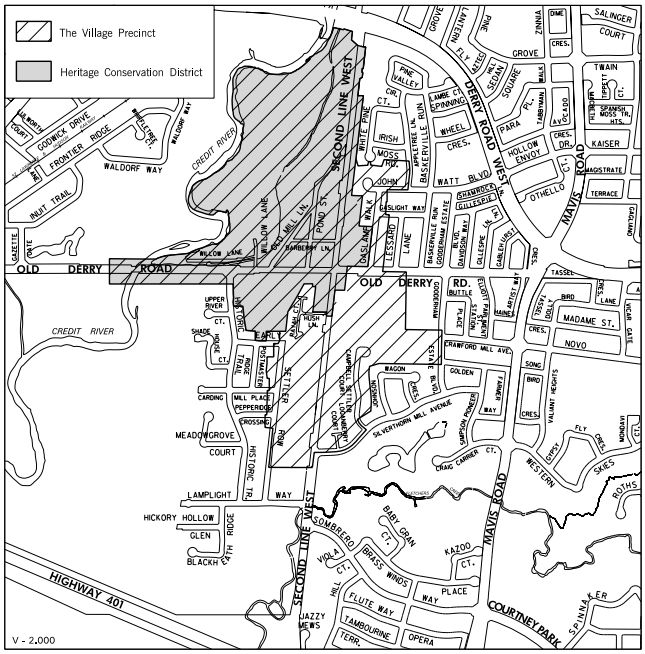
16.17.2.9 In applying the following policies, the effect of buildings and spaces on the surrounding

environment should be considered equally with the function and aesthetic appeal of the site itself:

a. the presence of garages should be minimized to create an attractive ***streetscape***. Garages should not project substantially beyond the front face of any house. Garages that project beyond the front face of any house will be discouraged; small, recessed or detached garages are preferred. Additional measures may be required through the processing of development applications to ensure an acceptable ***streetscape*** is developed. Garages will not project beyond the face of any house located in areas designated Residential Low Density I; and

b. reverse frontage lots may be permitted, providing the lots have a minimum depth of 45m.

16.17.2.10 The Village Precinct represents the lands in and around the Heritage Conservation District as shown on Map 16-17.1: Meadowvale Village Precincts.



Map 16-17.1: Meadowvale Village Precincts

16.17.2.11 The development of properties within the Heritage Conservation District and the Village Precinct will be subject to site plan control. For lands within the Heritage Conservation District, substantive alterations to properties, as defined in the Meadowvale Village Heritage Conservation District Plan, will require consultation with the Heritage Advisory Committee (HAC).

16.17.2.12 The rural village character of the Heritage Conservation District must be maintained; for example, the small houses with complex massing, the generous front, rear and side setbacks, the many mature trees and the irregular topography. These provisions should also guide new development in close proximity to the Heritage Conservation District.

16.17.2.13 The horizontal and vertical road alignments of existing roads within the Heritage Conservation District should be preserved with no widenings or significant changes to existing grades to ensure the preservation of existing hedgerow trees and Village character.

16.17.2.14 The ditched cross-sections of existing roads within the Heritage Conservation District should be maintained to retain character and to avoid disrupting the existing drainage pattern and thus affecting the health of existing trees; reconstruction of these roads to a curb and gutter cross-section will require an amendment to this Plan.

16.17.2.15 Outside the Heritage Conservation District, the street pattern should be highly interconnected to extend the street fabric of the Village, such as through a grid or modified grid street pattern with small blocks.

16.17.2.16 The existing grades should be maintained. Where acceptable drainage cannot be achieved through revised road layouts, lot sizes, lotting patterns or innovative drainage techniques, regrading may be permitted, providing that the effect on topography and vegetation is minimized.

16.17.2.17 Development will comply with and ensure the protection of the Village elements as stated in the Heritage Character Statement and Heritage Attributes as contained in the Heritage Conservation District Plan.

16.17.2.18 The design of subdivisions will provide for the appropriate development of the rear yards of the existing lots fronting on both sides of Second Line West, south of Old Derry Road.

16.17.2.19 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.

16.17.2.20 The Precinct includes a progression of spaces and landscape features to define the edge of the Village; development near these gateways should enhance them and be in harmony with the character of the Village. The progression of spaces leading to the Village starts with a ***streetscape*** which is loosely enclosed by buildings or tree planting, followed by a ***streetscape*** which is enclosed by a canopy of trees which marks the entrance to the Village.

16.17.2.21 Lots should vary in size from street block to street block to create a varied and interesting ***streetscape*** sympathetic to the varied lot fabric of the Heritage Conservation District.

16.17.2.22 Limited land severances within the Heritage Conservation District that are in compliance with the applicable zoning regulations and respect the historic patterning of open space and their relationship to properties, structures and elements, will be permitted.

16.17.2.23 Building heights should be limited to two and a half storeys, lot coverage should be addressed, and provision made for generous setbacks to ensure a sense of spaciousness around the Village, with larger setbacks closer to the Village.

16.17.2.24 Any person undertaking to develop a building proposed to contain less than 25 residential dwelling units on lands within the Village Precinct will be required to provide such plans and drawings set out in the *Planning Act*, as amended.

16.17.2.25 Pedestrian access will be provided from the Community Centre through abutting land to the west of the existing park.

16.17.3 Land Use

16.17.3.1 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.

16.17.3.2 Notwithstanding the Residential Medium Density policies of this Plan, the Residential Medium Density designation permits only townhouses and semi-detached dwellings in localized circumstances where flexibility in lotting patterns will achieve urban design policies.

16.17.3.3 Notwithstanding the Greenbelt policies of this Plan:

b. agricultural operations will be permitted; and

c. 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.

16.17.3.4 Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted:

a. banquet hall;

b. conference centre;

c. financial institution;

d. funeral establishment;

e. manufacturing;

f. restaurants;

g. ***secondary office***;

h. self storage facility; and

i. warehousing, distributing and wholesaling.

16.17.4 Transportation

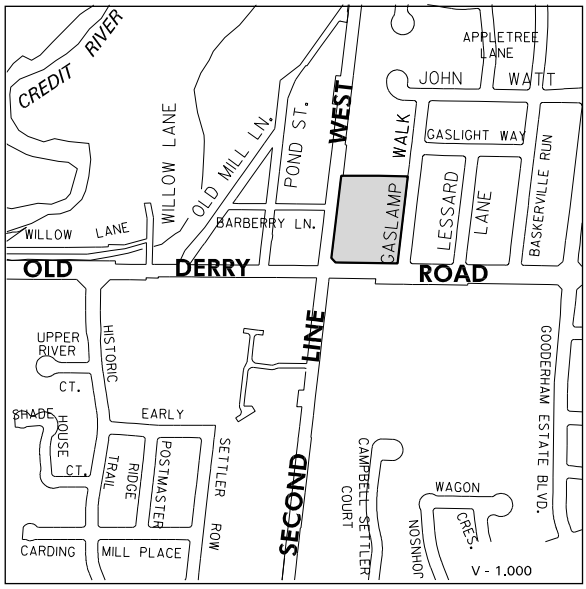
16.17.4.1 Public Lanes are considered part of the local road system and serve the rear of the properties that abut them. These Public Lanes, normally have rights-of-way less than 17 m, which will be determined during the development review process.

16.17.4.2 Second Line West may be terminated north and south of Provincial Highway 401 as part of the future widening of Provincial Highway 401. The precise timing and location of these points of termination north and south of Provincial Highway 401 will be determined by the City in conjunction with the appropriate authorities.

16.17.5 Special Site Policies

There are sites within the Character Area that merit special attention. Notwithstanding other policies of this Plan, any application for development of lands affected by a Special Site Policy will be subject to the provisions of this section and where applicable, consultation with the Mississauga Heritage Advisory Committee.

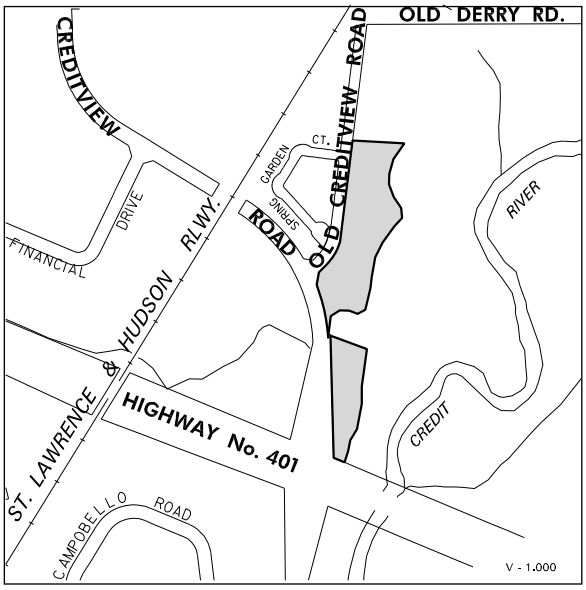
16.17.5.1 Site 1



16.17.5.1.1 Within the area identified as Special Site 1, it is the intent of these Character Area Policies to establish a special site within the village. This site is located on the Gooderham Estate, located at the northeast corner of Old Derry Road and Second Line West.

16.17.5.1.2 Notwithstanding the provisions of the Residential Low Density 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.

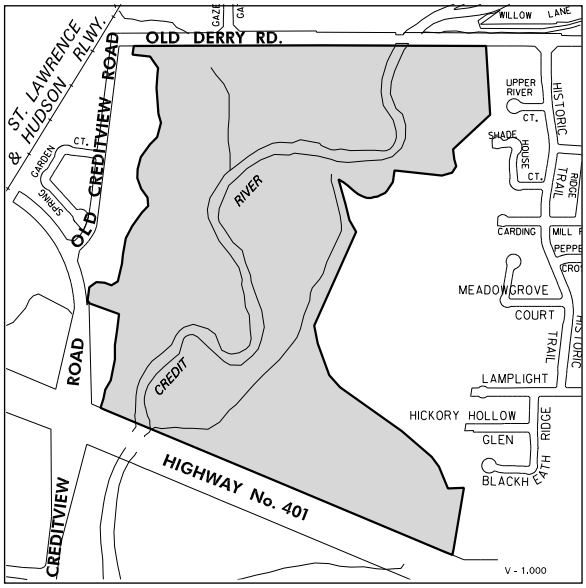
16.17.5.2 Site 2



16.17.5.2.1 The lands identified as Special Site 2 are located on the east side of Old Creditview Road and the east side of Creditview Road, north of Provincial Highway 401.

16.17.5.2.2 Notwithstanding the provisions of the Residential Low Density II designation, the lands may also be used for cluster townhouses, and offices having a residential scale and character at a maximum density of 0.5 ***floor space index (FSI).*** Hospitality and recreational uses will be permitted, provided such uses are accessory to the establishment of a golf course on the lands designated Special Site 3.

16.17.5.3 Site 3



16.17.5.3.1 The lands identified as Special Site 3 are located south of Old Derry Road and straddle the Credit River.

16.17.5.3.2 The lands are portions of the property known in 1995 as Sanford Farm and are designated Greenlands. Notwithstanding the Greenlands designation, these lands may be used for a golf course.

16.17.5.3.3 Development of Special Site 3 as a golf course will be subject to a comprehensive development concept for the site and any portion of Special Site 2 which would be used in connection with Special Site 3, will among other matters, satisfactorily address the following issues:

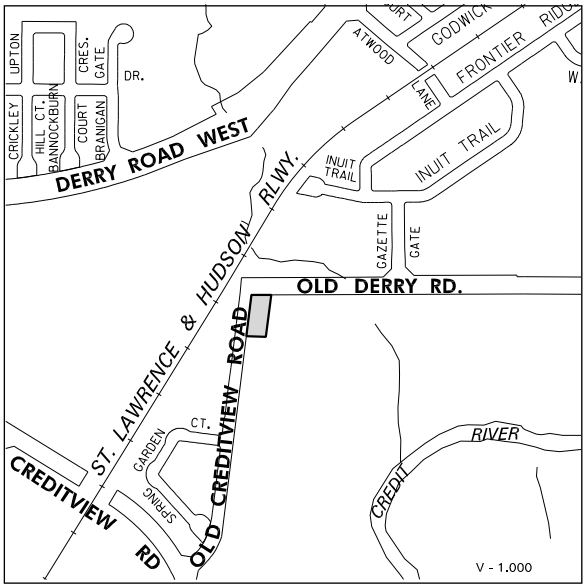
a. compliance with Credit Valley Conservation's Policies for Floodplain Management to address concerns related to flooding hazards, flood conveyance, floodplain storage and ice jamming along the Credit River;

b. compliance with Credit Valley Conservation's Watercourse and Valleyland Protection Policies to address environmental concerns, including the protection and preservation of native fish habitat;

c. compliance with Credit Valley Conservation's Guidelines for the Review of Golf Course Development Proposals Within the Credit River Watershed; and

d. the widening of Provincial Highway 401.

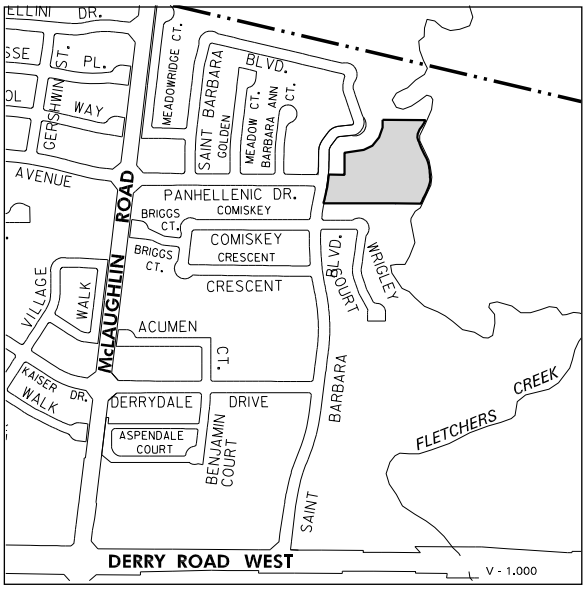
16.17.5.4 Site 4



16.17.5.4.1 The lands identified as Special Site 4 are located at the southeast corner of Old Creditview Road and Old Derry Road.

16.17.5.4.2 Notwithstanding the provisions of the Public Open Space designation, the lands may be used on an interim basis, for the sale of fresh produce, vegetables, and fruit, until such time as they are acquired for park purposes by the City of Mississauga.

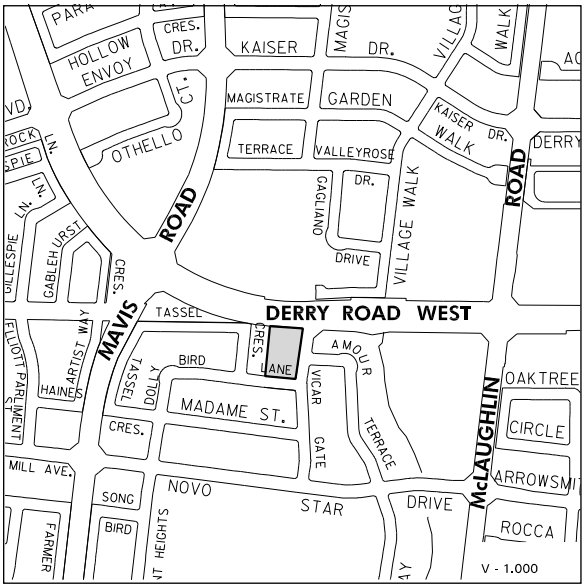
16.17.5.5 Site 5



16.17.5.5.1 The lands identified as Special Site 5 are located east of McLaughlin Road and north of Derry Road West.

16.17.5.5.2 Notwithstanding the provisions of the Residential Low Density II and Greenlands designations, the lands may be used as a place of religious assembly. Subject to the Greenlands policies of this Plan and Credit Valley Conservation policies for valleyland protection and floodplain management, the lands may be used for place of religious assembly, related and passive recreational uses, the exact nature and extent of which will be determined during the processing of development applications.

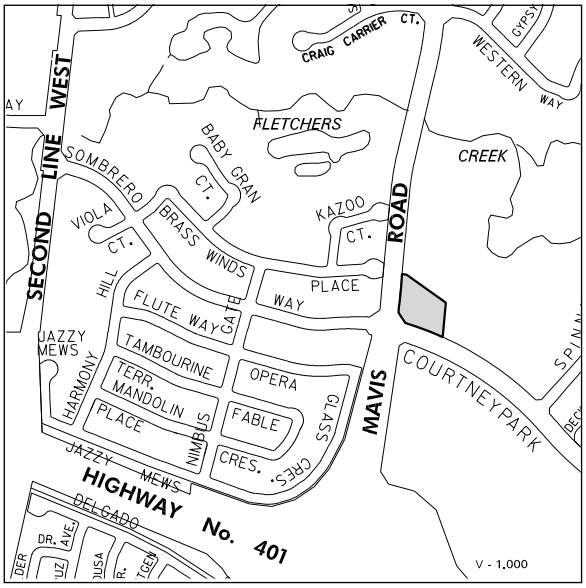
16.17.5.6 Site 6



16.17.5.6.1 The lands identified as Special Site 6, comprise the Brown-Vooro House, located on the south side of Derry Road West, west of McLaughlin Road.

16.17.5.6.2 Notwithstanding the provisions of the Residential Low Density 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.

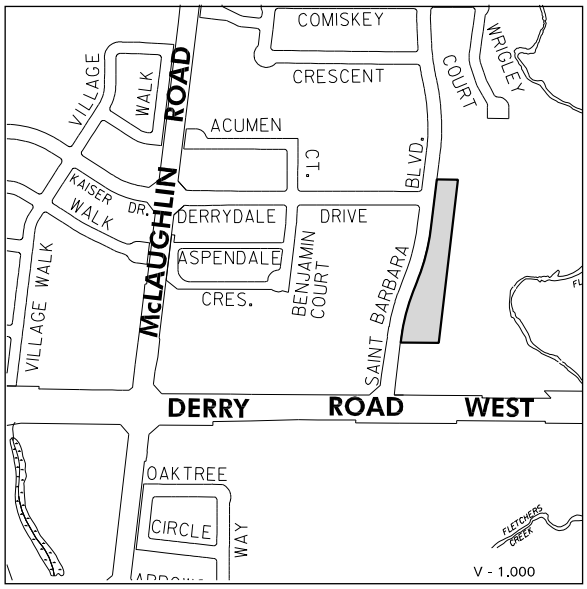
16.17.5.7 Site 7



16.17.5.7.1 The lands identified as Special Site 7 are located at the northeast corner of Courtneypark Drive and Mavis Road.

16.17.5.7.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, the lands may be developed for Convenience Commercial uses.

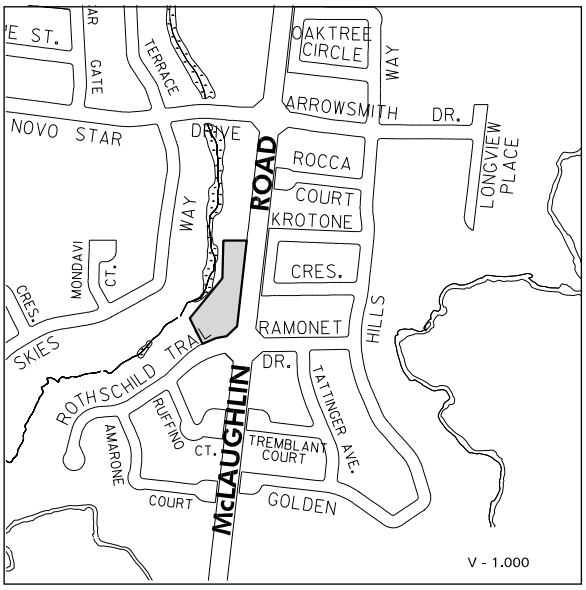
16.17.5.8 Site 8



16.17.5.8.1 The lands identified as Special Site 8 are located north of Derry Road West, east of McLaughlin Road.

16.17.5.8.2 Notwithstanding the provisions of the Business Employment designation, all community infrastructure will not be permitted.

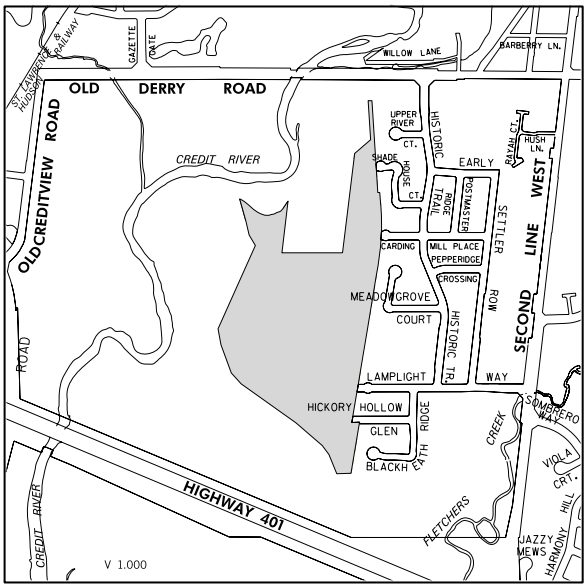
16.17.5.9 Site 9



16.17.5.9.1 The lands identified as Special Site 9 are located on the west side of McLaughlin Road, south of Derry Road West.

16.17.5.9.2 Notwithstanding the provisions of the Residential Medium Density designation, apartment dwellings will be permitted.

16.17.5.10 Site 10

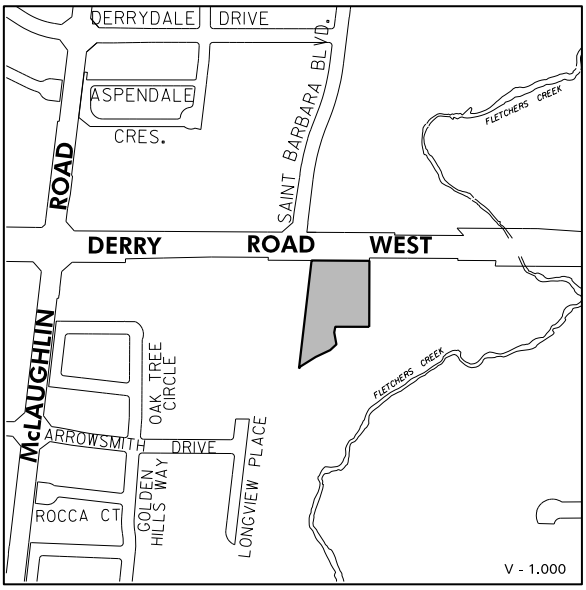


16.17.5.10.1 The lands identified as Special Site 10 are located on the south side of Old Derry Road, east of the Credit River.

16.17.5.10.2 Development will have regard for its relationship to the Meadowvale Village Heritage Conservation District and will be designed in a similar manner to the lands to the east of the site and incorporate similar design features.

16.7.5.10.3 A park with active recreational uses with an area approximately 0.5 hectares in size will be located within proximity to the Credit River Valley. The exact location and design of the park will be determined through the approval of development applications and will not require an amendment to this Plan.

16.17.5.11 Site 11



16.17.5.11.1 The lands identified as Special Site 11 are located on the south side of Derry Road West, east of McLaughlin Road and west of Fletcher's Creek.

16.17.5.11.2 Notwithstanding the provisions of the Business Employment designation, overnight accommodation to a maximum of six storeys and a one-storey restaurant will be permitted.

16.17.5.12 Site 12



16.17.5.12.1 The lands identified as Special Site 12 are located on the south side of Derry Road West, east of McLaughlin Road.

16.7.5.12.2 Notwithstanding the policies of this Plan, only the following uses are permitted:

a. animal boarding establishment, which may include outdoor facilities;

b. banquet hall;

c. commercial school;

d. conference centre;

e. entertainment, recreation and sports facilities;

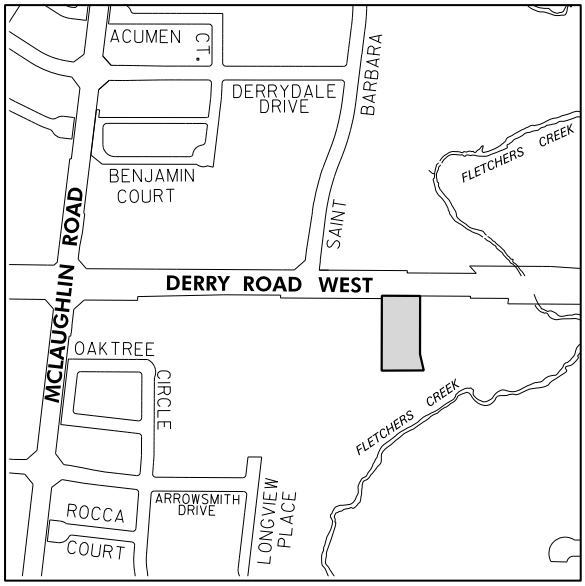
f. financial institution;

g. restaurant;

h. ***secondary office***; and

i. accessory uses.

16.17.5.13 Site 13



16.17.5.13.1 The lands identified as Special Site 13 are located on the south side of Derry Road West, east of McLaughlin Road.

16.17.5.13.2 Notwithstanding the policies of this Plan, only the following uses are permitted:

a. banquet hall;

b. conference centre;

c. financial institution;

d. funeral establishment;

e. manufacturing;

f. restaurant;

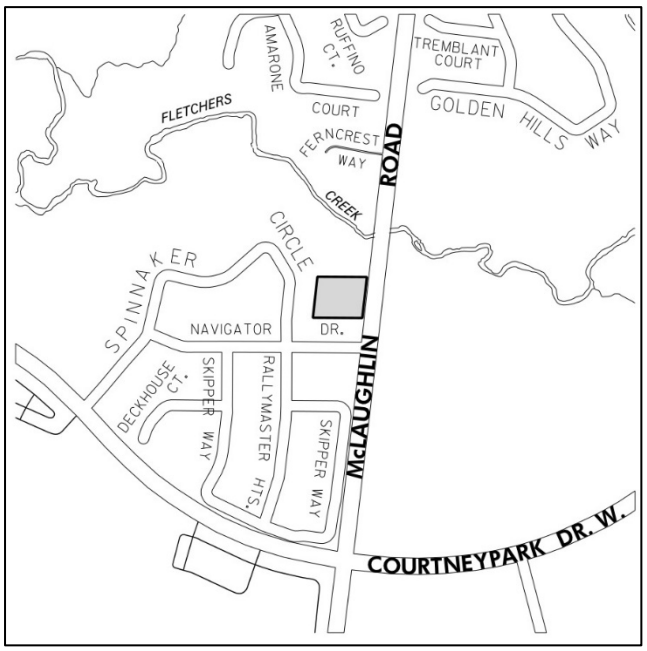
g. ***secondary office***;

h. self storage facility;

i. warehousing, distributing and wholesaling; and,

j. Accessory uses.

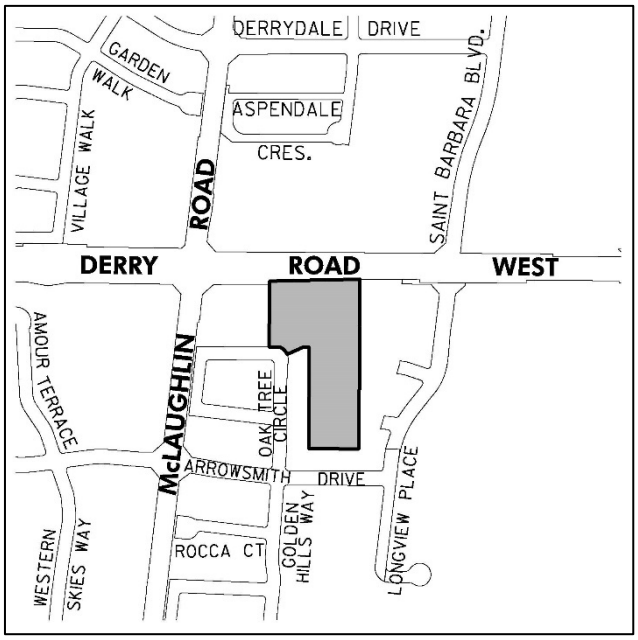
16.17.5.14 Site 14



16.17.5.14.1 The lands identified as Special Site 14 are located on the west side of McLaughlin Road, north of Navigator Drive.

16.17.5.14.2 Notwithstanding the policies of this Plan, an apartment dwelling with a maximum height of six storeys will be permitted.

16.17.5.15 Site 15



16.17.5.15.1 The lands identified as Special Site 15 are located on the south side of Derry Road West, east of McLaughlin Road.

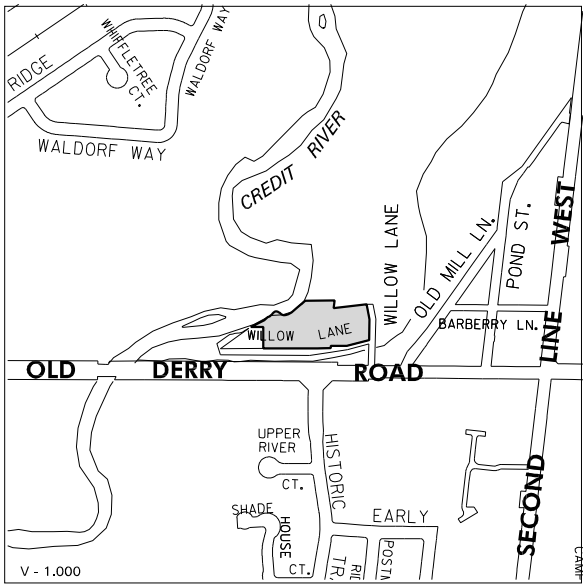
16.17.5.15.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

a. detached dwellings will also be permitted within the Residential Medium Density designation; and

b. retail store, personal service establishment and office uses will be permitted within the Business Employment designation.

16.17.6 Exempt Site Policies

16.17.6.1 Site 1



16.17.6.1.1 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.

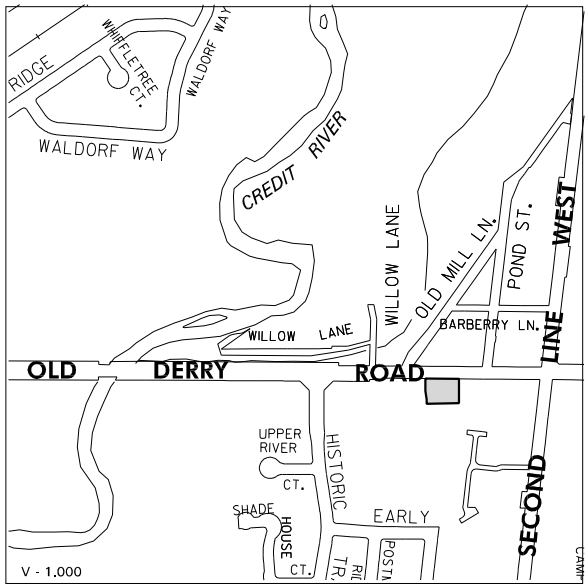
16.17.6.1.2 Notwithstanding the provisions of the Greenlands designation, detached dwellings will also be permitted in accordance with the Residential Low Density I policies of this plan.

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; and

b. compliance with Credit Valley Conservation's Watercourse and Valleyland Protection Policies to address environmental concerns , including the protection and preservation of native fish habitat.

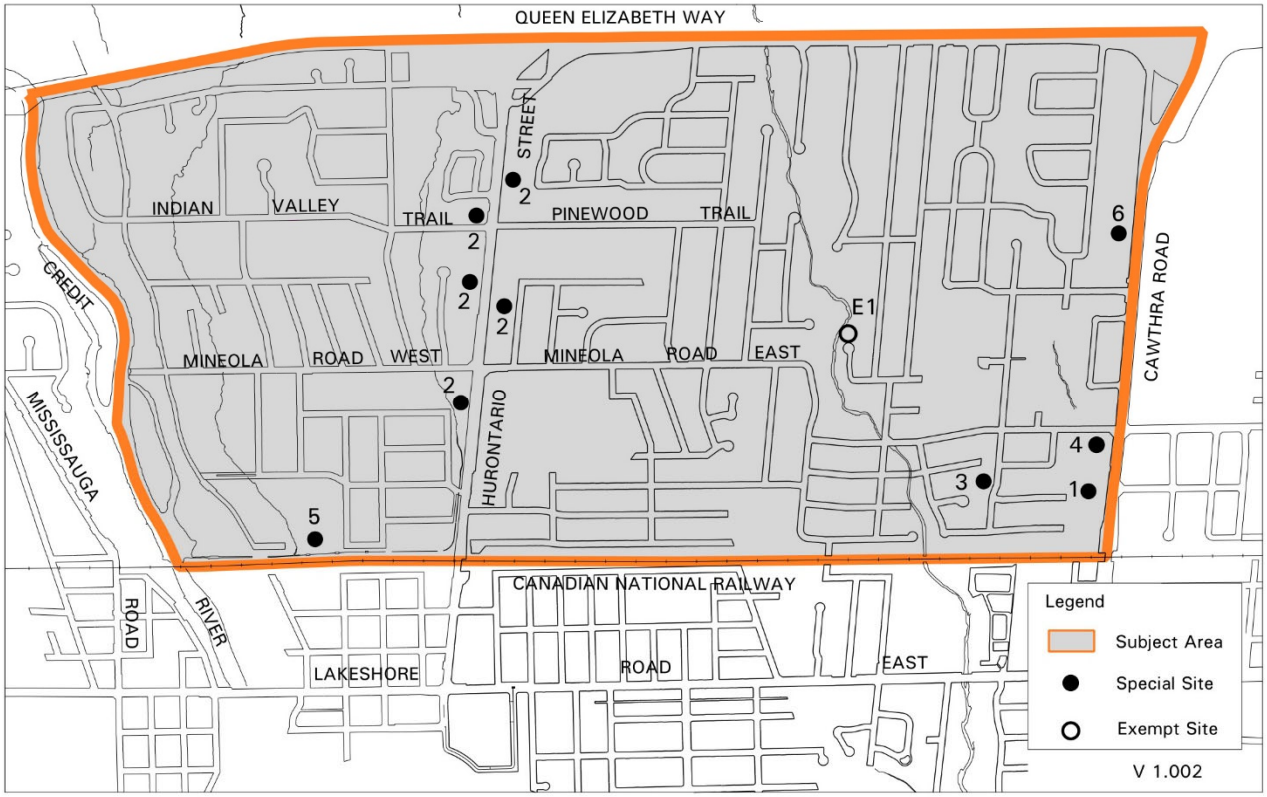
16.17.6.2 Site 2



16.17.6.2.1 The lands identified as Exempt Site 2 are located on the south side of Old Derry Road, west of Second Line West.

16.17.6.2.2 Notwithstanding the provisions of the Convenience Retail Commercial designation, the existing motor vehicle service station, existing detached dwelling and the dwelling unit above a retail store in an existing detached dwelling will only be permitted, provided that it is in keeping with the historic character of the Meadowvale Village Heritage Conservation District Plan.

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;

c. encourage new housing to fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation;

d. garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property;

e. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;

f. encourage buildings to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;

g. reduce the hard surface areas in the front yard;

h. existing trees, large groupings or areas of vegetation and landscape features such as retaining walls, fences, hedgerows, etc. shouldbe preserved and enhanced, along with the maintenance of topographic features and drainage systems;

i. large accessory structures will be discouraged, and any accessory structures will be located in side and rear yards only;

j. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged; and

k. 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 townhouse 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 Heritage System policies of this Plan concerning residential woodlands, sites characterized by native understory that is in generally good condition, will be subject to an Environmental Impact Study (EIS).

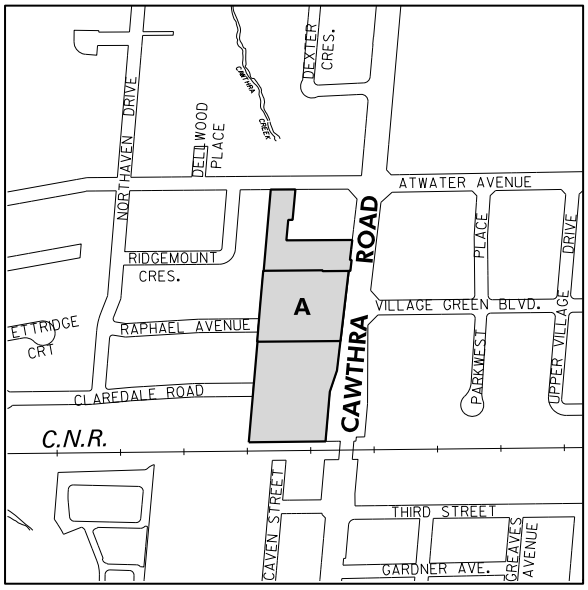
16.18.4 Transportation

16.18.4.1 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

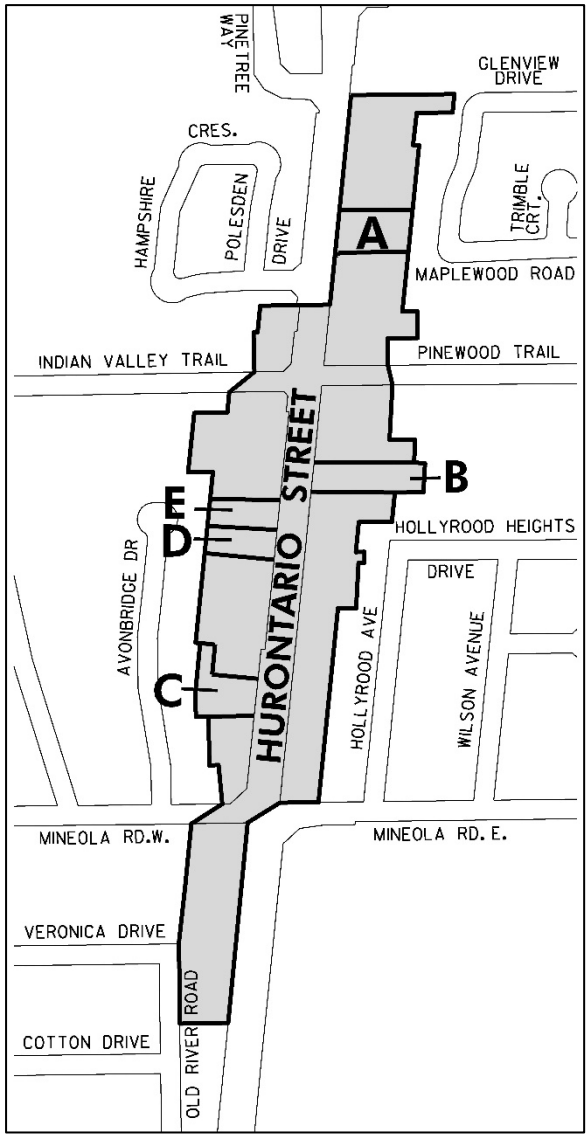


16.18.5.1.1 The lands identified as Special Site 1 are located on the west side of Cawthra Road, south of Atwater Avenue, and north of the CNR line.

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.

16.18.5.1.3 Notwithstanding the provisions of the Residential Medium Density designation, for the lands identified as Area A, townhouse dwellings to a maximum density of 112 units per ***net residential hectare*** will also be permitted.

16.18.5.2 Site 2



16.18.5.2.1 The lands identified as Special Site 2 are the lots which front onto the east and west sides of Hurontario Street, south of the Queen Elizabeth Way.

16.18.5.2.2 Notwithstanding the provisions of the Residential Low Density 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 healthprofessional licensed by the Province of Ontario. Medical offices may not include hospitals or other accessory medical uses such as, laboratories, diagnostic facilities for medical and dental purposes, a drug and optical dispensary, nor a medical supply and equipment store; and

- a detached dwelling containing a maximum of one dwelling unit in combination with office uses; and

b. commercial uses, which include personal service uses, will not be permitted as a primary or as an accessory use;

c. all buildings used for office or residential-office purposes, whether new or modified, will have a residential appearance which is compatible with the form, design, and scale of the surrounding residential area. All development will be designed so that it does not negatively impact abutting properties used for residential purposes, in terms of light, privacy, noise and rear yard amenity;

d. the use must be of a nature and intensity that results in a parking demand which does not negatively impact the function of Hurontario Street nor abutting local roads. In this regard, applicants for rezoning will be required to demonstrate, through the submission of traffic studies, parking justification studies and business operation information, that the proposed use is suitable for its location. Developments which result in a reduced parking demand are preferred;

e. all office related parking will be accommodated within the front and side yards only, with a minimal loss of vegetation or in underground facilities. Rear yard parking, with the exception of parking for residential dwellings, is not permitted. Surface parking areas are permitted to be constructed of permeable materials in order to achieve sustainable and urban design objectives and reduce impacts on drainage and grading systems. The portion of the access driveway within the road allowance is to be constructed of hard surface pavement;

f. where appropriate, mutual driveway access will be permitted between abutting property owners provided this arrangement is registered on title;

g. for developments located at intersections, access to the minor streets will be discouraged, and where technically feasible, access will be permitted on Hurontario Street;

h. street frontages are required to be enhanced with landscaping to reflect Hurontario Street's role as a gateway to the Mineola and Port Credit Character Areas. On-site parking areas should not dominate the ***streetscape*** and are required to be appropriately screened by vegetation and landscape treatments which are complementary to the character of the area. In this regard the following will also apply:

- a minimum of 40% of the front yard of interior lots, will be landscaped open space. Landscaped open space may include pedestrian walkways but will exclude paved parking areas;
- corner lots will provide a total minimum landscaped open space area of 40% of the lot;
- a landscape buffer ranging from 4.5 m to 7.5 m in depth will be provided along the Hurontario Street frontage; and
- a minimum landscape buffer of 4.5 m in depth will be provided along side street frontages adjacent to parking areas; and

i. New or modified office or residential-office buildings will not exceed:

- 420 m^2 Gross Floor Area (GFA);
- a maximum lot coverage of 25%; and
- a maximum building height of two storeys and a 10.7 m mean height level between

- the eaves and the ridge of a sloped roof or 7.5 m to the highest point of the surface of a flat roof; and

j. The following yards are required for office or residential-office buildings:

- minimum 1.8 m side yard for a one storey building;
- minimum 2.4 m side yard for a two storey building;
- minimum 7.5 m rear yard; and
- maximum front yard equivalent to 50% of the lot depth.

16.18.5.2.3 Notwithstanding subsection i. of this section, for the lands identified as Area A, the existing building at 1523 Hurontario Street will not exceed 585 m^2 Gross Floor Area (GFA).

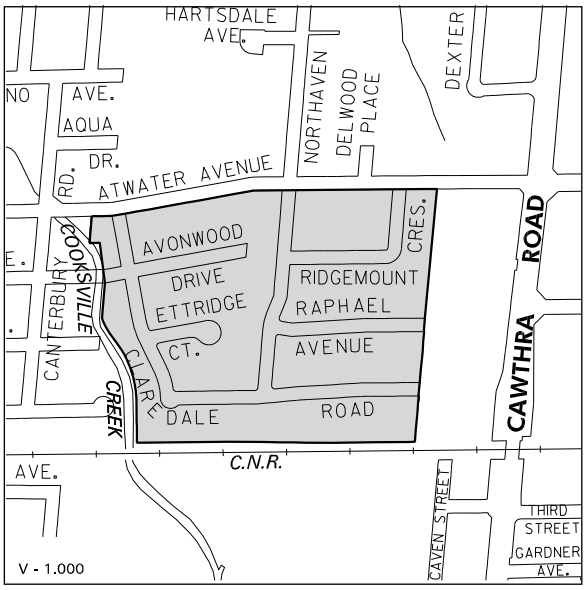
16.18.5.2.4 Notwithstanding subsection i. of this section, for the lands identified as Area B, an office building at 1443 Hurontario Street will not exceed 552 m^2 Gross Floor Area (GFA).

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 m^2 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 m^2 and the maximum Gross Floor Area (GFA) used for an office will not exceed 250 m^2.

16.18.5.2.7 Notwithstanding subsection i. of this section, for the lands identified as Area E, for the building at 1430 Hurontario Street, the maximum Gross Floor Area (GFA) will not exceed 467 m^2. The GFA of an office will not exceed 365 m^2.

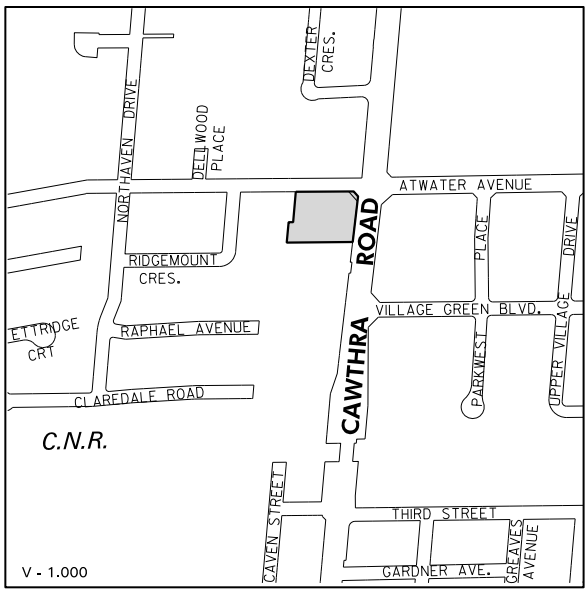
16.18.5.3 Site 3



16.18.5.3.1 The lands identified as Special Site 3 are located north of the Canadian National Railway right-of-way, south of Atwater Avenue, and east of the Cooksville Creek.

16.18.5.3.2 Notwithstanding the provisions of the Residential Low Density II designation, semi-detached dwellings will also be permitted.

16.18.5.4 Site 4



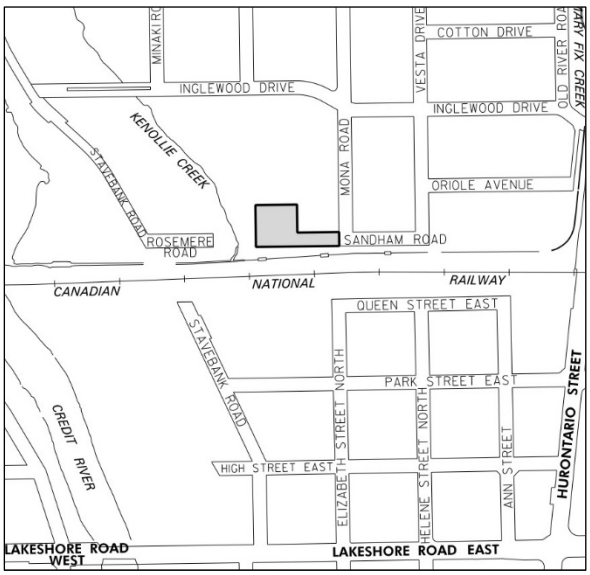
16.18.5.4.1 The lands identified as Special Site 4 are located at the southwest corner of Atwater Avenue and Cawthra Road.

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

a. a maximum ***floor space index*** (***FSI***) of 1.46 will be permitted; and

b. the maximum apartment building height will be four storeys.

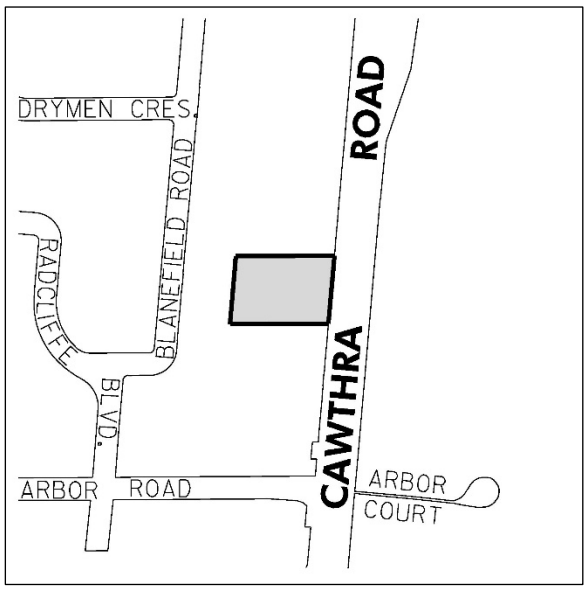
16.18.5.5 Site 5



16.18.5.5.1 The lands identified as Special Site 5 are located north of the Canadian National Railway right-of-way, on the west side of Mona Road.

16.18.5.5.2 Notwithstanding the policies of this Plan, 17 townhouse dwellings will be permitted.

16.18.5.6 Site 6

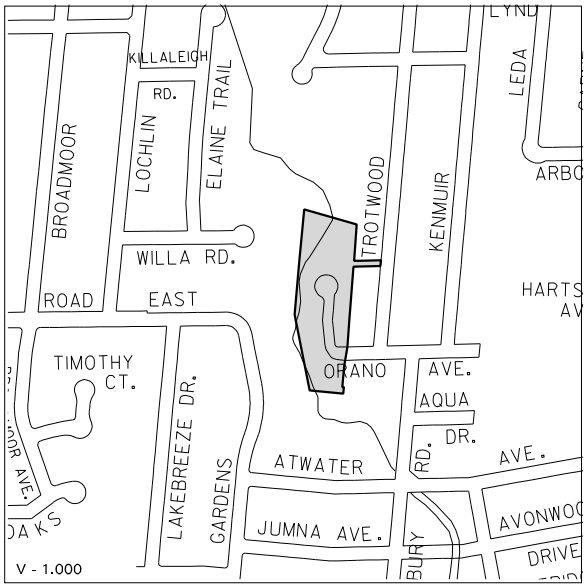


16.18.5.6.1 The lands identified as Special Site 6 are located on the westside of Cawthra Road, north of Arbor Road.

16.18.5.6.2 Notwithstanding the policies of this Plan, detached dwellings will also be permitted.

16.18.6 Exempt Site Policies

16.18.6.1 Site 1

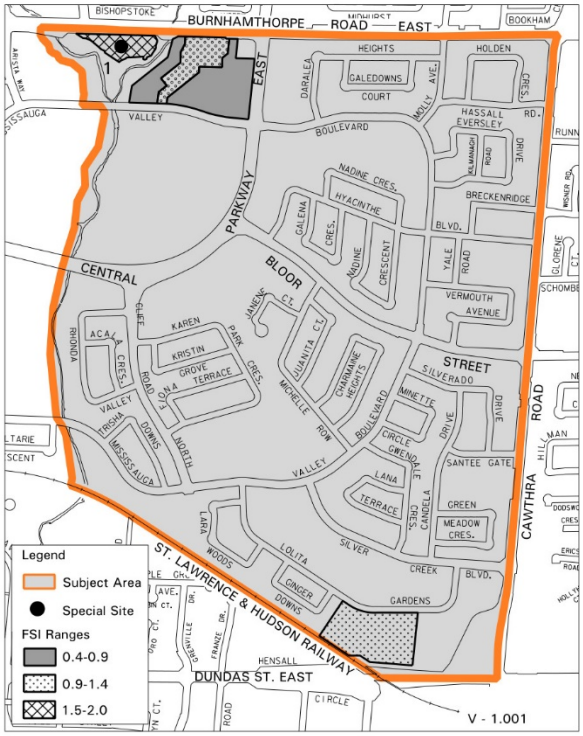


16.18.6.1.1 The lands identified as Exempt Site 1 are bounded by the rear lot lines of properties on Mineola Gardens and Willa Road to the west, and the rear lot lines of properties fronting on Trotwood Avenue to the east. Orano Avenue terminates near the southerly limit of the property. The subject site is traversed by Cooksville Creek, and is partially within the regulatory ***floodplain*** of Cooksville Creek.

16.18.6.1.2 Notwithstanding the Greenlands designation, detached dwellings will also be permitted subject to the Residential Low Density II policies. New lots which extend into the ***floodplain*** will not be permitted. Access to approved lots must be flood free or flood proofed. In addition, a significant setback is required to address channel bank erosion (21 m).

In addition to being in the ***floodplain,*** this site is located partially within a woodlot. Due to both of these environmental constraints, Mississauga may require that an Environmental Impact Study (EIS) be undertaken for any proposed development.

16.19 Mississauga Valleys



Map 16-19: Mississauga Valleys Neighbourhood Character Area -

16.19.1 Urban Design Policies

16.19.1.1 Where existing noise attenuation walls or rear yard privacy fencing are exposed to public streets, supplementary planting and upgraded landscape features should be added, where feasible, as a condition of development or road reconstruction. Mississauga will encourage landowners to coordinate the eventual replacement of fences to enhance the appearance of the area from the street. Special consideration should be given to Burnhamthorpe Road East, Cawthra Road, Bloor Street and Cliff Road North.

16.19.2 Land Use

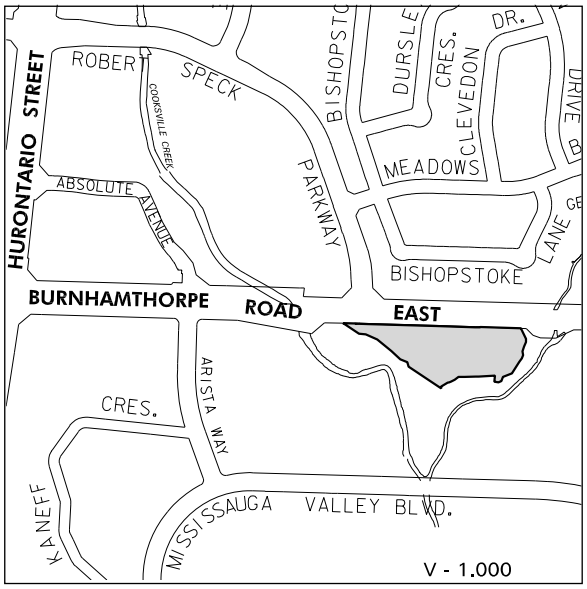
16.19.2.1 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.

16.19.2.2 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.

16.19.3 Special Site Policies

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

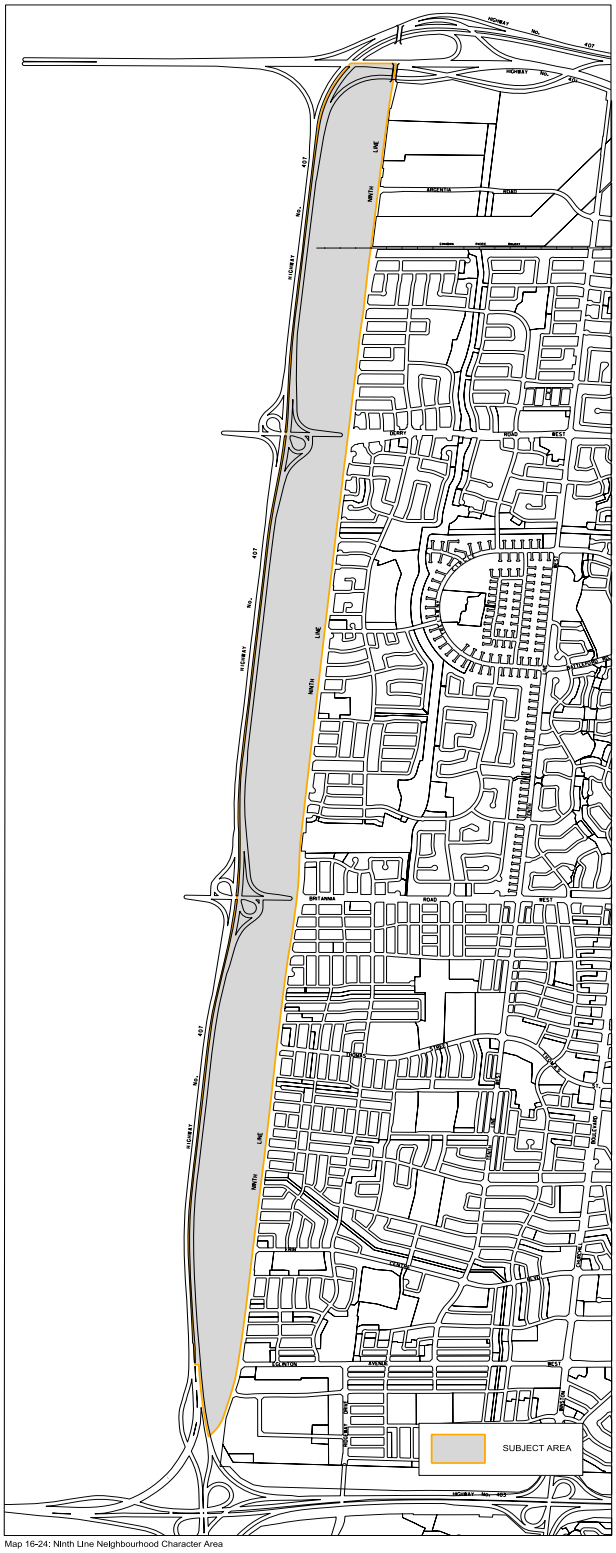
16.19.3.1 Site 1



16.19.3.1.1 The lands identified as Special Site 1 are located on the south side of Burnhamthorpe Road East, west of Central Parkway East.

16.19.3.1.2 Notwithstanding the provisions of the Residential High Density designation, the maximum ***floor space index (FSI)*** will be 3.5.

16.20 Ninth Line



Map 16-24: Ninth Line Neighbourhood Character Area

Figure 1: Neighbourhood Character Area`

16.20.1 Ninth Line Neighbourhood Character Area

16.20.1.1 The Ninth Line Neighbourhood Character Area will be planned to achieve a minimum density of 82 residents and jobs combined per hectare, on all lands where development is permitted.

16.20.1.2 The Ninth Line Neighbourhood Character Area, is intended to accommodate a variety of medium and high density housing, employment uses, and an extensive open space network. The planned 407 Transitway runs through the area in a north/south direction. Higher density development will be focused around the two ***Major Transit Station Areas*** located at Britannia Road West and Derry Road West.

16.20.2 Urban Design Policies

16.20.2.1 Vision

The Ninth Line Neighbourhood Character Area is the last remaining greenfield area in Mississauga. The area will be planned to support transit and the natural environment to create a healthy and complete community. Existing and future residents will have access to a well connected and sustainable natural heritage system, multi-use trails, parks and open spaces, ***higher order transit***, community uses and facilities. A variety of housing choices and employment opportunities to meet their needs will also be accommodated.

16.20.2.2 Community Design

The Community Design policies must be read in conjunction with the Shaping Ninth Line Urban Design Guidelines, 2017.

16.20.2.2.1 Land Use and Built Form Planning in the area will be based on the following land use and built form principles:

a. provide a mix of housing to accommodate people with diverse housing preferences and socioeconomic needs. This also includes housing

which is affordable as outlined in the City's housing strategy;

b. provide a diversity of employment opportunities to meet current and future needs;

c. provide a diversity of community infrastructure and facilities to meet the daily needs of residents, employees and visitors;

d. work in collaboration with the school board (s) to determine the need for educational facilities. The location of these facilities will be determined through the development application process;

e. schools will be combined with another permitted use on the same lot to create a compact urban form;

f. recognize the significance of cultural heritage sites and landscapes including the natural heritage system;

g. support transit and ***active transportation*** as key components of the transportation network;

h. complement existing and future transportation facilities including taller, more compact mixed use buildings at the 407 Transitway Stations;

i. demonstrate distinct and appropriate design of all buildings, streets and open spaces; and

j. provide appropriate transition to neighbourhoods to the east.

16.20.2.2.2 Connections

Planning in the area will be based on a series of connections including:

a. a network of trails that link open spaces and key destinations, and trail networks beyond the Ninth Line Lands;

b. safe pedestrian crossings of Ninth Line;

c. key access points;

d. pedestrian supportive streets; and

e. integrated cycling lanes and/or multi-use routes on or adjacent to Ninth Line and other roads.

16.20.2.2.3 Parks, Open Spaces and Natural Heritage Planning in the area will be based on a series of parks, open spaces and a natural heritage system that:

a. creates a well connected and sustainable natural heritage system;

b. provides a variety of parks and open spaces for all ages and abilities including those which encourage passive and active use in all seasons, promote unique experiences and educational opportunities, and incorporate naturalized areas;

c. provides parks and open space in close proximity to adjacent neighbourhoods and employment areas; and

d. has regard for the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study.

16.20.2.3 Connectivity/Interface

16.20.2.3.1 Connections throughout the area will be supported by a modified grid system of public streets, public and privately owned public space, (POPS) as well as wayfinding and signage plans.

16.20.2.3.2 Trails and sidewalks should link 407 Transitway Stations, community facilities, parks and commercial and employment areas.

16.20.2.3.3 The layout and design of blocks, streets, and boulevards will support the use of transit, walking, and cycling.

16.20.2.3.4 Development fronting Ninth Line will be designed to provide appropriate transition to uses on the east side of the street.

16.20.2.3.5 Buildings will be designed and massed to frame streets and support an active public realm. Pedestrian comfort will be supported through the use of landscaping and other features.

16.20.2.4 Greenlands

16.20.2.4.1 Greenlands, both existing and restored, will be planned to protect and enhance the natural environment and establish a well connected and

sustainable natural heritage system, having regard for the Ninth Line Sixteen Mile Creek Scoped Subwatershed Study.

16.20.2.5 Public Open Space

16.20.2.5.1 Public Open Space should be located adjacent to Ninth Line and/or on lands designated Greenlands. Access to these areas will be maximized.

16.20.2.5.2 Public open spaces should include facilities for active and passive recreation.

16.20.2.6 Parkway Belt West

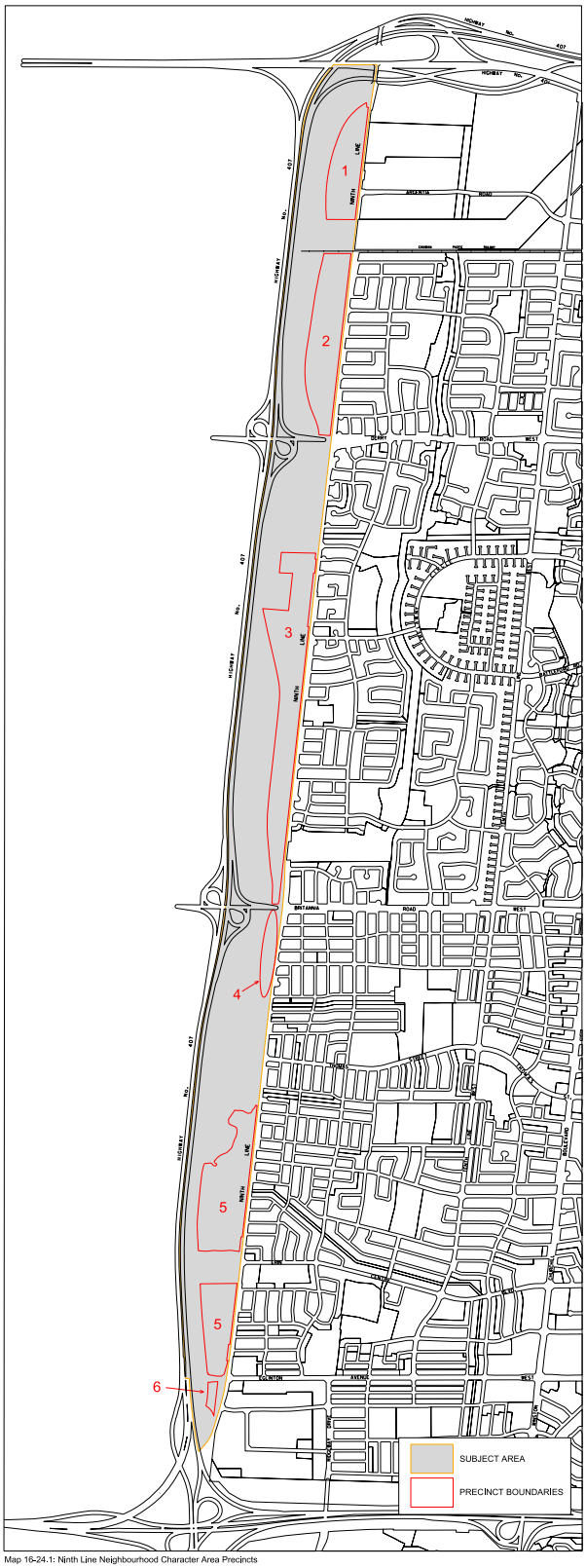
16.20.2.6.1 A significant amount of land in the Ninth Line area is designated Parkway Belt as per the Parkway Belt West Plan. Once the alignment of the 407 Transitway is finalized, lands no longer required for the Transitway may be removed from the Parkway Belt West Plan (PBWP) through amendment to the PBWP. Once the PBWP is amended, the land use designations shown on Reference Maps (M1-M3) will come into force and effect, without further amendment to this Plan.

16.20.3 Precincts

The Ninth Line Neighbourhood Character Area is subdivided into precincts in order to reflect differences in their planned function and character. The precincts include: a North Employment Area, the Derry 407 Transitway Station Area; the North Britannia Area; the Britannia 407 Transitway Station Area; the Community Park Residential Area; and a South Employment Area. The precincts are shown on Map 16-20.1, Ninth Line Neighbourhood Character Area Precincts.

16.20.3.1 North Employment Area (Precinct 1)

16.20.3.1.1 This area will form an extension of the employment area east of Ninth Line, north of the CP Railway. Lands in this precinct will be connected to the adjacent precinct to the south and lands to the east through the open space network.



Map 16-20.1: Ninth Line Neighbourhood Character Area Precincts

16.20.3.1.2 Buildings should front Ninth Line and other streets where possible to define the street edge and support a strong ***streetscape*** and public realm. Parking should be located at the rear of the property.

16.20.3.2 Derry 407 Transitway Station Area (Precinct 2)

16.20.3.2.1 Development in this area will be focused around the Derry 407 Transitway Station to create a vibrant, active node, comprised of mixed use transit supportive development with seamless multi-modal connections.

16.20.3.2.2 Lands designated Mixed Use will permit heights ranging from 4 to 10 storeys.

16.20.3.2.3 Lands designated Residential Medium Density will permit heights ranging from 4 to 10 storeys. Some grade related residential development such as townhouses with a minimum height of three storeys may be permitted interior to the precinct.

16.20.3.2.4 This area will accommodate the greatest heights and densities for the entire Character Area.

16.20.3.2.5 Parking for the 407 Transitway Station will be encouraged to be located in structures or underground. However, if significant surface parking is proposed as an initial phase of development by a public agency, a design which allows for intensification of the site over time will be required.

16.20.3.3 North Britannia Area (Precinct 3)

16.20.3.3.1 This precinct includes a large flood protection area including hazard lands and open spaces. This precinct will be created through earth filling to manage hazard lands. The implementation of this feature will enable residential development adjacent Ninth Line. The ultimate configuration of this area will be subject to approval by the appropriate conservation authority.

16.20.3.3.2 Residential development will include a mix of housing forms such as townhouses and midrise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 16-20.2: Ninth Line Neighbourhood Character Area Height Limits.

16.20.3.3.3 Notwithstanding policy 16.20.3.3.2 and 11.2.5.5, consideration may be given to ground related units such as semi-detached dwellings abutting Ninth Line between Doug Leavens Boulevard and Beacham Street. The overall density target for the entire Character Area must be maintained.

Map 16-20.1: Ninth Line Neighbourhood Character Area Precincts.

16.20.3.4 Britannia 407 Transitway Station Area (Precinct 4)

16.20.3.4.1 This area immediately surrounds the Britannia 407 Transitway Station. Development will be transit supportive with a range of building heights from 4 to 10 storeys. Sites immediately adjacent the 407 Transitway Station will incorporate retail/commercial uses at grade to enable a vibrant and active public realm. Buildings will be designed to accommodate retail/commercial uses at grade.

16.20.3.4.2 Parking for the 407 Transitway Station will be encouraged to be located in structures or underground.

16.20.3.5 Community Park/Residential Area (Precinct 5)

16.20.3.5.1 The primary focus of this area will be the Community Park and related facilities to serve residents of the local and broader communities.

16.20.3.5.2 Development in the northwest quadrant of Eglinton Avenue West and Ninth Line will have a mix of housing forms such as townhouses and midrise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 16-20.2: Ninth Line Neighbourhood Character Area Height Limits.

16.20.3.6 South Employment Area (Precinct 6)

16.20.3.6.1 The South Employment Area is an entry point into the City and the Ninth Line Neighbourhood Character Area.

16.20.3.6.2 Buildings should front Ninth Line and other streets where possible to define the street edge and support a strong ***streetscape*** and public realm. Parking should be located at the rear of the property.

16.20.4 Land Use

16.20.4.1 Notwithstanding the Business Employment policies of this Plan, outdoor storage will not be permitted on lands adjacent to Provincial Highway 407.

16.20.4.1 Residential-Medium Density

16.20.4.1.1 Notwithstanding the Residential Medium Density policies of this Plan, low-rise and mid-rise apartment dwellings will also be permitted.

16.20.4.1.2 For lands fronting Ninth Line in Precincts 2 and 5, commercial uses will be permitted at grade.

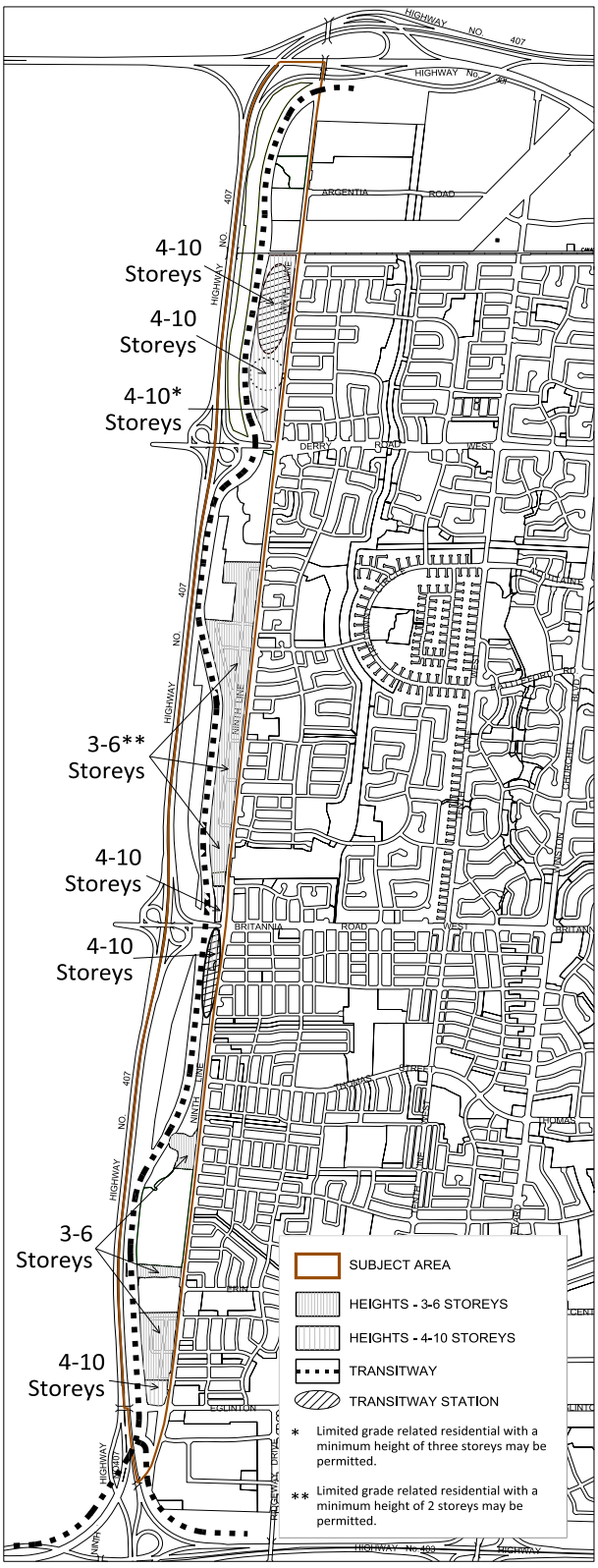
16.20.5 Transportation

16.20.5.1 The Ninth Line Neighbourhood Character Area is designed to encourage multi-modal transportation with an emphasis on transit and ***active transportation*** modes.

16.20.5.2 Mississauga will work with other levels of government, including Metrolinx and the private sector, to explore sustainable transportation solutions.

16.20.5.3 The road network will consist of a modified grid system of public streets.

16.20.5.4 All development in the Ninth Line Neighbourhood Character Area will be designed to protect for, and support, the 407 Transitway and any related facilities.



Map 16-24.2: Ninth Line Neighbourhood Character Area
Land Use and Height

Map 16-20.1: Ninth Line Neighbourhood Character Area Height Limits

16.20.5.5 The City will encourage the Province and other public agencies to consider strategic parking management techniques at the 407 Transitway Stations. Parking should be optimized through the use of various transportation demand management tools.

16.20.5.6 Improvements to Ninth Line should incorporate a high level of design to accommodate transit, pedestrians, and cyclists.

16.20.5.7 Local roads will be designed to serve all modes of transportation including pedestrians, cyclists and to transit users.

16.20.6 Physical Services, Stormwater Management and Utilities

16.20.6.1 All development within the Ninth Line Neighbourhood Character Area will be subject to the Ninth Line Sixteen Mile Creek Scoped Subwatershed Study. The development of lands south of the woodlot (near Erin Centre Boulevard) will also be in accordance with the Sawmill Creek Subwatershed Plan.

16.20.7 Implementation

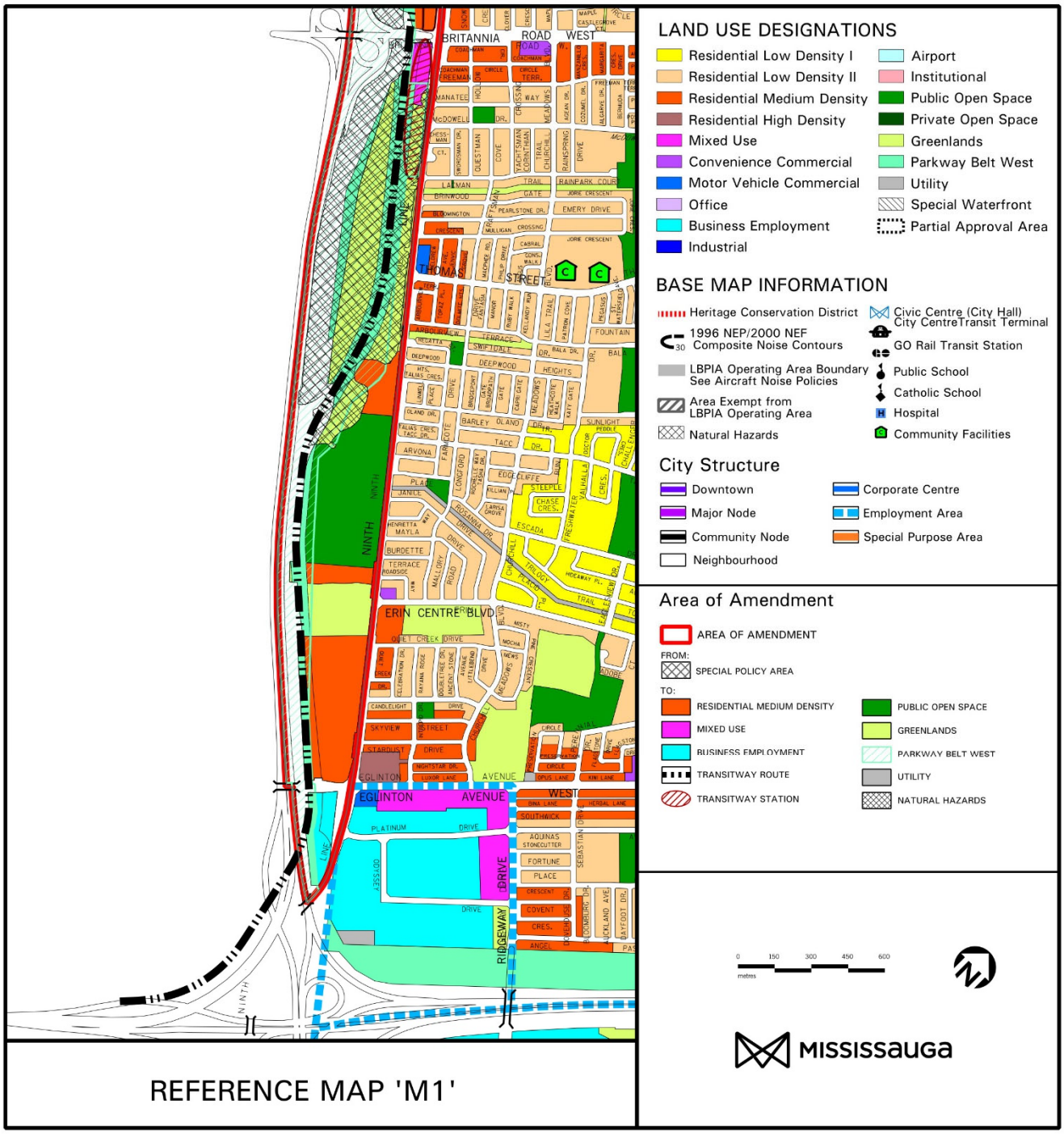
16.20.7.1 Development will generally occur by way of one or more master plans of subdivision which will determine detailed alignment of municipal streets, parkland and development phasing.

16.20.7.2 Development is to be phased to ensure servicing of development progresses in a financially responsible and environmentally sustainable manner.

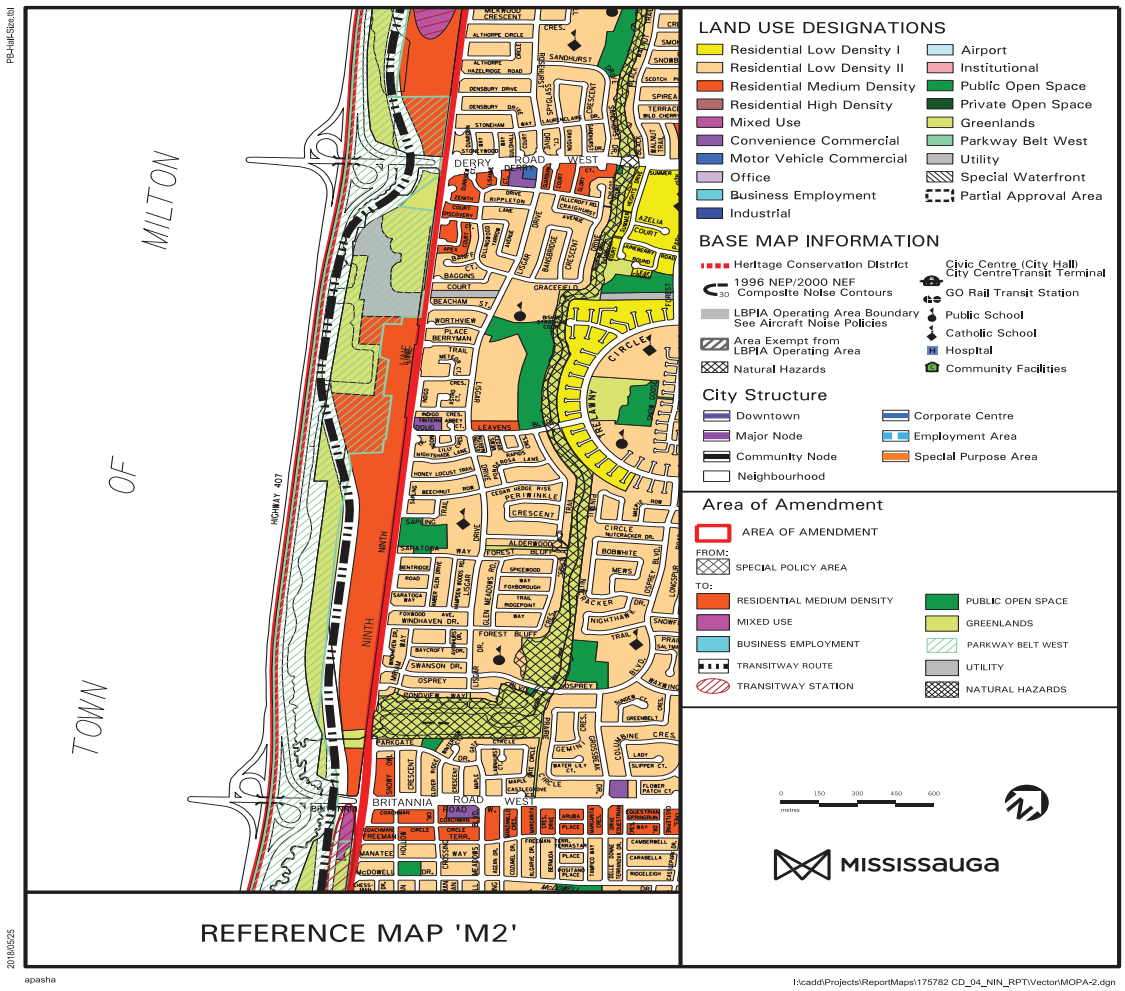
16.20.7.3 In the event that there are multiple landowners, to ensure the appropriate and orderly development of the site and to ensure that the costs associated with development are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement has been executed to address distribution of costs for municipal and community infrastructure, lands and facilities associated with development in a fair and equitable manner. Individual developments will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement.

The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary, for the purposes of facilitating a front ending agreement, the City may utilize area specific development charge by-laws enacted pursuant to the Development Charges Act, 1998, as amended.

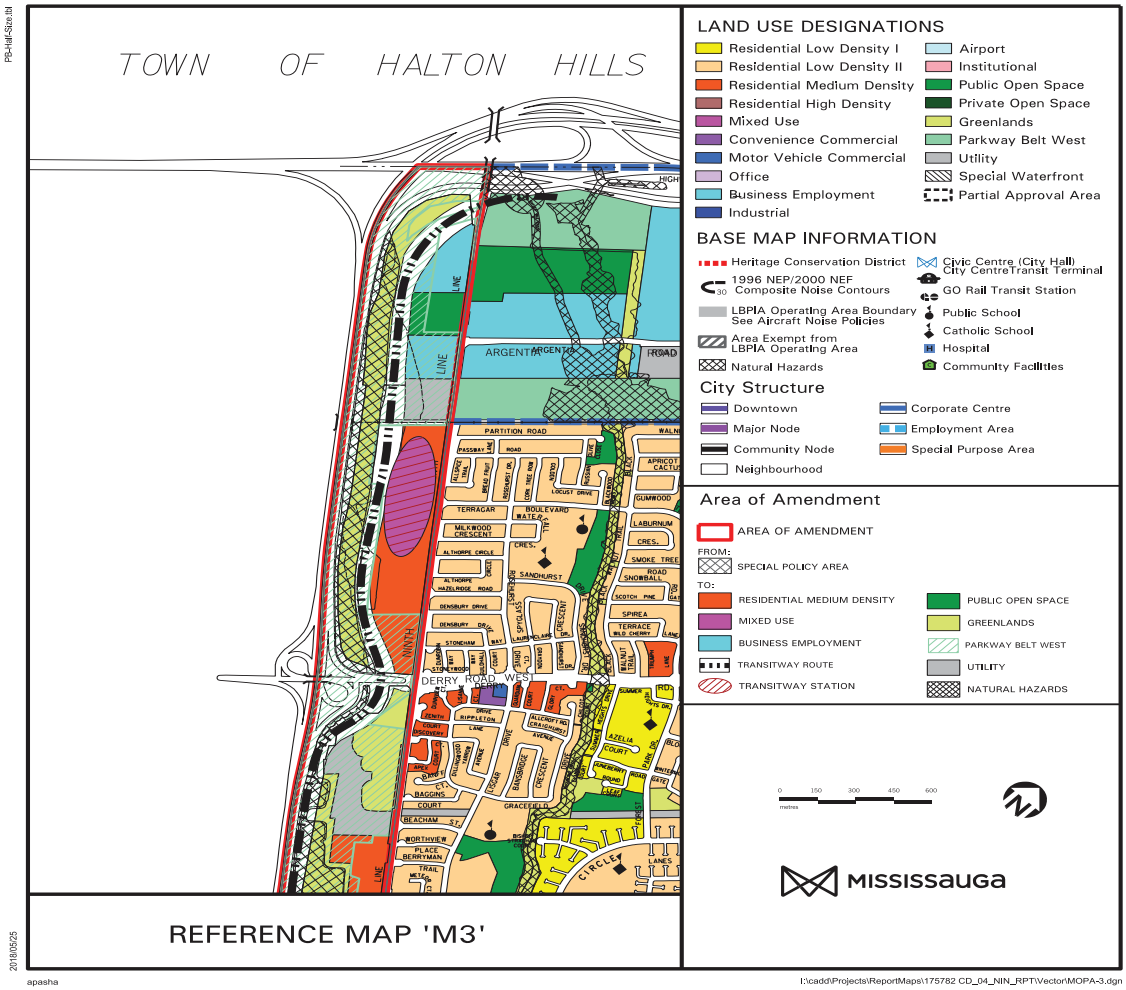
16.20.7.4 Development applications within the Northwest Greater Toronto Area Identification Study Area will not preclude or predetermine any further planning and/or implementation of the Study Area. The Study Area has been established by the Province of Ontario and replaces the now cancelled Greater Toronto West Corridor.



Map 16-20.3: Ninth Line Neighbourhood Character Area Reference Map 'M1'



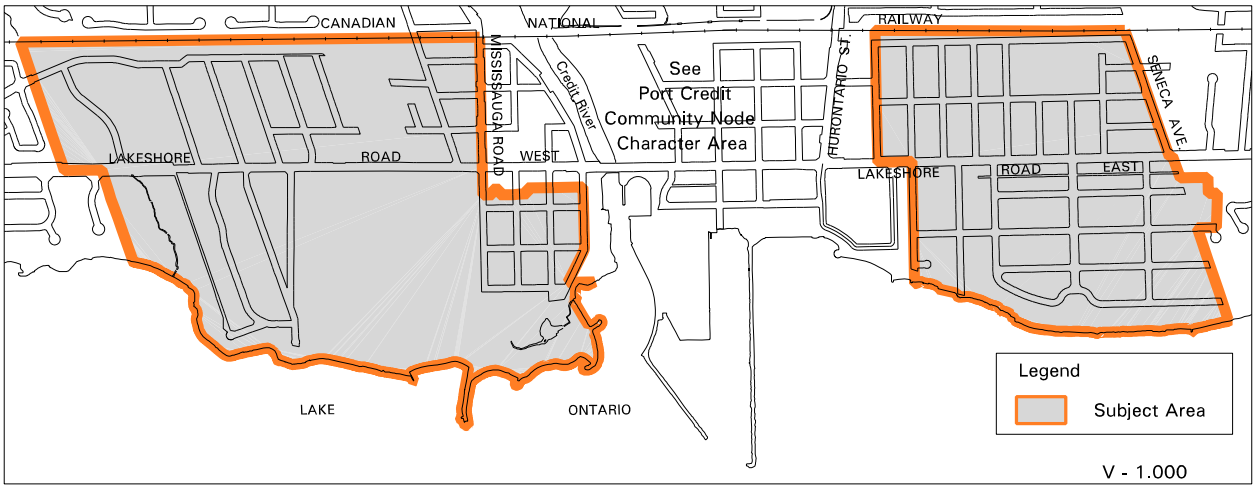
Map 16-20.4: Ninth Line Neighbourhood Character Area Reference Map 'M2'



Map 16-20.5: Ninth Line Neighbourhood Character Area Reference Map 'M3'

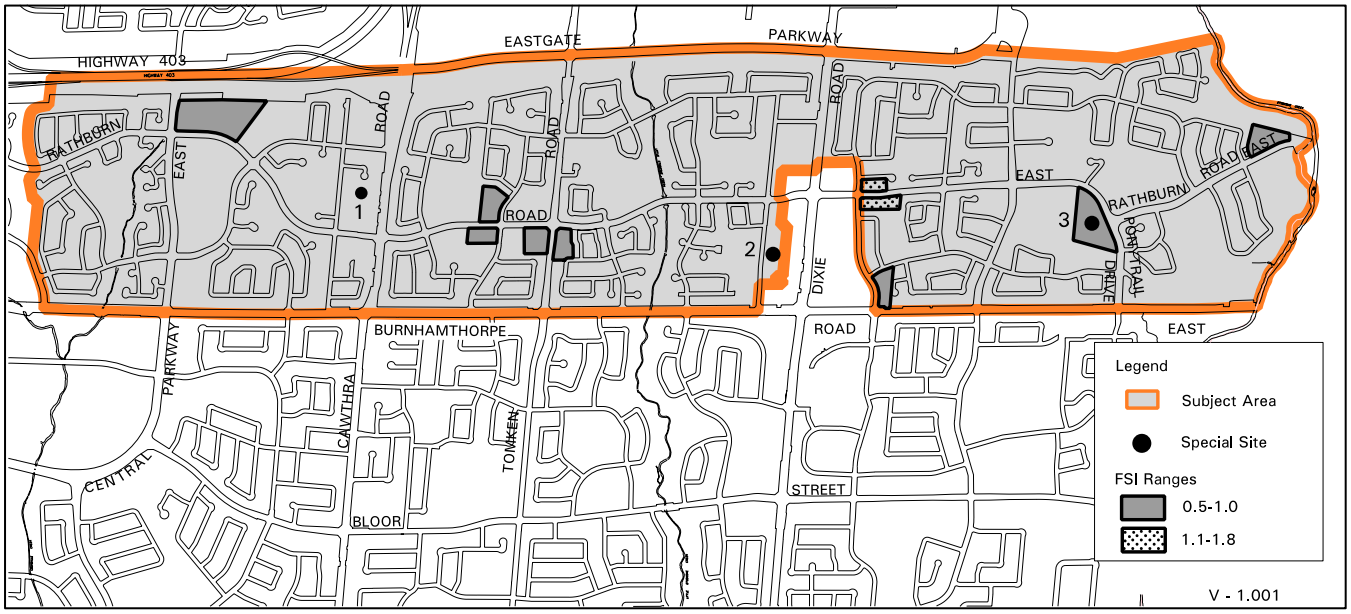
16.21 Port Credit

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



Map 16-21: Port Credit Neighbourhood Character Area

16.22 Rathwood



Map 16-22: Rathwood Neighbourhood Character Area

16.22.1 Context

Rathwood is a mature and well-established neighbourhood consisting mainly of detached homes on large lots, built primarily between 1960 and 1980. Semi-detached, townhouse and apartment dwellings are predominantly located along the arterial and major roads. Retail and service uses are dispersed throughout the neighbourhood, with Rockwood Mall being the community's focal point.

Arterial roads such as Burnhamthorpe Road, Dixie Road, Cawthra Road, and and major collector roads like Fieldgate Drive, Tomken Road, and Ponytrail Drive will be the focus of future low-rise and mid-rise mixed use development.

New apartment dwellings, retail, service and office uses will be directed to these streets to reinforce a sense of place and create a complete, healthy community. New development within the neighbourhood will respect the existing lotting and street pattern, height, scale and building typology.

The Rathwood-Applewood Community Node is anchored by Rockwood Mall. The Node will be encouraged to develop as a mixed use focal point for intensification, creating a central hub and destination for the community.

A well-developed open space system weaves throughout the neighbourhood providing important pedestrian connections and gathering spaces. The existing parks and natural heritage features are of great importance and can be enhanced through additional community programming and site improvements that benefit people of all ages and abilities.

Streetscape improvements for portions of Cawthra Road, Rathburn Road, and Dixie Road are encouraged to enhance the pedestrian realm. This may be achieved through landscaping, wider sidewalks, street trees, and/or multiuse trails.

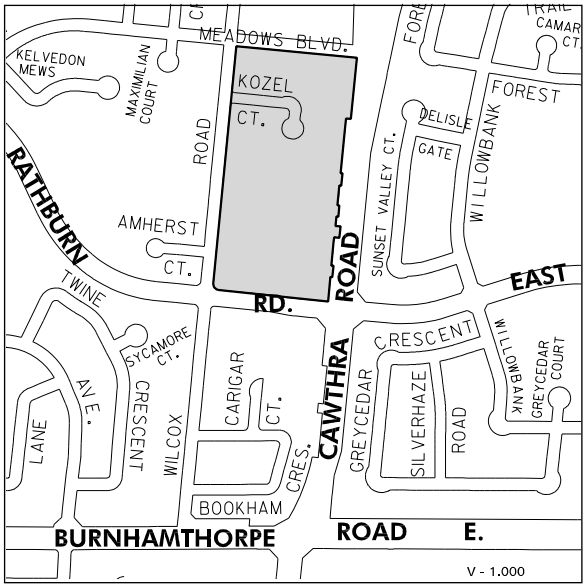
16.22.2 Urban Design Policies

16.22.2.1 Mississauga encourages efforts to improve existing reverse frontage development along limited access roadways, particularly Burnhamthorpe Road East and Rathburn Road East, through the use of landscaping and the promotion of a uniform and well maintained rear yard fencing system.

16.22.3 Special Site Policies

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

16.21.3.1 Site 1



16.22.3.1.1 The lands identified as Special Site 1 are located west of Cawthra Road and north of Rathburn Road East.

16.22.3.1.2 Notwithstanding the provisions of the Residential Low Density 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; and
   - preservation of mature trees and other significant natural features; and

b. the concept plan will be required to address, to the satisfaction of the City of Mississauga and the Region of Peel, matters relating to transportation and access onto Cawthra Road;

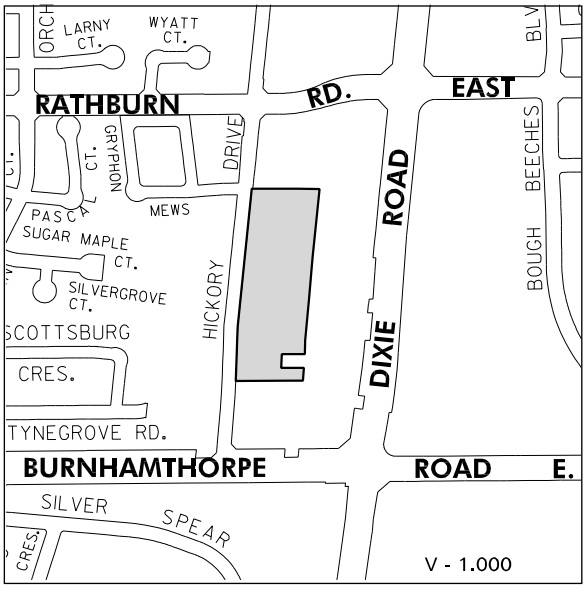
c. Mississauga will permit the severance of the rear portions of lots fronting on Wilcox Road to encourage the assembly and comprehensive redevelopment of all Residential Low Density I lands in Special Site 1;

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.

16.22.3.2 Site 2



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

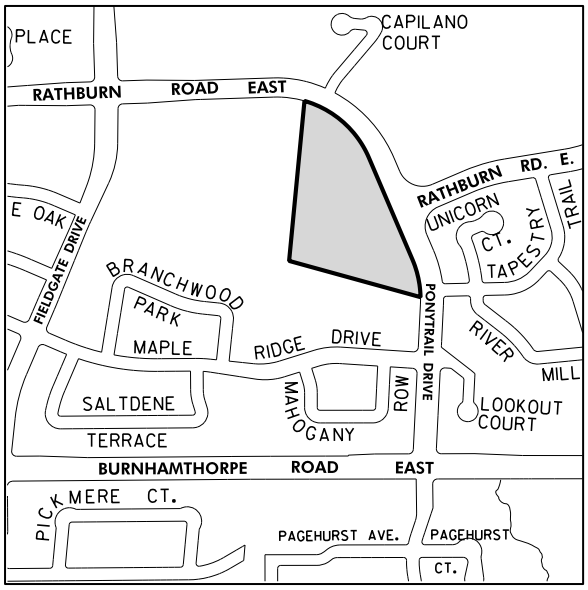
16.22.3.2.2 Notwithstanding the provisions of the Residential Medium Density designation, the following additional policies will apply:

a. a concept plan for all or part of this site may be required and will address, among other matters, the following:

- compatibility of building form and scale with existing surrounding land uses;
- convenient pedestrian access through the site to nearby transit service on Dixie Road and Burnhamthorpe Road East;
- traffic generated will not adversely affect the transportation system;
- acceptable ingress and egress, off street parking, landscaping and buffering; and
- preservation of all mature trees and other significant natural features; and

b. a concept plan will be required to address, to the satisfaction of the City of Mississauga and the Region of Peel, matters relating to transportation.

16.22.3.3 Site 3

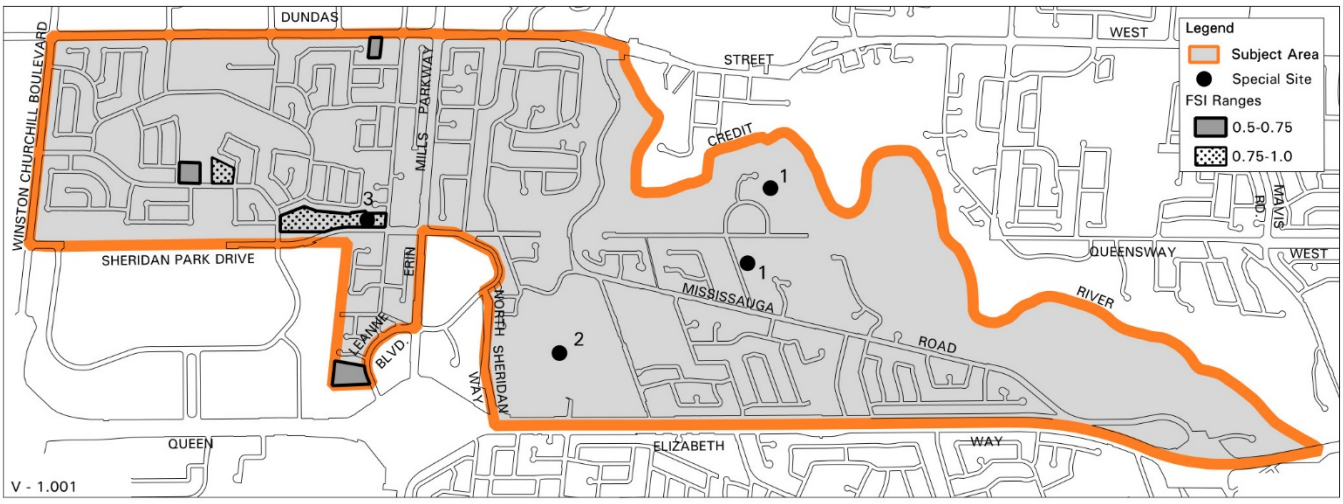


16.22.3.3.1 The lands identified as Special Site 3 are located west of the intersection of Rathburn Road East and Ponytrail Drive and north of Maple Ridge Drive.

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

a. two apartment dwellings with a maximum height of 12 and 15 storeys will be permitted in addition to the two existing apartment dwellings of 18 storeys each.

16.23 Sheridan



Map 16-23: Sheridan Neighbourhood Character Area

16.23.1 Land Use

16.23.1.1 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.

16.23.1.2 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.

16.23.1.3 Lands designated Residential Low Density II will not permit the following uses:

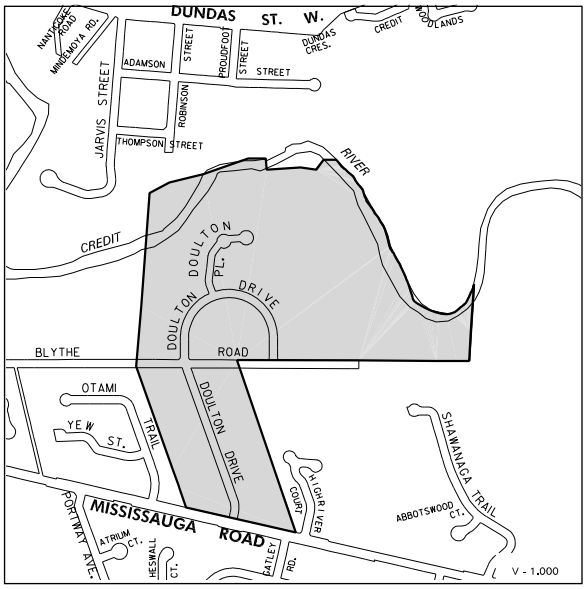
a. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

16.23.1.4 Notwithstanding the Business Employment policies of this Plan, overnight accommodations and conference centres will not be permitted.

16.23.2 Special Site Policies

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

16.23.2.1 Site 1



16.23.2.1.1 The lands identified as Special Site 1 are referred to as the Doulton Drive Lands.

16.23.2.1.2 Notwithstanding the provisions of the Residential Low Density I and Greenlands designations, these lands will be subject to the following:

a. Mississauga considers that the preservation of this distinctive area could be achieved with up to 47 residential lots;

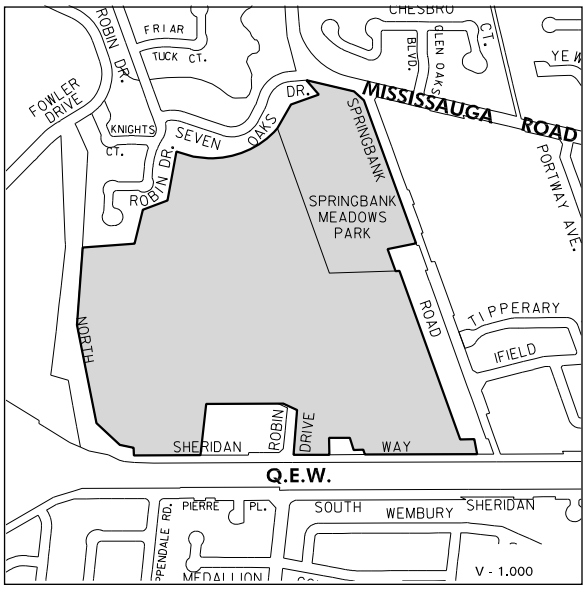
b. Mississauga will encourage a minimum lot area of 0.3 ha with a minimum lot frontage of 38 m, except for those lots fronting on Mississauga Road which are not corner lots, where a minimum lot area of 0.2 ha and a minimum lot frontage of 30 m are considered appropriate;

c. new development will be subject to site plan approval to ensure that site areas, building, landscaping and open space are all satisfactorily located and designed;

d. any redevelopment may proceed on the basis of private sewage disposal systems subject to the applicable regulations; and

e. comprehensive site and environmental analyses will be required in support of any divisions of land.

16.23.2.2 Site 2



16.23.2.2.1 The lands identified as Special Site 2 are known as the North Sheridan Landfill site and Springbank Meadows Park. This site has been identified as a former ***waste disposal site***. Permitted land uses include open space and privately operated uses of a recreation, conservation and agricultural nature, and other uses deemed compatible with open space.

16.23.2.2.2 Notwithstanding the provisions of the Public Open Space designation, the following additional policies will apply:

a. development within or adjacent to these lands will be restricted where such activity would constitute a hazard to human or ecosystem health;

b. prior to the consideration of development proposals on, or in proximity to, these lands, a detailed study will be submitted by the applicant to determine the impact and area of influence of the ***waste disposal site***. Where no information is available on the influence area of the site, a 500 m radius surrounding the ***waste*** cell is recommended by the Provincial Government. Any remediation that must be undertaken will be in accordance with Provincial Government legislation and guidelines;

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

d. the site will be planned, designed, operated and maintained to the satisfaction of the City, the Region of Peel, and the Provincial Government in such a way as to ensure compatibility with adjacent, existing and future land uses, and to ensure minimal adverse impact on the natural environment;

e. there should be no development permitted on the site until the long term care, maintenance and security of the gas control system is established by the Region of Peel;

f. a buffer zone of 20 m must be established around the perimeter of the site to be used exclusively as a corridor for the gas control system;

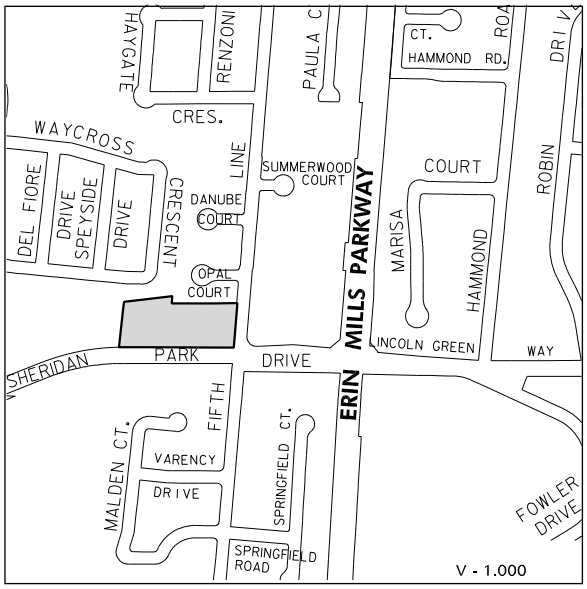
g. any use that would allow the accumulation of methane gas requires the approval of the City and the Region of Peel;

h. engineering studies must accompany development applications to determine any hazards of development and damage that may result to the subject property and surrounding lands from methane gas, leachate and settling;

i. development proposals must demonstrate that they will not interfere with the migration gas control system for the site; and

j. land uses and activities that may have an adverse impact on adjacent, existing and future residential land uses in terms of noise, safety, and traffic generation should be discouraged.

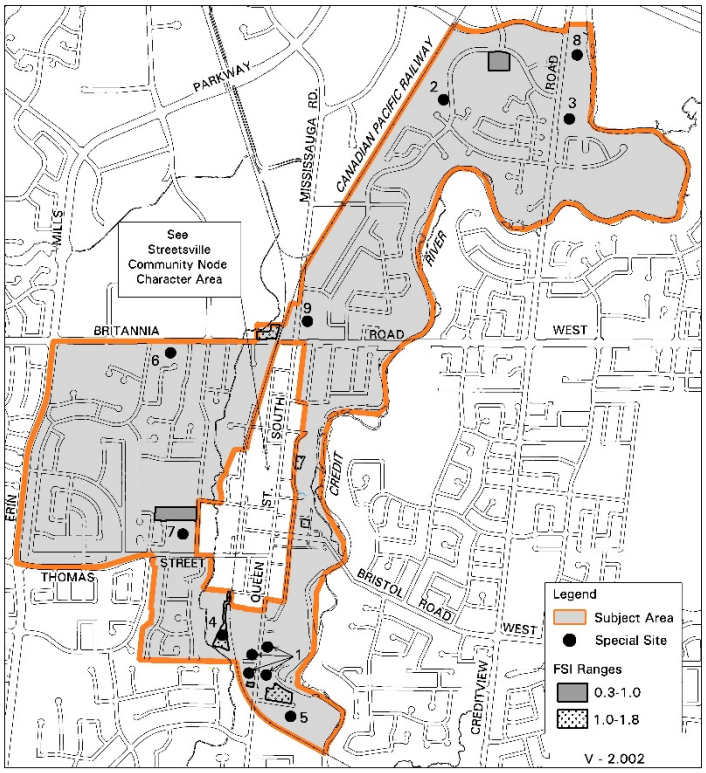
16.23.2.3 Site 3



16.23.2.3.1 The lands identified as Special Site 3 are located at the northwest corner of Sheridan Park Drive and Fifth Line West.

16.23.2.3.2 Notwithstanding the provisions of the Residential High Density policies, a ***floor space index (FSI)*** of 0.5 will be permitted.

16.24 Streetsville



Map 16-24: Streetsville Neighbourhood Character Area –

16.24.1 Urban Design Policies

16.24.1.1 Development will be compatible with and enhance the village character of Streetsville as a distinct established community by integrating with the surrounding area.

16.24.1.2 Alterations to heritage structures, including building repairs and additions, and/or alterations to existing vegetation which is part of the cultural heritage landscape, will be in keeping with the original character of the heritage resources to be preserved.

16.24.1.3 The established residential character of the areas generally located along Main Street east of Church Street and along Queen Street South, south of Barry Avenue, will be maintained through appropriate building masses, setbacks, intensive landscaping, ***streetscapes*** with many mature trees, and a regular street grid pattern.

16.24.2 Land Use

16.24.2.1 In addition to the uses permitted by the Land Use Policies of this Plan, bed and breakfast establishments are permitted provided that they front upon Queen Street South, Main Street, Thomas Street or Church Street.

16.24.2.2 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.

16.24.2.3 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.

16.24.2.4 Notwithstanding the Business Employment designation only the following uses will be permitted:

a. community infrastructure;

b. entertainment, recreation and sports facility;

c. financial institution;

d. manufacturing;

e. motor vehicle rental facility;

f. research and development;

g. sales and service accessory to a permitted use;

h. ***secondary office***; and

i. warehousing, distribution and wholesaling.

16.24.3 Heritage

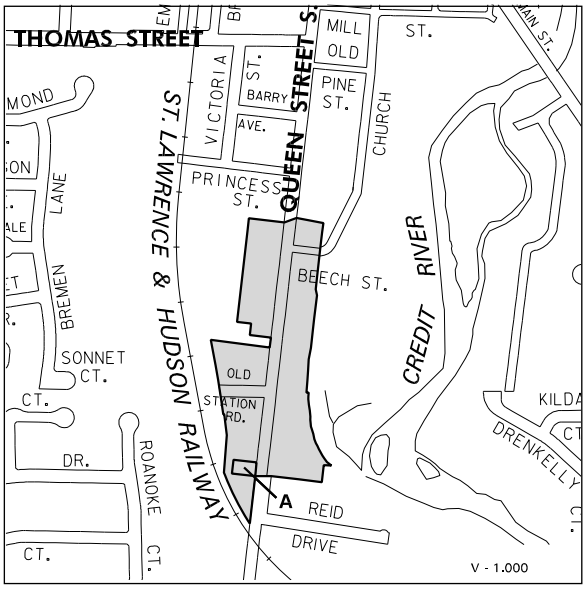
16.24.3.1 Heritage resources will include those properties listed on the City's Heritage Register, but will not be restricted to the list. There are heritage characteristics throughout Streetsville that may warrant study and the establishment of heritage conservation districts.

16.24.4 Stormwater Management

16.23.4.1 A stormwater drainage report will be required to ensure that the existing drainage system has the capability to convey the increased storm flow from redevelopment in accordance with current City drainage standards.

16.24.5 Special Site Policies

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



policies.

16.24.5.1 Site 1

16.24.5.1.1 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.

16.24.5.1.2 Any office conversion should maintain a residential appearance in keeping with the existing scale, materials, and character of the existing dwellings in the immediate area. The existing houses should be preserved if at all possible, while the interior floor plan may be altered for office use.

16.24.5.1.3 Any additions and alterations of existing buildings should be sensitive to the existing vernacular and heritage village theme, and should be largely confined to the rear of the property.

16.24.5.1.4 Any additions, alteration, conversion or redevelopment should maintain the existing front yard setback, with the front yard used for landscaping.

16.24.5.1.5 Sufficient on-site parking, which will consist of only surface parking, as required by the Zoning By-law, should be provided in the rear yard only at grade, without removal of existing trees, except at the discretion of the City arborist.

16.24.5.1.6 Vehicular entrances should be combined to minimize the number of access points on Queen Street South.

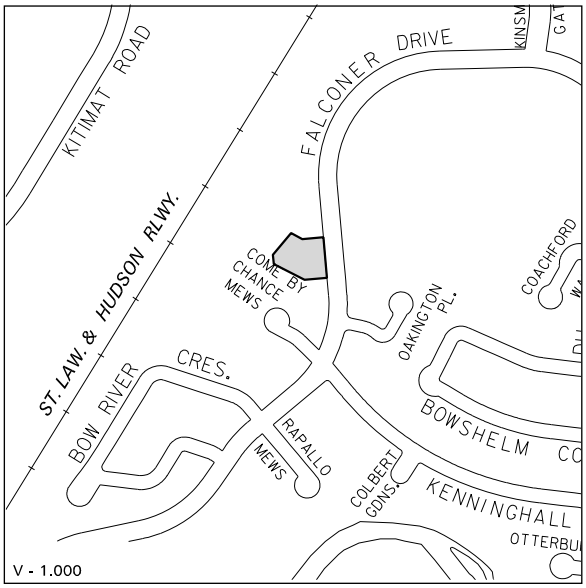
16.24.5.1.7 Minimal signage will be permitted. The design of such signage and external lighting should be compatible with the residential character of the area.

16.24.5.1.8 Existing lot sizes should be retained.

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

16.24.5.1.10 Notwithstanding the provisions of the Residential Medium Density designation, the lands identified as Area A may be used for a medical office and a maximum of three dwelling units at a maximum density of 33 units per ***net residential hectare***.

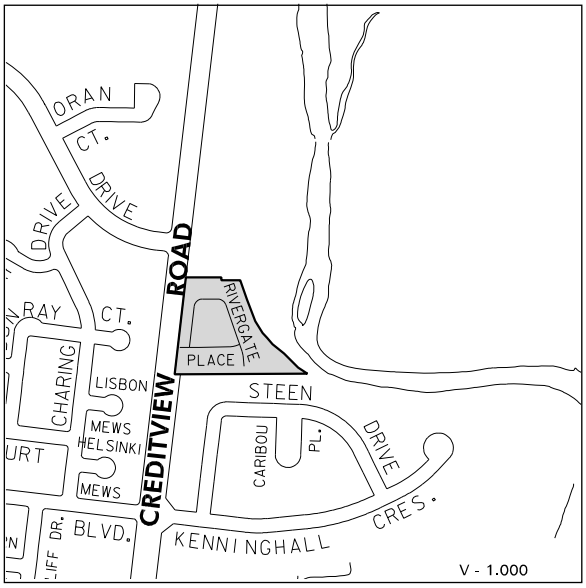
16.24.5.2 Site 2



16.24.5.2.1 The lands identified as Special Site 2 are located on the west side of Falconer Drive, north of Oakington Place.

16.24.5.2.2 Notwithstanding the provisions of the Mixed Use designation, only a day care facility will be permitted.

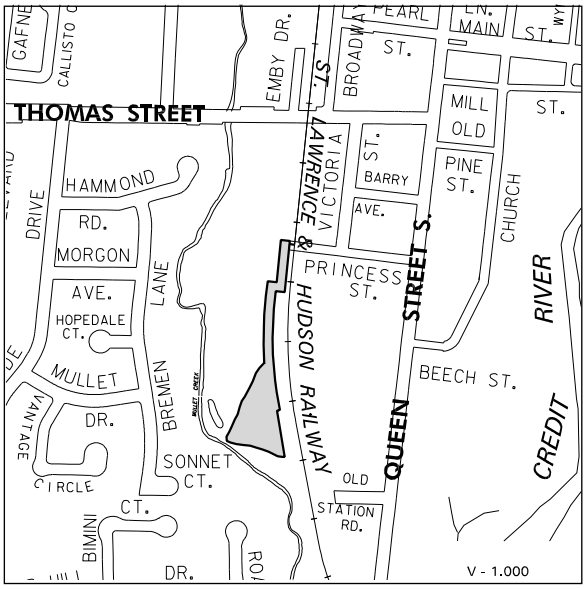
16.24.5.3 Site 3



16.24.5.3.1 The lands identified as Special Site 3 are located east of Creditview Road, north of Kenninghall Crescent.

16.24.5.3.2 Notwithstanding the provisions of the Residential Low Density II designation, the lands may be developed for townhouse development and semi-detached dwellings, or any combination thereof, with a maximum density of 15.5 units per ***net residential hectare***.

16.24.5.4 Site 4



16.24.5.4.1 The lands identified as Special Site 4 are located south of Thomas Street, north of Old Station Road and west of the St. Lawrence and Hudson Railway.

16.24.5.4.2 Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply:

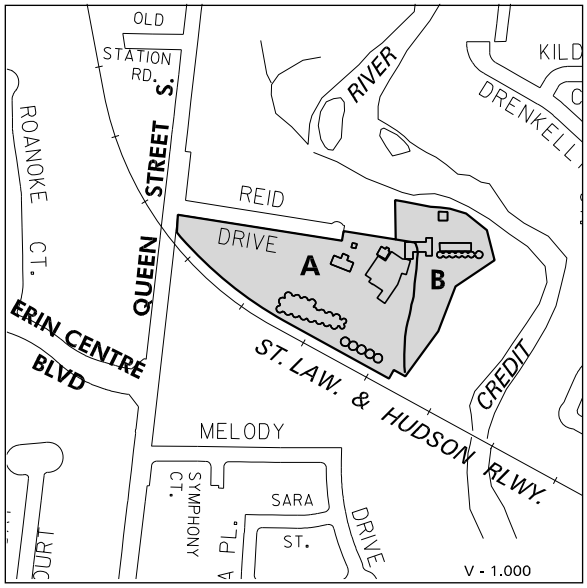
a. the determination of the area suitable for redevelopment will have regard for the extent of the "regulatory storm" floodplain and the erosion hazards associated with Mullet Creek, whichever is greater. The extent of areas required for conservation purposes will be determined to the satisfaction of Credit Valley Conservation and the City;

b. building forms should consist of low profile buildings ranging in height from three storeys near Mullet Creek to six storeys near the railway tracks; and

c. redevelopment will include provisions for a community park and a multi-use recreational trail. The trail will be located adjacent to the east side of the Mullet Creek valley, from Tannery Street to the existing trail crossing Mullet Creek, south of Thomas Street. The location and size

d. of the community park will be determined through the preparation of a parkland concept plan.

16.24.5.5 Site 5



16.24.5.5.1 The lands identified as Special Site 5 are located east of Queen Street South, south of Reid Drive.

16.24.5.5.2 Notwithstanding the provisions of the Business Employment designation, the following additional policies will apply:

a. the lands identified as Area A, may be used for the existing flour mill operation, and related accessory uses, including accessory offices, outdoor storage located to limit its visibility to Queen Street, Reid Drive and the Credit River valley, and the temporary storage of motor vehicles related to the primary use of the property. Any new construction will be limited to a construction envelope identified in the applicable implementing zoning by-law; and

b. Amendments to the Official Plan and Zoning By-law will be required prior to the development of Area A for any purpose other than grain processing, grain milling, and related accessory uses.

16.24.5.5.3 Notwithstanding the provisions of the Greenlands designation, on the lands identified as Area B, the existing buildings may be used for grain processing, grain milling and related accessory uses. Repairs that do not enlarge or extend the existing buildings or structures and which are for the purpose of maintenance or restoration of the buildings or structures to a safe condition will be permitted. Subject to the approval of the Credit Valley Conservation Authority, minor alterations or additions to existing buildings and structures to accommodate the replacement or upgrading of equipment, buildings or structures will be permitted. Subject to the approval of the Credit Valley Conservation Authority, existing buildings and structures may be replaced with new buildings and structures, provided that any new building or structure is not larger or higher than the building or structure it replaces and is in the same location as the building it replaces.

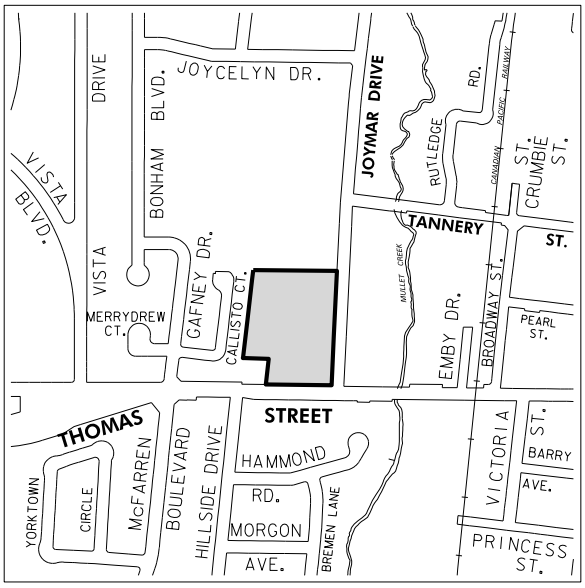
16.24.5.6 Site 6



16.24.5.6.1 The lands identified as Special Site 6 are located on the south side of Britannia Road West, east of Turney Drive.

16.24.5.6.2 Notwithstanding the provisions of the Residential Low Density II designation, a dental office will be permitted.

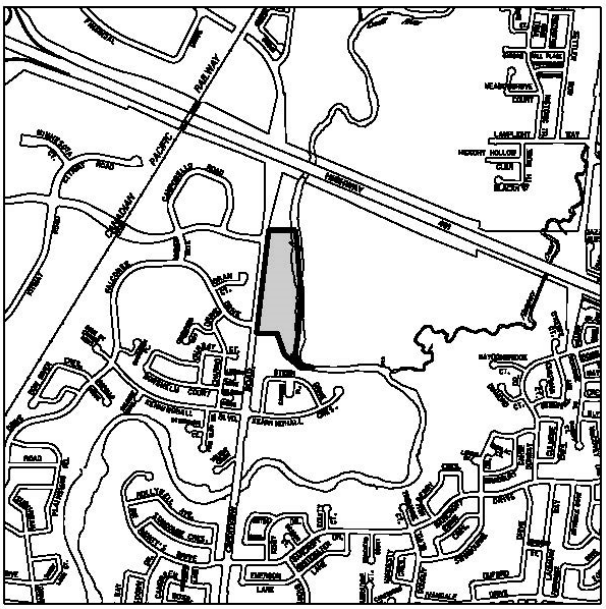
16.24.5.7 Site 7



16.24.5.7.1 The lands identified as Special Site 7 are located at the northwest corner of Thomas Street and Joymar Avenue in the City of Mississauga.

16.24.5.7.2 Notwithstanding the policies of this Plan, semi-detached dwellings will also be permitted.

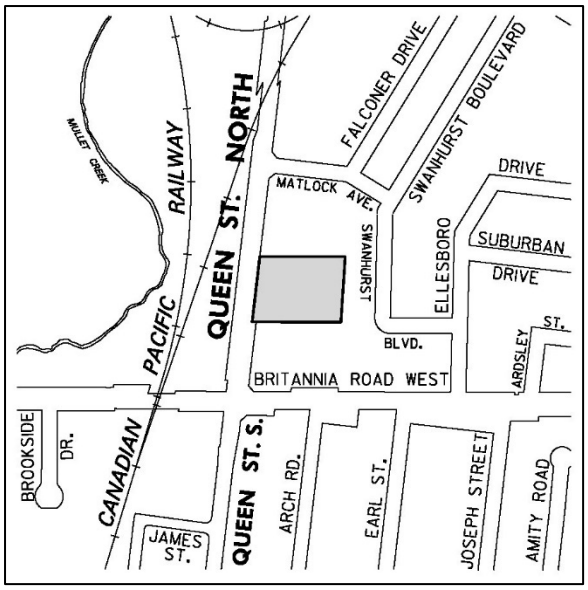
16.24.5.8 Site 8



16.24.5.8.1 The lands identified as Special Site 8 are located at the southeast quadrant of Creditview Road and Highway 401.

16.24.5.8.2 Notwithstanding the policies of this Plan, outdoor markets, greenhouses with accessory uses and an education and training

16.24.5.9 Site 9



16.24.5.9.1 The lands identified as Special Site 9 are located on the east side of Queen Street North, north of Britannia Road West.

16.24.5.9.2 Notwithstanding the policies of this Plan, an apartment dwelling with a maximum height of 10 storeys and a maximum FSI of 3.1 will be permitted.

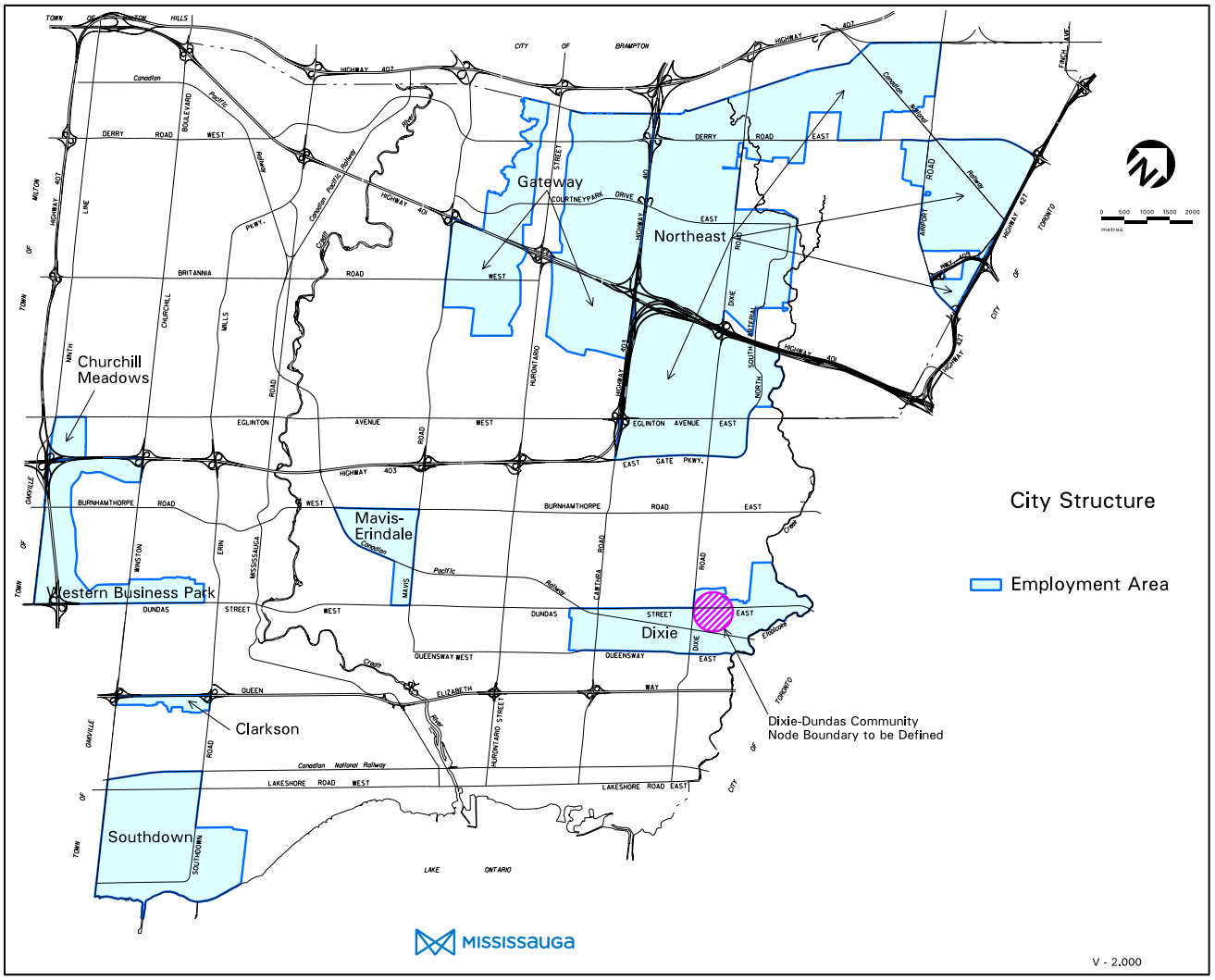
17 Employment Areas

17.1 Introduction

There are eight Employment Area Character Areas in Mississauga:

- Churchill Meadows;
- Clarkson;
- Dixie;
- Gateway;
- Mavis-Erindale;
- Northeast;
- Southdown; and
- Western Business Park.

This section identifies the modifications to the General Land Use designations in Chapter 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***. Character Area policies 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 designations will not be permitted, except for permitted residential designations in the Dixie Employment Area in existence at the time this Plan comes into effect.

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; and

b. Motor Vehicle Commercial Uses.

17.1.4.2 Notwithstanding the Mixed Use policies of this Plan, the following uses will not be permitted:

a. Residential.

17.1.4.3 Notwithstanding the Mixed Use policies of this Plan, the maximum ***floor space index (FSI)*** 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:

a. Major office.

17.1.5.2 Notwithstanding 17.1.5.1, 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 (FSI)*** 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; and
- Clarkson

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

g. ***waste processing stations*** or ***waste 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.

17.2.2.2 Strong built form should be achieved along the street frontage with massing emphasis at corners, thus discouraging parking and loading areas at the streetlines.

17.2.2.3 Landscape treatments at corners and extending along Eglinton Avenue West should generally be complementary 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; and

c. 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

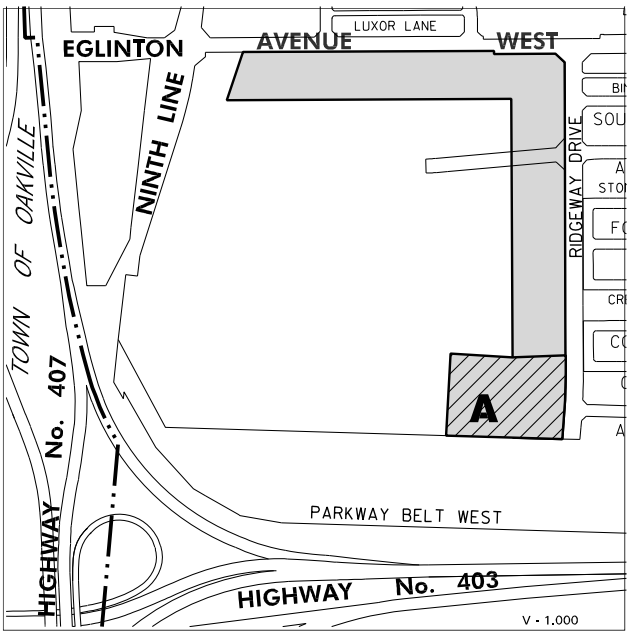
17.2.4.1 All development will be in accordance with the Sawmill Creek Sub-watershed Plan, and the Lisgar Region Water Quality Study.

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:

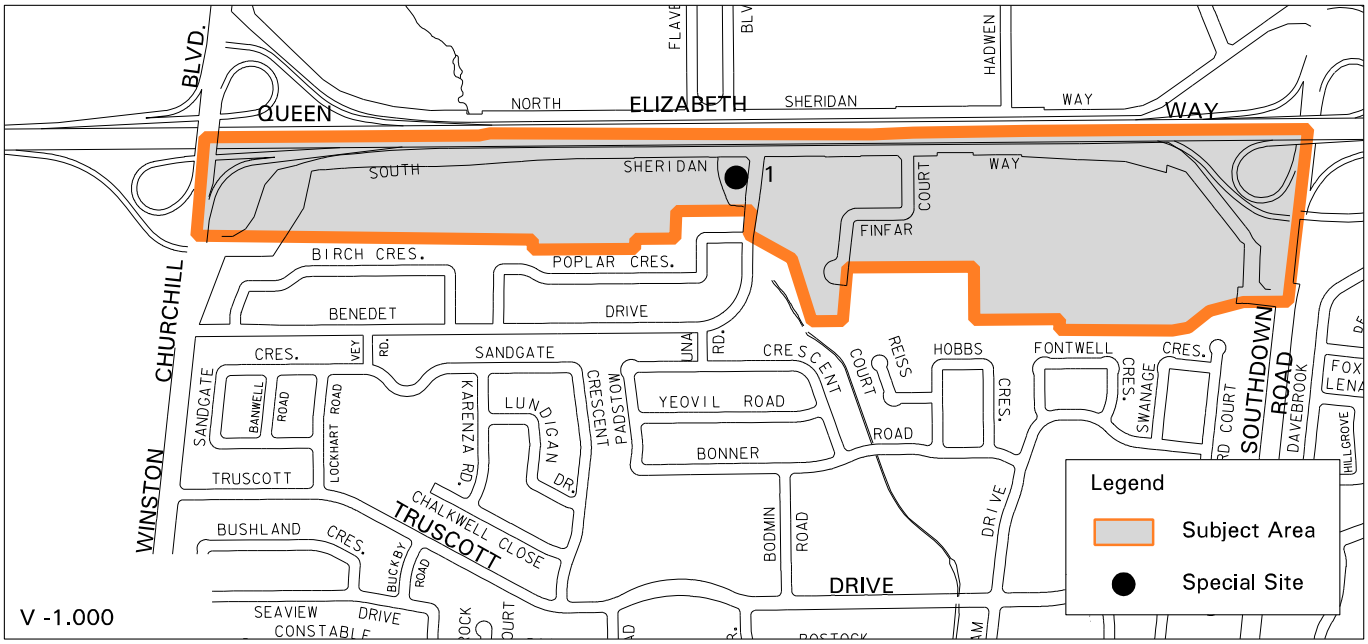
- broadcasting station;
- communications and broadcasting establishment;
- radio and television transmission facility;
- telephone sales and service establishment; and

b. retail warehouses will not be permitted.

17.2.5.1.3 Area A is located north of the utility corridor and west of Ridgeway Drive. Notwithstanding the Mixed Use designations, the following additional policy will apply:

a. the physical integration of the Bus Rapid Transit (BRT) facility with adjacent development will be encouraged.

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 (FSI)*** of a ***secondary office*** is 0.5.

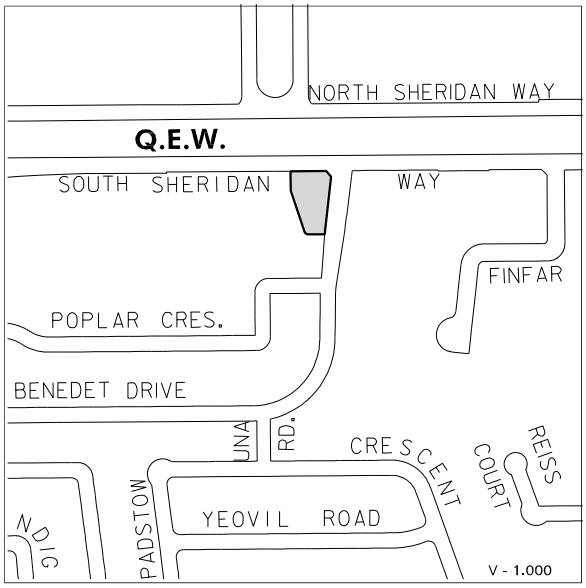
17.3.2 Transportation

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 Greenlands 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

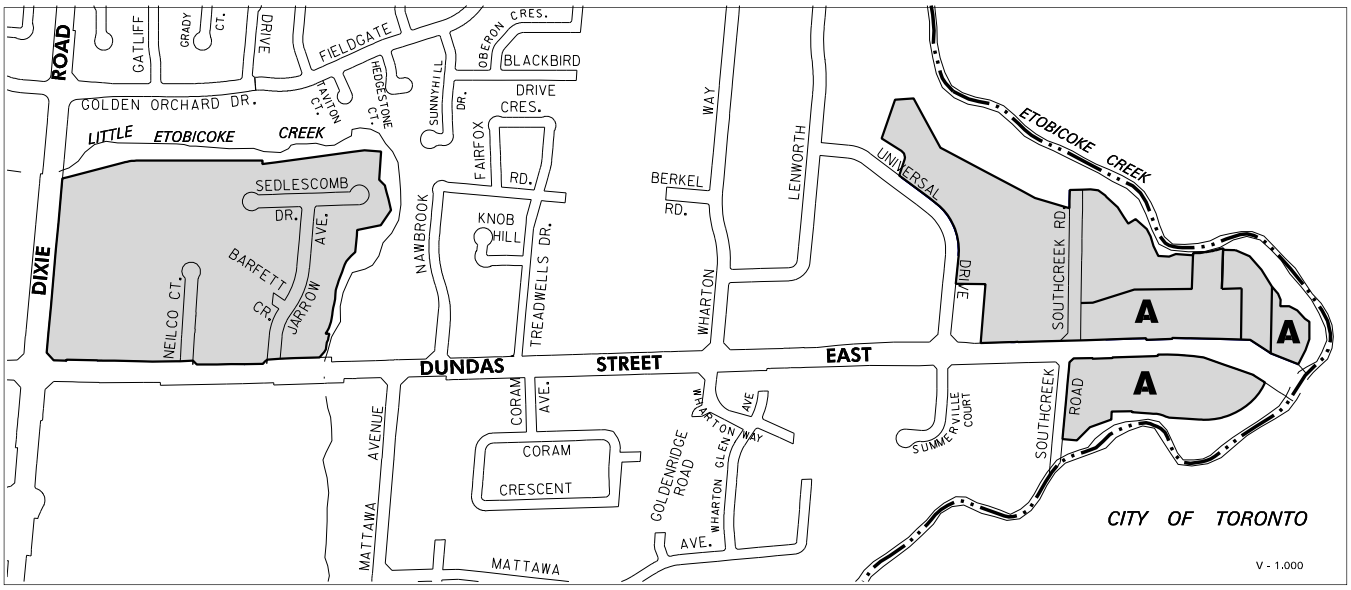
17.4.3.1 Access control will be emphasized along arterial roadways such as Dundas Street East, where High Occupancy Vehicle (HOV) lanes are currently in operation between Dixie Road and the Etobicoke Creek.

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; and
- the lands west of Etobicoke Creek at Dundas Street East. This site is entirely within the Regional Storm floodplain of the Etobicoke Creek. These lands are shown conceptually and are subject to further review by the Toronto and Region Conservation Authority (TRCA).

Site 1 is a special policy area defined by Provincial Government criteria and as established by the Toronto and Region Conservation Authority (TRCA).

Notwithstanding the policies of this Plan which relate to development within the Regional Storm floodplain, and the provisions of the Mixed Use, Business Employment and Greenlands designations, the following policies will apply:

a. the construction of any buildings or structures, including any additions to an existing building, and the placing or dumping of fill of any kind, or the alteration of any ***watercourse***, will not be permitted within the special policy area without the approval of the appropriate Conservation Authority;

b. development will not be permitted within the 100 year return storm floodplain;

c. development outside the 100 year return storm floodplain will be permitted only on the basis of approvals by the City and the appropriate Conservation Authority;

d. ideally, new buildings and structures will be protected from flooding under Regional Storm conditions. Where this level of protection is technically or economically not feasible, Mississauga may, in consultation with the appropriate Conservation Authority, consider a lesser level of protection. In no case, however, will the minimum level of protection be less than the 350-year return storm floodplain;

e. notwithstanding subsections c. and d. of this section, development, or additions will not be permitted, where, as a result of a flood event

equal to or less than the Regulatory Flood, structures will be subject to flows which, due to velocity and/or depth, would present conditions of hazard to life or potential damage to structures;

f. in support of any development application, the City or the appropriate Conservation Authority may require engineering studies related to flood frequency, velocity and depth of flood flows, appropriate flood damage reduction measures, and storm water management techniques. Based on these studies and other information, Mississauga or the TRCA may specify that any approval of the application will be subject to certain design considerations related to location, structural integrity, setbacks, coverage, elevation of ground floor openings, and other matters as may be determined by the City or the appropriate Conservation Authority;

- ingress and egress should be "safe" pursuant to Provincial Government flood proofing standards, and/or achieve the maximum level of flood protection determined to be feasible and practical based on existing infrastructure; and
- new development not be permitted to locate in the floodplain where the use is:
    - associated with the manufacture, storage, disposal and/or consumption of hazardous substances or the treatment, collection and disposal of sewage, which would pose an unacceptable threat to public safety if they were to escape their normal containment/use as a result of flooding or failure of flood proofing measures; and
    - associated with uses, such as hospitals, nursing homes and schools, which would pose a significant threat to the safety of the inhabitants (e.g. the sick, the elderly, the disabled or the young), if involved in an emergency evacuation situation as a result of flooding or failure of flood proofing measures;
    - associated with services such as those provided by fire, police and ambulance stations and electrical substations, which would be impaired during a flood emergency as a result of flooding or failure of flood proofing measures; and
    - where new development is not considered to pose an unacceptable risk to public safety, a higher level of flood protection and/or additional flood proofing precautions above the regulatory flood level, may still be required due to the sensitive nature of the development; and

g. any amendment to the Zoning By-law will include provisions required by the City or the appropriate Conservation Authority to implement the Special Site Policies of this Plan.

17.4.4.1.2 The lands identified as Area A are located north and south of Dundas Street East, from Southcreek Road to the municipal boundary, Etobicoke Creek.

These lands function as the primary gateway into Mississauga from Toronto and areas to the east, and should promote distinctive built form, landscaping and street furniture elements as visual landmarks to identify the City entry and reinforce a quality image.

Notwithstanding the provisions of the Mixed Use designation of the lands, the following additional policies will apply:

a. motor vehicle sales and rentals and other commercial or industrial uses with outdoor storage, flea markets, and motor vehicle commercial uses will not be permitted;

b. consolidation of vehicular entrances should be encouraged;

c. active building frontages should be oriented to the public street, maximizing the linear street frontage occupied by the building;

d. building definition is to be strengthened on the street façade by use of prominent roof forms, upper level window bands, architectural projections, and other design elements to accentuate the height and prominence of single storey buildings; and

e. special formal street tree planting at regular intervals is encouraged along the frontage of the gateway properties.

17.4.4.2 Site 2



17.4.4.2.1 The lands identified as Special Site 2 are located on the north side of Queensway East, west of Etobicoke Creek.

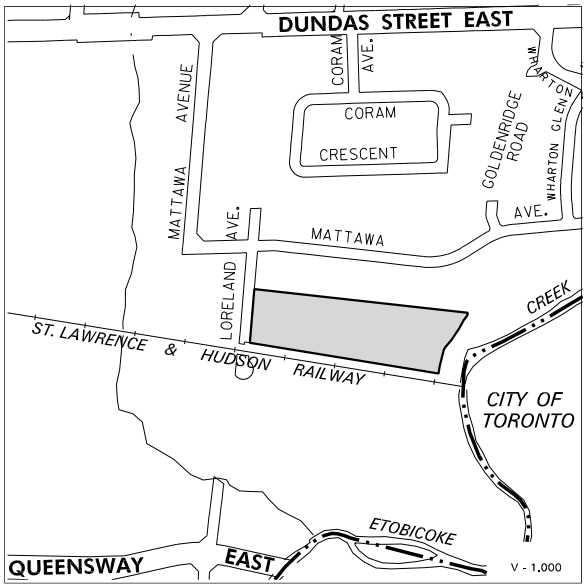
17.4.4.2.2 These lands function as a gateway into Mississauga from Toronto and should promote distinctive built form and landscaping elements as visual landmarks to identify the City entry and reinforce a quality image.

17.4.4.2.3 Notwithstanding the Business Employment designation of the lands, the following additional policies will apply:

a. 50% of the building's gross floor area is permitted to be used for retail commercial uses in addition to the uses permitted in the Business Employment designation; and

b. built form should minimize setbacks from Queensway East and include enhanced landscape features to promote the building on site as a highly visible landmark structure.

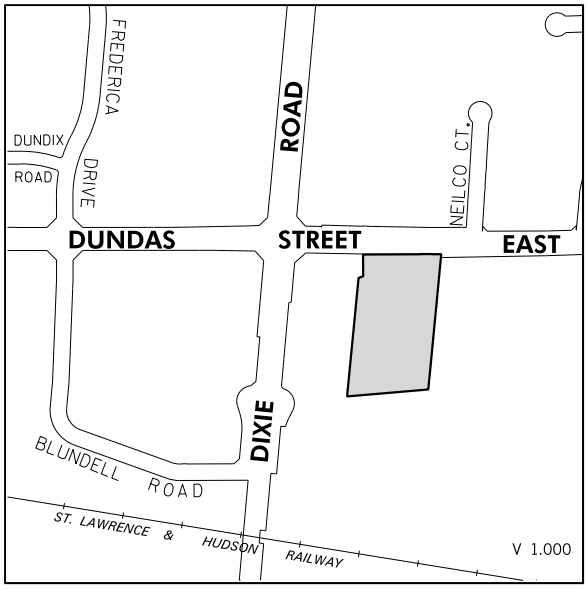
17.4.4.3 Site 3



17.4.4.3.1 The lands identified as Special Site 3 are located on the east side of Loreland Avenue, south of Dundas Street East, at 2315 Loreland Avenue.

17.4.4.3.2 Notwithstanding the provisions of the Business Employment designation on the lands a ***major power generating facility*** will be permitted.

17.4.4.4 Site 4



17.4.4.4.1 The lands identified as Special Site 4 are located on the south side of Dundas Street East and east of Dixie Road.

17.4.4.4.2 Notwithstanding the policies of this Plan, a minimum building height of two storeys or the equivalent building height in a single storey building massing will only be required for development adjacent to Dundas Street East.

17.4.4.4.3 A development master plan may be required that addresses matters such as:

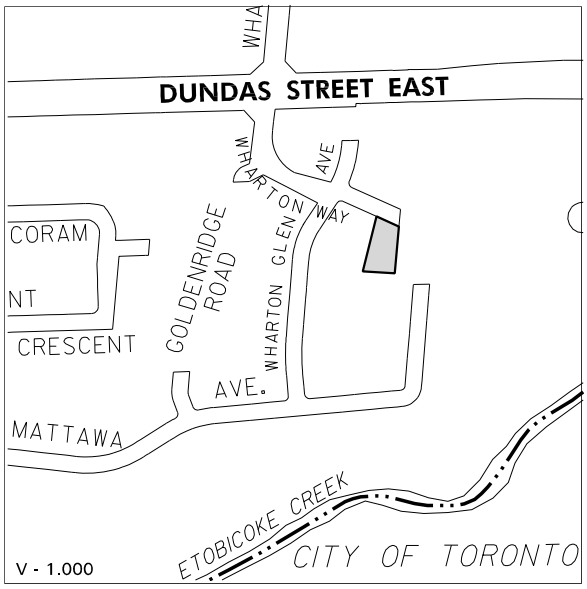
a. height, scale and location of proposed uses;

b. community and physical infrastructure requirements (e.g. roads, transit stations); and

c. transition and connectivity to surrounding development.

17.4.5 Exempt Site Policies

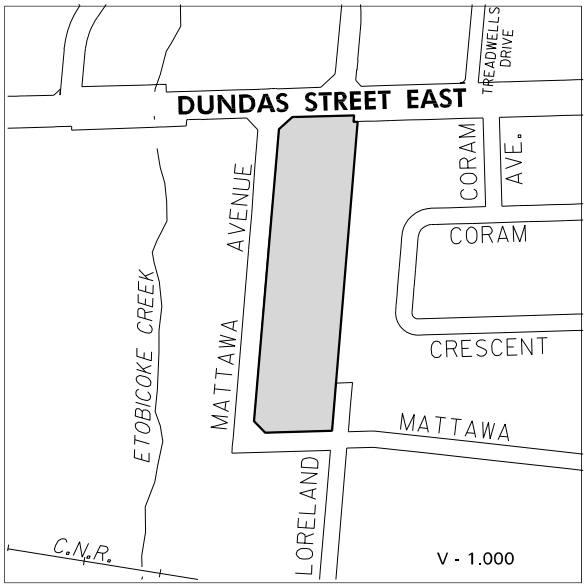
17.4.5.1 Site 1



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.

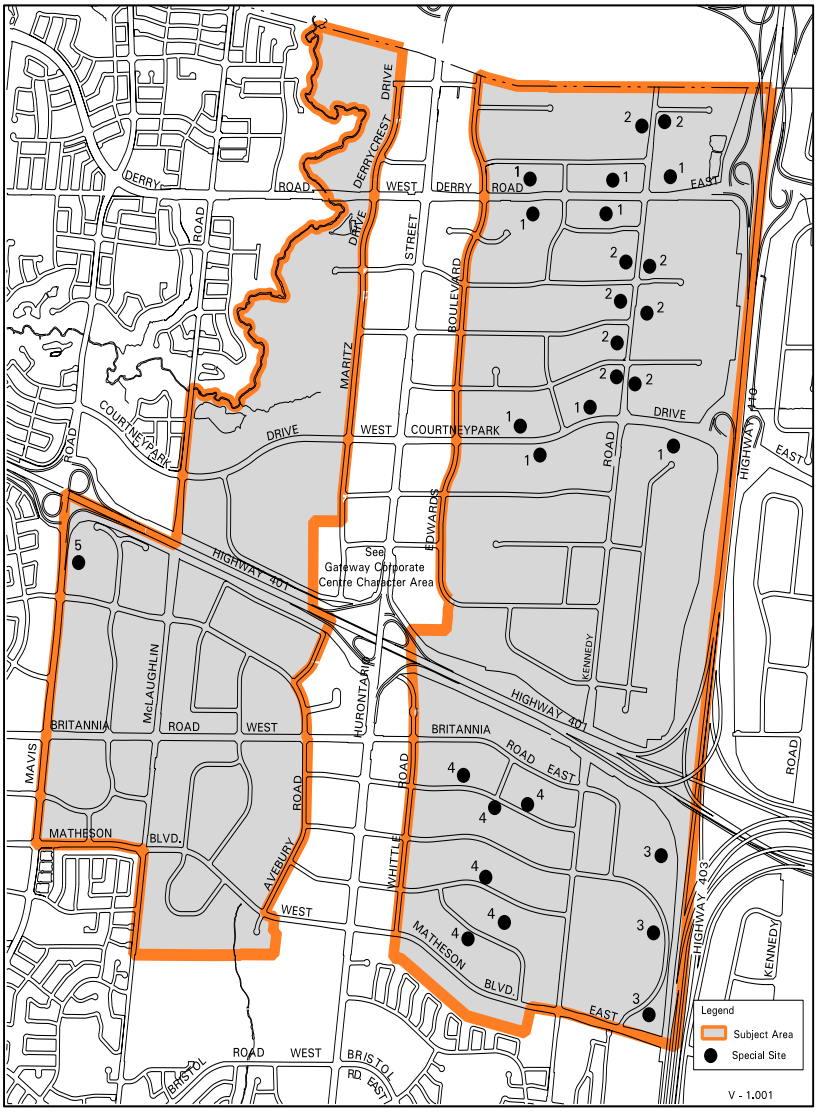
17.4.5.2 Site 2



17.4.5.2.1 The lands identified as Exempt Site 2 are located at the southeast corner of Dundas Street East and Mattawa Avenue, at 1650 Dundas Street East.

17.4.5.2.2 Notwithstanding the provisions of the Mixed Use designation, residential uses will also be permitted on the second floor of the existing building, provided that they take the form of live/work units and are limited to a maximum of 42 units and 6 140 m^2.

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.

17.5.1.3 Notwithstanding the Industrial policies of this Plan, the following use will also be permitted subject to a rezoning:

a. ***crematorium***.

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:

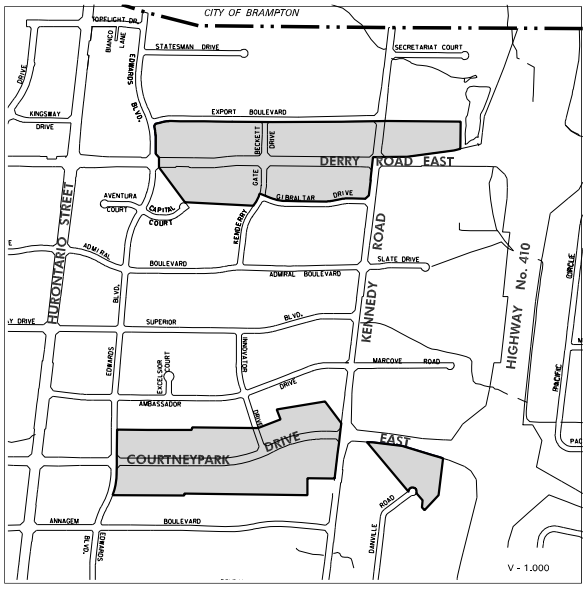
- the extension of Madill Boulevard to the Provincial Highway 401 westbound off-ramp at Hurontario Street;
- the extension of Belgrave Road to the Provincial Highway 401 eastbound off-ramp at Mavis Road;
- the extension of Whittle Road to the Provincial Highway 401 eastbound off-ramp at Hurontario Street; and
- the extension of Edwards Boulevard to the Provincial Highway 407 eastbound off-ramp at Hurontario Street (subject to approval by the City of Brampton).

This statement is intended to protect these potential ramp connections for future consideration and does not represent a commitment on the part of the Provincial Government.

17.5.3 Special Site Policies

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

17.5.3.1 Site 1



17.5.3.1.1 The lands identified as Special Site 1, are located on both sides of Derry Road East and Courtneypark Drive East between Provincial Highway 410 and Edwards Boulevard.

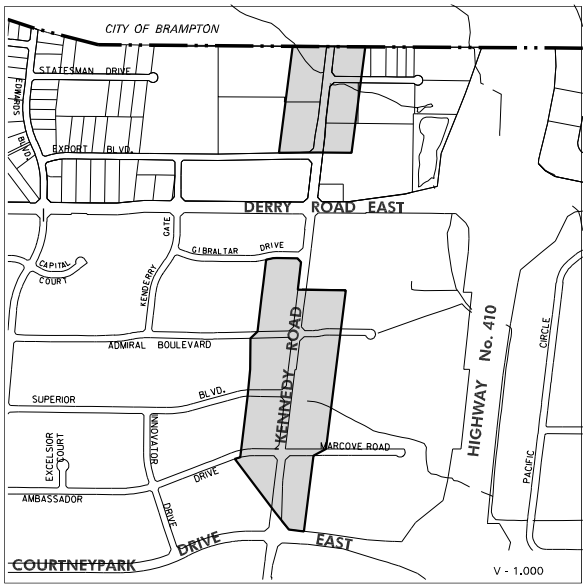
17.5.3.1.2 Notwithstanding the Business Employment designation on these lands, the following additional policies will apply:

a. industrial uses which may have some outside storage, such as transportation related activities, and motor vehicle sales (including trucks and truck trailers), leasing, repairing and servicing, will be permitted; and

b. any site development plans will address the following built form expectations:

- that the principal built form model is one of enclosure (i.e. as viewed from Derry Road East and Courtneypark Drive East) of the major portion of materials/trucks/truck trailers storage, service and docking uses by buildings and/or wing walls (e.g. in a quadrangle, "U" shaped or "T" shaped footprint);
- that the street frontage, in linear terms, be defined by built form (i.e. buildings or projecting walls compatible with the architecture) to the greatest extent possible and maintaining a general consistent, and limited setback to relate the buildings both to each other and to the street edge (minimum guideline of at least two thirds of the linear street frontage is to be occupied by building walls with a setback range of four-and-a-half to thirteen (4.5-13) m);
- that street front building walls should be highly articulated by use of creative massing, entry features, fenestration, high quality materials and interesting roof form (unrelieved walls with no concession to the visual character of the street realm should be avoided); and
- that high profile locations such as intersections or gateway locations be recognized by the siting, design and height of respective buildings.

17.5.3.2 Site 2

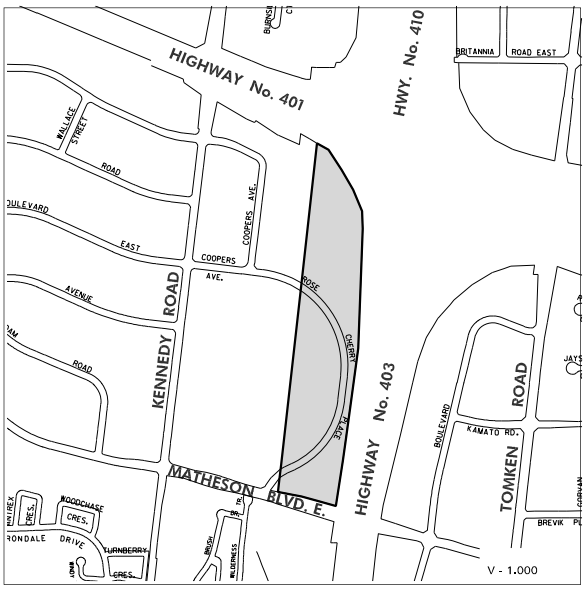


17.5.3.2.1 The lands identified as Special Site 2, are located on both sides of Kennedy Road, north and south of Derry Road East.

17.5.3.2.2 Notwithstanding the Business Employment designation on these lands, the following additional policy will apply:

a. industrial uses which may have some outside storage, such as transportation related activities, and motor vehicle sales (including trucks and truck trailers), leasing, repairing and servicing, will be permitted.

17.5.3.3 Site 3

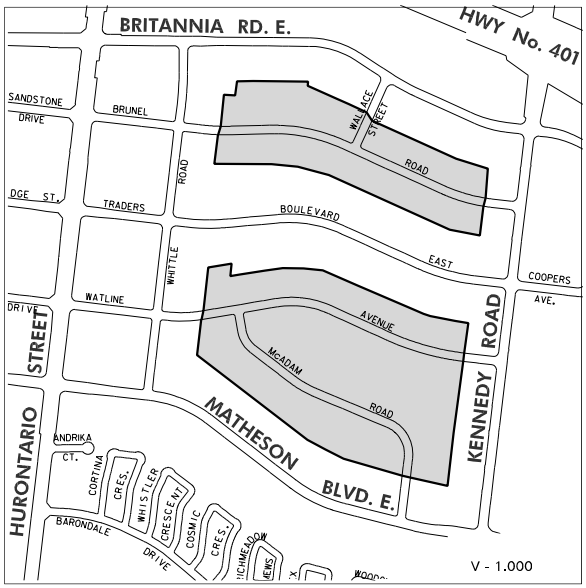


17.5.3.3.1 The lands identified as Special Site 3, known as the Hershey Centre, are located west of Provincial Highway 403, between Provincial Highway 401 and Matheson Boulevard East.

17.5.3.3.2 Notwithstanding the provisions of the Public Open Space designation, the following additional policy will apply:

a. land uses permitted within Special Site 3 include entertainment, sports, recreational and spectator facilities such as, spectator arenas, outdoor stadiums, community arenas, and indoor sport complex, as well as complementary uses such as, but not limited to, retail commercial uses, restaurants, sports medical clinic, health and fitness centre, accessory offices, and overnight accommodations.

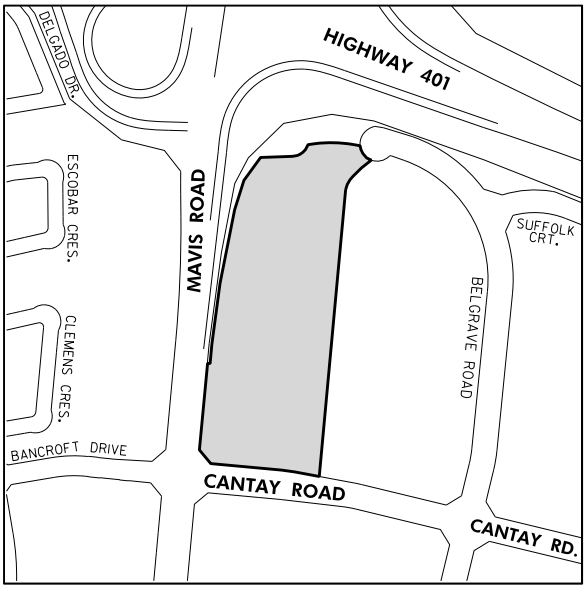
17.5.3.4 Site 4



17.5.3.4.1 The lands identified as Special Site 4 are located on the north and south sides of Brunel Road, west of Kennedy Road and on the north and south sides of Watline Avenue and McAdam Road, west of Kennedy Road.

17.5.3.4.2 Notwithstanding the provisions of the Business Employment designation, all uses in existence at the time this policy comes into effect (2007 September 10), and outdoor storage will be permitted.

17.5.3.5 Site 5



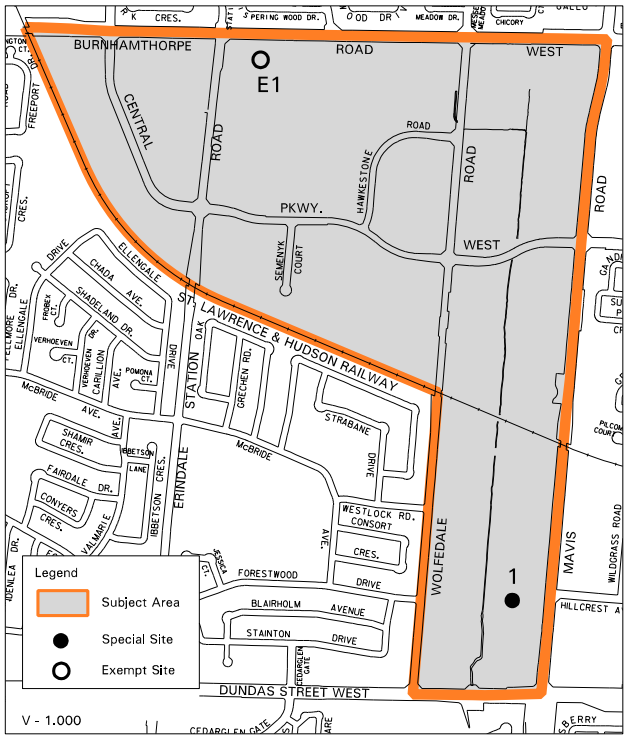
17.5.3.5.1 The lands identified as Special Site 5 are located south of Highway 401, east of Mavis Road and north of Cantay Road.

17.5.3.5.2 Notwithstanding the policies of this Plan, the following additional uses are permitted:

a. outdoor storage and display of motor vehicles accessory to motor vehicle repair; and

b. a maximum of 40% of the total gross floor area may be used for motor vehicle sales accessory to motor vehicle repair.

17.6 Mavis-Erindale



Map 17-6: Mavis-Erindale Employment Area

17.6.1 Urban Design Policies

17.6.1.1 To achieve a high standard of building design, landscape and ***streetscape***, the following design guidelines will be used to evaluate the design aspects of development proposals:

a. redevelopment of the lands on the west side of Mavis Road across from the lands designated for residential purposes on the east side of Mavis Road, will require upgraded landscape and ***streetscape*** treatment; and

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.

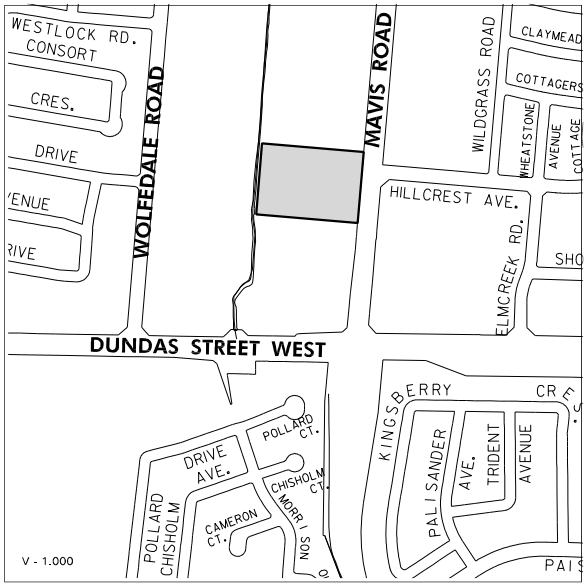
17.6.2 Land Use

17.6.2.1 Notwithstanding the Business Employment policies of this Plan, existing manufacturing and warehousing, distributing, and wholesaling uses that require extensive outdoor processing and storage will be permitted, and may expand subject to the development objectives of this Plan and current site plan control requirements.

17.6.3 Special Site Policies

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

17.6.3.1 Site 1



17.6.3.1.1 The lands identified as Special Site 1 are located on the west side of Mavis Road, north of Dundas Street West.

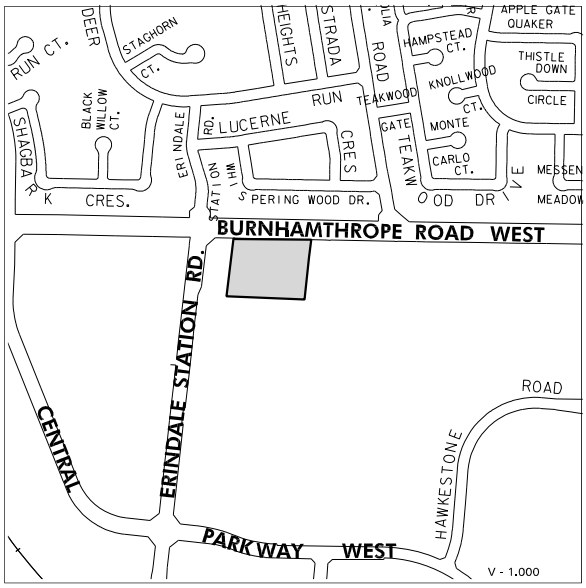
17.6.3.1.2 Notwithstanding the provisions of the Mixed Use designation, the following additional policy will apply:

a. the following uses will not be permitted:

- a department store;
- a food supermarket;
- a drug store; and
- an automotive parts and accessories store.

17.6.4 Exempt Site Policies

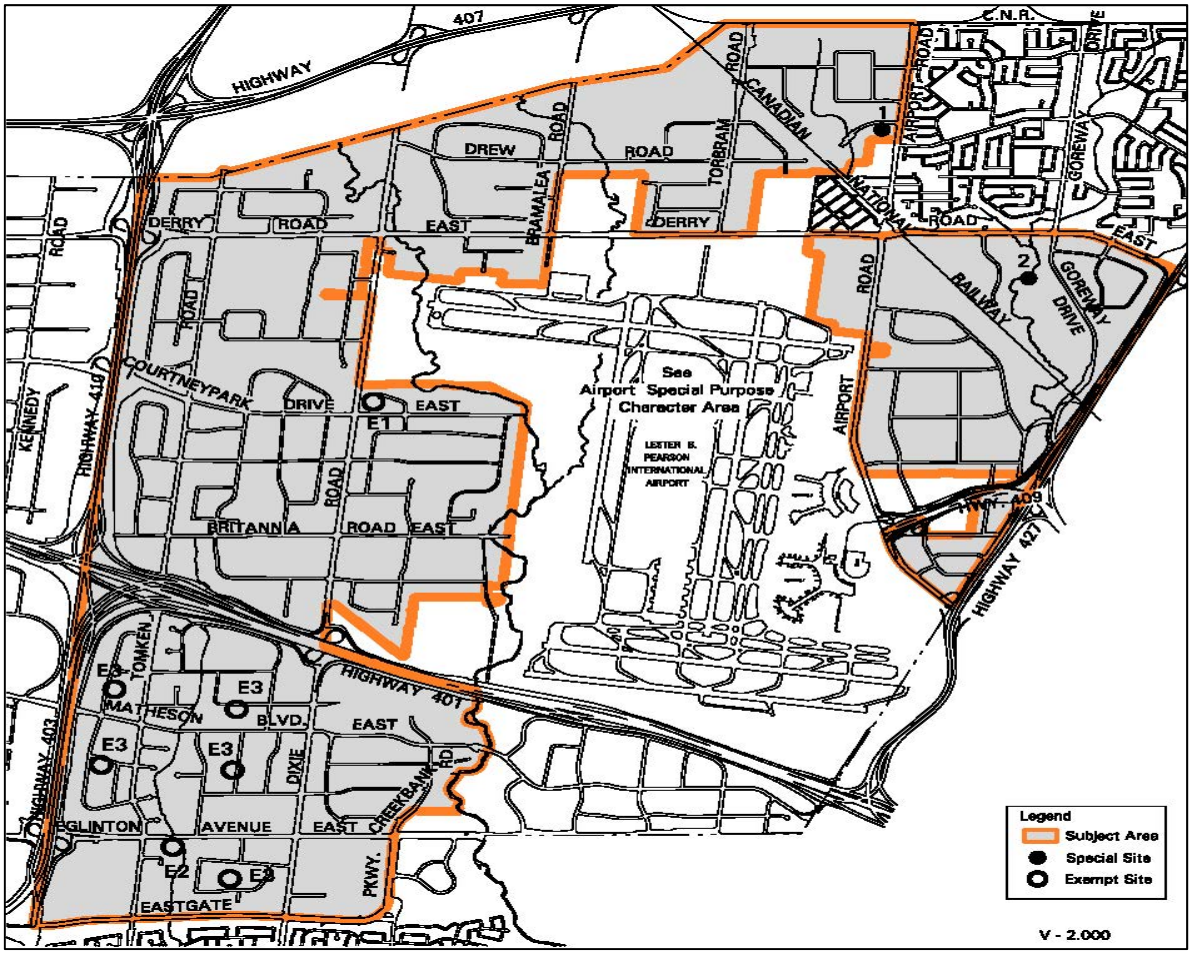
17.6.4.1 Site 1



17.6.4.1.1 The lands identified as Exempt Site 1 are located on the south side of Burnhamthorpe Road West, east of Erindale Station Road.

17.6.4.1.2 Notwithstanding the provisions of the Mixed Use designation, motor vehicle body repair uses will also be permitted.

17.7 Northeast



Map 17-7: Northeast Employment Area

17.7.1 Land Use

17.7.1.1 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.

17.7.1.2 Notwithstanding the provisions of the Business Employment designation, for the lands fronting on Airport Road the following uses will not be permitted:

a. broadcasting, communication, and utility rights-of-way;

b. trucking terminals; and

c. ***waste processing stations*** or ***waste transfer stations*** and composting facilities.

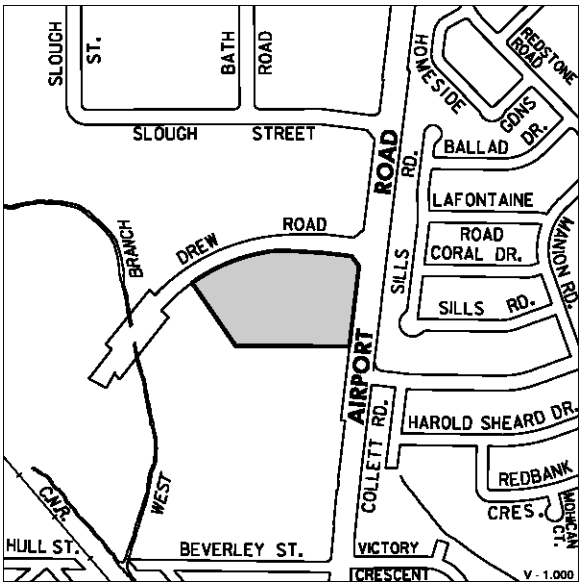
17.7.1.3 Notwithstanding the Industrial policies of this Plan, the following use will also be permitted on lands west of Airport Road subject to a rezoning:

a. ***crematorium***.

17.7.2 Special Site Policies

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

17.7.2.1 Site 1



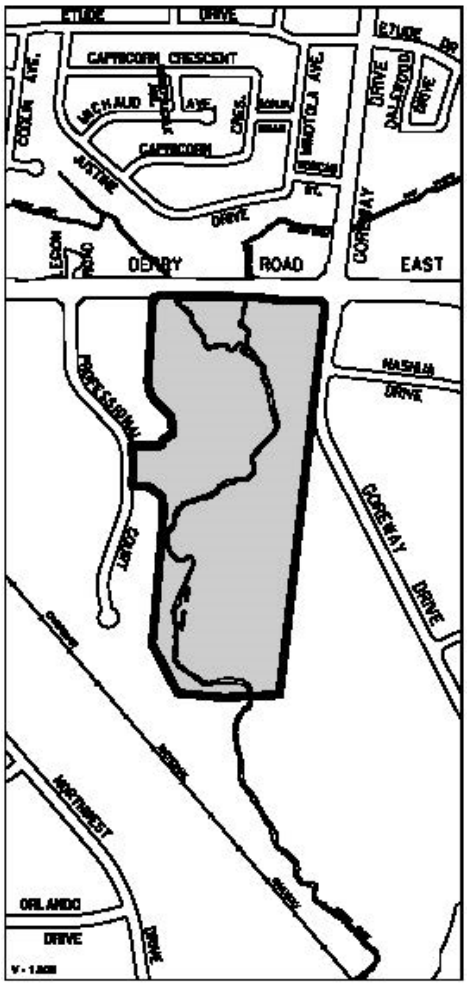
17.7.2.1.1 The lands identified as Special Site 1 are located south of Drew Road and west of Airport Road.

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

a. retail stores and personal service establishments will be permitted; and

b. opportunities to provide pedestrian connections to adjacent lands, within the site and along Airport Road are encouraged.

17.7.2.2 Site 2



17.7.2.2.1 The lands identified as Special Site 2 are located at the southwest quadrant of Derry Road East and Goreway Drive.

17.7.2.2.2 Notwithstanding the policies of this Plan, outdoor markets will be permitted on lands designated Public Open Space.

17.7.3 Exempt Site Policies

17.7.3.1 Site 1



17.7.3.1.1 The lands identified as Exempt Site 1 are located on the east side of Dixie Road north of Courtneypark Drive East.

17.7.3.1.2 Notwithstanding the provisions of the Business Employment designation, retail commercial uses will also be permitted. Motor vehicle commercial uses including a truck detailing establishment and automobile sales and leasing accessory to an automobile repair garage will also be permitted. Private schools, places of religious assembly and day care centres will not be permitted.

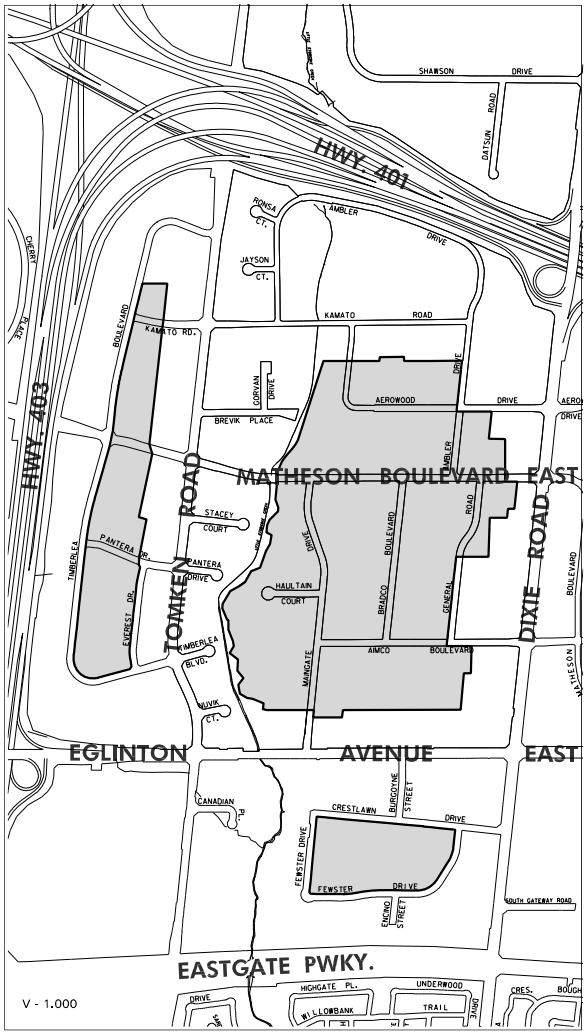
17.7.3.2 Site 2



17.7.3.2.1 The lands identified as Exempt Site 2 are located on the south side of Eglinton Avenue East, east of Tomken Road.

17.7.3.2.2 Notwithstanding the provisions of the Business Employment and Greenlands designations, housing for the elderly will also be permitted.

17.7.3.3 Site 3



17.7.3.3.1 The lands identified as Exempt Site 3 are located north of Eastgate Parkway, west of Dixie Road, south of Highway 401, and east of Highway 403.

17.7.3.3.2 Notwithstanding the provisions of the Business Employment designation, all uses in existence as of September 10, 2007 and outdoor storage will also be permitted.

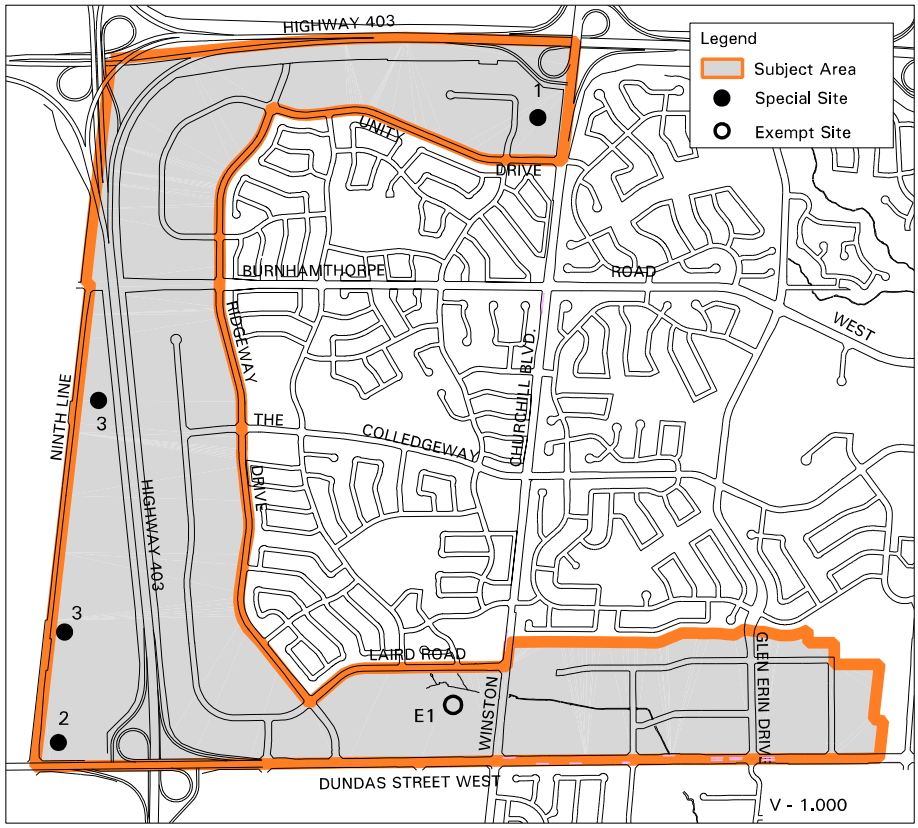
17.8 Southdown

Official Plan Policies for lands within the Southdown Employment Area are contained in the Southdown Local Area Plan.



Map 17-8: Southdown Employment Area

17.9 Western Business Park



Map 17-9: Western Business Park Employment Area

17.9.1 Urban Design Policies

17.9.1.1 For lands with direct exposure to Provincial Highway 403, the following design policies will be used to evaluate the design aspects of development proposals:

a. limited parking will be permitted between the building and Provincial Highway 403 property line; and

b. upgraded building elevations will be required for lots abutting Provincial Highway 403, Ridgeway Drive and Ninth Line.

17.9.1.2 Loading bays and ***waste*** collection areas should not face onto Provincial Highway 403, Ridgeway Drive, Winston Churchill Boulevard, Dundas Street West or Ninth Line.

17.9.1.3 Outdoor storage and display areas should not face onto Ridgeway Drive.

17.9.2 Land Use

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

a. motor vehicle body repair facilities;

b. trucking terminals; and

c. ***waste processing stations*** or ***waste transfer stations*** and composting facilities.

17.9.3 Special Site Policies

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

17.9.3.1 Site 1



17.9.3.1.1 The lands identified as Special Site 1 are located in the northwest quadrant of the intersection of Winston Churchill Boulevard and Unity Drive.

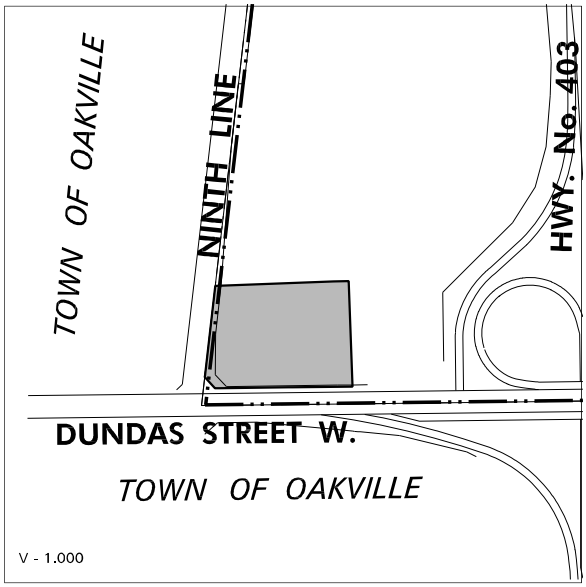
17.9.3.1.2 Notwithstanding the provisions of the Business Employment designation, the following additional policies will apply:

a. Mixed Uses, excluding motor vehicle commercial uses, will be permitted; and

b. the preparation of a concept plan promoting the integrated development of the existing lots will be required in conjunction with any development applications. The concept plan will be required to address the following:

- street access;
- impacts on residential lands will be addressed in accordance with the Urban Design policies of this Plan; and
- appropriate gateway treatment through the massing of buildings and landscape design.

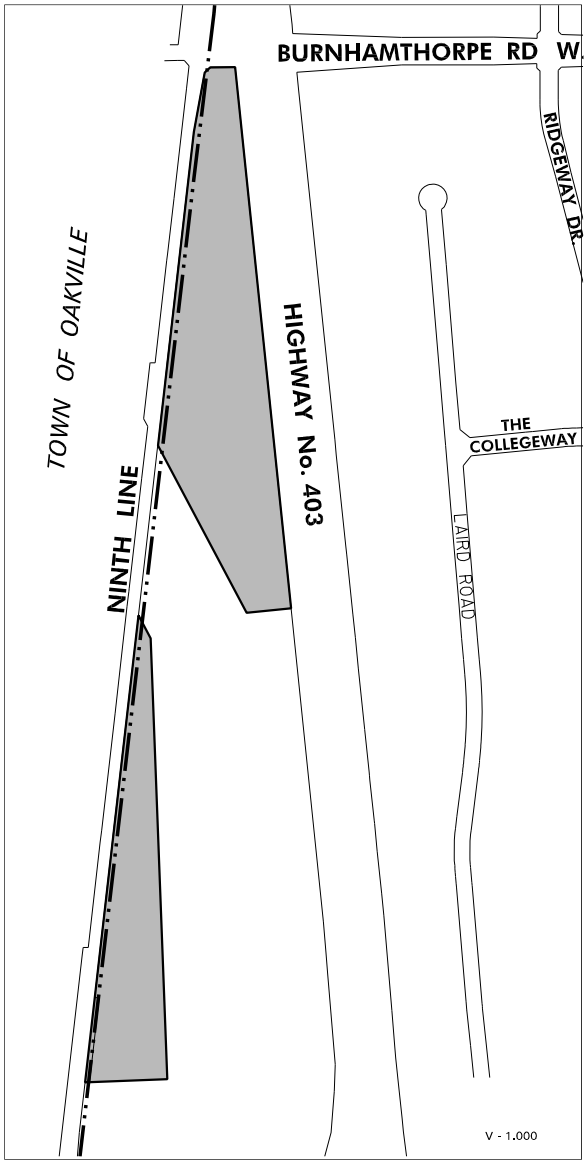
17.9.3.2 Site 2



17.9.3.2.1 The lands identified as Special Site 2 are located on the north side of Dundas Street West, east of Ninth Line, and west of Provincial Highway 403.

17.9.3.2.2 Notwithstanding the provisions of the Business Employment designation, Mixed Uses and cemetery use will be permitted.

17.9.3.3 Site 3

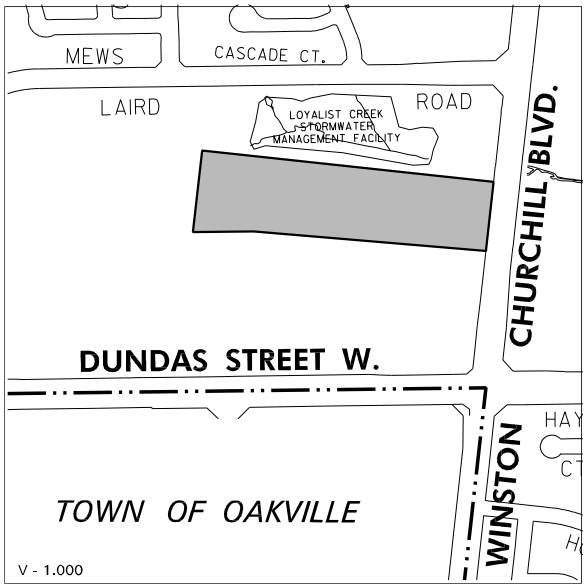


17.9.3.3.1 The lands identified as Special Site 3 are located on the east side of Ninth Line, south of Burnhamthorpe Road West.

17.9.3.3.2 Notwithstanding the provisions of the Business Employment designation, cemetery use will be permitted.

17.9.4 Exempt Site Policies

17.9.4.1 Site 1



17.9.4.1.1 The lands identified as Exempt Site 1 are located south of Laird Road and west of Winston Churchill Boulevard.

17.9.4.1.2 Notwithstanding the provisions of the Mixed Use designation, housing for the elderly will also be permitted.

18 Special Purpose Areas

18.1 Introduction

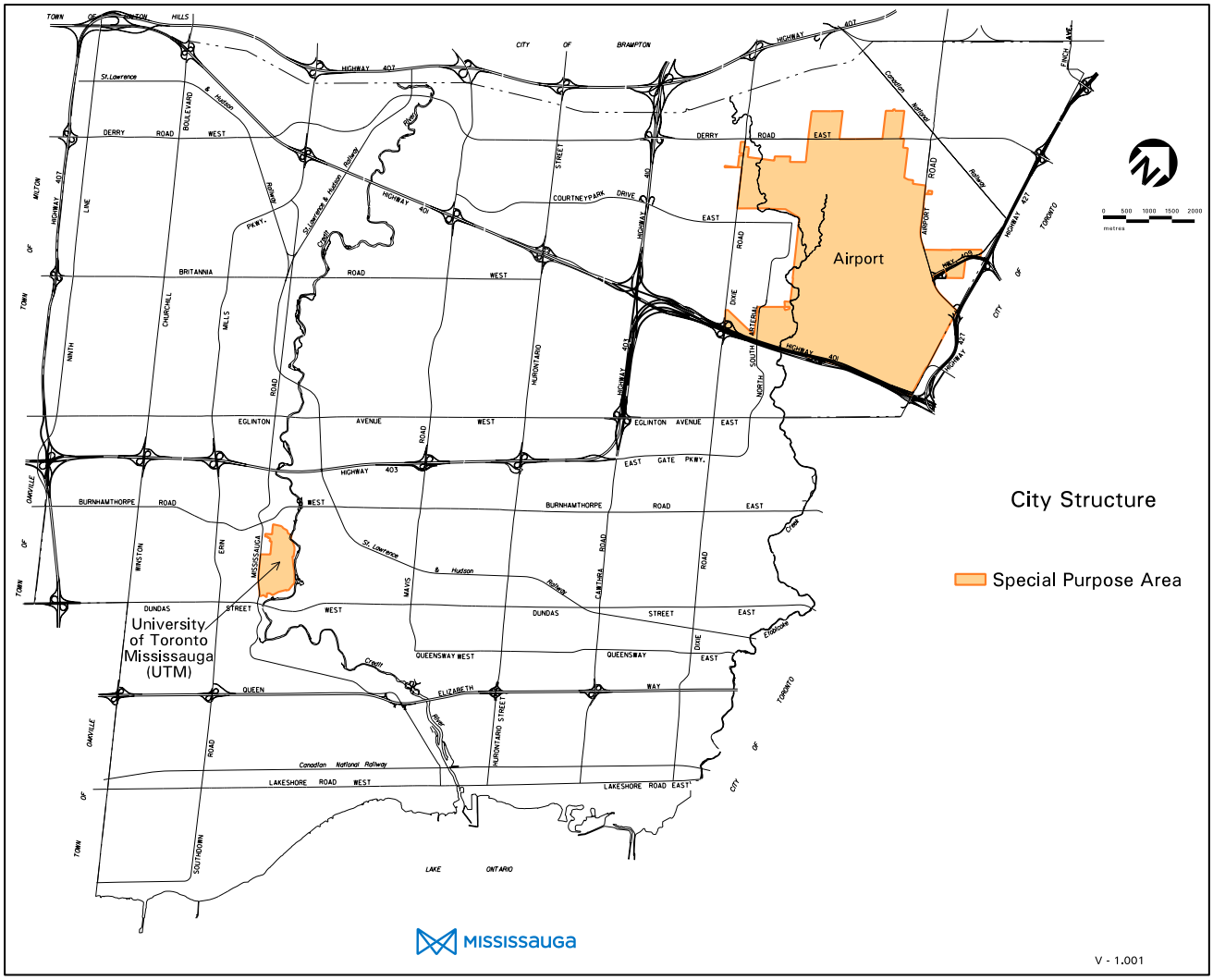
There are two Special Purpose Area Character Areas in Mississauga:

- the Airport; and
- University of Toronto Mississauga.

This section identifies the modifications to the General Land Use designations in Chapter 11 that apply to all Special Purpose Areas.

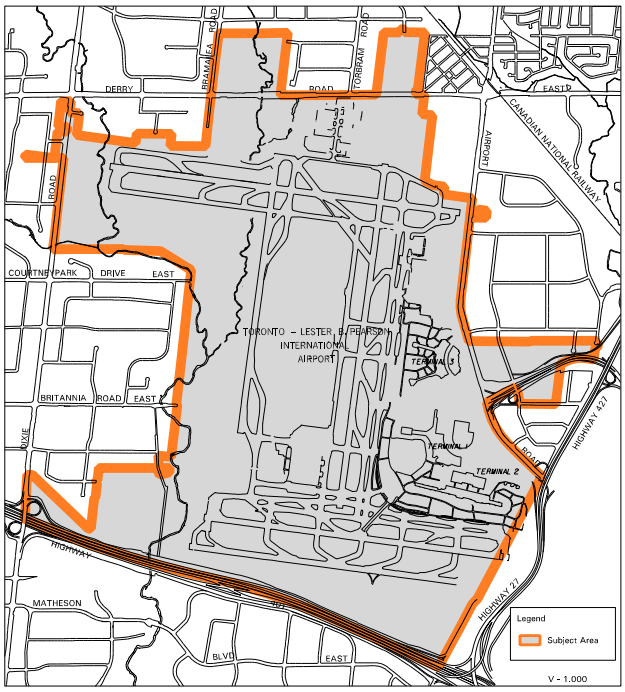
18.1.1 General

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 beyond its geographic boundaries. This is a permanent circumstance that 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. 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 6 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 its assigns, to ensure that new construction 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 Applications to amend the Official Plan or zoning by-law, draft plans of subdivision, and site development plans may be circulated to the GTAA for comments.

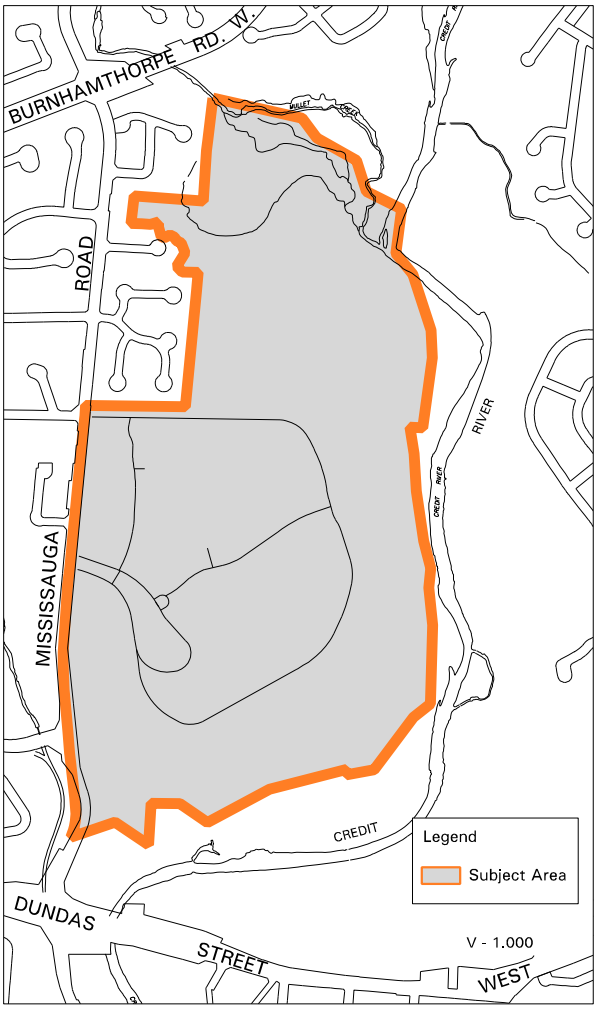
18.2.2.3 Because of the economic importance of the Airport to the city, region and province, development should be compatible with Airport operations and allow the Airport to function efficiently to achieve its economic potential having regard for:

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 Jurisdiction

19.1.1 The policies of this Plan apply to all lands within the City of Mississauga, except for those owned by the Federal Crown or the Provincial Crown. Should lands owned by the Federal Crown or the Provincial Crown be sold to an agency that is not a crown agency of the Federal or Provincial governments or to a private owner, the policies of this Plan will apply.

19.2 Monitoring

19.2.1 The Official Plan will be reviewed every five years or earlier, if warranted.

19.2.2 Mississauga may develop a set of indicators to measure the implementation of the policies of this Plan.

19.3 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 By-law 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 the capital costs to be charged per 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.

19.3.1 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.

19.3.2 Mississauga will provide quality services to the residents and businesses of Mississauga that are accessible throughout the city and that recognize specific community needs.

19.4 Development Applications

19.4.1 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.



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.

19.4.2 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.

19.4.3 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;

i. the relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm;

j. 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;

l. sustainable design strategies; and

m. urban form and public health.

19.4.4 Prior to the submission of a development application, the City may require a meeting with the development proponent and/or their agent.

19.4.5 Some or all of the following studies, reports, plans, drawings and/or documents may be required as part of a complete application submission for an official plan amendment, rezoning, draft plan of subdivision, draft plan of condominium, consent or site plan 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
- Development Master Plan
- 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
- ***Feasibility*** and/or ***Detailed Noise Impact 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 Assessment***
- Heritage Conservation Management Plan
- Community Uses Needs Assessment
- Above and below ground Utility Plans (existing and proposed) on City lands
- Archaeological Assessment
- Restrictions on Title (including where the creation of parcels of land tied to a common element road condominium precedes the registration of the condominium road)
- Condominium Declaration
- Transportation Demand Management (TDM)
- Health Impact Study
- Sustainability Design
- Fire Code Compliance Letter (for existing buildings on a redevelopment site)
- Property Evaluation Report
- Property Standards Compliance Letter (for existing buildings on a redevelopment site)
- Plans and drawings as necessary including but not limited to: site plan; elevation plan; grading plan; servicing plan; landscape plan; and floor plan for the purpose of evaluating exterior design.

19.4.6 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 microclimatic 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.

19.4.7 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;

j. land form conservation;

k. air quality;

l. soil and groundwater quality; and

m. public health.

19.4.8 Provincial Government policies and guidelines will be used in reviewing development applications.

19.4.9 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.

19.4.10 Rights-of-way or additions thereof, and private roads will not be included in the calculation of density for on site building coverage.

19.4.11 A development master plan may be required when a development proposal may set a precedent for the use, scale and form of future development of a site or area (e.g., Community Node, ***Major Transit Station Area***). In consultation with the development proponent, the City will identify the lands for which the development master plan is required and the matters to be addressed. The development master plan will identify how the site or area may be developed to achieve the intent of this Plan and address, where applicable, matters such as:

a. height, scale and location of proposed uses;

b. how density and population to employment ratio requirements will be achieved;

c. community and physical infrastructure requirements (e.g., parks, roads, water and sewers);

d. environmental requirements (e.g., green development standards);

e. transition and connectivity to surrounding development; and

f. treatment of the public realm.

The development proponent may be required to consult with other landowners in the development master plan area. A development master plan may be endorsed by Council as part of a development application.

19.5 Criteria for Site Specific Official Plan Amendments

19.5.1 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; and
   - the development or functioning of the remaining lands that have the same designation, or neighbouring lands; and

b. that a municipal comprehensive review of land use designations or a five year review is not required;

c. 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.

19.5.2 Mississauga may initiate site specific amendments to this Plan through local area reviews 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.

19.6 Zoning

19.6.1 The zoning for all properties will conform to this Plan within three years of it coming into force and effect.

19.7 Zone Subject to a Holding Provision

19.7.1 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.

19.7.2 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 Heritage System;

g. the remediation of ***contaminated sites***;

h. the provision of parkland; and

i. the provision of flood free ingress/egress.

19.7.3 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.

19.7.4 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.

19.7.5 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*.

19.8 Bonus Zoning

19.8.1 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 allow the community to tangibly share in benefits that landowners accrue from achieving increased height and/or density permissions on their lands. To be eligible for increases in height and/or density, the proposed development must constitute good planning, be consistent with the intent and objectives of this Plan, and comply with all other City of Mississauga policies.

19.8.2 City Council may grant bonuses in height and/or density of site specific development proposals in exchange for facilities, services or matters, above and beyond that that would be otherwise provided under the provisions of the *Planning Act*, the *Development Charges Act* or other statute, 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 Heritage 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;

j. enhanced urban design features;

k. provision of ***streetscape*** improvements;

l. contributions to city wide funds for public art or affordable housing;

m. environmental development performance standards or LEED certification that exceeds that required by the Official Plan; and

n. inclusion of office space in high density areas to meet population-to-employment ratios.

19.8.3 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;

e. a special study is required from the applicant that establishes a reasonable 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.

19.8.4 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.

19.8.5 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; and

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.

19.8.6 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 the enactment of the bonus zoning by-law.

19.8.7 Mississauga may develop bonusing policies applicable to specific areas of the city.

19.9 Temporary Use By-law

19.9.1 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*.

19.9.2 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.

19.9.3 The following conditions will apply to all uses permitted by a temporary use by-law:

a. 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;

c. 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



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.

h. temporary buildings must conform to the property standards by-law.

19.10 Interim Control By-law

19.10.1 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.

19.11 Development Zone

19.11.1 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.

19.11.2 Notwithstanding policy 19.11.1, lands with a D zone (Development) in the Zoning By-law may be considered for a minor variance if the proposed use/alteration meets all of the following criteria:

a. where a new use is proposed, the proposed use is temporary/seasonal;

b. the proposed use is compatible with the planned function and character of the Character Area, and will not have an adverse effect on the surrounding properties;

c. any proposed building additions and/or alterations are limited in scope; and

d. the site is not on lands designated Greenlandsand/or any proposed development will not impact any environmental feature that has been identified on the lands by the City or Conservation Authority.

19.12 Development Permits

19.12.1 Consideration will be given to the enactment of a Development Permit System as authorized by the *Planning Act*.

19.13 Subdivisions

19.13.1 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.

19.13.2 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.

19.13.3 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.

19.14 Site Plans

19.14.1 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 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.

19.14.2 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*.

19.14.3 Energy conservation, aesthetic, and functional design guidelines will be established to assist in the preparation of site plans and the design of buildings.

19.14.4 Site plan applications will address matters including but not limited to:

a. health and safety;

b. environmental conservation and sustainable design;



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*.

c. massing and conceptual design; and,

d. relationship to adjacent buildings and publicly accessed areas.

19.14.5 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, curbs, ramps, ***waste*** and recycling containers, and bicycle parking facilities.

19.14.6 Site plan applications will ensure facilities are designed to have regard for accessibility for persons with disabilities.

19.14.7 Notwithstanding policy 19.14.2, residential development or redevelopment of 10 units or less are not subject to site plan approval unless for the purposes of a land lease community home.

19.15 Condominiums

19.15.1 Condominium applications will be required to comply with the policies of this Plan and relevant City Council approved policies.

19.15.2 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.

19.15.3 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.

19.16 Non-Conforming Uses

19.16.1 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.

19.16.2 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 by-law. 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 produce under improved conditions, in accordance with the policies of this Plan.

19.16.3 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.

19.16.4 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;

c. 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;

i. the existing use or proposed expansion or alteration does not involve a threat to the safety of its neighbours;

j. 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;

l. adequate provisions will be made for off-street parking and loading facilities;

m. all engineering services and community infrastructure will be adequate; and

n. whether endorsement establishes a significant precedent for further amendments to this Plan or for similar uses.

19.16.5 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.

19.17 Design Excellence

19.17.1 Mississauga will encourage and recognize creativity; sustainability and design excellence in architecture; landscape and urban design and



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.

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;



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.

architectural; landscape; urban design and construction in the city; and

b. encouraging design competitions for sustainable practices; architecture; landscape and urban design.

19.17.2 Mississauga may establish a Design Review Panel to provide advice on design related matters that affect the public realm.

19.17.3 Mississauga may require development proponents to submit their application to the Design Review Panel.

19.18 Greenlands

19.18.1 As a condition of development approval, ***natural hazard lands*** may be placed in public ownership for their long term protection.

19.18.2 Greenlands 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 Greenlands 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.

19.18.3 Surface drainage and stormwater management facilities and associated hazards will be designated Greenlands. Where possible, surface drainage and stormwater management facilities should be designed in a manner that restores natural habitat links or buffers natural areas.The location of these facilities will not be detrimental to the natural heritage system.

19.18.4 Greenlands 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.

19.18.5 Development adjacent to Greenlands 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 Greenlands may also be required by the City in consultation with the appropriate conservation authority.

19.18.6 Prior to conveyance of Greenlands 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 Greenlands lands will occur after the proponent has completed all requirements to the satisfaction of the City.

19.18.7 The Greenlands designation applies to both public and privately owned lands. Where Greenlands 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.

19.18.8 Reconstruction, minor additions, and maintenance of legal non-conforming facilities, buildings, and structures may be permitted in Greenlands. With respect to reconstruction, the development should be relocated to an area that is least susceptible to natural hazards.

19.19 Public Open Space and Recreational Facilities

19.19.1 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

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; and

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.

19.19.3 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:

c. other sources.

19.19.2 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 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; and

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; and

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.

19.19.4 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;

c. 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.

19.19.5 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.

19.19.6 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*.

19.19.7 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.

19.19.8 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.

19.19.9 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.

19.19.10 Mississauga will encourage the Conservation Authorities to acquire lands for conservation and recreation purposes beyond that required for flood control purposes.

19.19.11 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.

19.19.12 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.

19.19.13 Mississauga will encourage other levels of government to assist in the provision of recreational facilities which have a National, Provincial or Regional significance.

19.19.14 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.

19.20 Property Standards

19.20.1 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.

19.20.2 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.

19.21 Demolition Permits

19.21.1 Mississauga may enact a by-law creating areas of demolition control as authorized by the *Planning Act*.

19.21.2 Permits to demolish heritage designated buildings and structures will be considered in accordance with the provisions of the *Ontario Heritage Act* and this Plan.

19.21.3 An approved development plan, archaeological assessment and tree permit may be required prior to the release of a demolition permit.

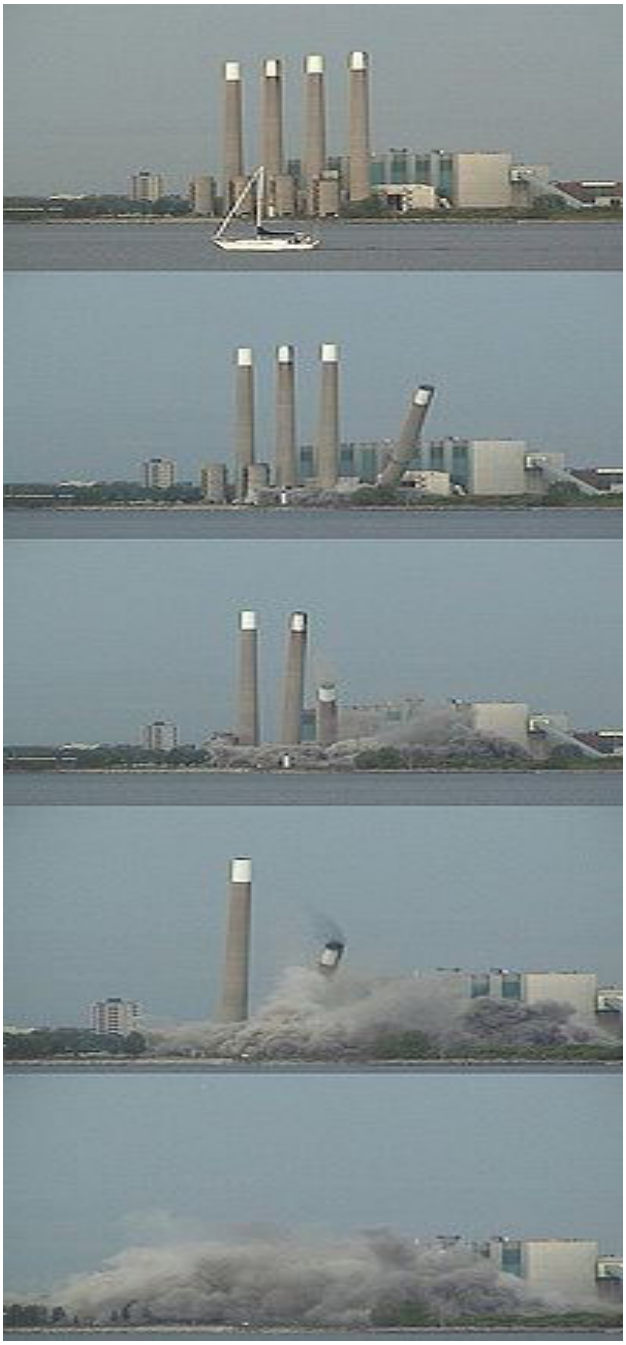


Figure 19-6: The Lakeview Generating Station, also known as the Four Sisters, ceased operations in April 2005 after 43 years and was demolished in June 2006. The former coal burning station had been in operation since the early 1960's.

19.22 Community Improvement

19.22.1 In accordance with the *Planning Act*, all or a portion of the lands within the city, may, by by-law, be designated as a Community Improvement Project Area.

19.22.2 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*.

19.22.3 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.

19.22.4 Mississauga may acquire lands or buildings in order to undertake community improvement initiatives.

19.22.5 The Region of Peel may be a planning and/or financial partner in a Community Improvement Plan for matters within its jurisdiction.

19.22.6 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;

b. deficiencies in the provision of off street parking areas;

c. 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;

j. identification of the need to conserve heritage resources;

k. identification of the need to provide cultural infrastructure;

l. 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;

o. identification of the need to encourage energy improvements; and

p. opportunities to support the growth management objectives of this Plan and encourage transit supportive communities.

19.22.7 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;

c. 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;

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; and

h. allocation of public funds, in the form of grants, loans or other financial instruments for the physical rehabilitation or improvement of land and/or buildings including the remediation of contaminated properties.

19.22.8 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.

19.22.9 The formation and continuation of BIAs will be encouraged and supported; when possible, assistance will be provided to such organizations.

19.23 Inclusionary Zoning Agreements

19.23.1 An owner of development or redevelopment subject to an Inclusionary Zoning By-law will enter into one or more agreements with the City, to be registered on title, securing:

a. requirements of Section 7.3 of this Plan;

b. requirements for the timely delivery of the affordable units, and if applicable, any phasing of affordable units;

c. requirements ensuring the occupants of affordable housing units have the same building and amenity access as occupants of market units;

d. requirements for adjustments to the required amount of affordable housing to meet Policy 7.3.2, should a purpose built rental building convert to an ownership building or should an ownership building convert to purpose-built rental building;

e. requirements that ensure affordable units are provided to eligible purchasers or tenants that have been pre-qualified by the City or Region;

f. requirements for ongoing administration, reporting and monitoring of the affordable housing units over the affordability period, as established through Implementation Guidelines;

g. the approach for determining the maximum price of an affordable ownership housing unit during the affordability period, based on the Consumer Price Index and applicable administration fees;

h. the City's share of net proceeds upon the sale of an affordable housing unit;

i. conditions for offsite unit delivery, if permitted; and

j. any other standards or arrangements, as appropriate.

19.24 Delegated Authority

19.24.1 The City may, by by-law, delegate the authority to pass zoning by-law amendments that are of a minor nature, to a committee of Council or to an individual who is an officer or employee of the municipality.

19.24.2 Delegation of authority to pass zoning by-laws shall be limited to:

a. a by-law to remove a holding provision

19.24.3 The delegation of authority authorized under section 19.23 may be subject to such conditions as Council may, by by-law, provide.

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 multi-use trails and may also be combined with public transit.

AFFORDABLE OWNERSHIP HOUSING UNIT

means the least expensive of: housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for ***low-income households*** and ***moderate-income households***; or housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

AFFORDABLE RENTAL HOUSING UNIT

means the least expensive of: a unit for which the rent does not exceed 30 percent of gross annual household income for ***low-income households*** and ***moderate-income households***; or a unit for which the rent is at or below the average market rent of a unit in the regional market area.

Aircraft Noise Warning Agreement (ANWA)

means an agreement between the Corporation of the City of Mississauga, the Greater Toronto Airports Authority (or its successor) and the Developer to be registered on title that provides for, among other things, the following: a development agreement incorporating conditions related to noise mitigation consistent with findings of the detailed noise impact study; enforcement obligations, post-construction certification that development approval conditions have been satisfied, aircraft noise warning signage, and aircraft noise warning clauses regarding both indoor and outdoor activities in Purchase and Sale Agreements, sales materials, and in enrollment documents for schools and daycares.

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 of two or more forms of heat energy, electrical power and mechanical power from

one fuel source, such as gas or renewable sources, but excluding oil, coal and nuclear.

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.

CORRIDOR

means lands adjacent to and framing a right-of-way. (Corridors are shown on Schedules 1: Urban System and 1c: Urban System - Corridors).

CREMATORIUM

means a building, structure or part thereof fitted with a retort(s) for the purpose of cremating human remains and may include a processing area and body storage area.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

means the proper design and effective use of the built environment which may lead to a reduction in the fear and incidence of crime, and an improvement of the quality of life.

CULTURAL SAVANNAHS

means a treed vegetation community originating from, or maintained by, anthropogenic influences and culturally based disturbances; often containing a large proportion of non-native species and having 25 to 35 percent cover of coniferous or deciduous trees. ***Cultural savannahs*** may be second or third growth ***woodlands*** that occur on land where the forest was completely or partially removed at various points in time. These ***woodlands*** vary in composition and quality depending on the length of time that the forest has been re-establishing, the nature and duration of the land use while it was cleared, and the underlying environmental characteristics such as soil type, moisture, exposure and seed bank all of which influence natural succession processes and species composition. ***Cultural Savannahs*** may include ***Plantations***.

CULTURAL WOODLANDS

means a treed vegetation community originating from, or maintained by, anthropogenic influences and culturally-based disturbances; often containing a large proportion of non-native species and having 35 to 60 percent cover of coniferous or deciduous trees. ***Cultural woodlands*** may be second or third growth ***woodlands*** that occur on land where the forest was completely or partially removed at various points in time. These ***woodlands*** vary in composition and quality depending on the length of time that the forest has been re-establishing, the nature and duration of the land use while it was cleared, and the underlying environmental characteristics such as soil type, moisture, exposure and seed bank all of which influence natural succession processes and species composition. ***Cultural Woodlands*** may include Plantations.

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***.

Detailed Noise Impact Study

means the final technical assessment, certified by a licensed professional engineer with acoustical experience, of the existing and predicted future noise and vibration levels from all transportation (road, rail and aircraft) and stationary noise sources on the indoor and outdoor environment, description of impacts on the subject property and surrounding environment, in addition to calculation of Acoustic Insulation Factor (AIF) values and prescription of associated mitigation measures and features (e.g. building materials, ventilation requirements, noise barrier design and height, building orientation) required to meet sound level limits, in accordance with the applicable Municipal, Regional and Provincial noise guidelines. The Detailed Noise Impact Study should be based on the Feasibility Noise Impact Study. Once all final information is known, detailed studies may be prepared in place of feasibility studies.

ECOSYSTEM APPROACH

means an approach to planning and management which recognizes that economy, community, and environment are inextricably linked and equally important for the health of the city.

ELECTRIC POWER DISTRIBUTION AND TRANSMISSION FACILITY

means buildings, structures and infrastructure that facilitate the distribution of electric power such as hydro lines, transformers, transfer stations and switch gear but does not include a ***major power generating facility*** or ***minor power generating facility***.

Feasibility Noise Impact Study

means the initial technical assessment, certified by a licensed professional engineer with acoustical experience, of the existing and predicted future noise and vibration levels from all transportation (road, rail and aircraft) and stationary noise sources on the indoor and outdoor environment, description of impacts on the subject property and surrounding environment, in addition to calculation of Acoustic Insulation Factor (AIF) values and prescription of associated mitigation measures and features (e.g. building materials, ventilation requirements, noise barrier design and height, building orientation) required to meet sound level limits, in accordance with the applicable Municipal, Regional and Provincial noise guidelines. This study is to ensure that the proposal is feasible in the context of site design and the extent of control measures such as barriers, ventilation requirements and building components. Feasibility studies should be submitted with the initial proposal and provide a clear direction regarding the need for additional studies and implementation of required control measures.

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 thusare 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 ASSESSMENT

means a statement that will identify all heritage resources of a property; describe and evaluate their heritage significance; and, evaluate their sensitivity to a proposed development, use or reuse, including, where possible, measures to mitigate deleterious consequences.

HIGHER ORDER TRANSIT

means transit that generally operates 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.

LOW-INCOME HOUSEHOLDS

means in the case of ownership housing, households with incomes in the lowest 30 percent of the income distribution for households in the City of Mississauga; or in the case of rental housing, households with incomes in the lowest 30 percent of the income distribution for renter households in the City of Mississauga.

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 m^2.

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.

MAKERSPACE

refers to a facility used for producing or making custom-made goods in limited quantities. These spaces may include community or artisan workshops and places to incubate shared interests, particularly in computing or technology.

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***.

MODERATE-INCOME HOUSEHOLDS

means in the case of ownership housing, households with incomes between 30 to 60 percent of the income distribution for households in the City of Mississauga; or in the case of rental housing, households with incomes between 30 to 60 percent

of the income distribution for renter households in the City of Mississauga.

NATURAL HERITAGE FEATURES

means lands within the Natural Heritage System.

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

NEGATIVE IMPACT

means degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive development. In regard to fish habitat any permanent alteration or destruction to fish habitat except where in conjunction with the appropriate authorities it has been authorized under the *Fisheries Act*. In regard to other ***natural heritage features***, ***negative impact*** means degradation that threatens the health and integrity of the natural feature or its ecological functions. In regard to the urban forest, ***negative impact*** means no net loss to the existing canopy cover. Replacement canopy cover will be evaluated based on the potential canopy cover into the future (e.g., 10 to 20 years) assuming normal growth of planted stock.

NET RESIDENTIAL HECTARE

means:

- for detached, semi-detached, duplex, townhouse, and other dwelling types with individual frontages, a ***net residential hectare*** includes the land for residential lots;
- common element roads, but excludes public and other forms of private roadways; and
- for condominium units and apartment blocks, a ***net residential hectare*** includes the land for residential units, private internal roads and parking, landscaped areas, private open space, and other associated amenities.

NOISE EXPOSURE FORECAST (NEF)

means the value at a ground position providing an estimate of the integrated noise exposure produced by all types of aircraft at an airport, based on the actual or projected number and type of aircraft as well as the yearly runway utilization. The NEF system takes into consideration the number of flights, the duration of noise, the time of day, the frequency components of the noise and the noise potential of different types of aircraft operating under specific conditions. NEF values increase or decrease in a logarithmic manner, and the resultant scale is aimed at approximating the human response to a complex noise exposure situation.

NOISE EXPOSURE PROJECTION (NEP)

similar to the NEF with the exception that it provides authorities with long range guidance in land use planning based on a projection of aircraft traffic

levels, aircraft types, and runway configurations over a specific future time period.

NOISE EXPOSURE PROJECTION (NEP)/NOISE EXPOSURE FORECAST (NEF) COMPOSITE NOISE CONTOUR

means a line linking specific locations predicted to be subject to the same noise exposure value based on the most stringent of an airport's NEF and NEP.

ONE-ZONE CONCEPT

means the approach whereby the entire flood plain, as defined by the regulatory flood, is treated as one unit, and all development is prohibited or restricted.

OTHER WETLAND

means any wetland and coastal wetland that contributes to the Natural Heritage System that is not evaluated as a provincially ***significant wetland***, as determined by the City in consultation with the appropriate conservation authority.

PLANTATION

means a treed community in which the majority of trees have been planted or the majority of the basal area is in trees that have been planted, often characterized by regularly spaced rows. With time and forest management, natural regeneration can become established and eventually convert the community to natural forest.

Plantations exclude lands that are:

a. managed for production of fruits, nuts, Christmas trees or nursery stock;

b. managed for tree products with an average rotation of less than 20 years (e.g. hybrid willow or poplar); or

c. established and continuously managed for the sole purpose of complete removal at rotation, as demonstrated with documentation acceptable to the City, without a ***woodland*** restoration objective.

Podium

Podium means the base of a building that is distinguished from the taller portion of the building by being set forward or articulated architecturally.

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 Greenlands along roadways. ***Scenic routes*** are also designated to maintain or restore historic scenic nature of roadways.

SECONDARY OFFICE

means business, professional, and administrative offices, less than 10 000 m^2 or accommodating less than 500 jobs.

SIGNIFICANT SPECIES OR COMMUNITIES

means any G1, G2, G3, S1, S2 or S3 plant or animal species, or community as designated by the Natural Heritage Information Centre (NHIC). The rankings G1, G2, G3, S1, S2 and S3 refer to the conservation status of species assigned by the Ministry of Natural Resources' NHIC. 'G' or Global ranks (GRANKS) are assigned by a consensus of the network of Conservation Data Centres, including the NHIC, scientific experts and The Nature Conservancy to designate a rarity rank based on the range-wide status of a species. 'S' or Sub-national ranks (SRANKS) are assigned by the NHIC for species and vegetation communities in Ontario. The rankings are as follows:

G1 – extremely rare

G2 – very rare

G3 – rare to uncommon

S1 – critically imperiled

S2 – imperiled

S3 – vulnerable

SIGNIFICANT 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.

SIGNIFICANT COASTAL WETLAND

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.

SIGNIFICANT 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.

SIGNIFICANT WILDLIFE HABITAT

means ***wildlife habitat*** that is ecologically important as defined in the Region of Peel Official Plan in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system.

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. These will be identified using criteria established by the Region of Peel in consultation with the City.

SPECIAL CONCERN

means a wildlife species that may become a threatened or endangered species because of a combination of biological characteristics and identified threats.

SPECIES AT RISK

means any plant or animal threatened by, or vulnerable to, extinction and listed in regulations under the *Endangered Species Act*.

STREETSCAPE

means the character of the street, including the street right-of-way, adjacent properties between the street right-of-way and building faces. Thus, the creation of a ***streetscape*** is achieved by the development of both public and private lands and may include planting, furniture, paving, etc.

STORMWATER BEST MANAGEMENT PRACTICES

means a set of practices which includes techniques, measures, structural and non-structural controls that are used to 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 hydrologic cycle through infiltration, evapotranspiration, reuse and storage such as innovative site design and landscaping to minimize imperviousness, permeable paving, greenroofs, rainwater harvesting and bioretention. ***Stormwater best management practices*** may also include roadway bioretention and stormwater management ponds.

SUB-WATERSHED

means the watershed of a tributary stream, sub-unit of a major watershed.

SURFACE DRAINAGE FACILITIES

means any facility or facilities associated with drainage or control of storm drainage that is ultimately directed to a Street or Storm Drainage System, and includes, but is not limited to:

- a grass swale;
- a concrete or asphalt walkway, gutter or swale;
- a drainage control fence or structure; or
- the sloping and contouring of land to facilitate or control storm drainage.

Tactical Urbanism

means the use of low-cost and temporary changes to the built environment that add to the vitality and activity of the community or to test ideas that may result in long term change

TALL BUILDING

means a building having a height greater than the width of the street on which they front. ***Tall buildings*** are defining elements in the city structure; becoming icons and landmarks in the skyline and ***streetscape***. They have a greater opportunity and responsibility to contribute towards defining an area's identity and success. Further, when appropriately sited and designed, ***tall buildings*** can accommodate transit supportive

densities and facilitate the viability of a successful, well used public transit system.

TOP-OF-SLOPE

means the point of the slope where the downward inclination of the land begins, or the upward inclination of the land levels off. This point is situated at a higher topographic elevation of land than the remainder of the slope. There may be situations where there are interruptions in the valley slope by plateau (terrace) areas.

TRANSIT ORIENTED DEVELOPMENT

refers to moderate to high density development, located within an easy walk of a ***major transit station***. It is comprised of a mix of uses and is designed with pedestrians in mind.

TWO-ZONE FLOOD PLAIN MANAGEMENT CONCEPT

means the approach whereby certain areas of the flood plain are considered to be less hazardous than others such that development potentially could safely occur. The flood fringe is the outer portion of the flood plain where development may be permitted, subject to appropriate flood proofing. The floodway is the inner portion of the flood plain, 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 water flows regularly or continuously.

WOODLANDS

means complex ecosystems comprising communities of trees, shrubs, ground vegetation comprised of treed areas and the immediate biotic and abiotic environmental conditions on which they depend. ***Woodlands*** provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, the provision of clean air and the long-term storage of carbon, the provision of ***wildlife habitat***, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. ***Woodlands*** are treed areas that include woodlots, ***cultural woodlands***, ***cultural savannahs***, ***plantations*** and forested areas and may also contain remnants of old growth forests.

Woodlands are further defined as any area greater than 0.5 hectares that has:

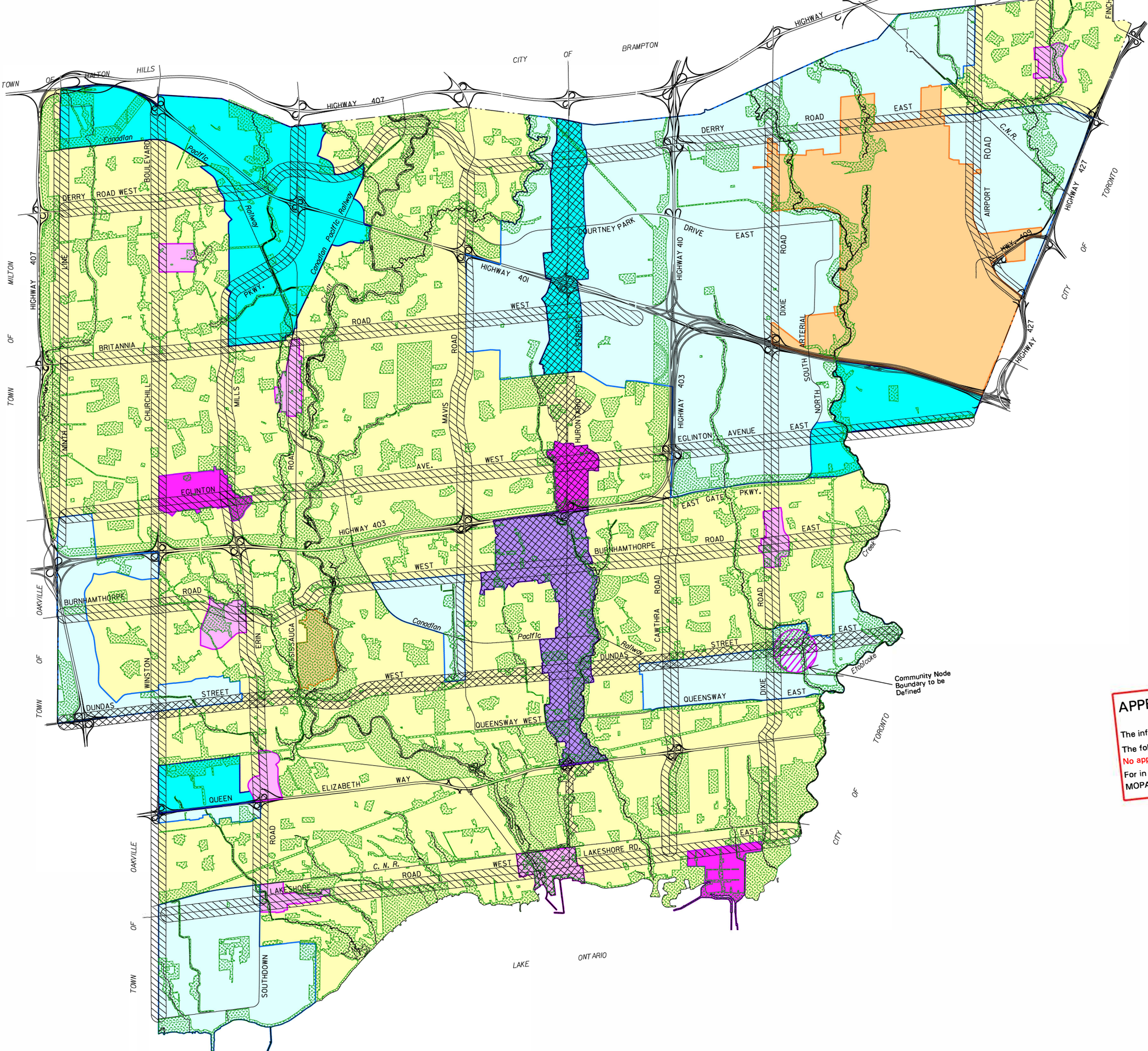
a. a tree crown cover of over 60 percent of the ground, determinable from aerial photography, or

b. a tree crown cover of over 25 percent of the ground, determinable from aerial photography, together with on-ground stem estimates of at least:

- 1 000 trees of any size per hectare, or
- 750 trees measuring over five centimetres in diameter at breast height (1.37 meters), per hectare, or
- 500 trees measuring over 12 centimetres in diameter at breast height (1.37 meters), per hectare, or
- 250 trees measuring over 20 centimetres in diameter at breast height (1.37 meters), per hectare (densities based on the *Forestry Act)* and, which have a minimum average width of 40 metres or more measured to crown edges.

Treed portions with less than the required stocking level will be considered part of the woodland as long as the combination of all treed units in the overall connected treed area meets the required stocking level. ***Woodlands*** experiencing changes such as harvesting, blowdown or other tree mortality are still considered ***woodlands***. Such changes are considered temporary whereby the forest still retains its long-term ecological value.

Woodlands may exclude treed communities which are dominated by invasive non-native tree or shrub species such as buckthorn (Rhamnus Cathartica) and Norway maple (Acer plantanoides) that threaten the ecological diversity of native communities, good forestry practices and environmental management. Such exceptions may be considered where native tree species comprise less than 10 percent of the tree crown cover and are represented by less than 100 stems of any size per hectare.



Schedule 1
Urban System

Green System

Green System

City Structure

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

Corridors

- Corridor
- Intensification Corridor

0 500 1000 1500 2000
metres

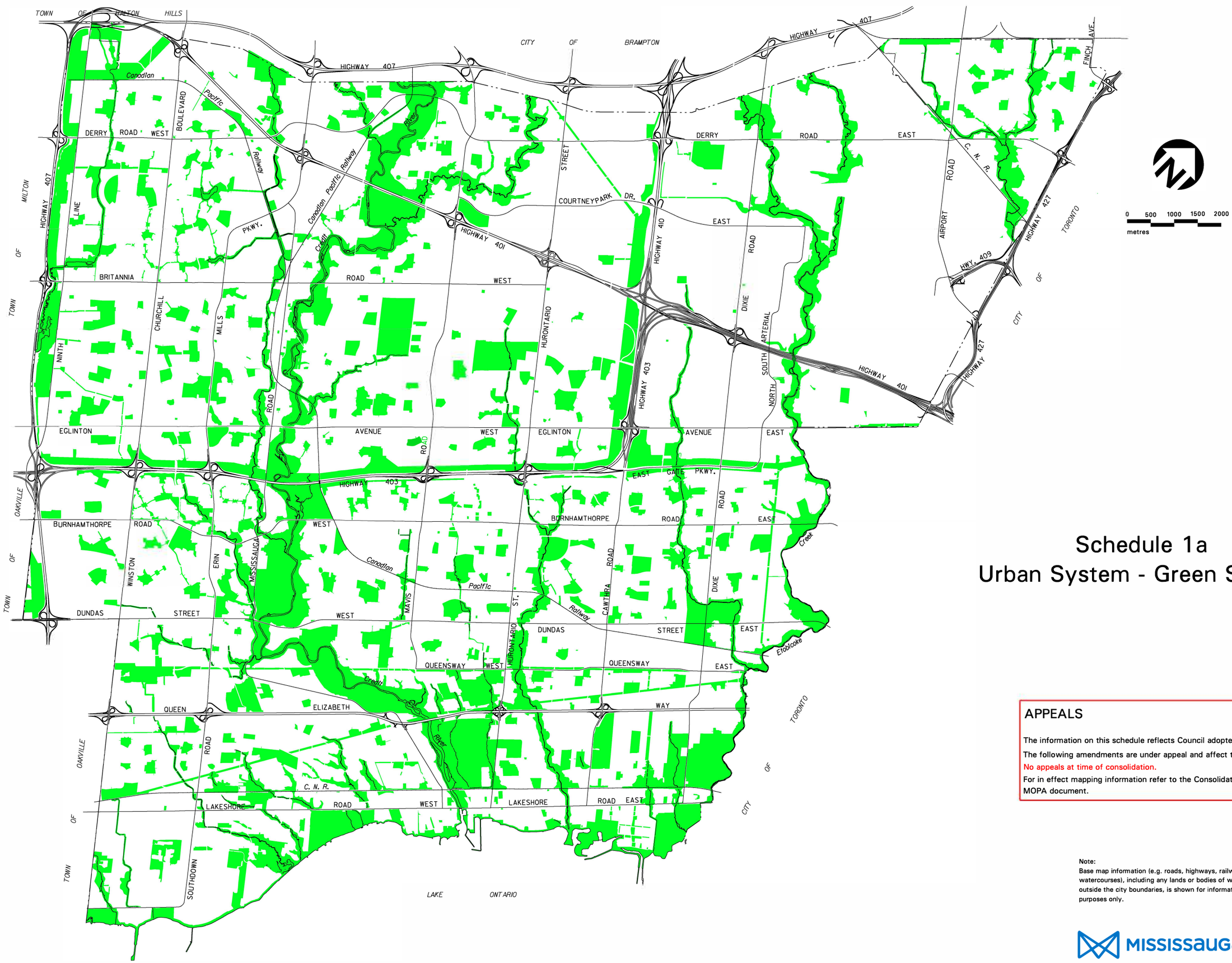
APPEALS

The information on this schedule reflects Council adopted amendments.
The following amendments are under appeal and affect this schedule:
No appeals at time of consolidation.
For in effect mapping information refer to the Consolidation Tables and MOPA document.

Note:
Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

MISSISSAUGA

V - 27.00



Schedule 1a
Urban System - Green System

APPEALS

The information on this schedule reflects Council adopted amendments.

The following amendments are under appeal and affect this schedule:

No appeals at time of consolidation.

For in effect mapping information refer to the Consolidation Tables and MOPA document.

Note:
Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

MISSISSAUGA

V - 27.005

Schedule 1b
Urban System - City Structure

0 500 1000 1500 2000
metres

Elements

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

Community Node Boundary to be Defined

APPEALS

The information on this schedule reflects Council adopted amendments.

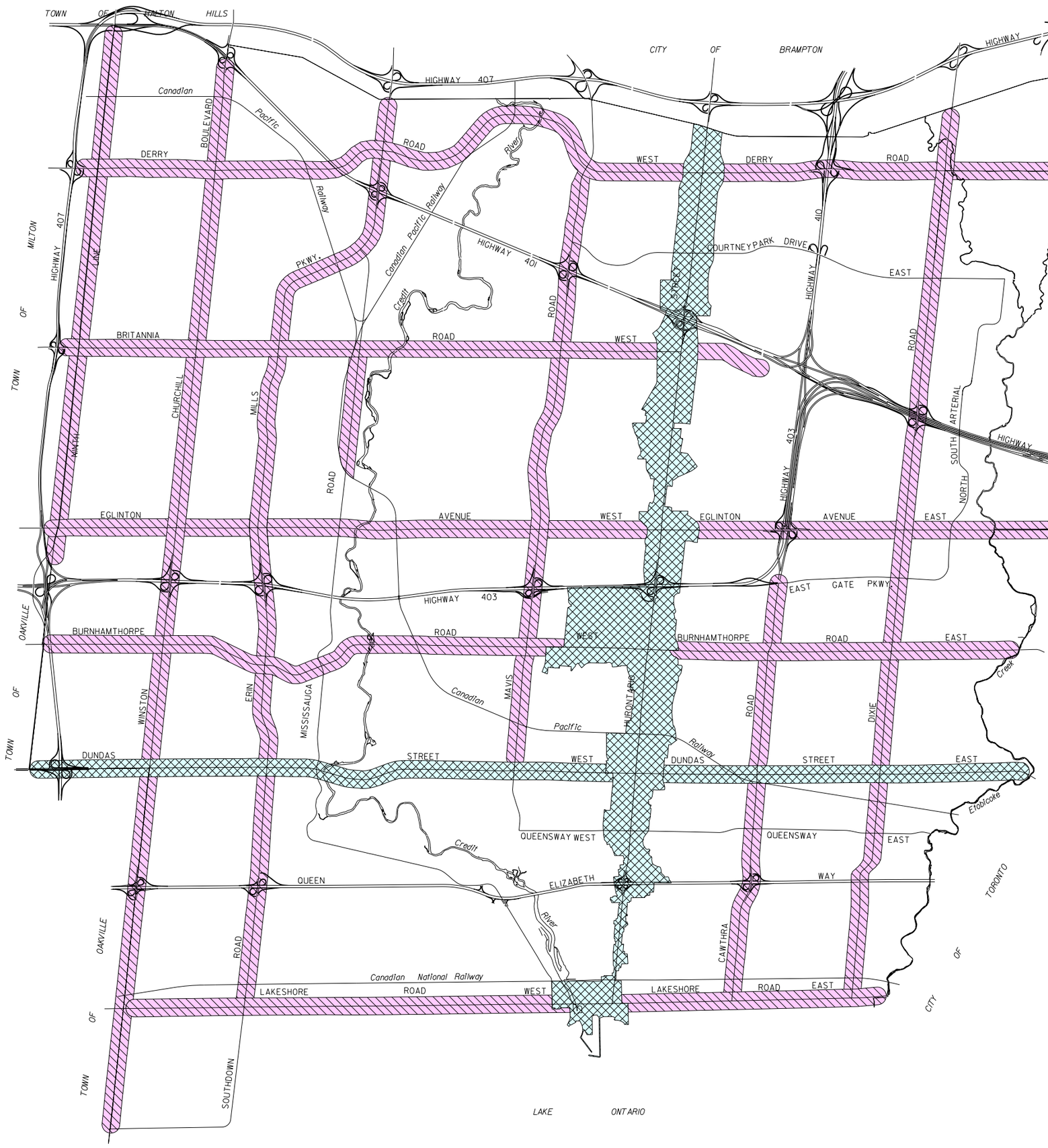
The following amendments are under appeal and affect this schedule:
No appeals at time of consolidation.

For in effect mapping information refer to the Consolidation Tables and MOPA document.

Note:
Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

MISSISSAUGA

V - 6.003



Schedule 1c
Urban System - Corridors

Corridor

Intensification Corridor

APPEALS

The information on this schedule reflects Council adopted amendments.

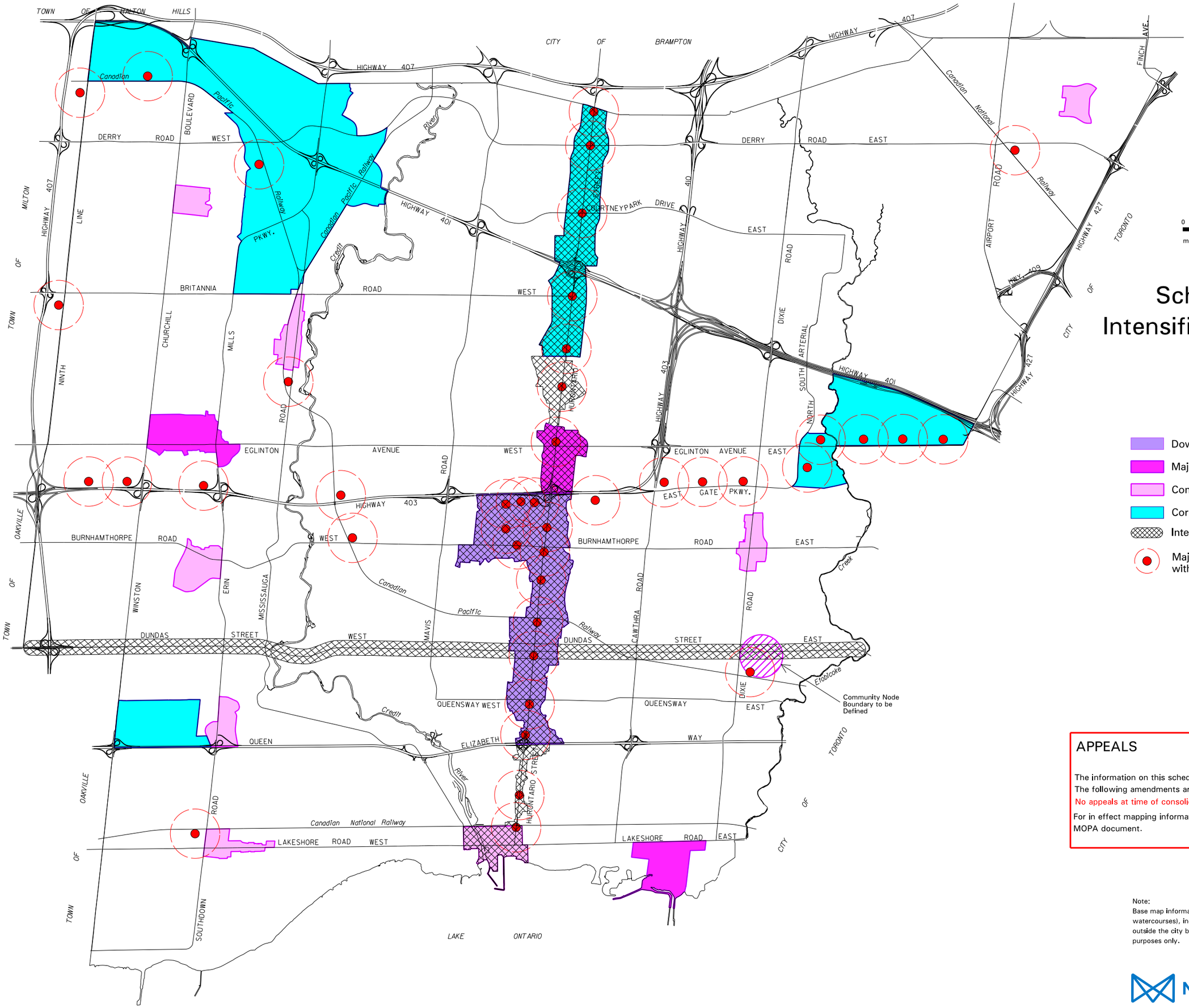
The following amendments are under appeal and affect this schedule:
No appeals at time of consolidation.

For in effect mapping information refer to the Consolidation Tables and MOPA document.

Note:
Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

MISSISSAUGA

Schedule 2
Intensification Areas



APPEALS

The information on this schedule reflects Council adopted amendments. The following amendments are under appeal and effect this schedule:
No appeals at time of consolidation.

For in effect mapping information refer to the Consolidation Tables and MOPA document.

Note:
Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

MISSISSAUGA

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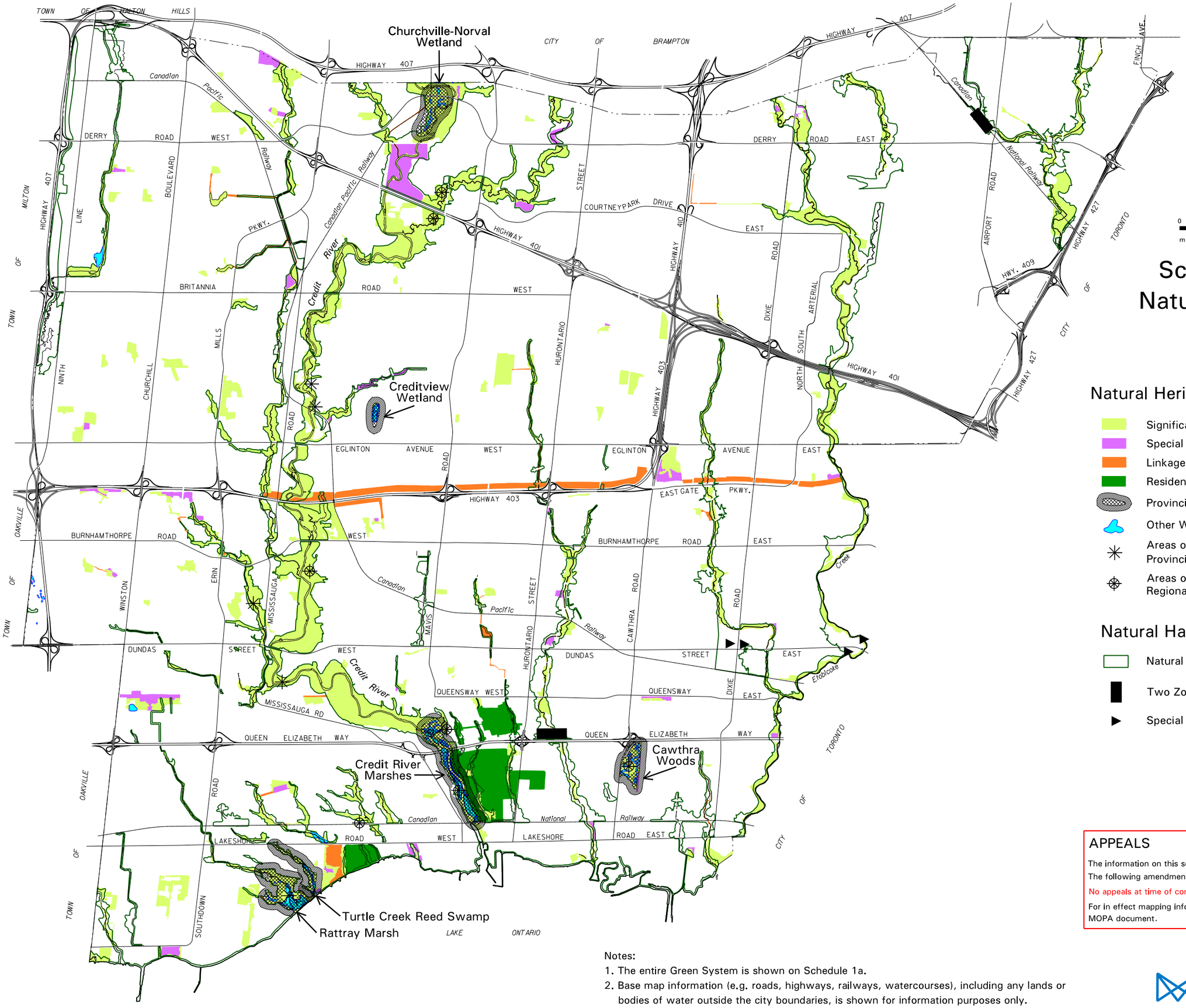


0 500 1000 1500 2000
metres

Schedule 3
Natural System

Natural Heritage System:

- Significant Natural Areas and Natural Green Spaces
- Special Management Areas
- Linkages
- Residential Woodlands
- Provincially Significant Wetlands
- Other Wetlands
- Areas of Natural and Scientific Interest - Provincial Significance
- Areas of Natural and Scientific Interest - Regional Significance

Natural Hazards:

- Natural Hazards
- Two Zone Floodplain Regulations
- Special Policy Area Floodplain

APPEALS

The information on this schedule reflects Council adopted amendments.
The following amendments are under appeal and affect this schedule:

No appeals at time of consolidation.

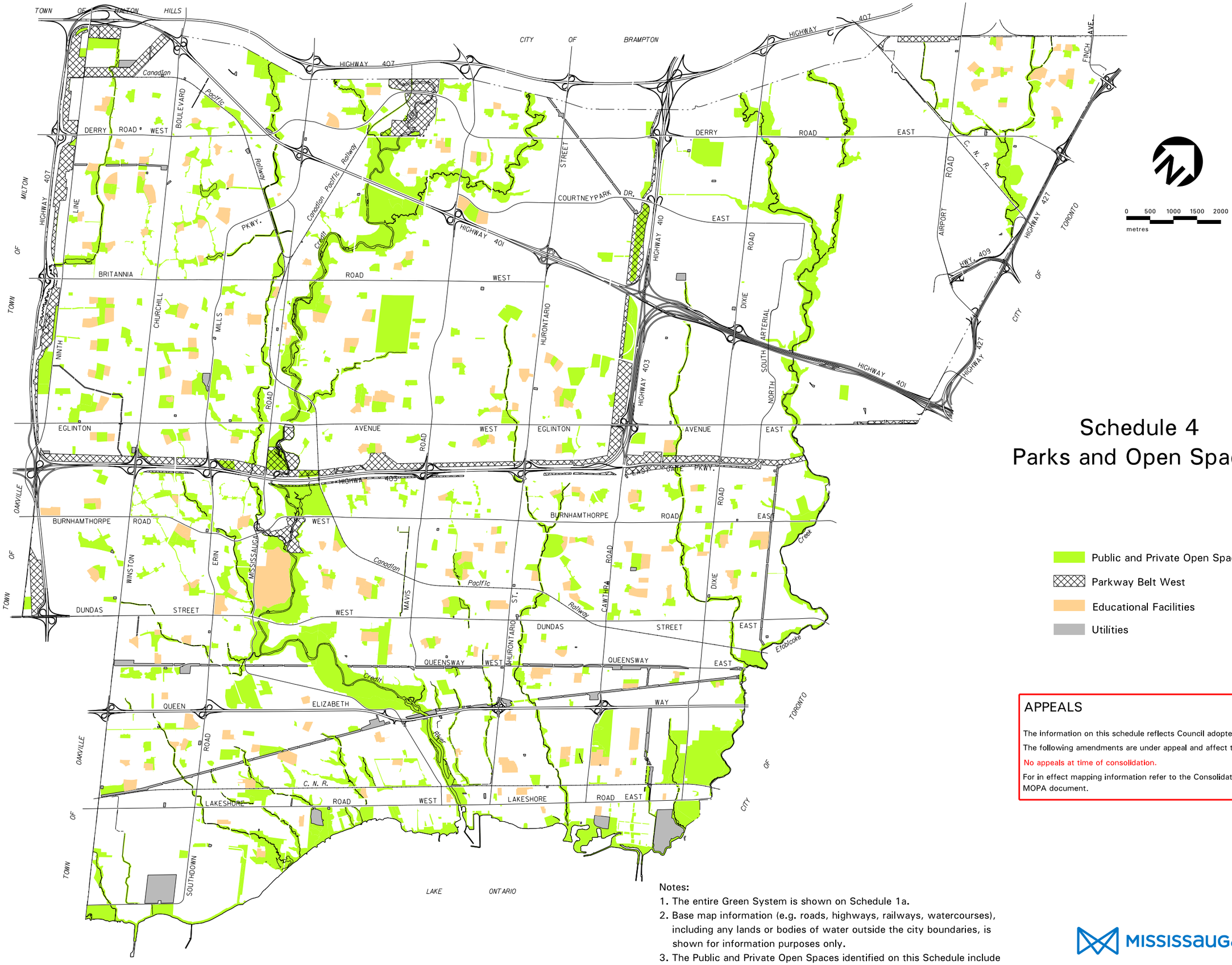
For in effect mapping information refer to the Consolidation Tables and MOPA document.

Notes:

1. The entire Green System is shown on Schedule 1a.
2. Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The limits of the Natural Hazards shown on this Schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.

MISSISSAUGA

V - 22.003



Schedule 4
Parks and Open Spaces

- Public and Private Open Spaces
- Parkway Belt West
- Educational Facilities
- Utilities

APPEALS

The information on this schedule reflects Council adopted amendments.

The following amendments are under appeal and affect this schedule:

No appeals at time of consolidation.

For in effect mapping information refer to the Consolidation Tables and MOPA document.

Notes:

1. The entire Green System is shown on Schedule 1a.
2. Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The Public and Private Open Spaces identified on this Schedule include lands designated Public Open Space, Private Open Space and Greenlands as shown on Schedule 10.

MISSISSAUGA

V - 23.006

Schedule 5
Long Term Road Network

0 500 1000 1500 2000
metres

- Provincial Highway and Interchange
- Regional Arterial
- Arterial
- Future Arterial (conceptual)
- Major Collector
- Future Major Collector (conceptual)
- Major Collector (Scenic Route)
- Regional Major Collector (Scenic Route)
- Minor Collector
- Future Minor Collector
- Minor Collector (Scenic Route)
- *Future Road Link to be added.*

APPEALS

The information on this schedule reflects Council adopted amendments.

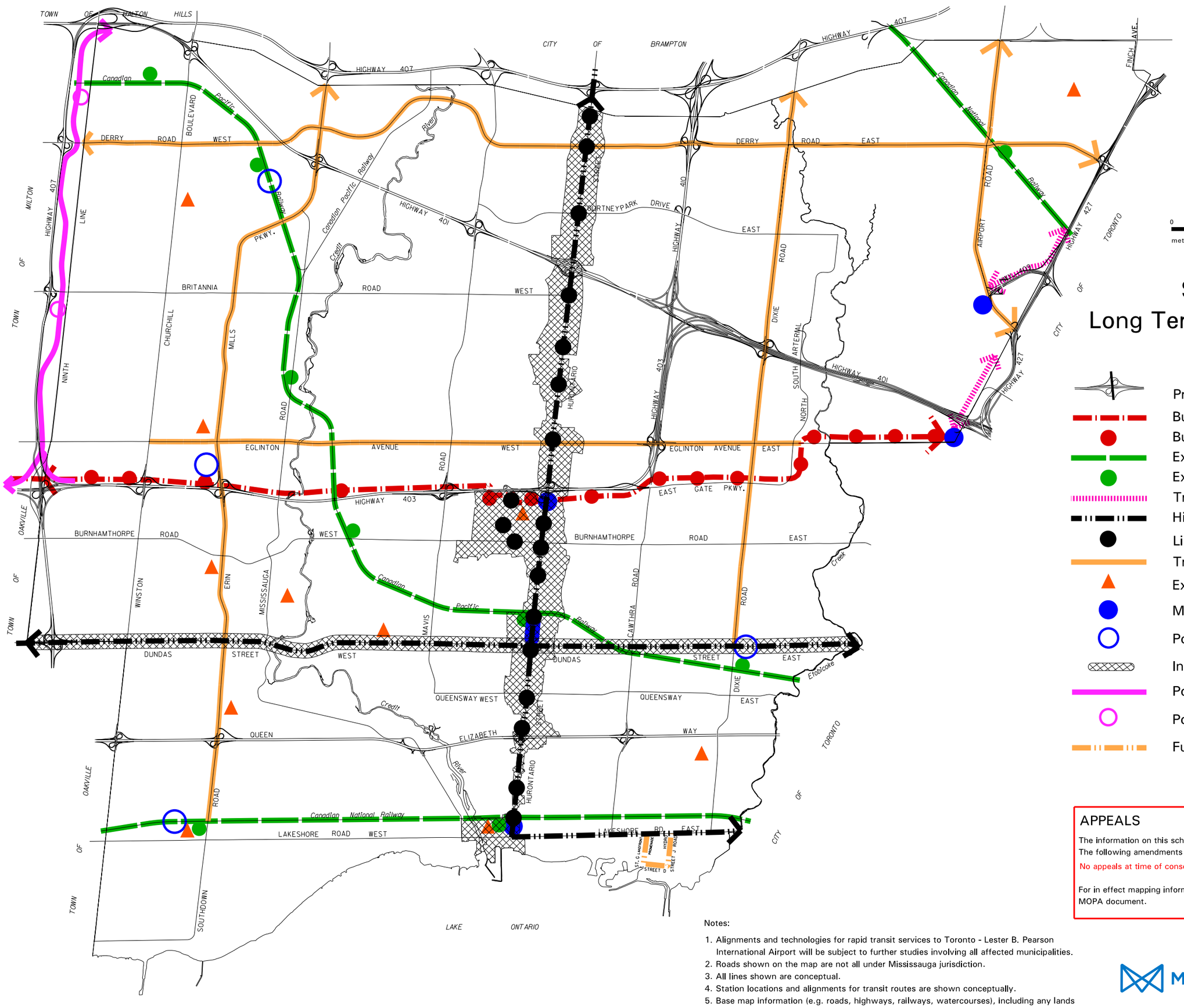
The following amendments are under appeal and affect this schedule:
No appeals at time of consolidation.

For in effect mapping information refer to the Consolidation Tables and MOPA document.

Notes:

1. The Britannia Road East link from Tomken Road to Kennedy Road is conceptual and is subject to further study.
2. Roads shown on the map are not all under Mississauga jurisdiction.
3. All lines shown are conceptual.
4. Base map information (e.g. railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

MISSISSAUGA



Schedule 6
Long Term Transit Network

- Provincial Highway and Interchange
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Existing Commuter Rail
- Existing Commuter Rail Station
- Transit Airport Connection
- Higher Order Transit Corridor
- Light Rail Transit Station
- Transit Priority Corridor
- Existing Mississauga Transit Terminal
- Mobility Hub
- Potential Mobility Hub
- Intensification Corridor
- Potential 407 Transitway
- Potential 407 Transitway Station
- Future Enhanced Transit Route

APPEALS

The information on this schedule reflects Council adopted amendments. The following amendments are under appeal and effect this schedule:

No appeals at time of consolidation.

For in effect mapping information refer to the Consolidation Tables and MOPA document.

Notes:

1. Alignments and technologies for rapid transit services to Toronto - Lester B. Pearson International Airport will be subject to further studies involving all affected municipalities.
2. Roads shown on the map are not all under Mississauga jurisdiction.
3. All lines shown are conceptual.
4. Station locations and alignments for transit routes are shown conceptually.
5. Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

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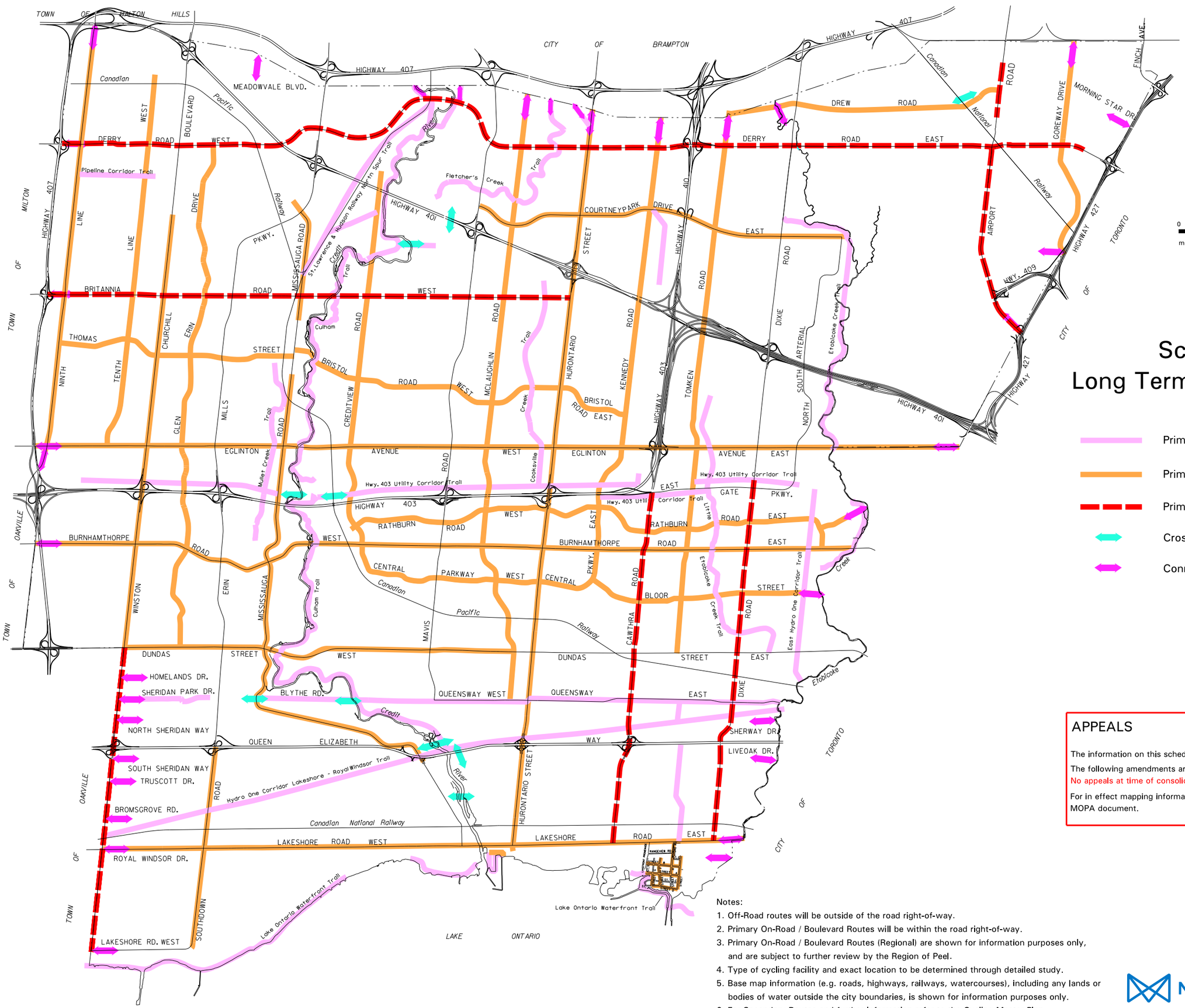
Schedule 7
Long Term Cycling Routes



- Primary Off-Road Routes
- Primary On-Road / Boulevard Routes
- Primary On-Road / Boulevard Routes (Regional)
- Crossings
- Connections to Adjacent Municipalities

APPEALS

The information on this schedule reflects Council adopted amendments.

The following amendments are under appeal and affect this schedule:
No appeals at time of consolidation.

For in effect mapping information refer to the Consolidation Tables and MOPA document.

Notes:

1. Off-Road routes will be outside of the road right-of-way.
2. Primary On-Road / Boulevard Routes will be within the road right-of-way.
3. Primary On-Road / Boulevard Routes (Regional) are shown for information purposes only, and are subject to further review by the Region of Peel.
4. Type of cycling facility and exact location to be determined through detailed study.
5. Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
6. For Secondary Routes and further information refer to the Cycling Master Plan.

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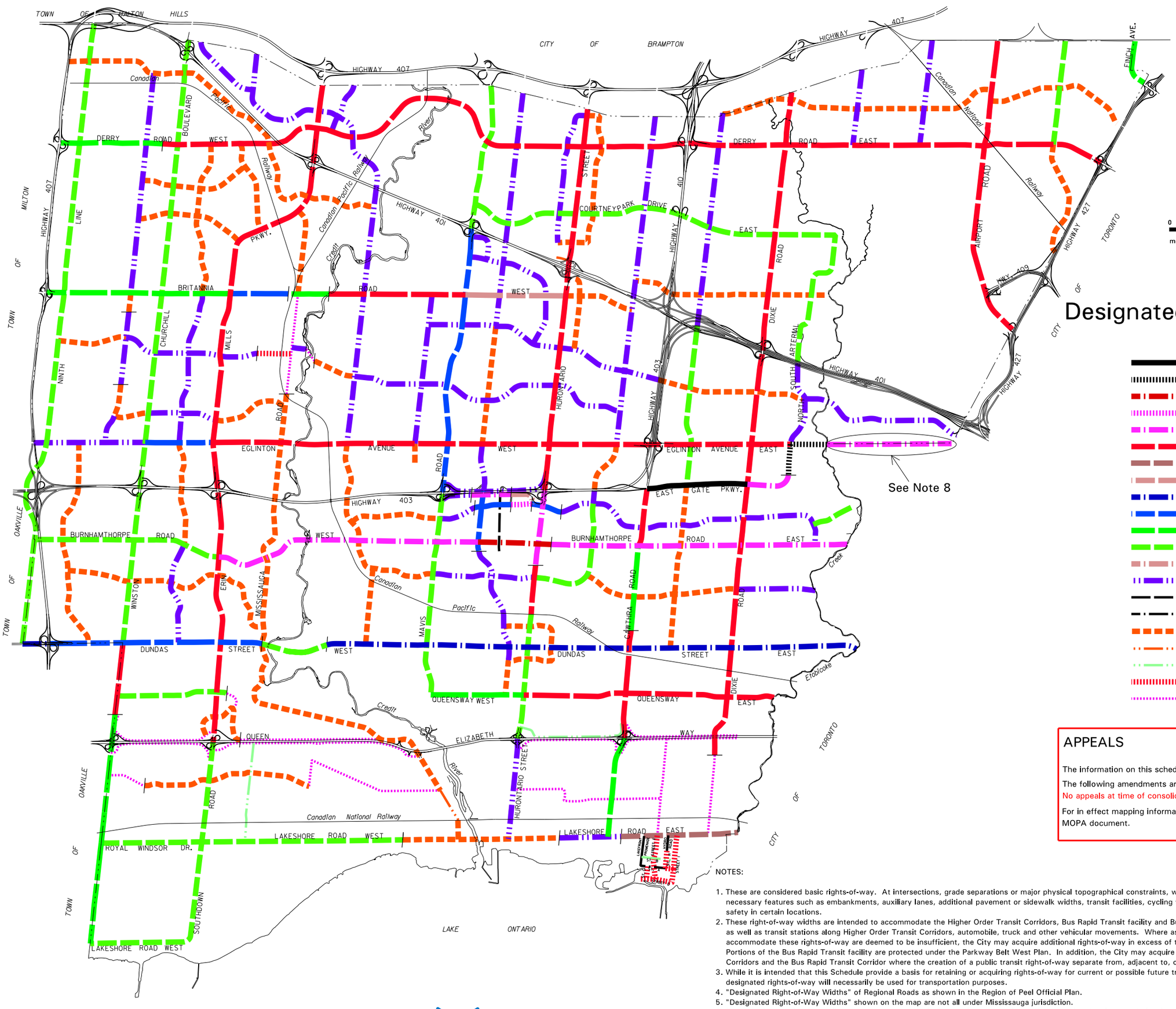
Schedule 8
Designated Right-of-Way Widths



See Note 8

- 67 m
- 65 m
- 60 m
- 55 m
- 50 m
- 45 m
- 44.5 m
- 43.5 m
- 42 m
- 40 m
- 36 m
- 35 m
- 30 m-50 m
- 30 m
- 27.5 m
- 26 m - 35 m
- 26 m
- 23 m-26 m
- 22 m
- 20 m-26 m
- 20 m

APPEALS

The information on this schedule reflects Council adopted amendments.

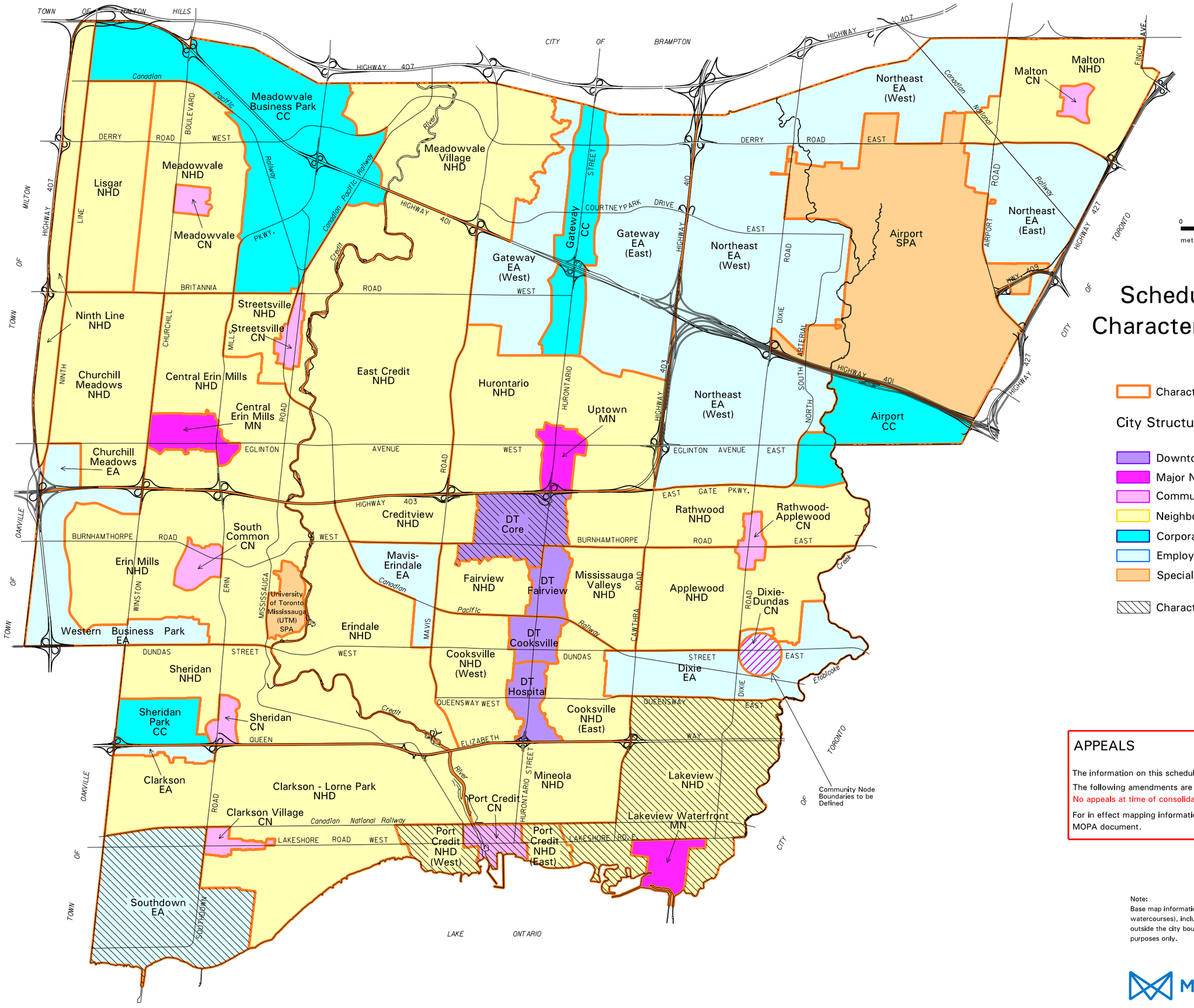
The following amendments are under appeal and affect this schedule:
No appeals at time of consolidation.

For in effect mapping information refer to the Consolidation Tables and MOPA document.

NOTES:

1. These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for necessary improvements for safety in certain locations.
2. These right-of-way widths are intended to accommodate the Higher Order Transit Corridors, Bus Rapid Transit facility and Bus Rapid Transit stations shown schematically on Schedule 6, as well as transit stations along Higher Order Transit Corridors, automobile, truck and other vehicular movements. Where as a result of further studies the land areas required to accommodate these rights-of-way are deemed to be insufficient, the City may acquire additional rights-of-way in excess of the basic right-of-way widths shown on Schedule 8. Portions of the Bus Rapid Transit facility are protected under the Parkway Belt West Plan. In addition, the City may acquire lands for a public transit right-of-way along Higher Order Transit Corridors and the Bus Rapid Transit Corridor where the creation of a public transit right-of-way separate from, adjacent to, or in addition to a road right-of-way is deemed appropriate.
3. While it is intended that this Schedule provide a basis for retaining or acquiring rights-of-way for current or possible future transportation purposes, it is not intended to imply that all designated rights-of-way will necessarily be used for transportation purposes.
4. "Designated Right-of-Way Widths" of Regional Roads as shown in the Region of Peel Official Plan.
5. "Designated Right-of-Way Widths" shown on the map are not all under Mississauga jurisdiction.
6. Base map information (e.g. railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
7. The rights-of-way for Minor Collector Roads are identified in Table 8-3.
8. The Eglinton Avenue right-of-way east of Etobicoke Creek consists of a 36m road right-of-way (Toronto) and a 14m right-of-way for the Bus Rapid Transit.
9. All lines shown are conceptual.

MISSISSAUGA



Schedule 9
Character Areas

- Character Area

City Structure

- Downtown (DT)
- Major Node (MN)
- Community Node (CN)
- Neighbourhood (NHD)
- Corporate Centre (CC)
- Employment Area (EA)
- Special Purpose Area (SPA)

- Character Area Subject to Local Area Plan

APPEALS

The information on this schedule reflects Council adopted amendments.

The following amendments are under appeal and affect this schedule:
No appeals at time of consolidation.

For in effect mapping information refer to the Consolidation Tables and MOPA document.

Note:
Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

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TOWN OF HALTON HILLS

CITY OF BRAMPTON

TOWN OF MILTON

CITY OF TORONTO

TOWN OF OAKVILLE

LAKE ONTARIO

LESTER B. PEARSON INTERNATIONAL AIRPORT

LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Downtown Mixed Use
- Downtown Core Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial
- Airport
- Institutional
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- Utility

BASE MAP INFORMATION

- Heritage Conservation District
- 1996 NEP/2000 NEF Composite Noise Contours (30)
- LBPIA Operating Area Boundary See Aircraft Noise Policies
- Area Exception from LBPIA Operating Area
- Natural Hazards
- Civic Centre (City Hall)
- City Centre Transit Terminal
- GO Rail Transit Station
- Transitway Station
- Public School
- Catholic School
- Hospital
- Community Facilities

City Structure

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

Community Node Boundary to be Defined

Notes:

1. The limits of the Natural Hazards shown on this schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.
2. Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. Roads shown on this schedule are existing or under construction and are shown for information purposes only. For future roads refer to Schedule 5, Long Term Road Network.

(1) *Appealed to the Ontario Land Tribunal (OLT) OLT Case Number PL980724 (OLT 3 – City Plan)*

(1) *Lands subject to employment conversion through the Region of Peel's Municipal Comprehensive Review*

(#) *MOPAs Appealed to the Local Planning Appeal Tribunal*

(#) *Original Appeal*

The information on this schedule reflects Council adopted amendments.
Areas of this schedule are under appeal.
For in effect mapping information refer to the Consolidation Tables and MOPA document.

0 500 1000 1500 2000
metres

Schedule 10
Land Use Designations

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V - 37.007

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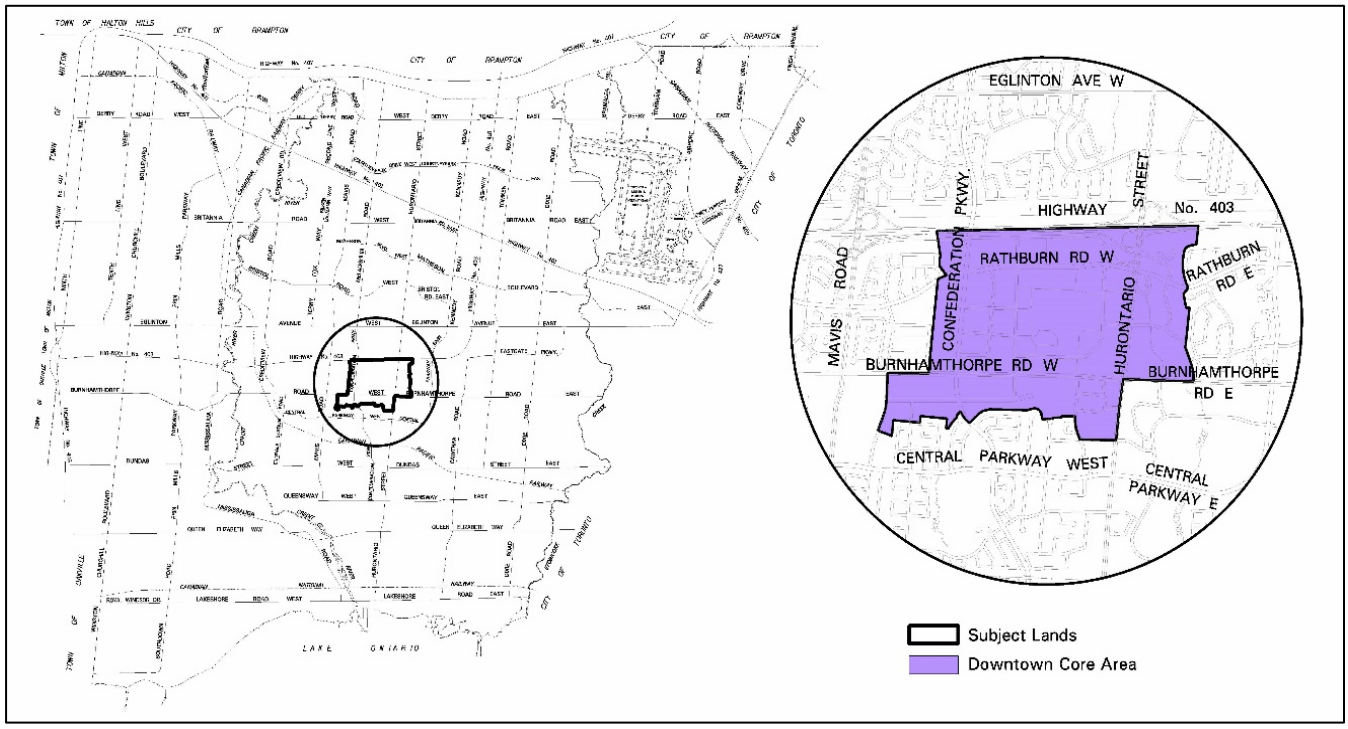
Downtown Core

1.0 HOW TO READ THE DOWNTOWN CORE LOCAL AREA PLAN

Mississauga Official Plan (the Plan) consists of a principal document and a series of local area plans, provided under separate cover. This is the Downtown Core Local Area Plan (this 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 the Downtown Core.

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.

This 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 Area Plan. For example, the policies of this 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 Area Plan take precedence.



Map 1: The Downtown Core Local Area is located in central Mississauga and is identified in the City Structure as Downtown Core.

2.0 CONTEXT

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

Over the last decade, flexible zoning provisions combined with favourable market conditions have resulted in extensive private investment in high density residential and mixed use condominium development such as the internationally acclaimed Absolute/Marilyn buildings. During this time, the Square One Shopping Centre has also strengthened its position as a significant premier retail destination in Ontario, but there has been limited new office development.

Recent public investments, including the new Sheridan College campus, regional transit infrastructure Bus Rapid Transit (BRT), planning for Hurontario Light Rail Transit (HLRT) and significant city wide public realm investments and amenities such as Celebration Square continue to enhance the Downtown's role as a regional destination in the Greater Toronto Area. The Downtown Core is located within a major designated growth area and identified as an Anchor Hub in the Regional Transportation Plan. The Downtown Core continues to be a significant focus for investment in the Greater Toronto Area.

3.0 COLLABORATION

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

4.0 VISION

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

The basis for the Downtown Core Local Area Plan is the Downtown21 Master Plan, which was received by Council in April 2010. The Downtown21 Master Plan sets the direction for transforming the Downtown Core from a suburban model to an urban mixed use centre.

The objective is to create a high quality, pedestrian friendly, human scaled environment that is a meaningful place for all citizens and also continues to attract lasting public and private investment in the Downtown to support existing and planned infrastructure, particularly higher order transit.

Additional investment is being made to transit in the Downtown, including the Light Rail Transit system along Hurontario Street and through the core. The Bus Rapid Transit system will also serve the Downtown Core connecting it with areas to both the east and west. The current focus for local and interregional public transit is in the area of Rathburn Road West and Station Gate Road consisting of the City Centre Transit Terminal and GO platforms. The future BRT station will also be constructed in this area. With the ongoing commitment to public transit infrastructure combined with transit supportive developments this area will develop as a key mobility hub within the Greater Toronto Area.

The existing road pattern is made up of super blocks. An expanded road network is proposed that will create an urban pattern of development blocks that are walkable in scale and well connected. The new road network will result in urban scaled blocks, providing routing options for vehicular, servicing and goods movement, pedestrian and cycling movement within the Core. The scale of the streets is to be narrower with special attention paid to the public

realm and elements within the boulevard to ensure a comfortable, enjoyable and safe pedestrian environment.

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

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

4.1 Guiding Principles

This Area Plan aims to support the following key opportunities for the Downtown Core:

a. strengthen the Core's role as the primary location for major office, highest concentration of regional serving retail, commercial, mixed use, civic and cultural uses;

b. accommodate forecasted growth without impacting the natural environment and quality of life;

c. attract new jobs, particularly in the office sector to balance population and employment;

d. create a fine-grained, well connected road network that supports multi-modal transportation modes: walking, cycling, transit, servicing and goods movement, and the car;

e. develop an integrated urban place that achieves design excellence in buildings, the public realm and a distinctive, memorable character in mixed use districts; and

f. provide a new development framework and policy regime founded on greater predictability and certainty of outcomes while allowing flexibility in unique circumstances, to better direct growth and support existing and planned services.

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

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

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

4.2 Community Concept

The focus of these policies is to reinforce and enhance the image of the Downtown Core as a prominent destination and urban mixed use centre in the Greater Toronto Area. These policies also address the role of the Downtown Core as a community within Mississauga.

The Downtown Core's position as an employment, retail commercial, civic and cultural centre will be balanced by residential development, education, entertainment, and facilities for business visitors and tourists. New districts are proposed within the Downtown Core to support these existing and emerging activities. Each district will develop with its own character, mix of uses, function and scale. The policies of this Area Plan will serve to facilitate the dynamic growth and change of the Downtown Core as it matures.

4.3 Districts

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

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

4.3.1 The Exchange District

The Exchange District is envisioned as the heart of the Downtown Core, with a broad mix of active street level retail, restaurants, cafes, patios and entertainment facilities with a mix of uses above. The District will be a vibrant, walkable place that is active at all times of the day. The Exchange District is intended to bring together the commercial activity of the north, the Civic Centre district to the west, with the residential developments to the south. The District straddles Burnhamthorpe Road West, extending southward to the south side of properties on the south side of Webb Drive and northward to Square One Shopping Centre. The Civic District and Duke of York are the western boundary with Kariya Drive and the Sussex and Hurontario Districts being the eastern boundary.

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

a. to create at its heart a "main street" that connects from Square One Shopping Centre across Burnhamthorpe Road West to the larger residential communities to the south of Burnhamthorpe Road West;

b. to incorporate a broad mix of uses and users that would contribute to make this a vibrant part of the city fabric;

c. to create a critical mass of at least 5,000 residents, 5,000 employees, with neighbourhood-oriented retail/restaurant uses; and

d. to realize this vision in a relatively short time horizon.

The Exchange Street Transit Stop Area

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

4.3.2 Civic Centre District

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

Civic Centre Stop Area

The Civic Centre Stop Area serves as a destination node for the concentration of civic uses along Living Arts Drive including Celebration Square, Civic Centre, Central Library, YMCA, Living Arts Centre and Sheridan College. Shown on Schedule 3, Long Term Transit Network of this Plan, the stop area will provide connection to the public open space network and serve a significant residential population in the Confederation Parkway District. Placemaking and wayfinding objectives will guide the development in this stop area.

4.3.3 Confederation Parkway District

The Confederation Parkway District serves as the western gateway to the Downtown Core. This is a rapidly growing urban residential neighbourhood that will be home to over 20,000 people, centred along Confederation Parkway. The district will contain a series of new park spaces that will connect Zonta Meadows Park to the Civic Centre District. The Confederation Parkway District will serve as the northwestern gateway into the Downtown Core and will include a mix of uses which encourage a sense of place and pedestrian movement.

4.3.4 Rathburn District

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

Rathburn Transit Station Area

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

4.3.5 Cleary Park District

This future neighbourhood extends west to Grand Park Drive and forms the south western gateway to the Downtown Core. The extension of Budd John Cleary Park north to Burnhamthorpe Road will serve the future residential community and completes the Mary Fix Greenway connection, which will link this neighbourhood to the balance of the Downtown Core.

4.3.6 Hurontario District

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

Robert Speck Stop Area

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

4.3.7 Square One District

The Square One District is home to the Square One Shopping Centre, one of the largest and most successful shopping centres in Canada. It is expected that the shopping centre will continue to draw people from across the city and the larger region. It is also expected that it will evolve, intensify and adapt to develop under-utilized surface parking lots. Office uses combined with ground floor retail and possibly residential on the upper floors are encouraged, particularly along City Centre

Drive, Duke of York, Robert Speck Parkway and Square One Drive. In the process of intensifying, the connectivity of the shopping centre to the surrounding area and the street network will be strengthened and a more urban built form will emerge.

4.3.7.1 Additions to Square One Shopping Centre will:

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

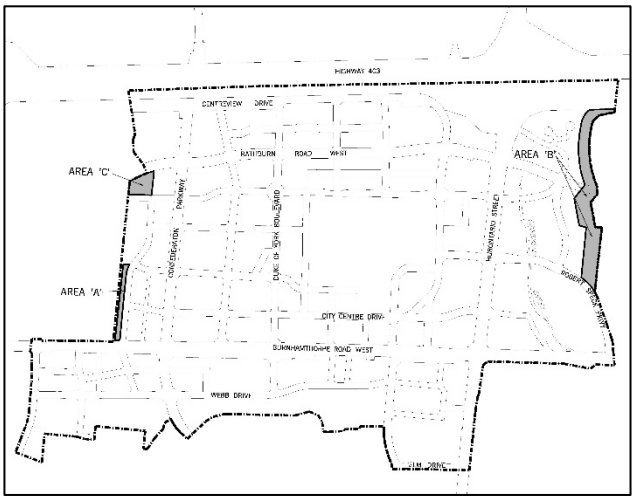
4.3.8 Sussex District

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

Matthews Gate Stop Area

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

4.3.9 Transition Areas



Map 2: Transition Areas

4.3.9.1 The Transition Areas will promote positive integration of building scale and intensity of development between the Downtown Core and abutting communities.

4.3.9.2 The design of the built environment should encourage:

a. mid-rise built form adjacent to the Downtown Core boundaries and north of Burnhamthorpe Road West, with height transitions to a maximum of five storeys, on lands shown as Area 'A' on Map 2;

b. low-rise built form adjacent to the Downtown Core boundaries, with height transitions from a maximum of two storeys at the Downtown Core boundaries to a maximum of eight storeys at the inner edge of the Transition Areas for lands abutting the easterly limit of the Downtown Core, shown as Area 'B' on Map 2 and lands immediately south of Rathburn Road West, shown as Area 'C' on Map 2;

c. orientation of buildings enabling a sensitive integration with adjacent low density development;

d. internalized service areas and parking to minimize impact on adjacent residential;

e. pedestrian and bicycle links to adjacent communities; and

f. appropriate setbacks and landscaping adjacent to the existing walkways.

5.0 DIRECT GROWTH

5.1 Introduction

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

The existing gross density in the Downtown Core is approximately 210.7 residents and jobs combined per hectare[1]. Based on existing development and that under construction, the current population to employment ratio is 1.6:1.[2] It is estimated that existing planned and approved residential development will add up to 10,000 additional residents to the Downtown Core in the next decade.

With a gross density of 210.7 residents and jobs combined per hectare, the Downtown Core exceeds the minimum density target. As the Downtown Core will likely need to offset lower densities elsewhere in the Downtown, additional overall intensification is desirable.

Given the unlimited height and density permitted in the Downtown Core and prevailing market conditions, high density residential development has predominated. Employment growth has not kept pace with residential development in the Downtown Core. The expected additional residential population will further skew the population to employment ratio. The challenge will be to meet the employment targets in order to achieve a sustainable balance between residents and employees. Additional employment which includes retail, office, public sector, institutional and other jobs will be required to provide more opportunities to live and work in the City and to support transit and other investments.

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

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

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

[1] Focus on Mississauga 2012, City of Mississauga
[2] Focus on Mississauga 2012, City of Mississauga

6.0 VALUE THE ENVIRONMENT

6.1 Parks and Open Spaces

Open space in the Downtown Core has a distinct character from other city parks with a focus on place making, social interaction and district identity. Open space and publicly accessible ground related amenity areas may take the form of civic gathering spaces, neighbourhood parks, naturalized spaces, public squares and private amenity areas. They should be accessible to people of all ages and abilities as facilities for passive enjoyment and urban life.

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

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

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

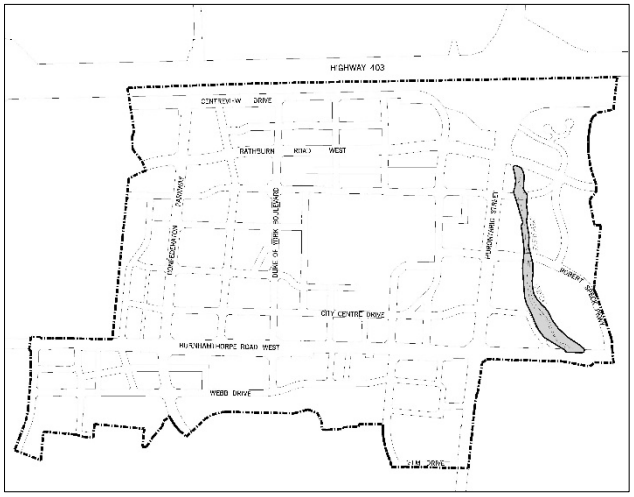
6.1.2.4 Opportunities to obtain additional parkland and open space will be explored through purchase by the City, establishment of easements (privately owned public space (POPS)), land dedication, or future agreements with land owners to ensure the adequate provision of parkland and open spaces.

6.1.2.5 Privately Owned Public Space (POPS) will be:

a. generally subject to the Public Open Space policies of this Plan; and

b. privately owned and maintained outdoor space that is universally accessible and open to the public.

6.2 Cooksville Creek Corridor



Map 3: Cooksville Creek Corridor

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

a. appropriate setback of buildings from the corridor (landscaping only);

b. improved visibility, access and linkage to the corridor from development parcels and public streets;

c. views/informal surveillance to the corridor;

d. integration of public/private open space and landscape areas;

e. compatible positive relationship between the built form and the corridor;

f. parking structures are designed and located to complement the corridor.

6.3 Stormwater Management

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

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

7.0 Complete Communities

7.1 Introduction

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

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

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

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

7.2 Community and Cultural Infrastructure

Community and cultural infrastructure in the Downtown Core is unique in that it functions both as a city wide and sometimes regional draw as well as serving the local community who live in the core. The Downtown contains a significant concentration of distinctive cultural resources such as facilities, buildings and events which represent a cultural infrastructure cluster considered to be a cultural node.

7.2.1 Mississauga will encourage partnerships and collaboration to further develop community and cultural infrastructure resources in the Downtown Core.

7.3 Distinct Identity and Character

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

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

8.0 CREATE A MULTI-MODAL CITY

The Downtown Core will accommodate all modes of transportation to enable the movement of people and vehicles to, from and within the Downtown Core.

8.1 Multi-Modal Network

A multi-modal transportation system is key to ensure the efficient movement of people and goods within the Downtown Core. Arterial roads, Highway 403 and a system of local collectors and roads

facilitate the movement of vehicles, transit, cyclists, pedestrians and goods into, out of and within the Core.

8.2 Road System

8.2.1 All roads shown on the Downtown Core Long Term Road Network and Classification, Schedule 2 will be public, unless otherwise indicated. The design, access requirements and public/private responsibilities for roads and pedestrian connections will be determined through the development application process or through a Local Area Plan update.

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

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

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

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

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

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

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

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

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

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

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

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

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

8.3 Parking and Transportation Demand Management

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

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

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

8.3.4 Mississauga will encourage Transportation Demand Management measures as part of development applications within the Downtown Core.

8.4 Anchor Hub

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

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

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

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

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

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

8.4.7 Within ***higher order transit*** stop areas, the City will require that development applications address Transit Oriented Development (TOD) objectives. These include moderate to high density development, comprised of a mix of uses and designed with an emphasis on the pedestrian experience and opportunities to maximize transit ridership.

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

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

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

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

8.4.12 Development will address the ease and comfortable movement of people between transit modes and to other destinations within the Downtown Core, reinforcing this area as an anchor hub.

9.0 BUILD A DESIRABLE URBAN FORM

9.1 General

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

The intent of the urban design policies of this Area Plan is to provide direction and define principles for the physical design of the Downtown Core. Urban form including the location of streets, mix of uses, a high standard of urban design, streetscape design, and the development and enhancement of a comprehensive public/private system of linkages and open space, including public art will be achieved in the Downtown Core through the following:

- a fine-grain grid network of urban scale land blocks and streets that supports transit and a pedestrian oriented Core;
- the highest standard of design in the public and private realms that establishes a sense of place and civic identity, seamlessly integrating to produce a prominent high quality Downtown Core environment;
- a connected and well-designed urban open space system that provides opportunities for public gathering and passive outdoor recreation;
- well defined skyline elements, views, gateway treatments and landmarks, distinctive character areas, districts and neighbourhoods, open space, high quality landscapes and streetscape treatment, public art and signage;
- a compact built form that has a high level of physical continuity and cohesion between buildings, from block to block, and from street to street;
- buildings that generate a high degree of animation, enabling active ground floors, vibrant streets and walking;
- the incremental transition of large surface parking lots into more intensive, urban scale development incorporating structured parking that supports the built form and multi-modal objectives of this plan;
- linkages that ensure compatible integration, transition and contextual fit with the character and scale of adjacent communities; and
- ensuring that development combines high quality design, scale, massing and the use of materials together with landscape and streetscape to create a high standard of urbanity.

9.2 The Public Realm

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

Elements of the public realm also include pedestrian paths, cycling amenities, bridges, plazas, transportation hubs, gateways, natural features, view corridors and public landmarks. Together, these convey the image, identity and character of the Downtown Core setting.

9.2.1 Streets and Blocks

A fine-grain grid and network of streets and blocks is fundamental to this Plan and will serve as the framework for achieving urbanism.

A great benefit of a well-connected network of streets and small blocks is that it makes a downtown understandable to residents and visitors. There is order and clarity to the downtown's

organization if its streets connect and allow intelligible ways to conceive the downtown and travel within and between places. Streets in the Downtown Core will also be defined by public and private buildings and open space to create an important sense of enclosure and outdoor 'rooms' that function as public spaces themselves.

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

9.2.1.1 The Downtown Core will be developed to:

a. create a fine-grain grid of streets;

b. provide high quality designs for streets and intersections that achieve, definition, enclosure and comfort for pedestrians and street life;

c. accommodate on-street parking and cycling amenity in public rights of way, where feasible; and

d. incorporate coordinated street furniture, street trees, lighting systems and traffic signage appropriate to the character of the Downtown Core.

9.2.2 Boulevards and Sidewalks

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

a. incorporate coordinated design themes, high quality materials, street trees and landscaping;

b. be designed as active, animated public spaces that seamlessly integrate with buildings and other components of the public realm to define the street space;

c. maximize opportunities to incorporate places to meet, sit and socialize; and

d. achieve pedestrian comfort, weather protection and safety, particularly at transit stops.

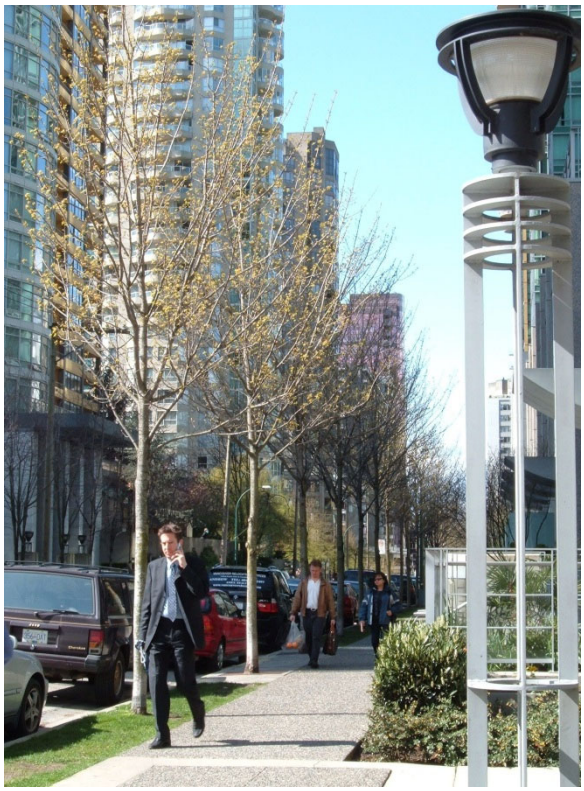


Figure 1: Boulevards incorporate street trees for rhythm and definition, along with generous sidewalks and pedestrian scale lighting for comfort and safety.

9.2.3 Streets and Frontage Categories

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

a. establishing 'A' and 'B' Street Frontage categories that identify:

- streets having the highest pedestrian character; and
- where vehicular access to development for parking, loading and servicing will occur on street frontages;

b. identifying urban design policies that articulate the intent of the street frontage categories; and

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

9.2.4 Gateways, Routes, Landmarks and Views

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

9.2.4.2 The development of landmark buildings in the Downtown Core will be encouraged on sites having the following attributes:

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

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

9.2.5 Open Space and Amenity Areas

Open Space and Amenity Areas in the Downtown Core will:

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

9.2.6 Transit and Active Transportation

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

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

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

b. provide walkways from transit stops to main front building entrance(s); and

c. incorporate weather protection in waiting areas;

9.3 Buildings and Site Development

9.3.1 Buildings

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

9.3.1.1 The design, location and character of buildings in the Downtown Core will:

a. have regard for scale and enclosure of the public street;

b. mitigate the perceived mass of large buildings and long frontages by:

- using special massing to articulate the built form; and
- providing a change in materials, textures, patterns, colours and details to create a sense of smaller scale buildings;

c. design corner lot buildings with special massing and architectural treatments on both streets to give prominence along the frontages and visually distinguish these sites;

d. prohibit blank building walls abutting the street; and

e. have buildings that deploy high quality, resilient and durable materials such as stone, clay brick, wood, glass and metals.

9.3.2 Relationship to the Public Realm

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

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

9.3.2.1 To create a desirable relationship with the public realm, buildings will be subject to the following:

a. locate streetwalls of buildings within build-to areas on development blocks at the build-to line to contain the street and provide enclosure;

b. coordinate build-to lines with adjacent properties in order to create consistent edges and streetwalls along frontages;

c. ensure a variation in setbacks along the building frontages to articulate façade emphasis at the build-to line, thereby allowing for visual interest, outdoor patios, recessed entries and landscaped areas;

d. design active ground floor uses to animate the public realm as an extension of the pedestrian environment;

e. incorporate transparent windows in ground floor uses;

f. locate functioning main front entrances to buildings so that they are clearly identifiable and prominent with direct access to the public sidewalk, pedestrian connections and transit facilities;

g. design and locate lobby, retail and commercial entrances so that they are flush with the sidewalk elevation; and

h. design and locate utilities, exhaust vents and municipal services to minimize negative impacts on the public realm.

9.3.3 Frontage Provisions

9.3.3.1 Role of 'A' & 'B' Streets

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

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

form and streetscape treatment to achieve the highest standard in the public realm.

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

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

9.3.3.2 Provisions for 'A' Streets

9.3.3.2.1 Development fronting onto 'A' Streets will:

a. have continuous buildings along development blocks to provide a continuity of built form from one property to the next;

b. provide functioning main front entrances to buildings on 'A' streets; and



Figure 2: Buildings on 'A' Streets are continuous along the length of development blocks and integrate seamlessly with the public realm to produce lively, animated, pedestrian oriented frontages.

c. be prohibited from locating curb cuts, driveways and laneways on 'A' streets.

9.3.3.3 Provisions for 'B' Streets

9.3.3.3.1 Development fronting onto 'B' Streets will:

a. have buildings along development blocks, with provision for vehicular access to off-street parking, access for deliveries, garbage pick-up, servicing and loading; and

b. provide functioning main front entrances to buildings on 'B' Street~~-~~ frontages when there is no 'A' Street frontage;

c. where appropriate, provide functioning secondary entrance(s) for additional pedestrian access.



Figure 3: 'B' Streets allow for vehicular access to off street parking in addition to deliveries, garbage pick-up, servicing and loading.

9.3.3.4 Exceptions to Access Provisions

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

a. curb cuts, driveways and laneways may be located on 'A' streets provided that:

- a site or block does not have access from a 'B' street, there is a requirement for emergency vehicle access; or
- where the City has determined that there are extenuating site constraints; and impacts on the pedestrian environment are minimized through a high standard of design treatment consistent with the quality of the public realm;

b. where a development block has an 'A' and 'B' Street frontage, the most prominent building entrance will be located on the 'A' Street frontage except where it is a retail activation street; and

c. corner entrances may be required where development is located at corner sites or prominent street intersections.

9.3.3.5 Buildings with At Grade Retail

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



Figure 4: Storefronts collectively incorporate a strong sense of rhythm and pattern across the building frontage, assisting pedestrians with spatial perception, orientation and accessibility.

a. the street is lined with continuous active retail uses;

b. storefronts are articulated externally to breakdown the apparent width with a frequent rhythm that supports the pedestrian experience at the street level;

c. uses will be directly related to the public sidewalk and street level, and will incorporate operating entrances, doorways and storefront windows oriented to the street, along with signage and lighting to provide animation, interest and variety in the streetscape;

d. storefronts incorporate the highest standard of materials and design with clear transparent windows and doors that provide clear views into and out from ground floor uses;

e. such uses will incorporate fixed canopies, awnings, cantilevers, or similar features that are architecturally compatible with the design of the building in order to achieve pedestrian scale, comfort and weather sheltered pedestrian routes; and

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

9.3.3.6 Residential Entrances Located On Retail Activation Streets

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

a. limited in width;

b. located to establish and reinforce patterns of access between blocks of development; and

c. positioned so that there is minimal interruption of retail units along the block.

9.3.3.7 Residential Uses

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

a. provide functioning, individual entrances to residential units and to animate the frontage with windows on the ground floor that look out onto the street;

b. create a high quality interface and transition between the public sidewalk and front door to ensure adequate separation, definition and privacy;

c. provide high quality landscape architecture treatments within frontages, transition zones and setbacks; and

d. consider designs that allow for the potential conversion of ground floor residential uses to commercial and retail uses over time.



Figure 5: Transition areas between the front doors of residential uses and the public sidewalk incorporate landscaping and architectural treatment.

9.3.3.8 Buildings Facing Open Space



Figure 6: Buildings incorporate high quality materials and articulated facades, framing open space to create green, robust and attractive park settings.

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

9.3.3.9 Private Open Space

Private open space may be incorporated into new developments along 'A' or 'B' Street frontages in part or whole, provided that:

- the design of private open space will integrate seamlessly with the adjoining street network, pedestrian environment and overall open space system;
- the design of the private open space contributes positively to the identity of the Downtown Core;
- the private open space interfaces with existing and/or proposed development in a legible and cohesive manner;
- the design of the private open space is executed to the highest urban design and landscape architecture standards; and
- private open space is accessible, safe and is being provided for the use and enjoyment of the

general public on a year-round, seasonal and 24 hour basis.

9.3.3.10 Structured Parking

9.3.3.10.1 Structured parking will be designed so that:

a. structured parking and vehicular access will be located to minimize impacts on the property and on surrounding properties and will improve the safety and attractiveness of adjacent streets, parks and open spaces;

b. above grade parking structures will not directly front onto 'A' streets, but will be entirely screened by liner buildings incorporating a mix of uses between the parking structure and street space;

c. above grade parking structures will have active uses on the ground floor such as retail with an appropriate scale and architectural expression to support activity on the streets, parks and/or open spaces;

d. above grade parking structures will only directly front onto one 'B' street, where more than one 'B' street frontage exists;

e. where facing 'B' streets, above grade parking structures and their facades will be designed to the highest level of architectural treatment and façade animation to mask the parking and screen views of the interior; and

f. entrances, lobbies and passageways that provide a convenient means of pedestrian access to parking facilities from the sidewalk will be enclosed, limited in size, appropriately signed and integrated into the façade design without appearing as dominant elements on the street frontages.

9.3.3.11 Exceptions to Frontage Provisions

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

a. the City has determined that there are extenuating site constraints; and/or

b. development proposals are able to demonstrate urban design excellence.

9.4 Residential Buildings

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

9.4.1 Low-Rise Buildings

9.4.1.1 Low-rise buildings (3 - 5 storeys) will be designed to provide a minimum of 3 storeys both at the street frontage and across the entire building area.

9.4.2 Mid-Rise Buildings

9.4.2.1 Mid-rise buildings (6 – 12 storeys) will be designed to:

a. incorporate special massing, stepbacks, pedestrian perception lines, and articulation at the streetwall and upper storeys to contain the street or public space, and support a pedestrian scale; and

b. mitigate the impacts of wind, shade and shadow and demonstrate how proposals adhere to the City of Mississauga Standards for Shadows Studies.

9.4.3 Tall Buildings

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

General

9.4.3.1 Tall residential building proposals in the Downtown Core will be designed to:

a. encourage a variation in heights on large development parcels; and

b. integrate with adjacent buildings to ensure a seamless interface within blocks of development.



Figure 7: Tall residential buildings articulate the city pattern and urban structure, while visually reinforcing the civic importance of the Downtown Core and the image of the City as a whole.

9.4.4 Form of Tall Residential Buildings

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

9.4.4.2 The podium will be designed to:

a. have a height that is generally equal to the width of the right of way, but not less than 3 storeys;

b. incorporate a streetwall placed at the build-to-line, having a minimum height of 3 storeys; and

c. incorporate step backs at the upper storeys

9.4.4.3 The middle shaft/tower will be:

a. located in relationship to the podium and adjacent buildings;

b. designed to maintain generous spatial separation between towers to maximize access to sky views, natural daylighting, and adequate privacy;

c. have a limited floor plate size;

d. articulating the floor plates to break down the mass of the building; and

e. create street interest and enhance skyline character.

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

a. achieve a distinctive skyline profile; and

b. use materials, finishes and patterns that are consistent with the overall building design and architectural expression.

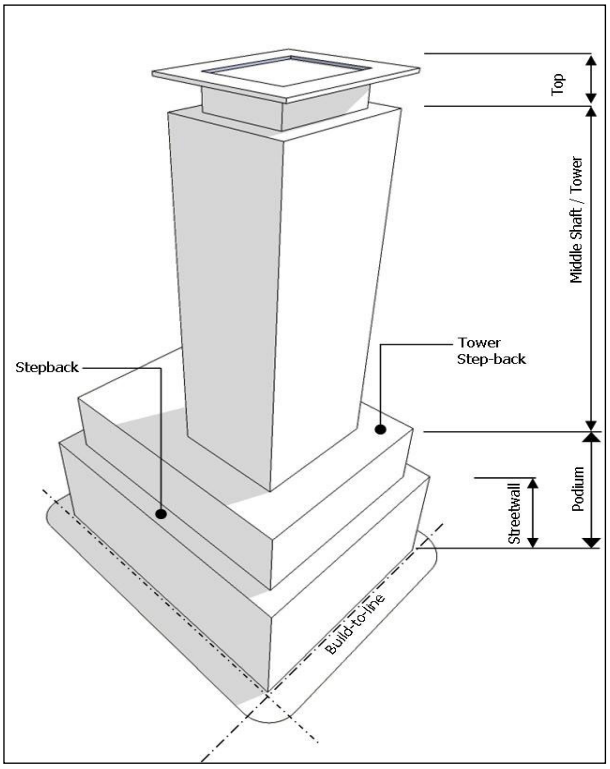


Figure 8: Massing of Tall Residential Buildings

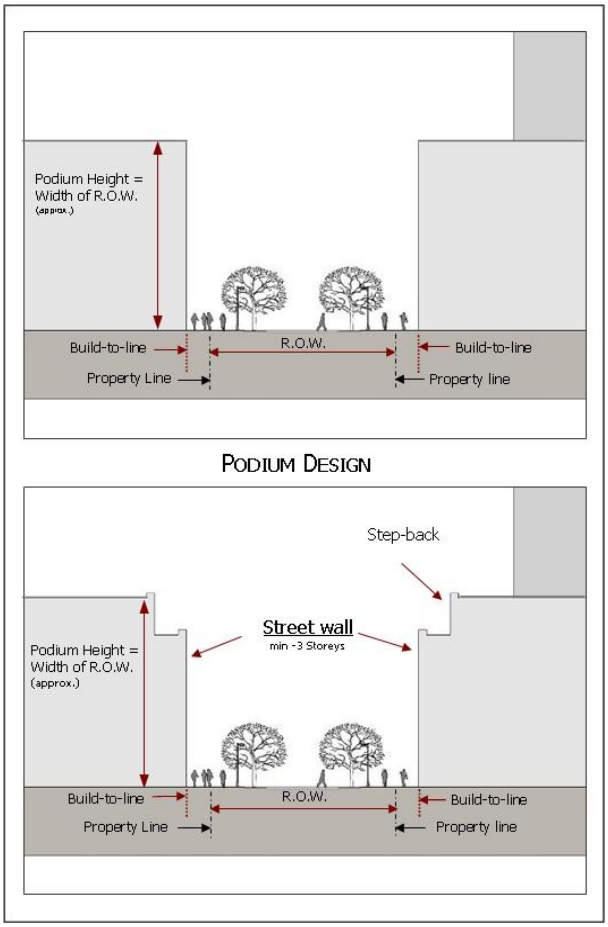


Figure 9: Tall residential buildings will incorporate a Podium that is generally equal to the width of the right of way. Streetwalls will also be incorporated into Podiums to contain the street, assist with pedestrian scale, sunlighting provisions on the public realm and mitigate the overall height of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



Figure 10: Tall residential buildings in Downtown Core will be massed in the form of the podium, middle shaft/tower and top.

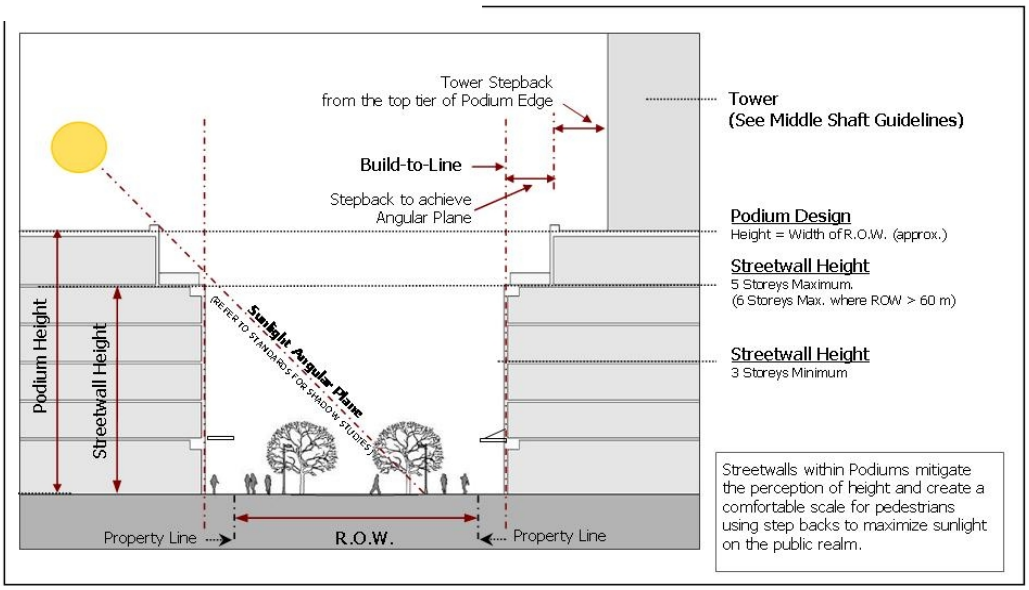


Figure 11: Podiums and their streetwalls will be designed with stepbacks at the upper storeys to provide light filled sidewalks and boulevards in the Downtown Core.

9.4.5 Parking, Servicing and Loading

9.4.5.1 Parking facilities to support new development will:

a. be accommodated in below-grade or above grade structured parking;

b. identify access from the street;

c. encourage shared parking between developments where appropriate;

d. incorporate walkways, traffic islands and pedestrian refuges as integral components of parking facilities; and

e. have recognition of the needs of cyclists.

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

9.4.6 Signage

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

a. be visually integrated with development as an extension of the building's architectural expression; and

b. ensure compatibility of scale and character of the signage with the building and the context of the site.

9.4.7 Site Development

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

a. street trees and landscaping and relocating utilities, if required;

b. lighting;

c. weather protections elements;

d. screening of parking areas;

e. bicycle parking;

f. public art;

g. street furniture; and

h. sustainable design elements.

10.0 FOSTER A STRONG ECONOMY

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

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

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

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

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

11.0 LAND USE

11.1 General Land Use

11.1.1 Uses Permitted in all Designations

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

a. ***cogeneration*** facility will be permitted as an accessory use; and

b. commercial parking facility.

11.1.2 Residential

11.1.2.1 Residential consists of the following designation:

a. Residential High Density.

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

a. townhouses accessory to an apartment dwelling.

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

11.1.3 Downtown Mixed Use

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

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

11.1.3.3 In addition to the Uses Permitted in all Designations, lands designated Downtown Mixed Use will permit the following uses:

a. apartment

b. car share facilities;

c. commercial parking facility;

d. hospital;

e. long term care building;

f. major office;

g. makerspaces;

h. overnight accommodation;

i. post-secondary educational facility;

j. residential uses associated with an institutional use;

k. retirement building;

l. secondary office;

m. townhouses accessory to an apartment;

n. accessory commercial uses: retail store, personal service, restaurant, financial institution

11.1.3.4 The following uses are not permitted:

a. convenience restaurant or financial institution with drive-through facility; and

b. motor vehicle sales and rental facility.

11.1.4 Downtown Core Mixed Use

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

11.1.4.2 In addition to the Uses Permitted in all Designations, lands designated Downtown Core Mixed Use will permit the following uses:

a. apartment;

b. commercial parking facility;

c. financial institution;

d. hospital;

e. long term care building;

f. major office;

g. makerspaces;

h. overnight accommodation;

i. personal service establishment

j. post-secondary educational facility;

k. residential uses associated with an institutional use;

l. restaurant;

m. retail store;

n. retirement building;

o. secondary office;

p. townhouses accessory to an apartment.

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

11.1.4.4 The following uses are not permitted:

a. convenience restaurant with drive-through facility; and

b. motor vehicle sales and rental facility.

Retail Activation

11.1.4.5 Existing and new streets in the Downtown Core have been identified on Schedule 5, Retail Activation of this Area Plan for the purpose of:

a. establishing retail objectives within mixed use buildings;

b. identifying districts and areas of focus for which retail has been determined to be a strategic priority in the Downtown Core;

c. setting out requirements for the amount of at grade retail to be achieved within buildings on street frontages in accordance with the Schedule 5 Retail Activation included in this Area Plan; and

d. identifying permitted retail uses as outlined below.

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

a. financial institution;

b. personal service establishment;

c. restaurant; and

d. retail store.

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

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

a. accommodate one or more areas of Public Open Space and will form part of a system of Public

Open Space and Privately Owned Public Spaces (POPS);

b. The location, number and size of parkland and open space block(s) will be determined in conjunction with the development of lands in this area. The City will encourage the consolidation of multiple parkland sites within the Area, having consideration for matters including the proximity to residential uses and transit, in order to achieve Public Open Space and Privately Owned Public Spaces of acceptable size, configuration and location; and through the provision of development and parkland/open space concept plans, demonstrate to the satisfaction of the City how the City's parkland and open space objectives within this area will be satisfied, prior to approval of any draft plan of subdivision, severance or any other development application within this area.

11.1.5 Office

11.1.5.1 Notwithstanding the Office policies of this Plan, the following additional uses will also be permitted:

a. hospital;

b. post-secondary educational facility; and

c. overnight accommodation.

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

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

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

a. financial institution;

b. personal services establishment

c. restaurant; and

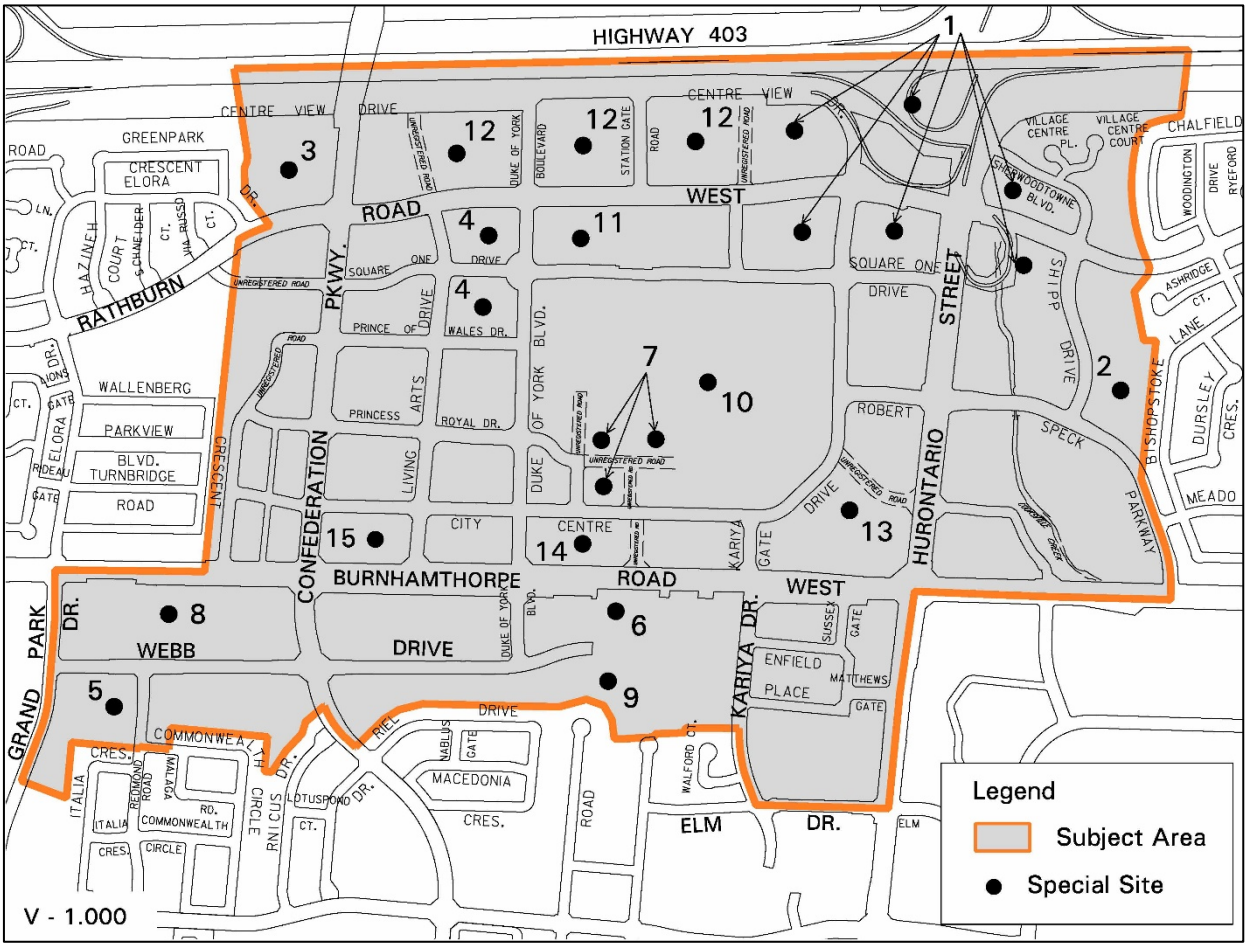
d. retail store



Figure 12: Retail Streets in the Downtown Core will contribute to area vibrancy, economic vitality and life on the streets.

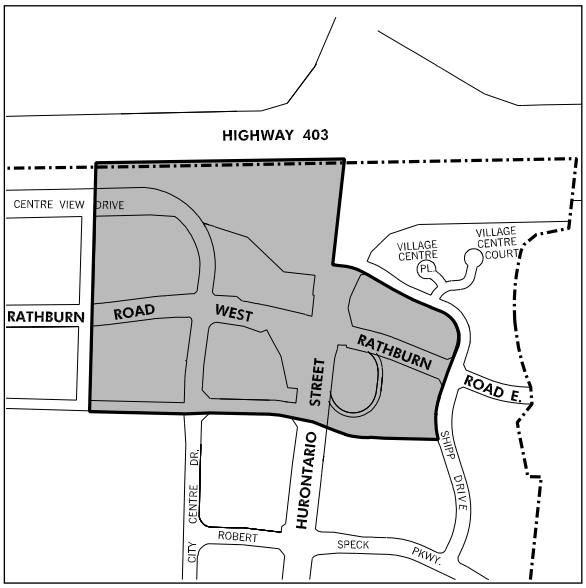
12.0 SPECIAL SITE POLICIES

There are sites within the Downtown Core that merit special attention and are subject to the following policies:



Map 4: Location of Special Sites within the Downtown Local Area Plan

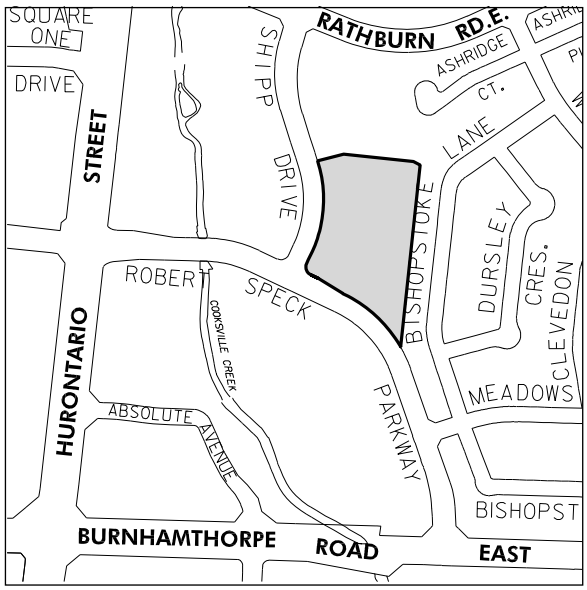
12.1 Site 1



12.1.1 The lands identified as Special Site 1 are located in the four quadrants adjacent to the Hurontario Street and Rathburn Road intersection.

12.1.2 Prior to the finalization of the road network for this site area, the appropriate transportation studies will be carried out in conjunction with the Provincial Government.

12.2 Site 2



12.2.1 The lands identified as Special Site 2 are located at the northeast quadrant of Robert Speck Parkway and Shipp Drive.

12.2.2 Notwithstanding the provisions of the Mixed Use designation, the following additional policy will apply:

a. townhouses will be permitted on the entire site.

12.3 Site 3



12.3.1 The lands identified as Special Site 3 are located north of Rathburn Road, west of the Confederation Parkway extension.

12.3.2 Notwithstanding the provisions of the Mixed Use designation, townhouse dwellings will be permitted.

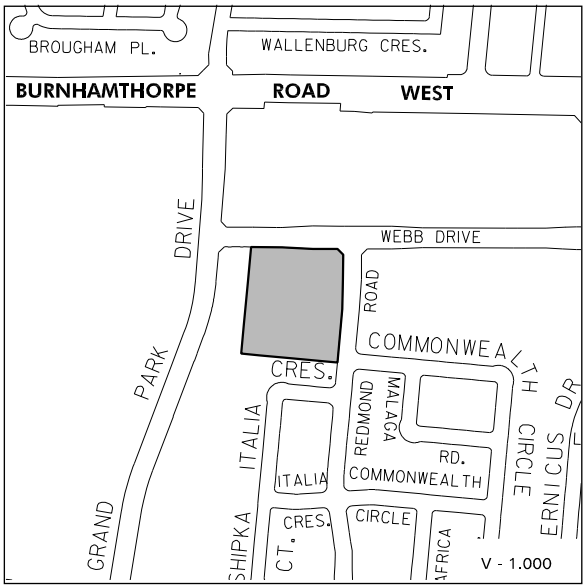
12.4 Site 4



12.4.1 The lands identified as Special Site 4 are bounded by Rathburn Road West to the north, Duke of York Boulevard to the east, Prince of Wales Boulevard to the south and Living Arts Drive to the west.

12.4.2 Notwithstanding the Open Space and Mixed Use designations shown on the Land Use Plan, the lands designated Open Space and Mixed Use may be increased or decreased in size, reconfigured or relocated within Special Site 4 without an amendment to this Plan and these lands may also be used for parking.

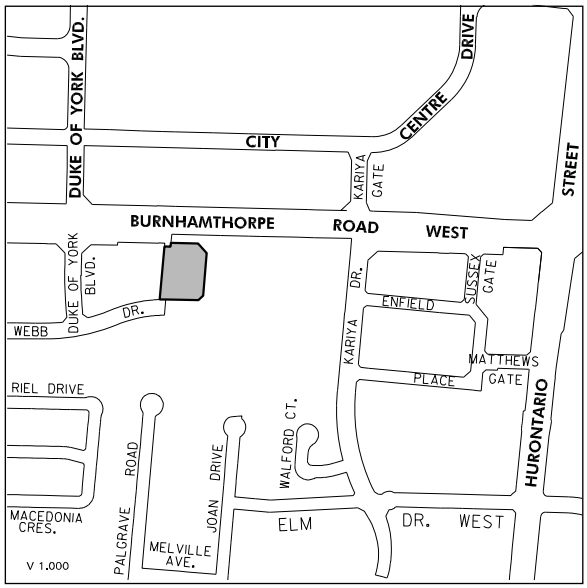
12.5 Site 5



12.5.1 The lands identified as Special Site 5 are located at the southwest corner of Webb Drive and Redmond Road.

12.5.2 Notwithstanding the Residential High Density designation, an apartment dwelling with a maximum height of 27 storeys will be permitted.

12.6 Site 6



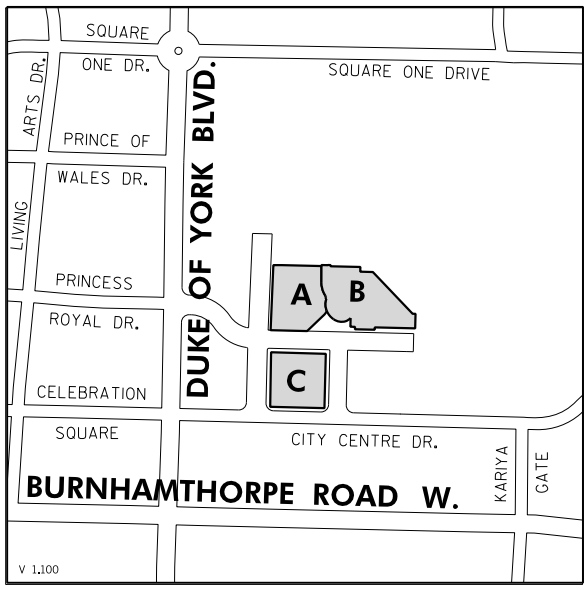
12.6.1 The lands identified as Special Site 6 are located at the southwest corner of Burnhamthorpe Road East and the future extension of Main Street.

12.6.2 Notwithstanding the 'A' Street policies of this Area Plan, access for servicing (off-street parking, deliveries, garbage pick-up and loading) will be permitted from Burnhamthorpe Road West.

12.6.3 Minimum Retail Activation on buildings fronting onto Burnhamthorpe Road West may be 65%.

12.6.4 Pedestrian access to units above/below the first storey of a building with a first storey streetwall facing Webb Drive may be provided through a main front entrance facing Webb Drive.

12.7 Site 7



12.7.1 The lands identified as Special Site 7 are generally located east of Duke of York Boulevard and north of City Centre Drive.

12.7.2 Notwithstanding the policies in this Plan, commercial uses to a maximum of 925m2 GFA will be permitted in a building of less than 3 storeys, accessory to Open Space within Area C.

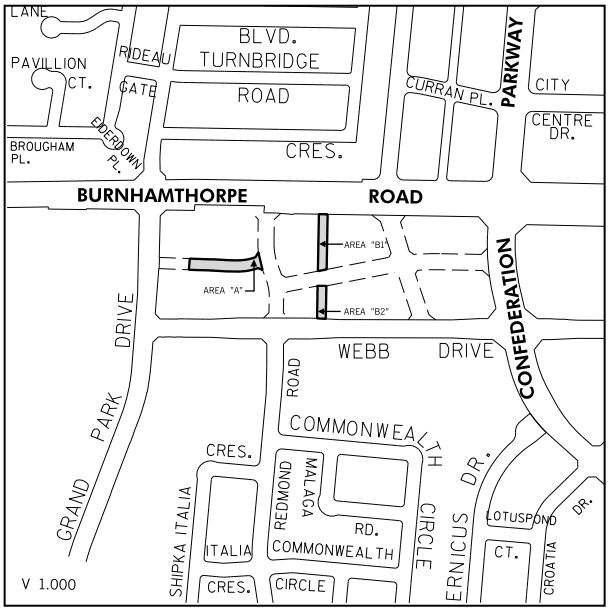
12.7.3 Below-grade parking structures will be permitted in Areas C and D.

12.7.4 Storefronts may vary in width within Area A.

12.7.5 Buildings in Areas A and B will be a minimum of one storey and have the following minimum heights:

1. Area A – 13.5 metres
2. Area B – 7.5 metres

12.8 Site 8

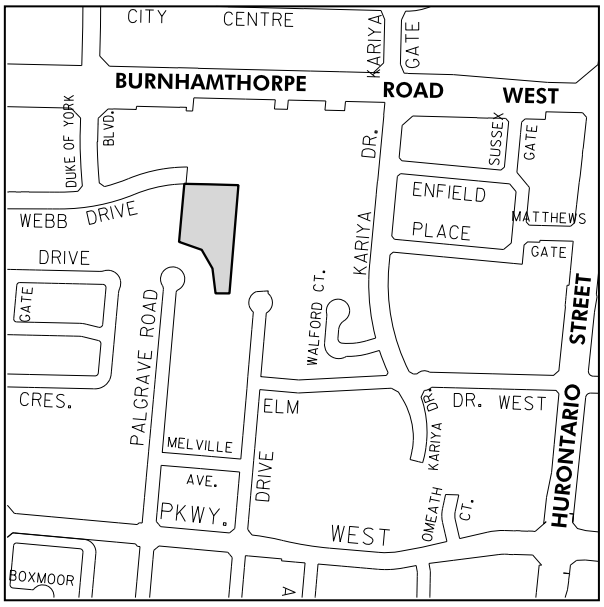


12.8.1 The lands identified as Special Site 8 are located between Burnhamthorpe Road West and Webb Drive and between Grand Park Drive and Confederation Parkway.

12.8.2 Area A shall be a public road but permit a private below grade parking structure.

12.8.3 Area B1 and B2 shall permit private streets with below grade parking structures, however, surface public access easement shall be required over the roads to contribute to the public road network.

12.9 Site 9

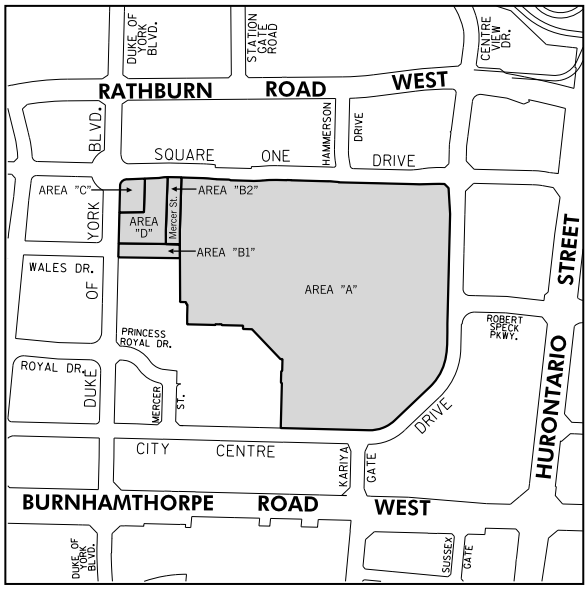


12.9.1 The lands Identified as Special Site 9 are located on the south side of the Webb Drive extension, east of the Palgrave Road unopened right-of-way.

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

a. townhouse dwellings will be permitted.

12.10 Site 10



12.10.1 The lands identified as Special Site 10 are generally located, south of Square One Drive and north and west of City Centre Drive.

12.10.2 Notwithstanding the policies of this Plan the following shall apply:

a. storefronts may vary in width within Area A;

b. buildings within Area A and C will be a minimum of one storey and have a minimum height of 10.7 metres;

c. buildings within Areas C and D will have a minimum aggregate floor space index (FSI) of 3.0. Any application for buildings within Area C or D that would result in an aggregate FSI of less than 3.0 must be part of a development application that demonstrates how the minimum FSI of 3.0 will be achieved within Areas C and D in aggregate;

d. a pedestrian bridge with a maximum width of 12 metres may be located above Area B1 and/or Area B2 provided that:

    i) the sidewalls and ceilings are designed to be generally transparent;

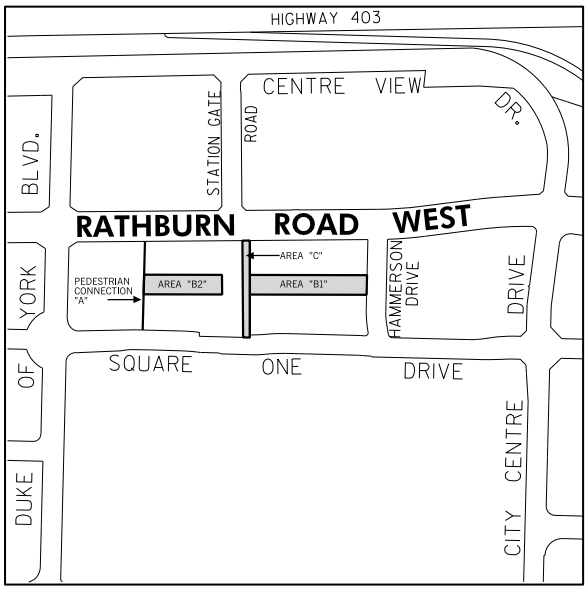
ii) impacts on sky views from the streets below are acceptable to the City's satisfaction; and

iii) areas below the bridge are designed to address pedestrian comfort and safety.

e. motor vehicle sales and display, internal to Square One Mall (100 City Centre Drive) will be permitted provided that:

i) motor vehicle sales and display does not have an exterior face on the mall and is located internal to the shopping centre.

12.11 Site 11



12.11.1 The lands identified as Special Site 11 are bounded by Rathburn Road West, Hammerson Drive, Square One Drive and the pedestrian connection that will be located east of Duke of York Boulevard.

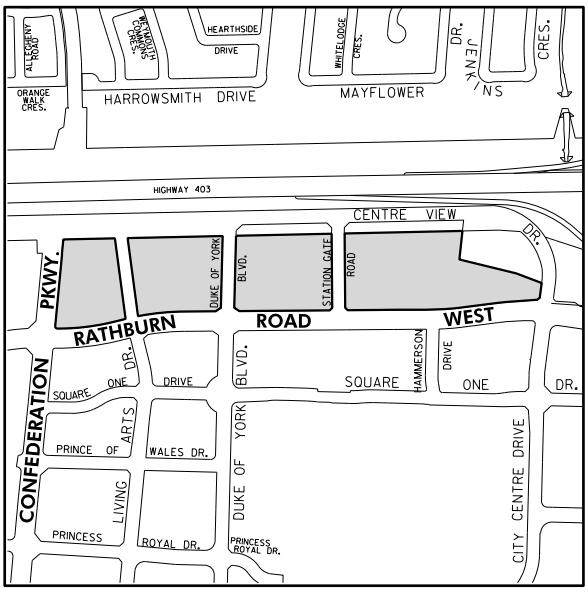
12.11.2 Should the City Centre Transit Terminal remain in its current location, the following modifications to Schedule 2 – Long Term Road Network and Classification will be permitted without amendment to this Plan:

a. the extension of Station Gate Road south of Rathburn Road West to Square One Drive, may be removed and replaced with a pedestrian connection on adjacent lands east of the City Centre Transit Terminal in Area C.

b. Area 'B1' located east of the City Centre Transit Terminal may be designed to terminate mid-block, continuing as a pedestrian connection with a public easement and connecting to the north south pedestrian connection within Area C.

c. the private road with public easement west of the City Centre Transit Terminal located within Area B2 may be removed and replaced with a pedestrian easement that links the north-south pedestrian easement to the west of the City Centre Transit Terminal.

12.12 Site 12



12.12.1 The lands identified as Special Site 12 are located north of Rathburn Road West, east of Confederation Parkway and south and of Centre View Drive.

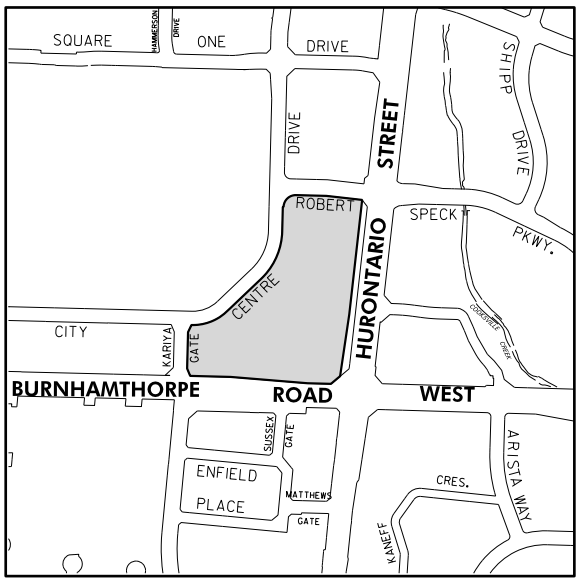
12.12.2 Notwithstanding the provisions of this Plan, apartment dwellings will be permitted provided that they are part of:

a. an office, medical office, hospital, university/college or overnight accommodation development application, or any combination

b. thereof to a maximum of 20% of the total gross floor area.

12.12.3 The size and configuration of the park on the northeast corner of Rathburn Road West and Living Arts Drive will be determined through the development application process.

12.13 Site 13



12.13.1 The lands identified as Special Site 13 are located on the east side of City Centre Drive, south of Robert Speck Parkway.

12.13.2 Notwithstanding the policies of this Plan, a master site plan will be required to demonstrate a road and block layout for future development.

12.13.3 Additional public roads and/or private roads with public easements may be required through the processing of a master site plan or development applications without amendment to this Plan.

12.13.4 The realignment of City Centre Drive may occur if it is satisfactory to the City.

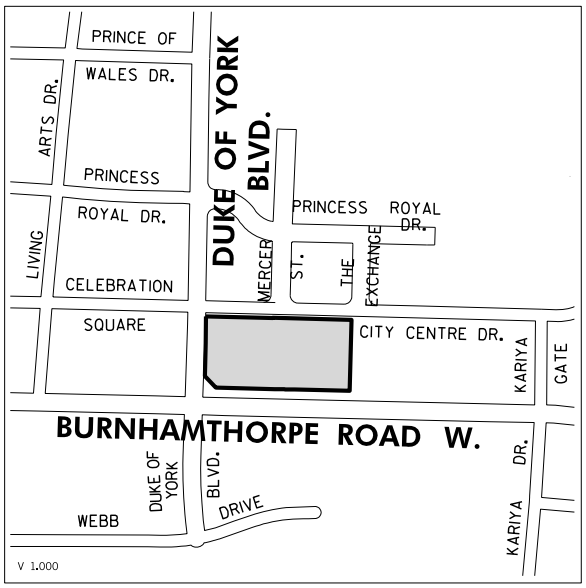
12.13.5 Below-grade encroachments may be permitted at the P2 level or below under a public right-of way to accommodate a maximum of one two-way drive aisle between each building block to facilitate shared access of underground parking and loading areas. The location of these drive aisles will be determined through the development application process.

12.13.6 Surface parking lots for new development may be permitted to facilitate office development.

12.13.7 Retail Activation along the east side of Kariya Gate may be reduced for existing buildings from the 75% minimum requirement without amendment to this Plan.

12.13.8 Minor additions and alterations, and the re-use or reconfiguration of the existing buildings in existence at the time this policy comes into effect (2019 Month Day) are permitted without amendment to this Plan.

12.14 Site 14



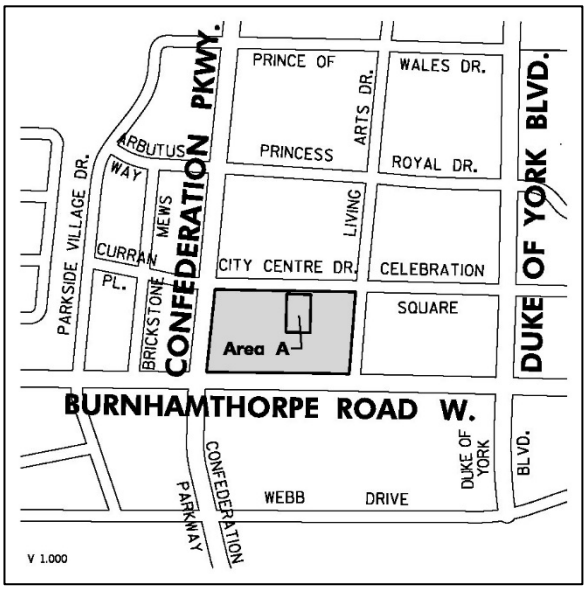
12.14.1 The lands identified as Special Site 14 are located at the northeast corner of Burnhamthorpe Road West and Duke of York Boulevard.

12.14.2 Notwithstanding the policies of this Plan, Retail Activation on the east side of Duke of York Boulevard and Burnhamthorpe Road West may be reduced for existing buildings from the respective 50% and 75% requirements without amendment to this Plan.

12.14.3 Minor additions and alterations, and the re-use or reconfiguration of the existing buildings in

existence at the time this policy comes into effect (2019 Month Day) are permitted without amendment to this Plan.

12.15 Site 15



12.15.1 The lands identified as Special Site 15 are located on the north side of Burnhamthorpe Road West, east of Confederation Parkway.

12.15.2 Notwithstanding the policies of this Plan, a stratified public park with a minimum size of 0.182 hectares and a maximum size of 0.243 hectares with underground parking is permitted within the approximate location identified as Area A.

13.0 IMPLEMENTATION

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

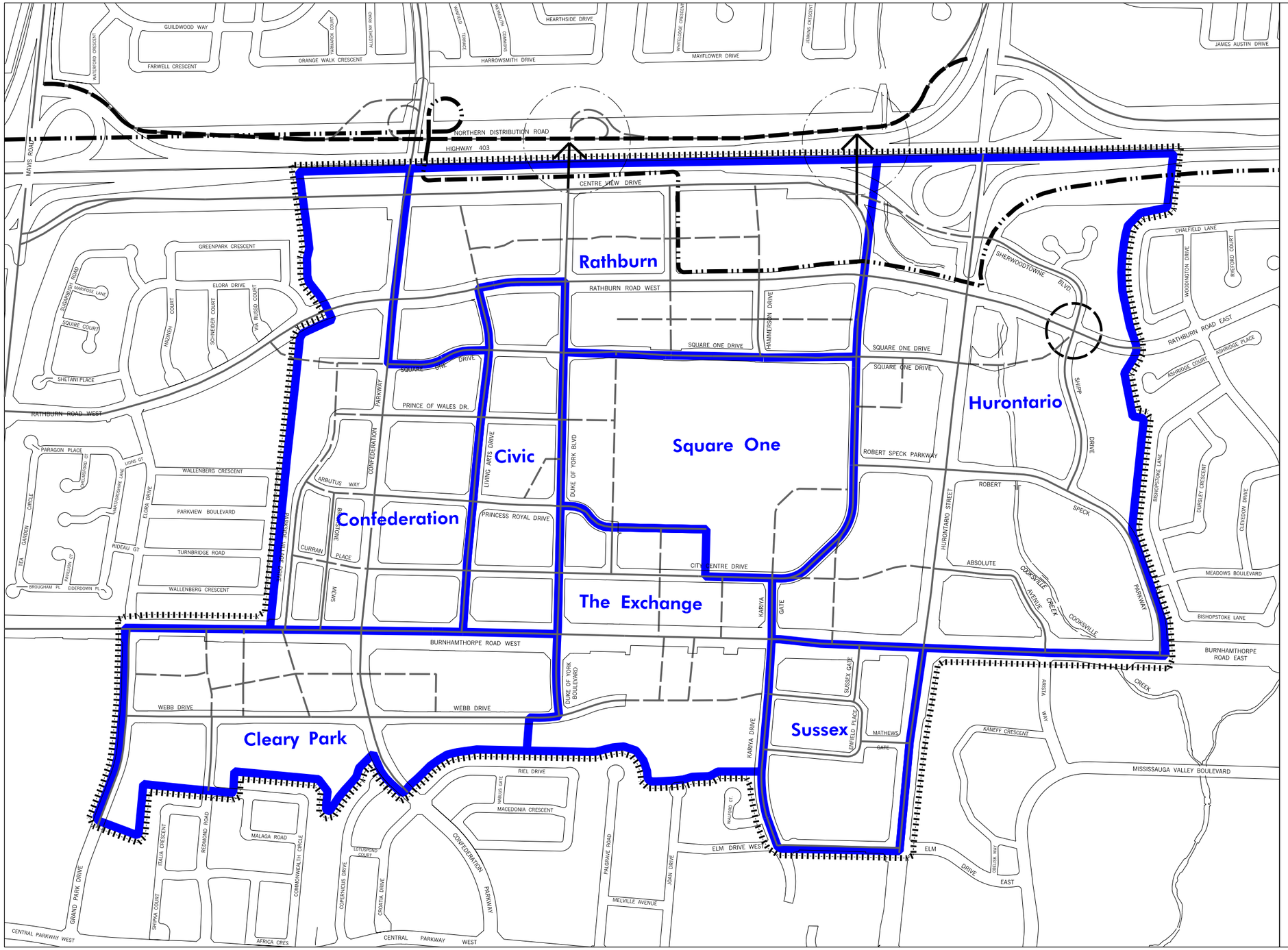
a. entering into an agreement or other arrangements satisfactory to the City to secure land for new public roads identified in this Plan, including any realignments of roads, and said agreement may include an obligation upon a landowner to construct or pay for the construction of new roads;

c. the submission of a concept plan for all development applications proposing phased development, and the introduction of new private roads, private roads with public easements and mid-block pedestrian connections (with or without public easements) must demonstrate how the policies of this Plan and this Area Plan will be implemented through the development review process; and

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

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

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

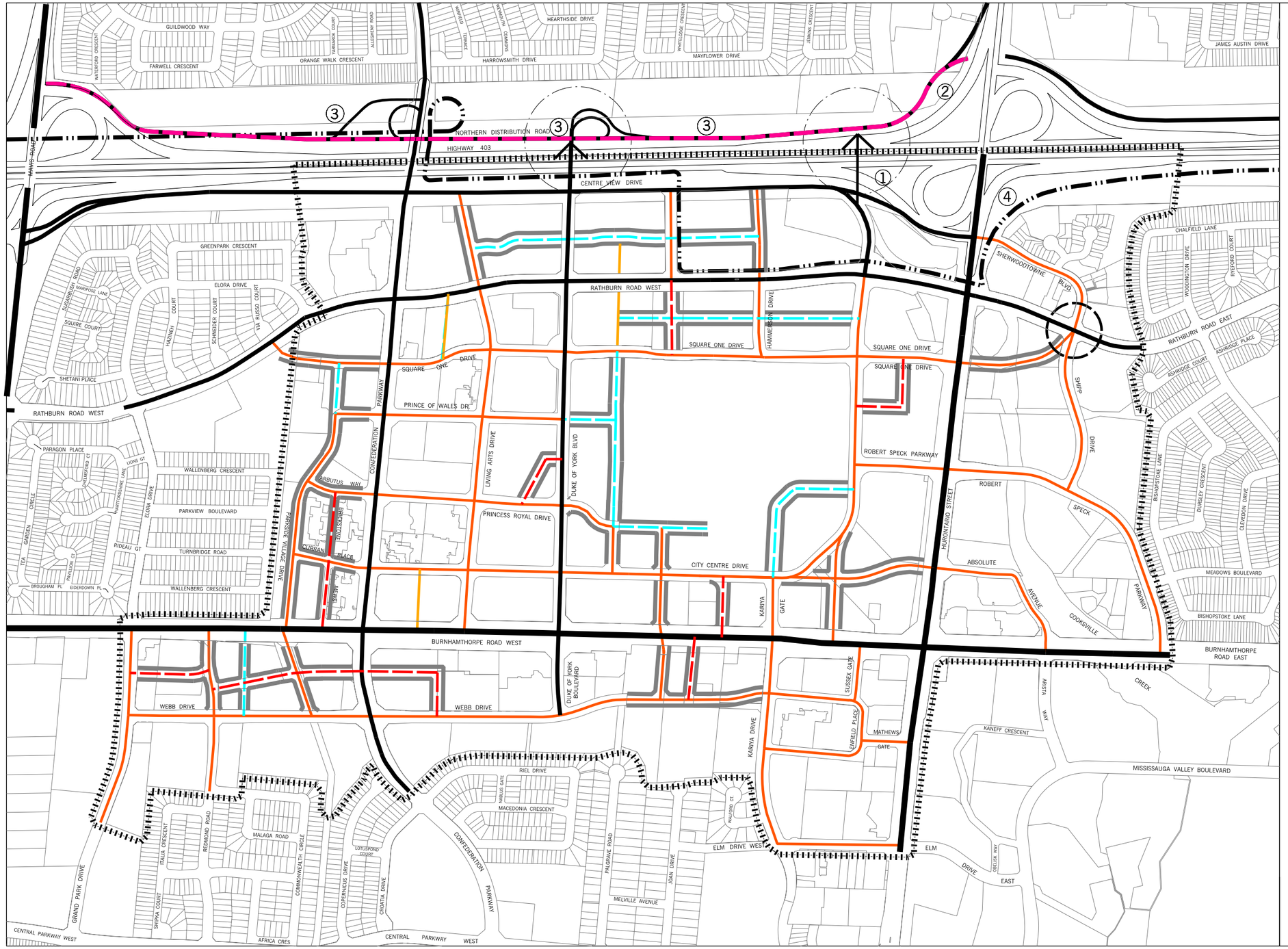


LEGEND

- Downtown Core District Boundaries
- Northern Distribution Road
- Existing Roads
- New Roads
- Proposed Roundabout
- Bus Rapid Transit Corridor
- Proposed Grade Separated Crossing
- Downtown Core Character Area Boundary

Schedule 1
Downtown Core Districts

MISSISSAUGA



LEGEND

- Northern Distribution Road
- Arterial
- Major Collector
- Minor Collector
- Local Road
- Private Road with Public Easement
- Proposed Roundabout
- Bus Rapid Transit Corridor
- Proposed Grade Separated Crossing
- New Roads
- Pedestrian Easements
- Downtown Core Character Area Boundary

① Option 1, Conceptual Centre View Drive connection to EB Hwy. 403 concept.

② Conceptual N-W ramp terminal relocation.

③ Future Road - For additional Information see Schedule 5: Long Term Road Network and Table 8-2: Road Classification - Major Collectors

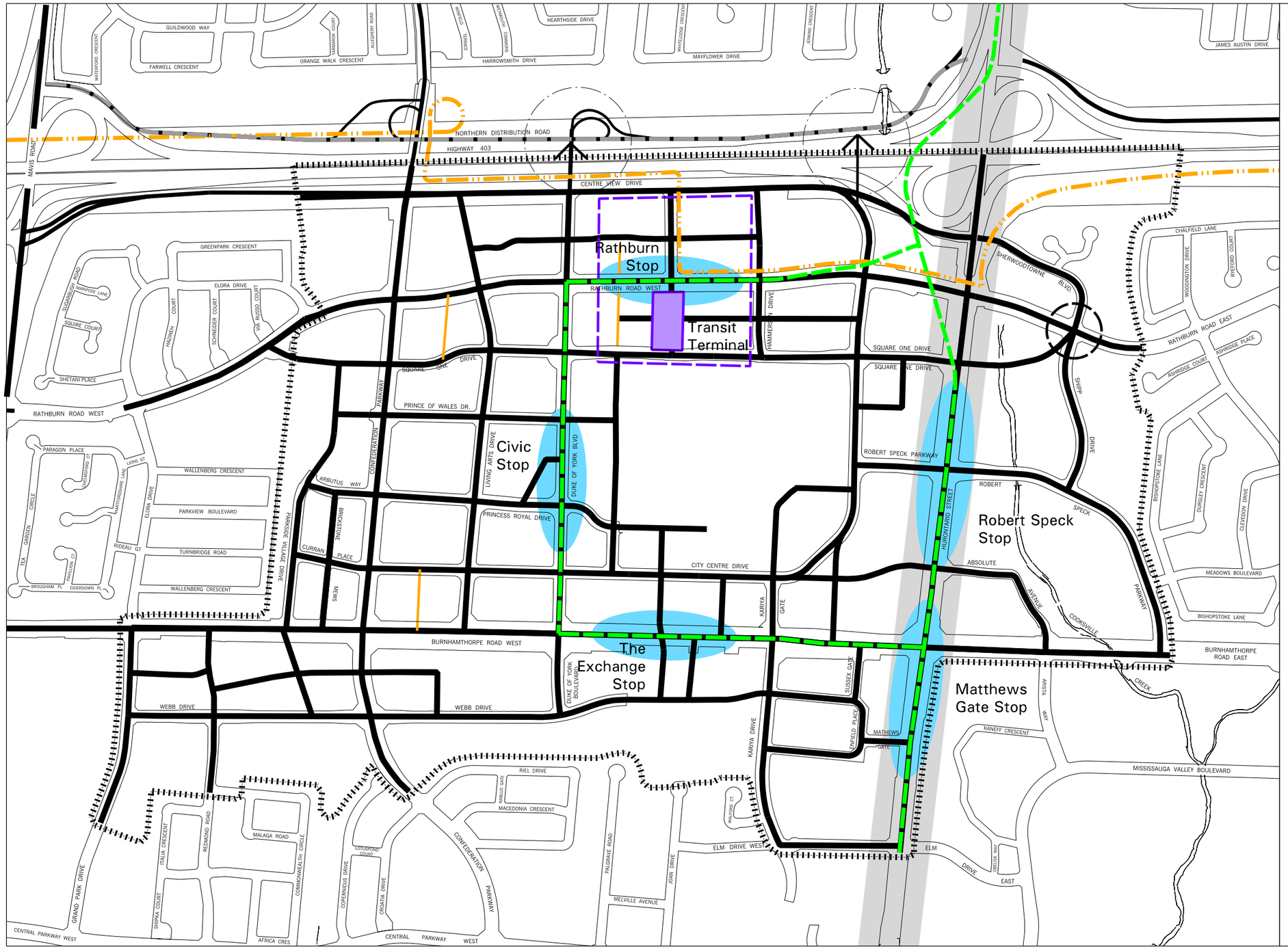
④ The Interim Bus Rapid Transit Corridor depicts the interim alignment of the Bus Rapid Transit as per 2010 Environmental Assessment Approvals.

Notes:
1. Any part of the road network shown outside the city boundaries is shown for information purposes only.
2. All road proposals within the Highway 403 Corridor are conceptual and require review and approval of the Provincial Government.
3. New Transportation Elements will be Subject to a Future Transportation Study.
4. The Bus Rapid Transit Corridor depicts the alignment of the Bus Rapid Transit as per 2010 Environmental Assessment Approvals.

0 100 200 300 400
metres

Schedule 2
Downtown Core
Long Term Road Network and Classification

MISSISSAUGA



LEGEND

- Bus Rapid Transit Corridor
- Northern Distribution Road
- Pedestrian Easements
- Light Rail Transit
- Light Rail Transit Stop Area
- Transit Terminal
- Hurontario Street - Intensification Corridor (OP)
- Anchor Hub
- Road Network
- Proposed Roundabout
- Proposed Grade Separated Crossing
- Downtown Core Character Area Boundary

Notes:

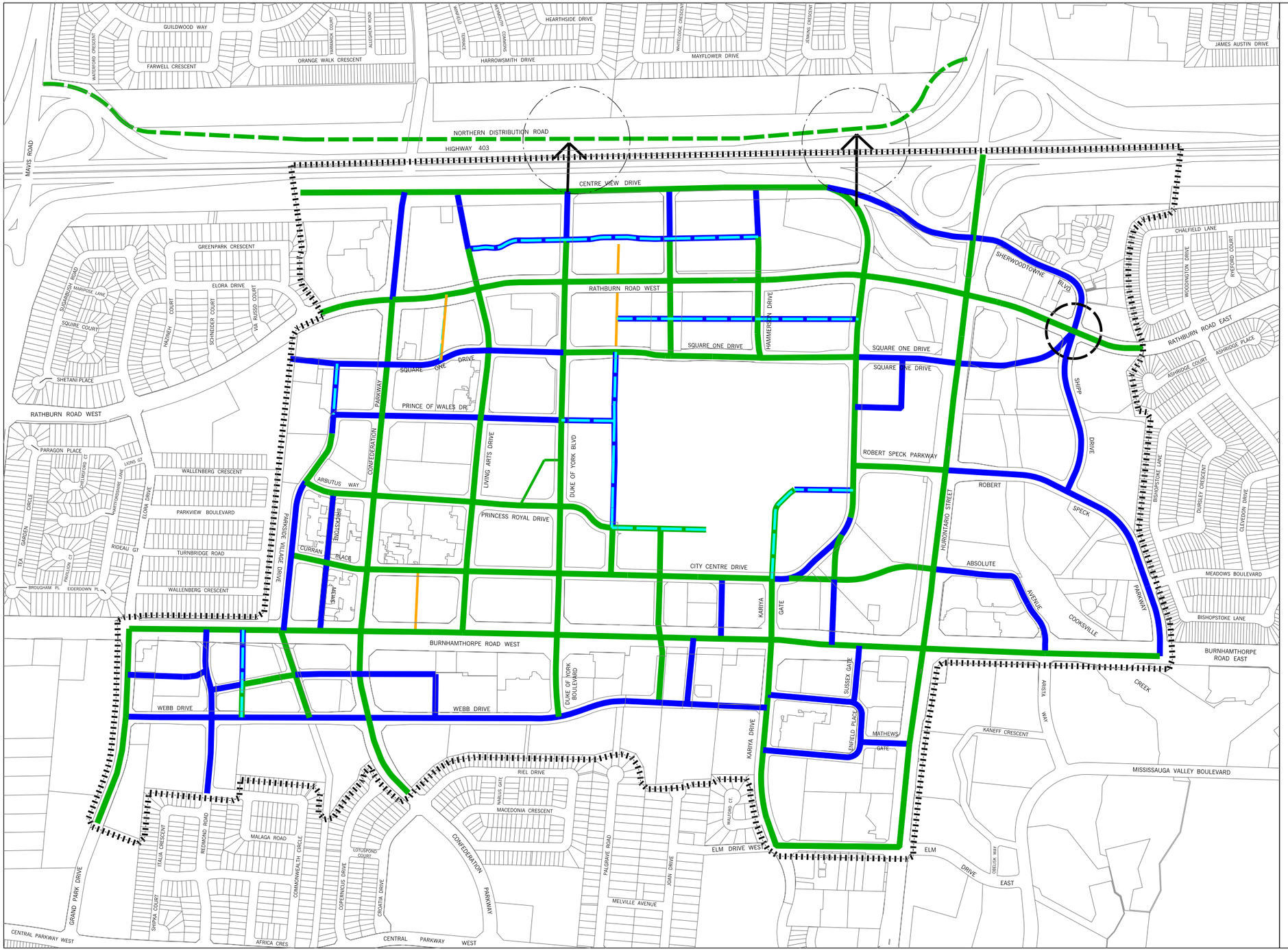
Light Rail transit Alignment and Station Locations are subject to the approval of the Hurontario-Main LRT Transit Project Assessment Process.

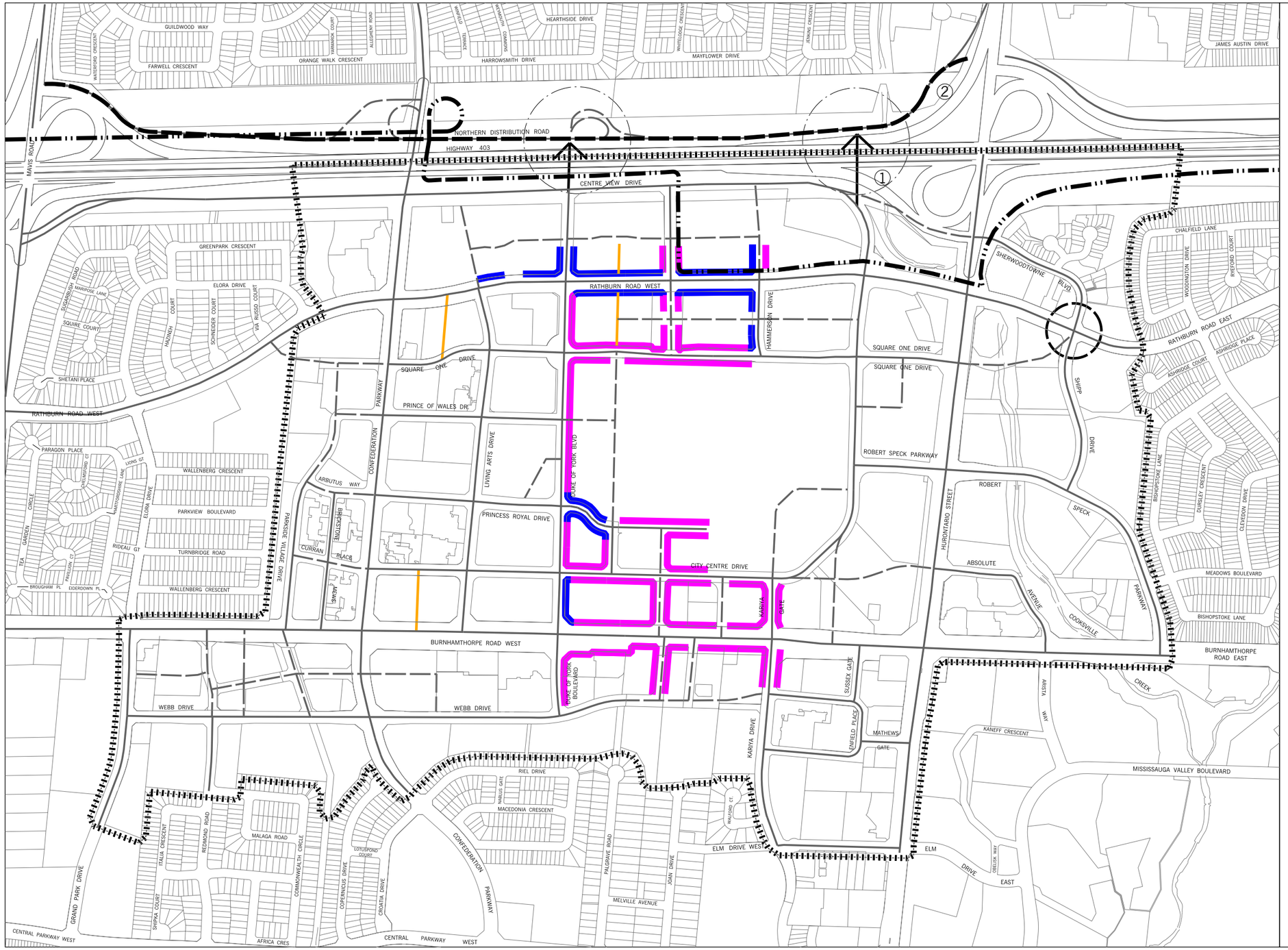
The Bus Rapid Transit Corridor depicts the interim alignment of the Bus Rapid Transit as per 2010 Environmental Assessment Approvals.

0 100 200 300 400
metres

Schedule 3
Downtown Core
Long Term Transit Network

MISSISSAUGA


GUILDWOOD WAY
FARWELL CRESCENT
ORANGE WALK CRESCENT
HEARTHSIDE DRIVE
HARROWSMITH DRIVE
MAYFLOWER DRIVE
JAMES AUSTIN DRIVE
NORTHERN DISTRIBUTION ROAD
HIGHWAY 403
MAVIS ROAD
CENTRE VIEW DRIVE
GREENPARK CRESCENT
ELORA DRIVE
SHETANI PLACE
RATHBURN ROAD WEST
SQUARE ONE DRIVE
PRINCE OF WALES DR
PARAGON PLACE
WALLENBERG CRESCENT
PARKVIEW BOULEVARD
TURNBRIDGE ROAD
BROUGHAM PL
EIDERDOWN PL
ARBUTUS WAY
CONFEDERATION PARKWAY
LIVING ARTS DRIVE
DUKE OF YORK BLVD
PRINCESS ROYAL DRIVE
CURRAN PLACE
PARKSIDE VILLAGE DRIVE
CITY CENTRE DRIVE
BURNHAMTHORPE ROAD WEST
WEBB DRIVE
DUKE OF YORK BOULEVARD
HAMMERSLEY DRIVE
ROBERT SPECK PARKWAY
HURONTARIO STREET
KARIYA GATE
SUSSEX GATE
ENFIELD PLACE
MATHEWS GATE
KARIYA DRIVE
ELM DRIVE WEST
ELM DRIVE EAST
SHERWOODTOWNE BLVD
SHIPP DRIVE
ROBERT SPECK PARKWAY
ABSOLUTE AVENUE
COOKSVILLE PARKWAY
CHALFIELD LANE
RATHBURN ROAD EAST
ASHRIDGE COURT
ASHRIDGE PLACE
BISHOPSTOKE LANE
MEADOWS BOULEVARD
BURNHAMTHORPE ROAD EAST
CREEK
KANEFF CRESCENT
MISSISSAUGA VALLEY BOULEVARD
RIEL DRIVE
MACEDONIA CRESCENT
MALAGA ROAD
REDMOND ROAD
ITALIA CRESCENT
COMMONWEALTH CIRCLE
LOTUSPOND COURT
OPPENHEIMER DRIVE
CROATIA DRIVE
PALGRAVE ROAD
JOAN DRIVE
MELVILLE AVENUE
CONFEDERATION PARKWAY
GRAND PARK DRIVE
SHIPKA COURT
AFRICA CRES
CENTRAL PARKWAY WEST
CENTRAL PARKWAY WEST
LEGEND
'A' Street
'B' Street
Northern Distribution Road
Proposed Roundabout
Proposed Grade Separated Crossing
Pedestrian Easements
Downtown Core Character Area Boundary
0
100
200
300
400
metres
Schedule 4
Downtown Core A & B Street Frontage
MISSISSAUGA



LEGEND

Percentage of ground floor along the street frontage required to contain retail uses:

- 50%
- 75%

- Existing Roads
- New Roads
- Northern Distribution Road
- Proposed Roundabout
- Bus Rapid Transit Corridor
- Proposed Grade Separated Crossing
- Pedestrian Easements
- Downtown Core Character Area Boundary

Options
1. Conceptual Centre View Drive connection to EB Hwy. 403 concept.
2. Conceptual N-W ramp terminal relocation.

0 100 200 300 400
metres

Schedule 5
Downtown Core Retail Activation

MISSISSAUGA

Lakeview Local Area Plan
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Credits

LAKEVIEW

1.0 How to Read the Lakeview Local Area Plan

Mississauga Official Plan ("the Plan") consists of a principal document and a series of local area plans, provided under separate cover. This is the Lakeview Local Area Plan ("Area Plan") and provides policies for lands located in southeast Mississauga as shown in Figure 1. It includes lands identified in the City Structure as a Neighbourhood Character Area.

There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Lakeview. In these cases, this Area Plan elaborates on, or provides exceptions to, the policies or schedules of the principal document.

This Area Plan must be read in conjunction with the principal document. Parts one to four, the schedules, and the appendices of the principal document are applicable to the Lakeview area unless modified by this Area Plan. For example, the policies of this Area Plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of parts two and three of the principal document. In the event of a conflict, the policies of this Area Plan take precedence.

For the purpose of this Area Plan, when Lakeview is referenced, it includes lands within the Lakeview Neighbourhood Character Areas.

Appendices attached to this Area Plan have been included for information purposes.

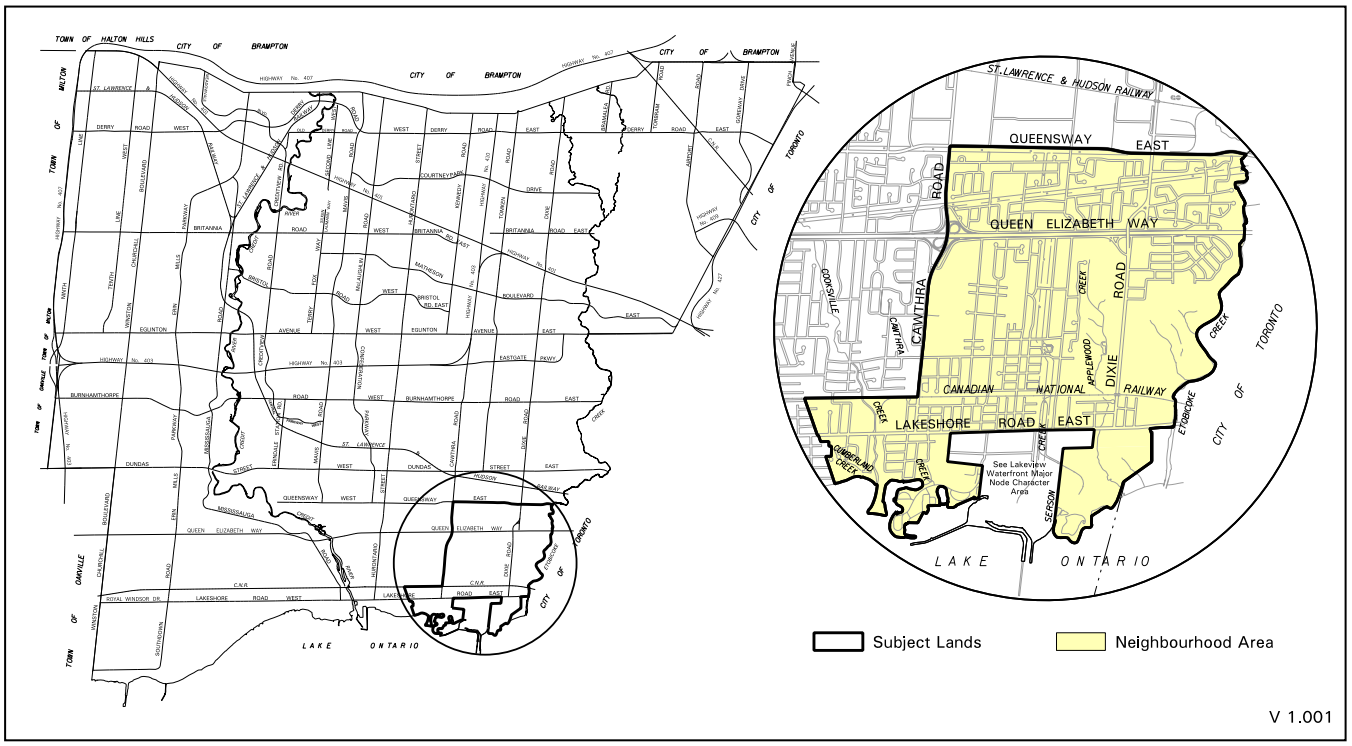


Figure 1: Lakeview is located in the southeast corner of Mississauga and includes areas identified in the City Structure as a Neighbourhood Character Area.

Included in the appendices is the Lakeview Built Form Standards (Appendix I) which will be used during the review of development applications. This document demonstrates how the urban form policies can be achieved.

The Built Form Standards document is not considered part of this Area Plan. However, selected content has been incorporated and represents policy.

The Executive Summary from the Lakeshore Road Transportation Review Study (Appendix II) has been to provide additional information on how the Lakeshore Road ***corridor*** within the Lakeview and Port Credit Character Areas can accommodate alternative modes of transportation.

2.0 Historical Context

In the early 1800s, the Lakeview community consisted of large family owned farms. The Cawthra, Cavan, Haig, Ogden, Halliday, and Shaw families all owned land in the area. Many of the street names today bear the family names of the farmers and land owners in the area. The Cawthra-Elliot Estate remains a significant heritage site in the City of Mississauga.

Lake Shore Road first opened in 1804, and in 1917 it was the first concrete road in Ontario, and one of the longest cement roads between two cities in the world. By 1944, the road became what we know it as today: Lakeshore Road. Historically, commercial development has occurred on Lakeshore Road and primarily in a strip form along the ***corridor***.

Lakeview has a history of significant industrial and military presence. The Long Branch Rifle Ranges, located at the terminus of Dixie Road, on the south side of Lakeshore Road East were used as an active site for militia training and a Cadet program used by the Department of National Defence during World War I. Remnants of the bunkers today remain on the site.

In 1935, the Department of Defence purchased the site at Lakeshore Road East and Dixie Road, and Small Arms Limited, a munitions factory, opened in 1940. The company manufactured armaments, munitions and materials through the Second World War until 1974. This site is commonly known today as the Arsenal Lands. The Small Arms Inspection Building was saved from being demolished in 2009 by a community group in Lakeview.

Some early subdivisions within the Lakeview area date to the Second World War time period. War-time houses were built to alleviate the housing shortage for workers at the munitions factory and for returning veterans.

The many heritage sites provide a glance of Lakeview's past as a village community: the Lakeview Golf and Country Club (1907), Adamson





Figure 2: Heritage sites such as the Cawthra-Elliot Estate (left photo) and Lakeview Park School (right photo) provide a glance of Lakeview's past when it was once a village community.

Figure 3:
LAKEVIEW AREA STATISTICS

	North Residential Neighbourhood Precinct	Central Residential Neighbourhood Precinct	South Residential Neighbourhood, Lakeshore Corridor	Total Lakeview
Land Area[1](ha)	261	489	397	1,147
Population[2]	5,230	8,320	9,200	22,750
Employment[3]	580	1,790	1,430	3,800

[1] Land area is a gross figure and includes everything within the defined boundary such as rivers, roads, and all other land uses.

[2] Population is adapted from Hemson Consulting, Growth Forecast, 2008. Population figures are based on the 2011 mid-year forecast and include a 4.2% undercount from Statistics Canada.

[3] Employment figures include a work from home assumption of 31 jobs in 1,000 population, adapted from Hemson Consultants, Growth Forecast, 2008. Employment figures also include an adjustment factor for non-reporting businesses adapted from City of Mississauga, Mississauga Employment Survey, 2011. Note: Numbers have been rounded

Estate (1919), Pallett-McMaster House (1911), Lakeview Park School (1923), Cawthra-Elliot Estate (1926), and a 1950s contempo gas station.

By 1950, Lakeview had transformed from a rural area into a suburban landscape with land used for industrial, residential, commercial and public spaces. New subdivisions were being built such as Orchard Heights and Applewood Acres. New businesses and industries, such as what is now Dixie Outlet Mall were established as a result of the increasing population. In 1958, the Lakeview Generating Station was erected on the Long Branch Rifle Ranges land providing electricity for the people of Ontario for 43 years before being decommissioned in 2005.

For decades, Lakeview has provided water and wastewater servicing for Mississauga and the surrounding municipalities. The Lakeview Water Treatment Plant was constructed in 1952, and the Lakeview Wastewater Treatment Plant (later renamed, G.E. Booth Wastewater Treatment Facility) opened in 1961. To date, both plants continue to play an important role in providing regional servicing needs.

3.0 Current Context

Lakeview is made up of residential neighbourhoods characterized by a variety of housing forms, including low rise dwellings and apartments. Many homes built in the post-war era are being renovated today or replaced largely with new detached housing, and some assembly for townhouses is occurring. Townhouses are found in pockets throughout Lakeview between Lakeshore Road East and the Queen Elizabeth Way. Apartment buildings are located mainly near the Canadian National Railway tracks at Cawthra Road, on Dixie Road, and along Lakeshore Road East. There are a few clusters of multi-unit residential dwellings in Lakeview, including duplex, triplex and fourplex.

The area is served by commercial facilities concentrated along Lakeshore Road East. However, it is fragmented by other uses such as motor vehicle repair garages and motor vehicle sales and service. The area along Lakeshore Road East to the east of Cawthra Road is in its early stages of revitalization to mainstreet retail, with newly built and proposed mixed use buildings. Neighbourhoods to the north are served by commercial facilities located on both sides of the Queen Elizabeth Way, namely Dixie Outlet Mall and Applewood Village Plaza.

The G.E. Booth Wastewater Treatment Facility, situated south of Lakeshore Road East, occupies a large portion of the Lake Ontario ***shoreline.*** A major utility use in the area is the Lakeview Water Treatment Facility which is bordered by several parks including A.E. Crookes Park, Lakefront Promenade Park, and Douglas Kennedy Park.

The open space system predominately consists of golf courses, natural areas, creeks, trails, and parks along the Lake Ontario waterfront. These lands are culturally and recreationally significant and connect to Mississauga's parks system.

The waterfront is one of the distinctive elements of Lakeview, and physical and visual accessibility to the waterfront is integral to the community.

Cultural and heritage resources include heritage buildings, cultural landscapes associated with the scenic parks and golf courses, Lakeview's industrial past, former residential estates, and the Dixie Road Scenic Route.

The road network consists of the following east-west road connections: Queen Elizabeth Way, Lakeshore Road East, Queensway East, North and South Service Road, and Atwater Avenue. The north-south road connections are: Cawthra Road, Dixie Road, Ogden Avenue, Stanfield Road, and Haig Boulevard. For classification and rights-of-way, refer to the Road Classification tables found in Chapter 8 of Mississauga Official Plan.

Population, employment, and land area statistics of the Lakeview area are summarized in Figure 3. For the purpose of this Area Plan, Lakeview is arranged by Precinct: North Residential Neighbourhood, Central Residential Neighbourhood, South Residential Neighbourhood, and Lakeshore Corridor, as shown on Map 1: Lakeview Local Area Plan Precincts and Sub-Areas.

4.0 Collaboration

This Area Plan incorporates public input provided through extensive consultation, including stakeholder interviews, visioning sessions, placemaking workshops, youth outreach exercises and an open house.

The results of the visioning process are contained in the report, "Lakeview and Port Credit Directions Report" (Directions Report). The Directions Report includes a range of policy recommendations that have informed the preparation of this Area Plan.

Preparation included the formation of a Local Advisory Panel which provided a forum for the discussion of planning and related issues.

The Lakeview Waterfront Connection Project led by the Credit Valley Conservation and the Region of Peel, and supported by the City and the Toronto and Region Conservation Authority, is planning and designing a connection to the City of Toronto. The project goal is to enhance the aquatic and terrestrial wildlife habitat and provide opportunities for public access to the waterfront.

Mississauga will ensure that consultation with the public and stakeholders on further initiatives and implementation pertaining to this Area Plan will continue.



Figure 4: Public engagement, such as the placemaking exercise held at the Lakeview Golf Course provides valuable input into the planning process.

5.0 Vision

The Vision for Lakeview is a connection of neighbourhoods with views to the lake and public access to the shores and waters of Lake Ontario. The neighbourhoods of Lakeview will be connected through a network of parks and open spaces.

Neighbourhoods in Lakeview are stable and offer a variety of housing choices. It is recognized that some change will occur, and development should provide appropriate transition to the existing stable areas, and protect the existing character and heritage features.

The Vision and policies of this Area Plan advance the goals of the Strategic Plan, including:

- Move – directing growth to support transit;
- Belong – providing a range of housing options;
- Connect – developing walkable connected neighbourhood;
- Prosper – encourage employment uses; and
- Green – promote conservation, restoration, and enhancement of the natural environment.

5.1 Guiding Principles

The Vision for Lakeview is based on the following six guiding principles that provide local context and supplements the Guiding Principles of the principal document:

5.1.1 Reconnect Lakeview to the waterfront by protecting view *corridors* to the lake and along the shoreline, providing a mix of uses and public access to the waterfront.

5.1.2 Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development.

5.1.3 Support complete communities and encourage a sense of place through compact, mixed use development and a pedestrian oriented mainstreet along Lakeshore Road East that offers a range of cultural, residential and employment opportunities.

5.1.4 Promote community health by encouraging public transit, cycling, walking, and the active use of parks, open spaces, and community facilities.

5.1.5 Support social well-being by providing facilities and services for a diverse population of all ages and cultures, promoting public spaces as places for social interaction, and encouraging public participation.

5.1.6 Achieve leadership in sustainability by supporting development that is energy efficient and environmentally responsible, and to support the economic health, social equity and cultural vitality of Lakeview.



Reconnect Lakeview to the waterfront



Strengthen Distinct Neighbourhoods



Support Complete Communities



Promote Community Health



Support Social Well-Being



Achieve Leadership in Sustainability

Figure 5: The Lakeview Vision is based on six principles.

5.2 Community Concept

The focus of the policies in this Area Plan is to strengthen and revitalize the Lakeshore corridor for mainstreet commercial development, to preserve the character of the existing residential areas while allowing for modest infilling, and to enhance the transportation system.

This Area Plan recognizes that areas of the community are unique and serve a different purpose. The elements that make up Lakeview's community concept consist of the following:

- Green System;
- Neighbourhoods; and
- ***Corridors***.

For the purpose of this Area Plan, Lakeview is considered to be composed of precincts which are further divided into sub-areas that are identified on Map 1: Lakeview Local Area Plan Precincts and Sub-Areas. They contain a variety of land use designations and may include specific urban form guidelines for the sub-area.

5.2.1 Green System

The Green System consists of an interconnected open space network including, parks, golf courses, creeks, hydro corridors, school yards, and the Lake Ontario shoreline, which are all key features in the identity of the area and provide places for recreation and social interaction.

Implications of development on the Green System are an important consideration in the review of any development application. The Green System overlaps the Neighbourhood and ***Corridor*** elements.

5.2.2 Neighbourhoods

Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. Neighbourhoods are considered to be primarily stable residential areas that may include a commercial centre to serve the surrounding area.

The North Residential Neighbourhood Precinct consists of two smaller neighbourhoods or sub-areas – Applewood Acres and Sherway West. These areas consist predominantly of detached housing, with several schools serving the area.

The Central Residential Neighbourhood Precinct contains large open space areas, including two golf courses and a woodlands area. The three sub-areas that make up this precinct are Cawthra Village, Serson Terrace, and Orchard Heights. Housing is comprised of mostly detached dwellings on deep lots, and a small number of semi-detached homes and apartment buildings. This area also contains some newer subdivisions with townhouse condominium dwellings.



Figure 6: Neighbourhoods are non-intensification areas with limited growth. Development in Neighbourhoods should fit into the existing character, respecting the existing low density and one to two storey building heights in Lakeview.

The South Residential Neighbourhood Precinct, composed of the sub-areas of Lakeview West, Lakeview Village, Creekside and Lakeside, contain a mix of different forms of housing including detached, semi-detached, duplexes, triplexes, quadruplexes, and townhouses. There are also apartment clusters in this area.

5.2.3 Corridors

The principal document identifies Lakeshore Road East, Cawthra Road, and Dixie Road as ***corridors***. These ***corridors*** link together the neighbourhoods of Lakeview. ***Corridors*** that run through the Neighbourhood Character Area should develop with mixed uses oriented towards the ***corridor***.

Lakeshore Road East is an important ***corridor*** in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods.

This Area Plan identifies Lakeshore Road East (also referred to as the Lakeshore Corridor), as the Lakeshore Corridor Precinct. Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the ***corridor*** which are appropriate for intensification.

Maintaining Lakeshore Road East as a four lane roadway during peak travel times is a transportation priority. At the same time, Lakeshore Road East is a constrained ***corridor*** that requires a context sensitive design approach. Traffic calming measures should be considered, where possible. Trade-offs will be required to accommodate the envisioned multi-modal function of the ***corridor*** to provide transportation choices including walking, cycling, auto/truck traffic, and transit.

6.0 Direct Growth

Intensification is the development of a property, site or area at a higher intensity than what currently exists. Intensification should be consistent with the planned function for the area as reflected by the City Structure and urban hierarchy of the Plan.

The amount of intensification will vary in accordance with the policies of this Area Plan. In Lakeview, some growth is directed to the following areas: modest infilling in neighbourhoods, and the redevelopment of some sites along Lakeshore Road East, and other larger commercial sites. The specific manner in which development will be accommodated is further explained in subsequent sections of this Area Plan.

6.1 Neighbourhood Character Areas

Neighbourhoods are stable areas, primarily residential in nature, and not expected to experience significant change. Where ***corridors*** traverse through Neighbourhoods, intensification may occur along ***corridors*** where appropriate.

6.1.1 Intensification will be through modest infilling, redevelopment along the ***corridors***, or on commercial sites.

6.1.2 Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types.

6.1.3 Intensification will be sensitive to the existing character of the residential areas and the planned context.

6.1.4 Redevelopment of employment uses along the railway tracks will be reviewed in a comprehensive manner and address among other things, transition to the residential areas and to the existing business employment.

6.2 Lakeshore Road Corridor

The principal document identifies Lakeshore Road East through Lakeview as a ***Higher Order Transit Corridor***. This ***corridor*** will accommodate multi-modal transportation facilities and a mix of commercial, office, residential and cultural uses.

The Lakeshore Corridor crosses through the Neighbourhood Character Areas. It generally includes the properties that front onto Lakeshore Road East.

Development in the Lakeshore Corridor Precinct should have regard for the character of the Neighbourhoods, providing appropriate transitions in height, built form, and density.

6.2.1 Intensification will occur through infilling or redevelopment.

6.2.2 Intensification will be sensitive to the existing and planned context of the ***corridor*** and adjacent residential uses.



Figure 7: The Lakeshore Corridor has redevelopment potential. Development that provides a continuous street frontage, enhances the ***streetscape*** through landscaping, and promotes an active pedestrian environment will be encouraged.

6.2.3 Intensification will address matters such as:

a. contribution to a complete community;

b. contribution to the mainstreet character;

c. respecting heritage; and

d. protecting views to the waterfront.

7.0 Value the Environment

Reconnection to the waterfront and environmental sustainability are guiding principles of this Area Plan. The Green System is an important element in the Community Concept; it is located within a variety of land use designations in Lakeview.

Schedule 1a of the principal document identifies elements of the Green System:

- Natural Heritage System;
- ***Natural Hazard Lands***, and
- Parks and Open Space.

Schedule 3 of the principal document identifies the Natural System, which includes Significant Natural Areas and Natural Green Spaces and ***Natural Hazard Lands***. Schedule 4 identifies Parks and Open Spaces.

In Lakeview, the Natural Heritage System includes the Cawthra Woods, which is one of a few large forested areas remaining in Mississauga. It is identified as a Provincially ***Significant Wetland***, a Regional Area of Natural and Scientific Interest (ANSI) and an ***Environmentally Significant Area (ESA).*** The area contains a diversity of plant species and is known as a migratory stopover.

The ***Natural Hazard Lands*** are associated with features such as Lake Ontario Shoreline and five ***watercourses***: Etobicoke Creek, Applewood Creek, Serson Creek, Cawthra Creek and Cooksville Creek.

City parks and open spaces, such as golf courses, are places for social interaction, art intervention, and recreation. Waterfront Parks, which serve a city and regional wide function, are also an important component of the Parks and Open Space System. Lakeview contains seven waterfront parks: Park 358 (not yet named) on the Arsenal property, Lakeview Park, Douglas Kennedy Park, Lakefront Promenade, A.E. Crookes Park, R.K. McMillan Park, and Adamson Estate.



Figure 8: Trees provide many benefits to the community including improving air quality, protecting our water, conserving energy, and providing aesthetic benefits.

Trees are invaluable and are essential to our quality of life. Protecting and enhancing the urban forest will leave a legacy for future generations.

Hydro corridors can provide linear connections through neighbourhoods. In Lakeview, there are three hydro corridors. The "Queensway Corridor" is generally adjacent to the Queensway East, the "Applewood Junction Corridor" extends diagonally, north of the Queen Elizabeth Way, and the "Lakeview/Haig Junction Corridor" extends from the former Lakeview Generating Station north to the Queen Elizabeth Way.

The City will be undertaking flood evaluation studies for Little Etobicoke Creek, Serson Creek and Applewood Creek. The intent of these future studies is to review opportunities to help mitigate flooding, where possible.

7.1 Green System

7.1.1 Mississauga will give priority to actions that protect, enhance, and restore the Green System in Lakeview.

7.1.2 Opportunities to create an interconnected network of open spaces, including parks, trails, and bicycle facilities, with linkages to the surrounding areas will be encouraged.

7.1.3 Within the waterfront parks system, the protection, preservation, and restoration of existing natural systems will be prioritized and balanced to direct and guide the planning of existing and future waterfront activities.

7.1.4 Through the processing of development applications, lands may be acquired to provide for a continuous Waterfront Trail along the water's edge.

7.1.5 The development of Park 358 (not yet named) on the Arsenal property and the management of R.K. McMillan Park will include naturalization techniques, where appropriate and connectivity with the future Lakeview Waterfront Connection Project.

7.2 Urban Forest

7.2.1 Trees provide important environmental benefits and contribute to the character of the area. The City should seek opportunities for restoring and enhancing canopy cover on public lands, and promoting tree plantings on private lands.

7.2.2 The City may require ***streetscape*** improvements along ***corridors*** to expand and enhance the urban forest canopy along the public right-of-ways.

7.2.3 Improvements to the tree canopy along Lakeshore Road East will be a priority when undertaking ***streetscape*** improvements.

7.3 Living Green

7.3.1 Mississauga will encourage partnerships and stewardships in order to improve the health of the Green System.

7.3.2 The City will support initiatives that promote environmental sustainability, integrity and conservation and incorporate sustainable development practices in accordance with the City's Green Development Strategy and the Water Quality Control Strategy.

8.0 Complete Communities

Lakeview contains many of the attributes associated with complete communities, including among other things:

- recreational facilities such as community facilities**,** parks, beaches, and golf courses;
- schools as central places in the community, for academic, social and community, service, and family support;
- a range of housing options with a mixture of housing forms and densities, including rental housing;
- cultural resources such as heritage buildings and landscapes which help retain a connection to the past; and
- a significant waterfront area providing a high level of public accessibility.

The policies are intended to protect and enhance the attributes of a complete community for Lakeview.

Lakeview is a community with a growing aging population. As seniors enter retirement, there will be changing residential needs, and providing housing choices for seniors, along with other additional community facilities and services such as community centres, libraries and medical offices, will help meet some of the needs for daily living.

The Lakeshore Corridor will provide a mix of uses and services to residents in the adjacent neighbourhoods.



Figure 9: Lakeview has few seniors' facilities and housing, and as an increasing number enter retirement there will be a demand for more.

8.1 Housing

8.1.1 Preservation of existing affordable housing will be a priority. Where development applications are proposing the removal of existing affordable housing, the replacement of these units will be encouraged on site or within the community.

8.1.2 The Lakeshore Corridor is encouraged to develop using a range of housing choices in terms of type, tenure and price.

8.1.3 Mississauga will encourage the provision of affordable housing, including rental housing and seniors' housing within the Lakeshore Corridor.

8.2 Cultural Heritage

Lakeview contains a number of important cultural heritage resources including properties identified or recognized on the City's Heritage Register as being Designated or Listed. The Heritage Register further classifies the sites as a cultural feature or a cultural landscape:

- Cultural features such as the Water Tower on the Arsenal Lands, Bowstring Bridge over the Etobicoke Creek, and Lakefront Promenade provide scenic views and are significant features and landmarks; and
- Cultural landscapes such as the Lakeview Golf Course, Cawthra Estate, and Adamson Estate are associated with the natural environment or are significant historical resources.

8.2.1 Cultural heritage sites are places that have the opportunity to provide attractive ***streetscape***. ***Streetscape*** improvements are encouraged to accentuate the site through landscaping, signage, lighting, benches, public art, interpretive signs, or other means.

8.2.2 The City will explore through a Community Improvement Plan, incentives to protect, preserve, and reuse cultural heritage sites in Lakeview.

8.2.3 Development adjacent to heritage sites will integrate and enhance the character of the cultural heritage resource.

8.3 Community and Cultural Infrastructure

8.3.1 The Lakeshore Corridor is the preferred locations for community and cultural infrastructure and public art.

8.3.2 Community infrastructure is encouraged to have integrated uses, combining uses such as a library, neighbourhood gallery space, and a café. To promote social interaction within the community, the provision of meeting rooms should be considered, such as a library with multi-functional meeting space.



Figure 10: Entryways are emphasized with distinctive design and landscaping.

8.3.3 Mississauga will encourage partnerships and collaboration with the local community, professional artists, arts organizations and creative enterprises to further develop the cultural aspects in Lakeview, including community beautification projects, the adaptive reuse of buildings as a community or cultural heritage resource.

8.4 Distinct Identity and the Waterfront

Lakeview has a long and important history as a waterfront community; the waterfront has created a distinct identity for Lakeview. Lakeview has opportunities to develop a strong community character that promotes and connects the neighbourhoods and ***corridors*** to the waterfront. Credit Valley Conservation and the Region of Peel, with the support of the Toronto and Region Conservation Authority and the City of Mississauga, are undertaking the Lakeview Waterfront Connection Project with the purpose to create a new natural waterfront park to enhance aquatic and terrestrial wildlife habitat and provide public access to the waterfront. When completed, the waterfront connection along the Lake Ontario shoreline will extend from west of Serson Creek to Etobicoke Creek.

8.4.1 Development within the Lakeshore Corridor will be encouraged to create a unique identity by providing distinctive architecture, high quality public art, ***streetscape***, and cultural heritage resources and cultural infrastructure.

8.4.2 The distinct identity of the existing Neighbourhoods will be maintained by preserving the scale and character of the built environment.

8.4.3 The City will pursue public use on the waterfront lands, including a waterfront trail connection along the water's edge, and will work in collaboration with the Region of Peel, other levels of government, and agencies.

8.4.4 To create a visual identity in Lakeview, gateway features and signage along Lakeshore Road East will be promoted.

8.4.5 Mississauga supports water dependent activities and related employment uses such as marinas, facilities in support of recreational boating and sport fishing, and uses that benefit from being near the shoreline, parks and the Waterfront Trail.

8.4.6 Mississauga waterfront parks are a significant element of the Lakeview character. Planning for the waterfront parks system will be guided by the Waterfront Parks Strategy, 2008.



Figure 11: Carvings found along the Waterfront Trail through Lakeview are examples of a community beautification project that enhances the sense of place and pride.

9.0 Multi-Modal City

As population and employment growth is anticipated in the Lakeshore Corridor, increasing constraint will be placed on the transportation network. Planning for transit and ***active transportation*** along Lakeshore Road will become a priority to ensure efficient movement for multi-modal travel.

The road network is shown on the Lakeview Local Area Plan Long Term Road and Transit Network (Map 2). Tables 8-1 to 8-4 and Schedule 8 (Designated Right-of-Way Width) of the principal document identify the basic road characteristics. The long term multi-modal transportation system is shown on Schedule 5 (Long Term Road Network), Schedule 6 (Long Term Transit Network), and Schedule 7 (Long Term Cycling Network) of the principal document.

A future ***higher order transit corridor*** along Lakeshore Road East is identified on Map 2, extending from Hurontario Street to the City of Toronto border. The preferred transit solution (e.g. bus or rail) has not yet been identified for this ***corridor***.

Planning for improvements to the road network and ***active transportation*** routes that provide connectivity for transit, pedestrians, cyclists and vehicles will be essential in linking Lakeview to the neighbouring communities and in achieving a city wide finer grain network.

The City's Cycling Master Plan is a guide to promote ***active transportation*** and identifies existing and planned trails in Lakeview, including municipal connections such as the trail along the Etobicoke Creek.

Opportunities for passive recreational uses along hydro corridors, such as multi-use trails, are encouraged through Lakeview.

The City is proposing to undertake a Lakeshore Road Transportation Master Plan ("Transportation Master Plan") which will include Lakeshore Road (between the east and west City limit) and an examination of the transportation issues specific to the Lakeview area. As part of the future study, the City will review the ***higher order transit*** need in the Lakeview area and opportunities to improve the transportation system for all modes.

9.1 Corridor Protection

Appendix II contains the executive summary from the Lakeshore Road Transportation Review Study. That study provided a comprehensive and technical transportation review regarding how Lakeshore Road East can accommodate alternative modes of transportation.

9.1.1 Lakeshore Road East will be planned to accommodate, to the extent possible, all modes of transportation, including pedestrian facilities, cycling facilities, and ***higher order transit*** facilities.

9.1.2 The City may acquire lands for a public transit right-of-way along Lakeshore Road East where the creation of a public transit right-of-way separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.

9.1.3 The City will, through the review of development applications, eliminate and/or consolidate vehicular turning movements to and from Lakeshore Road East and direct traffic towards signalized intersections, where appropriate. Vehicle access to redevelopment opportunities should be considered from existing north-south side streets or existing or proposed laneways parallel to Lakeshore Road East.

9.1.4 The Transportation Master Plan for Lakeshore Road may address improving current mobility for all modes of transportation, the implications of future growth on the network and consider placemaking initiatives that would promote the animation of the ***corridor***. The Transportation Master Plan may assess improvements to the Lakeview road network and ***higher order transit*** needs in the Lakeview area.

9.2 Road Network



Figure 12: Lakeshore Road Corridor has opportunities to accommodate multi-modes of transportation including pedestrian, cycling, and ***higher order transit*** facilities.

9.2.1 During the review of development applications, streets will be designed to provide connectivity through neighbourhoods.

9.2.2 Improvements to the road network and ***active transportation*** routes that provide connectivity through Lakeview may be identified through a future Transportation Master Plan for the Lakeshore Road Corridor or through the development application process. Future multi-modal connections may accommodate, where feasible, pedestrian and cycling routes, and/or vehicular routes. Improved connections to the network may be considered at some locations, including but are not limited to the following:

a. Byngmount Avenue, east to Rangeview Road;

b. Casson Avenue, east to St. Mary's Avenue;

c. Ebony Avenue, east to First Street;

d. Ella Avenue, east to St. James Avenue;

e. First Street, east to Ella Avenue;

f. Fourth Street, east to Haig Boulevard;

g. Harcourt Crescent, south to Duchess Drive;

h. Pelham Avenue, west to Alexandra Avenue, and east to Haig Boulevard;

i. Seventh Street, east to Halliday Avenue; and

j. Third Street, east to Casson Avenue.

9.2.3 When reviewing the appropriateness of potential road connections, the City will consider the volume and type of traffic that will be accommodated on the road.

9.2.4 Mississauga will work with the Province and the Region to coordinate and make improvements to the Dixie Road and Queen Elizabeth Way interchange for the realignment of Dixie Road.

9.2.5 Development applications will be accompanied by transportation and traffic studies. Studies will address, among other things, strategies for limiting impacts on the transportation network, where appropriate, including measures such as:

- reduced parking standards;
- transportation demand management;
- ***transit oriented development***;
- pedestrian/cycling connections; and
- access management plan.

9.3 Transit Network

9.3.1 Providing public transit connections along key north-south ***corridors*** to Lakeshore Road East in addition to providing frequent and reliable service along the Lakeshore Road will help shape and support the future development of the Lakeshore Corridor.

9.4 Parking and Transportation Demand Management

9.4.1 For development in the Lakeshore Corridor, parking is encouraged to locate below-grade, or at the rear of the site.

9.4.2 Development with surface parking should be screened from adjacent streets and properties by using landscaping materials such as hedges, shrubs, trees, and other structural materials.

9.4.3 The City will identify appropriate locations for on-street parking in the Lakeshore Corridor and develop an implementation strategy for parking.

9.4.4 Where on-street parking and lay-by parking can be accommodated, it is to be incorporated into the ***streetscape*** design.

9.4.5 Reduced parking requirements and maximum parking standards may be considered within: the Lakeshore Corridor.

9.4.6 Public parking lots in the Lakeshore Corridor will be maintained and supplemented where appropriate.

9.4.7 The City will encourage Transportation Demand Management measures, where appropriate, in the Lakeshore Corridor and as a part of any significant redevelopment projects outside of the ***corridor***.

10.0 Desirable Urban Form

This section reflects the planned function and local context and provides the framework for shaping the Lakeview community, with an emphasis on urban form. The urban form policies are organized as follows:

a) Neighbourhoods;

Lakeshore Corridor; and

b) Built Form.

Development will be guided by the Lakeview Built Form Standards contained in Appendix I.

Development will be in accordance with the minimum and maximum height limits as shown on Map 3.The appropriate height within this range will be determined by the other policies of this Area Plan.

10.1 Neighbourhoods

Neighbourhoods are stable residential areas where the existing character is to be preserved and enhanced. Development may occur through modest infilling or redevelopment of existing commercial plazas and vacant sites.

Neighbourhood policies are intended to reflect a number of objectives, including among other things:

- to ensure development is sensitive to the existing low rise context and reinforce the planned character of the area;
- to ensure Lakeshore Road East will provide appropriate development and public realm that reinforces its planned role as a connected community and fosters an active pedestrian and cycling environment; and
- to appropriately balance the constraints associated with both the Canadian National Railway line and adjacent residential uses.

10.1.1 Development should reflect one to two storey residential building heights and will not exceed three storeys.

10.1.2 North Residential Neighbourhood Precinct (Applewood Acres, Sherway West)

The North Residential Neighbourhood Precinct is bordered by Cawthra Road to the west and the Etobicoke Creek to the east, Queensway East to the north and the Queen Elizabeth Way to the south. This residential area will be maintained while allowing for infill which enhances and is compatible with the character of the area.

10.1.2.1 The existing commercial site at North Service Road and Stanfield Road is a site where intensification could be accommodated to a maximum height of four storeys. Future redevelopment of the properties will address issues, including but not limited to:

a. retention of commercial space; an

b. appropriate transition to adjacent residential uses.

10.1.3 Central Residential Neighbourhood Precinct (Cawthra Village, Orchard Heights, Serson Terrace)

The Central Residential Neighbourhood Precinct is bordered by Cawthra Road to the west and Etobicoke Creek to the east, the Queen Elizabeth Way to the north and the Canadian National Railway line to the south. Originally, these homes were summer houses for families from the Toronto Township. Also predominant in the area are homes built on small lots that were constructed during the Second World War time period (these homes are also known as "war time housing").

10.1.3.1 The existing commercial site at South Service Road and Dixie Road represents a site for potential intensification, to a maximum height of 4 storeys. Future redevelopment of the property will address issues including but not limited to:

a. the addition of public roads to connect and improve the neighbourhood's fine-grained road pattern;

b. retention of commercial space; and

c. appropriate transition to adjacent residential uses.

10.1.4 South Residential Neighbourhood Precinct (Creekside, Lakeside, Lakeview West, Lakeview Village, Lakefront Utility, Arsenal Woodlands)

The South Residential Neighbourhood Precinct is bordered by Seneca Avenue to the west and Etobicoke Creek to the east, the Canadian National Railway line to the north and Lake Ontario to the south. Many of the homes constructed dating to World War II exists today.

In accordance with the Waterfront Parks Strategy, Park 358 (not yet named) but historically known as the Arsenal property, is identified as a Gateway Park. A park master plan will be required to determine the programming and design of the park. Also, in partnership with the City, the Toronto and Region Conservation Authority, and local community groups, a plan has been initiated for the re-adaptive use of the Small Arms Inspection Building for varying cultural, educational, retail, and office purposes. The reuse of the building will provide an important resource for the Lakeview community.

The Lakefront Utility sub-area includes a regional wastewater treatment facility.

10.1.4.1 Lakeview West has potential for intensification, particularly on the lands east and west of Cooksville Creek. Development should, among other matters, address the following:

a. ensure transition to Lakeshore Road East, adjacent stable residential neighbourhoods, and Cooksville Creek;

b. ensure visual connection to Cooksville Creek; and

c. ensure larger sites are sub-divided with public roads and walkways.

10.1.4.2 Development along the Canadian National Railway line for lands designated Business Employment, or for an industrial use, will:

a. be encouraged to improve the transition of height and use to adjacent residential areas;

b. have a maximum height generally equivalent to a two storey residential building;

c. ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential areas;

d. provide appropriate landscaped buffers to adjacent residential areas; and

e. provide a ***streetscape*** that is compatible with adjacent neighbourhoods.

10.1.4.3 The Arsenal Lands should provide for placemaking opportunities, such as the development of a square or open space that

integrates with the surrounding environment and provides interaction for pedestrians.

10.1.4.4 Development of community and cultural uses will be encouraged and public art will be incorporated as appropriate. in the Arsenal Woodlands Precinct.

10.2 Lakeshore Corridor

The Lakeshore Corridor Precinct is intended to be the primary area for street related commercial development, with a mixture of uses and pedestrian oriented built form. The extent of the Lakeshore Corridor is from Seneca Avenue to the east end of the municipal boundary at Etobicoke Creek. Given the length of this ***corridor***, it is divided into sections: the Core and Outer Core (see Map 1). The Core is from Seneca Avenue to Hydro Road and is envisioned to have a concentration of street related commercial uses. The Outer Core, from Hydro Road to Etobicoke Creek, is to be a pedestrian friendly area. Similar to the Core, it allows for mixed use development, however, commercial uses are not required.

The intended built form and height along the corridor reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and building typology of the Lakeshore Corridor. The Major Node policies require mid-rise buildings of five to eight storeys fronting on Lakeshore Road East.

In order to achieve the intended function of the Lakeshore Corridor Precinct, redevelopment will address among other matters, the following:

- creating a pedestrian oriented environment;
- ensuring built form compatibility and providing a transition in heights to adjacent neighbourhoods;
- minimizing access points along Lakeshore Road East;
- preserving light and sky views; and
- creating an attractive public realm.

10.2.1 Development should preserve and enhance the views and vistas to the natural environment.

10.2.2 The City will seek opportunities for views to Lake Ontario through development applications for new north-south roads and road extensions.

10.2.3 Development will be encouraged to locate parking to the rear of buildings or underground.

10.2.4 Development fronting Lakeshore Road East will be two to eight storeys in height provided an appropriate transition to the adjacent context is maintained. Some sites will be permitted building heights greater than eight storeys in height as shown on Map 3..

10.2.5 Additional height up to a maximum building height of 30 m may be considered on existing lots



Figure 13: The Small Arms Inspection Building has historical significance, defining Canada's military history during the Second World War and the history of women.

greater than 60 m in depth if the development proposal is consistent with the policies of this Plan.

10.2.6 Appropriate transition to adjacent low density residential will be required.

10.2.7 In order to achieve a pedestrian scaled environment, new buildings will have a streetwall of a minimum of two storeys to a maximum of four storeys. A streetwall is the exterior wall of a building facing the front lot line abutting the mainstreet.

10.2.8 To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items:

a. maintaining an appropriate average lot depth for mainstreet commercial;

b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage;

c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and

d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk.

10.2.9 Development will provide an appropriate ***streetscape*** treatment of the public realm that supports pedestrian activity and provides an attractive character to the street. This may include, among other things:

a. landscaping and planting;

b. street furnishings;

c. public art;

d. quality building materials; and

e. building design elements and features including articulated rooflines such as parapets and towers.

10.2.10 Development will be encouraged to provide placemaking opportunities, such as public squares, plazas, and open spaces, including among other locations, at Cooksville Creek, Cawthra Road, East Avenue, Alexandra Avenue, Ogden Avenue, Hydro Road, Dixie Road, and Etobicoke Creek.

10.2.11 The assembly of adjacent low density residential land to enlarge properties fronting Lakeshore Road East is discouraged. Should assembly occur, however, the primary purpose of these lands will be an enhanced landscape buffer to the adjacent residential uses and for amenity space and/or parking if required through the development.

10.2.12 The Intensification Areas policies of the Plan will apply to development within the Core area.

10.2.13 Single use residential buildings are permitted in the Outer Core area, subject to the following:

a. buildings are set back from the street;

b. provision of a well landscaped front yard;

c. an appropriate ***streetscape***; and

d. parking at the rear of the property or underground.

10.3 Built Form Types

10.3.1 For the development of detached, semi-detached, duplex and triplex dwellings, the following will be addressed, among other things:

a. new housing within Lakeview should maintain the existing character of the area; and

b. development will fit the scale of the surrounding area and take advantage of the features of a particular site, such as topography, contours, and mature vegetation.

10.3.2 Criteria for the development of street townhouses or freehold townhouses will include, among other things:

a. they fit into the existing lotting pattern of the community;

b. they provide an appropriate transition from low built form to higher built forms; and

c. they are located on, or in proximity to transit routes.

10.3.3 For the development of standard and common element condominium townhouse dwellings, the following will be addressed, among other items:

a. they can fit into the existing lotting pattern of the community;

b. they provide an appropriate transition from low built form to higher built forms;

c. they have an appropriate minimum lot depth to accommodate elements such as landscaping and parking;

d. they are located on, or in proximity to transit routes; and

e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a ***streetscape*** that is compatible with adjacent neighbourhoods.

10.3.4 Townhouses, may be developed, subject to, among other things:

a. a minimum lot depth to ensure internal circulation;

b. area to accommodate appropriate parking, amenity space, landscaping;

c. utilities can be accommodated internal to the site; and

d. located on, or in proximity to transit routes.

e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a ***streetscape*** that is compatible with adjacent neighbourhoods.

10.3.5 Criteria for apartment development will include, among other things:

a. a minimum separation distance to ensure light and permeability;

b. a maximum floor plate to ensure minimal impact on residential areas; and



Figure 14: Lakeview has a wide range of built environments, which are reflected in the Area Plan policies.





Figure 15: Providing a range of employment opportunities will help attract new businesses that contribute to a healthy employment base.

c. transition to adjacent lower built forms.

10.3.6 Criteria for commercial development will include, among other things:

a. the height of buildings will be two to eight storeys provided an appropriate transition to the adjacent context is maintained;

b. transition to existing stable residential areas;

c. ensure the continuation of a mixed use community;

d. on sites with multiple commercial buildings, development will provide dedicated pedestrian walkways to building entrances, and to public roads and transit routes, where appropriate; and

e. a coordinated character will be required on sites with multiple commercial buildings, including the use of similar building materials, colours and architectural elements.

10.3.7 The redevelopment of existing industrial sites for industrial uses will address, among other things:

a. a minimum setback to residential areas ensuring an appropriate buffer area can be accommodated to screen the use;

b. a minimum landscape area will be required in front of any employment use; and

c. existing industrial uses along the railway tracks are encouraged to improve their transition to the adjacent residential areas. The maximum permitted height will be the equivalent to a two storey residential building. Development will include appropriate buffers and ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential uses.

10.3.8 Aesthetic and high quality building materials will be required in developments. The first four storeys will be of durable material such as brick or stone. Concrete blocks or painted concrete blocks are not permitted to be exposed.

11.0 Strong Economy

Employment uses are an important component of Lakeview as they contribute to a mix of uses while providing an opportunity for people to live and work in the community.

Employment in Lakeview is generally located along Lakeshore Road East, the railway corridor and on commercial and community infrastructure sites. Lakeview also has an important and unique employment function with utility operations, such as the water treatment facility and the wastewater treatment facility, that serve a regional population.

Attracting cultural industries can help create a more vibrant and sustainable economy. The provision of arts and culture facilities and activities in Lakeview supports cultural diversity and completing communities.

11.1 Lands designated Business Employment will provide for the continued operation of employment

uses. Development on adjacent sites will be compatible to employment uses.

11.2 Opportunities for water recreational uses or waterfront retail commercial activities should be considered in the development of the waterfront.

12.0 Land Use Designations

This section provides additional policy direction on the permitted land uses within this Area Plan. Schedule 10: Land Use Designations of the principal document identifies the uses permitted and is to be read in conjunction with the other schedules and policies in the Plan.

12.1 General

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

12.2 Residential Medium Density

12.2.1 Notwithstanding the Residential Medium Density policies of the Plan, the following additional use may be permitted:

a. low-rise apartment dwellings.

12.3 Mixed Use

12.3.1 Notwithstanding the Mixed Use policies of the Plan, the following policies apply to the Lakeshore Corridor Precinct – Core area:

a. motor vehicle rental and motor vehicle sales is not permitted; and

b. commercial uses will be required at grade.

12.3.2 Notwithstanding the Mixed Use policies of the Plan, the following policy will apply in the Lakeshore Corridor Precinct – Outer Core area:

a. residential uses may be permitted on the ground floor.

12.4 Business Employment

12.4.1 Notwithstanding the Business Employment policies of the Plan, the following policy will apply:

a. permitted uses will operate entirely within enclosed buildings.

13.0 Special Site and Exempt Site Policies

13.1 Special Site Policies

There are sites within Lakeview, as shown in Figure 15, that merit special attention and are subject to the following policies.

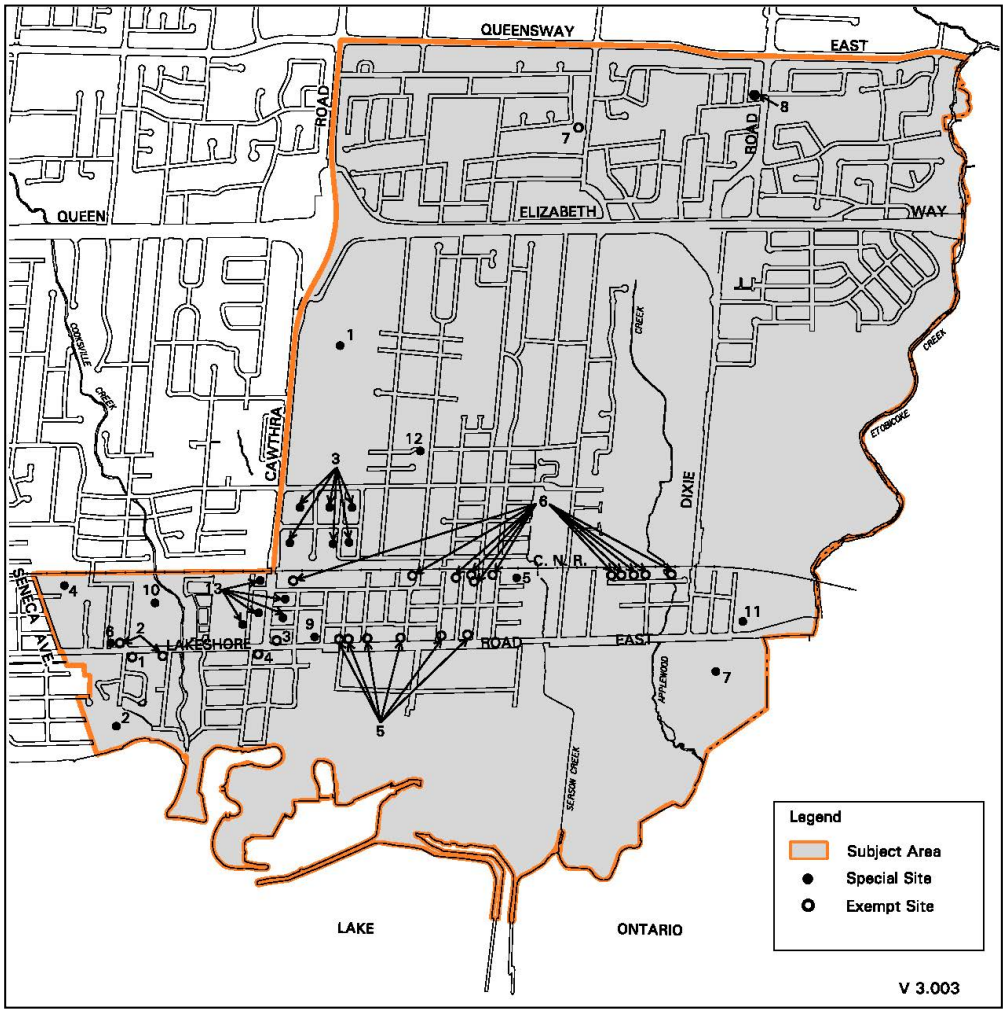
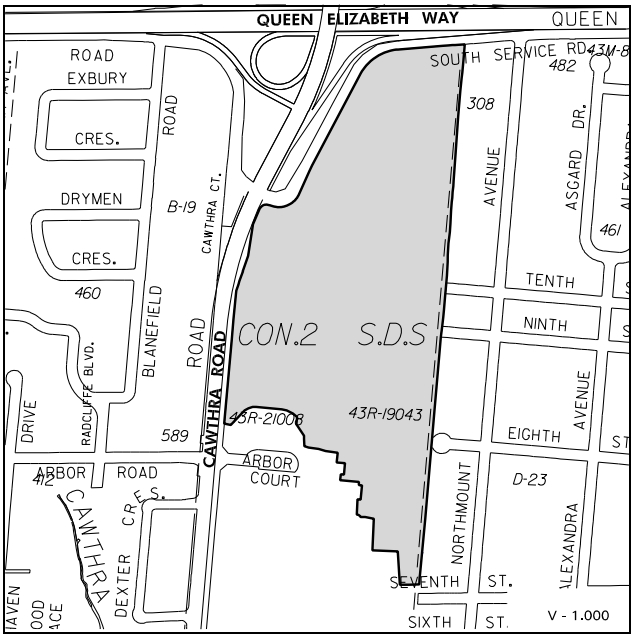


Figure 16: Location of Special Sites and Exempt Sites within the Lakeview Local Area

13.1.1 Site 1



13.1.1.1 The lands identified as Special Site 1 are east of Cawthra Road and south of the South Service Road.

13.1.1.2 The lands are known as the Cawthra Woods and comprise both heritage and natural area features. The Cawthra Estate is located within the Cawthra Woods and includes the Cawthra-Elliot Estate House and formal gardens on the north and south sides of the estate house, the walled garden, and sugar maple forest, all of which form a cultural heritage landscape which is designated under the *Ontario Heritage Act*. The site contains a Provincially ***Significant Wetland***, an ***Environmentally Significant Area (ESA)*** as identified by Credit Valley Conservation, and a Regionally Significant Area of Natural and Scientific Interest (ANSI).

13.1.1.3 Notwithstanding the policies of this Plan, the following additional uses will be permitted in the Cawthra-Elliot Estate House:

a. community or cultural infrastructure, including an academy for the performing arts;

b. ***secondary offices***;

c. a conference centre;

d. art gallery or studio; and

e. commercial school that may include a business school, driving school, dance school, music school, arts school, crafts school or a martial arts school, but shall not include a trade school or a private school.

13.1.1.4 Development of the Cawthra-Elliot Estate House will address the following:

a. the environmental policies of this Plan;

b. retention of the existing forest in a natural condition in accordance with an approved Cawthra Woods Management and Implementation Plan;

c. an approved Parks Master Plan; and

d. a heritage permit, including a ***Heritage Impact Assessment,*** will be required for any alterations.

13.1.2 Site 2



13.1.2.1 The lands identified as Special Site 2 known as the Adamson Estate and Derry Property, are located along the shore of Lake Ontario, east of Cumberland Drive and south of Enola Avenue.

13.1.2.2 Notwithstanding the policies of this Plan, the following additional uses will be permitted:

a. ***secondary offices***;

b. a conference centre; and

c. community or cultural infrastructure, including an academy for the performing arts.

13.1.2.3 Development of this site will address, among other things, the following:

a. restoration and preservation of the historically designated main house, gatehouse, barn, Derry House, and pet cemetery;

b. maintenance of public access along the waterfront as well as the grounds of the estate;

c. enhancement of recreation opportunities throughout the balance of Lakefront Promenade Park;

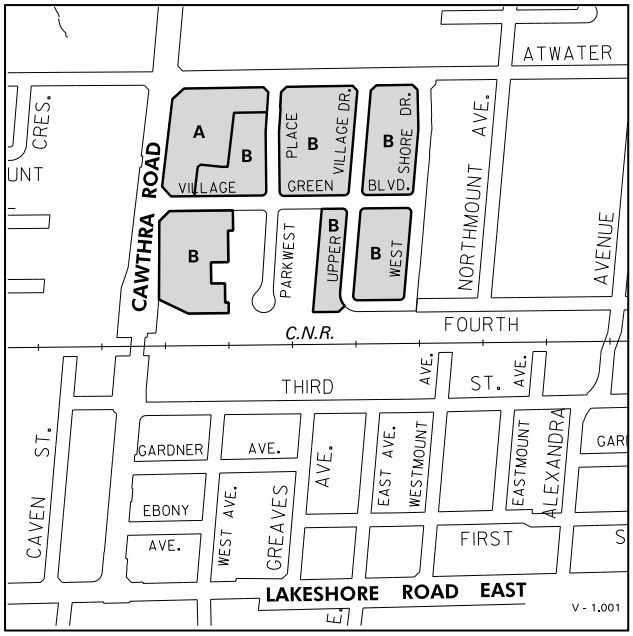
d. recognition and respect of the existing character of the surrounding residential land uses;

e. servicing requirements of the Region of Peel with respect to the sanitary sewer outlet and the use of backflow preventers in the buildings to prevent basement flooding;

f. a heritage permit, including a ***Heritage Impact Assessment***, will be required for any alterations; and

g. archaeological resources are to be conserved. Prior to any ground disturbance, the area must be assessed and plans reviewed with recommendations for conservation by a licenced archaeologist.

13.1.3 Site 3



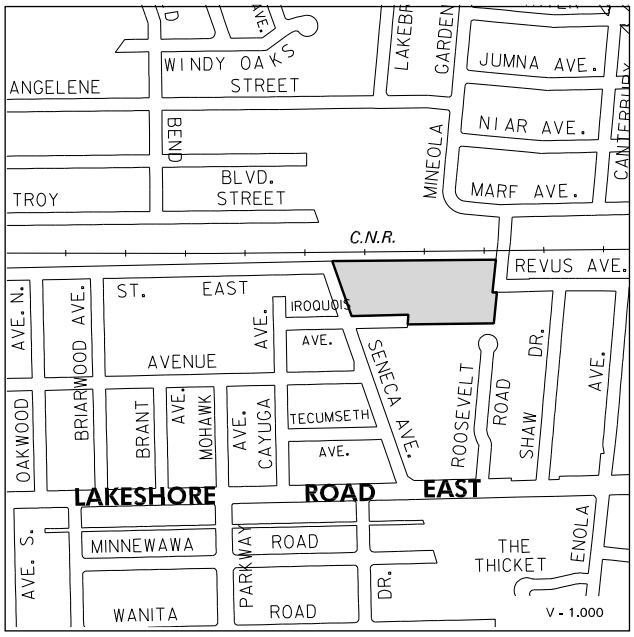
13.1.3.1 The lands identified as Special Site 3 are located in the southeast quadrant of Atwater Road and Cawthra Road.

13.1.3.2 Notwithstanding the policies of this Plan, the following additional uses will be permitted:

a. all types of multiple family dwellings including townhouses, street townhouses, apartments, or any combination of these uses with individual frontages or in cluster arrangements may be permitted on the lands identified as Area A; and

b. street townhouses will be permitted on the lands identified as Area B.

13.1.4 Site 4



13.1.4.1 The lands identified as Special Site 4 are located west of Revus Avenue, south of the Canadian National Railway tracks.

13.1.4.2 Notwithstanding the policies of this Plan, the following uses will not be permitted:

a. banquet hall;

b. broadcasting, communication, and utility rights-of-way;

c. conference centre;

d. entertainment, recreation and sports facilities;

e. financial institution;

f. outdoor storage;

g. overnight accommodation; and

h. restaurants.

13.1.5 Site 5



13.1.5.1 The lands identified as Special Site 5 are located along Casson Avenue, west of the utility corridor.

13.1.5.2 Notwithstanding the policies of this Plan, the following uses will not be permitted:

a. banquet hall;

b. broadcasting, communication, and utility rights-of-way;

c. conference centre;

d. entertainment, recreation and sports facilities;

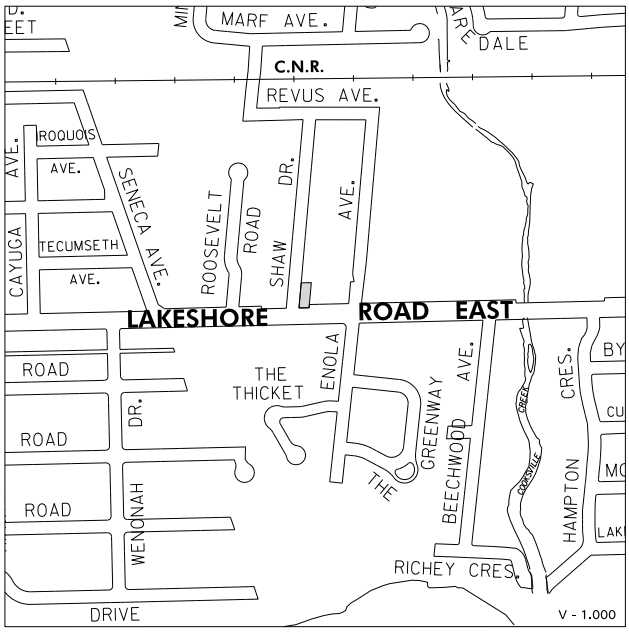
e. financial institution;

f. outdoor storage;

g. overnight accommodation; and

h. restaurants.

13.1.6 Site 6

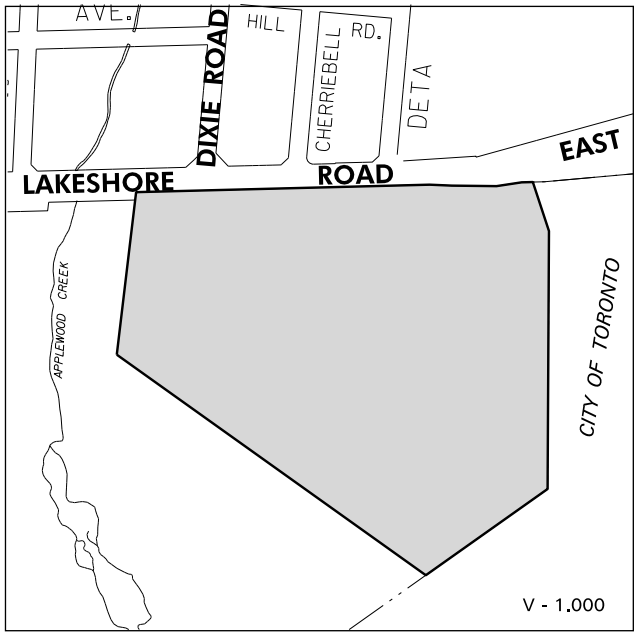


13.1.6.1 The lands identified as Special Site 6 are located north of Lakeshore Road East between Shaw Drive and Enola Avenue.

13.1.6.2 The property located at 411 Lakeshore Road East is listed on the City's Heritage Register.

13.1.6.3 Notwithstanding the policies of this Plan, the existing motor vehicle repair garage will be permitted.

13.1.7 Site 7



13.1.7.1 The lands identified as Special Site 7 are located east of Applewood Creek and south of Lakeshore Road East.

13.1.7.2 The Small Arms Inspection Building located at 1352 Lakeshore Road East is designated under the *Ontario Heritage Act*.

13.1.7.3 A heritage permit, including a ***Heritage Impact Assessment,*** will be required for any alterations.

13.1.7.4 Notwithstanding the policies of this Plan, the following additional uses will be permitted:

a. commercial schools;

b. community facilities, including art studios, art galleries;

c. a conference centre;

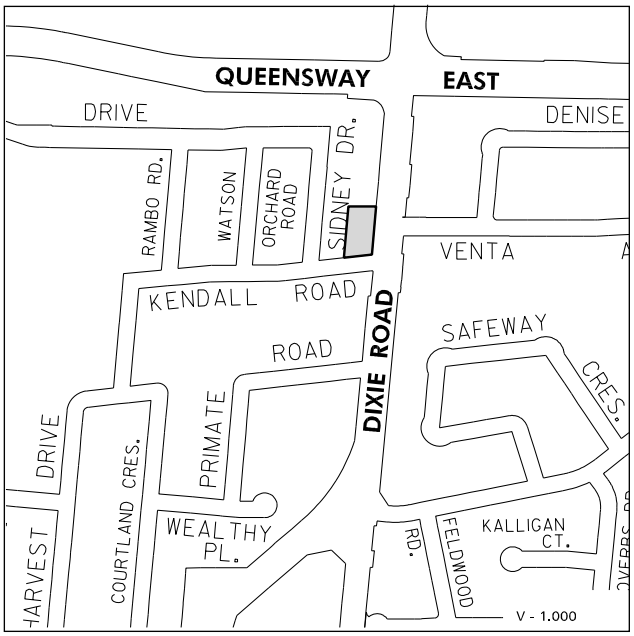
d. entertainment, recreation and sports facilities;

e. restaurants;

f. retail stores, including an indoor market; and

g. ***secondary offices***.

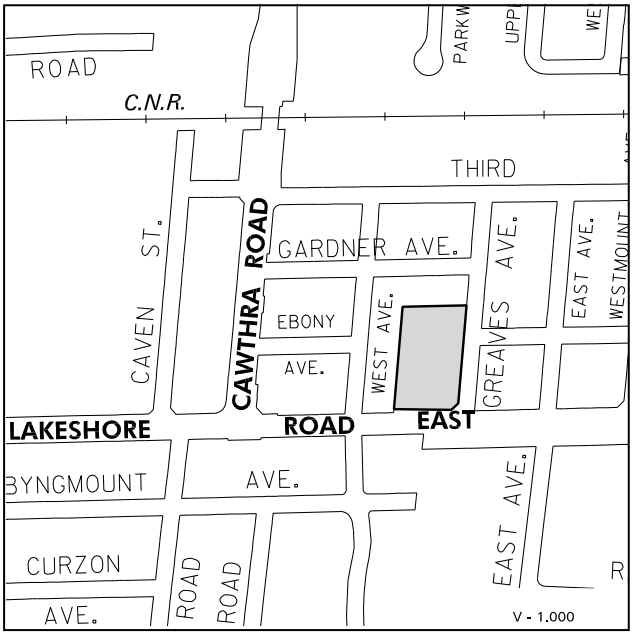
13.1.8 Site 8



13.1.8.1 The lands identified as Special Site 8 are located at the northwest corner of Kendall Road and Dixie Road.

13.1.8.2 Notwithstanding the policies of this Plan, an office with a maximum of four medical practitioners will be permitted.

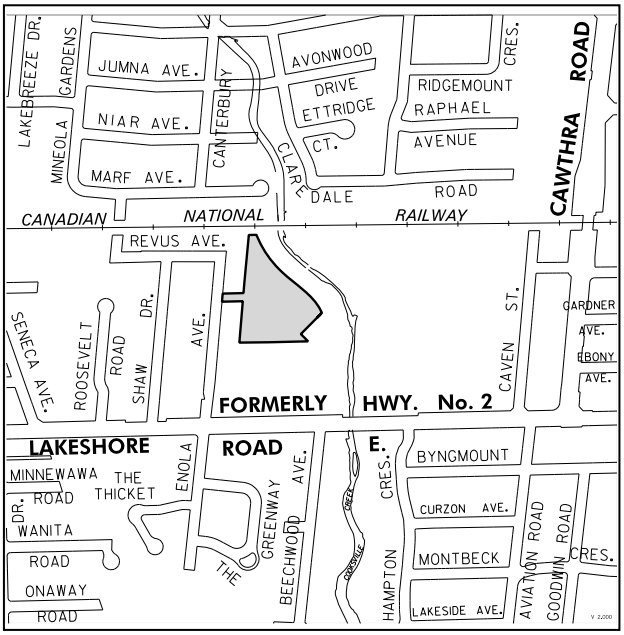
13.1.9 Site 9



13.1.9.1 The lands identified as Special Site 9 are located at the northwest corner of Lakeshore Road East and Greaves Avenue.

13.1.9.2 Notwithstanding the policies of this Plan, the existing townhouses will be permitted.

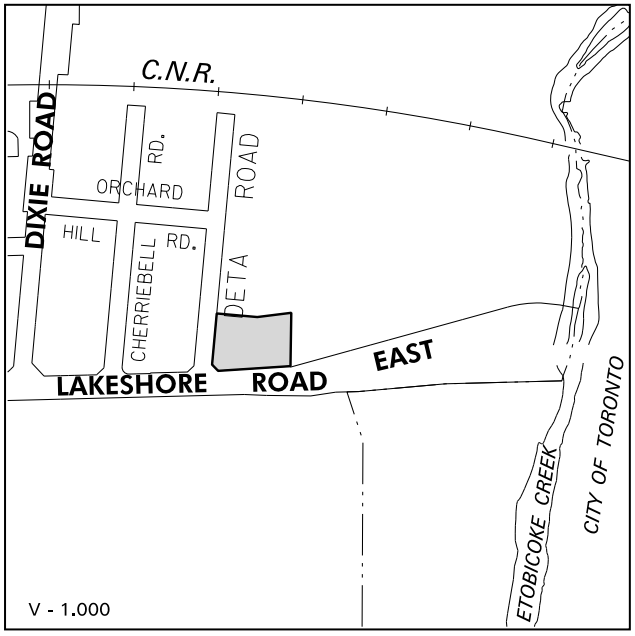
13.1.10 Site 10



13.1.10.1 The lands identified as Special Site 10 are located north of Lakeshore Road East, east of Enola Avenue.

13.1.10.2 Notwithstanding the policies of this Plan, townhouse and will be permitted.

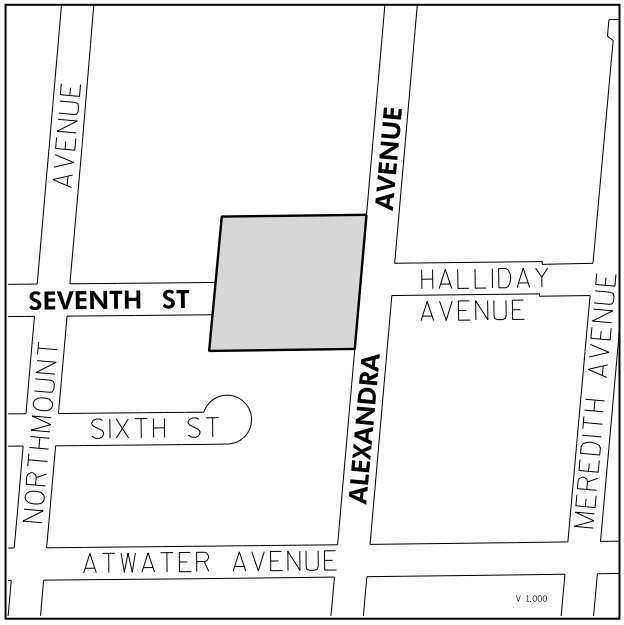
13.1.11 Site 11



13.1.11.1 The lands identified as Special Site 11 are located at the northeast corner of Lakeshore Road East and Deta Road.

13.1.11.2 Notwithstanding the policies of this Plan, the maximum number of townhouse dwelling units permitted will be 47.

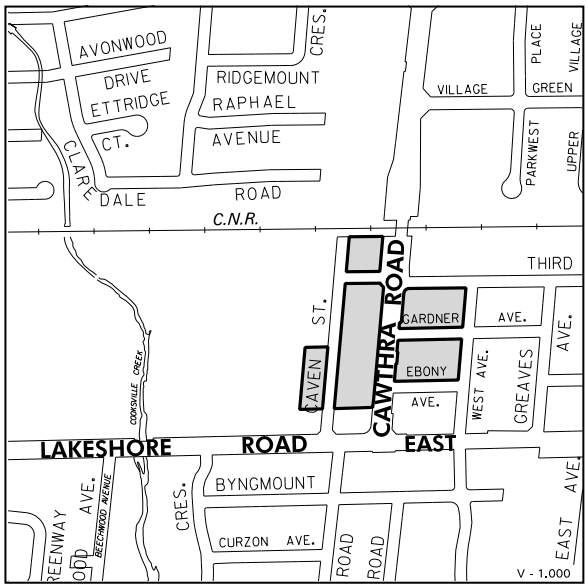
13.1.12 Site 12



13.1.12.1 The lands identified as Special Site 12 are located on the west side of Alexandra Avenue, east of Seventh Street and north of Atwater Avenue.

13.1.12.2 Notwithstanding the policies of this Plan, the minimum frontage and area of new lots may be smaller than the average lot frontage and lot area of residential lots on both sides of the same street within 120 m of the subject property.

13.1.13 Site 13



13.1.13.1 The lands identified as Special Site 13 are located north of Lakeshore Road East between Cooksville Creek and West Avenue.

13.1.13.2 Notwithstanding the policies of this Plan, the following additional uses will be permitted:

a. detached dwelling;

b. semi-detached dwelling;

c. duplex dwelling;

d. triplex dwelling; and

e. street townhouses.

13.2 Exempt Site Policies

Exempt Sites reflect unique circumstances that are not representative of the vision, direction and planning policies of the Plan, but nonetheless are recognized because they contain established land uses. The Exempt Sites in Lakeview, as shown in Figure 16 are subject to the following policies.

13.2.1 Site 1



13.2.1.1 The lands identified as Exempt Site 1 are located at the southeast corner of Lakeshore Road East and Enola Avenue.

13.2.1.2 Notwithstanding the policies of this Plan, the existing motor vehicle service station will be permitted.

13.2.2 Site 2



13.2.2.1 The lands identified as Exempt Site 2 are located north of Lakeshore Road East between Shaw Drive and Enola Avenue, and south of Lakeshore Road East and west of Beechwood Avenue.

13.2.2.2 Notwithstanding the policies of this Plan, the existing motor vehicle repair garages will be permitted.

13.2.3 Site 3



13.2.3.1 The lands identified as Exempt Site 3 are located north of Lakeshore Road East and east of Cawthra Road.

13.2.3.2 Notwithstanding the policies of this Plan, the existing motor vehicle repair garage will be permitted.

13.2.4 Site 4



13.2.4.1 The lands identified as Exempt Site 4 are located at the southeast corner of Lakeshore Road East and Aviation Road.

13.2.4.2 Notwithstanding the policies of this Plan, the existing motor vehicle commercial use will be permitted.

13.2.5 Site 5



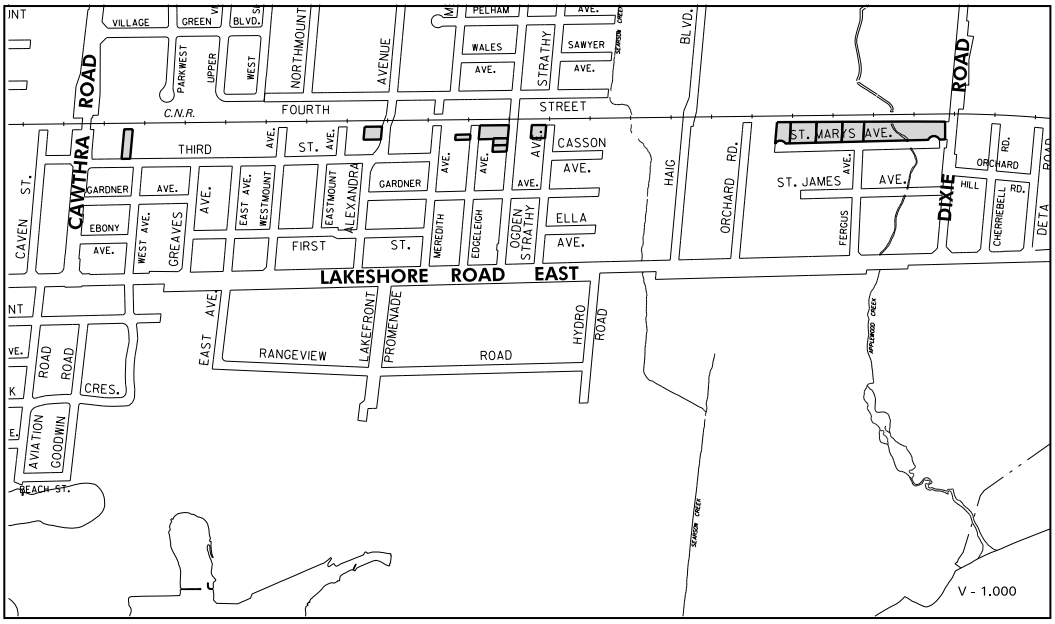
13.2.5.1 The lands identified as Exempt Site 5 include six sites located north of Lakeshore Road East between Greaves Avenue and Ogden Avenue.

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

a. the existing motor vehicle repair garages will be permitted; and

b. the existing motor vehicle sales and rental uses identified in Area A will be permitted

13.2.6 Site 6



13.2.5.1 The lands identified as Exempt Site 6 are located south of the Canadian National Railway line between Cawthra Road and Dixie Road.

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

a. the existing manufacturing uses will be permitted;

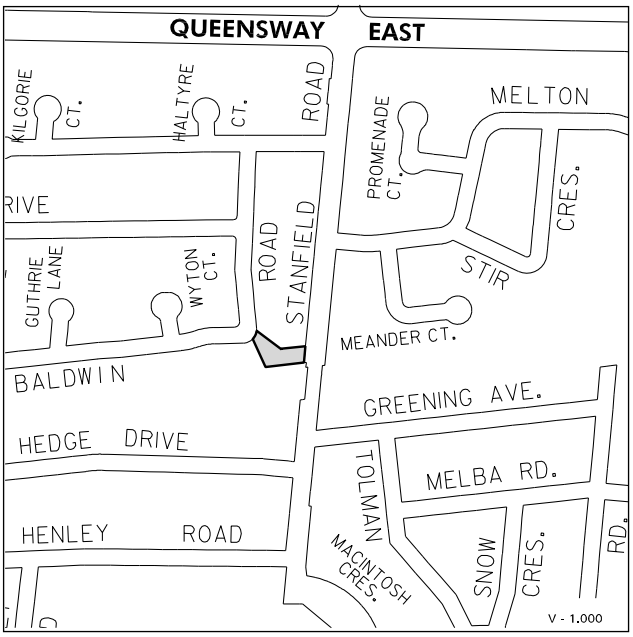
b. the existing motor vehicle body repair facility will be permitted; and

c. the existing warehousing, distributing and wholesaling uses will be permitted; and

d. the existing retail store will be permitted.

13.2.6.3 Permitted uses will operate within enclosed buildings.

13.2.7 Site 7



13.2.7.1 The lands identified as Exempt Site 7 are located on the west side of Stanfield Road, south of Queensway East.

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

a. the existing hair care and aesthetics services will be permitted; and

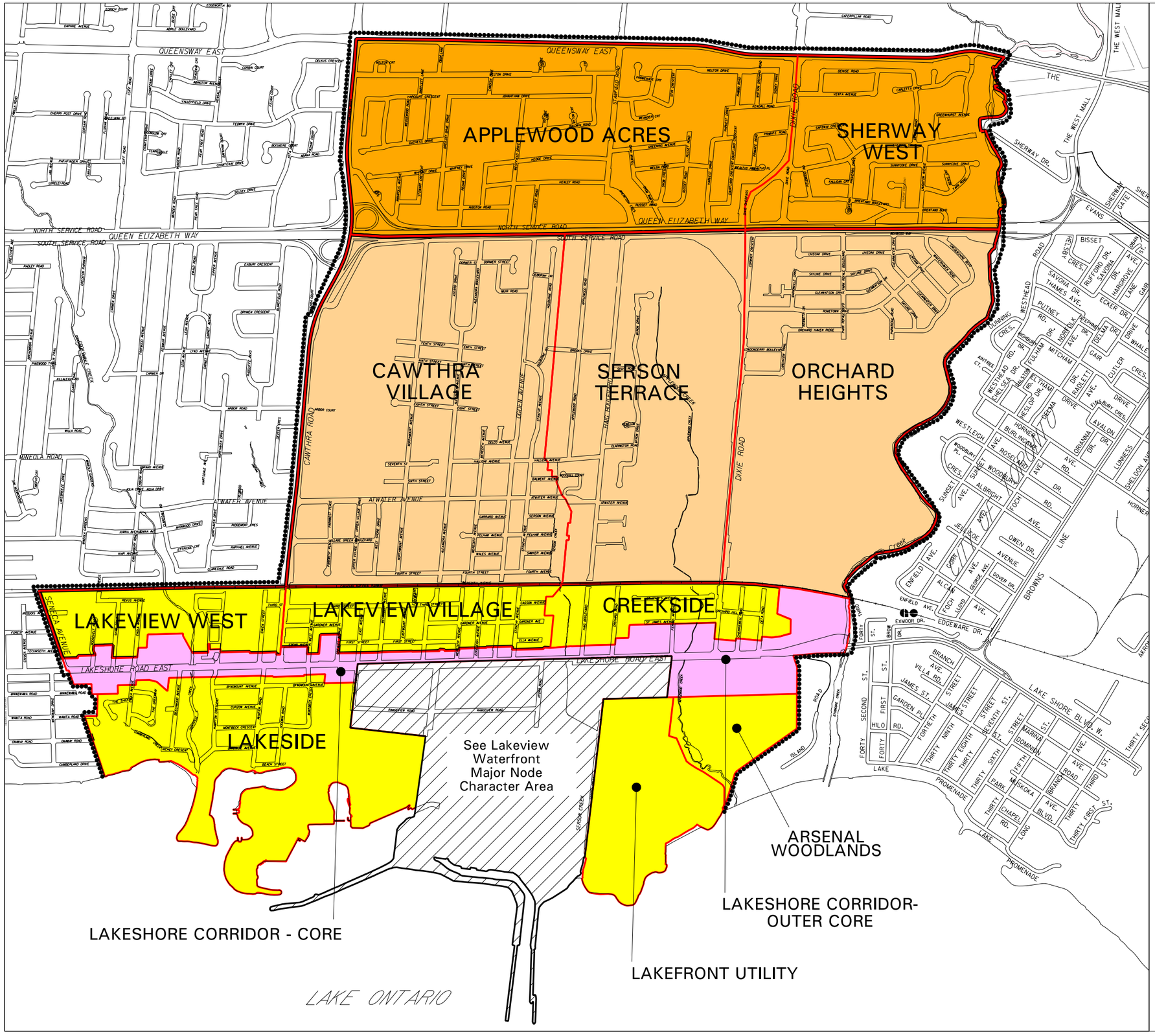
b. the existing ***secondary office*** uses, excluding medical offices, will be permitted.

14.0 Implementation

14.1 Mississauga will monitor development in Lakeview, including population density and the population to employment ratio.

14.2 Mississauga, in conjunction with public consultation, may develop a list of facilities/matters that could be exchanged for granting bonuses in height and/or density.

14.3 Mississauga, in conjunction with public consultation, may prepare a Community Improvement Plan, including a plan to promote Lakeview's mainstreet with ***streetscape*** improvements and symbolic gateways, and incentives to promote and enhance cultural heritage sites in Lakeview.



Legend

Precinct Boundaries :

- North Residential Neighbourhood
- Central Residential Neighbourhood
- South Residential Neighbourhood
- Lakeshore Corridor
- Employment

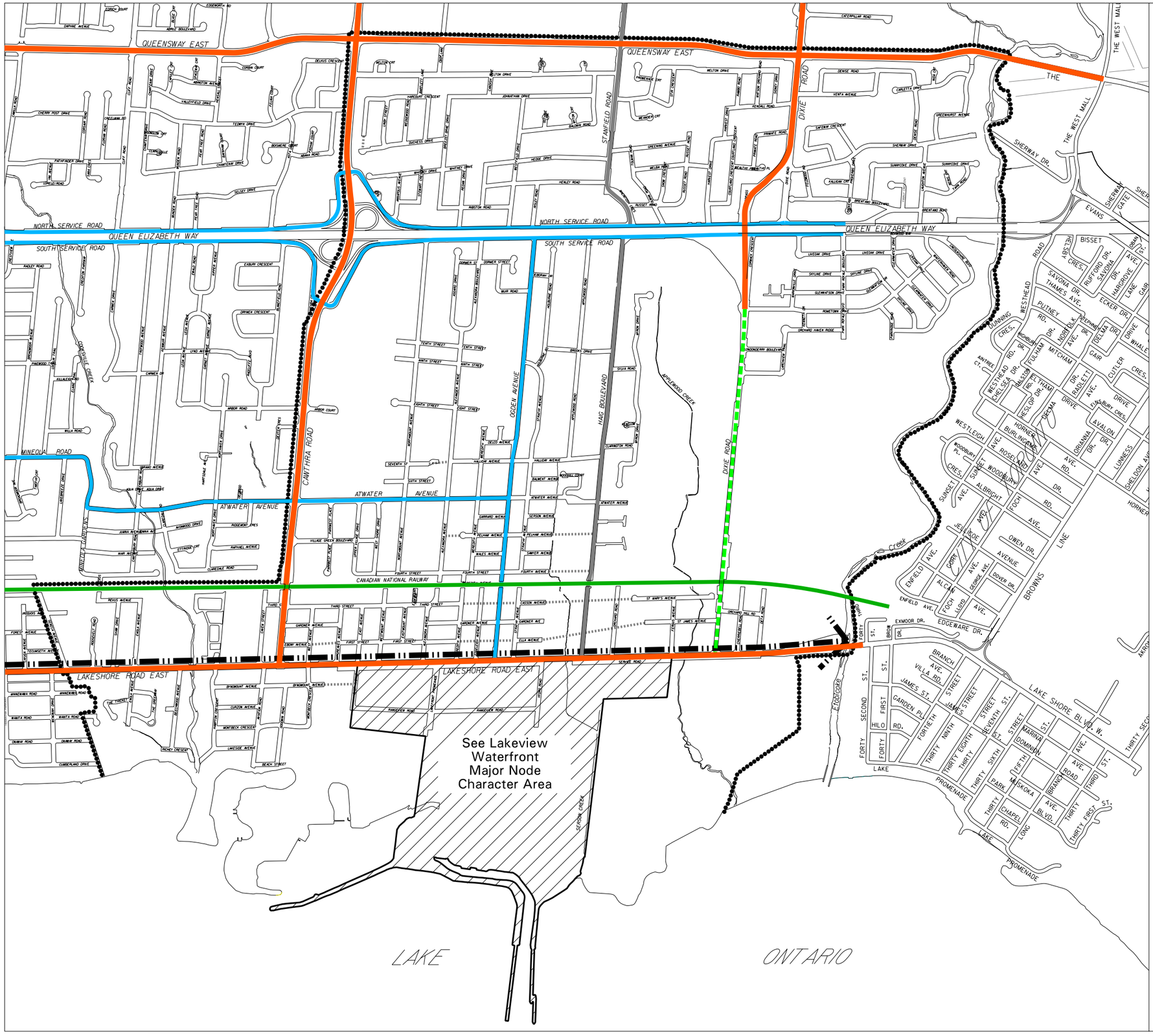
- Sub-Area Boundaries
- Local Area Plan Boundary

Map 1
Lakeview Local Area Plan
Precincts and Sub-Areas

0 100 200 300 400
metres

City of Mississauga

V - 2.000



TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Minor Collector
- Future Multi-modal Connection
- Existing Commuter Rail
- Higher Order Transit Corridor

BASE MAP INFORMATION

- Local Road
- Local Area Plan Boundary

Notes:

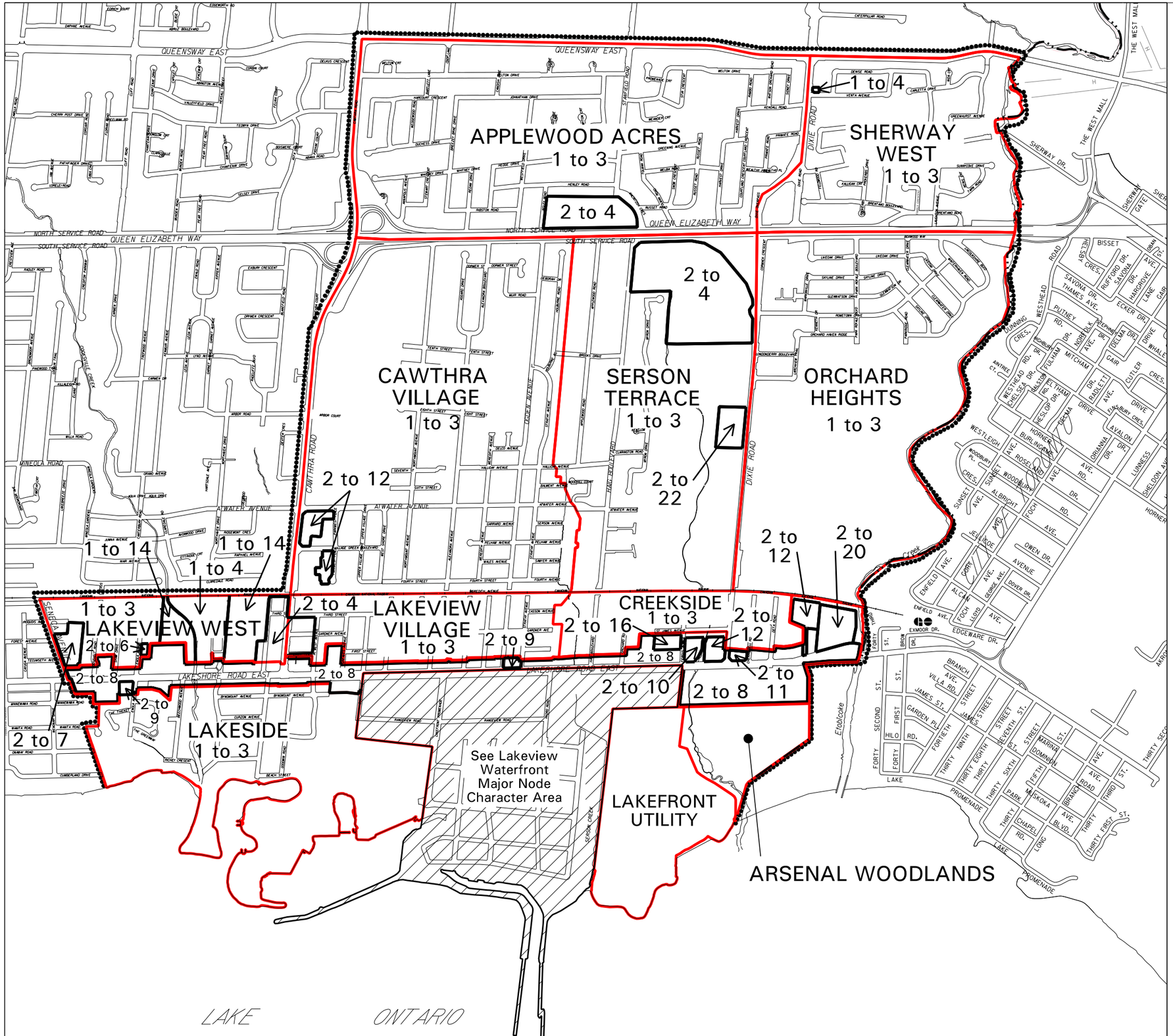
1. All lines shown are conceptual.
2. Base Map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

Map 2
Lakeview Local Area Plan
Long Term Road and Transit Network

0 100 200 300 400
metres

City of Mississauga

V - 2.000



Legend

- Sub-Area Boundary
- Local Area Plan Boundary

Note:

1. Height limits represent the minimum and maximum number of storeys permitted.

APPEALS

The information on this schedule reflects Council adopted amendments.

The following amendments are under appeal and affect this schedule:

For in effect mapping information refer to the Consolidation Tables and MOPA document.

Map 3
Lakeview Local Area Plan
Height Limits

0 100 200 300 400
metres

City of Mississauga

V - 9.001



Appendix I

Lakeview

Built Form Standards

September 2015







MISSISSAUGA

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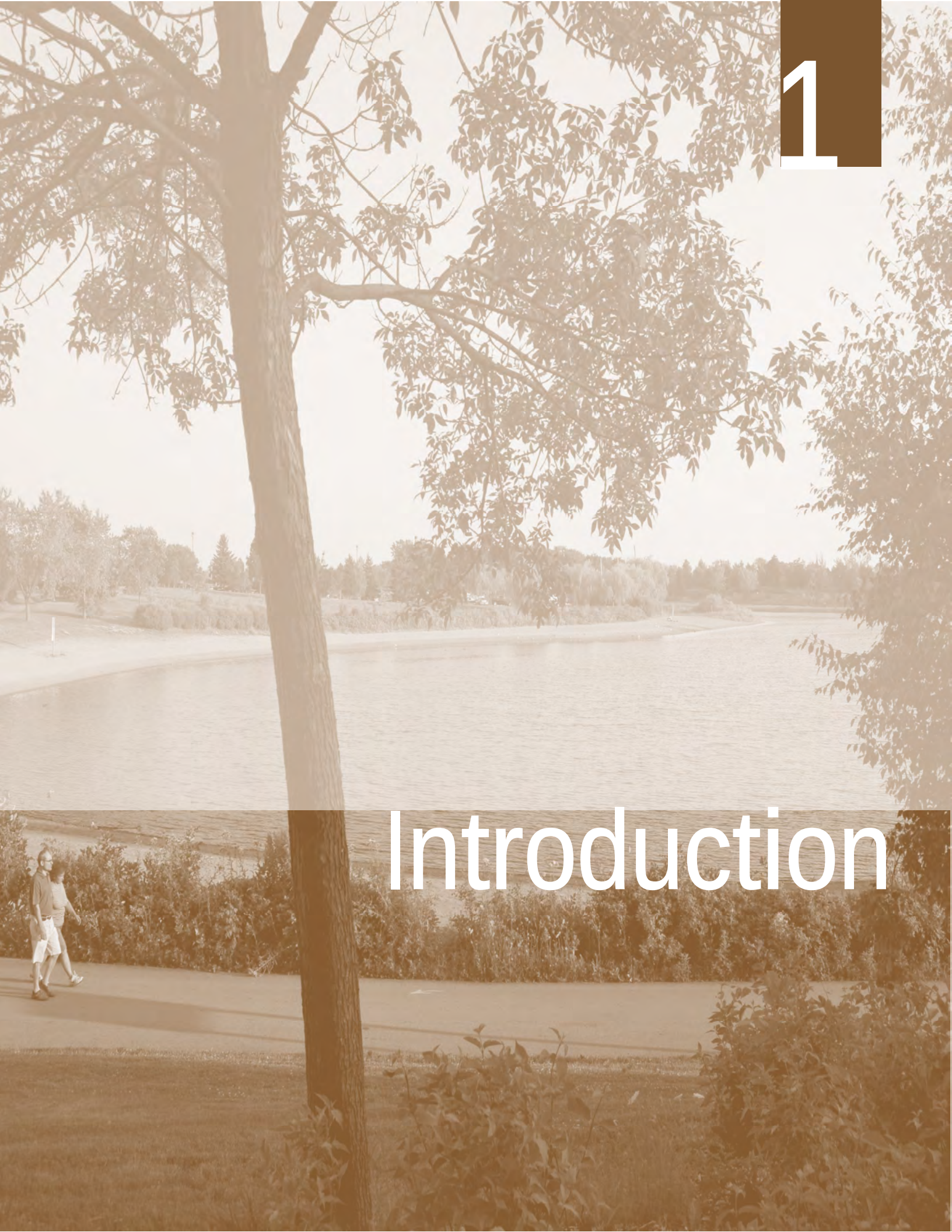


1 Introduction

Introduction

1.1 How to Read the Built Form Standards

The Lakeview Built Form Standards (the Standards) is to be read in conjunction with the policies in Mississauga Official Plan and the Lakeview Local Area Plan (Area Plan). The Standards is to be used during the design and review of development applications.

This Standards demonstrates how the urban form policies in the Area Plan can be achieved. The Standards is not considered a part of the Area Plan; however, selected content from the Standards has been incorporated into the Area Plan and represents policy. Applicants must also refer to the Zoning By-law, and the Ontario Building Code to ensure that the applicable requirements in these documents have been met. In addition, there may be other City of Mississauga initiatives and directions (e.g. Design Guidelines, Green Development Strategy) which need to be consulted.

1.2 Purpose

Building a desirable urban form is a key principle of the Mississauga Official Plan. The Standards is intended to provide further guidance of the policies in the Mississauga Official Plan and the Lakeview Local Area Plan. The Standards establishes and illustrates general requirements to achieve a high quality urban form, site development and public realm.

The Standards is intended to ensure development is appropriate for Lakeview and reflects the unique characteristics of the area.



Figure A1 - *Images of built form typologies in Lakeview*

1.3 Expectations of the Standards

The Built Form Standards provides further direction in the Urban Design Policies set out in the Official Plan, the Lakeview Local Area Plan and other City initiatives and strategies that support land use decisions within the City.

The Standards set out detailed requirements to achieve a high quality built form in Lakeview that interfaces with the public realm in a seamless fashion. The Built Form Standards has been developed to communicate the design expectations, in advance of an application being filed, related to the quality and outcome of development.

The Standards, in addition to the dimensions indicated, are to be addressed and achieved by development proponents through the planning application process. Depending on the context or site size, exceptions to the Standards may be considered at the discretion of the City, in whole or part, when there are extenuating circumstances and/or where proposals are able to demonstrate urban design excellence.

It should be noted that the Standards may be amended, modified or updated on an as need basis to provide clarity on the intent of the Lakeview Local Area Plan, provisions of the Zoning By-law including the outcome of other studies or initiatives that impact the Lakeview area.



Figure A2 - *Images of built form typologies in Lakeview*

1.4 Lakeview Local Area Plan

The Area Plan includes lands identified in the Mississauga Official Plan City Structure as Neighbourhood and Employment Character Areas.

Both the Neighbourhood and Employment Character Areas are divided into 5 precincts and 13 sub-areas which recognize different attributes of these areas and contain different policy directions. These are organized as follows:

1. *North Residential Precinct*
   - *Applewood Acres*
   - *Sherway West*

2. *Central Residential Precinct*
   - *Cawthra Village*
   - *Orchard Heights*
   - *Serson Terrace*

3. *South Residential Precinct*
   - *Creekside*
   - *Lakeview West*
   - *Lakeside*
   - *Lakeview Village*

4. Lakeshore Corridor Precinct
   - *Core*
   - *Outer Core*

5. Employment Precinct
   - *Arsenal Woodlands*
   - *Lakefront Business Park*
   - *Ontario Power Generation Lands (OPG Lands)*

This Standards outlines various general built form typologies that are found in Lakeview.

Individual direction is given for the ***Lakeshore Corridor Precinct***, where the Neighbourhood Character Area and the Employment Character Area overlap. The Lakeshore Corridor Precinct is an area of change and specific direction is given in Section 3.0 of this Standards.



Figure A3 - *Images of built form and cultural resources in Lakeview*

1.4.1 Community Node

The Mississauga Official Plan identifies Lakeview as an area that will contain a Community Node. Once the location of the Community Node has been defined, it will be the focus of activity for Lakeview. The combination of residential uses, employment opportunities, cultural activities and infrastructure, shopping, dining, commerce and recreation will be encouraged to concentrate in the Community Node.

The Community Node will be the primary focus for intensification and density, however, the form and scale of development will vary within the Community Node in accordance with the location and surrounding context. More detailed Standards for the Community Node will be established once the boundaries have been determined.

1.4.2 Inspiration Lakeview

For years, public access to the Lakeview waterfront has been limited by the location of the Ontario Power Generation's coal-fired generation station. With the demolition of the power plant, this part of the waterfront is ready for a new vision to create "a model sustainable creative community on the waterfront".

The City of Mississauga, the Province of Ontario and Ontario Power Generation (OPG) have signed a memorandum of understanding that commits them to working together on a shared vision for the future of these lands.

These lands include a portion of the Lakefront Business Park Precinct, a portion of the Lakeshore Corridor Precinct and the OPG Lands.

To date, the Inspiration Lakeview project has developed a Community Vision. A more detailed land use plan, including the appropriate location of the Community Node, will be undertaken in the next phase.



Figure A4 - *Images of built form and cultural resources in Lakeview*



2

Lakeview Character Areas

2.0 Lakeview Character Areas

2.1 Neighbourhood and Employment Character Areas

Lands identified as Neighbourhood Areas are considered to be generally stable residential areas where the existing character is to be preserved and enhanced. These areas will be maintained while allowing for infill which is compatible with and enhances the character of the area.

Employment Areas are stable areas and are characterized by uses that are land extensive and /or have low employment densities. They have various operating uses including manufacturing and wholesale, retail and restaurant, banquet hall, utility, marina and parkland. The future use of these lands will be reviewed through the next phase of study for Inspiration Lakeview and remain unchanged in this Area Plan.

The following sections provide additional context and information on the built form typologies found in each of the Neighbourhood and Employment Character Areas. A separate section entitled "Lakeshore Corridor Precinct" will address specific issues in regards to the Lakeshore Corridor Precinct which crosses through Neighbourhood and Employment Character Areas.



Figure B1 -*Examples of built form typologies within Lakeview*

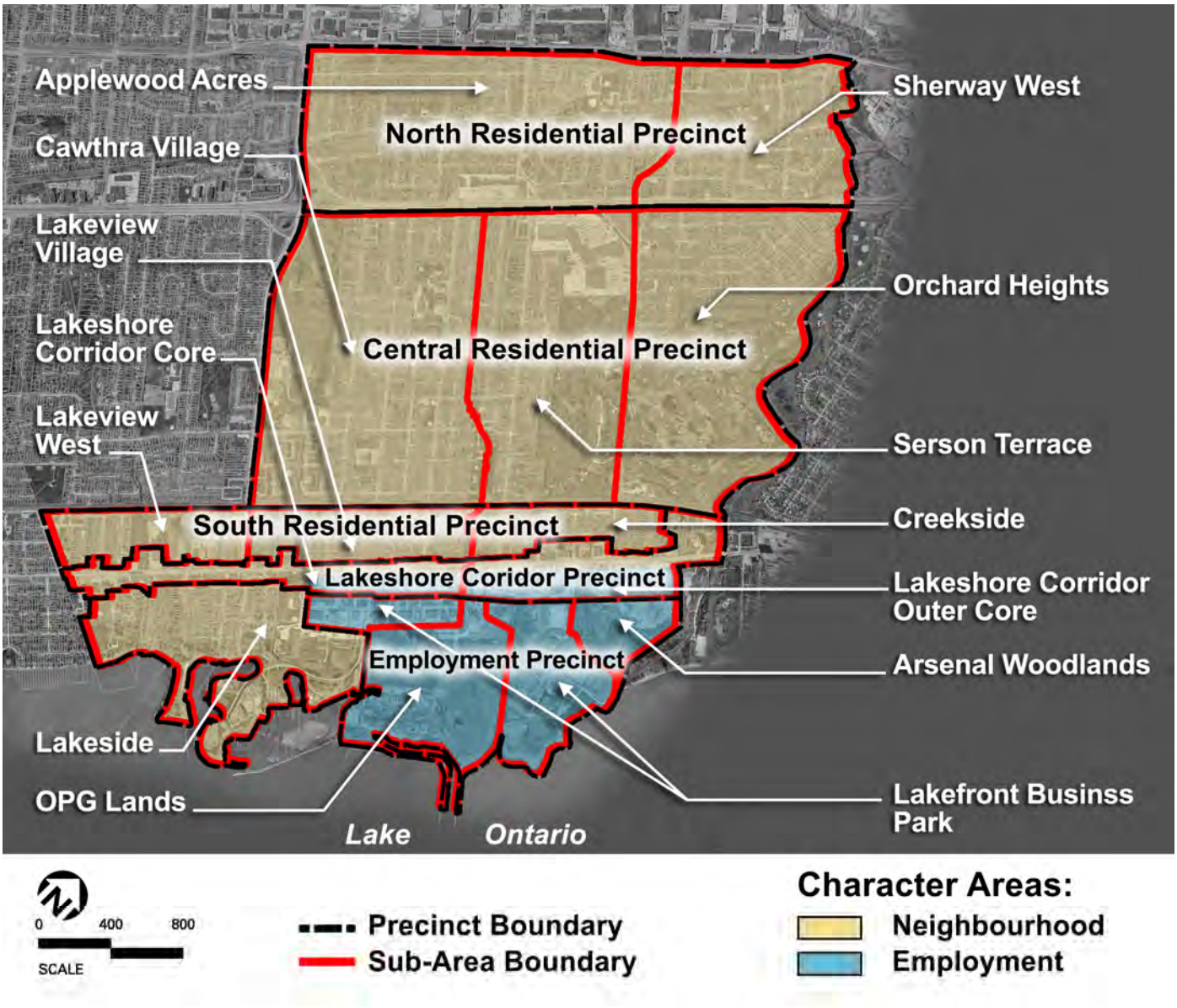


Figure B2 -*Lakeview consists of 5 precincts and 14 sub-areas that are located in Neighbourhood and/or Employment Character Areas.*

2.2 Built Form Type

New developments will be compatible with and enhance the character of the neighbourhood by integrating with the surrounding area. This can be done by maintaining the existing lotting fabric layout and using consistent and transitional heights.

The following building typologies will be discussed in this section:

i) Detached Dwellings, Semi-Detached Dwellings, Duplexes and Triplexes;

ii) Street Townhouses;

iii) Standard and Common Element Condominium Developments: Single Detached; and Townhouse;

iv) Horizontal Multiple Dwellings;

v) Apartment;

vi) Commercial; and

vii) Industrial.

In addition to these Standards, the City of Mississauga Urban Design Guidelines and Reference Notes should be reviewed. These include, but are not limited to:

- Green Development Strategy;
- Urban Design Handbook for Low Rise Multiple Dwellings;
- Design Guidelines for High Density Apartments;
- Balconies in Medium and High Density Developments;
- Condominium Townhouse Design Standards;
- Screening for Roof Top Mechanical Units;
- Standards for Seniors Outdoor Amenity Area;
- Standards for Children's Outdoor Play Spaces;
- Standards for Shadow Studies; and
- Design Guidelines for Industrial buildings.



Figure B4 - *Example of a duplex in Lakeview*



Figure B3 - *Example of a bungalow in Lakeview*



Figure B5 - *Example of detached dwellings in Lakeview*

2.2.1 Detached and Semi-Detached Dwellings, Duplexes and Triplexes

To preserve neighbourhoods with predominantly low density residential character, applicants will be required to provide the greater of the following:

i) The average frontage and area of residential lots, units or parcels of tied land (POTLs) on both sides of the same street within 120 m of the subject property. In the case of corner development lots, units or POTLs on both sides within 120 m will be considered ; or

ii) The requirements of City by-laws, including Zoning By-law 0225-2007.

New detached, semi-detached, duplex and triplex dwellings within Lakeview will maintain the existing character of the area. The following criteria will apply:

a. The maximum height of any dwelling should be 10.7 m. The design of the building will de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;

b. New development will preserve and enhance the generous front, rear and side yard setbacks;

c. New development will ensure that existing grades and drainage conditions are preserved;

d. New development will 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, location to railway tracks;

e. Garages will be recessed or located behind the main face of the house. Alternatively, garages will be located in the rear of the property;

f. New development will have minimal impact on its adjacent neighbours with respect to overshadowing and overlook;

g. New development will minimize the hard surface areas in the front yard;

h. New development will preserve existing high quality trees to maintain the existing established nature of these areas;

i. New house designs which fit with the scale and character of the local area, and take advantage of the particular site features are encouraged.

j. The use of standard, repeat designs is strongly discouraged; and

k. The building mass, side yards and rear yards will respect and relate to those of adjacent lots.



Figure B6 - *Example of a triplex in Lakeview*

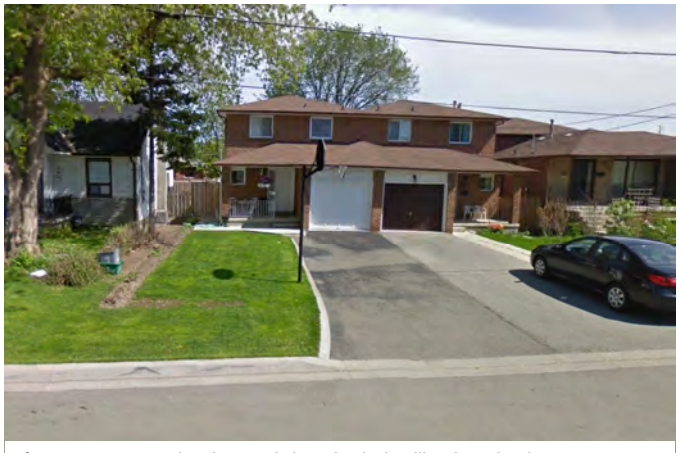


Figure B7- *Example of a semi-detached dwelling in Lakeview*

2.2.2 Street Townhouses

Development of street townhouses or freehold townhouses should meet the following criteria:

i) They fit into the existing lotting pattern of the community;

ii) They provide an appropriate transition from low built form to higher built forms; and

iii) They are located on or in proximity to transit routes

The following are requirements for new infill street townhouses within the Lakeview area to ensure that the character of the existing community is maintained:

a. The minimum lot area for an interior townhouse unit will be 200 m² and 280 m² for a corner lot;

b. The maximum height for a street townhouse will be 10.7 m;

c. The maximum number of townhouses in a consecutive row will be 6 units per block;

d. The minimum width of a townhouse unit will be 6.8 m;

e. The minimum width of a lot will be 6.8 m for an interior lot and 9.8 m for a corner lot;

f. The minimum front yard setback for any unit will be 7.5 m;

g. The maximum number of stairs to the front door of any unit will be 3 risers from the established grade;

h. Garages will not project beyond the main face of the dwelling unit. They may be flushed, recessed or located at the rear of the unit;

i. The garage of any townhouse unit will not be more than 50% of the width of the unit;

j. The driveway width of a townhouse unit will not be more than 50% of the front yard or 5.2 m whichever is smaller;

k. A minimum of 3.0 m will be required between blocks of units. A minimum of 4.5 m will be required between blocks of units where a walkway is proposed;

l. Front to rear access to internal townhouse units will be provided through the individual unit. The interior design of the unit must ensure this can be accommodated;

m. The minimum rear yard setback of a street townhouse from a property line will be 7.5 m. Where a townhouse unit is accessed by a laneway, the minimum distance from the rear face of the garage to the rear face of the dwelling unit will be 7.5m;



Figure B8 - *Example of street townhouses in Mississauga*

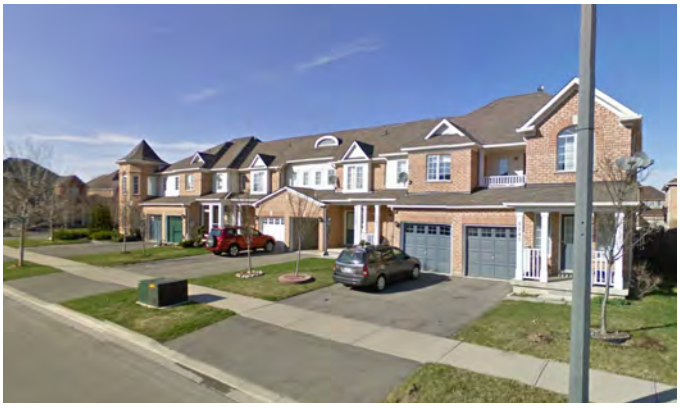


Figure B9- *Example of street townhouses in Mississauga*

n. End and rear units that are exposed to a public road or park will be required to have upgraded elevations equal to the front of the unit;

o. The minimum landscape area of a street townhouse dwelling will be 25% of the lot area; and

p. Fencing requirements will be minimized with built form acting as the prominent feature along all frontages. All fencing is to be returned within a maximum of 3.0 m of the rear corner of the dwelling.



Figure B11 - *Street townhouse example. Corner lot upgrade to appear as a detached dwelling and fit in with the lotting pattern and built form pattern of the area.*



Figure B12 - *Street townhouses adjacent to detached dwellings*



Figure B10 - *Example of street townhouse developments in Mississauga*



Figure B13 -*Side elevation of detached dwelling adjacent to street townhouses*

2.2.3 Standard and Common Element Condominium

Where development is proposed on a condominium road, new dwellings should fit the scale and character of surrounding development with respect to frontage, area, setback and side yards. Development of standard and common element condominium townhouses should demonstrate that:

i. They fit into the existing lotting pattern of the community;

ii. They provide an appropriate transition from low built form to higher built forms;

iii. Have a minimum lot depth of 90 m; and

iv. They are located on or in proximity to transit routes.

Development of such sites requires careful consideration regarding site planning and building massing, including the height and setbacks from adjacent developments and maintaining a consistent streetscape and built form along the frontages. New buildings will minimize shadowing and overlook onto adjacent properties. New infill standard and common element condominium townhouses will adhere to the City's *Urban Design Handbook for Low-Rise Multiple Dwellings* and *the Design Reference Note for Single Detached and Common Element Condominium.*

The following are criteria for new infill condominium and common element developments within the Lakeview area which will help maintain the character of the existing community. These are broken down into two categories:

- Single Detached Standard and Common Element Condominium developments; and
- Townhouses Standard and Common Element Condominiums

2.2.3.1 Single Detached Standard and Common Element Condominium

a. The width and massing of the proposed unit will be similar to that of the existing character of the neighbourhood.

b. The maximum height for a dwellings will be10.7 m;

c. The maximum stairs to the front door of any unit is 3 risers from the established grade of the dwelling unit;

d. Garages will not project beyond the main face of the dwelling unit. They will be flushed, recessed or may be located at the rear of the unit;



Figure B14 - *Example of a standard condominium detached development along Stavebank Road. The condominium units have been designed to be in character with the street and enhanced with a continuous streetscape*



Figure B15 - *Side elevation of the detached condominium is upgraded to look like the front of a single detached dwelling to fit in with the lotting pattern of the existing street*

e. The driveway width of a dwelling unit will not be more than 50% of the front yard or 1.0 m wider than the width of the garage whichever is smaller;

f. Visitor parking will be centrally located, not visible from a public road and will be well screened from existing and proposed dwellings;

g. No service/loading, mailboxes or garbage area will be located along the frontage of the public road or visible from the public road;

h. Entrances to new development will not be through established or existing lots, but will be from major roads and routes. The entrances to new developments will be flanked by dwellings within the new development itself;

i. Fencing requirements will be minimized with built form acting as the prominent feature along all frontages. All fencing is to be returned within a maximum of 3.0 m of the rear corner of the dwelling;

j. End and rear units exposed to an external or internal road will be required to have upgraded elevations;

k. Amenity spaces will be in the rear of the unit and not on public roads; and

l. All common element units must have a private amenity

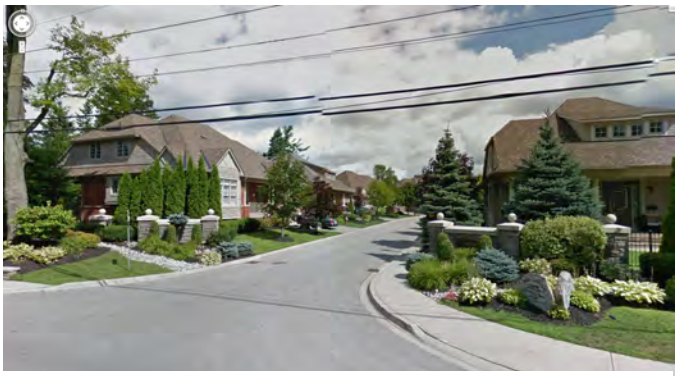


Figure B16 -*Example of detached condominium developments*



Figure B17 -*Example of condominium detached developments*



Figure B18- *Single detached units fronting onto a public road to ensure the lotting pattern and form are maintained on the residential street*



Figure B19- *Single detached units fronting onto a condominium road to ensure the lotting pattern and form are maintained on the residential street*

2.2.3.2 Townhouse Standard and Common Element Condominium

a. The maximum height for a townhouse dwellings will be 10.7 m;

b. The minimum unit width of a townhouse unit will be 6.0 m;

c. The minimum front yard setback from a street will be 6.0 m;

d. The maximum number of townhouses in a consecutive row will be 8 units;

e. The maximum stairs to the front door of any unit is 3 risers from the established grade of the dwelling unit;

f. Garages will not project beyond the main face of the dwelling unit. They will be flushed, recessed or may be located at the rear of the unit;

g. The garage of any townhouse unit will not be more than 50% of the width of the unit;

h. The driveway width of a townhouse unit will not be more than 50% of the front yard or 1.0 m wider than the width of the garage whichever is smaller;

i. All units will have a designated parking space in front of their unit or located underground;

j. Visitor parking will be centrally located, not visible from a public road and will be well screened from existing and proposed dwellings;

k. Condominium townhouse developments greater than 20 units will provide a centrally located private amenity space;

l. A minimum of 3.0 m will be required between blocks of units. A minimum of 4.5 m will be required between blocks of units that have a walkway;

m. Hydro and gas metre walls should be required to be located internal to the site and will not be visible from the street;

n. No service/loading, mailboxes or garbage area will be located along the frontage of the public road or visible from the public road;

o. Entrances to new development will not be through established or existing lots, but will be from major roads and routes. The entrances to new developments will be flanked by dwellings within the new development itself;



Figure B20 - *Example of a standard condominium townhouse development in Lakeview*



Figure B21 - *Side elevation of the townhouse condominium is upgraded to look like the front of a single detached dwelling to fit in with the lotting pattern of the existing street*

p. Fencing requirements will be minimized with built form acting as the prominent feature along all frontages. All fencing is to be returned within a maximum of 3.0 m of the rear corner of the dwelling; and

q. End units exposed to an external or internal road will be required to have upgraded elevations.



Figure B22 -*Example of condominium townhouse developments in Lakeview*



Figure B23 -*Example of condominium townhouse developments in Lakeview*



Figure B24- *Single detached units fronting onto a public road to ensure the lotting pattern and form are maintained on the residential street*

2.2.4 Horizontal Multiple Dwellings

Horizontal multiple dwellings (often referred to as stacked units) may be located in existing neighbourhoods along major transit routes and corridors.

Appropriate sites are those that have a depth of 40-m or greater to ensure internal circulation, parking, amenity space, landscaping and utilities can be appropriately accommodated. The following criteria will be used when designing horizontal multiple dwellings:

a. The building will be oriented to face the major public road and not be designed as a flankage condition;

b. Garages will be located in a laneway and will not face the front door of another unit. Garages will face each other;

c. Condominium blocks will not be more than 8 units wide;

d. The minimum required landscape area will be 40% of the lot area;

e. The preservation of existing trees on the street frontage and perimeter of the site will be required;

f. Each unit will be required to have its own private amenity space, in the form of a balcony or roof top;

g. A maximum of 3 stairs will be located at the entrance of any building. All other stairs will be required to be designed so that they are internal to the dwelling;

h. A common amenity space will be required for a development with over 20 units. The common amenity space will be centrally located and will be the greater of 5.6 m² per dwelling unit or 10% of the site area. A minimum of 50% of the required amenity space will be provided in one contiguous area;

i. A minimum of 3.0 m will be required between blocks of units. A minimum of 4.5-m will be required between blocks of units that have a walkway;

j. A minimum of 15 m shall be required between the faces of buildings located along mews;

k. Hydro and gas metre walls should be required to be internal to the site and not be visible from the street. In addition, utilities will not be located within the required landscape area or along the frontage of a public road;

l. No common visitor parking, air-conditioning units, mailboxes or garbage area will be located along the frontage of the public road or visible from the public road; and,

m. Fencing requirements will be minimized with built form acting as the prominent feature along all frontages. All fencing is to be returned within a maximum of 3.0 m of the rear corner of the dwelling.



Figure B25 - *Example of horizontal multiple dwelling in lakeview from an internal road*



Figure B26 *Example of horizontal multiple dwelling in Lakeview from Lakeshore Road East*



Figure B27 - *Example of horizontal multiple dwelling in Lakeview, from Lakeshore Road East*



Figure B28 - *Example of an entrance at grade of a horizontal multiple dwelling in Lakeview*



Figure B29 -*Example of horizontal multiple dwelling in Lakeview from Deta Road. Example of tree preservation*



Figure B30 - *Example of horizontal multiple dwelling in Lakeview. Example of tree preservation within the new development.*



Figure B31 - *Example of horizontal multiple dwelling in Lakeview. Four entrances designed to appear as two*



Figure B32- *Example of horizontal multiple dwelling in Lakeview. Rear lane condition with private amenity space above*

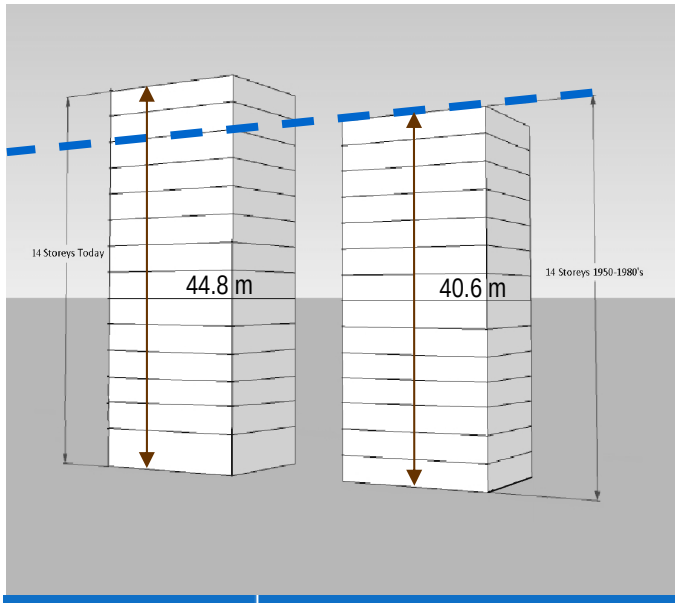
2.2.5 Apartment Dwellings

There are a number of apartment sites within the Lakeview area. These sites generally contain buildings 5 storeys and over and are located along arterial roads, major routes or in cluster developments.

Generally, high-rise residential cluster developments in Lakeview are considered "towers in the park". These apartment buildings are surrounded by sunlight, open space and well landscaped yards. Additional sites may be considered for apartments due to their size and location, however these sites will be required to demonstrate that there is minimal impact on adjacent areas.

2.2.5.1 Building Heights

The maximum building height for any new high rise residential building in the Lakeview neighbourhood areas will be 14 storeys or 44.8 m. Sites that may be suited for high density will be required to demonstrate that they can accommodate a maximum of 14 storeys or 40.6 m.



Era	Floor to Floor Heights
1950-1980's	Approx. 2.75 m (9.02 ft.)
1990-Current	Approx. 3.1 m (10.17 ft.)

Figure B33 - *Building heights from the 1950's to 1980's are significantly different than building heights from 1990 to today. Floor to ceiling heights during the 1950's and 80's were lower which reduced the overall heights of the buildings. The majority of buildings constructed in Lakeview were constructed between 1950 and 1980 and are therefore lower in height*



Figure B34 -*7 storey building. Example of existing high built form within Lakeview*

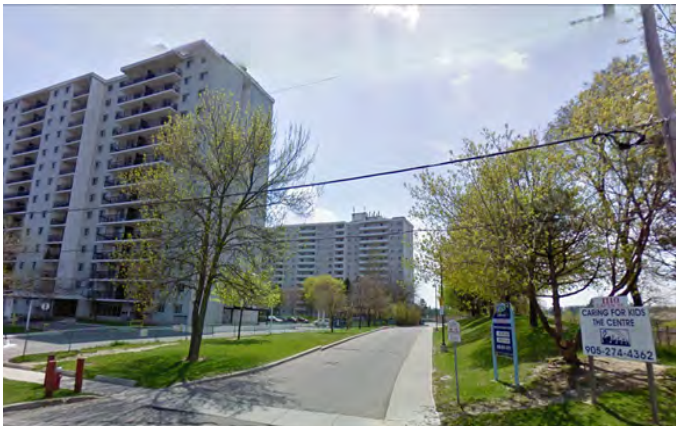


Figure B35 - *14 Storey building. Example of existing higher built form within Lakeview*

2.2.5.2 Building Separation Distances

There are a number of higher built form apartments existing in the Lakeview area. They are characterized by large landscape areas and significant separation distances to ensure light and permeability. This concept should be continued for new developments.

A building over 6 storeys or 20 m should have a minimum separation distance of 35 m to a building equivalent to, or greater than 6 storeys or 20 m.

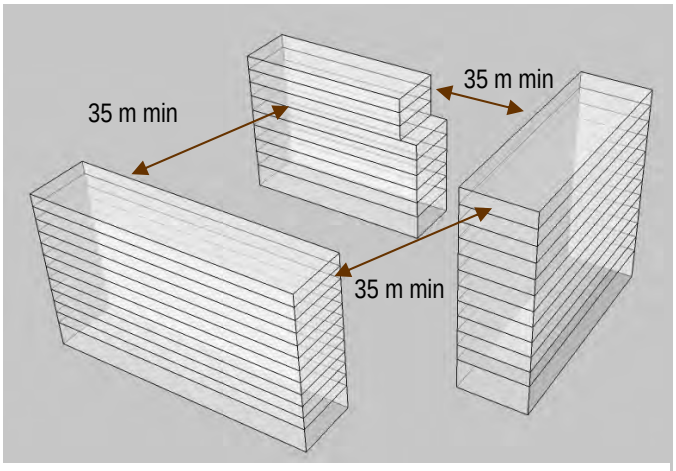


Figure B36 - *Examples of existing building separation distances in Lakeview*

2.2.5.3 Floor Plates

A building between 7 storeys (23 m) and 14 storeys (38.6 m) will have a maximum floor plate of 1000 m², including the balconies, to ensure minimal impact on adjacent low rise residential and to maintain sky views.

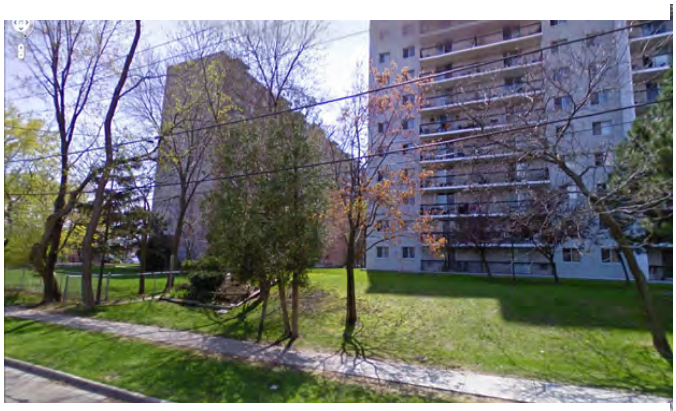


Figure B31 -*Example of existing building separation distances in Lakeview*

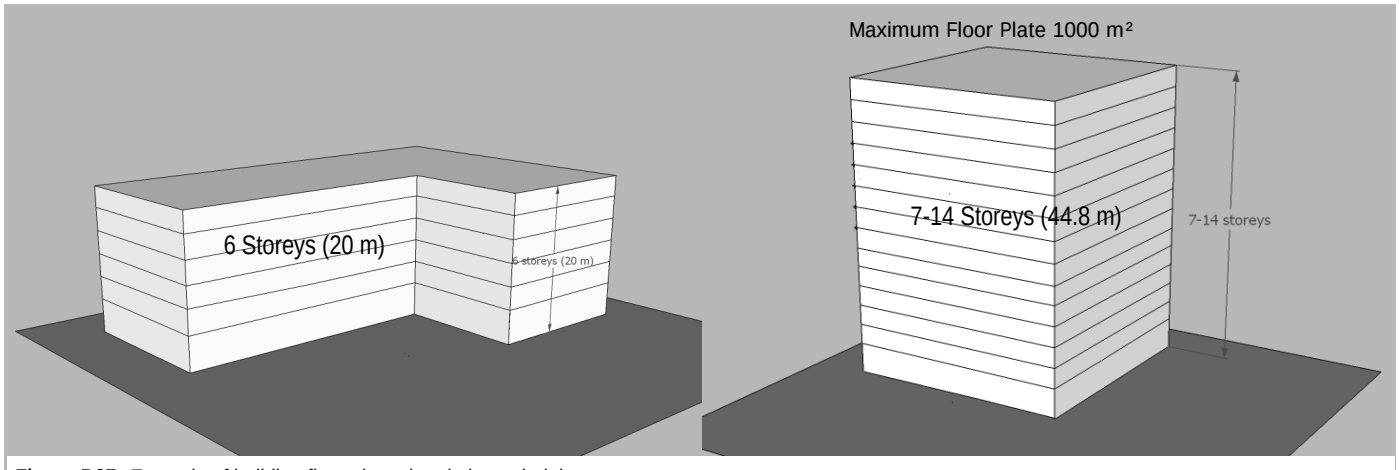


Figure B37 -*Example of building floor plates in relation to height*

2.2.5.4 Transition to Lower Forms

Taller buildings should be sited and organized in a way that provides desirable transition to adjacent lower form buildings and open space to ensure appropriate spatial separation between buildings.

Where a significant difference in scale exists between building heights, developments will be required to deploy transition strategies through massing and built-form to achieve a harmonious relationship between proposed and existing development, and/or adjacent open space.

Appropriate transition can be achieved through various design methods. The larger the difference in scale the greater the need for transition. These may include:

a. The use of an angular plane of 45 degrees from the closest property line of sites with lower scaled building or open space will be used to determine the minimum setback and height of a building within a development;

b. To increase the building setback from a low rise development to ensure that the impact of the larger development is minimal; and

c. The use of building step backs to ensure minimal impact from overshadowing and from a new building overwhelming the site.

Each of these controls can vary according to the size of the development area, the planned intensity of the use, the context of the low scale development, and the street width. Impacts to sunlight, shade and sky views will also be considered and will adhere to the City's *Urban Design Terms of Reference for Standards for Shadow Studies, June 2014.*

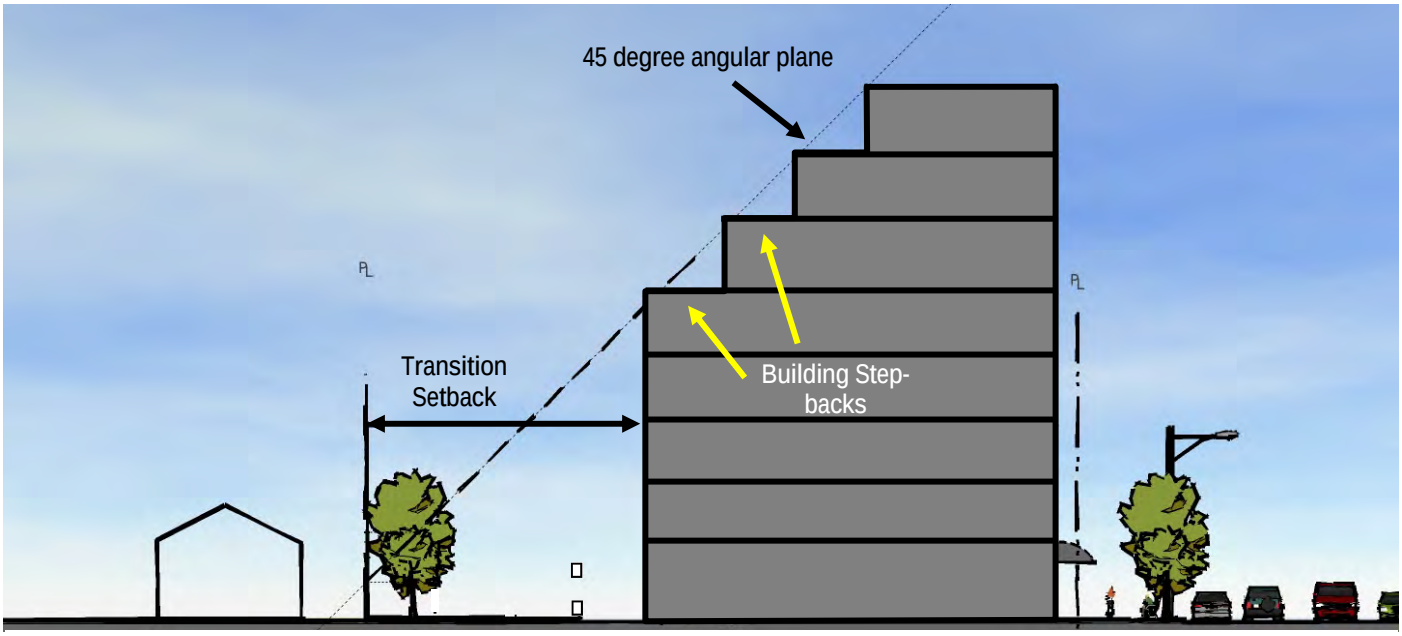


Figure B38 - *Angular plane calculation for shallow properties. Larger properties will calculate the angular plane from the property line*

2.2.5.5 Microclimatic Conditions

Shadow Impact

Shadow studies will be requested in support of Official Plan Amendments/Rezoning and Site Plan applications to demonstrate that the height and/or location of a proposed apartment building will not generate excessive shadows over adjacent lands.

Shadow studies will be required for buildings greater than 10.7 m in height which may cause new shadow impact on adjacent residential properties, public parkland, open space and the public realm. Particular attention will be focused on Lakeshore Road East and where a pedestrian oriented environment is strongly encouraged. See the City's *Standards for Shadow Studies.*

Wind Comfort

Wind studies will be requested for development over 3 storeys or 16 m in height to ensure appropriate comfort and safety levels are maintained in the pedestrian realm, streetscapes, public spaces and areas immediately adjacent to, and surrounding the proposed development.

Evaluation of existing wind conditions in the immediate and surrounding area, prior to the proposed development will be required along with a comparison of the wind conditions based on the proposed development. The criteria to be used for the analysis will be signed and sealed by a certified engineer.

The Urban Design Terms of Reference for Pedestrian Wind Comfort and Safety Studies will be used, June 2014.



Figure B39 - *Example of shadow on the public realm from an existing building*



Figure B40 - *Example of wind in an urban environment*

2.2.6 Commercial

Lakeview has a number of commercial uses. Some of these larger commercial areas include, but are not limited to, the Dixie Outlet Mall and Applewood Village Plaza.

The following criteria will apply to the redevelopment of these areas:

a. The maximum height of a building or structure will be 4 storeys or 13.8 m;

b. New developments will transition to existing stable residential developments;

c. When redevelopment occurs, larger sites will be broken up into smaller parcels. These smaller parcels should be bisected by public roads that interconnect with the existing community;

d. New development should generally follow the pattern and character of the existing community. Higher built form will transition both in scale and lotting pattern to existing community uses;

e. New development should ensure the continuation of a mixed use community;

f. Where retail commercial is located on a mixed use street, entrances will face the street and be the dominant feature of the building. Loading and service areas shall not be visible from the street or existing residential; and,

g. Mixed use developments which include townhouses, stacks or apartment dwellings will adhere to the Urban Design Handbook for Low-Rise Multiple Dwellings and the Design Reference note for Standards for Children's Outdoor Play Spaces.



Figure B41 - *Dixie Outlet Mall, example of existing commercial*



Figure B42 - *Applewood Plaza, example of existing commercial*

2.2.7 Industrial

Lakeview has a number of historic industrial uses on the south side of Lakeshore Road East and along the rail line just north of Lakeshore Road East. A significant portion of the lands south of Lakeshore Road East are being reviewed under a separate study, *Inspiration Lakeview*.

This study will determine the built form, height and land use of these lands, and the Area Plan and Standards will be revised accordingly.

However, in the interim, the following general built form guidelines will be required when considering new developments in business employment areas:

a. Industrial uses adjacent to residential areas will require a minimum 15 m setback to ensure an appropriate buffer area can be accommodated to screen the intensity of the use;

b. A minimum landscape area ranging in depth from 4.5 m to 7.5 m of landscape area will be required in front of any employment use;

c. Site access will be minimized and will be consolidated where possible;

d. Loading, garbage and service areas will not face public roadways or residential uses. These services will be located behind the building, or, where this cannot be accommodated, these may be permitted at the side of the building. Landscaping will be required to screen service areas visible from the street;

e. Parking will be located at the rear of the development and not between the front of the building and the street;

f. Roof top units will not be visible from any street. The addition of parapet walls to screen these units is required;

g. Buildings listed on the City's Heritage Register will be preserved and enhanced in their existing location;

h. The preservation and enhancement of existing natural features will be a priority;

i. All lighting will be contained within the site; and

j. Existing industrial uses along the railway tracks are encouraged to improve their transition to the adjacent residential areas. The maximum permitted height will be the equivalent to a 2 storey residential building. New development will include appropriate buffers, ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential uses.



Figure B43- *Example of existing industrial, in Lakeview*



Figure B44 - *Example of industrial built form along the rail line north of Lakeshore Road East in Lakeview*

2.3 Routes, Landmarks and Views

Development will ensure routes and views are maintained and enhanced. Views to Lake Ontario from Lakeshore Road East are important and will be enhanced and protected.

Landmarks are places, buildings or structures that are recognizable by people and that may have historical significance.

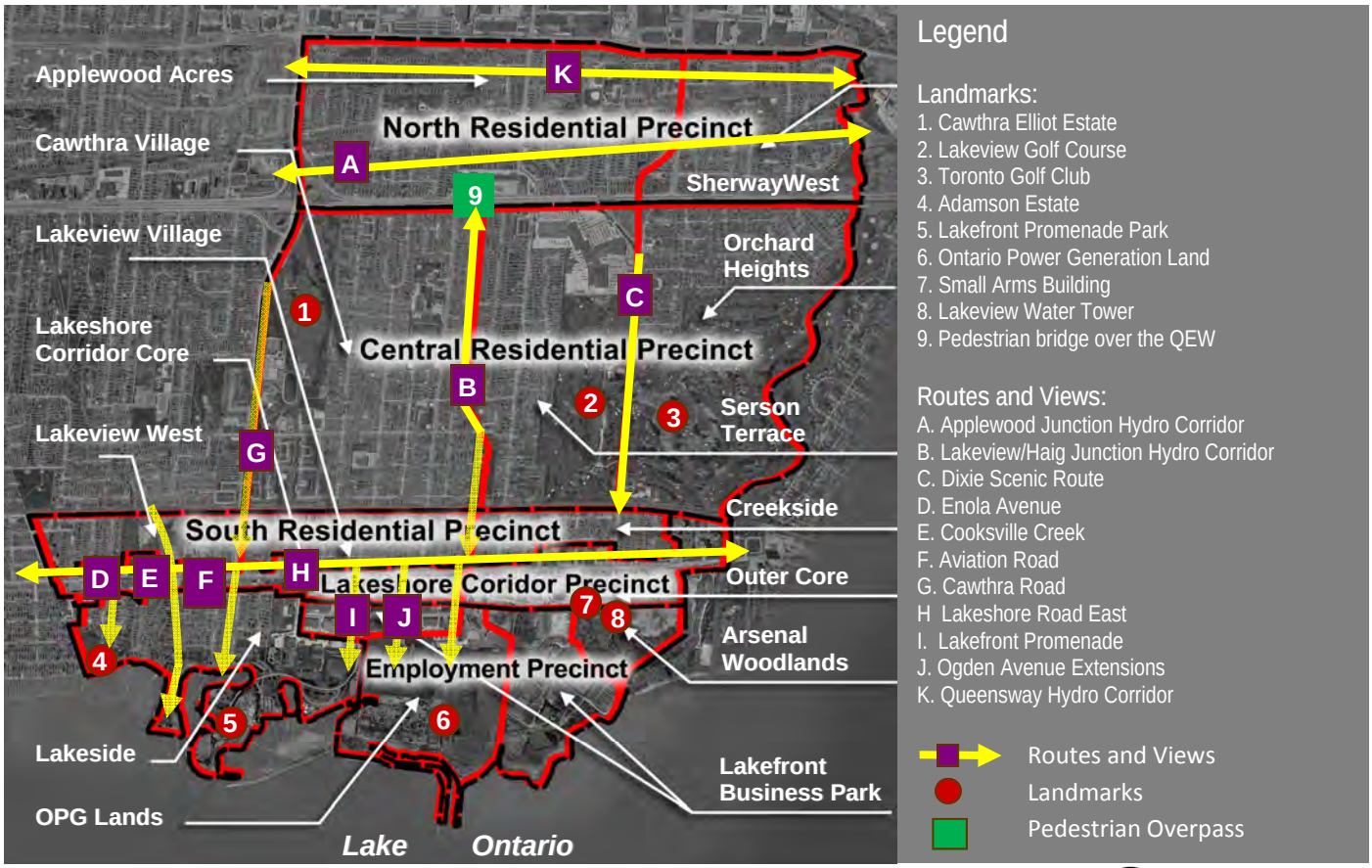


Figure B40 - *Routes, Landmarks and Views*



Figure B45 - *A. Hydro corridor from Breezey Brae Drive*

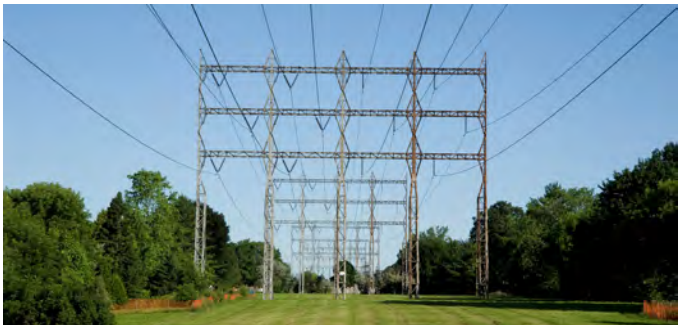


Figure B46 - *B. Hydro corridor from Halliday Avenue*



Figure B47 - *Cawthra - Elliot Estate*



Figure B48 -*Lakeview Golf Course*



Figure B51 - *Lakefront Promenade Park*



Figure B49 -*Adamson Estate*



Figure B50- *Lakefront Promenade Park*



Figure B52 -*Lakeshore Road East*



Figure B53 -*Water Tower*



Figure B54 –*Cooksville Creek Bridge*



Figure B55 - *Dixie Road Scenic Route*



Figure B56 - *Ontario Power Generation Lands*

2.4 Cultural Heritage

Heritage is an important characteristic of the Lakeview Local Area Plan. Within Lakeview there are a number of properties listed on the City's Heritage Register. The Register contains two types of properties:

- Designated (recognized by the City through by-law as being of cultural heritage value or interest); and
- Listed (identified but not fully researched as to heritage significance and has potential heritage value).

Lakeview contains *Cultural Landscapes and Cultural Features. Cultural Landscapes* are defined as a setting that enhance a community's vibrancy, aesthetic quality, distinctiveness, sense of history or sense of place. *Cultural Features* can be defined as visually distinctive objects and unique places within a cultural landscape. They are not necessarily consistent with their immediate natural surroundings, adjacent landscape, adjacent buildings or structures.

Properties designated or listed on the Heritage Register will be preserved in their existing location. Any development will incorporate these structures in the design of the proposal. Any changes to these structures or developments adjacent to these structures will require a ***Heritage Impact Assessment*** and may have additional requirements. Additional requirements may include, but are not limited to, a review and recommendation by the Heritage Advisory Committee.
New buildings will not visually impede the setting of listed/ designated heritage buildings and cultural landscapes. Where heritage buildings are low-scale, taller buildings will respect and reflect the unique character, topography and materials of the surrounding historic buildings. All new buildings will preserve and enhance the character and appearance of the setting of the adjacent listed/properties.

The following figures provides examples of properties listed or designated on the Heritage Register.



Figure B57 - *Arsenal Lands Water Tower, example of a cultural feature*



Figure B58 - *Lakefront Promenade Park, example of a cultural landscape*



Figure B59 - *Johnston Residence 1414/1416 South Service Road*



Figure B60 - *McGillion House and stable, 1559 Cormack Crescent*



Figure B61 - *Cawthra -Elliot Estate*



Figure B62 - *Small Arms Inspection Building, Lakeshore Road East*



Figure B63 - *Lakeview Park School, 1239 Lakeshore Road East*



Figure B64 - *Pallett-McMaster House, 1346/1348/1400 Dixie Road*



Figure B65 - *11 Lakeview Golf Residence*



Figure B66 - *Capraru Residence, 1256 Dixie Road*



Figure B67 - *Lakeview Golf Course, example of a cultural landscape*



Figure B68 - *Stone Bungalow, 1047 Dixie Road*



Figure B69 - *Waseem Residence, 1273 St. James Avenue*



Figure B70 - *Long Branch Indoor Rifle Range, 1300 Lakeshore Road East*

2.5 Pedestrian Realm/Streetscape

Neighbourhood Character Areas have an established streetscape particularly in the residential areas. These consist of a sidewalk on one or both sides adjacent to the curb edge (Figure B71); or set back from the street edge by landscape areas (Figure B73). A significant number of the residential streets however do not have sidewalks giving the image of a rural setting (Figure B72) which will be maintained.

At grade private amenity space will not be visible from the street for Standard and Common Element Condominium Townhouse Developments, horizontal multiple units and apartment developments.

All entrances to buildings will be prominently located on the street and designed in such a manner that it becomes the most important element of the building.

Tree preservation and protection of healthy trees, particularly City trees, within any development is a priority.



Figure B71 - *Local residential street with sidewalks on one side of the street, adjacent to the curb*

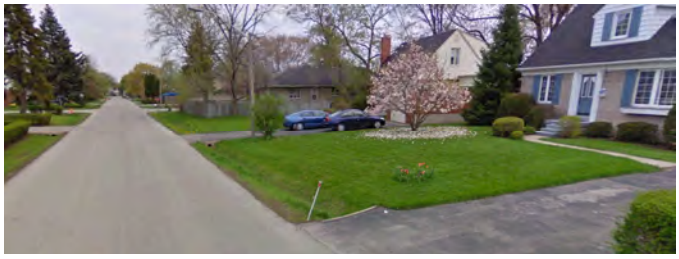


Figure B72 - *Hedge Drive, local residential street with no sidewalks*

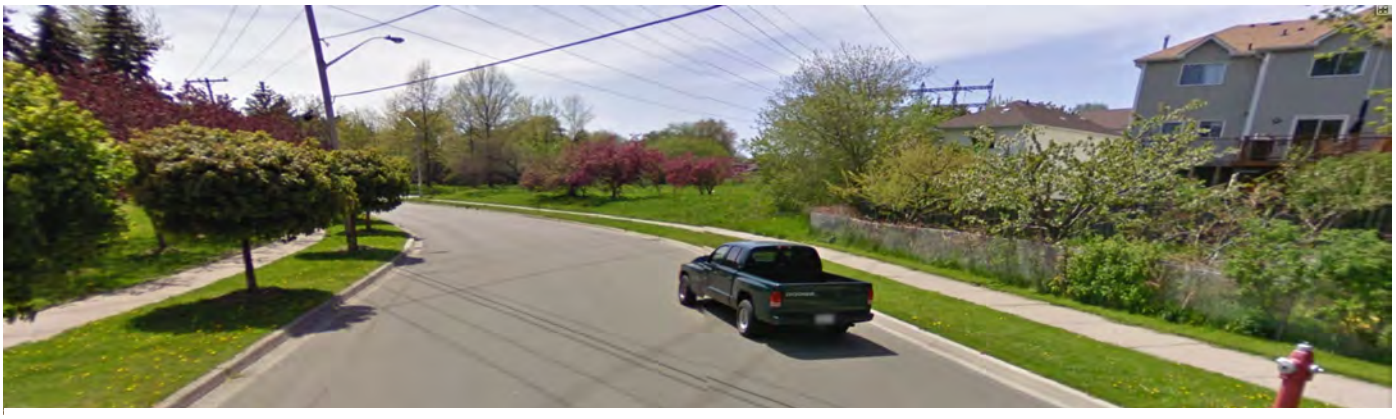


Figure B73 - *Atwater Avenue, local residential street with 2 sidewalks on either side with a grass buffer*

2.6 Environmental Sustainability

New developments must be sustainable in all aspects, taking into account social and economic impact, based on whole life costs and benefits. Advances in construction technology combined with a growing body of architectural knowledge mean that sustainable practices are easier to achieve.

On July 7, 2010, City Council adopted the Green Development Strategy which focuses on achieving sustainability and environmental responsibility in new development in Mississauga. The City strongly encourages applicants to incorporate green sustainable elements into proposed buildings, site works, construction methods and long-term maintenance programs. Further, applicants are encouraged to pursue LEED-NC credits required to achieve Silver certification.

For more information, visit the Canada Green Building Council website for the LEED-NC Program, the CVC or TRCA website for Low Impact Development Stormwater Management Planning and Design Guide, and the City of Mississauga web site for the Green Development Strategy.



Figure B74 — *Example of vertical parking grate screened by landscape*



Figure B75 — *Example of enhanced dry grass swale*



Figure B76 — *Typical rain water barrel*



Figure B77 — *Extensive green roof above — Mountain Equipment Co-op*

2.7 Building Materials

Lakeview has a mixture of building materials throughout the neighbourhood areas. These include, brick, wood siding, stone, and siding. These materials should be used in the redevelopment of any site. Materials that are not predominant in Lakeview are discouraged, including architectural concrete block and stucco.

High quality building materials will be required in all new developments in Lakeview. The first 4 storeys of any new development will be of durable material such as brick or stone. Concrete block or painted concrete block are not permitted to be exposed for any new development.

The entrances to buildings will be prominent and treated with greatest priority. Entrances will be located on the dominant street they are located on.

Balconies should either be partially screened or have glass tinting so that materials that are stored on them are not visible from the public realm.

For mainstreet, vision glass will be required for all store fronts. Wood features are permitted as accent pieces. Canopies and architectural features area encouraged within the property line.



Figure B74 — *Brick and stone*



Figure B79 — *Various brick types*

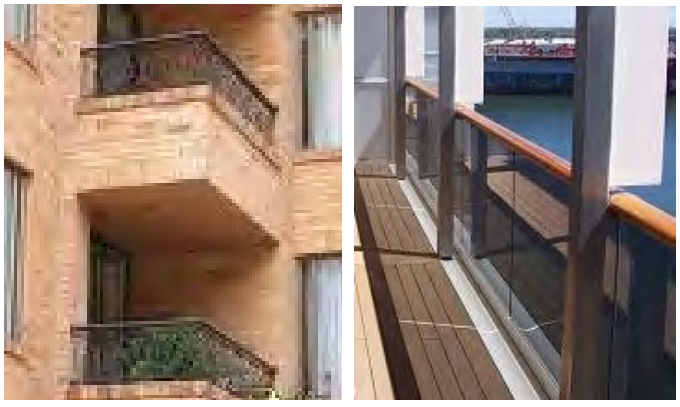


Figure B80 — *Balconies that are either partially screened or tinted are encouraged*



Figure B81 — *Visually translucent balconies are discouraged as they display balcony contents*



Figure B82 — *Stone*



Figure B83 — *Plaster*



Figure B84 — *Wood siding and shutters*



Figure B85 — *Siding*

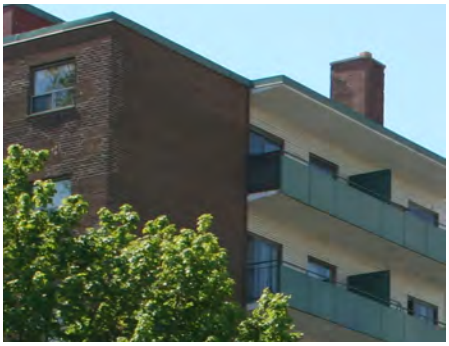


Figure B86 — *Combination of brick and aluminum*



Figure B87— *Aluminium*



Figure B88 — *Brick*



Figure B89 — *Brick*

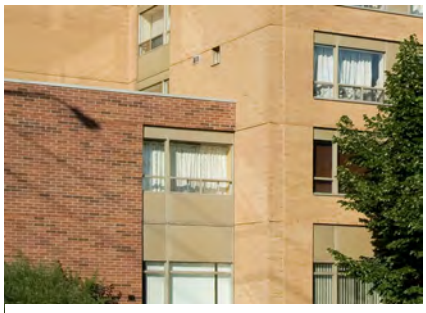


Figure B90 — *Brick*

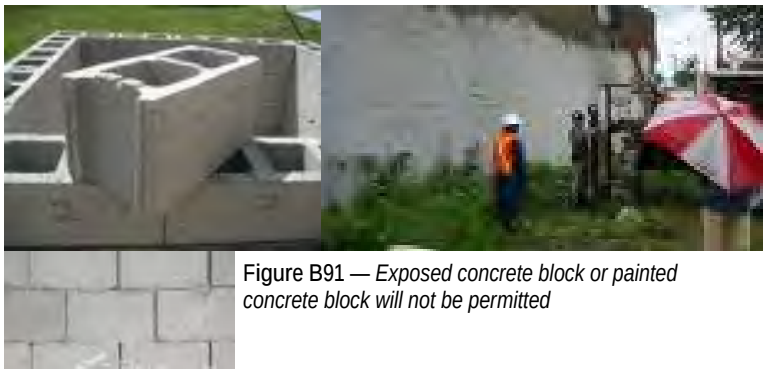
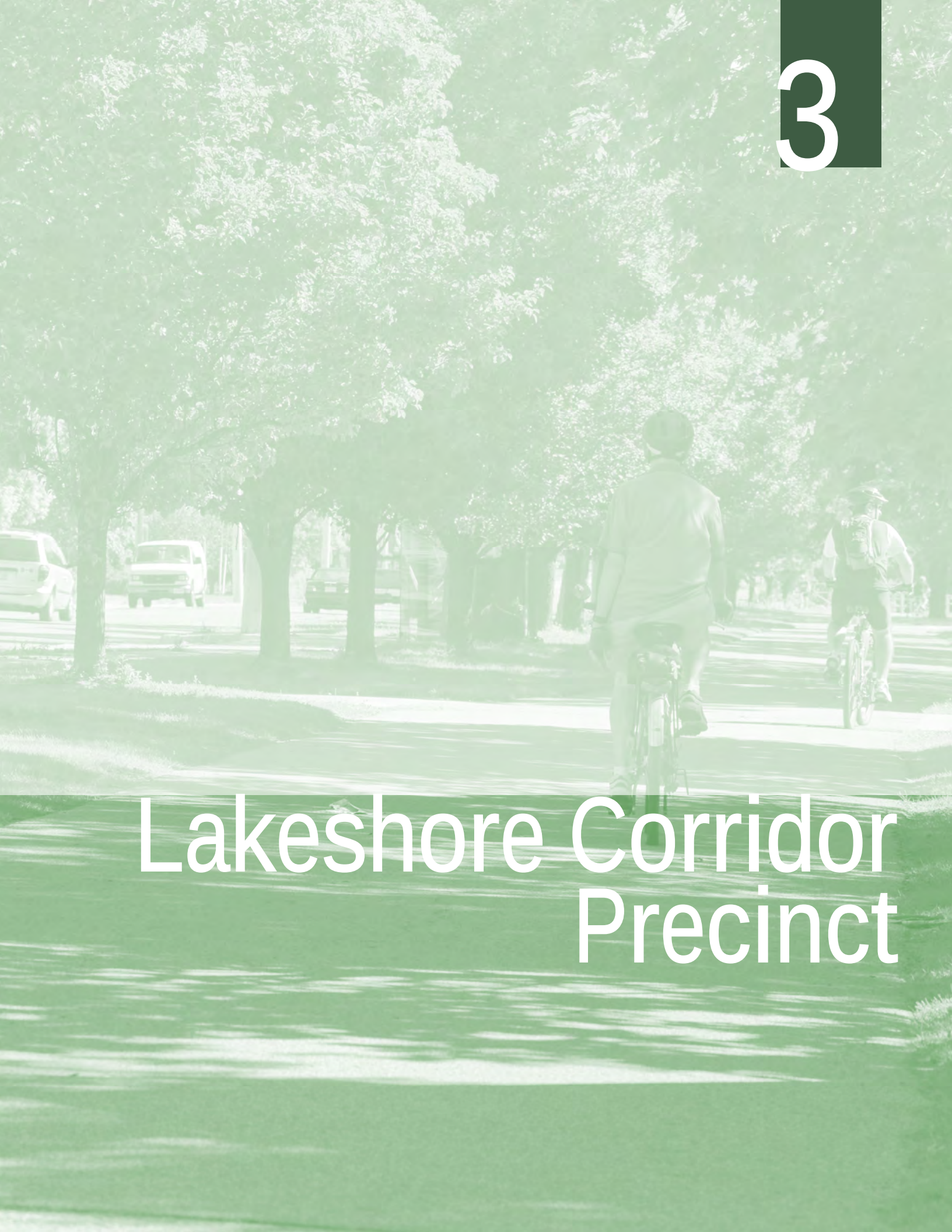


Figure B91 — *Exposed concrete block or painted concrete block will not be permitted*



Figure B92 — *Architectural concrete block is highly discouraged as an exterior building material*



3

Lakeshore Corridor Precinct

3.0 Lakeshore Corridor Precinct

3.1 Lakeshore Corridor Precinct

The Lakeshore Corridor Precinct has a unique identity and function in the community. It contains a mix of uses and a variety of built form. The Lakeshore Corridor Precinct contains a larger neighbourhood area and a portion of the employment lands.

While the Neighbourhood policies in the previous section also apply to this precinct, additional development criteria must be adhered to.

The principles of built form along Lakeshore Road East will include:

i. A pedestrian oriented environment;

ii. Closely spaced buildings fronting onto Lakeshore Road East;

iii. Minimize access points;

iv. No parking between the building and the street;

v. Design that enhances a mainstreet retail environment; and

vi. On-street parking along Lakeshore Road East where appropriate.

In recent years, development interest is gradually changing this area into a new mainstreet, with new mixed use buildings along the corridor. The Lakeshore Corridor Precinct is linear, and includes properties fronting along Lakeshore Road East from Seneca Avenue to the eastern boundary of Mississauga.

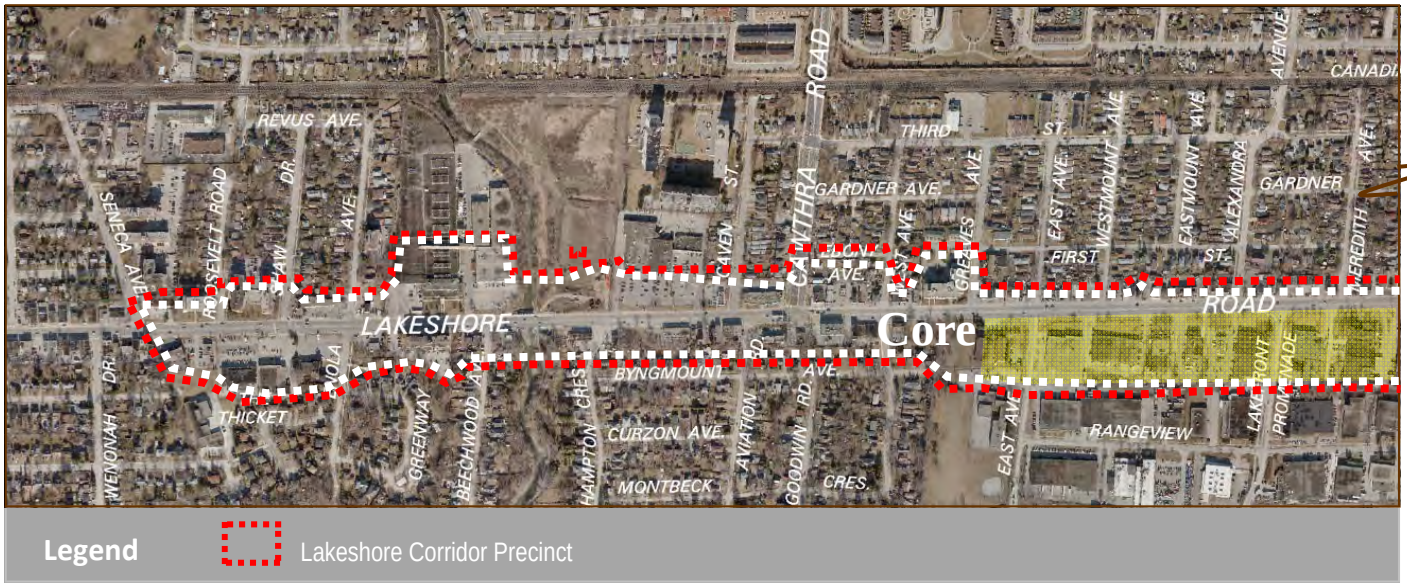


Figure C1 — *Lakeshore Corridor Precinct*

The Lakeshore Corridor Precinct is broken down into two sub areas:

- *The Core*, which is described as the area from Seneca Avenue to Hydro Road. Retail will be required at grade fronting onto Lakeshore Road East. Buildings should be set back 0.6 m to 3.0 m; and,
- *The Outer Core*, which is described as the area from Hydro Road to the Etobicoke Creek and the eastern boundary of the City of Mississauga. Retail is encouraged to front onto Lakeshore Road East but not required. Where residential fronts onto Lakeshore Road East, in the Outer Core area, buildings should be set back from the street to ensure a well landscaped front yard and appropriate streetscape.

In addition, the lands highlighted in yellow are lands that are affected by the Inspiration Lakeview Study and will be dealt with through that process.

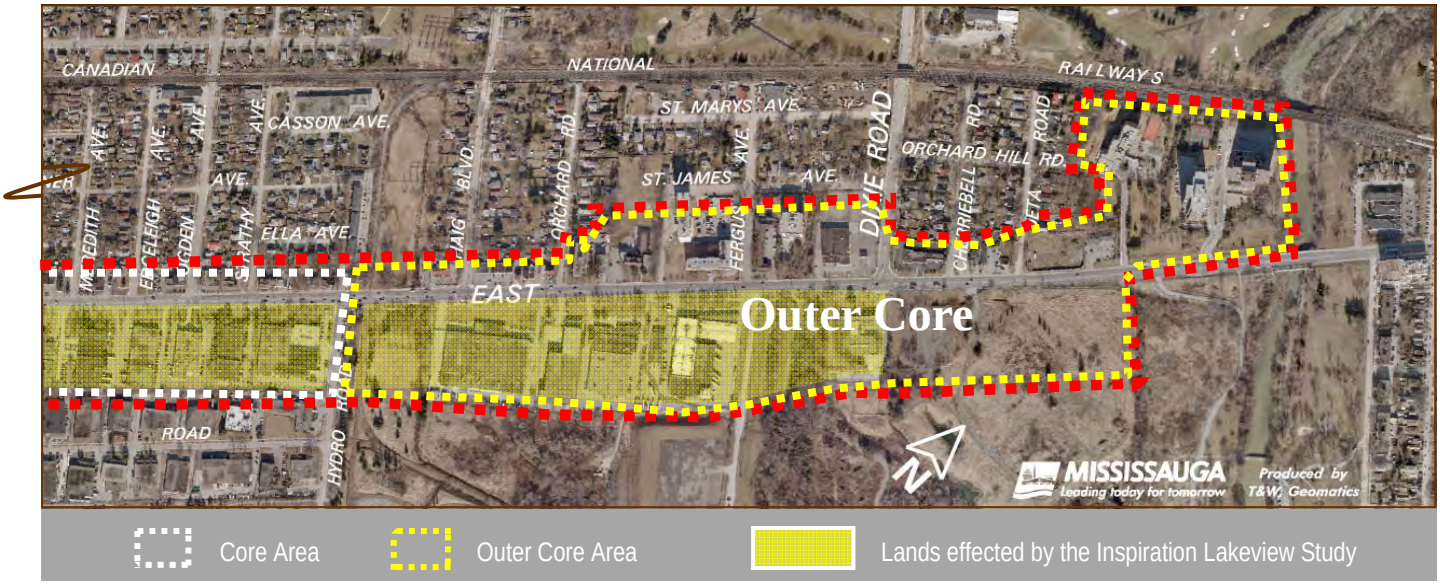


Figure C1 (Continued) — *Lakeshore Corridor Precinct*

3.2 Building Heights

It is anticipated that the majority of significant redevelopment within Lakeview will occur along Lakeshore Road East. The corridor will be the focus of activity for Lakeview, combining a mix of uses including residential uses, cultural activities, shopping, dining, commerce and recreation. Development along Lakeshore Road East will be linear and maintain lower building forms to ensure that developments transition appropriately to the neighbourhood lands both north and south of Lakeshore Road East. The lands highlighted in yellow are lands affected by the Inspiration Lakeview Study.

The following criteria will apply to development in the Lakeshore Corridor Precinct:

a. The minimum building height along Lakeshore Road East highlighted in blue will be 2 storeys and the maximum building height permitted is 4 storeys, however some sites will be permitted to have building heights of more than 4 storeys as shown on Schedule 2 of the Area Plan;

b. Development along Lakeshore Road East will be close to the street and have a minimum setback of 0.6 m and a maximum setback of 3.0 m from the property line. The appropriate setback will be determined through an analysis of the public realm and streetscape treatments. Additional setbacks may be required to ensure an appropriate pedestrian realm can be accommodated due to the location of the utilities and right-of-way widths;

c. Buildings fronting onto Lakeshore Road East should have a minimum of 90% of the building wall within 0.6 m to 3.0_m from the front property line;

d. Building entrances will be located along Lakeshore Road East;

e. Canopies, overhangs and signage will be designed so that they are located within the private property limits;

f. Where residential buildings are permitted a minimum setback of 7.5 m from Lakeshore Road East will be required to ensure appropriate transition to Lakeshore Road East; and

g. Buildings will transition down to stable residential areas (see Section 3.3 for details).

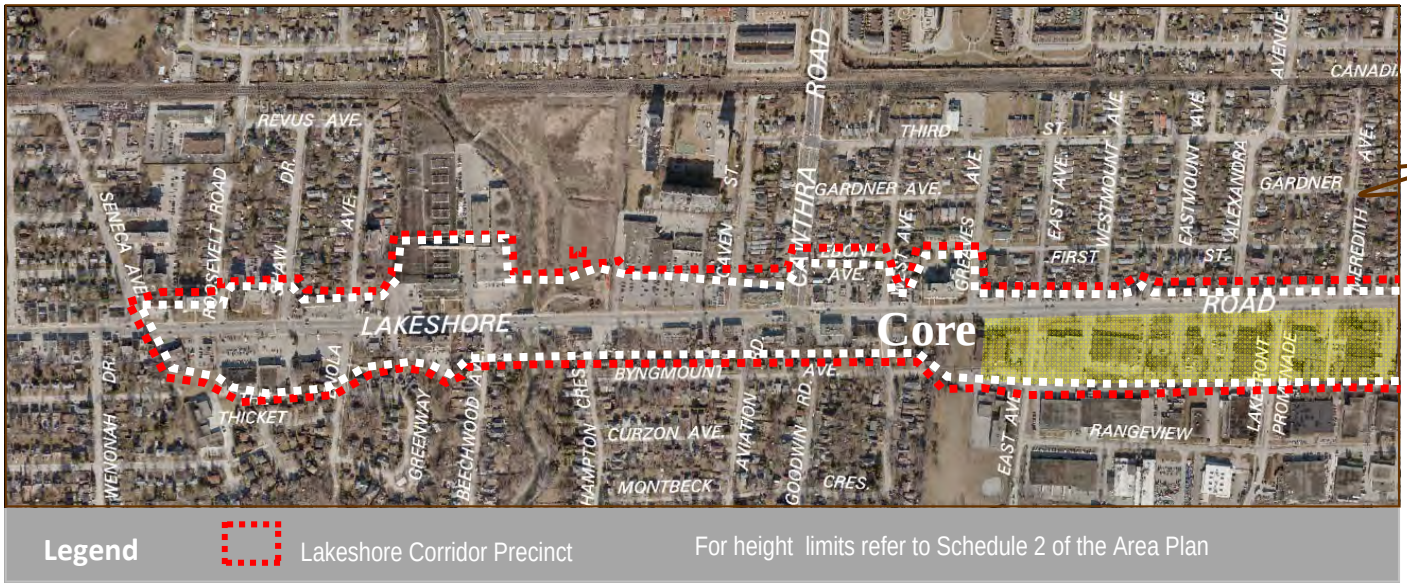


Figure C1 — *Lakeshore Corridor Precinct*

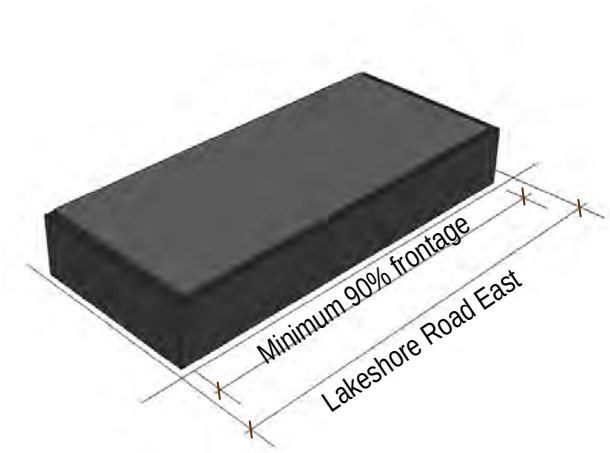


Figure C3 — *Buildings along Lakeshore Road East will have a minimum of 90% lot frontage*



Figure C5 — *Canopies, overhangs and signage will be within the property limits*

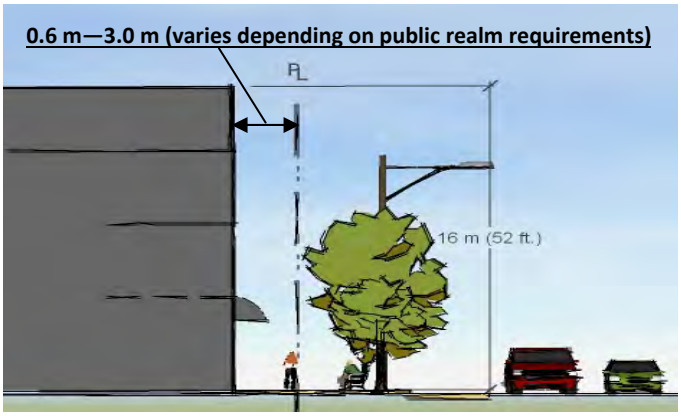


Figure C4 (right) — *Buildings along Lakeshore Road East will have a minimum of 90% lot frontage*

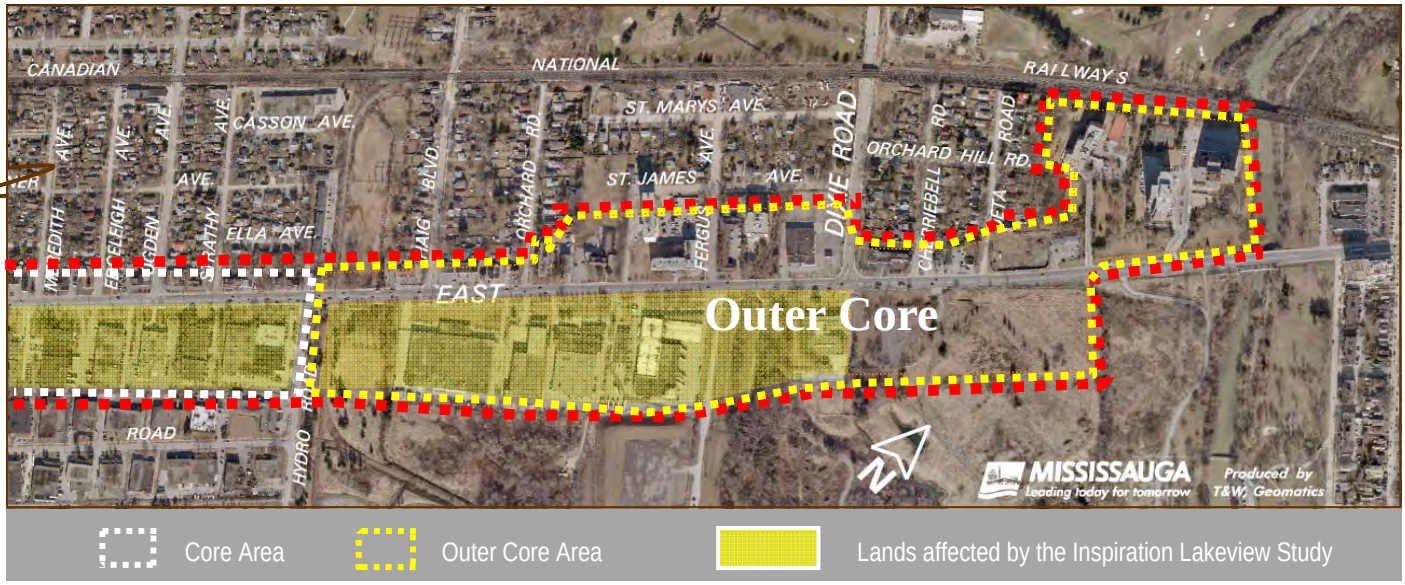


Figure C1 (Continued) — *Lakeshore Corridor Precinct*

3.3 Transition to Lower Built Form and Open Space

The assembly of adjacent stable residential lands to enlarge properties fronting Lakeshore Road East is discouraged. However, if this does occur, no building or structure will be permitted on the former residential property.

To ensure that residential properties have adequate light, view and privacy, a 45 degree angular plane will be required (see sketch below C6).

3.4 Rear Yard Landscape Buffer

A minimum of 4.5 m wide unobstructed landscape buffer will be required when a mixed use zone abuts a residential zone to screen buildings from adjacent residential properties. Through the site plan process, additional recommendations, such as the location and type of planting will be provided to ensure effective screening. This helps to ensure that trees and vegetation on the existing property and adjacent properties are preserved and enhanced. A 1.2 m fence will be required between the residential and mixed use zone to further ensure buffering of uses.

Utilities, walkways, amenity space and garbage areas will not be permitted in the 4.5 m landscape buffer.

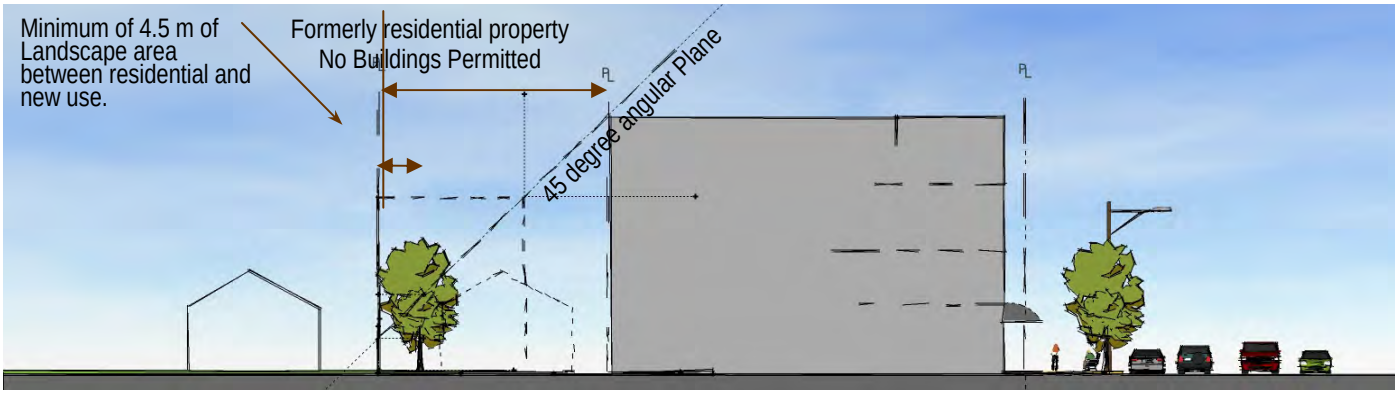


Figure C6 — *Diagram of transition of a development which has consolidated a residential property to the commercial property.*



Figure C7 — *Example of the above diagram using the old residential property to buffer the higher built form.*



Figure C8 — *Front of the higher building form shown to the left.*

3.5 Pedestrian Realm/Streetscape

Building setbacks along Lakeshore Road East are to provide a consistent street edge. Where buildings are discontinuous along the street, the street edge should be defined through landscape elements such as street trees, plantings, low-level walls and decorative fences, pergolas, or acceptable alternatives.

a. Building setback along Lakeshore Road East will be a minimum of 0.6 m to 3.0 m. The exact building setback will be determined through streetscape analysis to ensure that the boulevard width is a minimum of 5.6 m from the street curb to the face of the building to ensure a consistent and viable pedestrian sidewalk and the potential for a tree zone and street furniture. Depending on the location of the utilities, the boulevard width may need to be increased;

b. New buildings should form a continuous street wall. There should be minimal breaks in the streets frontages to encourage a pedestrian friendly environment. 90% of the frontage should be occupied by the building façade; and

c. Street trees, street furniture, such as benches, banners, waste receptacles, bike racks and public art will be required within the boulevard.

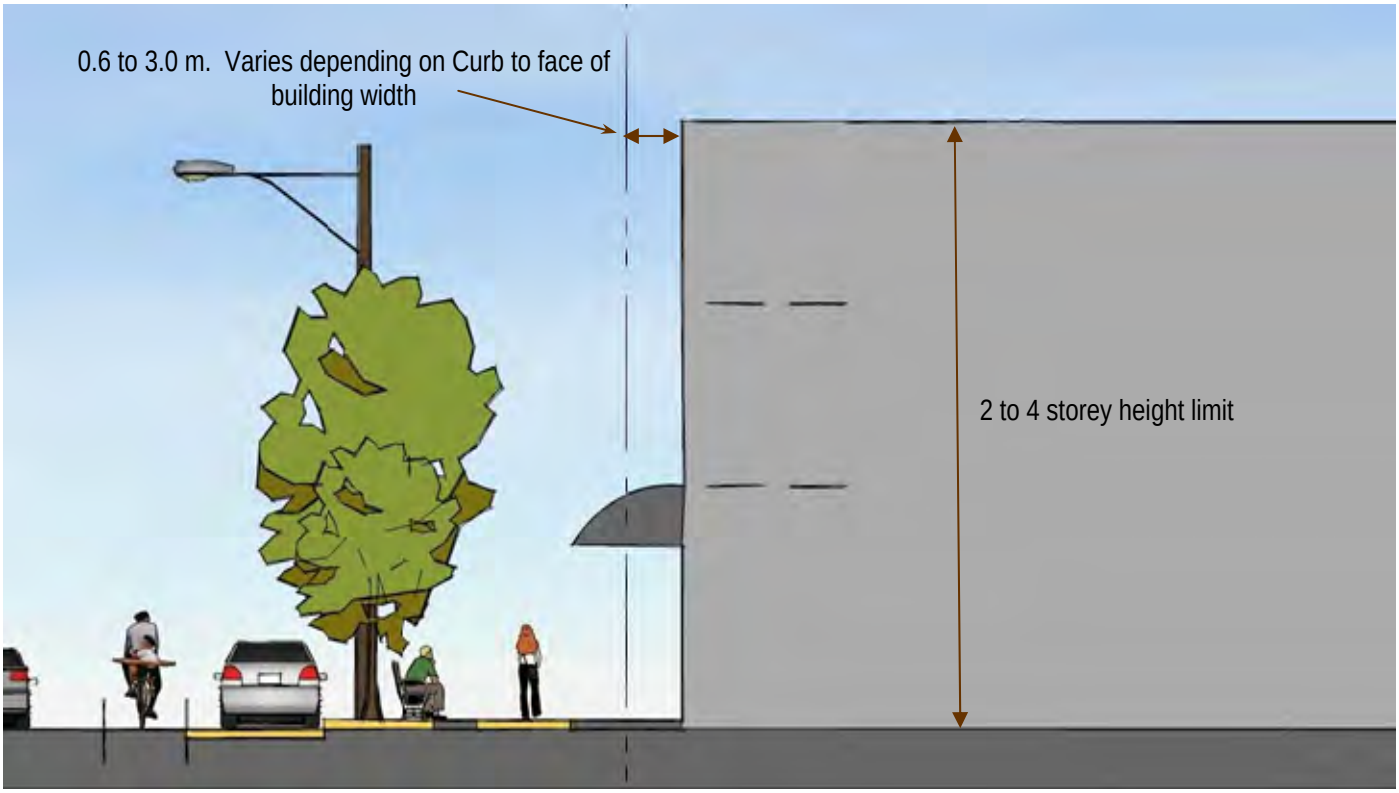


Figure C9 — *Building setback may vary depending on the character of the street, the adjacent development and the boulevard width of the street it is fronting on to ensure a good pedestrian realm.*

3.6 At Grade Commercial Requirements

To promote a pedestrian friendly mainstreet environment, street related retail commercial uses will be located along, and front onto Lakeshore Road East. A maximum lot depth of 55 m for commercial uses will be maintained.

a. Building entrances should be located along and face Lakeshore Road East. These entrances will provide an opening to the sidewalk and be considered the main or principal entrance from Lakeshore Road East;
b. Generally, retail areas require a minimum of 4.5 m of clear height from grade and a minimum of 15 m width;
c. Minimum of 60% glass will be required for retail storefronts along the street wall;
d. Minimum 6 m store front extension around the corner from a primary street is required where there are commercial uses;
e. Signs will be limited to the first floor level;
f. Tenant signage will be of a consistent design if there is more than one tenant in a building;
g. Retail tenants signs will be designed of high quality material, colour and scale to compliment the remainder of the building;
h. Ground signs are prohibited;
i. Store front window signage is permitted up to 25% of the glass surface area and will not block the clear view of entrances; and
j. Tables and other active uses adjacent to storefront windows are encouraged.



Figure C10 — *Examples of retail commercial at grade*

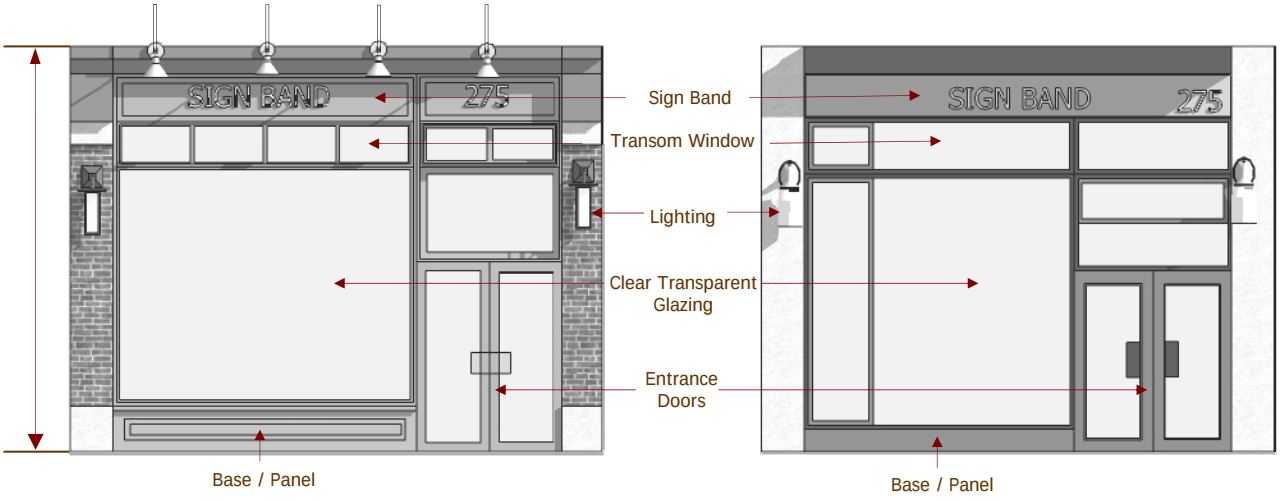


Figure C11 — *Examples of retail treatment at grade.*

3.7 Access Points

Consolidation of vehicle access points for properties fronting along Lakeshore Road East will be encouraged to minimize the requirement for mid-block access points from Lakeshore Road East.

Vehicle access for redevelopment should be considered from existing north/south side streets.



Figure C12 — *Parking at the front of the property along Lakeshore Road East with access points all along the front*

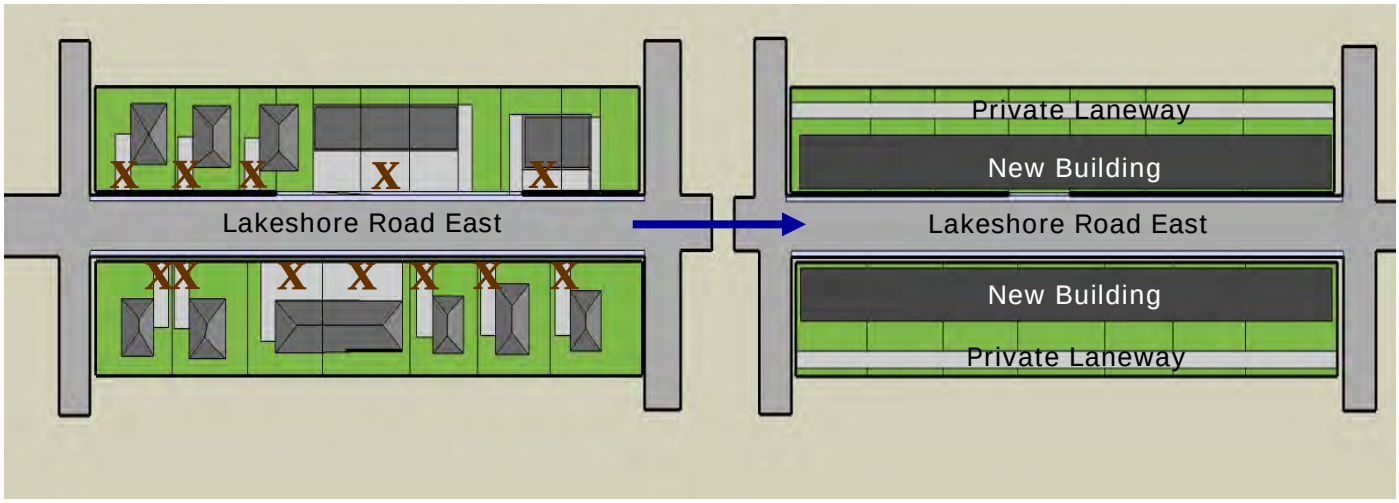


Figure C13 — *Example of access consolidation which is required to make an urban street pedestrian oriented and safe.*



Figure C14 - *Example of multiple vehicle access conditions along Lakeshore Road East*



Figure C15 - *Example of multiple vehicle access conditions along Lakeshore Road East*

3.8 Parking, Loading and Service Areas

The design of parking, servicing and loading areas for non-residential uses is a key component in the development of sites. These areas serve a functional need, but should be designed in a manner that screens these areas and provides high quality treatment of exposed areas while addressing safe and efficient movement of pedestrians and vehicles.

a. Parking should be located underground, internal to the building or to the rear of the building where it is not visible from the streets, particularly on Lakeshore Road East;

b. Above grade parking structures should be screened in such a manner that vehicles are not visible to the public, be designed to compliment adjacent buildings and materials, and with appropriate directional signage to the structure;

c. Service, loading and garbage storage areas should be integrated into the building or located at the rear of the building and screened from the public realm and adjacent residential uses. Screen walls may be used, provided they are the same material as the building. Alternatively, landscape material may be used where there is ample room for generous treatment.



Figure C16 — *Parking, loading and service areas at the rear of the site*



Figure C17 — *Parking, loading and service areas at the rear of the site*

3.9 Location of On-Street and Lay-By Parking

On-street and lay-by parking will provide accessible parking in proximity to retail commercial and office space. Where on-street and lay-by parking can be accommodated, it is to be incorporated into the streetscape design.

Lay-by parking should be delineated by islands to ensure safety for pedestrian and vehicles (see Figure C21).



Figure C18 — *Example of on-street parking*



Figure C19 — *Example of lay-by parking*



Figure C20 — *Example of lay-by parking*



Figure C21 — *Example of lay-by parking*

3.10 Place Making

Place making is the process that fosters the creation of vibrant public destinations; the kind of places where people feel a strong stake in their communities and a commitment to making things better. Place making capitalizes on a local community's assets, inspiration, and potential, ultimately creating good public spaces that promote people's health, happiness, and well being.

Lakeshore Road East has a number of opportune locations where place making can occur. New developments should encourage the integration and development of squares and open space on private lands in prominent areas to ensure interaction with pedestrians, vistas and the surrounding environment. Several place making opportunities have been identified. These include but are not limited to:

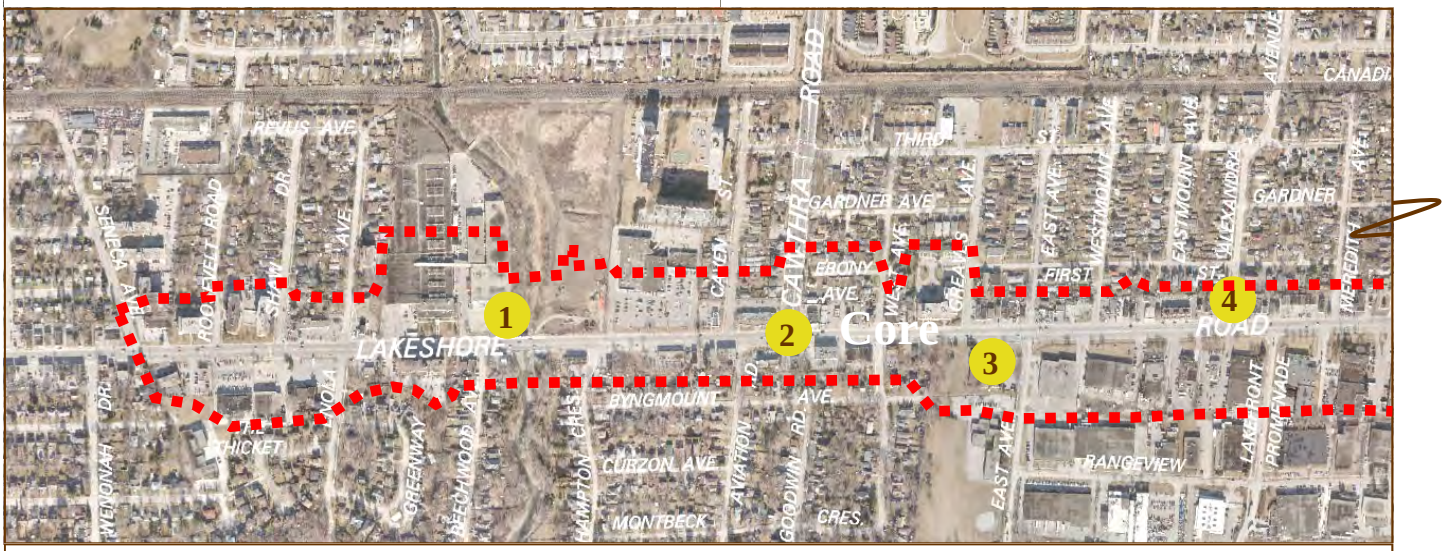
1. Cooksville Creek
2. Cawthra Road and Lakeshore Road East (South Side)
3. East Avenue and Lakeshore Road East
4. Alexandra Avenue and Lakeshore Road East
5. Ogden Avenue and Lakeshore Road East
6. Hydro Corridor and Lakeshore Road East
7. Waterfront Trail along Lakeshore Road East
8. Small Arms Inspection Building
9. Etobicoke Creek



Figure C23 — *Place making opportunities, Lakeshore Road East and Cawthra Road*



Figure C24 — *Ogden Avenue and Lakeshore Road East, south side of the Lakeshore Road East*



Legend

1. Cooksville Creek
2. Cawthra Road and Lakeshore Road East (650 Lakeshore Road)
3. 958-960 Lakeshore Road East
4. 910 –920 Lakeshore Road East

Figure C22 — *Place Making Opportunities*



Figure C25 — *Former rail line looking south from Lakeshore Road -Place Making Opportunities*



Figure C26 — *Waterfront Trail along the south side of Lakeshore Road East*



Figure C27 — *Small Arms Inspection Building, Place Making*

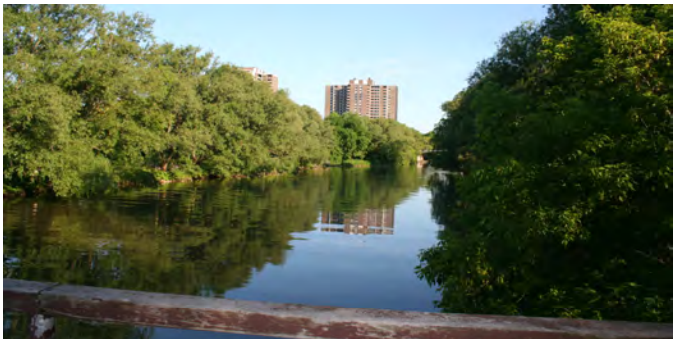


Figure C28 — *Etobicoke Creek, Mississauga eastern border*



Legend

5. 1019 and 1041 Lakeshore Road East
6. Hydro Road, adjacent to the railway tracks
7. Lakeshore Road Bicycle Path
8. Small Arms Building
9. Etobicoke Creek

Figure C22 (Continued) — *Place Making Opportunities*

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4.0 Appendix A - *Photo Credits*

Page	Description	Source
Cover	Lakeshore Road East cyclists	Sharon Mittmann, City of Mississauga
	Region of Peel, 5 Storey Building	Adiseshan Shanker from ASAP Photography
	Adamson's Estate	Adiseshan Shanker from ASAP Photography
Page 3	Townhouse development on Northmount Avenue	Adiseshan Shanker from ASAP Photography
Page 5	Lakefront Promenade	Adiseshan Shanker from ASAP Photography
Page 6	Lakeview Entry Sign	City of Mississauga Image Library
	Region of Peel, 5 Storey Building	Adiseshan Shanker from ASAP Photography
	Townhouse development on Northmount Avenue	Adiseshan Shanker from ASAP Photography
	Industrial Building	Adiseshan Shanker from ASAP Photography
	Detached Bungalow, Lakeview	City of Mississauga Image Library
Page 7	Region of Peel Waste Water Treatment Plant	Adiseshan Shanker from ASAP Photography
	Adamson's Estate	Adiseshan Shanker from ASAP Photography
	Lakefront Promenade Park sign	Sharon Mittmann, City of Mississauga
	Lakeshore Road West Buildings	Sharon Mittmann, City of Mississauga
	OPG Peir	Sharon Mittmann, City of Mississauga
Page 8	Mississauga Transit Bus	Sharon Mittmann, City of Mississauga
	Region of Peel Waste Water Treatment Plant	Adiseshan Shanker from ASAP Photography
	Lakeshore Road East Building	Sharon Mittmann, City of Mississauga
	Detached Bungalow	Sharon Mittmann, City of Mississauga
	Dixie Outlet Mall	Adiseshan Shanker from ASAP Photography
	Cyclist	Adiseshan Shanker from ASAP Photography
Page9	Bus Shelter	Sharon Mittmann, City of Mississauga
	Buildings on Lakeshore Road West	Sharon Mittmann, City of Mississauga
	Arsenal Building	Sharon Mittmann, City of Mississauga
	Lakeshore Road East cyclists	Sharon Mittmann, City of Mississauga
	Waterfront Trail along Lakeshore Road	City of Mississauga Image Library
	OPG Lands Railway	Sharon Mittmann, City of Mississauga
Page 11	Adamson's Estate	Adiseshan Shanker from ASAP Photography
Page 12	Townhouse development on Northmount Avenue	Adiseshan Shanker from ASAP Photography
	Region of Peel Waste Water Treatment Plant	Adiseshan Shanker from ASAP Photography
	Industrial Building	Adiseshan Shanker from ASAP Photography
	One and a half storey dwelling	Dan Magee, City of Mississauga
	Bungalow	Dan Magee, City of Mississauga
	Two storey semi detached dwelling	Dan Magee, City of Mississauga
	Single Detached Dwelling	Dan Magee, City of Mississauga
	Single Detached Dwelling	Dan Magee, City of Mississauga
	Bungalow Dwelling	Dan Magee, City of Mississauga
	7 Storey Apartment Dwelling	Dan Magee, City of Mississauga
	Industrial Building	Dan Magee, City of Mississauga
	Two Storey Detached	Dan Magee, City of Mississauga
Page 13	Lakeview Precinct Map	Geomatics, City of Mississauga
Page 14	Duplex Dwelling	Dan Magee, City of Mississauga
	Bungalow Dwelling	Dan Magee, City of Mississauga
	Two Storey Dwelling	Dan Magee, City of Mississauga
Page 15	Detached Dwelling	Dan Magee, City of Mississauga
	Semi Detached Dwelling	Dan Magee, City of Mississauga
Page 16	Townhouse developments in Churchill Meadows	Google Maps
	Townhouse developments in Churchill Meadows	Google Maps
Page 17	Townhouse developments in Churchill Meadows	Google Maps
	Side Elevation of a Townhouse Development	Google Maps
	Aerial Map	Google Maps
	Side Elevation of a Townhouse Development	Google Maps

Appendix A 4

Page	Description	Source
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	Side elevation of a Standard Condominium	Google Maps
Page 19	Example of detached condominium streetscape	Google Maps
	Example of detached condominium from a public road	Google Maps
	Single detached units facing a public road	Google Maps
	Single detached units facing a condominium road	Google Maps
Page 20	Examples of Standard condominium townhouse developments in Lakeview	Adiseshan Shanker from ASAP Photography
	side elevation of the townhouse condominium	Adiseshan Shanker from ASAP Photography
Page 21	Examples of condominium townhouse developments in Lakeview	Adiseshan Shanker from ASAP Photography
	Examples of condominium townhouse developments in Lakeview	Adiseshan Shanker from ASAP Photography
	Single detached units fronting onto a public road to ensure the lotting pattern and form are maintained on the residential street	Adiseshan Shanker from ASAP Photography
Page 22	Examples of Horizontal Multiple Dwelling in Lakeview from an internal road	Dan Magee, City of Mississauga
	Examples of Horizontal Multiple Dwelling in Lakeview from Lakeshore Road East	Dan Magee, City of Mississauga
Page 23	Horizontal Multiple Dwelling in Lakeview from Deta Road	Dan Magee, City of Mississauga
	Horizontal Multiple Dwelling in Lakeview, from Lakeshore Road East	Dan Magee, City of Mississauga
	Horizontal Multiple Dwelling in Lakeview. Four entrances designed to appear as two.	Dan Magee, City of Mississauga
	entrance at grade of a Horizontal Multiple Dwelling in Lakeview	Dan Magee, City of Mississauga
	Horizontal Multiple Dwelling in Lakeview. Example of tree preservation within the new development	Dan Magee, City of Mississauga
	Horizontal Multiple Dwelling in Lakeview. Rear lane condition with private amenity space above	Dan Magee, City of Mississauga
Page 24	Graphic – Building Heights	Sharon Mittmann, City of Mississauga
	7 storey building. Example of existing high built form within Lakeview	Sharon Mittmann, City of Mississauga
	14 Storey building. Example of existing higher built form within Lakeview	Sharon Mittmann, City of Mississauga
Page 25	Example of building floor plates in relation to height.	Sharon Mittmann, City of Mississauga
	Examples of existing building separation distances in Lakeview	Sharon Mittmann, City of Mississauga
	Examples of existing building separation distances in Lakeview	Sharon Mittmann, City of Mississauga
Page 26	Angular plane calculation for shallow properties taken. Larger properties will calculate the angular plan from the property line	Sharon Mittmann, City of Mississauga
Page 27	Examples of shadow on the public realm from an existing building	Sharon Mittmann, City of Mississauga
	Examples of wind in an urban environment	Google Images
Page 28	Dixie Outlet Mall -example of existing commercial	Adiseshan Shanker from ASAP Photography
	Applewood Plaza, example of existing commercial	Adiseshan Shanker from ASAP Photography
Page 29	Example of existing Industrial, in Lakeview	Adiseshan Shanker from ASAP Photography
	Example of Industrial Built form along the Rail Line north of Lakeshore Road East in Lakeview	Karin Phuong, City of Mississauga
Page 30	Routes, Landmarks and View Map	Geomatics, City of Mississauga
	A. Hydro Corridor from Breezey Brae Drive	Adiseshan Shanker from ASAP Photography
	B. Hydro Corridor from Halliday Avenue	Adiseshan Shanker from ASAP Photography
Page 31	Cawthra Elliot Estates	Adiseshan Shanker from ASAP Photography
	Lakeview Golf Course	Adiseshan Shanker from ASAP Photography
	Adamson's Estate	Adiseshan Shanker from ASAP Photography
	Lakefront Promenade Park	Adiseshan Shanker from ASAP Photography
	Lakefront Promenade Park	Sharon Mittmann, City of Mississauga
	Lakeshore Road East	Sharon Mittmann, City of Mississauga
	Water Tower	Adiseshan Shanker from ASAP Photography
	Cooksville Creek Bridge	Adiseshan Shanker from ASAP Photography
	Dixie Road Scenic Route	Google Maps
	Ontario Power Generation Lands	Mississauga Image Library
Page 32	Arsenal Lands Water Tower, example of a Cultural Feature	Adiseshan Shanker from ASAP Photography
	Lakefront Promenade Park, example of a Cultural Landscape	Adiseshan Shanker from ASAP Photography

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Page 33	Johnston Residence 1414/1416 South Service Road	City of Mississauga, Image Library
	McGillion House and stable, 1559 Cormack Crescent	City of Mississauga, Image Library
	Cawthra Estates	City of Mississauga, Image Library
	Arsenal Building, Lakeshore Road East	City of Mississauga, Image Library
	Lakeview Park School, 1239 Lakeshore Road East	City of Mississauga, Image Library
	Pallett-McMaster House, 1346/1348/1400 Dixie Road	City of Mississauga, Image Library
	11 Lakeview Gold Residence	City of Mississauga, Image Library
	Capraru Residence, 1256 Dixie Road	City of Mississauga, Image Library
	Lakeview Golf Course, example of a Cultural Landscape	City of Mississauga, Image Library
	Stone Bungalow, 1047 Dixie Road	City of Mississauga, Image Library
	Waseem Residence, 1273 St. James Avenue	City of Mississauga, Image Library
	Long Branch Indoor Rifle Range, 1300 Lakeshore Road East	City of Mississauga, Image Library
Page 30	Local residential street with sidewalks on one side of the street, adjacent to the curb	Google Maps
	Hedge Drive, local residential street, with no sidewalks	Google Maps
	Atwater, local residential street with 2 sidewalks on either side with a gas buffer	Google Maps
Page 34	Example of vertical parking grate screened by landscape	Green Development Strategy - Image
	Example of enhanced dry grass swale	Green Development Strategy - Image
	Typical rain water barrel	Green Development Strategy - Image
	Extensive' Green Roof Above — Mountain Coop Toronto	Green Development Strategy - Image
Page 35	Brick and Stone	Google Images
	Various brick types	Google Images
	Balconies that are either partially screened or tinted are encouraged	Google Images
	Visually translucent balconies are discouraged as they display balcony contents	Google Images
Page 36	Stone Material	City of Mississauga, Image Library
	Plaster Material	City of Mississauga, Image Library
	Wood and siding shutters	City of Mississauga, Image Library
	Siding Material	City of Mississauga, Image Library
	Combination Brick and metal	City of Mississauga, Image Library
	Aluminum Material	City of Mississauga, Image Library
	Brick Material	City of Mississauga, Image Library
	Brick and Wood Material	City of Mississauga, Image Library
	Brick Material	City of Mississauga, Image Library
	Exposed concrete block or painted concrete block will not be permitted in this area	City of Mississauga, Image Library
	Architectural Concrete Block is highly discouraged as an exterior building material	City of Mississauga, Image Library
Page 38	Waterfront Trail along the south side of Lakeshore Road East	City of Mississauga, Sharon Mittmann
Page 40- 41	Lakeshore Corridor Precinct	City of Mississauga, Geomatics
Page 42	Lakeshore Corridor Building Heights	City of Mississauga, Geomatics
Page 43	Canopies, overhangs and signage	City of Mississauga, Image Library
	Buildings along Lakeshore Road East, will have a minimum of 90% frontage	City of Mississauga, Sharon Mittmann
	Buildings along Lakeshore Road East, will have a minimum of 90% frontage	City of Mississauga, Sharon Mittmann
Page 44	Diagram of transition of a development which has consolidated a residential property to the commercial property	City of Mississauga, Sharon Mittmann
	Example of the above diagram using the old residential property to buffer the higher built form	City of Mississauga, Sharon Mittmann
	Front of the higher building form shown to the left	City of Mississauga, Sharon Mittmann
Page 45	Building setback may vary depending on the character of the street, the adjacent development and the boulevard width of the street it is fronting on to ensure a good pedestrian realm	City of Mississauga, Sharon Mittmann

Page	Description	Source
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Appendix II

City of Mississauga

Lakeshore Road





Transportation Review Study

FINAL REPORT

HDR | iTRANS

December 2010

EXECUTIVE SUMMARY

Study Purpose
The overall goal of this study was to provide a comprehensive and technical transportation review to identify how the Lakeshore Road corridor can accommodate alternative modes of transportation and provide input and background into the preparation of Official Plan policies for Lakeview and Port Credit and address stakeholder comments provided in the *"Directions Report"*.

As the City looks to the future, long term plans for corridors such as Lakeshore Road will include providing the necessary facilities for all modes of transportation. As such, pedestrian facilities, cycling facilities and higher order transit facilities all need to be accommodated for a revitalized and more active Lakeshore Road.

The project conceptually reviewed the feasibility of future higher order transit within the existing Lakeshore Road right-of-way from Hurontario Street to the Long Branch TTC / Mississauga Transit terminal (the study area stops at east municipal boundary, just west of the Long Branch terminal at Etobicoke Creek).

History
Lakeshore Road was formally part of the Provincial King's Highway network as Highway 2 continuous through the GTA. It has also supported the ongoing development of Port Credit, Lakeview and Clarkson urban villages as well as industrial and residential areas along the corridor. Construction of the QEW subsequently relieved most of the through traffic from Lakeshore Road.

Current Role
The roadway has an important role to play in supporting the variety of tourist, commercial, industrial and residential land uses along the corridor. There are no alternative parallel continuous east-west routes except for the access controlled QEW some 2 kms to the north.

Currently Lakeshore Road provides for autos, bus transit and pedestrians, but not explicitly for bicycles. An evaluation of alternative modes and how these modes can be accommodated within the changing Lakeshore Road ROW has been undertaken. The following conclusion and results were developed in the course of this evaluation and functional design exercise.

Currently, around 75% of the traffic crossing the Credit River in the AM peak originates from the southwest part of Mississauga. Approximately 50% of the trips crossing the Credit River on Lakeshore Road are destined to a work / school locations in eastern Mississauga. On occasions when the QEW is blocked, traffic overflows onto Lakeshore Road which exacerbates the already congested traffic entering Port Credit. Traffic flow improves east of Hurontario Street through Port Credit and Lakeview.

Traffic Trends
All day traffic volumes have not risen in the last 10 years. Forecasts show that for the most part, peak direction volumes will not increase in the next 20 years, except for a small increase west of Port Credit as a result of increased GO Train ridership out of the Port Credit GO Station. Traffic volumes in the off-peak direction are forecast to increase resulting in more balanced flows along Lakeshore Road.

Future Transit
On November 28, 2008, Metrolinx released their Draft Regional Transportation Plan entitled *"The Big Move: Transforming Transportation in the Greater Toronto and Hamilton area"*. This document sets out the actions to build new transportation infrastructure and improve transit service in the Greater Toronto and Hamilton area. One such initiative is the Waterfront West Rapid Transit project which will be a new east-west rapid transit connection from Union Station to the Port Credit GO Station. Although not currently financed to be programmed, this initiative is included in their 15-Year Plan. The technology to be utilized and its ultimate alignment were not determined however, it was assumed to be accommodated within the road right-of-way for Lakeshore Road.

LRT
Higher order transit cannot be achieved west of Hurontario Street without compromising other modes and / or streetscaping. The long term plan includes LRT in mixed traffic (similar to Queen / King Streetcar service in Toronto) in the restricted parts of the corridor between Hurontario Street and Greaves Avenue. East of Greaves Avenue, LRT on its own right of way is indicated in the long term functional plans

Right-of-way Challenges
Between Broadview Avenue and Seneca Avenue, a right of way (ROW) width of only 26.2 m is available, with no likelihood of increasing that width. An additional constraint exists between Cawthra Road and Greaves Avenue; however there will be opportunities to achieve the ultimate 30 m ROW in the future. Therefore, in the near term even with a potential narrowing of vehicular lane widths, it is not feasible to implement on-street bicycle lanes in this stretch while maintaining 4 lanes of traffic, on-street parking and the current boulevard / sidewalk widths (which are considered the minimum desirable already). Between Seneca Avenue and Cawthra Road and again between Greaves Avenue and the east municipal boundary, greater ROW widths are available (or could be available) and therefore do not provide the same challenge that the Port Credit and Cawthra Road to Greaves Avenue sections pose.

A series of cross-section alternatives were developed and assessed for use in the short term (based on bus transit in mixed traffic) and long term (with LRT east of Hurontario Street). Many of the more desirable options were not feasible due to inadequate ROW availability. One of the main ROW challenges was to accommodate cyclists more safely than the current situation without adversely impacting space requirements for vehicles, pedestrians and streetscaping.

Lane Widths
In order to better accommodate bicycles and in some scenarios transit, lane widths on Lakeshore Road were reduced in the short and long term functional designs. Typically 3.35 m lanes were used (3.0 m for left turn lanes) except for the locations where sharrows are proposed in wider 4.0 m curb lanes.

Centre Two-Way-Left-Turn-Lane (CTWLTL)
The existing CTWLTL in place between Seneca Avenue and the east municipal boundary provides a measurable and significant safety advantage compared with a scenario of having no left turn storage. In the future, should it be possible to reduce the frequency of access points along this stretch, it may be possible to implement a raised median with channelized left turns at the remaining access points to provide a further safety advantage over the CTWLTL. This would also have the advantage of providing better definition (delineation) for pedestrians.

In the long term plan, the CTWLTL would have to be removed in the section east of Greaves Avenue as it would be replaced by an LRT in an exclusive ROW along the centre of the road. In the long term plan west of Greaves Avenue, left turn pockets could potentially be made between the tracks, or more likely the left turns would take place on the tracks (delaying transit). More analysis would be needed to determine the appropriate solution at specific locations.

Bicycle Plan
The Mississauga Cycling Master Plan was recently completed which has highlighted Lakeshore Road as a future on-street bicycle facility. Input from this study will help determine how cycling will be accommodated.

This study has determined that a wide curb lane with sharrows is the near term preferred application through the areas with a narrow right of way – from Broadview Avenue to Greaves Avenue.

The exception being a small section between Seneca Avenue and Cawthra Road that is able to accommodate on-street bicycle lanes; however, this will require a 2 metre widening of the road pavement which appears to be feasible given the 31 metre ROW available. Again east of Greaves Avenue to the municipal boundary, on-street bicycle lanes are recommended which would require a road widening on both sides.

The long term functional plan shows on-street bicycle lanes throughout the corridor, this is made possible by an assumption that on-street parking (on one side of the road) through Port Credit may ultimately be removed and may be replaced with off-street parking lots / garages.

Although not explicitly assessed in this study, bicycle lanes are also suggested for the section of Lakeshore Road between Clarkson and Port Credit (Johnson's Lane to Shawnmarr Road) as a result of higher vehicular speeds and the availability of a wider ROW.

Credit River Bridge
The Credit River Bridge will need widening to accommodate a relocation of bicycles from the street to the current sidewalks. A number of structural alternatives to achieve this will need to be investigated further in a Class Environmental Assessment (EA) study.

On-Street Parking
Current on-street paid parking in Port Credit provides an important support function to the commercial core and tourist area of Port Credit. Over the longer term, there may come a time when changes in modal usage may reduce the need for on-street parking. There is also a parking management plan underway for the Port Credit area that includes among other things an examination of the feasibility of replacing a portion of the on-street parking supply with off-street / side street parking.

In the meantime, as long as 4 traffic lanes are required and on-street parking is present, it is extremely difficult to provide either on-street bicycle lanes or higher order transit through Port Credit.

A strategic parking plan for the Lakeshore Road corridor through Lakeview is currently underway which will set the parking framework for this area.

Although the near term recommended plan for the corridor includes retention of the existing parking spaces, in order to provide more opportunity for other modes, at least one side of the on-street parking may need to be replaced by adequate and convenient off-street parking. This provides a longer term challenge and is reflected in the long term plan which includes bicycle lanes with parking on the south side only. This results in the removal of 88 on-street parking spaces on the north side.

Recommended Plans
Two design plans were developed for the corridor. One is considered to be a long term plan which includes the LRT and also removal of on-street parking from one-side of the road, while a near term option was developed which did not consider LRT but maintained the on-street parking.

Near Term Plan
The basic cross-section alternative selected for the near term option through Port Credit and another narrow ROW section east of Cawthra Road is shown below in **Exhibit E1.**
The cross-section includes the addition of sharrows in a 4 m curb lane and involves a slight modification of the existing cross-section (mainly a reduction in vehicular lane and parking widths) to accommodate a wide curb lane for sharrows to better accommodate cyclists. For areas with a wider ROW, between Greaves Avenue and Cawthra Road and again east of Greaves Avenue to the municipal boundary, on-street bicycle lanes are included instead of sharrows. Minor curb adjustments are required to implement the cycling facilities.

CONCEPT FOR: BUSES IN MIXED TRAFFIC + SHARROW LANE + ON-STREET PARKING

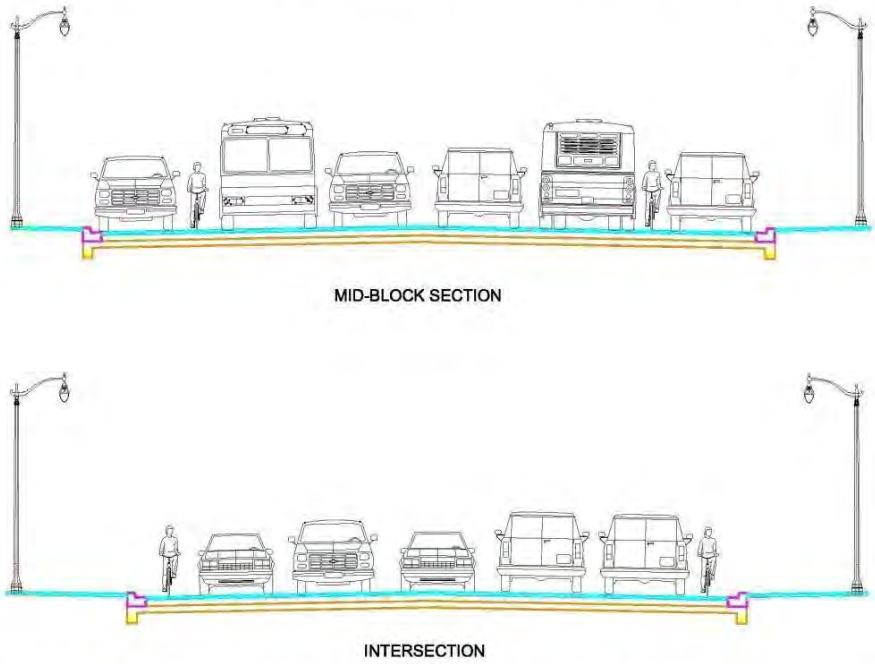

EXHIBIT E1: NEAR TERM CONCEPT THROUGH RESTRICTED ROW

Note: Subject to further review including Community consultation and preliminary design.

The functional design for this near term option is shown in the upper half of Plates 1 through 20 at the back of this report.

Long Term Option

Between Hurontario Street and Greaves Avenue , due to the constricted ROW sections, the basic cross-section alternative selected for the long term option is LRT in mixed traffic (e.g. similar to Queen St / King St. in Toronto). East of Greaves Avenue to the east municipal boundary, LRT on its own ROW is feasible. A short section between Seneca Avenue and Cawthra Road could also have accommodated LRT, but the section is too short to accommodate a transition to and from LRT / mixed traffic. Bicycle lanes are shown throughout the corridor. This is made possible through the 26.2 m ROW sections by removing parking on the north side (choice of the north side was arbitrary). The recommended typical cross-section for the long term between Hurontario Street and Greaves Avenue is shown below in **Exhibit E2**.

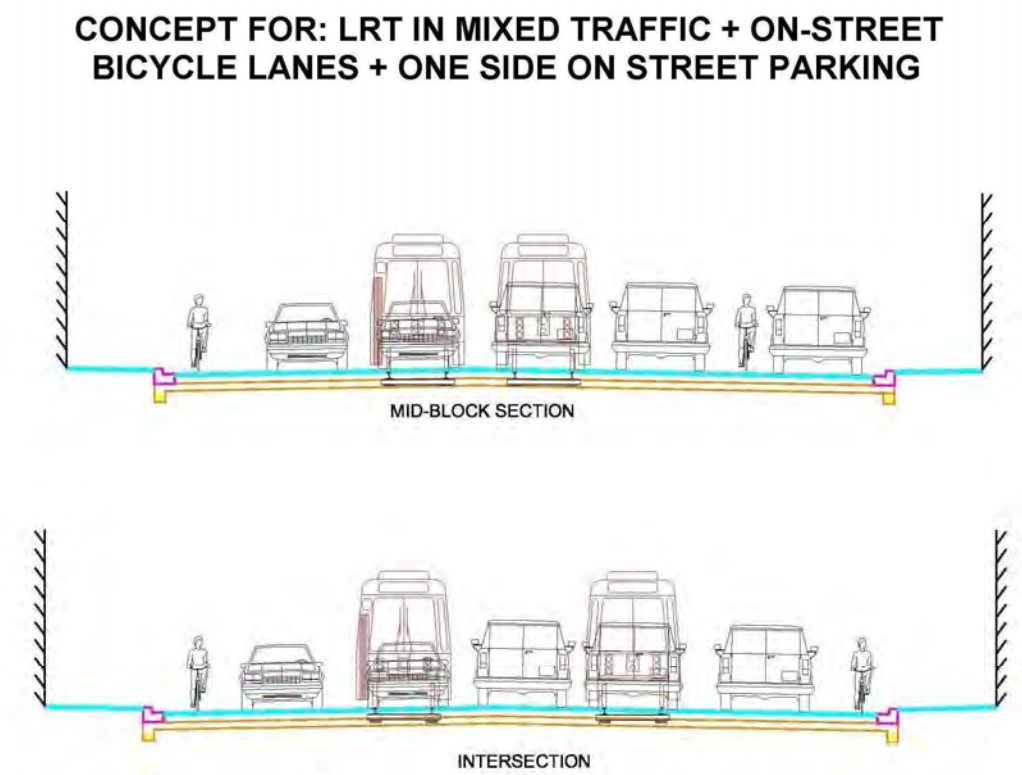

EXHIBIT E2: LONG TERM CONCEPT THROUGH RESTRICTED ROW (EAST OF HURONTARIO STREET)

Note: Subject to further review including Community consultation and preliminary design.

The functional design for the long term option is shown in the lower half of Plates 1 through 20 at the back of this report.

Implementation

Near Term
To implement near term changes, including curb adjustments required for cycling facilities, it is anticipated this would occur in phases as part of the Transportation and Works Department road rehabilitation / reconstruction program. These minor curb adjustments are required to accommodate the on-road bicycle facilities (sharrows / bike lanes) based on the assumption that traffic lanes will be maintained at a minimum width of 3.25 m to 3.35 m in width.

Notwithstanding the above, there may be an opportunity to implement cycling on Lakeshore Road without curb adjustments. This would be accomplished by reducing the inside through lane to a width of 3.05 m to 3.10 m and widening the curb lane to 4.0 m with the addition of bicycle sharrow markings.

This appears to be feasible based on existing road plans but would need to be confirmed in the field. The reduced width would be subject to safety considerations, including but not limited to speed and access / intersection proximity.

On the assumption that sufficient pavement width is available, these changes would be implemented through the road resurfacing program or independently when appropriate through the removal and re-application of the pavement markings.

Long Term

The long term plan proposes an LRT system operating in mixed traffic through Port Credit (west of Greaves Avenue) and in a dedicated ROW east of Greaves Avenue. In this light, an adjustment to the ROW from the existing 35 m to 44.5 m (44.5 m is currently available through this section of Lakeshore Road, with the exception of property fronting the OPG and Metropolitan Toronto and Region Conservation Authority lands) will be required. There is no time frame at this point for the study required for the consideration of an LRT system. This information is important with regard to the implementation of future curb adjustments relative to the ROW needs for on-road bicycle lanes in the absence of an LRT system.

The long term plan also assumes implementation of on-road bicycle lanes throughout the corridor which will impact on-street parking through Port Credit (Broadview Avenue to Seneca Avenue). The study concludes that parking would need to be eliminated from one side of the road and relocated to side streets and / or new surface parking lots. On-street parking will be an issue even if an LRT system is not implemented, since the LRT is proposed to operate in mixed traffic through Port Credit. It is the addition of the on-road bicycle lanes that will precipitate the need for changes. Additional parking information is anticipated in 2011 upon completion of a parking management plan currently underway in Port Credit.

The study speaks to the ultimate removal of the centre turn lane from Seneca Avenue to the east City boundary and its replacement with a dedicated LRT ROW. This will require a detailed review of the feasibility of access consolidation throughout this section of Lakeshore Road.

OTHER INFORMATION: Credits

Figure #	Description	Source
2	Cawthra-Elliot Estate (left photo) and Lakeview Park School (right photo)	City of Mississauga (Adiseshan Shankar, ASAP Photography)
3	Lakeview Area Statistics	City of Mississauga, Planning and Building Department, Policy Planning, Information Planning
4	Lakeview Place-making Workshop, Lakeview Golf Course	City of Mississauga (BMI|Pace Architects)
5	(a) Lakefront Promenade (Reconnect Lakeview); (b) Detached dwelling in Lakeview (Create Distinct Neighbourhoods); (c) Downtown Oakville (Support Complete Communities); (d) Waterfront Trail in Lakeview (Promote Community Health); (e) Lakefront Promenade (Support Social Well-Being); and (f) Cooksville Creek (Achieve Leadership in Sustainability).	(a), (d), and (e) City of Mississauga (Adiseshan Shankar, ASAP Photography) (b) and (f) Karin Phuong (City of Mississauga) (c) Irena Rostkowska (City of Mississauga)
6	Detached dwelling in Lakeview	Karin Phuong (City of Mississauga)
7	Lakeshore Road East in Lakeview	City of Mississauga (Adiseshan Shankar, ASAP Photography)
8	Landscape area at 1535 Lakeshore Road East	Sharon Mittmann (City of Mississauga)
9	Mississauga Senior Citizens' Centre (left photo) and Greenway Lodge Retirement Home (right photo)	Left photo, City of Mississauga (Adiseshan Shankar, ASAP Photography) Right photo, Karin Phuong (City of Mississauga)
10	Adamson Estate	Karin Phuong (City of Mississauga)
11	Waterfront Trail in Lakeview	Karin Phuong (City of Mississauga)
12	Lakeshore Road East	City of Mississauga (Adiseshan Shankar, ASAP Photography)
13	Small Arms Inspection Building at 1352 Lakeshore Road East	Karin Phuong (City of Mississauga)
14	(a) 885 Lakeshore Road East (top left photo) (b) Townhouses on Northmount Avenue (top right photo) (c) Apartment on Greaves Avenue (d) Plex in Lakeview (Bottom centre photo) (e) Caven Street (Bottom right photo)	(a) and (d) Karin Phuong (City of Mississauga) (b) and (c) City of Mississauga (Adiseshan Shankar, ASAP Photography) (e) Sharon Mittmann (City of Mississauga)
15	Businesses in Lakeview's Employment Area – on Rangeview Road (left photo) and on Lakeshore Road East (right photo)	Karin Phuong (City of Mississauga)

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II Lakeshore Road Transportation Review Study – Executive Summary
III Local Area Plan Credits

Port Credit

1.0 How to Read the Port Credit Local Area Plan

Mississauga Official Plan (the Plan) consists of a principal document and a series of local area plans, provided under separate cover. This is the Port Credit Local Area Plan (this Area Plan) and provides policies for lands in south central Mississauga, as shown on Figure 1. It includes lands identified in the City Structure as Community Node and Neighbourhood.

There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Port Credit. In these cases, this Area Plan elaborates on, or provides exceptions to, the policies or schedules of the principal document.

This Area Plan must be read in conjunction with the principal document. Parts 1 to 4, the schedules and the appendices of the principal document, are applicable to the Port Credit area, unless modified by this Area Plan. For example, the policies of this Area Plan must be read in conjunction with the direct growth, environmental, complete communities, multi-modal, urban form and land use policies of Parts 2 and 3 of the principal document. In the event of a conflict, the policies of this Area Plan take precedence.

For the purpose of this Area Plan, when Port Credit is referenced, it includes lands within both the Port Credit Community Node and the Port Credit Neighbourhoods.

Appendices attached to this Area Plan are provided for information purposes.

Included in the appendices is the Port Credit Built Form Guide to be used during the review of development applications. This Guide demonstrates how the urban form policies can be achieved.

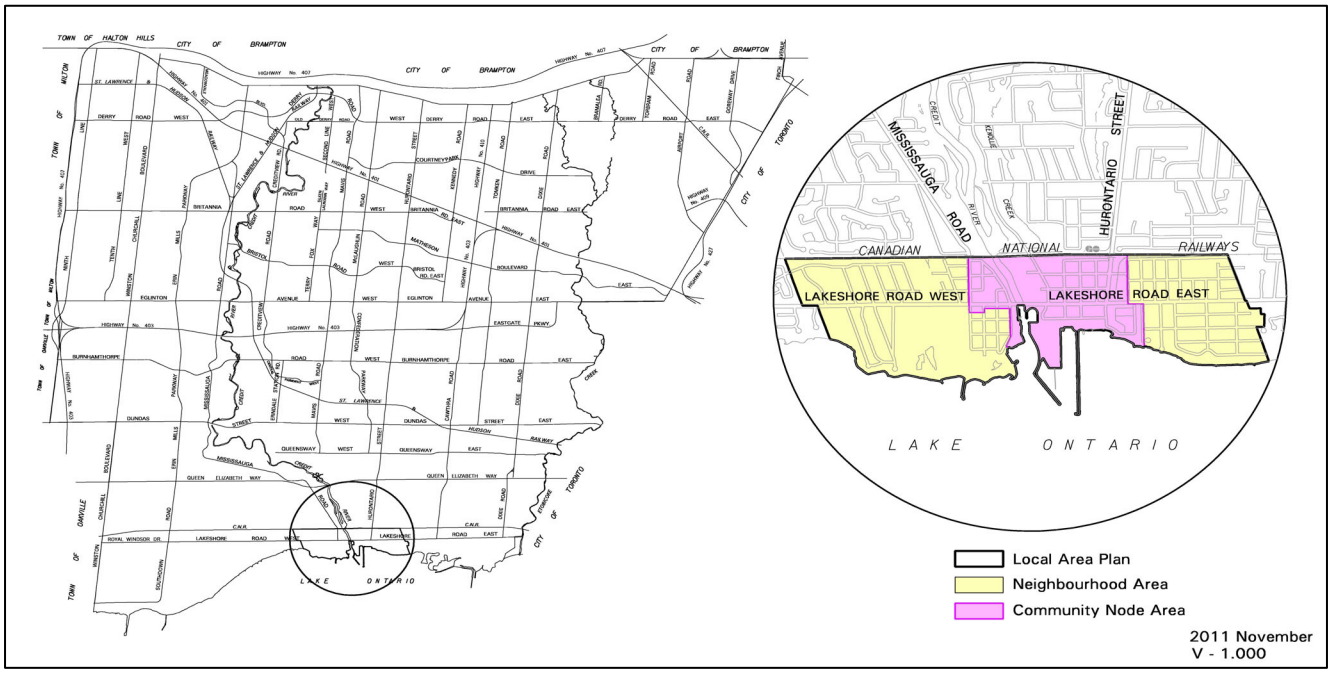


Figure 1: Port Credit is located in south central Mississauga and includes areas identified in the City Structure as Community Node and Neighbourhood.

The Built Form Guide document is not considered part of this Area Plan, however, selected content has been incorporated and represents policy.

The Executive Summary from the Lakeshore Road Transportation Review Study has been included as Appendix II to provide additional information on how the Lakeshore Road ***Corridor*** within the Port Credit and Lakeview Character Areas can accommodate alternative modes of transportation.

2.0 Historical Context

Port Credit has a long history of habitation traced back to before the arrival of non-native settlers. Archaeological evidence suggests that native people were attracted to the Credit River Valley over a period of thousands of years, and by the 1700's the mouth of the Credit River had been settled by an Ojibwa group known as the Mississaugas. In the 1720s, French Fur traders are known to have exchanged goods with the Mississaugas, and as a result of allowing them to trade on credit, the river came to be known as the Credit River. The first organized planning occurred in 1834 when the village of Port Credit was surveyed and a town site laid out west of the Credit River. This area now forms part of the Old Port Credit Village Heritage Conservation District.

Over the ensuing years, Port Credit grew and evolved. Significant historical uses formed the Port Credit Village including a port (now predominately a marina and charter fishing centre), an oil refinery (being redeveloped into the Port Credit West Village mixed use neighbourhood), the St. Lawrence Starch Works (redeveloped into a mixed-use neighbourhood), and a local ***landfill*** (which was capped and developed for municipal facilities including a library).Much of the natural environment has been modified as a result of development, including the addition of fill in Lake Ontario to create both J.C. Saddington Park and the Port Credit Harbour Marina.

Port Credit was incorporated as a town in 1961 and amalgamated into the City of Mississauga in 1974.

3.0 Current Context

The Port Credit community is anchored by stable residential neighbourhoods linked by a commercial ***corridor***. The area contains a range of residential, commercial, industrial, recreational and community uses within a diversity of built forms.

Residential development consists of a combination of dwelling types and forms comprising a high density area centrally located near the GO transit station, medium and high density development along Lakeshore Road (east and west) and around the harbour area, as well as low density areas characterized by tree-lined streets designed in grid patterns.

The area is served by commercial facilities primarily along Lakeshore Road (east and west), and within the Credit Landing Shopping Plaza. Lakeshore Road (east



Figure 2: The Port Credit Node contains a range of building types, including: townhouses, mid-rise, and high rise buildings. The built form of the node generally transitions downwards toward the waterfront and stable residential neighbourhoods to the east and west. A limited number of high rise towers punctuate the skyline.

and west) generally has a mainstreet character and is flanked by lay-by parking, sidewalks, and street furniture. The street is framed predominately by one to three storey buildings. Small scale industrial and commercial uses exist south of the Canadian National Railway tracks along Queen Street East and Queen Street West.

The open space system predominately consists of trails and parks along the Lake Ontario Waterfront and Credit River. These lands are culturally and recreationally significant and connect to the Mississauga's waterfront parks system.

The waterfront is one of the unique elements of the community, and is integral to the character of the area. Port Credit is a mixed use community, which is both physically and visually accessible to the waterfront. The community's location on the waterfront helps support local businesses and provides employment opportunities in the area.

Cultural and heritage resources include heritage buildings, the Old Port Credit Village Heritage Conservation District, and cultural landscapes that include: Port Credit Harbour, Port Credit Pier, the CN Bridge over the Credit River, Credit River ***Corridor*** and Mississauga Road ***Scenic Route***.

Port Credit contains a number of community uses, including: schools, library, arena, swimming pool, and meeting spaces. Most of these uses are concentrated centrally within the area.

The Credit River is considered a warmwater fish habitat but is also a migratory route for coldwater species. The valley lands are a component of an important ecological ***corridor*** that extends north through the city. The shoreline provides unique ecological functions and habitat as well as an ecological ***corridor***.

Port Credit is served by two arterial roads, Hurontario Street which runs north-south and Lakeshore Road which runs east-west. In addition, Mississauga Road which runs north-south and parallel to the Credit River is designated as a Major Collector and a ***Scenic Route***. There is a transit hub located on Queen Street East, west of Hurontario Street adjacent to the rail ***corridor***. The hub is a transfer point for MiWay routes and is also the location of the Port Credit GO Transit station. Population, employment, and land area statistics are summarized in Figure 3.

Figure 3:
PORT CREDIT AREA STATISTICS

	Node	Neighbourhoods		Total Port Credit
		East	West	
Land Area[1]	78 ha	74 ha	125 ha	277 ha
Population[2]	6 860	2 530	3 130	12 520
Employment[3]	2 170	680	530	3 380

1 Land area is a gross figure and includes everything within the defined boundary such as rivers, roads, and all other land uses.

2 Population is adapted from Hemson Consultants, Growth Forecast, 2008. Population figures are based on the 2011 mid year forecast and include a 4.2% undercount from Statistics Canada.

3 Employment figures include a work from home assumption of 31 jobs in 1 000 population, adapted from Hemson Consultants, Growth Forecast, 2008. Employment figures also include an adjustment factor for non-reporting businesses adapted from: City of Mississauga, Mississauga Employment Survey, 2010.

Note: Numbers have been rounded

4.0 Collaboration

This Area Plan incorporates public input provided through extensive consultation, including stakeholder interviews, visioning sessions, place making workshops, youth outreach exercises and an ope`n house.

The results of the visioning process are contained in the report "Lakeview and Port Credit District Policies Review and Public Engagement Process Directions Report" (Directions Report), October 28, 2008. The Directions Report includes a range of policy recommendations that have informed the preparation of this Area Plan.

Collaboration included the formation of a Local Advisory Panel which provides a forum for the discussion of planning and related issues. Mississauga will ensure ongoing consultation with the public and other stakeholders on further initiatives and implementation pertaining to this Area Plan.

5.0 Vision

The Vision for Port Credit, is for an evolving urban waterfront village with a mixture of land uses, a variety of densities, compact pedestrian and cycling friendly, transit supportive urban forms, a significant public realm, public access to the waterfront and development that incorporates high quality built form.

Significant elements which give Port Credit its sense of place are to be preserved and enhanced, such as the main street village character along portions of Lakeshore Road (east and west), heritage buildings and landscapes, community facilities, stable residential neighbourhoods, open space, parks, and marina functions along the waterfront. The Vision reinforces the importance of retaining and enhancing the built elements that provide residents with a sense of local community and social activity.

The Vision is intended to manage change to ensure an appropriate balance is maintained between growth and preservation of what makes Port Credit a place where people want to live, learn, work and play.

The Vision and policies of this Area Plan advance the goals of the Strategic Plan, including:

- Move - directing growth to support transit;
- Belong - providing a range of housing option;
- Connect - promoting a village mainstreet;
- Prosper - encourage employment uses; and
- Green - promote conservation, restoration, and enhancement or the natural environment.

5.1 Guiding Principles

The Vision is based on six principles that provide local context and supplement the Guiding Principles of the principal document:

5.1.1 Protect and enhance the urban village character recognizing heritage resources, the mainstreet environment, compatibility in scale, design, mixture of uses and creating focal points and landmarks.

5.1.2 Support Port Credit as a distinct waterfront community with public access to the shoreline, protected views and vistas to Lake Ontario, the Credit River and active waterfront uses.

5.1.3 Enhance the public realm by promoting and protecting the pedestrian, cyclist and transit environment, creating well connected and balanced parks and open spaces and reinforcing high quality built form.

5.1.4 Support the preservation, restoration and enhancement of the natural environment.

5.1.5 Balance growth with existing character by directing intensification to the Community Node, along Lakeshore Road (east and west), brownfield sites and away from stable neighbourhoods. Intensification and development will respect the experience, identity and character of the surrounding context and Vision.

5.1.6 Promote a healthy and complete community by providing a range of opportunities to access transportation, housing, employment, the environment, recreational, educational, community and cultural infrastructure that can assist in meeting the day-to-day needs of residents.



Urban Village Character



Preservation, Restoration and Enhancement of Natural Environment



Distinct Waterfront Community



Balance Growth



Enhance Public Realm



Healthy and Complete Community

Figure 4: The Port Credit Vision is based on six principles

5.2 Community Concept

This Area Plan recognizes that various areas of the community perform different functions based on a community concept that incorporates the following elements:

- Green System;
- Community Node;
- Neighbourhoods; and
- ***Corridor***s.

These elements are further divided into precincts which recognize different character attributes of these areas and contain different policy directions.

The policies are intended to encourage a development pattern and character responsive to the Current Context, the Vision, Guiding Principles and Community Concept.

5.2.1 Green System

The Green System consists of an interconnected open space network including the Credit River and the Lake Ontario shoreline. These are key features as they contribute to the environmental, social and economic health of the community. In addition, the visual presence of the waterfront and river are beneficial to residents. Implications of new development on the Green System will be an important consideration in the review of any development application. The Green System overlaps with both the Community Node and Neighbourhood elements.

5.2.2 Community Node

The Community Node represents the focus for the surrounding neighbourhoods. It exhibits many of the desirable characteristics intended for community nodes, including a mixture of uses, compact urban form, appropriate density, and in many ways has achieved its planned function. It has been identified primarily in recognition of the role it plays in the community and as a location for intensification.

As outlined in the principal document, a community node is similar to a major node but with lower heights and densities. This Area Plan respects the planned function and position within the City's hierarchy, while also reflecting the existing and planned character of Port Credit. As such, permitted building heights for new development in the Community Node will support the Vision as an urban waterfront village and respect the existing character. It is recognized that in the vicinity of the GO station and future Light Rail Transit station, additional height and density may be appropriate, however, the extent will be determined through further study.

Development has been primarily residential, however, the community node requires additional employment in order to ensure a balanced land use pattern. Attracting and accommodating employment uses is a priority but also a significant challenge. While Port Credit can benefit from some additional residential intensification, care needs to be taken to ensure that it is not done at the expense of protecting opportunities for employment uses and creating a balanced complete community.

The Community Node includes the GO station identified as a ***Major Transit Station Area*** and a Gateway Mobility Hub. In addition, the future Hurontario Light Rail Transit route proposes a station, located near the GO station. Ensuring safe and efficient movement of people between transit modes will be a key consideration in the review of development applications.

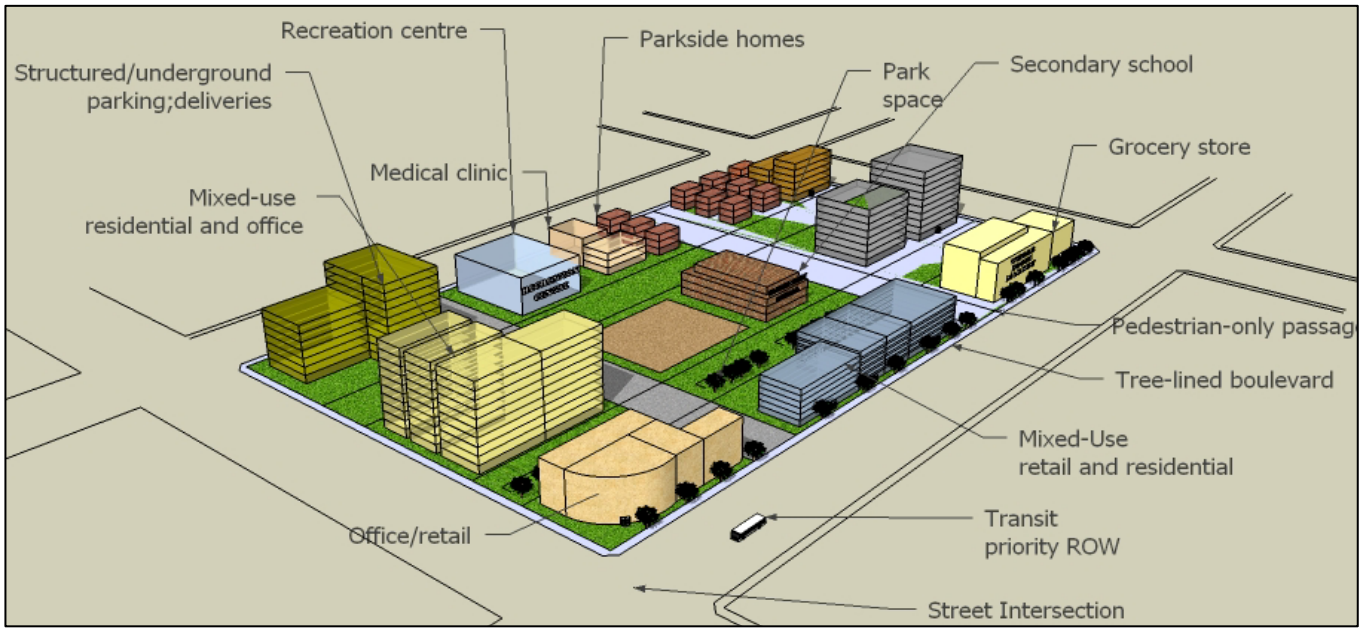


Figure 5 : Community Nodes are intended to provide a focus for a multitude of uses which address the fundamental services and facilities required for daily living - local shops and restaurants, community facilities, cultural activities, entertainment uses, schools, parks, open space as well as a diverse housing stock. Community Nodes should be compact, with pleasant walkable streets and a strong sense of place and community identity.

5.2.3 Neighbourhoods

Port Credit Neighbourhoods are on either side of the Community Node. These areas are substantially residential, but also include commercial uses along Lakeshore Road (east and west), and employment uses along the railway. Neighbourhoods are intended to recognize areas that are physically stable with a character to be protected.

Although stable, some change is anticipated. New development does not necessarily have to mirror existing development types and densities, however, it will respect the character of the area. The policies in this Area Plan and Built Form Guide provide direction for appropriate transitions in built form and scale of buildings.

The Neighbourhood to the west of the Community Node includes the Old Port Credit Village Heritage Conservation District where additional attention is required to ensure development appropriately reflects the character of the area. In addition, this Neighbourhood also includes a former refinery site which is now called the Port Credit West Village Precinct. This site presents a significant brownfield redevelopment opportunity for a new mixed use waterfront community as envisioned through the policies in this Area Plan.

5.2.4 Corridors

The principal document identifies Lakeshore Road (east and west) as a ***Corridor*** and Hurontario Street as an ***Intensification Corridor***. They play an important role connecting Port Credit to the surrounding communities. Lakeshore Road (east and west) also plays an important local role in connecting Port Credit neighbourhoods together and linking them with the Community Node. They may accommodate multi-modal transportation facilities, as the principal document identifies ***higher order transit*** along Hurontario Street and portions of Lakeshore Road East.

Within the ***corridors***, the public realm is one of the important aspects where people can experience Port Credit on a day-to-day basis. A large portion of the ***corridor*** is planned to accommodate a mainstreet commercial environment, which represents an important part of the urban village of Port Credit.

Hurontario Street and Lakeshore Road (east and west) also have an important relationship to the waterfront. Port Credit is one of the few areas where people

travelling along these roads, can at certain locations, have the opportunity to visually see the waterfront. As such, views along these ***corridor***s will be preserved.

Lakeshore Road is the only east-west road that crosses the Credit River south of the QEW, serving both the local Port Credit community and regional travel. As such, movement within and through the Port Credit area is restricted by the limited road network, which is at or near capacity at peak travel times. Maintaining Lakeshore Road as a four lane roadway during peak travel times is, therefore, a transportation priority to meet current demand. Lakeshore Road is a constrained ***corridor*** that requires a context sensitive design approach. Trade-offs will be required to accommodate the envisioned multi-modal function of the ***corridor***.

6.0 Direct Growth

Intensification is to be consistent with the planned function as reflected by the city structure and urban hierarchy.

The Node and Neighbourhoods are divided into precincts as identified on Schedule 1: Port Credit Character Areas and Precincts.

The amount of intensification will vary in accordance with the policies of this Area Plan. The specific manner in which new development will be accommodated (e.g. height and density) is further explained in subsequent sections of this Area Plan.

6.1 Community Node Character Area

The Community Node is an established focal point for the surrounding neighbourhoods and exhibits the density and many of the characteristics that community nodes should include, such as compact, mixed used development, pleasant walkable and cycle friendly streets and a strong sense of place and community identity. In addition to serving many of the day-to-day needs of the community, this area also benefits from uses (e.g. marina, restaurants) and events which attract people from across the city.

The Node includes portions of the Hurontario Street ***Intensification Corridor*** and the Lakeshore Road ***Corridor,*** which are defined as lands fronting the street to a depth of half a block. The Community Node incorporates the GO Station which is identified as a Gateway Mobility Hub / ***Major Transit Station Area*** in the principal document. The limits of the Mobility Hub correspond to the Community Node, east of the Credit River. Subsequent sections of this Area Plan detail the manner in which intensification will be accommodated in these areas.

Relevant statistics pertaining to existing density in the Community Node are summarized in Table 1.

Table 1:
Population and Employment Statistics Port Credit Community Node
(October 2011)

Residents	6 860
Jobs	2 170
Residents and Jobs combined per hectare	9 030
Existing Combined Residents and Jobs Density	115 /ha
Existing Port Credit Population to Employment Ratio	3.2:1

Note: Residents includes developments currently under construction but does not reflect any additional infill development that has not yet been approved.
Density based on land area of 78.2 ha.

With a gross density of 115 residents and jobs combined per hectare, Port Credit is within the targeted range for Community Nodes of between 100 and 200. As such, additional density is not required to meet the target, however, it is recognized that some infill and redevelopment will occur. This should focus on creating a more complete community and in particular employment opportunities.

Increasing the gross density towards the upper limit of 200 residents and jobs combined per hectare is not sufficient planning justification on its own for

approving amendments that permit additional height and density.

The current population to employment ratio of 3.2:1 does not meet the range for Community Nodes of 2:1 to 1:2. The target population to employment ratio for the Port Credit Community Node is 2:1. As such, additional employment is required to provide more opportunities to live and work in the community. The ratio is measured as an average across the entire node, and includes the Port Credit West Village Precinct (located in the neighbourhood to the west).

6.1.1 The City will monitor the gross density and population to employment ratio in the Community Node and will assess its ability to accommodate further growth through the development approval process.

6.1.2 Increases in employment opportunities are to be accommodated on lands designated mixed use, which can accommodate a range of establishments including: retail, restaurants, and offices.

6.1.3 Development applications will be required to address, to the City's satisfaction, the appropriate range and amount of employment uses on the following sites:

a. GO Station Parking Lot and vicinity (land at the four corners of Ann Street and Park Street East);

b. Port Credit Harbour Marina (1 Port Street East); and

c. Port Credit West Village Precinct (south side of Lakeshore Road West located between Mississauga Road South and Pine Avenue South).

6.1.4 Mississauga will encourage redevelopment within the Mainstreet Precinct to accommodate employment uses on the second and third floors.

6.1.5 Strategies to encourage and support employment uses may be pursued including consideration of Community Improvement Plans and Bonus Zoning.

6.1.6 Intensification will address matters such as:

a. contribution to a complete community;

b. providing employment opportunities;

c. sensitivity to existing and planned context and contribution to the village mainstreet character;

d. respecting heritage; and

e. protecting views and access to the waterfront.



Figure 6: Intensification within the Community Node should respect the experience, identity and character of the surrounding context. Providing views to Lake Ontario respects Port Credit's identity as a waterfront community.

6.2 Neighbourhood Character Areas (East and West)

The Neighbourhood Character Areas are on the east and west sides of the Community Node. These are stable areas, primarily residential in nature, and are not expected to experience significant change.

The Neighbourhood Character Areas include portions of the Lakeshore Road ***Corridor***. The ***corridor*** generally represents a distance of half a block north and south of Lakeshore Road and corresponds to the limits of the Mainstreet Precinct.

6.2.1 Intensification will occur through modest infilling or redevelopment along Lakeshore Road ***Corridor***, commercial plazas, and the Port Credit West Village Precinct.6.2.2 Intensification will be sensitive to the existing character of the residential areas and the planned context of Lakeshore Road ***Corridor***.

7.0 VALUE THE ENVIRONMENT

The preservation, restoration and enhancement of the environment is a guiding principle. The Green System is an important element in the Community Concept. The Green System is located within a variety of land use designations in Port Credit.

Schedule 1A of the principal document identifies the Green System which consists of:

- Natural Heritage System;
- ***Natural Hazard Lands***; and
- Parks and Open Space.

Schedule 3 of the principal document identifies the Natural System including Natural Areas and Natural Hazards. Schedule 4 identifies Parks and Open Spaces.

Lands within the Port Credit Natural Heritage System perform an essential ecological function as they sustain ***biodiversity*** by providing habitat for plants and animals and they clean the air and water.



Figure 7: The Credit River and its banks are important components of the natural environment and public recreation system. Along with the Lake Ontario waterfront these areas are important local, city, regional and provincial assets. Policies implement a balanced approach that respects the environment and recognizes the role it plays in the community.

Natural Hazard Lands are associated with features such as the Tecumseh Creek, Credit River, Credit Valley and Lake Ontario Shoreline.

Waterfront parks are an important component of the Open Space System, and include Rhododendron Gardens, Ben Machree Park, Port Credit West Village trail extension, J.C. Saddington Park, Marina Park, Memorial Park (East and West), St. Lawrence Park, Tall Oaks Park, and Hiawatha Park.

The mouth of the Credit River is an ecologically significant estuary where the Credit River meets Lake Ontario. In addition, the Credit River is a well known fishery, which contains a Provincially ***significant wetland*** complex just north of the Area Plan, and is identified in the Provincial Greenlands Plan as an external connection.

7.1 Green System

7.1.1 The management of Rhododendron Gardens and Port Credit Memorial Park East will consider how the natural area components of these parks can be enhanced.



Figure 8: Mature trees provide environmental benefits as well as contribute to the character of the area. Given sufficient landscaped area, some tree varieties in Port Credit have grown upwards of five storeys in height.

7.1.2 Within the waterfront parks system, the protection, preservation and restoration of existing natural systems will be prioritized and balanced to direct and guide the planning of existing and future waterfront activities.

7.1.3 Opportunities to enhance and restore the Credit River as a biologically productive and diverse ecosystem are encouraged.

7.2 Urban Forest

7.2.1 Mature trees are recognized as providing important environmental benefits and contributing to the character of Port Credit. Improvements to the urban forest are encouraged.

7.2.2 Opportunities to enhance the tree canopy and health of the urban forest in the public right-of-ways and adjacent privately owned land will be considered in conjunction with new development.

7.2.3 Opportunities to improve the tree canopy and promote a healthy urban forest will be reviewed when considering improvements to the ***streetscape*** along public roads, with particular attention to the Community Node and Lakeshore Road ***Corridor***.

7.3 Living Green

7.3.1 Mississauga will encourage partnerships and stewardships in order to improve the health of the Green System.

7.3.2 Development will strive to minimize the impact on the environment and incorporate sustainable development practices in accordance with the City's Green Development Strategy and the Water Quality Control Strategy.

8.0 COMPLETE COMMUNITIES

Port Credit, and in particular the Community Node, contains many of the attributes associated with complete communities, including among other things:

- a compact urban form that is walkable, provides convenient access to a mixture of land uses and an assortment of activities such as: shops, community facilities, parks, and public transit;
- a range of housing options with a mixture of housing forms and densities, along with a significant rental housing stock;
- cultural resources such as heritage buildings and landscapes associated with the Credit River and Lake Ontario, which help retain a connection to the past; and
- opportunities for people to engage in community life through meeting facilities, a high quality public realm and vibrant cultural activities.

The policies are intended to protect and enhance the above attributes to fully realize the complete community aspect of Port Credit.

8.1 Housing

8.1.1 The Community Node and Lakeshore Road ***Corridor*** are encouraged to develop with a range of housing choices in terms of type, tenure and price.

8.1.2 The provision of additional affordable housing, with a focus on rental housing units, is encouraged in the Community Node and Lakeshore Road ***Corridor***.

8.1.3 Preservation of existing affordable housing will be a priority. Where development applications are proposing the removal of existing affordable housing, the replacement of these units will be encouraged on-site or within the community.

8.1.4 Mississauga will encourage investment in new rental housing and, in particular, affordable rental housing that meets the needs of young adults, older adults and families in the Community Node and along the Lakeshore Road ***Corridor***.

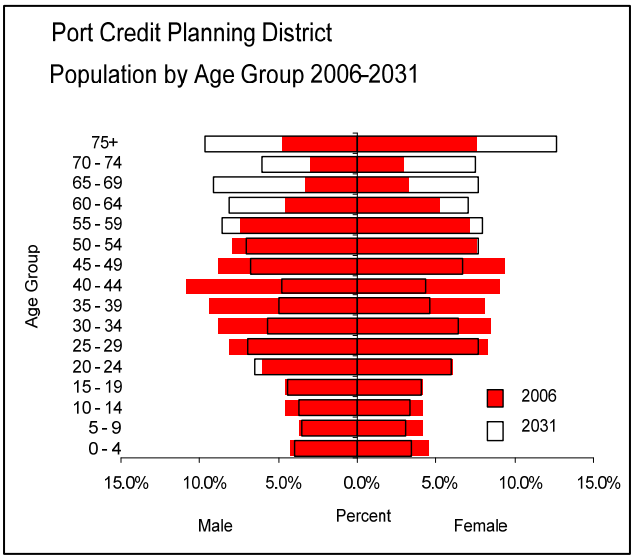


Figure 9: Similar to many established communities, Port Credit's population is forecast to age. In many cases, as people age they consider living in smaller accommodations and often prefer to live within the same general community.

8.2 Cultural Heritage

Port Credit contains a number of important cultural heritage resources and properties, including but not limited to:

- Old Port Credit Village Heritage Conservation District, these lands are subject to a Conservation District Plan, the goal of which is to conserve and enhance the historical character of old Port Credit village;
- Heritage Designations / Heritage Listings on the City's Heritage Register;
- Cultural Landscapes which include the Credit River ***Corridor***, Port Credit Pier Scenic View, and Mississauga Road ***Scenic Route***; and
- Registered archaeological sites.

8.2.1 Consideration will be given to including the Old Port Credit Village Heritage Conservation District into a

Community Improvement Plan to promote and enhance the heritage character of the area.



Figure 10: Given the long history of settlement in Port Credit it is important to protect, recognize and enhance the area's heritage attributes.

8.3 Community and Cultural Infrastructure

Port Credit contains a concentration of facilities, buildings, properties and events which represent a cultural infrastructure cluster considered to be a cultural node. Continued investment in Port Credit's cultural infrastructure is encouraged.

8.3.1 The Community Node and Lakeshore Road ***Corridor*** are preferred locations for community infrastructure.

8.3.2 Cultural infrastructure will reinforce, where possible, the Vision and guiding principles of an urban waterfront village.

8.3.3 Creative enterprises that support the economy and create an engaging lively area year round are encouraged to locate in the Community Node.

8.3.4 Mississauga will encourage partnerships and collaboration with the local community to further develop the cultural aspects of the Community Node.

8.3.5 Consideration will be given to including the Community Node and Neighbourhood Mainstreet Precinct into a Community Improvement Plan to guide development of the cultural infrastructure.

mississauga culture master plan

Figure 11: The Mississauga Culture Master Plan notes that cultural facilities and creative enterprises support economic activity and play a key role in creating the engaging, lively and richly textured places where people want to live and visit. Creative enterprises can include a wide range of businesses, such as: artists, galleries, architects, graphic designers, and software developers.

8.4 Distinct Identity & Character

8.4.1 The character will reflect the vision of an urban waterfront village. City initiatives, including investments in lighting, public art, transportation features, ***streetscape*** improvements, parks planning, will contribute to the vision.

8.4.2 Lakeshore Road (east and west) is a key location for the promotion of Port Credit as a place for vibrant cultural activities and providing a "sense of place". The mainstreet environment, including the built form, public realm, street furniture, lighting, cycling amenities, trees, gathering places are to be protected and, where possible, enhanced.

8.4.3 A master ***streetscape*** plan for Lakeshore Road (east and west) may be undertaken that reinforces the Vision and encourages a consistent design theme.

8.4.4 Opportunities to further Port Credit's identity and character through improvements to the public realm will be considered through the planning and design of:

- Light Rail Transit along Hurontario Street;
- redevelopment of the GO Station parking lot; and

- redevelopment along the Lake Ontario and Credit River shorelines, including the Port Credit marina.

8.5 Lake Ontario Waterfront

Port Credit is a waterfront community with a strong identity and orientation to the Lake Ontario and Credit River. Public access to the waterfront is an important part of the Port Credit identity.

8.5.1 Mississauga supports the continuation and improvement of water dependent activities and related employment uses such as marinas, facilities in support of recreational boating and sport fishing and uses that benefit from being near the shoreline, parks and the Waterfront Trail.

8.5.2 Uses in proximity to the waterfront will provide for public access, where appropriate. Through land acquisition, capital works and the review of proposals, Mississauga will endeavor to ensure this Vision is realized.

8.5.3 The Mississauga waterfront parks are a significant element of the Port Credit Character. Planning for the waterfront parks system will be guided by the Waterfront Parks Strategy, 2008.

9.0 MULTI-MODAL CITY

Integral to Port Credit is the transportation system which includes: transit, vehicular, ***active transportation*** (e.g. walking and cycling) and rail.

Tables 8-1 to 8-4 and Schedule 8 (Designated Right-of-Way Width) of the principal document identify the basic road characteristics. The long term multi-modal transportation system is shown on Schedule 5 (Long Term Road Network), Schedule 6 (Long Term Transit Network), and Schedule 7 (Long Term Cycling Network) of the principal document.

The Port Credit transportation system plays an important role in the overall livability and development of the area and in how Port Credit evolves as an urban waterfront village. Planned ***higher order transit*** will improve the area's transportation infrastructure; however, constraints such as the Credit River, the CN railway, and the existing road network, represent challenges to the overall functioning and capacity of the system.

On Lakeshore Road during the weekday morning and evening peak travel times, there are travel time delays and long queues experienced from approximately west of Mississauga Road to Hurontario Street. Vehicles travelling through this stretch experience "saturated flow", meaning that this stretch of roadway is approaching its motor vehicle capacity, with vehicle travel speeds being very low.

As Lakeshore Road is the only east-west road that crosses the Credit River south of the QEW serving both the local Port Credit community and regional travel, the City is concerned with exacerbating the problem with significant additional development in Port Credit.

The City is proposing to undertake a Lakeshore Road Transportation Master Plan, which will include Lakeshore Road (between the east and west City

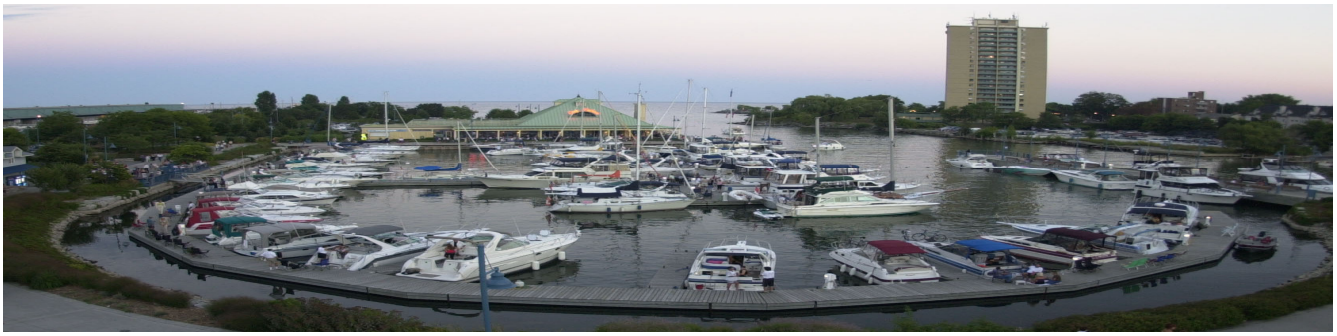


Figure 12: Water dependent activities are an important part of what gives Port Credit a distinct identity. Policies are intended to enhance the function and image of the area as a waterfront destination.

limits) and an examination of the transportation issues specific to the Port Credit area. As part of the future study, the City will review the ***higher order transit*** needs in the Port Credit area and opportunities to improve the transportation system for all modes.

Hurontario Street is identified as a ***higher order transit corridor***, with Light Rail Transit (LRT) being the recommended transit technology. In addition, a future ***Higher Order Transit corridor*** has been identified along Lakeshore Road East, extending from Hurontario Street, to the City of Toronto boundary. A preferred transit solution (e.g. bus or rail) has not yet been identified for this ***corridor***.

Depending on the density and transportation requirements of future development on significant land parcels or through land assembly, the extension of rapid transit to the west of Hurontario Street may be required.

9.1 Multi-Modal Network

9.1.1 The road and transportation network will consider the needs of all users, both those residing within the community and those that utilize the network from elsewhere in the city and surrounding areas.

9.1.2 Mississauga may acquire lands for a public transit right-of-way along Lakeshore Road East and Hurontario Street where the creation of a public transit right-of-way, separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.

9.1.3 The proposed LRT stop in Port Credit represent potential place making opportunities and locations for public art. Development applications adjacent to LRT transit stops may be required to incorporate placemaking elements into their design.

9.1.4 Hurontario Street and Lakeshore Road (east and west), including the Credit River Bridge, will not be built in excess of four lanes, excluding turning lanes, bus bays, space for bicycles, space for higher order transit and parking, unless it can be demonstrated that additional lanes will not result in a major deterioration of the neighbouring residential or retail commercial environment or public realm. The implementation of any major roadway modifications will require an amendment to this Area Plan.

9.1.5 Lakeshore Road (east and west) will be planned to accommodate, to the extent possible, all modes of transportation, including, pedestrian facilities, cycling facilities and ***higher order transit*** facilities. Appendix II contains the executive summary from the Lakeshore Road Transportation Review Study, which provides a comprehensive and technical transportation review regarding how the Lakeshore ***Corridor*** can accommodate alternative modes of transportation.

9.1.6 Mississauga will work with the Province to develop a multi-modal plan for the Queen Elizabeth Way / Lakeshore Road ***Corridor*** that addresses regional and local transportation needs and property impacts.

9.1.7 During the review of development applications, consideration will be given to eliminating and/or consolidating vehicular turning movements to and from Lakeshore Road (east and west) and direct traffic towards signalized intersections, where appropriate. Vehicular access to redevelopment opportunities should be considered from existing north-south side streets or existing or proposed laneways parallel to Lakeshore Road (east and west).



Figure 13: Providing safe, sheltered and convenient access to various modes of transportation can help shift peoples lifestyles towards more sustainable transportation modes such as transit, cycling, and walking.

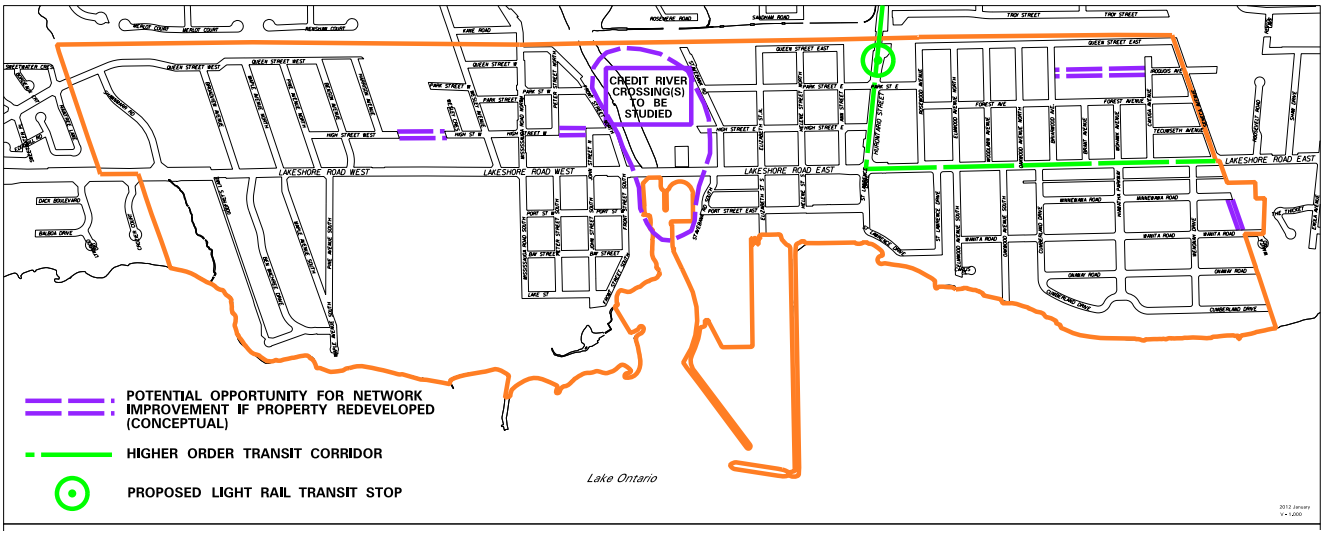


Figure 14: Potential Opportunities for Road Network Improvements and ***Higher Order Transit***

9.1.8 During the review of development applications, consideration will be given to the manner in which the development provides additional public access to the shoreline.

9.1.9 Mississauga will work with the Province to ensure development of ***higher order transit*** services and related infrastructure including parking structures are integrated appropriately into Port Credit, having regard for the impact on all modes of transportation.

9.1.10 Cycling and pedestrian infrastructure will be provided in accordance with the Cycling Master Plan and the principal document.

9.1.11 Mississauga will identify and pursue infrastructure opportunities that enable additional cycling and pedestrian crossings of the Credit River and CN Railway tracks.

9.1.12 A Transportation Master Plan for Lakeshore Road (between the east and west City limits) and Port Credit may be undertaken that addresses improving current mobility for all modes of transportation, the implications of future growth on the network and considers placemaking initiatives that would promote the animation of the ***corridor***. The Plan may assess improvements to the Port Credit road network, including additional pedestrian, cyclists and vehicle crossings of the Credit River as well as review the ***higher order transit*** needs in the Port Credit area.

9.1.13 Improvements to the road network and active transportation routes that provide connectivity and a fine grained network through Port Credit may be identified through a future Transportation Master Plan for the Lakeshore Road ***Corridor*** or through the development application process.

Improved connections will provide pedestrians, cyclists and vehicles a greater variety of routes and accessibility within the area. Potential opportunities for network improvements include but are not limited to the following:

- High Street West between Harrison Avenue and Wesley Avenue;
- High Street West between Peter Street North to John Street North;
- Iroquois Avenue, from Cayuga Avenue to Briarwood Avenue;
- Extension of Minnewawa Road southerly to connect with Wanita Road; and
- Additional crossing(s) of the Credit River.

When reviewing the appropriateness of potential road connections, the City will consider the volume and

type of traffic that would be accommodated on the road.

9.1.14 Development applications will be accompanied by transportation and traffic studies. Studies will address, amongst other matters, strategies for limiting impacts on the transportation network, where appropriate, including measures such as:

- reduced parking standards;
- transportation demand management;
- transit oriented design of the development;
- pedestrian/cycling connections; and
- access management plan.

9.1.15 Due to capacity constraints on the Port Credit transportation network, development applications requesting increases in density and height, over and above what is currently permitted in the Port Credit Local Area Plan will be discouraged unless it can be demonstrated, to the City's satisfaction, that the proposed development has included measures to limit the amount of additional vehicular demand.

9.2 Parking and Transportation Demand Management

9.2.1 Reduced parking requirements and maximum parking standards may be considered within:

a. the Community Node, particularly in proximity to the GO Station and future LRT stops; and

b. the Mainstreet Neighbourhood Precinct.

9.2.2 Public parking lots in the Community Node and Mainstreet Neighbourhood Precinct will be maintained and supplemented, where appropriate.

9.2.3 The City will encourage Transportation Demand Management measures, where appropriate, within the Community Node and as part of any significant redevelopment projects outside of the node.

9.3 Mobility Hub

The GO Transit station and vicinity is identified as a Gateway Mobility Hub in the Regional Transportation Plan prepared by Metrolinx and as a Major Transit Station in the principal document. The transit station area connects regional rapid transit along the GO line with local bus service. In the future, the area is planned to have connections to ***higher order transit*** lines serving Hurontario Street and Lakeshore Road East.

Port Credit exhibits many of the attributes of a successful mobility hub such as having a concentration of housing, shopping and recreational uses in the vicinity of a transit station where Regional and local transit services connect. The focus for future development is to support the planned character of the area, and the functioning of the mobility hub.

9.3.1 Investment in infrastructure, building and site design that supports the function of the mobility hub will be a priority. This includes, among other things:

a. a vibrant, mixed use environment, providing additional employment opportunities and a greater range of commercial establishments;

b. a built form that respects the planned character of the area;

c. safe and efficient pedestrian and cycling connections to neighbourhoods that surround the mobility hub;

d. safe and efficient movement of people transferring between transit modes, networks and routes;

e. safe and efficient movement of people with high levels of pedestrian and cyclist priority;

f. safe and efficient access for cyclists, and secure storage facilities;

g. a well designed transit station for a high quality user experience;

h. strategic parking management, including minimizing surface parking lots and designing parking structures to a high architectural and landscape standard;

i. an attractive public realm;

j. a minimized ecological footprint; and

k. effective partnerships and incentives for increased public and private investment.

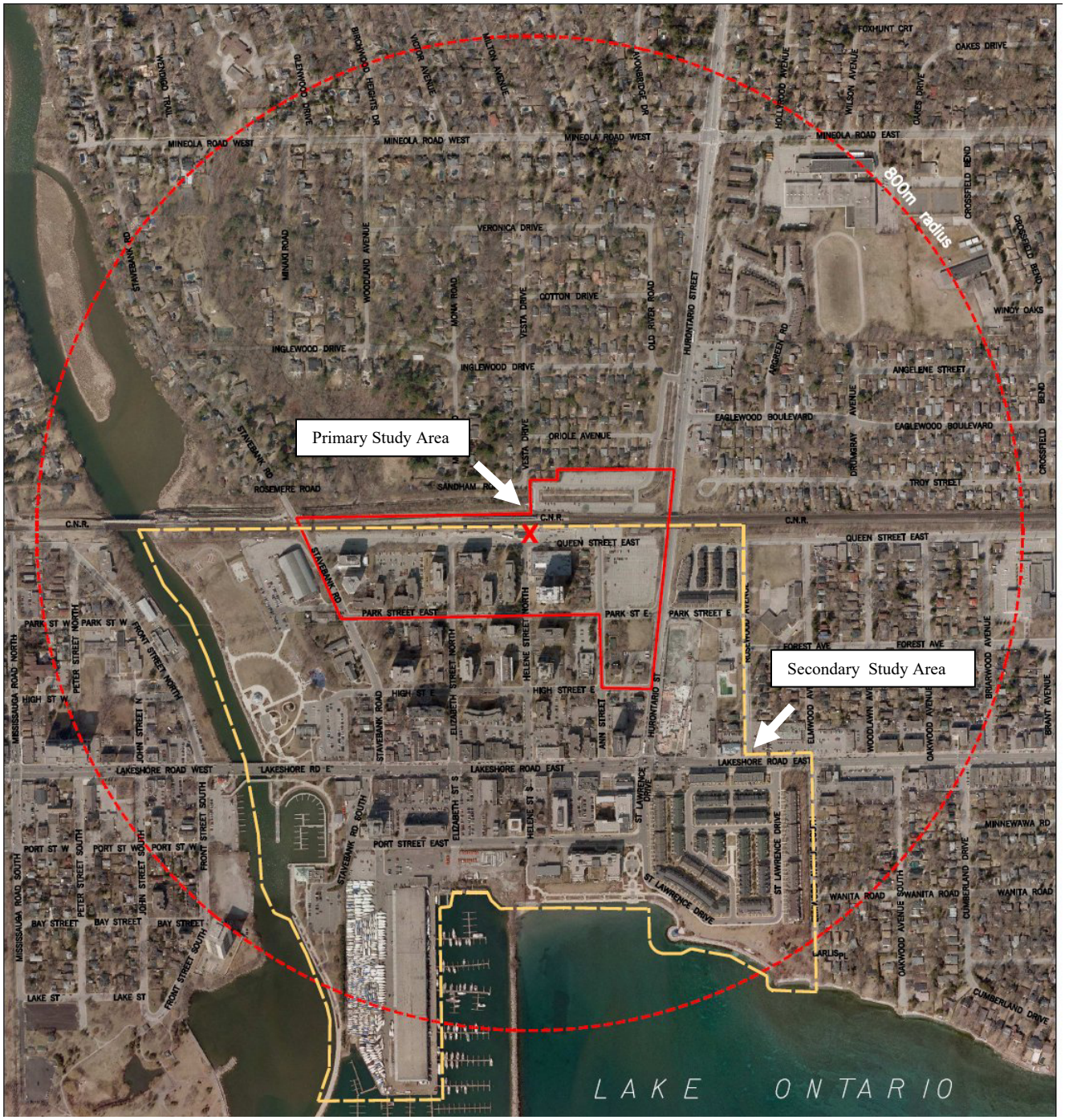


Figure 15: The Regional Transportation Plan broadly defines the geographic limits of a mobility hub to be the area within 800 metres of a major transit station. The Port Credit Mobility Hub Study refined the limits by removing stable residential neighbourhoods as well as lands to the west of the Credit River, which is a barrier to travel. The limits of the Mobility Hub with Port Credit correspond to the Secondary Zone. The GO Station parking lot on the north side of the CN Railway is outside of the Port Credit Local Area Plan.

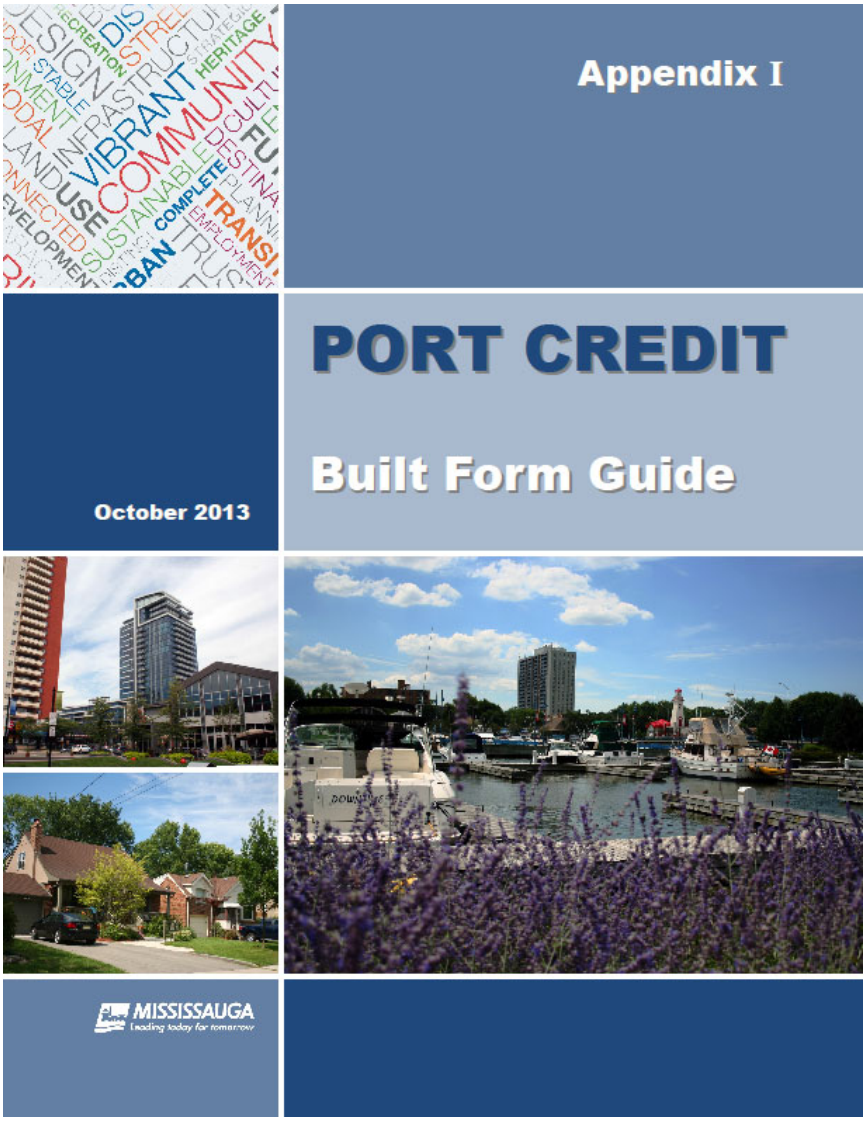


Figure 16: The Port Credit Built Form Guide demonstrates how the Desirable Urban Form Policies can be achieved.

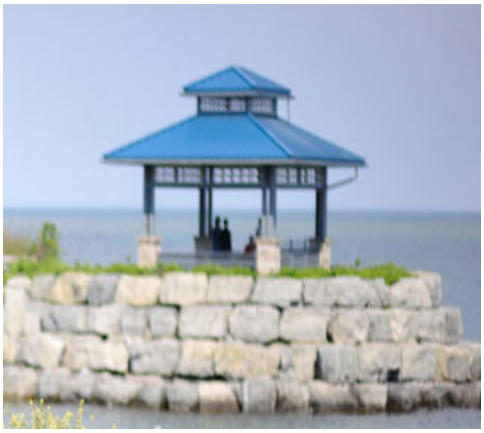


Figure 18: Provision of public access to the waterfront and protection of views to Lake Ontario are important components of Port Credit.



Figure 17: Port Credit contains a diverse range of built environments, which are reflected in the Area Plan policies.

10.0 DESIRABLE URBAN FORM

The desirable urban form policies reflect the planned function and local context and are organized as follows:

a. Community Node Character Area

This Character Area has been further subdivided into the following precincts:

- Central Residential;
- Mainstreet Node;
- Harbour Mixed-Use; and
- Riverside.

b. Neighbourhood Character Area

This Character Area has been further subdivided into the following precincts:

- Old Port Credit Village Heritage Conservation District;
- Port Credit West Village;
- North Residential Neighbourhood;
- South Residential Neighbourhood; and
- Mainstreet Neighbourhood.

The locations of these precincts are shown on Schedule 1.

Development will be guided by the Port Credit Built Form Guide, contained in Appendix I.

10.1 General Policies

10.1.1 Development will be in accordance with the minimum and maximum height limits as shown on Schedule 2A, 2B and 2C. The appropriate height within this range will be determined by the other policies of this Area Plan.

10.1.2 Heights in excess of the limits identified on Schedules 2A and 2B within the Community Node precincts and Mainstreet Neighbourhood precinct may be considered through a site specific Official Plan Amendment application, subject to demonstrating, among other matters, the following:

a. The achievement of the overall intent, goals, objectives of this Plan;

b. Appropriate site size and configuration;

c. Appropriate built form that is compatible with the immediate context and planned character of the area;

d. Appropriate transition to adjacent land uses and buildings, including built form design that will maximize sky views and minimize visual impact, overall massing, shadow and overlook;

e. Particular design sensitivity in relation to adjacent heritage buildings; and

f. Measures to limit the amount of additional vehicular and traffic impacts on the Port Credit transportation network.

10.1.3 For properties located in more than one precinct, development must conform to the policies appropriate for each portion of the precinct.

10.1.4 Above grade parking facilities will be designed to be compatible with the surrounding character through the use of architectural elements that fit with the scale and style and ***streetscape*** of the community. Secure storage facilities for bicycle parking will be provided on the ground floor of the structure. Consideration will also be given to including active pedestrian related uses on the ground floor of the structure to improve the animation of the street edge condition. Where possible, above grade parking structures will be designed in such a manner that they are integrated into the development.

10.2 Community Node Character Area

The Community Node Character Area will exhibit high standards of urban design that reinforce and enhance the identity of Port Credit as a vibrant and memorable urban place. Additional development is anticipated, however, the form and scale will vary within the node in accordance with the various precincts.

The policies are intended to reflect a number of objectives, including among other things:

- to ensure that the greatest height and density will be in close proximity to the GO station and future LRT transit stop at Hurontario Street and Park Street;
- to ensure building heights will reflect an appropriate transition towards the Credit River, Lake Ontario Shoreline, the mainstreet area, and surrounding neighbourhoods;
- to provide for a variety of building heights and massing that are well spaced to provide skyviews and an articulated skyline;
- to recognize the waterfront as an important attribute where public access will be provided and views protected;
- to provide for a village mainstreet environment that is characterized by low rise mixed use development with a high quality public realm along Lakeshore Road (east and west);
- to recognize key locations in the vicinity of the GO station and waterfront that require additional study prior to redevelopment; and
- to ensure development will be sensitive to the existing context, heritage resources and planned character of the area.

10.2.1 Community Node Character Area General Policies

10.2.1.1 The overall development of the Node will be at a scale that reflects its role in the urban hierarchy.

10.2.1.2 Floor plate size for buildings over six storeys will decrease as building height increases, to address, among other matters:

a. overall massing (reduce "wall effect");

b. visual impact of buildings;

c. protect skyviews; and

d. limit shadow impact.

10.2.1.3 Buildings over six storeys will maintain distance separations that, amongst other matters, address the following:

a. existing distance separations between buildings;

b. overcrowding of skyviews and skyline;

c. protection of view ***corridor***s; and

d. privacy and overlook of occupants.

10.2.1.4 New development will provide for landscape areas that, amongst other matters, address the following:

a. landscaped character of existing properties and the planned function of the precinct;

b. provide buffer between uses;

c. incorporate ***stormwater best management practices***;

d. enhance the aesthetic quality of the area; and

e. provide opportunities to enhance the tree canopy.

10.2.1.5 ***Streetscape*** will address, among other matters, the following:

a. setbacks and side yards to reflect the planned function;

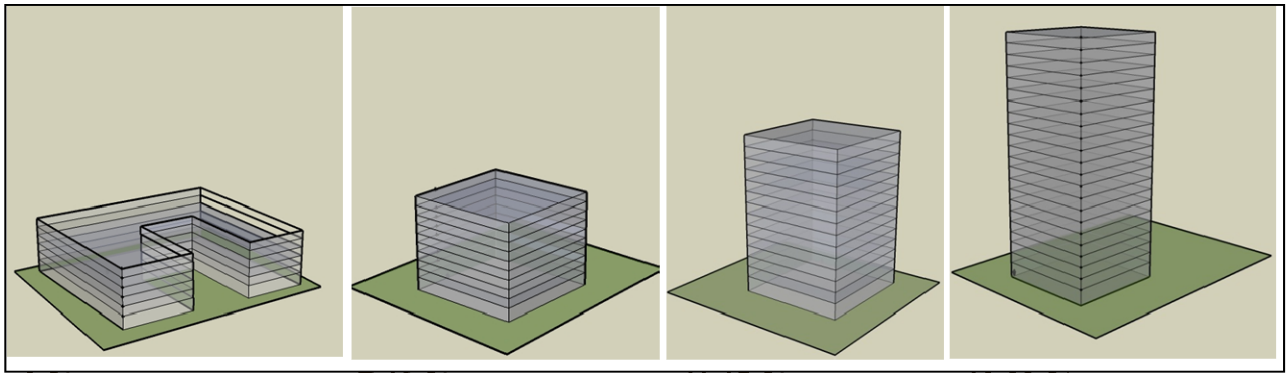


Figure 19: The floor plate of buildings will decrease as the height of the building increases.

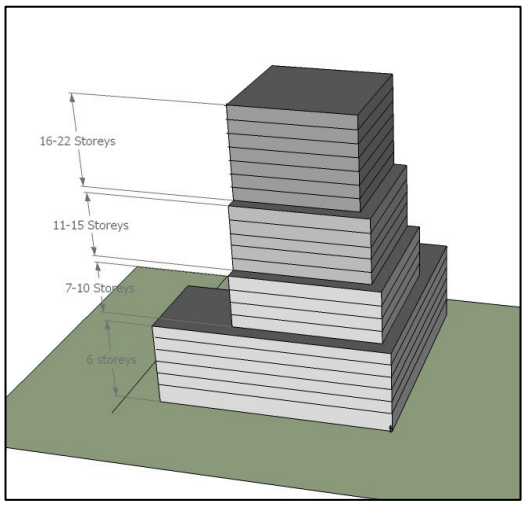


Figure 20: Combination of floor plates and heights may be permitted.

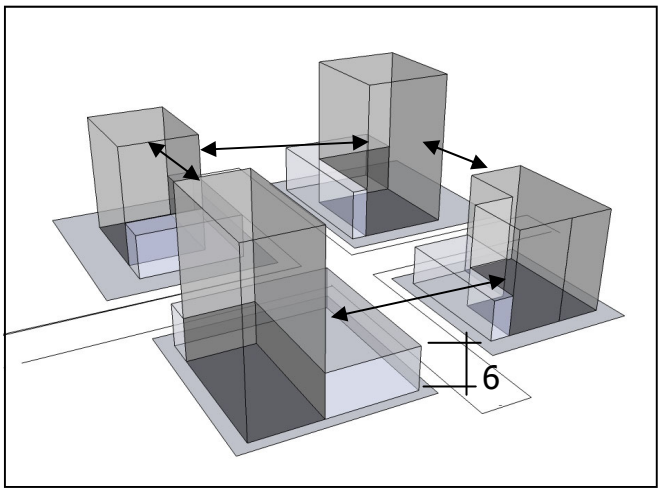


Figure 22: Development will reflect appropriate separation distances between buildings over six storeys.

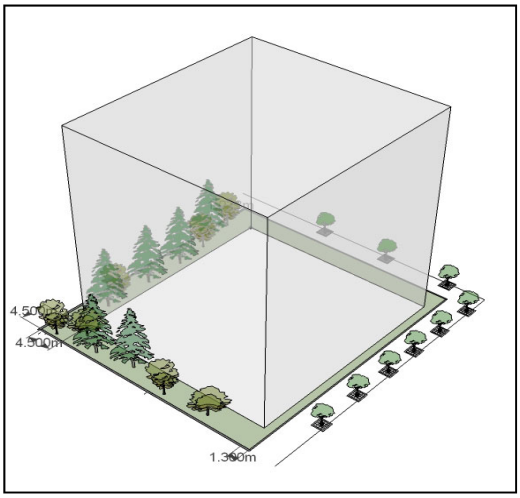


Figure 21: Appropriate landscaping, reflecting the use and context will be provided.

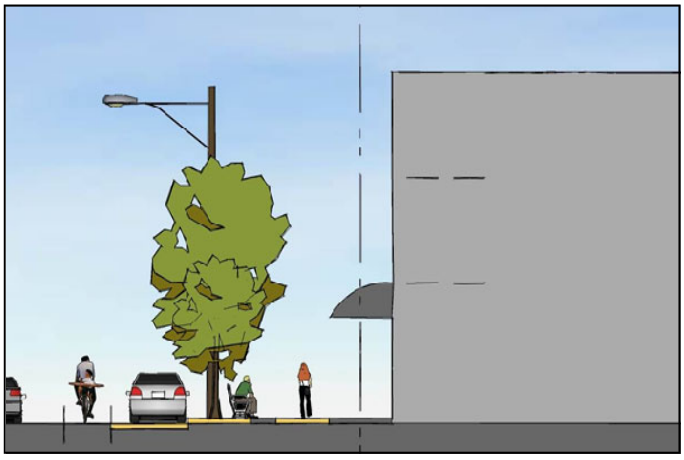


Figure 23: Different streets will have different ***streetscape*** requirements, for example, within the mainstreet precinct, development should provide a desirable streetedge condition that is ideal for the use of pedestrians.

b. minimize vehicular access points; and

c. creating an attractive public realm.

10.2.2 Central Residential Precinct

This precinct contains a significant concentration of apartment buildings with potential for intensification, primarily in the immediate vicinity of the GO station and will have the highest building heights in Port Credit. The existing character of the area will generally be maintained, particularly the mature trees and the well landscaped front yards.

10.2.2.1 Building heights will generally decrease towards the east and west of the precinct, reflecting proximity of either the Credit River Valley or established residential neighbourhoods.

10.2.2.2 Building heights on lots adjacent to the Mainstreet Precinct will demonstrate an appropriate transition.

10.2.2.3 The Port Credit GO Station Southeast Area Master Plan will be used in the review of development applications on lands designated Mixed Use or Utility in the vicinity of the GO Station.

10.2.3 Mainstreet Node Precinct

This precinct includes part of Port Credit's traditional mainstreet which generally extends a half block north and south of Lakeshore Road (east and west). In many cases this coincides with the alignment of a public lane; where it does not, the limit of the area is defined by an extension of a line from the public lane.

10.2.3.1 This precinct will contain street related commercial uses with a rhythm of closely spaced storefronts lining the street in order to encourage and foster an active pedestrian street.

10.2.3.2 Single use residential buildings are not permitted.

10.2.3.3 The Mainstreet Node Precinct will meet both the day-to-day needs of local residents as well as those visiting the area.

10.2.3.4 For the portion of the Mainstreet Node Precinct on the south side of Lakeshore Road West, between Mississauga Road and the Credit River, the Old Port Credit Village Heritage Conservation District Plan also applies.

10.2.4 Harbour Mixed Use Precinct

This precinct has potential for intensification and is intended to contain a mixture of uses and densities. Development will be at a lower overall scale than the Central Residential Precinct and will step down towards Lake Ontario, except for landmark sites identified in this Area Plan.

Marina uses are recognized as important elements of the Harbour Mixed Use Precinct and Port Credit. It is recognized that the waterfront will be more urban in nature, with a wider range of uses and activities that help reinforce the elements of a waterfront setting.

10.2.4.1 The scale of development will be supportive of an urban waterfront village theme.

10.2.4.2 Provision of public access and additional public lands along the waterfront will be a priority consideration in any redevelopment of properties on the waterfront.

10.2.4.3 Development will maintain existing view ***corridor***s to Lake Ontario.

10.2.4.4 For the portion of the Harbour Mixed Use Precinct, on the south side of Lakeshore Road West, between Front Street South and the Credit River, the Old Port Credit Village Heritage Conservation District Plan applies.

10.2.4.5 The lands located south of Port Street East and east of the Credit River will be redeveloped in a manner that recognizes the site's rich marine history and waterfront location. It is envisioned to be a mid-rise, mixed use area with residential, office, retail and recreational uses that will animate and activate the site throughout the day and year. The site will be a city-wide and regional destination that offers recreational and leisure activities with public access and views to the waterfront. A key attraction will be a marina, marinarelated facilities and waterfront parks. At the water's edge a building that exemplifies high design and draws people to the water is envisioned.

The site will feature high quality design and prioritize pedestrians and cyclists. Innovative sustainable design and green building technologies will be showcased and the site's natural and cultural heritage resources will be protected and enhanced.

The site should achieve the following:

a. is woven into the fabric of Port Credit and the city;

b. supports the overall vision of Port Credit as an evolving waterfront village;

c. celebrates the site's urban waterfront context;

d. provides for a mix of uses including, residential, office, retail, indoor and outdoor markets, and ***makerspaces***;

e. links the marine and cultural history of the site together; and

f. draws people to the water's edge to live, work, make, learn, shop and play.

The Inspiration Port Credit 1 Port Street East Comprehensive Master Plan was undertaken for these lands, which included extensive public consultation. This master plan is the basis of the policies for this area and informs how these policies can be achieved.

10.2.5 Riverside Precinct

This precinct is intended to provide a transition between the taller building heights in the Central Residential Precinct and the low rise building heights in the North Residential Neighbourhood.

10.2.5.1 New development will demonstrate an appropriate transition to the Credit River valley, and the Mainstreet Precinct.

10.2.5.2 Any redevelopment along Mississauga Road North will consider its character as a ***scenic route.***

10.2.5.3 Pedestrian open spaces will be planned to visually and physically extend Port Credit Memorial Park West into this neighbourhood along High Street West through to Front Street West, and along Park Street West.

10.3 Neighbourhood Character Area

The Neighbourhood Character Area represents stable residential areas where the existing character is to be preserved and will not be the focus for intensification. Where development occurs, it will generally be through modest infilling or development within the Lakeshore Road (east and west) Mainstreet Neighbourhood Precinct, the existing commercial plaza or the Port Credit West Village Precinct.

The Neighbourhood Character Area is not uniform and contains unique issues that are addressed through various precincts (e.g. heritage conservation district, proximity to railway and existing employment uses, redevelopment of the large brownfield site).

Neighbourhood policies are intended to reflect a number of objectives, including among other things:

- to ensure development is sensitive to the existing low rise context and to reinforce the planned character of the area;
- to ensure Lakeshore Road (east and west) will undergo appropriate development and provide for a public realm that reinforces its planned role as a location that helps connect the community and fosters an active pedestrian and cycling environment;
- to appropriately balance the constraints associated with both the Canadian National Railway line and adjacent residential uses;
- to recognize the former refinery site as an important location along the waterfront that requires special attention; and
- to recognize the Old Port Credit Heritage Conservation District.

10.3.1 Neighbourhood Character Area General Policies

10.3.1.1 ***Streetscape*** along Lakeshore Road (east and west) will address among other matters the following

a. minimize vehicular access points;

b. orient entrances and buildings towards the street; and

c. create an attractive public realm.

10.3.2 Old Port Credit Village Heritage Conservation District Precinct

The Old Port Credit Village Heritage Conservation District Plan applies to the lands within this precinct.

The precinct contains a mixture of housing, retail commercial and community buildings of many types, representing different eras. While some of the housing stock is relatively new, the neighbourhood contains pockets of housing that date back to the nineteenth century, representing various time frames and a pleasing sense of "time depth".

The precinct is predominately low rise in character, however, the existing low rise apartment buildings are recognized as forming part of the precinct.

10.3.2.1 Any additions, alterations, adaptive reuse or redevelopment will address how the development:

- displays massing and scale sympathetic to surroundings;
- preserves the historic housing stock;
- supports the existing historical character;
- maintains the existing street grid pattern and building setbacks; and
- maintains and enhances significant groupings of trees and mature vegetation.

10.3.3 Port Credit West Village Precinct

The precinct consists of a property formerly used as a refinery that is undergoing a significant revitalization through remediation and redevelopment. It will be transformed into a complete community supporting a mix of residential, commercial, institutional and open space uses. A range of housing types and building heights will be developed across the site in a way that is compatible with and enhances the character of the surrounding area.

A new sizable Waterfront Park is among the public realm amenities that will benefit new residents as well as the larger Port Credit community. The precinct policies and Special Site policies provide additional direction regarding the future development of these lands.

10.3.3.1 This mixed use community will consist of:

a. new parks, including those that will contribute to a vibrant, animated waterfront that will be a regional destination;

b. connections with existing parks and open space;

c. a fine grain street network that is integrated into the broader community;

d. multi-modal mobility options, including active transportation;

e. a diversity of built form and housing types for all ages and incomes;

f. design and architectural excellence;

g. sustainable development including innovative infrastructure where feasible;

h. a high quality public realm and other community gathering spaces;

i. place making and cultural vibrancy; and

j. a legacy for future generations.

10.3.3.2 Land uses, built form and public open spaces will provide appropriate transitions to the adjacent South Residential and Old Port Credit Heritage Conservation District Precincts.

10.3.3.3 Development will provide view corridors to Lake Ontario, where appropriate.

10.3.3.4 Extensive remediation will be completed prior to development.

10.3.4 North Residential Neighbourhoods (Shawnmarr/Indian Heights and Credit Grove) Precinct

This precinct includes the areas known as Shawnmarr/Indian Heights and Credit Grove located on the west and east sides of the Community Node, between the railway line and the neighbourhood mainstreet area along Lakeshore Road West and East. These predominately stable residential areas will be maintained while allowing for infill which is compatible with and enhances the character of the area.

10.3.4.1 The predominant characteristics of these areas will be preserved including:

a. low rise building heights;

b. the combination of small building masses on small lots;

c. the well landscaped ***streetscapes***; and

d. the regular street grid.

10.3.4.2 New development is encouraged to reflect 1 to 2 storey residential building heights and should not exceed 3 storeys.

10.3.4.3 Properties fronting Lakeshore Road West will complement the adjacent Mainstreet Precinct by continuing the general 4 storey height limits. Single use residential buildings are permitted along this portion of Lakeshore Road West.

10.3.4.4 The existing commercial plaza located generally between Harrison Avenue and Wesley Crescent provides commercial floor space that serves the area but also represents a site for potential intensification with a maximum height limit of 4 storeys. The front portion of the commercial site is considered to be part of the Mainstreet Precinct and the rear is part of the North Residential Neighbourhoods Precinct. Any future redevelopment of the property will address issues, including but not limited to:

a. constraints given previous industrial uses on the property;

b. potential road connections and improvements to the neighbourhood's fine grained road pattern;

c. retention of commercial space; and

d. appropriate transitions to adjacent residential uses.

10.3.4.5 The Canadian National Railway line defines the northern boundary of this area and restricts the types of use that can be redeveloped on adjacent properties. Development of these lands will:

a. be encouraged to improve the transition to adjacent residential areas;

b. have a maximum height generally equivalent to a 2 storey residential building, for warehousing, self-storage, wholesaling and manufacturing;

c. ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential areas;

d. provide appropriate landscaped buffers to adjacent residential areas; and

e. provide a ***streetscape*** that is compatible with adjacent neighbourhoods.

10.3.4.6 Any redevelopment along Mississauga Road North will consider its character as a ***scenic route***.



Figure 24: Business Employment uses can be an appropriate buffer between residential neighbourhoods and the railway, provided they have an appropriate height and landscaping, and uses are kept predominately within buildings.

10.3.5 South Residential Neighbourhoods (Cranberry Cove, Hiawatha) Precinct

This precinct includes the areas known as Cranberry Cove and Hiawatha, located on the west and east sides of the Community Node, between Lakeshore Road West and East and the waterfront. These predominately stable residential areas will be maintained while allowing for infill which is compatible with and enhances the character of the area.

10.3.5.1 The predominant characteristics of these areas will be preserved including:

a. low rise building heights;

b. the combination of relatively small building masses on small lots;

c. the physical and visual access to Lake Ontario from parks and the terminus of streets;

d. the well landscaped ***streetscapes***; and

e. street grid pattern.

10.3.5.2 New development will have a maximum height generally equivalent to 2 storeys.

10.3.5.3 Properties fronting Lakeshore Road West will complement the adjacent mainstreet precinct by continuing the general 4 storey height limits. Single use residential buildings are permitted along this portion of Lakeshore Road West.

10.3.6 Mainstreet Neighbourhood Precinct

This Precinct is intended to contain a mixture of uses that help meet the day-to-day needs of residents. This precinct represents an extension of the Mainstreet Node Precinct and generally extends a half block north and south of Lakeshore Road West and East.

This precinct will contain street related commercial uses with closely spaced storefronts lining the street to encourage and foster an active pedestrian street.

10.3.6.1 Development will provide view ***corridors*** to the lake, where appropriate.

10.3.6.2 The assembly of adjacent low density residential land to enlarge properties fronting the Mainstreet Precinct is discouraged. However, should assembly occur, the primary purpose of these lands should be for buffering the adjacent residential uses and for amenity space and/or parking if required through the development.



Figure 25: The established low density residential characteristics of Port Credit Neighbourhoods are to be preserved.



Figure 26: Development along Lakeshore Road will provide for a mainstreet commercial environment and attractive public realm that reinforces its planned role as a location that helps connect the community and foster an attractive and safe public realm.

11.0 STRONG ECONOMY

Employment opportunities are an important component of Port Credit as they contribute to a healthy mixture of land uses, help provide a complete community, and are supportive of a village where people have the opportunity to live work and play in the same area.

Port Credit contains a significant number of jobs located outside of the Community Node. Employment is found primarily focused in the businesses along Lakeshore Road, along the railway ***corridor***, and at school sites. In total, approximately one third of the Area Plan's employment is located outside of the node but within Port Credit.

This Area Plan provides for the continued operation and expansion of employment uses. Generally, the most appropriate employment uses are in the education, office, culture, and retail sectors. In particular, creative enterprises that are involved in the creation, production and distribution of goods and services that use creativity and intellectual capital as primary inputs are encouraged. These include but are not limited to: artists, galleries, architects, graphic designers, and software developers.

11.1 Opportunities for lake dependent or waterfront retail commercial activities, including activities such as marinas, and facilities in support of recreational sport fishing, will be promoted along the portion of the waterfront located within the Community Node.

12.0 LAND USE DESIGNATIONS

This section provides additional policy direction on the permitted land uses within this Area Plan. Schedule 10 (Land Use Designations) of the principal document, identifies the uses of land permitted and will be read in conjunction with the other schedules and policies in the Plan.

12.1 General

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

12.2 Residential Low Density I

12.2.1 Notwithstanding the Residential Low Density I policies of the Plan, the following uses will not be permitted:

a. semi-detached dwelling; and

b. duplex dwelling.

12.3 Residential Low Density II

12.3.1 Notwithstanding the Residential Low II Density policies of the Plan, the following additional use will be permitted:

a. existing office uses.

12.4 Residential Medium Density

12.4.1 Notwithstanding the Residential Medium Density policies of the Plan, the following additional use may be permitted:

a. low rise apartment dwellings.

12.4.2 Notwithstanding the Residential Medium Density policies of the Plan, the following additional use will be permitted:

a. existing office uses.

12.5 Residential High Density

12.5.1 Notwithstanding the Residential High Density policies of the Plan, the following additional use will be permitted:

a. existing office uses.

12.6 Mixed Use

12.6.1 Notwithstanding the Mixed Use policies of the Plan, the following uses will not be permitted:

a. motor vehicle rental.

12.6.2 Notwithstanding the Mixed Use policies of the Plan, drive-through facilities are not permitted on sites identified on Schedule 3.

12.7 Public Open Space

12.7.1 Notwithstanding the Public Open Space policies of the Plan, the following additional use may be permitted:

a. commercial parking facility.

12.8 Business Employment

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

a. adult entertainment establishments;

b. animal boarding establishments, which may include outdoor facilities;

c. body rub establishments;

d. broadcasting, communication and utility rights-of-way;

e. cardlock fuel dispensing facility;

f. commercial parking facility;

g. funeral establishment;

h. motor vehicle rental;

i. overnight accommodation;

j. restaurant;

k. transportation facility;

l. truck terminal; and

m. ***waste*** processing or transfer stations and composting facilities.

12.8.2 Notwithstanding the Business Employment policies of the Plan, the following policies apply:

a. permitted uses will operate entirely within enclosed buildings.

13.0 SPECIAL SITES & EXEMPT SITES

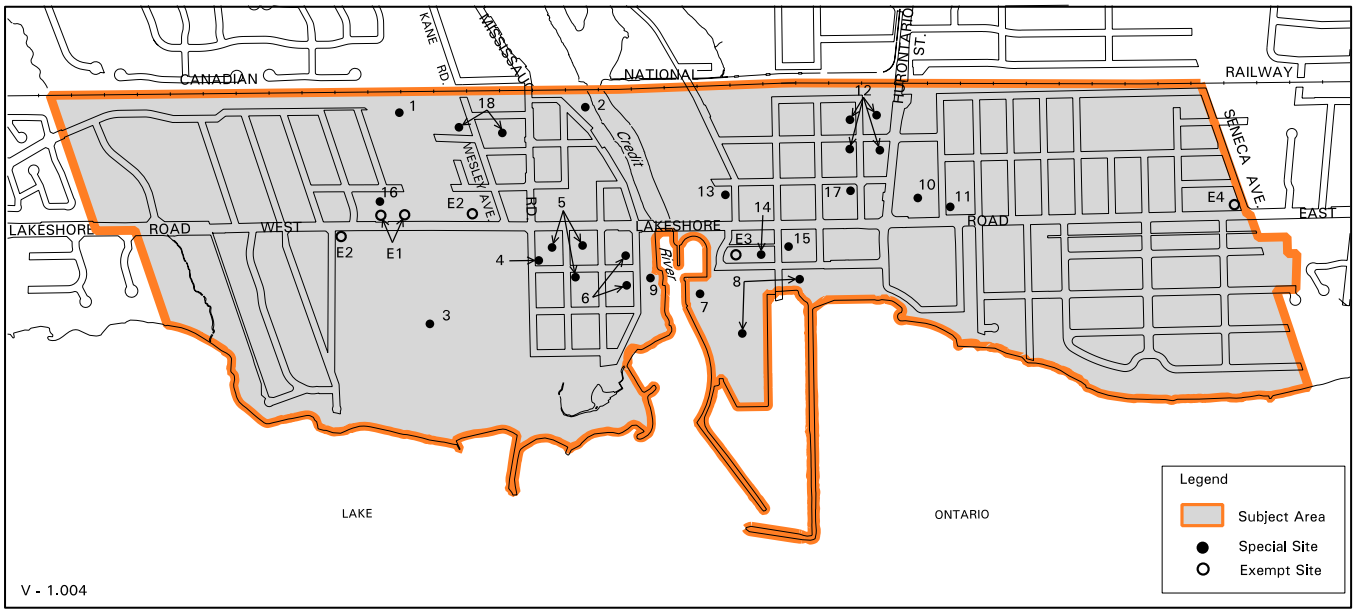
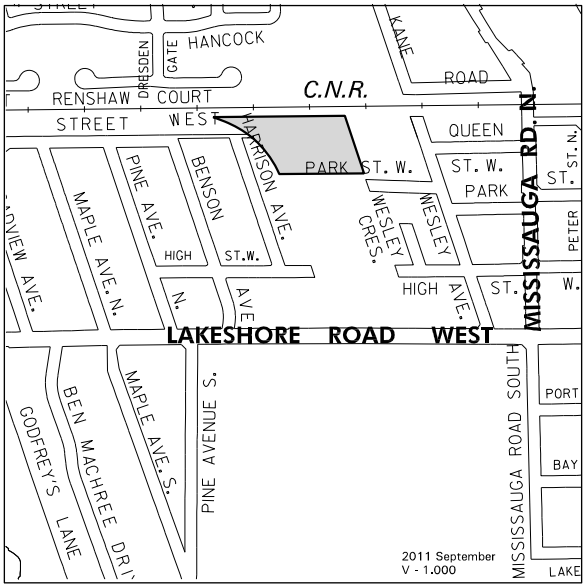


Figure 27: Location of Special and Exempt Sites within the Port Credit Local Area Plan

13.1 Special Sites

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

13.1.1 Site 1



13.1.1.1 The lands identified as Special Site 1 are located south of the Canadian National Railway and east of Queen Street West.

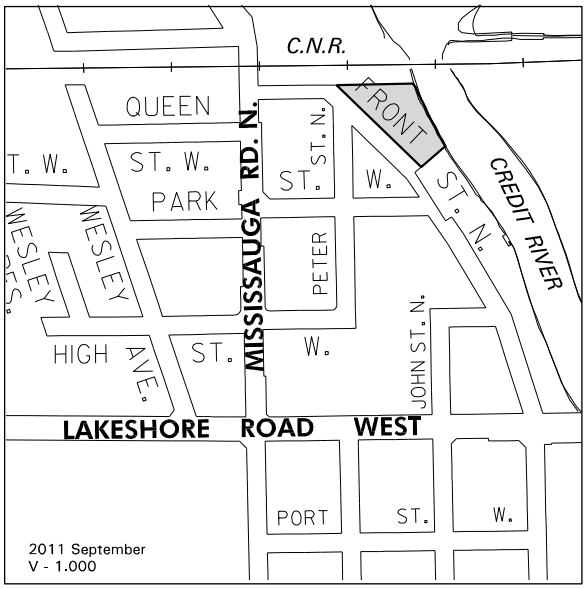
13.1.1.2 Notwithstanding the provisions of the Busines Employment designation and the Desirable Urban Form policies, the following additional policies will apply:

a. development (including servicing) will be permitted following the filing of a Record of Site Condition (RSC) on the Ministry of Environment's Registry in accordance with Ont. Reg.153/04 as amended;

b. vehicular access to the site will be provided from Lakeshore Road West through an existing easement. Access from surrounding residential streets will only be permitted subject to addressing the appropriateness of the volume and type of traffic that would be accommodated on residential streets; and

c. building heights for ***secondary offices*** uses will be a maximum of 4 storeys.

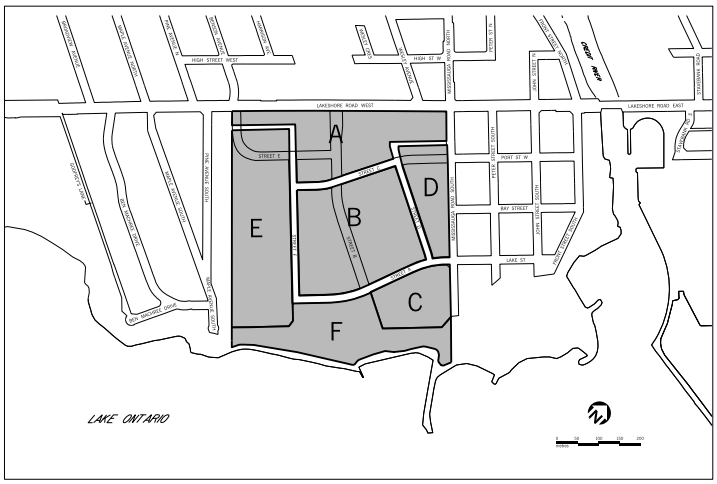
13.1.2 Site 2



13.1.2.1 The lands identified as Special Site 2 are located south of the Canadian National Railway tracks, east of Front Street North.

13.1.2.2 Notwithstanding the provisions of the Private Open Space and Greenlands designations, the existing private club will be permitted.

13.1.3 Site 3



13.1.3.1 The lands identified as Special Site 3 are located on the south side of Lakeshore Road West, between Mississauga Road South and the rear yards of residential home fronting onto Pine Avenue South.

13.1.3.2 General Policies

13.1.3.2.1 The City will require a mix of housing unit types, sizes and tenure to accommodate changes in community needs over time.

13.1.3.2.2 A maximum of 2,995 residential units and a maximum gross floor space index of 1.45 will be permitted for the entire site, excluding the 0.3 ha parcel of land at the northwest quadrant of Mississauga Road South and Port Street West that will be developed for affordable housing. Roads, parks and hazard lands will be included for gross floor space index calculation purposes.

13.1.3.2.3 The Public Open Space network and the street system will be designed to create view corridors and active transportation connections from Lakeshore Road West to Lake Ontario and the shoreline.

13.1.3.2.4 A diverse range of local and destination open spaces will be incorporated into the development and will connect the built form and natural area elements. This network will include public parks, trails, privately owned public space (POPS) and natural hazard lands.

13.1.3.2.5 In order to ensure proper and orderly development in accordance with this Plan, development will occur by way of one or more plans of subdivision which will determine the alignment of municipal roads, the location of parkland and conditions respecting development phasing.

Area A (West Village Square)

13.1.3.2.6 West Village Square is the gateway to the site from Lakeshore Road West and contains its primary access point. It will contain a multiseasonal public square on private lands that will serve as a gathering space for residents and visitors of all ages and abilities. It will feature retail, personal service and office uses to serve the needs of the neighbourhood and will also incorporate residential uses.

13.1.3.2.7 Development on the Lakeshore Road West frontage will consist of low to mid-rise commercial buildings and mixed use residential/commercial buildings.

13.1.3.2.8 While minimum building heights fronting Lakeshore Road West will be two storeys, small portions of buildings may be one storey with a two storeys height to allow for minor architectural variations. Buildings or portions of buildings that do not front directly onto Lakeshore Road West may be one storey in height if they are behind buildings that are at least two storeys.

Area B (The Promenade)

13.1.3.2.9 The Promenade is located in the centre of the site. A linear park leading from West Village Square to the Waterfront Park and the Campus will form the central spine of this precinct and will be the dominant public realm feature. A public street will be located along the western edge of the linear park. Together, the linear park and public street will create views and connections south to Lake Ontario and the Waterfront Park.

13.1.3.2.10 This precinct will contain a variety of housing forms and will contain the highest densities and tallest buildings on the site.

Area C (The Campus)

13.1.3.2.11 The Campus is located at the southeast portion of the site, beside the Waterfront Park. This precinct will act as a catalyst to attract movement into and through the site throughout the day and year and will contain a mix of uses. Integration of privately owned public space (POPS) with the abutting public Waterfront Park should be prioritized.

13.1.3.2.12 Only non-residential uses are permitted in the first two storeys of all buildings and may include a range of community, cultural, recreational, educational, institutional, retail and office uses. Amenity areas provided for residential uses are also permitted on the first two storeys of all buildings.

13.1.3.2.13 The lowest building heights will be at the northeast corner of The Campus and will be a maximum of four storeys.

13.1.3.2.14 The maximum building height is eight storeys along the south portion of the Campus abutting the Waterfront Park.

13.1.3.2.15 Surface parking lots are not permitted.

Area D (Old Port Transition)

13.1.3.2.16 The Old Port Transition precinct is along the eastern edge of the site and provides a transition to the adjacent Old Port Credit Village Heritage Conservation District. A mix of residential, school and park uses will be designed to ensure built form and land use compatibility.

13.1.3.2.17 The public park identified by the Public Open Space designation may be moved to the south without amendment to this Plan. The relocation of the park block will be required should a public school be developed within the Old Port Transition precinct.

Area E (Parkside)

13.1.3.2.18 Parkside is located along the west boundary of the site and provides an appropriate transition to the existing Cranberry Cove neighbourhood by incorporating a linear landscaped public trail, built form massing, additional landscape treatments and compatible land uses.

13.1.3.2.19 While this precinct will be primarily comprised of low rise townhouses, a mid-rise residential building is permitted abutting the Waterfront Park. The west portion and majority of this building will not exceed six storeys in height to ensure appropriate built form massing adjacent to the Cranberry Cove neighbourhood. The east portion of the building will have a maximum height of 12 storeys.

Area F (Waterfront Park)

13.1.3.2.20 A new Waterfront Park will incorporate the existing Waterfront Trail and contribute to this are becoming a regional waterfront destination. It will integrate ecological habitats and programmable space.

13.1.3.3 Transportation

13.1.3.3.1 The street and block pattern will be integrated into the surrounding neighbourhood context. A street network with multiple connection points will be designed for several modes of transportation. A high quality, pedestrian focused streetscape is to be provided.

13.1.3.3.2 The street network will be comprised of public streets, unless arrangements for private streets are made that are satisfactory to the City.

13.1.3.3.3 Stormwater best management practices are encouraged to be integrated into design of the streets.

13.1.3.4 Environment

13.1.3.4.1 The development of a district energy system will be encouraged. Where a district energy system is not provided, development is encouraged to include on-site renewable energy systems.

13.1.3.4.2 A cogeneration facility will be permitted as an accessory use within the Residential High Density designation.

13.1.4 Site 4

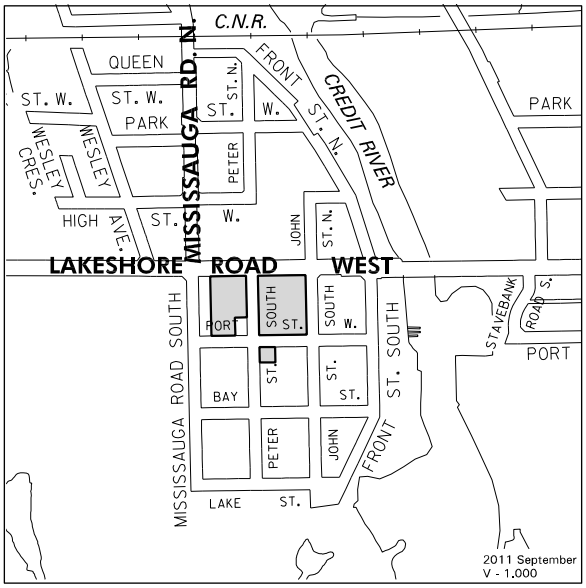


13.1.4.1 The lands identified as Special Site 4 are located east of Mississauga Road South, north of Port Street West.

13.1.4.2 Notwithstanding the provisions of the Residential Low Density I designation, the following additional policy will apply:

a. offices, restaurants and personal service uses may be permitted.

13.1.5 Site 5



13.1.5.1 The lands identified as Special Site 5 are located south of Lakeshore Road West and west of John Street South.

13.1.5.2 Notwithstanding the provisions of the Mixed Use and Residential Low Density I designations, the following additional policy will apply:

a. special care is required to preserve the character of the buildings and properties of the community infrastructure along Lakeshore Road West and Port Street West. Particular care will be taken in the preservation of the exterior character of the structures, and related exterior open space areas. The existing cemetery at the corner of Lakeshore Road West and John Street South will be preserved.

13.1.6 Site 6



13.1.6.1 The lands identified as Special Site 6 are located on the west side of Front Street South and the south side of Port Street West, south of Lakeshore Road West.

13.1.6.2 Notwithstanding the provisions of the Mixed Use designation on these lands, the following additional policies will apply:

a. buildings, including amenities and signage, whether new or modified, will have a single detached residential appearance consistent with the form, design and scale of the low density residential land use in the Old Port Credit Village Heritage Conservation District. In addition, the use will have a limited impact on the low density residential character of the area. New buildings or modified buildings will comply with the development standards of the adjacent low density residential area;

b. any garage, detached or attached, will be located in the side or rear yard behind the front wall of the building. Any additional parking required will be accommodated to the rear of the lot;

c. front yards will be mostly landscaped and oriented to Front Street South or Port Street West;

d. appropriate design treatment will be provided to both facades at street corners; and

e. every effort will be made to have buildings of historic interest, as defined in the Old Port Credit Village Heritage Conservation District Plan, retained within any future redevelopment.

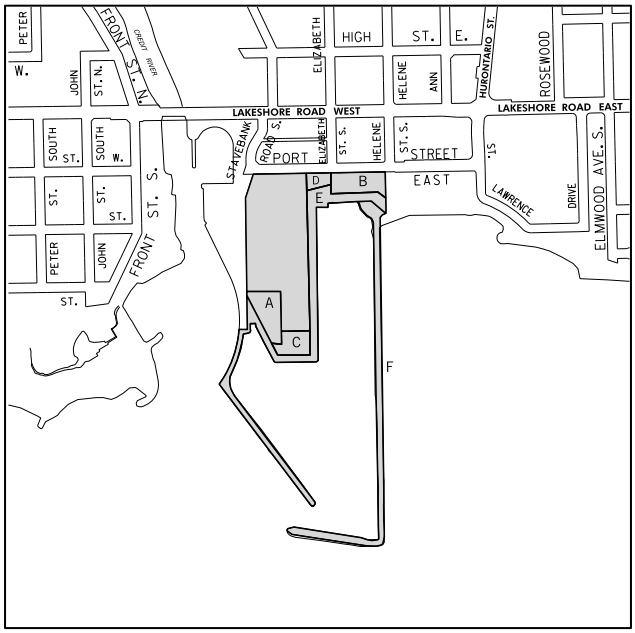
13.1.7 Site 7



13.1.7.1 The lands identified as Special Site 7 are located west of Stavebank Road South, south of Lakeshore Road East.

13.1.7.2 Notwithstanding the provisions of the Public Open Space and Greenlands designations, the existing restaurant and marina will be permitted.

13.1.8 Site 8



13.1.8.1 The lands identified as Special Site 8 are located south of Port Street East and east of the Credit River.

13.1.8.2 General Policies

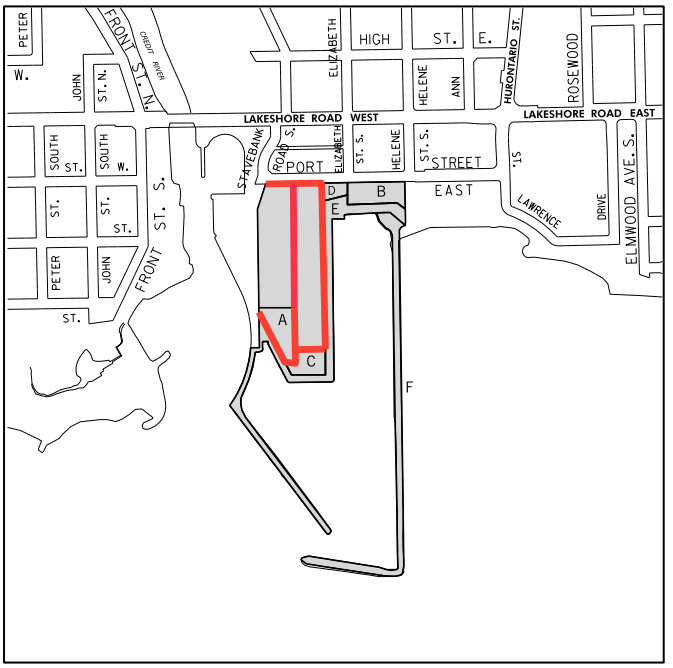
13.1.8.2.1 Affordable housing will be provided in accordance with the City of Mississauga's housing policies.

13.1.8.2.2 The City will require a mix of housing unit types, sizes and tenure to accommodate changes in community needs over time.

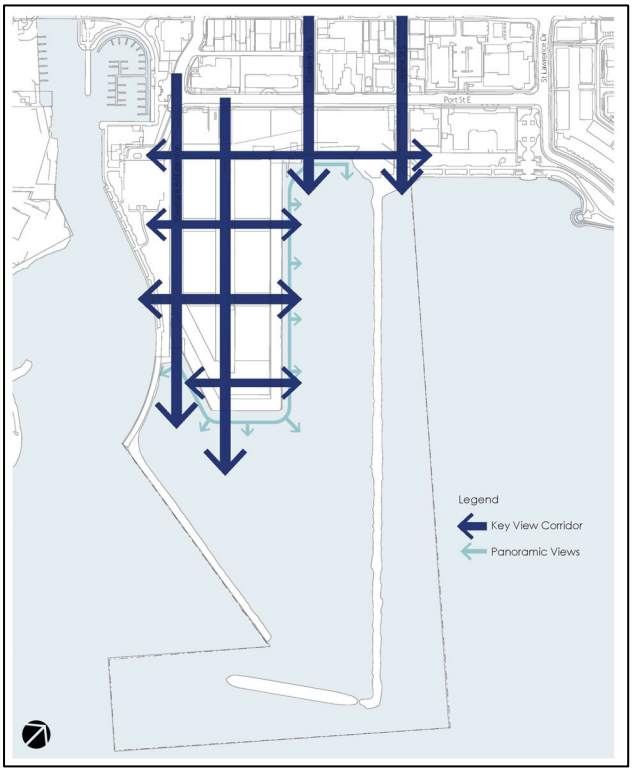
13.1.8.2.3 Ground floor uses should include retail, ***makerspace***, service commercial and cultural uses for the purpose of establishing areas of focus for residents and visitors, as shown on Map 1: Ground Floor Activation.

13.1.8.2.4 A minimum total office gross floor area of 6,000 m^2 will be required and will be developed concurrently with residential uses.

13.1.8.2.5 The Public Open Space network and the road system will be designed to create view ***corridors*** to Lake Ontario and the shoreline throughout and through the site, including broader panoramic views at the water's edge, as generally shown on Map 2.



Map 1: Ground Floor Activation



Map 2: View ***Corridors***

Area A

13.1.8.2.6 A landmark building will be required that is a focal point, demonstrates visual interest, a high standard of architectural design and draws people to the waterfront.

13.1.8.2.7 Area A as well as the surrounding roads and public realm will be a showpiece of design excellence and innovation.

13.1.8.2.8 The building and/or the site should include an attraction that draws people to the site (e.g. public art, observation deck, cultural facility).

Area B

13.1.8.2.9 Notwithstanding the policies of this Plan, only a marina facility and the following accessory uses will be permitted:

a. marina-related facilities including retail, boat repair facilities and ancillary equipment; and

b. on-site boat storage.

13.1.8.2.10 Retail uses and ***makerspaces*** may be permitted as a second phase to the marina development provided they are subordinate to and complement the marina use.

These additional uses will not adversely impact the marina operations and will only be permitted provided sufficient parking requirements are met.

Areas C, D, E and F

13.1.8.2.11 Area C will be a park that provides panoramic views of Lake Ontario and the Credit River. The park will be the full width of the pier and have a minimum area of 0.3 ha not including public and private roads.

13.1.8.2.12 The park to be located in Area D will have a minimum area of 0.13 ha and have street frontages on Port Street East and future roads C and E (as shown on Map 3). The largest frontage will be on Port Street East.

13.1.8.2.13 A waterfront promenade will be located in Area E and will:

a. have a minimum width of approximately 15 metres;

b. include a broad, hard-surfaced pedestrian zone, complete with lighting, benches, trees and other amenities;

c. connect JJ Plaus Park to St. Lawrence Park;

d. connect with all existing pathways and future sidewalks that it is adjacent to; and

e. be designed to be compatible with the water's edge and adjacent development and to accommodate pedestrians, cyclists, emergency service access and service vehicles.

13.1.8.2.14 Area F is an engineered structure designed to protect the marina basin and is not currently in a form that would permit public use. Opportunities for lake fill should be considered to integrate this area into the public open space network to improve public waterfront access and provide for trails and lookouts along the water.

13.1.8.2.15 The following additional uses are permitted within Areas E and F:

a. marina-related facilities, including floating docks and boat slips, a fuel dock and pumpout station, boat repair facilities and ancillary equipment; and

b. on-site boat storage.

13.1.8.3 Urban Design

13.1.8.3.1 Parking facilities located above grade and adjacent to the road system will be screened by "liner" buildings incorporating a mix of uses between the parking structure and the road.

13.1.8.3.2 An arcade or building element that is a minimum of four storeys above grade may be considered over Road B immediately south of Port Street East provided that view ***corridors*** to Lake Ontario are achieved.

13.1.8.3.3 ***Tall buildings*** will have a podium of four stories.

13.1.8.4 Transportation

13.1.8.4.1 The future road network is shown on Map 3 and will be subject to the following road right-of-way width requirements:

Road	Right-of-Way	Future Road type
A1	17 – 20 m	Minor Collector
A2	17 – 20 m	Minor Collector
B	15 – 17 m	Local Road
C	15 – 17 m	Local Road
D	17 – 25 m	Local Road
E	20 m	Local Road

13.1.8.4.2 Future additions to the road network will be public roads, unless arrangements for a private road are made that are satisfactory to the City. With the exception of Road A1 and Road E which will be public roads, private roads may be considered subject to the following:

a. public easements will be required;

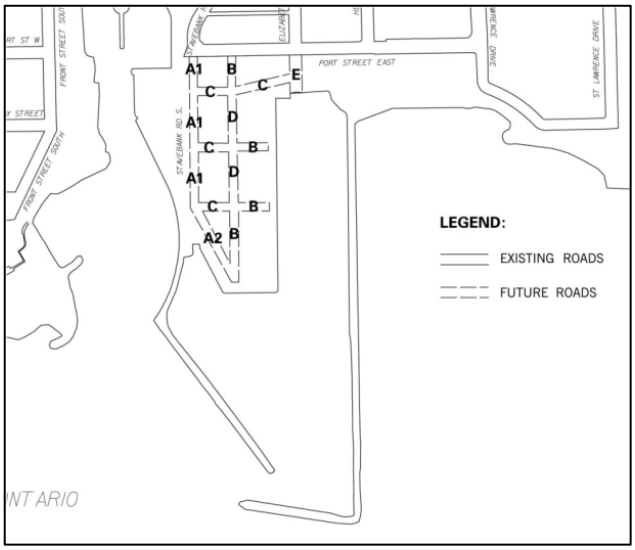
b. required right-of-way widths will be provided; and

c. an appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

13.1.8.4.3 Roads B will be designed primarily as a pedestrian and cycling route with a secondary purpose for vehicular access including emergency and service vehicles.

13.1.8.4.4 The City may consider alternative road design standards to achieve community design objectives.

13.1.8.4.5 The portion of the Primary Off-Road Route as shown on Schedule 7: Long Term Cycling Routes, to be located in Area E will allow for cyclists within a predominately pedestrian environment.



Map 3: Future Road System



Figure 28: All roads will be intended to prioritize pedestrians and cyclists. Roads B will be designed to reduce the speed of vehicular movement and with a focus on the pedestrian and cycling network. This will be achieved through design elements such as surface treatments, materials, textures, lighting and the use of minimum radii and lane widths, together with features which introduce visual interest and reduce risk by promoting awareness amongst pedestrians, cyclists and drivers.

13.1.8.5 Environment

13.1.8.5.1 The development of a district energy system will be encouraged in the area or on the site. Where a district energy system is not provided, developments are encouraged to include on-site ***renewable*** or alternative energy systems.

13.1.8.5.2 The City, in partnership with the appropriate conservation authority, other agencies having jurisdiction and the property owner may explore the feasibility of lake fill opportunities to enhance the quality of the shoreline, connect natural heritage systems and achieve associated habitat improvements. This will be done with consideration of the ecological context of the site and watershed management area.

13.1.8.6 Implementation

13.1.8.6.1 Through a marina redevelopment and financing strategy, a marina action plan will be prepared to the City's satisfaction that will identify matters such as:

a. the mix of marina and marina-related uses;

b. the location of buildings;

c. building heights;

d. parking and boat storage facilities; and

e. the layout for the marina docks slips, facilities and associated amenities.

13.1.8.6.2 A development master plan will be required to address matters including, but not limited to, the following:

a. the height, scale and location of proposed uses;

b. the phasing of development, specifically:

- marina and marina-related facilities
- physical serving infrastructure (e.g. roads, water, wastewater)
- community infrastructure
- office and other non-residential development
- residential development

c. how the envisioned population and employment will be achieved;

d. the size, amount and location of non-residential uses at-grade and within buildings;

e. the size and location of community infrastructure (e.g. parks);

f. final road alignment;

g. the location and number of parking spaces;

h. a functional review of servicing and truck operations on the street network and access to underground parking;

i. environmental requirements (e.g. remediation of site contamination, green development standards, ***renewable*** and alternative ***energy*** components and sustainable infrastructure);

j. transition and connectivity within the site and to the surrounding context;

k. provision of public access and protection of views to Lake Ontario;

l. treatment of the public realm (e.g. the pedestrian and cycling network, roads and ***streetscape***);

m. provision and location of public art;

n. engineering and design requirements to integrate the eastern breakwater (Area F) into the public open space network; and

o. hazard mitigation measures and shoreline protection works, delineation of the ***Natural Hazard Land***s and associated setback.

13.1.8.6.3 In exchange for increased height and/or density permissions a community benefits contribution pursuant to Section 37 of the Planning Act will be required. The base value from which increased height and/or density will be calculated will reflect zoning by-law permissions in effect as of January 1, 2017.

13.1.8.6.4 In order to ensure the proper and orderly development in accordance with this Plan, development will occur by way of one or more plans of subdivision which will generally determine the detailed alignment of municipal roads, the location of parkland and conditions respecting development phasing.

13.1.8.6.5 In the event that there are multiple landowners, to ensure the appropriate and orderly development of the site and to ensure that the costs associated with development are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement has been executed to address distribution of costs and municipal and community infrastructure, lands and facilities associated with development in a fair and equitable manner. Individual developments will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement. The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary for the purposes of facilitating a front end agreement, the City may utilize area specific development charge by-laws enacted pursuant to the *Development Charges Act, 1998,* as amended.

13.1.9 Site 9



13.1.9.1 The lands identified as Special Site 9, Marina Park, are located at the southeast corner of Lakeshore Road West and Front Street South.

13.1.9.2 Marina Park is to be developed as an integral component of the Port Credit Harbour and Old Port Credit Conservation District in terms of complementary uses and design while recognizing its potential to establish a vibrant river and village edge.

13.1.9.3 Notwithstanding the provisions of the Public Open Space and Greenlands designations, the following additional policies will apply:

a. in addition to the uses permitted by the Public Open Space designation, the following uses may be permitted subject to, among other matters, the approval of Credit Valley Conservation:

   - ***Secondary offices***;
   - retail commercial uses, except for commercial uses with a drive-through facility;
   - conference centre; and
   - marina;

b. in addition to the uses permitted by the Greenlands designation, a marina will be permitted;

c. Marina Park will be developed as an integral part of both Port Credit Harbour and the Old Port Credit Village Heritage Conservation District, having regard for the following principles:

   - public access to the Credit River will be enhanced;
   - views of the Credit River from both the Port Street West and the Bay Street road allowances will be extended through the site;
   - building height will not exceed 2 storeys;
   - buildings will be articulated to reduce the perception of bulk;
   - buildings will be oriented to the Credit River, Front Street South and the street grid;
   - pedestrian links along the Credit River through the site and both north and south of it will be pursued, where feasible; and
   - historical interpretation of the site will be integrated into any future development;

d. prior to any development, the City will prepare a master plan to address the future use and layout of Marina Park. The master plan will be prepared in consultation with the public, and address, among other matters, the future layout of the site, archaeological assessment, historical interpretation opportunities, and the feasibility of a river trail; and

e. when the master plan has been prepared and approved by City Council, the "holding" designation in the Zoning By-law may be removed.

13.1.10 Site 10



13.1.10.1 The lands identified as Special Site 10 are located on the north side of Lakeshore Road East, east of Hurontario Street.

13.1.10.2 Notwithstanding the provisions of the Mixed Use designation and Desirable Urban Form policies, the following additional policy will apply:

a. the existing gas bar and a motor vehicle wash will be permitted.

13.1.11 Site 11

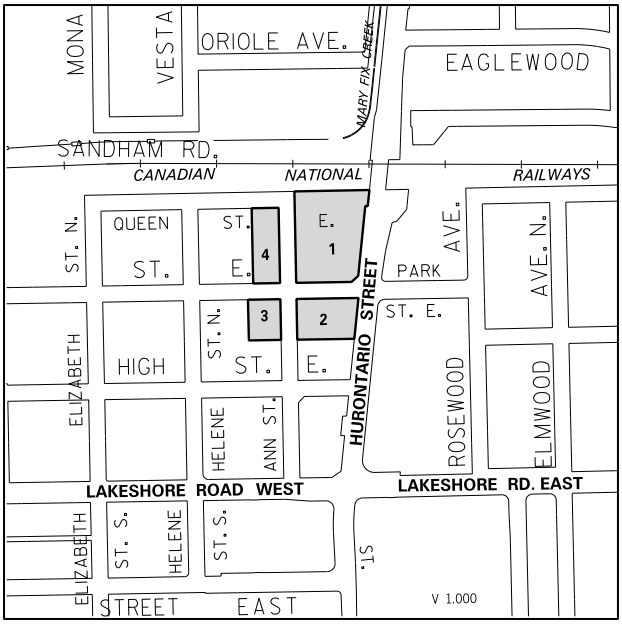


13.1.11.1 The lands identified as Special Site 11 are located at the northeast corner of Lakeshore Road East and Rosewood Avenue.

13.1.11.2 Notwithstanding the provisions of the Mixed Use designation and Desirable Urban Form policies, the following additional policy will apply:

a. the existing motor vehicle repair garage will be permitted.

13.1.12 Site 12



13.1.12.1 The lands identified as Special Site 12 are located west of Hurontario Street, south of the Canadian National Railway, east of Helene Street, and north of High Street. These lands are in an important location that has the potential to support further development of the Port Credit Mobility Hub.

13.1.12.2 Notwithstanding the, policies of this Plan, the following provisions shall apply, with the Port Credit GO Station Southeast Area Master Plan, also to be used in the review of development applications:

a. Minimum and maximum building heights are shown in Schedule 2B and described below:

- Maximum building heights of 22 storeys are permitted throughout the special site area where the tower component of a building is primarily residential, with the exception of lands fronting Hurontario Street. Maximum building heights of 19 storeys are permitted where the tower component is constructed primarily for office or institutional purposes and have greater floor to ceiling heights;

- Residential and non-residential buildings fronting Hurontario Street shall have building heights not exceeding eight storeys, with a setback consistent with a 45 degree angular plane generally required after six storeys.

  The maximum permitted height of buildings fronting Hurontario Street may be exceeded by one storey for every storey of additional office use provided beyond the recommended minimum requirement, up to a maximum of two storeys. The ability to achieve up to ten storeys along Hurontario Street will require a proponent to provide further built form, design and planning justification, to the satisfaction of the City; and

- All buildings shall be a minimum of two storeys.

b. Variation in building heights and form should be achieved, including the position of towers relative to each other;

c. A minimum of 30 metres shall be provided between any portion of a building that is eight storeys or higher to another building that is eight storeys or higher;

d. The maximum size of residential floor plates beyond the 15th storey shall generally be 800 square metres or less;

e. Long or full block buildings will be permitted but are encouraged to provide internal mid-block connections where possible and shall generally provide variation in the facade to break up the massing (e.g. physical vertical recesses, changes in materials or other forms of articulation);

f. Above-grade structures must be contextually sensitive and provide for visual interest and elements that contribute to the ***streetscape*** and help animate the area, such as space for office, retail/commercial or community uses, services for transit users (e.g. ticketing, interactive information boards and service kiosks), building entrances, community display cases, public art, street furniture and landscape features. The building envelop that faces a public street or gateway entry point will have street level animation. The intent is to achieve visual animation, interest and

streetscape improvements along each elevation of an above-grade parking structure, with a target of generally providing animation at street level along two thirds of a building envelope;

g. All future developments over 1 000 square metres shall provide an appropriate mix of non-residential, employment generating uses including office and other uses such as retail stores, restaurants, personal service establishments or community service space. Where land parcels are too small to accommodate large mixed use development, non-residential land uses are encouraged but not required;

h. The following minimum gross floor areas (GFA) of employment-generating uses will be required as part of future comprehensive block redevelopments:

- Block 1: 2 800 square metres
- Block 2: 1 400 square metres
- Block 4: 250 square metres

i. Developments should be encouraged to provide office space in larger, contiguous floorplates (at-grade or above-grade) in order to accommodate a variety of businesses and services;

j. Development applications shall demonstrate how transit use, pedestrian circulation, cycling, car and bike sharing, car-pooling, shared parking and other travel demand management measures will be achieved;

k. Reduced, transit supportive parking standards are encouraged for future development within the Port Credit GO Station Southeast Area. Through the rezoning process, applicants shall be required to provide a parking study to justify the appropriateness of the specific parking standards being proposed;

l. Development applications shall demonstrate how a seamless integration of modes of travel and access is achieved, especially at-grade and on the lower floors of buildings;

m. Development applications shall demonstrate how both the City of Mississauga and Region of Peel Affordable Housing initiatives are being addressed; and

n. Development applications shall demonstrate how proposed built forms and landscaping adjacent to heritage designated properties will respect heritage attributes and mitigate negative impacts on the heritage resources.

13.1.13 Site 13



13.1.13.1 The lands identified as Special Site 13 are located west of Stavebank Road, south of High Street and north of Lakeshore Road East.

13.1.13.2 Notwithstanding the provisions of the Desirable Urban Form policies, building heights will be a maximum of 6 storeys and a minimum of 2 storeys, subject to:

a. appropriate transition to buildings fronting Lakeshore Road East;

b. appropriate transition to St. Andrews Church; and

c. appropriate stepbacks from Stavebank Road, above the third storey.

13.1.14 Site 14



13.1.14.1 The lands identified as Special Site 14 are located on the north side of Port Street East and the west side of Elizabeth Street South.

13.1.14.2 Notwithstanding the provisions of the Desirable Urban Form policies, building heights will be a maximum of 7 storeys.

13.1.15 Site 15



13.1.15.1 The lands identified as Special Site 15 are located at the southeast corner of Lakeshore Road East and Elizabeth Street South.

13.1.15.2 Notwithstanding the policies of this Plan, the following additional policieswill apply:

a. a maximum of 56 residential units are permitted;

b. Area A:

- a maximum building height of four storeys is permitted;
- building step backs from Lakeshore Road East shall be introduced to the facade.

c. Area B:

- a maximum building height of four storeys fronting Port Street East, stepping up to a maximum building height of ten storeys towards the north, is permitted; and
- notwithstanding the above height maximums, the building height adjacent to the easterly boundary of Area B shall be no greater than one storey.

13.1.16 Site 16



13.1.16.1 The lands identified as Special Site 16 are located on the north side of Lakeshore Road West, east of Benson Avenue.

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

a. a maximum of 16 townhouse dwelling units with building heights not exceeding three storeys of livable space will be provided along the south side of High Street West;

b. a maximum of 309 retirement dwelling units and/or apartment dwelling units for seniors will be permitted within mixed use buildings that front onto Lakeshore Road West;

c. a maximum building height of four storeys fronting Lakeshore Road West, stepping up to a maximum building height of eight storeys towards the north, is permitted for the mixed use buildings;

d. the only commercial uses permitted are retail stores, financial institutions, restaurants, personal service establishments, repair establishments and ***secondary office*** uses and are to be located

within the ground floor of the mixed use buildings fronting Lakeshore Road West.

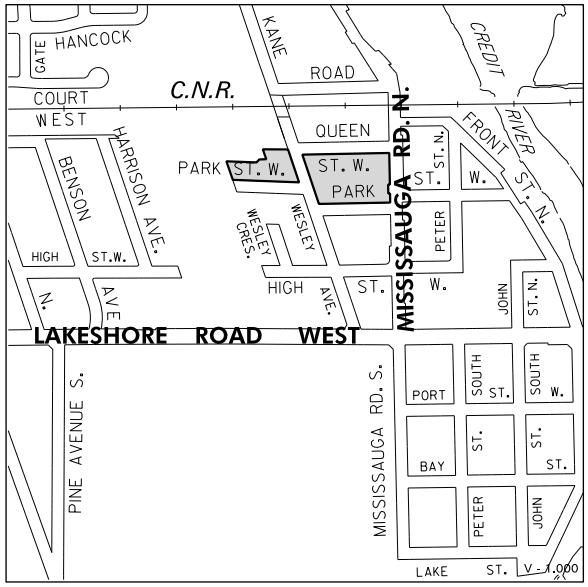
13.1.17 Site 17



13.1.17.1 The lands identified as Special Site 17 are located on the southwest corner of High Street East and Ann Street.

13.1.17.2 Notwithstanding the Residential High Density policies of this Plan, semi-detached dwelling units will be permitted.

13.1.18 Site 18



13.1.18.1 The lands identified as Special Site 18 are located south of Queen Street West, north of Park Street West, west of Mississauga Road North, and on the east and west sides of Wesley Avenue.

13.1.18.2 Notwithstanding the policies of this Plan, the following additional uses will be permitted:

a. detached dwelling;

b. semi-detached dwelling;

c. duplex dwelling;

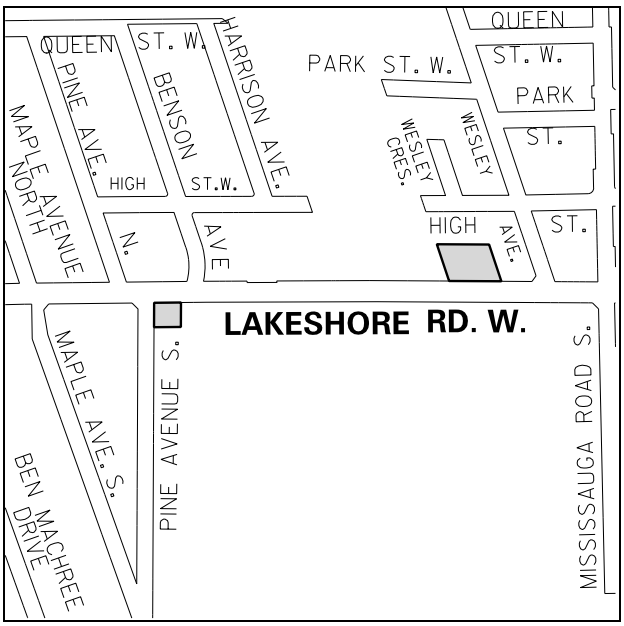
d. triplex dwelling; and

e. street townhouses

13.2 Exempt Sites

Exempt sites reflect unique circumstances that are not representative of the Vision, direction and planning policies of this Area Plan, but nonetheless, are recognized because they contain established land uses.

13.2.1 Exempt Site 1



13.2.1.1 The lands identified as Exempt Site 1 are located on the north side of Lakeshore Road West, west of Wesley Avenue, and on the south side of Lakeshore Road West, east of Pine Avenue South.

13.2.1.2 Notwithstanding the provisions of the Mixed Use designation and Desirable Urban Form policies, the following additional policy will apply:

a. the existing motor vehicle sales and rental will be permitted.

13.2.2 Exempt Site 2

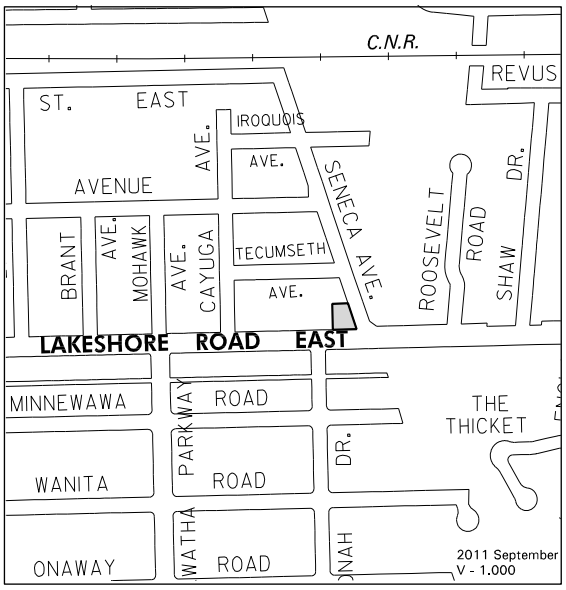


13.2.2.1 The lands identified as Exempt Special 2 are located on the north side of Port Street, east of Stavebank Road South.

13.2.2.2 Notwithstanding the Desirable Urban Form policies, the following additional policy will apply:

a. the existing apartment hotel with a maximum building height of 14 storeys will be permitted.

13.2.3 Exempt Site 3



13.2.3.1 The lands identified as Exempt Site 3 are located at the northwest corner of Lakeshore Road East and Seneca Avenue.

13.2.3.2 Notwithstanding the provisions of the Mixed Use designation and Desirable Urban Form policies, the following additional policy will apply:

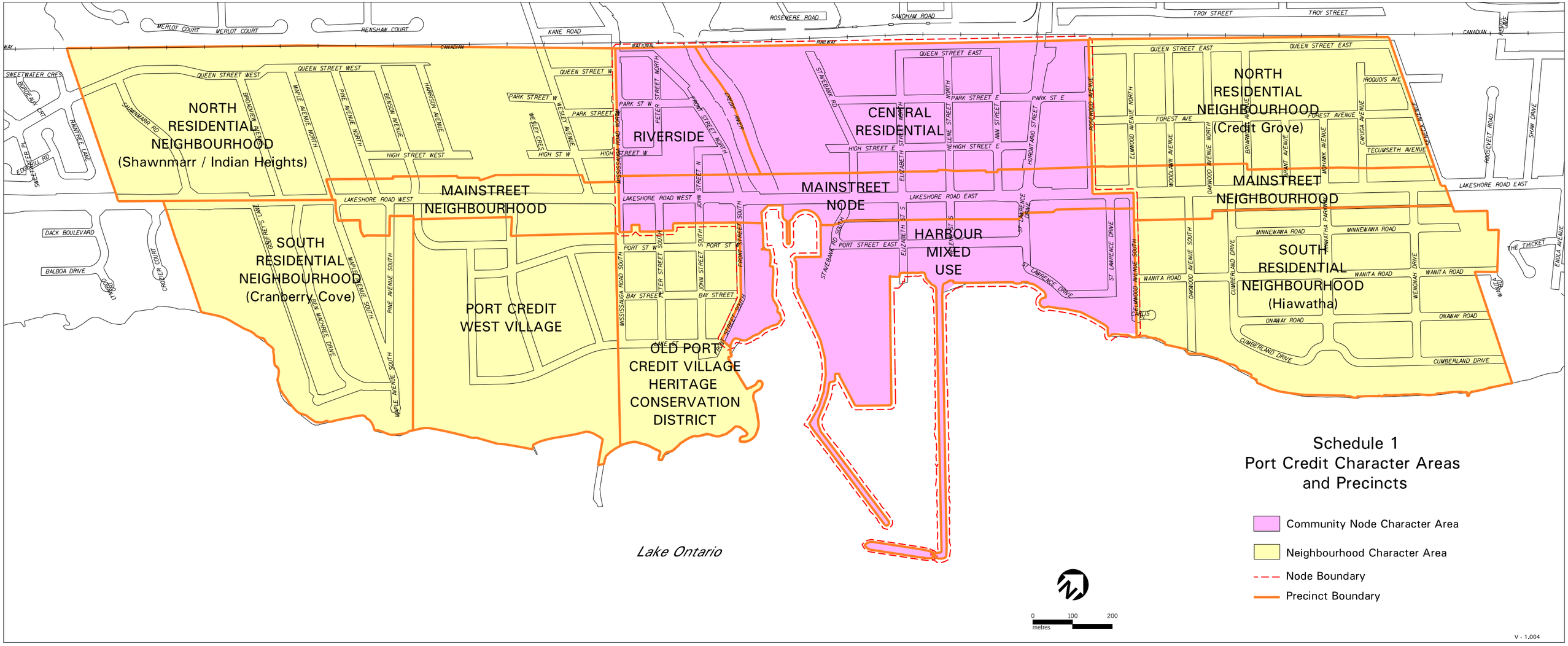
a. the existing motor vehicle wash will be permitted.

14.0 IMPLEMENTATION

14.1 Mississauga will monitor development in Port Credit, including population density, and the population to employment ratio.

14.2 Mississauga, in conjunction with public consultation, may develop a list of facilities/matters that could be exchanged for granting bonuses in height and/or density.

14.3 Mississauga, in conjunction with public consultation, may prepare a Community Improvement Plan.


NORTH RESIDENTIAL NEIGHBOURHOOD (Shawnmarr / Indian Heights)
MAINSTREET NEIGHBOURHOOD
SOUTH RESIDENTIAL NEIGHBOURHOOD (Cranberry Cove)
PORT CREDIT WEST VILLAGE
RIVERSIDE
OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
CENTRAL RESIDENTIAL
MAINSTREET NODE
HARBOUR MIXED USE
NORTH RESIDENTIAL NEIGHBOURHOOD (Credit Grove)
MAINSTREET NEIGHBOURHOOD
SOUTH RESIDENTIAL NEIGHBOURHOOD (Hiawatha)
Lake Ontario
Schedule 1
Port Credit Character Areas and Precincts
Community Node Character Area
Neighbourhood Character Area
Node Boundary
Precinct Boundary
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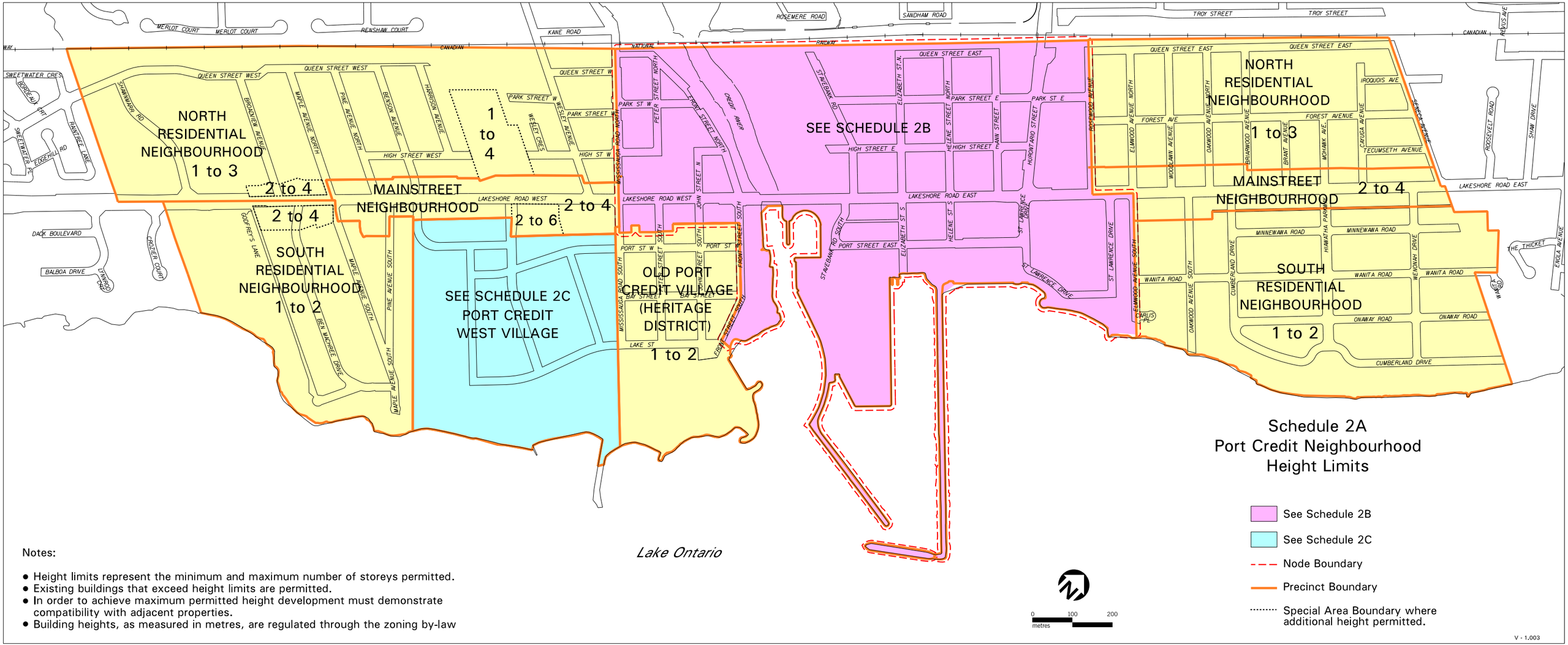
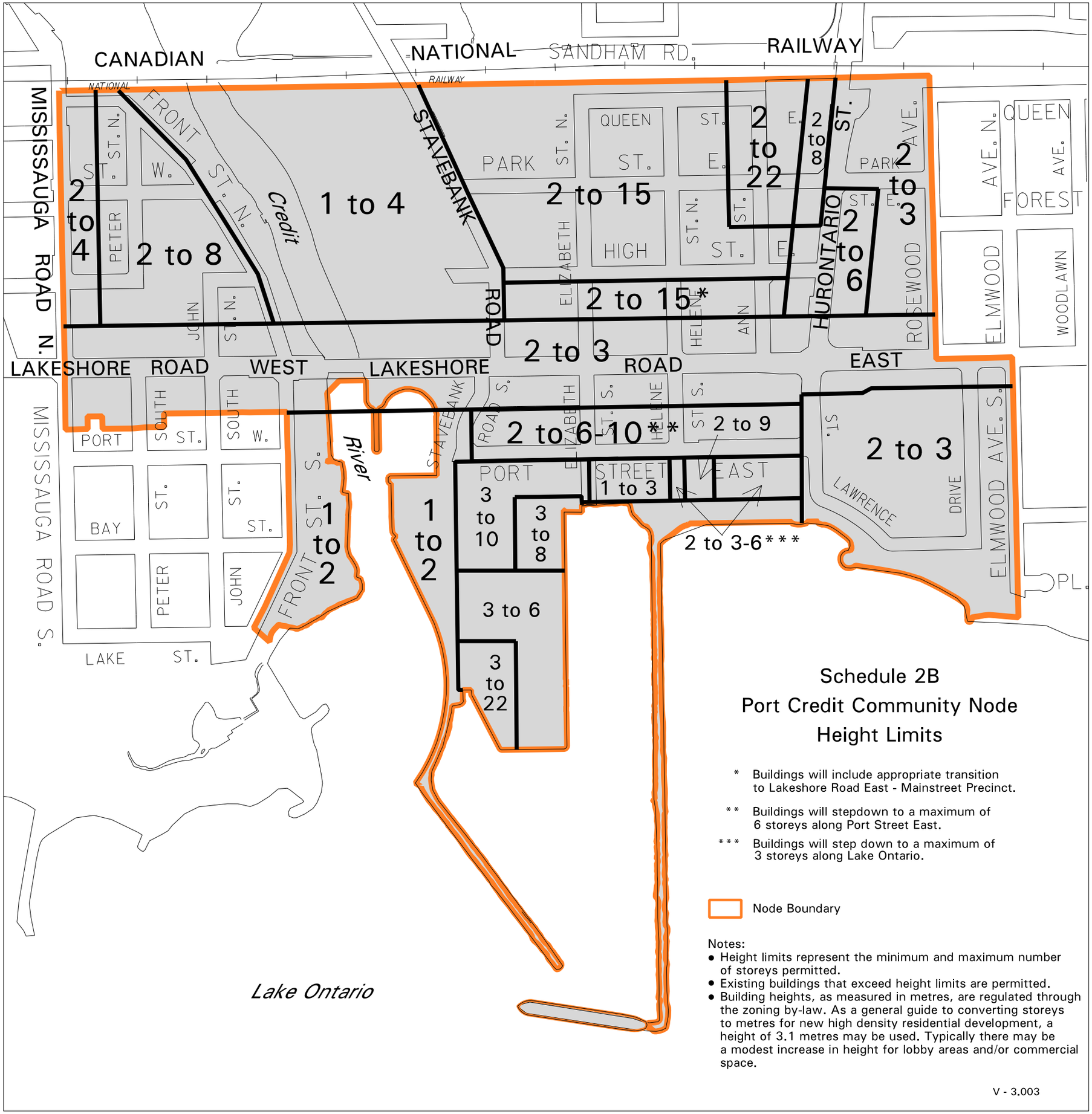


Notes:

- Height limits represent the minimum and maximum number of storeys permitted.
- Existing buildings that exceed height limits are permitted.
- In order to achieve maximum permitted height development must demonstrate compatibility with adjacent properties.
- Building heights, as measured in metres, are regulated through the zoning by-law



Schedule 2B
Port Credit Community Node
Height Limits

* Buildings will include appropriate transition to Lakeshore Road East - Mainstreet Precinct.

** Buildings will stepdown to a maximum of 6 storeys along Port Street East.

*** Buildings will step down to a maximum of 3 storeys along Lake Ontario.

Node Boundary

Notes:

- Height limits represent the minimum and maximum number of storeys permitted.
- Existing buildings that exceed height limits are permitted.
- Building heights, as measured in metres, are regulated through the zoning by-law. As a general guide to converting storeys to metres for new high density residential development, a height of 3.1 metres may be used. Typically there may be a modest increase in height for lobby areas and/or commercial space.

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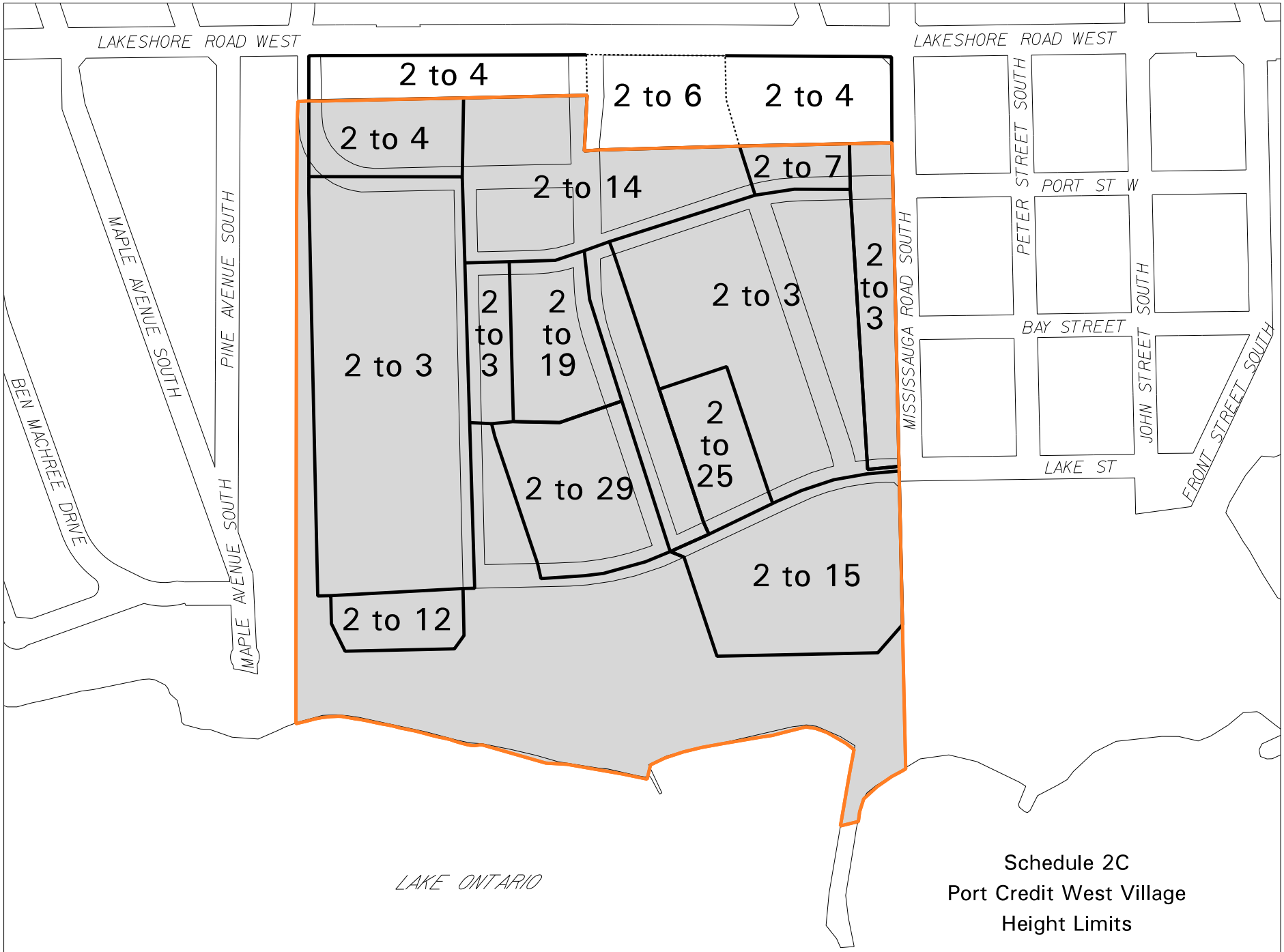

Schedule 2C
Port Credit West Village
Height Limits

Notes:
- Height limits represent the minimum and maximum number of storeys permitted.
- Existing buildings that exceed height limits are permitted.
- Building heights, as measured in metres, are regulated through the zoning by-law. As a general guide to converting storeys to metres for new high density residential development, a height of 3.1 metres may be used. Typically there may be a modest increase in height for lobby areas and/or commercial space.

0 50 100
metres

Special Area Boundary where additional height permitted for Precinct.

Precinct Boundary

Port Credit West Village

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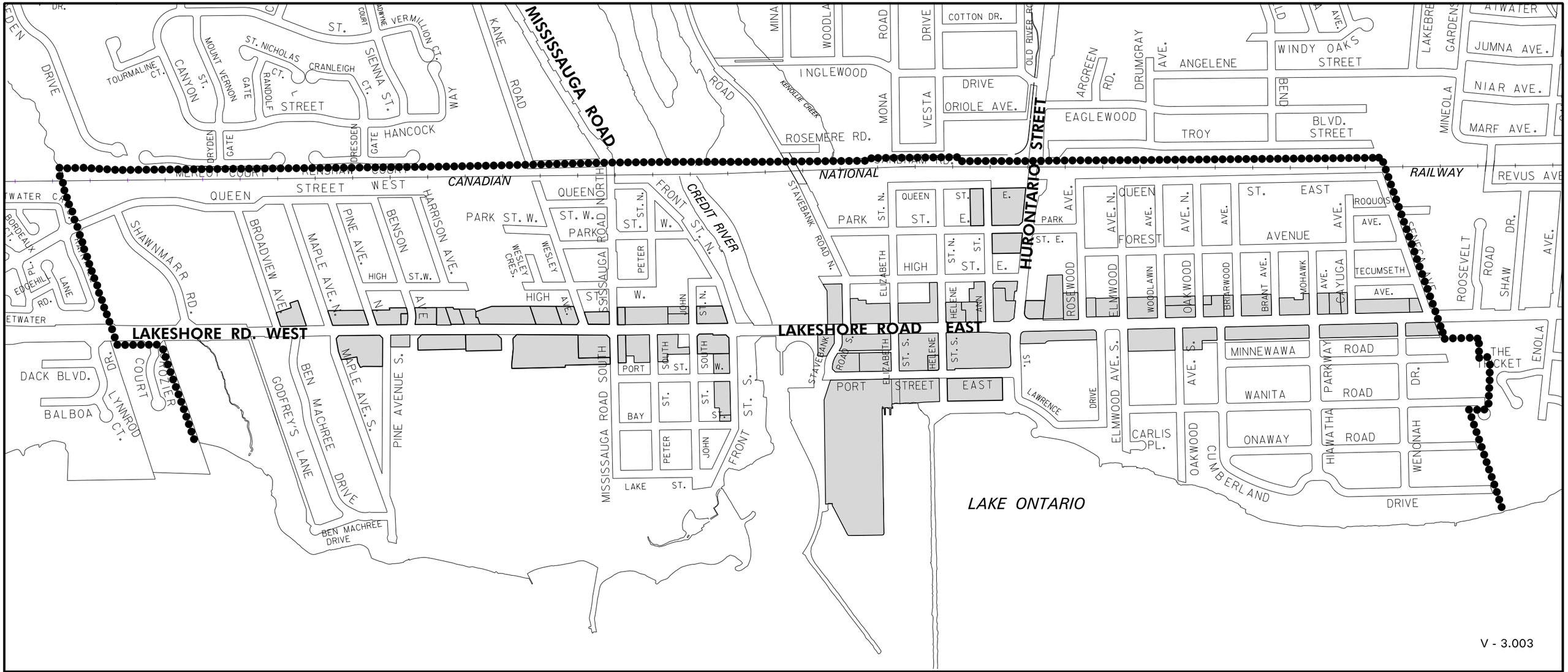

SCHEDULE 3 – PORT CREDIT DRIVE–THROUGH PROHIBITIONS

LANDS DESIGNATED MIXED USE WHERE DRIVE–THROUGH FACILITIES ARE NOT PERMITTED

MISSISSAUGA

Produced by T&W, Geomatics

Port Credit Built Form Guide

Appendix I

MISSISSAUGA

City of Mississauga

Development and Design Department
Urban Design Division

Last Update - 2021

All photos and illustrations provided by the Urban Design Division of the City of Mississauga, except where noted.

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Introduction

1.1 How to Read the Built Form Standards
1.2 Purpose of the Standards
1.3 Port Credit Local Area Plan

1.1 How to Read the Built Form Guide

The Built Form Guide (the Guide) is to be read in conjunction with the policies in the Mississauga Official Plan (the Plan) and the Port Credit Local Area Plan (Area Plan). The Guide is to be used during the design and review of development applications.

This Guide demonstrates how the urban form policies in the Plan can be achieved. The Guide is not considered a part of the Area Plan; however, selected content from the Guide has been incorporated into the Area Plan and represents policy. Additionally, applicants must also refer to the principal document, Port Credit Local Area Plan, Zoning By-law, and Building Code and applicable design guidelines and reference notes to ensure that the applicable policies and requirements in these documents have been met. In addition, there may be other City initiatives and directions such as the Old Port Credit Heritage Conservation Plan, Green Development Strategy which need to be consulted.



Figure 1: Port Credit *Mississauga*
Image Credit: https://www.bing.com/images/

1.2 Purpose of the Standards

Building a desirable urban form is a key principle of the Mississauga Official Plan. The Guide is intended to assist in understanding and implementing the Desirable Urban Form policies in the Mississauga Official Plan and the Port Credit Local Area Plan. The Guide establishes and illustrates general requirements necessary to achieve a high quality urban form, site development and public realm.

The Guide is intended to ensure development is appropriate for Port Credit and reflects the unique characteristics of the area. Depending on the context or site, exceptions and variation from the Guide may be considered at the discretion of the City in order to provide some flexibility.



Figure 2: Port Credit Waterfront, *Mississauga*

1.3 Expectations of the Standards

The Area Plan includes lands identified in the City structure as Community Node and Neighbourhood.

Both the Community Node and Neighbourhood Character Areas are divided into precincts which recognize different character attributes of these areas and contain different policy directions and are organized as follows:

Community Node Character Area

The Character Area has been further subdivided into the following precincts:

- Central Residential Area;
- Mainstreet Node;
- Harbour Mixed-Use; and
- Riverside.

Neighbourhood Character Area

The Character Areas have been further subdivided into the following precincts:

- Old Port Credit Village Heritage Conservation District;
- West Village;
- North Residential Neighbourhood;
- South Residential Neighbourhood; and
- Mainstreet Neighbourhood.

The Guide follows a similar organization, with different sections for the Community Node haracter Area and Neighbourhood Character Area. Where appropriate specific direction is given for individual precincts.

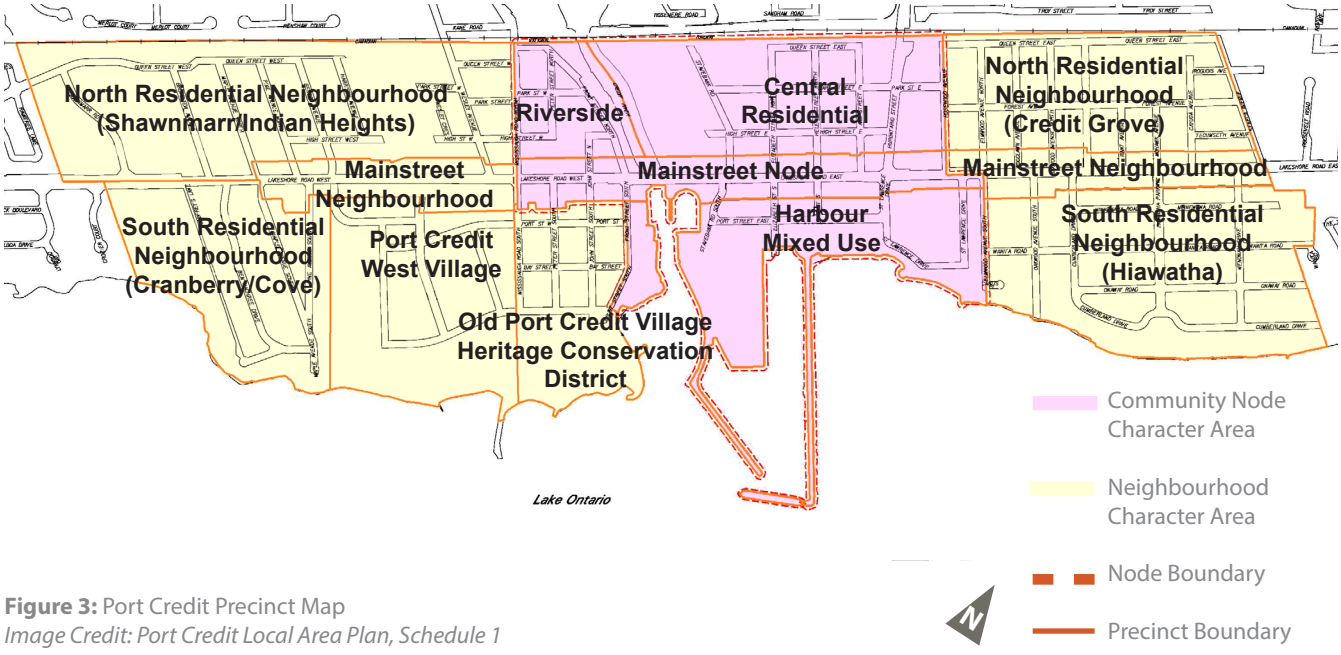

Figure 3: Port Credit Precinct Map
Image Credit: Port Credit Local Area Plan, Schedule 1

Port Credit Community Node

2.0 Port Credit Community Node
2.1 Contextual Building Heights
2.2 Planned Building Heights
2.3 Community Node Precincts
- **2.3.1** Riverside Precinct
- **2.3.2** Central Residential Precinct
- **2.3.3** Mainstreet Precinct
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- **2.4.12** Roof Top Mechanical Penthouses/Units
- **2.4.13** Architectural Expression and Materiality

2.5 Scenic Routes, Key Sites and Views
2.6 Place Making Opportunities
2.7 Continuous Waterfront Access
2.8 Cultural Heritage Recourses

2.0 Port Credit Community Node

The Community Node is expected to exhibit a high quality of urban design that should reinforce and enhance the identity of Port Credit as a vibrant and memorable urban place. Additional development is anticipated, however, the form and scale of the development will vary within the Node in accordance with the various precincts. The overall development of the Node shall be at a scale that reflects its role in the urban hierarchy.

The community Node is comprised of the following precincts:

- Riverside Precinct;
- Central Residential Precincts;
- Mainstreet Precinct; and,
- Harbour Mixed Use Precinct.

The following provides additional context and information on each of the Community Node Precincts. Subsequent sections provided further direction on specific built form issues.



Figure 4: Main Street Corridor Precinct (Commercial Area)
Mississauga, Lakeshore Rd E and Elizabeth Rd
Image Credit: Google Earth



Figure 5: Port Credit Node Precincts
Image Credit: Port Credit Local Area Plan

2.1 Contextual Building Heights

The Port Credit Community Node consists of a mixture of older high rise developments, newer mid-rise developments, older multi-unit walk-ups, as well as detached dwellings.

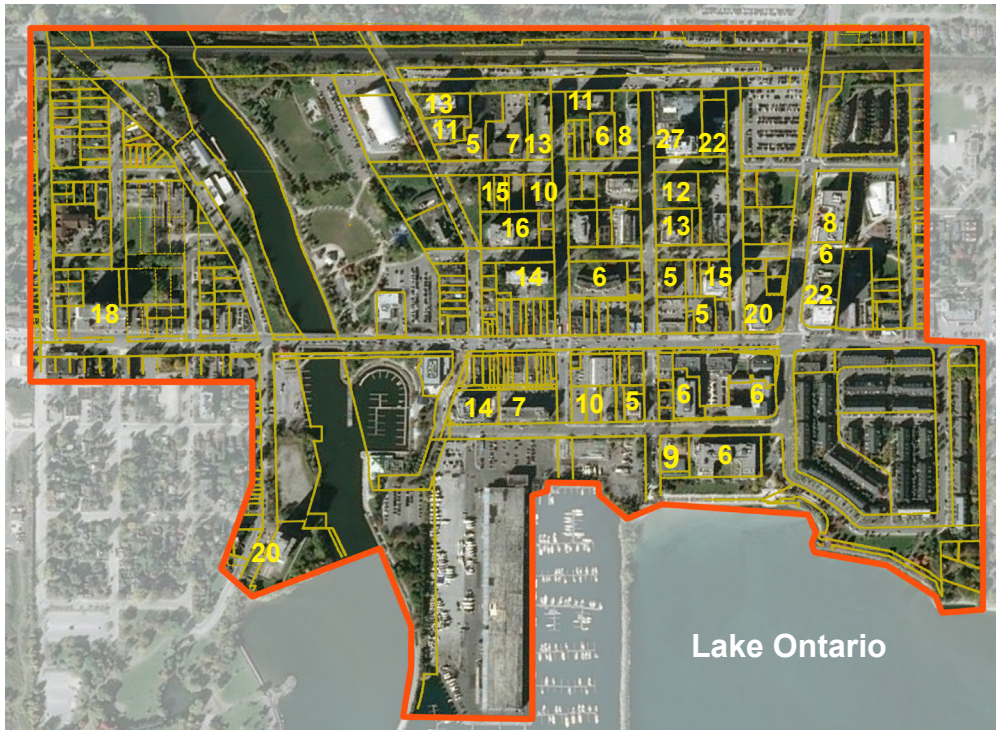
The majority of the tall buildings are concentrated within the Central Residential Precinct.

There are 35 buildings in the Node between 5 storeys and 27 storeys. The predominant character is buildings ranging from 5 to 16 storeys with taller buildings in key locations. There are 6 buildings in the Port Credit Node which are taller than 15 storeys:

- 16 storeys—Stavebank Road north and High Street; and
- 18 storeys—West Gateway into the Port Credit Node.



Figure 6: Riverside Precinct
Mississauga, Stavebank Rd and High St E



12 Number of Storeys
Node Boundary

N

Figure 7: Existing Building Heights in Port Credit
Image Credit: Port Credit Local Area Plan

- 20 storeys—West mouth of the Credit River;
- 27 storeys—at the GO Station entrance; and,
- 20 storeys and 22 storeys—located at the foot of Hurontario Street and Lakeshore Road East.

It should be noted that most these buildings, only the 22 storeys structure are more than 30 years old.

Approximately 30% of the properties between Hurontario Street and Stavebank Road are less than 5 storeys.

The existing setback from the street for developments within the Central Residential area are characterized by ample landscaped area and mature trees, which helps mitigate the perception of height.



Figure 8: Central Residential Precinct
Mississauga, Hurontario St and High St E



Figure 9: Harbour Mixed Use
Mississauga, St Lawrence Dr and Port St E, South
Image Credit: https://www.johnder.com/

2.2 Planned Building Heights

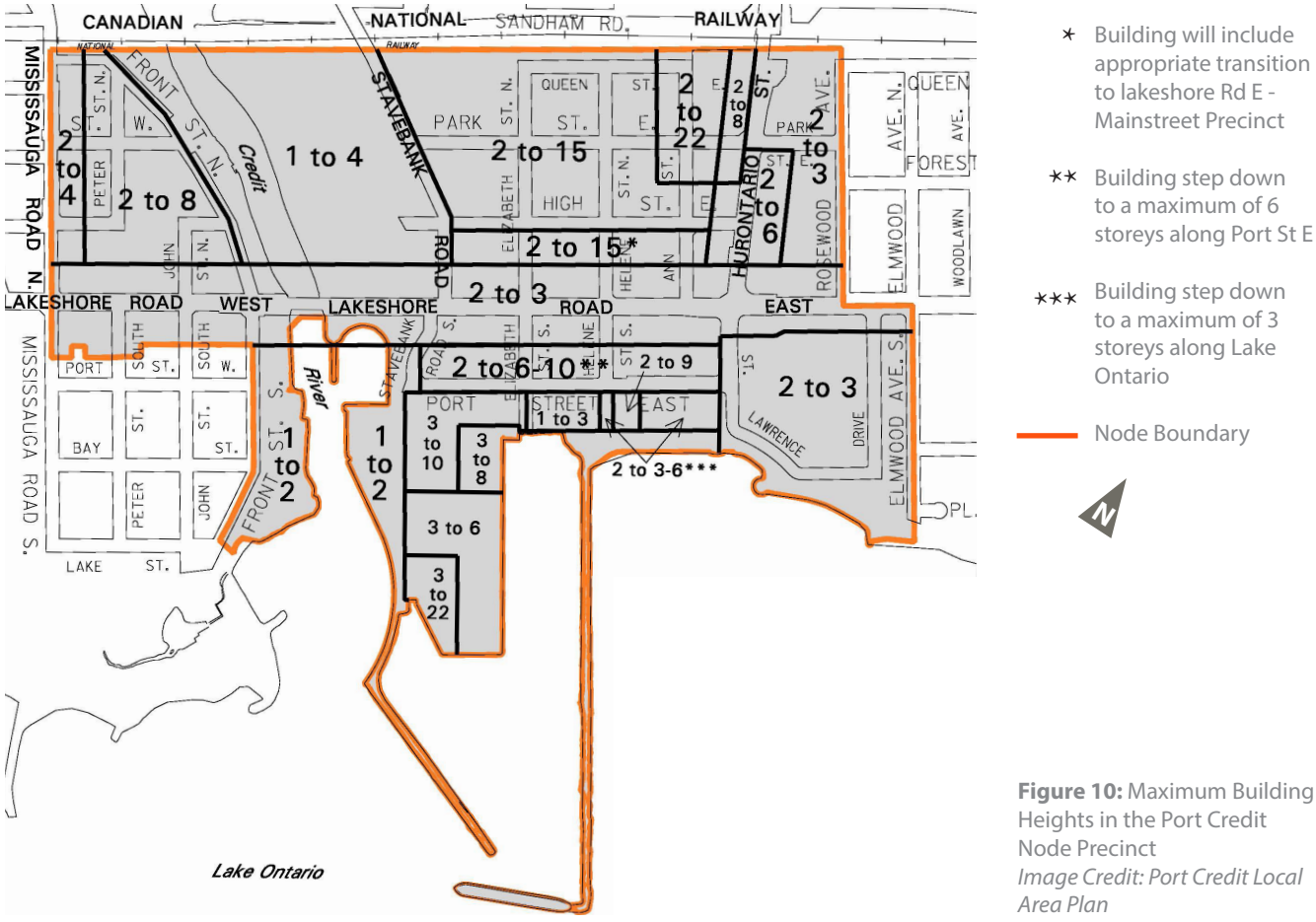
Proposals for new buildings must take into account the complexities of the broader context within which they are planned, including the existing urban rhythms, local architectural language, the fine grain urban detail and the historic setting.

New buildings should make reference to their surroundings through footprint, setback, street and building alignment. Aligning tall buildings in key locations can create a strong reference point, which enriches urban legibility and aids in navigation.

The greatest heights in the Node are generally located in the Central Residential Precinct closest to the GO Transit Station.

Building heights should generally slope down from the railway tracks to Lakeshore Road East. The highest buildings should be in the vicinity of the GO station and future LRT Station at Park Street and Hurontario Street and then transition downward to Lakeshore Road East and to Lake Ontario and the Credit River.

In general, buildings with the greatest heights should be limited to sites that can be used for way-finding and/or landmark locations. The maximum height in the Port Credit Community Node shall be 22 storeys which reflects existing building heights in the node and recognizes that



* Building will include appropriate transition to lakeshore Rd E - Mainstreet Precinct

** Building step down to a maximum of 6 storeys along Port St E

*** Building step down to a maximum of 3 storeys along Lake Ontario

Node Boundary

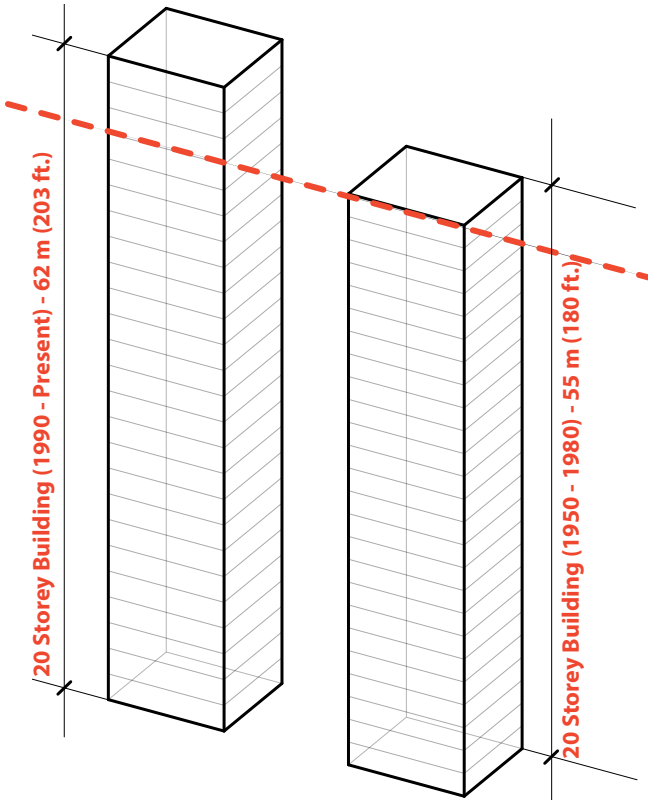
Figure 10: Maximum Building Heights in the Port Credit Node Precinct
Image Credit: Port Credit Local Area Plan

`Community Node` development should not be as high as "Major Nodes". As Community Nodes are intensification areas, all new buildings shall have a height of 2 storeys.

The majority of the towers in the Port Credit Node were constructed between the post war era and 1980. The dimension of the floor to ceiling heights during this era are significantly lower than those of today (see Figure 11). Consequently, a 20 storey building today is significantly taller than a 20 storey building constructed between the 1950's and 1980's.

A 22 storey building was approved in 2007 for the northeast corner of Lakeshore Road East and Hurontario Street. This building height was determined to be appropriate given its location at a key intersection and gateway into Port Credit which will create a new visual landmark that balances the massing of the 20 storey building just west of Hurontario Street.

In a limited number of situations, existing buildings heights exceed the maximum limits. However, the intent of the Guide and related Area Plan policies is to generally reinforce the prevailing character, as opposed to increasing the overall height of buildings in the area.



Era	Floor to Floor Heights
1950 - 1980	Approx. 2.75 m (9.02 ft.)
1990 - Current	Approx. 3.1 m (10.17 ft.)

Figure 11: Differences in Building Heights. Buildings with the same number of floors are approximately 13% taller now.

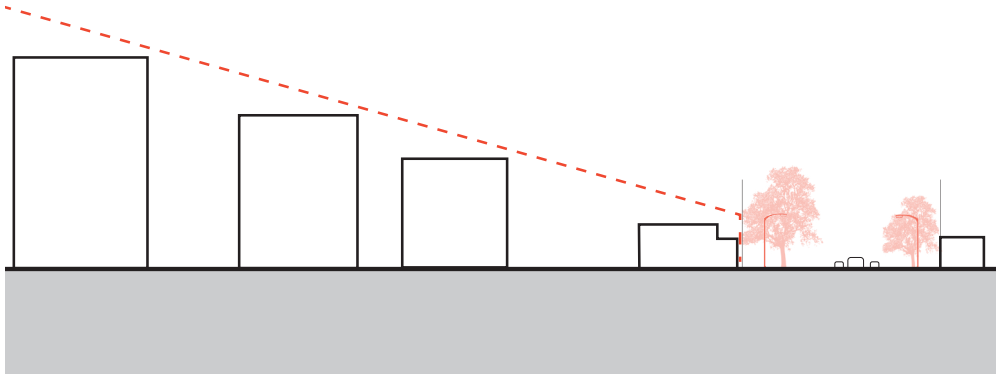


Figure 12: Building Transition from the Railway Tracks to Lakeshore Road East and West. Buildings should also transition from Lakeshore Road East and West to Lake Ontario with the exception of key landmark locations (e.g. Intersection of Hurontario Street and Lakeshore Road East).

2.3 Community Node Precincts

2.3.1 Riverside Precinct

The building heights shown on Figure 12 illustrate the minimum and maximum building heights that will be considered for properties if a series of design, land use and technical objectives can be demonstrated by the applicant. Lower heights may be appropriate for specific properties. Maximum height has been applied to areas that particularly require sensitive building step-backs to achieve appropriate height transitions.

The relationship of a building size to the site area and configuration should be considered in order to avoid a building overwhelming its site. In such cases lower heights should be used. New towers should be compatible and characteristic with the existing and proposed neighbouring structures and in terms of their contribution to the skyline.

This Precinct consists primarily of a residential neighbourhood. The area consists of one 18 storey apartment building, a mix of 4-storey walk up apartments, detached and semi detached dwellings, a 4-storey retirement home, a school and some low rise office and commercial uses.

This precinct should create a transition from the building heights of the Central Residential precincts to the low rise building heights in the residential neighbourhoods to the west. The heights in this area should also transition down to the Credit River, the mainstreet precinct and to the stable neighbourhoods to the west of Mississauga Road.

Figure 13: Mainstreet Precinct
Mississauga, Lakeshore Rd E and Helene St S
Image Credit: Google Earth



Figure 14: Riverside Precinct
Mississauga,Lakeshore Rd W and Jonh St
Image Credit: Google Earth



2.3.2 Central Residential Precinct

The Central Residential Precinct has the greatest number of apartment buildings ranging from 5 to 27 storeys. Currently, three buildings are higher than 16 storeys (20, 22 and 27) and are located at the foot of Lakeshore Road East and Hurontario Street East, and across from the GO Station.

This area will have the greatest building heights in Port Credit with heights transitioning downward towards the Credit River Valley, the mainstreet precinct and stable neighbourhoods to the east as illustrated in Figure 10.

The vicinity between the Go Station and the future LRT stop (on Hurontario Street) has the potential to accommodated the greatest heights in the area and may have a more urban built form in order to provide a more conducive environment for pedestrians walking between the LRT stop and the GO Station. The specific heights, built form and land uses in this area are subject to further study.

The existing character of the area will generally be maintained including mature trees and well landscaped front yards. Buildings adjacent to the mainstreet precinct will be required to demonstrate appropriate transition with respect to issues such as sky views, visual impact, and shadow impact.



Figure 15: Image of the Central Residential Precinct *Mississauga, Lakeshore Rd E and Helene St N*

2.3.3 Mainstreet Precinct

This Precinct includes part of Port Credit's traditional mainstreet, which generally extends a half block north and south of Lakeshore Road East and West. New developments along Lakeshore Road East and West shall be a minimum height of 2 storeys and a height of 7.5 m for any new construction along the Mainstreet Corridor Precinct. A maximum height of 3 storeys or 12.0 m is permitted as outlined in Figure 15 and 16. The second and third storey must be usable space.

The mixed use component of new development should be continuous for the first half block of Lakeshore Road East and West.

The minimum first floor height of a building along the Lakeshore Road East and West frontage shall be 4.5 m as indicated in Figure 21. To ensure buildings and structures relate to human scale and reinforce the scale of the community:

a. Built form should be closely related to, and integrated with, the street line, and with minimal building setbacks, to provide spatial enclosure and street-related activity;

b. New buildings should be compatible in bulk, massing and scale of the built form to provide an integrated streetscape;

c. Retail uses will be required along Lakeshore Road with direct access to the public sidewalk;

d. No parking lots or areas should be provided between the building and the street line on principal street frontages, with the exception of on-street parking;

e. Blank walls must be avoided facing principal frontages and intersections;

f. Service loading and garbage storage should be accessed from the rear or side lanes;

Figure 16: Minimum building height of 2 storeys will be permitted.

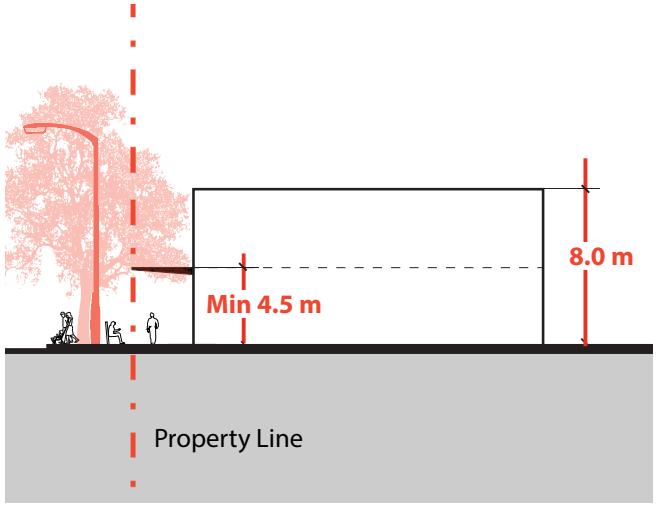
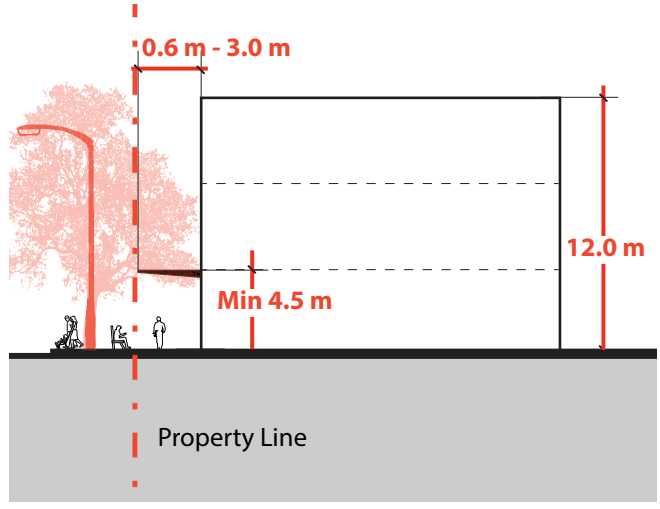


Figure 17: Maximum building height of 3 storeys or 12.0 m.



g. Front building facades should be parallel with the street and provide periodic indentations for visual relief and features such as urban squares;

h. Signage should be integrated with the scale and character of built form;

i. Continuity of built form should exist from one property to the next with minimal gaps between buildings;

j. Buildings adjacent to the Old Port Credit Village Heritage Conservation District should be designed so that they are sensitive to and compatible with the adjacent built form; and

k. For Lands on the South side of Lakeshore Road, between Mississauga Road and the Credit River, The Old Port Credit Village Heritage Conservation District Plan applies.



Figure 18: Image of the existing mainstreet building.
Mississauga, Lakeshore Rd E and St Lawrence Dr



Figure 19: Conceptual 3 storey mainstreet building.

2.3.4 Harbour Mixed Use Precinct

This area will contain a mixture of uses and densities. Development should be lower in scale than the Central Residential Precinct and step down towards the lake. A minimum height of 2 storeys is required and a maximum height of 10 storeys stepping down to 6 on Port Street and from 6 to 3 storeys towards Lake Ontario will be permitted as outlined in Figure 10.

Mixed uses along Port Street East, Elizabeth Street South and Helene Street South are required. The main floor of all new development should be a minimum of 4.5 m in height to ensure commercial uses can be accommodated on the ground floor.

2.4 Built Form

As infill occurs it is important to ensure that the size of the building, the separation distance, the orientation of the building and the shape are considered.



Figure 20: Harbour Mixed Use *Mississauga, St Lawrence Dr and Port St E, North*

2.4.1 Building Floor Plates and Orientation

The visual impact of increased building heights and scale can be offset by limitations on floor plate sizes for taller buildings. Constraints on floor plate size for the upper levels of buildings help to avoid bulky taller buildings and contribute to a more graceful skyline. Floor plate size limits are not applied to the lower level of tall buildings in order to allow for greater design flexibility and to encourage continuous street wall conditions at the pedestrian level.

The size, articulation and orientation of a floor plate in a tall building is instrumental in the perception of the overall massing and visual impact of a building. The size and articulation of the floor plate of buildings over 6 storeys is key to maintaining shadow impact, loss of sky views and a potential of a wall effect from certain angles.

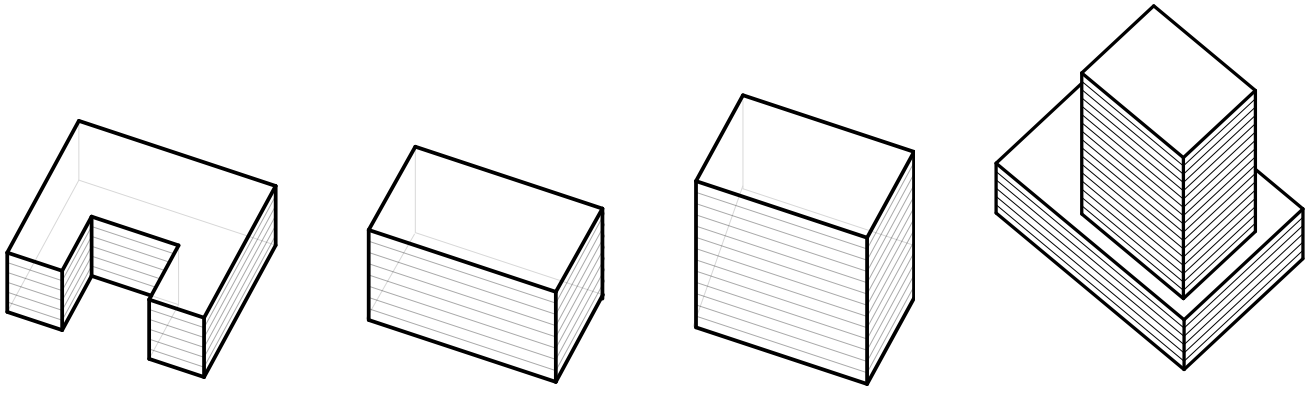
The use of smaller floor plates is required as they result in smaller shadows that tend to move quickly, improve sky views and permit better views between buildings. In addition, smaller floor plates promote sustainability by providing opportunity for increased daylight catchments and more efficient climate control within the building.

Buildings over 6 storeys should be designed so they are as square as possible to ensure minimal shadow impact and to ensure they do not create the visual impact of larger bulky floor plates. The maximum length of any building over 6 storeys should be 35.0 m including balconies for buildings under 15 storeys and 30.0 m for buildings over 16 storeys.

Currently the Residential Floor plates in the area range from approximately 550 m^2 to 1350 m^2.

The maximum floor plates of buildings over 6 storeys, inclusive of balconies, shall be:

- **7 to 10 Storeys:** Maximum floor plate of 1200 m^2
- **11 to 15 Storeys:** Maximum floor plate of 1000 m^2
- **16 to 22 Storeys:** Maximum floor plate of 800 m^2



Up to 6 Storeys
Floor plate determined by setback, open space and other development standards

7 to10 Storeys
Maximum floor plate of 1200 m^2

11 to 15 Storeys
Maximum floor plate of 1000 m^2

16 to 22 Storeys
Maximum floor plate of 800 m^2

Figure 21: Floor plate sizes for varying heights

2.4.2 Building Separation Distances

The spacing between the faces of tall buildings enhances privacy, opens up views between buildings and permits access to sunlight and views of the sky.

Building separations in the Node are on average approximately 38.0 m for any building over 5 storeys, however many of the taller buildings are over 40.0 m apart.

A minimum of 35.0 m to 40.0 m from any portion of a building that is over 6 storeys to another building that is over 6 storeys is required. Taller buildings require greater separation distances and therefore will be required to meet the 40.0 m separation distance. These separation distances will ensure that new tall buildings maintain sky views, and develop as an elegant skyline. The current eclectic mix of low and high rise buildings, a diverse housing stock and mature landscaping should be maintained.

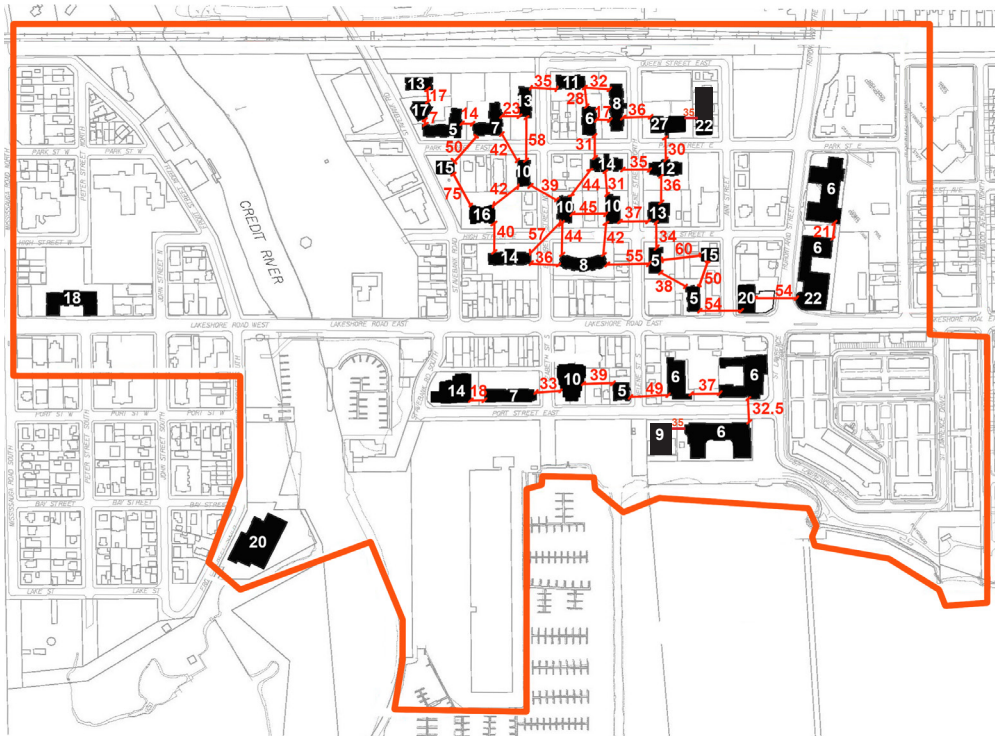


Figure 22: Existing building separations.
Image Credit: Port Credit Local Area Plan

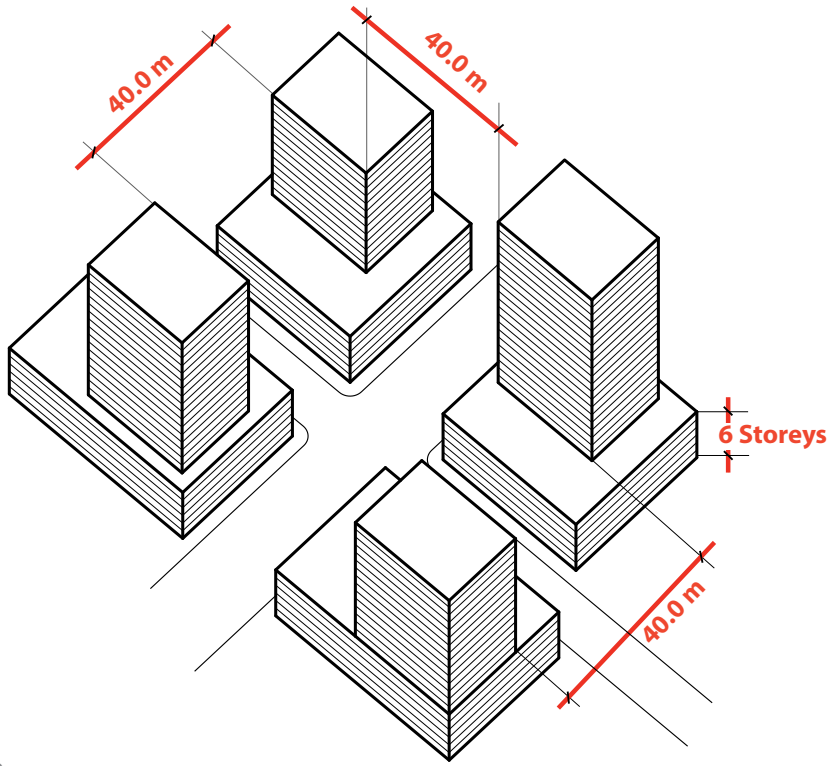


Figure 23: Block to block separation distance.

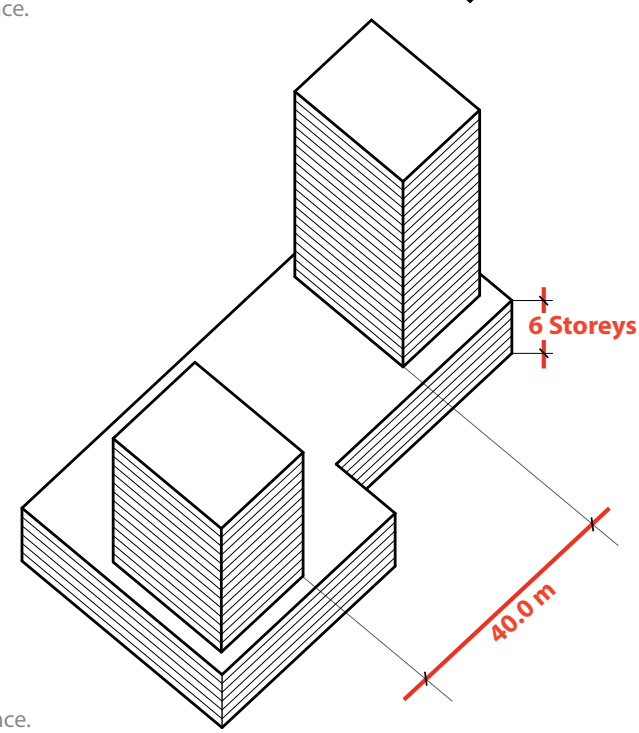


Figure 24: Within a block separation distance.

2.4.3 Skyline

A skyline is the overall or partial view of a city's tall buildings and structures consisting of skyscrapers in front of the sky in the background. It can also be described as the artificial horizon that a city's overall structure creates. Skylines identify the city or place from a distance. Taller buildings are typically located where there is a desire for visibility and way finding.

The skyline is the finger print of Port Credit. Key sites should be highlighted in the skyline to ensure way finding. The architecture of the top of buildings should be unique and should highlight the skyline and the location of the building.

It is important to maintain the existing views to Lake Ontario and within Port Credit and ensure that future buildings maintain sky views.

The placement and orientation of new buildings should also be oriented to maximize sky views along the length of Lakeshore Road East and the West Corridor so as not to create a wall effect.

New developments will be required to demonstrate how their building fits into the context through photographic imagery.



Figure 25: View from Lake Ontario looking North at Port Credit.
Mississauga, Lake Ontario

2.4.4 Site Size

The relationship of a site size to the size of the building and configuration should be considered in order to avoid a building overwhelming its site. In such cases, lower densities should be used. The form of buildings as a group should take precedence over the form of single buildings by virtue of considering the overall composition of the group.

Tall buildings must be set back a minimum of 10.0 m from side and rear property lines or the centre line of an abutting lane, measured from an external wall or exterior face of balconies to ensure maximum opportunity for fenestration and to ensure appropriate separation distances can be accomplished.

Sites that are too small to permit a tower with the required setbacks on all sides are not appropriate for tall buildings. Small sites are generally considered to be 45.0 m by 45.0 m for mid-block and 40.0 m by 45.0 m for corner lots.

A building on a small site may only be constructed to 6 storeys above which a 45 degree angular plane may be used for additional levels set back from the street and the side and rear property lines.



Figure 26: Maintaining sky views are essential in Port Credit. *Mississauga, Lakeshore Rd E and Hurontario St, Image Credit: Google Map*

Figure 27: Smaller sites should only construct smaller buildings. *Mississauga, Port Street E and Helen Street S , Image Credit: Google Map*



2.4.5 Microclimate

Tall buildings over 10.7 m can adversely effect the environmental quality of surrounding areas through the diversion of high speed winds and through the overshadowing of the adjacent public realm and residential buildings, including public/private amenity spaces.

The impact of both of these elements can be mitigated through good design and sensitive siting. The impact of shadows at different times of the day and throughout the year will need to be assessed. The use of architectural devices such as screens, terraces, awnings and also façade setbacks can be adopted to minimize the effects of high speed wind at the base of buildings and of shadow effects.

Individual proposals should seek to create well oriented and lively spaces that contribute positively to the wider public realm.

2.4.5.1 Shadow Impacts

Shadow studies will be requested in support of development applications to demonstrate that the height and/or location of a proposed building will not generate excessive shadows over adjacent lands or the public realm.

Shadow studies will be required for buildings greater than 10.7 m in height which may cause a new shadow impact on adjacent residential properties, properties identified as listed or designated on the Heritage register, and public parkland, open space and the public realm. Particular attention will be focused on Lakeshore Road East and West and Hurontario Street where a comfortable pedestrian environment is strongly encouraged.

Development applications are to adhere to the City's Standards for Shadow Studies.



Figure 28: Shadow on the public realm
Mississauga, Lakeshore Rd E and St Lawrence Dr

2.4.5.2 Wind Comfort

The objective of the study is to ensure appropriate comfort and safety levels are maintained in the pedestrian realm, streetscapes, public spaces and areas immediately adjacent to and/or surrounding the proposed development. The study may be required on development applications higher than 3 storeys or 16.0 m. The criteria to be used for the analysis should be signed and sealed by a certified engineer.

The effects of wind on the pedestrian environment should be mitigated in accordance with the parameters set out in the **Pedestrian Wind Comfort and Safety Studies.**

The evaluation of the existing wind conditions in the immediate and surrounding area, prior to the proposed development will be required along with a comparison of the wind conditions based on the proposed development.

The evaluation will include conditions based on seasonal variations (i.e. summer, spring, fall and winter). The intended use of the area will be considered to determine the appropriate wind conditions that will be permitted.

Areas will be considered appropriate for their intended use if microclimate/wind conditions are satisfied 80% of the time.

Figure 29: Potential wind conditions on a tall building without a podium.

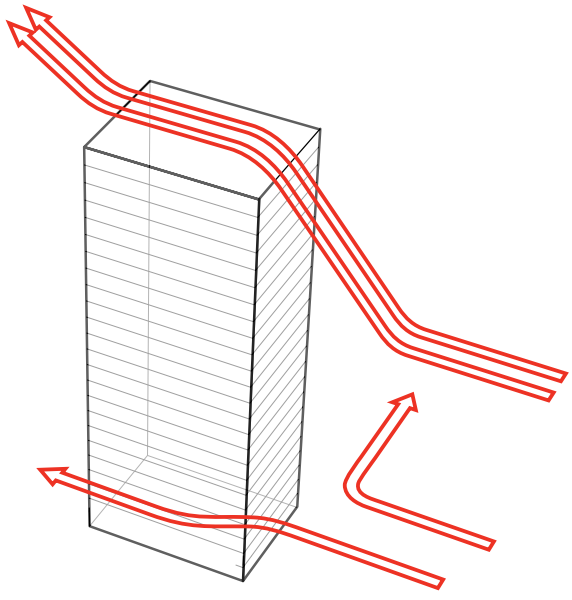
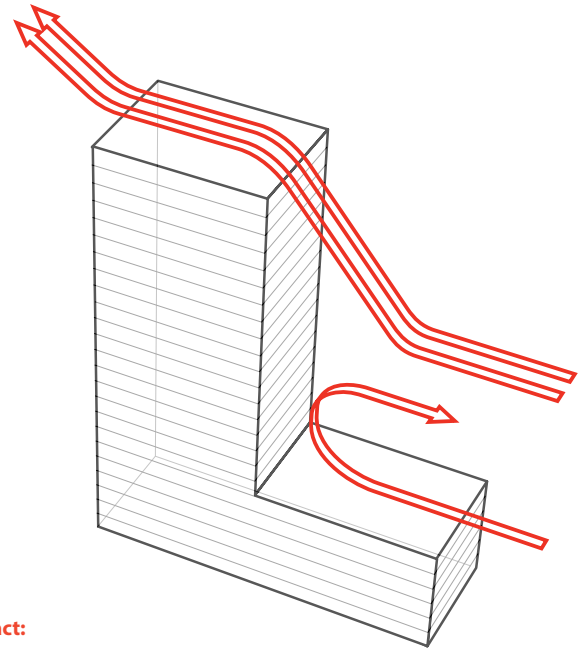


Figure 30: Potential Wind conditions on a tall building with a podium.



Categories will be classified by their intended use and appropriate impact:
i) Sitting - 0 to 10 km/h: reading and seating areas, outdoor cafés.
ii) Standing - 0 to 15 km/h: passive areas, building entrances, short term seating.
iii) Walking - 0 to 20 km/h: areas with pedestrian movement, sidewalks, street frontages.
iv) Uncomfortable - greater than 20 km/h: areas with little pedestrian activity.

2.4.6 At Grade Commercial Requirements

Ground floor retail uses concentrated at important areas within the Node are vital to the function of Port Credit. Retail primarily exists along Lakeshore Road East and West with some smaller scale retail extending on side streets off of Lakeshore Road East and West. Retail along Hurontario Street is also an important continuation of the mixed use area.

Commercial uses will be required along Lakeshore Road East/West; along Hurontario Street; in proximity to the GO Transit Station where it is an essential component of transit oriented development; along Port Street; and along the routes that connect them as indicated in Figure 31 as areas outlined in blue.

Areas outlined in red are streets where retail is encouraged but not required and are considered transitional streets.

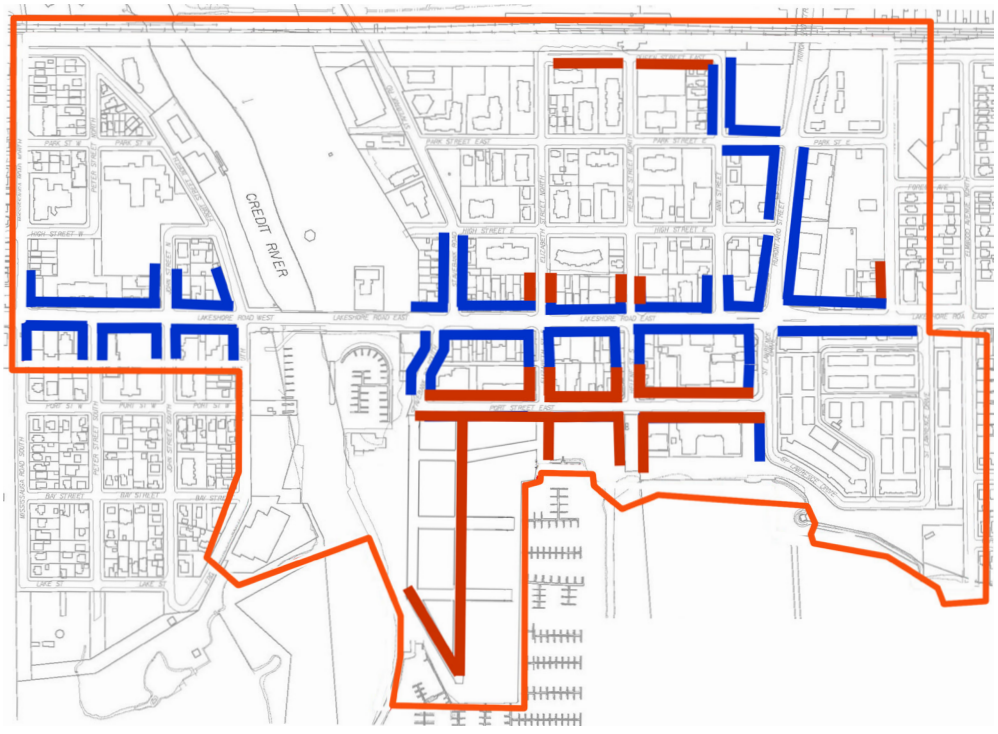


Figure 31: At grade uses in the Port Credit Node
Image Credit: Port Credit Local Area Plan

Retail Guidelines

a. A main front usable door shall face Lakeshore Road East/West;

b. Generally retail areas require a minimum of 4.5 m (15 ft.) of clear height from grade and a minimum of 15.0 m (50 ft.) of frontage;

c. A minimum of 75% glazing is required for retail storefronts along the street wall;

d. A minimum 6.0 m (20 ft.) store front extension around the corner from a primary street where retail is required;

e. Retail tenant signs shall be designed of high quality material, colour and scale in keeping with the design of the building;

f. Fascia signs shall be limited to the first floor level;

g. Tenant signage shall be of a consistent design if there is more than one tenant;

h. Ground signs are prohibited;

i. Store front window signage is permitted up to 25% of the glass surface area and shall not block clear views of exits or entrances and shall maintain visibility into the interior of the premises at all times; and

j. Tables and other active uses adjacent to storefront windows are encouraged where permitted.

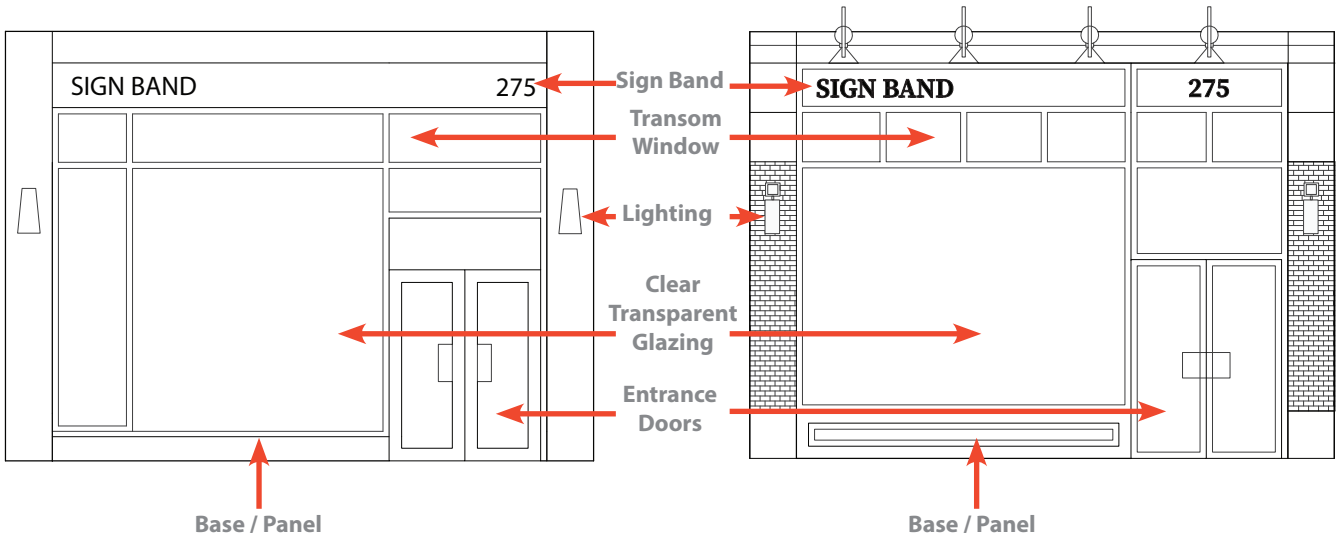


Figure 32: Illustration of Mainstreet retail.

2.4.7 Building Setback

Mixed Use Setbacks

Setbacks on streets where retail is required should generally be 0.6 m to 3.0 m from the property line. The exact location of new buildings will be determined once the dimension of the public realm has been achieved. New development must ensure that a minimum of 5.6 m public realm from the sidewalk/street curb to the face of the building can be accommodated to ensure appropriate streetscape treatment can be achieved.

Transitional Streets

On transitional streets that are shown as red on Figure 33, will be encouraged to house commercial uses, however these are not required. Buildings should be designed so that they may be converted to commercial uses when market conditions allow.



Figure 33: Built Form Guide
Image Credit: Port Credit Local Area Plan

Residential Street Setbacks

On residential streets (shown on Figure 33 as green) the setback to a building shall be a minimum of 4.5 m and a maximum of 7.0 m depending on the character of the adjacent developments and the configuration of the proposed building. The setback should ensure that there is ample appropriate landscape treatment to fit in with the existing character of the community.



Figure 34: Residential setbacks should be well landscaped. Setbacks should be a minimum of 4.5 m and a maximum of 7.0 m. *Mississauga, Mississauga Rd and Bay St*



Figure 35: Residential setbacks should be well landscaped. Setbacks should be a minimum of 4.5 m and a maximum of 7.0 m. *Mississauga, Bay St and John St*

2.4.8 Building Frontages

Mixed Use Streets

Port Credit consists of closely spaced mainstreet buildings with no interruptions in the sidewalk. This ensures a safe pedestrian environment.

Buildings fronting onto streets that are required to have retail should be closely spaced with no driveway access points. Front doors shall face Lakeshore Road.

A minimum of 90% of the building face shall front onto Lakeshore Road and be within 0.6 m to 3.0 m of the front property line.

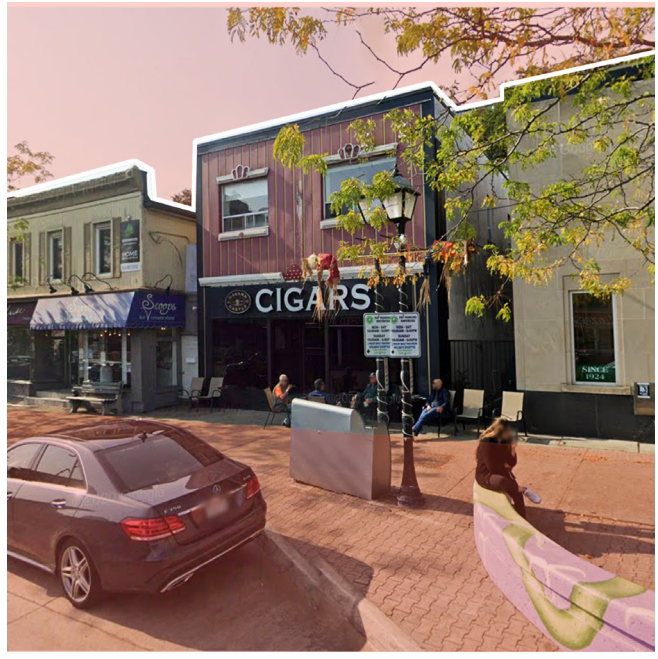


Figure 36: Mainstreet building frontages. 90% of the building frontage is 0.6 m to 3.0 m
Mississauga, Lakeshore Rd E nad Elizabeth St N

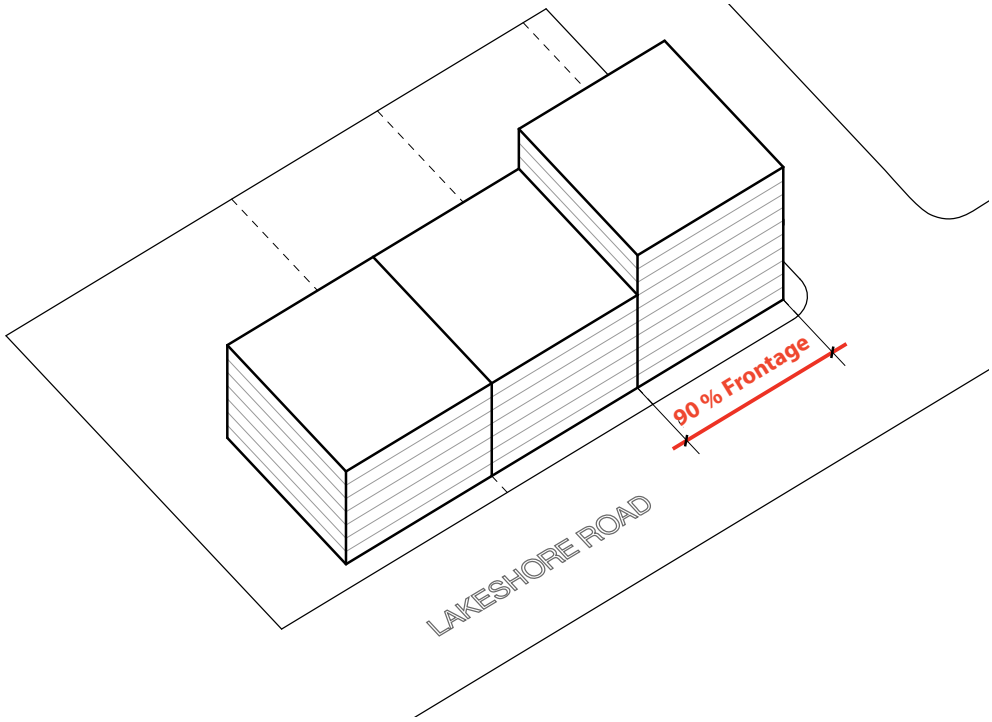


Figure 37: A minimum of 90% of the building shall front onto Lakeshore Road East and West and be within 0.0 m to 3.0 m.

Transitional Streets

Buildings fronting onto transitional streets should be closely spaced with minimal driveway access points. Front doors shall face the street. A minimum of 70% of the building face shall front onto the street and be within 0.6 m to 3.0 m of the front property line.

If residential units are proposed at grade, the building should be set back 4.5 m to 7.0 m.

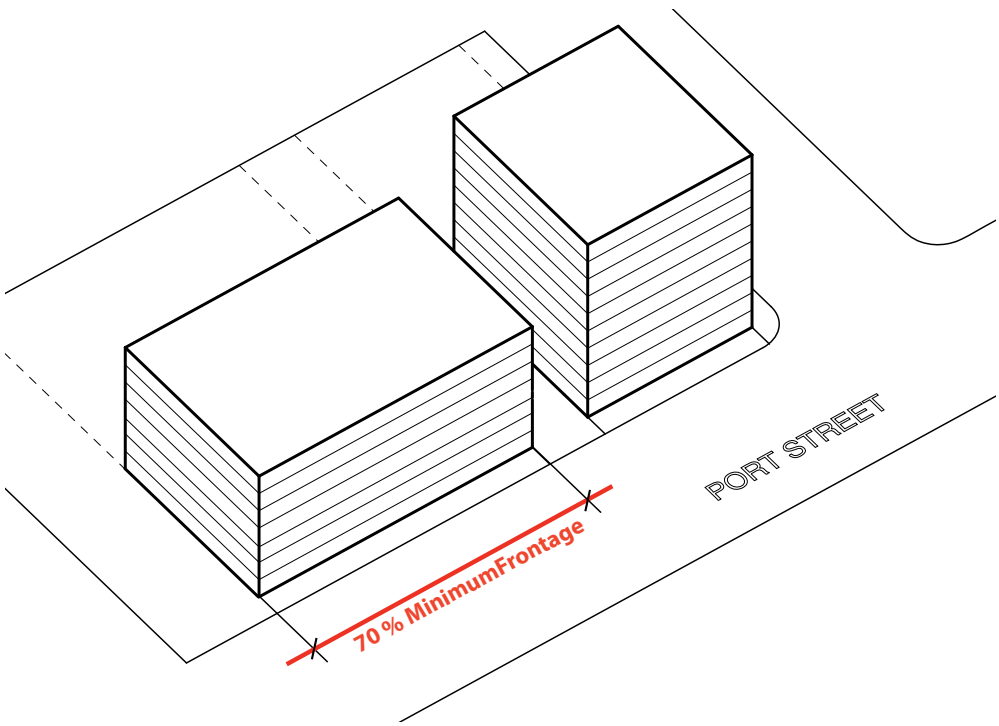


Figure 38: A minimum of 70% of the building shall front onto Port Street East and be within 0.6 m to 3.0 m.

2.4.9 Landscape Area

The Port Credit Node precincts, particularly the Central Residential Precinct and the Riverside Precinct are characterized by well landscaped front yards and mature trees. The landscape area is defined as any outdoor area on a lot, located at grade, including the landscaped buffer area. It is suitable for the growth and maintenance of grass, flowers, shrubs, trees and other landscape features, and may include walkways, berms, retaining walls and outdoor amenity areas.

However, it shall not include driveways, aisles, ramps or internal roads, parking areas whether surfaced or not, curbs, any open space beneath or within any building, structure or part thereof, or any exterior garbage storage or handling area.

A minimum of 30% landscape area is required for all sites within the Central Residential Precinct, the Riverside Precinct and the Harbour Mixed Use Precinct. This is to ensure that all

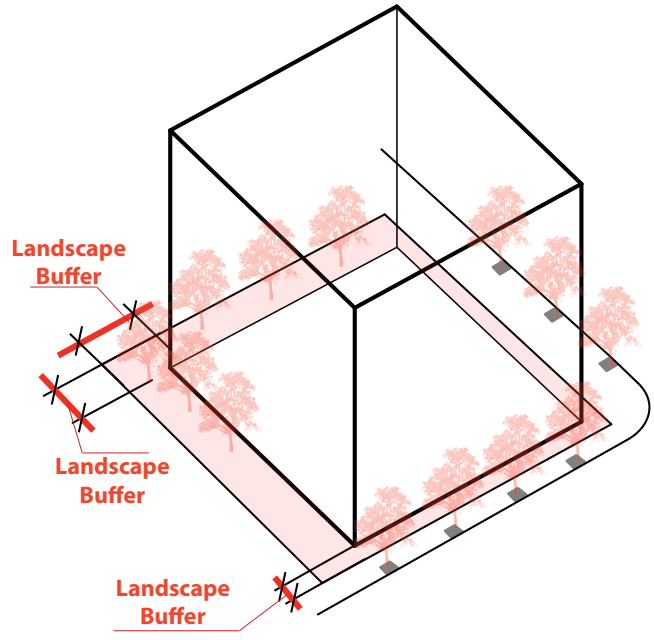


Figure 39: 30% landscape area for a small lot on a 40.0 m x 45.0 m.



Figure 40: Image of the Central Residential Precinct *Mississauga, Ann Street and High Street*

lots can achieve a minimum buffer to adjacent uses; that the existing context which contains well landscaped front yards, particularly on high density sites, can be achieved; to ensure sustainable measures can be attained so fenestration can be achieved; and that overdevelopment of sites does not occur. It will also help protect views to Lake Ontario through future development of sites along the waterfront.

At a minimum, the landscape area should achieve a row of coniferous trees with shrubs and/or perennial plantings to provide a natural visual buffer between the two uses.

In the Mainstreet Precinct, where development is intended to create a compact commercial mainstreet, no minimum landscape area will be required, however, a minimum 4.5 m landscape buffer is required when a mixed use zone abuts a residential zone.

A landscape buffer is defined as a continuous, open, unobstructed width of land substantially parallel to and adjoining a lot line that is intended for the growth and maintenance of plant material including trees, shrubs and other landscape features such as retaining walls.



Figure 41: Image of the Central Residential Precinct. *Mississauga, High St E and Helene St N*

2.4.10 Pedestrian Realm/Streetscape

The public realm is an integral part of any site development. The relationship between the 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 Port Credit.

New developments should enhance public streets and the open space system by creating a desirable street edge condition that is ideal for the use of pedestrians.

Different streets will have different streetscape requirements depending on their uses. Sidewalk width and content should relate to its function. For example, streets that include public transit should have wider sidewalks and room for street furniture related to the bus stops.

Parking garage ventilation should not be located at grade along any street frontages and should be integrated into the façade of the building.



Figure 42: Lakeshore Road East recent development and streetscape treatment.
Mississauga, Lakeshore Rd E and St Lawrence Dr

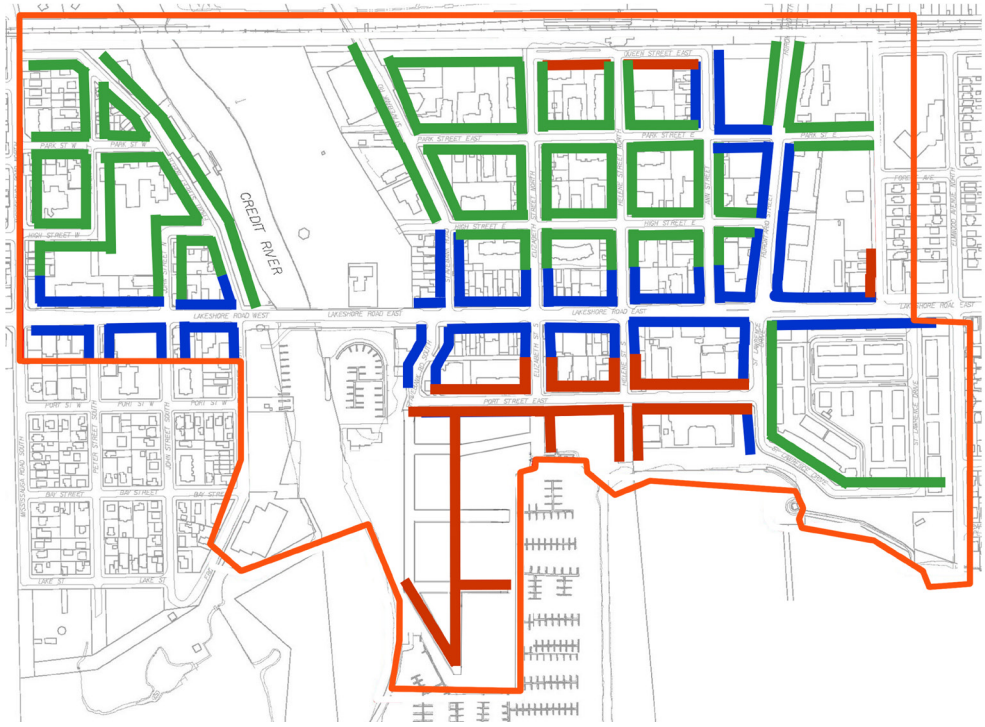


Figure 43: Image of the pedestrian realm/streetscape
Image Credit: Port Credit Local Area Plan

Mixed Use

The vitality of the Node depends on the health of the mixed use and its local business. Lakeshore Road East and West require streetscape improvements which will help to revitalize the most important streets in Port Credit.

Additional requirements for building setbacks may be required to achieve the ideal pedestrian experience within the streetscape corridor. A Master Streetscape Study is needed for Lakeshore Road East and West, Hurontario Street, Port Street and the streets connecting these locations.

Utilities such as overhead wires and underground cables are important uses that occur within the right of way. Careful consideration will be given when planning streetscape improvements such as tree planting, to ensure compatibility with utilities. The design of utility infrastructure should reflect best practices in design, while ensuring sufficient technical resilience to provide for increasing number and quality of service demanded by the public.

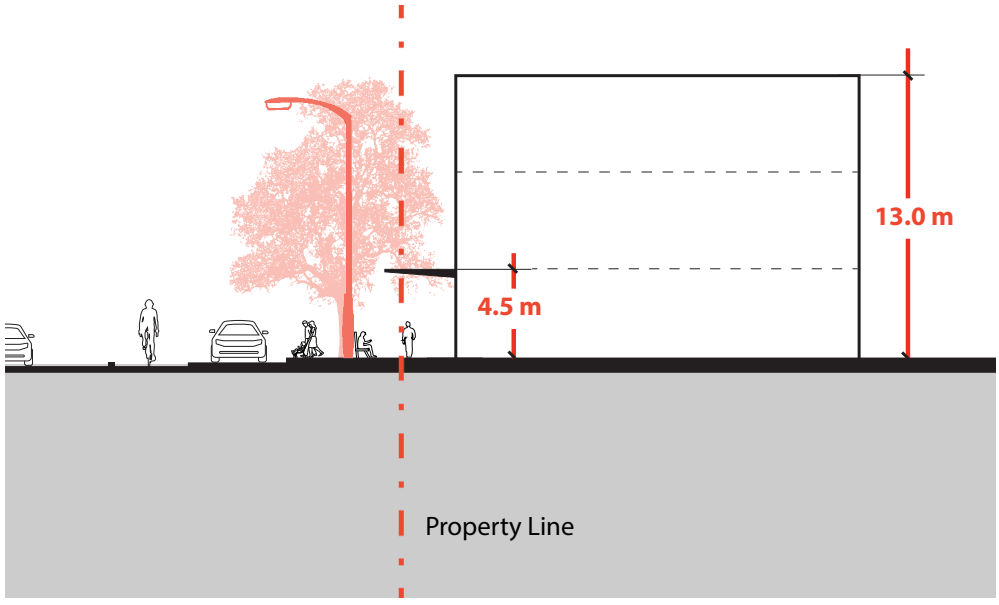


Figure 44: Conceptual mainstreet streetscape

Residential Streets

Residential streets are those that have residential uses at grade. Residential streets are characterized by generous setbacks, upgraded tree planting and landscape treatment.

Residential streets should continue to maintain these characteristics. The pedestrian realm will include a sidewalk on the street edge where appropriate with tree planting and grassed areas on the interior of the sidewalk.

New development will ensure that existing trees are preserved, maintained and enhanced.

Buildings will generally be set back 4.5 m to 7.0 m to ensure an adequate landscape treatment can be accommodated at grade.

Transitional Streets

Transitional streets are those that may one day be used as commercial, retail or employment streets as Port Credit evolves into a more compact village.

These areas should be developed with flexibility. Buildings should be located within the setback of 0.6 m to 3.0 m for commercial retail and 4.5 m to 7.0 m for at grade residential uses. The pedestrian realm and streetscape should be continuous and provide a wider pedestrian realm to ensure flexibility. Street trees and coordinated furniture including post and ring bike parking are a requirement.

Figure 45: Residential Neighbourhood
Mississauga, High St E and Helene St N, Image Credit: Google Map



Figure 46: Port Street East
Mississauga, Lakeshore Rd E and Hurontario St, I mage Credit: Google Map



2.4.11 Parking, Loading and Service Areas

The design of parking, servicing and loading areas are 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, cyclists and vehicles.

Service, loading and garbage storage areas should be integrated into the buildings, located interior to the building or alternatively at the rear of the building and screened from the public realm and adjacent residential uses. Parking should be located underground, internal to the building or to the rear of buildings.

Above grade parking facilities will be designed to be compatible with the surrounding character through the use of architectural elements that fit with the scale, style and streetscape of the community. Consideration should be given to active pedestrian related uses on the ground floor of the structure in order to improve the animation of street edge conditions. Above grade parking structures should be designed in such a manner that they are integrated into the development. Vehicles should not be visible to the public realm.



Figure 47: Laneway Port Street East - The back lane of the building from the previous page. *Mississauga, Lakeshore Rd E and Hurontario St, Image Credit: Google Map*

2.4.12 Roof Top Mechanical Penthouse Units

All rooftop units should be internal to the buildings and hidden from public view.

All mechanical penthouses should be designed and clad with materials to compliment the building façade.

The portion of the roof not utilized as mechanical penthouse should be developed as green roofs and/or useable outdoor amenity space.



Figure 48: The portion of the roof not utilized as mechanical penthouse should be developed as green roofs and/or useable outdoor amenity space.
Mississauga, Lakeshore Rd W and Hurontario St S

2.4.13 Architectural Expression and Materiality

New buildings should reference their physical, cultural and historic surroundings through their architectural language and high quality materials. Materials should show sensitivity to their surroundings and should aim to be of the highest quality, responding directly to the existing urban fabric, whether by utilizing similar or sympathetic materials or by positive contrast.

Materials should be chosen with regard to their performance in sustainable terms. The use of local or recycled materials, and/or materials from renewable resources is encouraged.

High quality materials will be required in all new developments. The material most widely found in Port Credit is red tone brick. New developments are encouraged to incorporate this material into their development.

For the mainstreet, vision glass should be used for all store fronts. No spandrel glass will be permitted along Lakeshore Road.

Materials that are not dominant in Port Credit are discouraged as the dominant feature of any new development. These materials include architectural concrete block, stucco, spandrel glass and EIFS panels. These materials will not be permitted below the 4th storey. Concrete block is not permitted to be exposed.
Building scale should be broken down through the use of stepping, projections, canopies, trellises, changes in scale, fenestration patterns, materials and finishes.

The private space that extends from the building face to the public right-of-way must be designed in a such a way that it seamlessly blends with the design of the public realm.

Future sidewalk/boulevard treatment including site elements such as seating and lighting, should match that of the public right-of-way in order to blur the line between public and private realm.



Figure 49: Preferred materials to be exposed: brown/red brick.
Port Street East, Mississauga, Lakeshore Rd E and Hurontario St

2.5 Scenic Routes, Key Sites and Views

Currently, the Port Credit community has physical and visual access to the Lake Ontario and the Credit River. As development occurs, views to the water should be preserved and enhanced as they are major contributors to the community's character and pride.

Public views of important natural or man-made features along streets and scenic routes need to be protected as they add value to the built form and contribute to neighbourhood identity.

When new development occurs, it must maintain, and in some cases, enhance these views and vistas to prominent features.

Sites with prominence, high visibility and access should be considered as a priority for civic buildings and community infrastructure.

Special care will be taken with development along Scenic Routes to preserve and complement the scenic historic character of the street. Scenic Routes and views identified in Figure 50 should be preserved and enhanced.

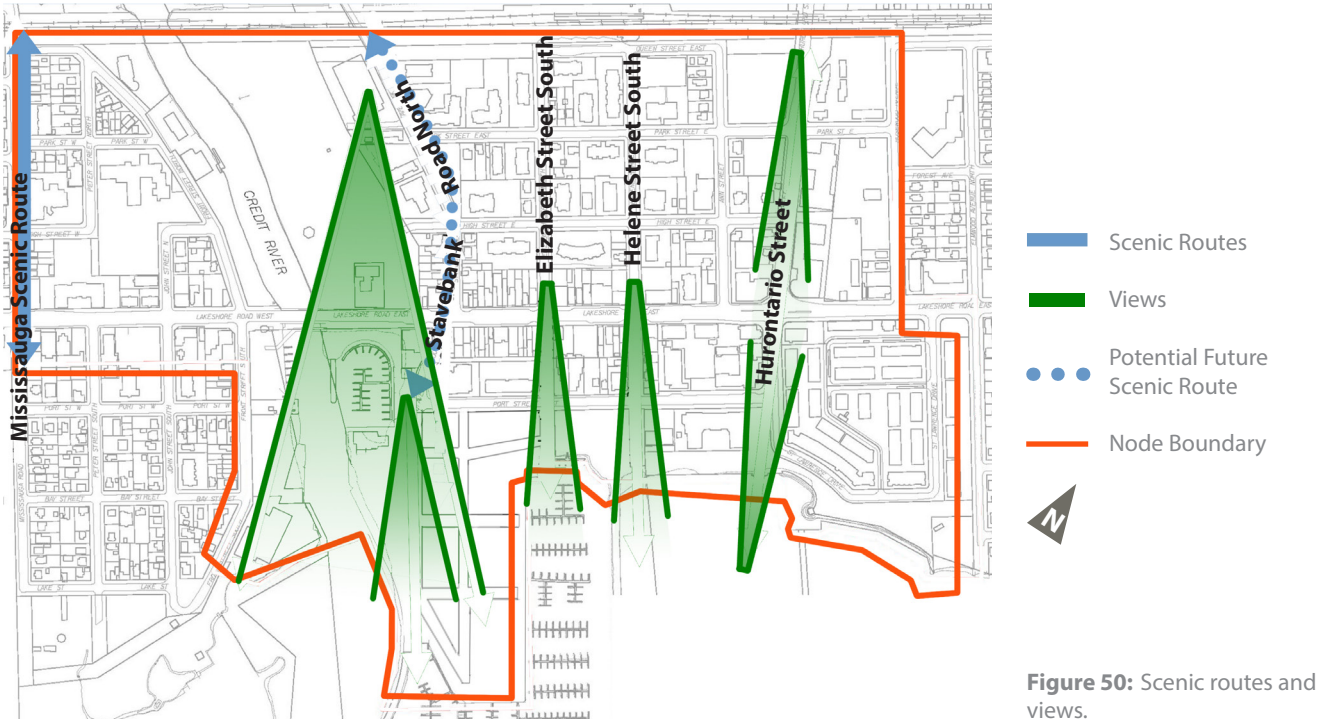


Figure 50: Scenic routes and views.

Mississauga Road Scenic Route

Lands abutting the Mississauga Road right-of-way between the St. Lawrence and Hudson Railway and Lakeshore Road West (frontage, flanked and rear yards) are designated a scenic route and will be subject to special policies as outlined the Mississauga Official Plan.

Potential Future Scenic Routes

Stavebank Road North and South from the Railway tracks to the Port Credit Pier and Mississauga Road South have been identified as potential future Scenic routes that will be required to be studied further through separate review.

Views

Port Credit has many natural views to Lake Ontario. These views shall be enhanced and maintained. There are a number of views that still need to be developed. These include the extension of Elizabeth Street South and Helene Street South. Streetscapes along these streets should enhance the views to Lake Ontario. Architectural interest should be heightened on these corridors.

In addition to the views to Lake Ontario Port Credit is visually connected to Downtown Mississauga. Views to prominent Architecture "The Marilyn" in the Absolute project should be maintained and enhanced along Hurontario Street.



Figure 51: Mississauga Road Scenic Route.

Figure 52: Hurontario Street looking North, "Marilyn Building" in the background.
Mississauga, St Lawrence Dr



2.6 Place Making Opportunities

Place-making is the 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.

Place-making capitalizes on a local community's assets, inspiration, and potential, ultimately creating good public spaces that promote people's social interaction, health, happiness, and well being.

Although the entire Node, as a centre for surrounding neighbourhoods, should be recognized as offering place-making opportunities, the following represent areas which have the opportunity to make a substantial contribution to Port Credit:

1. Transportation hub: the vicinity of the GO station, parking lot, and future LRT;

2. Waterfront marina: the vicinity of the Port Credit Harbour Marina, future LRT stop on Port Street East, and terminuses of Stavebank Road South, Elizabeth Street South, and Helene Street South;

3. Mouth of the Credit River: the vicinity of Snug Harbour, J.J. Plaus Park, Marina Park, Heritage Building (former Canada Post Office), Region of Peel Lighthouse; and

4. Credit River Valley: vicinity including Port Credit library, Port Credit Arena, Memorial Park, Canoe and Rowing Clubs, Legion Hall, Stavebank Road properties which back onto the valley.

When reviewing development applications, consideration should be given to capitalizing on any opportunities that may foster place-making and would contribute to the urban form of Port Credit. The inclusion of Public Art should be considered in these locations.



Figure 53: Place-making opportunities

2.7 Continuous Waterfront Access

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.

As a condition of development approval, provisions of signify cant public parklands and access to the waterfront including the extension of the Waterfront Trail, will be required. Continuous waterfront access along the shoreline is a priority for the residents of Port Credit and the City as a whole. In these situations an appropriate balance between use and public access must be found.



Figure 54: Continuous Waterfront Access. *Mississauga, Port Credit Waterfront*

2.8 Cultural Heritage Resources

Heritage is an important characteristic of the Port Credit Node. Within the Port Credit Node there are over 45 properties that are on the City's Heritage Register. The Register contains two types of properties:

- Designated (recognized by the City through by-law as being of Heritage significance); and
- Listed (identified but not fully researched as to heritage significance).

In addition, the Port Credit Node also contains Cultural Landscapes which can be defined as a setting which has enhanced a community's vibrancy, aesthetic quality, distinctiveness and sense of history or sense of place.
Cultural landscapes within the Port Credit Node include:

- Port Credit Harbour;
- Port Credit Pier;
- the CN Bridge over the Credit River;
- Credit River Corridor; and
- Mississauga Road Scenic Route.

The Port Credit Node has 10 properties that are designated. Designated properties are to be retailed.

The retention and enhancement of heritage listed properties is strongly encouraged. Properties listed on the Heritage Register will be preserved in their existing location. Any development will incorporate these structures in the design of the proposal. Any changes to these structures or developments adjacent to these structures will require a Heritage Impact Statement and may have additional requirements. Additional requirements may include, but are not limited to, a review and approval from the Heritage Advisory Committee and Council.

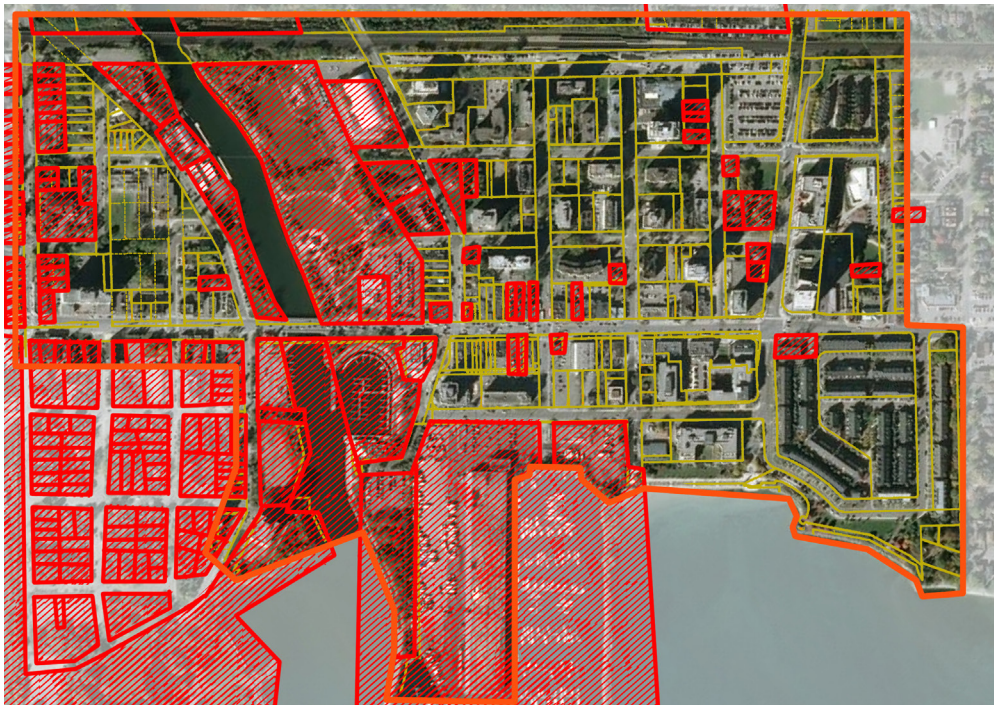


Figure 55: Cultural Heritage Resources.

Tall buildings will not visually impede the setting of listed/designated heritage buildings. Where heritage buildings are low-scale, the podium of the tall building will respect and reflect the unique urban character, visual relationships, topography and materials of the surrounding historic building. The tall buildings will preserve and enhance the character and appearance of the setting of the adjacent listed/designated building(s).

Where heritage buildings are low-scale, the podium or ground façade of tall buildings will respect and reflect the unique urban grain and scale, visual relationship, topography and materials of the surrounding historic buildings.

For lands on the south side of Lakeshore Road West, between Mississauga Road and the Credit River, the Old Port Credit Village Heritage Conservation District Plan applies.



Figure 56: St. Mary Star of the Sea Roman Catholic Church
Mississauga, Lakeshore Rd W & Peter St S, I
mage Credit: Mississauga.ca

Figure 57: Clarke Memorial Hall.
Mississauga, Lakeshore Rd W & Peter St S,
Image Credit: Mississauga.ca



Port Credit Neighbourhoods

3.0 Port Credit Neighbourhoods
3.1 Contextual Building Heights
3.2 Neighbourhood Precinct Areas
- **3.2.1** North Residential Precinct
- **3.2.2** South Residential Precinct
- **3.2.3** Neighbourhood Mainstreet Precinct
- **3.2.4** Old Port Credit Village Heritage Conservation Precinct

3.3 Views
3.4 Cultural Heritage Resources
3.5 Parking, Servicing and Loading
3.6 Access Points
3.7 Pedestrian Realm/Streetscape
3.8 Microclimate
- **3.8.1** Shadow Impact
- **3.8.2** Wind Comfort

3.9 Materiality

3.0 Port Credit Neighbourhoods

Port Credit neighbourhoods are located on either side of the Port Credit Community Node. Lands identified as Neighbourhood Precincts are considered to be stable areas where the existing character is to be preserved and will not be the focus for intensification.

Although stable, some change is anticipated. New development does not necessarily have to mirror existing development types and densities, however it will respect the character of the area. New development does not necessarily have to mirror existing development types and densities, however, it will respect the character of the area.

The Port Credit Neighbourhood Character Area is compromised of five precincts:

- North Residential (which include the Shawnmarr/Indian Heights and Credit Grove neighbourhoods);
- South Residential (which includes the Cranberry Cove and Hiawatha neighbourhoods);
- Mainstreet Neighbourhood ;
- Historic Village of Port Credit; and
- Vacant Former Refinery.

The following sections provide additional context and information on each of the Neighbourhood Precincts. Subsequent sections provided further direction on specific built form issues.

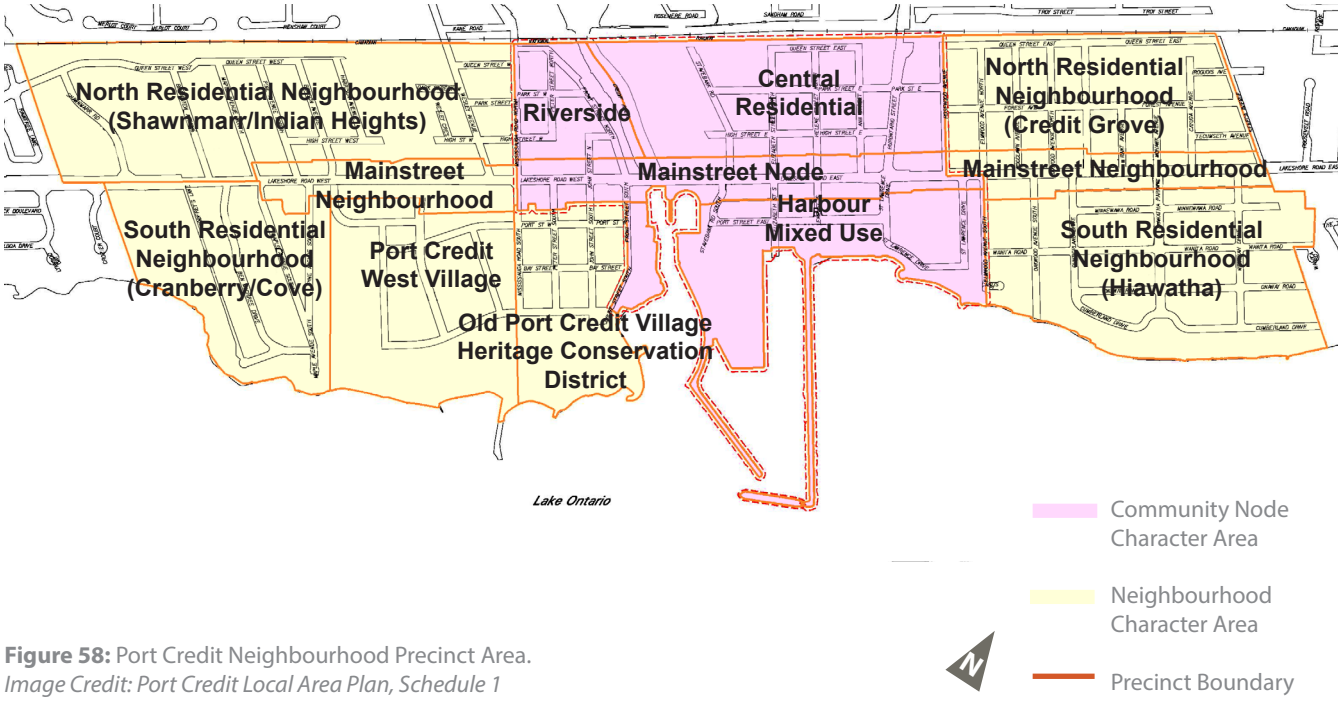


Figure 58: Port Credit Neighbourhood Precinct Area.
Image Credit: Port Credit Local Area Plan, Schedule 1

3.1 Contextual Building Heights

Port Credit neighbourhood areas are characterized by predominately low rise buildings of 3 storeys or less. There are a limited number of older 4 to 6 storey apartment buildings located along Lakeshore Road or in the Heritage Precinct.

There is also an 8 storey apartment building representing the tallest structure in the Neighbourhood Precincts, located at Lakeshore Road West and Maple Avenue South.
While Neighbourhoods are to be stable, some change is anticipated. Where development occurs it will generally be through modest infilling or development within the mainstreet precinct, the existing commercial plaza.



Figure 59: Port Credit North Residential Neighbourhood Precinct Areas
Mississauga, Mississauga Rd N



Figure 60: Port Credit Mainstreet Neighbourhood Precinct Area.
Mississauga, Lakeshore Rd W & Maple S
Image Credit: Google Image

3.2 Neighbourhood Precinct Areas

3.2.1 North Residential Precinct

This area consists of the Shawnmarr/Indian Heights and Credit Grove neighbourhoods. These stable residential areas will be maintained while allowing for infill which is compatible with and enhances the character of the area.

a. The predominant characteristics of these areas will be preserved including: low rise building heights; the combination of small building masses on small lots; the well-landscaped streetscapes; and the regular street grid;

b. New development is encouraged to reflect 1 to 2 storey building heights and should not exceed 3 storeys;

c. Properties fronting onto Lakeshore Road West will complement the adjacent Mainstreet Precinct by continuing the 4 storey height limit; and

d. Existing industrial uses along the railway tracks are encouraged to improve their transition to the adjacent residential areas.



Figure 61: Examples of dwellings within the Port Credit North Residential Neighbourhoods
Mississauga, Wesley Ave and Park St W

The maximum permitted height for industrial buildings (e.g. warehousing, self storage, etc.) will be the equivalent to a 2 storey residential building. New development will include appropriate buffers which ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential areas. Development will provide a streetscape that is compatible with adjacent neighbourhood residential uses.



Figure 62: North Residential Precinct
Mississauga, Pine Ave N

3.2.2 South Residential Precinct

This area consists of the Cranberry Cove and Hiawatha neighbourhoods. These stable residential areas will be maintained while allowing for infill which is compatible with and enhances the character of the area.

a. The predominant characteristics of these areas will be preserved including: the low rise building heights; combi-nation of small building masses on small lots; physical and visual access to Lake Ontario from parks and the terminus of streets; the well landscaped streetscape and street grid pattern;

b. New development will have a maximum height generally equivalent to 2 storeys; and

c. Properties fronting onto Lakeshore Road West will complement the adjacent mainstreet precinct by continuing the 4-storey height limit.



Figure 63: South Residential Precinct
Mississauga, Pine Ave S

3.2.3 Neighbourhood Mainstreet Precinct

The lands fronting onto Lakeshore Road East and West outside of the Port Credit Community Node are known as the Neighbourhood Mainstreet Precincts. These lands will be developed as a mixed use area.

a. Heights along the Lakeshore Road Corridor will be a minimum of 2 storeys and a maximum of 4 storeys;

b. Along Lakeshore Road East and West, mixed-use developments with street-related retail commercial uses and a rhythm of closely spaced storefronts lining the street will be required to foster an active pedestrian realm and to minimize the apparent width of Lakeshore Road East and West;

c. Developments along Lakeshore Road East and West will be close to the street and have a setback of 0.6 m to 3.0 m. The appropriate setback will be determined through a detailed analysis of the public realm and streetscape requirements. Additional setbacks may be required to ensure an appropriate pedestrian realm;

d. Main entrances of buildings will be located along the Lakeshore Road East and West frontage;

e. Parking will be provided on street or in small, distributed parking lots or at the rear of the building through laneways. 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 activate the street wall and enhance public amenity;

f. Parking, loading and service areas will be located behind the buildings fronting Lakeshore Road East and West and will be screened from view from residential properties to the north and south;

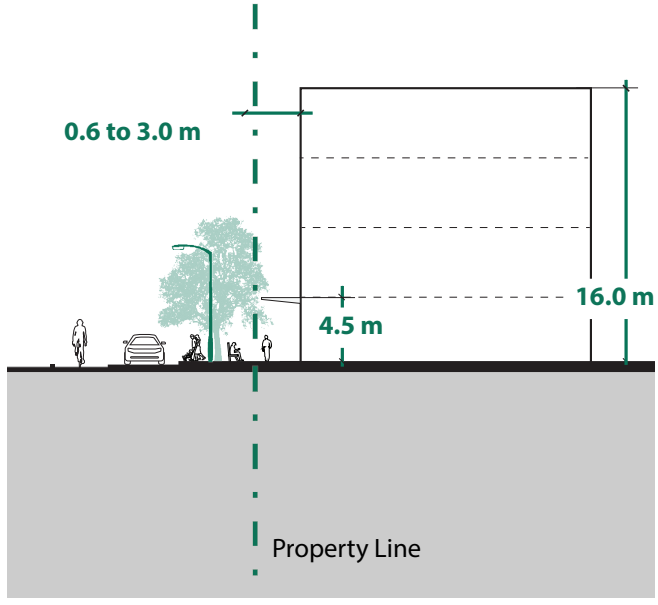
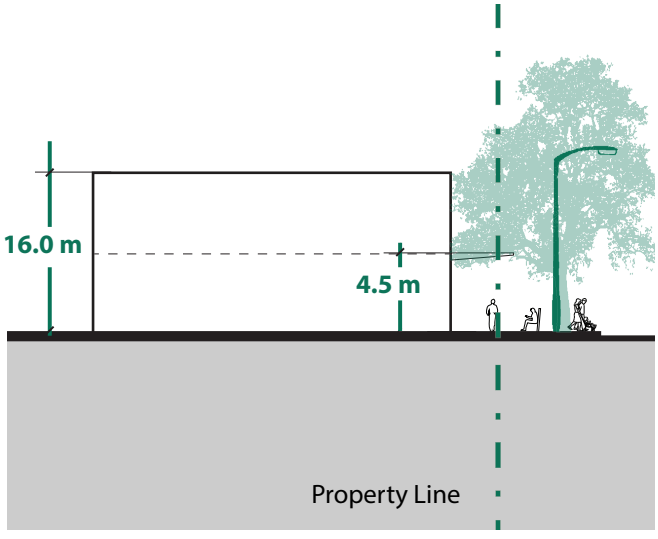


Figure 64: Illustration of the setback on Lakeshore Road West and East

Figure 65: Minimum building heights on Lakeshore Road West and East



g. New access points along Lakeshore Road East and West will be strongly discouraged. Where alternatives are not feasible, access will be consolidated between properties and preferably located where a traffic signal opportunity is feasible;

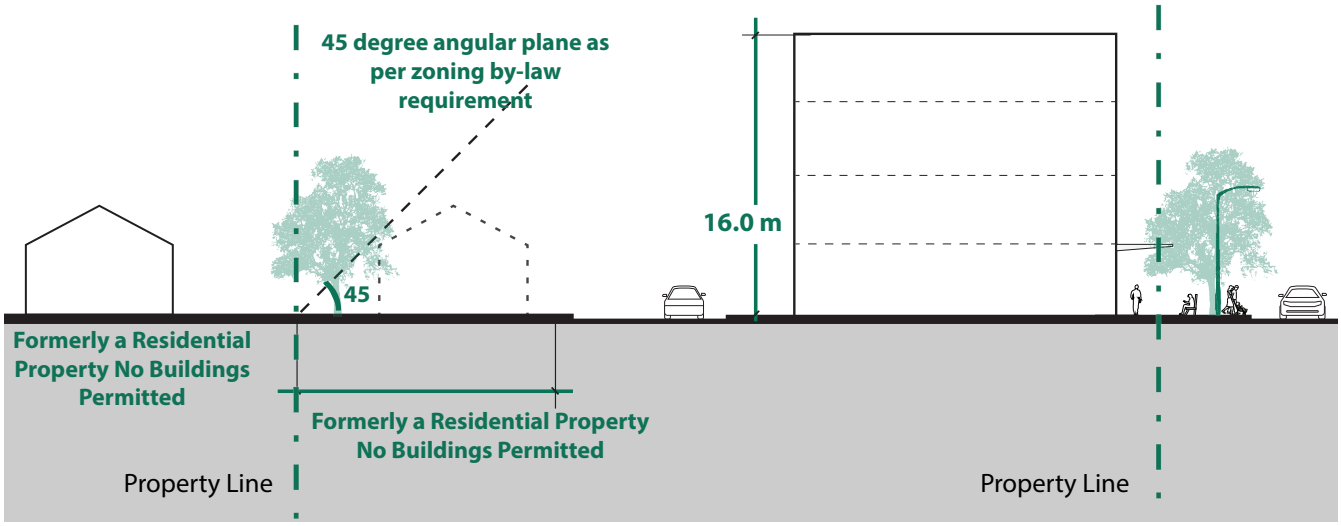
h. Where development is proposed adjacent to residential neighbourhoods, attention should be given to ensuring appropriate transition;

i. The assembly of adjacent low density residential land to enlarge properties fronting the Mainstreet Precinct is discouraged. However, should assembly occur, the primary purpose of these lands should be for buffering the adjacent residential uses and for amenity space and/or parking if required through the development;

j. Developments should maintain existing view corridors to the lake, such as along Oakwood Avenue South, and create new view corridors, such as, along the north/south public roads; and

k. Future development will recognize the character of adjacent land uses.

Figure 66: Illustration of how the assembly of residential lands will be treated.



3.2.4 Old Port Credit Village Heritage Conservation Precinct

This Precinct (also called the Historic 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 that dates back to the nineteenth century, creating a pleasing sense of "time depth". The Old Port Credit Village Heritage Conservation District Plan applies to lands within this precinct.

a. Any additions, alterations, adaptive re-use or redevelopment will address how the development:

- Displays massing and scale sympathetic to surroundings;
- Preserves the historic housing stock;
- Supports the existing historic character;
- Maintains the existing street grid pattern and building setbacks; and
- Maintains and enhances significant groupings of trees and mature vegetation.



Figure 67: Example of structures in the Historic Village of Port Credit. *Mississauga, John St S*

3.3 Views

Views to Lake Ontario are vital and should be enhanced where possible.

New development should ensure views to Lake Ontario within the Port Credit Neighbourhoods are maintained.



Figure 68: Elmwood Avenue South, *Mississauga*

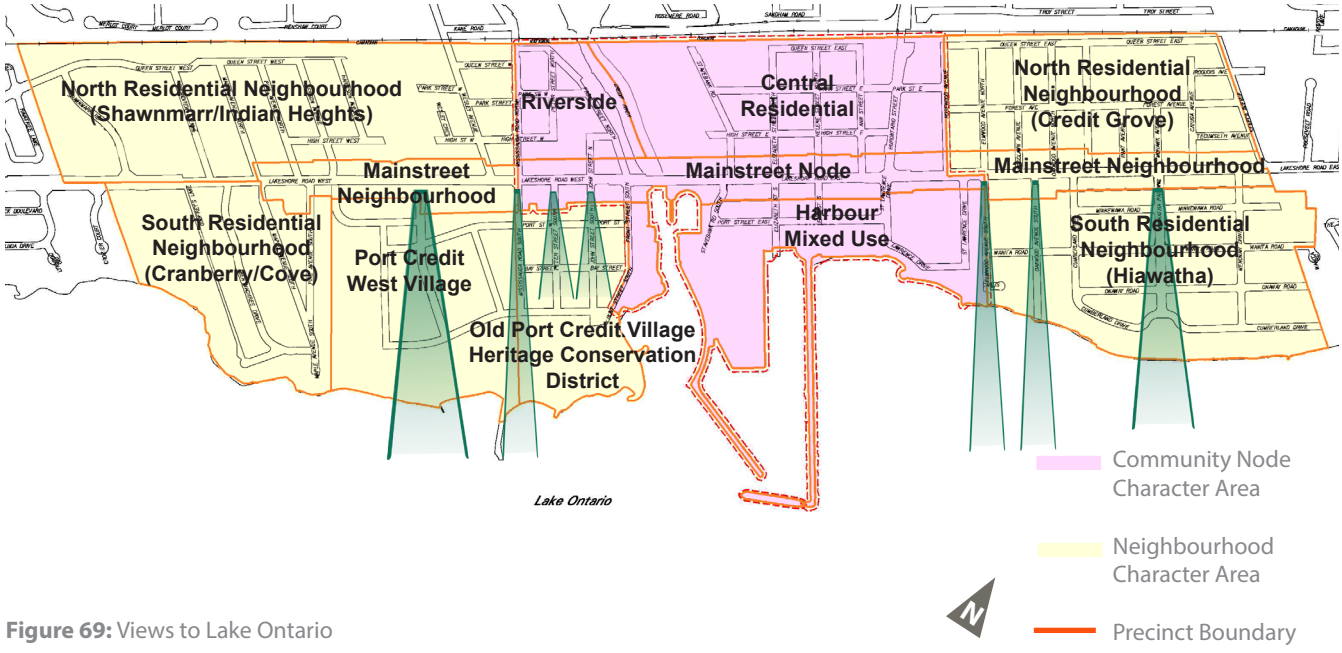


Figure 69: Views to Lake Ontario

3.4 Cultural Heritage Resources

There are a number of heritage resources in the Port Credit Neighbourhoods. Designated properties are to be retained. The retention and enhancement of heritage listed properties is strongly encouraged.

New development proposed in proximity to these buildings should be developed in a manner that is sensitive and compli-mentary to the character of the structure.

New developments should provide the appropriate transition to properties listed on the heritage register and in the Historic Village of Port Credit Precinct.



Figure 70: Port Credit Lighthouse
Image Credit: https://orcaequity.ca/project/stride/

3.5 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, cyclists and vehicles.

Parking should be located underground, internal to the building or to the rear of the buildings.

Above grade parking structures should be designed in such a manner that vehicles are not visible to the public and have appropriate directional signage to the structure .

Service, loading and garbage storage areas should be integrated into the building or located at the rear of the building and screened from the public realm and adjacent residential uses.



Figure 71: Loading should be located underground, internal to the building or to the rear of the buildings.
Mississauga, Port St E, Image Credit: Google Map

3.6 Access Points

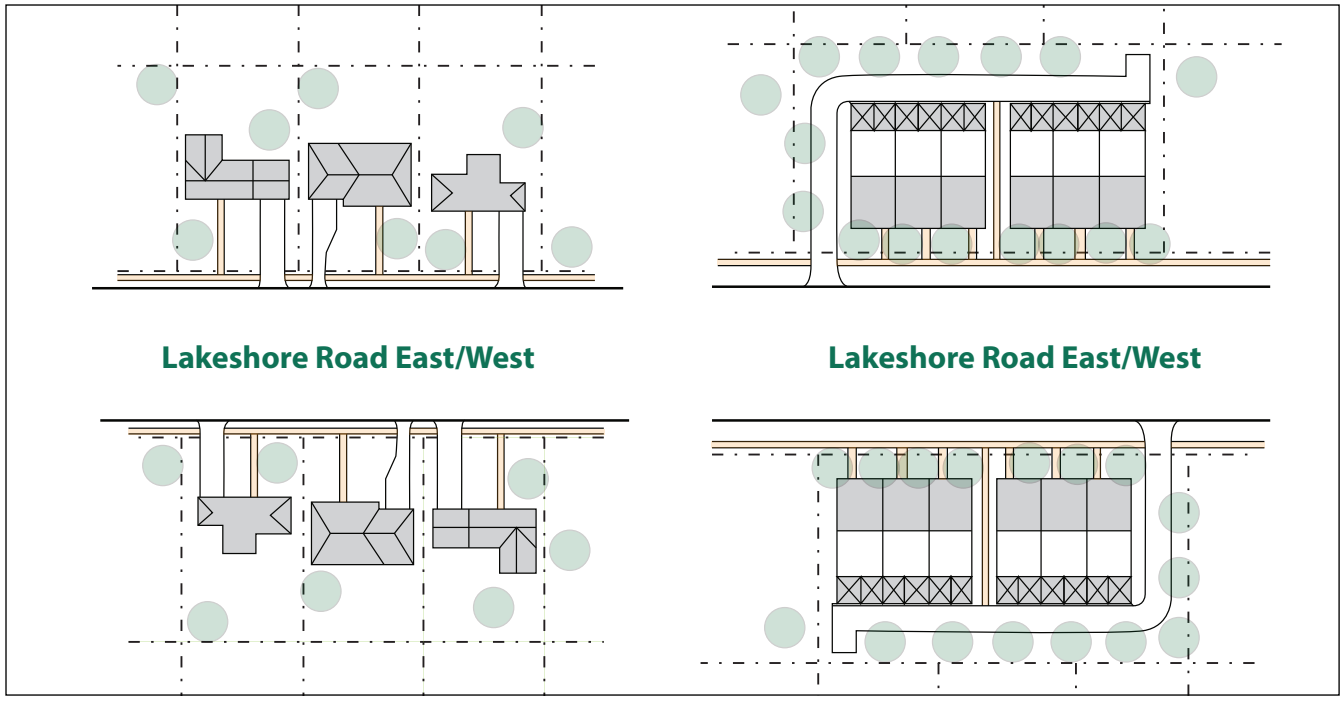
The consolidation and relocation of access points along Lakeshore Road East and West will be encouraged to promote pedestrian safety and a cycle friendly environment to provide the opportunity for a continuous streetscape.

Mutual access between abutting properties will be essential in achieving a pedestrian oriented environment. Existing access will be relocated whenever possible to side streets and the rear of the property. The addition of access points will not be permitted.



Figure 73: Existing Access Points
Mississauga, Lakeshore Rd E and Oakwood Ave S

Figure 72: Conceptual consolidation of access points along Lakeshore Road West and East



3.7 Pedestrian Realm/ Streetscape

The Neighbourhood Precincts have an established streetscape particularly in the residential areas. These consist of mature tree lined streets and some sidewalks on the street edge. A significant number of the residential streets, however, do not have sidewalks. This will be maintained.

In the Neighbourhood Mainstreet Precinct, a Master Streetscape Plan will be required to determine the appropriate streetscape and to ensure any planned streetscape work takes into consideration established and planned utilities. Coordinated street furniture, including post and ring bike parking, should be established through this process.

In the interim, applicants for development applications along mainstreets will be required to submit a streetscape plan which clearly demonstrates how they can achieve the optimal boulevard minimum width of 5.6 m and how the proposed development will fit in with the current streetscape pattern.



Figure 74: Pedestrian Realm with no access point
Mississauga, Lakeshore Rd E and St Lawrence Dr



Figure 75: Example of Public Space
Mississauga, Lakeshore Rd E and St Lawrence Dr, Image Credit: https://slokker.com/usa/port-credit-village/

3.8 Microclimate

Shadow and wind comfort studies will be required as per the City of Mississauga Design Guidelines and Reference Notes.

3.8.1 Shadow Impact

Shadow studies will be requested in support of development applications to demonstrate that the height and/or location of a proposed building will not generate excessive shadows over adjacent lands.

Shadow studies will be required for buildings greater than 10.7 m in height which may cause new shadow impacts on adjacent residential properties, public parkland, open space and the public realm. Particular attention will be focused on the mainstreet corridors (Lakeshore Road East or West and Hurontario Street) where a pedestrian environment is strongly encouraged and fostered.

3.8.2 Wind Comfort

Wind studies may be requested for developments over 3 stories or 16.0 m in height to ensure appropriate comfort and safety levels are maintained in the pedestrian realm, streetscapes, public spaces, private public amenity areas and areas immediately adjacent to and surrounding the proposed development. The study may be required on development applications higher than 3 storeys.

Evaluation of the existing wind conditions in the immediate and surrounding area, prior to the proposed development will be required along with a comparison of the wind conditions.

The criteria to be used for the analysis should be signed and sealed by a certified engineer. The Terms of Reference for Pedestrian Wind Comfort and Safety Studied should be used.

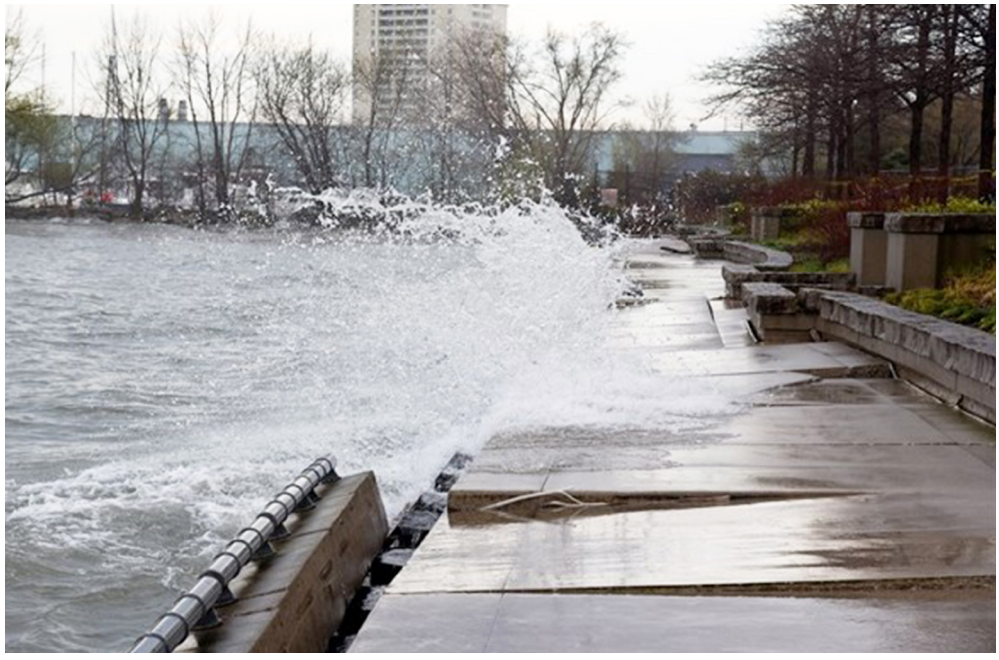


Figure 76: Heavy rains and high water hit Port Credit waterfront trail hard *Mississauga, Lake Ontario Image Credit: https://www.mississauga.com/*

3.9 Materiality

As in the Community Node, new buildings should reference their surroundings through their architectural language and high quality materials. In addition, there may be other City initiatives and directions (e.g. Relevant Urban Design Guidelines, Port Credit Village Heritage Conservation District Plan, among some) which need to be consulted.

High quality building materials will be required in all new developments in Port Credit. The predominant exterior building material is a reddish tone brick and stone. New buildings are required to maintain this theme along the neighbourhood mainstreet and in the residential neighbourhoods.

For the mainstreet, vision glass should be used for all store fronts. Spandrel glass will not be permitted along Lakeshore Road East and West.

Concrete block is not permitted to be exposed. Painted concrete block is not permitted.



Figure 77: Example of brick material
Mississauga, Wesley Ave and Park St W



Figure 78: Example of brick and stone material
Mississauga, Lakeshore Rd W and Godfreys Ln

Environmental Sustainability

4.0 Environmental Sustainability

4.0 Environmental Sustainability

New developments must be sustainable in all aspects, taking into account social and economic impact, based on whole life costs and benefits. Advances in construction technology combined with a growing body of architectural knowledge mean that sustainable practices should be easily achievable.

On July 7, 2010, City Council adopted the Green Development Strategy that focuses on achieving sustainability and environmental responsibility in new development in Mississauga. The City strongly encourages applicants to incorporate green sustainable elements into proposed buildings, site works, construction methods and long-term maintenance programs. Further, the City also encourages that applicants pursue LEED-NC credits required to achieve Silver certification.

For More information, Visit Canada Green Building Council for the LEED – NC program, CVC/TRCA website for the Low Impact Development Stormwater Management Planning and Design Guide, City of Mississauga for the Green Development Strategy and Stage One Development Standards and Mississauga Water Quality Control Strategy.



Figure 79: Example of Green Development Strategy
Mississauga, Waterfront Trail



Figure 80: Example of Green Development Strategy
Mississauga, Waterfront Trail

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Appendix II

City of Mississauga

Lakeshore Road





Transportation Review Study

FINAL REPORT

HDR | iTRANS

December 2010

EXECUTIVE SUMMARY

Study Purpose
The overall goal of this study was to provide a comprehensive and technical transportation review to identify how the Lakeshore Road corridor can accommodate alternative modes of transportation and provide input and background into the preparation of Official Plan policies for Lakeview and Port Credit and address stakeholder comments provided in the *"Directions Report"*.

As the City looks to the future, long term plans for corridors such as Lakeshore Road will include providing the necessary facilities for all modes of transportation. As such, pedestrian facilities, cycling facilities and higher order transit facilities all need to be accommodated for a revitalized and more active Lakeshore Road.

The project conceptually reviewed the feasibility of future higher order transit within the existing Lakeshore Road right-of-way from Hurontario Street to the Long Branch TTC / Mississauga Transit terminal (the study area stops at east municipal boundary, just west of the Long Branch terminal at Etobicoke Creek).

History
Lakeshore Road was formally part of the Provincial King's Highway network as Highway 2 continuous through the GTA. It has also supported the ongoing development of Port Credit, Lakeview and Clarkson urban villages as well as industrial and residential areas along the corridor. Construction of the QEW subsequently relieved most of the through traffic from Lakeshore Road.

Current Role
The roadway has an important role to play in supporting the variety of tourist, commercial, industrial and residential land uses along the corridor. There are no alternative parallel continuous east-west routes except for the access controlled QEW some 2 kms to the north.

Currently Lakeshore Road provides for autos, bus transit and pedestrians, but not explicitly for bicycles. An evaluation of alternative modes and how these modes can be accommodated within the changing Lakeshore Road ROW has been undertaken. The following conclusion and results were developed in the course of this evaluation and functional design exercise.

Currently, around 75% of the traffic crossing the Credit River in the AM peak originates from the southwest part of Mississauga. Approximately 50% of the trips crossing the Credit River on Lakeshore Road are destined to a work / school locations in eastern Mississauga. On occasions when the QEW is blocked, traffic overflows onto Lakeshore Road which exacerbates the already congested traffic entering Port Credit. Traffic flow improves east of Hurontario Street through Port Credit and Lakeview.

Traffic Trends
All day traffic volumes have not risen in the last 10 years. Forecasts show that for the most part, peak direction volumes will not increase in the next 20 years, except for a small increase west of Port Credit as a result of increased GO Train ridership out of the Port Credit GO Station. Traffic volumes in the off-peak direction are forecast to increase resulting in more balanced flows along Lakeshore Road.

Future Transit
On November 28, 2008, Metrolinx released their Draft Regional Transportation Plan entitled *"The Big Move: Transforming Transportation in the Greater Toronto and Hamilton area"*. This document sets out the actions to build new transportation infrastructure and improve transit service in the Greater Toronto and Hamilton area. One such initiative is the Waterfront West Rapid Transit project which will be a new east-west rapid transit connection from Union Station to the Port Credit GO Station. Although not currently financed to be programmed, this initiative is included in their 15-Year Plan. The technology to be utilized and its ultimate alignment were not determined however, it was assumed to be accommodated within the road right-of-way for Lakeshore Road.

LRT
Higher order transit cannot be achieved west of Hurontario Street without compromising other modes and / or streetscaping. The long term plan includes LRT in mixed traffic (similar to Queen / King Streetcar service in Toronto) in the restricted parts of the corridor between Hurontario Street and Greaves Avenue. East of Greaves Avenue, LRT on its own right of way is indicated in the long term functional plans

Right-of-way Challenges
Between Broadview Avenue and Seneca Avenue, a right of way (ROW) width of only 26.2 m is available, with no likelihood of increasing that width. An additional constraint exists between Cawthra Road and Greaves Avenue; however there will be opportunities to achieve the ultimate 30 m ROW in the future. Therefore, in the near term even with a potential narrowing of vehicular lane widths, it is not feasible to implement on-street bicycle lanes in this stretch while maintaining 4 lanes of traffic, on-street parking and the current boulevard / sidewalk widths (which are considered the minimum desirable already). Between Seneca Avenue and Cawthra Road and again between Greaves Avenue and the east municipal boundary, greater ROW widths are available (or could be available) and therefore do not provide the same challenge that the Port Credit and Cawthra Road to Greaves Avenue sections pose.

A series of cross-section alternatives were developed and assessed for use in the short term (based on bus transit in mixed traffic) and long term (with LRT east of Hurontario Street). Many of the more desirable options were not feasible due to inadequate ROW availability. One of the main ROW challenges was to accommodate cyclists more safely than the current situation without adversely impacting space requirements for vehicles, pedestrians and streetscaping.

Lane Widths
In order to better accommodate bicycles and in some scenarios transit, lane widths on Lakeshore Road were reduced in the short and long term functional designs. Typically 3.35 m lanes were used (3.0 m for left turn lanes) except for the locations where sharrows are proposed in wider 4.0 m curb lanes.

Centre Two-Way-Left-Turn-Lane (CTWLTL)
The existing CTWLTL in place between Seneca Avenue and the east municipal boundary provides a measurable and significant safety advantage compared with a scenario of having no left turn storage. In the future, should it be possible to reduce the frequency of access points along this stretch, it may be possible to implement a raised median with channelized left turns at the remaining access points to provide a further safety advantage over the CTWLTL. This would also have the advantage of providing better definition (delineation) for pedestrians.

In the long term plan, the CTWLTL would have to be removed in the section east of Greaves Avenue as it would be replaced by an LRT in an exclusive ROW along the centre of the road. In the long term plan west of Greaves Avenue, left turn pockets could potentially be made between the tracks, or more likely the left turns would take place on the tracks (delaying transit). More analysis would be needed to determine the appropriate solution at specific locations.

Bicycle Plan
The Mississauga Cycling Master Plan was recently completed which has highlighted Lakeshore Road as a future on-street bicycle facility. Input from this study will help determine how cycling will be accommodated.

This study has determined that a wide curb lane with sharrows is the near term preferred application through the areas with a narrow right of way – from Broadview Avenue to Greaves Avenue.

The exception being a small section between Seneca Avenue and Cawthra Road that is able to accommodate on-street bicycle lanes; however, this will require a 2 metre widening of the road pavement which appears to be feasible given the 31 metre ROW available. Again east of Greaves Avenue to the municipal boundary, on-street bicycle lanes are recommended which would require a road widening on both sides.

The long term functional plan shows on-street bicycle lanes throughout the corridor, this is made possible by an assumption that on-street parking (on one side of the road) through Port Credit may ultimately be removed and may be replaced with off-street parking lots / garages.

Although not explicitly assessed in this study, bicycle lanes are also suggested for the section of Lakeshore Road between Clarkson and Port Credit (Johnson's Lane to Shawnmarr Road) as a result of higher vehicular speeds and the availability of a wider ROW.

Credit River Bridge
The Credit River Bridge will need widening to accommodate a relocation of bicycles from the street to the current sidewalks. A number of structural alternatives to achieve this will need to be investigated further in a Class Environmental Assessment (EA) study.

On-Street Parking
Current on-street paid parking in Port Credit provides an important support function to the commercial core and tourist area of Port Credit. Over the longer term, there may come a time when changes in modal usage may reduce the need for on-street parking. There is also a parking management plan underway for the Port Credit area that includes among other things an examination of the feasibility of replacing a portion of the on-street parking supply with off-street / side street parking.

In the meantime, as long as 4 traffic lanes are required and on-street parking is present, it is extremely difficult to provide either on-street bicycle lanes or higher order transit through Port Credit.

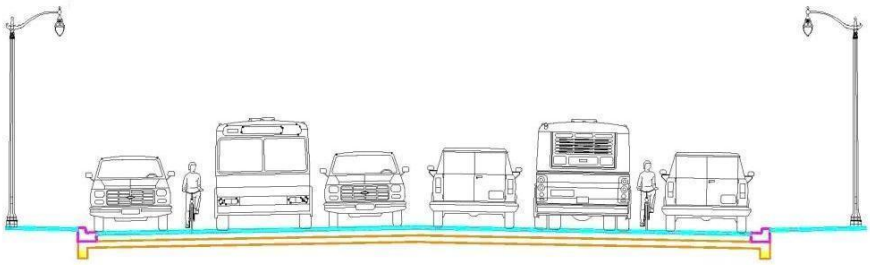
A strategic parking plan for the Lakeshore Road corridor through Lakeview is currently underway which will set the parking framework for this area.

Although the near term recommended plan for the corridor includes retention of the existing parking spaces, in order to provide more opportunity for other modes, at least one side of the on-street parking may need to be replaced by adequate and convenient off-street parking. This provides a longer term challenge and is reflected in the long term plan which includes bicycle lanes with parking on the south side only. This results in the removal of 88 on-street parking spaces on the north side.

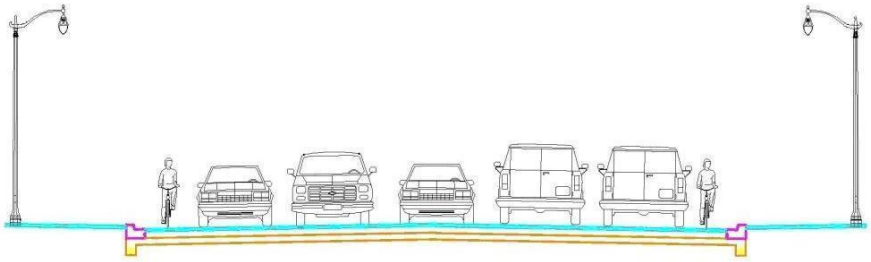
Recommended Plans
Two design plans were developed for the corridor. One is considered to be a long term plan which includes the LRT and also removal of on-street parking from one-side of the road, while a near term option was developed which did not consider LRT but maintained the on-street parking.

Near Term Plan
The basic cross-section alternative selected for the near term option through Port Credit and another narrow ROW section east of Cawthra Road is shown below in **Exhibit E1.**
The cross-section includes the addition of sharrows in a 4 m curb lane and involves a slight modification of the existing cross-section (mainly a reduction in vehicular lane and parking widths) to accommodate a wide curb lane for sharrows to better accommodate cyclists. For areas with a wider ROW, between Greaves Avenue and Cawthra Road and again east of Greaves Avenue to the municipal boundary, on-street bicycle lanes are included instead of sharrows. Minor curb adjustments are required to implement the cycling facilities.

CONCEPT FOR: BUSES IN MIXED TRAFFIC + SHARROW LANE + ON-STREET PARKING



MID-BLOCK SECTION



INTERSECTION

EXHIBIT E1: NEAR TERM CONCEPT THROUGH RESTRICTED ROW

Note: Subject to further review including Community consultation and preliminary design.

The functional design for this near term option is shown in the upper half of Plates 1 through 20 at the back of this report.

Long Term Option

Between Hurontario Street and Greaves Avenue , due to the constricted ROW sections, the basic cross-section alternative selected for the long term option is LRT in mixed traffic (e.g. similar to Queen St / King St. in Toronto). East of Greaves Avenue to the east municipal boundary, LRT on its own ROW is feasible. A short section between Seneca Avenue and Cawthra Road could also have accommodated LRT, but the section is too short to accommodate a transition to and from LRT / mixed traffic. Bicycle lanes are shown throughout the corridor. This is made possible through the 26.2 m ROW sections by removing parking on the north side (choice of the north side was arbitrary). The recommended typical cross-section for the long term between Hurontario Street and Greaves Avenue is shown below in **Exhibit E2**.



EXHIBIT E2: LONG TERM CONCEPT THROUGH RESTRICTED ROW (EAST OF HURONTARIO STREET)

Note: Subject to further review including Community consultation and preliminary design.

The functional design for the long term option is shown in the lower half of Plates 1 through 20 at the back of this report.

Implementation

Near Term
To implement near term changes, including curb adjustments required for cycling facilities, it is anticipated this would occur in phases as part of the Transportation and Works Department road rehabilitation / reconstruction program. These minor curb adjustments are required to accommodate the on-road bicycle facilities (sharrows / bike lanes) based on the assumption that traffic lanes will be maintained at a minimum width of 3.25 m to 3.35 m in width.

Notwithstanding the above, there may be an opportunity to implement cycling on Lakeshore Road without curb adjustments. This would be accomplished by reducing the inside through lane to a width of 3.05 m to 3.10 m and widening the curb lane to 4.0 m with the addition of bicycle sharrow markings.

This appears to be feasible based on existing road plans but would need to be confirmed in the field. The reduced width would be subject to safety considerations, including but not limited to speed and access / intersection proximity.

On the assumption that sufficient pavement width is available, these changes would be implemented through the road resurfacing program or independently when appropriate through the removal and re-application of the pavement markings.

Long Term

The long term plan proposes an LRT system operating in mixed traffic through Port Credit (west of Greaves Avenue) and in a dedicated ROW east of Greaves Avenue. In this light, an adjustment to the ROW from the existing 35 m to 44.5 m (44.5 m is currently available through this section of Lakeshore Road, with the exception of property fronting the OPG and Metropolitan Toronto and Region Conservation Authority lands) will be required. There is no time frame at this point for the study required for the consideration of an LRT system. This information is important with regard to the implementation of future curb adjustments relative to the ROW needs for on-road bicycle lanes in the absence of an LRT system.

The long term plan also assumes implementation of on-road bicycle lanes throughout the corridor which will impact on-street parking through Port Credit (Broadview Avenue to Seneca Avenue). The study concludes that parking would need to be eliminated from one side of the road and relocated to side streets and / or new surface parking lots. On-street parking will be an issue even if an LRT system is not implemented, since the LRT is proposed to operate in mixed traffic through Port Credit. It is the addition of the on-road bicycle lanes that will precipitate the need for changes. Additional parking information is anticipated in 2011 upon completion of a parking management plan currently underway in Port Credit.

The study speaks to the ultimate removal of the centre turn lane from Seneca Avenue to the east City boundary and its replacement with a dedicated LRT ROW. This will require a detailed review of the feasibility of access consolidation throughout this section of Lakeshore Road.

APPENDIX III: LOCAL AREA PLAN CREDITS

Figure No.	Description	Source
Figure 1	Port Credit locational context map and city structure elements	City of Mississauga Transportation and Works Department, Business Services Division, Geomatics
Figure 2	View from Lake Ontario looking north at Port Credit	David Broderick, City of Mississauga
Figure 3	Port Credit area statistics	City of Mississauga, Planning and Building Department, Policy Planning Division
Figure 4	Images of guiding principals: Urban Village Distinct Waterfront Enhance Public Realm Natural Environment Balance Growth Health and Complete Community	 Paul Stewart, City of Mississauga Mississauga Image Library Paul Stewart, City of Mississauga Paul Stewart, City of Mississauga Sharon Mittmann, City of Mississauga Mississauga Image Library
Figure 5	Conceptual community node	City of Mississauga, Planning and Building Department, Policy Planning Division
Figure 6	View to Lake Ontario through FRAM development	City of Mississauga (Brook McIlroy Inc. / Pace Architects)
Figure 7	Credit River	Adiseshan Shankar
Figure 8	Mature tree	Paul Stewart, City of Mississauga
Figure 9	Population pyramid	City of Mississauga, Planning and Building Department, Policy Planning Division
Figure 10	Old Port Credit Heritage Conservation District	Paul Stewart, City of Mississauga
Figure 11	Mississauga Culture Master Plan	City of Mississauga, Community Services Department, Culture Division
Figure 12	Credit Village Marina	Mississauga Image Library
Figure 13	GO station bicycle shelter	Mississauga Image Library

Figure 14	Potential opportunities for road network improvements and higher order transit	City of Mississauga Transportation and Works Department, Business Services Division, Geomatics
Figure 15	Port Credit mobility hub limits	City of Mississauga Transportation and Works Department, Business Services Division, Geomatics
Figure 16	Cover of Built Form Guide	City of Mississauga, Planning and Building Department, Development and Urban Design Division
Figure 17	Range of Port Credit buildings	Sharon Mittmann, City of Mississauga
Figure 18	Waterfront	Mississauga Image Library
Figure 19	Illustration of floor plate sizes	City of Mississauga, Planning and Building Department, Development and Urban Design Division
Figure 20	Illustration of varying building height and floor plate sizes	City of Mississauga, Planning and Building Department, Development and Urban Design Division
Figure 21	Illustration of landscaping	City of Mississauga, Planning and Building Department, Development and Urban Design Division
Figure 22	Illustration of separation distances	City of Mississauga, Planning and Building Department, Development and Urban Design Division
Figure 23	Illustration of streetscape requirements	City of Mississauga, Planning and Building Department, Development and Urban Design Division
Figure 24	Employment Use in Port Credit	Paul Stewart, City of Mississauga
Figure 25	Stable Neighbourhood	Paul Stewart, City of Mississauga
Figure 26	Mainstreet Development	Paul Stewart, City of Mississauga

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Appendix II

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Lakeshore Road





Transportation Review Study

FINAL REPORT

HDR | iTRANS

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EXECUTIVE SUMMARY

Study Purpose
The overall goal of this study was to provide a comprehensive and technical transportation review to identify how the Lakeshore Road corridor can accommodate alternative modes of transportation and provide input and background into the preparation of Official Plan policies for Lakeview and Port Credit and address stakeholder comments provided in the *"Directions Report"*.

As the City looks to the future, long term plans for corridors such as Lakeshore Road will include providing the necessary facilities for all modes of transportation. As such, pedestrian facilities, cycling facilities and higher order transit facilities all need to be accommodated for a revitalized and more active Lakeshore Road.

The project conceptually reviewed the feasibility of future higher order transit within the existing Lakeshore Road right-of-way from Hurontario Street to the Long Branch TTC / Mississauga Transit terminal (the study area stops at east municipal boundary, just west of the Long Branch terminal at Etobicoke Creek).

History
Lakeshore Road was formally part of the Provincial King's Highway network as Highway 2 continuous through the GTA. It has also supported the ongoing development of Port Credit, Lakeview and Clarkson urban villages as well as industrial and residential areas along the corridor. Construction of the QEW subsequently relieved most of the through traffic from Lakeshore Road.

Current Role
The roadway has an important role to play in supporting the variety of tourist, commercial, industrial and residential land uses along the corridor. There are no alternative parallel continuous east-west routes except for the access controlled QEW some 2 kms to the north.

Currently Lakeshore Road provides for autos, bus transit and pedestrians, but not explicitly for bicycles. An evaluation of alternative modes and how these modes can be accommodated within the changing Lakeshore Road ROW has been undertaken. The following conclusion and results were developed in the course of this evaluation and functional design exercise.

Currently, around 75% of the traffic crossing the Credit River in the AM peak originates from the southwest part of Mississauga. Approximately 50% of the trips crossing the Credit River on Lakeshore Road are destined to a work / school locations in eastern Mississauga. On occasions when the QEW is blocked, traffic overflows onto Lakeshore Road which exacerbates the already congested traffic entering Port Credit. Traffic flow improves east of Hurontario Street through Port Credit and Lakeview.

Traffic Trends
All day traffic volumes have not risen in the last 10 years. Forecasts show that for the most part, peak direction volumes will not increase in the next 20 years, except for a small increase west of Port Credit as a result of increased GO Train ridership out of the Port Credit GO Station. Traffic volumes in the off-peak direction are forecast to increase resulting in more balanced flows along Lakeshore Road.

Future Transit
On November 28, 2008, Metrolinx released their Draft Regional Transportation Plan entitled *"The Big Move: Transforming Transportation in the Greater Toronto and Hamilton area"*. This document sets out the actions to build new transportation infrastructure and improve transit service in the Greater Toronto and Hamilton area. One such initiative is the Waterfront West Rapid Transit project which will be a new east-west rapid transit connection from Union Station to the Port Credit GO Station. Although not currently financed to be programmed, this initiative is included in their 15-Year Plan. The technology to be utilized and its ultimate alignment were not determined however, it was assumed to be accommodated within the road right-of-way for Lakeshore Road.

LRT
Higher order transit cannot be achieved west of Hurontario Street without compromising other modes and / or streetscaping. The long term plan includes LRT in mixed traffic (similar to Queen / King Streetcar service in Toronto) in the restricted parts of the corridor between Hurontario Street and Greaves Avenue. East of Greaves Avenue, LRT on its own right of way is indicated in the long term functional plans

Right-of-way Challenges
Between Broadview Avenue and Seneca Avenue, a right of way (ROW) width of only 26.2 m is available, with no likelihood of increasing that width. An additional constraint exists between Cawthra Road and Greaves Avenue; however there will be opportunities to achieve the ultimate 30 m ROW in the future. Therefore, in the near term even with a potential narrowing of vehicular lane widths, it is not feasible to implement on-street bicycle lanes in this stretch while maintaining 4 lanes of traffic, on-street parking and the current boulevard / sidewalk widths (which are considered the minimum desirable already). Between Seneca Avenue and Cawthra Road and again between Greaves Avenue and the east municipal boundary, greater ROW widths are available (or could be available) and therefore do not provide the same challenge that the Port Credit and Cawthra Road to Greaves Avenue sections pose.

A series of cross-section alternatives were developed and assessed for use in the short term (based on bus transit in mixed traffic) and long term (with LRT east of Hurontario Street). Many of the more desirable options were not feasible due to inadequate ROW availability. One of the main ROW challenges was to accommodate cyclists more safely than the current situation without adversely impacting space requirements for vehicles, pedestrians and streetscaping.

Lane Widths
In order to better accommodate bicycles and in some scenarios transit, lane widths on Lakeshore Road were reduced in the short and long term functional designs. Typically 3.35 m lanes were used (3.0 m for left turn lanes) except for the locations where sharrows are proposed in wider 4.0 m curb lanes.

Centre Two-Way-Left-Turn-Lane (CTWLTL)
The existing CTWLTL in place between Seneca Avenue and the east municipal boundary provides a measurable and significant safety advantage compared with a scenario of having no left turn storage. In the future, should it be possible to reduce the frequency of access points along this stretch, it may be possible to implement a raised median with channelized left turns at the remaining access points to provide a further safety advantage over the CTWLTL. This would also have the advantage of providing better definition (delineation) for pedestrians.

In the long term plan, the CTWLTL would have to be removed in the section east of Greaves Avenue as it would be replaced by an LRT in an exclusive ROW along the centre of the road. In the long term plan west of Greaves Avenue, left turn pockets could potentially be made between the tracks, or more likely the left turns would take place on the tracks (delaying transit). More analysis would be needed to determine the appropriate solution at specific locations.

Bicycle Plan
The Mississauga Cycling Master Plan was recently completed which has highlighted Lakeshore Road as a future on-street bicycle facility. Input from this study will help determine how cycling will be accommodated.

This study has determined that a wide curb lane with sharrows is the near term preferred application through the areas with a narrow right of way – from Broadview Avenue to Greaves Avenue.

The exception being a small section between Seneca Avenue and Cawthra Road that is able to accommodate on-street bicycle lanes; however, this will require a 2 metre widening of the road pavement which appears to be feasible given the 31 metre ROW available. Again east of Greaves Avenue to the municipal boundary, on-street bicycle lanes are recommended which would require a road widening on both sides.

The long term functional plan shows on-street bicycle lanes throughout the corridor, this is made possible by an assumption that on-street parking (on one side of the road) through Port Credit may ultimately be removed and may be replaced with off-street parking lots / garages.

Although not explicitly assessed in this study, bicycle lanes are also suggested for the section of Lakeshore Road between Clarkson and Port Credit (Johnson's Lane to Shawnmarr Road) as a result of higher vehicular speeds and the availability of a wider ROW.

Credit River Bridge
The Credit River Bridge will need widening to accommodate a relocation of bicycles from the street to the current sidewalks. A number of structural alternatives to achieve this will need to be investigated further in a Class Environmental Assessment (EA) study.

On-Street Parking
Current on-street paid parking in Port Credit provides an important support function to the commercial core and tourist area of Port Credit. Over the longer term, there may come a time when changes in modal usage may reduce the need for on-street parking. There is also a parking management plan underway for the Port Credit area that includes among other things an examination of the feasibility of replacing a portion of the on-street parking supply with off-street / side street parking.

In the meantime, as long as 4 traffic lanes are required and on-street parking is present, it is extremely difficult to provide either on-street bicycle lanes or higher order transit through Port Credit.

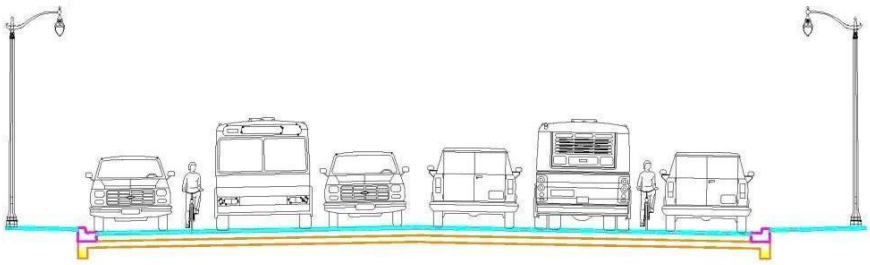
A strategic parking plan for the Lakeshore Road corridor through Lakeview is currently underway which will set the parking framework for this area.

Although the near term recommended plan for the corridor includes retention of the existing parking spaces, in order to provide more opportunity for other modes, at least one side of the on-street parking may need to be replaced by adequate and convenient off-street parking. This provides a longer term challenge and is reflected in the long term plan which includes bicycle lanes with parking on the south side only. This results in the removal of 88 on-street parking spaces on the north side.

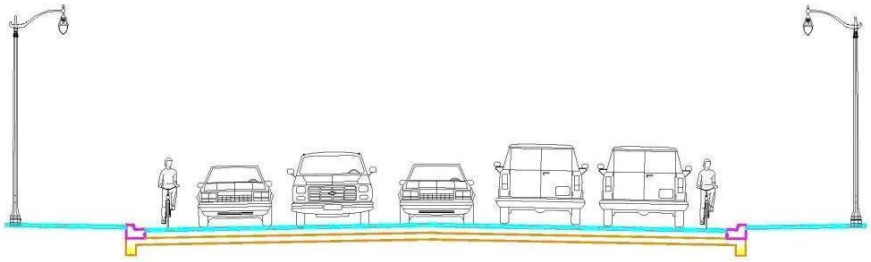
Recommended Plans
Two design plans were developed for the corridor. One is considered to be a long term plan which includes the LRT and also removal of on-street parking from one-side of the road, while a near term option was developed which did not consider LRT but maintained the on-street parking.

Near Term Plan
The basic cross-section alternative selected for the near term option through Port Credit and another narrow ROW section east of Cawthra Road is shown below in **Exhibit E1.**
The cross-section includes the addition of sharrows in a 4 m curb lane and involves a slight modification of the existing cross-section (mainly a reduction in vehicular lane and parking widths) to accommodate a wide curb lane for sharrows to better accommodate cyclists. For areas with a wider ROW, between Greaves Avenue and Cawthra Road and again east of Greaves Avenue to the municipal boundary, on-street bicycle lanes are included instead of sharrows. Minor curb adjustments are required to implement the cycling facilities.

CONCEPT FOR: BUSES IN MIXED TRAFFIC + SHARROW LANE + ON-STREET PARKING



MID-BLOCK SECTION



INTERSECTION

EXHIBIT E1: NEAR TERM CONCEPT THROUGH RESTRICTED ROW

Note: Subject to further review including Community consultation and preliminary design.

The functional design for this near term option is shown in the upper half of Plates 1 through 20 at the back of this report.

Long Term Option

Between Hurontario Street and Greaves Avenue , due to the constricted ROW sections, the basic cross-section alternative selected for the long term option is LRT in mixed traffic (e.g. similar to Queen St / King St. in Toronto). East of Greaves Avenue to the east municipal boundary, LRT on its own ROW is feasible. A short section between Seneca Avenue and Cawthra Road could also have accommodated LRT, but the section is too short to accommodate a transition to and from LRT / mixed traffic. Bicycle lanes are shown throughout the corridor. This is made possible through the 26.2 m ROW sections by removing parking on the north side (choice of the north side was arbitrary). The recommended typical cross-section for the long term between Hurontario Street and Greaves Avenue is shown below in **Exhibit E2**.



EXHIBIT E2: LONG TERM CONCEPT THROUGH RESTRICTED ROW (EAST OF HURONTARIO STREET)

Note: Subject to further review including Community consultation and preliminary design.

The functional design for the long term option is shown in the lower half of Plates 1 through 20 at the back of this report.

Implementation

Near Term
To implement near term changes, including curb adjustments required for cycling facilities, it is anticipated this would occur in phases as part of the Transportation and Works Department road rehabilitation / reconstruction program. These minor curb adjustments are required to accommodate the on-road bicycle facilities (sharrows / bike lanes) based on the assumption that traffic lanes will be maintained at a minimum width of 3.25 m to 3.35 m in width.

Notwithstanding the above, there may be an opportunity to implement cycling on Lakeshore Road without curb adjustments. This would be accomplished by reducing the inside through lane to a width of 3.05 m to 3.10 m and widening the curb lane to 4.0 m with the addition of bicycle sharrow markings.

This appears to be feasible based on existing road plans but would need to be confirmed in the field. The reduced width would be subject to safety considerations, including but not limited to speed and access / intersection proximity.

On the assumption that sufficient pavement width is available, these changes would be implemented through the road resurfacing program or independently when appropriate through the removal and re-application of the pavement markings.

Long Term

The long term plan proposes an LRT system operating in mixed traffic through Port Credit (west of Greaves Avenue) and in a dedicated ROW east of Greaves Avenue. In this light, an adjustment to the ROW from the existing 35 m to 44.5 m (44.5 m is currently available through this section of Lakeshore Road, with the exception of property fronting the OPG and Metropolitan Toronto and Region Conservation Authority lands) will be required. There is no time frame at this point for the study required for the consideration of an LRT system. This information is important with regard to the implementation of future curb adjustments relative to the ROW needs for on-road bicycle lanes in the absence of an LRT system.

The long term plan also assumes implementation of on-road bicycle lanes throughout the corridor which will impact on-street parking through Port Credit (Broadview Avenue to Seneca Avenue). The study concludes that parking would need to be eliminated from one side of the road and relocated to side streets and / or new surface parking lots. On-street parking will be an issue even if an LRT system is not implemented, since the LRT is proposed to operate in mixed traffic through Port Credit. It is the addition of the on-road bicycle lanes that will precipitate the need for changes. Additional parking information is anticipated in 2011 upon completion of a parking management plan currently underway in Port Credit.

The study speaks to the ultimate removal of the centre turn lane from Seneca Avenue to the east City boundary and its replacement with a dedicated LRT ROW. This will require a detailed review of the feasibility of access consolidation throughout this section of Lakeshore Road.

APPENDIX III: LOCAL AREA PLAN CREDITS

Figure No.	Description	Source
Figure 1	Port Credit locational context map and city structure elements	City of Mississauga Transportation and Works Department, Business Services Division, Geomatics
Figure 2	View from Lake Ontario looking north at Port Credit	David Broderick, City of Mississauga
Figure 3	Port Credit area statistics	City of Mississauga, Planning and Building Department, Policy Planning Division
Figure 4	Images of guiding principals: Urban Village Distinct Waterfront Enhance Public Realm Natural Environment Balance Growth Health and Complete Community	 Paul Stewart, City of Mississauga Mississauga Image Library Paul Stewart, City of Mississauga Paul Stewart, City of Mississauga Sharon Mittmann, City of Mississauga Mississauga Image Library
Figure 5	Conceptual community node	City of Mississauga, Planning and Building Department, Policy Planning Division
Figure 6	View to Lake Ontario through FRAM development	City of Mississauga (Brook McIlroy Inc. / Pace Architects)
Figure 7	Credit River	Adiseshan Shankar
Figure 8	Mature tree	Paul Stewart, City of Mississauga
Figure 9	Population pyramid	City of Mississauga, Planning and Building Department, Policy Planning Division
Figure 10	Old Port Credit Heritage Conservation District	Paul Stewart, City of Mississauga
Figure 11	Mississauga Culture Master Plan	City of Mississauga, Community Services Department, Culture Division
Figure 12	Credit Village Marina	Mississauga Image Library
Figure 13	GO station bicycle shelter	Mississauga Image Library

Figure 14	Potential opportunities for road network improvements and higher order transit	City of Mississauga Transportation and Works Department, Business Services Division, Geomatics
Figure 15	Port Credit mobility hub limits	City of Mississauga Transportation and Works Department, Business Services Division, Geomatics
Figure 16	Cover of Built Form Guide	City of Mississauga, Planning and Building Department, Development and Urban Design Division
Figure 17	Range of Port Credit buildings	Sharon Mittmann, City of Mississauga
Figure 18	Waterfront	Mississauga Image Library
Figure 19	Illustration of floor plate sizes	City of Mississauga, Planning and Building Department, Development and Urban Design Division
Figure 20	Illustration of varying building height and floor plate sizes	City of Mississauga, Planning and Building Department, Development and Urban Design Division
Figure 21	Illustration of landscaping	City of Mississauga, Planning and Building Department, Development and Urban Design Division
Figure 22	Illustration of separation distances	City of Mississauga, Planning and Building Department, Development and Urban Design Division
Figure 23	Illustration of streetscape requirements	City of Mississauga, Planning and Building Department, Development and Urban Design Division
Figure 24	Employment Use in Port Credit	Paul Stewart, City of Mississauga
Figure 25	Stable Neighbourhood	Paul Stewart, City of Mississauga
Figure 26	Mainstreet Development	Paul Stewart, City of Mississauga

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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 southwest Mississauga, as shown on Map 1. It includes lands identified in the City Structure as Employment Area.

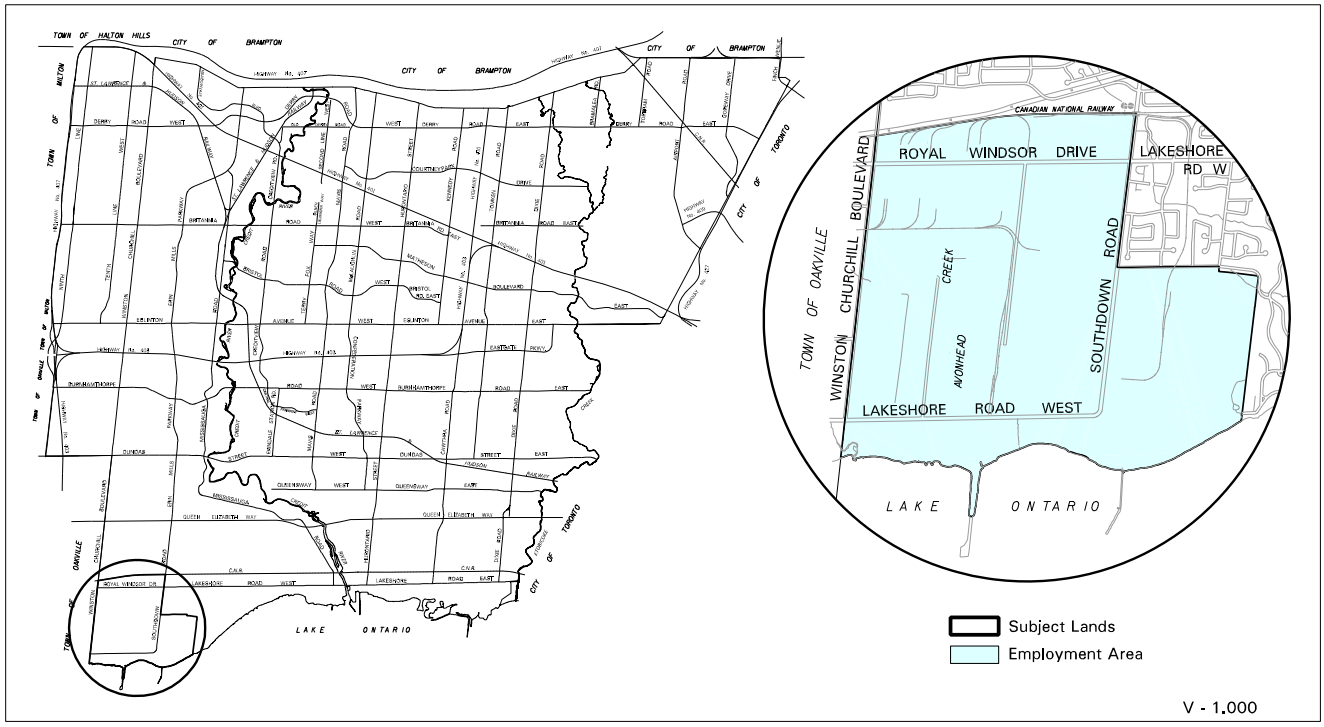
There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Southdown. In these cases, the Southdown Local Area Plan elaborates on, or provides exceptions to the policies or schedules of the principal document.

The Southdown Local Area Plan must be read in conjunction with the Mississauga Official Plan principal document. Parts 1 to 4, the schedules and the appendices of the principal document, are applicable to the Southdown area, unless modified by this local area plan. Thus, for example, the policies of this local area plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of Parts 2 and 3 of the principal document. In the event of a conflict, the policies of this local area plan take precedence.

The Southdown Local Area Plan incorporates the policies of the Southdown District Policies of Mississauga Plan (2003), modified to conform with Mississauga Official Plan (2010).

2.0 Purpose

The purpose of the local area plan is to provide clear direction for development and to address the unique circumstances within the area and adjacent communities.



Map 1: The Southdown Character Area is located in the southwest corner of Mississauga and is identified in the City Structure as an Employment Area.

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.

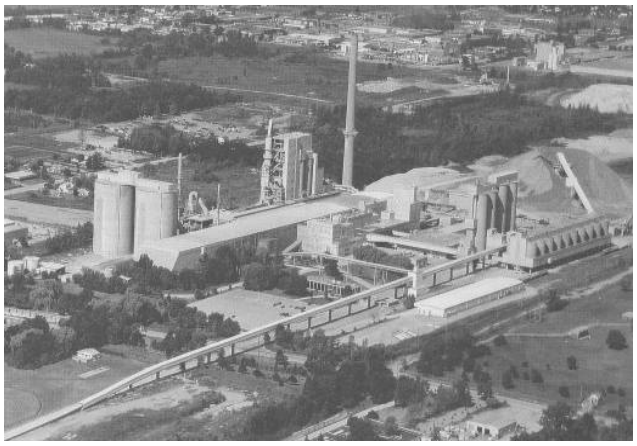


Figure 1: The St. Lawrence Cement Company commenced operations in 1957 with the intent of becoming one of the most technically innovative industries of its kind in the world.



Figure 2: 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 Character Area. Over half of the approximately 20 vacant parcels are less than two hectares. However, there are six larger parcels between eight to 20 hectares and three parcels that are between 20 to 40 hectares. Of the 290 business sites, there are 25 vacancies, consisting of vacant units, buildings or floors.

The 2007 Employment Profile indicates there are 6 200 employees in Southdown, employed in approximately 270 businesses. Southdown's business profile is dominated by small businesses. Forty-one percent of all businesses employ fewer than five people. Firms with fewer than five employees represent only 4% of total employment, with almost 50% of employment found in businesses that employ between 20 to 299 people, a mid-range firm size.

There are many types of business activities in Southdown. However, approximately 80% of the businesses are within the manufacturing and wholesaling trade sector. Other business sectors represented include construction, transportation and warehousing, and ***waste*** management and remediation services.

The role of Southdown, to date, has been to provide a variety of employment opportunities. However, it is unique in that it abuts residential areas as well as the Lake Ontario Shoreline, resulting in both opportunities and constraints due to its location.

The impact of industrial operations on air quality has long been of concern to the surrounding residents. Trucking and vehicular operations have contributed to noise and traffic impacts, as well as to the taxed air shed. Extensive outdoor processing and storage activity has detracted from achieving quality urban design within the area. A power generating facility, approved in 2001, is proposed on the east side of Winston Churchill Boulevard, south of Royal Windsor Drive.

The City's Waterfront Parks Strategy has identified Lakeside Park and Park 389 as priority parks, where detailed concept plans will be developed to outline potential uses and features.

Southdown also contains a number of contaminated or potentially ***contaminated sites*** and closed or current ***waste disposal sites***.



Figure 3: A defining aspect of Southdown's character is its industrial heritage (shown above: the St. Lawrence Cement Company).



Figure 4: 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 Greenlands.



Figure 5: Clearview Creek as seen from Lakeshore Road West.

6.0 Built Environment



Figure 6: 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. Retail commercial uses are located at the northwest and southwest corners of Royal Windsor Drive and Southdown Road, including Clarkson Crossing Commercial Centre. Residential development borders the area on the north and east sides, along with industrial/commercial uses and vacant lands to the west, in the Town of Oakville. The Clarkson GO station is located at the CNR tracks and Southdown Road, supporting both the residential and employment communities.

The buildings offer minimal street enclosure and parking is generally located in the front, with some landscaping. In some areas, the streets do not have sidewalks, pedestrian amenity and sufficient ***streetscape*** treatment to support and encourage walking and cycling.

Both Southdown Road and Winston Churchill Boulevard provide connections to Lake Ontario. This natural connection is reinforced by the existing nurseries, agricultural uses, open fields, trees and other landscape features.



Figure 7: Northwest corner of Royal Windsor Drive and Southdown Road.



Figure 8: 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



Figure 9: 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 vibrancy. The following statements assist in guiding the Vision:



Figure 10: New development should support a pedestrian and transit friendly environment along key ***Corridors*** and intersections in the Southdown Character Area, as illustrated above.

a. encourage public accessibility and reinforce the character, vitality and recreational nature of the Lake Ontario waterfront as an important amenity for Southdown, adjacent residential areas, and the city and the region as a whole. Further, enhance connectivity for pedestrians and bicycles, where possible, and reinforce view corridors connecting to the waterfront;

b. create a permeable network of streets and blocks, among the introduction of new streets;

c. provide a pedestrian and cycling environment that allows safe and comfortable movement through the area while having regard for industrial operations;

d. encourage and facilitate transit trips among employment buildings, neighbouring residential areas, the Lake Ontario waterfront and other area amenities;

e. create community identity and character by promoting distinctive built form, a high quality public realm and landscaping that define the image of the community. This would include provision for significant gateways on Royal Windsor Drive and Lakeshore Road West through built form and/or landscape components. Enhance Southdown Road and Winston Churchill Boulevard as both visual and physical connections to Lake Ontario and the waterfront parks by means of ***streetscape***, scenic views, focal points, view corridors and improve pedestrian and cycling access;

f. development should have regard for heritage resources and features, including those with industrial significance, to form the evolving basis of a distinct community character and identity;



Figure 11: Buildings which are carefully articulated and massed to promote distinctive character and community identity are encouraged, as illustrated above.



Figure 12: 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.

g. mature trees and vegetation should be recognized for providing important environmental benefits and contributing to aspects of roadside character along Royal Windsor Drive, Lakeshore Road West and the presentation of the Lake Ontario waterfront;

h. development will consider adjacent residential communities regarding scale and built form, and provide appropriate landscape buffers and interfaces between uses; and

i. development should consider sustainable building practices (i.e. green roofs and development performance standards), environmentally enhanced construction standards, energy efficiency and site



Figure 13: Green roofs ameliorate the urban heat island effect and support natural habitat.

development strategies to reduce stormwater run off, hard surface pavement and the heat island effect.

9.0 Urban Design Policies

Based on the foregoing Urban Design Strategy, the following urban design policies implement the vision for Southdown and focus on the arterial corridors.

9.1 Community Pattern

Streets, Blocks and Circulation:

a. a streets and blocks network should be created to accommodate future industrial and/or business employment development, taking into consideration the needs of truck transport and related activities;

b. continuous sidewalks and open spaces should be provided on new public streets that link into the greater arterial road network and the Waterfront Trail located along the edge of Lake Ontario;

c. new streets should support a pedestrian and transit friendly environment connected to the Waterfront Trail, where possible;

d. at entry locations, encourage development to form gateways that are substantial in built form with landmark architectural character and quality and special landscape treatment;

e. a ***streetscape*** master plan should be undertaken to coordinate treatments for the public realm;

Cultural Heritage Resources:

f. development will be compatible with cultural heritage properties by respecting their massing, scale, built form qualities and setbacks, and by providing ample buffer areas with appropriate urban design, architectural and landscape treatments necessary to preserve important aspects of a property's setting and sense of place;

g. develop environmentally-sensitive means to connect into the system of ***watercourses***, such as Avonhead and Clearview Creeks, to encourage public awareness regarding sensitivity of these mature natural settings and ecosystems. Provide continuous pedestrian

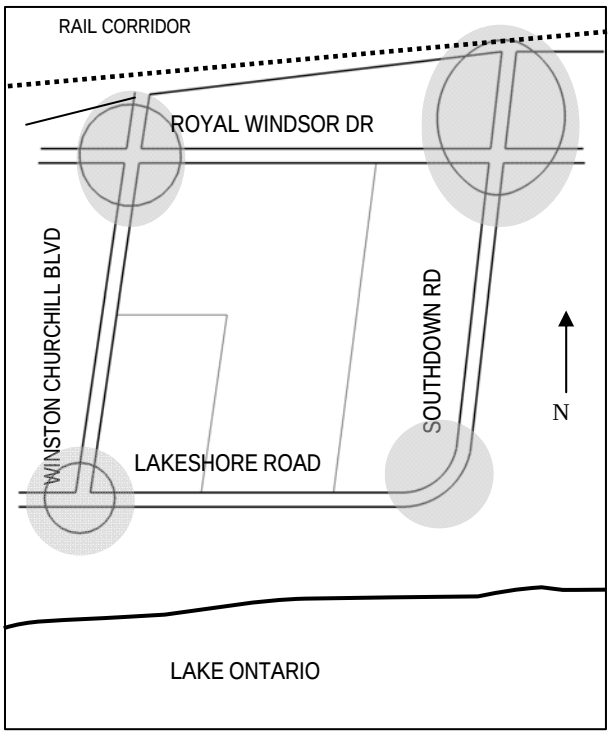


Figure 14: Major intersections are considered Gateway locations and should have substantial built form with landscape treatments and landmark quality architecture.



Figure 15: 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.

walkway systems along these ***watercourses***, where appropriate;

h. opportunities to express forms of interpretation of local cultural heritage resources should be explored as development occurs on or adjacent to properties of cultural heritage value; and

Sustainable Design:

i. build upon the unique qualities of the existing streets where distinctive green elements and sustainable features such as swales and wetlands are already present. Enhance and reinforce these attributes and integrate them into proposed new development sites.

9.2 Site Organization

a. buildings should be oriented to have a strong relationship to the street with most of the required parking located at the rear or the sides of the building(s);

b. a generous amount of landscape treatment should be promoted between the building's face and the edge of the right-of-way. The allocation of parking within this setback area should be limited to visitor's parking, and parcelled into small areas with well landscaped islands and pedestrian walkways connecting to principal building entrances;

c. encourage the use of shared access points between adjacent properties to minimize conflicts with public sidewalks while promoting continuous and attractive ***streetscapes***. Consider shared truck service routes and common points of site entry that lead to rear service areas, and which minimize conflicts with pedestrian movement;

d. main building entrances should be oriented to the street, and clearly articulated and linked to pedestrian walkway systems, in particular, the public sidewalk. The design of building entrances should reinforce building identification and articulation of the exterior form. Large



Figure 16: Buildings should have a strong relationship to the street with most parking located at the rear or sides of the buildings.



Figure 17: 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.



Figure 18: Development along Royal Windsor Drive should have regard for existing pedestrian contexts, and contribute positively to the ***streetscape*** through animated façades that engage the street and support transit, as illustrated above.

manufacturing, warehousing and industrial facilities are encouraged to orient associated office components to address the public street;

e. buildings should provide for pedestrian comfort through the incorporation of such elements as canopies, arcades and colonnades at ground level;

f. prestigious buildings should be located on corner sites with the highest order of buildings located at the major intersection corners;

g. buildings on corner sites should incorporate special architectural treatment along both street frontages with offices and entrance elements located directly at corners;

Royal Windsor Drive:

h. new buildings along Royal Windsor Drive should support a transit and pedestrian environment to create a strong and continuous street edge that has regard for adjacent community patterns. New development should contain uses and spaces that encourage pedestrian activity and animate the street. Parking areas should be allocated to rear, sides or below-grade to achieve ***streetscape*** objectives; and

Parking and Loading Areas:

i. parking lots should have defined pedestrian circulation systems leading conveniently to main and employee entries.

9.3 Building Mass and Articulation

a. buildings brought forward to the street should be a minimum of two storeys in height and contain administrative/office and retail functions associated with manufacturing, warehousing and industrial uses;

b. façades visible to the street should have upgraded elevations and active frontages with sufficient window fenestration and door entrances to animate the street edge. Buildings should also be designed with prominent roof forms, elaborated parapets, upper level window bands, architectural projections, canopies or shading devices, enhanced exit doors and changes in materials;



Figure 19: Buildings in Southdown should engage street frontages with upgraded elevations and materials to encourage visual interest and direct connections to the public sidewalk.



Figure 20: 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.



Figure 21: Provide architectural screening around roof-mounted mechanical equipment to minimize the visual impact from the street.

c. notwithstanding the placement of the main entrances and major office components, equal attention to detail and quality of materials should be given to arterial and local street elevations to establish a consistent and quality image; and

d. buildings, landscape elements and plantings should screen views of facility operations and storage areas from the street(s). As an alternative, in situations where such activity and operations are visual features of the area, consideration should be given to developing a visual foreground that softens and enhances those features.

9.4 Pedestrian Environment

Public Sidewalks, Bicycle Facility, and Private Walkways:

a. continuous sidewalks should be provided along all streets. Comfortable and barrier free walkways should be provided from buildings to public sidewalks and transit stops. In situations where there are no public sidewalks within the public street allowance, provide walkway connections to the public roadway. Walkways should be uninterrupted by parking or drive aisles and consist of paving materials other than asphalt;

b. along arterials roads, consideration will be given to providing sidewalks on both sides of the street;

c. transit stops and stations should also include places for seating and weather protective areas;

d. consideration should be given to providing a second continuous pedestrian system of walkways, lighting and other amenities located completely within development that connects to adjacent properties, particularly in instances where multiple units are proposed along the street frontage;



Figure 22: A transit stop conveniently located to an adjacent office building provides weather protection and seating.



Figure 23: Generous pedestrian sidewalks and a double row of trees provide rhythm, structure and comfort for pedestrians, and helps screen adjacent industrial operations.



Figure 24: Boulevards in parking areas should incorporate soft landscape materials and shade trees with design elements and systems that mitigate storm water run-off.

Landscaping:

e. planting should visually enhance individual sites, screen parking and loading areas, while enabling views of buildings and creating a consistent landscape treatment along streets. It should be appropriate to the ***streetscape*** while improving the appearance of parking areas and internal roads. Landscaping should contribute to the visual continuity of the street edge;

f. shade tree planting and landscaped areas should be provided on the site to break up the parking areas, and in areas where pavement is not required;

g. encourage environmental revitalization and restoration of sites through planting and other landscape treatments;

h. appropriately scaled and landscaped outdoor amenity areas should be provided in an area suitable for users within the development, and should include an area that is protected from the elements;

i. opportunities for strategic ***streetscape*** and landscape improvements along Lakeshore Road West with significant preservation of trees and vegetation, and for enhancement and additional greening along this route should be explored as development occurs;

Pedestrian Amenity:

j. development should provide for the storage of bicycles on-site to encourage the use of alternative modes of transportation to, and within the area. These areas need to be protected from the natural elements, in addition to providing clear and safe access to the bicycle path network;

k. the inclusion of public art is encouraged in areas of social gathering, as part of built form expression, or adjacent to the public right-of-way. Such installations should be encouraged to contribute to the development of a distinctive character while drawing upon the unique qualities of the Southdown Character Area in theme;



Figure 25: Opportunities for environmental restoration and landscaping of sites should be considered in new development, as illustrated above.



Figure 26: On-site bicycle storage provides choices for alternative modes of transportation.



Figure 27: Pedestrian scale lighting provides illumination for public amenity areas, sidewalks and pathways, as illustrated above.

Signage & Lighting:

l. a continuous system of pedestrian lighting should be investigated to illuminate sidewalks and multipurpose trails to ensure safe access to and along the waterfront. Particular attention should be given to the development of a pedestrian lighting system along major streets, inclusive of major traffic corridors, to be attractive, distinct and separate from roadway lighting;

m. lighting should be provided on pedestrian paths and outdoor amenity areas on private lands. Landscape lights should be placed to avoid spill-over on adjacent properties;

n. the design and location of way finding and building signage should be coordinated throughout the site, and integrated with its landscape treatment and building façade(s) through appropriate scale, colour, materials and consistency; and

o. the design and location of entry features and waterfront park signage should be coordinated and integrated into the ***streetscape*** design.

10.0 Land Use

10.1 Business Employment

a. existing industrial operations, including existing outdoor storage areas, will be permitted to continue.

b. outdoor storage of raw materials such as, but not limited to, salt and sand, will be within enclosed containers, a structure with a minimum of three sides and a roof, or otherwise covered to mitigate the effects of dust or particulate matter that may be detrimental to other businesses or neighbouring areas. Expansions to the outdoor storage areas will be permitted in accordance with the Business Employment Policies.

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

a. existing industrial operations, including existing outdoor processing and outdoor storage will be permitted to continue.

b. notwithstanding the Industrial policies of this Plan, the following uses will not be permitted:

- trucking terminals;
- ***waste processing station*** or ***waste transfer stations*** and composting facilities; and
- expansions to or new outdoor processing; and

c. outdoor storage of materials, except extracted resources, such as, but not limited to, salt and sand, will be within enclosed containers, a structure with a minimum of three sides and a roof, or otherwise covered to mitigate the effects of dust or particulate matter that may be detrimental to other businesses or neighbouring areas.

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.

10.4 Sensitive Land Uses

a. when sensitive uses are contemplated for lands within the Southdown Employment Area Character Area and the Clarkson GO Major Transit Station Area (once delineated), an Air Quality Study completed in accordance with the City's Terms of Reference is required; and

b. the introduction of sensitive land uses within the Southdown Employment Area Character Area should occur through a City-initiated amendment to this plan. Development applications proposing sensitive land uses within the Clarkson GO Major Transit Station Area (once delineated) will be considered incomplete until an Air Quality Study is determined to be satisfactory to the City of Mississauga and/or other appropriate approval authorities.

11.0 Transportation

11.1 Road System

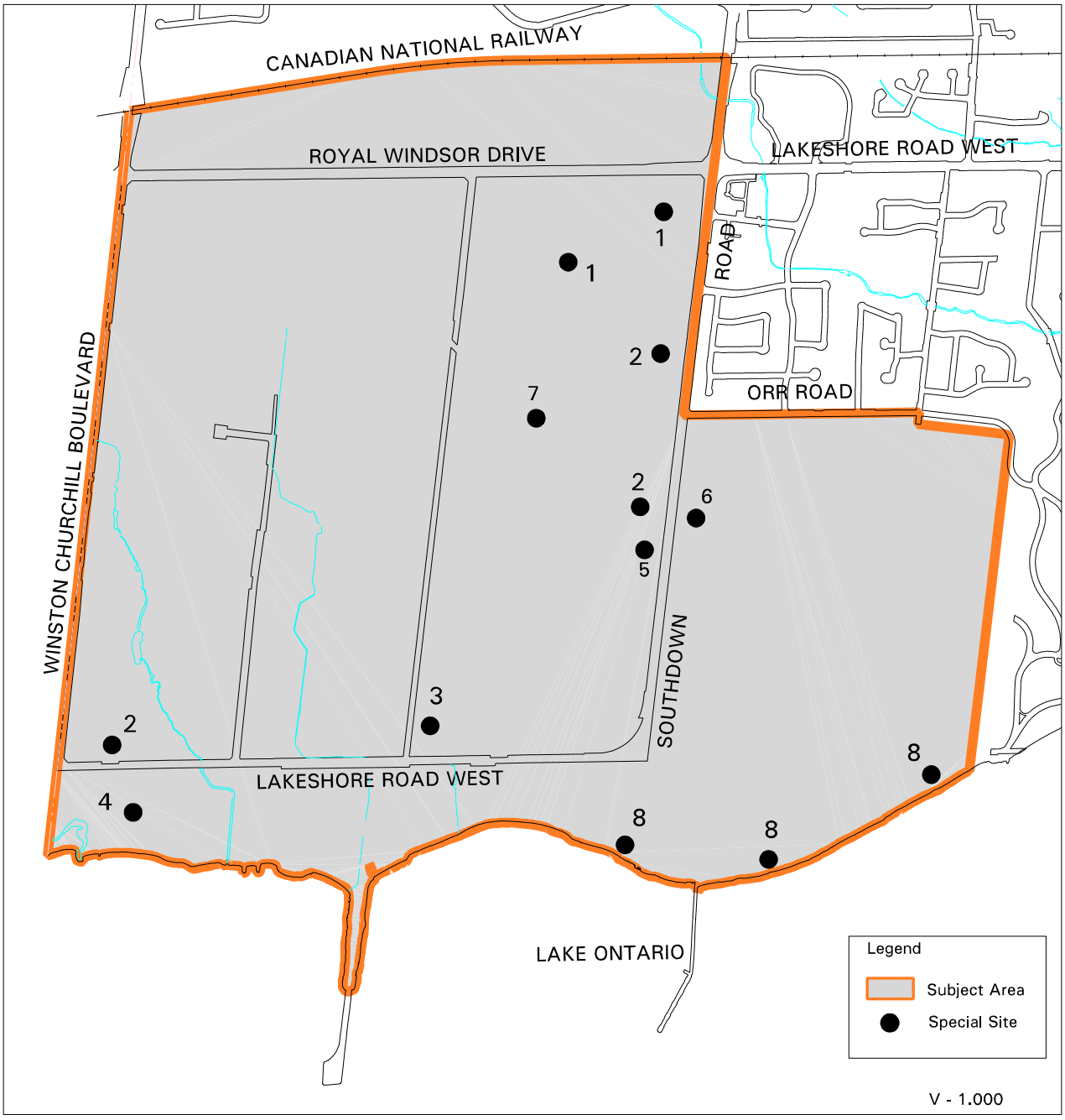
a. The intersection of the proposed Orr Road extension at Southdown Road will be designed in such a manner as to restrict through traffic from Southdown to the residential community to the east;

b. The location of the proposed Orr Road extension from Southdown Road to Hazelhurst Road will be determined during the processing of development applications; and

c. The width of the proposed Orr Road extension from Southdown Road to Winston Churchill Boulevard will be a minimum of 24 m.

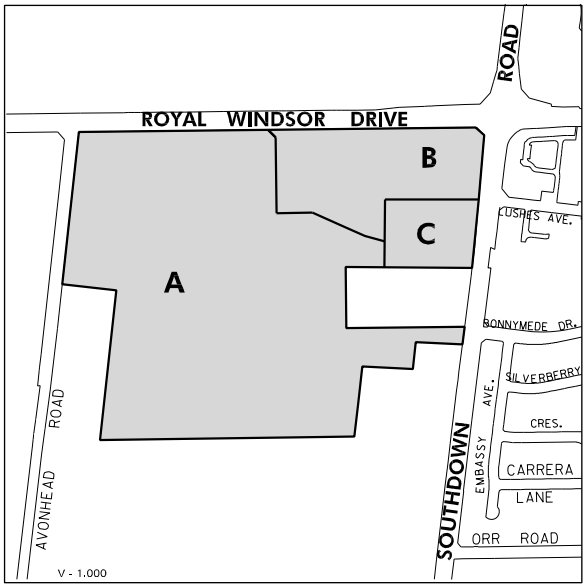
12.0 Special Site Policies

There are sites within Southdown, as shown in Map 2, that merit special attention and are subject to the following policies.



Map 2: Location of Special Sites within the Southdown Local Area.

12.1 Site 1



12.1.1 Area A

The lands identified as Area A are located on the south side of Royal Windsor Drive and west of Areas B and C.

Notwithstanding the Business Employment designation, the uses permitted on the lands will be subject to the following additional policies:

a. access will be available to Southdown Road opposite Bonnymede Drive and to Royal Windsor Drive opposite the City Works yard access; and further additional points to Royal Windsor Drive, Southdown Road and Avonhead Road may be considered by the City at the time of site plan approval when the ultimate development plan has been determined; and

b. prior to site plan approval for any part of Area A, a concept plan may be required to indicate how adjacent lands could be developed with respect to ensuring that all lands have adequate access and parking, and that traffic and pedestrian circulation is adequately provided.

12.1.2 Area B

The lands identified as Area B are located at the immediate southwest corner of Royal Windsor Drive and Southdown Road.

Notwithstanding the Mixed Use designation, the following additional policies will apply:

a. development at the intersection of Royal Windsor Drive and Southdown Road is encouraged to have generous open spaces with landscaping to enhance the ***streetscape***; and

b. access will be available to Royal Windsor Drive opposite the City Works yard access. Additional access points to Royal Windsor Drive may be considered by the City at the time of site plan approval.

12.1.3 Area C

The lands identified as Area C are located on the west side of Southdown Road, immediately to the south of Area B.

Notwithstanding the provisions of the Mixed Use designation, the following additional policies will apply:

a. permitted uses will only include retail warehouses, which generally consist of home furnishings, home accessories and an automotive centre;

b. in addition to the above, community infrastructure and all types of restaurants, except for convenience restaurants, will be permitted;

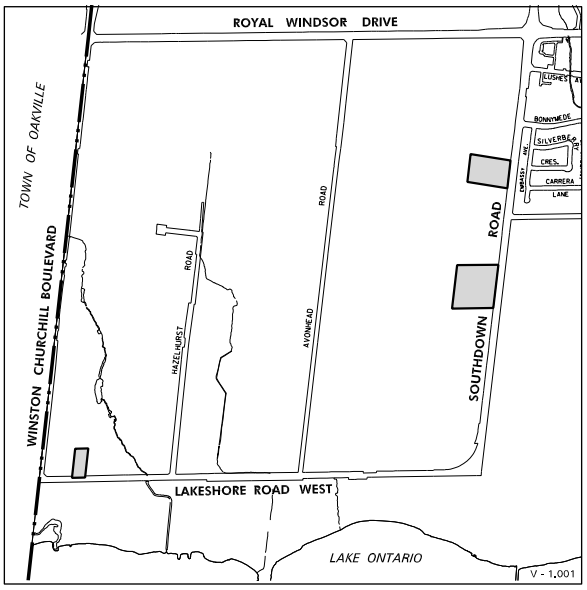
c. business employment uses;

d. uses not permitted within this designation include department stores, supermarkets and drug stores, and other commercial uses which, either individually or collectively, could create an impact on commercial centres; and

e. outdoor storage and display areas should not be visible from major roads, parks, Greenlands or residential lands. Appropriate setbacks,

screening and buffering will be required to lessen the visual impact of the facility. Display areas are to be an integral part of the overall site design and evaluated based on their visual impact on the ***streetscape***.

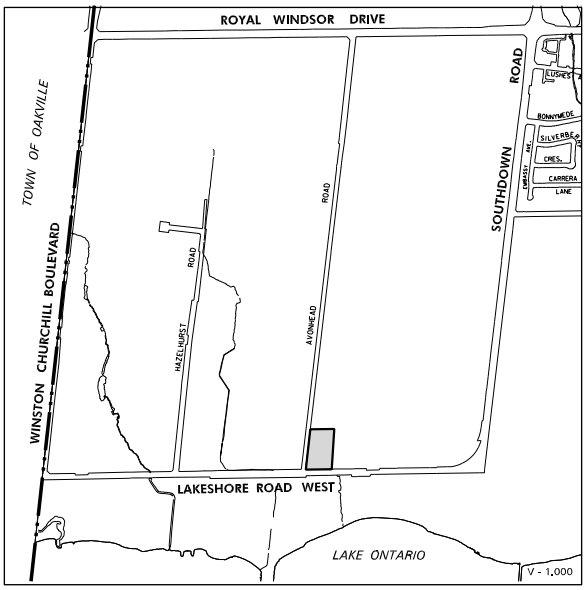
12.2 Site 2



12.2.1 The lands identified as Special Site 2 consist of three areas, two are located on the west side of Southdown Road, south of Royal Windsor Drive and the other is located on the north side of Lakeshore Road West, east of Winston Churchill Boulevard.

12.2.2 Notwithstanding the Business Employment designation, the lands may also be used for a garden centre.

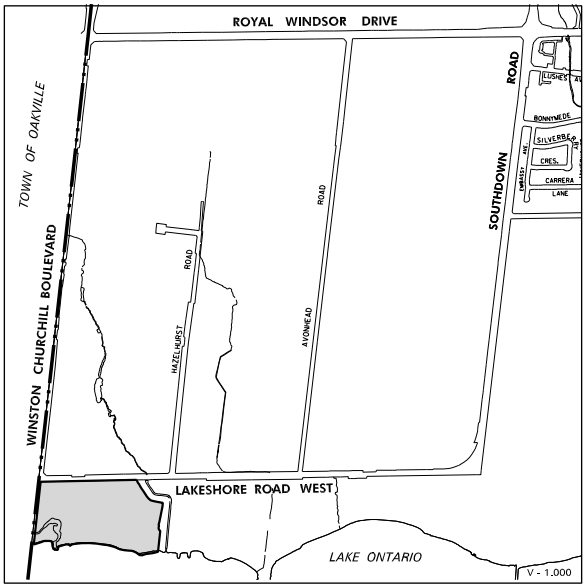
12.3 Site 3



12.3.1 The lands identified as Special Site 3 are located on the north side of Lakeshore Road West, west of Southdown Road.

12.3.2 Notwithstanding the provisions of the Utility designation, the lands may also be developed for a Community Recycling Centre with outdoor storage and an accessory retail store for reusable goods.

12.4 Site 4



12.4.1 The lands identified as Special Site 4 are located on the south side of Lakeshore Road West, east of Winston Churchill Boulevard.

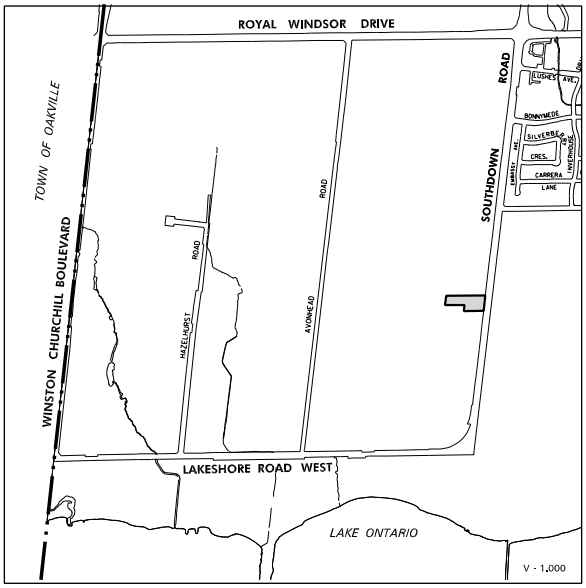
12.4.2 Notwithstanding the provisions of the Public Open Space designation on these lands, the following additional policies will apply:

a. in addition to the uses permitted in the Public Open Space designation, the following uses will also be permitted within the existing structure:

   - ***secondary offices***;
   - commercial uses that are accessory to the park;
   - conference centre;
   - banquet hall;
   - conservatory/greenhouse complex;
   - commercial school; and
   - restaurant; and

b. any proposed structure will be limited in size and to a design compatible with the existing structures and will be designed and located in a manner that minimizes the removal of forest cover.

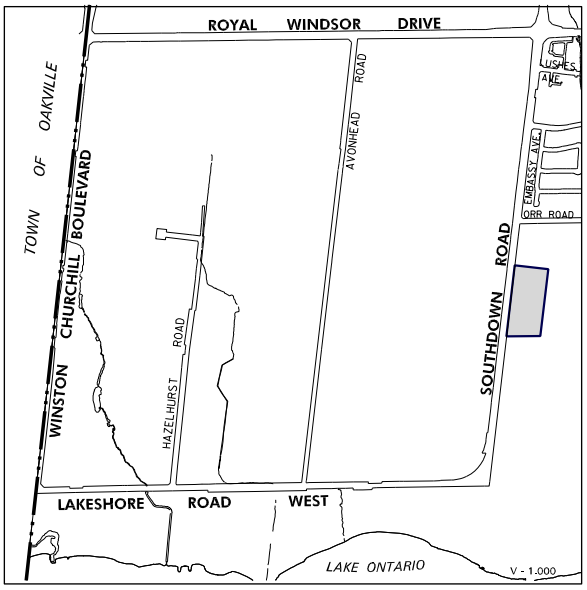
12.5 Site 5



12.5.1 The lands identified as Special Site 5 are located on the west side of Southdown Road at 566 Southdown Road.

12.5.2 Notwithstanding the provisions of the Business Employment designation, the lands may also be used for a gas processing operation including outdoor processing activities and outdoor storage and may include the temporary parking of commercial motor vehicles.

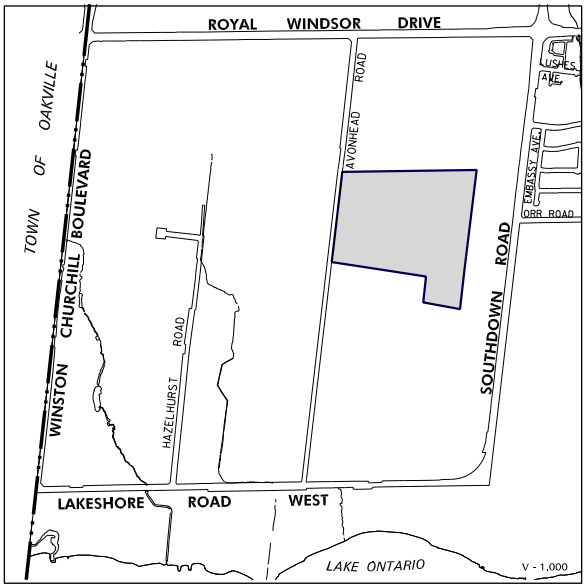
12.6 Site 6



12.6.1 The lands identified as Special Site 6 are located on the east side of Southdown Road, south of Orr Road.

12.6.2 Notwithstanding the provisions of Section 10.3 Prohibited Uses, the lands may also be used for a cardlock fuel dispensing facility.

12.7 Site 7



12.7.1 The lands identified as Special Site 7 are located on the west side of Southdown Road, south of Royal Windsor Drive.

12.7.2 Notwithstanding the provisions of the Industrial designation, only the existing land farming operation will be permitted as an accessory use to the existing lubricants centre located at 385 Southdown Road.

12.8 Site 8



12.8.1 The lands identified as Special Site 8 are located along the Lake Ontario shoreline, from Lakeside Park to the eastern district boundary.

12.8.2 Notwithstanding the provisions of the Greenlands designation, the following additional policies apply:

a. existing structures and uses are permitted;

b. expansion to existing structures or new development are subject to the Natural Hazard policies of this Plan; and

c. detailed studies to allow expansions or new development will be subject to satisfying the City and the appropriate Conservation Authority.

Appendix A: Evolution of Arterial Roads

The following concepts demonstrate how change could be accommodated along principal arterial roads which define Southdown over a 25 year time frame. Each illustration takes into consideration a number of staged improvements geared to supporting transit, pedestrians, alternative modes of transportation such as cycling, a coordinated public realm, and a ***streetscape*** treatment with an articulated built form to define street edges. Also shown are improved amenities and accessibility to the Lake Ontario waterfront. These changes result in improved image and presentation of Southdown.

1. Southdown Road







Figure 28: Over time, Southdown Road will intensify with a built form that frames the street and provides a quality public realm and pedestrian environment.

Commentary:

Existing Condition

The view shown in View 1 is looking south to Lake Ontario, from Orr Road, on the east side of Southdown Road. This portion exists as a two lane road (with a left turning lane in the middle), curb lined, sodded boulevards, and a conventional 1.5 m sidewalk on the east side only. A right turn lane services Orr Road with unsheltered bus stops located on both sides of Southdown Road. Power wires are overhead, but all other utilities are buried underground, or located at the rear of properties.

Ten-to-Fifteen Year Condition

The early phase of redevelopment within the Southdown Road right-of-way should consist of modest boulevard upgrades including (View 2):

- soft landscape improvements, a bicycle facility within the right-of-way and additional transit stops to encourage transportation alternatives;
- private development brought closer to the street edge with a generous landscape setback; and
- new development with front doors and windows oriented to the streets, and visitor's parking minimized along frontages with appropriate landscape screening.

Twenty-Five Year Vision

The long term vision should include significant changes in both the public and private realms (View 3):

- overhead utility lines relocated to below-grade (and the utility poles should be removed), with new street lighting;
- designated bicycle facilities extended in each direction of the roadway, and transit shelters strategically positioned at high volume bus stops;
- boulevards planted with street trees in a soft landscape permeable surface;

- generous sidewalks to accommodate pedestrians and phased in, on-street parking for convenience, and to help mitigate travel speeds for an improved pedestrian environment;
- on private lands, two to three storey buildings with harmonized setbacks creating consistent ***streetscape***;
- buildings engaging the public realm with active, high quality façades through front entries and windows to support a vibrant public realm; and
- buildings addressing the street with an appropriate setback, a public realm coordinated with high quality ***streetscape***, street furniture, pedestrian amenities, way finding signage, street trees and pedestrian scale lighting to augment the area's character.

2. Lakeshore Road West







Figure 29: Over time, Lakeshore Road West will intensify with a built form that frames the street and provides a quality public realm and pedestrian environment.

Commentary:

Existing Condition

The view shown in View 4 is looking west toward Oakville on Lakeshore Road West:

- the existing two lane road (left turn lane in middle), has been planted with continuous rows of trees on both sides of street;
- on the south side, west from the access drive into Lakeside Park, continuous engineered curb (sodded boulevard) three foot wide splash pad;
- on north side, soft gravel shoulder, shallow ditch and indigenous grass and ornamental front yards, and right turning lanes servicing several intersecting streets; and
- no pedestrian sidewalk in the ROW, but a bike and foot path runs on south side parallel to Lakeshore Road West behind the continuous rows of trees.

Ten-Fifteen Year Condition

The early phase of redevelopment within the Lakeshore Road West ROW should consist of the following (View 5):

- significant boulevard upgrades including soft landscape improvements, bicycle facilities and lay-by parking within the roadway and more sheltered bus stops to facilitate transit use and travel to lakefront;
- relocated overhead wiring to below-grade, new streetlighting combining pedestrian scaled lighting, coordinated street furniture and enhanced landscape treatment to transform the area into an attractive destination;
- significant private development is not anticipated along the corridor, but, where possible, place it closer to street edge in order to provide definition, enclosure and a ***streetscape*** supporting street activity and attractive public spaces; and

- highest quality architecture with active façades and front entrances and windows oriented to street, placing visitor parking at sides or rear of buildings.

Twenty-Five Year Vision

In the long term, Lakeshore Road West should change considerably (View 6):

- greater intensification of ***streetscape*** amenities should reinforce the pedestrian function;
- continuous rows of boulevard trees planted in a soft landscape permeable surface, with sidewalks constructed on both sides of the street to accommodate increased pedestrian traffic;
- further beautify the street with landscape features such as a landscaped median to help slow traffic speeds and make pedestrians primary street users;
- new development to consist of two to three storey buildings along north side to frame, enclose and reinforce a consistent pedestrian scaled ***streetscape***;
- increased front doors, principal window fenestration and high quality elevation design; and
- buildings minimally setback, with landscape that integrates with ***streetscape*** character, and consider at grade retail to support future pedestrian activity.

3. Royal Windsor Drive







Figure 30: Over time, Royal Windsor Drive will intensify with a built form that frames the street and provides a quality public realm and pedestrian environment.

Commentary:

Existing Condition

The view shown in View 7 is looking west to Oakville, from Avonhead Road, on the south side of Royal Windsor Drive:

- Five lane road (left turn lane in middle), curb lined on both sides, grass boulevards, narrow 1.5 m wide sidewalk on north side and 0.75 m wide concrete splash pad on south side;
- grass swales, overhead power lines, varying industrial building types dominating street character; and
- right turn lane located at intersecting streets, with unsheltered bus stops on both sides.

Ten-Fifteen Year Condition

If Royal Windsor Drive is to evolve into a pedestrian 'main street' character within an industrial park theme, the following should proceed (View 8):

- upgraded public realm with wide pedestrian sidewalks and landscape improvements such as landscaped medians, transit shelters, benches, etc.;
- bicycle facility within roadway encouraging transit alternatives, overhead wiring replaced by attractive street lighting;
- phase in parallel service road across development frontages to form continuous network, with some parking in front of buildings, in an attractive manner;
- new two to three storey buildings reinforcing future service road street edge on both sides, to occur incrementally transforming street into more pedestrian one, with more walking and cycling; and
- significantly high quality of architecture with front doors and principal windows oriented to streets.

Twenty-Five Year Vision

Royal Windsor Drive should continue to transform, with significant changes occurring within the public and private realms (View 9):

- attractive ***streetscapes*** that promote pedestrian environments common to 'typical' main streets;
- additional landscape to augment public boulevards with continuous street trees, horticultural displays in planter boxes, decorative fencing and array of street furnishings supporting pedestrian usage;
- provide wide sidewalks and plant street trees in continuous raised beds;
- consider a central landscaped median to beautify and visually narrow the street, slowing down traffic and creating a pedestrian oriented street; and
- continue new two to three storey buildings at edge of service road to providing street definition, and active façades with principal front entrances, transparent window fenestration and high quality elevation design.

4. Winston Churchill Boulevard







Figure 31: Over time, Winston Churchill Boulevard will intensify with a built form that frames the street and provides a quality public realm and pedestrian environment.

Commentary:

Existing Condition

The view shown in View 10 is looking north along Winston Churchill Boulevard towards Royal Windsor Drive. Winston Churchill Boulevard holds a unique place within Southdown. It defines the border between the Town of Oakville and the City of Mississauga at its western edge. The road has a distinctive rural profile, measuring two lanes in width, with soft shoulders and drainage ditches on both sides containing tall grasses and other natural plant material. Overhead power lines exist on the east side of the road. A range of building types such as 19th Century houses and barns, to industrial and residential buildings (Oakville side) also form a part of the street character. While the street has limited capacity to accommodate bicycles, it does not encourage pedestrian uses.

Ten-Fifteen Year Condition

A number of subtle interventions should be introduced in this phase (View 11):

- important elements include enhanced bicycle lanes and pedestrian sidewalks designed to encourage recreational access to the Lake Ontario waterfront. These improvements should be modest in nature with a view to enhancing the street character; and
- landscape enhancements should reinforce the rural quality of the area, particularly at the roadway edges, utilizing native plant materials and plantings that augment the pastoral quality of Winston Churchill Boulevard.

Twenty-five Year Vision

Winston Churchill Boulevard should continue to evolve in the long term along the Mississauga interface, with some modest development that integrates with its pastoral landscape character (View 12):

- a different urban design is recommended that encourages subtle variation in setbacks for

buildings in order to complement the pastoral street character and provide visual interest;

- parking should be located on the side or at the rear of buildings to establish a thematic frontage condition along the street through generous landscaped buffers along individual property frontages;
- landscaping should incorporate sustainable native species, with designs that reinforce the street profile, complement the architecture of buildings, and the rural quality of Winston Churchill Boulevard; and
- all overhead wiring and poles should be relocated underground, and replaced with appropriate street lighting.

Appendix B: Historical Overview of Southdown

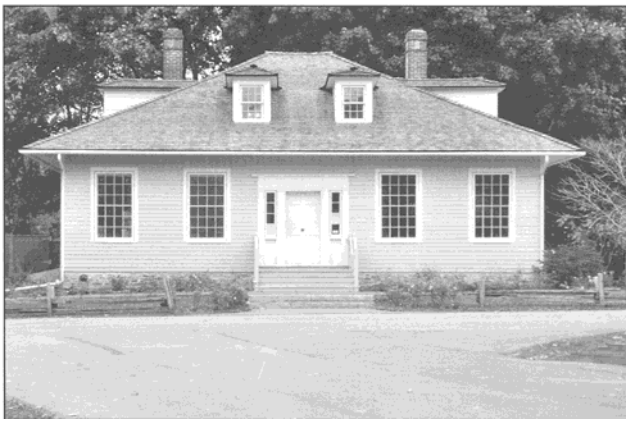


Figure 32: "The Anchorage", built circa 1840 by Captain John Skynner, is an example of Ontario Regency Architecture. It was relocated in 1978 to the Bradley Museum grounds.



Figure 33: 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.



Figure 34: 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.



Figure 35: 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.

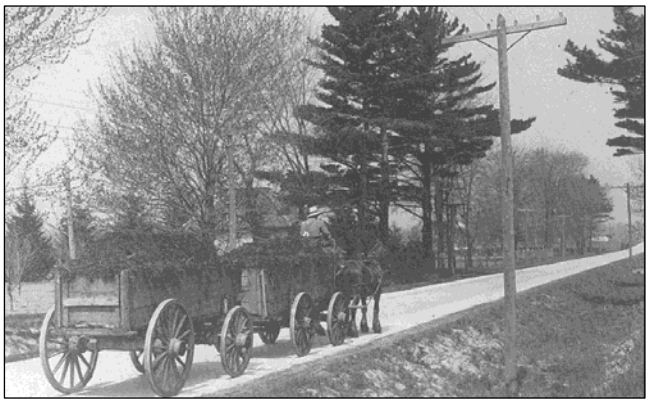


Figure 37: Lakeshore Road was one of the first highways constructed in 1914-22, of concrete in the country. Public protests resulted in Lakeshore Road being re-routed south along Southdown Road (formerly 5th Line) rather than slicing diagonally through south Clarkson.

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.



Figure 36: Historical maps showing early settlement patterns and property ownership in Southdown.

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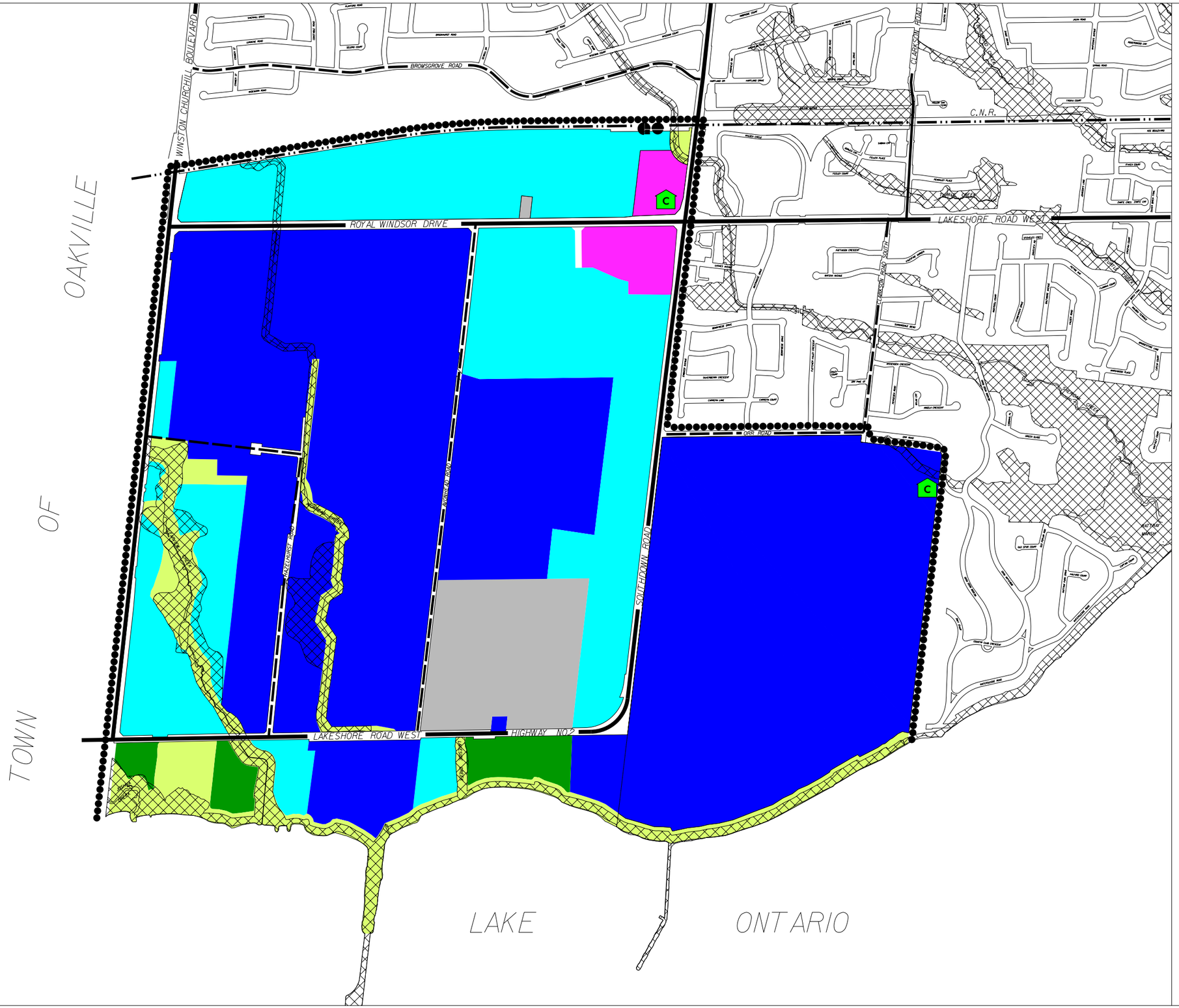

LAND USE DESIGNATIONS

- Mixed Use
- Business Employment
- Industrial
- Public Open Space
- Greenlands
- Utility

TRANSPORATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Minor Collector
- Local Road
- Existing Commuter Rail
- GO Transit Station

LAND USE LEGEND

- Natural Hazards
- C Community Facilities
- Local Area Plan Boundary

Notes:

1. Any part of the road network shown outside the city boundaries is shown for information purposes only.
2. Refer to Schedule 3, Natural System for the location of the Natural Heritage System and Natural Hazards.
3. The limits of the Natural Hazards shown on this map are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.

Southdown Local Area Plan
Land Use Map

0 100 200 300 400
metres

City of Mississauga

V - 2.001