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MISSISSAUGA

Mississauga Official Plan

2051

February 2024

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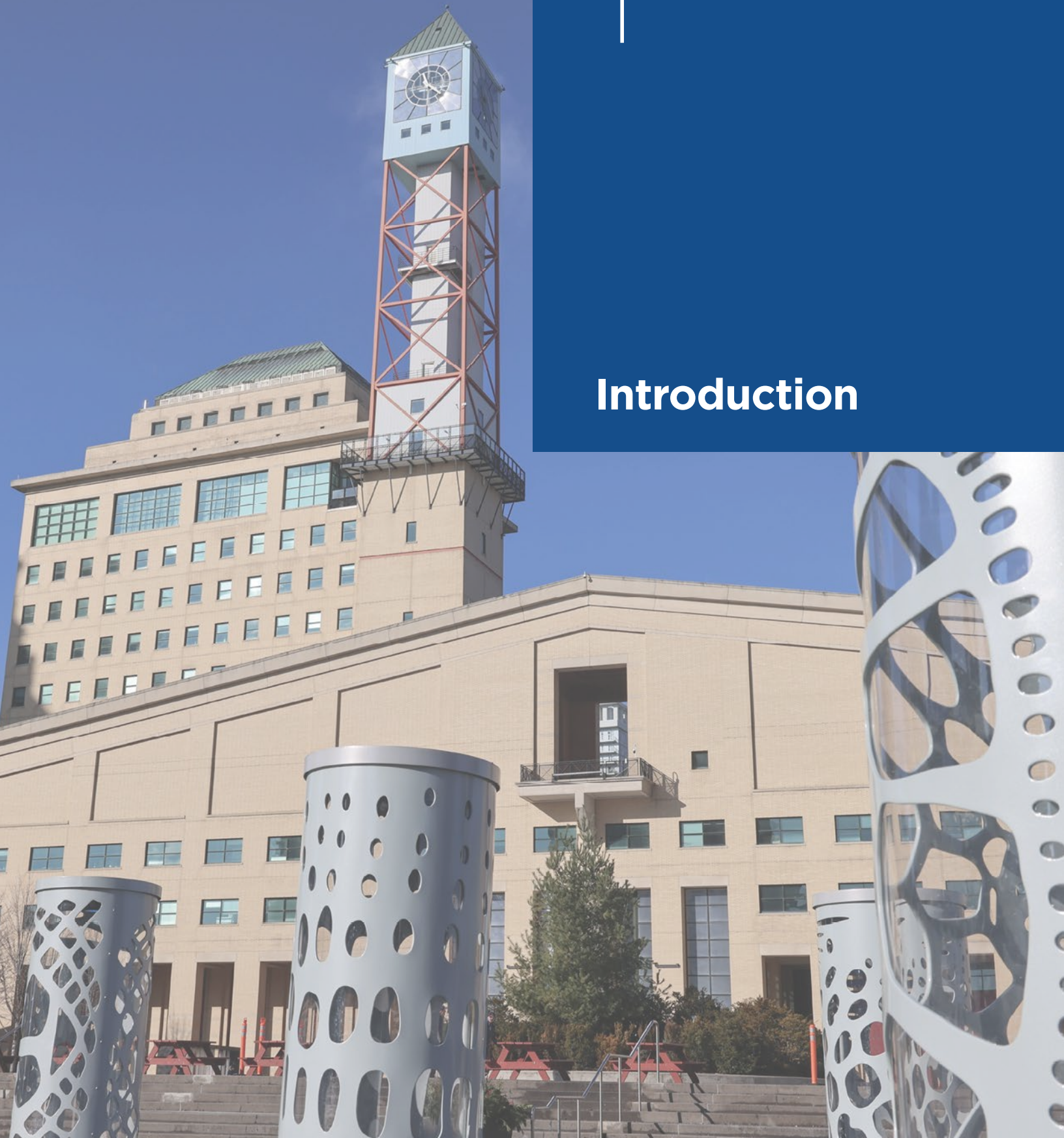
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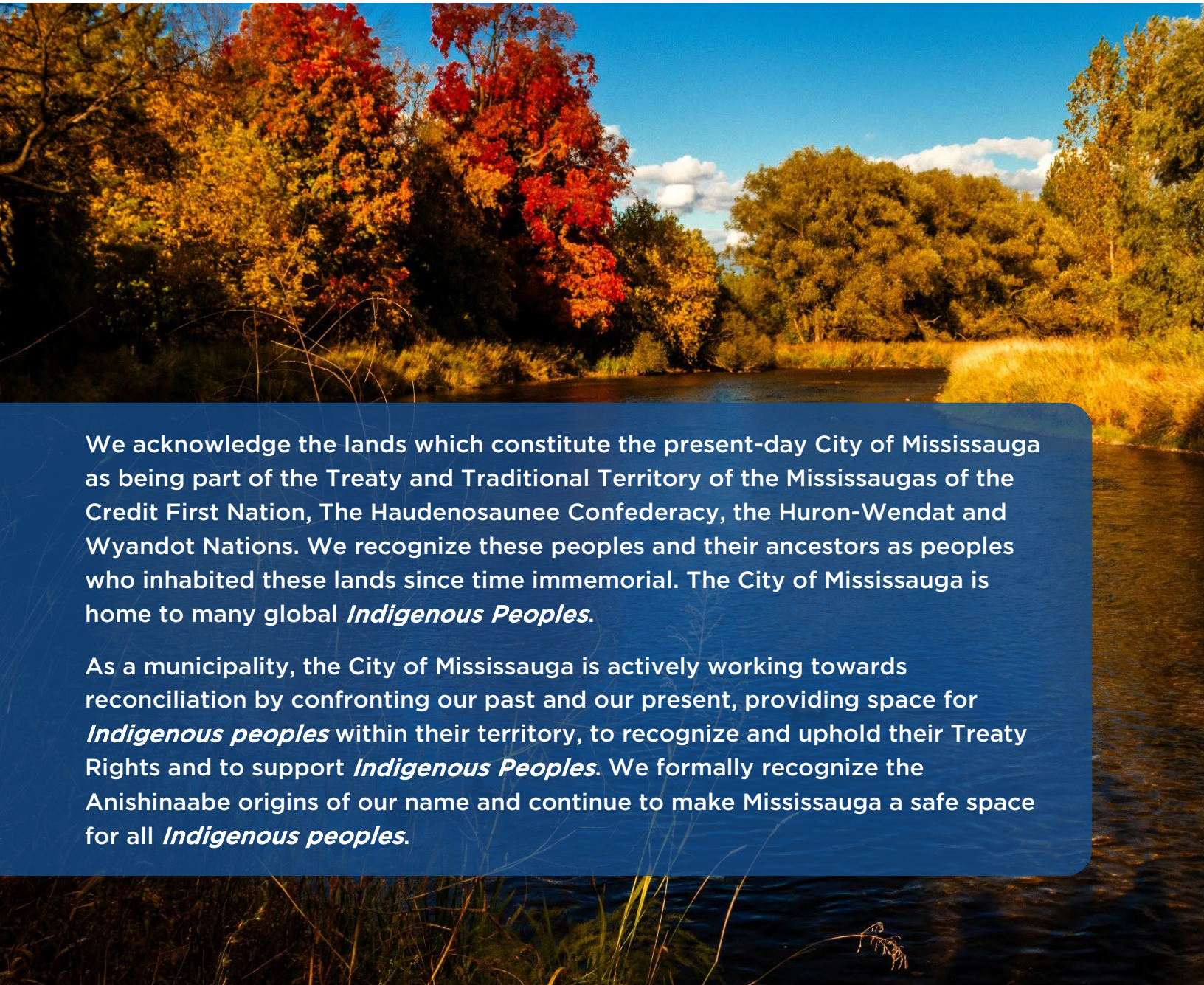
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Introduction



1.1 Introduction

Land Acknowledgement and Statement of Reconciliation



We acknowledge the lands which constitute the present-day City of Mississauga as being part of the Treaty and Traditional Territory of the Mississaugas of the Credit First Nation, The Haudenosaunee Confederacy, the Huron-Wendat and Wyandot Nations. We recognize these peoples and their ancestors as peoples who inhabited these lands since time immemorial. The City of Mississauga is home to many global ***Indigenous Peoples***.

As a municipality, the City of Mississauga is actively working towards reconciliation by confronting our past and our present, providing space for ***Indigenous peoples*** within their territory, to recognize and uphold their Treaty Rights and to support ***Indigenous Peoples***. We formally recognize the Anishinaabe origins of our name and continue to make Mississauga a safe space for all ***Indigenous peoples***.

1.2 Background

Mississauga is a city in transition. The decades-long rapid suburban development of rural lands has given way to urban infill and *redevelopment*. Future growth will continue to follow this pattern, with a focus on strategic locations throughout the city such as near transit stations and concentrations of existing community amenities. While the city's many neighbourhoods will not be the focus for growth, they will benefit from increased *housing options*.

Mississauga Official Plan 2051 (The Plan) provides a policy framework to direct growth to where it will result in the greatest and most equitable benefits for its residents, especially historically marginalized communities. The Plan will protect, enhance and restore the natural environment, support a strong public transportation system, and contribute to the long term sustainability and resilience of the city. Mississauga Official Plan 2051 will be an important instrument in city building. All change within the urban environment will be considered for its capacity to address inequities and create inclusive places where people, businesses and the natural environment will collectively thrive.

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

1.2.1 Mississauga Strategic Plan

A Strategic Plan is the City's highest level policy document that shapes and directs strategic decision-making. The policies in the Strategic Plan address important areas of focus that affect everyone who lives and works in Mississauga. The areas of focus include transportation, housing, culture and heritage, the environment and economy. The Council-approved Strategic Plan comprises 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 move the Strategic Plan forward. Listed below are the five Strategic Pillars and associated direction statements:

MOVE



Developing a Transit Oriented City: 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.

BELONG



Ensuring Youth, Older Adults and New Immigrants Thrive: 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.

CONNECT



Completing Our Neighborhoods: 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.

PROSPER



Cultivating Creative and Innovative Businesses: Our Future Mississauga is a global hub of creative and innovative activity where talent and business thrive.

GREEN



Living Green: 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.

The City of Mississauga uses the Strategic Plan to define its priorities, process short and long term plans as well as to prioritize budget and resource allocations.

Mississauga Official Plan 2051 implements the actions identified in the Strategic Plan with respect to land development.

1.2.2 Mississauga Official Plan 2051: Purpose

Mississauga Official Plan 2051 provides direction for the city's growth and articulates a vision for a future Mississauga for both the public and private sectors in the ongoing evolution of the city. Mississauga Official Plan 2051 policies implement the Provincial legislative requirements in managing the physical change of the city and setting the context for the review and approval of development applications.

Mississauga Official Plan 2051 policies address important parts of city-building that affect everyone that lives and works in Mississauga, including transportation, housing, urban design, cultural heritage, the environment, and the economy. The Plan also reflects the City's priority in highlighting the importance of recognizing that Black, Indigenous and racialized identities intersect with many others social identities, abilities

and varied socioeconomic positions, and these interconnected dimensions greatly impact and diversify experiences of racialization. To this effect, Mississauga Official Plan 2051 policies intend to address systemic racism and exclusionary practices rooted in the planning practice and in ways existing settlements have been established. These policies work to create an urban form that is inclusive to all, recognizing that there will be a need for the Plan and its policies to continue to evolve in order to support and advance equity in the City.

Mississauga Official Plan 2051:

1.2.3 Organization and Structure

Mississauga Official Plan 2051 is organized as follows:

Part 1 – Overview and City Wide Policies

This section identifies relevant background policies, primarily through a review of the Provincial, Regional and City policy context that have provided general direction for Mississauga Official Plan 2051. It also includes policies to promote collaboration in the planning process. Additionally, Part 1 provides a vision for the future and key policy directions for the city. It introduces an overview of the City Structure, and presents comprehensive city wide policies that are organized by themes.

Part 2 – Land Use and Area Specific Policies

This section contains specific directions that outline land use designations and identify additional Character Area policies for certain areas of the city. Moreover, Special Site Policies provide an additional layer of policy direction for certain areas and properties within the city.

Part 3 – Implementation and Glossary

This section sets out implementation related policies, strategies, regulations, and monitoring mechanisms to achieve the vision. The Glossary provides definitions for bolded terms and lists italicized provincial policy terms that appear throughout Mississauga Official Plan 2051.

Part 4 – Schedules and Local Area Plans

Schedules form part of this Plan and must be read in conjunction with Parts 2 and 3 of this Plan.

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 include all or part of one or more Character Areas.

1.3 How to Read Mississauga Official Plan 2051

To understand the planning rationale and policy objectives of Mississauga Official Plan 2051, 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 2 of this Plan will be permitted provided that all other policies of this Plan are met.

The vision articulated in Mississauga Official Plan 2051 takes into consideration the city as a complex, urban place, where competing priorities must be effectively balanced to achieve equitable outcomes, so the city can move forward with planning approaches that align with larger city building objectives.

The content found within this Plan is for everyone who calls Mississauga home or has vested interest in the city. Though not all policies and sections within this Plan will be relevant to everyone, the City invites all those invested to get involved in actively shaping the future of our City.

The following provides guidance for the interpretation of this document:

a. Mississauga Official Plan 2051 includes text, tables, schedules, figures and associated captions. The text, tables, maps and schedules are the policies of Mississauga Official Plan 2051 and must be read together. The figures and associated captions 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 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. 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. The City may undertake or require a number of studies to address planning matters including the following:

   i. an official plan review or update is an official plan amendment, initiated by the City, as prescribed under the *Planning Act,* that has city wide policy implications. This includes, among other matters, changes to the City Structure. A review is also necessary to ensure that the official plan:

      (a) conforms with provincial plans or does not conflict with them;

      (b) has regard to the matters of provincial interest; and

      (c) is consistent with policy statements issued under the *Planning Act*.

   ii. 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 boundary refinements, land use, transportation, environment or urban design. While a local area review would generally result in an amendment to a Character Area, 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;

iii. 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; and

iv. 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.

(a) Interpretation of the intent of Mississauga Official Plan 2051, 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.

(b) Where there is a conflict between the policies relating to natural and cultural heritage and the rest of this Plan, the direction that provides more protection to natural and cultural heritage elements will prevail.

(c) There are sites within Character Areas that merit special attention. While special sites are areas with unique circumstances, their policy provisions generally complement and support the long term vision of the Plan. Once the applicable lands are fully developed, it is the intent that Special Sites will be considered for removal from the Plan during an official plan update, local area reviews or other planning studies

d. for lands within ***Major Transit Station Areas*** as shown on Schedule 1: City Structure, of this Plan:

i. Part 2 City Wide Policies of this Plan are applicable to all ***Major Transit Station Areas***;

ii. other ***Protected Major Transit Station Area*** policies, in accordance with the *Planning Act*, are identified by a text box in this Plan;

iii. the ***Major Transit Station Area*** policies are to be read in conjunction with the other policies of this Plan. In the event of a conflict, the ***Major Transit Station Area*** policies and those identified as being ***Protected Major Transit Station Area*** policies in the Plan will take precedence; and

iv. land use designations for ***Protected Major Transit Station Areas*** are identified on the schedules of this Plan.

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

f. Mississauga Official Plan 2051 permits the use of any land or building on a site for a purpose that lawfully existed on the date of the approval of the Plan, even if such use or building is otherwise contrary to the provisions of the Plan. Limited expansions on these uses and buildings may be permitted on a site specific basis subject to consideration of matters including compatibility and urban design. While they are permitted and deemed to conform to the Plan, these uses and buildings are encouraged, where appropriate, to redevelop in accordance with the underlying land use designations and associated policies of the Plan.

g. provided that the purpose, effect, intent, meaning, and substance are in no way affected, the following technical revisions to the Plan are permitted without an official plan amendment:

   i. changing the numbering, cross referencing, and arrangement of the text, tables, maps and schedules, figures and associated captions;

   ii. revising base map information; altering punctuation or language for consistency; and

   iii. correcting grammatical, dimensional and boundary, mathematical or typographical errors.

h. the indication of any proposed services or *infrastructure*, roads, or parks in text or on 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.

i. singular terms include the plural and plural terms include the singular.

1.4 Policy Context

Mississauga Official Plan 2051 must conform to 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 section provides information regarding the policies and responsibilities of other levels of government.

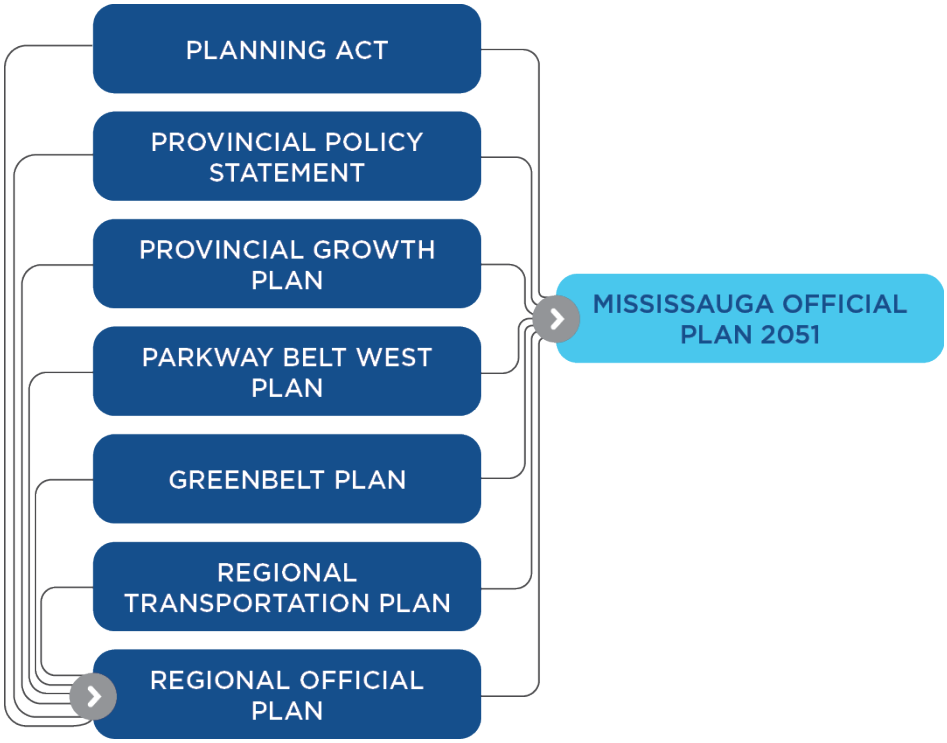


Figure 1.1. Influenced by a series of provincial and regional documents, the Mississauga Official Plan will play a key role in guiding land use within the City.

1.4.1 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 physical change.

The Planning Act:

i. promotes sustainable economic development in a healthy natural environment within a provincial policy framework;

ii. provides for a land use planning system led by provincial policy;

iii. integrates matters of provincial interest into municipal planning decisions;

iv. provides for planning processes that are fair by making them open, accessible, timely and efficient;

v. encourages cooperation and coordination among various interests; and

vi. recognizes the decision making authority and accountability of municipal councils in planning.

Mississauga Official Plan 2051 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*.

1.4.2 Provincial Policy Statement

The current Provincial Policy Statement (PPS) came into effect on May 1, 2020. 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 is a consolidated statement of the government's policies on land use planning. It gives policy direction on key provincial land use planning issues that affect communities, such as:

i. efficient use and management of land and *infrastructure*

ii. the provision of sufficient housing to meet changing needs, including affordable housing

iii. the promotion of opportunities for long-term economic prosperity and *development*

iv. the appropriate transportation, water, sewer and other *infrastructure* needed to accommodate current and future needs

v. the protection of people, property and community resources by directing *development* away from natural or human-made hazards and by building resilience to the changing climate.

1.4.3 Provincial Growth Plan

Prepared under the Places to Grow Act 2005, the Growth Plan for the Greater Golden Horseshoe is the centrepiece of a regional growth management strategy. The Growth Plan 2019 took effect on May 16, 2019 while Amendment 1 to The Growth Plan took effect on August 28, 2020.

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:

a. support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime~~;~~

b. provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource based sectors;

c. Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including public transit.

d. Support a range and mix of housing options, including additional residential units and *affordable* housing, to serve all sizes, incomes, and ages of households

e. Protect and enhance the long-term viability and productivity of agriculture by protecting *prime agricultural areas* and the *agri-food network*

f. Conserve and promote *cultural heritage resources* to support the social, economic, and cultural well-being of all communities, including Indigenous peoples.

g. Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and *infrastructure* – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.

1.4.4 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 purpose of the Parkway Belt West Plan is:

a. to separate and define the boundaries of urban areas in the western Greater Toronto Area;

b. to link urban areas by providing space for the movement of people, goods, energy and information;

c. to provide a land reserve for future linear facilities (including major transportation, communication, and utility facilities) and for unanticipated activities; and

d. to provide a linked system of open space and recreational facilities.

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

1.4.5 Greenbelt Plan

The Greenbelt Plan 2017 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 also identifies where major urban growth cannot take place and provides direction to municipalities for the long-term protection and enhancement of its external connections.

Updates to the Greenbelt Plan were made to provide for the inclusion of publicly owned lands in urban river valleys that were not in the Greenbelt at the time the Plan was approved in 2005. These lands, while not part of the Protected Countryside, are part of the Greenbelt and assist in recognizing the importance of connections to Lake Ontario and other areas in southern Ontario. These lands include natural and open space along the Credit River and Etobicoke Creek, which flow through Mississauga. Both valley systems are designated as Urban River Valleys in the Greenbelt Plan. This designation aims to prioritize the protection of natural and open space lands along river valleys in urban areas which will assist in ecologically connecting the rest of the Greenbelt Area to the Great Lakes and other inland lakes.

1.4.6 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.

2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area (2041 RTP) was adopted by the Metrolinx Board of Directors on March 8, 2018. Metrolinx will use this Plan to provide input to major regional and local planning exercises with strategies that:

a. complete the delivery of current regional transit projects;

b. connect more of the region with frequent ***rapid transit***;

c. optimize the transportation system;

d. integrate transportation and land use; and

e. prepare for an uncertain future.

1.4.7 Region of Peel Official Plan

The Region of Peel Official Plan (ROP) was adopted by Regional Council on April 28, 2022 and approved, with modifications, by the Minister of Municipal Affairs and Housing on November 4, 2022.

The *Planning Act* was amended through Bill 23, More Homes Built Faster Act 2022, to designate the Region of Peel as an upper-tier municipality without planning responsibilities. These amendments will come into effect on a date to be named by proclamation. Once these amendments are in effect, the portions of ROP that apply to the City of Mississauga will be deemed to constitute an official plan of the City of Mississauga, and this official plan will remain in effect until the City revokes it or amends it to provide otherwise.

1.5 Promote Collaboration

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

1.5.1 Mississauga will develop an engagement protocol with the intent to consult with and increase representation of ***Indigenous Peoples*** in the City's land use planning and environmental stewardship efforts. The city will consider the values, traditional knowledge and culture of ***Indigenous Peoples*** as part of the city-building process.

1.5.2 Mississauga encourages all individuals and groups to take an active interest in the planning of the city.

1.5.3 Mississauga will continue to improve ways it engages on the implementation of this Plan in order to reduce and ultimately eliminate communication barriers faced by the public, especially members of equity deserving groups.



Figure 1.2. Engagement and consultation through community engagement is vital to the development of our City.

1.5.4 Mississauga will accommodate, to the extent that is possible, the needs of people with disabilities in its engagement with the public.

1.5.5 Mississauga will develop a community engagement program as part of any Official Plan review. Engagement programs will be designed to increase public awareness, encourage active public involvement in the planning process, use creative ways to reach communities generally poorly represented in public discussions and, where appropriate, facilitate consultation and joint planning.

1.5.6 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.

1.5.7 When official plan amendment, zoning by-law amendment and plan of subdivision development applications are submitted to the city, adequate information will be made available to the public. This will include the on-site placement of signs by applicants

outlining the proposed land use. At least one public meeting will be held, for which the minimum statutory notice requirements under the *Planning Act* will be met. At the discretion of the Ward Councillor, mobile signs may also be used to provide additional notification.

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

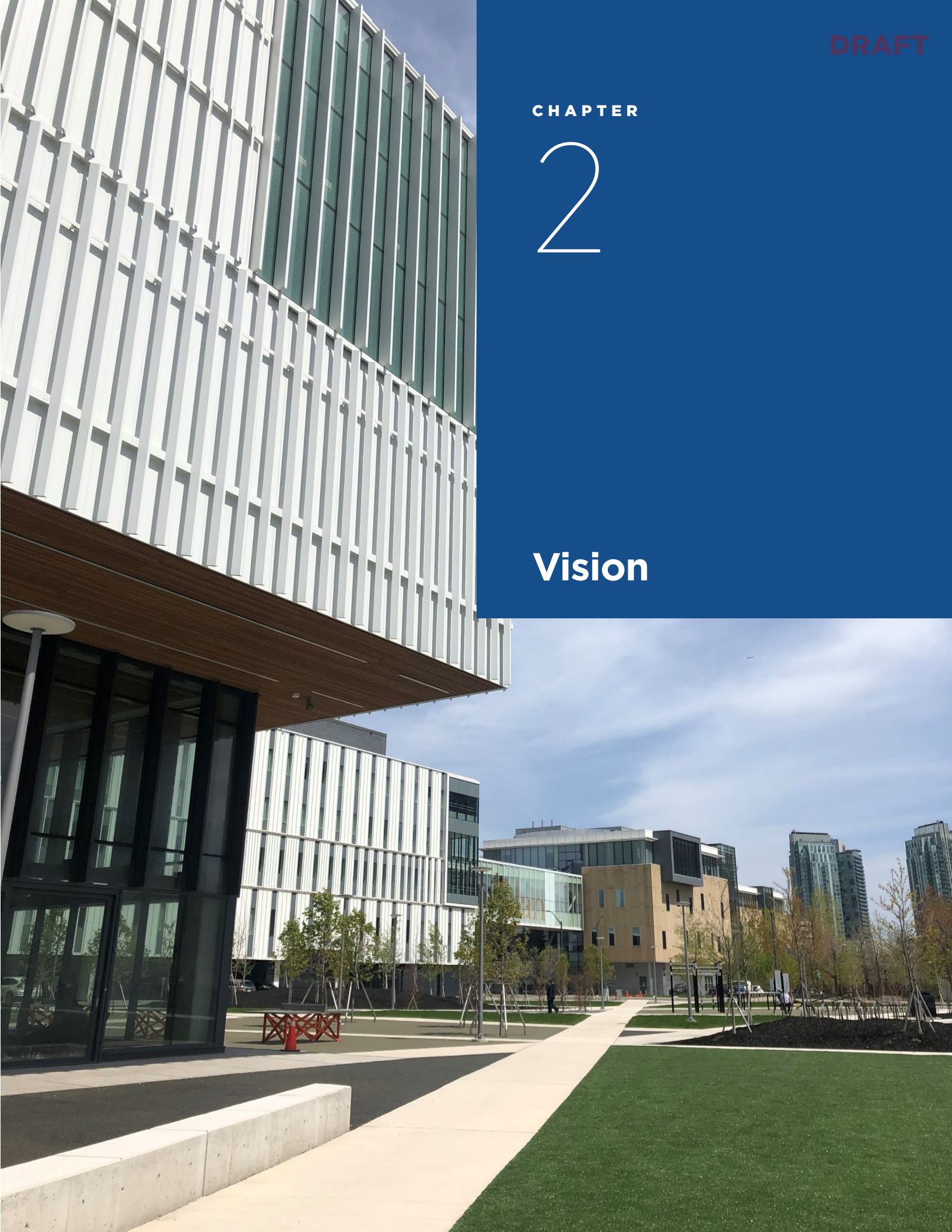
1.5.9 If the meeting is held by the Planning and Development Committee, the recommendation will be considered by City Council at a meeting open to the public. Any person may arrange to appear before Planning and Development Committee or City Council by contacting the Office of the City Clerk. Should 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.

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CHAPTER

2

Vision



2.1 Vision Statement

As the City looks into the future, it acknowledges that for thousands of years, ***Indigenous Peoples*** have lived, travelled and been stewards of the lands now known as Mississauga. Mississauga will be well designed, livable and inclusive. It will be known for its cultural diversity, healthy neighbourhoods, inspiring waterfront and vibrant downtown. Mississauga will prioritize pedestrians, affordable homes, taking action on climate change, improving individual and community health and supporting jobs and businesses.

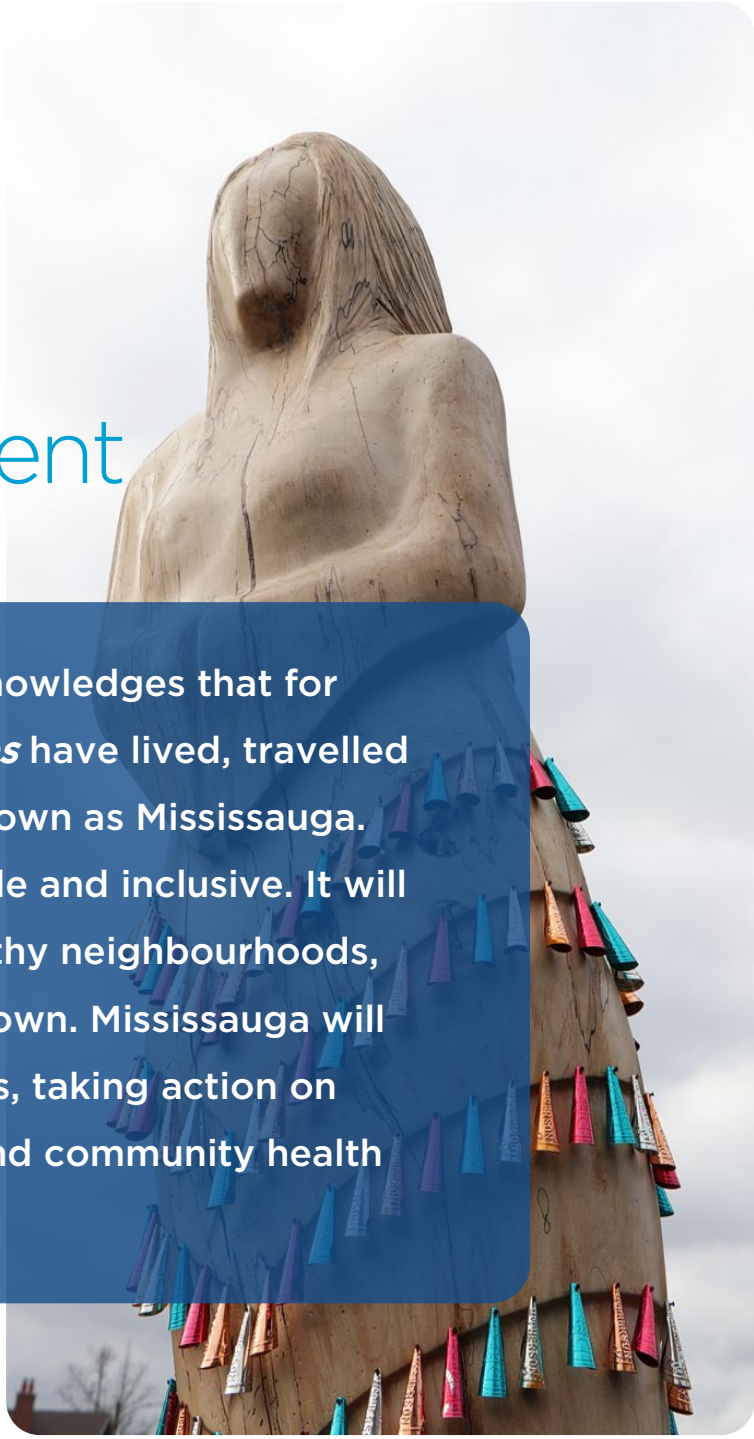


Figure 2.1. Sawmill Sid, 2022, The Dance *(c. Heritage Mississauga and Sanborg Productions)*.

2.2 Historical Context

Since time immemorial, ***Indigenous peoples*** have lived, travelled and been stewards of the lands now known as Mississauga. Mississauga is home to many global ***Indigenous Peoples***. The lands which constitute the present-day City of Mississauga are part of the Treaty Lands and Traditional Territory of the Mississaugas of the Credit First Nation, The Haudenosaunee Confederacy and the Huron-Wendat and Wyandot Nations.

There are many different interpretations of how the name "Mississauga" came to exist, and it is most likely a European pronunciation for an Ojibwa word, Misswezhaging, meaning '(river) of many mouths'. The City of Mississauga thanks and acknowledges the Anishnaabe peoples who came to be known as the Mississaugas of the Credit for our name.



Figure 2.2. The Antrex Site, near Hurontario Street and Highway 403, was host to nine longhouses in the 13th and 14th century. The boulder pictured was used as a grinding surface south of House 4 *(c. ASI Heritage)*.

Prior to the City of Mississauga's incorporation in 1974, the first French and English settlements date back to the early 1800's. 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. Many of the smaller existing communities were located near natural resources, waterways for industry and fishing, and routes leading into York. Most early villages served the farming community or local industries that processed natural resources including lumber, grain and farm products.

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

The majority of growth in Mississauga occurred in post-World War II following the establishment of an extensive regional highway network. 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 1960s and 1970s. 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.

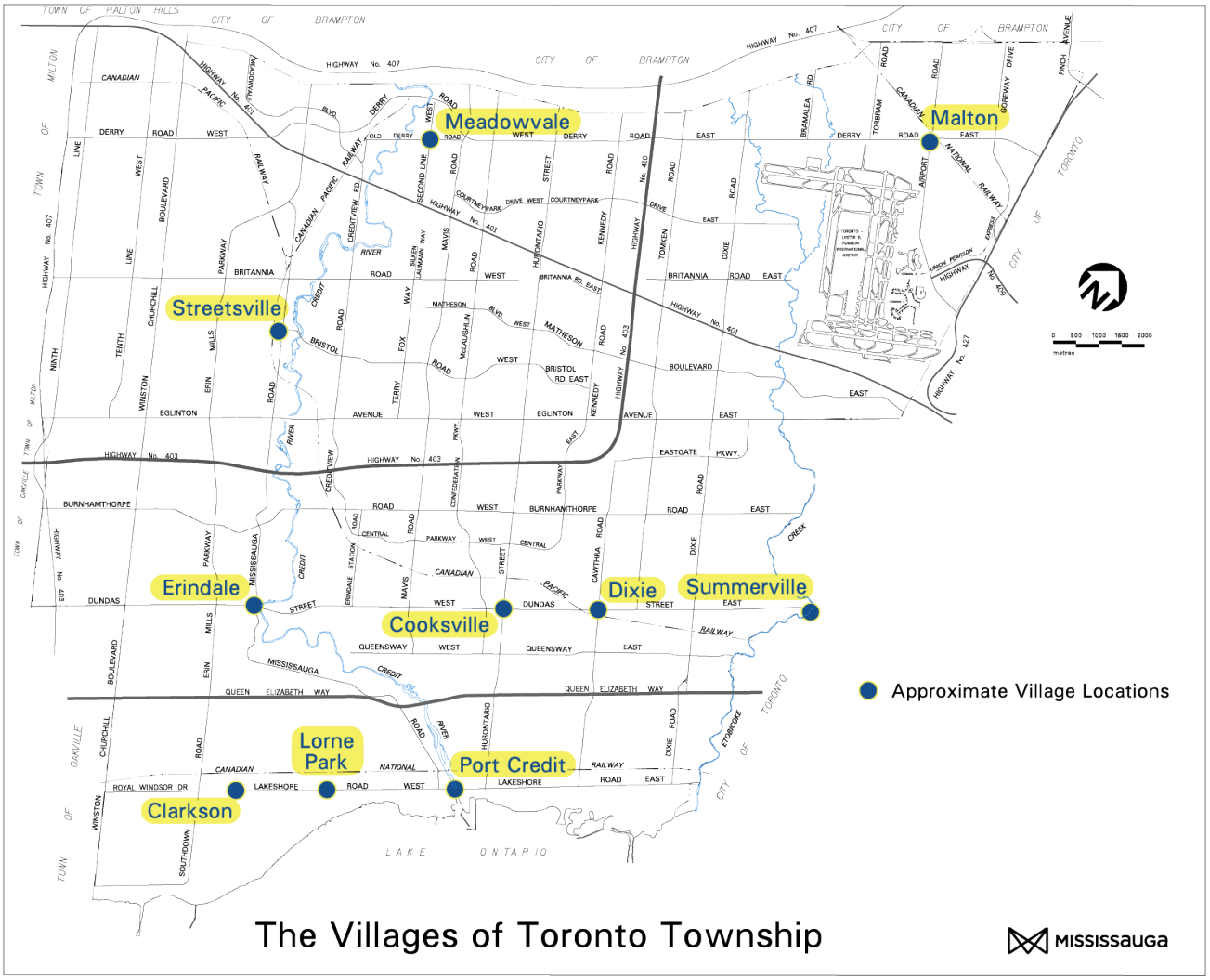


Figure 2.3. At the beginning of the 19th century, many hamlets and villages were established in the Toronto Township area. As fortunes declined in the late 1800's, some villages like Summerville disappeared. Later in the 20th century, other new settlements were formed and villages such as Erindale and Malton experienced a resurgence.

2.3 Current Context

As one of Canada's largest cities, Mississauga has been one of the fastest growing and most economically successful cities in the country. People of diverse backgrounds, ages and abilities have chosen to live, work and invest in Mississauga. Not only do Mississauga's residents want to raise their families in the community, they also want to spend their senior years in neighbourhoods that offer appealing amenities and healthy, urban lifestyle options.

While there is a range of housing choices in Mississauga, opportunities to expand this range must be pursued and should include innovative options. New residential development is expected to be accommodated in already developed areas and in compact forms such as additional residential units, duplexes, triplexes, townhouses and apartment buildings. Efforts are necessary to ensure a diverse range of tenures as well as affordable options are created within Mississauga.

With a thriving and diverse economy, Mississauga has successfully grown over recent decades and will continue to support its employment. The City is part of one of the world's fastest growing major city economies, with a growing network of public and *active transportation* and one of the best connected international airports. Mississauga has the opportunity to grow by cultivating new start-ups and attracting investment across key industry sectors for its established larger businesses and smaller enterprises. The City will continue to work with its residents, workforce, institutions and businesses to ensure Mississauga maintains a competitive edge.



Figure 2.4. Mississauga has a unique and diverse urban fabric, ranging from ***tall buildings*** to ground related low rise developments, from parks to economic nodes. Strategic growth will be required to accommodate the City's projected economic and population forecast.

2.4 Guiding Principles

The goals, objectives and policies of Mississauga Official Plan 2051 align with the Provincial Policy Statement (PPS). It focuses on planning for inclusive, vibrant, resilient communities, a healthy environment and a versatile, competitive economy. Furthermore, the Plan aligns with the City's Strategic Plan and emphasizes appropriate long term land use, growth and development policies.

Mississauga Official Plan 2051 will guide the physical evolution of the city through the management of growth and land development to 2051. It reflects the aspirations, changing needs and opportunities of the city. This latest Plan seeks to provide greater certainty in policy direction, removes redundant and obsolete policies and integrates best practices and policy innovation in an effort to optimize planning outcomes.



In order to protect what is valuable and shape change responsibly, Mississauga Official Plan 2051 subscribes to the following key guiding principles for land use:

- **Mississauga will promote social inclusion and value diversity. We will make land use and *development* decisions that are free from racial bias and that do not *negatively impact Indigenous Peoples* and equity deserving groups. Mississauga will ensure decisions accommodate the needs of communities by recognizing their socio-economic diversity;**
- **Mississauga will support the creation of distinct, vibrant and *complete communities* by building healthy, walkable, beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression, well-being and inclusiveness;**
- **Mississauga will plan for a wide range of *housing options*, jobs and ***community infrastructure*** resources that address systemic inequities, unaffordability and meet the daily needs of the community through all stages of life;**
- **Mississauga will prioritize pedestrians. We will provide a range of mobility options (e.g., walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts;**
- **Mississauga will take climate change seriously. We will support sustainable and climate resilient actions, including green building and design practices to help adapt to climate risks and reduce greenhouse emissions, especially within vulnerable communities;**
- **Mississauga will promote development decisions that support the preservation, enhancement and restoration of our Natural Heritage System and Water Resource System and enhance the quality of life for our present and future generations;**
- **Mississauga will identify, 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;**
- **Mississauga will enhance the cultural heritage and livability of our communities; and**
- **Mississauga will be a place where people want to invest. We will promote a strong diversified economy that provides a range of connections to global markets and equitable employment opportunities for residents and attracts lasting investment to secure financial stability.**

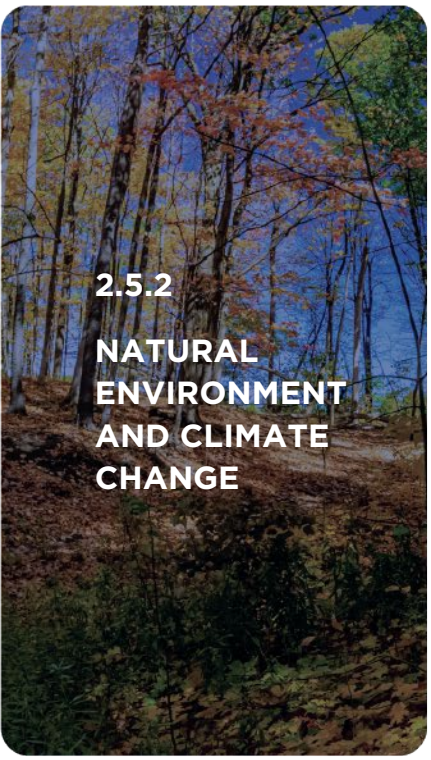
2.5 Achieving the Guiding Principles

Mississauga Official Plan 2051 will implement the guiding principles through the following strategic actions:



2.5.1 GROWTH MANAGEMENT AND *STRATEGIC GROWTH AREAS*

As Mississauga continues to evolve, its 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. These areas will have higher densities, a mixture of uses, be designed for walking, cycling and be close to local services and amenities. Additional moderate growth will take place within neighbourhoods which will support the creation of *complete communities* throughout the city.



2.5.2 NATURAL ENVIRONMENT AND CLIMATE CHANGE

Mississauga has natural areas of exceptional beauty and quality. Mississauga will serve as a steward of the environment by identifying, protecting, enhancing, restoring and expanding its Natural Heritage System and Water Resource System, thus further growing and connecting its Green System. The City will work collaboratively with the Conservation Authorities to ensure that *watershed* planning is undertaken to support a comprehensive, integrated, and long-term approach to the protection, enhancement, or restoration of the *quality and quantity of water* within the city's *watersheds*.

The City will make use of sustainable *green infrastructure* and protect and grow its tree canopy in order to respond to climate risks. It will work to reduce greenhouse gas emissions and increase resilience to climate change events by adopting mitigation policies such as compact, mixed-use, *transit-supportive* communities and promoting energy conservation and efficiency.



2.5.3 HOUSING AND COMMUNITY INFRASTRUCTURE

Mississauga will contain healthy, equitable, vibrant communities that provide existing and future residents with *housing options* responding to their needs. These options will include a greater diversity of housing types, living arrangements and tenure for individuals of all ages, abilities and social statuses. Achieving increased housing affordability and inclusion will be prioritized. Compatible infill *housing options* and small-scale retail and service uses will be enabled within neighbourhoods. Communities will have equitable access to important local ***community infrastructure*** including schools, libraries, recreation centers, daycares, places of religious assembly and emergency services.



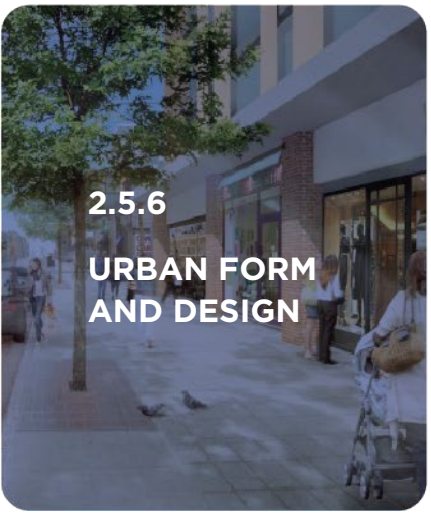
2.5.4 HERITAGE AND CULTURE

Mississauga will promote expressions of art, culture and design to foster a distinct sense of community identity, stimulate inclusivity and create lively, richly textured places where people want to live and visit. Celebrating and conserving our cultural heritage resources to maintain a connection to the past will be a priority of the City.



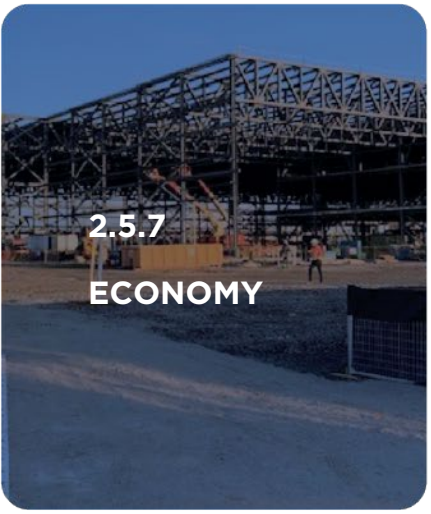
2.5.5 TRANSPORTATION

Mississauga's expected future growth and its existing traffic congestion provide the urgency for increasing people's travel options and permitting a broader range of land uses closer to where people live. People will be prioritized over cars. The needs of all travelers will be considered in the design and management of transportation infrastructure, with emphasis on sustainable transportation modes (walking, cycling, transit) and reduction of car dependence. Safety is a priority on the street network. Mississauga is a Vision Zero city with the goal of zero fatalities and serious injuries from collisions on city streets. Future growth in the city will be focused around transit, with a full and integrated range of transit options, including local bus services, express bus services, Bus Rapid Transit (BRT), Light Rail Transit (LRT), and regional bus and rail services. *Active transportation* connections to transit will be a priority. New and improved pedestrian walkways, crossings and sidewalks will bring more destinations within comfortable walking distance and make walking regularly more attainable. Making cycling an attractive transportation option will be achieved by ensuring bicycle networks that are safe, comfortable, connected and convenient.



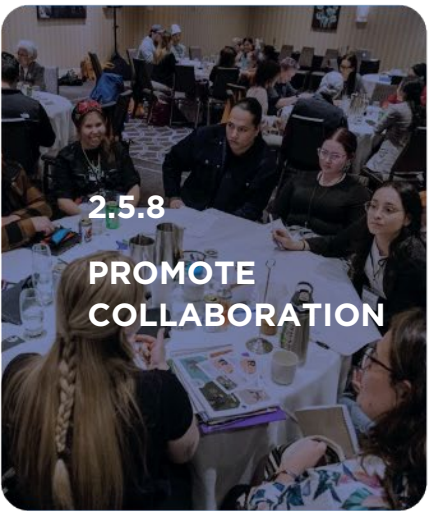
2.5.6 URBAN FORM AND DESIGN

Mississauga will promote a strong civic identity by ensuring that the urban form and design of the city (e.g. buildings, streets, ***streetscapes***, landscapes, parks, and infrastructure) contribute positively to everyday living in Mississauga. Placemaking initiatives will be used to support active living and improved public health, comfort and social interaction. Mississauga will implement green development building standards and technologies to address challenges related to climate change.



2.5.7 ECONOMY

Mississauga has a progressive and diversified economy. Maintaining its current strength, while further diversifying its base by providing 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 office centres and hi-tech infrastructure, and by enabling the efficient movement of goods. It will maintain an adequate supply of employment lands to meet future needs. The City will work to provide an appropriate mix of jobs and services to support the creation of thriving and connected *complete communities*.



2.5.8 PROMOTE COLLABORATION

Mississauga will facilitate participation, collaboration, education and partnerships with ***Indigenous Peoples***, residents and employees, and with stakeholders including government, business, education and non-profit groups. Mississauga will work to remove barriers to ensure that everyone is given opportunities to participate in the land use planning process that shapes the city and its neighbourhoods. Land use decisions will consider the results of engagement with the community and ***Indigenous Peoples*** and potential impacts on the city's most vulnerable, including equity-deserving groups.

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CHAPTER

3

Directing New Development



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3.1 Introduction

As the city grows and urbanizes, the wise use of its resources and *infrastructure* becomes critical to its success and resilience. It is important that Mississauga adopt an integrated approach to land use, environmental and infrastructure planning. This will optimize the use of land, resources and *infrastructure,* consistent with provincial direction. This approach supports the establishment of a strong city structure composed of a hierarchy of *Strategic Growth Areas*, each dedicated to accommodating growth in accordance with its capacity. Within these *Strategic Growth Areas*, communities will have access to employment, transit, public services and, where permitted by the policies of the Plan, a range of *housing options*.

This chapter describes the City Structure that will be used as the framework for determining where population and employment growth will be directed towards and, conversely, those areas of the city where change will be more gradual and limited. As such, this chapter also indicates at a high level where major infrastructure investments will be located.



3.2 Growth Forecast

Mississauga's population and employment growth are expected to be strong over the next 30 years. Mississauga has sufficient land to accommodate projected growth to 2051 and beyond. New growth will continue to be accommodated primarily through *redevelopment* and intensification within developed areas.

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 day-to-day living necessities. Directing growth to Strategic Growth Areas with existing or planned *higher order transit* service and enhancing opportunities for walking and cycling. It will also allow for competitive alternatives to vehicular travel, which will reduce our greenhouse gas emissions, minimize impacts on our environment and promote public health.

3.2.1 The population and employment forecasts for Mississauga are shown in Table 3-1.

Year	Population[1]	Households	Employment
2041	920,000	320,000	565,000
2051	995,000	345,000	590,000

Table 3-1. Population and Employment Forecasts (Region of Peel Official Plan, Table 3, April 2022)

Notes:

1) [1]Population figures include a Census undercount of 3.3 percent.

2) Figures rounded to the nearest 5,000.

3.2.2 This Plan will ensures that there is adequate land capacity to accommodate population and employment growth to 2051.

3.2.3 Forecasted growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable and equitable manner and to:

a. protect *ecological functions*, public health and safety;

b. optimize the use of existing and proposed services and infrastructure such as transit and ***community infrastructure***;

c. meet long term needs;

d. build strong, livable, universally accessible, climate resilient communities; and

e. promote economic prosperity.

3.2.4 Most of Mississauga's future growth will be directed to *Strategic Growth Areas*, which are the *Urban Growth Centre*, Major Nodes, Community Nodes, and ***Major Transit Station Areas***.

3.2.5 In directing growth, Mississauga will:

a. ensure that the City's natural, environmental, and cultural resources are maintained for present and future generations.

b. ensure that development is mixed use, compact, and *transit* and *active transportation* supportive, in appropriate locations, to provide a range of local live/work opportunities.

c. permit a range of *housing options* within low-rise residential Neighbourhoods.

d. protect employment lands to allow for a diversity of employment uses.

3.2.6 The City's population and employment forecasts are premised on the adequacy of services and *infrastructure* to support growth in appropriate locations. New *development* will proceed according to the planned provision of necessary services and will not exceed the capacity of existing and planned *infrastructure* and ***community infrastructure***.

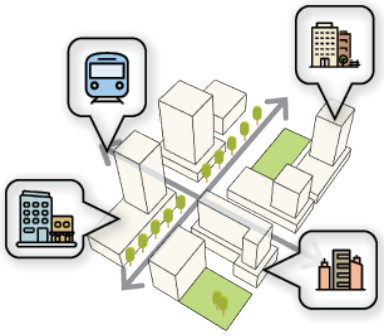
3.2.7 Development proposals may be refused if existing or planned servicing and/or *infrastructure* are inadequate to support the additional population and employment growth that would be generated. Alternatively, development proposals may be phased to coordinate with the provision of services and *infrastructure*.

3.2.8 The City Structure, growth forecast and land use designations will inform the vision for growth and future investments in transit, ***community infrastructure*** and services.

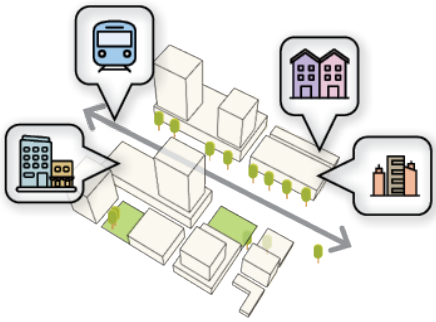
3.2.9 The City will collaborate with *infrastructure* providers to develop and maintain *infrastructure* plans and establish phasing priorities that support sustainable growth within *Strategic Growth Areas*.

3.3 City Structure

The City Structure recognizes that various areas of the city perform different functions. For example, the *Urban Growth Centre* contains a mix of uses, whereas Neighbourhoods contain predominantly residential uses. The City Structure organizes the city into functional areas to establish the framework for planning policies that will guide *development*. This framework serves as the basic foundation for the Official Plan and is the basis for more detailed policies that will shape the city over the coming decades. Schedule 1: City Structure, identifies among others the following elements of the City Structure:



Major Nodes



Community Nodes



Neighbourhoods

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. Detailed City Structure policies, including land use, height and density provisions, are found in Chapters 11 to 15 of this Plan.

Growth is assigned to City Structure elements following a hierarchy of density and uses. This hierarchy mainly directs most planned growth towards the City's *Strategic Growth Areas*, with additional moderate density increases expected in other City Structure elements as described further in this section.

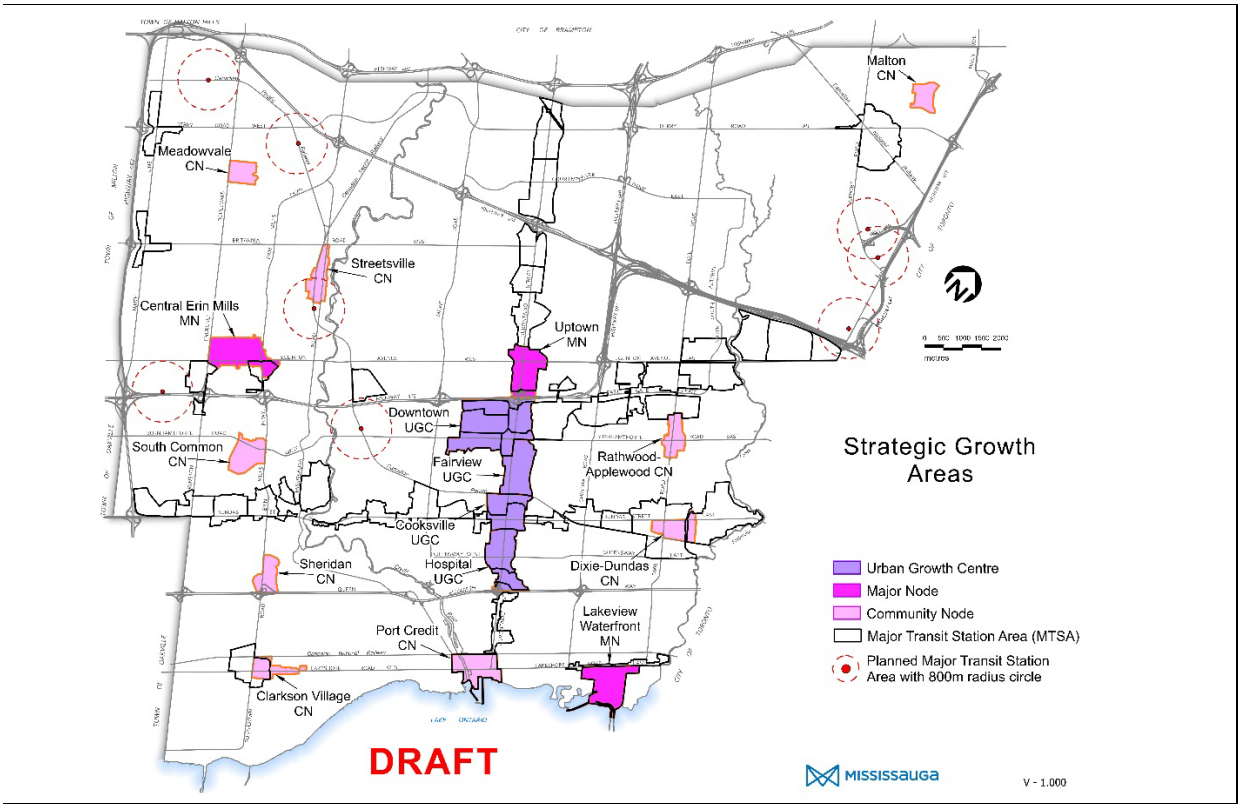
3.3.1 *Strategic Growth Areas*

The *Strategic Growth Areas* are the City's priority areas targeted to accommodate most of its future growth and *development* to make efficient use of land and *infrastructure*. More than three-quarters of the city's growth in population and employment to 2051 will be accommodated in *Strategic Growth Areas* where considerable development capacity exists.

Strategic Growth Areas will be attractive mixed-use areas and will be developed at densities that are high enough to support frequent transit service as well as physical and social infrastructure. *Development* in *Strategic Growth Areas* will support the

achievement of *complete communities* and the provision of a range of *housing options*, including affordable housing, to serve all sizes, incomes, and ages of households.

It is expected that more efficient use of land within *Strategic Growth Areas* will occur as single storey buildings and surface parking lots are replaced with multi-storey developments and structured parking facilities.



Map 3-1: *Strategic Growth Areas*

3.3.1.1 *Strategic Growth Areas* in Mississauga comprise the following areas as shown in Map 3-1 and Schedule 1: City Structure:

- The *Urban Growth Centre*, as defined in the Places to Grow, Growth Plan 2020 (Growth Plan), includes the Downtown Core, Fairview, Cooksville and Hospital Character Areas. The Downtown Core Character Area will contain the highest densities, tallest buildings and greatest mix of uses. The Fairview, Cooksville and Hospital Character Areas will provide for a diverse mix of uses, but with lesser densities and heights than the Downtown Core.
- ***Major Transit Station Areas*** will accommodate future growth with transit supportive development reflective of their local context. ***Major Transit Station Areas*** are an overlay and their boundaries may include one or more City Structure elements and Character Areas. They incorporate sites in proximity to existing or planned *higher order transit* stations or stops within the City of Mississauga. These areas are

identified on Schedule 8 and defined in Chapter 11. Additional policies for the Dundas Street Corridor, which is entirely bounded by ***Major Transit Station Areas***, are also included in Chapter 11.

- Major Nodes will generally provide for a mix of population and employment uses at densities and heights less than the *Urban Growth Centre*, but greater than elsewhere in the city. Major Nodes include the Central Erin Mills, Lakeview Waterfront and Uptown Character Areas.
- Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights. There are nine Community Nodes in Mississauga:
    - Clarkson Village;
    - Dixie-Dundas;
    - Malton;
    - Meadowvale;
    - Port Credit;
    - Rathwood-Applewood;
    - Sheridan;
    - South Common; and
    - Streetsville.

3.3.2 Neighbourhoods

Neighbourhoods typically accommodate the lowest densities and building heights. Neighbourhoods focus on residential uses, but include compatible retail uses, services and facilities.

3.3.3 *Employment Areas*

Employment Areas accommodate a diverse mix of employment uses, but will not permit residential uses. Some *Employment Areas* include locations where there are concentrations of existing tall office buildings.

3.3.4 Special Purpose Areas

3.3.4.1 Special Purpose Areas are unique destinations of city and regional significance. They have some or all of the following characteristics:

a. specialized land uses and planning needs;

b. serve a large number of users;

c. substantial transportation demands;

d. play a significant role in the economy;

e. impact surrounding land uses and land use patterns;

f. generate significant employment;

g. specialized infrastructure needs; and

h. are land extensive.

To date, two Special Purpose Areas have been identified: the Toronto-Lester B. Pearson International Airport and University of Toronto Mississauga (UTM). Policies for the Special Purpose Areas are located in the Special Site Policies Chapter 16.

3.3.5 City Structure Policies

3.3.5.1 The City Structure establishes a hierarchy associated with the scale and intensity of use. Each hierarchy level has a policy framework that guides height, density and land use requirements. Each is informed by the geography of the element, its purpose within the City and its capacity, which includes existing and planned infrastructure. The city structure and associated density hierarchy set the foundation for the orderly growth of the city. The City Structure is also designed to create unique communities that offer a range of housing types and provides guidance for those who wish to redevelop properties.

3.3.5.2 The policies associated with the City Structure will be maintained and reinforced as the city continues to develop. It is necessary that changes that affect the City Structure's hierarchy of densities be considered through an Official Plan update or review. The reasons for this include the following:

a. The Provincial planning framework requires all municipalities to identify the appropriate type and scale of development in *Strategic Growth Areas* and transition of built form to adjacent areas. This directive recognizes that there will be distinct policy approaches in allocating *development* height and intensity among different types of *Strategic Growth Areas*. Context sensitivity will play a role in this determination. While it is recognized that some height and density modifications to this Plan may be determined to be acceptable as part of the *development* application review process, amendments that are not consistent with the urban hierarchy may lead to its destabilization over time.

b. Official plan updates and reviews constitute the appropriate process for the evaluation and potential revisions of height, density and other growth related policies that have city wide impacts. Official plan updates and reviews allow for a comprehensive and integrated approach to land use, environmental protection and infrastructure planning as directed by the Provincial Policy Statement.

c. Erosion of development intensity policies through ongoing site-specific amendments may lead to cumulative *negative impacts* on local services, ***community infrastructure*** and transportation facilities. While individual development approvals that are out of scale with the urban hierarchy may not display these impacts immediately, they may present aggregate effects over time. The optimal allocation of financial resources, *infrastructure* and service levels to match community need requires long term comprehensive planning that is predictable and location-specific.

d. Clear land use planning permissions lead to predictable development expectations for everyone, including residents and developers. Frequent policy amendments that result in expanded permissions may contribute to uncertainty and land speculation. This in turn can lead to higher land prices, hurting development viability and housing affordability. Greater certainty helps everyone make better decisions based on a known and consistent set of rules.

3.3.5.3 Growth will be primarily directed towards the *Strategic Growth Areas* being the *Urban Growth Centre*, Major Nodes, Community Nodes, and ***Major Transit Station Areas***, as shown on Schedule 1: City Structure.

CITY STRUCTURE ELEMENT POPULATION		PLANNED DENSITY	OVERVIEW OF PLANNED BUILT FORM
Urban Growth Centre	Downtown Core	400+	Greatest heights and densities in the city – no maximums specified
	Fairview, Cooksville and Hospital	300+	Generally tall buildings with a variation in height
Major Nodes		250+	Generally mid-rise and tall buildings, with some transitional low-rise buildings
Community Nodes	Malton, Meadowvale, Rathwood-Applewood Sheridan and South Common	150 to 250	A mixture of low-rise, mid-rise and tall buildings
	Clarkson Village, Dixie-Dundas, Port Credit and Streetsville	100 to 200+	A mixture of low-rise, mid-rise and tall buildings but variation depending on Character Area policies
Employment Areas		Generally not specified	Generally a mixture of low-rise and mid-rise buildings with some tall buildings where existing offices are concentrated
Neighbourhoods		Generally not specified	Per land use designation / Character Area policies but mostly low rise
Major Transit Station Areas (MTSAs)		Minimum as specified for each MTSA	As specified for each MTSA

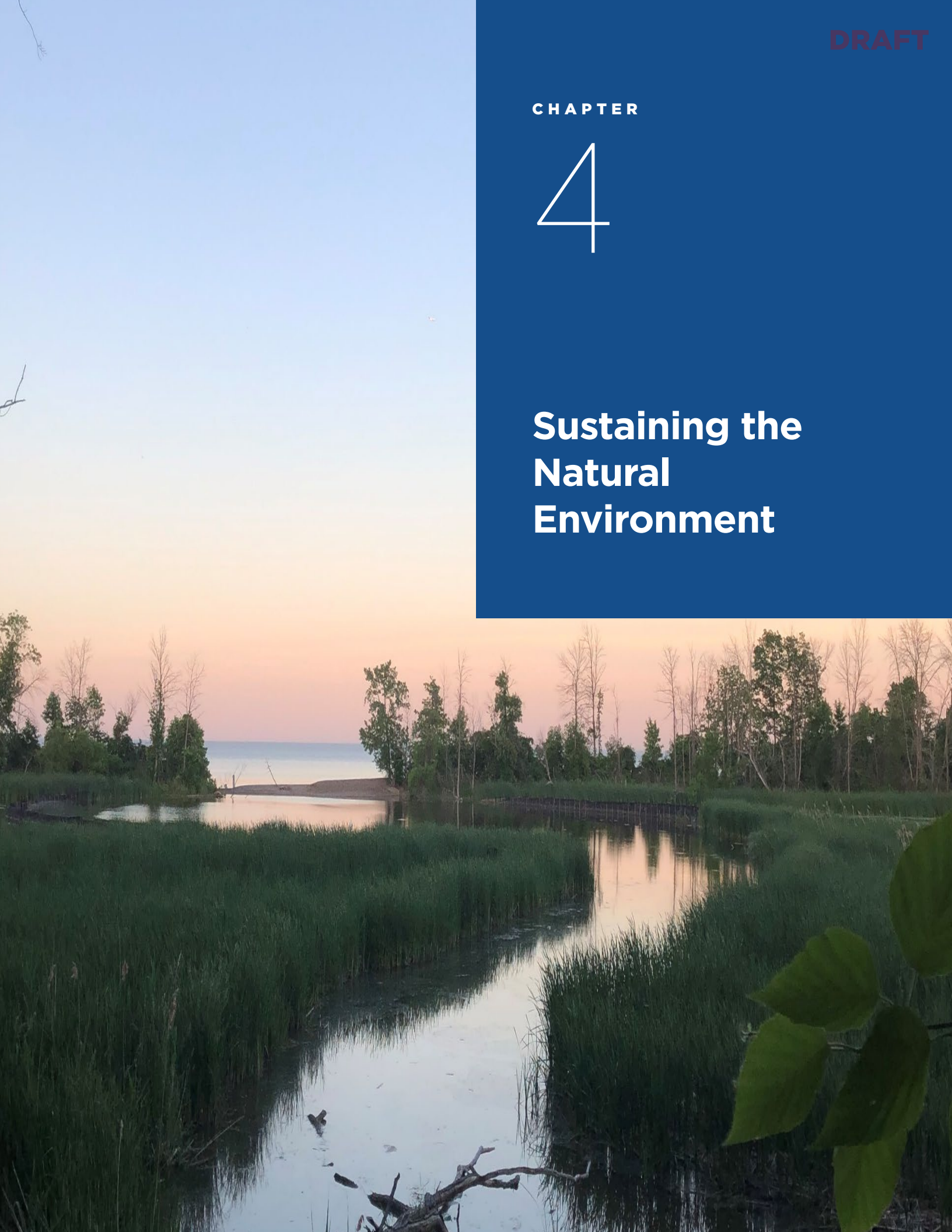
Figure 3.2. A summary of height and density requirements for the City Structure elements. Land use designation, Character area and Special Site policies may establish alternative heights and densities and must be reviewed to determine requirements for specific properties.

DRAFT

CHAPTER

4

Sustaining the Natural Environment



4.1 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, the western edge of the Humber River and other watercourses that form part of the Great Lakes drainage basin. The city is home to some of Canada's most rare and endangered plants and animals, and is within the most threatened ecological region in Ontario. Protecting this unique yet fragile environment is a priority for the city, its residents, and the *Indigenous Peoples* that have treaty rights to and ongoing stewardship of the lands, water and resources in Mississauga.

Protecting, expanding and enhancing the natural environment is critical to human and economic vitality and the overall well-being of society. The natural environment provides the fundamental necessities of life – clean water, air and land and is an essential component of the fabric and character of communities. It also helps reduce the amount of carbon in the air and absorb excess water from precipitation which supports the city's *infrastructure*. Furthermore, the natural environment has and will continue to provide the necessary elements that support cultural and economic practices of *Indigenous Peoples* who rely on specific natural items and a clean earth for crafts and ceremonies.



Figure 4.1. Flood events are predicted to be more common in the near future.

It is, however, increasingly challenging to protect and enhance the natural environment as we collectively face threats posed by the changing climate and severe weather events. Recent storms, droughts, floods and other severe weather events have caused great damage to the natural environment. These events are anticipated to increase in frequency and severity as the planet continues to warm up, which will further weaken the natural environment and its ability to function.

The city's steady growth and intensification will continue to put pressure on its natural environment, causing the fragmentation and loss of natural heritage features and their valuable *ecological functions* and services. It is therefore essential that planning for growth protects the natural environment and seeks creative ways to enhance and expand it.

To this end, the City of Mississauga has adopted a system-based approach to the protection and enhancement of its natural environment. System-based approaches go beyond protecting a feature such as a woodland, a river or a *wetland* and include considerations for existing dependencies it may have, both spatially and functionally, with other natural areas above and underground. A System-based approach provides ways to holistically protect, restore and expand the Green and the Water Resource Systems, which make up the natural environment, in order to maximize their ecological services and function. The comprehensive and integrated system-based approach to protecting these areas and associated biodiversity is essential for their preservation, especially as the city continues to grow and intensify.



4.2 Climate Response

Climate change is one of the most pressing issues of our time. The increase in greenhouse gases emitted locally and globally is warming our earth and is the cause of more frequent and extreme events such as ice storms, flooding, extreme heat and droughts. Many of these events are increasingly occurring in Mississauga. It is therefore necessary to consider the climate and environmental impacts of every development proposal and planning decision, and to adopt appropriate mitigation measures to avoid environmental harm and adapt to changing environmental conditions.

Climate change has been identified as a danger to human health and wellbeing. It is regarded as one of the greatest health challenges that will affect many lives including those of Mississauga's residents. This effect will be felt disproportionally by those with a lower socioeconomic status as well as the city's most vulnerable populations. This highlights the urgency and importance to address climate change through this Plan.

This chapter explores the important role the natural environment plays in building the city's resilience to climate change. Other chapters of this Plan address climate change through a strong city structure that directs growth to *Strategic Growth Areas* where compact, mixed use communities will be supported by transit and micromobility and where walking and cycling will be viable modes of transportation. This is essential to reduce greenhouse gas emissions and preserve, enhance and expand the city's Natural Heritage System which is key to mitigating the effects of climate change. ***Stormwater best management practices*** and *green infrastructure* for new *development* will be encouraged to support the City's response to severe weather events. Use of green development standards such as Leadership in Energy & Environmental Design (LEED) and adherence to the City of Mississauga green development standard can ensure that new *development* or existing *development* is low-carbon and environmentally sustainable.



Figure 4.2. The Maanjiwe nendamowinan (2018) at the University of Toronto Mississauga, has an Anishinaabemowin name meaning "a gathering of minds". This certified LEED Silver building features elements such as energy-efficient mechanical systems, a green roof space, and rainwater cycling.

4.2.1 Mississauga will strive to become a resilient low-carbon city. This will be achieved by reducing greenhouse gas emissions through mitigation efforts in buildings and transportation.

4.2.2 Mississauga will support the planning and design of new communities and buildings that aim to achieve near net zero emissions.

4.2.3 Mississauga will support efforts to protect against the impacts of the changing climate with adaptation measures that make the city more resilient to climate change impacts including extreme weather events.

4.2.4 Mississauga will build communities that are compact, low-carbon and transit-supportive. The City will promote ***renewable energy***, energy conservation and efficient design. These initiatives will reduce greenhouse gases and help the city achieve its emission targets.

4.2.5 Mississauga will protect, enhance, restore and expand the Natural Heritage System and the Water Resource System to improve ecosystem structure, functions, and services including biodiversity habitat, heat resilience, and protection against flooding and storms through water absorption.

4.2.6 Mississauga will collaborate with all levels of government to undertake community energy and greenhouse gas emissions reduction planning. This will include developing energy use and greenhouse gas inventories for local community emissions, establishing emission reduction targets, objectives or scenarios, and recommending strategies and actions to reduce emissions and promote low carbon energy alternatives.

4.2.7 *Development* will be designed to assist the City in meeting its environmental sustainability policies, programs and goals such as, greenhouse gas emissions targets, climate change actions, green development standards, tree management and the Tree Protection Bylaws, cycling infrastructure and stormwater initiatives.

4.2.8 Mississauga will encourage the retrofitting of existing buildings and the *development* of sites to be more environmentally sustainable and energy efficient.

4.2.9 Mississauga will encourage the creation of innovative strategies for:

a. net zero greenhouse gas emissions development, including embodied emissions from materials;
b. the preservation and enhancement of existing landforms, Natural Heritage and drainage patterns; and
c. ***waste*** management, source reductions, adaptive reuse and construction ***waste*** diversion.

4.2.10 Mississauga will require development proposals to account for the impacts of the changing climate when addressing the management of stormwater, using ***stormwater best management practices*** and *green infrastructure* as well as the reduction of hard surfaces.

4.2.11 Mississauga will encourage the use of innovative nature-based solutions and low impact development technologies and design to assist in absorbing greenhouse gas emissions and adapting to the changing climate.

4.2.12 Mississauga will encourage tree planting and natural habitat enhancements on public and private lands and increase the Urban Forest canopy in order to reduce the urban heat isl tmand

effect, a phenomena characterized by the warming of an area due to the concentration and quantity of impervious and dark surfaces. These natural enhancements will also increase carbon sequestration, protect against flooding and storms through water absorption, and maintain and increase biodiversity.

4.3 Green System

The Green System in Mississauga, consisting of the Natural Heritage System, **Natural Hazard Lands**, the Urban Forest and Parks and Open Spaces, constitutes a valuable natural environment in the city and makes our community more resilient to the changing climate. 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 of trees on public and private properties in the city, also contributes to a healthy and sustainable city, and should be protected, enhanced, restored and expanded where possible.

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 4.3 these components are interconnected.

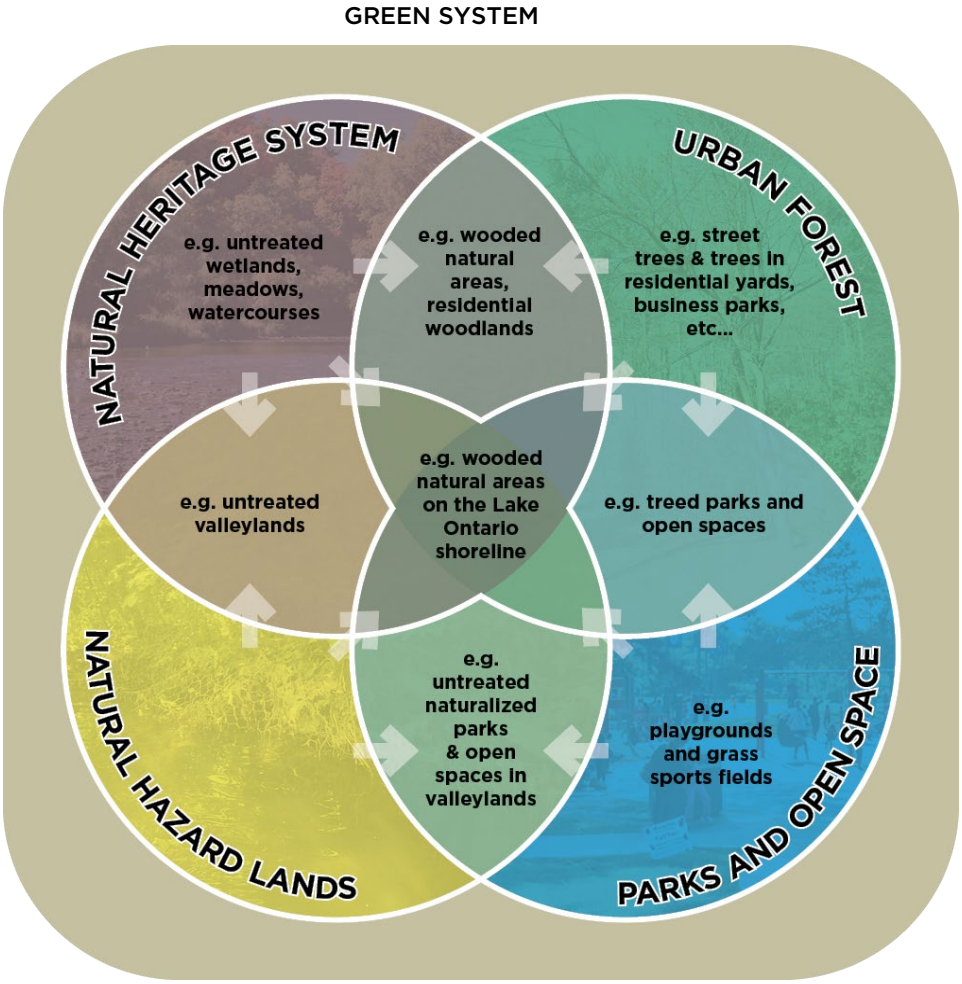


Figure 4.3. The Green System is classified into four categories: the Natural Heritage System, the Urban Forest, Natural Hazard Lands, and Parks and Open Spaces. However, there is much crossover between these categories and their components.

Adopting a system approach to environmental protection and enhancement through the Green System allows the City to maintain and improve connectivity of natural heritage features within an urban environment, in order to maximize their *ecological functions* and benefits.

As the city continues to urbanize, lands with trees and vegetation in parks, *valleylands* and landscaped green spaces, on both public and private property, are necessary for providing connections between natural heritage features. This reduces the fragmentation of the natural landscape 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 temporary refuge for species that are moving between features. The health and integrity of the Green System is important to the city's resilience. Features, urban trees and natural areas provide multiple functions such as rain water absorption, curbing heat island effects and carbon sequestration, which help the city better adapt to future severe weather events.

4.3.1 Mississauga will give priority to actions that identify, protect, enhance, restore and expand the Green System and its components and linkages in accordance with various city plans including *watershed* plans, ***sub-watershed*** plans, strategies, and Environmental Impact Studies or other required studies.

4.3.2 The City will prioritize the protection, restoration, expansion and enhancement of the Green System, throughout the planning approval process, as it is integral to protecting the city's natural heritage features, particularly its role in supporting biodiversity and providing ecological linkages, functions and ecosystem services.

4.3.3 The City will work towards expanding, enhancing and restoring its Natural Heritage System and Urban Forest through the development process in order to meet targets set out in the city's plans and strategies.

4.3.4 The City will work with the conservation authorities to encourage the protection, restoration, enhancement, stewardship and management of lands within the conservation authorities' natural heritage systems.

4.3.5 Mississauga will encourage naturalized landscaped areas using native, non-invasive species, as per the City's applicable plans, especially on lands within the Green System.

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

4.3.7 Buffers which are naturalized 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 some of the following:

a. maintenance of slope stability and reduction of erosion on valley slopes;

b. attenuation of stormwater runoff;

c. reduction of human intrusion into natural heritage features and allowance for predation habits of pets, such as cats and dogs;

d. protection of tree root zones to ensure survival of vegetation;

e. provision of a safety zone for tree fall next to *woodlands;*

f. enhancement of woodland interior and edge areas through native species plantings;

g. enhanced *wildlife habitat* and corridors for wildlife movement; and

h. provision of a naturally vegetated riparian buffer to maintain and improve *fish habitat*.

4.3.8 Generally, buffer widths will be at least 10 metres from the limits of the natural heritage features and at least 30 metres from the limits of a Provincially *Significant Wetland*.

4.3.9 The appropriate buffer width may exceed the minimums required and will be determined on a site specific basis as part of an ***Environmental Impact Study*** or other similar study, to the satisfaction of the City and, if applicable, appropriate conservation authority.

4.3.10 Determining the appropriate buffer width must take into consideration the following criteria:

a. sensitivity and significance of the Natural Heritage Features and ***Natural Hazard Lands***;

b. sensitivity and significance of species utilizing the natural heritage features and ***Natural Hazard Lands*** for important life cycle functions;

c. habitat requirements of species utilizing the natural heritage features and ***Natural Hazard Lands***;

d. proposed land uses and risks of potential impacts to the natural heritage features and ***Natural Hazard Lands***;

e. land use context (i.e., surrounding land uses and existing form);

f. Natural Heritage System targets set out in the city's plans and strategies;

g. provision of additional buffer width where passive recreation and/or other approved development is proposed within a buffer;

h. adhering to the City's Natural Heritage standards and tree protection requirements; and

i. current best practices and science-based evidence to support recommended buffer widths.

4.3.1 Natural Heritage System

The Natural Heritage System is made up of *natural heritage features and areas*, and linkages intended to provide connectivity and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of native species, and ecosystems. The Natural Heritage System includes natural areas (e.g., meadows, fish and *wildlife habitats*), *woodlands*, *wetlands* and valley and ***watercourse*** corridors. 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, enhancing and restoring these lands in their natural state is essential to the overall health and functioning of the natural environment, especially under the threat of climate change. 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.



Figure 4.4. The valleyland corridor that runs along the Credit River is the largest continuous open space system within the City of Mississauga, providing recreational, environmental, social and economic benefits.

The location and extent of the Natural Heritage System is conceptually illustrated on Schedule 2: Natural System. Not all natural heritage features are shown on Schedule 2. Additional features are identified through the development approval process, routine city Natural Heritage related work and through *watershed* planning.

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

a. Significant Natural Areas;
b. Natural Green Spaces;
c. Special Management Areas;
d. Residential Woodlands; and
e. Linkages.

4.3.1.2 Mississauga will have regard for the maintenance of the long term function and ecological integrity of the Natural Heritage System in all decisions regarding *development* and *site alteration*.

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

4.3.1.4 Minor refinements to the boundaries of the Natural Heritage System may occur through ***Environmental Impact Studies***, updates to 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.

4.3.1.5 The Natural Heritage System will be identified, protected, enhanced, restored and expanded to improve ecosystem and *watershed* health 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 appropriate buffers, 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. using good forestry practices, and an ecosystem approach;
e. retaining areas in a natural condition and/or allowing them to regenerate to assume a natural state;
f. the promotion of stewardship within privately and publicly owned lands within the Natural Heritage System;
g. ensuring that *development* in or adjacent to the Natural Heritage System identifies areas for natural heritage system expansion and new or improved linkage;

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

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

4.3.1.6 The City will not support new lots created by land division or units or parcels of tied land (POTLs) created by condominium that will have the effect of extending into or fragmenting the ownership of ***Significant Natural Areas***, ***Natural Green Spaces***. Residential *Woodlands* and buffers, in the absence of a supporting ***Environmental Impact Study*** to the satisfaction of the City.

4.3.1.7 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*;

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.

4.3.1.8 *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 the appropriate conservation authority.

4.3.1.9 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.

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

4.3.1.11 *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.

4.3.1.12 Environmental Impact Studies will delineate the area to be analyzed, 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, if applicable, the appropriate conservation authority.

4.3.1.13 The requirement for an ***Environmental Impact Study*** may be waived at the discretion of the City 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***.

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

4.3.1.15 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.

4.3.1.16 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.

4.3.1.17 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.

Significant Natural Areas

4.3.1.18 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.

4.3.1.19 *Development* and *site alteration* as permitted in accordance with the Greenlands designation as defined in this Plan, 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.

4.3.1.20 *Significant 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:

a. when supported by satisfactory site specific studies that demonstrate the degree of the threat posed, any potential positive and/or *negative impacts* on the *ecological functions* or biodiversity of nearby or adjacent native communities, and the projected natural succession of the community;

b. 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, as demonstrated through studies performed on the entire woodland and to the City's satisfaction; and

c. when the *Significant Woodland* does not support other *significant* natural heritage features or can not be restored to address the concerns to the City's satisfaction.

4.3.1.21 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.

4.3.1.22 Woodlands and other Natural Heritage Features that have been fully or partially damaged or destroyed by natural causes or intentionally damaged or destroyed without due process are still to be considered *woodlands* and will be protected and treated as such. Such changes are considered temporary whereby the forest still retains its long-term ecological value. These areas will not be subject to a boundary adjustment and will not be predesignated in this Plan.

Natural Green Spaces and Special Management Areas

4.3.1.23 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***.

4.3.1.24 Where Special Management Areas are on private lands, the City will encourage landowners to promote stewardship and enhancement of their lands.

Residential Woodlands

4.3.1.25 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. These are identified in residential areas that were historically developed within an existing woodland. Where woodland conditions remain, these areas would be subject to the woodland policies of this Plan.

4.3.1.26 Lands within Residential *Woodlands* will be subject to Site Plan Control. Existing trees within these areas will be preserved, ensuring they will not be injured, damaged or destroyed to maintain the mature nature of these areas.

4.3.1.27 Development proposals and *site alteration* for lands within a Residential *Woodland* will protect, enhance, restore and expand the existing tree canopy and understorey. A site development plan is required to demonstrate how the following, among other matters, have been addressed:



Figure 4.5. Mature trees with large canopies line this residential area, contributing to the City's natural heritage system.

a. Live and dead/damaged trees that pose no public hazards are not injured or removed, to the greatest extent possible,
b. root protection zones have been preserved and prioritized in the proposed development;
c. existing topography and drainage patterns have been maintained;
d. maintenance of a high proportion of permeable ground cover to facilitate groundwater recharge;
e. habitat for migratory and breeding birds has been protected and enhanced;
f. appropriate habitat for urban wildlife;
g. connections to other elements within the Green System; and
h. naturalization is enhanced through native tree, shrub and herbaceous plantings.

4.3.1.28 Character Area policies may identify additional requirements to protect Residential *Woodlands*.

4.3.1.29 In order to preserve the form and function of the Residential Woodland, which are part of the Natural heritage System, the following applies:

a. replacement tree plantings for any trees removed must be accommodated on the same lot;
b. payment in lieu of tree planting is strongly discouraged; and

c. replacement for tree removals within a Residential Woodland feature will be based on an assessment of functions and impacts and determined by the city and may exceed the requirements under existing tree protection and preservation bylaws.

4.3.1.30 Notwithstanding the Natural Heritage System policies of this Plan concerning Residential *Woodlands*, sites characterized by native trees that are generally in good condition as determined by the City, will be subject to a review of a tree preservation plan prior to consideration of proposed development.

Linkages

4.3.1.31 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*.



Figure 4.6. Part of the Nine Creeks Trail, a 9 kilometre east-west multi-use recreational trail, is used to contribute to the greater connectivity network in Mississauga.

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

4.3.1.33 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.

4.3.1.34 The City, through the development approval process, will strive to identify, protect, restore, and enhance the health and integrity of the Natural Heritage System and its biodiversity, paying particular attention to opportunities to create new natural linkages between existing and future candidate components of the natural heritage system and between the Natural Heritage System and other areas of the Green System.

4.3.1.35 The City will encourage the creation of terrestrial east-west linkages and the use of *green infrastructure* and nature-based solutions within linkage areas, such as utility corridors, urban parks and other urban areas.

4.3.2 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 over 2 million trees on both private and public property. This asset is especially important in helping the City mitigate climate change by reducing energy needs and removing carbon from the air while contributing to efforts to adapt to the changing climate.

4.3.2.1 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.

4.3.2.2 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.

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

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

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

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

d. increasing tree canopy coverage and diversity, by planting trees appropriate to the location and avoiding the use of non-native tree and shrub species that are invasive;

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

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

g. providing public education and encouraging stewardship;

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

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

4.3.2.4 The preservation of trees and *woodlands* on public and private property that serve to connect and enhance the overall Natural Heritage System and improve *wildlife habitat* will be encouraged.

4.3.2.5 *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 applicable by-laws.

4.3.2.6 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.

4.3.2.7 Mississauga may require ecologically based woodland management plans that reflect good forestry practices to be provided by a landowner prior to municipal acquisition.

4.3.3 Natural Hazard Lands

Natural Hazard Lands are generally associated with ***valley and stream corridors*** and the Lake Ontario shoreline. These areas tend to be unsafe for *development* due to naturally occurring processes such as flooding and erosion, which have been significantly accelerated by climate change.

Significant valleylands and the valley and ***watercourse***s 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.



Figure 4.7. Sawmill Creek is in need for rehabilitation, as erosion impacts the channel banks and woody debris, posing significant risks to the adjacent trail, sanitary sewer infrastructure and the environment.

4.3.3.1 **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.

4.3.3.2 Mississauga will consider and address the impacts of a changing climate in the management of risks associated with natural hazards

4.3.3.3 Mississauga will encourage the naturalization as well as the use of low impact development and *green infrastructure* to reduce potential future flooding and erosion risks and cool and clean water.

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. It measures approximately 22 km and is a part of the Natural Heritage System. Its waterfront is a major regional and local public destination.

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.



Figure 4.8. As an integral park of Mississauga's Green System, Lake Ontario's shoreline must be retained, enhanced and restored.

4.3.3.4 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.

4.3.3.5 *Development* and *site alteration*s 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.

4.3.3.6 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*.

4.3.3.7 *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.

4.3.3.8 Development proposals may be required to protect, enhance, restore and expand natural heritage features including their *ecological functions*, along the Lake Ontario shoreline.

4.3.3.9 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.

4.3.3.10 *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.

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

Future *development* in waterfront communities will have regard for the Mississauga Waterfront Parks Strategy, a comprehensive long term plan to manage the future *development* of the City's waterfront parks.

4.3.3.12 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;

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; and

c. ensure that the design and programming of natural areas along the waterfront recognize the spatial needs of wildlife and local species.



Figure 4.9. Activating the waterfront to promote public use and contribute to the larger open space system (*c. Caivan*).

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. Climate change related severe weather events have significantly accelerated the rate and degree of physical changes along *valleylands*.

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 protection, enhancement, restoration and expansion of the Natural Heritage System.

4.3.3.13 *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.

4.3.3.14 *Development* adjacent to valleyland and ***watercourse*** features may be required to be supported by detailed slope stability and stream erosion studies and assessments that define natural hazard limits, where appropriate.

4.3.3.15 *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 will 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.

4.3.3.16 Small scale urban agriculture and urban agriculture-related uses may be permitted adjacent to *valleylands* and ***watercourses*** where demonstrated that there will be no *negative impact* on these features and *ecological function* in accordance with the policies of this Plan.

Urban River Valley

The Urban River Valley designation, under the Greenbelt Plan, provides protection for publicly owned lands that form important river valley linkages and corridors in an urban context between the Protected Countryside of the Greenbelt and Lake Ontario.

4.3.3.17 Urban River Valley designated public lands are shown on Schedule 2: Natural System and are subject to the policies and objectives of the Urban River Valley designation under the Greenbelt Plan and the policies of this Plan.

4.3.3.18 In recognition of municipal trans-boundary ***watercourses*** such as the Credit River and Etobicoke Creek, which are identified in the Greenbelt Plan as Urban River Valleys, 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 connections to Lake Ontario.

4.3.3.19 Within Urban River Valley lands, the City will permit existing, expanded or new *infrastructure* that is subject to, and approved under the *Environmental Assessment Act*,

or which receives a similar approval, if it supports the needs of the city's projected growth, economic development and Natural Heritage System policies, and the goals and objectives of the Greenbelt Plan.

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.

4.3.3.20 *Development* in *flood plains* will be subject to the one-zone concept, except where a *special policy area* or **two-zone** *flood plain* management concept has been approved.

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

4.3.3.22 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.

4.3.3.23 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 and mitigation measures to be implemented relative to individual development applications will be determined by the City and the appropriate conservation authority.

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

4.3.4 Parks and Open Spaces

Parks and Open Spaces have primary uses that include 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 and opportunities for Natural Heritage System expansion.



Figure 4.10. The Waterfront Trail along Lake Ontario runs through many of the City's waterfront parks.

Parks and Open Spaces within the Green System include:

a. Public Open Space;
b. Private Open Space;
c. Parkway Belt West;
d. Educational Facilities; and
e. Utilities.

The city has an extensive system of parks within Open Spaces. Many of these parks are in Neighbourhoods and were acquired as residential areas were developed. As the city continues to grow and mature, it will be important to prioritize *development* and provision of parks in Open Spaces that support the protection, enhancement and expansion of the Natural Heritage System through out the City - particularly within *Strategic Growth Areas*.

Parks include destination parks, community parks and greenlands, and include lands, water bodies, buildings or structures located therein, that is owned by or made available to the City by lease, agreement, or otherwise, and that is established, dedicated, set apart or made available for use to the public; but does not include a marina, golf course, or cemetery. Parks are further defined and described in the City's Parks Plan.

In addition to parks, Open Spaces includes such uses as golf courses, cemeteries, private open space, and lands associated with community centres, public schools and utility corridors. These spaces also include Privately Owned Public Spaces (POPS) which are spaces that are privately owned and universally accessible and open to the public. These spaces must be designed and maintained to the standards established by the city. They must always remain open and accessible to the public as determined through an easement agreement with the city.

4.3.4.1 Mississauga will value and manage parks and Open Spaces in a manner that protects and enhances the natural environment.

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

4.3.4.3 Public parks will be designed to allow equitable 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.

4.3.4.4 City owned playgrounds will be unimpeded by major pedestrian barriers and should generally be provided within 800 metres of residential areas and or 400 metres within *Strategic Growth Areas*, or as determined to be appropriate by the City to provide for a balanced distribution of amenities.

4.3.4.5 The minimum park provision will be equivalent to:

a. 12 percent of the total area of the Urban Growth Centre and Major Nodes; or

b. 1.2 hectares per 1,000 population in all other residential parts of the City.

4.3.4.6 A destination park containing major recreational and sport facilities that serve an area greater than Mississauga may be established.

4.3.4.7 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 city's applicable Plans.

4.3.4.8 Destination parks should provide a higher level of accessibility to persons with disabilities.

4.3.4.9 In addition to the parkland identified in Schedule 7: Land Use Designations, additional public parkland may be acquired through the processing of development applications or through purchase.

4.3.4.10 Land conveyed to Mississauga for use as public parks and/or Greenlands will be in a condition that is acceptable to the City.

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

4.3.4.12 Parks may incorporate components of the Natural Heritage System to provide opportunities for enjoyment, appreciation and protection of nature.

4.3.4.13 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.

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

4.3.4.15 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.

4.3.4.16 Stormwater retention and stormwater quality ponds are generally not appropriate primary uses for public park.

4.3.4.17 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.

4.3.4.18 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.

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

4.3.4.20 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.

4.3.4.21 Privately Owned Public Spaces (POPS) may be considered as extended spaces that complement the park system. However, POPS do not replace the need for park and the appropriateness for POPS as complement to the park system will be determined by the City and is subject to the following minimum criteria:

a. a public easement is provided over the extent of the POPS; and

b. the size, extent, design, configuration and program of POPS will be done in consultation with the City, and with the satisfaction of the following key considerations:

i. provision of public street frontage at street level;
ii. seamless integration with the existing and planned park system, adjoining street network, and pedestrian environment;
iii. interface with existing and/or proposed development in a legible and cohesive manner including appropriateness of adjacent land uses, built-form and setbacks; and
iv. conforms to principles of Crime Prevention Through Environmental Design and City's design standards for Facility Accessibility.

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

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

a. adequate access;

b. compatibility with adjacent uses;

c. protection, enhancement and restoration of the Natural Heritage System; and

d. an approved site plan, where applicable.

4.3.5 Wildland Fire Hazards

Wildland fires are generally associated with areas where hazardous forest types grow. These forest types have been found to be associated with the risk of high to extreme wildland fire using risk assessment tools established by the provincial government.

4.3.5.1 The City, in consultation with the appropriate public bodies, will generally direct *development* away from wildland fire lands that are unsafe for *development* due to the presence of hazardous forest types for wildland fire unless the risk is mitigated in accordance with wildland fire assessment and mitigation standards, and provincial objectives and policies.

4.4 Urban Agriculture

Urban agriculture connects with many pressing issues of our time. These issues include food insecurity, loss of biodiversity and pollinators, threats to public health, inequality and climate change. While growing food in the city is only one of many solutions to these issues, it remains one of the most accessible and creative actions individuals can undertake. Mississauga supports a variety of urban agricultural practices that allow 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 resilient community.



Figure 4.11. The Parkway Green Generation Garden at Central Parkway East and Rathburn Road East fosters community while providing safe, affordable and sustainable food.

4.4.1 Mississauga supports the following urban agricultural practices:

a. urban gardening;

b. ***community gardening***; and

c. the creation of rooftop gardens.

4.4.2 Farmers' markets will be encouraged particularly in *Strategic Growth Areas*.

4.4.3 Mississauga will support small scale urban farm opportunities to aid in mitigating and adapting to the effects of climate change and to provide food security, build a greater sense of community, and foster positive health and wellbeing.

4.5 Water

Mississauga has access to rich ground and surface water resources which include Lake Ontario as well as a number of aquifers, ***groundwater recharge*** and discharge areas, springs, rivers, streams, ponds and *wetlands*. These resources face increasing pressures from higher land use intensities and climate change threats. It is, therefore, imperative to conserve water and to protect the quantity and quality of surface and groundwater resources.



Figure 4.12. The Saigon Park stormwater management pond helps reduce the risk of flooding in the area and protects the water quality.

4.5.1 Water Resource System

Mississauga is part of complex and rich Water Resource System comprised of ground and surface water features and areas. Groundwater resources include ***groundwater recharge*** and discharge areas, water tables and highly vulnerable aquifers. Surface water resources include springs, rivers, streams, ponds, *wetlands*, inland lakes, shoreline and stormwater. Some of the Water Resource System features and areas are shown on Schedule 2: Natural System.

The system approach to protecting and enhancing ground and surface water features and areas provides a consistent framework for water protection. This framework builds

on policies and plans which include source protection plans developed under the *Clean Water Act*. It allows a better understanding and consideration of the connections that exist between water features and areas both above and under ground and the importance of their *hydrologic functions*.

4.5.1.1 Mississauga will work jointly with conservation authorities and the Region of Peel to implement the applicable recommendations and targets of the Great Lakes Strategy, the *Great Lakes Protection Act* and applicable Source Water Protection Plans as well as coastal or waterfront planning initiatives.

4.5.1.2 Mississauga will work jointly with conservation authorities and the Region of Peel to prepare *watershed*, ***sub-watershed*** and other equivalent plans that will inform the protection, enhancement and restoration of the *quality and quantity of water* and will guide growth and *infrastructure* planning.

4.5.1.3 *Development* will be subject to the recommendations of *watershed* and ***sub-watershed*** studies, where applicable, to assess potential *negative impacts* on vulnerable surface and *groundwater features* and their *hydrological functions*.

4.5.1.4 Proposals for *development* and *site alteration* will incorporate appropriate restrictions to protect municipal drinking water supplies, and to protect, improve and restore vulnerable surface and groundwater, *sensitive* surface water features, sensitive *groundwater features*, key hydrologic features and key hydrologic areas, and their functions.

4.5.1.5 Proposals for *development* and *site alteration* in or adjacent to *sensitive* surface water and *groundwater features* will not be permitted unless satisfactory mitigation measures are provided to protect, improve and restore *sensitive* surface water features, *sensitive* groundwater features, and their *hydrologic functions*.

4.5.1.6 *Development* or *site alteration* proposed within a *significant groundwater recharge area* or highly vulnerable aquifer, as identified by the City and the Province, may require the provision of a hydrogeological assessment to demonstrate that the *quality and quantity of water* will be protected, improved, and restored.

4.5.2 Water Conservation

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.

4.5.2.1 Mississauga will work with the conservation authorities and the Region of Peel to protect, improve or restore the *quality and quantity of water* by evaluating, where applicable, the impact of *development* on the City's Water Resource System at the *watershed* level.

4.5.2.2 Water conservation measures will be implemented in *development* including the use of low impact development and *green infrastructure* to reduce water demand from natural resources and protect natural areas associated with these resources.

4.5.2.3 A water conservation plan or an equivalent assessment will be required for *development* and *site alteration* proposing a large use of municipally treated and supplied water or having an immediate or cumulative impact on water resources. The Plan will consider alternatives to the use of water and evaluate mitigation measures to reduce the use of water, where technically feasible.

4.5.3 Stormwater and Drainage

The effective management of stormwater is vital in protecting life, property, *infrastructure* and the natural environment. This is increasingly important as climate change threats such as more frequent and intense storms and flooding events are expected to increase rainwater runoff and overwhelm existing *infrastructure*.

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*** and green infrastructure. Stormwater management facilities may be part of the Green System.



Figure 4.13. The bioswales along Mississauga Road represent the on-going green infrastructure initiatives within the City.

4.5.3.1 Mississauga will recognize stormwater as a resource and will plan and manage stormwater and groundwater in a manner that protects, improves or restores the health and quality of water resources, minimizes flooding and erosion, and considers the risks and impacts of climate change.

4.5.3.2 Mississauga will work jointly with conservation authorities to develop, where necessary, stormwater and drainage master plans that are informed by *watershed* planning and that rely on ***stormwater best management practices***.

4.5.3.3 Mississauga will approach the management of stormwater by encouraging and supporting measures and activities that reduce stormwater runoff peak flow and volume, improve water quality, promote evapotranspiration and infiltration, and reduce erosion using ***stormwater best management practices*** and green infrastructure.

4.5.3.4 Mississauga will require that development applications be supported by ***stormwater best management practices*** in accordance with relevant and contemporary 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, groundwater quality and/or quantity, flood risk and erosion, and protection of the city's Natural Heritage and Water resource Systems, including its *ecological function*. ***Stormwater best management practices*** must be approved by the city, appropriate conservation authority and Provincial Government, where applicable.

4.5.3.5 Mississauga will encourage lot-level stormwater controls in areas adjacent to key hydrologic features and key natural heritage features.

4.5.3.6 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.

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

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

4.5.3.9 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.

4.5.3.10 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 and municipal policies, guidelines and regulations.

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

4.5.3.12 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.

4.5.3.13 The City will ensure that stormwater drainage from Regional roads is considered and comprehensively managed during the development of stormwater management plans for new *development* or *redevelopment*.

4.6 Air Quality

Clean air is critical to human and environmental health. One of the most effective strategies to improve air quality is 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.

4.6.1 To improve air quality, Mississauga will:

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

ii. prioritize compact, mixed use and transit oriented development that reduces car dependency;

iii. direct growth to *Strategic Growth Areas* ;

iv. protect, enhance, restore and expand the Natural Heritage System and the Water Resource System;

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

vi. promote the use of the City's green building and development standards;

vii. promote retrofitting or electrification of indoor heating and cooling equipment for improved air quality and energy efficiency; and

viii. promote zero emission vehicles and equipment.

4.6.2 Mississauga will promote building and site design that improves indoor air quality, minimizes vehicular idling, energy consumption and maximizes the use of ***renewable energy*** and vegetative cover.

4.6.3 Appropriate techniques to mitigate odour and dust should be incorporated in *development*.

4.6.4 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, as outlined in applicable provincial compatibility guidelines. 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.

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

i. air, noise, dust, odour and other fugitive emissions will be appropriately mitigated at the source in accordance with Provincial requirements;

ii. 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;

iii. there is no impact to the permitted land uses, planned function or viability of the surrounding lands;

iv. the proposed ***crematorium*** is not located within a multi-unit building;

v. the scattering or interment of human remains is not permitted, except in cemeteries;

vi. the *development* is appropriately screened from adjacent uses and the public realm; and

vii. the site is appropriately buffered and landscaped.

4.7 Soil

Soil is vulnerable to erosion by wind and water, particularly during the construction process. Erosion affects human and environmental health especially 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.

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

4.7.2 Proposals for *development* and *site alteration* will incorporate appropriate buffers adjacent to ***watercourses***, as per the policies of this Plan, Natural areas and parks to protect against soil erosion and sediment impacts.

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

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

4.7.5 Mississauga will direct development proposals to follow Ontario applicable regulations for the management of excess soil generated and fill received during *development* or *site alteration*, including *infrastructure* development, to ensure that:

a. any excess soil is beneficially reused on-site or locally to the maximum extent possible and excess soil reuse planning is undertaken concurrently with development planning and design;

b. any excess soil that is transported beyond the project site is tracked on the provincial excess soil registry to the final destination reuse site;

c. appropriate sites for excess soil storage and processing or beneficial reuse sites are permitted in proximity to areas where proposed development is concentrated, where feasible and where permitted, and outside of Natural Heritage Features; and

d. soil or fill quality received and soil/fill placement at a site will be sufficiently characterized by a Qualified Person such that it will meet the applicable standards set out under provincial regulations with regard to the current or proposed use of the property or the sites for excess soil storage and processing.

4.8 Land Use Compatibility

4.8.1 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, enhance and expand the natural environment, reduce energy use and manage ***waste***.

4.8.2 *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 in accordance with the Provincial Policy Statement and the applicable provincial guidelines, standards, and procedures.

4.8.3 *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.

4.8.4 In accordance with the Provincial Compatibility 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.

4.8.5 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.

4.8.6 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.

4.9 Energy and Power Generation

Energy efficiency and the diversification of energy supply are important actions that will enable the city to achieve its emission targets and build resilience in the face of climate change. The City supports energy initiatives that will enable it, its residents, businesses and transportation systems to conserve energy and reduce their dependence on fossil based energy sources by changing to alternative or ***renewable energy*** systems.

This Plan provides opportunities for power generation facilities to accommodate current and projected needs, where feasible, and recognizes the interdependencies that exist in the built and natural environments. However, it is essential that power generating facilities be located in appropriate locations away from residential and other *sensitive* uses.



Figure 4.14. Solar panels at the Lions Club of Credit Valley Outdoor Pool exemplify the use of a ***renewable energy*** source.

4.9.1 Mississauga will conserve energy by promoting energy efficient land use and development patterns, efficient transportation and alternative and ***renewable energy*** systems.

4.9.2 Mississauga encourages appropriate land use and development patterns that are *transit-supportive*, site and building designs that conserve energy and opportunities for low carbon district energy.

4.9.3 Mississauga encourages the creation of innovative strategies for:

i. net zero greenhouse gas emissions, including embodied emissions from materials;

ii. energy conservation and peak demand management;

iii. resilience to power disruptions and small local integrated energy solutions that incorporate renewables;

iv. low renewable carbon thermal energy solutions, including district energy systems;

v. local electricity production; and

vi. ***waste*** management, source reductions, adaptive reuse and construction ***waste*** diversion.

4.9.4 *Development* will be encouraged to utilize technology such as green roofs, white roofs and the use of the urban tree canopy to achieve energy efficiencies.

4.9.5 Mississauga encourages low carbon district energy systems where appropriate, to reduce greenhouse gas emissions and air pollution.

4.9.6 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.

4.10 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.

4.10.1 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, historic or currently present fuel storage tanks (including heating oil tanks), unknown fill quality, raw material storage, residue left in containers, maintenance activities and spills and may also include contamination from adjacent commercial properties, such as, but not limited to, gas bars, motor vehicle service stations, motor vehicle repair garages and dry-cleaning facilities;

c. the development approval or approval of amendments to this Plan for known or potentially contaminated sites will be deferred until the proponent of development undertakes a study assessing the potential for contamination in accordance with the Provincial Government regulations and standards and City policies; and

d. if the study indicates potential for soil or groundwater 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, standards and City policies appropriately addressing contaminated sites will be required. Recommendations contained within the plan will be implemented by way of conditions to development approval.

4.10.2 If a ***contaminated site*** cannot be remediated to the land use designation shown on Schedule 7: 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.

4.10.3 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.

4.10.4 Mississauga will actively promote the *redevelopment* and clean up, if necessary, of *brownfield sites*.

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

4.11 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.*

4.11.1 Mississauga will strive to protect life and property from human made hazards; to the extent practical and where it has jurisdiction over such matters.

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

4.12 Waste Management

Waste management is the responsibility of everyone - government, industries, businesses, communities, and individuals. 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.

4.12.1 Mississauga will manage ***waste*** in a sustainably, including supporting and promoting reduction, reuse and recycling of ***waste*** in private and public sector operations.

4.12.2 Mississauga will work to promote and support zero ***waste*** from residential sources and climate initiatives (e.g. reduced greenhouse gas emissions), from residential ***waste*** management, and the integration of the circular economy and ***waste*** management hierarchy (reduce, reuse, and recycle) into the purchases and decisions made by residents, consumers, businesses, and governments.

4.12.3 Mississauga will work to support the resource recovery and recycling of food and organic ***waste*** by encouraging eligible new *developments* and *redevelopments* including but not limited to residential buildings, retail establishments, and institutions, to include facilities for the collection and source separation of food and organic ***waste*** that provide convenient access to ***waste*** collection vehicles.

4.12.4 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.

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

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

a. the location and operation of ***waste transfer stations***, ***waste processing stations*** and composting facilities must comply with all Municipal 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:

i. ensure compatibility with adjacent, existing and future land uses;

ii. reduce environmental impact, within applicable standards; and

iii. mitigate dust, odour, health and safety concerns, noise, and visual impacts, within applicable standards.



Figure 4.15. Construction waste diversion project for Hazel McCallion Library Central Library Renovation, where waste has been sorted in preparation for diversion.

4.12.7 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.

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

4.13 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, the land use may not be appropriate, however 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.

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.

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

4.13.2 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.

4.13.3 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.

4.13.4 *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.

4.13.5 *Development* with a residential component 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.

4.13.6 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:

i. the development proposal is for a new noise sensitive land use in proximity to an existing, lawfully established stationary noise source;

ii. the development proposal for a new noise *sensitive* use does not impair the long term viability and operation of an employment use;

iii. it is in the strategic interest of the City, furthers the objectives of Mississauga Official Plan and supports community building goals; and

iv. 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 will shall be included in agreements that are registered on title, including condominium disclosure statements and declarations.

Aircraft Noise

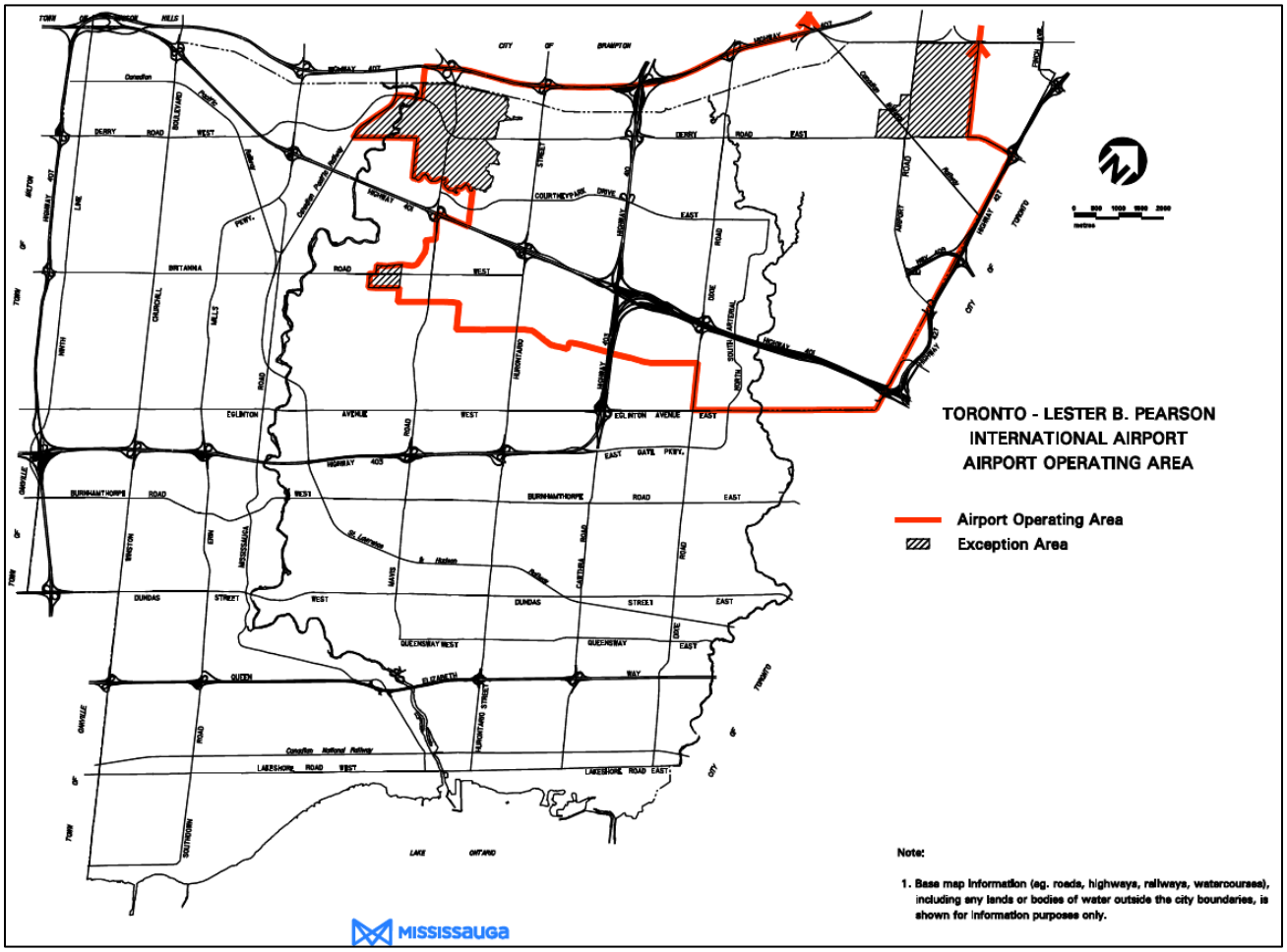
There are areas of Mississauga that are subject to high levels of aircraft noise. As a result, policies are required that set out the restrictions on *development* within the areas subject to high levels of aircraft noise. The policies of this Plan are based on a six runway configuration of the Airport.

Lands within the Airport Operating Area as identified on Map 4-1 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.



Figure 4.16. Noise warning signs placed in residential areas exposed to higher noise levels due to aircraft at Lester B. Pearson.

4.13.7 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.



Map 4-1: Airport Operating and Exception Area

4.13.8 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.

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

4.13.10 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 4-1; 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**.

4.13.11 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.

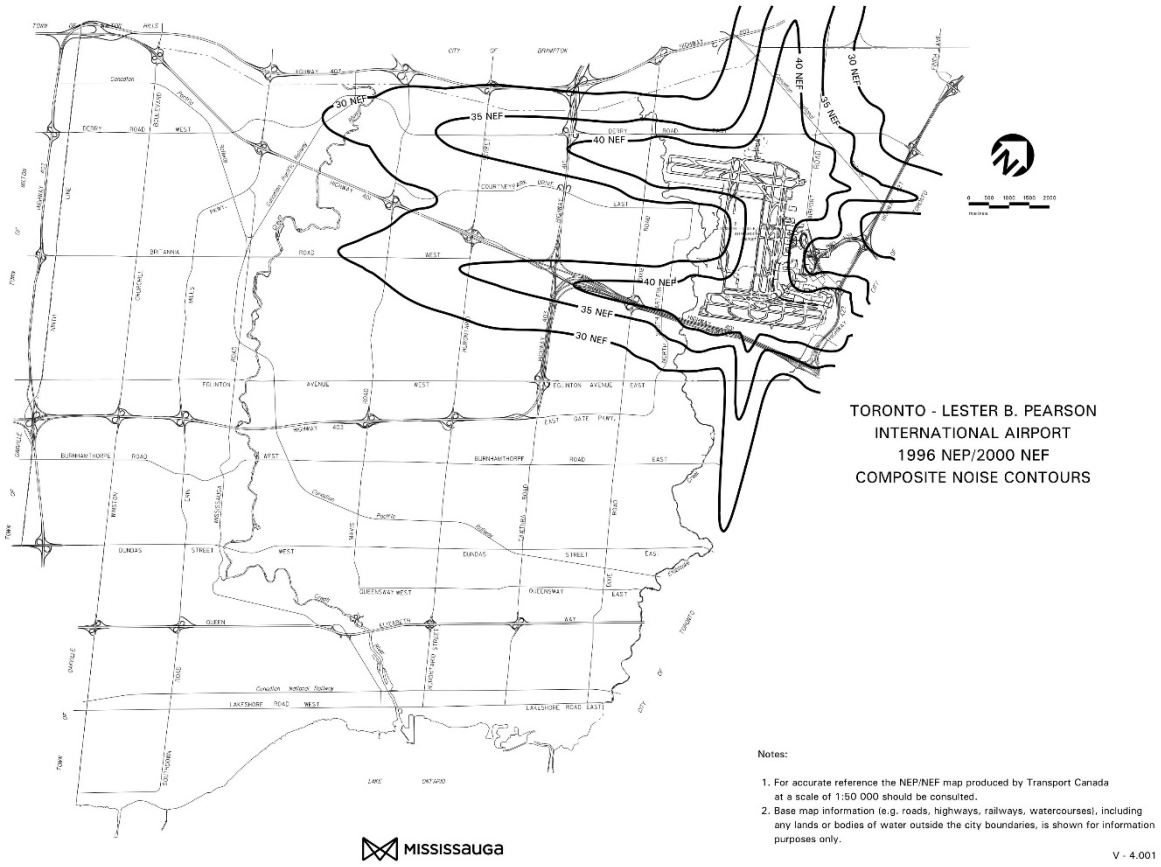


Figure 4.17. 1996 NEP/2000 NEF Composite Noise Contours. These contours are shown on Schedule 7: Land Use Designations

Road Noise

As intensification occurs within *Strategic Growth Areas* 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.

4.13.12 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.

4.13.13 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***.

4.13.14 *Development* with a residential component 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.

4.13.15 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 the City's noise guidelines. The recommendations of the approved reports are to be implemented as conditions of *development*.

4.13.16 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.

4.13.17 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.

4.13.18 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.

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.

4.13.19 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*.**

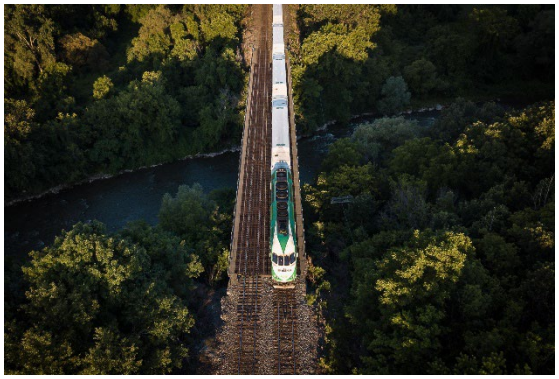


Figure 4.18. Railways play an important role in the City's economic development, contributing to the movement of people and goods.

4.13.20 *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.

4.13.21 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 the City's 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:

a. 1000 m of a Freight Rail Yard for noise;
b. 300 m of a Principal Main Rail Line for noise;
c. 250 m of a Secondary Main Line for noise;
d. 150 m of a Principal Branch Line for noise;
e. 75 m of a Secondary Branch Line for noise;
f. 75 m of a Spur Line for noise; and
g. 75 m of a rail yard and all rail lines for vibration.

4.13.22 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.

4.13.23 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.

4.13.24 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*.

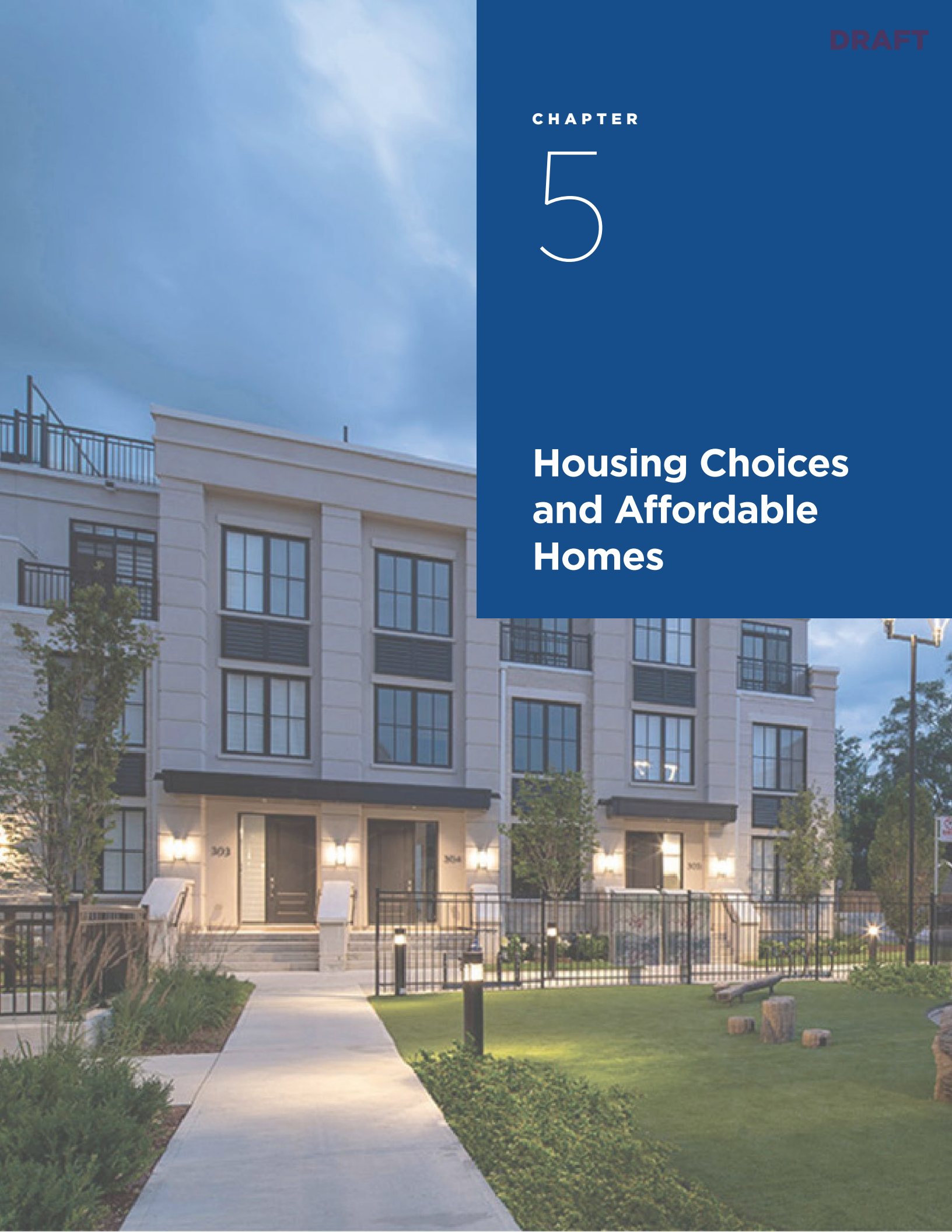
4.13.25 Through development applications, the incorporation of security fencing to prevent trespassing on the railway right-of-way may be required.

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CHAPTER

5

Housing Choices and Affordable Homes



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5.1 Introduction

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

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

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

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

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

5.2 New Housing Supply Objectives

Mississauga will achieve its housing objectives and strive to meet Regional targets by planning for an appropriate range and mix of *housing options* and densities. This will be achieved by collaborating with the Region of Peel and upper levels of government and other partners and in accordance with the housing provisions prescribed by the policies of this Plan. Housing targets will continue to be developed by the Region in collaboration with the City in order to reflect evolving housing needs.

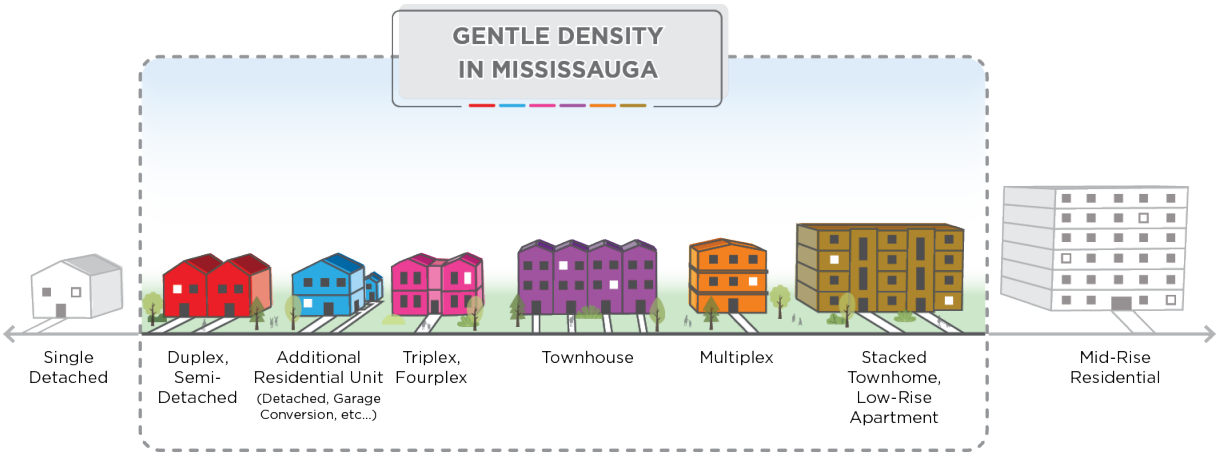


Figure 5.1. Gentle density is the idea of increasing the diversity of housing options in Mississauga.

5.2.1 For development applications of 50 units or more, a housing assessment is required. A housing assessment may be required for applications less than 50 units, in particular circumstances as determined by the City. The housing assessment will be consistent with the City's housing objectives and policies and will demonstrate contributions towards regional housing unit targets shown in Table 5.1.

5.2.2 Phased *development* will have a range and mix of housing types for each *development* phase.

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

5.2.4 To achieve a balanced mix of unit types and sizes, and support the creation of housing suitable for families, *development* containing more than 50 new residential units is encouraged to include 50 percent of a mix of 2-bedroom units and 3-bedroom units. The City may reduce these percentages where *development* is providing:

a. social housing or other publicly funded housing; or

b. specialized housing such as residences owned and operated by a post-secondary institution or a health care institution or other entities to house students, patients, employees or people with specific needs.

5.2.5 The City will plan for an appropriate range and mix of housing options and densities by implementing Regional housing unit targets shown in Table 5.1.

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

5.2.7 The City will Support the Region as the Housing Service Manager by advocating to the Federal and Provincial governments to increase funding and incentives as well as improved cost-sharing arrangements that support the *development* of permanent and long-term affordable housing. This will help achieve the City's objectives and support full implementation of the Regional Housing Strategy and the Peel Housing and Homelessness Plan.

5.2.8 Mississauga will explore, jointly with the development industry and other levels of government, strategies to encourage the incorporation of universal accessibility features in all new residential *development* and *redevelopment*.

5.2.9 The City will work with the Region of Peel to monitor and update housing *Affordability* thresholds s for ***low and moderate income households*** in accordance with provincial policy.

Table 5.1 Peel-Wide New Housing Unit Targets

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

5.3 Achieving the Housing Supply Objectives

5.3.1 Support Complete Communities

It is expected that most future additions to the City's housing stock will be through infill development mainly within *Strategic Growth Areas*, but also to a lesser extent within Neighbourhoods. The Plan encourages the creation of a broad range of *housing options* in the *Urban Growth Centre*, Major Nodes, Community Nodes and within ***Major Transit Station Areas***. While housing in these areas is expected to be attractive to young and older adults, the needs of families must also be considered. A broad range of *housing options* in *Strategic Growth Areas* is necessary to meet growth forecasts and provincial housing targets.

5.3.1.1 Mississauga will direct the *development* of new housing in a manner that maximizes the use of ***community infrastructure*** and public services, while meeting the housing needs of Mississauga's current and future residents.

5.3.1.2 Mississauga will provide opportunities for:

a. the *development* of a range of housing choices in terms of type, arrangements, tenure and price;

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

c. the production of housing for those with specific needs, people with disabilities, and older adults, such housing may include universally accessible and supportive housing and shelters.

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

5.3.1.4 Mississauga will ensure that the quality and quantity of the existing housing stock is maintained.

5.3.1.5 The applicant/developer will address Provincial housing requirements.

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

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

5.3.1.8 The City will explore opportunities to provide additional ***affordable*** housing, with a focus on rental housing units.

5.3.1.9 Mississauga will ensure housing created within *complete communities* is designed in a manner that supports a healthy living style, which includes access to active modes of transportation, increased opportunities for walkability, access to parks and open spaces and proximity to community supportive services.

5.3.2 Diversify the Housing Supply

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

5.3.2.1 A diverse range of scale-appropriate housing units will be permitted in all neighbourhoods. These units will be in multiple built forms and accessory dwelling units in accordance with the policies of this Plan, Land Use Designation and the Zoning Bylaw.

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

5.3.2.3 The city will work collaboratively with other levels of government in times of humanitarian need to support emergency and transitional housing where basic life safety and building code requirements are met.

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

5.3.2.5 On a lot with a principal dwelling residence (detached, semi-detached or townhouse), the City will permit secondary dwelling units in the principal residence as well as one additional residential unit in a building ancillary to the main structure, subject to Zoning ByLaw provisions and Building Code requirements.

5.3.2.6 To maintain the objective of having multiple units on a lot, any severance of such lots containing ancillary additional residential units, as per 5.2.2.4, will be discouraged.











Figure 5.2. A diversity of possible housing options in Mississauga. From top to bottom: Garage conversion (*c. Emerald Home Improvements*), 1-storey garden suite (*c. Renos Group*), fourplex, 2-storey garden suite (*c. Zolo*), and a multiplex.

5.3.3 Provide Affordable Housing

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

Affordable housing should be included on *redevelopment* sites as a matter of good planning and to address the needs of diverse households. The City has implemented Inclusionary Zoning to secure affordable housing in ***Major Transit Station Areas***.

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

5.3.3.2 Mississauga will work with the Region to maintain a housing strategy and implement affordable housing targets.

5.3.3.3 The City will support the Region's efforts in collaborating with developers and non-profit organizations on the administration of affordable housing units, including the administration of units secured through Inclusionary Zoning, to support long-term affordability.

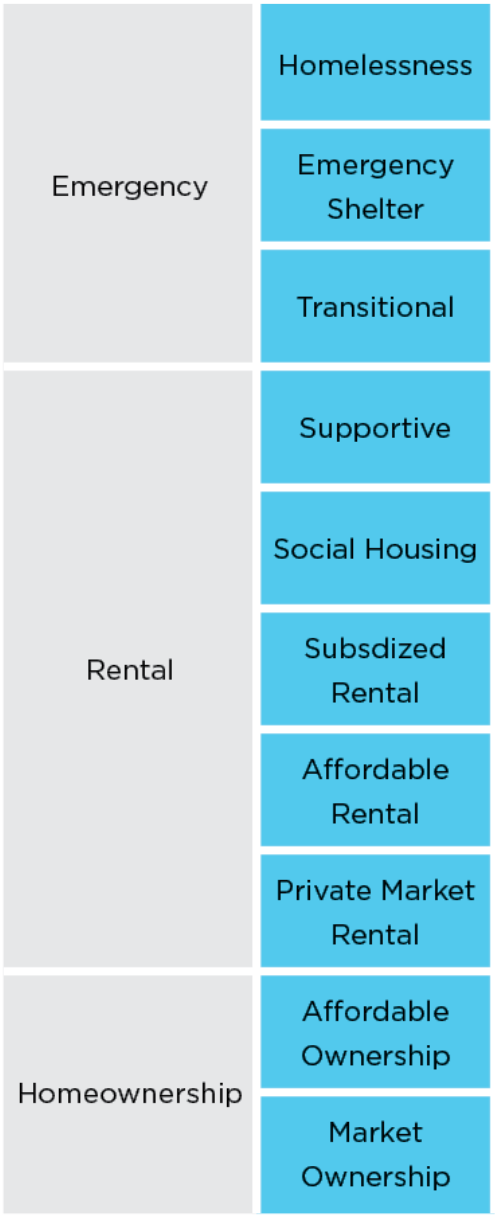


Figure 5.2. Housing Continuum; range of housing with different types of housing for different needs and economic circumstances provided solely by the government and non-profit organizations at one end of the spectrum and completely by the private sector on the other end *(c. Affordable Housing Program, Mississauga)*.

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

5.3.3.5 The City will explore opportunities to develop affordable housing in conjunction with City-owned lands and/or facilities. It will also work with the Region of Peel and upper levels of government to develop strategies such as leveraging surplus government land, land banking and co-development with municipal facilities.

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

5.3.3.7 The City may use its own lands to pilot new models of affordable housing delivery subject to continuity of City operations.

5.3.3.8 The City will consult with school boards, and Federal and Provincial agencies to:

a. identify surplus government lands and/or buildings that may be suitable for affordable and attainable housing development;

b. prioritize the sale or lease of suitable surplus City property for the *development* of affordable and attainable housing in accordance with the City's housing objectives; and

c. identify *brownfield* and greyfield sites, including underutilized commercial sites suitable for mixed-use residential intensification and affordable housing development.

Inclusionary Zoning

5.3.3.9 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;

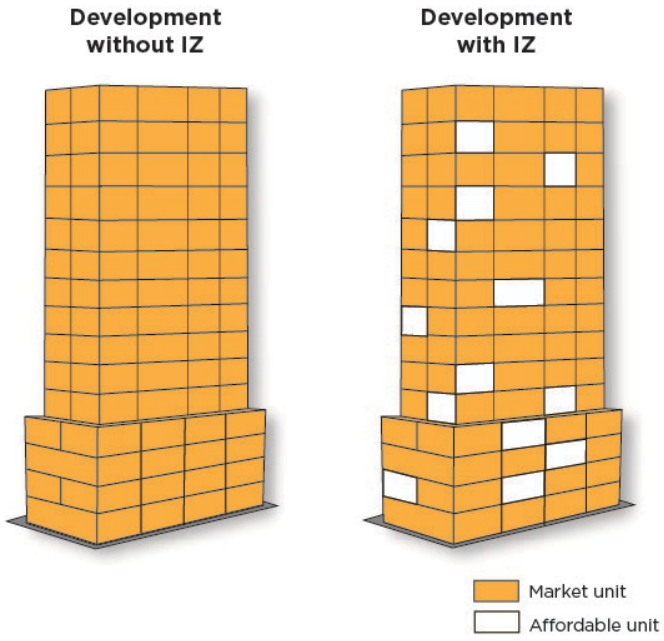


Figure 5.3. Inclusionary Zoning allows the City to require a portion of new units in identified areas to be provided at affordable rates.

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

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

5.3.3.10 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 5-1: 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:

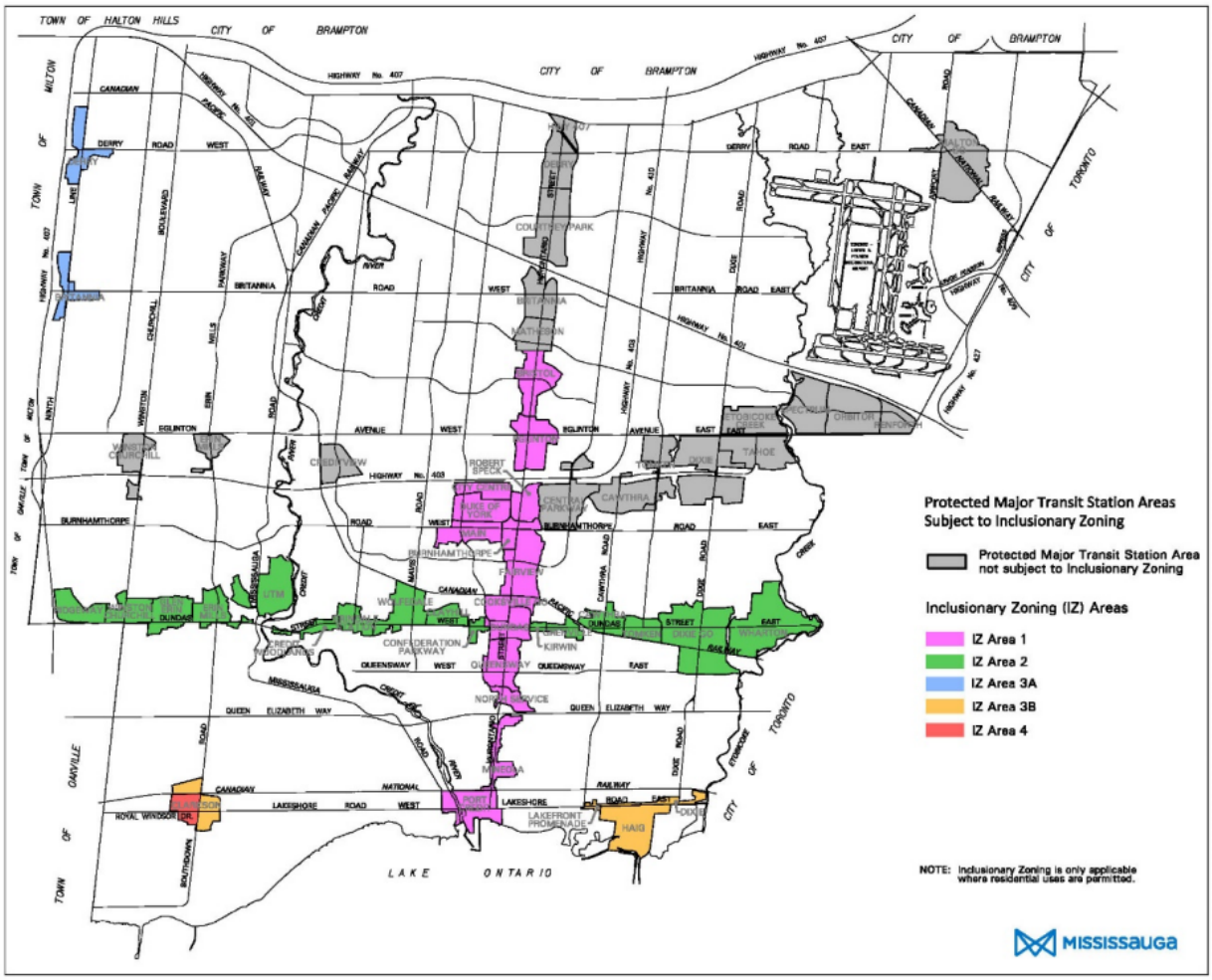
a. the minimum required percentage of gross floor area for residential purposes in ownership housing to be set-aside as ***affordable ownership housing units*** or ***affordable rental housing units*** for moderate-income households is established in Table 5.2;

b. notwithstanding Policy 5.3.3.11(a), a discounted set-aside rate may be considered for the delivery of housing for low-income households at the City's discretion through a site-specific zoning by-law amendment;

c. through an amendment to this Plan, the City may introduce Inclusionary Zoning requirements for lands within ***Protected Major Transit Station Areas*** that are not currently identified within an IZ Area on Map 5-1;

d. IZ Area 4 is within an *Employment Area* and would require a land conversion to permit residential uses. Inclusionary Zoning requirements of policies 5.3.3.10 to 5.3.3.21 and section 17.23 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 5.3.3.11 (a) and Table 5.2 do not apply to portions of a *development* or *redevelopment* containing purpose-built rental housing until such time as it ceases to serve as purpose-built rental housing. Inclusionary Zoning requirements for purpose-built rental housing may be introduced through future amendments to this Plan



Map 5-1: Inclusionary Zoning (IZ) Areas

5.3.3.11 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 5.2 Minimum Required Percentage of Residential Gross Floor Area (GFA) in Ownership Housing to be Affordable Housing.

IZ Area as identified on Map 5-1	**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%

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

requirements. Further unit size and suite mix requirements may be established through Implementation Guidelines.

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

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

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

5.3.3.14 Notwithstanding Policy 5.3.3.11 (a), after the last day of the 25th year of the affordability period, if the tenant chooses to vacate an ***affordable rental housing unit***, the affordability requirements of Section 5.3.3 of this Plan no longer apply to the ***affordable rental housing unit***

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

5.3.3.16 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 5-1;

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 5.3.3.14 (b).

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

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

   ii. the provision of ***affordable rental housing units***

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

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

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

5.3.3.17 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 5.3.3.11, in no case will Inclusionary Zoning By-laws apply to *development* or *redevelopment* of less than 10 residential units.

5.3.3.18 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 5.3.3.11 and Table 5.2 of this Plan; and

b. contribute to the Inclusionary Zoning requirements in Policy 5.3.3.11 of this Plan.

5.3.3.19 Financial incentives will not be provided for affordable housing units provided in accordance with Policy 5.3.3.11 of this Plan. An Inclusionary Zoning By-law may identify reductions to parking rates for ***affordable rental housing units*** and ***affordable ownership housing units*** in accordance with recommendations of City wide parking studies.

5.3.3.20 Inclusionary Zoning requirements identified in Section 5.3.3 and Section 17.23 come into effect on the later of January 1, 2023 or the date the applicable ***Protected Major Transit Station Area*** identified in the Region of Peel Official Plan is approved by the Minister of Municipal Affairs and Housing.

5.3.4 Protect and Grow the Rental Housing Stock

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

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

5.3.4.1 Mississauga will directly assist all levels of government in the provision of rental housing by:

a. supporting the efforts of local not-for-profit housing organizations in providing low and moderate income rental housing and accommodation for people with disabilities and older adults;

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

c. supporting the preservation of the rental housing stock.

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

5.3.4.3 Mississauga will ensure purpose-built rental apartments are retained to provide ***housing options*** for varying lifestyle and economic needs. The City may prohibit and regulate the demolition of residential rental properties and may prohibit and regulate the conversion of residential rental properties to a purpose other than the purpose of a residential rental property, in accordance with the provisions of *the Municipal Act*.

5.3.4.4 The City will regulate:

a. the conversion of residential rental units to any other form of tenure in properties with six or more dwelling units; and

b. the demolition of existing residential rental units in properties with six or more dwelling units.

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

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

a. The same or higher number of units of comparable sizes (i.e. number of bedrooms);
b. 20 year retention of units; and
c. Replacement units will be retained at similar rents for 10 years. Similar rents are defined as the last rent paid by the tenant with an increase no higher than the annual Provincial Guideline and a one-time capital allowance of 3 percent.

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

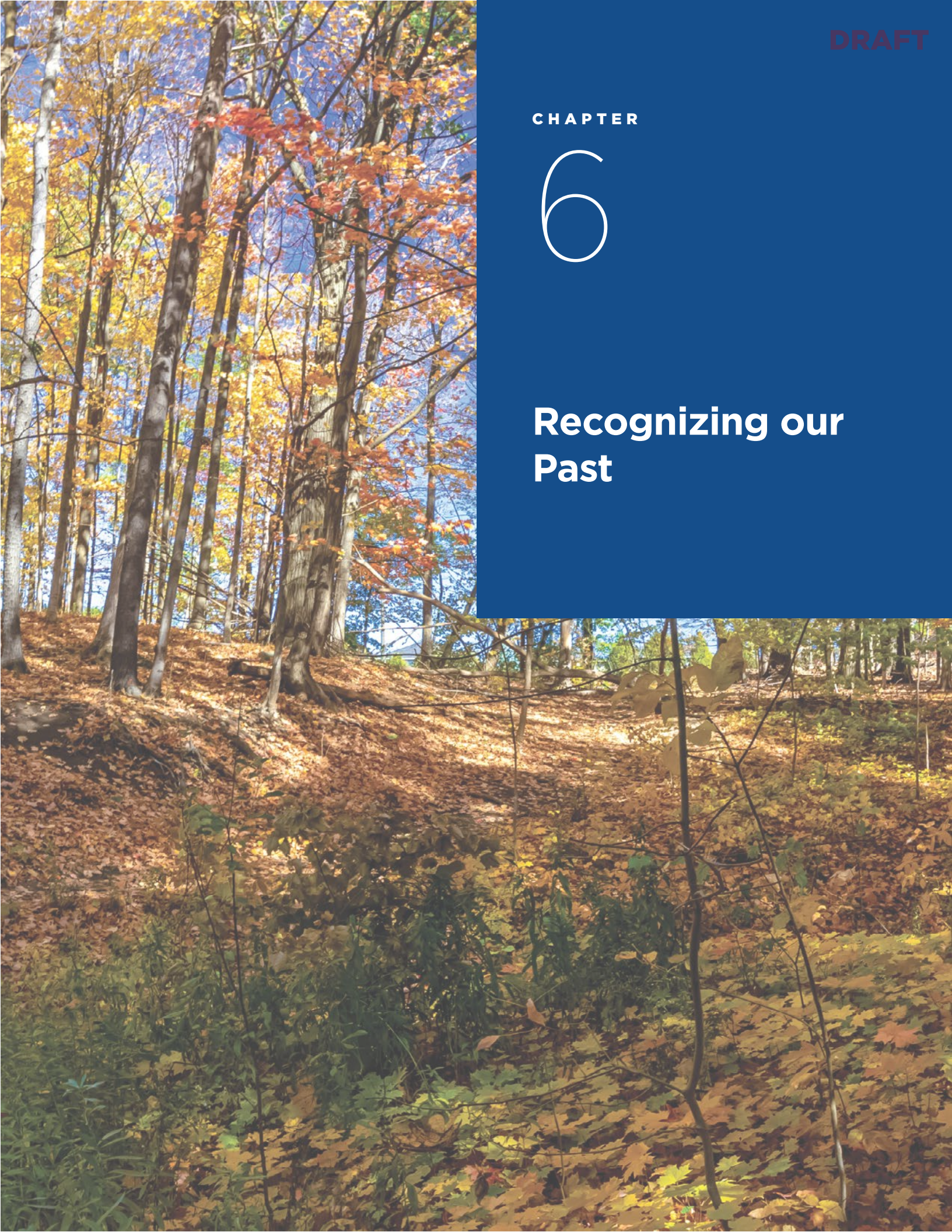
a. the average rental vacancy rate within the City is at or above three (3) percent over the preceding three year period;
b. the conversion to ownership housing would result in the creation of affordable housing; or
c. the demolition or conversion is needed to address existing health and safety issues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

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CHAPTER

6

Recognizing our Past



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6.1 Introduction

Mississauga values its rich cultural heritage and Indigenous roots. Cultural heritage encompasses personal and family experiences and the collective history of all Mississauga residents. The sharing of traditions, customs and stories contributes to community identity and pride.

Mississauga's heritage begins in the history and culture of ***Indigenous Peoples*** who inhabited the lands which constitute the present-day City of Mississauga since time immemorial. The culture, traditions and arts of ***Indigenous Peoples*** are integral to the city's heritage.

Heritage planning helps communities identify, protect, conserve and celebrate their cultural heritage. There are tangible aspects of heritage, such as artifacts and properties, and intangible ones, like traditions, customs, stories and events. 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 of cultural heritage value or interest.

6.2 Cultural Heritage Resources and Properties

Mississauga's *cultural heritage resources* reflect the social, cultural and ethnic heritage of the city and ***Indigenous Peoples*** and, as such, are imperative to conserve and protect. *Cultural heritage resources* are important to help understand the history of a place, an event or a people, and are therefore integral to community character or identity and sense of place.

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:

a. structures such as buildings, groups of buildings, monuments, public artworks, bridges, fences and gates;

b. archeological sites associated with an historic event;

c. environments such as landscapes, ***streetscapes***, flora and fauna within a defined area, parks, heritage trails and historic corridors;

d. artifacts, artworks and assemblages from an archaeological site, museum, or municipal collection; and

e. traditions reflecting the social, cultural, or ethnic heritage of the community.

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

6.2.1 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* cultural heritage value or interest will be identified, protected, and *conserved*.

6.2.2 To identify, protect, and promote its past and to foster a sense of place and community identity, Mississauga will use tools under the *Ontario Heritage Act*, the *Planning Act*, the *Municipal Act*, as well as other provincial legislation and municipal by-laws to facilitate heritage conservation.

6.2.3 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.

6.2.4 Mississauga will consider the values, culture, traditions, and knowledge of ***Indigenous Peoples*** in conserving cultural heritage and *archaeological resources*.

6.2.5 Mississauga will discourage the removal of *cultural heritage resources* that results in the loss of identified cultural heritage values or interest and/or identified *heritage attributes*, and encourages the adaptive reuse of heritage buildings and interpretation of cultural heritage to promote a continual sense of community.

6.2.6 Mississauga will require development to maintain locations and settings for *cultural heritage resources* that are compatible with and enhance the identified cultural heritage values or interest and/or identified *heritage attributes* of the *cultural heritage resource*.

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

6.2.8 Mississauga will encourage private and public support and the allocation of financial resources for the conservation and rehabilitation of *cultural heritage resources*.

6.2.9 Mississauga may identify and conserve intangible cultural heritage.

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

6.2.11 Mississauga will maintain a Heritage Register of property that should be *conserved* 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.

6.2.12 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.

6.2.13 Character Area policies may identify means of protecting *significant cultural heritage resources* by prohibiting uses or development that would have a *negative impact* on the identified *cultural heritage resource*, and encouraging uses and development that conserve, maintain and enhance the *cultural heritage resource*.

6.2.14 The identified cultural heritage value or interest and/or the *heritage attributes* associated with *cultural heritage resources* designated under the *Ontario Heritage Act* will be *conserved* in keeping with guidance and regulation including the *Ontario Heritage Tool Kit*, the *Standards and Guidelines for the Conservation of Historic Places in Canada* and the *Mississaugas of the Credit First Nation Standards and Guidelines for Archaeology*.

6.2.15 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* may be required to submit a ***Heritage Impact Assessment*** and/or an Archaeological Assessment, prepared by a qualified professional to the satisfaction of the City and other appropriate authorities having jurisdiction.

6.2.16 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*** and/or an Archaeological Assessment.

6.2.17 Development will not be permitted on properties adjacent to *significant cultural heritage resources* except where the proposed development has been evaluated by a qualified heritage consultant and determined that the *heritage attributes* of the *cultural heritage resource* will be *conserved*.

6.2.18 *Cultural heritage resources* must be maintained in situ and in a manner that prevents deterioration and conserves the identified cultural heritage values or interest and/or identified *heritage attributes* of the *cultural heritage resource*.

6.2.19 Mississauga may regulate use and other matters, as appropriate, for heritage conservation through zoning by-laws.

6.2.20 Mississauga may acquire heritage easements, apply restrictive covenants, and enter into development agreements, as appropriate, for the conservation of *cultural heritage resources*.

6.2.21 Public works will be undertaken in a way that conserves *cultural heritage resources*.

6.2.22 Mississauga recognizes the Credit River and Etobicoke Creek valleys as heritage corridors with Indigenous and settler cultural significance.

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

6.3 Cultural Heritage Landscapes

In some locations, the cultural heritage value or interest is more than an individual structure or property. A *cultural heritage landscape* is a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. *Cultural heritage landscapes* may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act*.

A *cultural heritage landscape* may be designated as a Heritage Conservation District to protect the special character of an area and have policies to guide future changes through an adopted Heritage Conservation District Plan.

6.3.1 Mississauga's *significant* cultural heritage landscapes listed below are shown on Map 6-1, with details in the 2022 Conserving Heritage Landscape Report:

1. Adamson Estate
2. Arsenal Lands including Water Tower
3. Benares
4. Bradley Museum
5. Britannia Farm
6. Cawthra Estate
7. City Centre Precinct
8. Credit River Corridor
9. Dickson Park Crescent
10. Erindale Village
11. Gordon Woods
12. Hancock Woodlands
13. Harding Waterfront Estate (Gairdner Estate)
14. Hustler Farm
15. Kariya Park
16. Lakefront Promenade
17. Lakeview Golf Course
18. Meadowvale West
19. Meadowvale Village Heritage Conservation District
20. Middle Road Bridge
21. Mineola Neighbourhood
22. Mississauga Road Scenic Route
23. Old Port Credit Village Heritage Conservation District
24. Pinchin Farm (Leslie Log House)
25. Riverwood (Mississauga Garden Park, Chappell Estate)
26. Robertson Farm
27. Sanford Farm
28. Streetsville Village Core

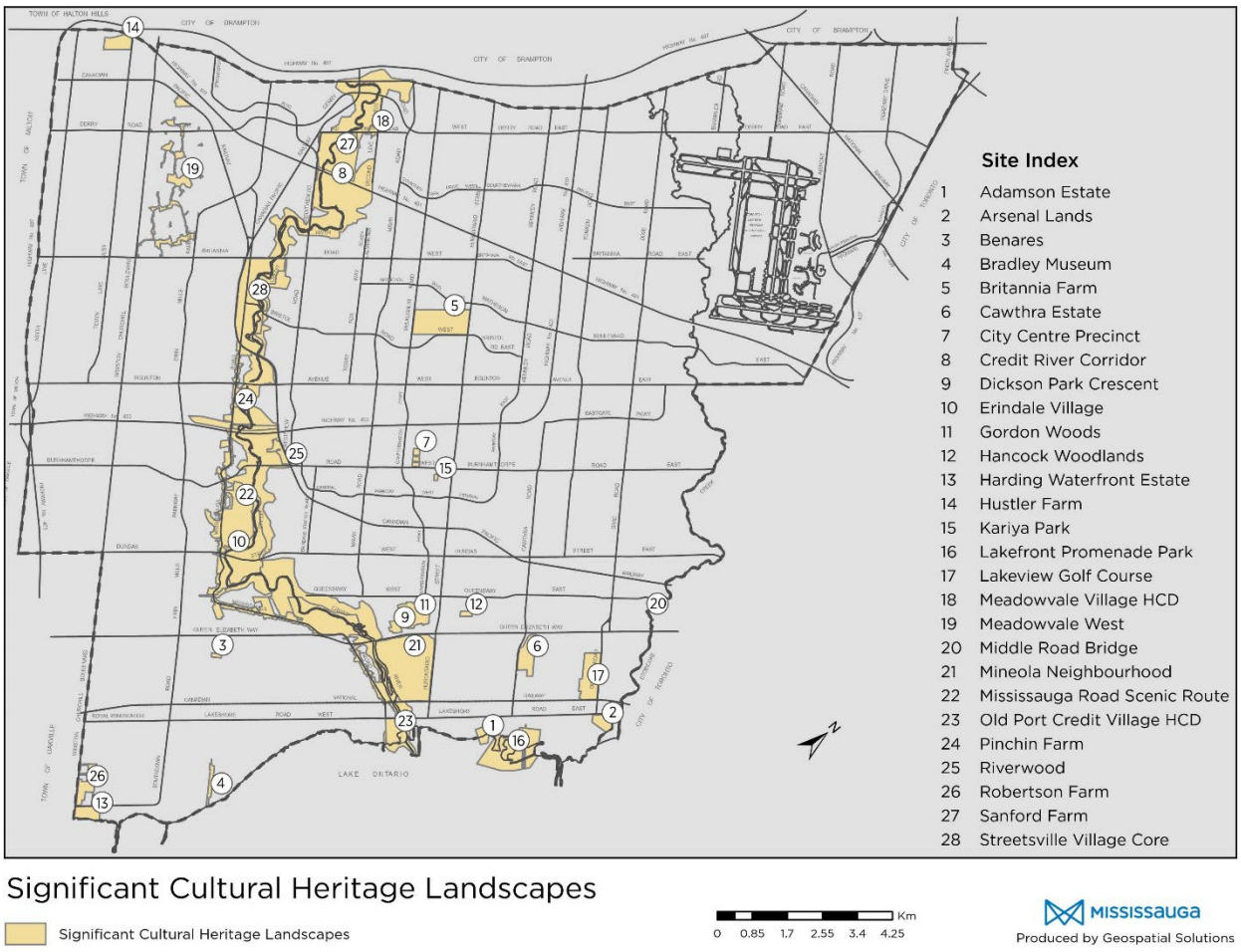






Figure 6.1. Cultural Heritage Landscapes from top to bottom: Bradley Museum, Mississauga Road Scenic Route, and Kariya Park.

6.3.2 The character and cultural *heritage attributes* of the *significant* cultural heritage landscapes will be *conserved*. The 2022 Conserving Heritage Landscape Report and respective heritage designation by-laws provide the cultural heritage attributes for each cultural heritage landscape.



Map 6-1: Significant Cultural Heritage Landscapes

6.3.3 Applications for development within a *significant cultural heritage landscape* that could potentially impact the identified cultural heritage value or interest and/or the *heritage attributes* may be required to include a ***Heritage Impact Assessment*** and/or an Archaeological Assessment, prepared to the satisfaction of the City and the appropriate authorities having jurisdiction.

Heritage Conservation Districts

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.

Mississauga's Heritage Conservation Districts, are shown on Schedule 7: Land Use Designations.

6.3.4 Heritage Conservation Districts will be designated by the City in accordance with Part V of the *Ontario Heritage Act.*

6.3.5 Heritage Conservation District Plans will be prepared in accordance with the requirements in Part V of the *Ontario Heritage Act*.

6.3.6 Applications for development within a Heritage Conservation District that could potentially impact the identified cultural heritage value or interest and/or the ***heritage attributes*** will be required to include an ***Archaeological Assessment***, ***Heritage Impact Assessment*** and Heritage Permit, prepared to the satisfaction of the City and the appropriate authorities having jurisdiction, unless noted as an exception in the Heritage Conservation District Plan.

6.4 Archaeological Resources

The human occupation of the lands which are now the City of Mississauga spans thousands of years and is reflected through physical remains that have been left behind by individuals or groups of people, particularly Indigenous communities that have inhabited the lands since time immemorial. 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 cultural resources which must be *conserved*.



Figure 6.2. The Sacred Garden (Chi-twaa Tigannes) is a commemorative garden to honour the Mississaugas of the Credit River circa 1826-1847, the Mississaugas of the New Credit First Nation and the Credit Mission Village.

6.4.1 All archaeological assessments within the City will require engagement with First Nations and Indigenous communities who have Treaty and traditional territory across the City.

6.4.2 Mississauga will cooperate with the Provincial Government and all partnering Indigenous communities to conserve archaeological sites through designation in accordance with the *Ontario Heritage Act*.

6.4.3 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.

6.4.4 Any archaeological or other artifacts of heritage significance discovered on properties during the development of privately owned land must be assessed and mitigated from impacts in accordance with the Ontario Standards and Guidelines for Consultant Archaeologists and the Mississaugas of the Credit First Nation Standards and Guidelines for Archeology.

6.5 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.

An archaeological site is a defined location 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 responsible for the stewardship of 12,000 years of rich, varied and unique *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.

6.5.1 Development and *site alteration* shall not be permitted on lands containing *archaeological resources* or *areas of archaeological potential* unless *significant archaeological resources* have been *conserved*. An ***Archaeological Assessment*** is required to determine archaeological potential on development properties, completed in advance of development.

6.5.2 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.

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

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

6.5.5 Mississauga will maintain an inventory of archaeological sites and reports based on the Province of Ontario Public Registry of Archaeological Reports and the Ontario Archaeological Sites Database.

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

6.5.7 Archaeological protection areas will be designated in accordance with the *Ontario Heritage Act*.

6.5.8 Mississauga, in cooperation with the Provincial Government, will endeavor to conserve archaeological sites of major significance by prohibiting uses or development on archaeological protection areas that would have a deleterious effect on the archaeological site.

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CHAPTER

7

Getting Around Our Communities



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7.1 Introduction

Mississauga's vision for getting around is that everyone and everything will have the freedom to move safely, easily and efficiently to anywhere at any time.

This vision will be advanced through the below six goals, as outlined in the City's Transportation Master Plan. The policies of this Plan will support the following transportation goals:

Safety: Freedom from Harm

Safe conditions for all travelers, advancing *Vision Zero* by supporting hazard-free travel and striving for zero fatalities and serious injuries as a result of collisions.

Inclusion: Freedom from Barriers

An accessible network, where moving is easy regardless of a person's age, ability, income, or familiarity with the city.

Integration: Freedom of Choice

An integrated network, where people and goods have viable options for moving within and beyond the city.

Connectivity: Freedom of Access

Simple and pleasant connections between people and the places and things they need to prosper.

Health: Freedom to Flourish

Support for the health of people and the planet, with more people-powered trips, lower vehicle emissions, and better stewardship of the natural environment.

Resilience: Freedom to Evolve

Leadership in adapting to changes that reshape the transportation system and how it is used.

7.2 Inclusive Multi-Modal Transportation System

As Mississauga continues to grow and evolve, an inclusive multi-modal transportation system will connect people between where they live, work, learn, play, shop and access amenities in a manner that promotes equitable and affordable travel options, and benefits public health and the environment.

The City will continue to build an inclusive multi-modal transportation system that moves people and goods safely, easily and efficiently, elevating sustainable transportation modes including transit, walking and cycling, while reducing car dependence. The City's Transportation Master Plan target is to have 50 percent of all trips by sustainable modes by 2041.



Figure 7.1. Rendering of Hurontario Street, equipped with a dedicated Light Rail Transit lane, bike lanes and pedestrian amenities *(c. Metrolinx)*.

The multi-modal transportation system is composed of the following modes of travel:

- transit (public bus and light rail);
- *active transportation* (e.g., walking, cycling, micromobility);
- vehicular (passenger and freight);
- rail (passenger and freight); and
- air travel (passenger and freight).

The City's transportation system will integrate with rail corridors, provincial highways and the Airport, linking Mississauga to surrounding communities and beyond and facilitating goods movement to support the economic health of the city.

Getting around and meeting daily needs in the city will be easier as Mississauga continues to focus on creating compact, *complete communities* that are well-connected by sustainable transportation modes. This Plan has a greater focus on integrating a mix of uses within ***Major Transit Station Areas***, including housing, employment, shops, and community amenities. This Plan also encourages a greater mixture of uses across the city in order to provide more destinations that are close enough for walking and cycling to be the most attractive transportation option. In addition to mitigating traffic congestion, this enhances human health and reduces greenhouse gas emissions.

This Plan also makes safety on the street network a priority, to protect vulnerable street users. Mississauga is a ***Vision Zero*** city with the goal of zero fatalities and serious injuries from collisions on city streets.

Sustainable modes of travel include walking, biking and transit. This form of transportation increases opportunities for healthier lifestyles, reductions in greenhouse gas emissions and improved air quality.

Overall, the City's transportation system will support communities to be inclusive, healthy, active, and climate change resilient with more sustainable mode options and *infrastructure*.

Schedules 3, 4 and 5, show the long term street, transit and cycling networks that will form the basis of the transportation system.

Schedule 6 shows the designated right-of-way widths for arterial and major collector streets necessary to achieve the long term multi-modal transportation system under the City and Region's jurisdiction. Tables 7-2 to 7-5 provide the designated right-of-way widths for arterial, collector and local streets.

7.2.1 Mississauga will provide an inclusive, well-connected, efficient, safe, and accessible multi-modal transportation system.

7.2.2 The multi-modal transportation system will reduce dependence on non-renewable resources by prioritizing *infrastructure* investments that support sustainable transportation modes, particularly to provide connections to and within *Strategic Growth Areas*.

7.2.3 Mississauga will explore and promote opportunities to improve multi-modal connections between the city's transportation network and the Airport to facilitate movement of people to jobs or travel, and of goods to key markets.

7.2.4 Mississauga will coordinate and partner with other transportation jurisdictions to provide an interconnected multi-modal transportation system, including the Federal Government, the Province, Metrolinx, the Region, adjacent municipalities, the Greater Toronto Airports Authority (GTAA), and private agencies, such as the Canadian National Railway and the Canadian Pacific Railway.

7.2.5 Mississauga will work in partnership with other levels of government and other agencies to support the reduction of transportation related greenhouse gas emissions.

7.2.6 The policies of this 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* policy and investment decisions.

7.3 *Complete Streets*

A network of *complete streets* will support all travel modes and the mobility of street users of all ages and abilities. Integral to the design of a *complete street* is safe and comfortable access for pedestrians, cyclists and transit users. *Complete streets* will be context sensitive and integrate ***streetscape*** elements to enhance the public realm at a scale appropriate for the area of the city. The City's Complete Streets Guide is the primary resource for the design of *complete streets*.

7.3.1 *Complete Streets* Approach

7.3.1.1 Mississauga will use a *complete streets* approach in the planning, design, rehabilitation and maintenance of new and existing streets based on the city's street classification system. This approach will consider and appropriately accommodate the needs and safety of all street users.

7.3.1.2 Mississauga will create a *complete street* network that:

a. is efficient, safe, and barrier-free for all users;
b. prioritizes the safety of vulnerable street users when designing and operating streets, in accordance with the ***Vision Zero*** Action Plan;
c. prioritizes transit, pedestrian and cycling access and routes;
d. provides connectivity among transportation modes for moving people and for moving goods; and
e. provides for the safe and efficient movement of goods along ***primary truck routes***.



Figure 7.2. Multi-modal transportation is a primary feature of *complete streets*, as shown in this demonstration.

7.3.2 Protection for *Complete Streets*

To support growth and to ensure the safe, efficient and environmentally responsible movement of people and goods, the City will protect for new streets and rights-of-ways with the goal of creating *complete streets*.

7.3.2.1 Right-of-way widths are intended to accommodate but are not limited to the following:

a. street surfaces;
b. transit, including on-street facilities for local routes, express corridors and *higher order transit* corridors, transit stations and facilities along *higher order transit* corridors;
c. universally accessible *active transportation* facilities (e.g. sidewalks, cycling routes, multi-use trails);
d. vehicles;
e. micromobility facilities;
f. utilities;
g. traffic calming elements;
h. ***streetscape*** works;
i. trees and vegetation;
j. snow storage;
k. parking infrastructure;
l. signage; and
m. public art.

7.3.2.2 The city's street classification system will be used to determine which functions are to be accommodated within a particular right-of-way and detailed design studies will determine 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.

7.3.2.3 The City's multi-modal transportation network will be maintained and developed to support the policies of this Plan by:

a. maintaining and developing the network rights-of-way by either acquiring the additional property needed to achieve designated widths or reallocating or reprioritizing within existing property (e.g. by narrowing and reducing the number of vehicle lanes);
b. designated right-of-way widths are considered the basic required rights-of-way along street 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 street 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 Metrolinx, the GTAA and neighbouring transit agencies, to facilitate the protection or acquisition of future corridors or properties where potential land needs are identified.

7.3.2.4 Mississauga may acquire lands for a transit right-of-way along *higher order transit* corridors, where the creation of a transit right-of-way separate from, adjacent to, or in addition to, a street right-of-way is deemed appropriate.

7.3.2.5 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 street, transit, cycling and pedestrian improvements. Transportation studies will consider all modes of transportation including transit, *active transportation*, and vehicular.

7.3.2.6 Minor adjustments to the basic right-of-way widths and alignments for streets may be made without further amendment to this Plan, subject to the City being satisfied that the role and function of such streets are maintained. Major adjustments to the basic right-of-way widths and alignments for streets will require an amendment to this Plan, excluding any adjustments based on the recommendation of an approved environmental assessment study subject to the Environmental Assessment Act.

7.3.3 Street Design

The City will use a *complete streets* approach to ensure that the design of streets promotes inclusivity, equity, safety, mobility choice, access, and comfort for all users. Streets will also be designed to complement and minimize impacts to adjacent land uses and communities. New, retrofit and reconstructed streets will consider all users and prioritize pedestrians and cyclists. Street design will be consistent with the City's Climate Change Action Plan for green and resilient transportation infrastructure to address the street's ecological, hydrological and place-making functions.

7.3.3.1 The City will design its streets in a manner that:

a. Provides for universal accessibility and the safe movement of all street users, including transit riders, cyclists, pedestrians and motorists;

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

c. minimizes the disruption to the Natural Heritage System and preserves, where possible, existing tree canopies;

d. integrates *green infrastructure*; and

e. conserves *cultural heritage resources*.

7.3.3.2 The design of streets 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 and/or actual width of the right-of-ways;
c. locating sidewalks and cycling facilities to minimize conflict with motorized traffic (e.g. by providing separation between traffic lanes and sidewalks), and
d. creating safe street crossings for pedestrians and cyclists.

7.3.3.3 Within the City's *Strategic Growth Areas*, the City standard is for an upgraded *streetscape* with sustainable design elements on a development site and adjoining streets under Mississauga's jurisdiction, which will be articulated in the site plan application. An upgraded *streetscape* may include, without limitation, trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curbs, ramps, traffic calming elements, waste and recycling containers, parking infrastructure, and bicycle parking and micromobility facilities.

7.3.3.4 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. These measures will align with the City's street classification system, ***Vision Zero*** Action Plan, Complete Streets Guideline, and the City's Climate Change Action Plan.

7.3.3.5 New streets will connect and align with existing streets in surrounding neighbourhoods.

7.3.3.6 Where feasible, the alignment of streets 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.

7.3.3.7 Mississauga will ensure that any maintenance or physical modification of scenic routes reinforces or enhances the "scenic route qualities" of streets 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 street improvements or general street maintenance that are necessary to support traffic safety will be permitted without amendment to this Plan. Scenic routes are shown on Schedule 3: Long Term Street Network.

7.3.4 Street Classification System

Mississauga's streets will accommodate different modes of travel and ***streetscape*** improvements, based on a street classification system that considers the street function, the location of the street within the City Structure and the pedestrian, transit, and cycling networks.

The City's street classification comprises 14 street classes, organized by four functional classes (arterial, major collector, minor collector and local) and the corresponding place inputs (Strategic Growth, Neighbourhood and Employment). Figure 7.4 shows the

street classes and the relationship to the street system functional classifications. The Street Classification System is shown on Schedule 3.

The street classification system is based on streets having both a link function and a place status. The link function is about moving people whereas the place status is about attracting and supporting people. The relative importance of these two inputs varies for each street class. Streets will have different characteristics depending on their function and place.

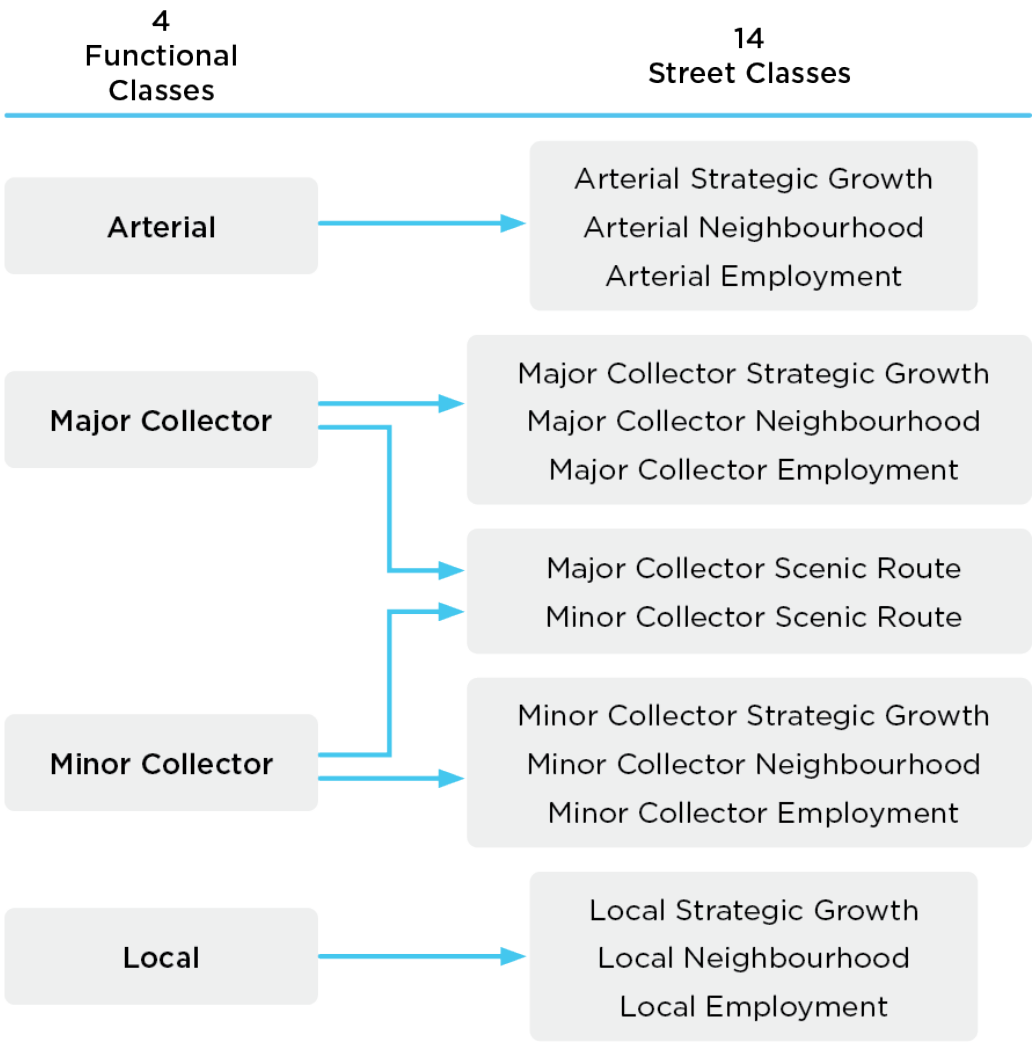


Figure 7.4. Mississauga street classification and relationship to functional classification.

Link Inputs – Long Term Street Network

The link function of streets is informed by Schedule 3: Long Term Street Network, which defines the City's existing and planned street network for arterial streets and major and minor collector streets. Schedule 3 also includes ***scenic routes***, which are classified because of their distinctive features and location in the City.

Place Inputs – City Structure and Land Use

The place status is informed by Schedule 1: City Structure and Schedule 7: Land Use Designations, which identifies the city's urban hierarchy and land use that will guide *development* intensity and the built environment surrounding Mississauga's streets.

7.3.4.1 The street classification system will aid strategic decision-making for priority travel modes and ***streetscape*** elements under each street class. Table 7.1 provides a summary matrix of the street classification that relates to the following street classification policies:

a. Arterial and Collector Streets

   Arterials will be designed as principal transportation corridors for high volumes of people and goods. They may include surface transit routes and priority bus corridor routes or dedicated *higher order transit* lanes.

   Major collectors will be designed as principal transportation corridors for medium to high volumes of people and goods. They may include surface transit routes and priority bus corridor routes.

   Minor collectors will be designed as principal transportation corridors for low to medium volumes of people and goods. They may include surface transit routes.

   In *Strategic Growth Areas*, the needs of transit, pedestrians and cyclists will be at the forefront. Arterial and Major and Minor Collector Strategic Growth streets will support *active transportation* and vibrant mixed-use destination streets with high density *transit-supportive* development.

   Arterial and Major and Minor Collector Neighbourhood streets will support comfortable *active transportation* and transit connections.

   Arterial and Major Collector Employment streets serve as major links through *Employment Areas*, supporting goods and people movement traffic. Minor Collector Employment streets provide minor links. The arterial and collector streets will support frequent large vehicles and goods movement as well as comfortable transit and *active transportation* connections. In Corporate Centre *Employment Areas*, higher density employment uses will be supported by vibrant streets and frequent transit.

b. Local Streets

   Local streets will be designed to accommodate low volumes of people in a slow speed environment.

In *Strategic Growth Areas* and Neighbourhoods, pedestrian and bicycle safety is a priority. Local Strategic Growth and Neighbourhood streets primarily support *active transportation* and access to transit, and an active neighbourhood life.

Local Employment streets provide access within *Employment Areas* and balance large truck and transit vehicle maneuverability with elements that create a safe and comfortable public realm.

7.3.4.2 Direct vehicle access may be considered for new *development* abutting arterial and major collector streets on a case-by-case basis. Elements to be considered will include traffic, transit and pedestrian conflict, site permeability, safety, impact on the ***streetscape*** public realm, and alternative access potential.

7.3.4.3 Where possible, consolidation of access will be encouraged in *Neighbourhoods* and *Employment Areas*. Character Area policies may provide further guidance on vehicular access.

7.3.4.4 Mississauga will create a fine-grained system of streets that increases the number of street intersections and overall connectivity throughout the city.

7.3.4.5 In *Strategic Growth 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.

7.3.4.6 When lands are subdivided, the City may require public ownership for pedestrian and cycling facilities or vehicular access to create local street connections to existing developed or undeveloped lands.

7.3.4.7 Future additions to the street network will be public streets. Public easements will be required for cases where a private street is considered. An appropriate terminus is required for maintenance and operations where a private street connects with a public street.

7.3.4.8 Permanent below or at grade encroachments into the road system will not be permitted.

TABLE 7-1: Street Classification Summary Matrix

	STRATEGIC GROWTH	NEIGHBOURHOOD	EMPLOYMENT
Location	Downtown, Nodes, Corporate Centres, and MTSAs	Neighbourhoods	Employment Areas
Arterials			
Link Objectives	• Move the highest volume of people • Include surface transit routes and priority bus corridor routes • Focus of active transportation (AT) facilities	• Move medium to high volume of people • Include surface transit routes and priority bus corridor routes	• Serve as major links through Employment Areas • Include either dedicated higher order transit lanes or bus priority lanes • Accommodate frequent large vehicles and goods movement
Place Objectives	• Vibrant mixed-use destination streets • Support higher density transit-supportive development	• Wide boulevards, improved street tree planting and stormwater control measures	• Landscape frontages • Wide boulevards, improved street tree planting and stormwater control measures • Support higher density transit-supportive employment use development
Collectors: Major			
Link Objectives	• Move medium to high volumes of people • Focus of AT facilities • Often near major transit hubs and include surface transit routes	• Move medium to high volume of people • Include surface transit routes and priority bus corridor routes	• Serve as major links through Employment Areas • Includes surface transit routes and priority bus corridor routes • Accommodate frequent large vehicles
Place Objectives	• Vibrant mixed-use destination streets • Supports higher density transit-supportive development	• Wide boulevards, improved street tree planting and stormwater control measures	• Landscape frontages • Wide boulevards, improved street tree planting and stormwater control measures
Scenic Routes	Found throughout the city where there is a strong relationship with cultural, scenic, or environmental features		

TABLE 7-1: Street Classification Summary Matrix (Continued)

	STRATEGIC GROWTH	NEIGHBOURHOOD	EMPLOYMENT
Location	Downtown, Nodes, Corporate Centres, and MTSAs	Neighbourhoods	Employment Areas
Collectors: Minor			
Link Objectives	• Move low to medium volume of people • Focus of AT facilities • Often near major transit hubs and include surface transit routes	• Move low to medium volumes of people • Include surface transit routes	• Move low to medium volume of people • Accommodate frequent large vehicles and goods movement • Includes surface transit routes
Place Objectives	• Vibrant mixed-use destination streets • Support higher density transit-supportive development • Street tree planting	• Wide boulevards, improved street tree planting and stormwater control measures	• Wide boulevards, improved street tree planting and stormwater control measures
Scenic Routes	Found throughout the city where there is a strong relationship with cultural, scenic or environmental features		
Local			
Link Objectives	• Move low volume of people in a slow speed environment • Pedestrians typically have the highest priority • Can sometimes be designed as shared streets	• Move low volume of people in a slow speed environment • Can sometimes be designed as shared streets	• Provides access to industrial or commercial businesses
Place Objectives	• Vibrant mixed-use destination streets • Support higher density transit-supportive development	• Pedestrian and bicycle safety is priority • Support active neighbourhood life	• Balance elements for maneuverability of large trucks and transit with elements that create a safe and comfortable public realm

7.4 Transit Network

Mississauga will have a full and integrated range of transit options, including local bus services, express bus services, transit priority corridors, Bus Rapid Transit (BRT), Light Rail Transit (LRT), and regional bus and rail services.

Future growth in the city will focus around transit. *Transit-supportive* development that is compact, pedestrian oriented and mixed use will occur primarily within ***Major Transit Station Areas,*** and along ***rapid transit*** corridors. Several ***Major Transit Station Areas*** are transportation hubs, with two or more *higher order transit* modes converging.

Existing and planned major investments in *higher order transit*, including the Mississauga Transitway/403 Bus Rapid Transit (BRT), the Hurontario corridor Hazel McCallion Light Rail Transit (LRT) line, and the Dundas corridor and Lakeshore corridor BRT lines, support the City's transit priority.

Schedule 4: Long Term Transit Network, provides a conceptual overview of the long term transit network in Mississauga.



Figure 7.5. Mississauga's Transitway is primarily an east-west Bus Rapid Transit corridor, that runs on a combination of bus dedicated roadways as well as bus lanes on existing streets.

7.4.1 Transit Planning

7.4.1.1 Mississauga will develop and maintain a system of transit services that provide equitable and convenient access throughout the city and to neighbouring municipalities.

7.4.1.2 Mississauga will work to expand the ***rapid transit*** network by protecting corridors on Schedule 4 for possible future *higher order transit* services, with exact locations and precise widths of these corridors, including stations, determined through a comprehensive planning process and Environmental Assessment process.

7.4.1.3 MiWay, Mississauga's transit agency, will operate a network of local and express transit services, which will encompass the transit grid network and be connected at key transit terminals and commuter rail stations.

7.4.1.4 To create a grid transit network throughout the city, MiWay will pursue service changes that shift the network from radiating from the city centre to a grid network that allows for more frequent and direct service along main corridors as well as connections onto other transit services.

7.4.1.5 The Downtown will be served by local, express and *higher order transit* facilities, which provide connections to *Strategic Growth Areas*, surrounding municipalities, the regional transit system and the Airport.

7.4.1.6 Decisions on transit planning and investment will be made according to the following criteria:

a. support growth with transit infrastructure and service;
b. increase the modal share of transit;
c. place priority on routes with increasing ridership to ensure the efficiency and viability of existing and planned transit service;
d. expand transit service to areas that have sufficient ridership demands and include transit-supportive residential and employment densities;
e. enhance additional aspects of the transit journey including trip planning, the waiting environment, frequency, average vehicle speed, reliability, ride quality, and safety; and
f. improve accessibility and active transportation connections to transit stations and stops (i.e. sidewalks and cycling infrastructure).

7.4.1.7 Access to transit will be provided within walking distance of the places where people live and work, and of major destinations.

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

7.4.1.9 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, adhering to MiWay standards.

7.4.2 Transit Design

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

7.4.2.1 Mississauga may employ ***transit priority measures*** on transit priority corridors shown on Schedule 4: Long Term Transit Network, such as queue jump and dedicated lanes and transit signal priority, along with express services, Intelligent Transportation Systems, and service coordination with Light Rapid Transit and Bus Rapid Transit systems, GO Transit and neighbouring transit systems.

7.4.2.2 ***Major Transit Station Areas*** will be planned and designed to be *transit-supportive* and to achieve multi-modal access to the transit facility, including consideration of pedestrian and cycling facilities, secure bicycle parking and commuter pick-up/drop-off areas.

7.5 Active Transportation Network

A viable, accessible and safe *active transportation* network gives people of all ages and abilities the freedom to move throughout the city. *Active transportation* is any form of self-propelled transportation, such as walking, cycling, or in-line skating, and may include the use of mobility assistive devices, such as walkers, wheel chairs and scooters. Typically, these modes utilize on-road and off-road facilities such as sidewalks, cycling lanes and multi-use trails. *Active transportation* may be used exclusively to move throughout the city or as a means to link with transit.

New and improved pedestrian walkways, crossings and sidewalks can make more destinations accessible by walking and make walking more attainable. Cycling can become a more viable option by ensuring cycling networks are safe, comfortable, connected and convenient.

To facilitate first and last mile connections to transit stations and stops, there will be emphasis on completing, connecting and integrating networks of mobility with *infrastructure* to support *active transportation*, including sidewalks, multi-use trails, bike lanes and cycle tracks.

Schedule 5: Long Term Cycling Routes, provides an overview of the long term cycling network in Mississauga.



Figure 7.6. Dedicated bike lanes help promote cycling within the City and contribute to the active transportation network.

7.5.1 Active Transportation Network - Planning

7.5.1.1 To support the development of inclusive, healthy communities, the City will promote active transportation as an integral part of the multi-modal transportation network.

7.5.1.2 *Active transportation* facilities will address the needs of individuals with disabilities, including those who require mobility assisted devices.

7.5.1.3 Sidewalks, multi-use trails and cycling facilities will support safe, seamless, unobstructed, and efficient *active transportation* connections between neighbourhoods and transit stations and stops.

7.5.1.4 The City will continue to develop an integrated cycling network, to make cycling a more viable choice for recreation, fitness and daily transportation needs. Decisions regarding the detailed characteristics and development of primary and secondary cycling routes will be guided by the City's Cycling Master Plan.

7.5.1.5 Mississauga will require that *active transportation* supportive building access and destination amenities including bicycle storage and associated shower and clothing locker facilities, be incorporated into the design of all buildings in *Strategic Growth Areas,* as appropriate.

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

7.5.1.7 Mississauga will protect, and may acquire, the lands required for the cycling facilities shown on Schedule 5: Long Term Cycling Routes, through the development approval process and capital works program.

7.5.1.8 Pedestrian facilities will be provided on both sides of all new streets. Mississauga will protect, and may acquire, the lands required for the pedestrian facilities, through the development approval process and capital works program.

7.5.1.9 Public easements will be required where pedestrian connections are proposed on private lands.

7.5.1.10 Proponents of development applications will be required to demonstrate how pedestrian and cycling infrastructure needs have been addressed, in accordance with the City's Pedestrian Master Plan and Cycling Master Plan.

7.5.2 Active Transportation Network - Design

The design of pedestrian and cycling transportation facilities will focus on safety through a ***Vision Zero*** lens, universal accessibility, comfort, and efficiency. There will also be a focus on integrating pedestrian and cycling facilities with transit.

7.5.2.1 Pedestrian facilities, including sidewalks, trails and walkways, will include features that create safe and comfortable places to walk, including accessible crossings, lighting and ***streetscape*** design.

7.5.2.2 Pedestrian facilities will provide convenient, safe and accessible connections to transit, schools, ***community facilities***, and destinations throughout the city.

7.5.2.3 The incorporation of cycling facilities will be considered in the construction of new streets and the rehabilitation and reconstruction of existing streets, through the following measures:

a. re-striping streets for bicycle lanes;
b. introducing a physical barrier or painted buffer to provide separation from vehicle traffic;
c. introducing multi-use trails or cycle tracks on boulevards;
d. using wider shared curb lanes for bicycles;
e. narrowing streets to accommodate in-boulevard cycling infrastructure
f. planning for placement of snow storage so that cycling facilities are clear and usable in the winter; and
g. designing for placement of vegetation and trees, to improve comfort and therefore usability of the facilities.

7.5.2.4 Mississauga will optimize the efficiency of the pedestrian and cycling networks with measures such as intersection improvements, operational improvements and traffic signal optimization.

7.6 Parking

Parking influences city building, transportation choices and economic development and provides an important service for residents and businesses. Demand for vehicular parking is shifting due to demographic and preferences changes, housing affordability challenges, and the increased use of alternative modes of transportation.

As Mississauga continues to grow and develop, less land will be devoted to vehicular parking, particularly within *Strategic Growth 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.

7.6.1 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 street network so that ingress and egress movements minimize conflicts with street traffic and pedestrian movements;

b. provide for the needs of people of all abilities;

c. support *transportation demand management* (*TDM*) initiatives; and

d. provide electric vehicle charging infrastructure.

7.6.2 Mississauga will encourage the shared use of parking and allow off-site parking, where appropriate.

7.6.3 Consideration will be given to reducing off-street parking requirements for *development* to reflect demand, 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;

d. impact on the surrounding area;

e. *Transportation Demand Management* (*TDM*) initiatives;

f. satisfactory parking justification and/or parking utilization study (PUS);

g. shared parking agreement; and

h. payment-in-lieu (PIL) of parking.

7.6.4 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 available or planned and the existing parking supply within proximity of the subject site can accommodate the on-site parking deficiency.

7.6.5 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.

7.6.6 On-street parking may be repurposed or added through development.

7.6.7 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, (e.g. *active transportation* and micromobility facilities), utilities, landscaping, and street furniture, within the right-of-way.

7.6.8 Within *Strategic Growth Areas*, Mississauga will give consideration to:

a. limiting surface parking by requiring a portion be provided within structured parking facilities;

b. requiring structured parking facilities to be underground, where viable;

c. proactively maximizing on-street public parking in appropriate locations;

d. 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

e. 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*.



Figure 7.7. Cooksville GO Station's newly constructed parkage garage supports *TDM* initiatives by facilitating multi-modal transportation.

7.6.9 Mississauga may develop municipal parking facilities to support transit, provide shared parking and encourage *development*.

7.6.10 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. integrate commercial uses into the ground level façade for above grade structures;
f. allow for integration of ***community infrastructure***;
g. provide for convenient, safe, and accessible pedestrian linkages to, from and through the parking structure to connect with surrounding *development*; and
h. consider temporary surface parking lots to secure strategic locations for future public parking structures.

7.6.11 The City will strive to incorporate ***stormwater best management practices*** in the planning, design and construction of municipal street 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.

7.6.12 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.

7.7 Transportation Demand Management

Transportation demand management (*TDM*) measures encourage people to use sustainable modes of transportation (walking, cycling, transit, carpooling, car sharing, and green vehicles), rather than driving alone, or make fewer trips by car. *TDM* is most effective when supported by complementary land use planning, good urban design and transit improvements.

7.7.1 Mississauga will encourage *TDM* strategies that promote sustainable transportation modes, and reduce single occupant vehicle travel, trip distance and time and peak period congestion.

7.7.2 Mississauga will work with other levels of government, agencies and the private sector to encourage *TDM* measures.

7.7.3 Mississauga will encourage employers to implement *TDM* programs, such as car-pooling, carshare and shared micromobility, alternative work arrangements, bike to work programming, discount transit pass, and shared parking.

7.7.4 Prior to approval of development applications, particularly those that will generate *significant* employment opportunities, a *TDM* plan will be required that demonstrates, among other things, the following:

a. building orientation that supports transit service;

b. minimal distance between main building entrances and transit stations/stops, with integrated safety measures, such as lighting;

c. *development* that is integrated into the surrounding pedestrian and cycling network providing connections to transit station and stops, multi-use trails and cycle tracks, and parks and open spaces;

d. parking facilities designed to provide safe, accessible 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;

f. reserved, priority car-pool parking spaces and, where applicable, car-share spaces and taxi stands;

g. parking spaces for e-scooters, e-bikes, motorcycles and other similar motorized vehicles;

h. techniques to manage the supply of on-site parking; and

i. measures that:

    i. increase the proportion of employee trips made by transit, walking and cycling;

    ii. increase the average car occupancy rate;

    iii. reduce the demand for vehicular travel; and

    iv. shift travel times from peak to off-peak periods.

7.7.5 Car-pooling will be encouraged through the provision of managed lanes, priority parking, and other measures as appropriate.

7.8 Goods Movement

Efficiently moving goods is critical to the economic health of the city. So too is providing transportation options for employees that power the goods movement sector. Mississauga will maintain a transportation network to support its significant role as a goods movement hub, balancing the needs of transport vehicles with employee needs for safe and efficient transit and *active transportation* access.

In some locations, such as in *Employment Areas* surrounding the Airport, the concentration of logistics facilities makes goods movement a **significant** focus for the transportation system.



Figure 7.8. The *employment areas* surrounding the airport are important to the City due to their location and proximity to the 400-series highways.

7.8.1 Mississauga will integrate land use and transportation system planning to facilitate multi-modal goods movement and transit and *active transportation* connections to *Employment Areas*.

7.8.2 Activities generating substantial truck traffic will be encouraged to locate near or adjacent to provincial highways and arterial streets.

7.8.3 Mississauga will encourage strategic linkages to inter-modal facilities and 400 series highways to facilitate the efficient movement of goods.

7.8.4 A denser grid of streets will be established where required in *Employment Areas* to support the efficient movement of goods and employee transit and *active transportation* connections.

7.8.5 Mississauga will support ***primary truck routes*** through street design.

7.8.6 To support the 400 series highways as part of the provincial goods movement network, Mississauga will work with the Province to pursue opportunities to provide additional connections at interchanges and necessary highway improvements at key locations.

7.9 Rail Corridors

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

7.9.1 In planning for new or existing transportation corridors, Mississauga will consider increased opportunities for moving people and goods by rail, where appropriate.

7.9.2 Mississauga will work with other levels of government and 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.

7.9.3 Mississauga will work with the appropriate authorities to provide adequate provision for safety in the planning, design and operation of rail facilities.

7.9.4 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 street network.

7.10 Airport

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

7.10.1 Mississauga will work with the GTAA and other stakeholders to facilitate transit and *active transportation* access to and from the Airport and surrounding employment lands, with consideration of the Airport's future multi-modal transportation hub.

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

Table 7-2: Street Functional 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	Mindemoya Rd.	Mississauga	35 m
25	Dundas St. W.	Mindemoya Rd.	Proudfoot St.	Mississauga	30 m
26	Dundas St. W.	Proudfoot St.	Hurontario St.	Mississauga	35 m
27	Dundas St. E.	Hurontario St.	Etobicoke Creek	Mississauga	35 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

	Street	From	To	Jurisdiction	R-O-W*
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 7-3: Street Functional 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 Rd. 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
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

	Street	From	To	Jurisdiction	R-O-W*
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
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

	Street	From	To	Jurisdiction	R-O-W*
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
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

	Street	From	To	Jurisdiction	R-O-W*
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
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

	Street	From	To	Jurisdiction	R-O-W*
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 7-4: Street Functional Classification - Minor Collectors

The street 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 7-5: Street Functional Classification – Local Streets

The street 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

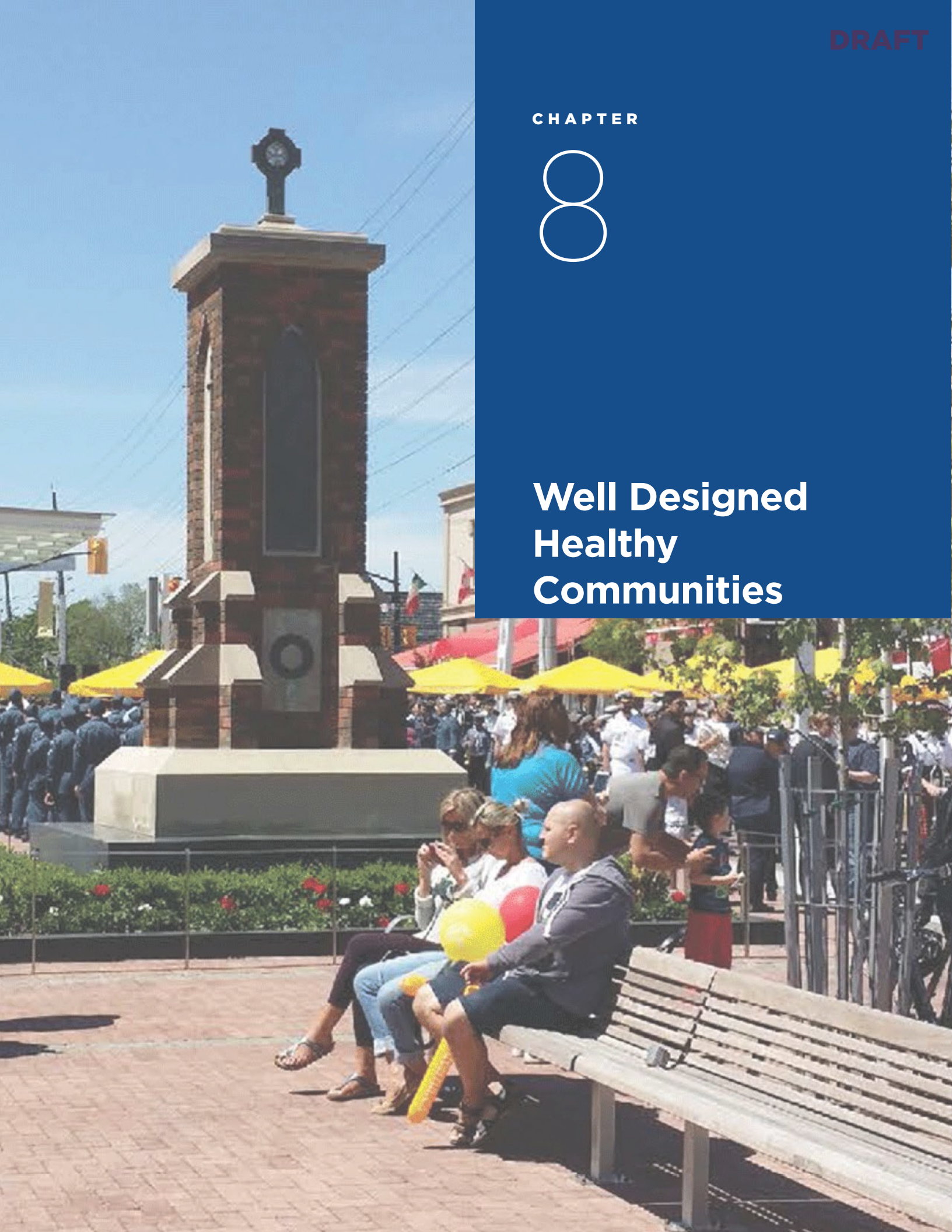
** These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling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

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CHAPTER

8

Well Designed Healthy Communities



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8.1 Introduction

Mississauga supports healthy inclusive communities where people can connect, celebrate, be creative, and flourish. Urban form and design, community infrastructure and cultural vitality are key components of well designed healthy communities.

The city's urban form reflects the interaction between people and places. It does this through the arrangement, appearance, access and function of spaces. This includes the natural and built environments and influences the processes that lead to healthy and livable cities.

Urban design policies and guidelines support balancing social, economic and environmental priorities through an optimal yet beautiful urban form.

Community infrastructure **provides the buildings, places and spaces to support and promote community well-being.**

Mississauga values and fosters art and cultural vitality, which helps elevate the distinctive characteristics of communities within the city.

Urban Form and Design Urban design gives shape and form to the city's buildings, blocks and public realm. It extends beyond addressing the physical characteristics of the urban form to matters related to experience, circulation and how people use urban spaces. Urban design aims to contribute to an urban form that will be used and enjoyed by a wide range of people for different purposes, for years to come.

This chapter establishes an urban form and design framework that complements City Structure policies and supports a resilient, healthy and accessible city for people of all ages, cultures and social statuses. The urban design framework will also help with the coordination of growth distribution, access to transportation and the production of a high quality public realm through the development of sustainable spatial pattern within the city. This framework will play an important role in ensuring new *development* is designed in a manner that promotes healthy, active and connected communities.

The urban form and design framework will help the city mature and intensify in a way that supports the following objectives:

a. require properties to develop in a manner that contributes to the overall vision for the city;
b. build a resilient, healthy and low-carbon city;
c. protect and enhance natural systems;
d. promote design excellence in shaping city views and public spaces;
e. prioritize accessibility and remove barriers; and
f. ensure the connectivity, compatibility and integration of surrounding uses.

As a mature urban centre, most future development within Mississauga will be in the form of infill and redevelopment. Appropriate development throughout the city 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 this development fits within and enhances the existing urban context while minimizing negative impacts on adjacent properties as well as natural and cultural resources.

To guide and inform the future evolution of the city's urban form and built environment, this plan aligns with the Region's Healthy Development Framework and integrates its healthy community core elements throughout its policies.

8.2 Urban Form

Urban Form refers to the physical layout and design of the city. It comprises all the physical characteristics that make up built-up areas, including the shape, size, density and configuration of settlements. Urban form is shaped by the various cycles of *development* and by the policies that direct them throughout the years. Mississauga's envisioned urban form will be achieved through the implementation of the policies of this Plan.

8.2.1 Mississauga will develop an urban form based on and informed by the City Structure as identified in Chapter 3 of this Plan.

8.2.2 Within *Strategic Growth Areas*, an urban form that promotes a diverse mix of uses and supports pedestrian movement, transit and *active transportation* modes will be required.

8.2.3 Infill and *redevelopment* within Neighbourhoods will respect the local planning context.

8.2.4 *Development* within *Employment Areas* will promote good urban design that respects the function of the area.

8.2.5 The urban form of the city will ensure that the Green System, including the Natural Heritage System and the Water Resource System, is protected, enhanced, restored, and contributes to a high quality urban environment and quality of life.

8.2.6. Mississauga will encourage green building design and practices to help achieve its greenhouse gas emission targets and adapt to the changing climate.

8.2.7 Mississauga will promote a built environment that protects and conserves heritage resources.

8.2.8 Mississauga will transform the public realm to create a strong sense of place and civic pride.

8.2.9 Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and *active transportation* modes.

8.2.10 The city vision will be supported by site development that:

a. respects the hierarchy established by the City Structure;
b. utilizes sustainability best practices;
c. demonstrates context sensitivity and transition, including to the public realm;
d. promotes universal accessibility and public safety; and
e. employs design excellence in accordance with the policies of this Plan.

8.2.11 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.

8.2.12 An urban form will be developed to take advantage of the Lake Ontario waterfront through connections, views and access.

8.2.13 *Development* will have restorative net ecological benefits on a site through the practice of sustainable building and site design.

8.3 City Pattern

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 sustainable city pattern that supports *complete communities* by directing most growth to *Strategic Growth Areas*. The pattern will be marked by a greater mixture of land uses in a more compact form of *development* that is integrated with a multi-modal transportation system. The city pattern will promote healthy living by protecting valuable natural and open spaces and creating inviting public realm.



Figure 8.1. Skyline of the evolving Downtown.

8.3.1 *Development* will create distinctive places and locales.

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

8.3.3 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.

8.3.4 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 *Strategic Growth Areas* from surrounding areas.

8.3.5 Mississauga will promote *development* and city patterns that conserve and enhance biodiversity and consider the impacts of a changing climate.

8.3.6 Within *Strategic Growth Areas*, small land parcels should be assembled to create efficient development parcels.

8.3.7 Existing large blocks, within *Strategic Growth Areas* will be reconfigured to incorporate a fine-grained block structure with public roads and on-street parking to support at grade uses.

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

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

8.3.10 Buildings within *Strategic Growth Areas* 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.

8.3.11 Where permitted, above-ground structured parking should be lined with residential, commercial or office uses when visible from the public realm.

8.3.12 While new *development* need not mirror existing development, new *development* will:

a. respect existing lotting patterns;
b. respect the continuity of front, rear and side yard setbacks;
c. be designed to respect the existing scale, context, massing and grades of the surrounding area;
d. minimize overshadowing and overlook on adjacent neighbours;
e. contribute to a cohesive silhouette and a well-articulated architectural expression through the use of appropriate height transitions and separation distances;
f. incorporate **stormwater best management practices** and sustainable development approaches;
g. identify opportunities to integrate *green infrastructure* and to enhance and protect adjacent natural areas; and
h. preserve mature high quality trees and ensure replacement of the tree canopy.

8.3.13 Open space areas, both publicly and privately owned, will be high quality, universally accessible, usable and physically and visually linked to streets, parks and pedestrian and cycling routes.

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

8.3.15 *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*.

8.4 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.

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.

8.4.1 Streets, Blocks and Streetscape

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.

8.4.1.1 Street patterns, development blocks and public open spaces together should create distinctive communities.

8.4.1.2 Mississauga will ensure that urban form, street patterns and public open space systems are coherent, orderly and legible.

8.4.1.3 Streets and their ***streetscapes*** should be designed to create spaces that are integral parts of the adjacent communities, thus serving to link communities.

8.4.1.4 *Development* will be designed to:

a. Protect, enhance and restore the Natural Heritage System and the Water Resource System;

b. respect cultural heritage features such as designated buildings, landmarks and districts;

c. accentuate the identity of each Character Area, its open spaces, landmarks and *cultural heritage resources*;

d. maximize permeability by establishing connections to adjacent streets and neighbourhoods at regular intervals, wherever possible;

e. meet ***universal design*** principles;

f. foster health by supporting cultural expression, social connections and advance equity and inclusion.

g. be pedestrian oriented and scaled and support transit use;

h. accommodate a multi-modal transportation system; and

i. allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate.



Figure 8.2. Good urban design includes an emphasis on the pedestrian experience, focusing on the street-level building façade as well as the elements that provide comfort and shelter within the public realm.

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

8.4.1.6 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.

8.4.1.7 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.

8.4.1.8 ***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.

8.4.1.9 Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces, walkways, and cycling infrastructure will be coordinated and well designed.

8.4.1.10 Streetscape design should consider innovative low impact development techniques where appropriate.

8.4.1.11 ***Streetscape*** components such as signage, furniture and lighting, within areas with *cultural heritage resources* should be sympathetic to the character of the heritage area and must support universal accessibility.

8.4.1.12 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.

8.4.1.13 *Development* and elements within the public realm will be designed to provide continuity of the streetscape and minimize visual clutter.

8.4.1.14 Special 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 impacts and conflicts with ***streetscape*** elements. The City encourages utility providers to consider innovative methods of containing utility services.

8.4.1.15 The sharing and reduction of access points/driveways will be encouraged to promote pedestrian safety and provide the opportunity for a continuous streetscape.

8.4.1.16 An attractive, comfortable and safe 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.

8.4.1.17 Built form will relate to the width of the street right-of-way.

8.4.1.8 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.

8.4.1.19 Display areas are to be an integral part of the overall site design and evaluated based on their visual impact on the streetscape.

8.4.1.20 Reverse frontage lots will not be permitted, except for infill *development* where a street pattern has already been established.

8.4.2 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.

8.4.2.1 Civic buildings and spaces will:

a. be built to a high standard of design excellence;
b. incorporate low impact and other green site development and buildings practices;
c. adhere to the city's applicable green development standards;
d. be sited for prominence, visibility and universal accessibility; and
e. Incorporate public art and placemaking opportunities.

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

8.4.2.3 ***Universal design*** principles will be applied in the *development* of, or renovation to City facilities including civic buildings, open space for recreation uses, transit and *active transportation* facilities.

8.4.3 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



Figure 8.3. The Brightwater community will focus on views to the waterfront, open space accessibility as well as connectivity.

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.

8.4.3.1 An appropriate gateway treatment will be created at city boundaries, major Provincial highway interchanges and, where appropriate, at entry points to *Strategic Growth Areas* through high quality development, massing of buildings, open spaces, landscaping and streetscape.

8.4.3.2 Sites with prominence, high visibility and access should be considered as a priority for civic buildings and ***community infrastructure***.

8.4.3.3 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.

8.4.3.4 Special attention will be given to major intersections to create a sense of enclosure and identity, as well as heightened architectural interest.

8.4.3.5 *Developments* on major corners, prominent sites or that terminate a view will be held to a higher design standard.

8.4.3.6 New streets may be introduced to create prominent view corridors.

8.4.3.7 Views of *significant* natural and built features should be created, maintained and enhanced where appropriate.

8.4.3.8 *Development* will preserve, promote and enhance public views to the Lake Ontario waterfront.

8.4.3.9 Special care will be taken with *development* along ***scenic routes*** to maintain and complement the scenic historical character of the street.

8.4.3.10 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 continue its historic streetscape character, residential development will generally maintain the visual appearance of existing 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 the policies of this Plan, *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 encouraged to 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.

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 pursued.

8.4.3.11 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. Adequate landscaping and setbacks along Mississauga Road will be provided. Should any of these sites be developed for residential uses, they will reflect the planned context of the rest of Mississauga Road as outlined in the **scenic route** policies of this Plan.

8.4.4 Public Art

Public art enhances the quality of life for residents and visitors by contributing to the identity and unique character of the city and its various destinations.

Public art is art in the public realm, created by professional artists. Public art can incorporate diverse forms of artistic expression and should be considered at a variety of scales and in diverse contexts. 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 may also include functional elements such as street furniture and utility boxes.

Public art can serve as a focus in a public square or open space, or simply provide visual relief in high density areas. All gateway locations and public view terminus sites are candidates for public art.

8.4.4.1 Mississauga supports and encourages public art that is consistent with the city's applicable master plans.

8.4.4.2 Public art will be incorporated into the public realm, particularly in appropriate locations that play on the city's distinct assets, such as landmarks, gateways, waterfront areas, and transportation corridors.

8.4.4.3 Public art will be incorporated into public works, whenever feasible.

8.4.4.4 Development proponents are encouraged to incorporate public art into their *developments*. *Strategic Growth Areas* and Lake Ontario Waterfront will be priority locations for the installation of public art.

8.4.4.5 Public art should have a prominent presence throughout the city on both public and private lands and contribute to a high quality urban design. Public art should:



Figure 8.4. Pine Sanctuary by Marc Fornes / THEVERYMANY is an iconic landmark that fosters opportunities for active play and reflection, located at the main entrance to Riverwood Park.

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.

8.4.5 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.

8.4.5.1 Mississauga will promote public open space design that is fully integrated with the urban design and built form of the community.

8.4.5.2 Privately owned publicly accessible spaces will be designed in accordance with the city's standards for public open spaces.

8.4.5.3 Open space will contribute to community aesthetics and enhance the Green System.

8.4.5.4 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 2: 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 and cultural events and individual needs, inclusive of recreation, playgrounds, sports and community gardens, where possible.

8.4.5.5 Open spaces will be designed as places where people can socialize, recreate and appreciate the environment. Design considerations will include the needs of equity-deserving groups.

8.4.5.6 Private open space and/or amenity areas will be required for all *development*.

8.4.5.7 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.

8.4.5.8 Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In *Strategic Growth Areas*, alternatives to at grade amenities may be considered.

8.4.5.9 Landscaped, outdoor on-site amenity areas will be encouraged for employment uses.

8.4.5.10 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*.

8.4.5.11 Mississauga encourages the use of innovative *green infrastructure*, technologies and Low Impact Development measures and approaches such as bioswales in open spaces where possible to support the city's efforts in preparing for the changing climate.

8.5 Movement

A guiding principle of this Plan is to connect people with places through integrated 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.

8.5.1 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 drive a modal shift towards pedestrian, cycling and micromobility transportation modes. Mississauga will prioritize the barrier-free access, convenience, comfort and safety of all street users through urban design.

8.5.1.1 The design of all *development* will foster the improvement of connections and accessibility for transit users and promote *active transportation* modes.

8.5.1.2 A transit and *active transportation* supportive urban form will be required in *Strategic Growth Areas* and encouraged throughout the rest of the city.

8.5.1.3 *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 with adequate barrier-free access and paths;

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.

8.5.1.4 *Development* will provide for the safety of all street users through visibility, lighting, natural surveillance and minimizing vehicular conflicts.

8.5.1.5 The design of transit facilities will consider the barrier-free access, convenience,



Figure 8.5. Rendering of Hurontario Street, showcasing transit lanes, drive lanes as well as bike lanes.

comfort and safety of pedestrians and cyclists.

8.5.2 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.

8.5.2.1 Urban form will balance the needs of vehicular and goods movement with transit and *active transportation* modes.

8.5.2.2 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.

8.5.2.3 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 are encouraged.

8.5.3 Accessibility

Mississauga is home to a diverse community of residents, visitors and employees. This community includes individuals with a wide range of abilities. In order to foster inclusivity, the city's built environment must be designed to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

A barrier-free 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.

8.5.3.1 Mississauga is committed to the creation of a barrier-free city. The design of the physical and built environment will have regard for ***universal design***.

8.5.3.2 All *development* will be consistent with Mississauga's standards for accessibility for individuals with disability.



Figure 8.6. The South Common Community Centre and Library Renovation will incorporate higher accessibility standards.

8.6 Buildings and Site Development

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.

When planning and designing sites for *development*, consideration should be given to the existing site conditions, surrounding context, the public realm and proposed uses. Additionally, protecting, enhancing and restoring natural features, areas and linkages including their *ecological functions* will enhance the *development* and increase the City's climate-resilience.

The location and massing of buildings help define the use and character of streets and open spaces. When done right, this enhances circulation and access and creates 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.

A well-studied orientation and placement of a building on a property, together with the choice of sustainable building practices and material can significantly reduce energy consumption and help support the city in reducing carbon emissions.

8.6.1 Buildings and Building Types

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 appropriate orientation and choice of sustainable materials used for a building play an important role in reducing its impact on the environment. This is achieved by decreasing energy consumption and carbon emissions.

There are varying scales of buildings generally ranging between low, mid and high-rise. These building types are mostly defined by their height, massing, organization and relationship to the public realm. The building types listed in this section are not exhaustive but provide a general design framework for these categories.

a. **Low-rise buildings:** they include a variety of grade-related housing types that range from detached and semi-detached dwellings to slightly denser forms such as townhouses and multiplexes. Low-rise buildings can also house non-residential uses such as commercial, institutional or other employment uses. They assist in providing a mix of built forms that support streets, parks and open spaces, at a lower scale – no taller than four storeys in height – and can be designed to integrate architecturally to complement the surrounding context and provide transition to existing ***streetscapes***.

b. **Mid-rise buildings**: in Mississauga, mid-rise buildings are generally higher than four storeys with maximum heights as prescribed by area-specific policies and land use designations. Their height should not exceed the width of the right-of-way onto which they front, and they must ensure appropriate transition to the surrounding context. Mid-rise buildings can accommodate many uses and provide *transit-supportive* densities yet are moderate in scale, have good street proportion, allow for access to sunlight, have open views to the sky from the street, and support high-quality, accessible open spaces in the block. Mid-rise buildings provide good transition in scale to adjacent low-rise built forms.

c. **High-rise buildings**: they represent buildings with height maximums as prescribed by local area policies and land use designations. High-rise buildings, which can also be referred to as ***Tall Buildings*** in this Plan, provide *transit-supportive* densities and play an important role in allowing the city to meet its growth targets, especially within *Strategic Growth Areas*.





Figure 8.7. From left to right, low-rise, mid-rise and high rise buildings.

8.6.1.1 All buildings should be designed to incorporate innovative green and sustainable technologies including, where appropriate, considerations for alternative and renewable sources of energy. Where ***tall buildings*** occur, they are prominent features of the urban form and should be designed to the highest of standards.

8.6.1.2 Low-rise buildings will be designed to integrate architecturally with the surrounding context and to adhere to all other policies of this Plan.

8.6.1.3 Mid-rise buildings will be designed to:

a. maintain street proportion and open views of the sky from the public realm by stepping back building massing in accordance with this Plan's policies and applicable City guidelines; and

b. allow for daylight and privacy for units by providing appropriate facing distances, building heights, angular planes and step-backs.

8.6.1.4 Mid-rise buildings on deep sites will be designed to provide and frame accessible and well-proportioned open spaces that have access to sunlight and daylight.

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

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

8.6.1.7 Buildings will be designed to create a sense of identity through the site layout, massing, forms, orientation, scale, architectural features, landscaping and signage.

8.6.1.8 Buildings must clearly address the street with principal doors and fenestrations facing the street in order to:

a. ensure main building entrances and ground-related 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 and universal accessibility.

8.6.1.9 Building façades will 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.

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

8.6.1.11 Principal building entrances should be covered with a canopy, awning, recess or similar device to provide visual prominence and pedestrian weather protection, including mitigating undesirable wind conditions.

8.6.1.12 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 and spaces that promote and enhance pedestrian uses.

8.6.1.13 Street facing façades will 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.

8.6.1.14 Buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.

8.6.1.15 Buildings should avoid blank street wall conditions. Blank walls resulting from phased development will require upgraded architectural treatment.

8.6.1.16 ***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.

8.6.1.17 ***Tall buildings*** will be sited and designed to enhance an area's skyline as well as to preserve, reinforce and define view corridors.

8.6.1.18 Tall *buildings* will address pedestrian scale through building articulation, massing and materials. The lower portion of *tall building* developments will include a built form that achieves street frontage and at grade relationships that prioritize a pedestrian oriented environment.

8.6.1.19 Building materials will be chosen for their functional and aesthetic quality, sustainability, durability and ease of maintenance.

8.6.1.20 The choice of building materials will minimize the risk for bird collisions.

8.6.1.21 *Development* should be designed to incorporate measures that minimize urban heat island effects and other severe weather impacts in accordance with the city's Green Development Standards.

8.6.1.22 Buildings will be designed to conserve energy, incorporate sustainable material and where appropriate, consider alternative and renewable sources of energy.

8.6.1.23 Buildings will be designed to minimize the consumption of water and to utilize *stormwater best management practices*.

8.6.1.24 Buildings will coordinate and integrate vehicular and servicing access where feasible to minimize their visual prominence.

8.6.1.25 Mechanical equipment, vents and metering devices will be integrated into the building design and will not be visible from the public realm or located in landscape areas, opens spaces or amenity areas.

8.6.1.26 Rooftop mechanicals and appurtenances will be integrated into building design and will not be visible from the public realm and residential developments.

8.6.1.27 It will be the responsibility of proponents of development applications to comply with Airport related height restrictions, including those of Greater Toronto Airports Authority, NAV CANADA and Transport Canada.

8.6.2 Context

Context addresses how *developments* demonstrate compatibility and integration with surrounding land uses and vegetation. This is achieved 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, and address public safety by way of building and site design and implementation of development mitigation measures as required.

8.6.2.1 Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned area.

8.6.2.2 *Developments* will be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:

a. Natural Heritage System, Water Resource System, natural hazards (flooding and erosion) and natural and cultural heritage features;

b. street and block patterns;
c. the size and configuration of properties along a street, including lot frontages and areas;
d. continuity and enhancement of streetscapes;
e. the size and distribution of building mass and height;
f. appropriate height transition to adjacent buildings including considerations for applicable angular planes and separation distances;
g. front, side and rear yards;
h. the orientation of buildings, structures and landscapes on a property;
i. views, sunlight and wind conditions;
j. the local vernacular and architectural character as represented by the rhythm, textures and building materials;
k. privacy and overlook; and
l. the function and use of buildings, structures and landscapes.

8.6.2.3 Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.

8.6.2.4 Buildings, in conjunction with site design and landscaping, will create a cohesive silhouette and an appropriate visual and functional relationship between individual buildings, groups of buildings and open spaces.

8.6.2.5 Transitions between buildings with different heights will be achieved by providing a gradual change in height and massing. This will be done through the use of a variety of methods including setbacks, the stepping down of buildings, the general application of a 45 degree angular plane, separation distances and other means in accordance with Council-approved plans and design guidelines.

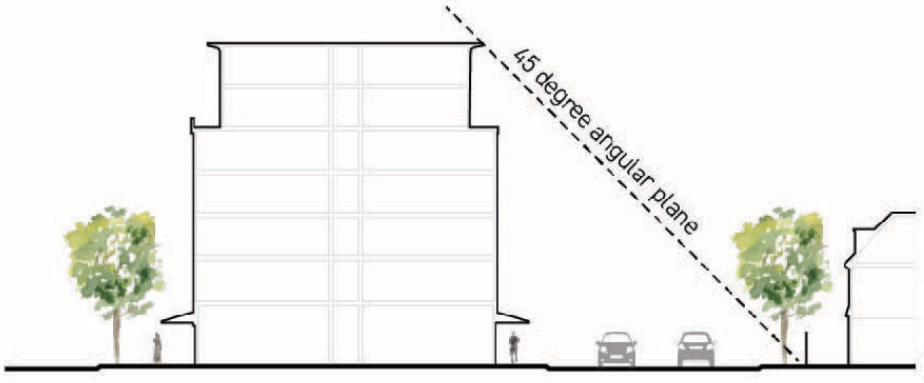


Figure 8.8. Angular planes allow for more gradual transitions between low-rise neighbourhoods to adjacent higher rise developments, while enhancing the pedestrian environment.

8.6.2.6 *Developments* will provide a transition in building height and form between *Strategic Growth Areas* and adjacent Neighbourhoods with lower heights.

8.6.2.7 Proposed high-rise buildings in areas where two or more high-rise buildings exist within the immediate context will relate to the surrounding buildings and provide for appropriate height transition and separation distances.

8.6.2.8 New *development* will address existing vegetation patterns and ensure preservation and/or enhancement of the Urban Forest.

8.6.2.9 *Developments* adjacent to public parks will complement the open space and minimize *negative impacts*.

8.6.2.10 Proposed *development* should encourage public open space connections that link public parks and *community facilities* through the use of accessible walkways, multi-use bikeways and bridges.

8.6.2.11 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.

8.6.2.12 New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare.

8.6.2.13 Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.

8.6.2.14 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.

8.6.2.15 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.

8.6.2.16 *Development* in proximity to landmark buildings or sites, the Natural Heritage System, the Water Resource 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.

8.6.2.17 A mix of building types is encouraged on sites that can accommodate more than one building. Where a *development* includes more than one building, the site will be designed to ensure appropriate site organization and building locations that:

a. provide parcels of appropriate size and shape for the mix of building types;

b. define and support existing and proposed streets, lanes, parks and open spaces at appropriate scales;

c. ensure appropriate spacing of buildings; and

d. ensure appropriate transition in scale between buildings of different scales and types and other lower-scaled uses.

8.6.3 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*** and innovative green technologies will assist in building a resilient city.

8.6.3.1 High quality, diverse and innovative design will be promoted in a form that respects and enhances the immediate context and creates a quality living or working environment.

8.6.3.2 Built form will create a sense of place through a variety of means including distinctive architecture, streetscaping, public art and cultural heritage recognition.

8.6.3.3 *Developments* will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:

a. providing universally designed 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.

8.6.3.4 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.

8.6.3.5 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.

8.6.3.6 Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing:

a. street trees and landscaping, and relocating utilities, if required;

b. lighting;

c. weather protection elements;

d. screening of parking areas;

e. bicycle parking;

f. public art; and

g. street furniture.

8.6.3.7 Development proponents will be required to demonstrate the successful application of ***universal design*** principles and compliance with legislated standards.

8.6.3.8 Site *development* should respect and maintain the existing grades on-site.

8.6.3.9 Sites will be designed in a manner that conserve energy. 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.

8.6.3.10 Site designs will minimize the consumption of water.

8.6.3.11 Site development will be encouraged to meet a minimum standard of Leadership in Energy and Environmental Design (LEED) Silver or custom green development standards.

8.6.3.12 To achieve environmentally sustainable development, the City may use the provisions of Section 41 of the *Planning Act* to secure the following sustainable and resilient design features:

a. weather-protected on-site bicycle areas and pedestrian-friendly infrastructure to encourage cycling and walking and to reduce emissions from transportation;

b. high reflective materials, shade trees, and green and cool roofs to reduce ambient surface temperature to minimize the urban heat island effect;

c. active and passive design measures to improve energy efficiency and reduce peak demand such as building orientation to take advantage of passive solar heating, shading for cooling and natural light and energy efficient exterior cladding and window treatments;

d. ***renewable energy*** production and supply to provide clean, local energy. This will help reduce greenhouse gas emissions and improve resiliency to power outages.

e. Low Impact Development and other nature-based approaches to manage stormwater and mitigate flood risks where feasible, and reduce demand for potable water;

f. trees to enhance the urban forest and use of native species to protect, restore and enhance the natural heritage system;

g. bird-safe glass treatment to minimize the risk for bird collisions and energy efficient, shielded exterior lighting to reduce nighttime glare and light trespass; and

h. dedicated areas for collection and storage of recycling and organic ***waste*** to increase ***waste*** diversion.

8.6.3.13 Site design must enhance human health by increasing opportunities for physical activities, mitigating pollution, providing passive cooling strategies, and promoting access to food and services.

8.6.3.14 Site development will be required to:

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

b. provide thriving, regionally diverse planting schemes that compliment public realm and private development lands;

c. protect and enhance habitat;

d. preserve mature trees on public and private lands;

e. incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment;

f. provide landscaping that beautifies the site and complements the building form; and

g. ensure utilities are properly integrated, wherever feasible, by locating services in street rights-of-way. Where this standard location is not possible, the provision of utility easements will be such that:

   i. Land use pattern of the area in which the easement is to be placed is minimally affected; and

   ii. Environmental policies of this Plan are observed.

8.6.3.15 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. They will also not be located in landscape areas, opens spaces or amenity areas.

8.6.3.16 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.

8.6.3.17 External lighting for site development will:

a. be energy efficient;

b. utilize dark skylight fixtures; and

c. not infringe on adjacent properties.

8.6.3.18 *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 will be accompanied by a detailed phasing plan.

8.6.4 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 will 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, will be designed to mitigate the heat effects.

8.6.4.1 Parking will be located underground, internal to the building or to the rear of buildings.

8.6.4.2 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.

8.6.4.3 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. provide electric vehicle charging stations;
e. incorporate ***universal design*** principles;
f. be configured to permit future development;
g. have appropriate landscape treatment including trees and lighting, throughout parking lots;
h. provide appropriate landscape treatment to provide shading of parking areas; and
i. provide landscape buffering at the street edge.

8.6.4.4 Shared parking between *developments* will be encouraged, where appropriate.

8.6.4.5 Secure bicycle parking for long term and short term use will be provided in *developments*.

8.6.4.6 Site plans will demonstrate the ability for shared servicing access between adjacent *developments*.

8.6.4.7 Service, loading and ***waste*** storage areas should be internal to the building or located at the rear of the building and screened from the public realm.



Figure 8.9. Locate high-rise parking entrances at rear of buildings, away from the main street.

8.6.5 Safety

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.

8.6.5.1 Site layout, buildings and landscaping will be designed to maximize visibility and personal safety.

8.6.5.2 Active building frontages should be designed to face public spaces including entries and windows to increase visibility.

8.6.5.3 *Development* should clearly define areas of access and egress to avoid the creation of entrapment areas.

8.6.5.4 *Development* should incorporate lighting to ensure all designated areas of circulation, entrance, and connections are appropriately illuminated.

8.6.6 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, as well as wayfinding.

8.6.6.1 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.

8.6.6.2 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.

8.6.6.3 Except for wayfinding signage and commemorative plaques, only fascia signs will be permitted within *Strategic Growth Areas*.

8.7 Community Infrastructure

Community infrastructure is a vital part of *complete communities*, contributing to the quality of life and well-being of all peoples in Mississauga. ***Community infrastructure*** provides inclusive places and spaces to support peoples' needs for social interaction, cultural connection, education, recreation, and worship, and provides community safety with emergency service facilities. In addition to the services provided by the City, ***community infrastructure*** is also provided by other agencies, levels of government and the private sector.

Community infrastructure includes schools, daycares, recreation centres, pools, rinks, libraries, theatres, museums, art galleries, places of religious assembly, private cultural clubs, and emergency service facilities. Some ***community infrastructure*** may also serve as cultural infrastructure where culture is produced and experienced

8.7.1 In cooperation with the appropriate public and private agencies and other levels of government and with ***Indigenous Peoples***, Mississauga will provide ***community infrastructure*** to support the creation of *complete communities* that meet the civic, cultural, educational, recreational, religious, social and emergency service needs of residents, ***Indigenous Peoples***, equity-deserving groups, employees, and visitors.

8.7.2 To optimize access and transit connections to ***community infrastructure***, the preferred location for ***community infrastructure*** will be within the *Urban Growth Centre*, ***Major Transit Station Areas***, Major Nodes and Community Nodes. Where appropriate, ***community infrastructure*** may also be located within Neighbourhoods.

8.7.3 ***Community infrastructure*** located within Neighbourhoods may include schools, recreation centres, cultural and creative hubs, libraries, 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.

8.7.4 ***Community infrastructure*** with a city wide or region wide service area may not be permitted in Neighbourhoods.

8.7.5 ***Community infrastructure*** will generally be:

a. in proximity to transit facilities;

b. connected to pedestrian and cycling facilities;

c. on major and minor collector streets, preferably at intersections, provided that *sensitive* ***community infrastructure*** incorporates the use of appropriate setbacks, screening, landscaping, and buffering from vehicle traffic;

d. in proximity to other ***community infrastructure*** and places of gathering, where possible; and

e. universally accessible.

8.7.6 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.

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

8.7.8 The availability and location of existing and planned ***community infrastructure*** will be taken into account so that new ***community infrastructure*** can be provided efficiently and effectively and tailored to meet the needs of the population in each community.







Figure 8.10. Examples of ***community infrastructure*** within Mississauga, from left to right: Churchill Meadows pool, the Art Gallery of Mississauga, and the Mississauga Fire Station 104 featuring The Flame of Life, a public art display by an Anishinaabe artist and visual storyteller, Emily Kewageshig.

8.8 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 reflects and celebrates the culture, histories and traditions of the diverse communities of Mississauga. Fostering culture creates a social environment that supports community building.

Cultural infrastructure supports local culture and the community organizations and artists who play an important role in providing cultural opportunities and experiences in Mississauga. Cultural infrastructure includes both hard and soft infrastructure and both are necessary and contribute to a vibrant arts and culture scene in the city.



Figure 8.11. The Small Arms Inspection building, designated under the Ontario Heritage Act, has been renovated and transformed into a multi-purpose creative hub for the community.

Hard infrastructure comprises buildings, assets, structures and spaces where culture is consumed, experienced, participated in, showcased, exhibited or sold. Examples of hard cultural infrastructure includes artist studios, galleries, performance venues, libraries and theatres. This includes properties and buildings that may have been developed specifically for cultural and creative purposes as well as those adaptively reused as cultural infrastructure. Purpose built examples include Celebration Square and the Living Arts Centre located in the Downtown Core, while the Small Arms Inspection Building located in the Lakeview Neighbourhood is an example of adaptive reuse.

Soft cultural infrastructure is needed to provide and maintain culture and includes investment, resourcing, governance and education.

The City's public realm including streets, sidewalks and parks may also serve as cultural infrastructure, supporting temporary, pop-up or permanent installations of public art and exhibitions as well as performances and gatherings. Privately owned public spaces (POPS) may also serve as locations for cultural events and public art. The public and physical places where digital culture is facilitated (e.g., wireless hotspots, digital screens) are also considered cultural infrastructure.

The development of cultural infrastructure should be community driven and neighbourhood focused, and include diverse cultural perspectives including those of ***Indigenous Peoples*** and equity-deserving groups. A broadly distributed range of

opportunities for everyone to participate in a wide variety of cultural activities, builds the foundation for strong cultural institutions and an authentic identity in the future.

8.8.1 Mississauga encourages a diversity of public spaces and gathering places to support culture throughout the city.

8.8.2 Public art and cultural infrastructure will be encouraged as a means of enhancing the identity and unique character of the city and its various communities, as well as including Indigenous culture as a visible part of the city fabric.

8.8.3 Arts and cultural development should be strategically focused within ***Cultural Districts*** to enhance their identity and foster them as local neighbourhood-based cultural destinations. ***Cultural Districts*** will encourage:

a. active ground floor retail uses and an active ***streetscape***;
b. vibrant, inviting and animated public realm and spaces that contribute to a sense of place and encourage community gathering;
c. creative and cultural uses in unconventional spaces such as bus stops, vacant storefronts, underused parking lots, and privately owned public spaces (POPS);
d. co-location of creative and community uses, where appropriate;
e. public art and creative ***placemaking*** which celebrates the neighbourhood's distinct identity, heritage, history and culture and engages the local community; and
f. heritage interpretation which highlights the neighbourhood's history and Indigenous cultural heritage, and strengthens its distinct identity.

8.8.4 Partnerships with local organizations, local businesses and Business Improvement Areas (BIAs) are strongly encouraged to identify opportunities within existing city processes and policies to reduce barriers and increase opportunities to participate in arts and culture. Partnerships with local businesses and BIAs are also encouraged to promote creative industries as an important element of local economic development.

8.8.5 Community Improvement Plans may 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 *Strategic Growth Areas*;
c. encourage the conversion of spaces for cultural uses;
d. encourage public art; and
e. encourage the integration of cultural infrastructure in mixed use developments.

8.8.6 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;

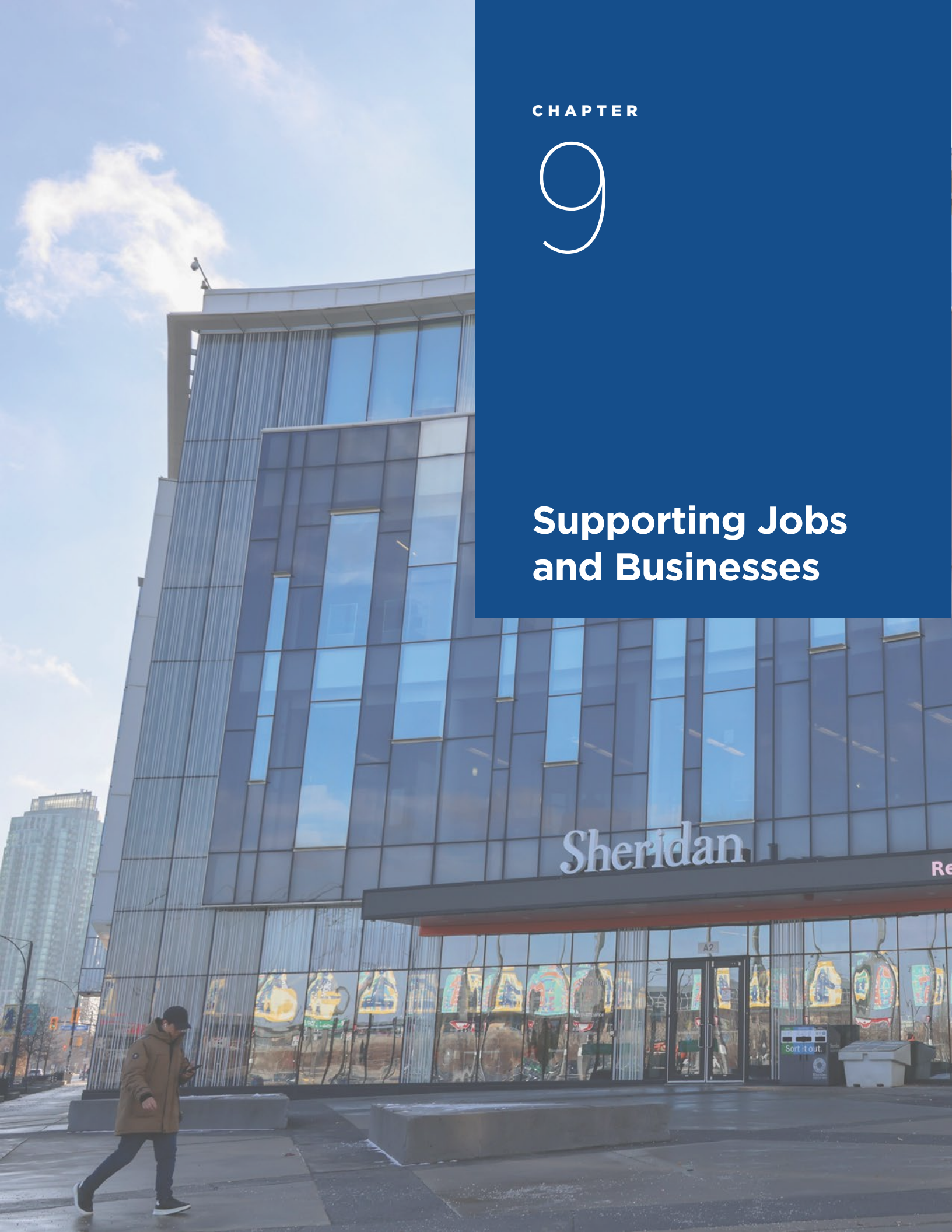
c. allowing for arts and cultural uses and activities within the public realm (e.g. public art, festivals); and

d. making planning decisions for housing and mixed use communities.

CHAPTER

9

Supporting Jobs and Businesses



DRAFT

9.1 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 and highly skilled local and global talent. The city is within one of the world's fastest growing major economies and has one of the best-connected international airports. Major existing and planned *higher order transit* infrastructure and several 400 series highways, support travel connections to *employment areas* across the city.

Local jobs and a diversified economy are important for Mississauga's future. Wholesale trade; manufacturing; professional, scientific and digital technology services; transportation, smart logistics; warehousing; and film and television companies as well as various other employment sectors, are all represented in the city. Many of these companies are innovative businesses, large corporations and head offices. Mississauga is home to a significant number of international and Fortune 500 companies and a thriving film industry as well as a vital base of small and medium sized businesses.

The City's Economic Development Strategy identifies three core economic priorities: to Support Globally Minded Business, to Develop Distinctive Places, and to Deliver Durable Infrastructure. In this context, a number of target opportunities have been recognized in high growth key sectors, including Life Sciences; Smart Logistics; Higher Value Business Services; and Advanced Manufacturing.

Each of these sectors has a strong presence in Mississauga today, with business clusters in the Airport, Gateway, Meadowvale Business Park and Sheridan Park Corporate Centre *Employment Areas*. Sheridan Park is also a globally recognized research and innovation cluster. It is critical for the city to continue to grow and sustain these key sectors within the city.

To accommodate the city's forecasted 90,000 job growth by 2051, employment opportunities will be provided in mixed-use *Strategic Growth Areas* and in *Employment Areas* protected for employment uses.

The city's focus for *major office*, retail and institutional employment growth will be in the *Strategic Growth Areas*, supported by existing or planned *higher order transit* service. The *Urban Growth Centre* will be the primary office centre, followed by the Major Nodes and *Major Transit Station Areas*. *Employment Areas* will support business and economic uses including manufacturing and research and development. The *Employment Areas* surrounding the Airport have potential to become a globally significant economic hub underpinned by growth in logistics, life sciences and advanced manufacturing sectors.

Special Purpose Areas including the Airport and University of Toronto Mississauga, are also important employment centres. Within Community Nodes and Neighbourhoods, employment opportunities that provide local services to residents are anticipated.

Providing sustainable modes of transportation to *Employment Areas* is a priority for the city. In addition to *higher order transit*, bus and *active transportation* routes will connect to *Employment Areas*. A planned multimodal transportation hub at the Airport will improve local and regional connectivity to and around the Airport.

9.1.1 Mississauga will encourage a range of employment opportunities reflective of the skills of the resident labour force.

9.1.2 Mississauga will protect *Employment Areas* shown on Schedule 1: City Structure, for a diversity of employment uses to meet current and future needs.

9.1.3 An adequate supply of lands providing locations for a variety of appropriate employment uses will be maintained to accommodate the City's growth forecasts and to support a vibrant and sustainable local economy.

9.1.4 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 and support the growth of knowledge based industries, creative industries including film studios and artisans, and small innovative businesses;
c. encourage the intensification of existing *Employment Areas* with compatible employment uses; and
d. concentrate high-density employment uses such as *major office* and major institutional in *Major Transit Station Areas* and other *Strategic Growth Areas*.

9.1.5 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*.

9.1.6 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.

9.1.7 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.

9.1.8 *Employment areas* will be planned and designed to minimize surface parking and be easily accessible by sustainable transportation modes, including transit and *active transportation*.

9.1.9 Mississauga will foster eco-industrial activity and clean technology in *employment areas*, 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 objectives.

9.2 Office

Mississauga's success in attracting office development is an asset to the economy. Current office development is concentrated within the Corporate Centre *Employment Areas*, however, the *Urban Growth Centre* and other *Employment Areas* also have considerable office development. Promoting office development in the *Urban Growth Centre* is of particular importance to the City in order to support *higher order transit* and create a lively mixed use live/work area.

9.2.1 *Major office* development will be encouraged to locate within the *Urban Growth Centre* and Major Nodes.

9.2.2 ***Secondary office*** development will be encouraged to locate within Community Nodes and *Major Transit Station Areas*.

9.2.3 Within *Strategic Growth Areas*, ground floor retail uses are encouraged within office buildings. Character Area policies may identify where ground floor retail uses will be required.



Figure 9.1. The Spectrum Square office buildings are in the Airport Corporate Centre *Employment Area*, located at a Bus Rapid Transit station and supported by neighbouring retail uses.

9.3 Industry

Industrial uses include manufacturing, assembling, processing, fabricating, research and development, warehousing, distributing, and wholesaling, and sales and service accessory to these uses. Film studios are also considered an industrial use.

Industrial activities contribute significantly to the city's economic base. Industrial uses should locate in appropriate *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 *Employment Area* 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.

9.3.1 Industrial uses will be permitted to locate within *Employment Areas*, in accordance with the policies of the Plan. Character Area policies may identify sites permitting industrial uses outside of *Employment Areas*.

9.3.2 Mississauga will protect lands within *Employment Areas* for industrial uses.

9.3.3 *Development* will minimize land use conflicts between industrial uses and *sensitive land uses.*

9.3.4 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.

9.3.5 Industrial uses in proximity to residential uses and *sensitive land uses* will:

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.

9.3.6 Mississauga may identify alternative land uses and redesignate sites with existing industrial uses outside of *Employment Areas* or within *Strategic Growth 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.

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

9.3.8 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.

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

9.3.10 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.

9.4 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 *Urban Growth Centre*, 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 *Employment Areas*, ancillary retail uses 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.



Figure 9.2. Square One in downtown Mississauga is Ontario's largest shopping centre, a destination for many residents and visitors.

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, 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.

9.4.1 Retail uses are encouraged to locate primarily within the *Urban Growth Centre*, Major Nodes and Community Nodes.

9.4.2 Retail uses outside the *Urban Growth Centre*, Major Nodes and Community Nodes will be directed to *Major Transit Station Areas* or in locations as identified in Character Area policies.

9.4.3 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.

9.4.4 Within the *Urban Growth Centre*, Major Nodes and Community Nodes, existing single storey retail development will be encouraged to redevelop into multi-storey mixed use developments.

9.4.5 The dispersion of retail uses beyond designated commercial areas will be discouraged.

9.4.6 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.

9.4.7 Local area reviews or planning studies will consider alternative land uses for lands designated for retail uses within *Employment Areas*.

9.5 Post-Secondary Institutions

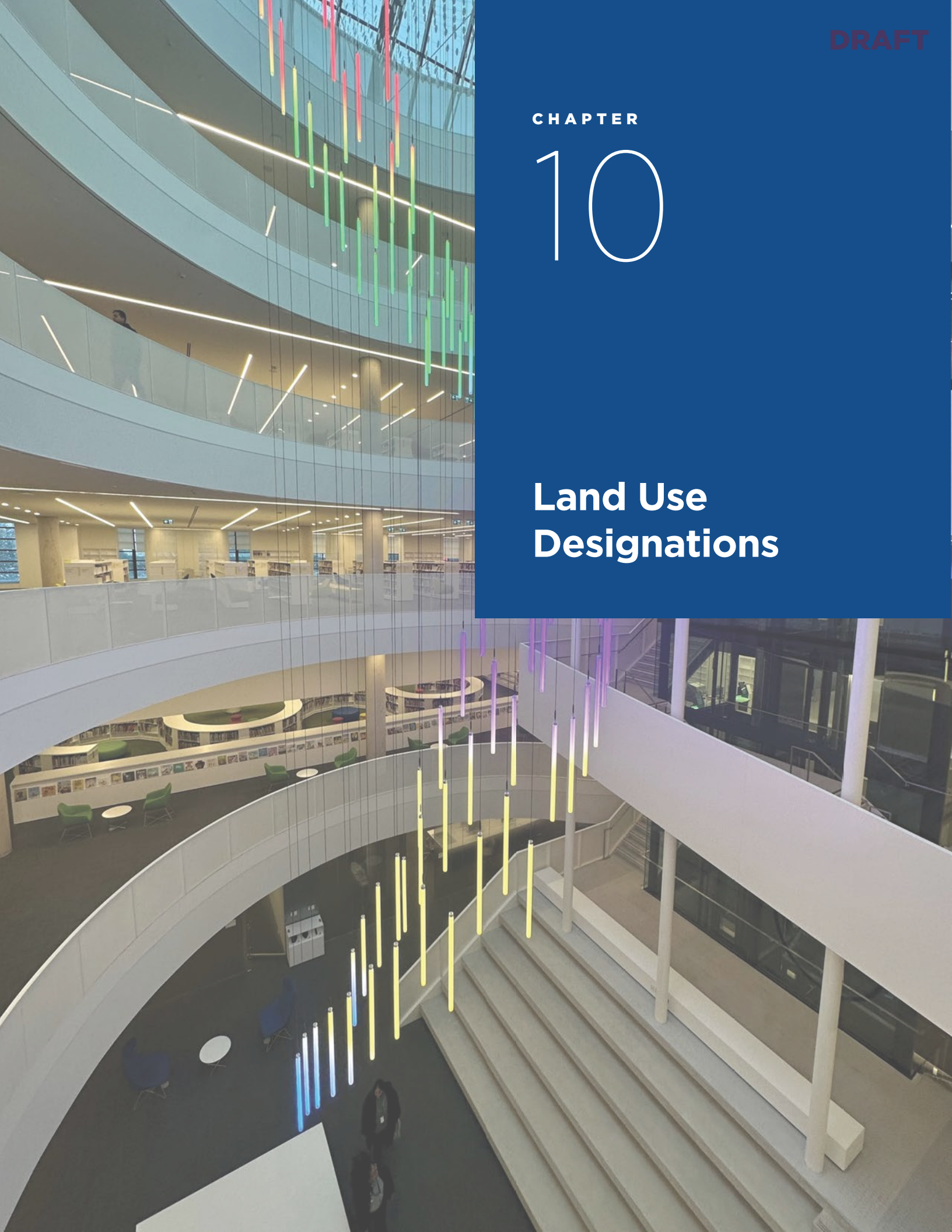
Post-secondary institutions can attract and support the growth of strong, innovative businesses, and further the needs and interests of youth, older adults and recent immigrants to Mississauga. Mississauga is home to a well educated labour force. Ensuring that residents have access to opportunities to 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, the Sheridan College campus, and the Mohawk and triOS college campus in the Downtown Core. 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. Improved transit facilities and providing for a range of suitable, affordable housing choices are also key to attracting new post-secondary schools, colleges and universities to Mississauga.

9.5.1 Mississauga will encourage the expansion of existing and the establishment of new post-secondary institutions within the city, particularly within the *Urban Growth Centre*, Major Nodes, and in proximity to *Major Transit Station Areas*.

9.5.2 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.

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CHAPTER

10

Land Use Designations

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10.1 Introduction

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

City wide policies for all land use designations are included in this chapter. Chapters 11 to 15 contain modifications to the general policies specific to each City Structure element. These modifications may add or delete permitted uses and built forms.

Mississauga is also divided into a series of Character Areas, the boundaries of which are shown on Schedule 1. Chapters 11 to 14 also contain policies regarding Character Areas where the general policies may be further modified. Therefore, to determine permitted land uses, the policies of this Chapter must be read in conjunction with the policies in Chapters 11 to 15. Uses permitted in Chapters 11 to 15 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 and may not necessarily entirely overlap with the boundaries of these areas. A local area plan will contain general and detailed policies which elaborate on, or provide exception to the policies or schedules of this document, for the area to which it applies.

Schedule 7: Land Use Designations, identifies the uses of land permitted by Mississauga Official Plan and will be read in conjunction with Schedule 1: City Structure, as well as all other policies of this Plan. Character Areas policies and local area plans are to be read in conjunction with all other policies of this Plan and take precedence in the event of a conflict.

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



Figure 10.1. Structure of the Mississauga Official Plan with a focus on Land Use Designations

10.2 General Land Use

10.2.1 Uses Permitted in all Designations

The following uses will be permitted in all land use designations, except Greenlands unless specifically allowed:

a. community infrastructure;

b. community gardening;

c. conservation;

d. electric power distribution and transmission facility;

e. flood control and/or erosion management;

f. natural gas and oil pipeline;

g. parkland;

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

i. telecommunication facility;

j. transit facilities; and

k. transportation *infrastructure*.

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

10.2.1.2 Uses accessory to a ***community infrastructure*** use, may be permitted. Accessory uses should generally be limited to a maximum of 20 percent of the total gross floor area (GFA) and should be on the same lot and clearly subordinate to the functioning of the permitted use.

10.2.2 Utility

10.2.2.1 In addition to the Uses Permitted in all Designations, lands designated Utility will also permit the following uses:

a. parking; and

b. accessory uses.

10.2.2.2 Utility uses are not permitted when lands are identified as a Provincially *Significant Wetland*.

10.2.2.3 When public works not subject to the *Environmental Assessment Act* are planned to traverse, coincide with, or otherwise affect the Natural Heritage System, an acceptable assessment such as an ***Environmental Impact Study*** will be required to be submitted to and approved by the City and Conservation Authorities where applicable.

10.2.3 Greenlands

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

10.2.3.2 Lands designated Greenlands permit the following uses:

a. conservation;

b. electric power distribution and transmission facility;

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

d. flood control and/or erosion management;

e. passive recreational activity;

f. parkland;

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

h. accessory uses.

10.2.3.3 Lands may be zoned Greenlands within any land use designation.

10.2.3.4 Permitted uses will be subject to fulfilling the requirements of the City and other appropriate approval agencies.

10.2.3.5 Passive recreational activities will be permitted where they are compatible with the viability of the natural area, while respecting appropriate buffers from ***watercourses***, valley slopes, flooding and *erosion hazards* and *wetlands*.

10.2.3.6 Active recreational facilities will not be permitted.

10.2.3.7 ***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 City and other appropriate approval agencies. If an Environmental Assessment is not required under the *Environmental Assessment Act*, the acceptable assessment such as an ***Environmental Impact Study*** will evaluate all options available.

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

10.2.4 Open Spaces

10.2.4.1 The Open Spaces network includes lands designated:

a. Public Open Space; and

b. Private Open Space.

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

a. cemetery;

b. conservation;

c. golf course;

d. nursery gardening;

e. recreational facility;

f. stormwater retention and stormwater quality pond; and

g. accessory uses.

10.2.4.3 Lands designated Private Open Space permit the following uses:

a. cemetery;

b. conservation;

c. golf course; and

d. accessory uses.

10.2.4.4 Crematoria, columbaria, and mausolea will be located only in cemeteries.

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

10.2.4.6 Accessory uses should generally be limited to a maximum of 20 percent of the total gross floor area and should be on the same lot, clearly subordinate to the functioning of the permitted use.

10.2.5 Residential

10.2.5.1 Residential consists of four designations:

a. Residential Low-Rise I;

b. Residential Low-Rise II;

c. Residential Mid-Rise; and

d. Residential High-Rise.

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

a. home occupation; and

b. special needs housing.

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

10.2.5.4 Lands designated Residential Low-Rise I will permit all low-rise street-facing dwellings, up to three storeys.

10.2.5.5 Policy 10.2.5.4 will not be interpreted so as to encourage, facilitate or justify the assembly of lots for the purpose of intensification that is not compatible with the existing local planning context.

10.2.5.6 Lands designated Residential Low Rise I will also permit small-scale retail stores and service establishments provided that they demonstrate compatibility with nearby homes. This includes the prevention of unacceptable adverse impacts related to matters including noise, parking, delivery, location, scale and massing. Small-scale retail and service uses support *complete communities* and daily life in neighbourhoods by providing destinations that are close enough for walking and cycling to be the most

attractive transportation option. In addition to mitigating traffic congestion, this enhances human health and reduces greenhouse gas emissions.

10.2.5.7 Lands designated Residential Low-Rise II will permit all types of townhouse dwellings up to four storeys and apartment buildings up to four storeys.

10.2.5.8 Lands designated Residential Mid-Rise will permit dwelling units in buildings with heights that are:

a. at least 5 storeys;

b. no greater than the width of the street right-of way that they front onto, up to a maximum of 8 storeys; and

c. subject to Character Area and Special Site policies.

10.2.5.9 *Development* on lands designated Residential Mid-Rise will ensure buildings:

a. provide for appropriate transition to surrounding low-rise properties;

b. maintain street proportion and open views of the sky from the public realm by stepping back building massing in accordance with this Plan's policies and applicable City guidelines; and

c. allow for daylight and privacy for units by providing appropriate facing distances, building heights, angular planes and step-backs.

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

10.2.5.11 Lands designated Residential Mid-Rise and Residential High-Rise will also permit:

a. uses permitted in the Residential Low-Rise II designation, accessory to apartment dwellings on the same property; and

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

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

10.2.5.13 To maintain the objective of having three units on a lot, any severance of such lots containing ancillary additional residential units, as per 10.2.5.12, will be discouraged.

10.2.6 Mixed Use

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

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

10.2.6.2 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. This mix of uses is required in order to create *complete communities* with destinations that are close enough for walking and cycling to be the most attractive transportation option. In addition to mitigating traffic congestion, this enhances human health and reduces greenhouse gas emissions.

10.2.6.3 Redevelopment of Mixed Use sites must maintain the same amount of non-residential floor space.

10.2.6.4 Residential uses will be permitted in the same building with other permitted uses but dwelling units will not be permitted on the ground floor.

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

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

10.2.6.7 Zoning by-law amendments will be required for new drive-through facilities in *Strategic Growth 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 façades that address principal street frontages; and
g. the provision for pedestrian movement into and through the site.

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

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

10.2.7 Mixed Use Limited

10.2.7.1 Lands designated Mixed Use Limited will permit all uses within the Mixed Use Designation, except *sensitive land uses* including residential.

10.2.7.2 The following additional uses will be permitted:

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

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

10.2.7.4 Residential uses and other *sensitive land uses* may be permitted without amendment to this Plan where the use:

a. is appropriate in accordance with the policies of this Plan;
b. can be appropriately designed, buffered and/or separated from Employment Areas and/or major facilities;

c. is not impacted by adverse effects from air, vibration, noise, dust, odour and other fugitive emissions;

d. does not pose a risk to public health and safety;

e. prevents or mitigates negative impacts and minimizes the risk of complaints;

f. has regard for City land requirements relating to hazard land identified through flood mitigation studies;

g. does not compromise the ability of existing nearby employment uses to comply with environmental approvals, registrations, legislations, regulations and guidelines; and

h. permits Employment Areas to be developed for their intended purpose.

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

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

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

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

a. acceptance of compatibility assessments, as identified by the City;

b. acceptance of flood mitigation recommendations; and

c. all flood remedial works are complete and deemed functional to the satisfaction of the City, Conservation Authority, the Province and other regulatory bodies.

10.2.8 Office

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

a. major office;

b. secondary office; and

c. accessory uses.

10.2.8.2 Accessory uses will generally be limited to a maximum of 20 percent of the total gross floor area.

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

10.2.9 Institutional

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

a. hospital;

b. postsecondary educational facility;

c. residential dwellings associated with an institutional use; and

d. accessory uses.

10.2.9.2 Institutional uses will be located in *Strategic Growth Areas*.

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

10.2.9.4 A ***cogeneration*** facility will be permitted as an accessory use.

10.2.10 Employment Commercial

10.2.10.1 Lands designated Employment Commercial are primarily located within *Employment Areas* and are subject to policies in Chapter 15, Employment Areas.

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

10.2.11 Convenience Commercial

10.2.11.1 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. service establishment;

f. restaurant;

g. retail store; and

h. secondary office.

10.2.11.2 Gas bars will be permitted provided they are adjacent to an arterial street.

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

10.2.11.4 Zoning by-law amendments will be required for new drive-through facilities in *Strategic Growth 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 façades that address principal street frontages; and
g. the provision for pedestrian movement into and through the site.

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

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

10.2.12 Motor Vehicle Commercial

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

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

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

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

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

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

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

10.2.13 Business Employment

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

a. adult entertainment establishment;
b. animal boarding establishment which may include outdoor facilities;
c. banquet hall;
d. body rub establishment;
e. broadcasting, communication and utility rights-of-way;
f. truck fuel dispensing facility;
g. commercial parking facility;
h. commercial school;
i. conference centre;
j. entertainment, recreation and sports facilities;
k. financial institution;
l. funeral establishment;
m. manufacturing;
n. motor vehicle commercial;
o. motor vehicle body repair facility
p. motor vehicle rental;
q. overnight accommodation;
r. research and development;
s. restaurant;
t. secondary office;
u. self storage facility;
v. transportation facilities;
w. trucking terminals;
x. warehousing, distributing and wholesaling;

y. waste processing stations or waste transfer stations and composting facilities; and

z. accessory uses.

10.2.13.2 The maximum ***floor space index*** (***FSI***) for ***secondary offices*** is 1.0.

10.2.13.3 Permitted uses will operate mainly within enclosed buildings.

10.2.13.4 Accessory uses will generally be limited to a maximum of 20 percent of the total gross floor area.

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

10.2.13.6 Motor vehicle sales are permitted as an accessory use to motor vehicle repair, provided that the accessory use does not exceed 40 percent of the gross floor area (GFA) of the motor vehicle repair facility. Outdoor storage and display of motor vehicles accessory to motor vehicle repair is permitted.

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

10.2.13.8 Zoning by-law amendments will be required for new drive-through facilities in *Strategic Growth 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 façades that address principal street frontages; and

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

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

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

10.2.14 Industrial

10.2.14.1 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. truck fuel dispensing facility;
g. commercial school;
h. conference centre;
i. entertainment, recreation and sports facilities;
j. financial institution;
k. funeral establishment;
l. major power generating facility;
m. manufacturing;
n. motor vehicle body repair facility;
o. motor vehicle commercial uses;
p. motor vehicle rental facility;
q. outdoor storage and display area;
r. overnight accommodation;
s. research and development;
t. restaurant;
u. secondary office;
v. self storage facility;
w. transportation facility;
x. trucking terminal;
y. warehousing, distributing and wholesaling;
z. waste processing stations or waste transfer stations and composting facilities; and
aa. accessory uses.

10.2.14.2 The maximum **floor space index** (**FSI**) for ***secondary offices*** is 0.5.

10.2.14.3 Accessory uses will generally be limited to a maximum of 20 percent of the total gross floor area.

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

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

10.2.14.6 Zoning by-law amendments will be required for new drive-through facilities in *Strategic Growth 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 façades that address principal street frontages; and
g. the provision for pedestrian movement into and through the site.

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

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

10.2.15 Parkway Belt West

10.2.15.1 Lands designated Parkway Belt West will be governed by the provisions of the Parkway Belt West Plan.

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

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

10.2.16 Airport

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

10.3 Land Use Designations in Local Area Plans

10.3.1 In addition to the general land use designations, local area plans may develop land use designations specific to the area they address.

10.3.2 Policies for the following land use designations are included in local area plans:

a. Downtown Mixed Use (Urban Growth Centre); and

b. Downtown Core Commercial (Urban Growth Centre).

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CHAPTER

11

Transit Communities



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11.1 Introduction

Major Transit Station Areas **will be developed to accommodate future growth with a balance of residents and jobs through a diverse mix of land uses, *housing options*, tenures and affordability, employment, and amenities that support existing and planned transit and *active transportation* infrastructure. *Major Transit Station Areas* are generally areas within an approximate 500 to 800 metre radius of a transit station or stop, primarily along existing or planned transit corridors, representing about a 10-minute walk.**

Each ***Major Transit Station Area*** is unique and will be planned based on its local context, growth potential and limitations to determine appropriate densities and *transit-supportive* development. Not all stations or sites will achieve the same mix of land uses or intensity of *development*. Some will absorb higher density development with a broader range of uses, building types and massing, while others may experience modest growth due to limited *development* opportunities. There will be station areas that may not be able to achieve the requirements of *transit-supportive* development in the short-term but are planned for future *transit-supportive* densities, uses, and *active transportation* connections.

Major Transit Station Areas may include one or more City Structure elements defined in this Plan within its boundaries. The ***Major Transit Station Area*** policies will be in addition to other policies of this Plan.

The following policies implement a framework to facilitate *transit-supportive* development in ***Major Transit Station Areas*** across the City. They include policies for authorized uses of land, buildings and structures, building heights and densities in accordance with the *Planning Act*. Additional policies may be developed for each ***Major Transit Station Area,*** and included in other sections of this Plan; they will be determined through City-initiated studies.

The boundaries of individual ***Major Transit Station Areas***, associated densities, number of residents and jobs combined per hectare, land uses, and building heights, referenced in Table 11-1: ***Protected Major Transit Station Areas***, and in the schedules of this Plan, will achieve the ***Major Transit Station Areas*** minimum density targets in the Region of Peel Official Plan.

11.2 General

11.2.1 The following policies are to be read in conjunction with all other policies of this Plan. In the event of a conflict, the policies in this Section, and those identified in a text box as being ***Protected Major Transit Station Area*** policies elsewhere in the Plan, will take precedence.

11.2.2 Lands subject to the policies of this Section are shown on Schedule 1: City Structure of this Plan.

11.2.3 All delineated ***Major Transit Station Areas*** in this Plan are ***Protected Major Transit Station Areas***.

11.2.4 The boundaries of ***Protected Major Transit Station Areas*** are shown on Schedule 8: ***Protected Major Transit Station Areas*** (including Schedules 8 a to 8 r), and referenced in Table 11-1: Protected ***Major Transit Station Area***s.

11.2.5 *Development* in the ***Major Transit Station Areas*** will support the following objectives:

a. leverage *infrastructure* investments by planning for *transit-supportive* densities and increased transit ridership within ***Major Transit Station Areas***;

b. encourage a balanced mix of *transit-supportive* uses such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment;

c. develop and enhance *active transportation* connections and *infrastructure* (including sidewalks and multi-use paths) to transit stations and stops; and

d. support a mix of multi-unit housing, including affordable housing, rental housing and additional residential units, as appropriate.

11.2.6 Where a City-initiated comprehensive planning study is required for a ***Protected Major Transit Station Area***, the study will set out, among other matters, policies to support:

a. the minimum density target calculated as the combined residents and jobs per hectare for the ***Protected Major Transit Station Area*** as established by the policies in this Plan;

b. an appropriate mix of land uses and amenities that foster vibrant, *transit-supportive* neighbourhoods;

c. *development* to accommodate growth, including building heights policies, that respects the character and scale of the surrounding community;

d. improved access and connectivity to transit stations and stops;

e. an interconnected and multi-modal street network that encourages walking, cycling and the use of transit;

f. high quality public realm improvements;

g. land use compatibility and the separation or mitigation of impacts on *sensitive land uses*;

h. protection of lands that may be required for future enhancement or expansion of transit infrastructure;

i. protection and mitigation against natural and human-made hazards; and

j. *infrastructure* and services delivery in a manner that supports *complete communities*, including open space, public amenities, and *active transportation*, through a phasing plan or strategy.

11.2.7 Inclusionary zoning will apply to specific ***Protected Major Transit Station Areas*** to increase housing affordability.

11.2.8 Partnerships will be explored with non-profit housing organizations to provide housing with deeper affordability to lower income households.

11.2.9 The City will foster collaboration between public and private sectors to support *development* within all ***Major Transit Station Areas***, such as joint *development* projects.

11.3 Land Uses

11.3.1 The authorized uses of land are as identified by the land use designations shown on Schedule 8: ***Protected Major Transit Station Areas*** (including Schedules 8a to 8r), and referenced in Table 11-1: ***Protected Major Transit Station Areas***. The associated land use permissions and authorized uses of buildings or structures are as per the Land Use Designation policies of this Plan, and applicable Local Area Plans, City Structure and Character Areas policies.

11.3.2 *Redevelopment* within Mixed Use, Mixed Use Limited, and Downtown Mixed Use designated lands that results in a loss of non-residential 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*.

11.3.3 Maintaining the non-residential planned function means providing:

a. a concentration of convenient, easily accessible office, retail and service commercial uses that meet the needs of local residents and employees; and

b. employment opportunities, such as office, recreation, and institutional jobs.

11.3.4 *Development* will contribute towards the creation of transit-supportive communities by:

a. including a broad and balanced mix of land uses, with a range of residential and non-residential uses;

b. providing housing choices to facilitate affordable *housing options* with a mix of tenure, affordable rental and ownership options for lower and middle income households;

c. including a range of employment uses to achieve a well balanced mix of office and retail uses;

d. recognizing that some ***Protected Major Transit Station Areas*** will have limited opportunities to accommodate a mix of uses and varying building forms due to the existing and planned context;

e. being subject to required land use compatibility assessments as identified by the City;

f. protecting and mitigating against ***natural hazards*** including flood risk;

g. identifying, protecting, restoring, and enhancing the Natural Heritage System and the Water Resource System, and promoting the establishment of natural linkages; and

h. providing high quality and pedestrian friendly public realm improvements to enhance connections to transit stations.

11.4 Density

11.4.1 The required minimum residents and jobs combined per hectare for each ***Protected Major Transit Station Area*** are shown in Table 11-1: ***Protected Major Transit Station Areas***.

11.4.2 New *development* will be planned for, in conjunction with existing *development* densities, to achieve the minimum residents and jobs combined per hectare, through the building height requirements shown on Schedule 8: ***Protected Major Transit Station Areas***, and the minimum ***Protected Major Transit Station Area Floor Space Index (FSI)*** shown in Table 11-1: ***Protected Major Transit Station Areas***.

11.4.3 The minimum ***Floor Space Index (FSI)*** will be achieved over the long-term, and is a cumulative measure of planned density across the lands within a ***Protected Major Transit Station Area***. Individual *development* proposals do not need to meet the minimum ***Floor Space Index (FSI)*** target.

11.5 Heights

11.5.1 Minimum and maximum building heights for ***Protected Major Transit Station Areas*** are shown on Schedule 8: ***Protected Major Transit Station Areas*** (including Schedules 8a to 8r), and referenced in Table 11-1: ***Protected Major Transit Station Areas***.

Table 11-1: Protected Major Transit Station Areas

Transit Corridor	Protected Major Transit Station Areas	Reference Code*	Minimum Residents and Jobs Combined /Hectare*	Minimum *Floor Space Index* (*FSI*)	Land Use Schedule	Building Height Schedule
403 Transitway	Winston Churchill 403	403-2	90	1.00	11a	11a
403 Transitway	Erin Mills 403	403-3	160	1.00	11a	11a
403 Transitway	Creditview	403-4	50	1.00	11b	11b
403 Transitway	Tahoe	403-10	160	1.10	11c	11c
403 Transitway	Etobicoke Creek	403-11	160	1.40	11c	11c
403 Transitway	Spectrum	403-12	160	1.00	11c	11c
403 Transitway	Orbitor	403-13	160	1.00	11c	11c
403 Transitway	Renforth	403-14	160	1.30	11c	11c
403 Transitway	Central Parkway	403-6	80	1.00	11c	11c
403 Transitway	Cawthra 403	403-7	50	1.00	11c	11c
403 Transitway	Tomken 403	403-8	90	1.00	11c	11c
403 Transitway	Dixie 403	403-9	130	1.40	11c	11c
407 Bus Rapid Transit	Britannia 407	407-1	160	1.00	11d	11d
407 Bus Rapid Transit	Derry 407	407-2	160	1.00	11d	11d
Dundas Street Bus Rapid Transit	Ridgeway	DUN-1	160	1.20	11e	11e
Dundas Street Bus Rapid Transit	Winston Churchill	DUN-2	160	1.00	11e	11e
Dundas Street Bus Rapid Transit	Glen Erin	DUN-3	160	1.00	11e	11e

Transit Corridor	Protected Major Transit Station Areas	Reference Code*	Minimum Residents and Jobs Combined /Hectare*	Minimum *Floor Space Index* (*FSI*)	Land Use Schedule	Building Height Schedule
Dundas Street Bus Rapid Transit	Erin Mills	DUN-4	100	1.00	11e	11e
Dundas Street Bus Rapid Transit	UTM	DUN-5	50	1.00	11e	11e
Dundas Street Bus Rapid Transit	Confederation Parkway	DUN-10	160	1.00	11f	11f
Dundas Street Bus Rapid Transit	Credit Woodlands	DUN-6	100	1.00	11f	11f
Dundas Street Bus Rapid Transit	Erindale Station	DUN-7	160	1.00	11f	11f
Dundas Street Bus Rapid Transit	Wolfedale	DUN-8	160	1.00	11f	11f
Dundas Street Bus Rapid Transit	Clayhill	DUN-9	100	1.00	11f	11f
Dundas Street Bus Rapid Transit	Kirwin	DUN-12	160	1.00	11g	11g
Dundas Street Bus Rapid Transit	Grenville	DUN-13	160	1.00	11g	11g
Dundas Street Bus Rapid Transit	Cawthra	DUN-14	160	1.00	11g	11g
Dundas Street Bus Rapid Transit	Tomken	DUN-15	160	1.00	11g	11g
Dundas Street Bus Rapid Transit/ Milton GO Rail	Dixie GO	DUN-16/ MIL-6	160	1.00	11g	11g
Dundas Street Bus Rapid Transit	Wharton	DUN-17	160	1.00	11g	11g
Hurontario Light Rail Transit	Britannia	HLRT-16	160	1.00	11h	11h
Hurontario Light Rail Transit	Courtney Park	HLRT-17	160	1.00	11h	11h
Hurontario Light Rail Transit	Derry	HLRT-18	160	1.00	11h	11h
Hurontario Light Rail Transit	Highway 407	HLRT-19	160	1.00	11h	11h

Transit Corridor	Protected Major Transit Station Areas	Reference Code*	Minimum Residents and Jobs Combined /Hectare*	Minimum *Floor Space Index* (*FSI*)	Land Use Schedule	Building Height Schedule
Hurontario Light Rail Transit	Matheson	HLRT-15	160	1.00	11h	11h
Hurontario Light Rail Transit	Eglinton	HLRT-13	300	1.40	11i	11i
Hurontario Light Rail Transit	Bristol	HLRT-14	160	1.00	11i	11i
Hurontario Light Rail Transit	Duke of York	HLRT-10	400	1.80	11j	11j
Hurontario Light Rail Transit	City Centre	HLRT-11/ 403-5	400	1.80	11j	11j
Hurontario Light Rail Transit	Robert Speck	HLRT-12	400	1.50	11j	11j
Hurontario Light Rail Transit	Burnhamthorpe	HLRT-8	400	1.00	11j	11j
Hurontario Light Rail Transit	Main	HLRT-9	400	1.00	11j	11j
Hurontario Light Rail Transit	Fairview	HLRT-7	300	1.00	11k	11k
Hurontario Light Rail Transit/ Milton GO Rail	Cooksville GO	HLRT-6/ MIL-5	300	1.10	11m	11l
Hurontario Light Rail Transit	Dundas	HLRT-5	300	1.40	11m	11l
Hurontario Light Rail Transit	Queensway	HLRT-4	300	1.00	11m	11l
Hurontario Light Rail Transit	North Service	HLRT-3	300	1.00	11m	11l
Hurontario Light Rail Transit	Mineola	HLRT-2	50	1.00	11o	11n
Hurontario Light Rail Transit/ Lakeshore West GO Rail	Port Credit	HLRT-1/ LWGO-1	200	1.30	11o	11n
Kitchener GO Rail	Malton GO	KIT-1	100	1.00	11p	11p
Lakeshore Bus Rapid Transit	Dixie Lakeshore	LBRT-1	160	1.00	11q	11q

Transit Corridor	Protected Major Transit Station Areas	Reference Code*	Minimum Residents and Jobs Combined /Hectare*	Minimum *Floor Space Index* (*FSI*)	Land Use Schedule	Building Height Schedule
Lakeshore Bus Rapid Transit	Haig	LBRT-2	300	1.00	11q	11q
Lakeshore Bus Rapid Transit	Lakefront Promenade	LBRT-3	160	1.00	11q	11q
Lakeshore West GO Rail	Clarkson GO	LWGO-2	150	1.00	11r	11r

**Reference Code and Minimum Density Targets as per Region of Peel Official Plan*

11.6 Compatibility

11.6.1 *Development* will:

a. be compatible with surrounding uses;

b. mitigate impacts to and not interfere with existing or future operations of adjacent uses in General Employment Areas; and

c. employ appropriate mitigation and compatibility measures as identified and secured through the *development* application process.

11.6.2 *Sensitive land uses*, including residential uses, proposed outside of and adjacent to or near to General Employment Areas, lands designated Industrial or Business Employment, or within the influence area of major employment facilities will need to demonstrate, to the satisfaction of the City, that:

a. the use is appropriate in accordance with the policies of this Plan and subject to land use compatibility assessments, which may require a third party peer review to be conducted on behalf of the City at the applicant's expense;

b. the recommended mitigation measures will contribute to an appropriate living environment and not pose a financial burden to future residents;

c. the use would not adversely affect the overall viability of employment lands and facilities; and.

d. the onus for mitigation will be on developers proposing new residential and/or other sensitive uses.

11.7 Urban Design

11.7.1 In addition to the Urban Form policies in Chapter 8 of this Plan, additional policies, built form standards and guidelines may be developed, and determined through future planning studies and Local Area Plan reviews.

11.7.2 *Development* will:

a. minimize surface parking;

b. ensure that where structured parking is proposed, other uses such as residential and non-residential are incorporated, along the periphery of the structure at ground level; and

c. contribute to the creation of a high standard of public and private realm ***streetscape*** design that is coordinated and comprehensive, which may include 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.

11.8 Connectivity

11.8.1 The existing transportation network will be strengthened and expanded with new streets, pedestrian and mid-block connections, and multi-modal access *to higher order transit* stations and stops.

11.8.2 *Development* will contribute to an interconnected street pattern that is multi-modal, and encourages walking, cycling and the use of transit.

11.8.3 Pedestrian and cycling routes will be prioritized and located to ensure safe, seamless, unobstructed and efficient access to *higher order transit* stations and stops.

11.9 Community Infrastructure, Parks and Open Spaces

11.9.1 *Development* shall protect, enhance and expand the City's network of public parks and open spaces, based on applicable City plans, to support population and employment growth. A phasing plan or strategy may be required for the expansion of the parks and open space network as part of the *development* application process.

11.9.2 City-owned playgrounds will generally be required within 400 metres of new *development*, unimpeded by major pedestrian barriers. *Development* will dedicate lands to the City for the purposes of a playground at the discretion of the City.

11.9.3 New or expanded ***community infrastructure***, parks, and open spaces will be provided to meet the anticipated community needs resulting from *development*.

11.9.4 The delivery of ***community infrastructure***, parks, and open spaces will be identified through the *development* application process and City-initiated studies.

11.10 Development Servicing

11.10.1 *Development* will be phased to ensure appropriate transportation and municipal servicing infrastructure along with community services and facilities are available to

service development. *Development* is to progress in a financially responsible and environmentally sustainable manner and cannot proceed until *infrastructure* services such as water, wastewater, and transportation are available. An evaluation or study may be required to demonstrate that there is sufficient *infrastructure* and servicing capacity for a ***Major Transit Station Area*** and if there isn't sufficient capacity, a servicing strategy shall be completed to the City's satisfaction.

11.11 Planned Major Transit Station Areas

Planned ***Major Transit Station Areas*** do not have delineated boundaries or minimum density targets.

11.11.1 Planned ***Major Transit Station Areas*** are shown on Schedule 1: City Structure.

11.11.2 Until such time as Planned ***Major Transit Station Areas*** are delineated, the existing City Structure and Character Area policies of this Plan will continue to apply.

11.12 Dundas Street Corridor

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

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

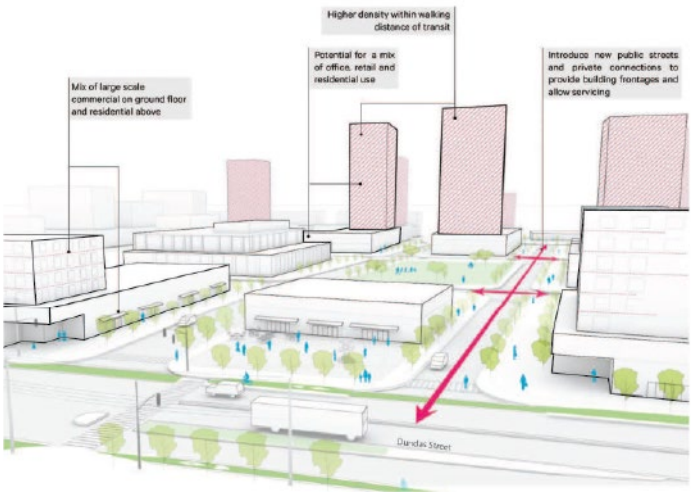
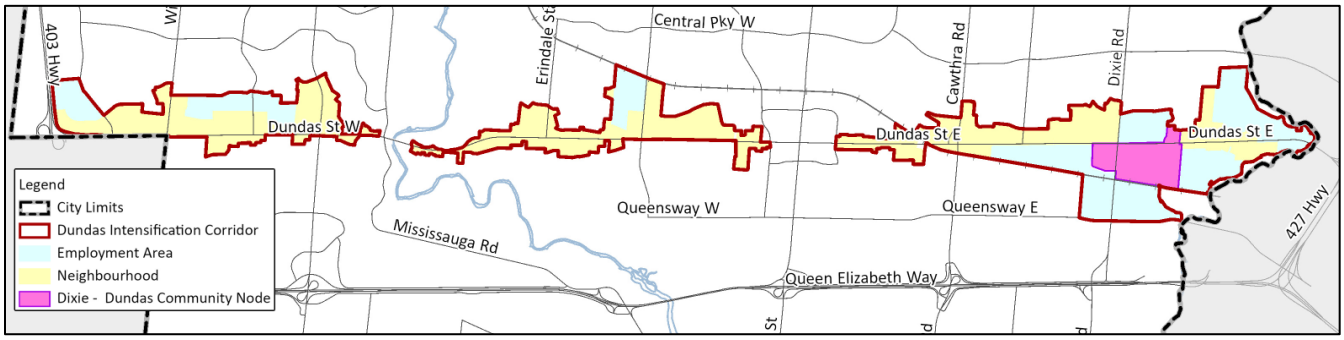


Figure 11.1. Conceptual Rendering of the Dixie Focus Area along the Dundas Street Corridor.

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

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



Map 11-1: Dundas Street Intensification Corridor

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

11.12.3 *Development* will be designed and located to:

a. ensure sufficient minimum ground floor building heights to accommodate changes in uses over time;

b. incorporate ***podiums*** that are generally a minimum of 3 storeys and a maximum of six storeys except where the building height is 9 storeys or less;

c. introduce flexible ground floor non-residential spaces that are easily convertible to accommodate a diverse range of businesses that promote the vibrancy of Dundas Street;

d. achieve a consistent streetwall with building indentations provided as visual relief;

e. promote active frontages in mixed-use buildings with ground floor uses that animate the street;

f. prohibit surface parking between a building and the street;

g. incorporate underground parking and for above grade structured parking, to be completely screened by active uses along street frontages;

h. achieve transition to surrounding lands designated low density residential through angular plane provisions;

i. incorporate stepbacks between the ***podium*** and the tower portion of the building fronting Dundas Street;

j. maintain minimum separation distances between buildings to ensure sufficient access to sunlight, sky views and privacy; and

k. achieve noise attenuation of common private outdoor amenity areas through site design, building design and location, instead of noise walls.

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

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

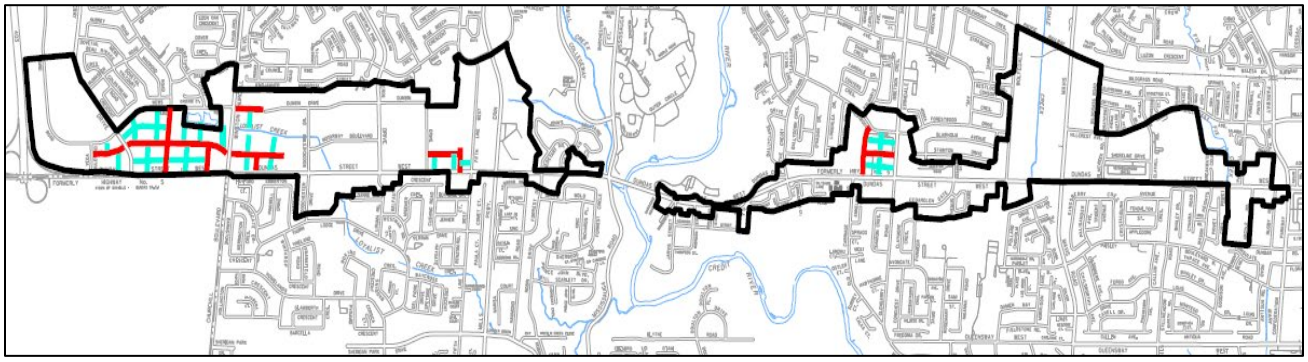
11.12.6 An expanded parkland and open space system will provide green, safe, attractive public spaces that include a range of social and recreation activities, as well as connections to the Etobicoke Valley, Culham and Glen Erin Trail systems. The exact location, configuration, size and design of future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

11.12.7 The road network will be expanded to provide increased connectivity, a fine grained multi-modal transportation network, and encourage multi-modal access as shown conceptually in Maps 11-2 and 11-3, to:

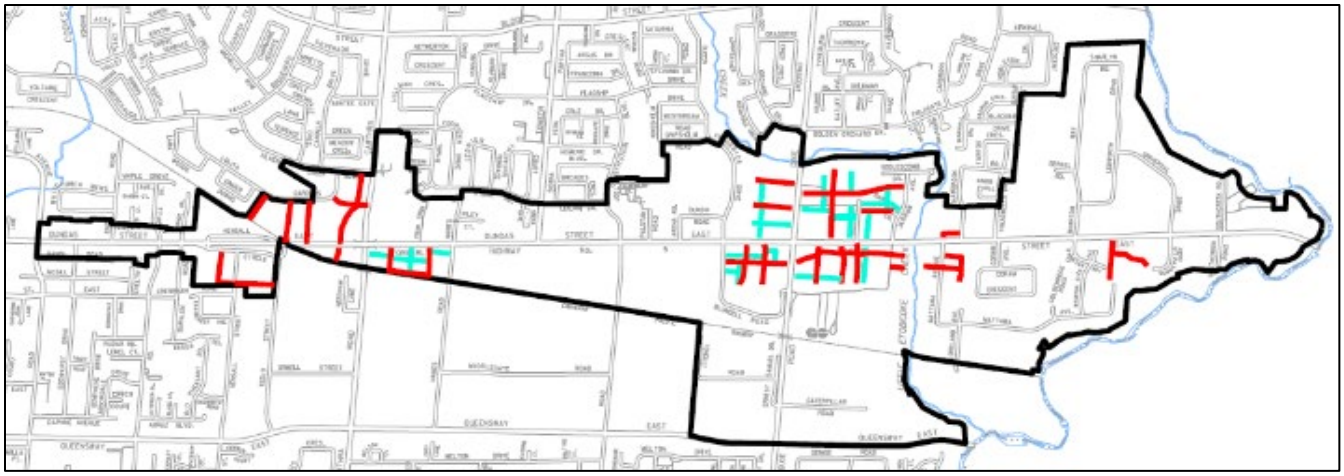
a. address through the *development* application process, the design, access requirements and public/private responsibilities for roads and pedestrian connections;

b. create smaller *development* blocks with new roads and pedestrian connections; and

c. prioritize pedestrian and cycling connections to transit facilities.



Map 11-2: Conceptual road network expansion within and adjacent to the Dundas Street Corridor east of Hurontario Street



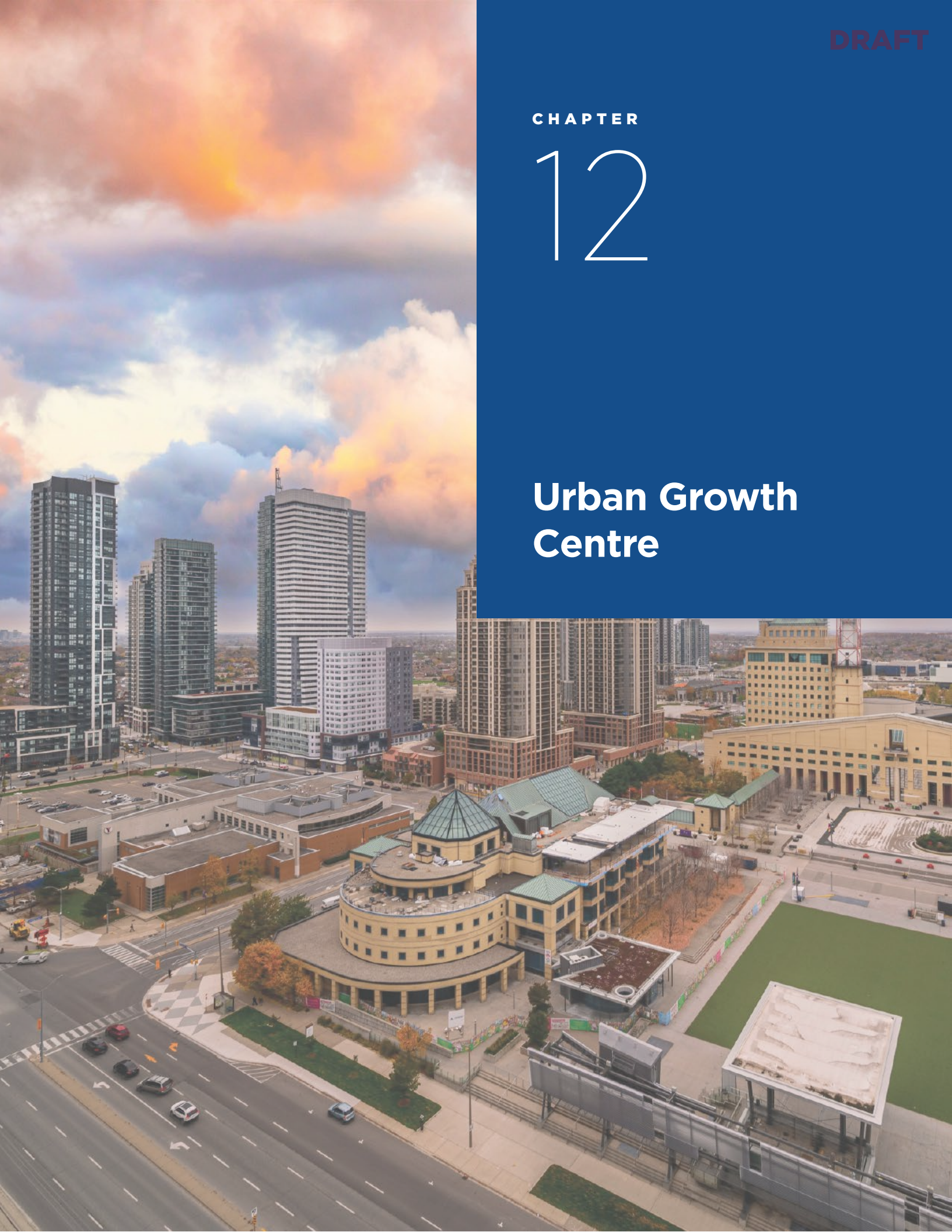
Map 11-3: Conceptual road network expansion within and adjacent to the Dundas Street corridor west of Hurontario Street

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CHAPTER

12

Urban Growth Centre

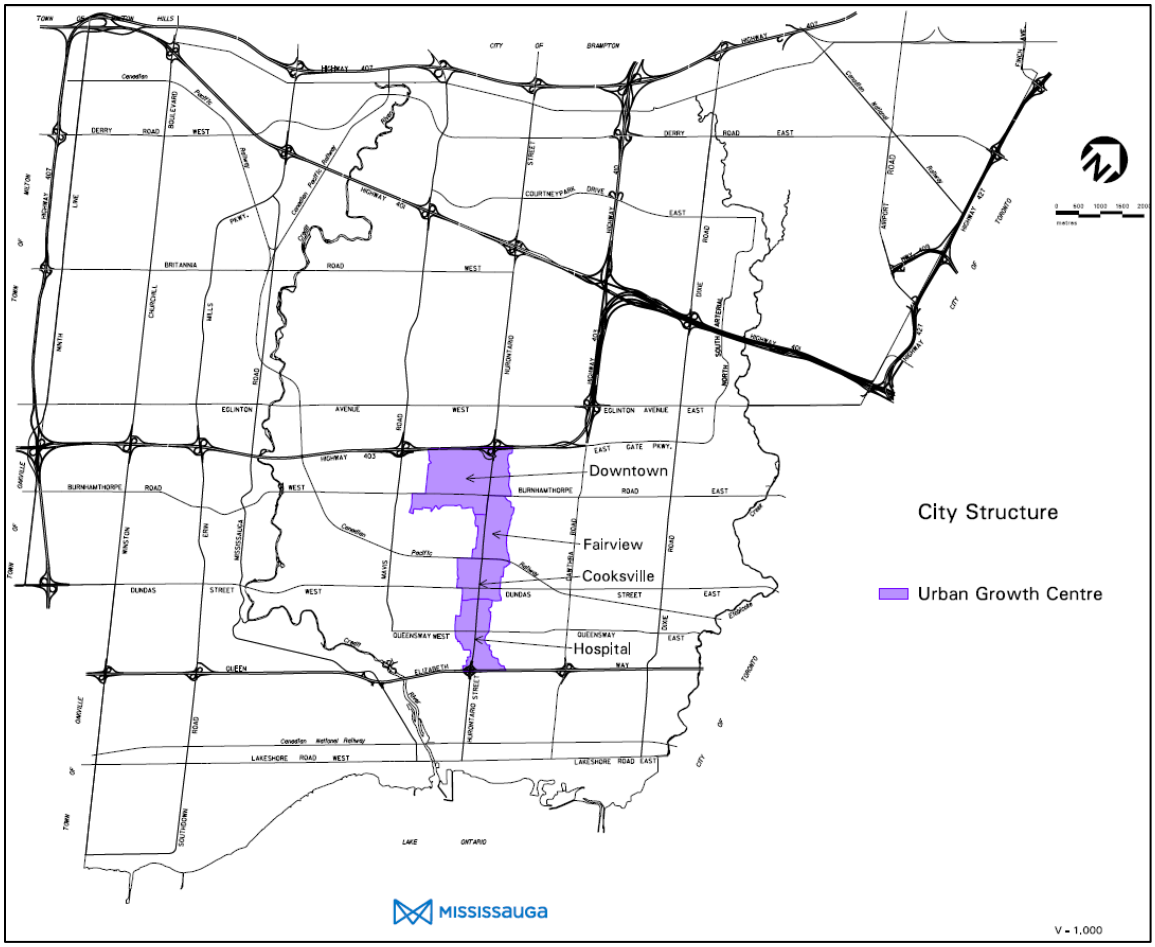


12.1 Introduction

The *Urban Growth Centre* represents a unique area within the City's *Strategic Growth Areas* where much of the city's future population and employment growth will locate. The *Urban Growth Centre* will serve as a major employment centre that will attract significant employment uses, including *major office* developments. It 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 *Urban Growth Centre* is evolving to be a vibrant city and regional centre where residents are able to live, work and play. It is the civic and cultural centre of the city and a destination within the Greater Toronto and Hamilton Area. It is also a place where residents, workers and visitors gather in a mixed use environment, where *development* is pedestrian friendly, the public realm is inviting and the street network is supportive of walking and cycling as safe, viable and convenient forms of transportation. Opportunities to enjoy high quality, inclusive and accessible urban open spaces and a variety of attractive parks 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 *Urban Growth Centre*.

The *Urban Growth Centre* is composed of four Character Areas: the Downtown Core, Fairview, Cooksville and Hospital. While each Character Area has its distinct planned function, the Downtown Core is where the highest concentration of residential development and existing office buildings can be found in the City. It is a place where landmark buildings, urban parks, vibrant retail and entertainment uses and key educational and civic institutions contribute to creating a unique centre for the City of Mississauga.



Map 12-1.1: City Structure – *Urban Growth Centre*.

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

Burnhamthorpe;

City Centre;

Cooksville GO;

Duke of York;

Dundas;

Fairview;

Robert Speck;

Main;

North Service; and

Queensway.

12.1.1 General

12.1.1.1 The *Urban Growth Centre* is comprised of the lands along Hurontario Street between Highway 403 and the Queen Elizabeth Way, as shown on Schedule 1: City Structure.

12.1.1.2 The *Urban Growth Centre* is divided into four Character Areas:

a. Downtown Core;

b. Fairview;

c. Cooksville; and

d. Hospital.

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

a. reflect its role in the City Structure hierarchy;

b. accommodate significant population and employment growth and support opportunities for residents to work in Mississauga;

c. develop as a major regional centre, be the primary location for mixed use development and contain the greatest concentration of activities and variety of uses in the city;

d. accommodate a balance of housing, retail, office, services and community infrastructure in close proximity with each other;

e. attract considerable employment, including major offices;

f. achieve a high quality built form and urban environment;

g. be a focal area for investment in public service facilities, community infrastructure, as well as institutional, commercial, recreational, educational, arts, cultural and entertainment uses;

h. support a range of transportation options, including higher order transit and a safe and convenient active transportation network;

i. encourage arts and cultural uses and the locations of public art;

j. maximize the use of existing and planned infrastructure; and,

k. adapt to the impacts of climate change, improve resilience, reduce greenhouse gas emissions, and contribute to environmental sustainability.

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

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

12.1.1.6 Proponents of development applications within the *Urban Growth Centre* may be required to demonstrate how new *development* contributes to a concentration and mix of jobs as a key component of a mixed use ***transit-supportive*** development.

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

a. provide a wide-range of uses, including residential, community infrastructure, employment, services, commercial uses, entertainment uses, and offices, according to the permitted land uses in the policies of the Plan;

b. supply a diverse range and mix of housing options, unit types and sizes, including affordable housing, to accommodate the needs of a diverse population, including people with disabilities, older adults, and families;

c. deliver a compact built form and density that allow people to meet many of their needs locally and within walking distance, achieves a high quality urban environment, create a vibrant public realm, and support transit ridership;

d. provide active transportation connections to the Light Rail Transit (LRT) line, transit routes/stops, trails, parks, open spaces and surrounding neighbourhoods;



Figure 12.1. Conceptual Rendering of Hurontario Street showing active transportation connections alongside the LRT line *(c. Metrolinx)*.

e. contribute to the provision of community infrastructure and other services necessary to support residents and/or workers;

f. supply convenient and safe, publicly-accessible open spaces, parks, recreational facilities and other gathering spaces;

g. support local food options, including access to urban agriculture and farmers markets; and,

h. integrate green building design, green infrastructure and appropriate low impact development features.

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

12.1.1.9 The *Urban Growth Centre* will be serviced and supported by local and *higher order transit* facilities that provide connections to all parts of the city and to neighbouring municipalities.

12.1.1.10 Pedestrian movement and access from transit routes and stops, and connections to the surrounding neighbourhoods will be a priority in the *Urban Growth Centre*.

12.1.1.11 *Development* will be phased in accordance with the provision of ***community infrastructure*** and necessary ***infrastructure*** servicing to support growth.

12.1.1.12 Arts and cultural uses are encouraged to concentrate in the *Urban Growth Centre* to add vibrancy to the area.

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

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

12.1.2 Urban Design

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

a. support a built form and density that achieves a high quality urban environment;

b. locate buildings adjacent and parallel to public streets and public open spaces, to define their edges, frame streets and create a relationship with the public sidewalk;

c. have a compatible massing and scale of built form that enhances the role and hierarchy of the *Urban Growth Centre*;

d. consolidate access points and shared parking, service areas and driveway entrances, where feasible;

e. contribute to an attractive public realm and generally be pedestrian oriented and street related;

f. incorporate *active transportation* connections to transit, public realm, open spaces and surrounding neighbouhoods, where applicable; and,

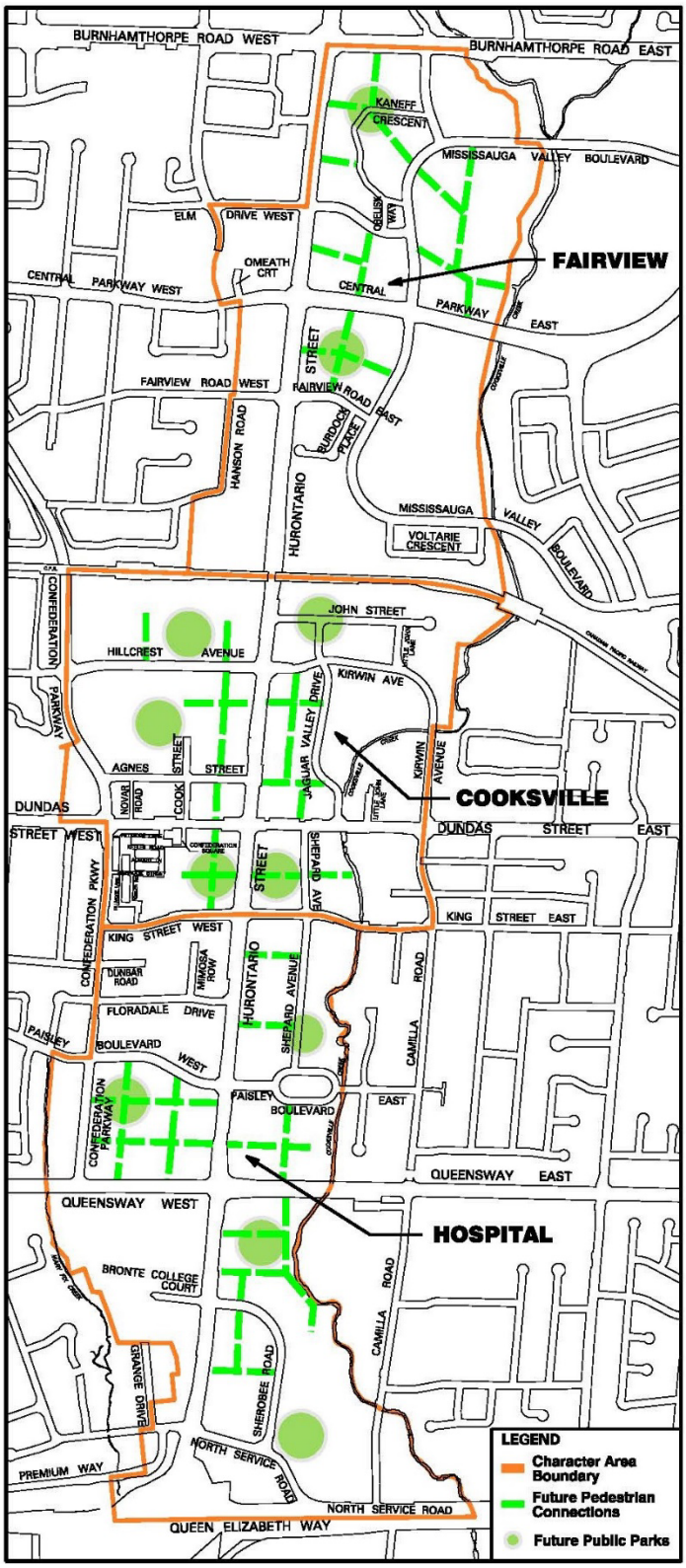
g. provide publicly-accessible open space, including squares and plazas, appropriate to the size, location and type of the *development*.

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

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

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

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



Map 12-1.2: Future pedestrian connections and public parks network. These symbols represent the general location of new pedestrian connections, as well as public parkland in the vicinity

by liner buildings that incorporate a mix of uses between the parking structure and the street.

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

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

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

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

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

12.1.2.10 Minor design interventions are encouraged to enliven the *Urban Growth Centre* on a temporary basis or to test ideas for long-term changes.

12.1.3 Land Uses

Residential

12.1.3.1 The Residential Low-Rise 1 designations will not be permitted, except for lands designated Residential Low-Rise 1 at the time this Plan comes into effect.

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

Mixed Use

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

Office

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

12.1.3.5 *Redevelopment* of existing office buildings that results in the loss of office floor space will not be permitted, unless the same amount of office space is retained or replaced through new *development*.

Motor Vehicle Commercial

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

Business Employment

12.1.3.7 The Business Employment designation will not be permitted.

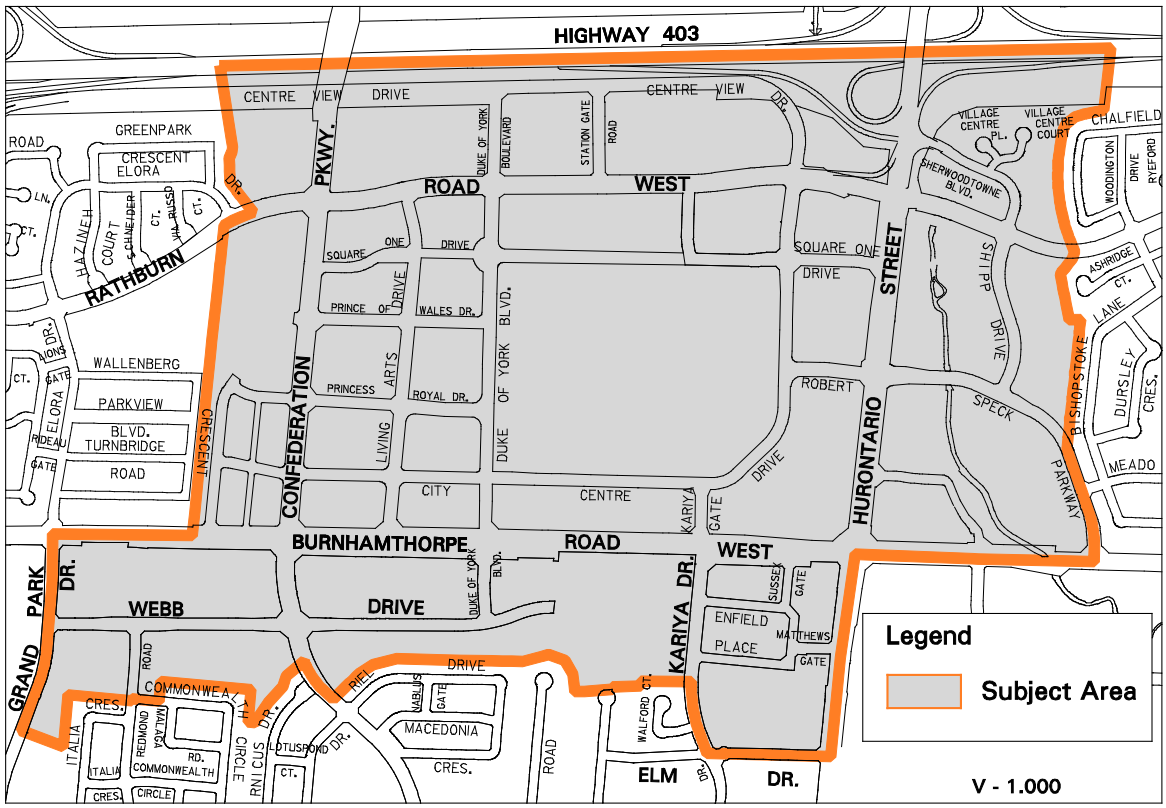
Industrial

12.1.3.8 The Industrial designation will not be permitted



Figure 12.2. Mixed-Use, *Transit-Supportive* Intensification Conceptual Drawing showing transitions, building separations, building configurations and ***streetscape*** design *(c. LiveWorkLearnPlay)*.

12.2 Downtown Core



Map 12-2.1: Downtown Core Character Area

Introduction

Within the *Urban Growth Centre* is the Downtown Core where the highest concentration of residential development and existing office buildings can be found in the City. The Downtown Core has an evolutionary history from a predominantly rural landscape, to having one of the largest shopping malls in Canada, to the rapid increase in office and residential development in the 1980s to 1990s. Today, significant mixed-use and residential growth continues to be focused in the Downtown Core with high quality architectural design, walkable and inviting ***streetscape*** and great public places. Urban parks create a network of green space and pedestrian access, and smaller city blocks results in a fine-grained pedestrian circulation. Further, the Downtown Core is home to key educational and civic institutions and one of the Greater Toronto Area's largest transit terminals, which includes a connection to the Hurontario LRT.

A policy regime focused on high quality urban built form and its interface with the public realm and less restrictive limits on height and use combined with favourable market conditions have resulted in extensive private investment in high density residential and mixed use condominium development. During this time, the Square One Shopping Centre has also strengthened its position as a significant premier retail destination in Ontario, but there has been limited new office development.

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

12.2.1 Vision

The Downtown 21 Master Plan (2010), set out the direction for transforming the Downtown Core from a suburban model to an urban mixed use centre. Ultimately, the Downtown Core will be a vibrant urban place, the civic and cultural centre of the City and will provide a strong economic base.

The Downtown Core is envisaged to:

a. Be Mississauga's primary mixed use urban centre, with a balance of residential, office and retail employment uses, complemented by civic, institutional 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.

b. Evolve as a high quality, pedestrian friendly, human scaled environment that is a meaningful place for all residents, workers and visitors. Quality of life will be enhanced by a series of parks, publically accessible open spaces and mews, creating a comfortable and inviting place to relax and stroll.

c. Continue to attract lasting public and private investment in the Downtown Core to support existing and planned infrastructure, particularly *higher order transit*. The LRT will provide access between the Downtown Core and Brampton to the north and Port Credit to the south. The Bus Rapid Transit system will also serve the Downtown Core connecting it with areas to both the east and west.

d. Include a high quality architectural design and mix of uses for the new transit terminal located in the area of Rathburn Road and Station Gate Road, and consist of the City Centre Transit Terminal and GO Transit bus platforms. To complement the transit system, the Downtown Core will offer a truly urban, rich in character and memorable pedestrian experience.

The new street network will replace existing superblocks, resulting in urban-scaled blocks, providing routing options for vehicular, servicing and goods movement, pedestrian and cycling movement within the Downtown 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.

The Downtown Core is expected to maintain its prominence as the city's highest density mixed use centre. Going forward, additional office and other non-residential developments will be necessary to ensure a balance between residential and employment uses including retail, in order to achieve a sustainable Downtown Core.

12.2.2 Guiding Principles

The policies in this section aim to support the following guiding principles for the Downtown Core:

a. strengthen the Downtown Core's role as the primary location for *major office*, highest concentration of regional serving retail, commercial, mixed use, civic, entertainment and cultural uses;

b. accommodate forecasted growth without impacting the natural environment and quality of life;

c. attract new jobs, particularly in the office sector to balance population and employment;

d. create a fine-grained, well connected road network that supports multi-modal transportation modes: walking, cycling, transit, servicing and goods movement, and the car;

e. develop an integrated urban place that achieves design excellence in buildings, the public realm and a distinctive, memorable character in mixed use districts; and

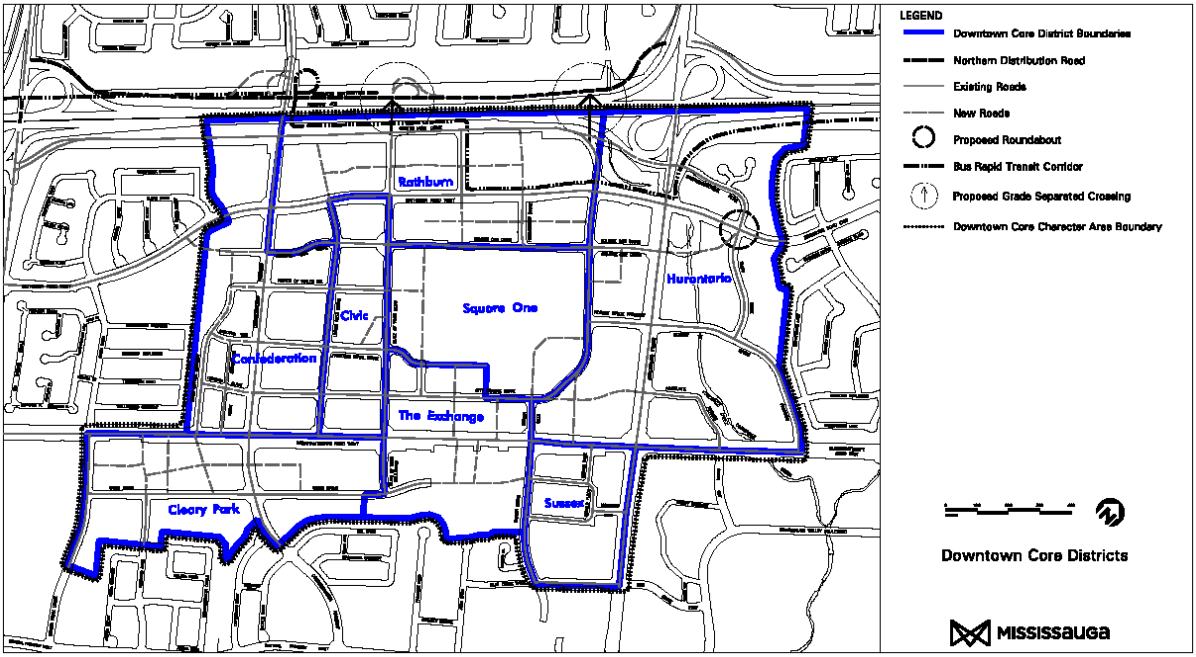
f. create a series of parks and pedestrian mews linking districts together where it supports active and passive recreation, *active transportation*, and a sense of identity and character.

12.2.3 Districts

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

The Districts identified on Map 12-2.2 are:

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



Map 12-2.2: Downtown Core Districts

12.2.3.1 The Exchange District

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

a. to create at its heart a "main street" that connects from Square One Shopping Centre across Burnhamthorpe Road West to the broader residential communities to the south of Burnhamthorpe Road West;

b. to incorporate a broad mix of uses and users that would contribute to make this a vibrant part of the city fabric; and,

c. to create a critical mass of at least 5,000 residents and 5,000 employees, with neighbourhood-oriented retail/restaurant uses.

12.2.3.2 The Civic Centre District

The Civic Centre District is a five block public campus with public open space that is home to the city's premiere public and cultural institutions including the Civic Centre, Celebration Square, Central Library, Living Arts Centre, Scholars' Green and the Sheridan College Campus. This district is envisioned as a singular civic space comprised of parks, plazas, institutional and cultural uses, linked together by the enhanced

pedestrian street design along Duke of York Boulevard, Living Arts Drive and the flush street design of City Centre Drive, Princess Royal Drive, Prince of Wales Drive and Square One Drive. The Civic District is also being considered for the location of a District Energy facility.

12.2.3.3 Confederation Parkway District

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

12.2.3.4 Rathburn District

The Rathburn District consists 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 *higher order transit*. Visibility and access to Highway 403 and *higher order transit* make this District a prestigious *employment area*.

The Rathburn District will be developed to support investment in the Transit Terminal and to achieve high quality in design while providing seamless transfer between local and regional bus networks, the LRT, and BRT. This district will also include a park that provides an east-west pedestrian connection.

12.2.3.5 Cleary Park District

This neighbourhood forms the southwestern gateway of the Downtown Core edge of the Downtown Core. This neighbourhood forms the southwestern gateway of the Downtown Core. The provision of new parkland between Budd John Cleary Park north and Burnhamthorpe Road connects to the Mary Fix Greenway system and provides a north-south pedestrian connection.

12.2.3.6 Hurontario District

The Hurontario District permits a mix of commercial and residential uses and includes the Downtown's highest concentration of existing office uses, providing the foundation for new office development. 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, a mix of public and private publically accessible streets and pedestrian easements may be required through the development application process.

12.2.3.7 Square One District

This district is home to Square One Shopping Centre which will continue to draw people from across the city and the larger region. It is also expected that it will evolve, intensify and adapt to develop under-utilized surface parking lots. Office uses combined with ground floor retail and possible residential uses on the upper floors are

encouraged, particularly along City Centre Drive, Duke of York, Robert Speck Parkway and Square One Drive. In the process of intensifying, the connectivity of the shopping centre to the surrounding area will be achieved by strengthening the street network, introducing a series of parks and open space connections through the District, and creating a robust pedestrian circulation network within the Downtown Core.

12.2.3.7.1 Additions to Square One Shopping Centre will:

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

12.2.3.8 Sussex District

This mixed use district includes significant office and residential development. Some infill opportunities exist for additional office, ancillary uses, and residential development.

As one of the more mature neighborhoods in the Downtown Core, re-investment in the public realm, including sidewalk improvements, street furniture and an increased tree canopy, will strengthen this area's character and identity and maximize opportunities to connect with Kariya Park and the school lands to the south.

12.2.4 Population and Employment Balance in the Downtown Core

Downtown Core constitutes the densest area within the provincially delineated *Urban Growth Centre*. It is intended to accommodate the highest mix of population and employment within the City. However, given the unlimited height and density permitted in the Downtown Core and prevailing market conditions, residential uses have predominated over employment ones. The expected additional residential population will further skew the population to employment balanced ratio that the Downtown Core has originally been planned to achieve.

The challenge will be to achieve a sustainable balance between residents and employees. The retention and addition of 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, increase patronage to restaurants and entertainment venues in the evenings, and to support transit and other city building investments.

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

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

12.2.4.3 Strategies to encourage, incentivize and support employment uses may be pursued including consideration of Community Improvement Plans and other planning tools.

12.2.4.4 It is strongly encouraged to incorporate office uses as part of a primarily residential development to promote greater employment opportunities and increase vibrancy within the Downtown Core.

12.2.5 Parks and Open Space

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

Establishing the Parks and Open Space Network

12.2.5.1 Public open spaces will be connected and continuous throughout the Downtown Core through a series of pedestrian linkages, parks, mews, and trails. The size and configuration of all proposed parks will be subject to further review through the review of individual development applications.

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

12.2.5.3 Existing, as well as future park sites and pedestrian connections are conceptually located in Map 12-2-3, where its final location and size will be determined through individual development applications.

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

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

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



Map 12-2.3: Conceptual Park and Open Space

Cooksville Creek

12.2.5.7 The Cooksville Creek Corridor as shown on Map 12-2.4 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);

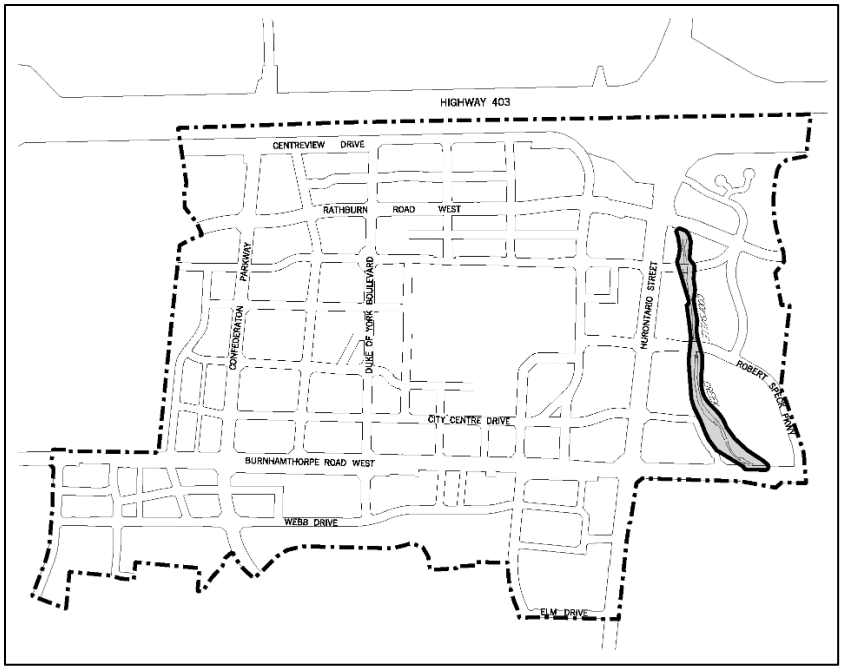
b. improved visibility, access and linkage to the corridor from development parcels and public streets;

c. unobstructed views of the corridor;

d. integration of public/private open space and landscape areas;

e. compatible positive relationship between the built form and the corridor; and

f. parking structures are designed and located to complement the corridor



Map 12-2.4: Cooksville Creek Corridor

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

12.2.6 Community and Cultural Infrastructure

Community and cultural infrastructure in the Downtown Core is unique, attracting local residents and regional tourists. The Downtown Core contains a significant concentration of distinctive educational and cultural resources such as the Living Arts Centre, the Mississauga Art Gallery, Celebration Square and Central Library which regularly hosts events and festivals, representing the city's premier *cultural district*.

12.2.6.1 The City will work on securing additional cultural animation and spaces through public – private partnerships and collaboration to enhance community and cultural infrastructure in the Downtown Core.

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

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

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

12.2.7 Transportation

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

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

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

a. Pedestrians;

b. Cyclists;

c. Transit users; and,

d. Users of private vehicles and commercial / delivery vehicles.

Pedestrian Network

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

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

Cycling Network

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

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

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

Transit Network

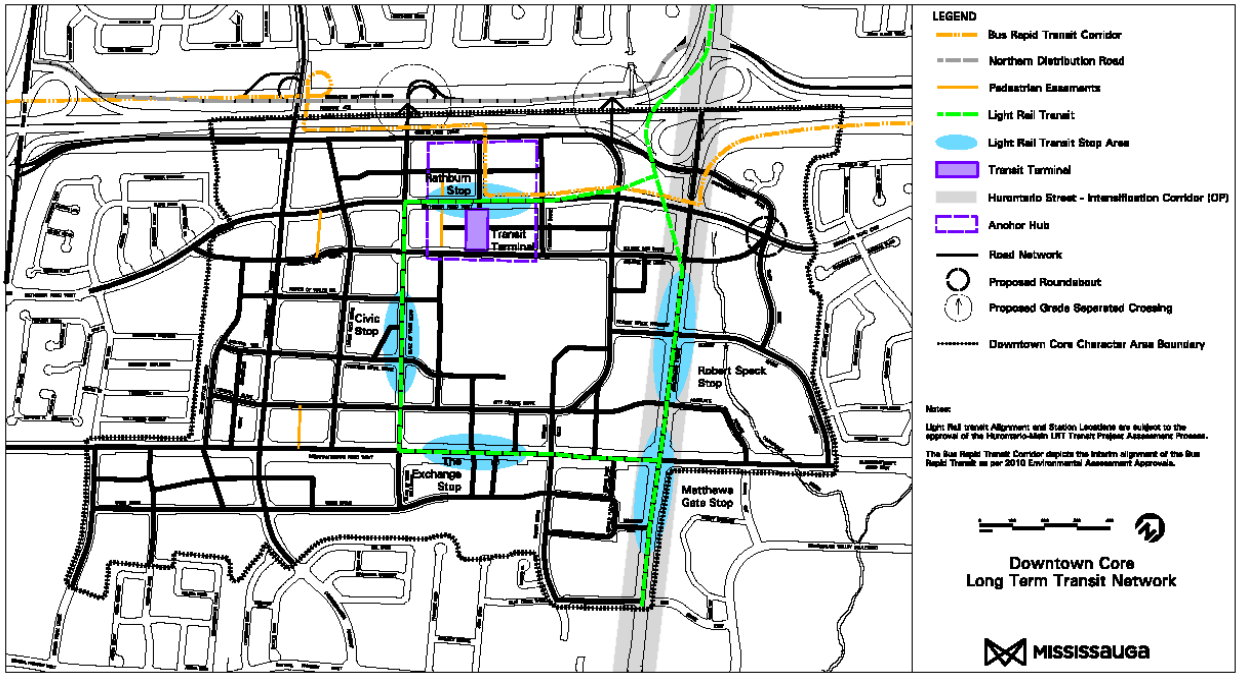
12.2.7.4 The Downtown Core will be served by a *higher order transit* system that provides service within the Downtown with connections to other parts of the City, neighbouring municipalities and inter-regionally as identified on Map 12-2.5, Downtown Core Long Term Transit Network.

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

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

12.2.7.7 The City shall undertake a review of the Hurontario LRT Loop alignment options, located either on Duke of York, Living Arts Drive or Confederation Parkway, as identified in Map 12-2.5 Downtown Core Long Term Transit Network.

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



Map 12-2.5: Downtown Core Long Term Transit Network

Street Network

12.2.7.9 All streets shown on the Map 12-2.5 Downtown Core Long Term Street Network and Classification, will be public, unless otherwise indicated. The design, access requirements and public/private responsibilities for streets and pedestrian connections will be determined through the development application process.

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

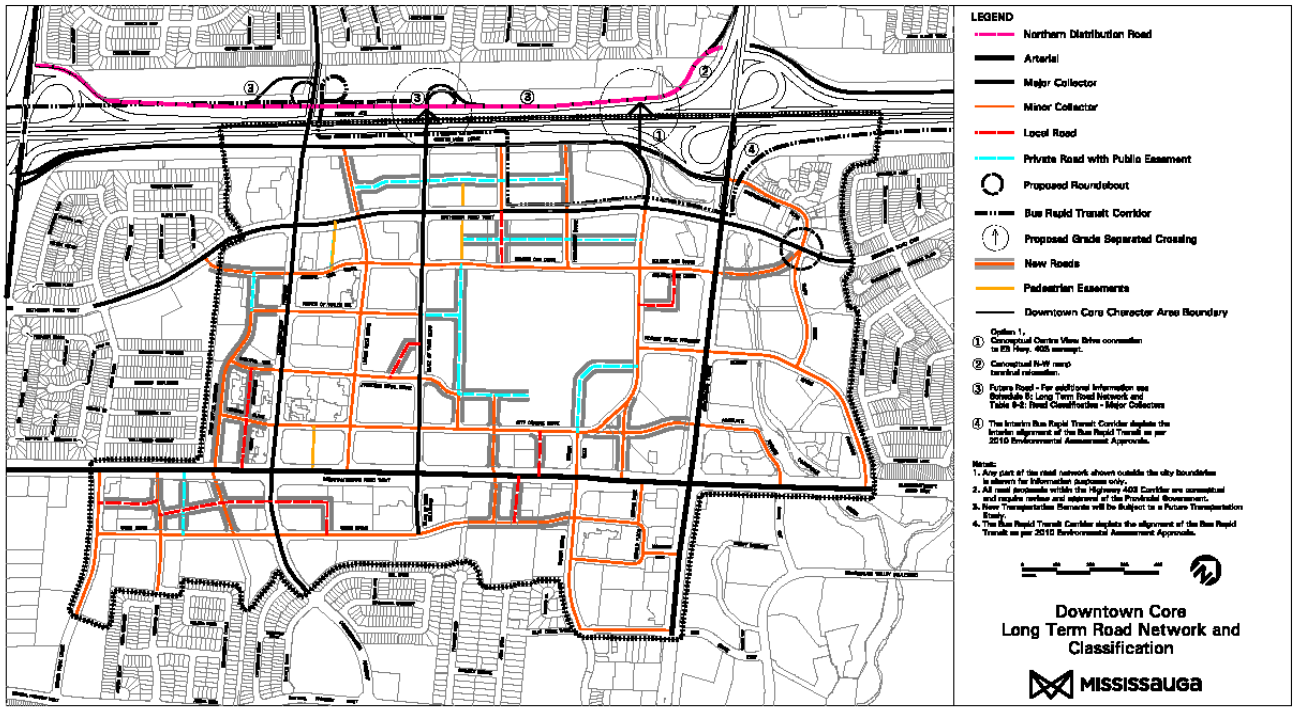
12.2.7.11 Minor adjustments to the basic rights-of-way for minor collector streets and local streets, including private streets with public easements may be made without an amendment to this Plan subject to the City being satisfied that the role and function of such streets are maintained.

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

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

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

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



Map 12-2.6: Downtown Core Long Term Street Network and Classification

Parking and *Transportation Demand Management*

12.2.7.16 Parking for new *development* will be accommodated preferably below ground or otherwise in integrated above ground structures.

12.2.7.17 Surface parking lots for new *development* will not be permitted.

12.2.8 Urban Design

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

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

a. a fine-grain grid network of urban scale land blocks and streets that supports transit and a pedestrian oriented Downtown Core;

b. the highest standard of design in the public and private realms that establishes a sense of place and civic identity of the, Downtown Core;

c. a connected and well-designed urban open space system that provides opportunities for climate change adaptation, public gathering and passive outdoor recreation;

d. well defined skyline elements, protection of views of landmark buildings and urban landscapes, gateway treatments, landmarks, distinctive character areas, districts and neighbourhoods, open space, high quality landscapes and ***streetscape*** treatment, public art and signage;

e. 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;

f. buildings that generate a high degree of animation, enabling active ground floors, vibrant streets and walking;

g. the incremental transition of large surface parking lots into more intensive, urban scale development while encouraging reduced reliance on the automobile through *active transportation* and *higher order transit*, and incorporating structured parking that supports the built form and multi-modal objectives of this plan;

h. linkages through built form, ***streetscape*** treatments and parks and open space that ensure compatible integration, transition and contextual fit with the character and scale of adjacent communities; and

i. 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.

12.2.8.2 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.

The Public Realm

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

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

Elements of the public realm also include, street trees, street furniture, utility infrastructure such as street lights, 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.

Streets and Blocks

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

A great benefit of a well-connected network of streets and small blocks is that it makes a downtown understandable to residents and visitors. There is order and clarity to the downtown's organization if its streets connect and allow intelligible ways to conceive the downtown and travel within and between places. Streets in the Downtown Core will also be defined by public and private buildings and open space to create an important sense of enclosure and outdoor 'rooms' that function as public spaces themselves.

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

12.2.8.3 The Downtown Core will be developed to:

a. create a fine-grain grid of streets;

b. provide high quality designs for streets and intersections that achieve, definition, enclosure and comfort for pedestrians and street life;

c. accommodate on-street parking and cycling amenity in public rights of way, where feasible; and,

d. incorporate coordinated street furniture, street trees, navigational signage, lighting systems and traffic signage appropriate to the character of the Downtown Core.

Boulevards and Sidewalks

12.2.8.4 Boulevards and sidewalks provide an important framework for pedestrian movement, connectivity and street life. As public amenities, they integrate the special

districts within the Downtown Core and provide connectivity to adjacent communities. The design of boulevards in the Downtown Core will:

a. incorporate coordinated design themes, including high quality materials, street trees and landscaping, street furniture, and navigational signage;

b. be designed as active, animated public spaces that seamlessly integrate with buildings and other components of the public realm to define the street space;

c. maximize opportunities to incorporate places to meet, sit and socialize; and

d. achieve pedestrian comfort, accessibility to main entrances to buildings, weather protection and safety, particularly at transit stops and the transit terminal.

Street Frontage Provisions

12.2.8.5 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:

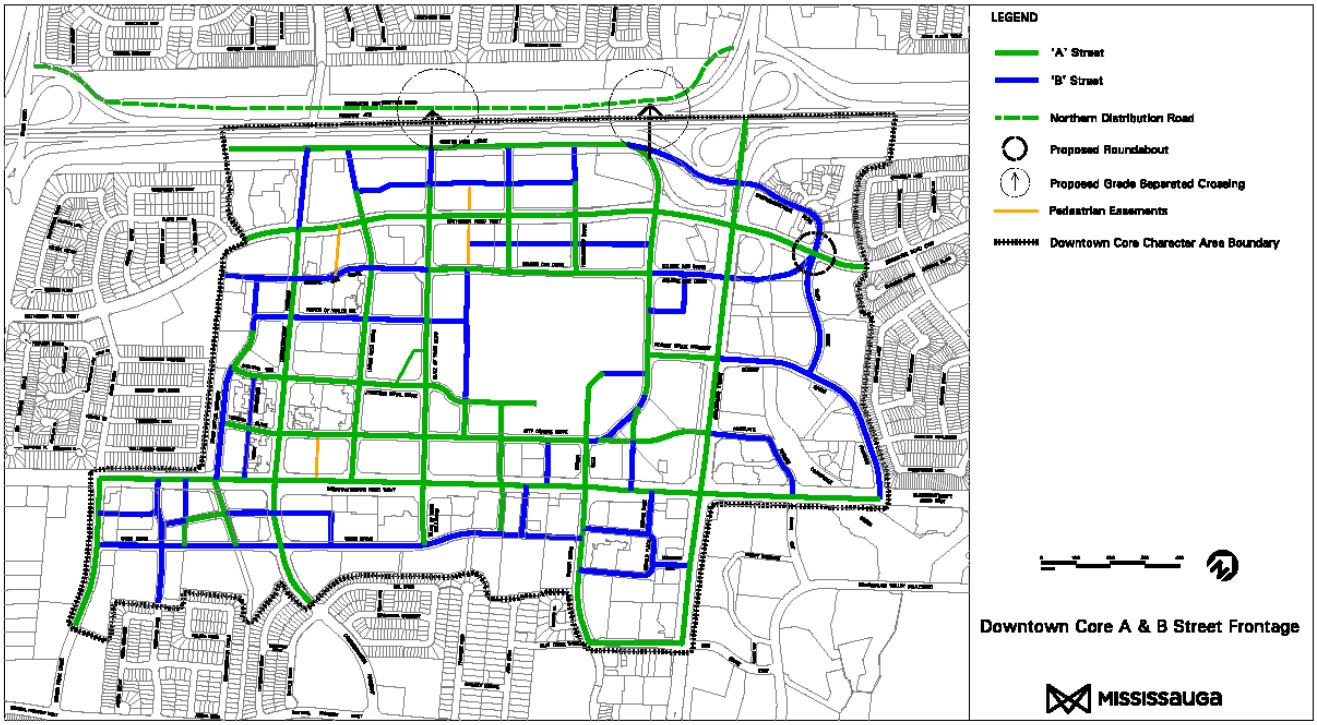
a. establishing 'A' and 'B' Street Frontage categories, as per Map 12-2.7, that identify:

i. streets having the highest pedestrian character; and

ii. 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.



Map 12-2.7: Downtown Core A & B Street Frontage

Gateways, Routes, Landmarks, and Views

12.2.8.6 The Downtown Core is characterized by a number of landmark buildings and sites such as the Civic Centre, the Central Library, the Living Arts Centre, and Celebration Square, that create memorable experiences and civic pride.

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

a. high visibility;

b. major views and vistas toward the site;

c. unique topographic characteristics;

d. gateway locations and intersections; and

e. where the proposed use includes a major destination.

12.2.8.8 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.

Open Space and Amenity Areas

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

a. consist of a variety of open spaces, parks, squares, plazas, naturalized green areas and publicly accessible ground related private amenity areas;

b. positively contribute to the image and character of the Downtown Core with high standards and quality materials;

c. reinforce and frame a view, a significant building or terminate a vista, where appropriate; and

d. provide connections to the larger pedestrian and cycling network in the Downtown Core and adjacent areas, where appropriate.

Transit and *Active Transportation*

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

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

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

b. provide walkways from transit stops to main front building entrance(s); and

c. incorporate weather protection in waiting areas and at transit stops.

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.

12.2.8.11 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:

i. using special massing to articulate the built form; and

ii. 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.

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.

12.2.8.12 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.

Frontage Provisions

Role of 'A' & 'B' Streets

All existing and new roads are categorized as 'A' and/or 'B' Streets and are shown on Map 12-2.7, Downtown Core A and B Street Frontage of this section. 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:

Provisions for 'A' Streets

12.2.8.13 *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

c. be prohibited from locating curb cuts, driveways and laneways on 'A' streets.

Provisions for 'B' Streets

12.2.8.14 *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;

Exceptions to Access Provisions

12.2.8.15 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:

   i. a site or block does not have access from a 'B' street, there is a requirement for emergency vehicle access; or,

   ii. where the City has determined that there are extenuating site constraints; and impacts on the pedestrian environment are minimized through a high standard of design treatment consistent with the quality of the public realm;

b. where a development block has an 'A' and 'B' Street frontage, the most prominent building entrance will be located on the 'A' Street frontage except where it is a retail activation street; and

c. corner entrances may be required where *development* is located at corner sites or prominent street intersection.

Buildings with At Grade Retail

12.2.8.16 *Development* incorporating at grade retail frontages will be designed so that:

a. the street is lined with continuous active retail uses;

b. storefronts are articulated externally to breakdown the apparent width with a frequent rhythm that supports the pedestrian experience at the street level;

c. uses will be directly related to the public sidewalk and street level, and will incorporate operating entrances, doorways and storefront windows oriented to the street, along with signage and lighting to provide animation, interest and variety in the ***streetscape***;

d. storefronts incorporate the highest standard of materials and design with clear transparent windows and doors that provide clear views into and out from ground floor uses;

e. such uses will incorporate fixed canopies, awnings, cantilevers, or similar features that are architecturally compatible with the design of the building in order to achieve pedestrian scale, comfort and weather sheltered pedestrian routes; and

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

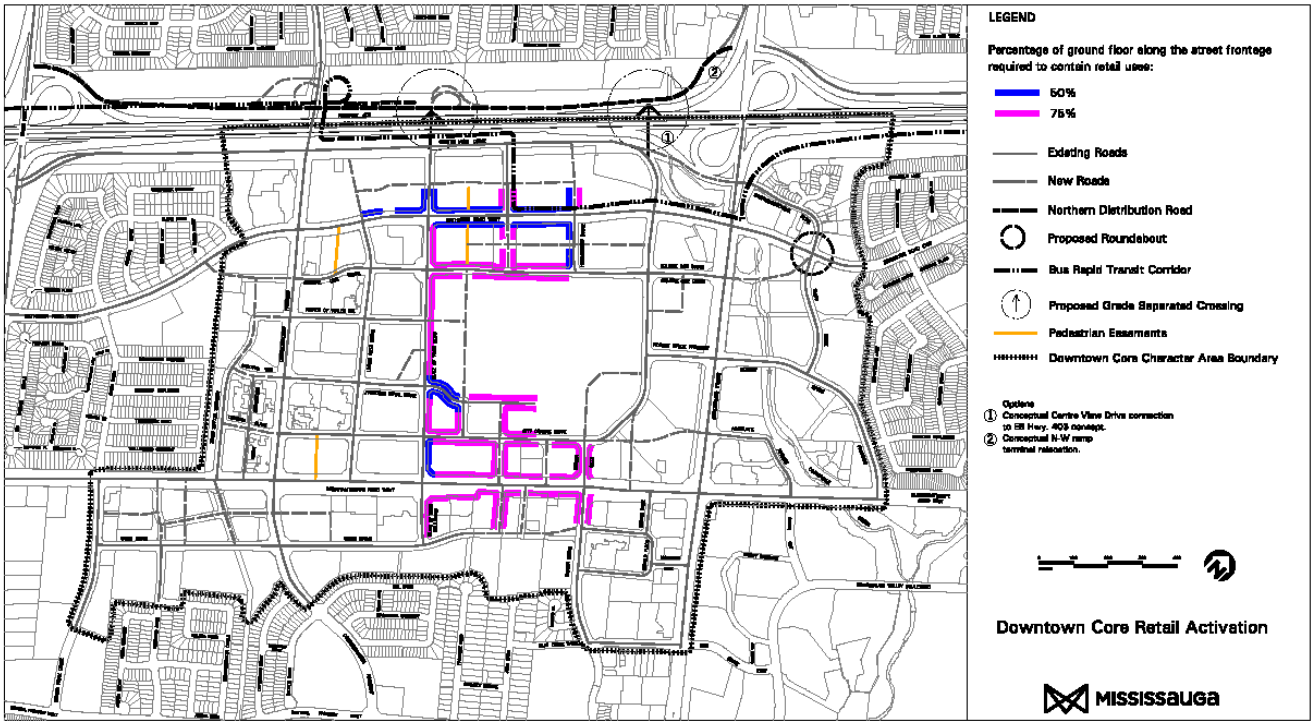
Residential Entrances Located On Retail Activation Streets

12.2.8.17 Where areas of retail activation have been identified in accordance with Map 12-2.8: 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.



Map 12-2.8: Downtown Core Retail Activation

Residential Uses

12.2.8.18 *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.

Buildings facing Open Space

12.2.8.19 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.

Private Open Space

12.2.8.20 Private Open Space may be incorporated into new developments along 'A' or 'B' Street frontages in part or whole, provided that:

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

b. the design of the private open space contributes positively to the identity of the Downtown Core;

c. the design of the private open space is executed to the highest urban design and landscape architecture standards; and

d. private open space is accessible, safe and is being provided for the use and enjoyment of the general public on a year-round, seasonal basis.

Integrated Above-Grade Structured Parking

12.2.8.21 Integrated above-grade structured parking will be designed so that:

a. integrated above-grade structured parking and vehicular access will be located to minimize impacts on the property and on surrounding properties and will improve the safety and attractiveness of adjacent streets, parks and open spaces;

b. integrated above-grade parking structures will not directly front onto public streets, but will be entirely screened by liner buildings incorporating a mix of uses between the parking structure and street space;

c. Integrated above grade parking structures will have active uses on the ground floor such as retail with an appropriate scale and architectural expression to support activity on the streets, parks and/or open spaces; and

d. 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.

Exceptions to Frontage Provisions

12.2.8.22 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.

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:

Low-Rise Buildings

12.2.8.23 Low-rise buildings with a minimum of 3 storeys both at the street frontage and across the entire building area are permitted.

Mid-Rise Buildings

12.2.8.24 Mid-rise buildings 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.

Tall Buildings with a permitted Residential Use

Tall buildings with a permitted Residential use 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.

12.2.8.25 ***Tall buildings*** proposals in the Downtown Core which include a residential use 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.

Form of Tall Buildings

12.2.8.26 ***Tall buildings*** in the Downtown Core will be designed and massed in the form of a ***podium*** middle shaft/tower and top.

12.2.8.27 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;

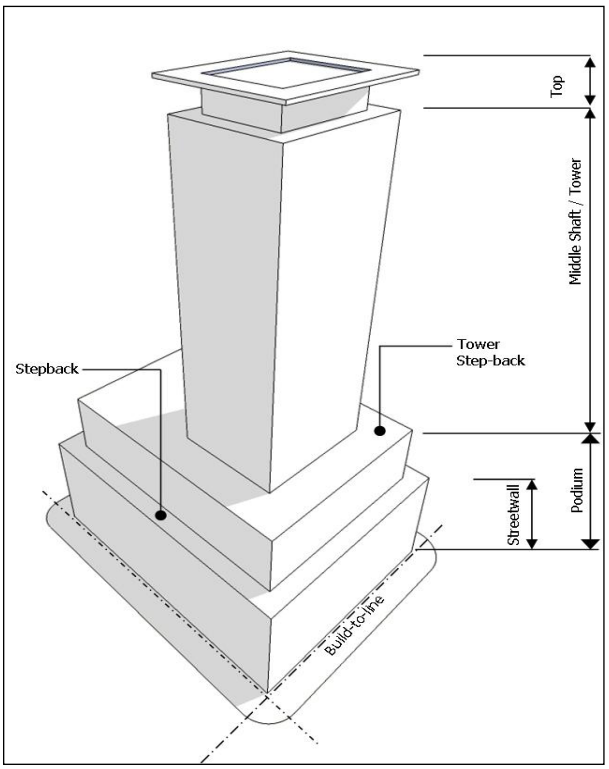


Figure 12.3. Massing of ***Tall Building***s with a permitted Residential use.

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.

12.2.8.28 The middle shaft/tower will be designed to:

a. locate in relationship to the ***podium*** and adjacent buildings;

b. maintain generous spatial separation between towers to maximize access to sky views, natural daylighting, and adequate privacy;

c. have a limited floor plate size;

d. articulate the floor plates to break down the mass of the building; and

e. create street interest and enhance skyline character.

12.2.8.29 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.

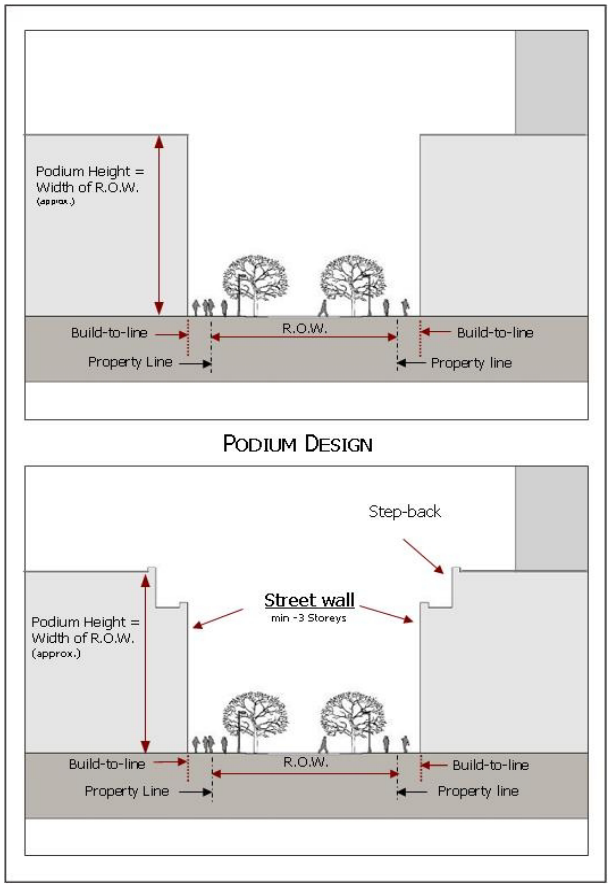


Figure 12.4. ***Tall building***s with a permitted Residential use will incorporate a ***Podium*** that is generally equal to the width of the right of way. Streetwalls will also be incorporated into ***Podiums*** to contain the street, assist with pedestrian scale, sunlighting provisions on the public realm and mitigate the overall height of ***podiums***.

Parking, Servicing and Loading

12.2.8.30 Parking facilities to support new *development* will:

a. be accommodated in below-grade or above grade structured parking that is lined with other permitted land uses;

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.

12.2.8.31 Service, loading and garbage storage facilities will be located internally within buildings.

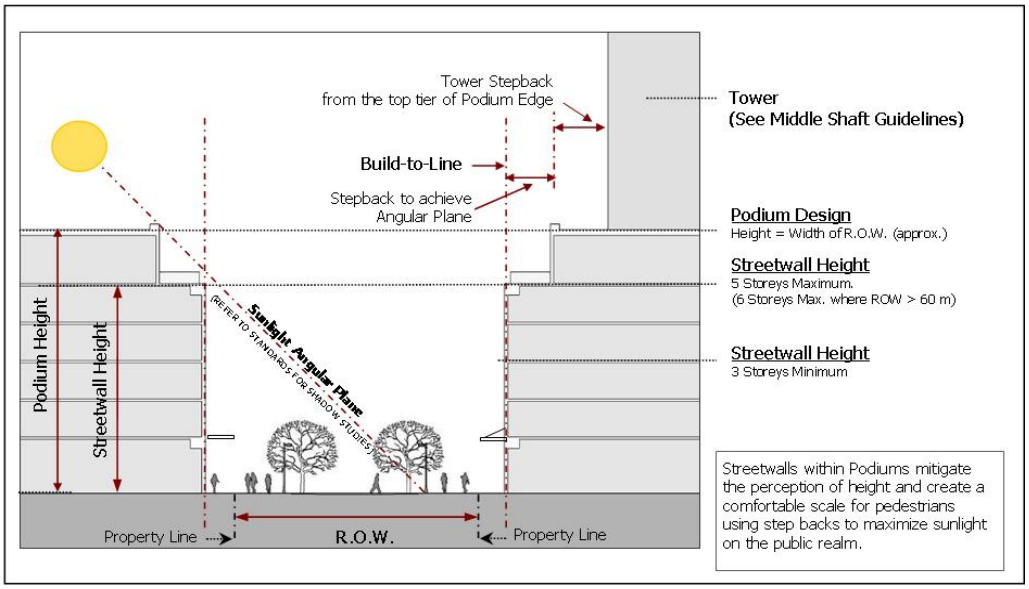


Figure 12.5. ***Podiums*** and their streetwalls will be designed with stepbacks at the upper storeys to provide light filled sidewalks and boulevards in the Downtown Core.

Signage

12.2.8.32 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.

Site Development

12.2.8.33 Development proponents will be required to upgrade the public boulevard in accordance with Council approved guidelines and standards, and contribute to the quality and character of streets and open spaces in Downtown Core 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.

12.2.9 Land Use

Uses Permitted in all Designations

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

a. cogeneration facility as an accessory use; and

b. commercial parking facility.

Residential

12.2.9.2 Residential uses consist of the Residential High-Rise.

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

Downtown Mixed Use

12.2.9.4 The following uses shall be permitted in the Downtown Mixed Use Designation:

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; and

n. accessory commercial uses: retail store, personal service, restaurant, financial institution.

12.2.9.5 The following uses are not permitted:

a. convenience restaurant or financial institution with drive-through facility; and

b. motor vehicle sales and rental facility.

12.2.9.6 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.

Downtown Core Mixed Use

12.2.9.7 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.

12.2.9.8 The following uses shall be permitted in the Downtown Core Mixed Use:

a. apartment;
b. hospital;
c. long term care building;
d. service establishment;
e. residential uses associated with an institutional use;
f. retirement building; and
g. townhouses accessory to an apartment.

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

12.2.9.10 The following uses are not permitted:

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

Retail Activation

12.2.9.11 Existing and new streets in the Downtown Core have been identified on Map 12-2.8, Retail Activation 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 Map 12-2.8 Retail Activation; and
d. identifying permitted retail uses as outlined below.

12.2.9.12 Notwithstanding the Downtown 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. service establishment;
c. restaurant; and

d. retail store.

Open Space

12.2.9.13 Notwithstanding the Downtown 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.

12.2.9.14 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); and

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.

Office

12.2.9.15 In addition to the Office Designation policies of this Plan, the following uses are also permitted:

a. hospital; and

b. overnight accommodation.

12.2.9.16 The total gross floor area of accessory uses will not be limited.

12.2.9.17 Development adjacent to 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).

12.2.9.18 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. service establishment

c. restaurant; and

d. retail store.

12.2.10 Implementation

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

a. entering into an agreement or other arrangements satisfactory to the City to secure land for new public roads identified in this Plan, including any realignments of roads, and said agreement may include an obligation upon a landowner to construct or pay for the construction of new roads;

b. the submission of a concept plan for all development applications proposing phased development, and the introduction of new private roads, private roads with public easements and mid-block pedestrian connections (with or without public easements) must demonstrate how the policies of this Plan and Character Area will be implemented through the development review process; and

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

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

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

12.3 Fairview, Cooksville and Hospital Urban Growth Centre

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

12.3.1 General

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

12.3.1.2 Fairview, Cooksville and Hospital *Urban Growth Centre* Character Areas will develop with a high quality, well-designed and expanded network of public parkland and open space that is green, safe, attractive, and supports a range of social and recreation activities. Parkland may also provide gathering spaces and connections, to existing and future parks and open spaces, commercial developments, ***community infrastructure*** and to surrounding neighbourhoods.

12.3.1.3 As part of the development application review process, the City will determine the location, configuration and size of new and/or expanded parkland blocks, and the requirement for land dedication. Opportunities to obtain parkland will also be explored for purchase by the City.

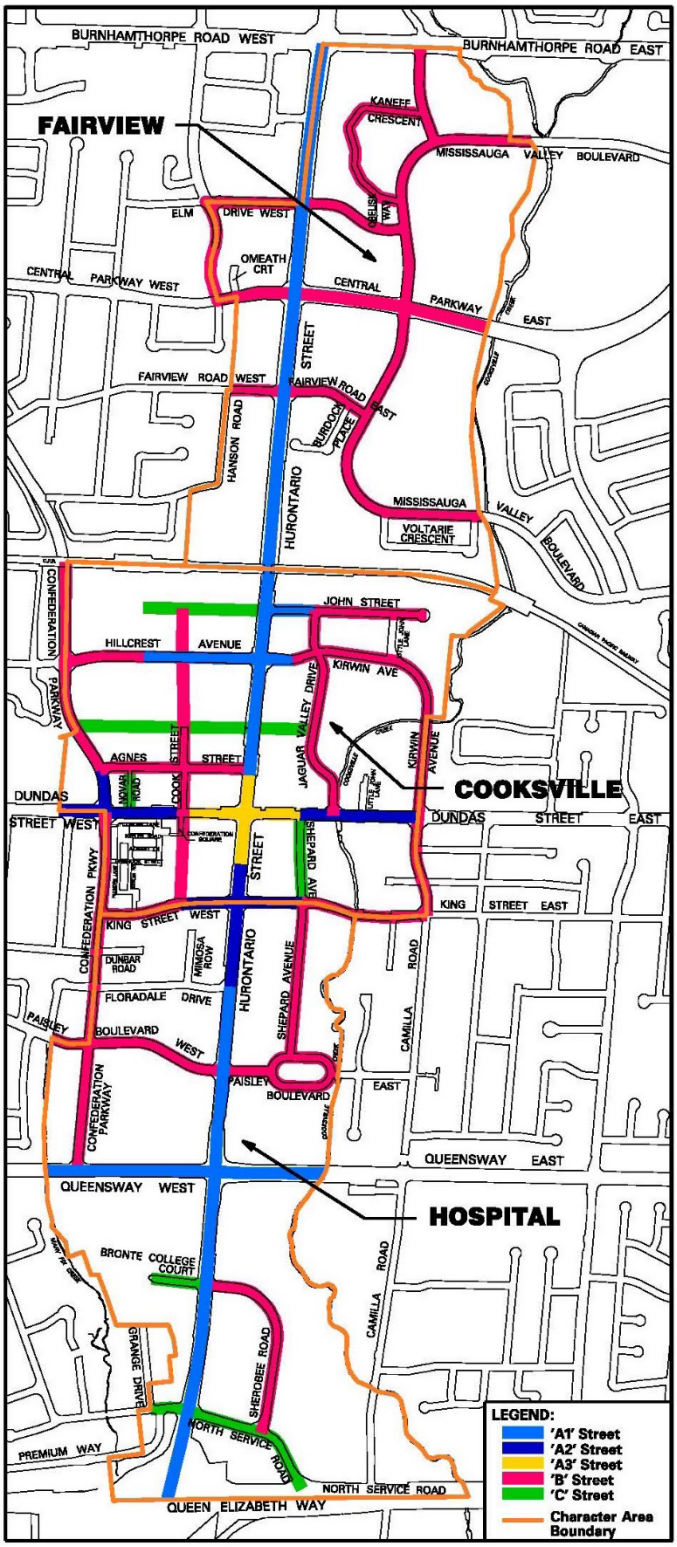
12.3.1.4 Through development applications, opportunities to increase the provision of open space will be explored. These open spaces will be complementary to the public parkland system.

12.3.1.5 Strategies to support the retention of local businesses and increase employment uses may be pursued including Community Improvement Plans and other incentives.

12.3.2 Urban Form and Building Transition

12.3.2.1 New buildings will achieve a high quality urban design and built form, and will be designed and located to:

a. create a transition in height generally consistent with a 45 degree angular plane that is measured from the property line adjacent to Residential Low-Rise I and II land use designations;



Map 12-3.1: Downtown Fairview, Cooksville and Hospital Urban Growth Centre Street Types

b. generally maintain a minimum separation distance of 30 metres between portions of buildings that are greater than six storeys;

c. add visual interest by varying the massing of buildings; and

d. promote visibility and interest from the street through the use of high quality materials and architectural detailing in the design of the ***podium***.

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

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

12.3.2.4 The floor plate of buildings above the ***podium*** will vary in size depending on the height of the building. For ***tall buildings***, the tower above the ***podium*** will have a smaller floor plate size.

12.3.2.5 Infill development on lands immediately adjacent to the Hurontario Street right-of-way will have buildings located along the street edge, where possible.

12.3.3 Street Frontage Provisions

The majority of existing and new roads in Fairview, Cooksville and Hospital *Urban Growth Centre* Character Areas are categorized as 'A', 'B' or 'C' Streets and are shown on Map 12-3.1: Fairview, Cooksville and Hospital *Urban Growth Centre* Character Areas' Street Types.

12.3.4 Provisions for 'A' Streets

12.3.4.1 'A1', 'A2' and 'A3' Streets will have a strong sense of place and a main street, pedestrian friendly character with active, mixed use building frontages. Buildings fronting these streets will reinforce a distinct, high quality built form, public realm, landscaping and pedestrian amenities.

12.3.4.2 *Development* abutting 'A1', 'A2' and 'A3' Streets will incorporate ground floor non-residential uses. *Development* will:

a. promote a main street character with smaller retail units and frequent entrances accessible from the public sidewalk;

b. frame and animate streets and public spaces, with active building frontages including storefronts, prominent entrances and residential lobbies linking the building and the sidewalk;

c. provide a consistent streetwall with building indentations as visual relief;

d. design non-residential units at street corner locations with animated frontages that wrap the corner;

e. provide generous setbacks from the street to accommodate, among other things, landscaping, street furniture, wayfinding, bus shelters, pedestrian-scaled lighting and outdoor patios;

f. provide appropriate stepbacks between the edge of the ***podium*** and tower portion of the building; and

g. coordinate private land abutting the sidewalk with the public boulevard to create an integrated design character and reinforce the main street context. Opportunities for the development of entry forecourts and plazas will be encouraged in order to create a varied ***streetscape***.

12.3.5 Provisions for 'B' Streets

12.3.5.1 *Development* along 'B' Streets will primarily support housing and pedestrian access and movement. Although 'B' Streets are primarily residential in nature, *development* may include some non-residential uses on the ground floor. The design of the built form and ***streetscape*** along 'B' Streets will establish a unified character while ensuring adequate light and skyviews, and a seamless interface and transition between the public and private realms. *Development* will address the following:

a. a consistent streetwall with building indentations will be provided as visual relief;

b. generous setbacks from the street to accommodate, among other things, landscaping, terraces, bus shelters, and pedestrian scaled lighting;

c. a high quality seamless interface and transition between the public sidewalk and principal building entrance to ensure adequate separation, definition and privacy; and

d. appropriate stepbacks between the edge of the ***podium*** and tower portion of the building.

12.3.6 Provisions for 'C' Streets

12.3.6.1 *Development* along 'C' Streets will support a pedestrian environment and vehicular access to parking and other service areas such as deliveries, garbage pick-up, service and loading. 'C' Streets may also support residential, retail and service commercial uses. *Development* should address the following:

a. opportunities to consolidate service, parking and loading to serve a number of buildings;

b. ensure the visual impact of the parking, loading and service areas from the street is minimized and screened from view; and

c. provide a secondary entrance for pedestrian access, where appropriate.

12.3.7 Transportation

12.3.7.1 *Development* will be required to provide pedestrian connections to the Light Rail Transit (LRT) line, transit routes/stops, trails, and parks and open spaces.

12.3.7.2 Public easements will be required where pedestrian connections are proposed on private lands.

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

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

12.3.7.5 Existing arterial and collector roads bisecting and surrounding the Character Areas will incorporate *active transportation* and transit infrastructure when redesigned, as appropriate.

12.4 Fairview

12.4.1 Introduction

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

Along Mississauga Valley Boulevard, 'tower in the park' developments, with generally 20 to 24 storey apartment buildings are surrounded by large open space areas with connections to trails and the Cooksville Creek. The area at Hurontario Street and Elm Drive West contains the greatest densities in Fairview *Urban Growth Centre* Character Area, with point towers as tall as 50 storeys. The townhouses located in the southern end of Fairview *Urban Growth Centre* are the predominant built form.

There are limited retail and commercial uses along Hurontario Street, however with planned *higher order transit*, new developments can transform the street into vibrant places to shop, work and visit. Anchored by a grocery store, the existing retail site

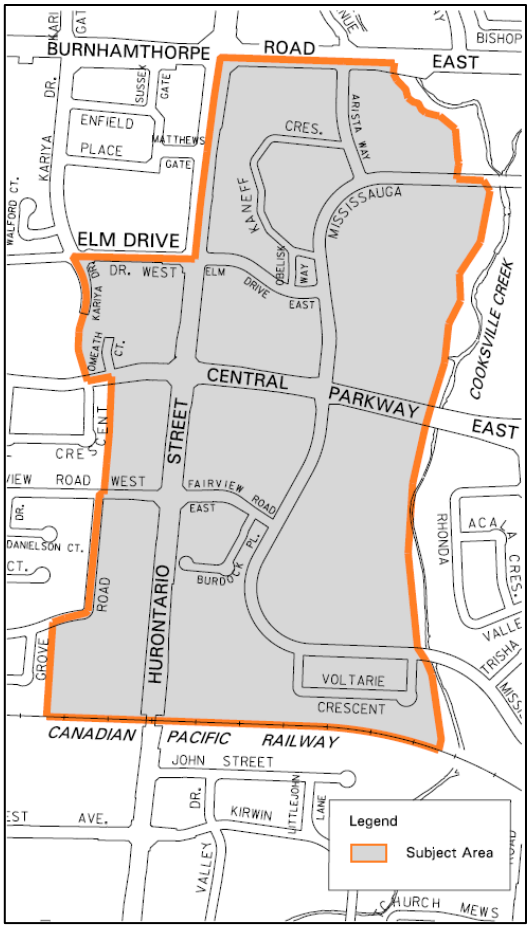
located at the northeast corner of Central Parkway East and Mississauga Valley Boulevard provides convenient shopping for nearby residents.

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

The existing open space network is primarily concentrated adjacent to Cooksville Creek. To meet growth needs, opportunities for additional parkland and improvements to existing parks will be pursued.

12.4.2 Vision

Fairview *Urban Growth Centre* will be a distinct, walkable community that provides a transition to lower heights and densities from the Downtown Core *Urban Growth Centre*. With more shops and amenities along Hurontario Street, Fairview *Urban Growth Centre* will be an attractive place where people can access their daily needs within a short distance from their homes and places of work. Mixed use development located at the northeast corner of Central Parkway East and Mississauga Valley Boulevard will serve the retail and commercial needs of the local community. The area along Mississauga Valley Boulevard will continue to be defined by existing towers in the park and beautiful green spaces, with improved connections to trails and Cooksville Creek.



Map 12-4.1: Fairview Urban Growth Centre Character Area

An expanded pedestrian network will connect new *development* with nearby amenities and residential areas, and improve access to transit, parks and open spaces.

The vision is based on the following guiding principles:

1. Heights and densities that are appropriate to the planned context. The greatest heights will be located at Hurontario Street and Elm Drive West, with a transition to lower building heights and densities for new *developments* south along Hurontario Street and east towards Mississauga Valley Boulevard;

2. An attractive, walkable environment along Hurontario Street with a vibrant mix of shops, restaurants, cafes and service establishments;

3. Accessible public spaces for all, with enhanced connections for walking and cycling; and

4. A mix of housing forms and tenure with a range of *housing options* that meet the needs of a diverse community.

12.4.3 Building Height

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

12.4.3.2 On lands designated Residential High-Rise and Mixed Use, the maximum permitted building height as shown on Schedule 8: ***Protected Major Transit Station Area*** (Schedule 8K) may be exceeded by up to three storeys without an amendment to this Plan, subject to meeting the building transition policies of this Plan, where a *development* provides additional non-residential uses, including ***community infrastructure***. One additional storey in building height may be permitted for every 900 square metres of non-residential gross floor area (GFA) provided above the first storey. This does not include amenity space, above grade parking or ground floor non-residential uses, where required by the policies of this Plan.

12.4.4 Land Use

Residential High-Rise

12.4.4.1 Notwithstanding the policies of this Plan, *development* along Hurontario Street will provide non-residential uses on the ground floor where the building is immediately adjacent to the Hurontario Street right-of-way.

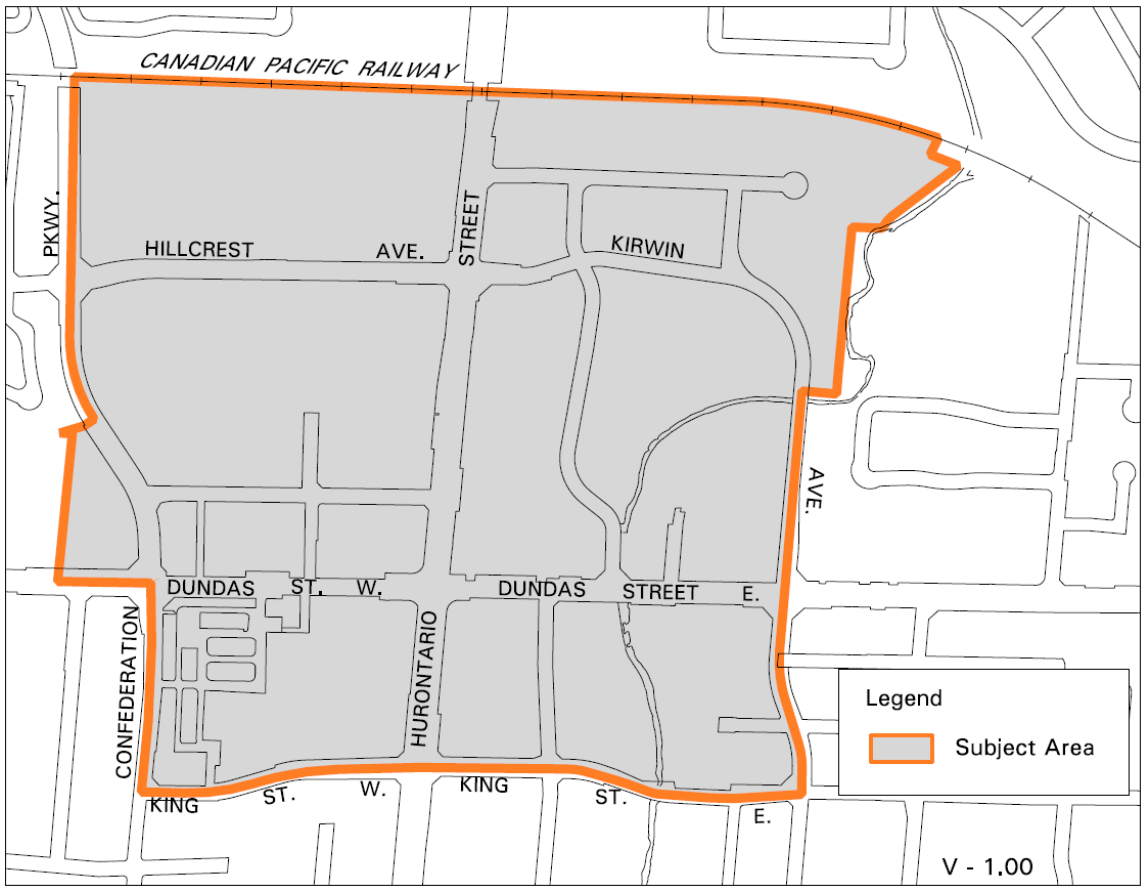
Mixed Use

12.4.4.2 Notwithstanding the policies of this Plan, *development* along Hurontario Street:

a. will provide non-residential uses on the ground floor where the building is immediately adjacent to Hurontario Street; and

b. may consist of primarily residential uses above the ground floor.

12.5 Cooksville



Map 12-5.1: Cooksville Urban Growth Centre Character Area

12.5.1 Introduction

Centred at Hurontario Street and Dundas Street, the Cooksville *Urban Growth Centre* Character Area has a rich history as a destination for newcomers to Canada and as a place for entrepreneurs and small businesses to set up shop and thrive. The cultural diversity of the neighbourhood is reflected in the variety of shops, restaurants and services that are available in the area. Immigrant programs and services in Cooksville *Urban Growth Centre* provide an important function in helping families transition to a new country.

Hurontario Street and Dundas Street are generally characterized by retail plazas that are one to two storeys with residential and/or office uses above and surrounded with surface parking. There are a few office and residential buildings along the arterial streets that are generally of a low or mid-rise form.

With the potential for two-way, all-day GO Transit service at Cooksville GO Station, planned Bus Rapid Transit (BRT) along Dundas Street and Light Rail Transit (LRT) along Hurontario Street, significant transit investments will strengthen its connection to the

rest of Mississauga and beyond. These transit investments will increase access to employment, shopping, entertainment and other destinations, while also attracting more visitors. Transit-supportive development will ensure transit investments are supported with greater access to housing, jobs and services.

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

The existing open space network is primarily concentrated adjacent to Cooksville Creek. To meet growth needs, opportunities for additional parkland and improvements to existing parks will be pursued.

12.5.2 Cooksville Urban Growth Centre as a 15-Minute City

Cooksville *Urban Growth Centre* will continue to reflect its welcoming and multicultural heritage while integrating key elements of a 15-minute city concept. Cooksville *Urban Growth Centre* is walkable and liveable, where the basic needs of everyday life are accessible and can easily be reached within a 15-minute walk. It has amenities that serve the community – parks, groceries, jobs, medical clinics, pharmacies, schools, shops, restaurants, and more – that can be conveniently accessed without the use of a car.

12.5.3 Vision

Cooksville *Urban Growth Centre* will be a walkable mixed use community with places for community amenities, culture and art. Hurontario and Dundas streets will be animated with storefronts and other active uses that support existing and future local businesses. Cooksville *Urban Growth Centre* will continue to offer a diversity of local retailers and restaurants. The area immediately surrounding the intersection of Hurontario and Dundas Streets (Cooksville Corners) will be developed with a vibrant main street focus that includes a mix of uses and a human-scaled built form. The Cooksville GO Station area will be a focal point for transit-supportive higher density development with a concentration and mix of residential, community, office, retail and service commercial uses.

The vision is based on the following guiding principles:

a. Establish a mixed use, vibrant community – create a range of local and unique businesses along Hurontario and Dundas streets, spaces for educational, cultural and community uses, a vibrant public realm, and a network of connected parks and open spaces;

b. Plan for more people and employment – provide a range of *housing options* both in type and affordability, and jobs with the greatest heights and densities located in proximity to the Cookville GO Station;

c. Achieve a walkable, connected community – promote a pedestrian-oriented main street character along Hurontario and Dundas streets, public art and a vibrant public realm, and improve pedestrian and cycling infrastructure; and

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

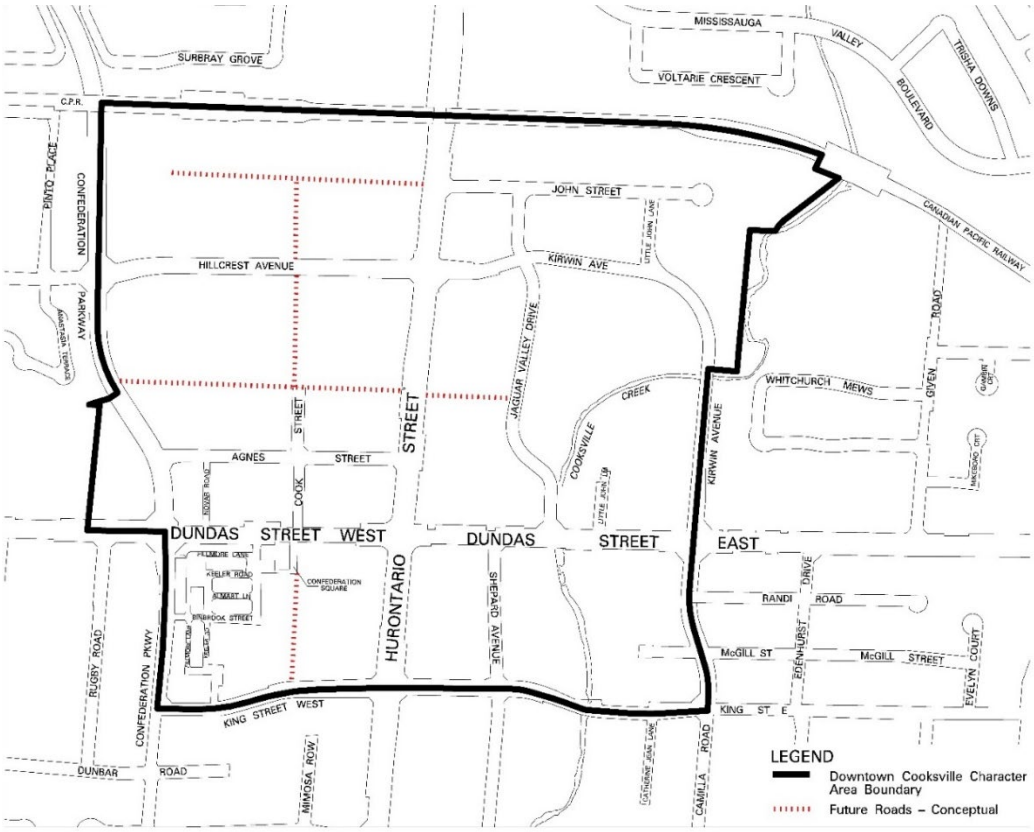
12.5.4 Building Height

12.5.4.1 The greatest building heights will be located in proximity to the Cooksville GO station as shown on Schedule 8: ***Protected Major Transit Station Area*** (Schedule 8I).

12.5.4.2 On lands designated Residential High-rise and Mixed Use and located outside of Special Site 1 in Cooksville *Urban Growth Centre*, the maximum permitted building height as shown on Schedule 8: ***Protected Major Transit Station Area*** (Schedule 8I) may be exceeded by up to three storeys without an amendment to this Plan, subject to meeting the building transition policies of this Plan, where a *development* provides additional non-residential uses, including ***community infrastructure***. One additional storey in building height may be permitted for every 900 square metres of non-residential gross floor area (GFA) provided above the first storey. This does not include amenity space, above grade parking or ground floor non-residential uses, where required by the policies of this Plan.

12.5.5 Transportation

12.5.5.1 The street network identified on Map 12-5.2 will support improved connectivity within Cooksville *Urban Growth Centre* for pedestrian and cycling movement and to transit.



Map 12-5.2: Cooksville Urban Growth Centre Character Area Future Streets

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

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

b. extension of Cook Street northerly from the southern boundary of T.L. Kennedy Secondary School to connect with John Street; and

c. extension of Cook Street southerly from Dundas Street West to connect with King Street West.

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

a. all streets will be public;

b. the design and access requirements for roads will be determined through the development application review process; and

c. minor adjustments to the street network may be made without an amendment to Map 12-4.2 at the City's discretion to accommodate development and break up large blocks with roads and pedestrian connections.

12.5.6 Land Use

Residential High-Rise

12.5.6.1 Notwithstanding the policies of this Plan, *development* will provide non-residential uses on the ground floor where the building is immediately adjacent to any of the following streets: Hurontario Street, Dundas Street, Hillcrest Avenue (Cook Street to Hurontario Street) and King Street (new Cook Street to Shepard Avenue).

Mixed Use

12.5.6.2 Notwithstanding the policies of this Plan, *development* along Hurontario Street, Dundas Street, Hillcrest Avenue (Cook Street to Hurontario Street) and King Street (new Cook Street to Shepard Avenue):

a. will provide non-residential uses on the ground floor where the building is immediately adjacent to a street listed above; and

b. may consist of primarily residential uses above the ground floor if not subject to a special site policy.

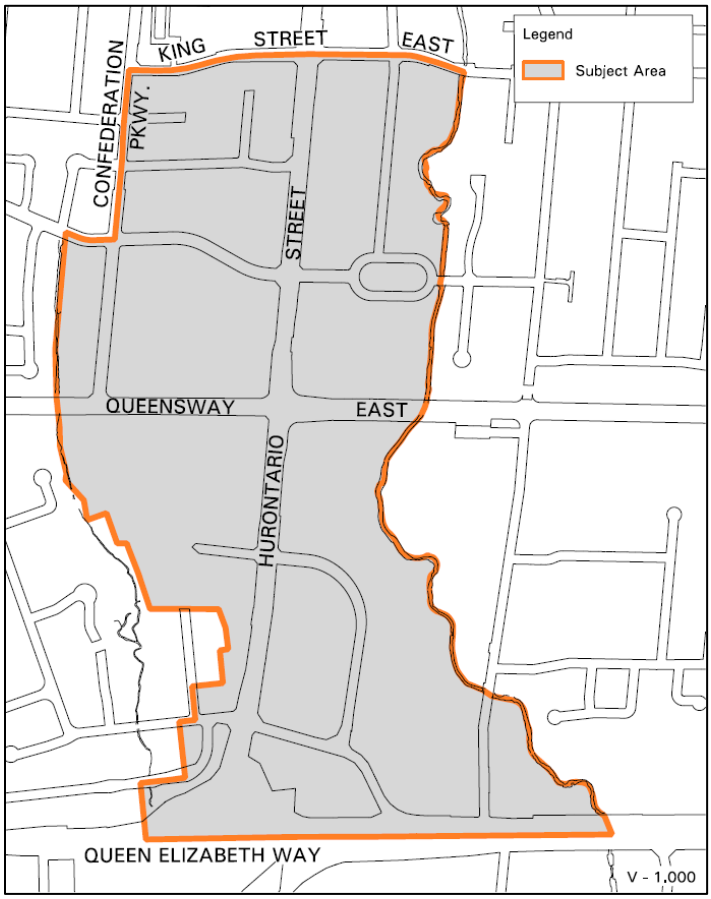
12.5.6.3 Notwithstanding the policies of this Plan, the following additional uses will be permitted:

a. banquet hall;

b. conference centre; and

c. entertainment, recreation and sports facilities.

12.6 Hospital



Map 12-6.1: Hospital Urban Growth Centre Character Area

12.6.1 Introduction

The focal point of the Hospital *Urban Growth Centre* Character Area continues to be the Mississauga Hospital, serving as one of Canada's leading health centres with specialized regional programs. Hospital *Urban Growth Centre* consists primarily of residential high density uses. Small pockets of low-rise dwellings are located on the edges of the Character Area. Office uses are located in the area surrounding the hospital along Hurontario Street and Queensway. Mixed commercial uses are clustered at three main intersections along Hurontario Street at King Street, Queensway and North Service Road.

Cooksville Creek is a significant ***natural heritage feature*** and portions of the creek have been impacted by channelization associated with flood and erosion control and storm water management. Enhancements to the ecological features of existing natural habitats and the urban forest will be encouraged.

The existing open space network is primarily concentrated adjacent to Cooksville Creek. To meet growth needs, opportunities for additional parkland and improvements to existing parks will be pursued.

12.6.2 Vision

Hospital *Urban Growth Centre* will be developed as a health district, anchored by the hospital with a broad range of uses clustered around the Mississauga Hospital, supporting more retail and service commercial uses, research and *development*, health facilities, offices, parks and residential uses.

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

The vision is based on the following guiding principles:

1. Support health care services – promote a range of health care services, supportive uses and research and *development* that create a healthier community; and

2. Create a more walkable and transit-supportive community – provide pedestrian connections to Hurontario Street and Queensway, and street related retail and service commercial uses along these corridors.



Figure 12.6. Conceptual Rendering of the Peter Gilgan Mississauga Hospital along Hurontario Street *(c. Trillium Health Partners)*.

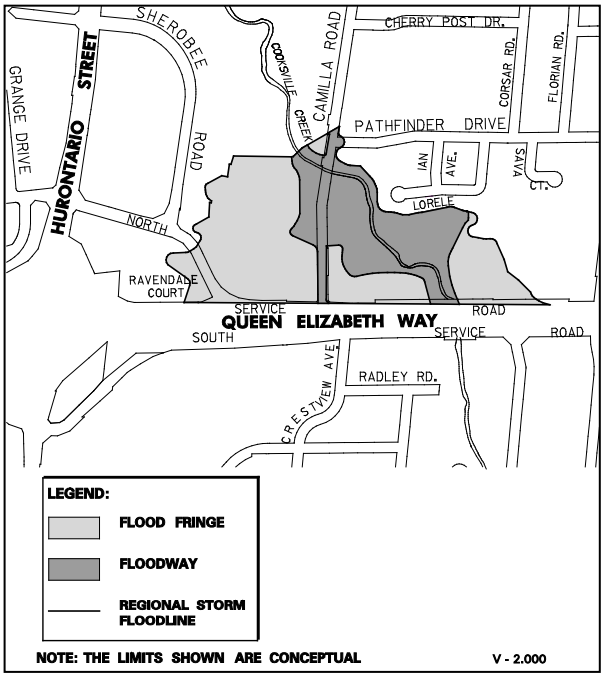
12.6.3 Building Height

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

12.6.3.2 On lands designated Residential High-Rise and Mixed Use, the maximum permitted building height as shown on Schedule 8: ***Protected Major Transit Station Area*** (Schedule 8I) may be exceeded by up to three storeys without an amendment to this Plan, subject to meeting the building transition policies of this Plan, where a *development* provides additional non-residential uses, including ***community infrastructure***. One additional storey in building height may be permitted for every 900 square metres of non-residential gross floor area (GFA) provided above the first storey. This does not include amenity space, above grade parking or ground floor non-residential uses, where required by the policies of this Plan.

12.6.4 Environmental Planning Area

12.6.4.1 The lands identified in Map12-6.2 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.



Map 12-6.2: Cooksville Creek Floodplain Management

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

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

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

i. *development* may be permitted provided the use, building or structure is flood proofed to the regulatory flood level as required by the conservation authority;

ii. 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 the conservation authority based on the depth and velocity factors;

iii. enclosed underground parking will be subject to the installation of stringent flood proofing measures to the elevation of the regulatory flood level; and

iv. the zoning of lands may utilize a Holding provision to ensure flood proofing and safe access are addressed prior to *development* to the satisfaction of the City and the conservation authority. The Zoning By-law will be amended to remove the holding symbol when the requirements for flood proofing, the provision of safe access to the proposed development and a detailed spill assessment and a financing agreement for the reconstruction of the culvert at the QEW has been completed to the satisfaction of the City, the conservation authority and the Ministry of Transportation.

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

i. 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;

ii. 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

iii. 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.

12.6.5 Land Use

12.6.5.1 Development proposals in the vicinity of the Mississauga Hospital must demonstrate that new buildings and structures do not interfere with the flight path to the hospital heliport.

Residential High-Rise

12.6.5.2 Notwithstanding the policies of this Plan, *development* will provide non-residential uses on the ground floor where the building is immediately adjacent to any of the following streets: Hurontario Street, King Street (new Cook Street to Hurontario) and Queensway.

Mixed Use

12.6.5.3 Notwithstanding the policies of this Plan, *development* along Hurontario Street, King Street (new Cook Street to Hurontario Street) and Queensway:

a. will provide non-residential uses on the ground floor where the building is immediately adjacent to a street listed above; and

b. may consist of primarily residential uses above the ground floor if not subject to a special site policy.

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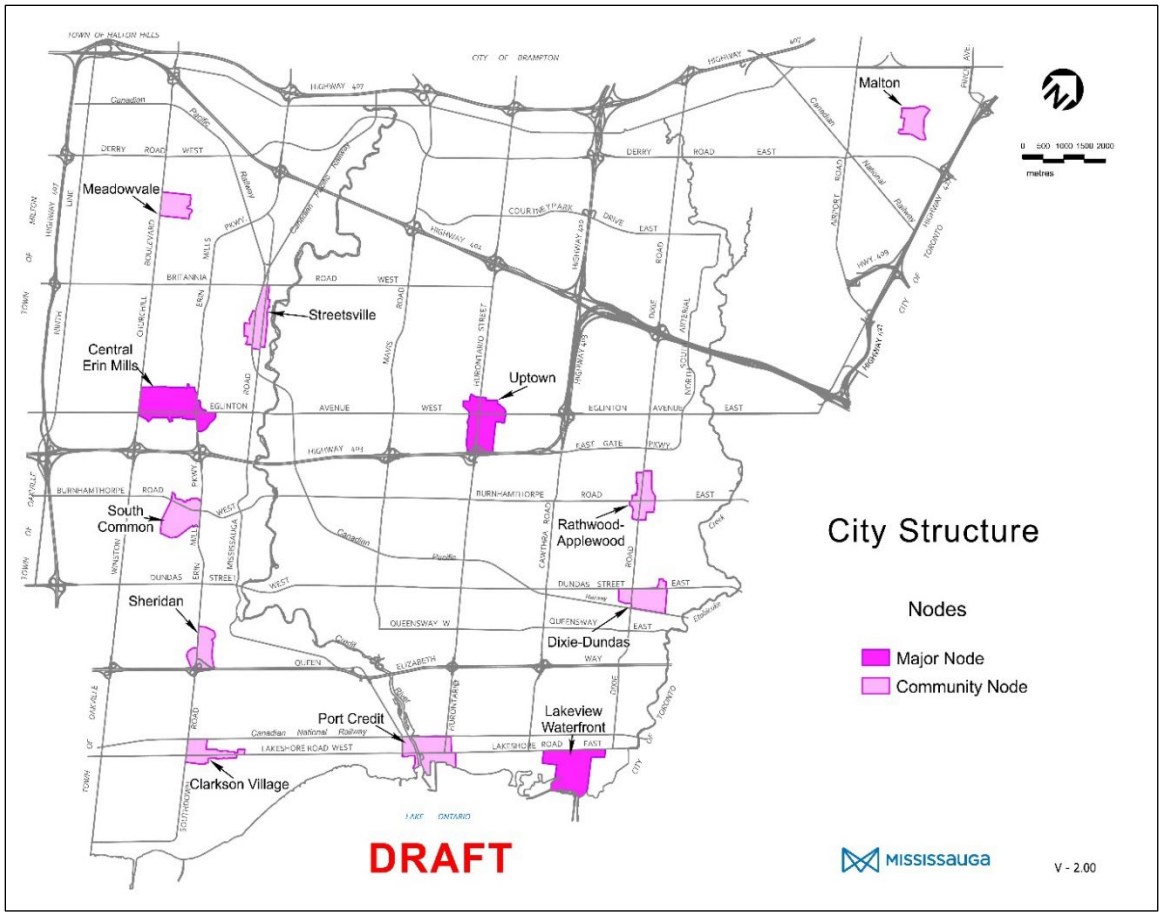
13

Nodes



13.1 Introduction

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



Map 13-1: City Structure – Nodes

Nodes comprise the following areas:

i. Major Nodes: Central Erin Mills, Lakeview Waterfront, and Uptown Character Areas.

ii. Community Nodes, which include the following Character Areas:

- Clarkson Village;
- Dixie-Dundas;
- Malton;
- Meadowvale;
- Port Credit;
- Rathwood-Applewood;
- Sheridan;
- South Common; and
- Streetsville.

13.1.1 General

13.1.1.1 Character Area, Local Area Plan, Special Site and ***Major Transit Station Area*** policies will establish how growth, development and mix of uses will be achieved within the Nodes.

13.1.1.2 *Development* in the Nodes will support the achievement of healthy, sustainable, *complete communities* that:

a. provide a wide-range of uses, including residential, office, ***community infrastructure***, services, mixed-use buildings, and commercial uses, according to the permitted land uses in the policies of the Plan;

b. supply a mixture of residential built forms, unit types and sizes, where permitted by the policies of the Plan, with a varied range of *housing options* and affordability to accommodate the needs of a diverse population including people with disabilities, older adults, and families;

c. deliver a compact built form and density that allow people to meet many of their needs locally and within walking distance, achieve a high quality urban environment, create a vibrant public realm, and support transit ridership;

d. have access to a range of transportation options, including *higher order transit* and a safe and convenient *active transportation* network;

e. maximize the use of existing and planned ***infrastructure*** and contribute to the provision of ***community infrastructure*** and other services necessary to support residents and/or workers;

f. supply convenient and safe, publicly-accessible open spaces, parks, recreational facilities and other gathering spaces that promote physically active lifestyles;

g. support local food options, including access to urban agriculture and farmers markets; and,

h. integrate green building design, *green infrastructure* and appropriate low impact development.

13.1.1.3 Development applications within Nodes proposing a change to the designated land use, which results in a *significant* reduction in the number of jobs that could be accommodated on the site, will not be permitted unless considered through an official plan review or update.

13.1.1.4 Proponents of development applications within a Node may be required to demonstrate how new *development* contributes to the achievement of the residents and jobs density target and provides for a concentration and mix of jobs as a key component of ***transit-supportive*** development.

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

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

13.1.1.7 *Major office* development will be encouraged to locate within the Major Nodes, and. ***Secondary office*** development will be encouraged to locate within Community Nodes.

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

13.1.1.9 *Development* will be required to contribute to the provision of ***community infrastructure***, transportation infrastructure, and other services necessary to support residents and or workers, as applicable.

13.1.1.10 Existing ***community infrastructure*** within the Nodes should be retained and, where appropriate, enhanced to meet the needs of the existing and planned residential population and/or employment of the Nodes and surrounding neighbourhoods, as applicable.

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

13.1.1.12 *Development* will be phased in accordance with the provision of ***community infrastructure*** and necessary servicing.

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

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

13.1.1.15 Nodes will be planned to reflect their role in the City Structure hierarchy.

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

13.1.2 Urban Design

13.1.2.1 *Development* in the Nodes will:

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

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

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

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

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

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

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

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

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

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

13.1.2.10 Minor design interventions is encouraged to enliven the Nodes on a temporary basis or to test ideas for long-term changes.

13.2 Major Nodes

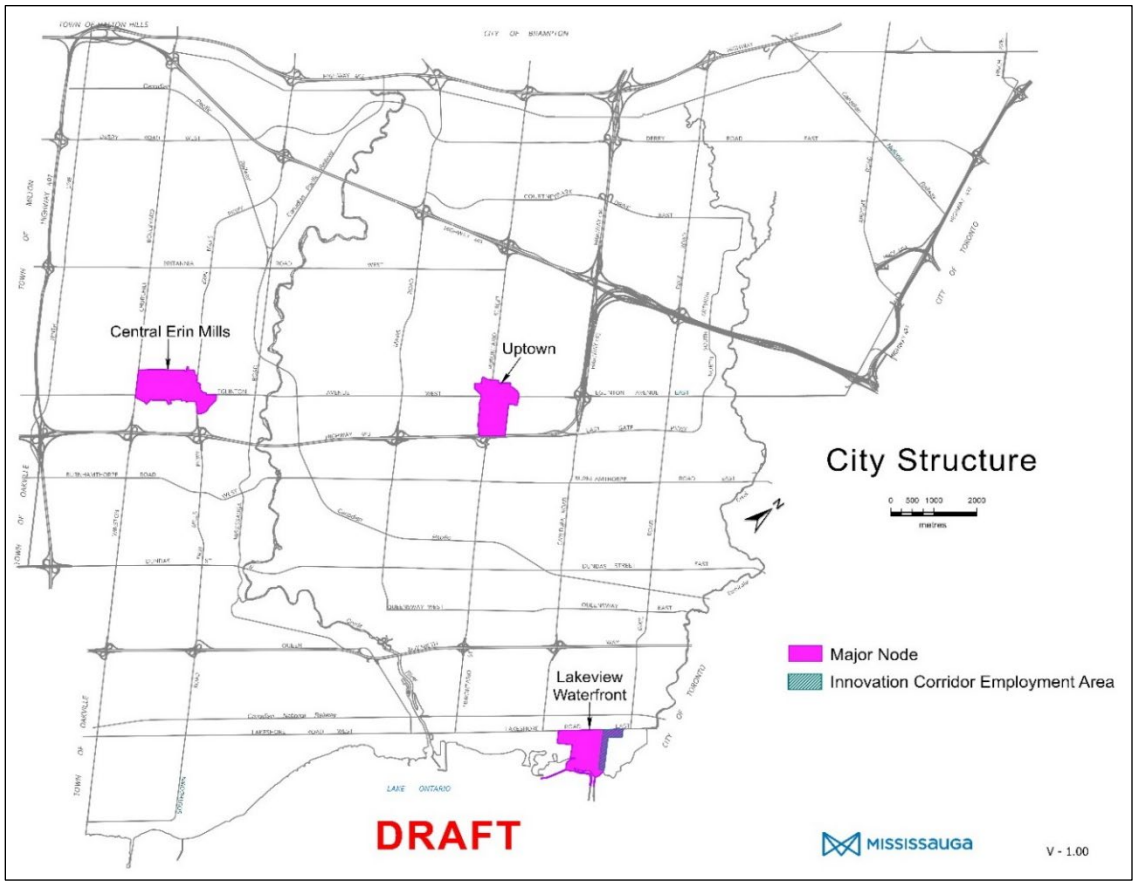
13.2.1 General

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

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

There are three Major Nodes in Mississauga:

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



Map 13-2: City Structure –Major Nodes

13.2.1.1 The Major Nodes will achieve a gross density of between 200 and 300 residents and jobs combined per hectare unless otherwise specified by the ***Major Transit Station Area*** policies.

13.2.1.2 Major Nodes will develop as city and regional centres and be a primary location for mixed use development with a balance of housing, retail, office, services and ***community infrastructure*** in close proximity of each other.

13.2.1.3 Major Nodes are intended to function as centres of community life for persons of all abilities, incomes and ages where investments on amenities, ***community infrastructure***, services, programs, gathering spaces and public realm will be directed.

13.2.2 Land Use

13.2.2.1 For lands within a Major Node, a minimum building height of two storeys to a maximum building height of 25 storeys will apply, unless otherwise specified by the Character Area policies or Special Site policies. For lands within a ***Protected Major Transit Station Area***, heights shall be as prescribed by the ***Major Transit Station Areas*** policies.

Residential

13.2.2.2 The Residential Low-Rise I designation will not be permitted, except for lands designated Residential Low-Rise I at the time this Plan comes into effect.

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

Mixed Use

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

Office

13.2.2.5 Lands within the Major Nodes that are designated Office will also permit Post-secondary educational facilities.

Motor Vehicle Commercial

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

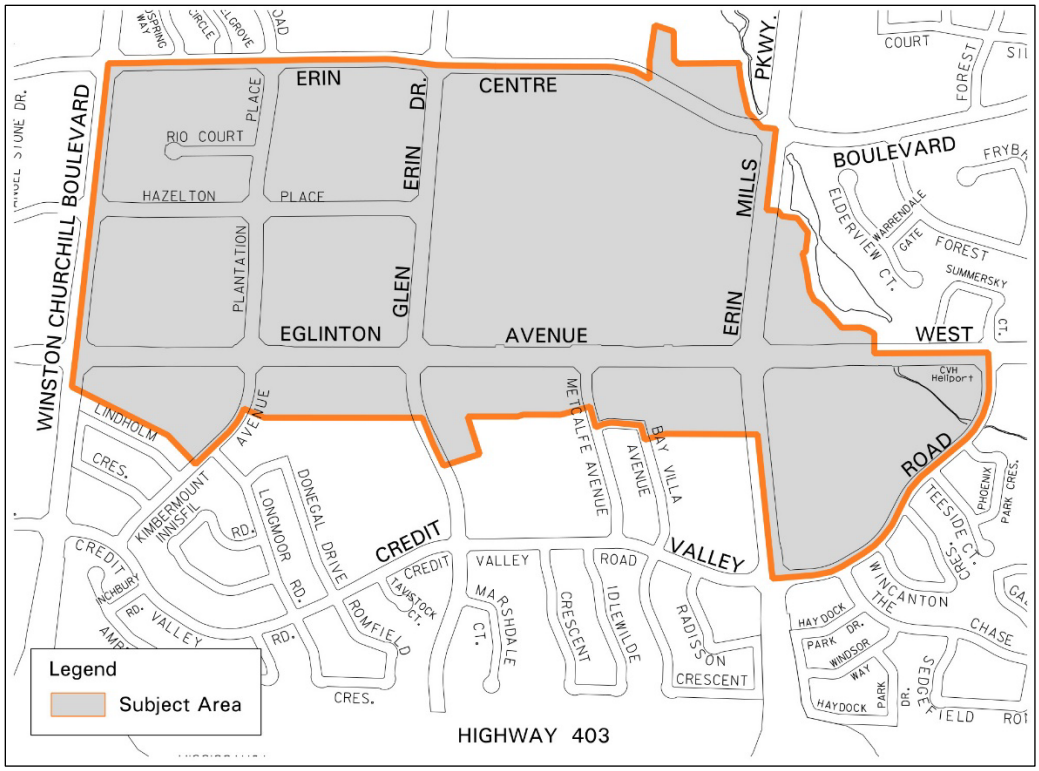
Business Employment

13.2.2.7 The Business Employment designation will not be permitted.

Industrial

13.2.2.8 The Industrial designation will not be permitted.

13.2.3 Central Erin Mills



Map 13-3.1: Central Erin Mills Major Node Character Area

13.2.3.1 Introduction

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

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

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

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

a. 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;

b. its planned function as a focal point for retail and service commercial uses, community facilities and bus facilities retained;

c. 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;

d. *active transportation* modes that are prioritized within the Node and connect to the surrounding residential neighbourhoods;

e. public transit that is prioritized over vehicular traffic and connects to the surrounding regional community;

f. densities and a mix of uses that allow people to meet many of their needs locally and within walking distance;

g. an attractive and well-connected built environment that promotes physically active lifestyles; and

h. environmentally resilient development that includes the use of ***stormwater best management practices and*** *green infrastructure*.

13.2.3.2 General

13.2.3.2.1 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.

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

13.2.3.3 Height and Density

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

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

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

13.2.3.3.4 A combination of residential and commercial uses are encouraged.

13.2.3.4 Urban Design

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

13.2.3.4.2 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.

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

13.2.3.4.4 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 between the tower portion of ***tall buildings*** to prevent clustering.

13.2.3.5 Residential Uses

13.2.3.5.1 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:

i. middle income is defined as Mississauga households with annual earnings between the lowest 40 to 60 percent of income distribution

ii. 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

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

13.2.3.5.2 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 appropriate agencies.

13.2.3.5.3 Reduced parking requirements will be considered for the below-market and affordable housing units described in policies 13.2.3.5.1 and 13.2.5.3.2 as an incentive to encourage their development.

13.2.3.5.4 The below-market housing units described in Policy 13.2.3.5.1 are to be comprised of a mix of both below-market rental and below-market ownership housing when considered across the Node. Individual development applications are encouraged wherever possible to include a mix of both below-market rental and below-market ownership housing.

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

13.2.3.5.6 Any existing below-market rental housing units that are retained under the provisions of the City's Rental Housing Protection By-law will count towards the below-market housing unit requirements described in Policy 13.2.3.5.1.

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

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

13.2.3.6 Mixed Use Designation

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

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

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

13.2.3.6.4 *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.

13.2.3.6.5 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.

13.2.3.6.6 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.

13.2.3.7 Office Uses

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

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

13.2.3.8 Transportation

13.2.3.8.1 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.

13.2.3.8.2 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.

13.2.3.8.3 Private streets may be permitted instead of public streets 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 street connects with a private street.

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

13.2.3.8.5 Transit stations and facilities will be incorporated into redevelopment plans adhering to MiWay standards.

13.2.3.8.6 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.

13.2.3.9 Implementation

13.2.3.9.1 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 Erin Mills Town Centre mall property will require a development master plan. Matters to be addressed by the development master plan may, among other matters, include the following:

a. delineation of development blocks;
b. road alignment and characteristics;
c. distribution of density;
d. building heights and massing;
e. land uses and estimated number of people and jobs;

f. phasing plans;

g. relationship to surrounding areas;

h. servicing requirements;

i. a public realm plan, including parkland;

j. vehicular and *active transportation* circulation plan;

k. vehicular and bicycle parking;

l. animation at grade, particularly for retail focus areas and in proximity to transit services and along major roads;

m. environmentally sustainable measures;

n. existing and proposed transit infrastructure; and

o. pedestrian Network Plan

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

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

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

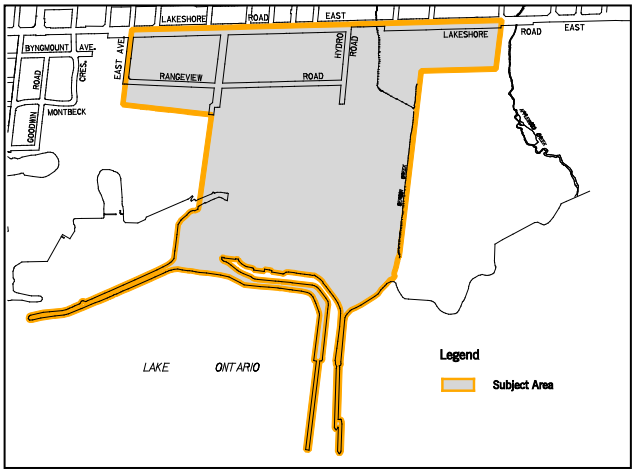
13.2.3.9.5 When a public street is required or a private street is permitted instead of a required public street, *development* will occur by way of plan of subdivision to secure the location and size of development blocks and the alignment of streets.

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

13.2.4 Lakeview Waterfront

13.2.4.1 Introduction

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



Map 13-4.1: Lakeview Waterfront Major Node Character Area

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.



Figure 13.1. A western view of Lakeview Village, overlooking the Jim Tovey Lakeview Conservation Area.

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 coal burning 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 naturalized waterfront area extending from the former OPG lands to Marie Curtis Park and new conservation and **wetland** areas will provide a migratory stop over for birds and butterflies, and a waterfront trail will be constructed along the shoreline for public access.

The existing street network consists of the following east-west street connections: Lakeshore Road East and Rangeview Road. The north-south street 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* will address any contamination issues and appropriate mitigation.

13.2.4.2 Vision

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

Guiding Principles

13.2.4.2.1 The Vision is based on the following Guiding Principles:

1. **Link:** connect the city and the water, including the provision of a continuous waterfront park system along the shores of Lake Ontario;
2. **Open:** open the site with accessible public spaces for all, with a public realm of different sizes and function, working together to provide a distinctive cultural and

ecological community landscape. Create green, public open spaces with enhanced *streetscapes*;

3. **Green:** promote a green sustainable innovative model community that may include integrated, water features that provide aesthetic, pedestrian connections and stormwater functions in both the public and private realm (e.g. water themed open spaces, walkways, and stormwater spines). Explore opportunities for innovative waste/recycling collection (e.g. vacuum collection) and energy production systems that promote conservation;

4. **Vibrant:** create a mixed use community, affordable and welcoming to all, including cultural uses, housing, retail, office and community amenities. Develop an urban village at a human-scale, near the waterfront that will be a focal point for the community. Provide a range of building typologies with an emphasis on mid-rise development, orient buildings for optimal exposure, microclimate and maximize at grade light. Enable improved health and wellbeing through provision of affordable and accessible public transportation and housing;

5. **Connect:** provide multiple ways to get around - walk, cycle, transit and vehicles. Design a safe, convenient mobility system that encourages all transportation modes and innovative parking solutions. A new street and block pattern including multi-use pathways and mews will connect various neighbourhoods and precincts and create a permeable community. Enhanced transit will bring residents, employees, and visitors into the area and support long term sustainability and vitality;

6. **Destination:** create a special place to draw visitors where people can enjoy cultural areas with unique venues, waterfront attractions and opportunities for expression. Provide incubator space to promote cultural and creative industries;

7. **Remember:** commemorate history while creating a new legacy. This will be reflected in public art and other opportunities to interpret the area's history; and

8. **Viable:** balance public and private investment to be economically sustainable. Explore opportunities for flexible and creative approaches to infrastructure planning. Encourage and facilitate safe redevelopment to be protective of human health and the environment to ensure the environmental conditions are suitable for the proposed use.

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

13.2.4.3 Population and Employment Growth

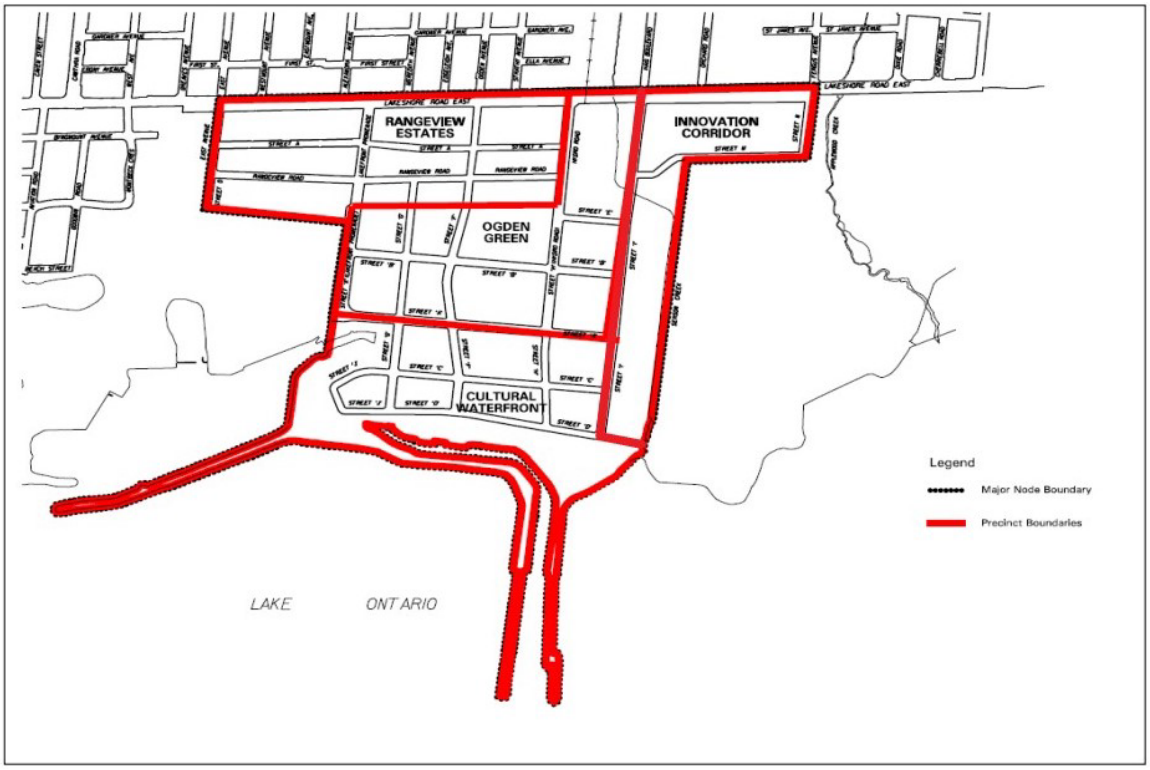


Figure 13.2. Eight guiding principles developed with the community through City initiated Inspiration Lakeview visioning.

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

The lands adjacent to Lakeshore Road East are part of a planned *higher order transit* corridor, with a future enhanced transit route also planned to extend into the site to support a transit oriented community. Lands adjacent to Lake Ontario are within the City's Green System and will play an important role in the ecological, economic, and social well-being of the area.

The area is divided into precincts in order to reflect differences in the planned function and character and consists of: Rangeview Estates; Ogden Green; the Innovation Corridor Employment Area; and the Cultural Waterfront; as shown on Map 13-4.2: Lakeview Waterfront Major Node Character Area Precincts.



Map 13-4.2: Lakeview Waterfront Major Node Character Area Precincts.

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

a. be an area of intensification including a mix of uses such as housing, retail, office, culture, institutional, and recreational uses;

b. 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;

c. achieve a targeted gross density of 300 residents plus jobs combined per hectare;

d. provide a range of building typologies predominately of a mid-rise in height;

e. provide a pedestrian oriented environment and promote *active transportation* and ensure transit is convenient;

f. provide a variety of housing choices including affordable, assisted and *special needs*; and

g. 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.

At full build out, the targeted population and number of jobs is approximately 15,000 to 22,000 people and 7,000 to 9,000 jobs to achieve a 2:1 population to employment ratio.

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

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

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

13.2.4.4 Innovation Corridor Employment Area

The Innovation Corridor Employment Area Precinct is located at the eastern limit of the Lakeview Waterfront area and is intended to be a research and development and high-tech green campus.

13.2.4.4.1 The Innovation Corridor Employment Area Precinct is an *employment area* that accommodates office uses, business employment uses, institutional uses, and research and development activities. Residential uses, *major retail* developments and the industrial designation will not be permitted in the Innovation Corridor Employment Area.

13.2.4.5 Natural Environment and Climate Response

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.

13.2.4.4.1 *Development* will incorporate sustainable measures in their design and will strive to meet LEED or other custom green development standards for all buildings.

13.2.4.4.2 The *development* of a district energy system will be encouraged in the area. Where a district energy system cannot be provided, all *development* will be encouraged to include on-site renewable or alternative energy systems.

13.2.4.4.3 New land uses may require one or more Records of Site Condition prior to site development, in accordance with Part XV.1 (Records of Site Condition) of the Environmental Protection Act.

13.2.4.4.4 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.



Figure 13.3. An example of a stormwater management approach in Portland, Oregon.

An interconnected network of open spaces will provide linkages, both within and to surrounding areas. This network includes parks, trails, and ***natural hazard lands***.

The current Serson Creek and the Lake Ontario shoreline flood and *erosion hazard* limits need to be confirmed through future study and/or review of development applications.

13.2.4.4.5 The limits of Serson Creek, as determined through further study, may impact the alignment of future streets in the creek's vicinity.

13.2.4.4.6 Innovative ***stormwater best management practices***, including low impact development techniques, may be integrated with open spaces and pedestrian walkways that will contribute to the overall network of open spaces. The location and design of these open spaces/spines will be determined through a master servicing plan and identified in development master plans.

13.2.4.5 Housing, *Community Infrastructure* and Cultural Heritage

Lakeview Waterfront is planned as a sustainable new community with public access to the waterfront. The area is anticipated to draw people from within and beyond Mississauga.

A mixed use focal point is planned for the southeast quadrant of the community, where cultural commercial, office, institutional, and recreational open spaces converge. The area is envisioned as a vibrant, pedestrian oriented space with outdoor cafes, unique retail, attractive street furniture and sitting areas. The area may accommodate special events and uses, waterfront attractions, and art and culture incubator space.

Street 'I' (extension of Ogden Avenue) and the adjacent linear public open spaces represent an important north-south green corridor. This central area is where a public realm of different sizes and functions work together to provide a distinctive landscape that is safe, attractive and inviting with direct access and views to the waterfront. The area provides opportunities for physical fitness, leisure, and social interaction in order to

promote healthy and active lifestyles. Adjacent land uses and built form will support this key element of the community.

Lakefront Promenade, Hydro Road/Street 'J', and Street 'K' (extension of Haig Boulevard) are important corridors that provide access from Lakeshore Road East to the waterfront and will incorporate enhanced ***streetscape***.

Activities that benefit from being near the shoreline, parks and the Waterfront Trail are also envisioned for the area.

13.2.4.5.1 Affordable housing will be required in accordance with the City's housing strategy.

13.2.4.5.2 A minimum of 5 percent of the overall units within the Ogden Green and Cultural Waterfront Precincts will be affordable housing units, or equivalent satisfactory provisions, as deemed acceptable by the City.

13.2.4.5.3 The City will work in collaboration with the school board(s) to determine the need for educational facilities. The location of these facilities will be determined through the development application process.

13.2.4.5.4 The City will encourage partnerships and collaboration with the local community, professional artists, arts organizations and creative enterprises to further develop the cultural amenities in the Cultural Waterfront Precinct, including creative industries and commercial opportunities.

13.2.4.5.5 The Cultural Waterfront Precinct will be the preferred location for cultural uses with the potential for a museum, artist supportive housing and galleries, festival and creative urban spaces, and artist studios. Buildings providing flexible floor plates that are amenable to a variety of cultural uses and ground level incubator space, including ***makerspace*** will be encouraged.

13.2.4.5.6 *Development* within the Cultural Waterfront Precinct will create a unique identity by providing distinctive architecture, high quality public art and ***streetscape***, and cultural infrastructure and spaces that will reinforce, where appropriate, the history of the site.

13.2.4.5.7 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 other levels of government and agencies to achieve these public uses.

13.2.4.5.8 Public parks will front onto a public street to maximize street frontage and accessibility.

13.2.4.5.9 The City, in consultation with Credit Valley Conservation (CVC), will investigate the extent to which the lands along the shoreline can be developed for a vibrant destination space at the water's edge.

13.2.4.6 Transportation

The Lakeview Waterfront community is designed to encourage multi-modal transportation with emphasis on transit and *active transportation*, to reduce traffic delays, congestion, energy consumption and pollution. The community will have a highly connected network of streets and routes for *active transportation* to support walking and cycling.

As the area develops and site specific applications are submitted, the City will monitor implementation of the multi-modal network to ensure transit and *active transportation* are incorporated and the overall network functions efficiently. As development in the Lakeview Waterfront community progresses, increased traffic delays may be experienced if the complementary improvements and/or investments to the overall network are not made.

The City will continue to work with partners from other levels of government, including Metrolinx and the private sector, to explore sustainable transportation solutions. The area's proximity to existing and expanded all day two-way GO Rail transit service, proposed *higher order transit* along Lakeshore Road East and future enhanced transit into the site will provide increased levels of service in the future.

Future enhanced transit is the provision of a range of transit services and *infrastructure* based on demand.

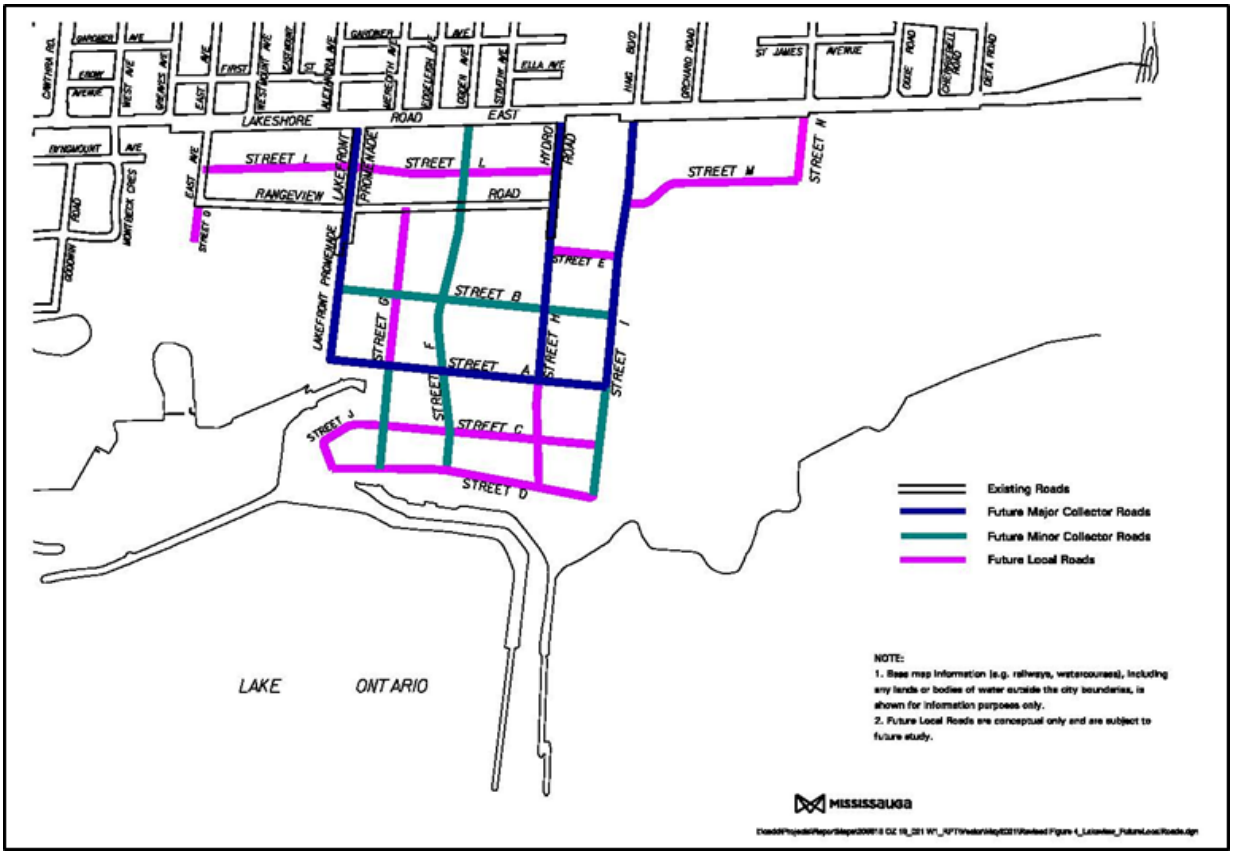
As a fully realized community, transit and *active transportation* are intended to be viable alternatives to vehicular use and will help shape and support the future *development* of the Lakeview Waterfront area.

The existing and future conceptual street network is shown on Schedule 3 Transportation: 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 4 - Transportation: Long Term Transit Network. The City Council-endorsed Lakeshore Connecting Communities Transportation Master Plan sets out a long-term vision for Lakeshore Road corridor improvements and transit enhancements that will support future development. The Master Plan recommended the implementation of Bus Rapid Transit (BRT) for the Lakeshore Road segment between Cawthra Road and the Toronto border and the completion of multi-modal road improvements (including pedestrian and cycling networks).

Bringing enhanced transit into the site is considered fundamental to implementing the Vision and Guiding Principles for Lakeview Waterfront. An assessment of the preferred transit solution to service the interior of the Lakeview Waterfront Major Node, including its alignment and overall street network, will be subject to further study.

Street, Transit and Active Transportation Network

13.2.4.6.1 The Lakeview Waterfront area will be developed with a fine-grain network of streets and connections that will support *active transportation* and create a well connected and healthy community.



Map 13-4.3: Lakeview Waterfront Major Node Character Area Future Roads.

13.2.4.6.2 An area-wide transportation study for the Lakeview Waterfront is required that will examine among other things: future enhanced transit including its alignment and design; multi-modal splits between transit, *active transportation* and vehicle use; TDM; additional streets; and potential traffic infiltration impacts on adjacent neighbourhoods. This study will build upon the work completed for the Lakeshore Connecting Communities Transportation Master Plan and will make recommendations on *infrastructure* and density, Map 13-4.3: Lakeview Waterfront Major Node Character Area Future Roads modal splits, and any required phasing of development.

13.2.4.6.3 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.

13.2.4.6.4 Streets will be designed to provide connectivity within and between precincts in the Lakeview Waterfront area and ensure that adequate street right-of-way widths are maintained for municipal servicing, utilities, and a desirable public realm.

13.2.4.6.5 Streets will be designed to incorporate *active transportation* and provide views to the waterfront. Lakefront Promenade, Street 'I', Hydro Road/Street 'J' and Street 'K' will be designed with enhanced ***streetscapes*** that may include among other things, wide sidewalks, street trees, planting, furniture.

13.2.4.6.6 The City may acquire and protect for a public transit right-of-way for an enhanced transit route (Schedule 4 - Transportation: Long Term Transit Network) where the creation of a public transit right-of-way separate from, adjacent to, or in addition to, a street right-of-way is deemed appropriate.

13.2.4.6.7 The City will, through the review of development applications, eliminate and/or consolidate vehicular ingress/egress locations and turning movements to and from Lakeshore Road East and direct traffic towards signalized intersections, where appropriate.

13.2.4.6.8 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 (TDM);
c. ***transit-supportive*** development and design;
d. pedestrian/cycling connections; and
e. access management plan.

13.2.4.6.9 The final detailed alignment of the street network will be incorporated into development master plans and reflected in plan(s) of subdivision.

13.2.4.6.10 Future additions to the street network will be public street, unless arrangements for private streets are made that are satisfactory to the City. Private street may be considered subject to the following:

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

13.2.4.6.11 The City may consider alternative street design standards to achieve community design objectives.

13.2.4.6.12 The City may expropriate for streets if necessary, with the costs recovered through landowner cost sharing agreements.

Connectivity

13.2.4.6.13 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:

a. small block sizes;
b. fine-grain street patterns;
c. multi-use paths;
d. pedestrian mews;
e. frequent intersections; and
f. development framing parkland or privately owned publicly accessible open spaces.

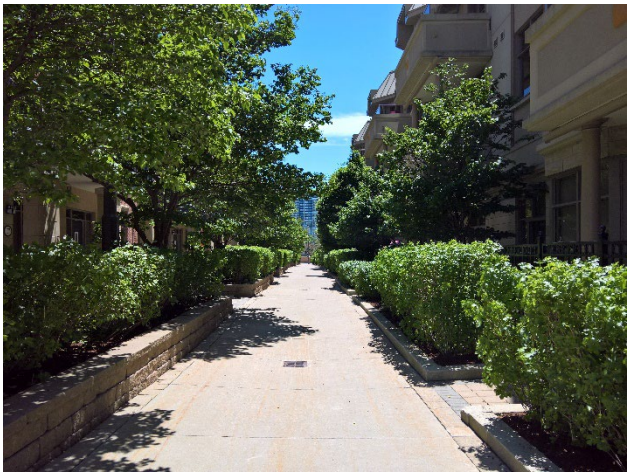


Figure 13.4. An example of a pedestrian mew.

13.2.4.6.14 *Active transportation* connections will be confirmed through the Lakeview Waterfront Transportation Study and development master plan(s).

13.2.4.6.15 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.

Parking

13.2.4.6.16 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:
    i. townhouse dwellings;
    ii. low-rise apartment dwellings not exceeding four storeys;
    iii. cultural, recreational and institutional uses; and
    iv. Innovation Corridor Employment Area Precinct.
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.

13.2.4.7 Urban Form and Design

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:

a. have a built form that is predominantly mid-rise in scale;

b. provide opportunities for ground related housing (e.g. all types of townhouses);

c. permit limited taller buildings that must "earn the sky" through design excellence and protection of skyviews and address sun and wind;

d. ensure design excellence that incorporates sustainable design (e.g. LEED or custom green development standards); and

e. a connected and well designed open space system that provides opportunities for public gathering and passive outdoor recreation.

General Policies

13.2.4.7.1 The distribution of height and density will achieve the following:

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 13-4.4 Waterway District Area, and will include select, architecturally significant buildings, subject to an architectural competition

e. buildings located in the Waterway District Area will provide an appropriate transition in height to adjacent development in surrounding areas;

f. provide a pedestrian scale with appropriate step backs that includes a transition towards adjacent parks and the waterfront;

g. provide appropriate transition between private development and public open space;

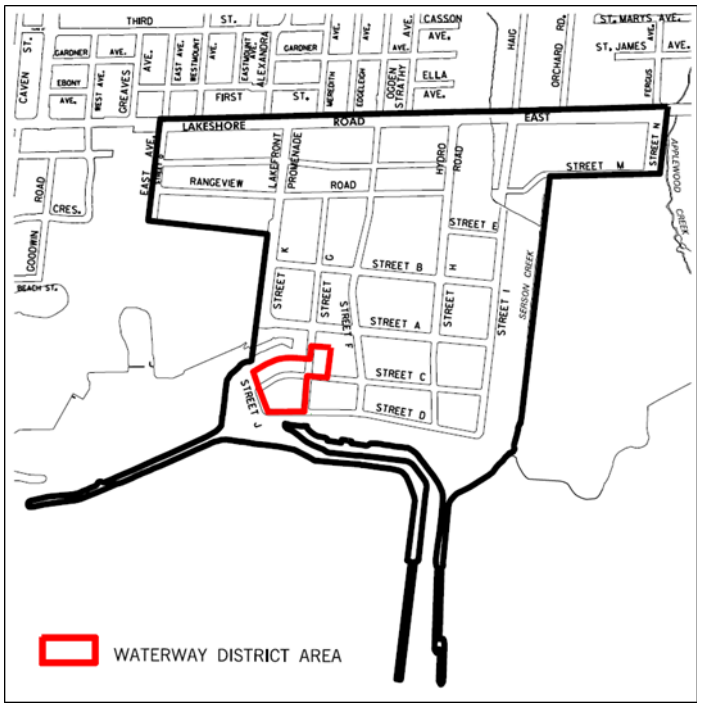
h. ensure permeability and views towards the waterfront; and

i. ensure a variety of built forms to create a varied skyline that promotes views to Lake Ontario.

13.2.4.7.2 *Development* within the Ogden Green and Cultural Waterfront Precincts will be guided by the Lakeview Village Design Guidelines.

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.



Map 13-4.4: Waterway District Area

13.2.4.7.3 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:

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:

   i. reduce any "wall effect;"

   ii. define gateway locations and street edges;

   iii. provide skyviews and sunlight; and

   iv. ensure a pedestrian friendly environment.

c. adequate spatial separation between taller buildings (over 8 storeys) to address overcrowding of skyline and the potential loss of light and skyviews, protection of view corridors**,** privacy, and overlook of occupants;

d. use of public and private open spaces to accommodate innovative ***stormwater best management practices***, including low impact development techniques, reinforce view corridors, enhance the aesthetic quality of the area, increase the tree canopy, and enhanced connections (i.e. connections to the adjoining street network);

e. how proposed developments incorporate green development standards and sustainable infrastructure and implement the directions/ recommendations of the Financial/Sustainability Strategy;

f. final alignment of future streets 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;

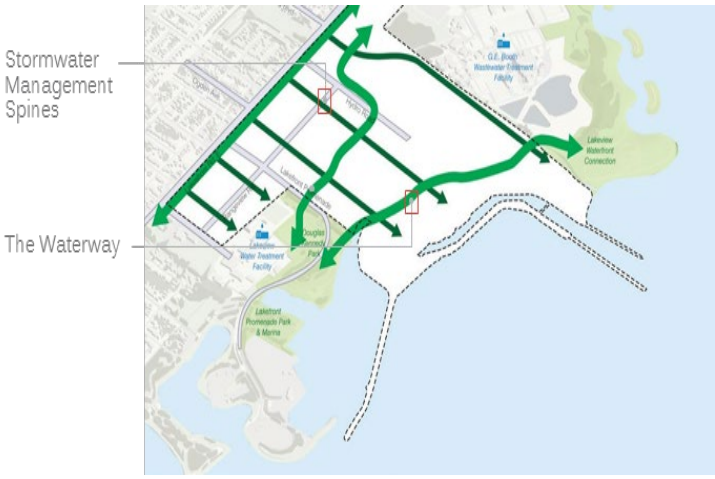


Figure 13.5. An innovative approach to stormwater management - series of north-south and east-west spines adds natural elements to the public and private realm while providing an important water collection function.

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;

l. phasing of *development* within and between precincts including the use of one or more plans of subdivision to ensure the provision of adequate services.

13.2.4.7.4 The Lakeview Waterfront Development Master Plan represents the development master plan for the Ogden Green, Cultural Waterfront and Innovation Corridor Employment Area Precincts. Development within these precincts will be in keeping with the layout, built form and principles outlined in the Lakeview Waterfront Development Master Plan.

Precincts

Lakeview Waterfront will be predominantly mid-rise in form but will include some lower and taller buildings to provide a variety of building types.

13.2.4.7.5 Permitted building heights will range as follows:

a. townhouses (all types) ranging from 2 to 4 storeys;

b. low-rise apartment buildings up to 4 storeys;

c. mid-rise apartment buildings from 5 to 8 storeys; and

d. taller buildings from 9 to 15 storeys.

13.2.4.7.6 Notwithstanding policy 13.2.4.7.5, a limited number of buildings from 16 to 25 storeys in height may be permitted in the Rangeview Estates and Ogden Green Precincts, subject to a Height Study(s). Development master plans will demonstrate how a range of heights from 9 to 15 storeys will be maintained across these precincts.,

13.2.4.7.7 Notwithstanding policy 13.2.4.7.5, one building with a maximum height of 28 storeys will be permitted within the Ogden Green Precinct at the northeast corner of Street 'A' and the central north-south park, generally in keeping with the Lakeview Waterfront Development Master Plan.

13.2.4.7.8 Notwithstanding policy 13.2.4.7.5, three taller buildings may be permitted in the Waterway District Area (Map 13-4.4) with the tallest building permitted to a maximum height of 40 storeys. The buildings will be in keeping with the configuration identified in the Lakeview Waterfront Development Master Plan.

13.2.4.7.9 A Height Study will address among other things:

a. appropriate height;
b. floor plate size;
c. number and location of buildings;
d. appropriate separation distance including siting to preserve view corridors;
e. transition to adjacent development; and
f. Variations in height to create visual interest.

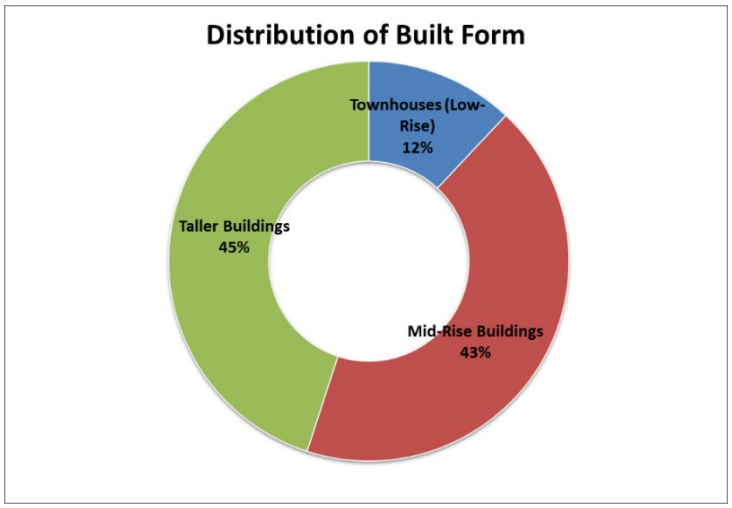


Figure 13.6. The planned distribution of built form is a combination of townhouses, mid-rise apartments and taller buildings (Table 1)

13.2.4.7.10 *Development* within the Ogden Green and Cultural Waterfront Precincts will be in accordance with the minimum and maximum height limits as shown on Map 13-4.5. The appropriate heights within these ranges will be determined by the other policies of the Lakeview Waterfront Major Node Character Area.

13.2.4.7.11 ***Podiums*** of ***Tall buildings*** should provide appropriate transition to adjoining low to mid-rise buildings

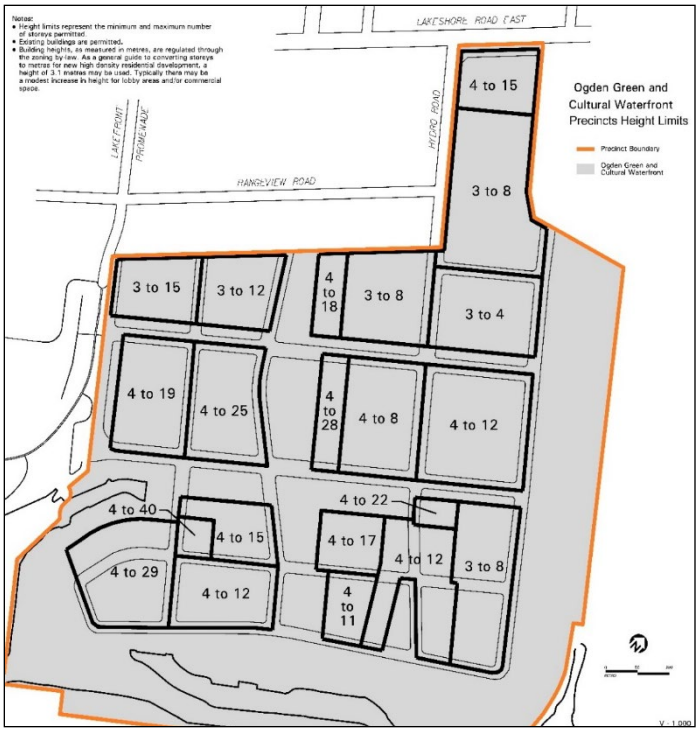
13.2.4.7.12 Table 1: Distribution of Housing and Unit Targets by Precinct provides a guide to how housing units by type and precinct are to be distributed across the Lakeview Waterfront area. Development master plans will be consistent with Table 1.

13.2.4.7.13 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:

a. the total maximum units will not exceed 11,750 and will be distributed within each precinct as per Table 1;

b. 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

c. 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.



Map 13-4.5: Ogden Green and Cultural Waterfront Precincts Height Limits

Criteria for Taller Building Heights

13.2.4.7.14 Development master plans will identify key locations where taller buildings (above 9 – 15 storeys), may be considered, including the following:

a. in proximity to a *higher order transit* stop on Lakeshore Road East taller buildings will be located beyond a mid-rise building;

b. at Ogden Avenue and Lakeshore Road East provided the taller building is located beyond a mid-rise building fronting Lakeshore Road East;

c. along the future enhanced transit route.;

d. along the central north-south park; and

e. 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.

13.2.4.7.15 Mid-rise buildings will be required to front Lakeshore Road East and encouraged along future enhanced transit route and along Street 'I' (extension of Ogden Avenue).

13.2.4.7.16 Commercial uses are permitted along Lakeshore Road East and will be required between Lakefront Promenade and Hydro Road.

13.2.4.7.17 Notwithstanding policy 13.2.4.7.13 freestanding commercial buildings may be less than 5 storeys.

Table 1: Distribution of Housing and Unit Targets by Precinct

Precinct	Total Residential Units	Built Form					
		Townhouses (All Types)[1]		Mid-Rise Buildings (5-8 storeys)		Taller Buildings (9-15 storeys)[2]	
		Number of Units	% of Townhouses (Precinct)	Number of Units	% of MidRises	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.

Ogden Green Precinct

The Ogden Green Precinct is centrally located in the Lakeview Waterfront Community. Linear parks along Street 'A', Street 'B' and Street 'F' provide connections to the waterfront and surrounding uses. Mid-rise and taller buildings will be directed to the future enhanced transit route and along the central north-south park.

13.2.4.7.18 Mid-rise buildings and taller buildings will be permitted along the future enhanced transit route and along the north-south central park.

13.2.4.7.19 Taller buildings should be designed with ***podiums*** distinct from the tower in order to emphasize the mid-rise character of the community. The tower component should step back from the ***podium*** in order to help achieve this distinction.

Innovation Corridor Employment Area Precinct

The Innovation Corridor Employment Area Precinct is intended to have a concentration of high tech, research and innovation businesses, often in facilities exhibiting high architectural and urban design standards.

13.2.4.7.20 Mid-rise buildings with underground parking or screened parking structures will be encouraged.

Cultural Waterfront Precinct

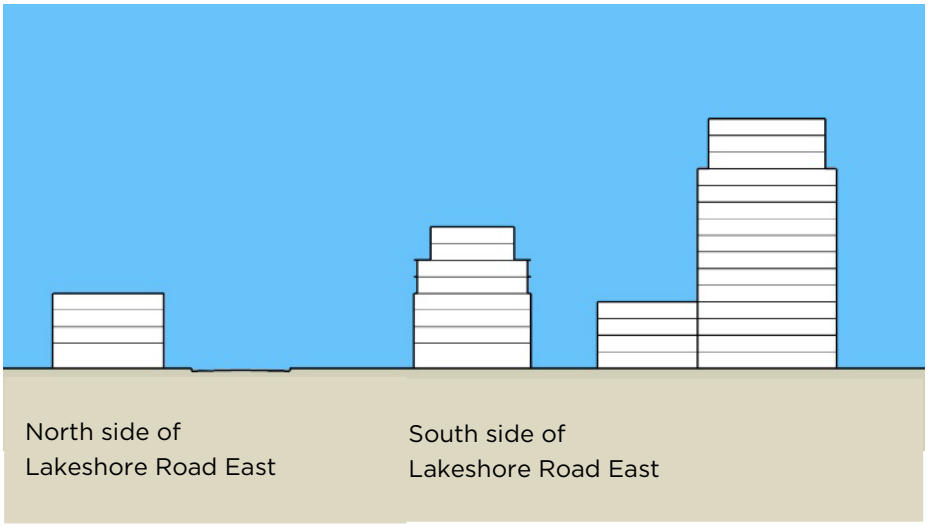


Figure 13.7. *Development* in the Lakeview Waterfront along Lakeshore Road East with an 8 storey building and a 15 storey building behind.

The Cultural Waterfront Precinct is located along the Lake Ontario shoreline. This precinct provides direct public access to the waterfront. A broad mix of uses including residential, commercial, institutional, open space, community and cultural uses will create a vibrant character. A mixed use focal point of a pedestrian scale is envisioned with generous public realm including attractive street furniture, patios and public art.

13.2.4.7.21 Notwithstanding policy 13.2.4.7.5, and with the exception of the Waterway District Area, building heights will be kept to a mid-rise form in scale and height in keeping with the Lakeview Waterfront Development Master Plan.

13.2.4.7.22 Buildings fronting Street 'D' will have a maximum height of six storeys with stepbacks above the fourth storey.

13.2.4.7.23 Notwithstanding policy 13.2.4.7.5, a 22 storey building will be permitted at the eastern terminus of the central east-west park. The building will be subject to an architectural competition to ensure architectural excellence, appropriate contextual integration and the creation of an appropriate terminating vista along the park.

13.2.4.7.24 Taller buildings should be designed with ***podiums*** distinct from the tower in order to emphasize the mid-rise character of the community. The tower component should step back from the ***podium*** in order to help achieve this distinction.

13.2.4.7.25 Built form will provide a generous public realm and promote an active and vibrant waterfront respecting the relationship to the water e.g. public access and views.

13.2.4.7.26 Notwithstanding policy 13.2.4.7.5, the Waterway District Area (Map 13-4.4) may permit three taller buildings, with the tallest building permitted to a maximum height of 40 storeys. These buildings will demonstrate an appropriate transition in height, particularly to the waterfront park along the west and south sides, with the tallest being located the furthest away from the waterfront park. The buildings will be in keeping with the configuration identified in the Lakeview Waterfront Development Master Plan and will provide generous setbacks from the waterfront park.

13.2.4.7.27 An architectural competition will be required for the Waterway District to ensure a high level of architectural excellence and to ensure the sensitive integration of height adjacent to the waterfront park. The architectural competition will take into account the concept derived through the Lakeview Waterfront Development Master Plan.

13.2.4.7.28 The precinct will include:

a. series of water themed open spaces intended to accommodate a range of uses (e.g., pedestrian streets, outdoor cafes, skating rinks, splash pads and programmable spaces);

b. buildings with flexible floor plates that are suitable for a variety of cultural activities such as, but not limited to museums, art galleries, studios, markets and incubator space to promote cultural and creative industries; and

c. a mixed use focal point on the eastern portion of the precinct that provides an active and vibrant area primarily for commercial, cultural, institutional (e.g. post-secondary campus) and recreational activities. This area will be designed as an urban village near the waterfront, with an emphasis on pedestrian oriented development and the public realm.

13.2.4.7.29 Institutional buildings (e.g., postsecondary institutional campus) will be innovatively designed to take advantage of its location along Lake Ontario.

13.2.4.8 Economic Growth

The Lakeview Waterfront area has historically been home to a range of employment uses. Due to its waterfront location, the area could be better utilized for a mixture of residential, commercial, office and other employment generating land uses at a higher density.

It is recognized that existing businesses may remain in the area until such time as *redevelopment* occurs. Although existing businesses may relocate, a range of employment uses is essential to achieving the vision for the area. New employment uses are planned for the area and the primary location for these jobs will be in the Innovation Corridor Employment Area Precinct.



Figure 13.8. The Lakeview Waterfront can provide an active and vibrant waterfront and opportunities for cultural activities such as Vancouver's Granville Island.

13.2.4.8.1 Commercial space providing employment opportunities as well as serving residents and people attracted to destination uses in the area, will be directed to the following locations:

a. Lakeshore Road East between Lakefront Promenade and Street 'K'; and
b. Cultural Waterfront Precinct.

13.2.4.8.2 The Innovation Corridor Employment Area Precinct is intended to be the location of the greatest number of office and light industrial jobs. The amount of space and any required incentives to attract major employers will be determined through the Inspiration Lakeview Innovation Corridor Feasibility Study.

13.2.4.8.3 The City will work with the Province to attract post-secondary institutional uses to the Lakeview Waterfront area.

13.2.4.8.4 A study that will identify opportunities to incorporate cultural infrastructure and creative spaces into the community may be undertaken.

13.2.4.8.5 Strategies to encourage and support employment uses may be pursued including Community Improvement Plans and other incentives.

13.2.4.9 Land Use Designations

General

13.2.4.9.1 Notwithstanding the land use designation policies, remediation of any contaminated lands will have to be addressed to ensure that it is suitable for the intended uses.

13.2.4.9.2 Precincts are planned to be developed for a range of land uses. Development master plans will identify the appropriate mix of residential and employment uses and have regard for the planned function and character envisioned for each of the precincts and Table 1: Distribution of Housing and Unit Target by Precinct.

13.2.4.9.3 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.

Residential Mid-Rise

13.2.4.9.4 Notwithstanding the Residential Mid-Rise policies of this Plan, apartment dwellings of a low, mid-rise and taller built form will be permitted up to 12 storeys.

13.2.4.9.5 For lands fronting Lakeshore Road East, Street 'D' or Street 'F', commercial uses will be permitted on the ground level of buildings.

Mixed Use

13.2.4.9.6 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.

Business Employment

13.2.4.9.7 Notwithstanding the Major Node policies of this Plan, the Business Employment designation will be permitted.

13.2.4.9.8 Notwithstanding the Business Employment policies of this Plan, the following additional uses will be permitted:

a. major office; and
b. institutional use excluding any associated residential dwellings.

13.2.4.9.9 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. truck fuel dispensing facility;

e. Motor Vehicle Commercial;

f. motor vehicle body repair facilities;

g. transportation 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).

13.2.4.10 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:

a. preparation of area wide studies;

b. preparation of development master plan(s) including supporting documentation and public consultation to the satisfaction of the City;

c. endorsement of development master plan(s) by City Council; and

d. submission of development application(s) and studies (including any contribution to cost sharing agreement for studies).

13.2.4.10.1 Development applications will be considered premature and not "complete" under the *Planning Act* until the area wide studies, have been completed and development master plan(s) have been endorsed by Council.

13.2.4.10.2 Notwithstanding policy 13.2.4.10.1 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 has been obtained. Should modifications be required by the City to development master plans, development applications shall be revised prior to Council approval.

13.2.4.10.3 The preparation of development master plans will include a public consultation component, including input from the local ratepayer's association, to the City's satisfaction.

13.2.4.10.4 That to ensure the proper and orderly *development* of lands, consolidation or assembly of lands may be required.

Lakeview Waterfront Studies

A number of studies are required to be completed prior to *development* as well as those typically required for a complete development application.

Area Wide Studies

13.2.4.10.5 Area wide studies including but not limited to the following will be completed prior to City Council's endorsement of development master plan(s):

a. Transportation Study (e.g. street network and capacity analysis, ***active transportation*** connections and enhanced transit assessment); and

b. Financial/Sustainability Strategy (e.g. mechanisms to achieve sustainable best practices).

Development Master Plan Studies

13.2.4.10.6 Development master plan(s) will be required to provide supporting documentation, analysis and studies that demonstrate how the Urban Form and Design policies for this area have been satisfied.

13.2.4.10.7 A sustainability plan will be prepared as part of the planning for each precinct area to ensure that *development* is consistent with the vision of creating a model green, sustainable and creative community and address the findings of the Financial/Sustainability Strategy. The plan will address issues, including but not limited to, the use of green development standards and sustainable measures and applicable mechanisms to implement such as area specific levies, and alternate parking standards.

13.2.4.10.8 Additional studies may be required to be completed but will not be limited to:

a. Active and Urban Shoreline Study;

b. Coastal Studies;

c. Cultural Incubator Study.

d. Economic Development Business Case Study (Innovation Corridor Employment Area and Cultural Waterfront Precincts);

e. Height Study(s);

f. Land Use Compatibility Assessment(s);

g. Post-Secondary Institution Business Case Study; and

h. Serson Creek Study.

Contamination and Land Use Compatibility

In addition to the policies of the Plan, the following provide further guidance on issues of contamination and site remediation.

13.2.4.10.9 Development applications may be required to undertake a study to assess contamination in the area in accordance with Provincial Government regulations and standards and City policies.

13.2.4.10.10 If the study indicates potential for soil or ground water contamination, an assessment of the conditions will be required. If contamination is confirmed, a remedial action plan in accordance with Provincial Government regulations and standards

appropriately addressing ***contaminated sites*** will be required. Constraints with respect to proposed land uses will be identified.

13.2.4.10.11 Environmental site assessments will be required to confirm existing site conditions and if contamination has been identified, all requirements for remediation to ensure lands can be redeveloped for their intended land uses.

13.2.4.10.12 Provincial Government restrictions regarding the buffering of new residential uses will apply to the *redevelopment* of lands in proximity to existing industries and the wastewater treatment plant.

13.2.4.10.13 Land use compatibility assessments are to be undertaken for new residential and other *sensitive land uses* at the time of a development application. This is necessary in order to determine whether such uses are compatible with remaining employment uses, and to identify what mitigation measures, if any, are required in order to ensure the operational viability of these remaining businesses. In these circumstances, the onus of responsibility for mitigation will fall on new residential and/or other sensitive uses.

Planning and Financing Tools

13.2.4.10.14 In the event that there are multiple landowners, to ensure the appropriate and orderly *development* of the site and to ensure that the costs associated with development are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement has been executed to address distribution of costs and municipal and ***community infrastructure***, lands and facilities associated with *development* in a fair and equitable manner. Individual developments will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement.

13.2.4.10.15 The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary for the purposes of facilitating a front ending agreement, the City may utilize area specific development charge by-laws enacted pursuant to the *Development Charges Act*, 1998, as amended.

13.2.4.10.16 In order to ensure the proper and orderly *development* in accordance with this Plan, *development* will occur by way of one or more plans of subdivision which will determine the final alignment of public streets the location and size of development lots and blocks, and parkland. *Development* may be phased as necessary. Land consolidation will be encouraged.

13.2.5 Uptown

13.2.5.1 Introduction

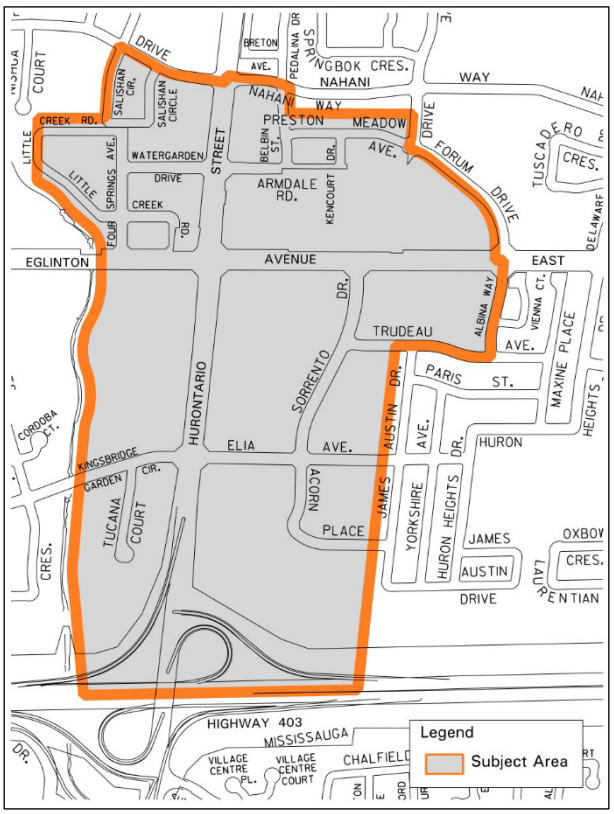
Uptown will evolve to be a connected community that supports walking, cycling, transit and vehicular options for people of all ages to get around.

Uptown will support a vibrant public and private realm with a mix of offices, retail uses and a range of employment opportunities, along with residential mid-rise and high-rise development.

Uptown will incorporate a high quality and well-designed network of parkland, and new development will consider environmental sustainability.

Uptown will also evolve with the support of innovative partnerships, where they will benefit the community.

The Uptown Major Node aligns with the Eglinton *Protected Major Transit Station Area* as shown on Schedule 1: City Structure and identified on Schedule 8: *Protected Major Transit Station Areas*.



Map 13-5.1 Uptown Community Node Character Area

13.2.5.2 Land Use

13.2.5.2.1 Uptown will be developed as a compact, mixed use community that supports offices, retail uses and a range of employment opportunities.

13.2.5.2.2 *Redevelopment* that results in a loss of office floor space will not be permitted, unless the same amount of office floor space is replaced as part of the *redevelopment*.

13.2.5.2.3 *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*.

13.2.5.3 Urban Design

13.2.5.3.1 Built form in Uptown will create a sense of place, community and contribute to an improved quality of life.

13.2.5.3.2 Uptown will be developed to:

a. create a fine-grain grid network of urban scale blocks and streets;

b. provide high quality design for streets and intersections that achieve definition, enclosure and comfort for pedestrians and street life;

c. incorporate landscaping, street furniture, street trees, lighting systems and signage to animate streets and create a positive pedestrian, cycling and transit-oriented experience; and

d. incorporate and integrate on-street parking into ***streetscape*** design, as appropriate, to balance the needs of all modes of transportation and the public realm that share the right-of-way.

13.2.5.3.3 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.

13.2.5.4 Transportation

13.2.5.4.1 South of the Character Area between the utility corridor and Highway 403, a new eastwest- street is proposed to provide access to the *Urban Growth Centre* area. The proposed Highway 403 North Collector would be connected to Highway 403 west of Hurontario Street and east of Mavis Road and would be developed within the Parkway Belt West corridor as a oneway- westbound two lane street with grade separations at Hurontario Street, Duke of York Boulevard, Confederation Parkway, the Highway 403/Mavis Road westbound off-ramp, and Mavis Road.

Street Network

13.2.5.4.2 The street network identified in Map 13-5.2 will provide connectivity and a fine grained multi-modal network to encourage walking and cycling within the Node.

a. all streets shown will be public.

b. the design, access requirements and public/private responsibilities for street and pedestrian connections will be determined through the development application process.

c. adjustments to the street network may be made without amendment to Map 13-5.2 at the City's discretion to accommodate block development, while maintaining the goal of breaking up large blocks with streets and pedestrian easements.

13.2.5.4.3 Notwithstanding 13.2.5.4.2.a, a limited number of private roads may be considered subject to the provision of a required right-of-way widths for the classification of the street that is constructed.

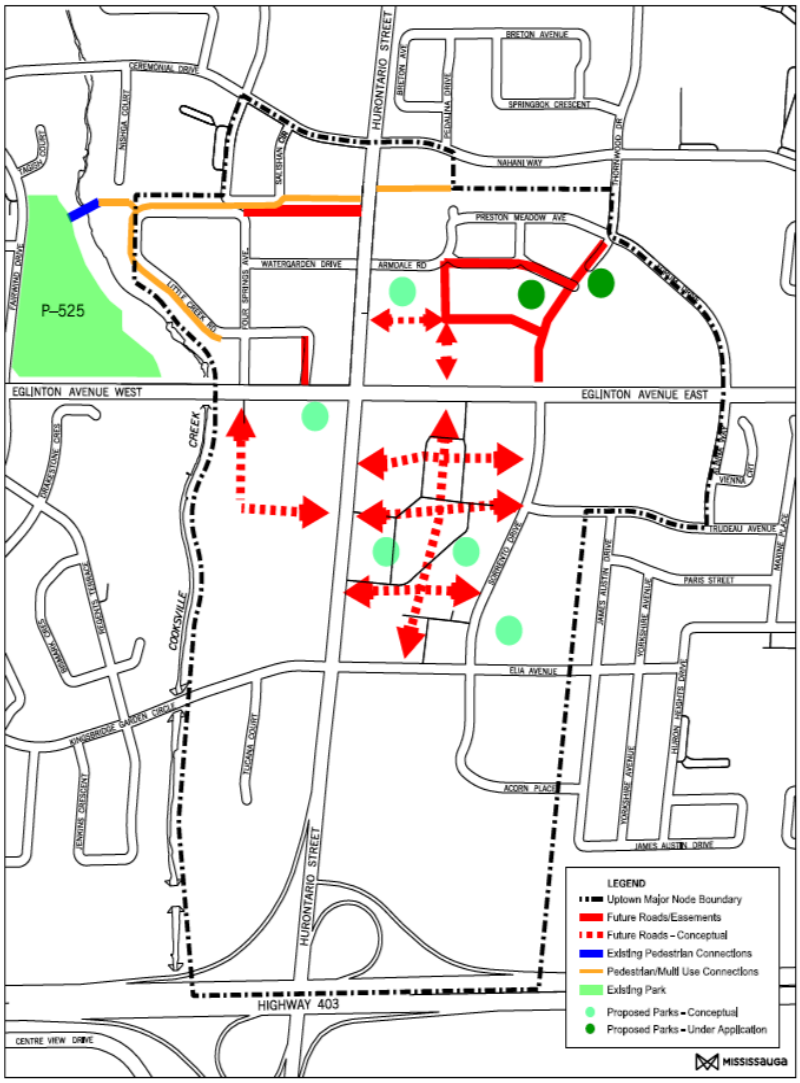
13.2.5.5 Open Space Network

13.2.5.5.1 The park network identified in Map 13-5.2 will form a connected parkland system that is green, safe, attractive, and supports a range of social and recreation activities. The location, configuration and size of the parkland block(s) will be determined in conjunction with the development application process.

13.2.5.5.2 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.

13.2.5.5.3 *Development* that has frontage to a park will be built to maximize sun exposure onto parkland.

13.2.5.5.4 Notwithstanding 13.2.5.5.1 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.



Map 13-5.2: Uptown Node Block and Road Concept Plan

13.2.5.6 Implementation

13.2.5.6.1 Development master plans may be required for large scale developments. The need for a development master plan will be determined through the pre-application meeting and in consultation with staff prior to development application submission.

13.2.5.6.2 The development master plan should provide a link between Official Plan policies, and subsequent plans of subdivision, rezoning and site plan applications.

13.2.5.6.3 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:

i. small block sizes and a fine grained street pattern;

ii. creation of the street network depicted in Map 13-5.2;

iii. creation of the park network identified in Map 13-5.2:

iv. provision of affordable housing;

v. future provision of ***community infrastructure***, where applicable; and

vi. high quality design outcomes for the public realm.

13.3 Community Nodes

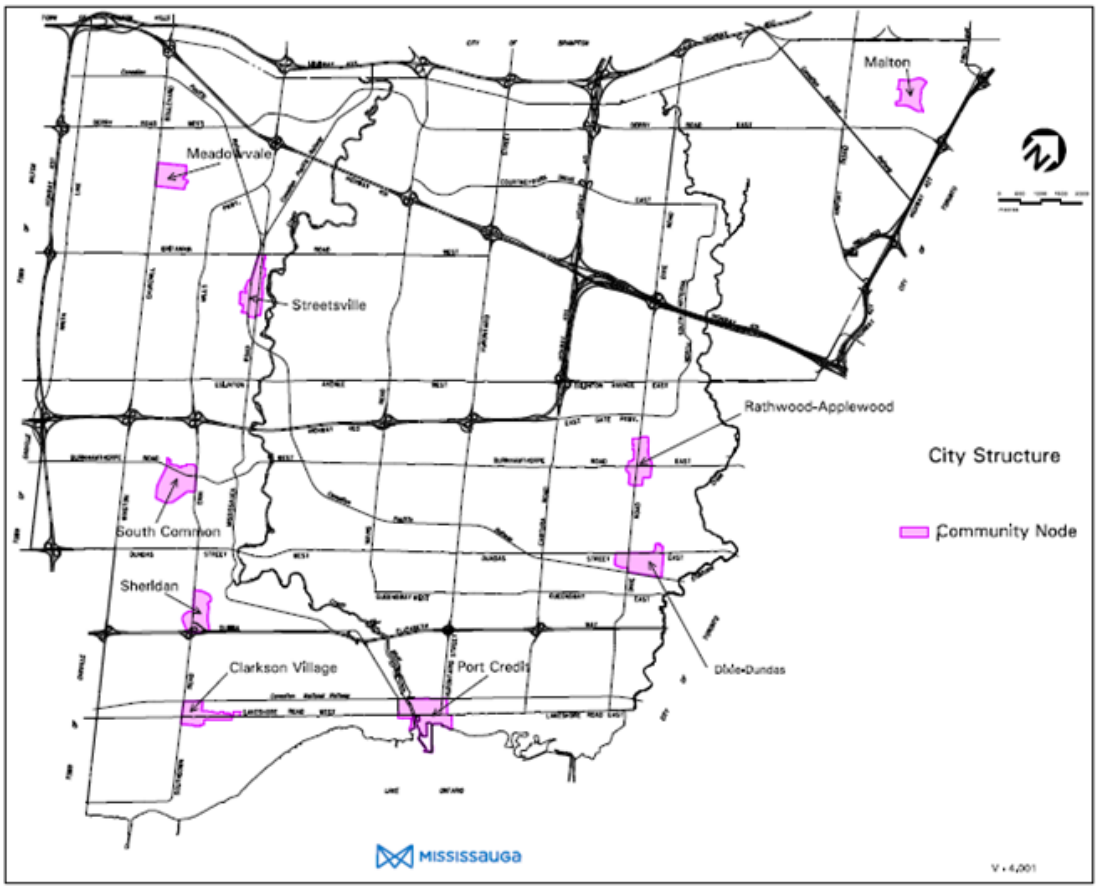
13.3.1 General

Community Nodes provide access to a multitude of uses that are required for daily living – local shops and restaurants, community facilities, cultural, heritage and entertainment uses, schools, parks, open space as well as a diverse housing stock that meets housing needs of Mississauga's current and future residents.

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, the Mall-based Community Nodes of Malton, Meadowvale, Rathwood-Applewood, Sheridan and South Common contain a variety of ***community infrastructure*** such as, recreational facilities, libraries, first responder services and places of religious assembly. These Nodes provide valued community benefits, but often in a form that is characterized by large blocks, surface parking, and single storey buildings with an internal focus. As these Community Nodes redevelop they will be expected to evolve into healthy, sustainable *complete communities* with a more urban, and pedestrian friendly form.

The Dixie-Dundas Community Node is an emerging Node that has a commercial base but requires new ***community infrastructure*** and a more pedestrian friendly approach to *development*.



Map 13-6: City Structure – Community Node

13.3.1.1 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.

13.3.1.2 Community Nodes will achieve a gross density of between 100 and 250 residents and jobs combined per hectare.

13.3.1.3 Community Nodes will develop as local centres and focal points for the immediate community providing for a mix of retail, office, amenities, and ***community infrastructure*** in a walkable and cycle friendly environment with access to transit.

13.3.1.4 *Redevelopment* of Mixed Use sites in Community Nodes that result in a loss of non-residential 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*.

13.3.1.5 Maintaining the non-residential uses planned function means providing:

a. the role of the Character Area in the City Structure hierarchy is maintained;
b. a *significant* concentration of convenient, easily accessible retail, office, and service commercial uses that meet the needs of local residents and employees; and,
c. employment opportunities, such as office, recreation, and institutional jobs.

13.3.1.6 Community Nodes are intended to function as centres of community life for persons of all abilities, incomes and ages where investments on amenities, ***community infrastructure***, services, programs, gathering spaces and public realm will be directed.

13.3.1.7 *Development* in Community Nodes will be in a form and density that complements the existing building scale and setbacks of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes.

13.3.2 Land Use

13.3.2.1 For lands within a Community Node a minimum building height of two storeys to a maximum building height of four will apply unless specified by the applicable Land Use Designation, Character Area policies, and in ***Major Transit Station Area*** or Special Site policies.

Residential

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

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

13.3.2.4 Proposals for additional *development* on lands with existing apartment buildings will, as a condition of approval, demonstrate the following:

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

Office

13.3.2.5 Lands within the Community Nodes that are designated Office will also permit Post-secondary educational facilities

Motor Vehicle Commercial

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

Business Employment

13.3.2.7 The Business Employment designation will not be permitted, except lands designated Business Employment at the time this Plan comes into effect.

13.3.2.8 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. truck fuel dispensing;
e. composting facilities;
f. motor vehicle body repair facility;
g. Motor Vehicle Commercial;
h. outdoor storage and display areas related to a permitted manufacturing use;
i. transportation facilities;
j. trucking terminals;
k. self storage facilities; and
l. waste processing stations or waste transfer stations.

Industrial

13.3.2.9 The Industrial designation will not be permitted.

13.3.3 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:

a. 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;

b. their planned function as a focal point for retail and service commercial uses, community facilities and transit facilities retained;

c. 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;

d. *active transportation* modes that are prioritized within the Nodes and connect to the surrounding residential neighbourhoods;

e. public transit that is prioritized over vehicular traffic and connects to the surrounding regional communities;

f. densities and a mix of uses that allow people to meet many of their needs locally and within walking distance;

g. attractive and well-connected built environments that promote physically active lifestyles; and

h. environmentally resilient development that includes the use of ***stormwater best management practices*** and *green infrastructure*.

13.3.3.1 General

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

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

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

13.3.3.1.4 A minimum of one playground should be provided in a central location within the Node.

13.3.3.1.5 Privately owned public spaces that enhances and connects the public open space system are encouraged.

13.3.3.1.6 Design interventions are encouraged to enliven Nodes on a temporary basis or to test ideas for long term changes.

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

13.3.3.1.8 The requirements of these policies, including the retention and enhancement of community infrastructure, the design and redesign of new and existing streets, and the enhancement of transit infrastructure will be delivered in accordance with the applicable legislative framework.

13.3.3.2 Height and Density

13.3.3.2.1 A minimum building height of three storeys will apply for buildings with a residential component.

13.3.3.2.2 A maximum building height of 18 storeys will apply.

13.3.3.2.3 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.

13.3.3.2.4 In order to guide the form, massing and density of proposed buildings, individual properties will generally be limited to a maximum ***floor space index*** (***FSI***) of 3.75.

13.3.3.2.5 A gross density of between 150 and 250 residents and jobs combined per hectare measured across the Node will be achieved.

13.3.3.2.6 A combination of residential and commercial uses are encouraged.

13.3.3.3 Urban Design

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

13.3.3.3.2 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 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

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

13.3.3.3.4 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 between the tower portion of ***tall buildings*** to prevent clustering;

13.3.3.4 Residential Uses

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

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.

b. Approximately half of these units will be larger, family-sized dwellings containing more than one bedroom. For the purposes of this section:

   i. middle income is defined as Mississauga households with annual earnings between the lowest 40 to 60 percent of income distribution

   ii. 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

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

13.3.3.4.2 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 appropriate agencies.

13.3.3.4.3 Reduced parking requirements will be considered for the below-market and affordable housing units described in policies 13.3.3.4.1 and 13.3.3.4.2 and as an incentive to encourage their *development*.

13.3.3.4.4 The below-market housing units described in policy 13.3.3.4.1 are to be comprised of a mix of both below-market rental and below-market ownership housing when considered across the Node. Individual development applications are encouraged wherever possible to include a mix of both below-market rental and below-market ownership housing.

13.3.3.4.5 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 13.3.3.4.1. Land parcel size, configuration, location, estimated unit yield and adherence to all other polices of this Plan will be included in this consideration.

13.3.3.4.6 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 13.3.3.4.1.

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

13.3.3.4.8 Notwithstanding the Residential Low-Rise II policies of this Plan, mid-rise apartment buildings are also permitted.

13.3.3.5 Mixed Use Designation

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

13.3.3.5.2 Retail and service commercial uses will be located to animate key streets and public spaces.

13.3.3.5.3 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.

13.3.3.5.4 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.

13.3.3.5.5 *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.

13.3.3.5.6 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. significant concentration of convenient, easily accessible retail and service commercial uses that meet the needs of the local population is maintained.

13.3.3.5.7 Interim development that involves additions to or new stand-alone non-residential buildings is permitted as an interim condition. Policies 13.3.3.8.12 and 13.3.3.8.13 do not apply to such interim development.

13.3.3.6 Office Uses

13.3.3.6.1 *Redevelopment* that results in the loss of office space will be discouraged.

13.3.3.6.2 Office development will be excluded from the calculation of maximum FSI requirements without an amendment to this Plan.

13.3.3.7 Environment

13.3.3.7.1 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.

13.3.3.8 Transportation

13.3.3.8.1 A well-connected street system will be required in order to encourage walking and cycling as the predominate modes of transportation within the Nodes.

13.3.3.8.2 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.

13.3.3.8.3 Private streets may be permitted instead of a public street to facilitate underground services such as deliveries and parking, subject to the following:

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

13.3.3.8.4 New streets will connect and align with existing roads in surrounding neighbourhoods.

13.3.3.8.5 New streets will be designed as ***complete streets***. Existing arterial and collector roads within and surrounding the Node will be redesigned as ***complete streets***, as appropriate.

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

13.3.3.8.7 Vehicular access from streets will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.

13.3.3.8.8 Pedestrian and cycling connections to transit facilities will be prioritized.

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

13.3.3.8.10 Private bicycle parking will be required and will be located throughout the Nodes and at transit facilities.

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

13.3.3.8.12 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.

13.3.3.8.13 Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.

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

13.3.3.9 Implementation

13.3.3.9.1 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. street alignment and characteristics;
c. distribution of density;
d. building heights and massing;

e. land uses and estimated number of people and jobs;
f. phasing plans;
g. relationship to surrounding areas;
h. servicing requirements;
i. a public realm plan, including parkland;
j. vehicular and active transportation circulation plan;
k. vehicular and bicycle parking;
l. animation at grade, particularly for retail focus areas and in proximity to transit services and along major roads;
m. environmentally sustainable measures;
n. existing and proposed transit infrastructure; and
o. pedestrian network plan.

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

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

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

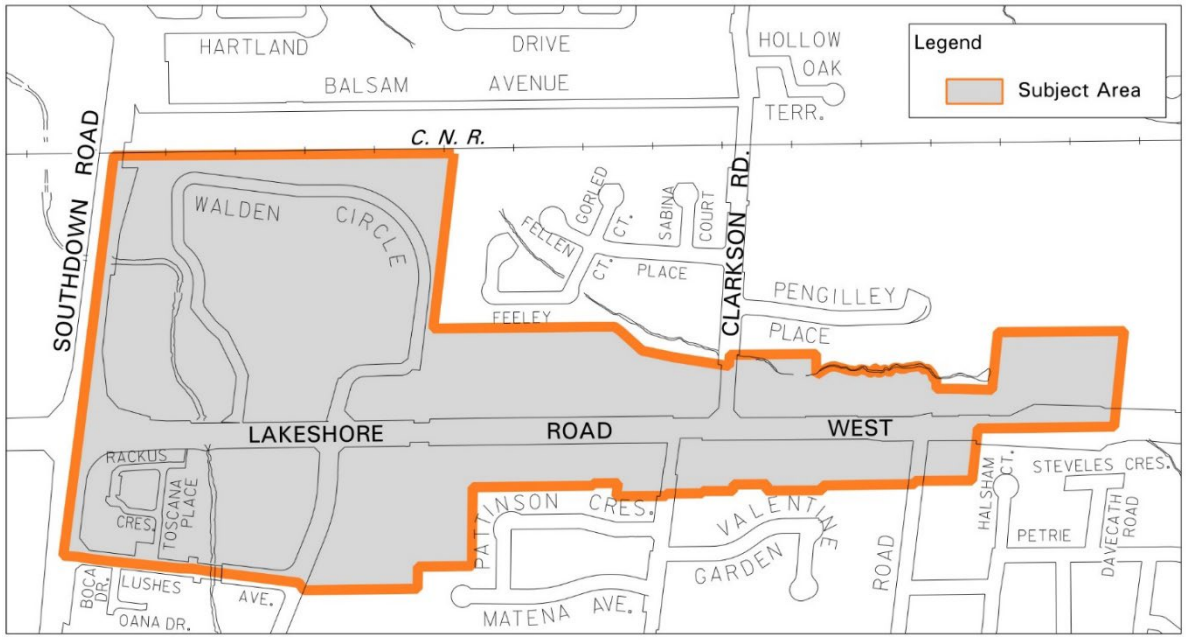
13.3.3.9.5 When a public street is required or a private street is permitted instead of a required street road, *development* will occur by way of plan of subdivision to secure the location and size of development blocks and the alignment of roads.

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

13.3.3.9.7 Applications proposing densities above a FSI of 2.25 will be required to demonstrate how the maximum density will not be exceeded across the Node and applicants may be required to enter into a development agreement and include lower density lands in the development proposal.

13.3.4 Clarkson Village

The West Gateway Precinct of the Clarkson Village Community Node is located within the Clarkson GO ***Protected Major Transit Station Area*** as shown on Schedule 1: City Structure and identified on Schedule 8: ***Protected Major Transit Station Areas***.



Map 13-7.1: Clarkson Village Community Node Character Area

13.3.4.1 Urban Design Policies

Shared Community Vision and Focus

13.3.4.1.1 Clarkson Village Community Node is to transition into a pedestrian friendly and *transit supportive* community full of activity places and gathering spaces, with a mainstreet atmosphere found amidst new, contemporary, mixed use, development paying tribute to the Village's heritage and character.

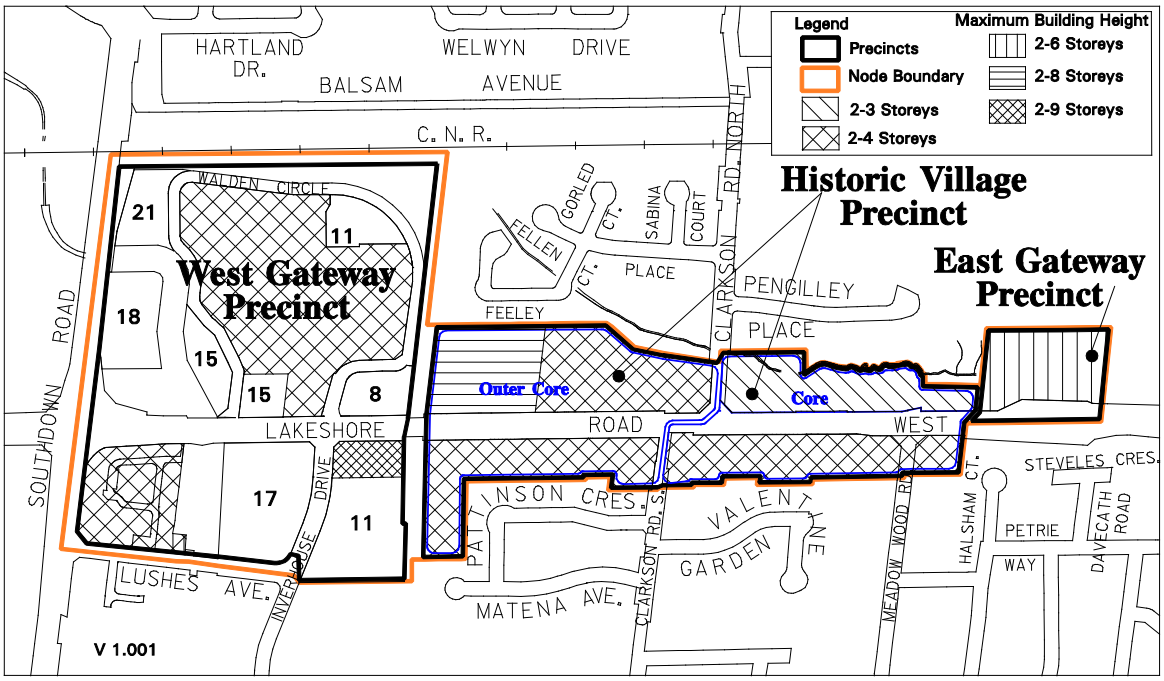
13.3.4.1.2 The Clarkson Village Community Node will be the focus of activity for the surrounding Clarkson-Lorne Park Neighbourhood, combining residential uses, cultural activities, shopping, dining, commerce and recreation.

13.3.4.1.3 Precincts have been identified as shown on Map 13-7.2: Precinct Areas – Clarkson Village Community Node, to reflect the character of different areas and permitted heights within the Community Node.

13.3.4.1.4 *Development* will be in accordance with minimum and maximum height limits as shown on Map 13-7.2: Precinct Areas – Clarkson Village Community Node. Permitted heights within the West Gateway Precinct are as shown on Schedule 8r: ***Protected Major Transit Station Areas***.

13.3.4.1.5 *Development* will be compatible with and enhance the Village character as a distinct established community by integrating with and transitioning to the adjacent Clarkson-Lorne Park Neighbourhood.

13.3.4.1.6 *Development* will incorporate a high level of urban design, pedestrian amenity,



Map 13-7.2: Precinct Areas-Clarkson Village Community Node

landscaping and will be of a compact form to ensure a strong sense of place, a high quality ***streetscape*** and reinforce the Clarkson Village Community Node as the centre of activity for the area.

13.3.4.1.7 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.

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

Historic Village Precinct

13.3.4.1.9 New *development* will encourage a pedestrian oriented ***streetscape*** and a walkable community, preserve elements along the edge of Turtle Creek to connect to the parking areas and the shopping street and to encourage the visual enjoyment and surveillance of this natural creek feature.

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

13.3.4.1.11 Large format retail development will be discouraged.

13.3.4.1.12 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.

13.3.4.1.13 Where an above grade structure is provided, it will be located to the rear of an active building facade, will be no more than two storeys in height and will not be visible from public streets. Where above grade parking structures are visible from adjacent lands, they will utilize appropriate finish materials and be of a high architectural quality.



Figure 13.9 The main street within Clarkson Village is host to a variety of retail stores, restaurants and services.

West Gateway Precinct

13.3.4.1.14 New *development* will maintain the existing height transition with the highest built form at the west end, closest to the Clarkson GO Transit Station, and lowest building heights at the east end, adjacent to the CN Rail overpass and the Historic Village Precinct.

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

13.3.4.1.16 Mississauga will encourage a symbolic gateway feature on Lakeshore Road West, east of Southdown Road to define the entry and exit from Clarkson Village Community Node.

East Gateway Precinct

13.3.4.1.17 Mississauga will encourage a symbolic gateway feature on Lakeshore Road West, west of Johnson's Lane to define the entry and exit from the Clarkson Village Community Node.

13.3.4.1.18 At grade, street related retail, commercial, restaurants and office uses are encouraged. Mixed use buildings will be located close to the street to ensure a pedestrian oriented environment.

13.3.4.2 Land Use

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

13.3.4.3 Transportation, Access and Parking

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

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

13.3.4.3.3 Mississauga will encourage and promote better utilization of the existing parking inventory within the Clarkson Village Community Node through discussions with the members of the Clarkson Village Business Improvement Area.

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

13.3.4.3.5 Mississauga will encourage on-street lay-by parking and the provision of well lit, on-site parking located at the rear of buildings with clear visibility and sight lines through to Lakeshore Road West.

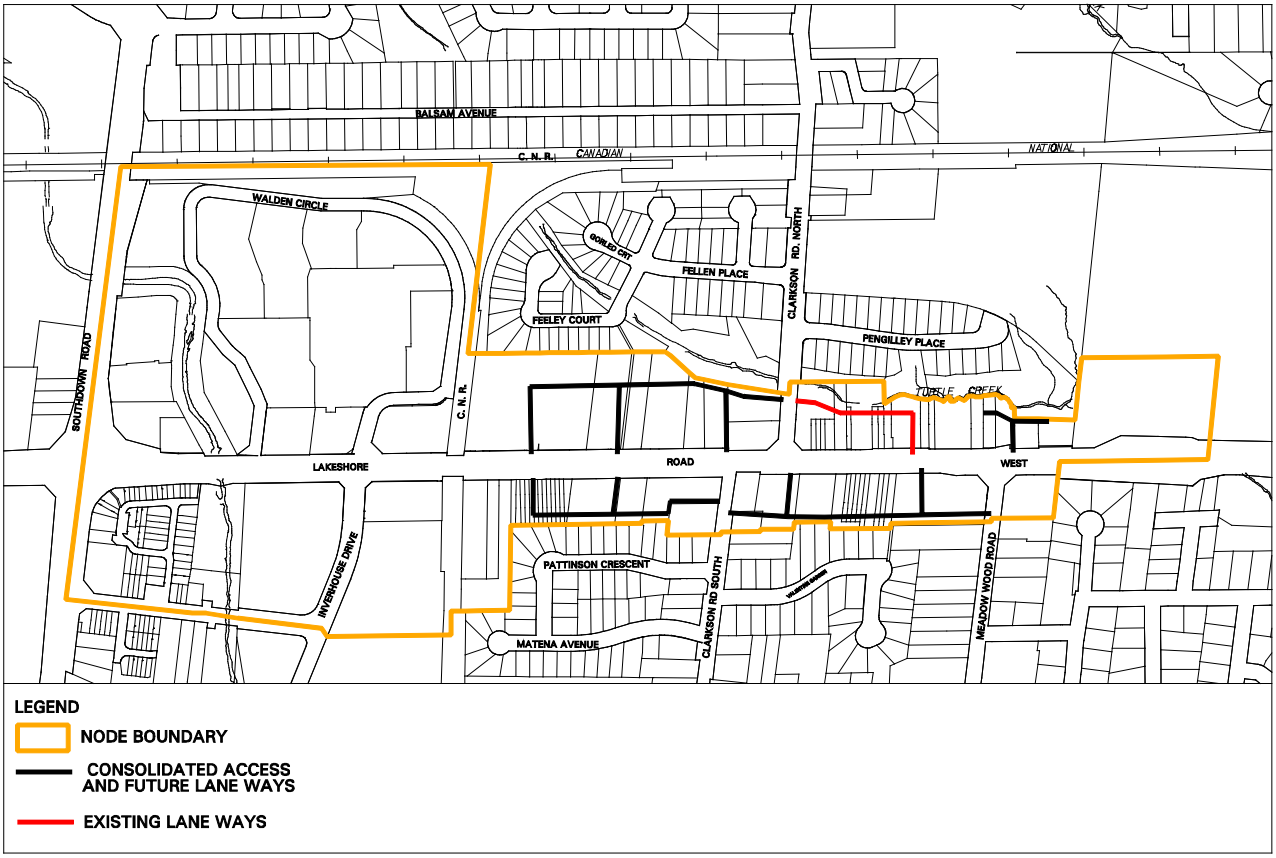
13.3.4.3.6 *Development* within the Clarkson Village Community Node will implement the general intent of Map 13-7.3: Access Management Plan - Clarkson Village Community Node and will:

a. eliminate and/or consolidate vehicular access connections to and from Lakeshore Road West to reduce vehicle turning movements onto and direct traffic towards signalized intersections;
b. facilitate the creation of a publicly accessible laneway system by granting public use easements over internal driveways to facilitate access to and from abutting lands to the east and west and to consolidate vehicular access connections to Lakeshore Road West;
c. contribute a proportionate share towards the construction of a continuous centre median along Lakeshore Road West; and
d. where the ultimate condition cannot be accommodated, interim solutions will be accommodated to ensure that vehicular access rights are maintained and appropriate interim agreement will be executed to ensure the ultimate condition will be achieved.

13.3.4.3.7 Where surface parking is being provided at the rear of buildings, communal parking spaces accessed from the public laneway system will be encouraged.

13.3.4.3.8 Through the development review and approval process, developers will be responsible for the construction of on-street lay-by parking in accordance with the Council adopted Lakeshore West Clarkson Village Urban Design Guidelines.

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



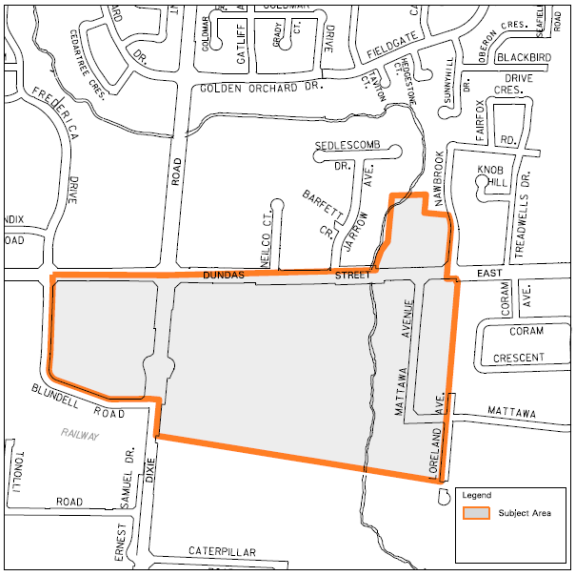
Map 13-7.3: Access Management Plan-Clarkson Village Community Node Character Area

13.3.5 Dixie-Dundas

13.3.5.1 Introduction

The Dixie-Dundas Community Node is located within the Dundas Street Corridor and encompasses the major intersection of Dundas Street East and Dixie Road. It forms part of the Wharton and Dixie GO ***Protected Major Transit Station Areas***.

The Community Node is bisected by the Little Etobicoke Creek natural area and will encompass a range of land uses such as employment, commercial, retail, and residential. The Dixie GO Station, located adjacent to the southern boundary of the Community Node, serves as a transit link to surrounding areas.



Map 13-8: Dixie-Dundas Community Node Character Area

13.3.5.1.1 Vision

The Dixie-Dundas Community Node will evolve to be a unique mixed-use community that is well served by *higher order transit*, such as the Dixie GO Station and the Dundas Bus Rapid Transit. It will include diverse employment, commercial, and residential uses. A range of *housing options*, forms and tenure will be provided to meet the needs of a diverse and growing community. The natural heritage of the Little Etobicoke Creek will be protected and enhanced by expanding the existing parks and open space system and enhancing the existing trail network.

Growth will be compatible with surrounding employment and residential uses supported by multi-modal connections to nearby amenities.

13.3.5.2 Land Use

13.3.5.2.1 The Community Node will be developed as a mixed use community with a balanced range of residential and non-residential uses.

13.3.5.2.2 *Development* with a mix of uses will be provided along Dundas Street and Dixie Road.

13.3.5.2.3 *Development* within the Regional Storm floodplain will be restricted pending the completion of City-initiated flood studies and the construction of any required mitigation measures. Holding provisions will be applied until the completion of these studies and the construction of any required mitigation measures prior to *development*.

13.3.5.2.4 Conditions to be met prior to the removal of a holding provision set out in 14.3.3.3, include but are not limited to the following:

a. acceptance of compatibility assessments, as identified by the City;

b. acceptance of flood mitigation recommendations; and

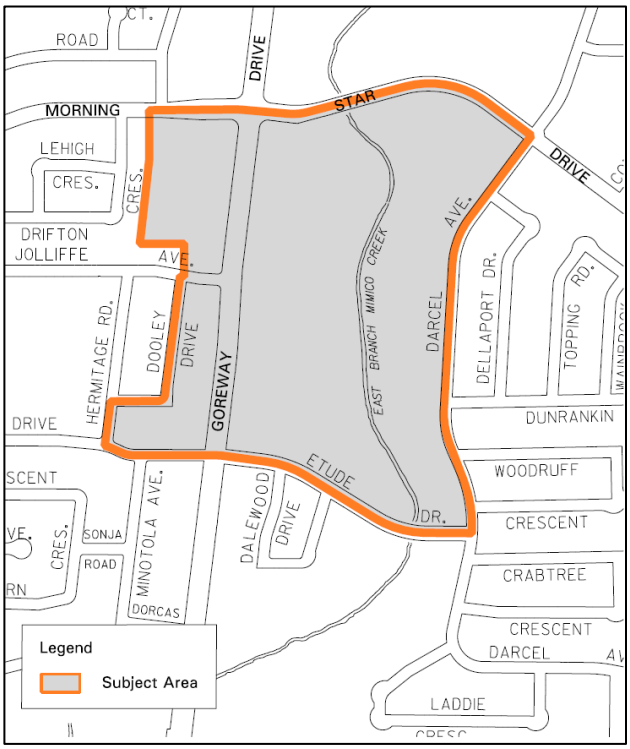
c. all flood remedial works are complete and deemed functional to the satisfaction of the City, conservation authority, the Province and other regulatory bodies.

13.3.5.3 Heights

13.3.5.3.1 Buildings with the greatest heights will be located at the intersection of Dundas Street and Dixie Road as shown on Schedule 8: ***Protected Major Transit Station Areas***.

13.3.6 Malton

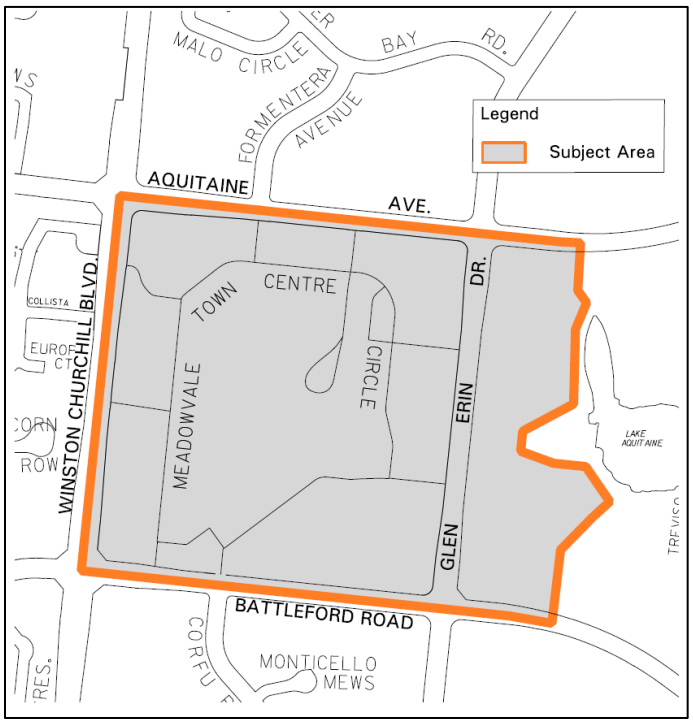
Official Plan policies for lands within the Malton Community Node are contained in the Mall-based Community Nodes section.



Map 13-9: Malton Community Node Character Area

13.3.7 Meadowvale

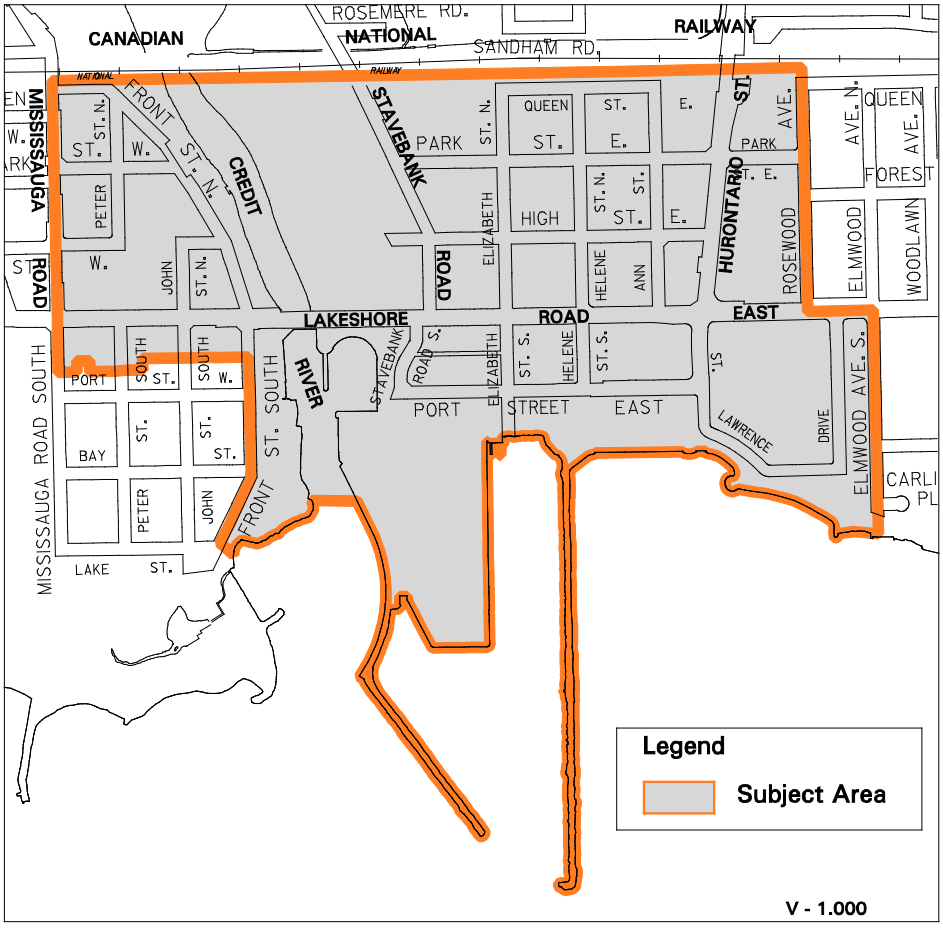
Official Plan policies for lands within the Meadowvale Community Node are contained in the Mall-based Community Nodes section.



Map 13-10: Meadowvale Community Node Character Area

13.3.8 Port Credit

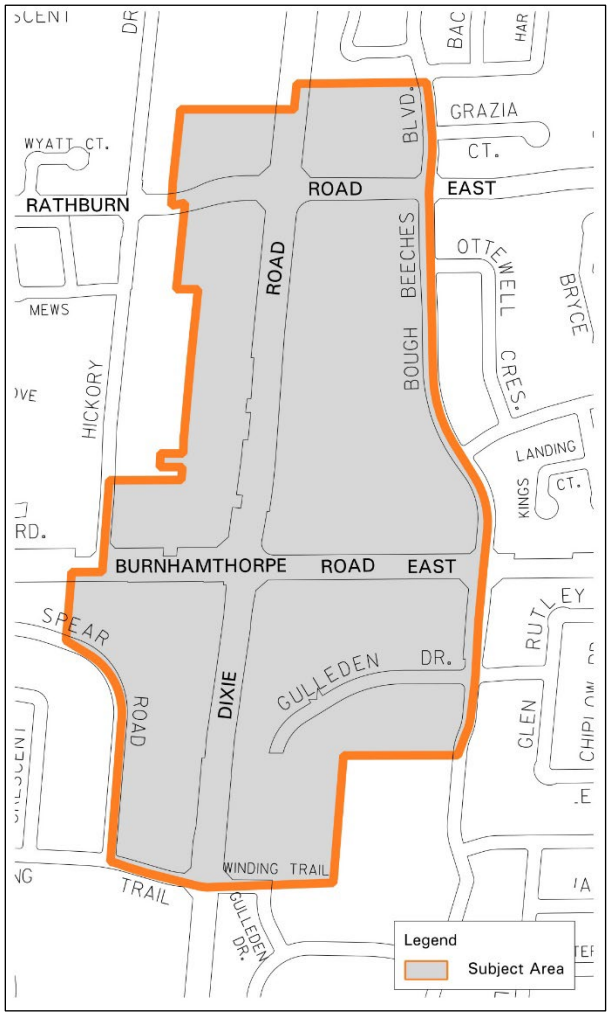
Official Plan policies for lands within the Port Credit Community Node are contained in the Port Credit Local Area Plan. The Port Credit Community Node is located within the Port Credit ***Protected Major Transit Station Area*** as shown on Schedule 1: City Structure.



Map 13-11: Port Credit Community Node Character Area

13.3.9 Rathwood-Applewood

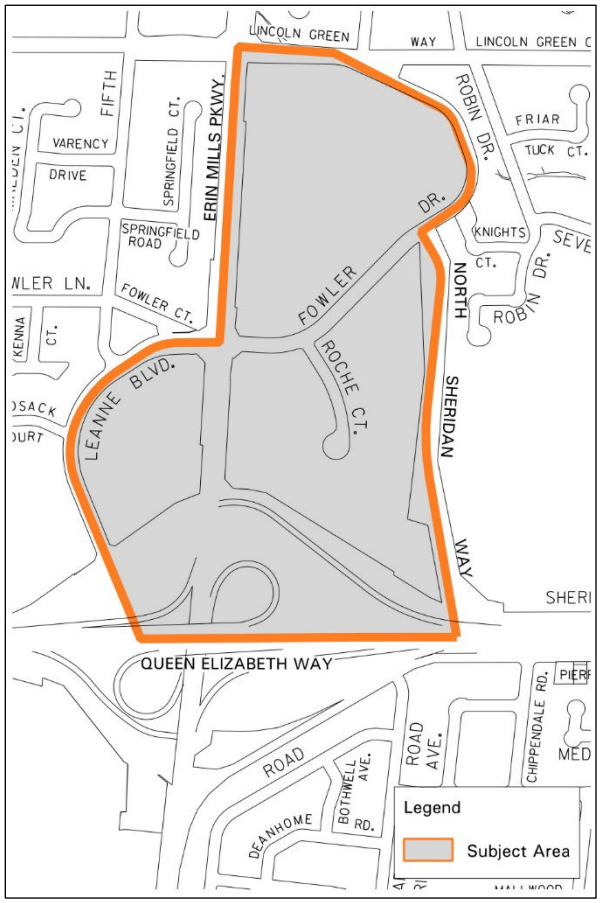
Official Plan policies for lands within the Rathwood-Applewood Community Node are contained in the Mall-based Community Nodes section.



Map 13-12: Rathwood-Applewood Community Node Character

13.3.10 Sheridan

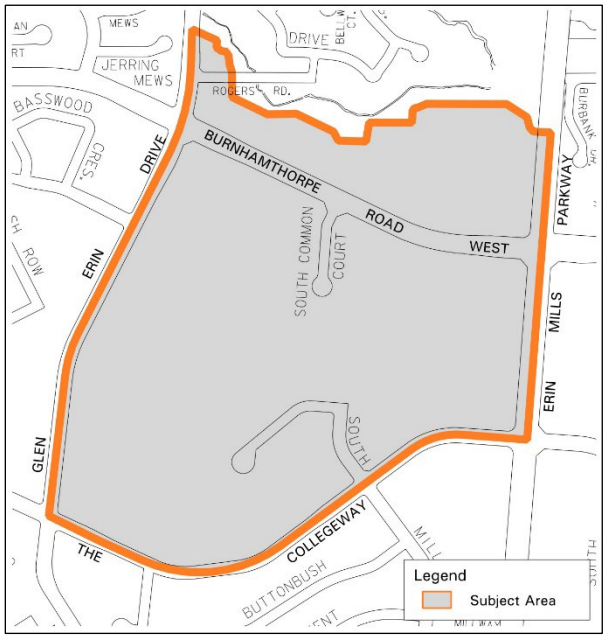
Official Plan policies for lands within the Sheridan Community Node are contained in the Mall-based Community Nodes section.



Map 13-13: Sheridan Community Node Character

13.3.11 South Common

Official Plan policies for lands within the South Common Community Node are contained in the Mall-based Community Nodes section.



Map 13-14: South Common Community Node Character

13.3.12 Streetsville

13.3.12.1 Land Use

13.3.12.1.1 For lands designated Residential Mid-Rise and Residential High-Rise a maximum building height of seven storeys is permitted.

13.3.12.1.2 For lands designated Residential Mixed Use the permitted height of new buildings will be at least two storeys but not more than three storeys in height.

13.3.12.1.3 In addition to the uses permitted by the Land Use Policies of this Plan, bed and breakfast establishments are permitted provided that they front upon Queen Street South, Main Street, Thomas Street or Church Street.

13.3.12.2 Urban Design Policies

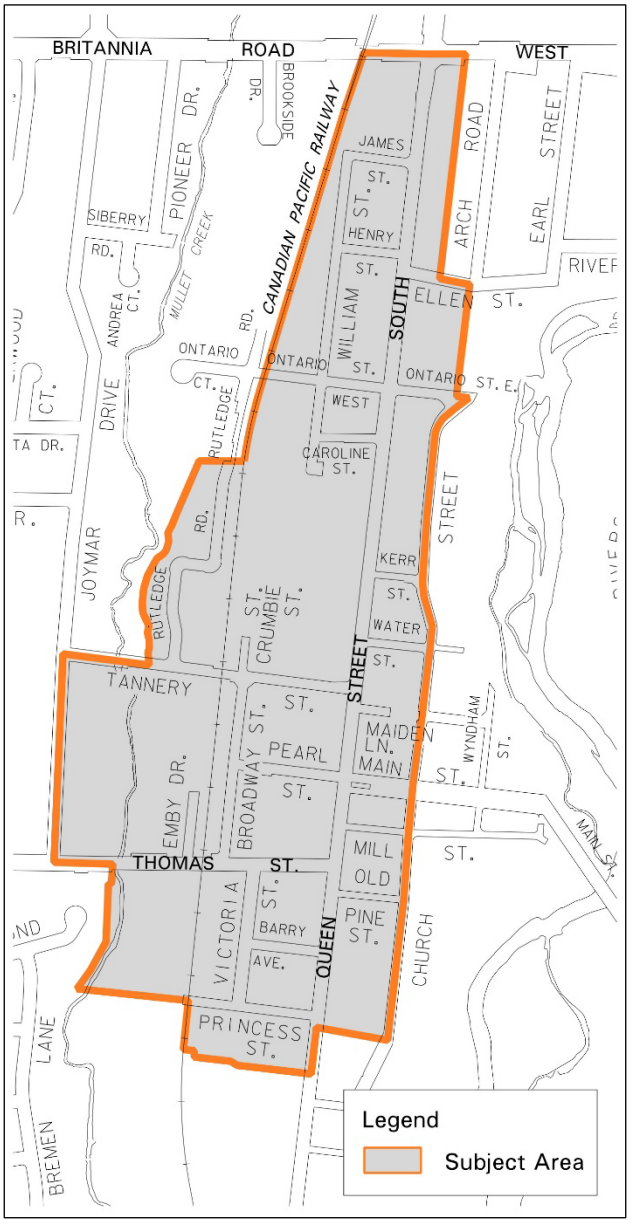
Community Identity and Focus

13.3.12.2.1 *Development* will be compatible with and enhance the village character of Streetsville as a distinct established community by integrating with the surrounding area.

13.3.12.2.2 *Development* with a high level of urban design, pedestrian amenity, landscaping and compact built form will be encouraged to create a strong sense of place and reinforce the role of the Community Node as the centre of activity for the surrounding community.

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

13.3.12.2.4 The *development* of symbolic gateways to define entry to and exit from the Streetsville Community Node will be encouraged.



Map 13-15: Streetsville Community Node Character

Historic Character

13.3.12.2.5 Alterations to heritage structures, including building repairs and additions, and/or alterations to existing vegetation which is part of the **cultural heritage landscape**, will be in keeping with the original character of the heritage resources to be preserved.

13.3.12.2.6 Designs for new buildings and additions will enhance the historic character and heritage context of the Streetsville Community Node through appropriate height, massing, architectural pattern, proportions, set back and general appearance.

13.3.12.2.7 Commercial signs will reflect the historic village character in the Streetsville Community Node. Hand painted wooden signs, projecting signs as permitted by municipal by-laws and other signs which reflect late nineteenth or early twentieth century practices will be encouraged.

13.3.12.2.8 The established residential character of the areas generally located along Queen Street South, south of Barry Avenue, will be maintained through appropriate building masses, setbacks, intensive landscaping, ***streetscapes*** with many mature trees, and a regular street grid pattern.

13.3.12.2.9 The following will apply to lands designated Mixed Use:



Figure 13.10 Streetsville is home to the largest number of historic buildings within the City, drawing many visitors and residents year-round.

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. building additions will not be more than three storeys in height and will be generally harmonious in style and massing with the buildings to which they are attached;
c. the apparent height of new buildings will be reduced through massing and design;
d. new *development* will be encouraged to reflect the original lot pattern and setback dimensions of surrounding properties. The front setback of new buildings should match the setback of adjacent buildings so as to create a uniform street wall. Where the building setbacks on either side are not equal, the lesser setback should be used;
e. integrated parking opportunities, which may include rear lane access to combined parking areas and the development of private pay parking lots, will be encouraged where appropriate; and
f. *development* which enhances the ***streetscape*** through landscaping and the provision of pedestrian amenities will be encouraged along the principal streets within the Streetsville Community Node.

Public Realm

13.3.12.2.10 The placement of parking areas to the rear of buildings and the consolidation of driveways will be encouraged along principal street frontages in the Streetsville Community Node to increase the area available for planting and public amenity.

13.3.12.2.11 The rear façades of developments which back onto places accessible to the public, including parking areas or laneways, should be designed to provide a level of detail, fenestration, and direct access appropriate to their role as secondary frontages.

13.3.12.3 Heritage

13.3.12.3.1 Heritage resources will include those properties listed on the City's Heritage Register, but will not be restricted to the list.

13.3.12.3.2 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*.

13.3.12.4 Transportation

13.3.12.4.1 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.

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

13.3.12.4.3 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.

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CHAPTER

14

Neighbourhoods



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14.1 Introduction

Mississauga is home to diverse neighbourhoods where many live, learn and play. Neighbourhoods accommodate a variety of building types, forms and uses that support *complete communities*.

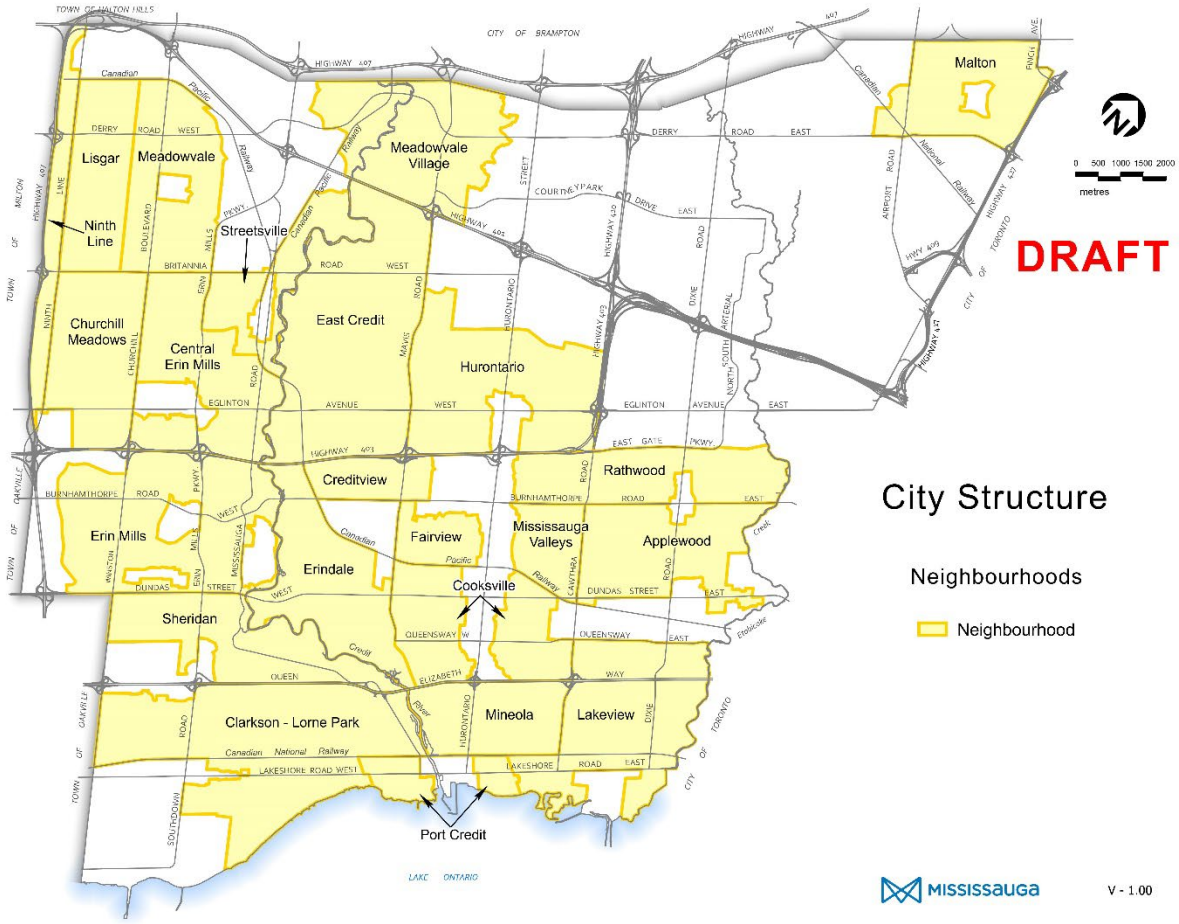
Mississauga's neighbourhoods are predominantly low in scale with the majority of their built form in the low-rise category. There are many areas with thriving high-rise apartment communities within these neighbourhoods. The policies of this Plan acknowledge the existing neighbourhood built form and encourage the creation of a variety of other forms that support the growing need for affordable and accessible *housing options*.

Mississauga's neighbourhoods will continue to develop in a manner that protects and promotes residential-compatible and supportive uses such as small scale retail. Theses uses are important to provide much needed services such as access to healthy food, healthcare support and other community spaces within walking distances. The provision of such uses within neighbourhoods supports the city's efforts towards equity, resilience and food security.

Mississauga's neighbourhoods are:

- Applewood;
- Central Erin Mills;
- Churchill Meadows;
- Clarkson-Lorne Park;
- Cooksville;
- Creditview
- East Credit;
- Erindale;
- Erin Mills;
- Fairview;
- Hurontario;
- Lakeview;
- Lisgar;
- Malton;
- Meadowvale;
- Meadowvale Village;
- Mineola;
- Mississauga Valleys;
- Ninth Line
- Port Credit;
- Rathwood;
- Sheridan; and
- Streetsville.

Areas subject to Special Sites have been consolidated and can be found in Chapter 16.



Map 14-1: Neighbourhood Character Areas

This section identifies the modifications to the General Land Use designations in Chapter 10 that apply to all Neighborhoods.

14.1.1 General

14.1.1.1 For lands within a Neighbourhood, a maximum building height as prescribed by the applicable Land Use Designation 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.

14.1.1.2 Lands within a Neighbourhood that are located in a ***Protected Major Transit Station Area*** are subject to height and land use provisions as prescribed by the applicable ***protected Major Transit Station Area*** policies and as shown in the applicable ***protected Major Transit Station Area*** Schedule.

14.1.1.3 For lands within a Neighbourhood that are not subject to a Residential Land Use Designation, a maximum building height of four storeys will apply unless Character Area

policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.

14.1.1.4 The City will support the provision of a full range of *housing options*, built forms and compatible uses within neighbourhoods that:

a. Ensure housing forms are generally within the low-rise scale unless otherwise permitted by Character Area policies.
b. Promote a variety of residential built forms and arrangements that respond to the needs of the City's current and future residents and that prioritizes affordable and barrier free units.
c. Direct neighbourhood-appropriate higher density uses to locate within existing apartment sites and commercial centres, along Neighbourhood Arterials or as directed by Character Area policies.
d. Ensure *development* provides appropriate transitions in height, built form and density to the surrounding lands.
e. Protect existing local services that support *complete communities*, including compatible small-scale retail and service uses, in accordance with permitted uses in this Plan.

14.1.1.5 Neighbourhoods will not be the focus for major intensification and should be regarded as residential areas where the general building scale and lot fabric are to be maintained.

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

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

14.1.1.8 *Development* along Neighbourhood Arterials and Region of Peel Arterials adjacent to Neighbourhoods should be compact, transit friendly and appropriate to the context of the surrounding Neighbourhood.

14.1.1.9 Land use and design policies for areas along Neighbourhood Arterials, select Major Collectors and Region of Peel Arterials will be determined through local area reviews.

14.1.1.10 Local area reviews will consider the appropriateness of transit-supportive uses for areas along Neighbourhood Arterials, select Major Collectors and Region of Peel Arterials and at their intersections. Local area policies may permit additional heights and densities at these locations provided that the *development* reduces the dependency on cars and supports the policies of this Plan.

14.1.1.11 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.

14.1.2 Mixed Use

14.1.2.1 Residential intensification within Neighbourhoods will generally occur through infilling.

14.1.2.2 Within Neighbourhood Character Areas, *development* of Mixed Use sites that are over 1 ha in size will:

a. maintain the same amount of commercial floor space;

b. ensure a significant range of retail and service commercial uses that meet the needs of the local population is provided;

c. include a mix of low and mid-rise buildings with maximum heights not exceeding the width of the street right-of-way that they front onto, up to a maximum of 8 storeys;

d. have a maximum ***floor space index (FSI)*** of 1.75 to guide the form, massing and density of proposed buildings

e. provide a well-connected road system, including the addition of public roads to encourage walking, cycling and support public transit;

f. ensure roads surrounding blocks are public and meet City right-of-way and design standards;

g. provide public open space that is designed and located to create a central focus, in accordance with the policies of this Plan and the City's Park Plan;

h. provide for appropriate massing and transition to surrounding context;

i. ensure newly created blocks maximize connectivity, pedestrian walkability, vehicular access, servicing routes and internal permeability. Block perimeters will generally not exceed 520 m;

j. include a variety of unit sizes and tenures to accommodate a range of households;

k. explore opportunities for energy conservation through design and the use of *renewable energy* sources. and

l. adhere to urban form and design policies of this Plan and the City's Green Design Guidelines;

14.1.3 Residential

14.1.3.1 Low-rise apartment dwellings permitted under the Low-Rise II policies of this Plan will be encouraged to locate along Neighbourhood Arterials.

14.1.3.2 Existing detached and semi-detached dwellings on lands designated Residential Low-Rise II are deemed to conform to the Residential Low-Rise II designation and policies of this Plan.

14.1.3.3 New *development* located within Residential Mid-Rise and High-Rise designated areas and on lands not within a ***Protected Major Transit Station Area*** will not exceed the height of any existing buildings on the property, and will be further limited in height so as to form a gradual transition in massing when located adjacent to lands designated Residential Low-Rise.

14.1.3.4 For *development* of principal dwellings on lots within the Residential Low-Rise I designation, the following will apply:

a. maintain similar size and configuration of lots including front, rear and side yard setbacks that are compatible with what is found on adjacent lots;
b. maintain similar grades and drainage conditions on the lot;
c. maintain patterns of streets, blocks and lanes, parks and public building sites;
d. encourage new housing to have similar height, mass and scale of buildings found in the surrounding area, and to carefully incorporate existing features of a particular site, i.e. topography, contours, mature vegetation;
e. garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property;
f. ensure that new *development* has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;
g. encourage the reuse existing building materials and/or foundations as well as sustainable building materials.
h. maximizing contiguous soft landscaping within front and rear yard setbacks that is supportive of maintaining and expanding the urban tree canopy;
i. preserve and enhance the existing tree canopy and protect mature high quality trees; and
j. discourage the use of standard, repeat designs;

14.1.3.5 *Development* in areas designated High-Rise will contribute to the quality of life by:

a. locating and massing new buildings to provide a transition between areas of different *development* intensities and scales, in accordance with the policies and requirements of this Plan, and by using means such as angular planes, separation distances, providing setbacks from, and/or a stepping down of heights towards, lower-scale areas;
b. locating and massing new buildings to limit shadow impacts on adjacent lower-scale properties, particularly during the spring and fall equinoxes;
c. locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
d. providing indoor and outdoor amenity areas for building residents in every multi-unit residential *development*;

e. providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and

f. providing buildings that conform to the principles of ***universal design***, and contain units that are accessible or adaptable for persons with physical disabilities.

14.1.4 Office

14.1.4.1 Notwithstanding the Office policies of this Plan, the following use will not be permitted:

a. *Major office*.

14.1.5 Institutional

14.1.5.1 The Institutional designation will not be permitted, except for lands designated Institutional at the time this Plan comes into effect.

14.1.6 Business Employment

14.1.6.1 The Business Employment designation will not be permitted, except for lands designated Business Employment at the time this Plan comes into effect.

14.1.6.2 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. truck fuel dispensing;

e. motor vehicle body repair facility;

f. Motor Vehicle Commercial;

g. outdoor storage and display areas related to a permitted manufacturing use;

h. transportation facilities;

i. trucking terminals;

j. self storage facilities; and

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

14.1.7 Industrial

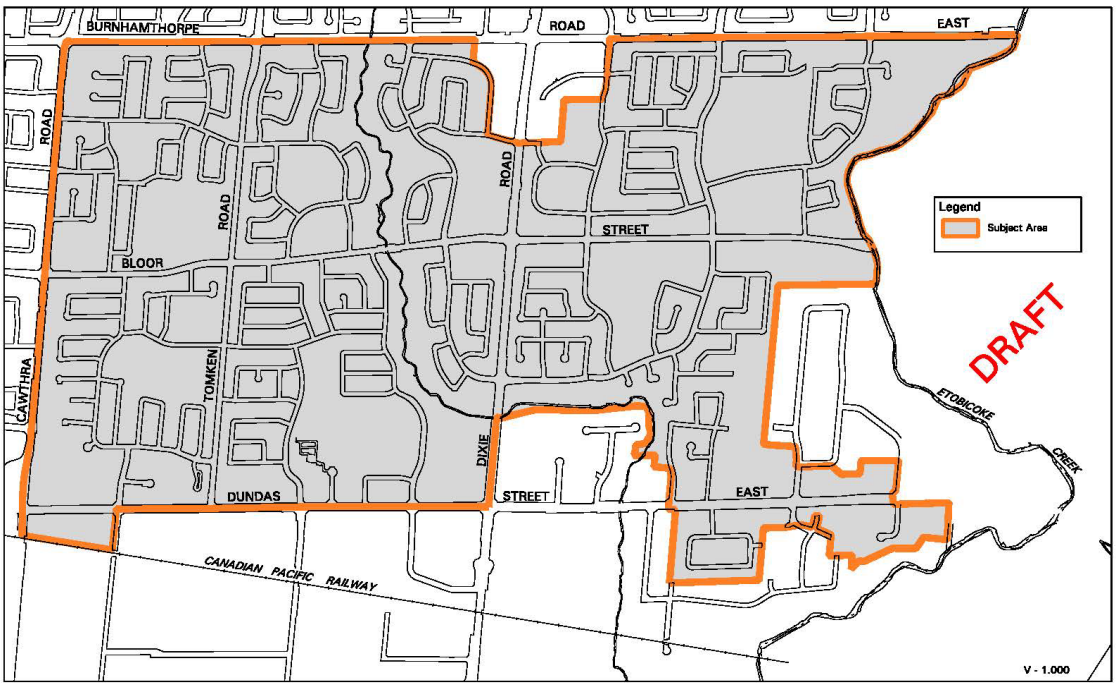
14.1.7.1 The Industrial designation will not be permitted.

Neighbourhood Specific Policies

The following sections identify policies applicable to each Neighbourhood area. Some Neighbourhoods have more specific policies than others as a result of recent studies or

specific characteristics.Neighbourhoods without specific policies do not have their own section.

14.2 Applewood



Map 14-2: Applewood Neighbourhood Character Area

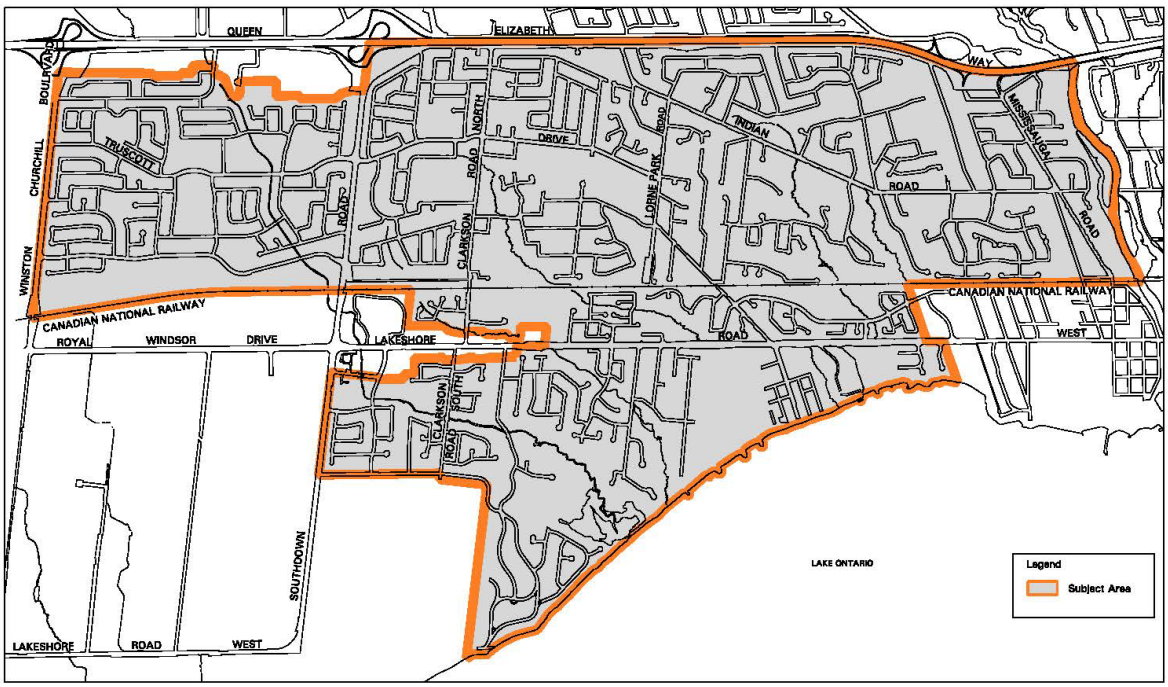
14.2.1 Context

Applewood is a mature neighbourhood with a mix of detached, semi-detached, townhouse and apartment dwellings. Apartments are predominantly located along Neighbourhood Arterials and Major Collectors and are an important piece of the overall housing stock. Retail and service uses are dispersed throughout the neighbourhood.

Neighbourhood Arterials such as Burnhamthorpe Road, Dixie Road, Cawthra Road, and Dundas Street East and major collectors like Bloor Street and Tomken Road are the focus of future height appropriate mid-rise mixed use *development*.

Dundas Street East is a *higher-order transit* corridor that crosses through a number of ***protected Major Transit Station Areas***. Lands along and adjacent to Dundas Street East have the potential to accommodate future growth within mixed use *development*, providing a range of housing types and affordability options. Emphasis on connectivity and multi-modal access along the corridor will be integrated with appropriate built form and an enhanced parks and open space system, as per the Dundas Corridor policies of this Plan.

14.3 Clarkson-Lorne Park

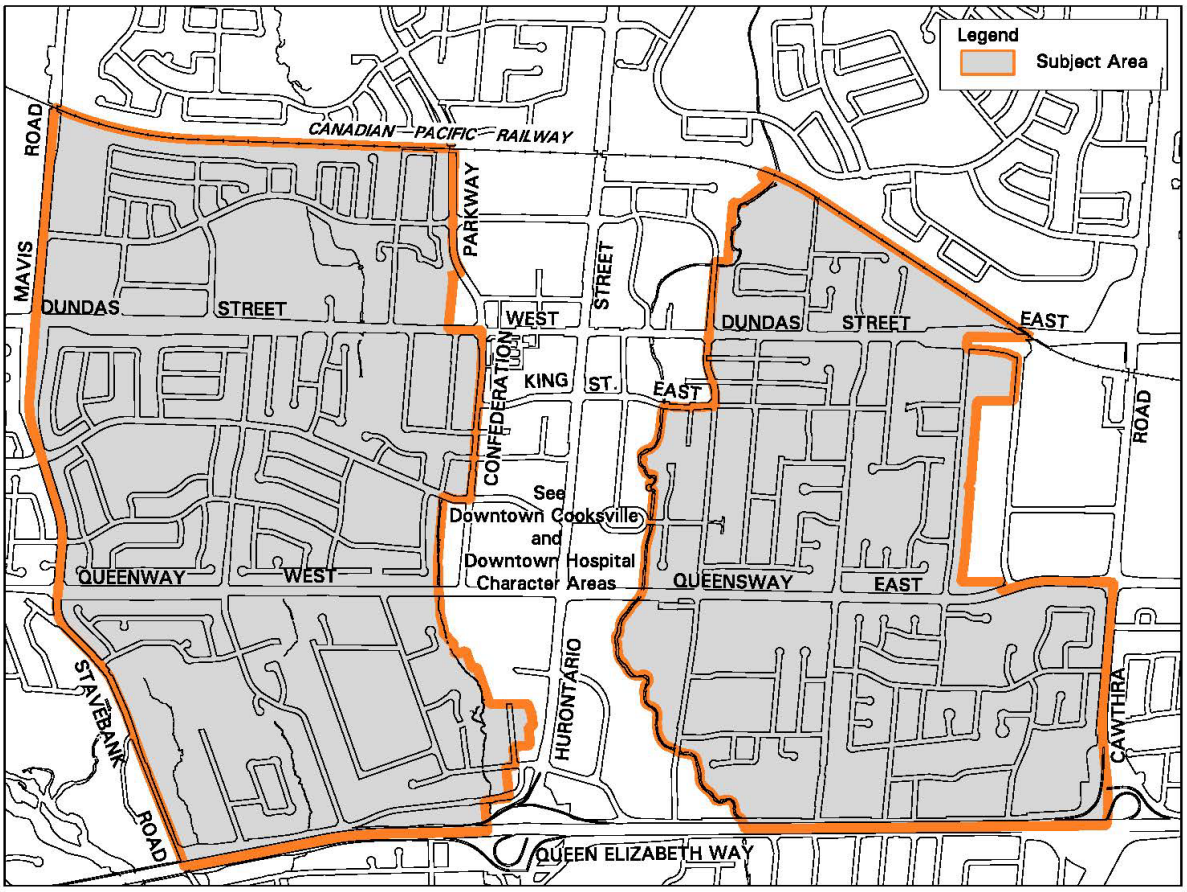


Map 14-3: Clarkson-Lorne Park Neighbourhood Character Area

14.3.1 Policies

14.3.1.1 Notwithstanding the provisions of the Mixed Use policies of this Plan, motor vehicle sales and rentals will not be permitted.

14.4 Cooksville



Map 14-4: Cooksville Neighbourhood Character Area

14.4.1 Policies

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

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

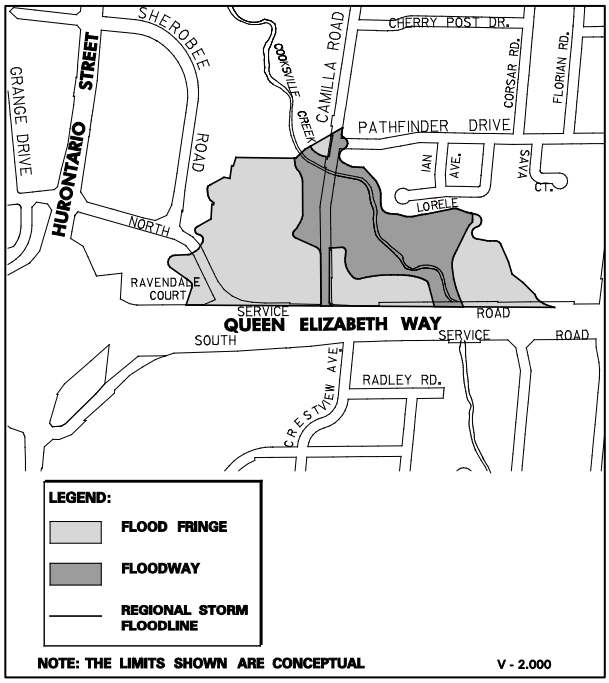
a. the lands within the *floodway* are designated Residential Mid-Rise, Office, Greenlands and Utility. Notwithstanding the Residential Mid-Rise, Office, Greenlands and Utility policies of this Plan, the following uses will be permitted within the *floodway* subject to the satisfaction of the City:

    i. flood and/or erosion works;

    ii. facilities which by their nature must locate near water or traverse ***watercourse*** (i.e. bridges, storm sewer outlets and ***stormwater*** management facilities); and

    iii. passive recreation activities.

b. *floodway* lands will be zoned in an appropriate hazard category in the implementing zoning by-law;



Map 14-4.1: Cooksville Creek Floodplain Management Concept

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

    i. *development* may be permitted provided the use, building or structure is flood proofed to the regulatory flood level as required by Credit Valley Conservation;

    ii. 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;

    iii. enclosed underground parking will be subject to the installation of stringent flood proofing measures to the elevation of the regulatory flood level; and

    iv. 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.

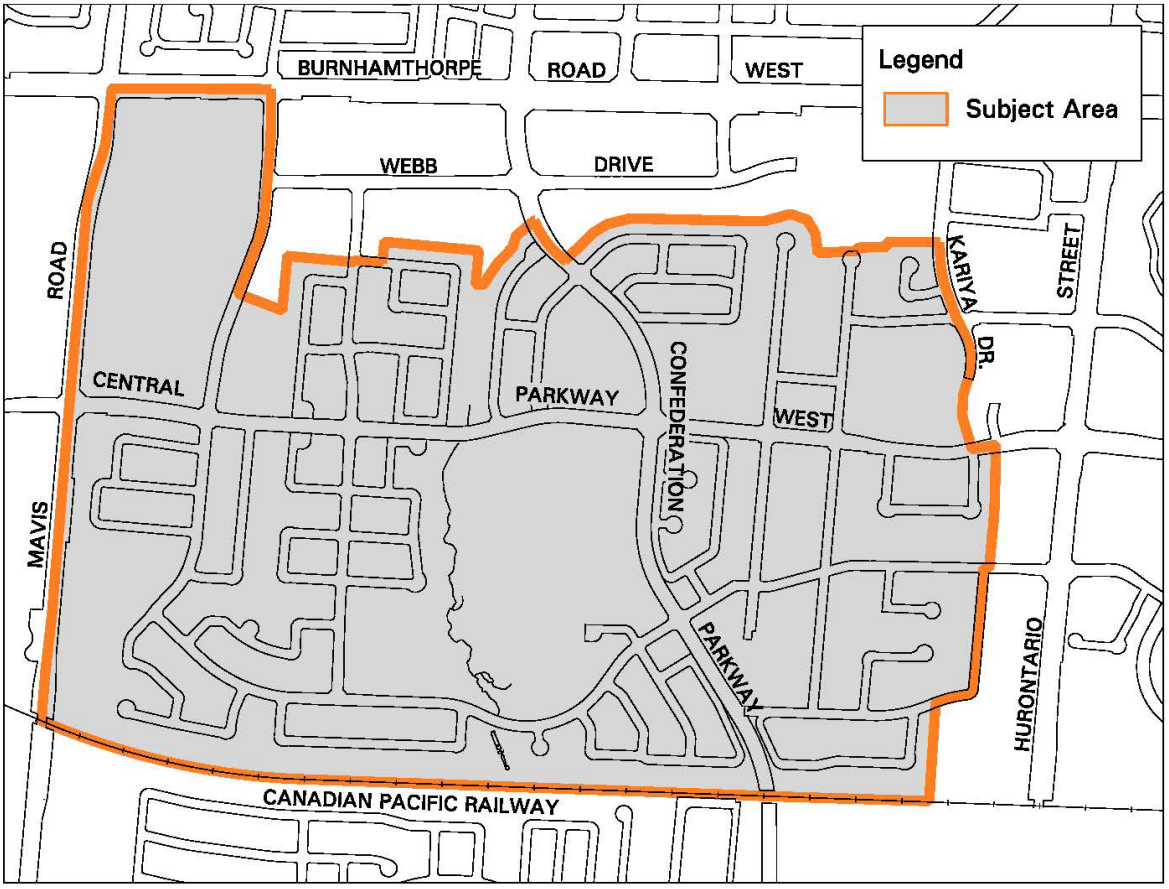
d. the following uses will not be allowed within the floodplain:

    i. 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;

    ii. new uses associated with the manufacturing, 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

    iii. emergency services such as those provided by fire, police, and ambulance stations and electrical substations, which would be impaired during a flood emergency as a result of flooding or failure of flood proofing measures.

14.5 Fairview

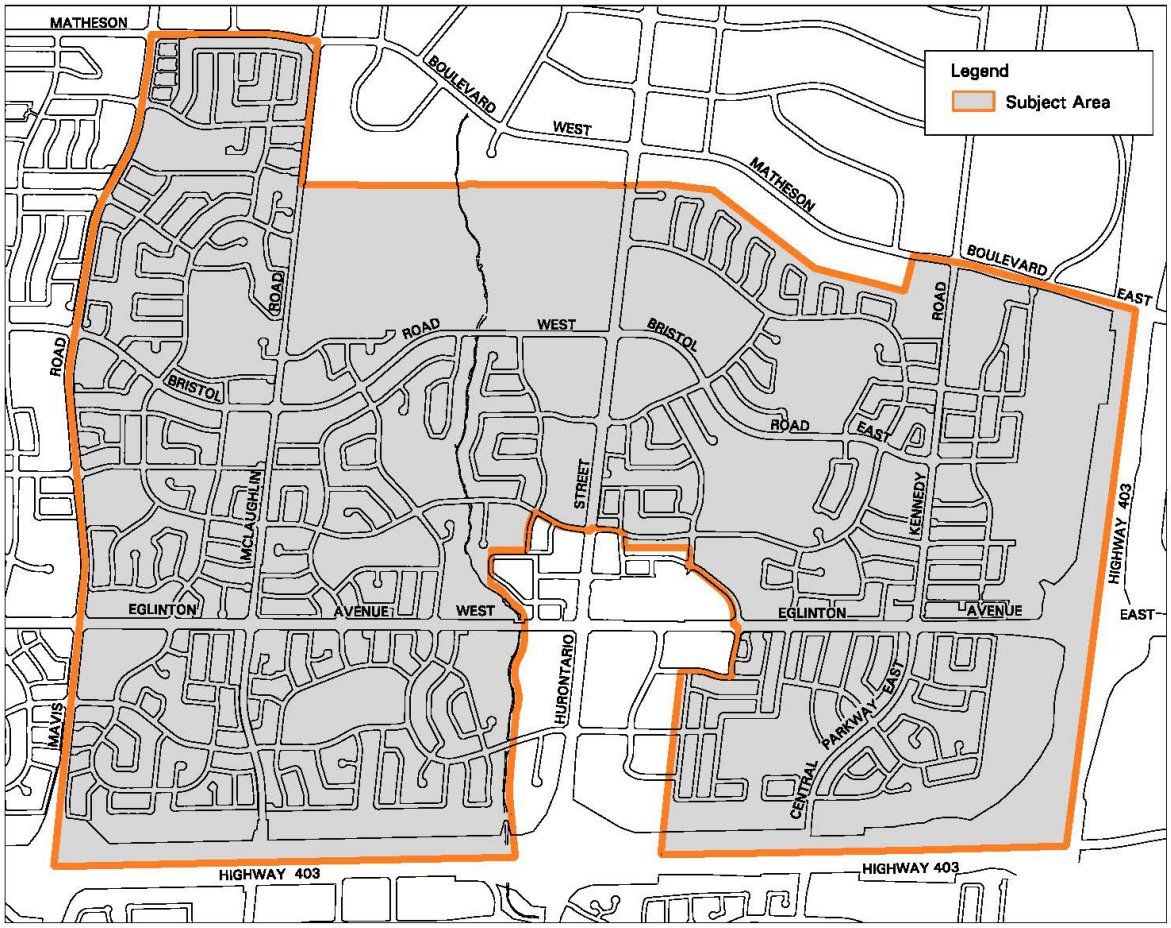


Map 14-5: Fairview Neighbourhood Character Area

14.5.1 Policies

14.5.1.1 No new residential *development* will be permitted within the 300 metre influence area of a chemical plant located on Mavis Road, south of Burnhamthorpe Road West, until the closure of the plant, or when emission levels acceptable for residential *development* have been demonstrated to the City's satisfaction.

14.6 Hurontario



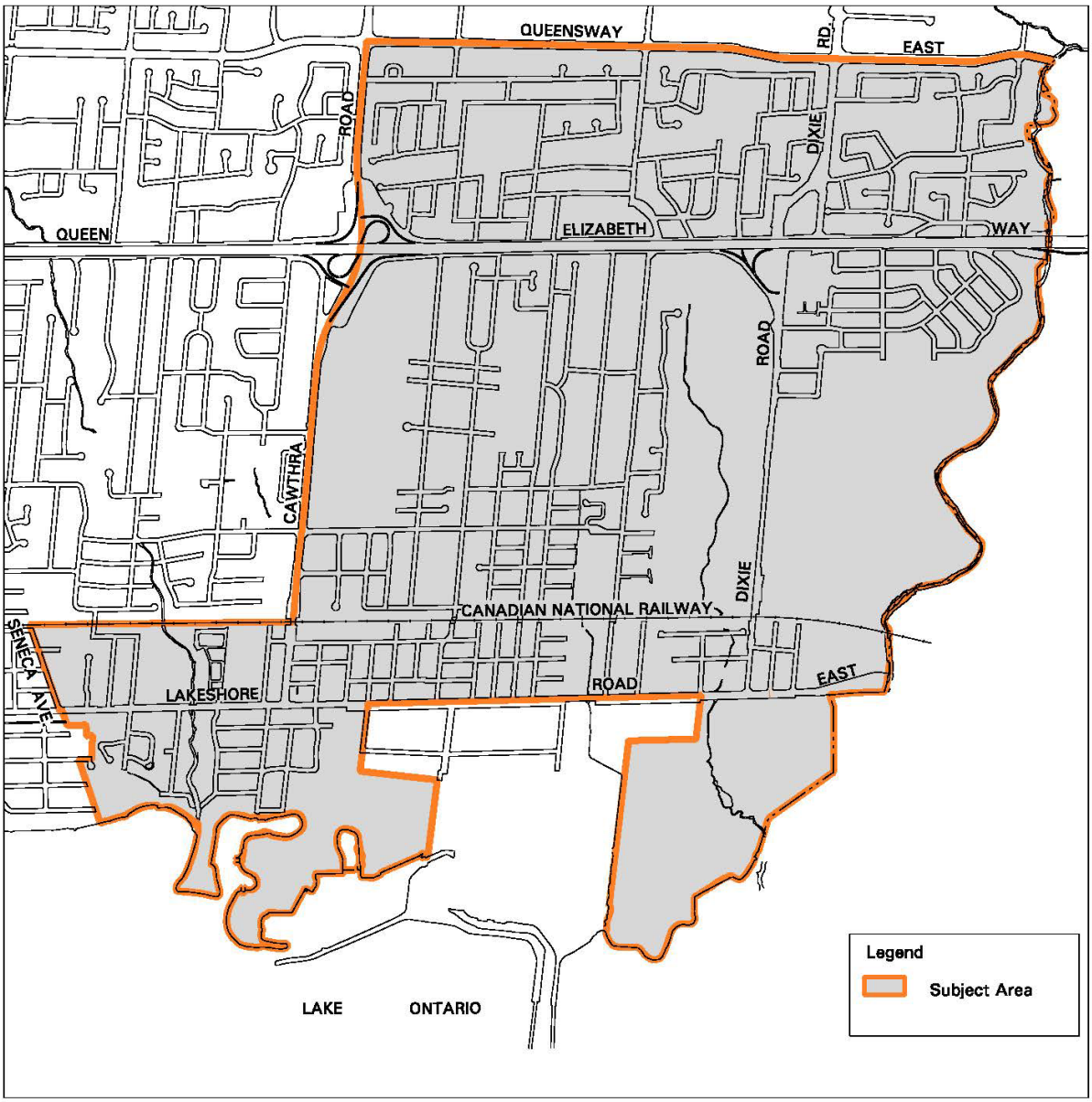
Map 14-6: Hurontario Neighbourhood Character Area

14.6.1 Policies

14.6.1.1 Notwithstanding the Institutional policies of this Plan, a ***cogeneration*** facility will not be permitted.

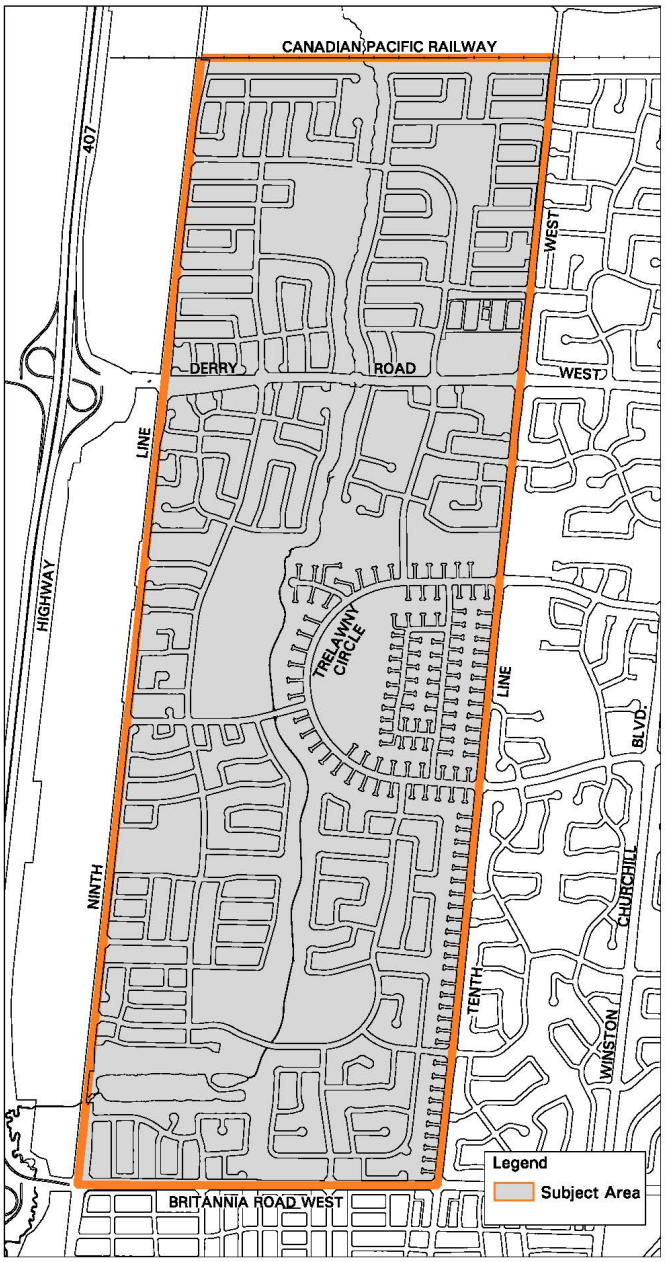
14.7 Lakeview

Official Plan policies for lands within the Lakeview Neighbourhood Character Area are contained in the Lakeview Local Area Plan.



Map 14-7: Lakeview Neighbourhood Character Area

14.8 Lisgar

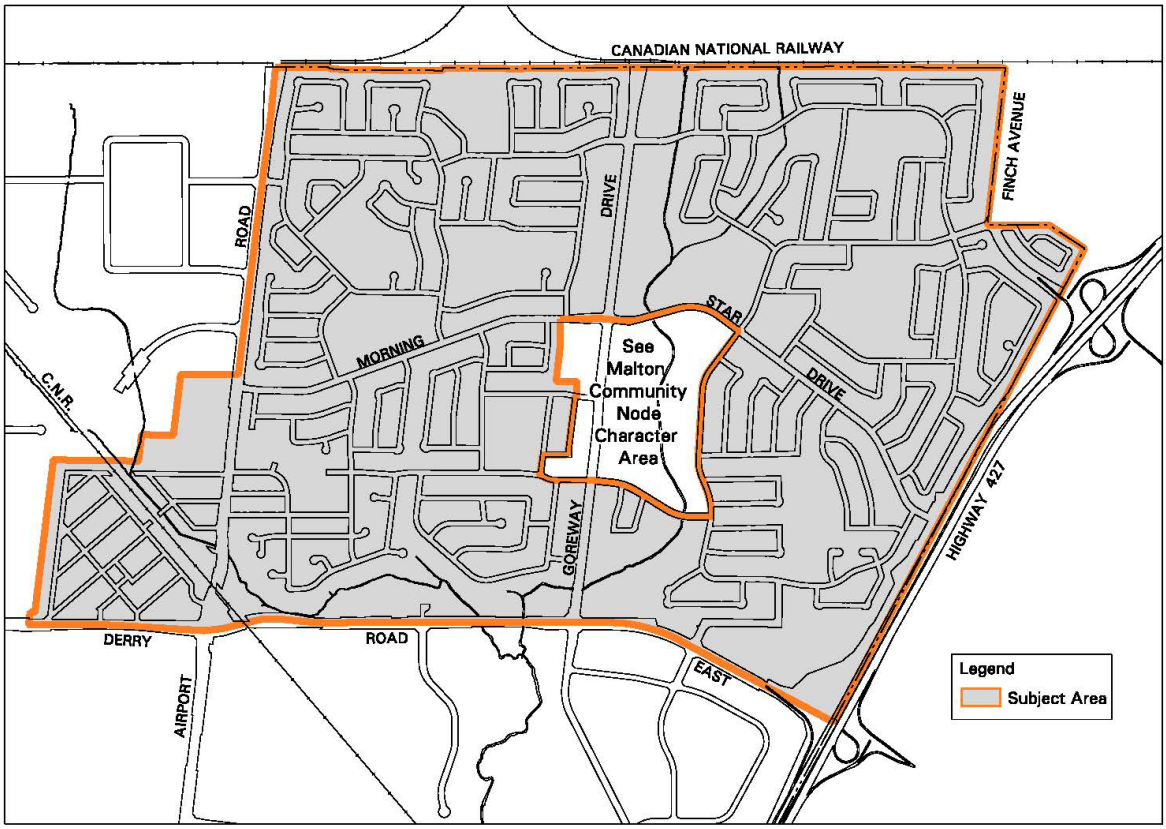


Map 14-8: Lisgar Neighbourhood Character Area

14.8.1 Policies

14.8.1.1 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.

14.9 Malton



Map 14-9: Malton Neighbourhood Character Area

14.9.1 Context

Malton will build on its greatest strength and reputation as an inclusive and welcoming community that respects and celebrates the diversity of its people. Malton will strive to create opportunities that allow families to prosper and young people to realize their fullest potential. Through reinvestment and *redevelopment*, the community will be revitalized, will be beautiful, and will offer a variety of activities for its residents.

The city supports continued revitalization efforts in the neighbourhood to contribute to achieving a *complete community*. Improvements to public and private open spaces, and providing *active transportation* to support walking and cycling will help create a place that becomes even more attractive for businesses to invest in and for people to reside.

The Vision is based on the following principle themes:

1. Revitalize and reinvest – continuous investment and improvements to make the community safer, more attractive and vibrant

2. Community gathering place – create vibrant gathering places to socialize, play and celebrate
3. Opportunity for youth – develop opportunities to help young people realize and fulfill their potential
4. Diversity of uses – create a variety of uses for retail, commercial and entertainment opportunities
5. Beautification – make improvements to places and spaces, including ***streetscapes***, intersections, and signage

14.9.2 Policies

14.9.2.1 The following principles should be encouraged during the evaluation of any *development* proposal:

a. 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
b. 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.

14.9.2.2 Airport Road, from Derry Road East to the northern city limit, is an important goods movement corridor, however, it is also a commercial area that serves the surrounding community and is a regional destination shopping area. As such, the character and function of Airport Road should address the urban context and consider the following:

a. accommodate pedestrian and cycling traffic;
b. new buildings will be located close to the street with required parking provided to the rear of buildings;
c. utilities should be located underground where feasible; and
d. wider sidewalks should be incorporated into the ***streetscape*** to allow for storefront displays, spill-out zones, patios and space for street furniture while also maintaining a clear zone for pedestrian and cycling traffic, subject to approval by the Region of Peel.

14.9.2.3 Landscape buffers should be provided along Airport Road to separate street traffic from pedestrians and create a safe and pleasant public realm. These buffers may include, plant material including shrubs, trees, ***green infrastructure***, special paving, and street lighting.

14.9.2.4 Interconnections between properties and the creation of a fine grain street network will be considered to provide greater connections into the Neighbourhood and to provide alternative routing options.

14.9.2.5 *Active transportation* improvements to Morning Star Drive to allow for safe pedestrian and cycling movement are encouraged and where feasible may, among other improvements, include the following:

a. wider sidewalks at certain locations;

b. dedicated bicycle lanes; and

c. paved walkway connections from sidewalk areas of Morning Star Drive to connect with the Malton Greenway and surrounding community uses.

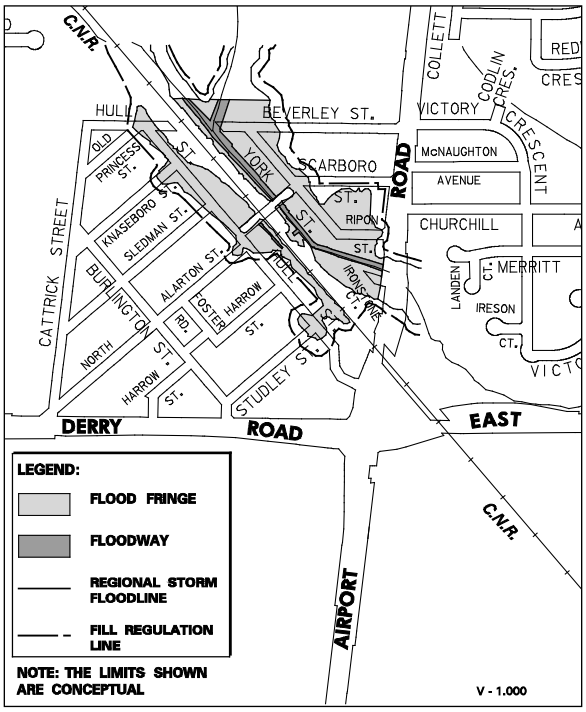
14.9.2.6 Pedestrian connections to adjacent properties are encouraged and should provide an enhanced pedestrian experience to allow for safe movement.

14.9.2.7 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.



Map 14-9.1: Mimico Creek Floodplain Management Concept

14.9.2.8 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:

    i. dry, passive flood proofing measures will be implemented to the extent technically and/or practically feasible;

    ii. wet flood proofing measures may be permissible to minimize flood risk and/or to meet the level of flood protection required; and

    iii. dry, active flood proofing measures may be permissible to minimize flood risk.

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

    i. 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;

    ii. 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

    iii. emergency services such as those provided by fire, police, and ambulance stations and electrical substations, which would be impaired during a flood emergency as a result of flooding or failure of flood proofing measures.

14.9.2.9 Notwithstanding the above, no *development* will be permitted if:

a. the *development* would be subjected to a water velocity or depth which would create an unacceptable hazard to life; or

b. the *development* would be susceptible to major structural damage as a result of a flood less than or equal to the Regulatory Flood; or

c. the necessary flood protection measures would have a *negative impact* on adjacent properties.

14.9.2.10 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;

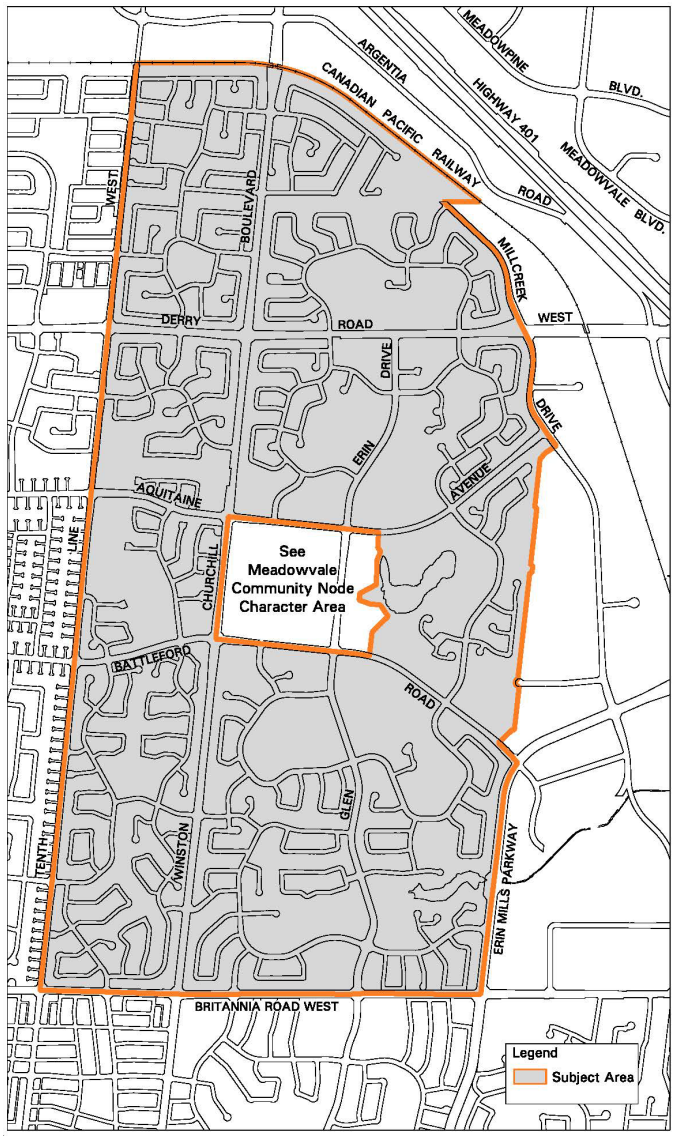
b. the placement or dumping of fill within the fill regulation area; and

c. the straightening, changing, diversion or interference in any way with the existing channel of a river, creek, stream or ***watercourse***.

14.10 Meadowvale

14.10.1 Context

Meadowvale is a vibrant and *complete community* founded on the principles of generous and well-connected open spaces, a diversity of housing types, safe and convenient means of moving about, and access to sunlight and open skies. As Meadowvale grows from its roots as a master-planned community, it will continue to provide a mix of uses and *housing options* - including a range of rental housing by type, unit size and affordability. New *development* shall respect, fit in with, and reinforce the qualities that make Meadowvale a unique place to live, work and play.



Map 14-10: Meadowvale Neighbourhood Character Area

14.10.2 Policies

14.10.2.1 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.

14.10.2.2 Notwithstanding the policies of this Plan, building heights of up to 12 storeys may be permitted on lands designated Mixed Use and Residential High Rise subject to the following requirement:

a. new and existing buildings do not exceed a maximum ***floor space index*** (***FSI***) of 2.0.

14.10.2.3 Notwithstanding the policies of this Plan, building heights of up to eight storeys may be permitted on lands designated Residential Low-Rise II 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 this Plan.

14.10.2.4 Sites where *development* was permitted in accordance with 14.10.2.3 will be designated Residential Mid-Rise.

14.10.2.5 The built form in Meadowvale will preserve an open and green character by:

a. limiting the number of taller buildings above eight storeys to appropriate locations in the Neighbourhood on lands designated Mixed Use and Residential High Rise, 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.

14.10.2.6 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.

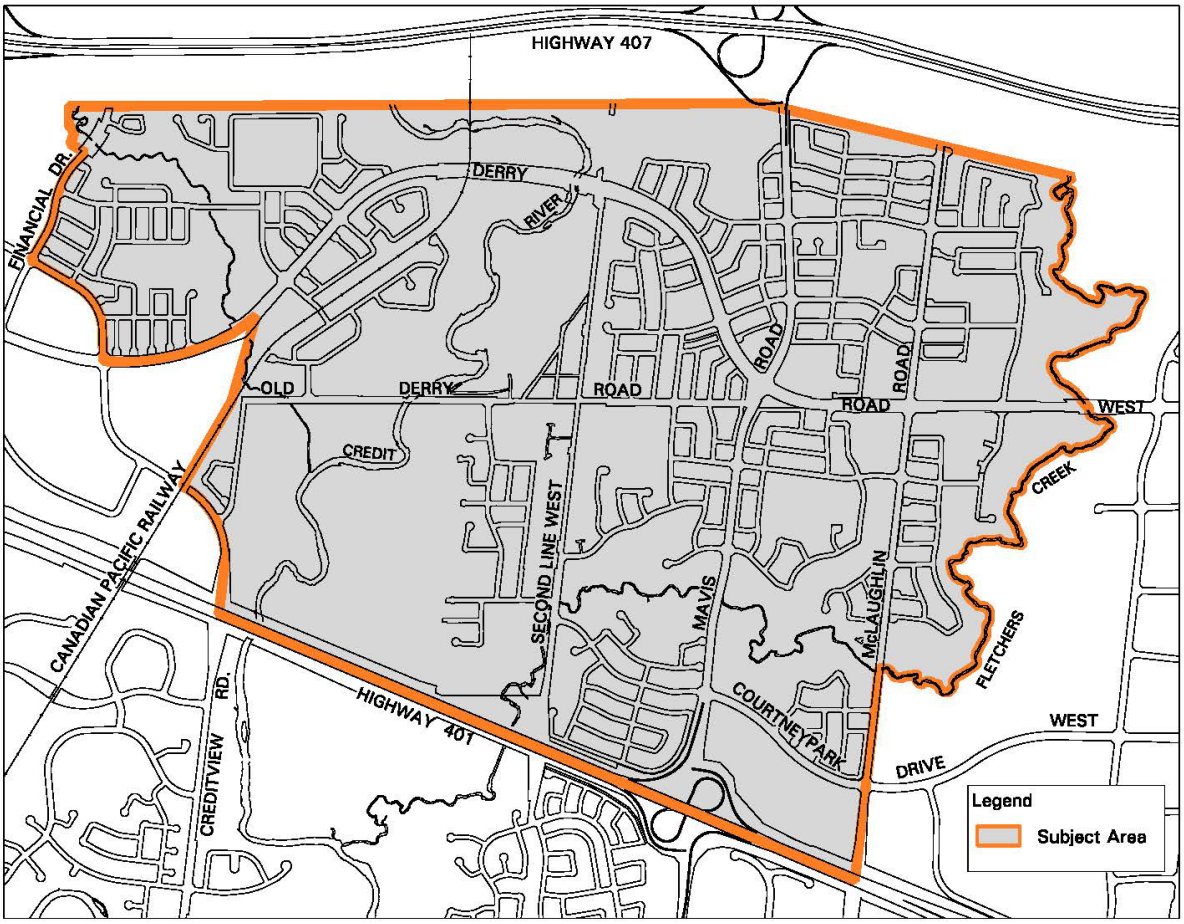
14.10.2.7 New buildings will be located and oriented to preserve views of the green network, with generous setbacks and transitions to parks and open spaces.

14.10.2.8 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.

14.11 Meadowvale Village



Map 14-11: Meadowvale Village Neighbourhood Character Area

14.11.1 Context

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.

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.

14.11.2 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.

14.11.2.1 New *development* will comply with the Heritage Conservation District Plan and integrate individual *developments* into a cohesive whole.

14.11.2.2 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.

14.11.2.3 A highly interconnected street pattern, such as a grid or modified grid, is encouraged.

14.11.2.4 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.

14.11.2.5 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.

14.11.2.6 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.

14.11.2.7 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.

14.11.2.8 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;

b. the creation of individual entry features to subdivisions is discouraged to avoid the creation of enclaves within the community;

c. adjacent to Provincial Highways and elsewhere where "reverse frontages" are unavoidable and acoustic protection is required, such acoustic protection should be provided through berming to the greatest extent possible, minimizing the use of noise attenuation walls; and

d. reverse frontage *development* will be prohibited along the existing alignment of Old Derry Road.

14.11.2.9 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-Rise I; and

b. reverse frontage lots may be permitted, providing the lots have a minimum depth of 45m.

14.11.2.10 The Village Precinct represents the lands in and around the Heritage Conservation District as shown on Map 14-11.1: Meadowvale Village Precincts.

14.11.2.11 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).

14.11.2.12 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.

14.11.2.13 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.

14.11.2.14 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.

14.11.2.15 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.

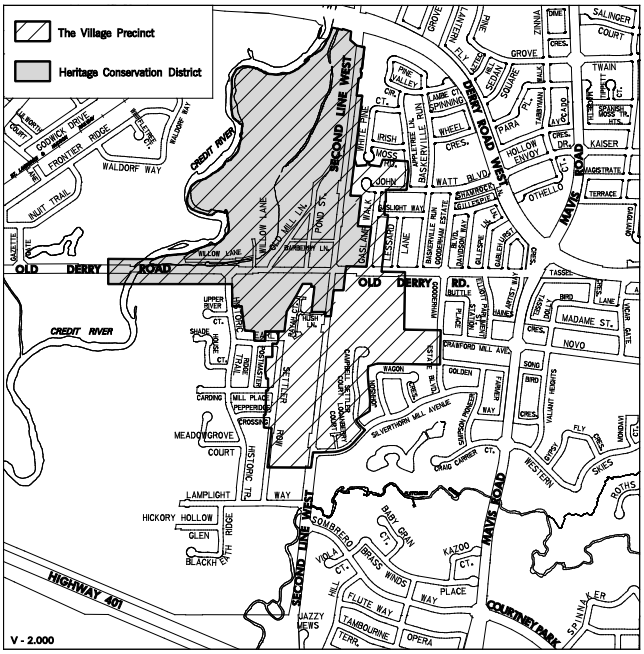
14.11.2.16 The existing grades should be maintained. Where acceptable drainage cannot be achieved through revised road layouts, lot sizes, lotting patterns or innovative

drainage techniques, regrading may be permitted, providing that the effect on topography and vegetation is minimized.

14.11.2.17 *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.

14.11.2.18 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.

14.11.2.19 A concept plan will be required as part of the processing of any development application to illustrate the location of existing trees, the road and lotting pattern, connections to adjacent *developments*, existing and proposed grading, building envelopes, and garage locations.



Map 14-11.1: Meadowvale Village Precincts

14.11.2.20 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.

14.11.2.21 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.

14.11.2.22 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.

14.11.2.23 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.

14.11.2.24 Pedestrian access will be provided from the Community Centre through abutting land to the west of the existing park.

14.11.2.25 The Residential Low-Rise I designation permits detached dwellings on lots with minimum frontages of 22.5 m except in the following area:

a. land which does not immediately abut the Heritage Conservation District may be developed for detached dwellings on lots with a minimum frontage of 18 metres.

14.11.2.26 Notwithstanding the Greenland policies of this Plan:

a. agricultural operations will be permitted; and

b. it is recognized that a golf club is located on lands north of Derry Road West and west of Fletcher's Creek. A golf club is a permitted use within the boundaries of the Derrydale Golf Club, as those boundaries exist on the date these Policies come into effect.

14.11.2.27 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;

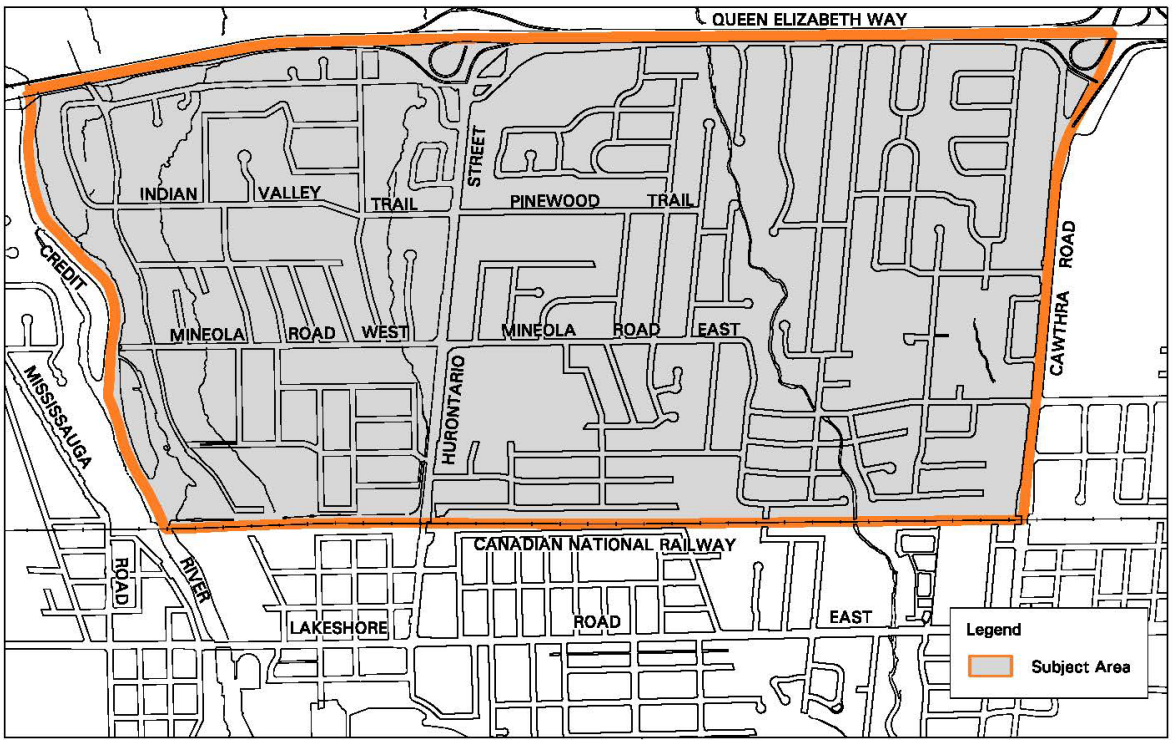
g. ***secondary office***;

h. self storage facility; and

i. warehousing, distributing and wholesaling.

14.11.2.28 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.

14.12 Mineola



Map 14-12: Mineola Neighbourhood Character Area

14.12.1 Policies

14.12.1.1 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.

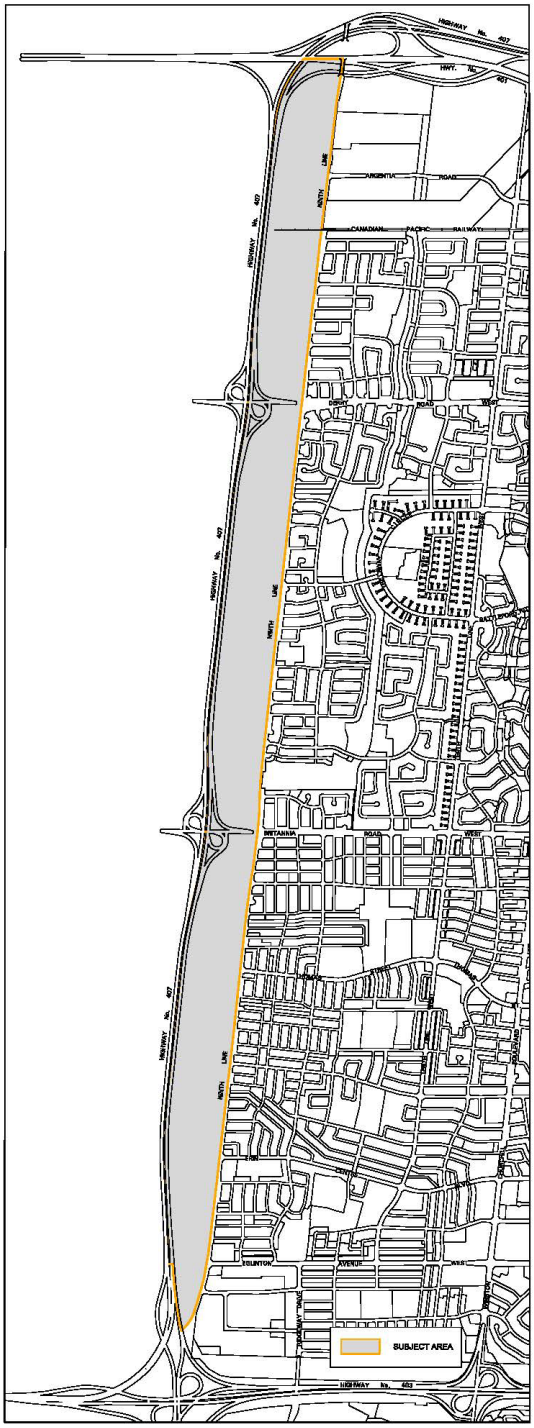
14.12.1.2 On Mineola Road East and West, consideration should be given to additional tree planting.

14.12.1.3 Open ditch road cross-sections should be maintained, as they contribute to the character of the area.

14.12.1.4 Notwithstanding the Office policies of this Plan, only a dispensary and cafeteria for the use of office employees will be permitted as accessory uses.

14.12.1.5 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.

14.13 Ninth Line



Map 14-13.1: Ninth Line Neighbourhood Character Area

14.13.1 Context

The Ninth Line Neighbourhood Character Area is the last remaining greenfield area in Mississauga. The area will be planned to support transit and the natural environment to create a healthy and *complete community*. Existing and future residents will have access to a well connected and sustainable natural heritage system, multi-use trails, parks and open spaces, *higher order transit*, community uses and facilities. A variety of housing choices and employment opportunities to meet their needs will also be accommodated.

14.13.2 Policies

14.13.2.1 The Ninth Line Neighbourhood Character Area will be planned to achieve a minimum density of 87 residents and jobs combined per hectare, on all lands where *development* is permitted.

14.13.2.2 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.

14.13.2.3 The Community Design policies must be read in conjunction with the Shaping Ninth Line Urban Design Guidelines, 2017.

14.13.2.4 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.

14.13.2.5 Planning in the area will be based on a series of connections including:

a. a network of trails that link open spaces and key destinations, and trail networks beyond the Ninth Line Lands;

b. safe pedestrian crossings of Ninth Line;

c. key access points;

d. pedestrian supportive streets; and

e. integrated cycling lanes and/or multi-use routes on or adjacent to Ninth Line and other roads.

14.13.2.6 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.

14.13.2.7 Connections throughout the area will be supported by a modified grid system of public streets, public and privately owned public space, (POPS) as well as wayfinding and signage plans.

14.13.2.8 Trails and sidewalks should link 407 Transitway Stations, ***community facilities***, parks and commercial and *employment areas*.

14.13.2.9 The layout and design of blocks, streets, and boulevards will support the use of transit, walking, and cycling.

14.13.2.10 *Development* fronting Ninth Line will be designed to provide appropriate transition to uses on the east side of the street.

14.13.2.11 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.

14.13.2.12 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.

14.13.2.13 Public Open Space should be located adjacent to Ninth Line and/or on lands designated Greenlands. Access to these areas will be maximized.

14.13.2.14 Public open spaces should include facilities for active and passive recreation.

14.13.2.15 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.

14.13.2.16 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.

14.13.2.17 *Development* will generally occur by way of one or more master plans of subdivision which will determine detailed alignment of municipal streets, parkland and *development* phasing.

14.13.2.18 *Development* is to be phased to ensure servicing of *development* progresses in a financially responsible and environmentally sustainable manner.

14.13.2.19 In the event that there are multiple landowners, to ensure the appropriate and orderly *development* of the site and to ensure that the costs associated with *development* are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement has been executed to address

distribution of costs for municipal and ***community infrastructure***, lands and facilities associated with *development* in a fair and equitable manner. Individual *developments* will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement.

The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary, for the purposes of facilitating a front ending agreement, the City may utilize area specific *development* charge by-laws enacted pursuant to the *Development Charges Act, 1998*, as amended.

14.13.2.20 Development applications within the Northwest Greater Toronto Area Identification Study Area will not preclude or predetermine any further planning and/or implementation of the Study Area. The Study Area has been established by the Province of Ontario and replaces the now cancelled Greater Toronto West Corridor.

14.13.3 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 14-13.2, Ninth Line Neighbourhood Character Area Precincts.

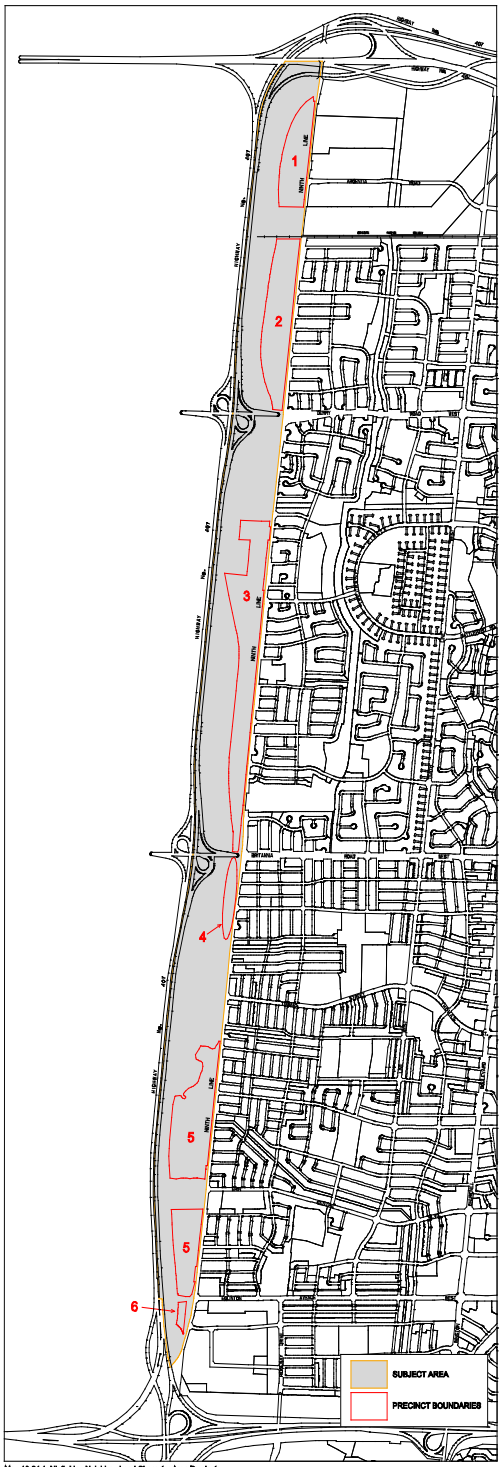
North *Employment Area* (Precinct 1)

14.13.3.1 This area will form an extension of the *employment area* east of Ninth Line, north of the CP Railway. Lands in this precinct will be connected to the adjacent precinct to the south and lands to the east through the open space network.

14.13.3.2 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.

Derry 407 Transitway Station Area (Precinct 2)

14.13.3.3 *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.



Map 14-13.2: Ninth Line Neighbourhood Character Area Precincts

14.13.3.4 Lands designated Mixed Use will permit heights ranging from 4 to 10 storeys.

14.13.3.5 Lands designated Residential Mid-Rise will permit heights ranging from 4 to 10 storeys. Some grade related residential development such as townhouses with a minimum height of three storeys may be permitted interior to the precinct.

14.13.3.6 This area will accommodate the greatest heights and densities for the entire Character Area.

14.13.3.7 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..

North Britannia Area (Precinct 3)

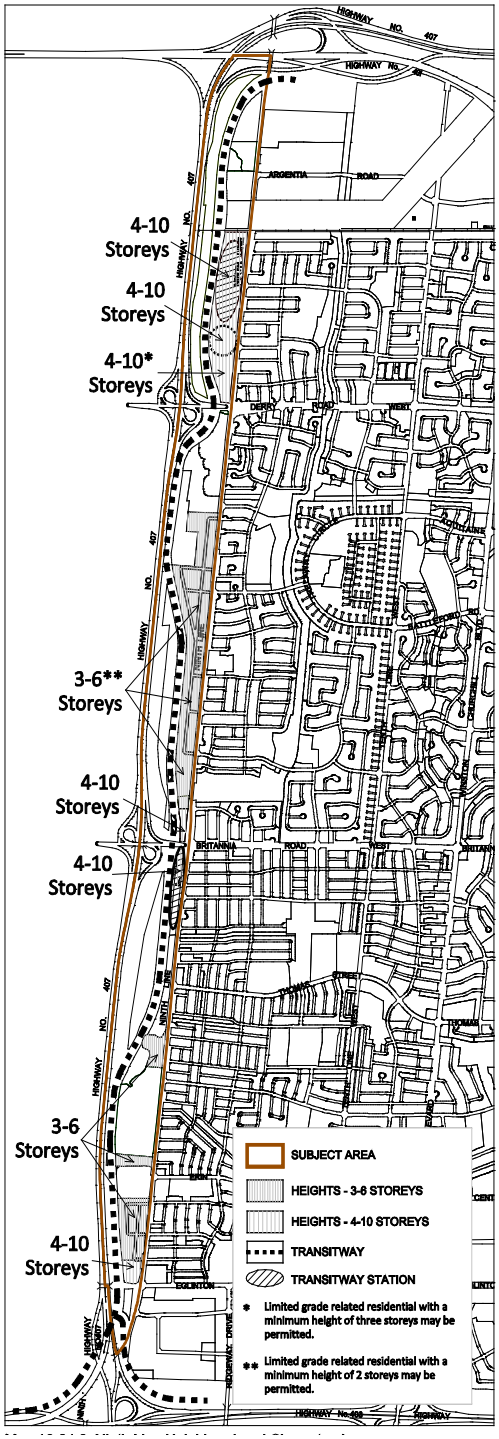
14.13.3.8 This precinct includes a large flood protection area including hazard lands and open spaces. This precinct will be created through earth filling to manage hazard lands. The implementation of this feature will enable residential development adjacent Ninth Line. The ultimate configuration of this area will be subject to approval by the appropriate conservation authority.

14.13.3.9 Residential development within lands designated Mid-Rise will include a mix of housing forms such as townhouses and midrise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 14-13.3: Ninth Line Neighbourhood Character Area Height Limits.

14.13.3.10 Notwithstanding policy 14.13.3.9 and 10.2.5.8, consideration may be given to ground related units such as semi-detached dwellings abutting Ninth Line between Doug Leavens Boulevard and Beacham Street. The overall density target for the entire Character Area must be maintained.

Britannia 407 Transitway Station Area (Precinct 4)

14.13.3.11 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.



Map 14-13.3: Ninth Line Neighbourhood Character Area Height Limits

14.13.3.12 Parking for the 407 Transitway Station will be encouraged to be located in structures or underground.

Community Park/Residential Area (Precinct 5)

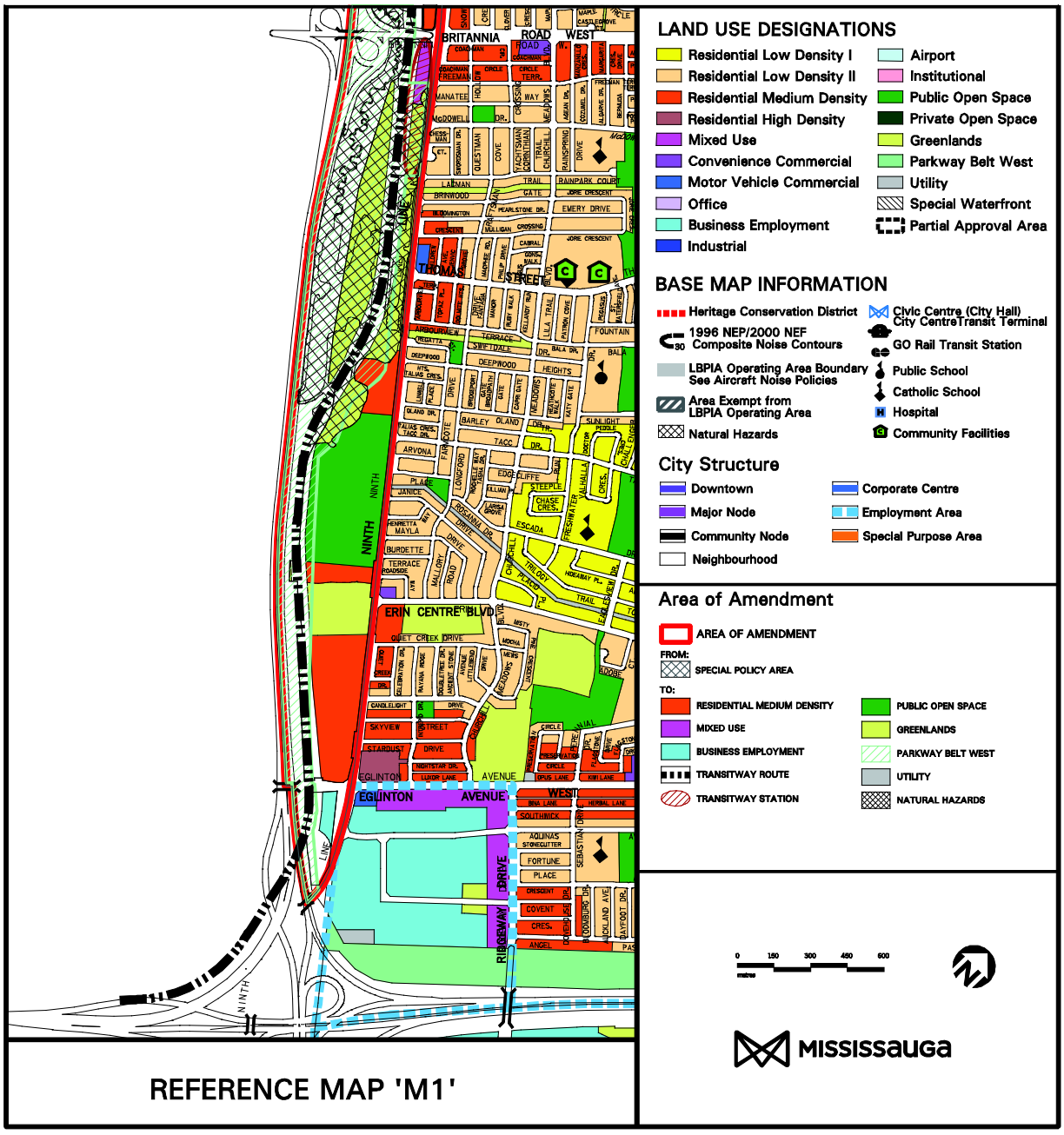
14.13.3.13 The primary focus of this area will be the Community Park and related facilities to serve residents of the local and broader communities.

14.13.3.14 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 14-13.3: Ninth Line Neighbourhood Character Area Height Limits.

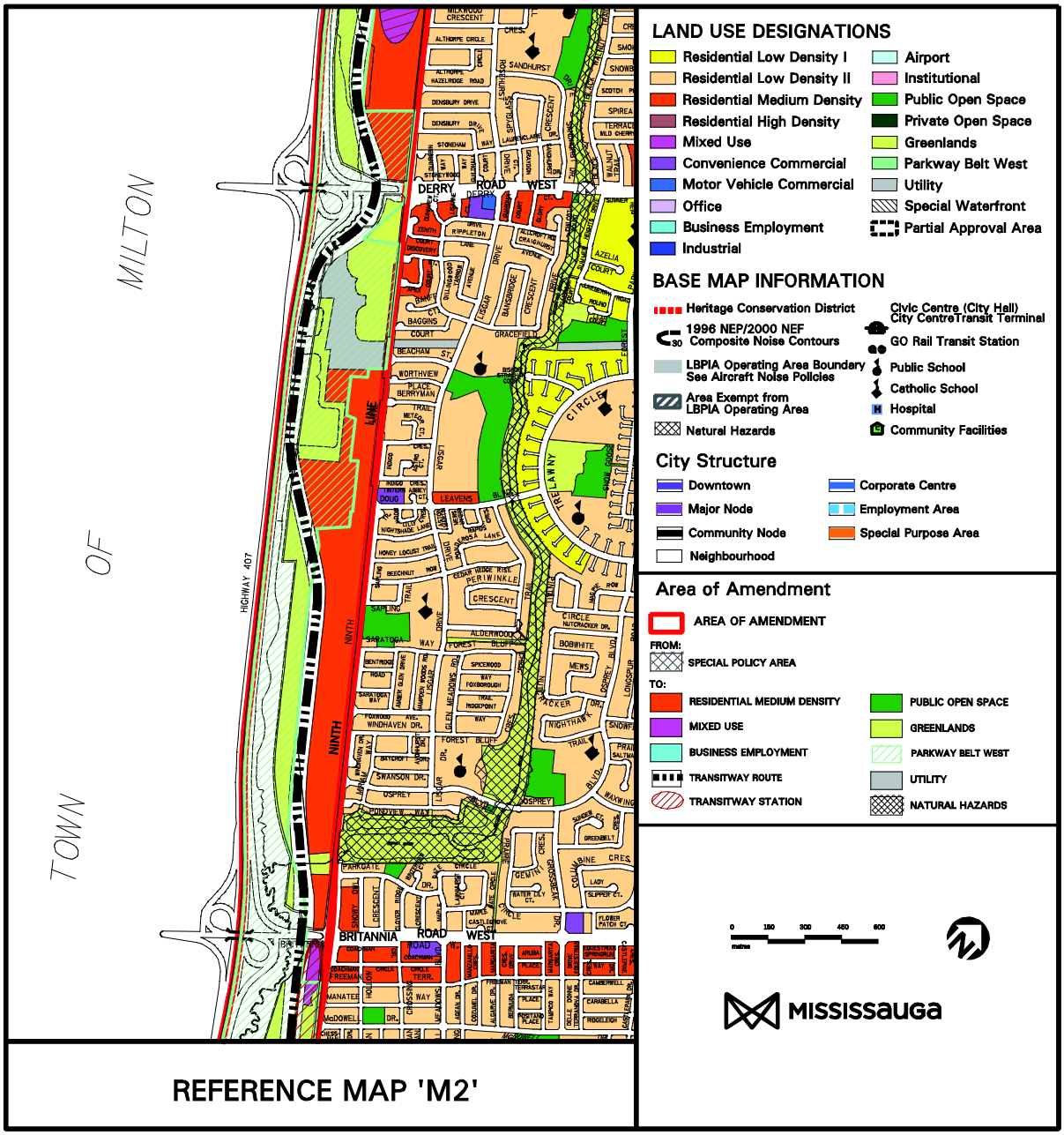
South Employment Area (Precinct 6)

14.13.3.15 The South *Employment Area* is an entry point into the City and the Ninth Line Neighbourhood Character Area.

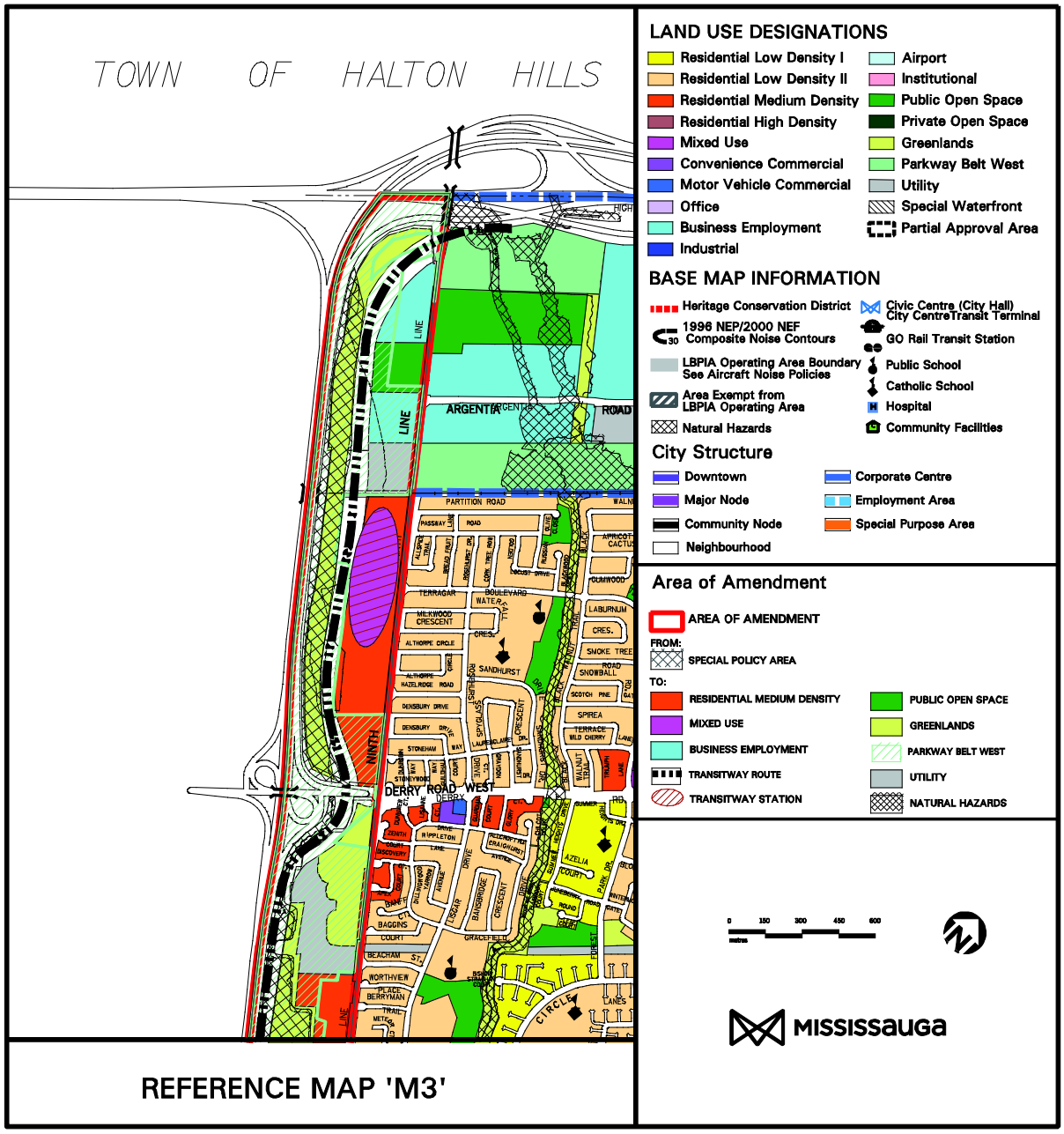
14.13.3.16 Buildings should front Ninth Line and other streets where possible to define the street edge and support a strong ***streetscape*** and public realm. Parking should be located at the rear of the property.



Map 14-13.4: Ninth Line Neighbourhood Character Area Reference Map 'M1'



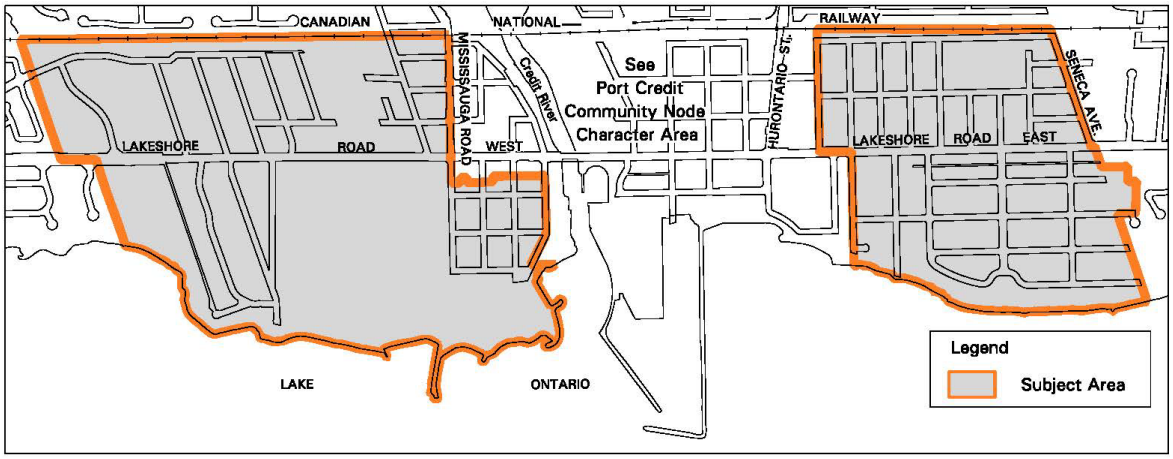
Map 14-13.5: Ninth Line Neighbourhood Character Area Reference Map 'M2'



Map 14-13.6: Ninth Line Neighbourhood Character Area Reference Map 'M3'

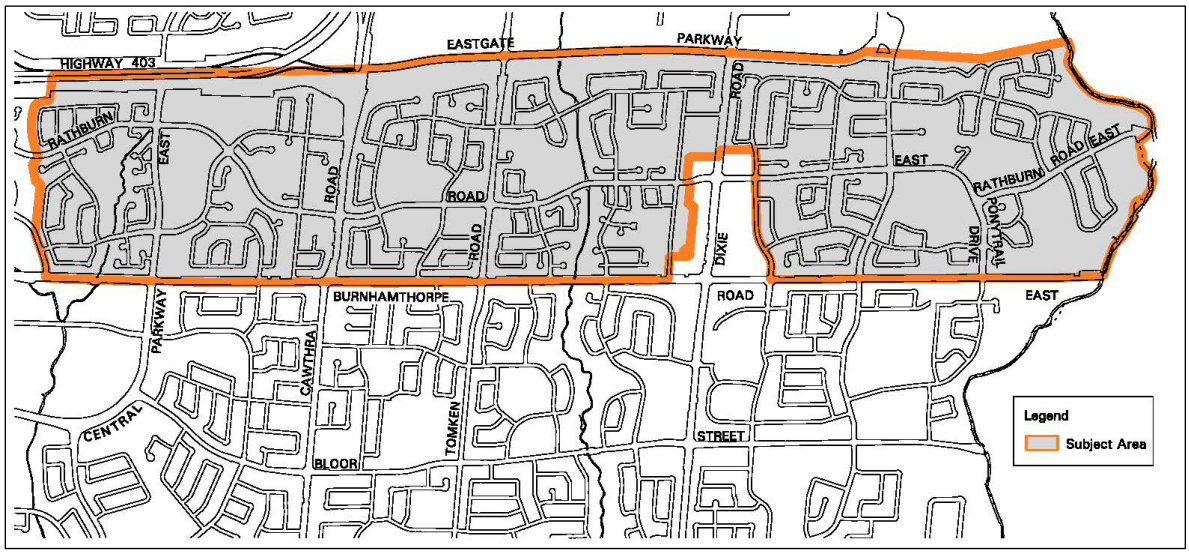
14.14 Port Credit

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



Map 14-14: Port Credit Neighbourhood Character Area

14.15 Rathwood



Map 14-15: Rathwood Neighbourhood Character Area

14.15.1 Context

Rathwood is a mature 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.

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.

A well-developed open space system weaves throughout the neighbourhood providing important pedestrian connections and gathering spaces. The existing parks and natural heritage features are of great importance and can be enhanced through additional community programming and site improvements that benefit people of all ages and abilities.

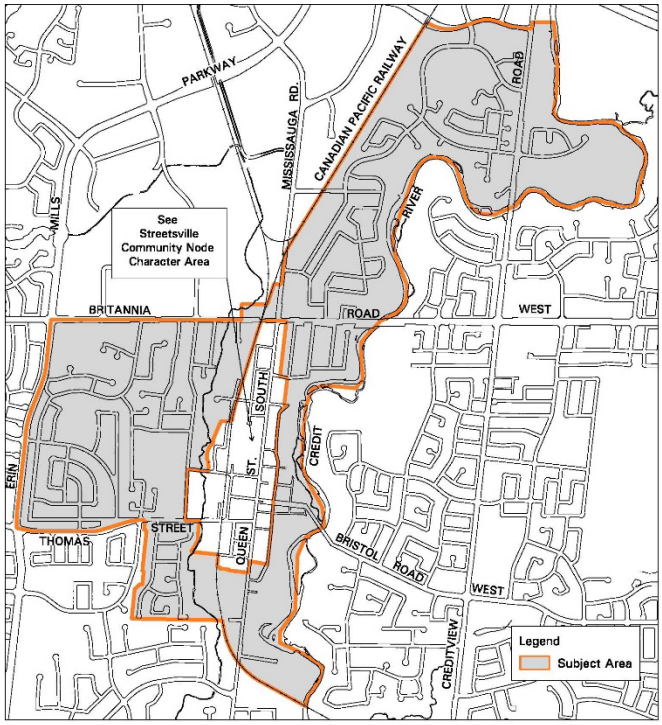
14.15.2 Policies

14.15.2.1 ***Streetscape*** improvements for portions of Cawthra Road, Rathburn Road, and Dixie Road are encouraged to enhance the pedestrian realm. This may be achieved through landscaping, wider sidewalks, street trees, and/or multiuse trails.

14.15.2.2 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.

14.16 Streetsville



Map 14-16: Streetsville Neighbourhood Character Area

14.16.1 Policies

14.16.1.1 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.

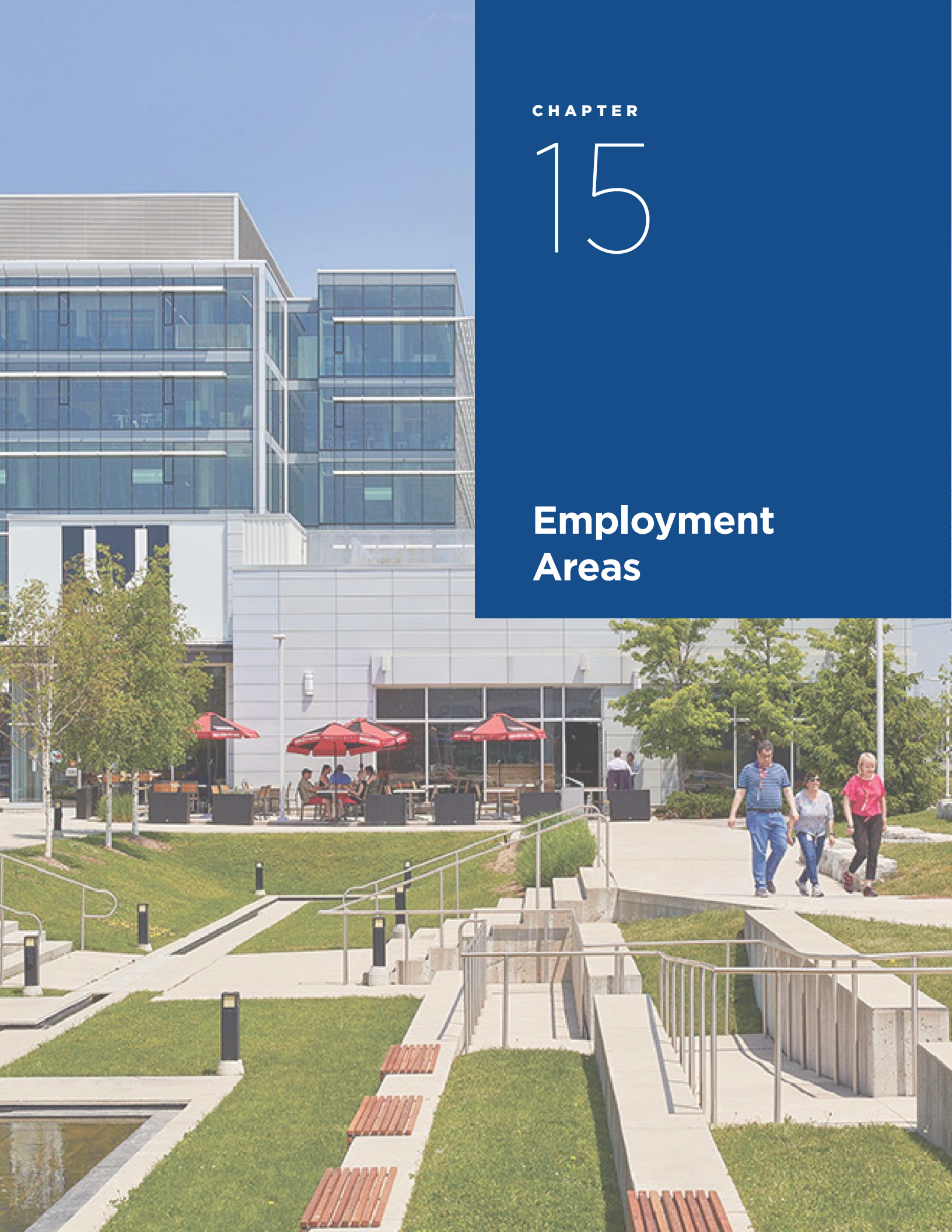
14.16.1.2 Heritage resources will include those properties listed on the City's Heritage Register, but will not be restricted to the list. There are heritage characteristics throughout Streetsville that may warrant study and the establishment of heritage conservation districts.

14.16.1.3 A ***stormwater*** drainage report will be required to ensure that the existing drainage system has the capability to convey the increased storm flow from *redevelopment* in accordance with current City drainage standards.

CHAPTER

15

Employment Areas

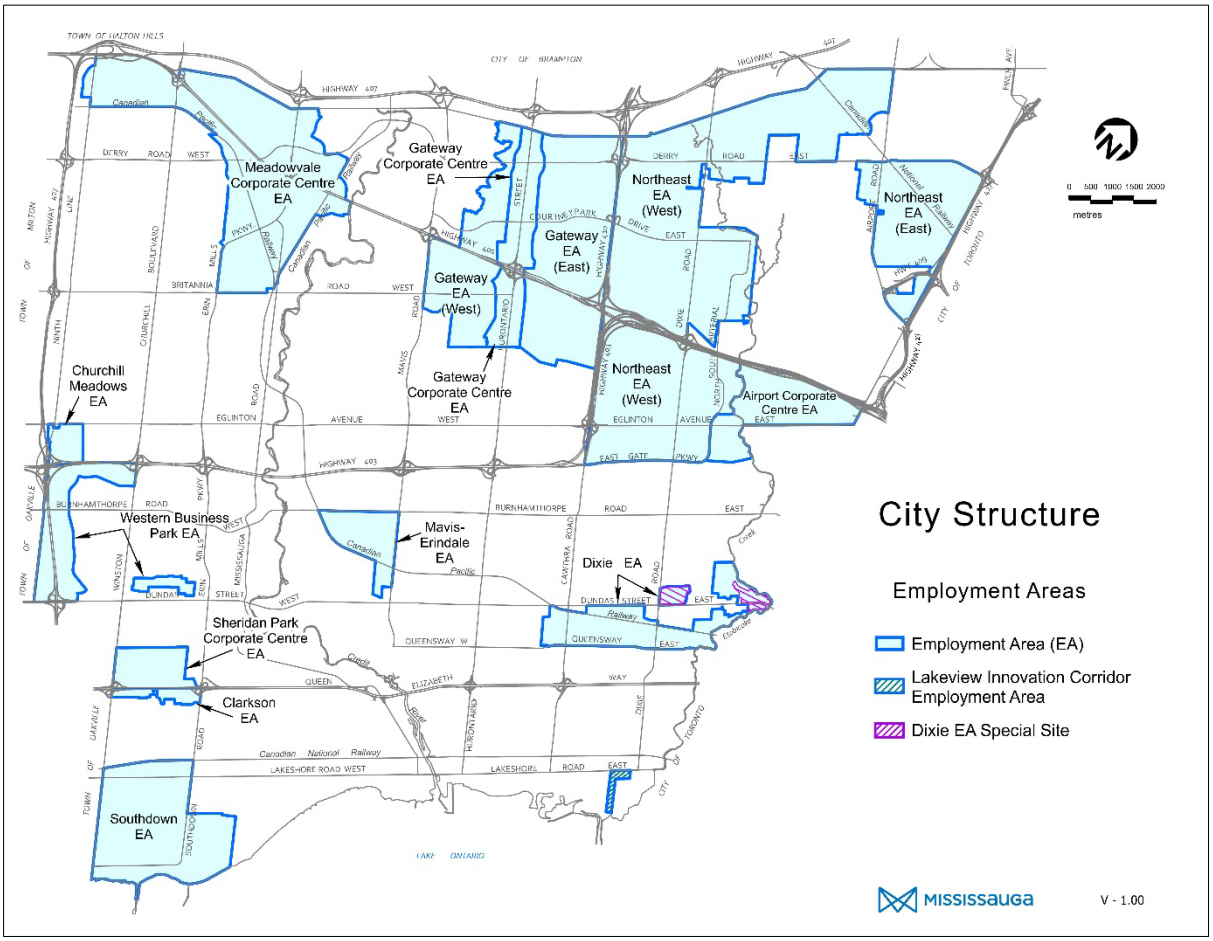


15.1 Introduction

There are 13 *Employment Area* Character Areas in Mississauga:



Employment Areas are designated for clusters of business and economic activities including manufacturing, research and development, offices, warehousing, goods movement, film studios, and associated commercial, retail and ancillary facilities. Protecting employment land for long term job creation and economic development is a provincial priority. In Mississauga, all *provincially significant employment zones* are located within *Employment Areas*.



Map 15-1: Employment Areas

15.2 Corporate Centre *Employment Areas*

Four of the 13 *Employment Area* Character Areas are Corporate Centre *Employment Areas*:

- Airport Corporate Centre *Employment Area*
- Gateway Corporate Centre *Employment Area*
- Meadowvale Corporate Centre *Employment Area*
- Sheridan Park Corporate Centre *Employment Area*

These Corporate Centre *Employment Areas* represent major employment concentrations outside of the *Urban Growth Centre*, with a concentration of *major offices* and a mix of higher density employment uses. Corporate Centre *Employment Areas* are also where many prestigious research and advanced manufacturing

businesses are found, often in facilities exhibiting high architectural and urban design standards.

15.2.1 Corporate Centre *Employment Areas* will include a mix of higher density employment uses.

15.2.2 Character Area policies will address the mix of business uses and density requirements within each Corporate Centre *Employment Area* located outside ***Protected Major Transit Station Areas***. These policies may result in the establishment of minimum employment and building densities, building heights, urban design standards or transportation policies, among other matters.

15.2.3 For lands abutting an arterial street in a Corporate Centre *Employment Area*, all accessory uses must be in the same building as the principal use.

15.3 Lakeview Innovation Corridor *Employment Area*

The Lakeview Innovation Corridor *Employment Area* is intended to be a research and development and high-tech green campus that will accommodate office uses, business employment uses, institutional uses, and research and development activities. Official Plan policies for lands in the Lakeview Innovation Corridor *Employment Area* are contained in Chapter 13: Nodes, of this Plan.

15.4 Land Uses

This section identifies the modifications to the General Land Use designations in Chapter 10 that apply to all *Employment Areas*.

15.4.1 Utilities

15.4.1.1 Outdoor storage will be permitted accessory to a permitted land use adjacent to electric power rights-of-way.

15.4.2 Residential

15.4.2.1 Residential designations will not be permitted.

15.4.3 Office

15.4.3.1 Notwithstanding the Office policies of this Plan, *major office* uses will only be permitted in Corporate Centre *Employment Areas* and in *Major Transit Station Areas*.

15.4.3.2 Notwithstanding the Office policies of this Plan, post-secondary educational facilities will also be permitted in Corporate Centre *Employment Areas.*

15.4. Institutional

15.4.1 Institutional uses will not be permitted. Notwithstanding the exclusion of Institutional uses in *Employment Areas*, Institutional uses will be permitted in the Lakeview Innovation Corridor *Employment Area*.

15.4.5 Convenience Commercial

15.3.5.1 The Convenience Commercial designation will not be permitted, except for lands designated Convenience Commercial at the time this Plan comes into effect.

15.4.6 Motor Vehicle Commercial

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

15.4.7 Business Employment

15.4.7.1 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted in Corporate Centre *Employment Areas*:

a. adult entertainment establishment;
b. animal boarding establishment which may include outdoor facilities;
c. body rub establishment;
d. truck fuel dispensing facility;
e. composting facilities
f. motor vehicle body repair facilities;
g. Motor Vehicle Commercial;
h. Outdoor storage and display areas not related to a permitted manufacturing use;
i. transportation facilities;
j. trucking terminals;
k. self storage facility;
l. warehousing, distributing and wholesaling; and
m. ***waste processing stations*** or ***waste transfer stations*** and composting facilities.

15.4.7.2 Notwithstanding the Business Employment policies of this Plan, the following additional uses will be permitted in Corporate Centre *Employment Areas:*

a. *major office*; and
b. post-secondary educational facilities.

15.4.8 Industrial

15.4.8.1 The Industrial designation will not be permitted in the following Character Areas, except for on lands designated Industrial at the time this Plan comes into effect:

a. Airport Corporate Centre Employment Area;

b. Churchill Meadows Employment Area;

c. Clarkson Employment Area;

d. Gateway Corporate Centre Employment Area;

e. Meadowvale Corporate Centre Employment Area; and

f. Sheridan Park Corporate Centre Employment Area.

15.4.9 Employment Commercial

15.4.9.1 Notwithstanding the Employment Commercial policies of this Plan, the following additional uses will be permitted only in the Dixie, Gateway, Mavis-Erindale, Northeast, Southdown and Western Business Park *Employment Area* Character Areas:

a. Business Employment Uses; and

b. Motor Vehicle Commercial Uses.

15.4.9.2 Notwithstanding the Employment Commercial policies of this Plan, *major office* uses will be permitted in Corporate Centre *Employment Areas*.

15.4.9.3 Notwithstanding the Employment Commercial policies of this Plan, no ***major retail*** developments will be permitted, except where ***major retail*** uses are lawfully established on lands designated Employment Commercial at the time this Plan comes into effect.

15.4.9.4 Notwithstanding the Region of Peel Official Plan employment land conversion policies, the local municipalities may accommodate new retail and commercial uses in *Employment Areas* by designating lands Employment Commercial, subject to a municipally initiated study and local official plan policies to the satisfaction of the Region that demonstrate the following:

a. the lands to be re-designated are located on the periphery of an *Employment Area*;

b. the building(s) have direct frontage onto a corridor that is supported by existing or planned rapid transit;

c. the proposed uses are accommodated in a multi-storey mixed-use office building;

d. appropriate transition and buffering are provided to sensitive uses;

e. the planned function and viability of the *Employment Area* including movement of goods are not adversely impacted; and

f. the development exceeds the minimum *Employment Area* density of 45 jobs per hectare.

15.5 Employment Land Conversion

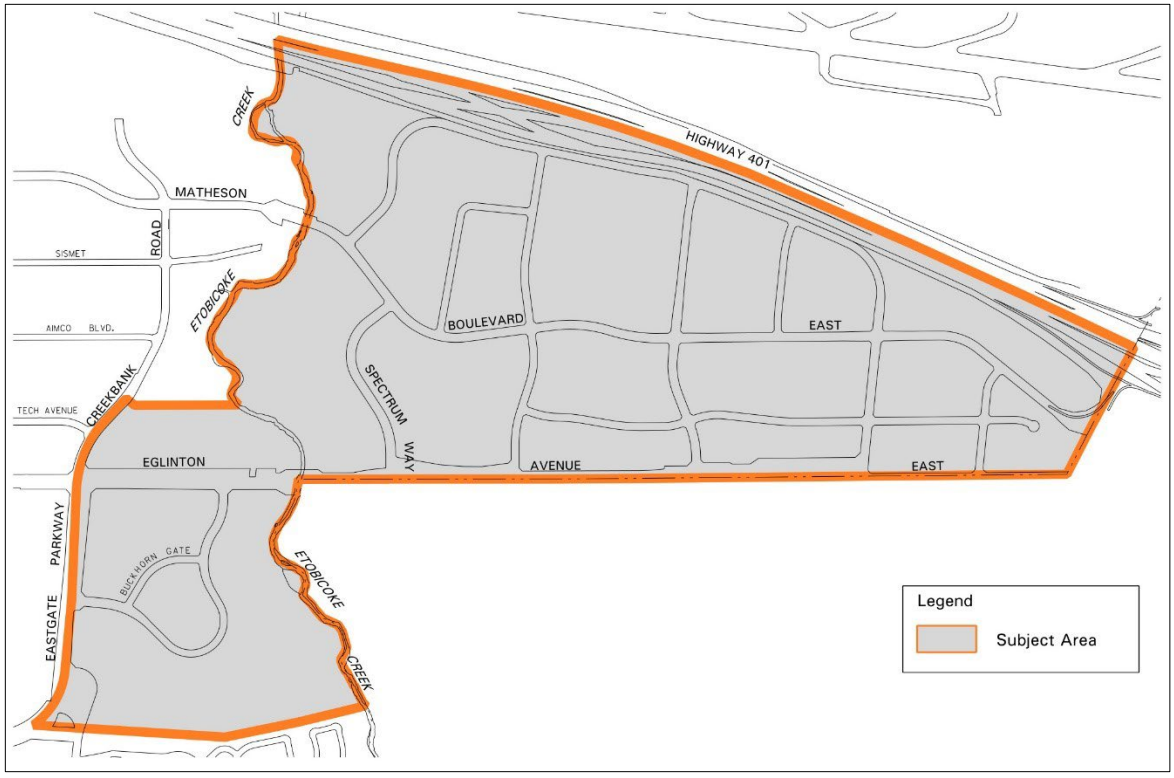
15.5.1 The conversion of lands in *Employment Areas* to permit non-employment uses is prohibited. For the purposes of this policy, ***major retail*** uses are considered non-employment uses. Employment land conversion requests may only be considered through the Region of Peel Official Plan municipal comprehensive review process.

15.6 Densities

15.6.1 *Employment Areas* are encouraged to be planned to achieve a minimum employment density of 45 jobs per hectare.

15.6.2 Notwithstanding the policies of this Plan, new *development* will be planned for, in conjunction with existing development densities, to achieve the minimum jobs per hectare as specified for each ***Protected Major Transit Station Area***.

15.7 Airport Corporate Centre



Map 15-2: Airport Corporate Centre *Employment Area*

The Airport Corporate Centre *Employment Area* includes the Spectrum, Orbitor and Renforth ***Protected Major Transit Station Areas*** as shown on Schedule 1: City Structure and identified on Schedule 8: ***Protected Major Transit Station Areas***.

15.7.1 Land Use

15.7.1.1 Notwithstanding the Business Employment policies of this Plan, research and development facilities will be permitted exclusively within enclosed buildings.

15.7.2 Urban Design Policies

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

15.7.2.2 Where building side or rear elevations are exposed to streets, these elevations should be similar to front elevations with respect to details, trim, and the orderly placement of windows, roof forms, and architectural elements.

15.7.2.3 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 Bus Rapid Transit (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 wall along Commerce Boulevard and the BRT corridor.

15.7.2.4 *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:

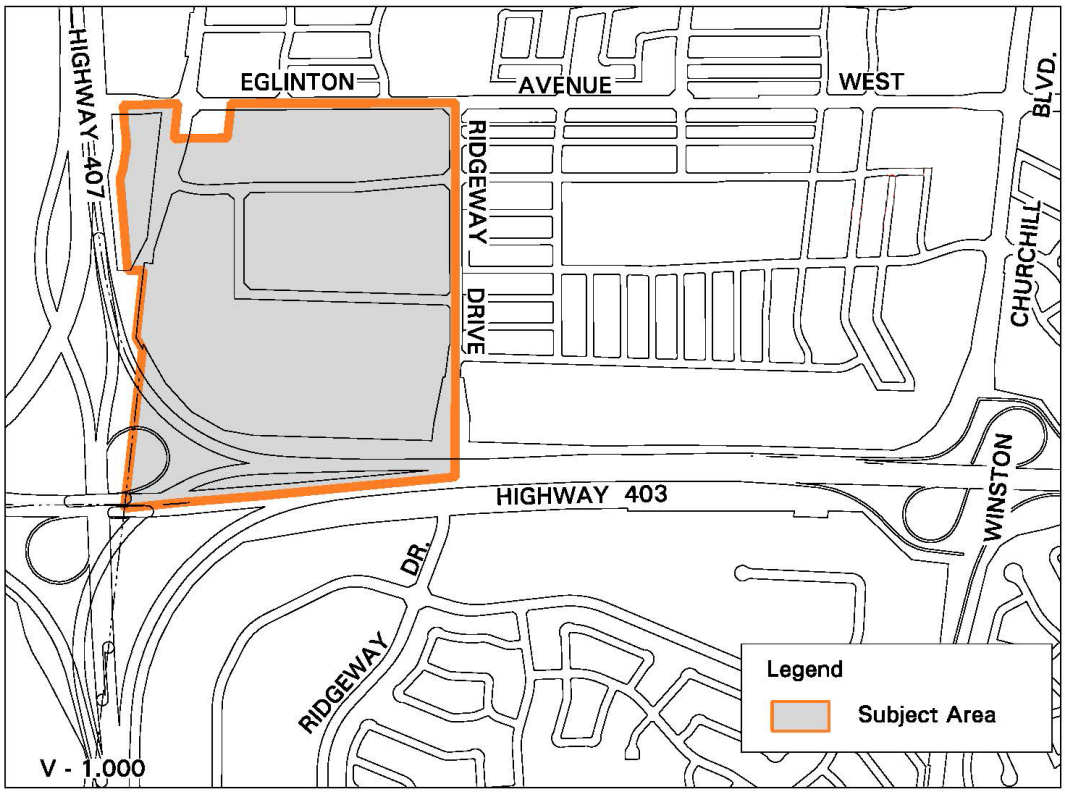
a. sidewalks will be provided on both sides of all streets and form a connected system of pedestrian access to and from BRT stations;

b. concentrated landscape treatment will be provided where continuous street planting is not possible due to the location of utilities or other constraints;

c. pedestrian easements will be provided through the site plan review for the achievement of a continuous pedestrian promenade adjacent to the BRT corridor; and

d. 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.

15.8 Churchill Meadows



Map 15-3: Churchill Meadows *Employment Area*

15.8.1 Land Use

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

a. adult entertainment establishments;

b. animal boarding establishments which may include outdoor facilities;

c. body rub establishments;

d. motor vehicle body repair facilities;

e. transportation facilities;

f. trucking terminals; and

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

15.8.2 Urban Design

15.8.2.1 Eglinton Avenue West represents an entry point into the city and, therefore, built form of high architectural and landscaping standards will be promoted.

15.8.2.2 Landscape treatments at corners and extending along Eglinton Avenue West should be complementary on either side of the street.

15.8.3 Transportation

15.8.3.1 Notwithstanding the policies of this Plan, the following policies will apply:

a. Mississauga will be pursuing other possible opportunities for improving Provincial Highway access to Churchill Meadows. A further detailed study will be required, involving the approval of appropriate agencies, to determine the feasibility and timing of these improvements; and

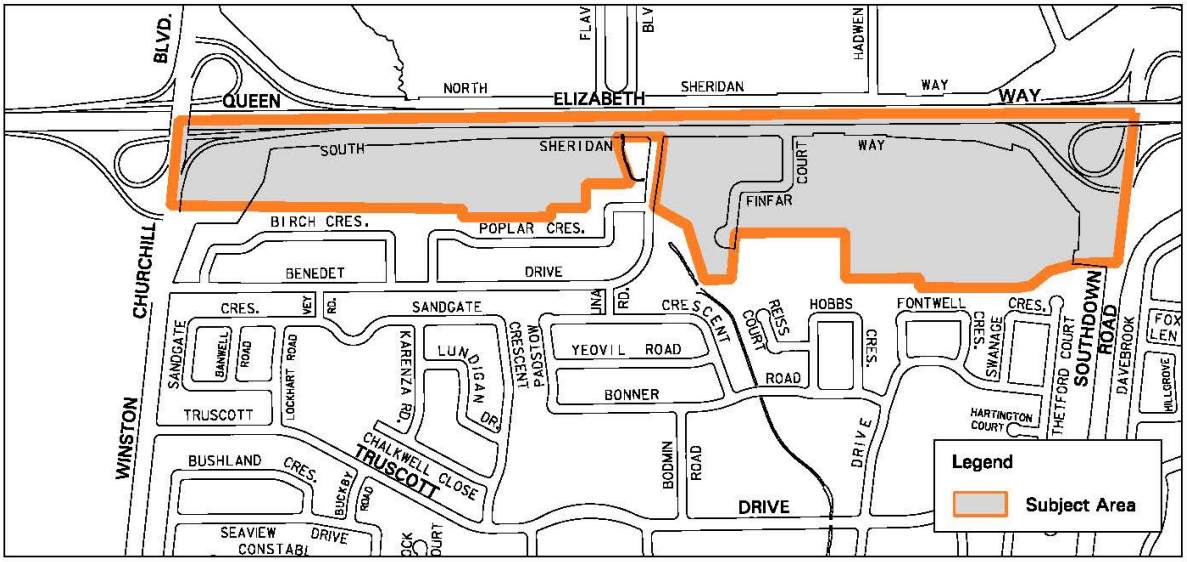
b. direct access will be permitted on Major Collectors, with 30 m rights-of-way. The access location will require the approval of the City.

15.8.4 Physical Services and Utilities

15.8.4.1 All *development* will be in accordance with the Sawmill Creek Sub-watershed Plan.

15.8.4.2 Additional off-site lands associated with the construction of the stormwater management facilities recommended by the Sawmill Creek Sub-watershed Study may be needed.

15.9 Clarkson



Map 15-4: Clarkson *Employment Area*

15.9.1 Land Use

15.9.1.1 Notwithstanding the Business Employment Policies of this Plan, only the following uses will be permitted:

a. manufacturing;

b. research and development;

c. ***secondary office***;

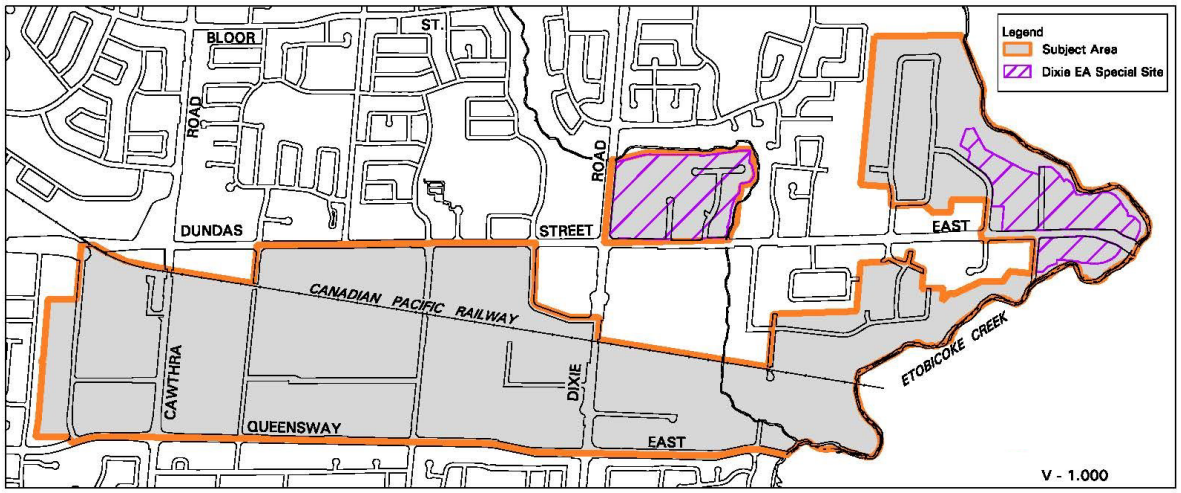
d. warehousing, distributing and wholesaling; and

e. accessory uses.

15.9.2 Transportation

15.9.2.1 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.

15.10 Dixie



Map 15-5: Dixie *Employment Area*

The Dixie *Employment Area* is a major employment cluster that provides significant employment. With access to rail and major transportation *infrastructure*, the range and scale of employment uses provides significant opportunities and benefits to the City. Existing and permitted employment uses within the area will be protected from non-compatible uses to ensure continued viability of the *employment area*.

The Dixie *Employment Area* has lands that are within a storm *flood plain*. A special policy area defined by Provincial Government criteria and established by the Toronto and Region Conservation Authority (TRCA) places restrictions on the *development* of these lands. Policy for this area is located in Chapter 16, Special Sites, of this Plan.

15.10.1 Urban Design Policies

15.10.1.1 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.*** The Dundas Street East gateway will be comprised of *development* that incorporates a mix of transit supportive uses and an active street frontage. Increased connectivity, multi-modal access and an expanded parks and open space network will be encouraged to serve the anticipated growth along the corridor. The Queensway East gateway should use adjacent Greenlands lands and the median on the Queensway East for feature landscaping to frame the entrance to the city.

15.10.1.2 The ***streetscape*** along Dundas Street East should be enhanced by the punctuation of built form with architectural interest at designated sites. These locations include the gateways at the city boundary and the intersections of Dundas Street with Dixie Road, Haines Road and Stanfield Road. These sites should be developed with a

unique and/or significant built form along the street to act as orienting landmarks. The built form and site layout should punctuate the ***streetscape*** with architectural interest, which can be achieved by maximizing building heights, encouraging creative building massing solutions to break up the dominant rhythm of one storey structures, reducing front yard parking, emphasis on enhanced landscape treatment, and the inclusion of signage as an integral part of the overall architecture of the building(s).

15.10.1.3 Planting should be provided appropriate to the circumstances and existing vegetation will be preserved in order to maintain the character of the Character Area. Where continuous street planting along Dundas Street East is not possible, concentrated landscape planting may be required.

15.10.1.4 *Development* along Dixie Road between Dundas Street East and the GO Transit Station should encourage active pedestrian use, by minimizing building setbacks and the amount of parking between the building and the street. *Development* should be designed with a significant portion of the building mass located along the linear street frontage. The space between the front wall of the building and the streetline should be treated as a continuous landscape area with no parking or driveway areas. A pedestrian connection should be provided from the public sidewalk to the principal building entrance.

15.10.2 Land Use

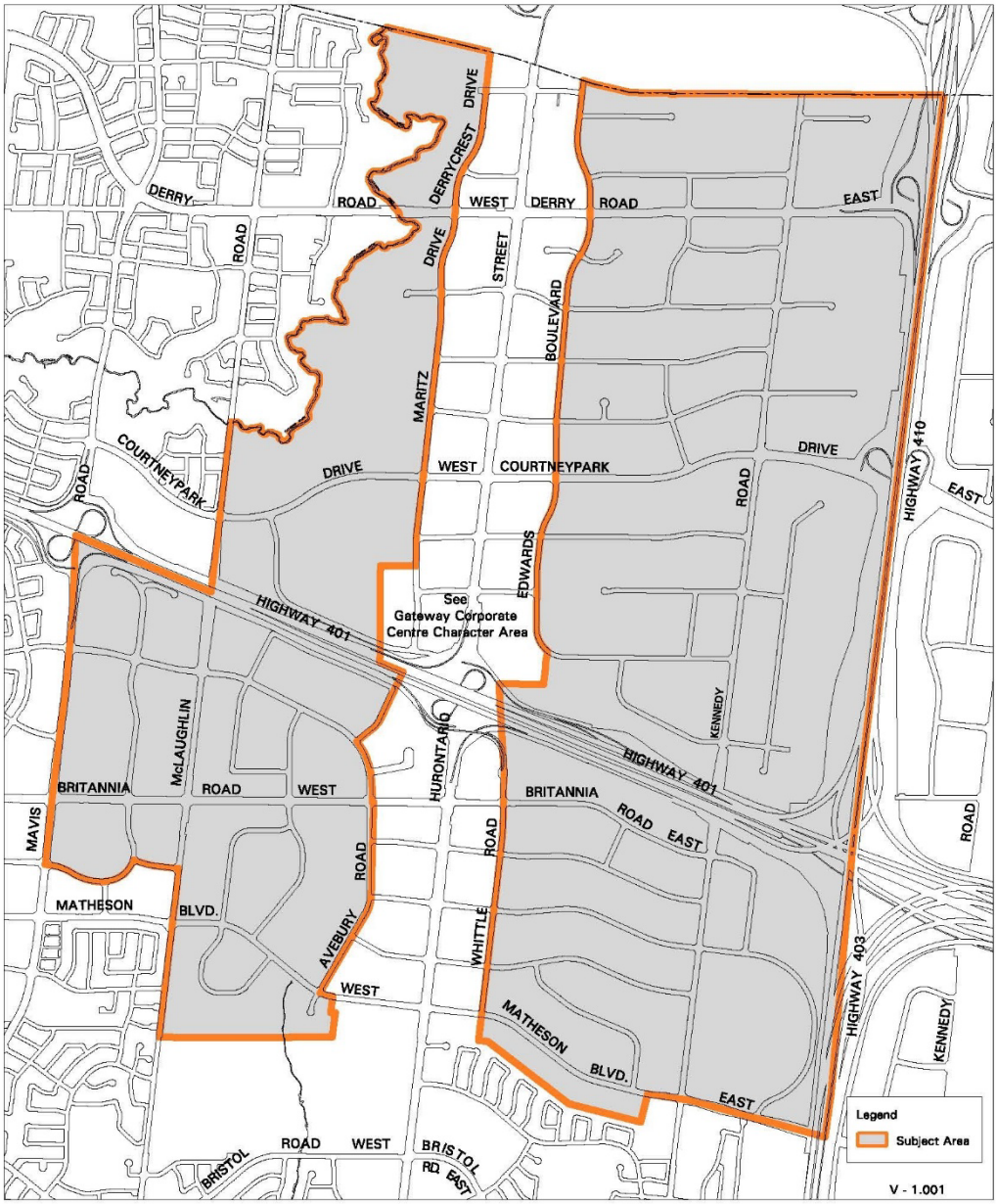
15.10.2.1 Notwithstanding the Employment Commercial policies of this Plan, outdoor flea markets will not be permitted.

15.10.2.2 Notwithstanding the Business Employment policies of this Plan, existing industrial uses that require extensive outdoor processing and storage will be permitted, and may expand, except where adjacent to residentially designated lands.

15.10.3 Transportation

15.10.3.1 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.

15.11 Gateway



Map 15-6: Gateway *Employment Area*

15.11.1 Land Use

15.11.1.1 Lands designated Motor Vehicle Commercial may be developed for the permitted uses of the abutting Business Employment designations without further amendment to this Plan.

15.11.1.2 Notwithstanding the Industrial policies of this Plan, a ***crematorium*** use will also be permitted subject to a rezoning.

15.11.2 Transportation

15.11.2.1 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 City may require development concept plans.

15.11.2.2 The following road connections may be constructed without further amendment to this Official Plan subject to appropriate studies and Provincial Government approval:

a. the extension of Belgrave Road to the Provincial Highway 401 eastbound off-ramp at Mavis Road; and

b. 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.

15.12 Gateway Corporate Centre

Gateway Corporate Centre *Employment Area* includes the Matheson, Britannia, Courtney Park, Derry and Highway 407 ***Protected Major Transit Station Areas*** as shown on Schedule 1: City Structure and identified on Schedule 8: ***Protected Major Transit Station Areas***.

15.12.1 Urban Design Policies

15.12.1.1 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

15.12.1.2 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, 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***;



Map 15-7: Gateway Corporate Centre *Employment Area* Character Area

f. accessory retail commercial uses incorporating transparent windows will be encouraged at grade for buildings directly fronting Hurontario Street;

g. 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;

h. design buildings with sufficient height, mass and width of street frontage to define and frame the street;

i. complete the street system to improve cyclist and pedestrian movement, vehicular and servicing access, and to create usable and accessible development parcels;

j. integrate the principal and the accessory uses, within individual buildings;

k. encourage the continued *development* of varied and innovative prestige buildings;

l. encourage *development* that provides a safe and convenient pedestrian environment that reinforces Hurontario Street as a major transit corridor;

m. minimize building setbacks from the streetline(s) while balancing continuous landscaping between the building and the street and pedestrian linkages to the public sidewalk;

n. encourage the appropriate transition of built form between buildings;

o. provide for safe, pleasant and convenient pedestrian movement from the public sidewalk and on-site parking areas to the principal building entrance(s);

p. 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;

q. 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;

r. 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;

s. create a sense of prominence at intersections along Hurontario Street 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;

t. new *development* will have a continuous street wall along Hurontario Street and wrap around the corner at major intersections. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Hurontario Street.

u. internalize, screen and minimize visual impacts of the service and loading facilities from the ***streetscape,*** public view, pedestrian walkways, and abutting uses;

v. the submission of a concept plan will be required for all development applications to demonstrate how the urban design policies will be implemented; and

w. *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.

15.12.2 Land Use

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

a. manufacturing;

b. overnight accommodation; and

c. research and development;

15.12.2.2 Existing buildings that do not meet the built form policies will be encouraged to redevelop in keeping with the vision for the Hurontario Street corridor.

15.13 Lakeview Innovation Corridor

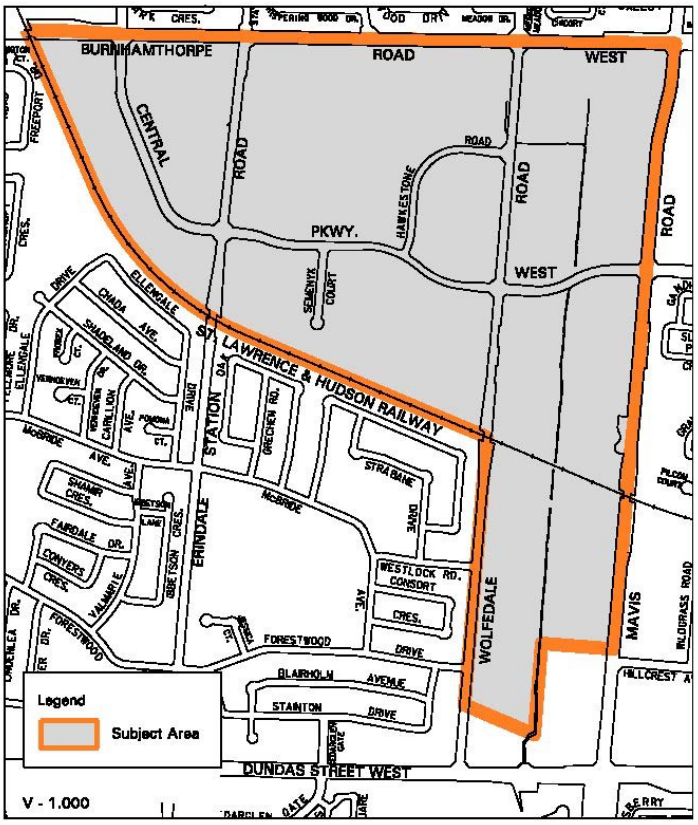


Map 15-8: Lakeview Innovation Corridor *Employment Area*

The Lakeview Innovation Corridor *Employment Area* is one of the Precincts located in the Lakeview Waterfront Major Node. It is intended to be a research and *development* and high-tech green campus, exhibiting high architectural and urban design standards.

Official Plan policies for lands the Lakeview Innovation Corridor *Employment Area* are contained in Chapter 13: Nodes of this Plan.

15.14 Mavis-Erindale



Map 15-9: Mavis-Erindale *Employment Area*

The Mavis-Erindale *Employment Area* is a major employment cluster that provides significant employment. With access to rail and major transportation *infrastructure*, the range and scale of employment uses provides significant opportunities and benefits to the City. Existing and permitted employment uses within the area will be protected from non-compatible uses to ensure continued viability of the *employment area*.

15.14.1 Urban Design Policies

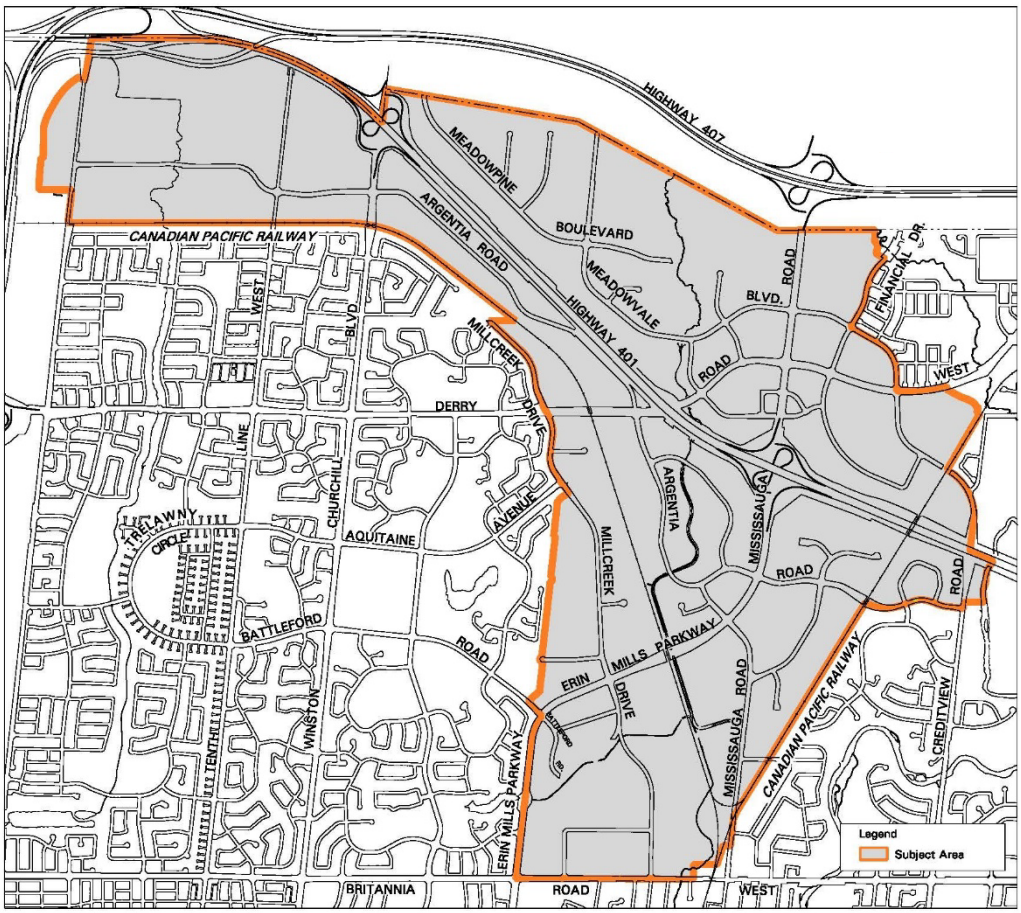
15.14.1.1 To achieve a high standard of building design, landscape and ***streetscape***, the following design guidelines will be used to evaluate the design aspects of development proposals:

a. *redevelopment* of the lands on the east side of Wolfedale Road will require upgraded landscape and ***streetscape*** treatment in order to address the residential nature of the lands on the west side of Wolfedale Road, south of the St. Lawrence and Hudson Railway tracks.

15.14.2 Land Use

15.14.2.1 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.

15.15 Meadowvale Corporate Centre



Map 15-10: Meadowvale Corporate Centre *Employment Area*

15.15.1 Urban Design Policies

15.15.1.1 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; and

b. in order to firmly establish the prestige image of the area, special attention will be given to site planning, building design and landscaping along arterial and major collector streets, at major street intersections and at other highly visible locations.

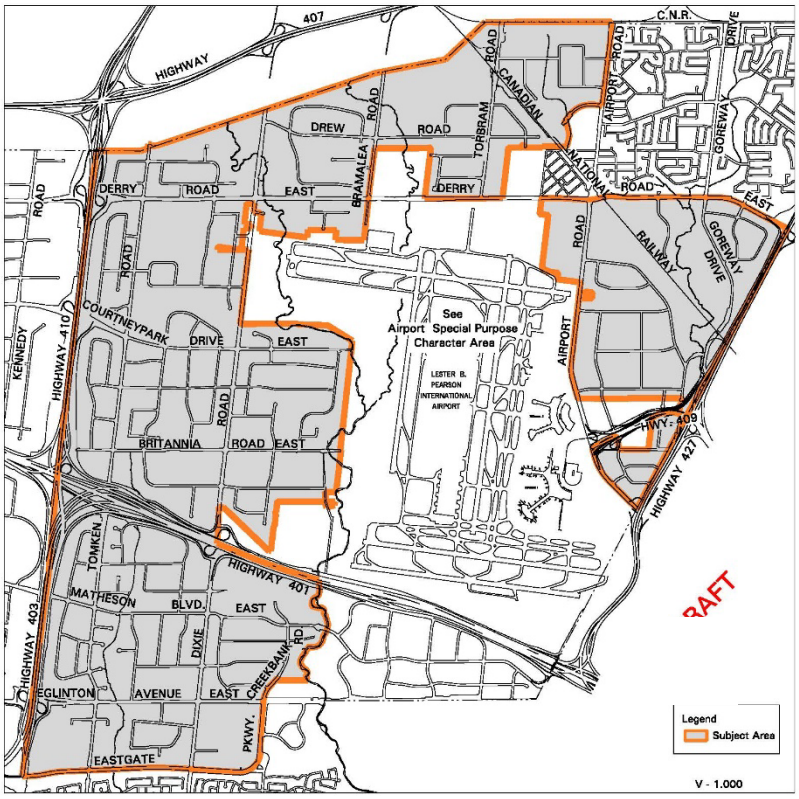
15.15.1.2 Business Employment lands that are located directly adjacent to residential lands will require acoustical barriers and landscape buffers in order to achieve adequate noise attenuation, distance separation, and landscaping between the land uses. The sensitive residential land uses must be buffered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

15.15.1.3 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.

15.15.2 Land Use

15.15.2.2 Outdoor storage adjacent to Provincial Highway 401, an Arterial street, a park, lands designated Greenlands or residential areas will not be permitted.

15.16 Northeast



Map 15-11: Northeast *Employment Area*

15.16.1 Land Use

15.16.1.1 Notwithstanding the Employment Commercial and Business Employment policies of this Plan, existing industrial operations which have extensive outdoor processing or storage areas will be permitted to continue and expand in accordance with the policies of this Plan.

15.16.1.2 In addition to the uses not permitted in *Employment Areas* under the Business Employment designation, the following uses will not be permitted for the lands fronting on Airport Road:

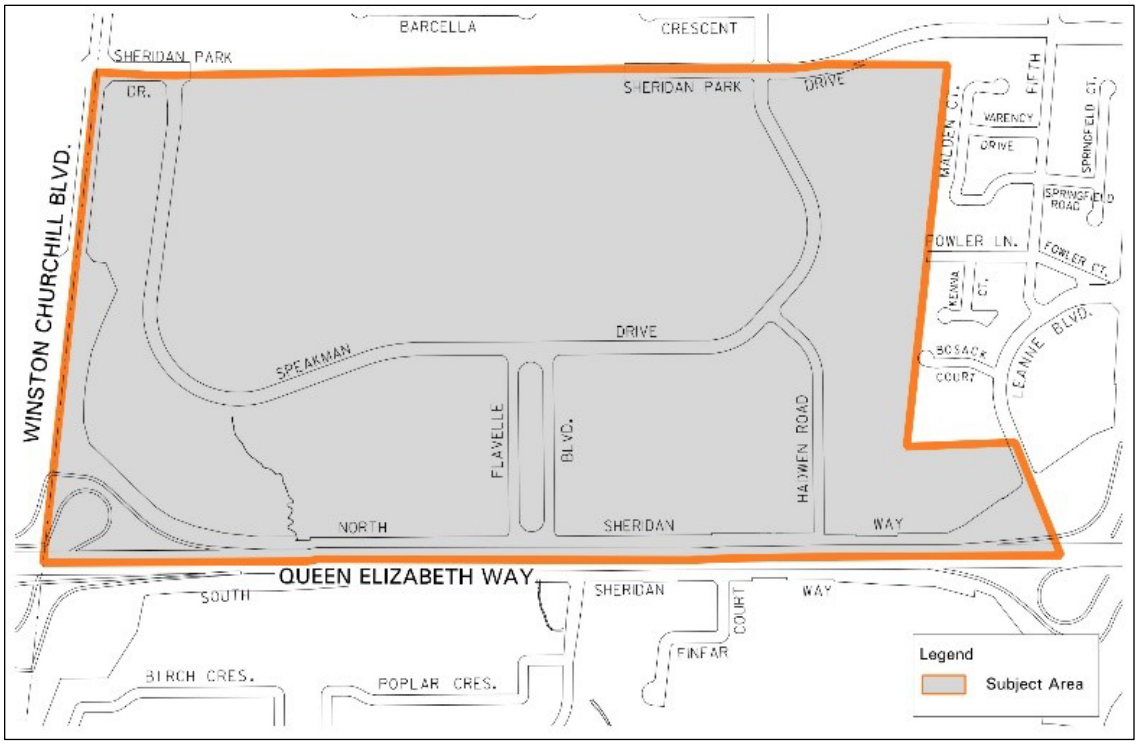
a. broadcasting, communication, and utility rights-of-way

b. trucking terminals; and

c. ***waste processing stations*** or ***waste terminal transfer stations*** and composting facilities.

15.16.1.3 Notwithstanding the Industrial policies of this Plan, a ***crematorium*** will also be permitted on lands west of Airport Road subject to a rezoning.

15.17 Sheridan Park Corporate Centre



Map 15-12: Sheridan Park Corporate Centre *Employment Area*

15.17.1 Context

Sheridan Park Corporate Centre *Employment Area* Character Area (Sheridan Park) 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* (*ANSI*). 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.

15.17.2 Urban Design Policies

Community Identity and Design

15.17.2.1 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

15.17.2.2 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:

e. *stormwater best management practices*;

   i. native plants with low maintenance requirements;

   i. 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;

   ii. interconnecting and barrier-free pedestrian pathways, open spaces between buildings, and wayfinding features;

   iii. well-defined vehicular routes with proper signage;

   iv. 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

   v. clear visual and spatial identification of publicly accessible areas on private lands.

f. large expanses of surface parking will be softened by landscaped islands with canopy trees;

g. an identifiable street edge will be encouraged on lands visible from Winston Churchill Boulevard and the Queen Elizabeth Way;

h. a high standard of building materials will be used for the architectural treatment of all facades; and

i. buildings will be oriented and designed with best practices of green architecture to provide a higher level of comfort and minimize energy consumption.

15.17.3 Environmental Areas

15.17.3.1 The City and Credit Valley Conservation will work collaboratively to develop a Master Drainage Plan for all, or portions of Sheridan Park Corporate Centre *Employment Area* 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.

15.17.4 Land Use

15.17.4.1 Business Employment

15.17.4.1.1 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. data processing centres;

c. broadcasting, communication and information technology facilities; and

d. office, commercial and manufacturing accessory uses.

15.17.4.1.2 Accessory uses will be a maximum of 15 percent of the total Gross Floor Area and limited to commercial, daycare and manufacturing activities within enclosed buildings. Manufacturing uses accessory to a scientific and engineering research and development facility within enclosed buildings will be a maximum of 30 percent of total Gross Floor Area.

15.17.4.1.3 A freestanding building with commercial uses intended to serve the employees in the Sheridan Park Corporate Centre *Employment Area* 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.

15.17.4.1.4 *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.

15.17.5 Transportation Policies

15.17.5.1 *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.

15.17.5.2 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.

15.17.5.3 Linkages across Greenlands are encouraged to create connections within Sheridan Park Corporate Centre *Employment Area*, with specific focus on north-south connections from Speakman Drive to the extension of Sheridan Park Drive and to transit routes.

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

15.18 Southdown



Map 15-13: Southdown *Employment Area*

Southdown provides a vital and necessary economic role for the City of Mississauga as a long-standing area for industrial operations. The Southdown *Employment Area* policies advance a continuation of this role with the intent to also improve the appearance and relationship of the area with the surrounding residential communities in a sustainable and environmentally *sensitive* manner.

Key to the urban design policies is recognizing the role of industrial heritage, inclusive of its natural resources, in forming the future physical character of Southdown over the next generation of urban development.

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, laboratories, and ancillary

offices. The vision contemplates a denser grid of streets and blocks, an improved public realm and land uses that recognize the distinct location, its proximity to neighbouring residential areas, and as an important gateway into the City of Mississauga.

These Policies are also intended to address the interface between the employment and residential communities, as well as the visual and functional impact of *development* by:

a. promoting a distinctive urban form and ***streetscape***;
b. limiting *development* which may require extensive outdoor storage and/or processing; and
c. limiting transportation and other related uses.

To do so, these policies encourage new *development* as well as *redevelopment* to accommodate a mix of industrial activities primarily within enclosed buildings. To achieve a high quality business image, specific design policies apply along arterial roads with Royal Windsor Drive and Lakeshore Road West functioning as gateways into Mississauga.

The vision also acknowledges the importance of the Lake Ontario waterfront. It advocates a high quality environment with improved urban design consisting of pedestrian and transit supportive development which is environmentally *sensitive* and sustainable.

The waterfront parks, Lakeside Park and Harding Waterfront Estate 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.

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 alongside 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 *flood plain*, 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.

Built Environment

Existing *development* consists of low-rise buildings, multi-unit *developments*, office uses and industrial uses that require outdoor processing or storage, including two large land extensive users, Petro Canada and St. Lawrence Cement. There are retail commercial uses at Royal Windsor Drive and Southdown Road, and residential development bordering the area on the north and east sides.

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.

Urban Design Strategy

This section provides detailed guidance with respect to how the Vision may be achieved through new *development* and *redevelopment* of existing sites.

These principles establish priorities for community identity and guide site organization, built form and landscaping qualities, with an emphasis on *development* that is transit and pedestrian supportive. Emphasis is also placed on the importance of connectivity to the waterfront with overall enhancement of the pedestrian environment, encouraging accessibility, direct linkages and area vibrancy. The following statements assist in guiding the Vision:

a. encourage public accessibility and reinforce the character, vitality and recreational nature of the Lake Ontario waterfront as an important amenity for Southdown, adjacent residential areas, and the city and the region as a whole. Further, enhance connectivity for pedestrians and bicycles, where possible, and reinforce view corridors connecting to the waterfront;

b. create a permeable network of streets and blocks, among the introduction of new streets;

c. provide a pedestrian and cycling environment that allows safe and comfortable movement through the area while having regard for industrial operations;

d. encourage and facilitate transit trips among employment buildings, neighbouring residential areas, the Lake Ontario waterfront and other area amenities;

e. create community identity and character by promoting distinctive built form, a high quality public realm and landscaping that define the image of the community. This would include provision for significant gateways on Royal Windsor Drive and Lakeshore Road West through built form and/or landscape components. Enhance Southdown Road and Winston Churchill Boulevard as both visual and physical connections to Lake Ontario and the waterfront parks by means of ***streetscape***, scenic views, focal points, view corridors and improve pedestrian and cycling access;

f. *development* should have regard for heritage resources and features, including those with industrial significance, to form the evolving basis of a distinct community character and identity;

g. mature trees and vegetation should be recognized for providing important environmental benefits and contributing to aspects of roadside character along Royal Windsor Drive, Lakeshore Road West and the presentation of the Lake Ontario waterfront;

15.18.1 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.

15.18.1.1 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;

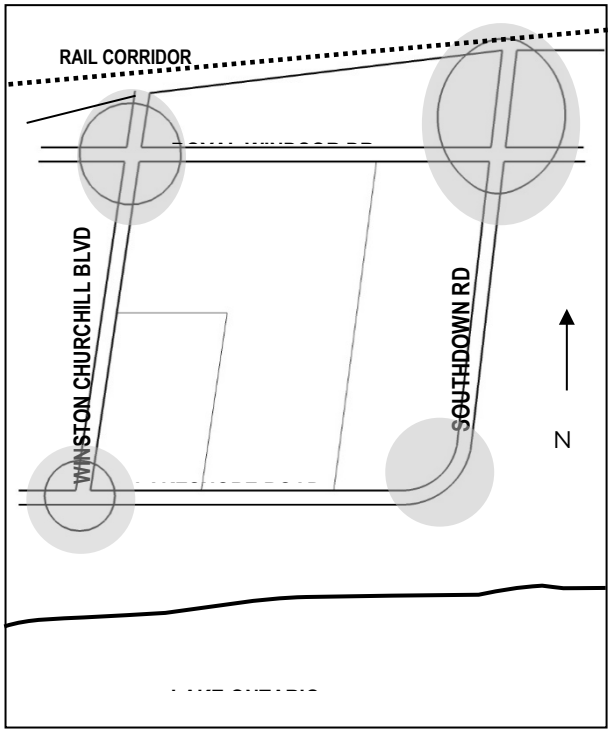


Figure 15.1. Major intersections are considered Gateway locations and should have substantial built form with landmark quality architecture.

Cultural Heritage Resources:

f. *development* will be compatible with cultural heritage properties by respecting their massing, scale, built form qualities and setbacks, and by providing ample buffer areas with appropriate urban design, architectural and landscape treatments necessary to preserve important aspects of a property's setting and sense of place;

g. develop environmentally-*sensitive* means to connect into the system of ***watercourses***, such as Avonhead and Clearview Creeks, to encourage public awareness regarding sensitivity of these mature natural settings and ecosystems. Provide continuous pedestrian walkway systems along these ***watercourses***, where appropriate;

h. opportunities to express forms of interpretation of local *cultural heritage resources* should be explored as *development* occurs on or adjacent to properties of cultural heritage value; and

Sustainable Design:

i. build upon the unique qualities of the existing streets where distinctive green elements and sustainable features such as swales and *wetlands* are already present.

Enhance and reinforce these attributes and integrate them into proposed new development sites.

15.18.1.2 Site Organization

a. buildings should be oriented to have a strong relationship to the street with most of the required parking located at the rear or the sides of the building(s);

b. a generous amount of landscape treatment should be promoted between the building's face and the edge of the right-of-way. The allocation of parking within this setback area should be limited to visitor's parking, and parcelled into small areas with well landscaped islands and pedestrian walkways connecting to principal building entrances;

c. encourage the use of shared access points between adjacent properties to minimize conflicts with public sidewalks while promoting continuous and attractive ***streetscapes***. Consider shared truck service routes and common points of site entry that lead to rear service areas, and which minimize conflicts with pedestrian movement;

d. main building entrances should be oriented to the street, and clearly articulated and linked to pedestrian walkway systems, in particular, the public sidewalk. The design of building entrances should reinforce building identification and articulation of the exterior form. Large manufacturing, warehousing and industrial facilities are encouraged to orient associated office components to address the public street;

e. buildings should provide for pedestrian comfort through the incorporation of such elements as canopies, arcades and colonnades at ground level;

f. prestigious buildings should be located on corner sites with the highest order of buildings located at the major intersection corners;

g. buildings on corner sites should incorporate special architectural treatment along both street frontages with offices and entrance elements located directly at corners;

Royal Windsor Drive:

h. new buildings along Royal Windsor Drive should support a transit and pedestrian environment to create a strong and continuous street edge that has regard for adjacent community patterns. New *development* should contain uses and spaces that encourage pedestrian activity and animate the street. Parking areas should be allocated to rear, sides or below-grade to achieve ***streetscape*** objectives; and

Parking and Loading Areas:

i. parking lots should have defined pedestrian circulation systems leading conveniently to main and employee entries.

15.18.1.3 Building Mass and Articulation

a. buildings brought forward to the street should be a minimum of two storeys in height and contain administrative/office and retail functions associated with manufacturing, warehousing and industrial uses;

b. façades visible to the street should have upgraded elevations and active frontages with sufficient window fenestration and door entrances to animate the street edge. Buildings should also be designed with prominent roof forms, elaborated parapets, upper level window bands, architectural projections, canopies or shading devices, enhanced exit doors and changes in materials;

c. notwithstanding the placement of the main entrances and *major office* components, equal attention to detail and quality of materials should be given to arterial and local street elevations to establish a consistent and quality image; and

d. buildings, landscape elements and plantings should screen views of facility operations and storage areas from the street(s). As an alternative, in situations where such activity and operations are visual features of the area, consideration should be given to developing a visual foreground that softens and enhances those features.

15.18.1.4 Pedestrian Environment

Public Sidewalks, Bicycle Facility, and Private Walkways:

a. continuous sidewalks should be provided along all streets. Comfortable and barrier free walkways should be provided from buildings to public sidewalks and transit stops. In situations where there are no public sidewalks within the public street allowance, provide walkway connections to the public roadway. Walkways should be uninterrupted by parking or drive aisles and consist of paving materials other than asphalt;

b. along arterials roads, consideration will be given to providing sidewalks on both sides of the street;

c. transit stops and stations should also include places for seating and weather protective areas;

d. consideration should be given to providing a second continuous pedestrian system of walkways, lighting and other amenities located completely within *development* that connects to adjacent properties, particularly in instances where multiple units are proposed along the street frontage;

Landscaping:

e. planting should visually enhance individual sites, screen parking and loading areas, while enabling views of buildings and creating a consistent landscape treatment along streets. It should be appropriate to the ***streetscape*** while improving the appearance of parking areas and internal roads. Landscaping should contribute to the visual continuity of the street edge;

f. shade tree planting and landscaped areas should be provided on the site to break up the parking areas, and in areas where pavement is not required;

g. encourage environmental revitalization and restoration of sites through planting and other landscape treatments;

h. appropriately scaled and landscaped outdoor amenity areas should be provided in an area suitable for users within the *development*, and should include an area that is protected from the elements;

i. opportunities for strategic ***streetscape*** and landscape improvements along Lakeshore Road West with *significant* preservation of trees and vegetation, and for enhancement and additional greening along this route should be explored as *development* occurs;

Pedestrian Amenity:

j. *development* should provide for the storage of bicycles on-site to encourage the use of alternative modes of transportation to, and within the area. These areas need to be protected from the natural elements, in addition to providing clear and safe access to the bicycle path network;

k. the inclusion of public art is encouraged in areas of social gathering, as part of built form expression, or adjacent to the public right-of-way. Such installations should be encouraged to contribute to the *development* of a distinctive character while drawing upon the unique qualities of the Southdown Character Area in theme;

Signage & Lighting:

l. a continuous system of pedestrian lighting should be investigated to illuminate sidewalks and multipurpose trails to ensure safe access to and along the waterfront. Particular attention should be given to the *development* of a pedestrian lighting system along major streets, inclusive of major traffic corridors, to be attractive, distinct and separate from roadway lighting;

m. lighting should be provided on pedestrian paths and outdoor amenity areas on private lands. Landscape lights should be placed to avoid spill-over on adjacent properties;

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.

15.18.2 Land Use

15.18.2.1 Business Employment

a. existing industrial operations, including existing outdoor storage areas, will be permitted to continue;

b. outdoor storage of raw materials such as, but not limited to, salt and sand, will be within enclosed containers, a structure with a minimum of three sides and a roof, or otherwise covered to mitigate the effects of dust or particulate matter that may be detrimental to other businesses or neighbouring areas. Expansions to the outdoor storage areas will be permitted in accordance with the Business Employment Policies; and

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

   i. trucking terminals;

   ii. outdoor storage of motor vehicles exceeding 3,000 kg in weight; and

   iii. ***waste processing station*** or ***waste transfer stations*** and composting facilities.

15.18.2.2 Industrial

a. existing industrial operations, including existing outdoor processing and outdoor storage will be permitted to continue;

b. in addition to the uses not permitted in *Employment Areas* under the Industrial designation, the following uses will not be permitted:

   i. trucking terminals;

   ii. ***waste processing station*** or ***waste transfer stations*** and composting facilities; and

   iii. expansions to or new outdoor processing.

c. outdoor storage of materials, except extracted resources, such as, but not limited to, salt and sand, will be within enclosed containers, a structure with a minimum of three sides and a roof, or otherwise covered to mitigate the effects of dust or particulate matter that may be detrimental to other businesses or neighbouring areas.

15.18.2.3 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:

a. adult entertainment establishments;

b. Body run establishments;

c. truck fuel dispensing facilities;

d. motor vehicle storage, commercial motor vehicle storage, truck tractors and/or tractor trailer storage;

e. motor vehicle body repair facility;

f. contractor service shop;

g. contractors yard; and

h. vehicle pound facility.

15.18.2.4 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***, an Air Quality Study completed in accordance with the City's Terms of Reference is required.

b. The introduction of *sensitive land uses* within the Southdown *Employment Area* Character Area should occur through a City initiated amendment to this plan.

Development applications proposing *sensitive land uses* within the Clarkson GO ***Major Transit Station Area*** 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.

15.18.3 Transportation

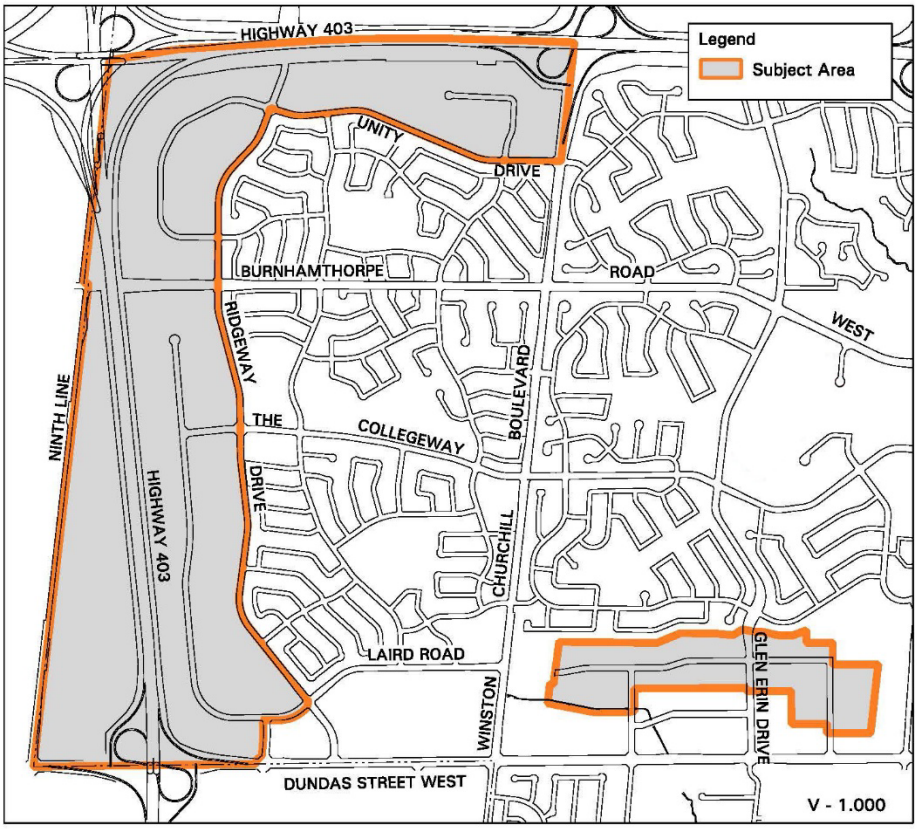
15.18.3.1 Street System

a. The intersection of the proposed Orr Road extension at Southdown Road will be designed in such a manner as to restrict through traffic from Southdown to the residential community to the east;

b. The location of the proposed Orr Road extension from Southdown Road to Hazelhurst Road will be determined during the processing of development applications; and

c. The width of the proposed Orr Road extension from Southdown Road to Winston Churchill Boulevard will be a minimum of 24 m.

15.19 Western Business Park



Map 15-14: Western Business Park *Employment Area*

The Western Business Park *Employment Area* is a major employment cluster that provides significant employment. With access to major transportation *infrastructure*, the range and scale of employment uses provides significant opportunities and benefits to the City. Existing and permitted employment uses within the area will be protected from non-compatible uses to ensure continued viability of the *employment area*.

15.19.1 Urban Design Policies

15.19.1.1 For lands with direct exposure to Provincial Highway 403, the following design policies will be used to evaluate the design aspects of development proposals:

a. limited parking will be permitted between the building and Provincial Highway 403 property line; and

b. upgraded building elevations will be required for lots abutting Provincial Highway 403, Ridgeway Drive and Ninth Line.

15.19.1.2 Loading bays and waste collection areas should not face onto Provincial Highway 403, Ridgeway Drive, Winston Churchill Boulevard, Dundas Street West or Ninth Line.

15.19.1.3 Outdoor storage and display areas should not face onto Ridgeway Drive.

15.19.2 Land Use

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

a. motor vehicle body repair facilities;

b. trucking terminals; and

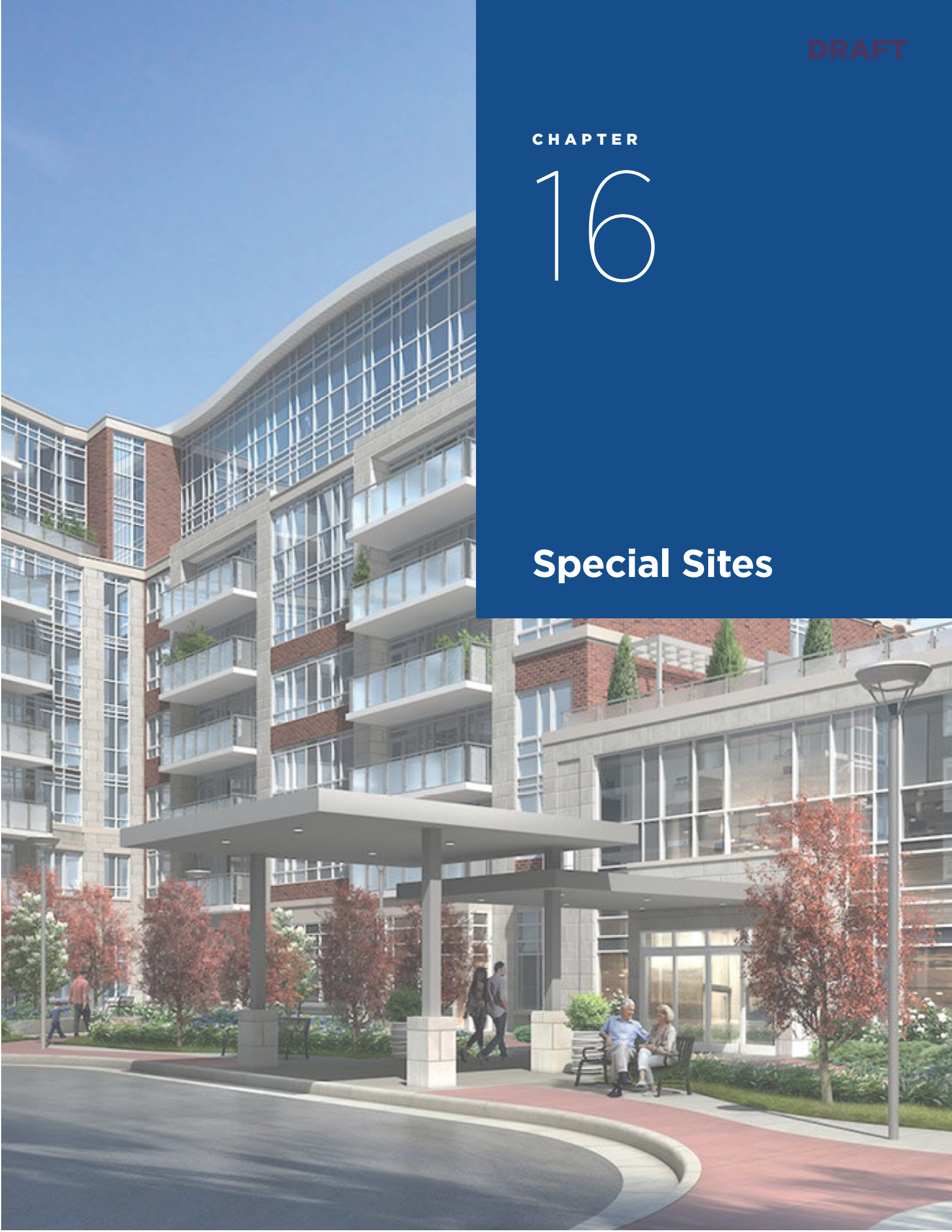
c. ***waste processing stations*** or ***waste transfer stations*** and composting facilities

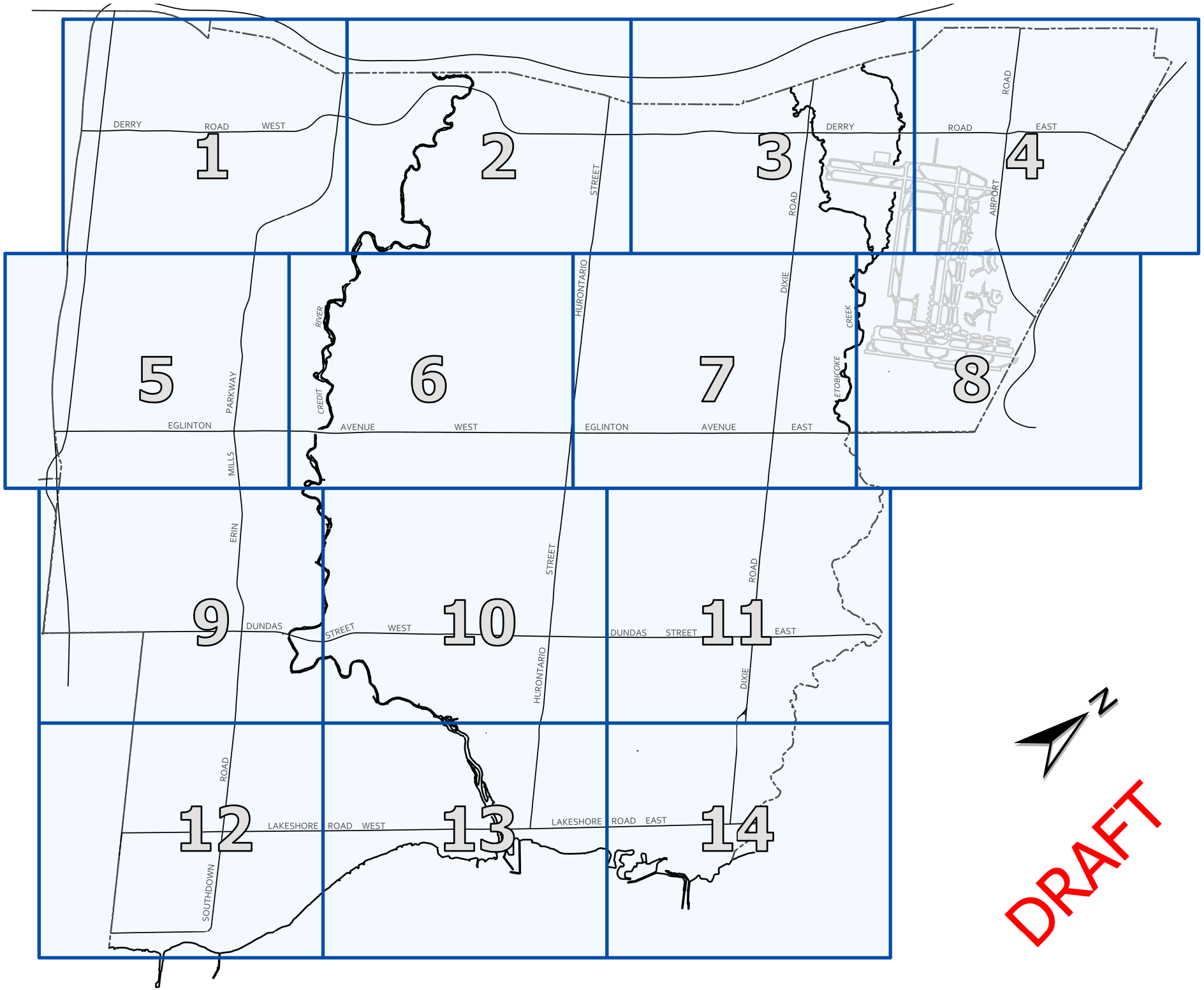
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CHAPTER

16

Special Sites




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DERRY ROAD WEST
DERRY ROAD EAST
EGLINTON AVENUE WEST
EGLINTON AVENUE EAST
DUNDAS STREET WEST
DUNDAS STREET EAST
LAKESHORE ROAD WEST
LAKESHORE ROAD EAST
MILLS PARKWAY
ERIN ROAD
SOUTHDOWN ROAD
CREDIT RIVER
HURONTARIO STREET
DIXIE ROAD
ETOBICOKE CREEK
AIRPORT ROAD
N
DRAFT

MISSISSAUGA OFFICIAL PLAN

SPECIAL SITES

Special Site

Character Area Boundary

DRAFT



MISSISSAUGA

401
HERITAGE RD
MEADOWPINE BLVD
MEADOWVALE BLVD
ARGENTIA RD
401
MEADOWVALE VILLAGE NHD
FINANCIAL DR
MEADOWVALE CORPORATE CENTRE EA
DERRY RD W
WINSTON CHURCHILL BLVD
MISSISSAUGA RD
401
NINTH LINE NHD
LISGAR NHD
MEADOWVALE NHD
AQUITAINE AVE
MEADOWVALE CN
MILLCREEK DR
ARGENTIA RD
407
TENTH LINE WEST
BATTLEFORD RD
GLEN ERIN DR
ERIN MILLS PKY
STREETSVILLE NHD
QUEEN ST N
EAST CREDIT NHD

MISSISSAUGA OFFICIAL PLAN

SPECIAL SITES

Special Site

Character Area Boundary

DRAFT



MISSISSAUGA

DERRY RD W

MEADOWVALE BLVD

FINANCIAL DR

MISSISSAUGA RD

CREDITVIEW RD

MEADOWVALE CORPORATE CENTRE EA

MEADOWVALE VILLAGE NHD

ARGENTIA RD

STREETSVILLE NHD

EAST CREDIT NHD

GATEWAY EA (WEST)

GATEWAY CORPORATE CENTRE EA

GATEWAY EA (EAST)

HURONTARIO ST

DERRYCREST DR

DERRY RD E

MARITZ DR

EDWARDS BLVD

KATESON DR

CAPSTON DR

WORLD DR

BELGRAVE RD

CANTAY RD

401

6 7 8 9 7 10 11 5 12 13 14 15 18 19 20 21 22 23 23 25 24 25 26 24 28 16 17 27 55 43

MISSISSAUGA OFFICIAL PLAN

SPECIAL SITES

HURONTARIO ST

GATEWAY CORPORATE CENTRE EA

EDWARDS BLVD

GATEWAY EA (EAST)

DREW RD

BRAMALEA RD

DERRY RD E

NORTHEAST EA (WEST)

TOMKEN RD

DIXIE RD

NETHERHART RD

AIRPORT SPA

410

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Special Site

Character Area Boundary

DRAFT



MISSISSAUGA

MISSISSAUGA OFFICIAL PLAN

SPECIAL SITES

NORTHEAST EA (WEST)

MALTON NHD

MALTON CN

NORTHEAST EA (EAST)

AIRPORT SPA

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TORBRAM RD

DREW RD

GOREWAY DR

MORNING STAR DR

FINCH AVE

FINCH AVE W

DERRY RD E

AIRPORT RD

REXDALE BLVD

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Special Site

Character Area Boundary

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MISSISSAUGA

MISSISSAUGA OFFICIAL PLAN

SPECIAL SITES

Special Site

Character Area Boundary

DRAFT

LISGAR NHD

MEADOWVALE NHD

MEADOWVALE CORPORATE CENTRE EA

STREETSVILLE CN

STREETSVILLE NHD

NINTH LINE NHD

CHURCHILL MEADOWS NHD

CHURCHILL MEADOWS EA

CENTRAL ERIN MILLS NHD

CENTRAL ERIN MILLS MN

WESTERN BUSINESS PARK EA

ERIN MILLS NHD

EAST CREDIT NHD

ERINDALE NHD

BRITANNIA RD W

THOMAS ST

TENTH LINE WEST

WINSTON CHURCHILL BLVD

GLEN ERIN DR

ERIN MILLS PKY

ERIN CENTRE BLVD

MISSISSAUGA RD

RIDGEWAY DR

407

403

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MISSISSAUGA

MISSISSAUGA OFFICIAL PLAN

SPECIAL SITES

Special Site

Character Area Boundary

DRAFT



MISSISSAUGA

MEADOWVALE CORPORATE CENTRE EA

STREETSVILLE NHD

STREETSVILLE CN

EAST CREDIT NHD

GATEWAY EA (WEST)

GATEWAY CORPORATE CENTRE EA

CENTRAL ERIN MILLS NHD

HURONTARIO NHD

UPTOWN MN

DOWNTOWN CORE UGC

CREDITVIEW NHD

ERIN MILLS NHD

ERINDALE NHD

RATHWOOD NHD

MISSISSAUGA RD

QUEEN ST N

QUEEN ST S

CREDITVIEW RD

BELGRAVE RD

CANTAY RD

401

BRITANNIA RD W

BRITANNIA RD E

HURONTARIO ST

MATHESON BLVD W

AVEBURY RD

MATHESON BLVD E

TERRY FOX WAY

THOMAS ST

MAIN ST

BRISTOL RD W

BRISTOL RD E

ERIN CENTRE BLVD

WAINSCOT DR

CONFEDERATION PKY

DUKE OF YORK BLVD

EGLINTON AVE E

RATHBURN RD W

403

41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 88 94 95 96 98

MISSISSAUGA OFFICIAL PLAN

SPECIAL SITES

Special Site

Character Area Boundary

DRAFT



MISSISSAUGA

GATEWAY EA (WEST)
GATEWAY CORPORATE CENTRE EA
GATEWAY EA (EAST)
NORTHEAST EA (WEST)
AIRPORT SPA
AIRPORT CORPORATE CENTRE EA
HURONTARIO NHD
UPTOWN MN
DOWNTOWN CORE UGC
RATHWOOD NHD

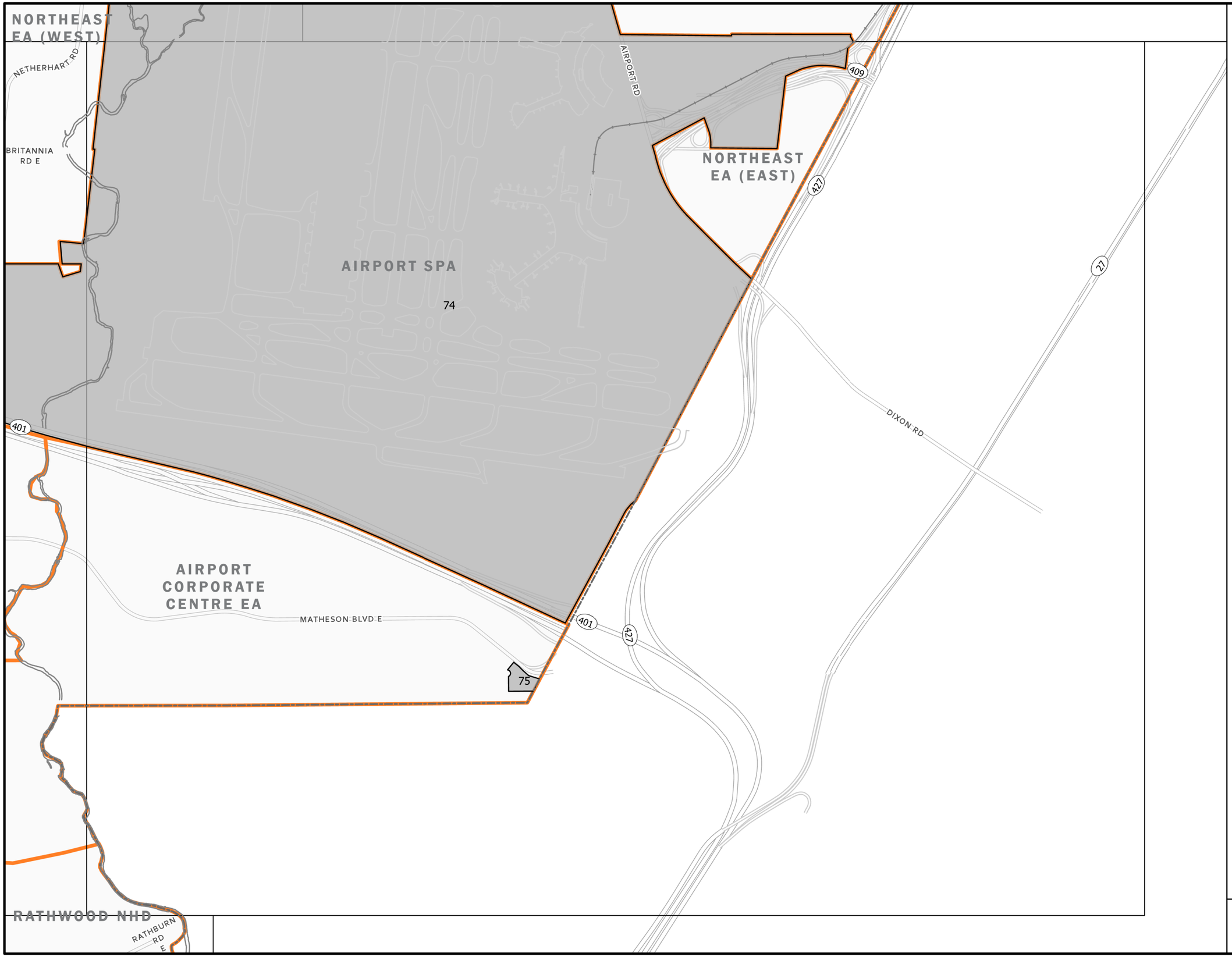
CANTAY RD
BRITANNIA RD W
BRITANNIA RD E
AVEBURY RD
WHITTLE RD
HURONTARIO ST
MATHESON BLVD W
MATHESON BLVD E
BRISTOL RD W
BRISTOL RD E
TOMKEN RD
DIXIE RD
NETHERHART RD
CREEKBANK RD
EGLINTON AVE E
CENTRAL PKY E
CAWTHRA RD
RATHBURN RD E

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MISSISSAUGA OFFICIAL PLAN

SPECIAL SITES



Special Site

Character Area Boundary

DRAFT



MISSISSAUGA

MISSISSAUGA OFFICIAL PLAN

SPECIAL SITES

CHURCHILL MEADOWS EA

CENTRAL ERIN MILLS NHD

EAST CREDIT NHD

403

76

86

MISSISSAUGA RD

BURNHAMTHORPE RD W

WESTERN BUSINESS PARK EA

77

ERIN MILLS NHD

SOUTH COMMON CN

RIDGEWAY DR

THE COLLEGEWAY

GLEN ERIN DR

403

UTM SPA

82

77

WINSTON CHURCHILL BLVD

WESTERN BUSINESS PARK EA

79

81

ERIN MILLS PKY

78

DUNDAS ST W

ERINDALE NHD

83

83

83

SHERIDAN NHD

85

PLYMOUTH DR

SHERIDAN PARK DR

LINCOLN GREEN WAY

FOWLER DR

MISSISSAUGA RD

SHERIDAN PARK CORPORATE CENTRE EA

80

SHERIDAN CN

84

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135

LEANNE BLVD

CLARKSON - LORNE PARK NHD

WINSTON PARK DR

NORTH SHERIDAN WAY

CLARKSON EA

QUEEN ELIZABETH WAY

141

141

SOUTH SHERIDAN WAY

Special Site

Character Area Boundary

DRAFT



MISSISSAUGA

MISSISSAUGA OFFICIAL PLAN

SPECIAL SITES

28 Special Site

Character Area Boundary

DRAFT



MISSISSAUGA

CENTRAL ERIN MILLS NHD
EAST CREDIT NHD
HURONTARIO NHD
UPTOWN MN
CREDITVIEW NHD
RATHWOOD NHD
UGC CORE
ERIN MILLS NHD
MAVIS-ERINDALE EA
UGC FAIRVIEW
FAIRVIEW NHD
MISSISSAUGA VALLEYS NHD
UTM SPA
ERINDALE NHD
COOKSVILLE NHD (WEST)
COOKSVILLE NHD (EAST)
DIXIE EA
UGC COOKSVILLE
SHERIDAN NHD
CLARKSON - LORNE PARK NHD
UGC HOSPITAL
MINEOLA NHD

403
CREDITVIEW RD
CENTRE VIEW DR
RATHBURN RD W
RATHBURN RD E
DUKE OF YORK BLVD
BURNHAMTHORPE RD W
BURNHAMTHORPE RD E
CENTRAL PKY W
CENTRAL PKY E
BLOOR ST
CONFEDERATION PKY
HURONTARIO ST
ERINDALE STATION RD
MAVIS RD
HILLCREST AVE
KIRWIN AVE
CAMILLA RD
KING ST W
KING ST E
DUNDAS ST W
DUNDAS ST E
QUEENSWAY W
QUEENSWAY E
STAVEBANK RD
MISSISSAUGA RD
NORTH SHERIDAN WAY
SOUTH SHERIDAN WAY
QUEEN ELIZABETH WAY
NORTH SERVICE RD
SOUTH SERVICE RD

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MISSISSAUGA OFFICIAL PLAN

SPECIAL SITES

28 Special Site

Character Area Boundary

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MISSISSAUGA

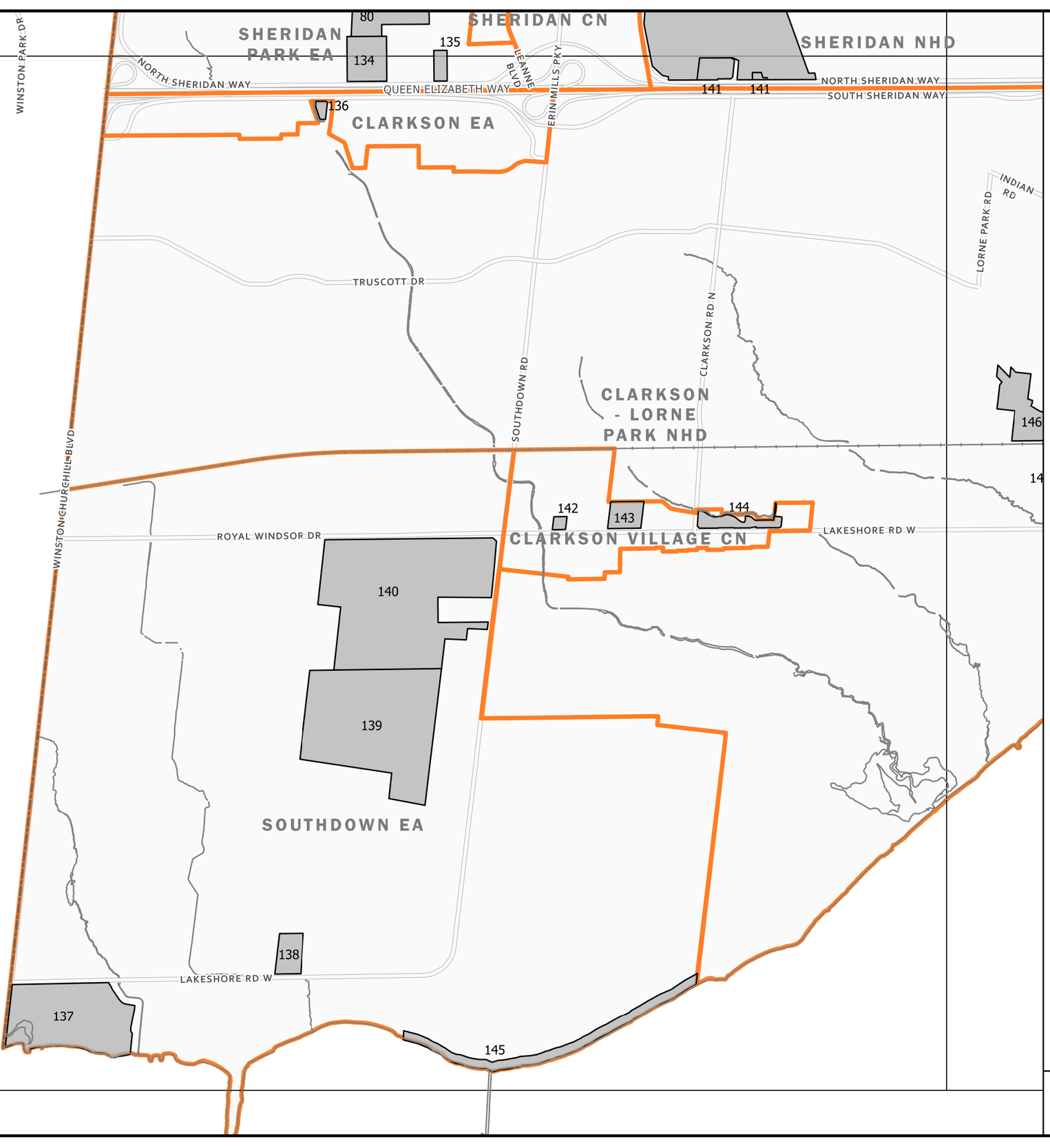
UPTOWN MN UGC CORE
HURONTARIO NHD
RATHWOOD NHD
RATHWOOD-APPLEWOOD CN
UGC FAIRVIEW
MISSISSAUGA VALLEYS NHD
APPLEWOOD NHD
DIXIE EA
DIXIE-DUNDAS CN
COOKSVILLE NHD (EAST)
LAKEVIEW NHD
MINEOLA NHD

RATHBURN RD E
BURNHAMTHORPE RD E
BURNHAMTHORPE RD
BLOOR ST
BLOOR ST W
DUNDAS ST E
DUNDAS ST W
QUEENSWAY E
THE QUEENSWAY
QUEEN ELIZABETH WAY
NORTH SERVICE RD
SOUTH SERVICE RD
CENTRAL PKY E
CAWTHRA RD
TOMKEN RD
DIXIE RD
OGDEN AVE
PONYTRAIL DR
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MISSISSAUGA OFFICIAL PLAN

SPECIAL SITES



28 Special Site

Character Area Boundary

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MISSISSAUGA

MISSISSAUGA OFFICIAL PLAN

SPECIAL SITES

28 Special Site

Character Area Boundary

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MISSISSAUGA

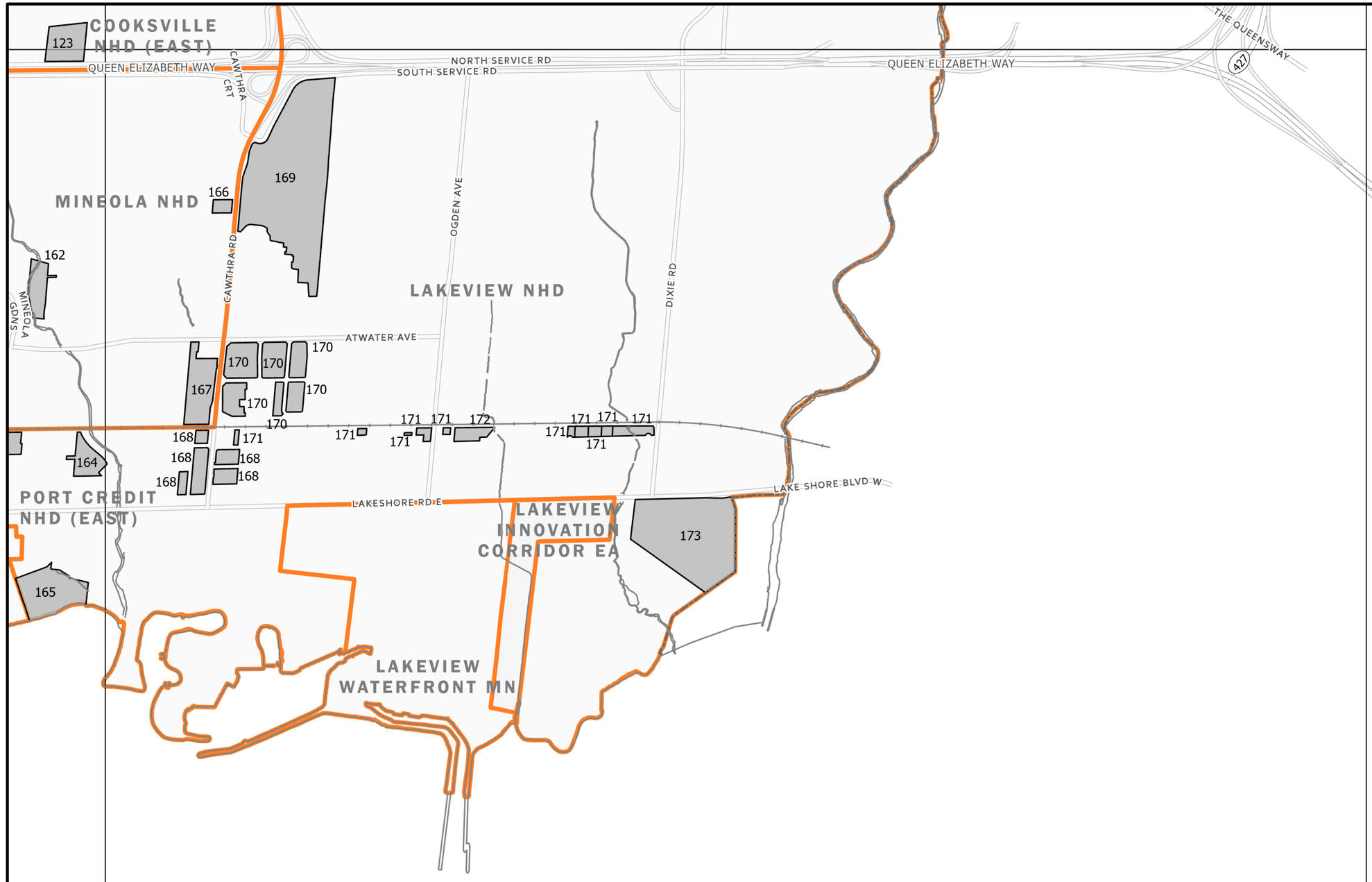
SHERIDAN NHD
ERINDALE NHD
COOKSVILLE NHD (WEST)
UGC HOSPITAL
COOKSVILLE NHD (EAST)
CLARKSON - LORNE PARK NHD
MINEOLA NHD
PORT CREDIT NHD (WEST)
PORT CREDIT CN
PORT CREDIT NHD (EAST)
LAKEVIEW NHD
LAKEVIEW WATERFRONT MN

NORTH SHERIDAN WAY
SOUTH SHERIDAN WAY
QUEEN ELIZABETH WAY
NORTH SERVICE RD
SOUTH SERVICE RD
STAVEBANK RD
MISSISSAUGA RD
LORNE PARK RD
TRUSCOTT DR
INDIAN RD
HURONTARIO ST
MINEOLA RD E
MINEOLA GDNS
ATWATER AVE
LAKESHORE RD W
LAKESHORE RD E

122 123 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 168

MISSISSAUGA OFFICIAL PLAN

SPECIAL SITES



Special Site

Character Area Boundary

DRAFT



MISSISSAUGA

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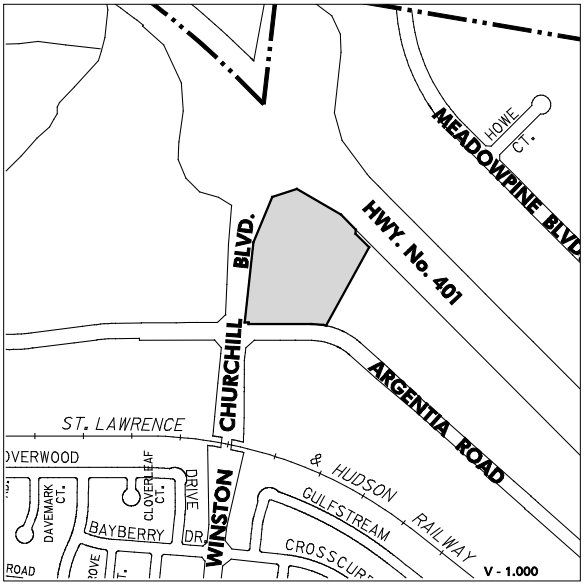
16.1 Introduction

Special sites are sites within Character Areas that merit special attention. They are areas with unique circumstances but still complement and support the long term vision of the Plan. As such, special site policies 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.

Site 1 (Meadowvale Corporate Centre Employment Area)

16.1.1 The lands identified as Special Site 1 are located east of Winston Churchill Boulevard, south of Provincial Highway 401 and north of Argentia Road.

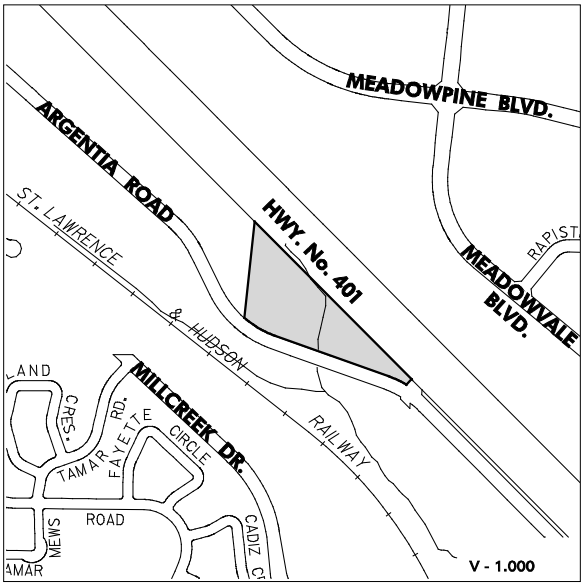
16.1.2 Notwithstanding the provisions of the Business Employment designation, all forms of general commercial uses will be permitted, except motor vehicle commercial uses.



Site 2 (Meadowvale Corporate Centre Employment Area)

16.2.1 The lands identified as Special Site 2 are located north of Argentia Road and west of Fifth Line West.

16.2.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, all types of restaurants will also be permitted.



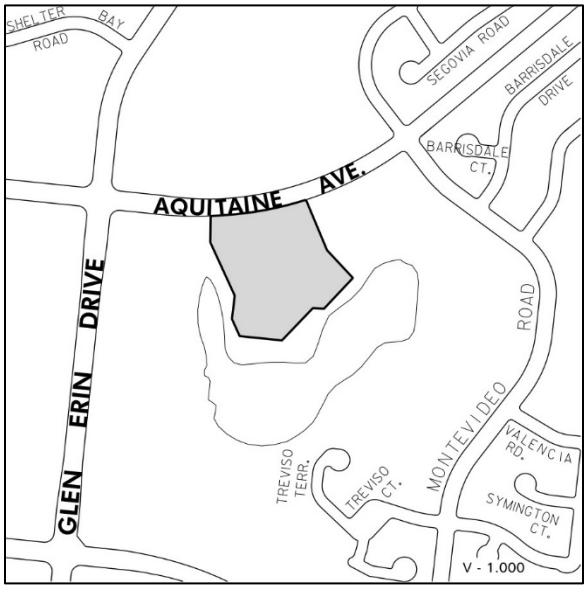
Site 3 (Meadowvale Neighbourhood)

16.3.1 The lands identified as Special Site 3 are located on the south side of Aquitaine Avenue, east of Glen Erin Drive and on the north side of Battleford Road east of Glen Erin Drive.

16.3.2 Notwithstanding the provisions of the Residential High Rise designation:

a. townhouse dwellings will be permitted; and

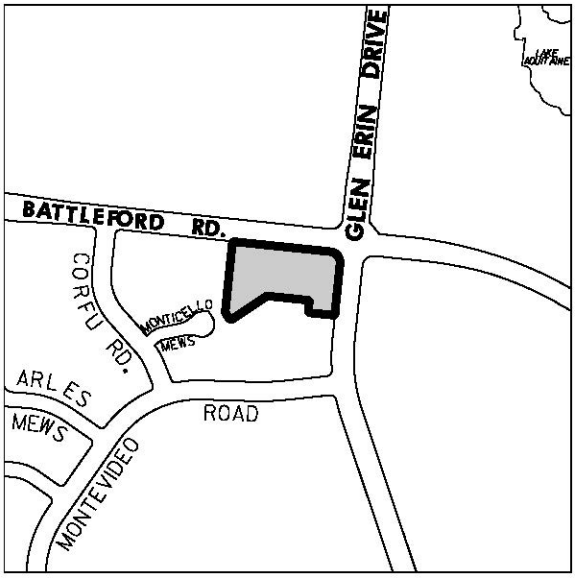
b. the maximum ***floor space index*** (***FSI***) will be 1.6.



Site 4 (Meadowvale Neighbourhood)

16.4.1 The lands identified as Special Site 4 are located at the southwest corner of Battleford Road and Glen Erin Drive.

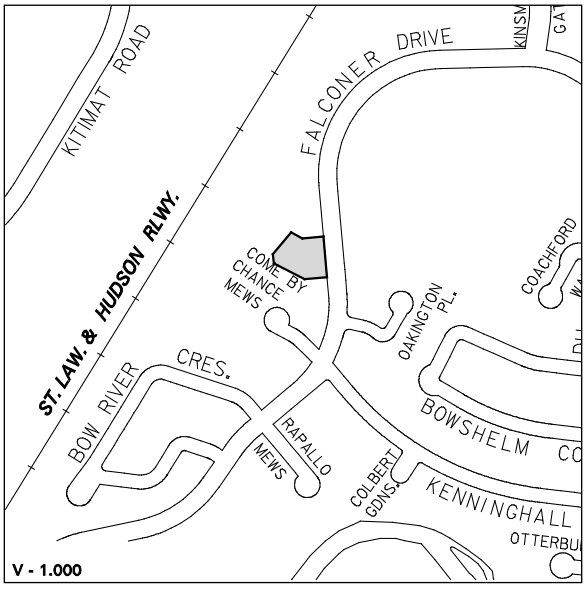
16.4.2 Notwithstanding the policies of this Plan, two apartment dwellings, with maximum heights of 12 and 15 storeys, will be permitted.



Site 5 (Streetsville Neighbourhood)

16.5.1 The lands identified as Special Site 5 are located on the west side of Falconer Drive, north of Oakington Place.

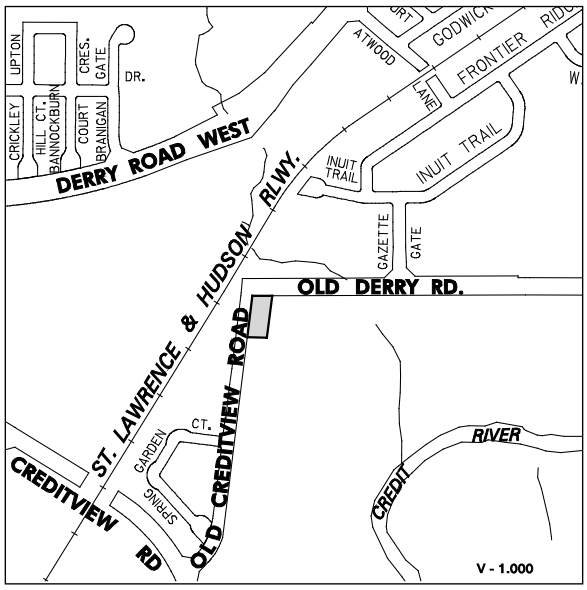
16.5.2 Notwithstanding the provisions of the Mixed Use designation, only a day care facility will be permitted.



Site 6 (Meadowvale Village Neighbourhood)

16.6.1 The lands identified as Special Site 6 are located at the southeast corner of Old Creditview Road and Old Derry Road.

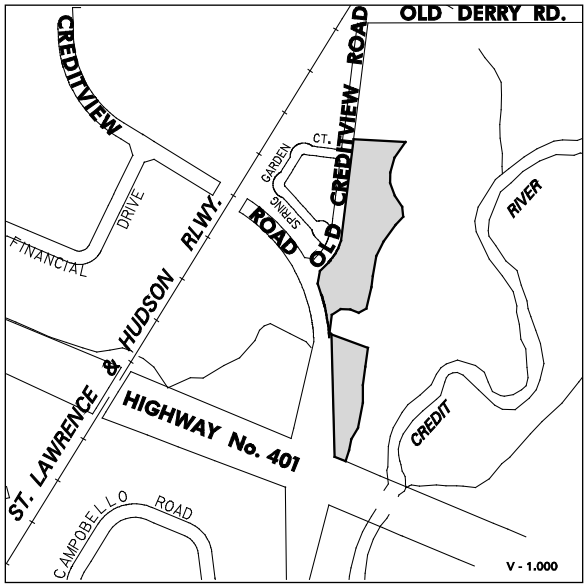
16.6.2 Notwithstanding the provisions of the Public Open Space designation, the lands may be used on an interim basis, for the sale of fresh produce, vegetables, and fruit, until such time as they are acquired for park purposes by the City of Mississauga.



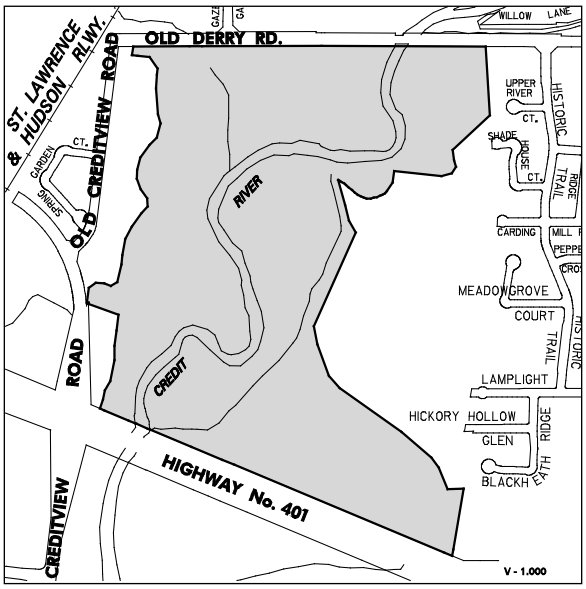
Site 7 (Meadowvale Village Neighbourhood)

16.7.1 The lands identified as Special Site 7 are located on the east side of Old Creditview Road and the east side of Creditview Road, north of Provincial Highway 401.

16.7.2 Notwithstanding the provisions of the Residential Low-Rise I 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 8.



Site 8 (Meadowvale Village Neighbourhood)



16.8.1 The lands identified as Special Site 8 are located south of Old Derry Road and straddle the Credit River.

16.8.2 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.

16.8.3 *Development* of Special Site 8 as a golf course will be subject to a comprehensive development concept for the site and any portion of Special Site 7 which would be used in connection with Special Site 8, will among other matters, satisfactorily address the following issues:

a. compliance with Credit Valley Conservation's Policies for Flood plain Management to address concerns related to *flooding hazards*, flood conveyance, *flood plain* 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

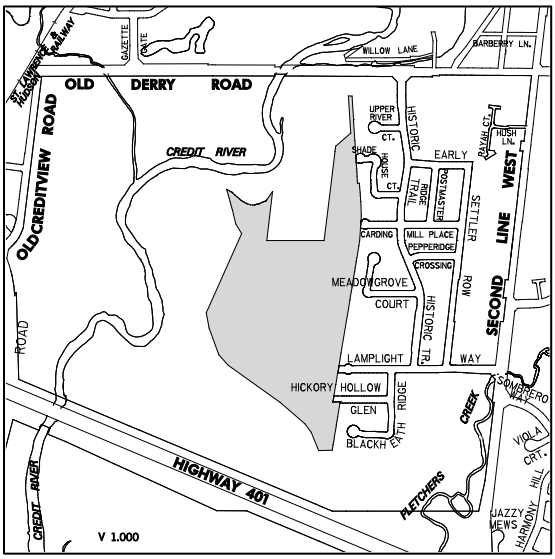
d. the widening of Provincial Highway 401.

Site 9 (Meadowvale Village Neighbourhood)

16.9.1 The lands identified as Special Site 9 are located on the south side of Old Derry Road, east of the Credit River.

16.9.2 *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.

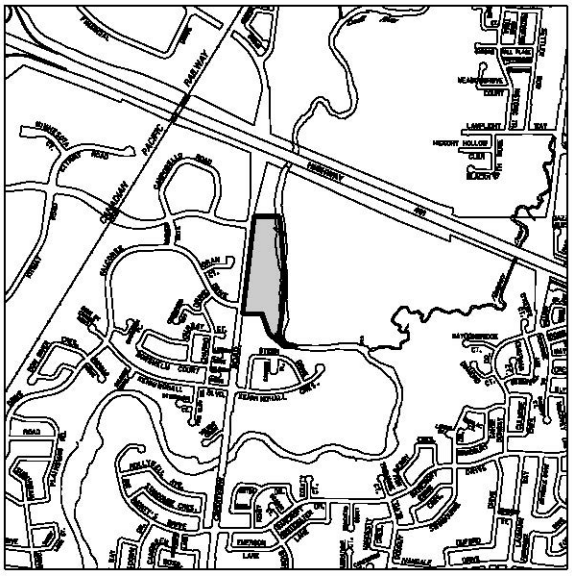
16.9.3 A park with active recreational uses with an area approximately 0.5 hectares in size will be located within proximity to the Credit River Valley. The exact location and design of the park will be determined through the approval of development applications and will not require an amendment to this Plan



Site 10 (Streetsville Neighbourhood)

16.10.1 The lands identified as Special Site 10 are located at the southeast quadrant of Creditview Road and Highway 401.

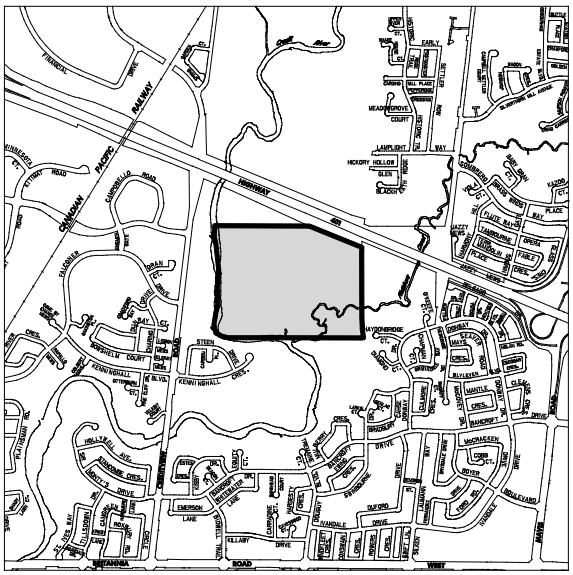
16.10.2 Notwithstanding the policies of this Plan, outdoor markets, greenhouses with accessory uses and an education and training.



Site 11 (East Credit Neighbourhood)

16.11.1 The lands identified as Special Site 11 are located at the southeast quadrant of Creditview Road and Highway 401.

16.11.2 Notwithstanding the policies of this Plan, outdoor markets, greenhouses with accessory uses and an education and training centre will also be permitted on lands designated Public Open Space.

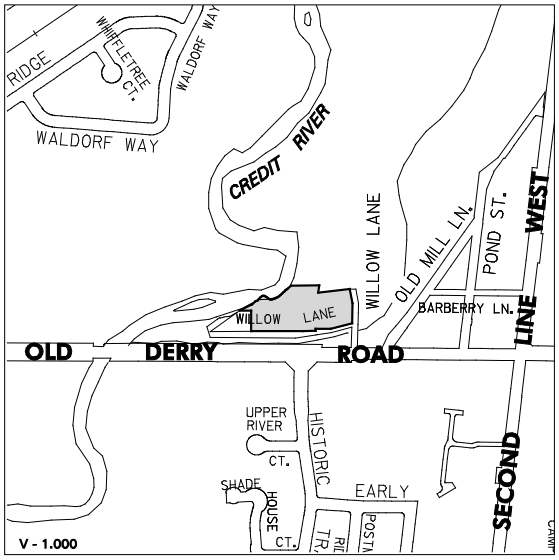


Site 12 (Meadowvale Village Neighbourhood)

16.12.1 The lands identified as Special Site 12 are located on the north side of Willow Lane, and are subject to flooding from the Credit River.

16.12.2 Notwithstanding the provisions of the Greenlands designation, detached dwellings will also be permitted in accordance with the Residential Low-Rise I policies of this plan.

16.12.3 *Development* of the subject lands will also be subject to the following:



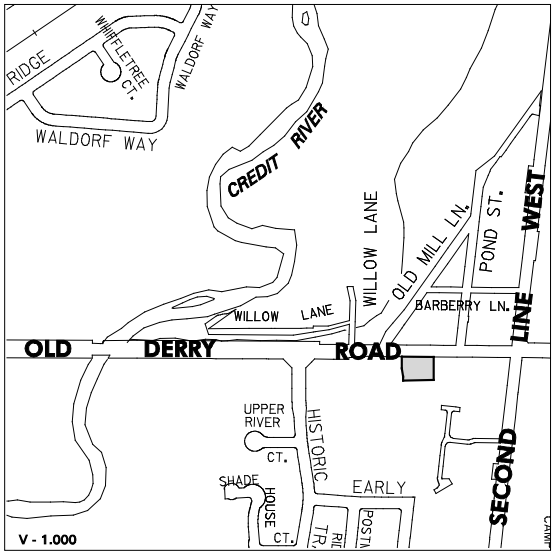
a. compliance with Credit Valley Conservation's Policies for Flood plain Management to address concerns related to *flooding hazards*, flood conveyance, *flood plain* storage and ice jamming along the Credit River; and

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*.

Site 13 (Meadowvale Village Neighbourhood)

16.13.1 The lands identified as Special Site 13 are located on the south side of Old Derry Road, west of Second Line West.

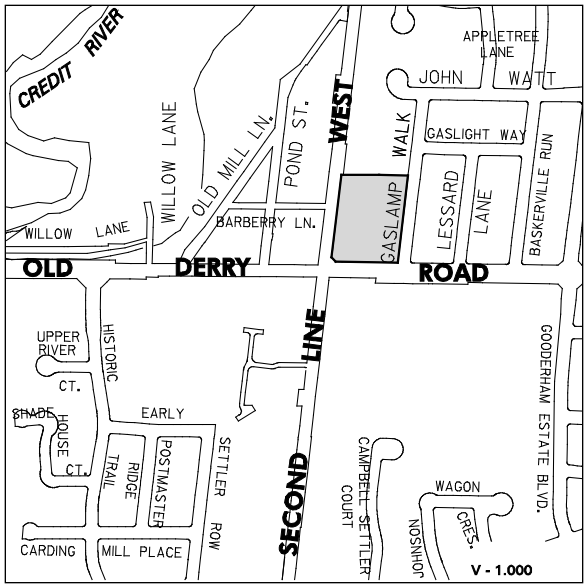
16.13.2 Notwithstanding the provisions of the Convenience Retail Commercial designation, the existing motor vehicle service station, existing detached dwelling and the dwelling unit above a retail store in an existing detached dwelling will only be permitted, provided that it is in keeping with the historic character of the Meadowvale Village Heritage Conservation District Plan.



Site 14 (Meadowvale Village Neighbourhood)

16.14.1 Within the area identified as Special Site 14, 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.

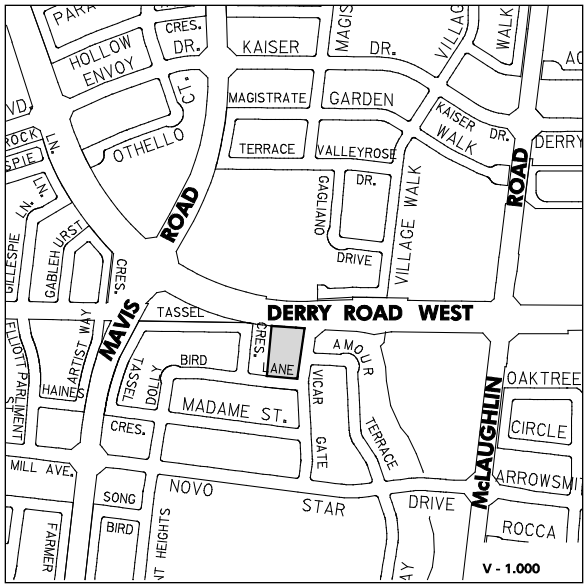
16.14.2 Notwithstanding the provisions of the Residential Low-Rise I and Public Open Space designations, Special Site 14 may also include the integration of open space with existing buildings and structures to be used for public and/or private uses. Permitted uses within the existing building designated Residential Low-Rise I may include but are not limited to, overnight accommodation, including bed and breakfast, restaurants, public and private community uses, an art gallery, and multiple unit housing.



Site 15 (Meadowvale Village Neighbourhood)

16.15.1 The lands identified as Special Site 15, comprise the Brown-Vooro House, located on the south side of Derry Road West, west of McLaughlin Road.

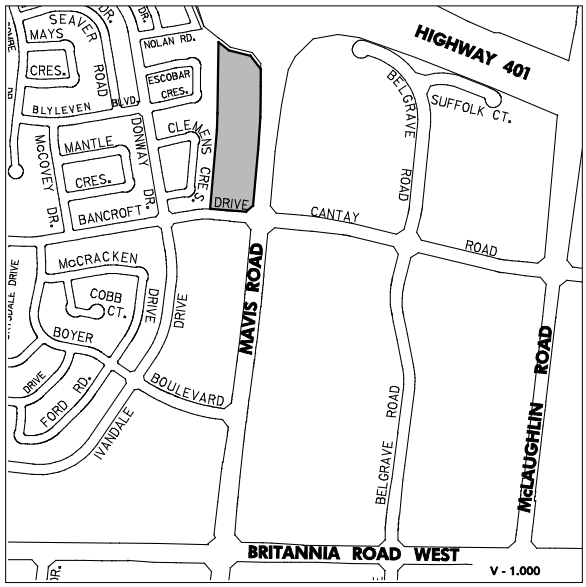
16.15.2 Notwithstanding the provisions of the Residential Low-Rise I designation, the existing house may be converted to a restaurant and/or offices subject to the provision of access to the satisfaction of the Region of Peel.



Site 16 (East Credit Neighbourhood)

16.16.1 The lands identified as Special Site 16 are located at the northwest corner of Mavis Road and Bancroft Drive.

16.16.2 Notwithstanding the provisions of the Business Employment designation, motor vehicle sales, service and repair establishments will also be permitted.



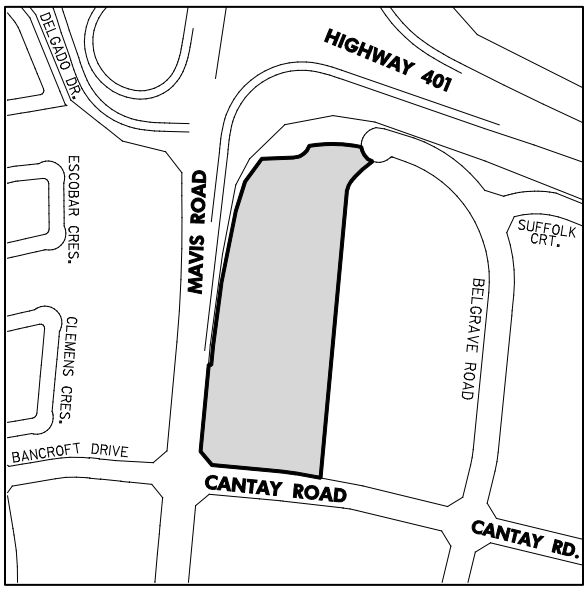
Site 17 (Gateway Employment Area)

16.17.1 The lands identified as Special Site 17 are located south of Highway 401, east of Mavis Road and north of Cantay Road.

16.17.2 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

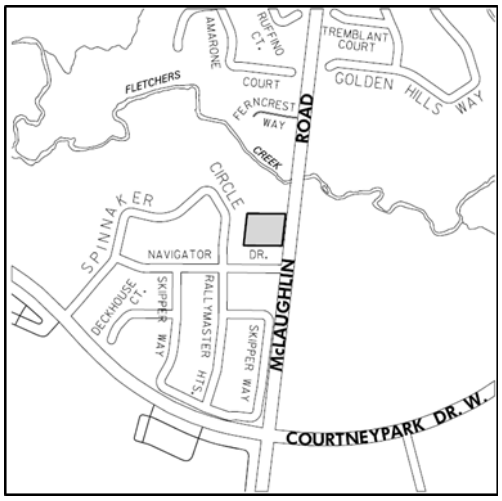
b. a maximum of 40 percent of the total gross floor area may be used for motor vehicle sales accessory to motor vehicle repair.



Site 18 (Meadowvale Village Neighbourhood)

16.18.1 The lands identified as Special Site 18 are located on the west side of McLaughlin Road, north of Navigator Drive.

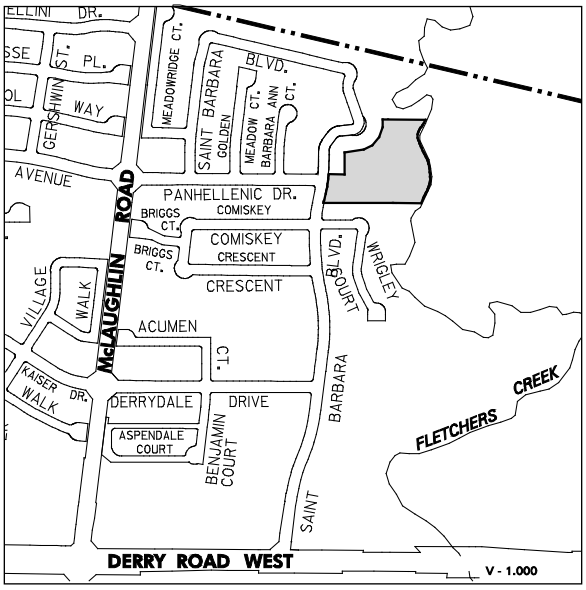
16.18.2 Notwithstanding the policies of this Plan, an apartment dwelling with a maximum height of six storeys will be permitted



Site 19 (Meadowvale Village Neighbourhood)

16.19.1 The lands identified as Special Site 19 are located east of McLaughlin Road and north of Derry Road West.

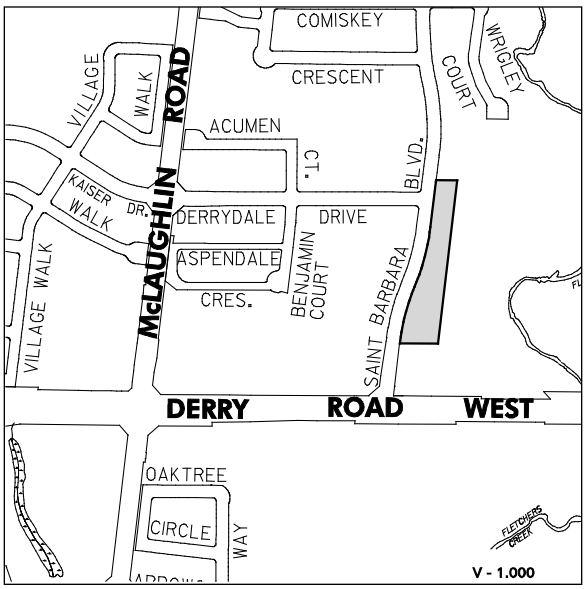
16.19.2 Notwithstanding the provisions of the Residential Low-Rise I and Greenlands designations, the lands may be used as a place of religious assembly. Subject to the Greenlands policies of this Plan and Credit Valley Conservation policies for valleyland protection and flood plain management, the lands 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.



Site 20 (Meadowvale Village Neighbourhood)

16.20.1 The lands identified as Special Site 20 are located north of Derry Road West, east of McLaughlin Road.

16.20.2 Notwithstanding the provisions of the Business Employment designation, all ***community infrastructure*** will not be permitted.



Site 21 (Meadowvale Village Neighbourhood)

16.21.1 The lands identified as Special Site 21 are located on the south side of Derry Road West, east of McLaughlin Road.

16.21.2 Notwithstanding the policies of this Plan, only the following uses are permitted:

- animal boarding establishment, which may include outdoor facilities;
- banquet hall;
- commercial school;
- conference centre;
- entertainment, recreation and sports facilities;
- financial institution;
- restaurant;
- *secondary office*; and
- accessory uses.

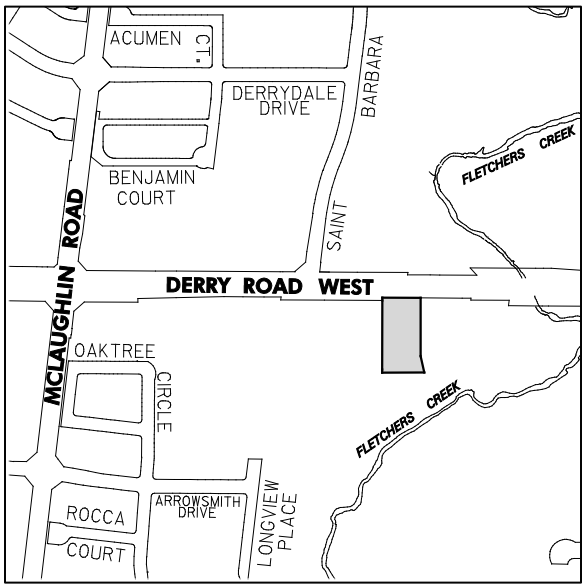


Site 22 (Meadowvale Village Neighbourhood)

16.22.1 The lands identified as Special Site 22 are located on the south side of Derry Road West, east of McLaughlin Road.

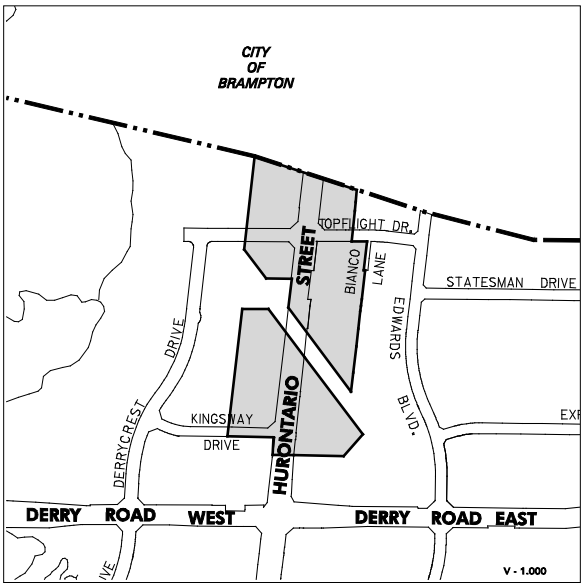
16.22.2 Notwithstanding the policies of this Plan, only the following uses are permitted:

- banquet hall;
- conference centre;
- financial institution;
- funeral establishment;
- manufacturing;
- restaurant;
- *secondary office*;
- self storage facility;



- warehousing, distributing and wholesaling; and,
- Accessory uses.

Site 23 (Gateway Corporate Centre Employment Area)



16.23.1 The lands identified as Special Site 23, also known as the City Wide Gateway, are located on both sides of Hurontario Street, south of the northerly municipal boundary.

16.23.2 Notwithstanding the policies of this Plan and the Urban Design Policies in Section 15.9.1.2 for these lands, the following additional policies will apply:

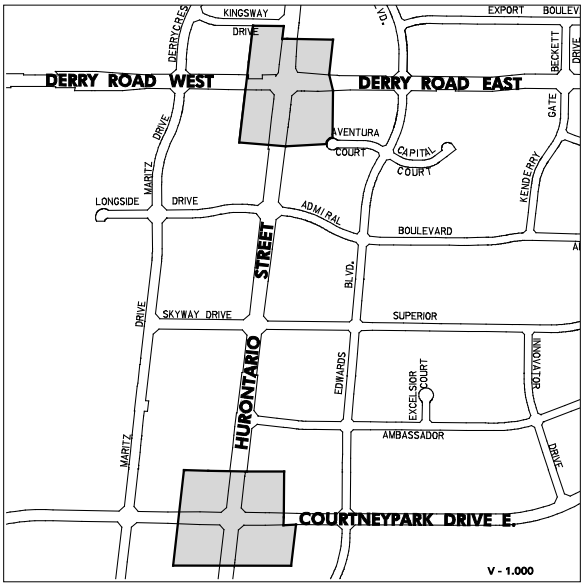
a. prior to a development proposal, the applicant will provide a concept plan demonstrating internal traffic and pedestrian circulation to the satisfaction of the City; and

b. Special Site 23 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.

Site 24 (Gateway Corporate Centre Employment Area)



16.24.1 The lands identified as Special Site 24 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.

16.24.2 Notwithstanding the policies of this Plan and the Urban Design Policies in Section 15.9.1.2 for these lands, the following additional policies will apply:

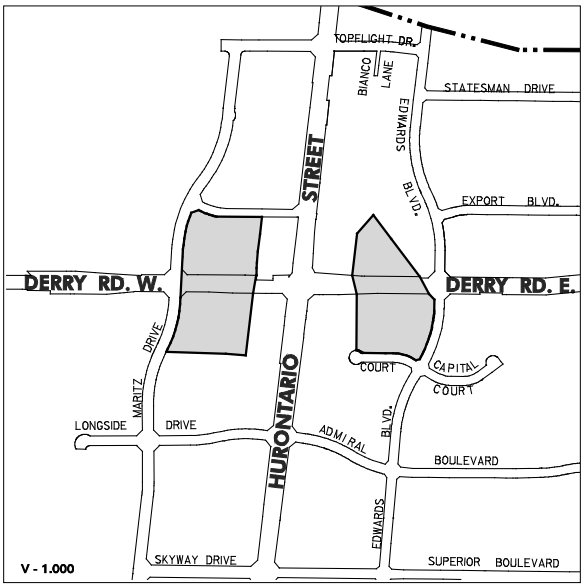
a. accessory commercial uses will generally be limited to a maximum of 30 percent of the total gross floor area. Freestanding accessory commercial uses will not be permitted. Accessory commercial uses must be contained within the same building as the principal use;

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; and

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.

Site 25 (Gateway Corporate Centre Employment Area)



16.25.1 The lands identified as Special Site 25, 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.

16.25.2 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: and

   i. broader streetline setback range on *development* with substantial landscape area;

   ii. substantial building coverage oriented to streetline;

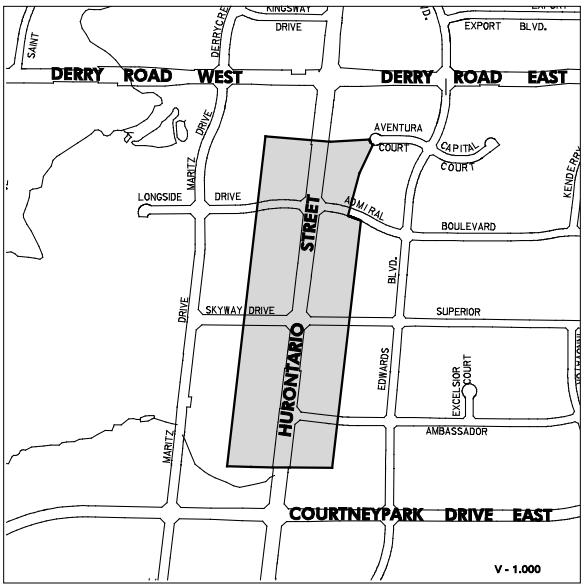
   iii. active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the building activities an integral part of the street;

   iv. encourage consolidation of vehicular entrances;

   v. "background" architecture to create a unified street frame; and

   vi. signage limited in scale and integrated with architecture (detailed guidelines have regard for Hurontario Streetscape Guidelines - south of Highway 401).

Site 26 (Gateway Corporate Centre Employment Area)



16.26.1 The lands identified as Special Site 26, 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.

16.26.2 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:

   i. broader streetline setback range on *development* with substantial landscape area;

   ii. substantial building coverage oriented to streetline;

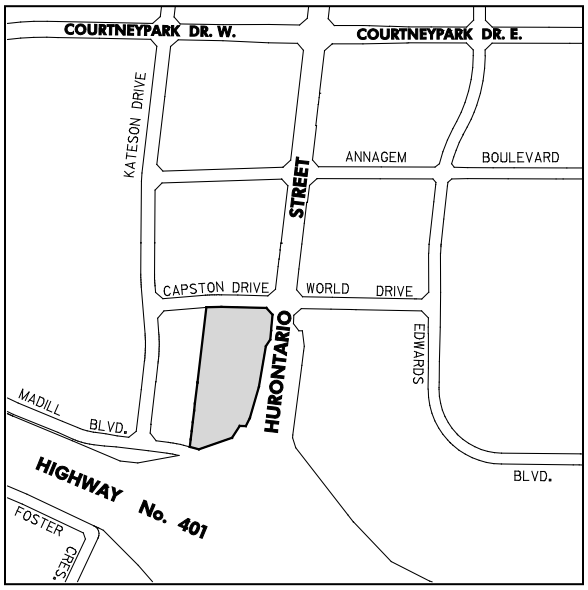
   iii. active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the building activities an integral part of the street;

   iv. encourage consolidation of vehicular entrances;

   v. "background" architecture to create a unified street frame; and

   vi. signage limited in scale and integrated with architecture (detailed guidelines have regard for Hurontario Streetscape Guidelines - south of Highway 401).

Site 27 (Gateway Corporate Centre Employment Area)



16.27.1 The lands identified as Special Site 3, are located on the west side of Hurontario Street, north of Provincial Highway 401.

16.27.2 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.

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

a. this site should provide one of the principal north entry features into the Gateway Corporate Centre. *Development* should promote a quality image and reinforce an upscale image as a corporate address and destination. Opportunities for secondary landmark buildings should be promoted in order to highlight the entry point and provide orientation points. Built form should provide for a transition in scale from the broad expanses of Provincial Highway 401 to the more contained urban corridor appropriate to Hurontario Street;

b. regard will be given to the applicable design guidelines during the processing of development applications;

c. building elements in combination with a generous landscape buffer will be incorporated into the site design to screen parking and loading areas from the views on Hurontario Street;

d. where buildings are used for manufacturing, warehousing and distributing uses, the following will apply:

    i. an access aisle between the building and Hurontario Street, will be permitted;

    ii. buildings will have a minimum height of 11.5 metres and the appearance of a two storey building;

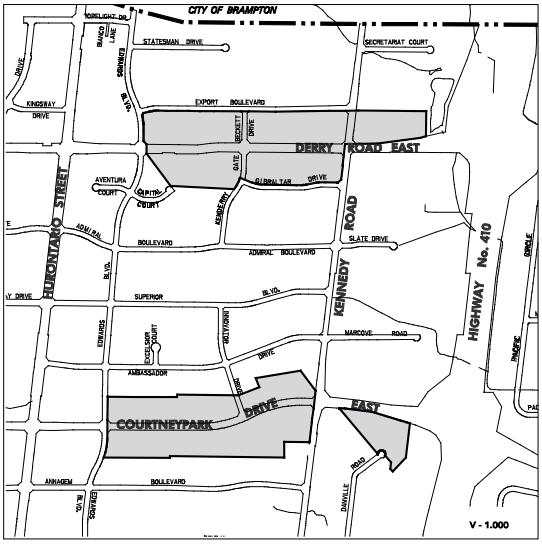
    iii. buildings will have upgraded elevations with particular attention to detail, scale and treatment given their prominent location on Hurontario Street;

    iv. where an office component is proposed it will be located adjacent to Hurontario Street;

v. a visual and functional pedestrian connection will be incorporated between building entrances and the public sidewalk to encourage pedestrian activity and transit usage;

vi. 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).

Site 28 (Gateway Employment Area)



16.28.1 The lands identified as Special Site 28, are located on both sides of Derry Road East and Courtneypark Drive East between Provincial Highway 410 and Edwards Boulevard.

16.28.2 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:

i. 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);

ii. 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);

iii. 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

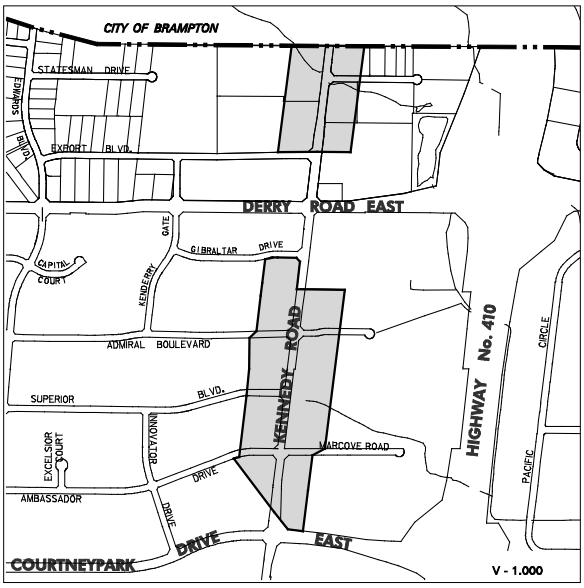
iv. that high profile locations such as intersections or gateway locations be recognized by the siting, design and height of respective buildings.

Site 29 (Gateway Employment Area)

16.29.1 The lands identified as Special Site 29, are located on both sides of Kennedy Road, north and south of Derry Road East.

16.29.2 Notwithstanding the Business Employment designation on these lands, the following additional policy will apply:

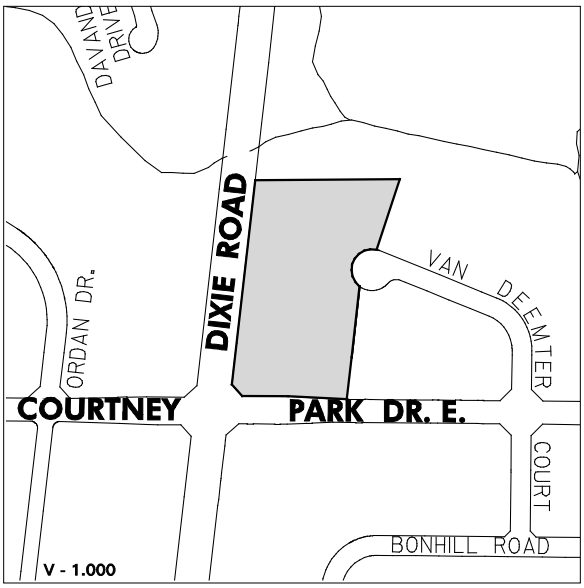
a. industrial uses which may have some outside storage, such as transportation related activities, and motor vehicle sales (including trucks and truck trailers), leasing, repairing and servicing, will be permitted.



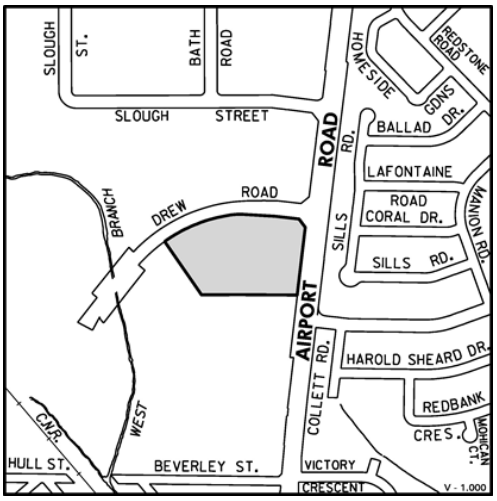
Site 30 (Northeast Employment Area)

16.30.1 The lands identified as Special Site 30 are located on the east side of Dixie Road north of Courtneypark Drive East.

16.30.2 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.



Site 31 (Malton Neighbourhood)



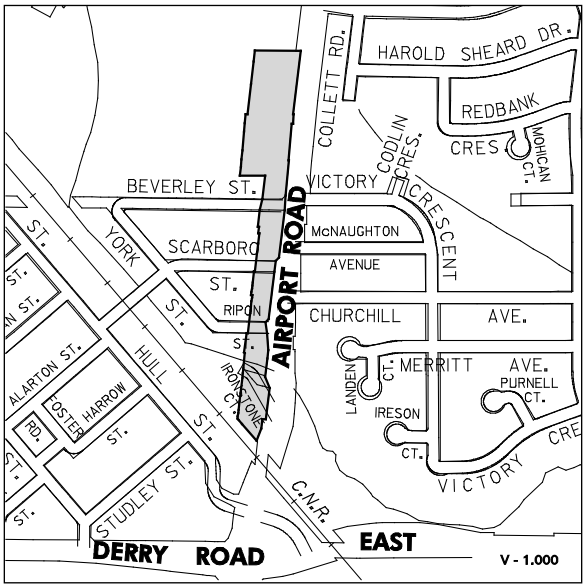
16.31.1 The lands identified as Special Site 31 are located south of Drew Road and west of Airport Road.

16.31.2 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.

Site 32 (Malton Neighbourhood)



16.32.1 The lands identified as Special Site 32 are located on Airport Road, north of the Canadian National Railway and south of Morning Star Drive.

16.32.2 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:

a. walkway linkages to the Derry Greenway Park;

b. 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

c. strong pedestrian linkages along both sides of Airport Road between Morning Star Drive and Derry Road East the municipal sidewalk to adjacent commercial development.

16.32.3 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.

16.32.4 Redevelopment of parking areas should not have an adverse impact upon adjacent residential uses.

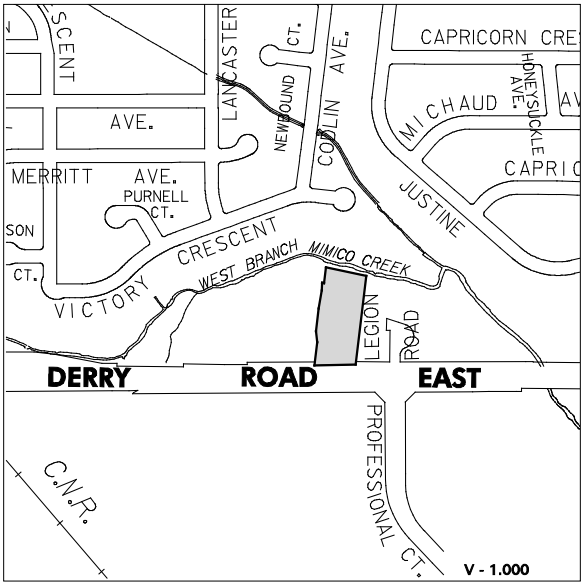
16.32.5 While recognizing that parking is located between the buildings and the street in commercial development of the sort found along Airport Road, *development* in this area should strive to achieve a rhythm of closely spaced storefronts, in order to foster an attractive and active pedestrian environment 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***.

16.32.6 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.

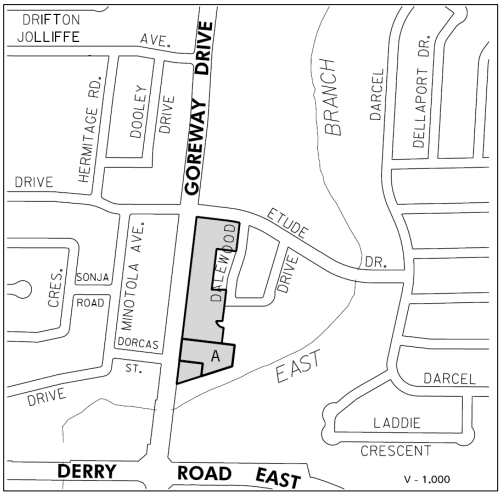
Site 33 (Malton Neighbourhood)

16.33.1 The lands identified as Special Site 33 are located on the north side of Derry Road East, west of Legion Road.

16.33.2 Notwithstanding the provisions of the Mixed Use designation, the existing Malton Mobile Homes Park will also be permitted.



Site 34 (Malton Neighbourhood)



16.34.1 The lands identified as Special Site 34 are located on the east side of Goreway Drive and on the south side of Etude Drive.

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

Pedestrian Linkages

16.34.3 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).

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

Parking Areas

16.34.5 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

16.34.6 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

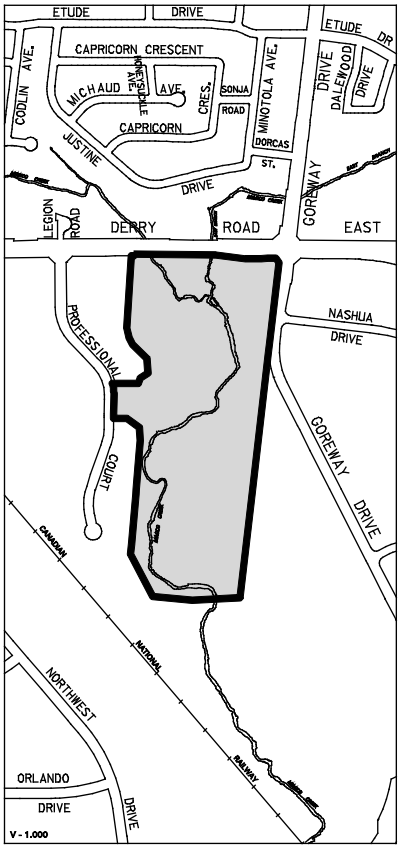
d. all building entrances should be clearly articulated and linked to pedestrian walkway connections.

16.34.7 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.

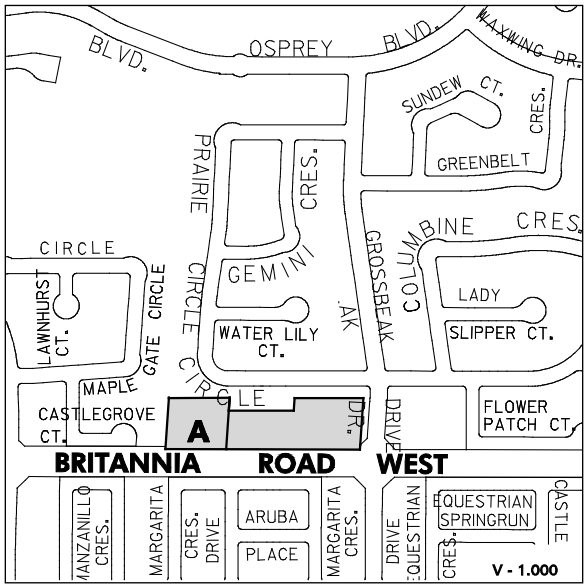
Site 35 (Northeast Employment Area)

16.35.1 The lands identified as Special Site 35 are located at the southwest quadrant of Derry Road East and Goreway Drive.

16.35.2 Notwithstanding the policies of this Plan, outdoor markets will be permitted on lands designated Public Open Space.



Site 36 (Lisgar Neighbourhood)



16.36.1 The lands identified as Special Site 36 consist of five existing detached dwellings located on the north side of Britannia Road West, west of Grossbeak Drive.

16.36.2 Notwithstanding the provisions of the Residential Low-Rise I designation, the following additional policies will apply:

a. offices will be permitted in existing detached dwellings;

b. parking areas associated with office uses located in the front yard of the existing dwellings should be screened from the public street with landscaping, low screen walls or other treatment. Additions and/or alterations to the existing dwellings will be designed to maintain the existing residential character, massing and materials;

c. provisions should be made in any redevelopment plans for assembly of additional lands to facilitate a pedestrian walkway connecting Prairie Circle to the Greenlands lands to the west; and

d. for the land identified as Area A, a veterinary clinic, including indoor overnight boarding of animals, will be permitted.

Site 37 (Churchill Meadows Neighbourhood)

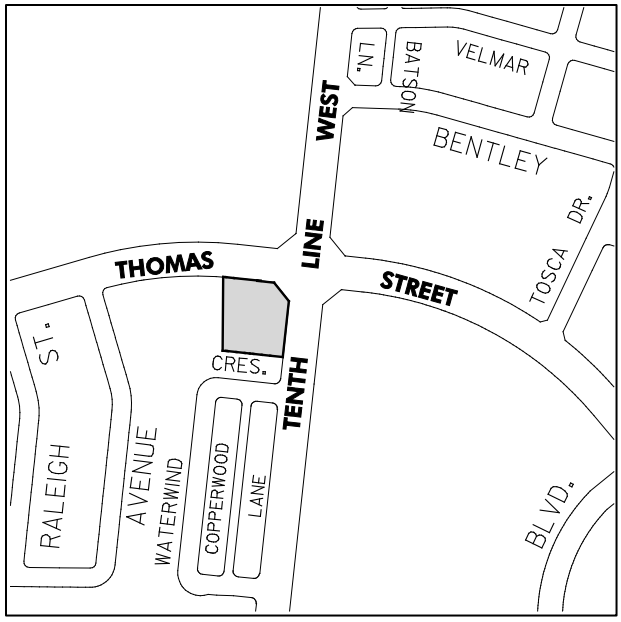
16.37.1 The lands identified as Special Site 37 are located at the southwest corner of Thomas Street and Tenth Line West.

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

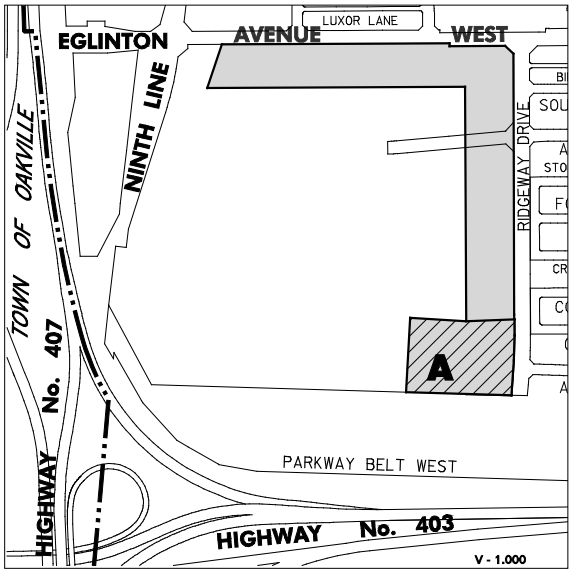
a. buildings on this site will have a built form located close to the street edge to achieve an urban character with a pedestrian friendly environment;

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.



Site 38 (Churchill Meadows Employment Area/ Churchill Meadows Neighbourhood)



16.38.1 The lands identified as Special Site 38 are located south of Eglinton Avenue West and west of Ridgeway Drive.

16.38.2 Notwithstanding the provisions of the Employment Commercial designation, the following additional policies will apply:

a. the following additional uses will be permitted:
    i. broadcasting station;
    ii. communications and broadcasting establishment;
    iii. radio and television ***transmission facility***; and
    iv. telephone sales and service establishment.

b. retail warehouses will not be permitted.

16.38.3 Area A is located north of the utility corridor and west of Ridgeway Drive. Notwithstanding the Employment Commercial designations, the following additional policy will apply:

a. the physical integration of the Bus Rapid Transit (BRT) facility with adjacent development will be encouraged.

Site 39 (Central Erin Mills Major Node)

16.39.1 The lands identified as Special Site 39 are located at the northeast corner of Eglinton Avenue West and Erin Mills Parkway.

16.39.2 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.

16.39.3 Policies of Sections 13.2.3.1 to 13.2.3.9 will not apply.



Site 40 (Meadowvale Corporate Centre Employment Area)

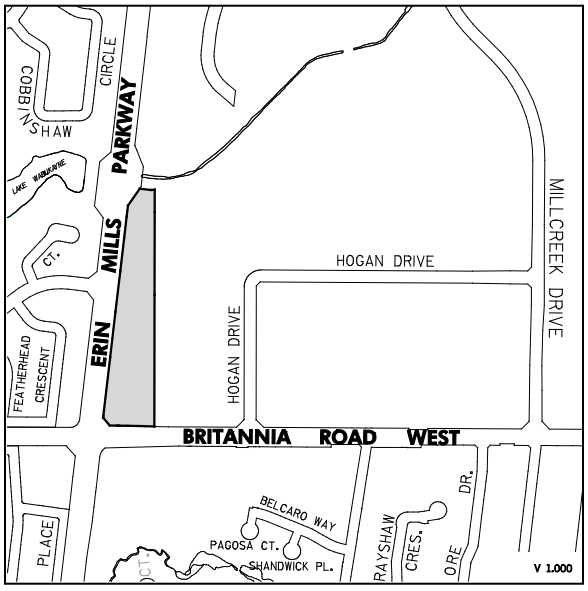
16.40.1 The lands identified as Special Site 40 are located at the northeast corner of Britannia Road West and Erin Mills Parkway.

16.40.2 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.

Site 41 (Meadowvale Business Park)



16.41.1 The lands identified as Special Site 41 are located on the north side of Britannia Road West, east of Erin Mills Parkway, opposite Turney Drive.

16.41.2 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 percent of the total gross floor area; and

c. the following uses will not be permitted:

   i. animal boarding establishments;

   ii. body rub and adult entertainment establishments;

   iii. cardlock fuel dispensing facilities;

   iv. transportation facilities;

   v. trucking terminals; and

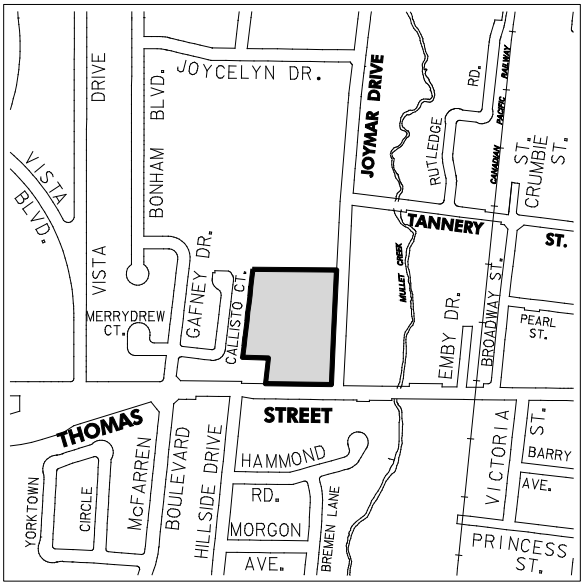
   vi. ***waste processing stations*** or ***waste transfer stations*** and composting facilities.

16.41.3 Notwithstanding the policies of this Plan, one storey buildings will be permitted.

Site 42 (Streetsville Neighbourhood)

16.42.1 The lands identified as Special Site 42 are located at the northwest corner of Thomas Street and Joymar Avenue in the City of Mississauga.

16.42.2 Notwithstanding the policies of this Plan, semi-detached dwellings will also be permitted.

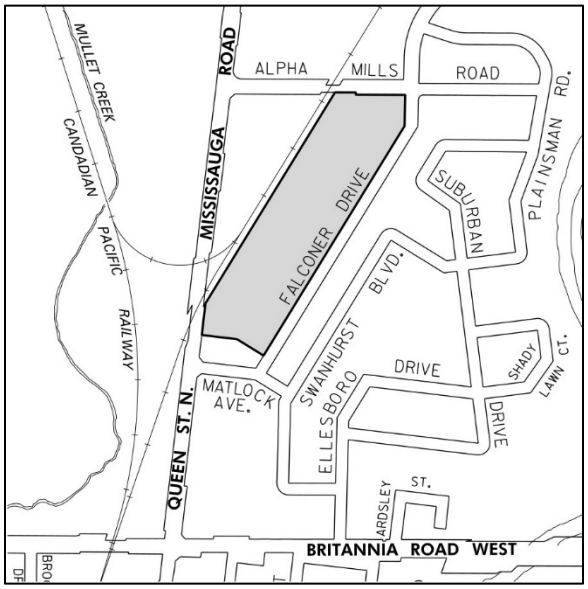


Site 43 (Streetsville Community Node)

16.43.1 The lands identified as Special Site 43 are located on Falconer Drive, between Matlock Ave and Alpha Mills Road.

16.43.2 Notwithstanding the Business Employment designation only the following uses will be permitted:

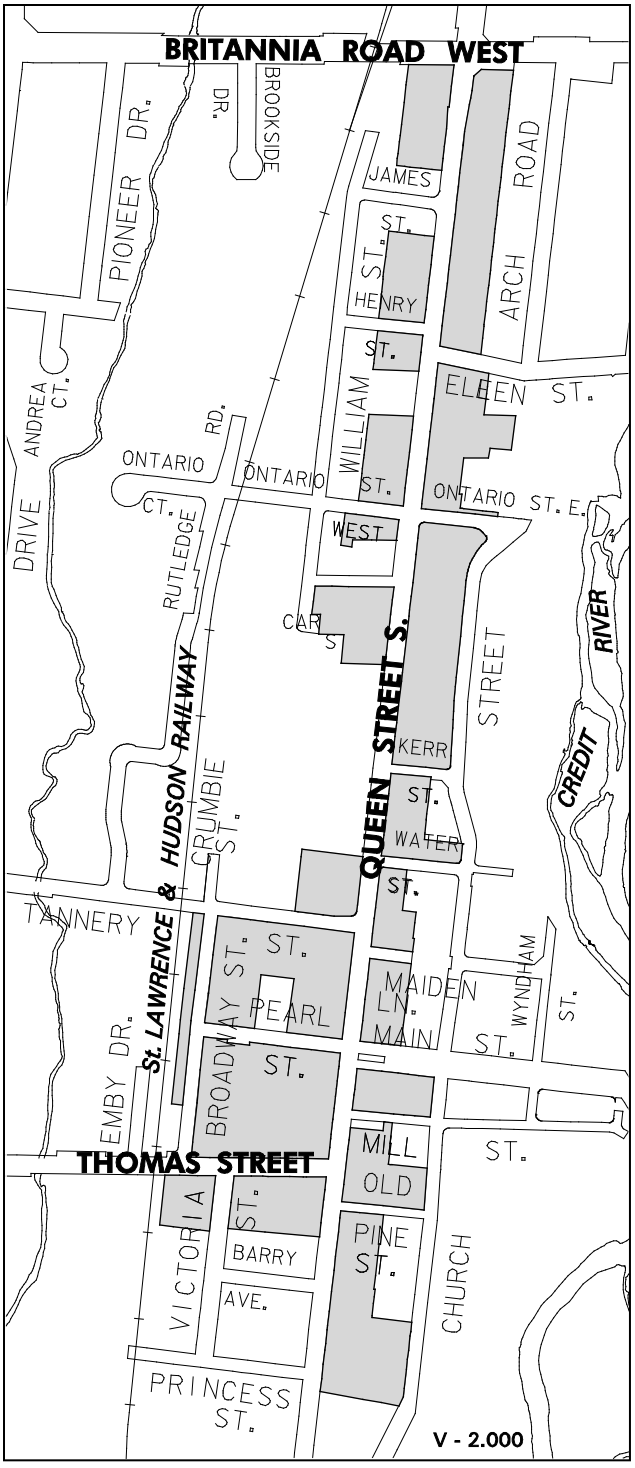
a. ***community infrastructure***;
b. entertainment, recreation and sports facility;
c. financial institution;
d. manufacturing;
e. motor vehicle rental facility;
f. research and development;
g. sales and service accessory to a permitted use;
h. ***secondary office***; and
i. warehousing, distribution and wholesaling.



Site 44 (Streetsville Community Node)

16.44.1 The lands identified as Special Site 44 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.

16.44.2 Notwithstanding the provisions of the Mixed Use designations, drive-through facilities will not be permitted.



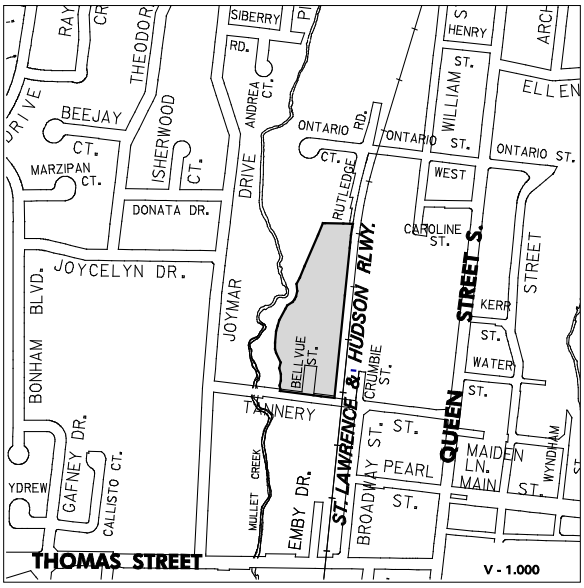
Site 45 (Streetsville Community Node)

16.45.1 The lands identified as Special Site 45 are located on the west side of William Street, south of James Street and are municipally known as 46 William Street.

16.45.2 Notwithstanding the provisions of the Residential Low-Rise II designation, outdoor storage of refrigeration trailers may be permitted on a temporary basis by a Temporary Use By-law in accordance with the provisions of the Planning Act.



Site 46 (Streetsville Community Node)



16.46.1 The lands identified as Special Site 46 are located north of Tannery Street, west of the St. Lawrence & Hudson Railway.

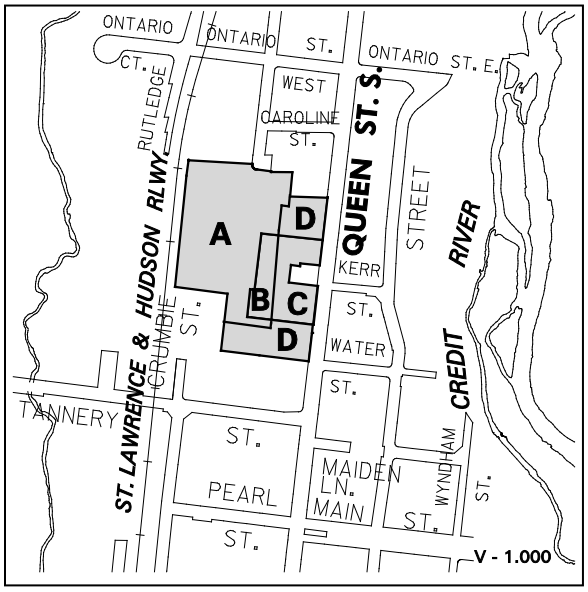
16.46.2 Notwithstanding the provisions of the Residential High Rise and Residential Mid-Rise designations, the following additional policies will apply:

a. the determination of the area suitable for *redevelopment* will have regard for the extent of the "regulatory storm" *flood plain* 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 the appropriate Conservation Authority 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.

Site 47 (Streetsville Community Node)



16.47.1 The lands identified as Special Site 47 are located on the west side of Queen Street South, north of Tannery Street.

16.47.2 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.

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

16.47.4 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.

Site 48 (Streetsville Community Node)

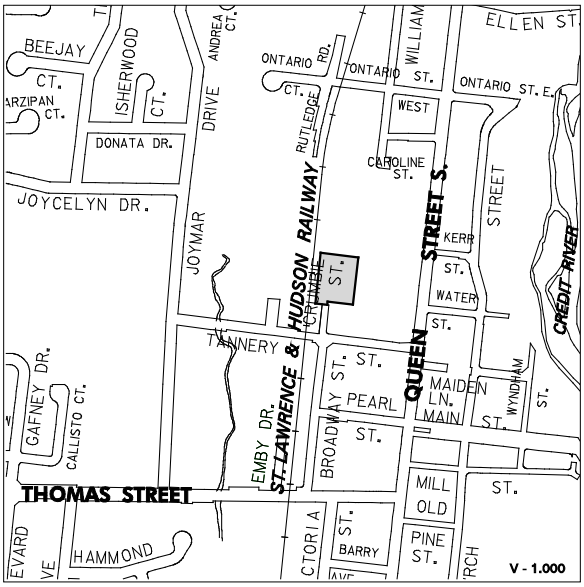
16.48.1 The lands identified as Special Site 48 are located east of the St. Lawrence and Hudson Railway tracks and north of Crumbie Street.

16.48.2 Notwithstanding the provisions of the Mixed Use designation, motor vehicle repair facilities will also be permitted.

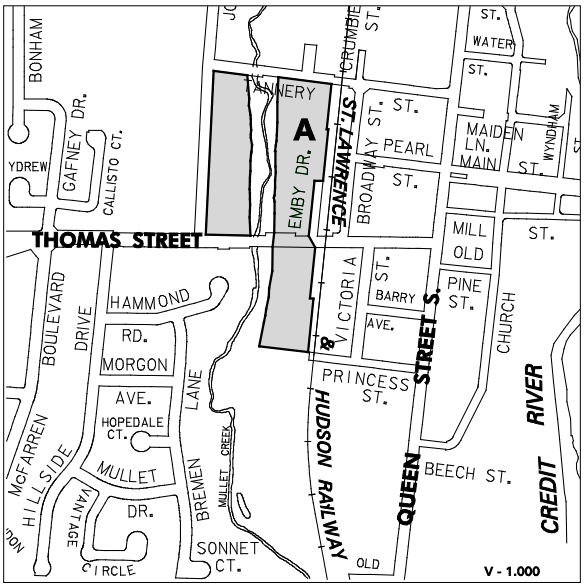
16.48.3 Prior to *development* of lands, a concept plan will be required to address among other matters:

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.



Site 49 (Streetsville Community Node)



16.49.1 The lands identified as Special Site 49 are located south of Tannery Street, north of Old Station Road, east of Joymar Drive and west of the St. Lawrence and Hudson Railway.

16.49.2 Notwithstanding the provisions of the Residential High Rise, Residential Mid-Rise, Low-Rise II, 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" *flood plain* 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.

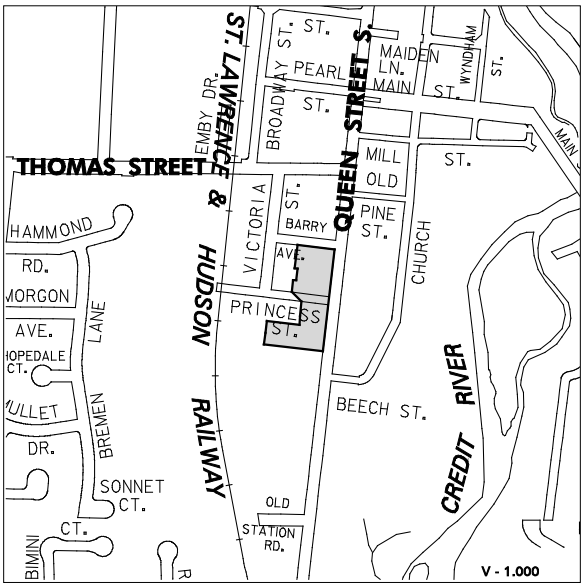
16.49.3 *Redevelopment* of Area A should include provision for a public road connecting Thomas Street and Tannery Street west of the St. Lawrence and Hudson Railway right of way.

16.49.4. Notwithstanding the provisions of the Residential Mid Rise designation, the following additional policies will apply:

a. a maximum ***floor space index (FSI)*** of 1.8 will be permitted in Area A; and

b. a maximum ***floor space index (FSI)*** of 1.3 will be permitted in the reminder of Special Site 49.

Site 50 (Streetsville Community Node)



16.50.1 In addition to the uses permitted by their Residential Low-Rise I designation, the lands identified as Special Site 50, which front on Queen Street South, may also be used for offices.

16.50.2 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.

16.50.3 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.

16.50.4 Any additions, alteration, conversion or *redevelopment* should maintain the existing front yard setback, with the front yard used for landscaping.

16.50.5 Sufficient on-site parking, which will consist of only surface parking, as required by the Zoning Bylaw, should be provided in the rear yard only at grade without removal of existing trees, except at the discretion of the City arborist.

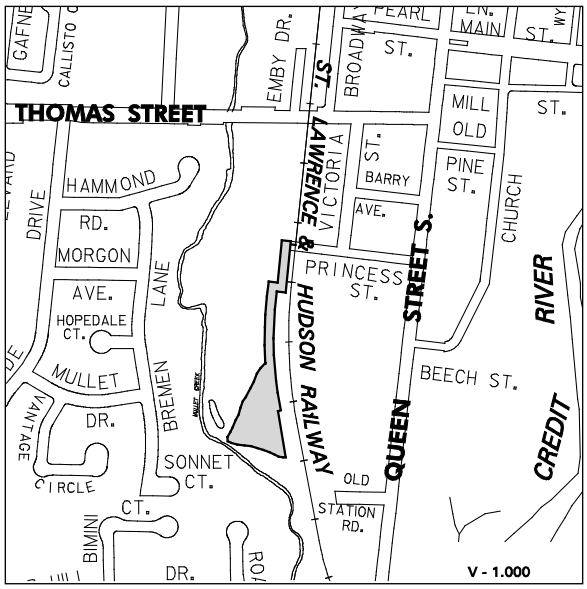
16.50.6 Vehicular entrances should be combined to minimize the number of access points on Queen Street South.

16.50.7 Minimal signage will be permitted. The design of such signage and external lighting should be compatible with the residential character of the area.

16.50.8 Existing lot sizes should be retained.

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

Site 51 (Streetsville Neighbourhood)



16.51.1 The lands identified as Special Site 51 are located south of Thomas Street, north of Old Station Road and west of the St. Lawrence and Hudson Railway.

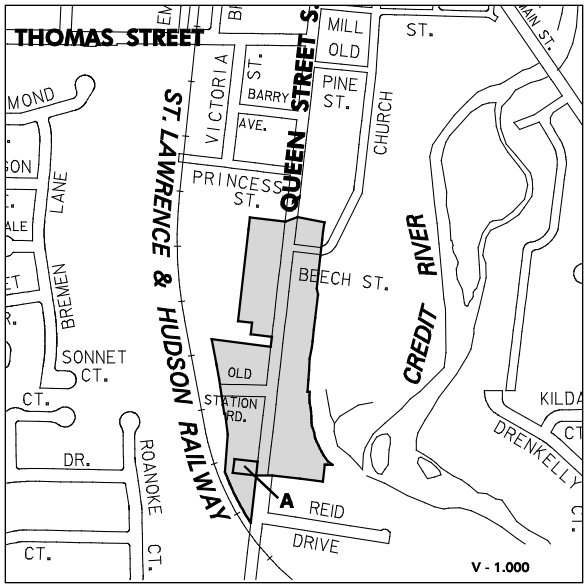
16.51.2 Notwithstanding the provisions of the Residential High Rise designation, the following additional policies will apply:

a. the determination of the area suitable for *redevelopment* will have regard for the extent of the "regulatory storm" *flood plain* and the *erosion hazards* associated with Mullet Creek, whichever is greater. The extent of areas required for conservation purposes will be determined to the satisfaction of Credit Valley Conservation and the City;

b. building forms should consist of low profile buildings ranging in height from three storeys near Mullet Creek to six storeys near the railway tracks; and

c. *redevelopment* will include provisions for a community park and a multi-use recreational trail. The trail will be located adjacent to the east side of the Mullet Creek valley, from Tannery Street to the existing trail crossing Mullet Creek, south of Thomas Street. The location and size of the community park will be determined through the preparation of a parkland concept plan.

Site 52 (Streetsville Neighbourhood)



16.52.1 The lands identified as Special Site 52 are located on Queen Street South, South of Princess Street.

16.52.2 Notwithstanding the provisions of the Low-Rise I designation, the lands identified as Special Site 1 which front onto Queen Street South, may also be used for offices.

16.52.3 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.

16.52.4 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.

16.52.5 Any additions, alteration, conversion or *redevelopment* should maintain the existing front yard setback, with the front yard used for landscaping.

16.52.6 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.

16.52.7 Vehicular entrances should be combined to minimize the number of access points on Queen Street South.

16.52.8 Minimal signage will be permitted. The design of such signage and external lighting should be compatible with the residential character of the area.

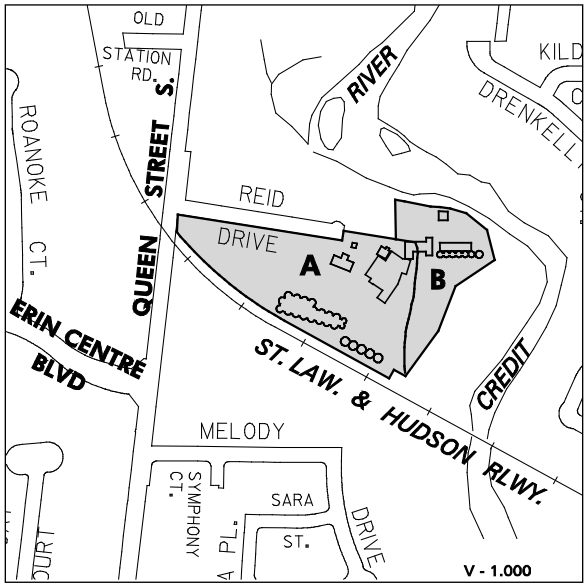
16.52.9 Existing lot sizes should be retained.

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

16.52.11 Notwithstanding the provisions of the Residential Low-Rise II designation, the lands identified as Area A may be used for a medical office and a maximum of three dwelling units at a maximum density of 33 units per ***net residential hectare***.

16.52.12 The existing residential context of the areas generally located along Main Street east of Church Street and along Queen Street South, south of Princess Street, will be maintained through appropriate building masses, setbacks, intensive landscaping, ***streetscapes*** with many mature trees, and a regular street grid pattern.

Site 53 (Streetsville Neighbourhood)



16.53.1 The lands identified as Special Site 53 are located east of Queen Street South, south of Reid Drive.

16.53.2 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

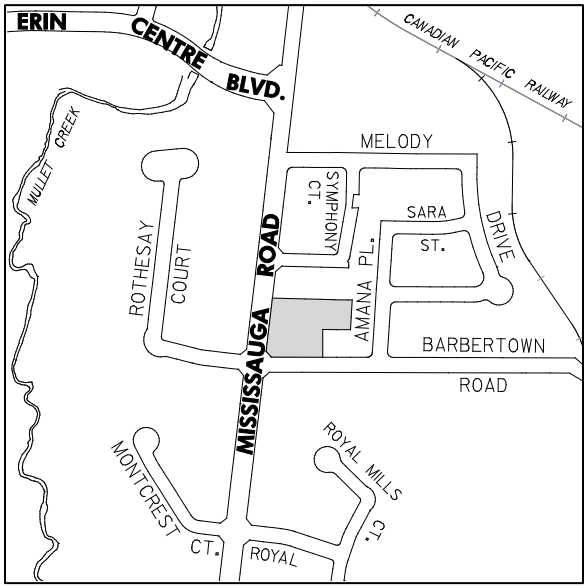
b. amendments to the Official Plan and Zoning By-law will be required prior to the *development* of Area A for any purpose other than grain processing, grain milling, and related accessory uses.

16.53.3 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.

Site 54 (Central Erin Mills Neighbourhood)

16.54.1 The lands identified as Special Site 54 are located at the northeast corner of Mississauga Road and Barbertown Road.

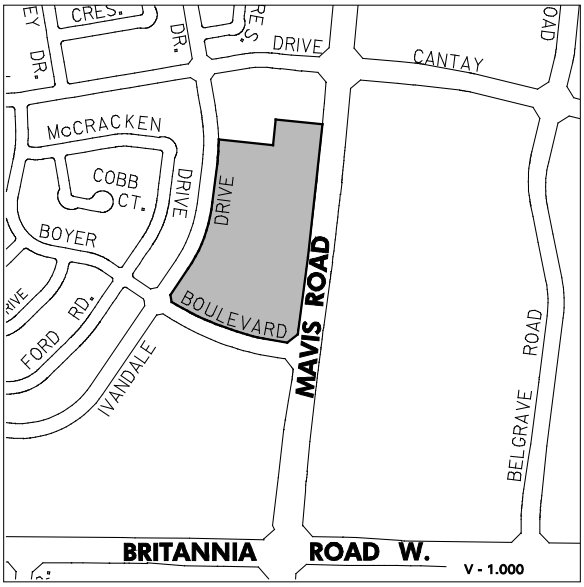
16.54.2 Notwithstanding the policies of this Plan, detached and semi-detached dwellings will be permitted.



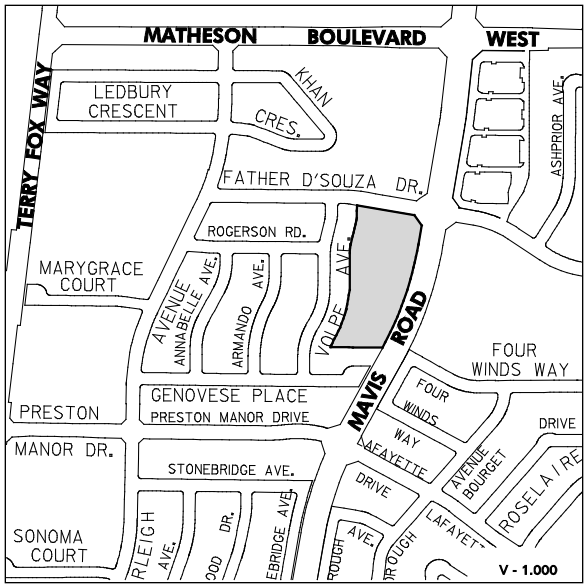
Site 55 (East Credit Neighbourhood)

16.55.1 The lands identified as Special Site 55 are located on the west side of Mavis Road, north of Boyer Boulevard.

16.55.2 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.



Site 56 (East Credit Neighbourhood)



16.56.1 The lands identified as Special Site 56 are located on the southwest corner of Father D'Souza Drive and Mavis Road.

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

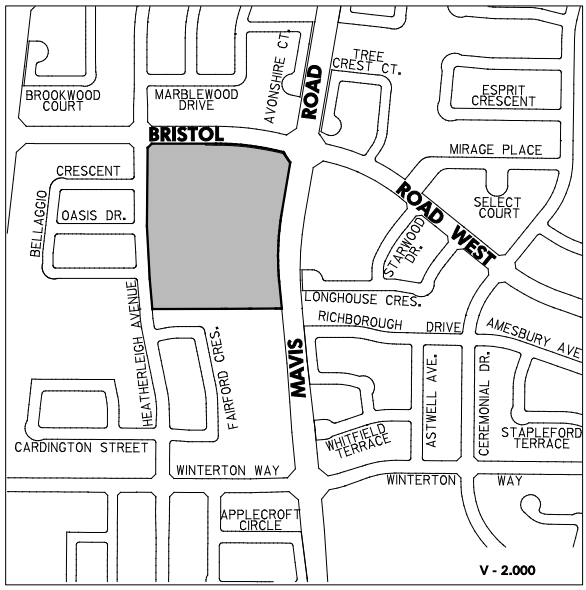
a. *development* of the property will be permitted up to a maximum ***floor space index*** (***FSI***) of 2.40;

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 Rise uses permitted on this site.

Site 57 (East Credit Neighbourhood)



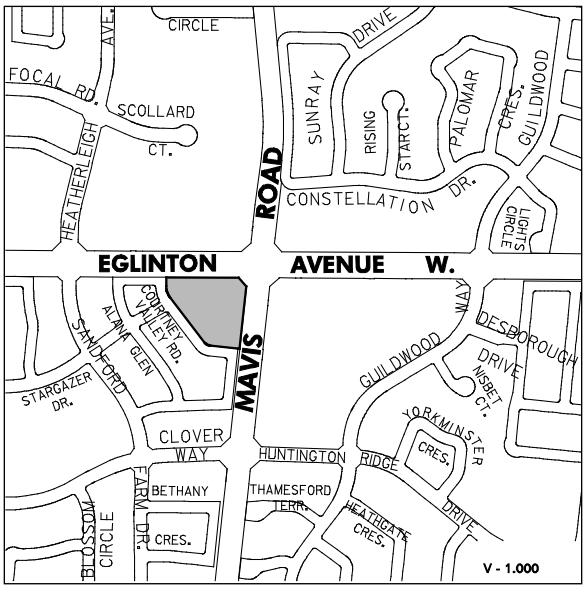
16.57.1 The lands identified as Special Site 57 are located at the southwest corner of Bristol Road West and Mavis Road.

16.57.2 Notwithstanding the policies of this Plan, a service station, gas bar and car wash may be permitted.

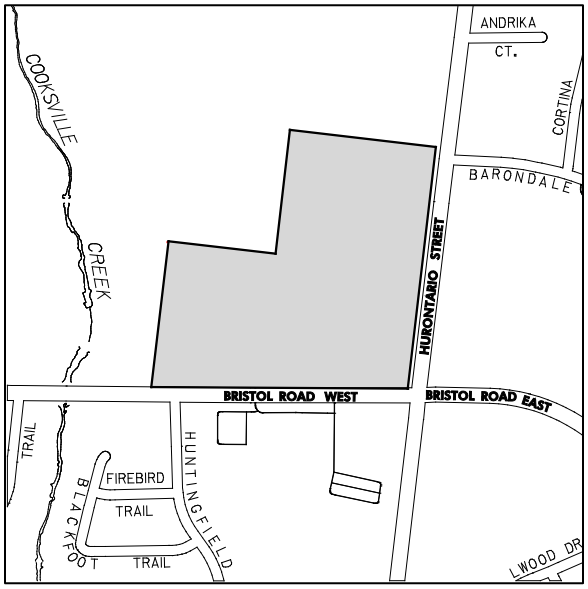
Site 58 (East Credit Neighbourhood)

16.58.1 The lands identified as Special Site 58 are located at the southwest corner of Eglinton Avenue West and Mavis Road.

16.58.2 Notwithstanding the policies of this plan, apartment dwellings and townhouse dwellings at a maximum *floor space index* (*FSI*) of 3.93 will be permitted.



Site 59 (Hurontario Neighbourhood)



16.59.1 The lands identified as Special Site 59 are located at the northwest corner of Hurontario Street and Bristol Road West.

16.59.2 Notwithstanding the policies of this Plan, the following will also be permitted:

a. *major office*

16.59.3 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; and

d. along the Bristol Road West frontage, townhouses within 250 m of Hurontario Street and residential uses within 50 m of Hurontario Street

16.59.4 Buildings with a maximum height of 20 storeys will be located in proximity to the Hurontario Street and Bristol Road West intersection.

Transportation

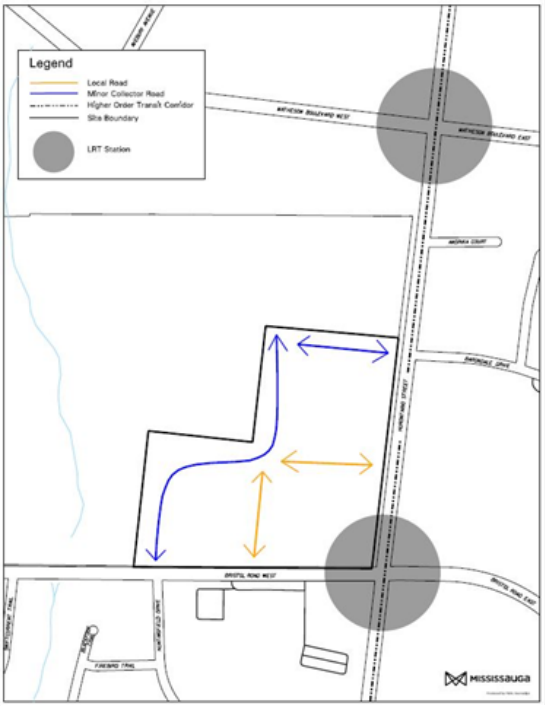
16.59.5 Future additions to the road network will be public roads. Minor collector roads and local roads are shown on Map 16-1. Location of the roads are shown conceptually and adjustment to the alignment may be made without further amendment to this plan. Additional local roads may be identified as part of the development master plan.

16.59.6 A north-south minor collector road illustrated in Map 16-1 will be designed and constructed to allow for a future connection to Matheson Boulevard West, should the lands immediately north of Special Site 59 be developed.

16.59.7 A public open space will be located on the site having frontage onto public roads.

16.59.8 The Public Open Space network and the road system will be designed to create view connections to Britannia Farm.

16.59.9 All roads will be designed to accommodate pedestrians and cyclists as appropriate.



Map 16-1: Potential Opportunity for Road Connections

Implementation

16.59.10 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; and

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

16.59.11 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.

16.59.12 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.

Site 60 (Uptown Major Node)

16.60.1 The lands identified as Special Site 60 are located within the northwest quadrant of Eglinton Avenue West and Hurontario Street.

16.60.2 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 A and B;

c. a maximum building height of 35 storeys will be permitted on the lands identified as Area A; and

d. a maximum building height of 38 storeys will be permitted on the lands identified as Area B.



Site 61 (Uptown Major Node)

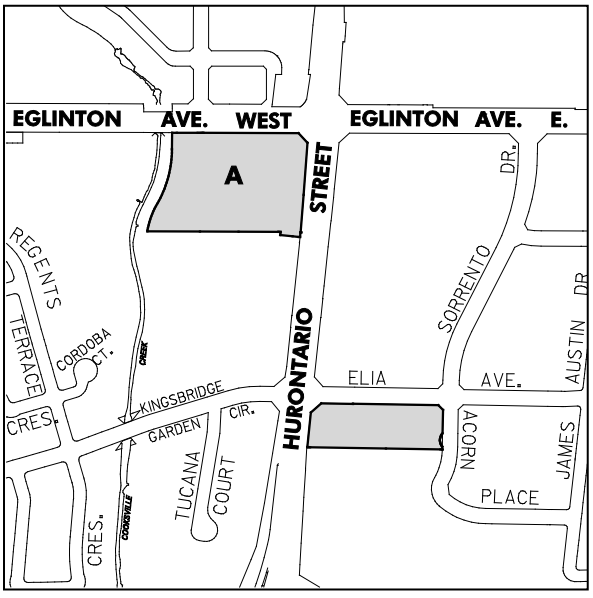
16.61.1 The lands identified as Special Site 61 are located east of Hurontario Street and south of Elia Avenue.

16.61.2 Notwithstanding the provisions of the Residential High Rise and Office designations, the following additional policies will apply:

a. Residential Rise development in combination with office uses will also be permitted, either within one building or in separate buildings. When in combination within a building or on a single site, an integrated development will be required;

b. the preferred location of office development will be adjacent to Hurontario Street;

c. architectural building and site plan solutions will be developed to create an interesting and identifiable street edge along Hurontario Street;



d. special consideration may be given to reducing building setbacks and other requirements of the Zoning By-law as a means of increasing the opportunities for creative development; and

e. in order to achieve a continuous street frontage, buildings will be encouraged to minimize setbacks from street lines.

16.61.3 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.

Site 62 (Uptown Major Node)

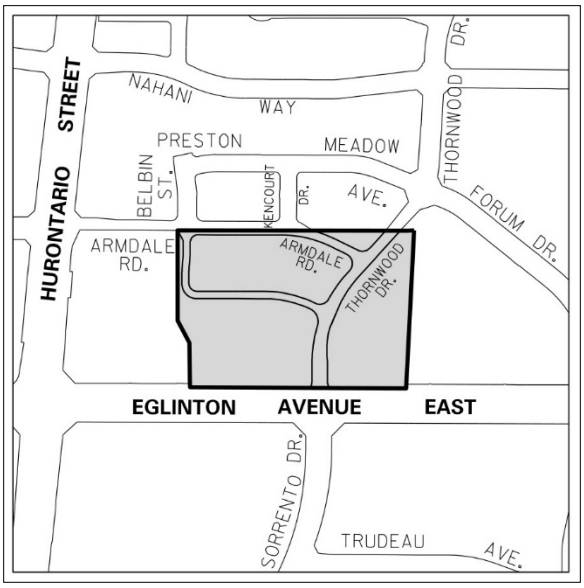
16.62.1 The lands identified as Special Site 62 are located on the north side of Eglinton Avenue East, east of Hurontario Street.

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

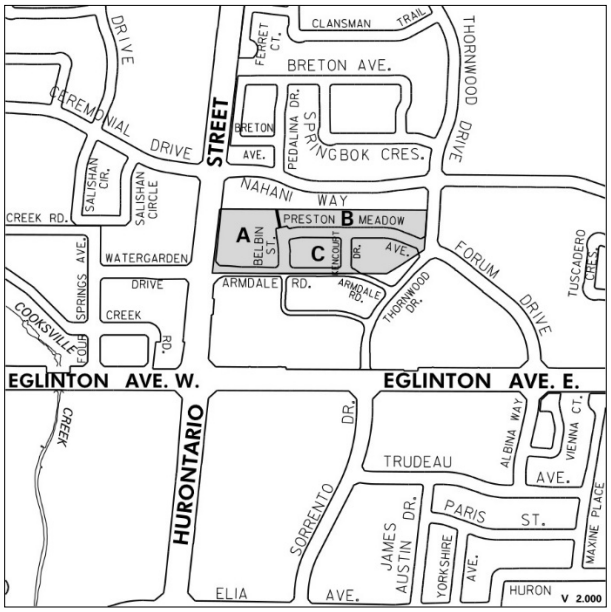
a. a maximum ***floor space index*** (***FSI***) of 5.6 will be permitted; and

b. a minimum of 1,300 m^2 of retail commercial and office space will be required.

16.62.3 Notwithstanding the maximum height provisions, three apartment buildings with maximum building heights of 35, 35 and 37 will be permitted.



Site 63 (Uptown Major Node)



16.63.1 The lands identified as Special Site 63 are located east of Hurontario Street and north of Eglinton Avenue East.

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

a. a concept plan will be required to address, among other matters: compatibility of building form and scale with existing and proposed surrounding land uses; and acceptable ingress and egress arrangements for Hurontario Street, Eglinton Avenue East, and Thornwood Drive;

b. a maximum of 1,323 dwellings units will be permitted collectively on areas identified as A and C;

c. a minimum of 2,750 m^2 and a maximum of 6,300 m^2 of retail commercial and office space will be provided, contained within the first three floors of the apartment buildings within Area A;

d. notwithstanding the provision of the Residential High Rise designation, the lands identified as Area A will be permitted to develop to maximum ***Floor Space Index (FSI)*** of 6.13, and have a maximum building height of 30 storeys; and

e. notwithstanding the provision of the Residential Low-Rise 2 designation, semi-detached dwellings will also be permitted on the lands identified as Area B.

Site 64 (Uptown Major Node)

16.64.1 The lands identified as Special Site 64 are located east of Hurontario Street and south of Nahani Way.

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

a. a minimum retail commercial floor space of 313 m^2 will be permitted;

b. an apartment building to a maximum ***floor space index (FSI)*** of 5.1 will be permitted; and

c. a maximum building height of 33 storeys will be permitted.



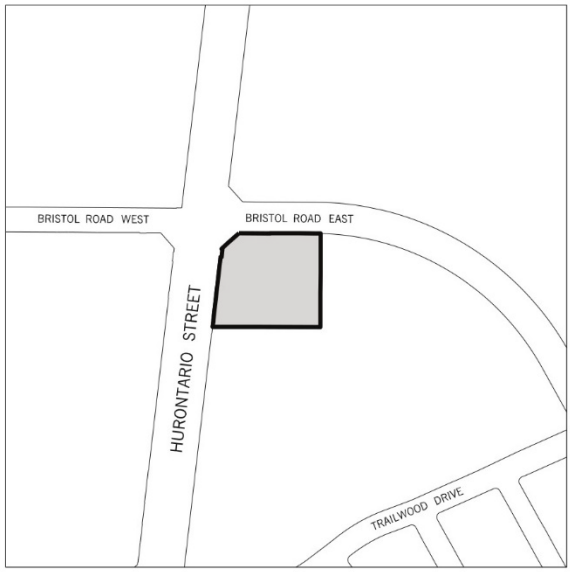
Site 65 (Hurontario Neighbourhood)

16.65.1 The lands identified as Special Site 65 are located at the southeast corner of Hurontario Street and Bristol Road East.

16.65.2 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.



Site 66 (Gateway Corporate Centre Employment Area)

16.66.1 The lands identified as Special Site 66 are located on the west side of Hurontario Street, north of Milverton Drive.

16.66.2 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;

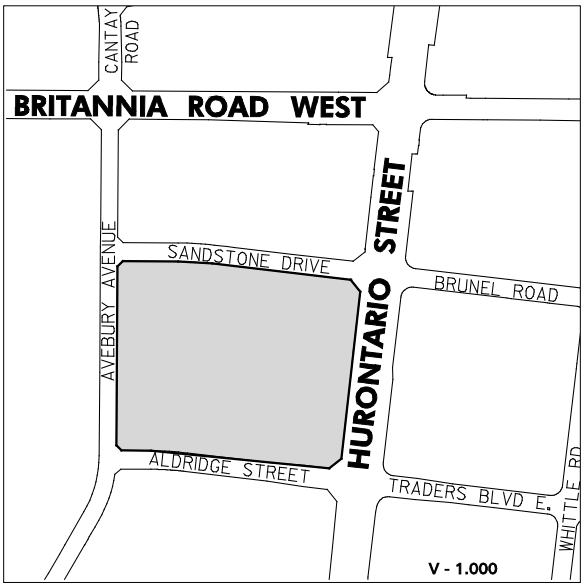
d. financial institution;

e. research and development; and

f. restaurant.



Site 67 (Gateway Corporate Centre Employment Area)



16.67.1 The lands identified as Special Site 67 are located at the southwest corner of Sandstone Drive and Hurontario Street.

16.67.2 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.

16.67.3 Notwithstanding the policies of this Plan, the following additional policies will apply where the existing building is extended:

a. the building extension will not have greater setbacks than the existing building; and

b. a maximum of four rows of parking and associated aisles will be permitted between the building extension and Hurontario Street.

Site 68 (Gateway Corporate Centre Employment Area)



16.68.1 The lands identified as Special Site 68 are located at the northwest corner of Sandstone Drive and Hurontario Street.

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

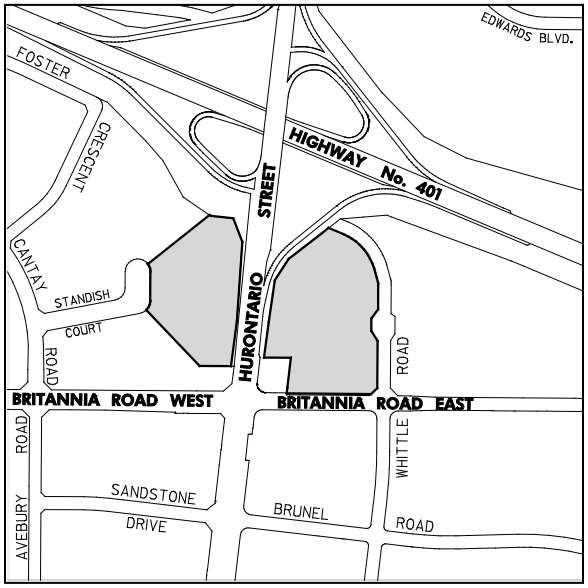
a. buildings will have a minimum building frontage of 39 metres facing Hurontario Street;

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.

Site 69 (Gateway Corporate Centre Employment Area)



16.69.1 The lands identified as Special Site 69 are located on the east and west sides of Hurontario Street, south of Provincial Highway 401.

16.69.2 Nothwithstanding the policies of this Plan, the following additional policies will apply:

a. buildings will be setback a maximum of 14 metres;

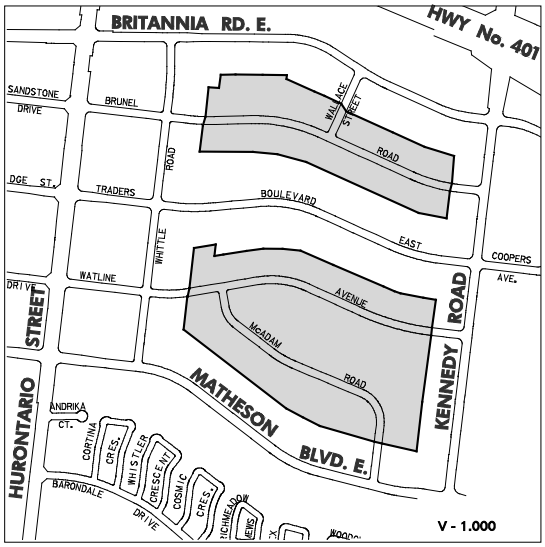
b. buildings will have a minimum building frontage of 39 metres facing Hurontario Street;

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.

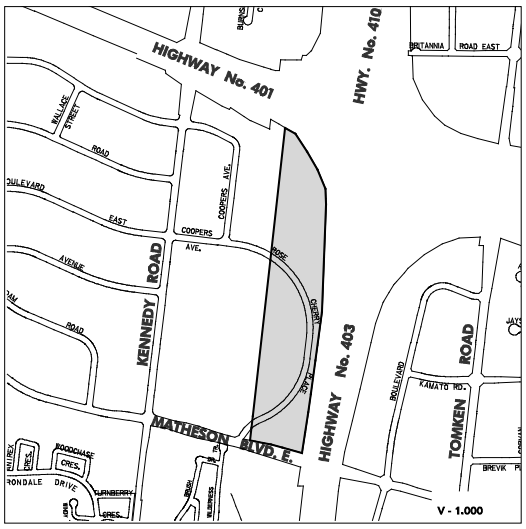
Site 70 (Gateway Employment Area)



16.70.1 The lands identified as Special Site 70 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.

16.70.2 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.

Site 71 (Gateway Employment Area)



16.71.1 The lands identified as Special Site 71, known as the ~~Hershey~~ Paramount Centre, are located west of Provincial Highway 403, between Provincial Highway 401 and Matheson Boulevard East.

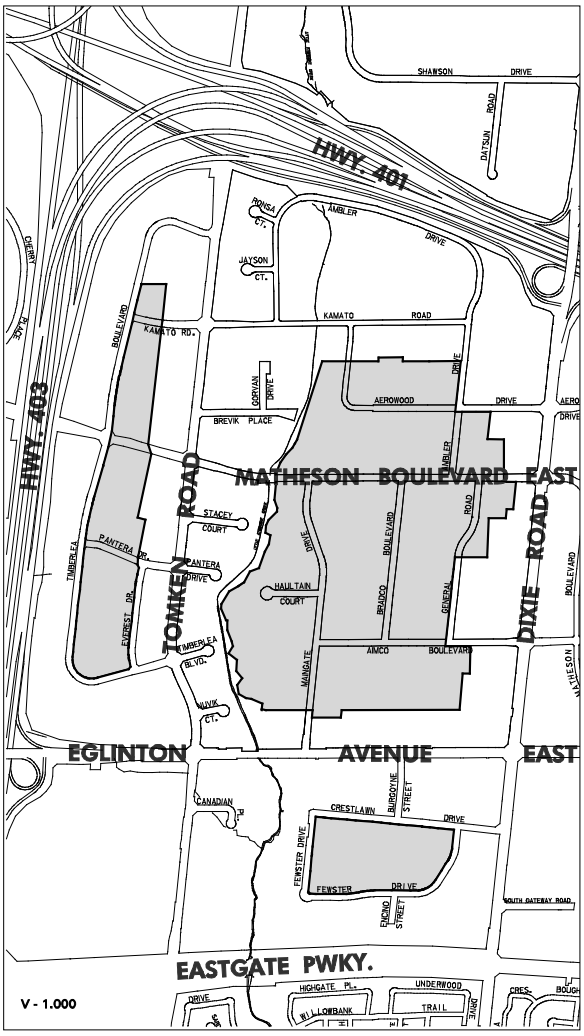
17.71.2 Notwithstanding the provisions of the Public Open Space designation, the following additional policy will apply:

a. land uses permitted within Special Site 71 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.

Site 72 (Northeast Employment Area)

16.72.1 The lands identified as Special Site 72 are located north of Eastgate Parkway, west of Dixie Road, south of Highway 401, and east of Highway 403.

16.72.2 Notwithstanding the provisions of the Business Employment designation, outdoor storage will also be permitted.



Site 73 (Northeast Employment Area)

16.73.1 The lands identified as Special Site 73 are located on the south side of Eglinton Avenue East, east of Tomken Road.

16.73.2 Notwithstanding the provisions of the Business Employment and Greenlands designations, housing for the elderly will also be permitted.

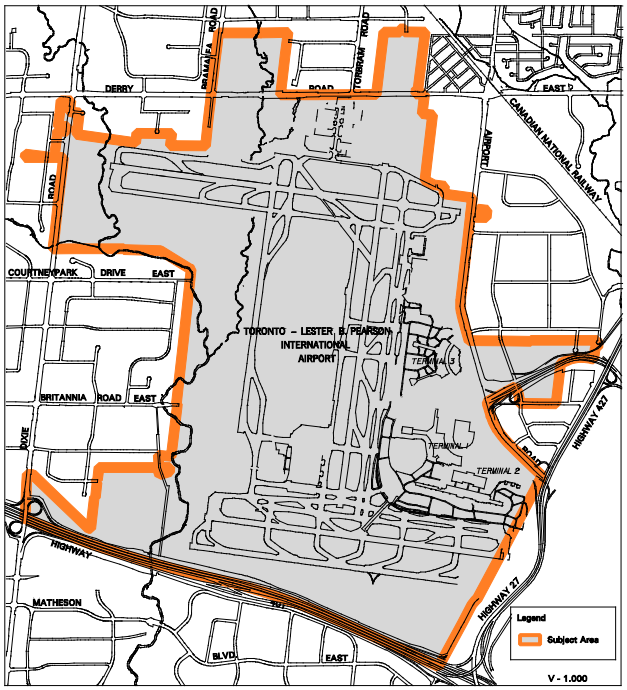


Site 74 (Toronto-Lester B. Pearson International Airport Special Purpose Area)

Introduction

16.74.1 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 4 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.

Land Use

16.74.2 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.

16.74.3 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.

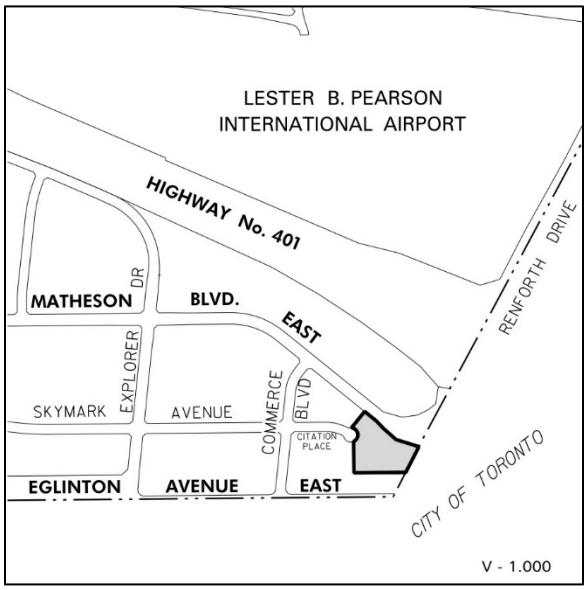
16.74.4 Because of the economic importance of the Airport to the city, region and province, *development* should be compatible with Airport operations and allow the Airport to function efficiently to achieve its economic potential having regard for:

a. existing and future industry;

b. business and employment opportunities; and

c. the interests of existing and future residents.

Site 75 (Airport Corporate Centre Employment Area)



16.75.1 For the lands identified as Special Site 75 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, 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.

Site 76 (Western Business Park employment Area)



16.76.1 The lands identified as Special Site 76 are located in the northwest quadrant of the intersection of Winston Churchill Boulevard and Unity Drive.

16.76.2 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:

   i. street access;

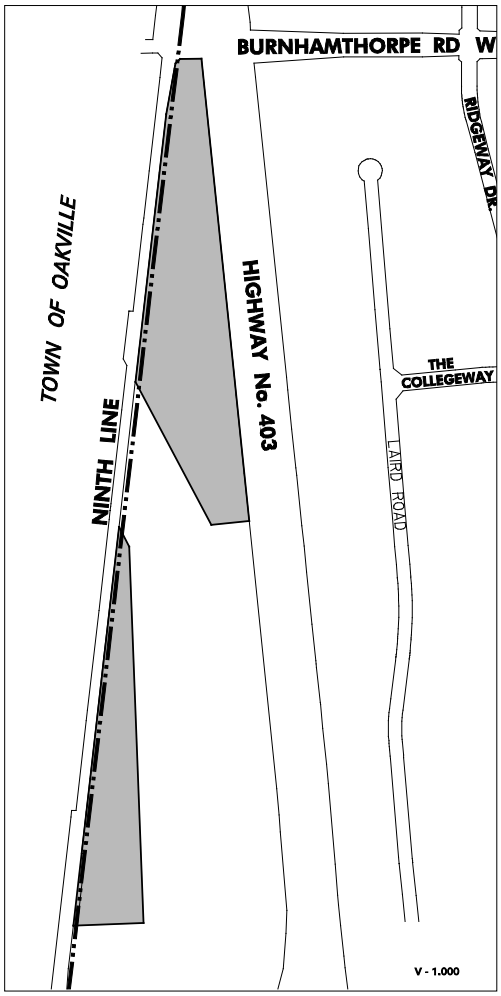
   ii. impacts on residential lands will be addressed in accordance with the Urban Design policies of this Plan; and

   iii. appropriate gateway treatment through the massing of buildings and landscape design.

Site 77 (Western Business Park Employment Area)

16.77.1 The lands identified as Special Site 77 are located on the east side of Ninth Line, south of Burnhamthorpe Road West.

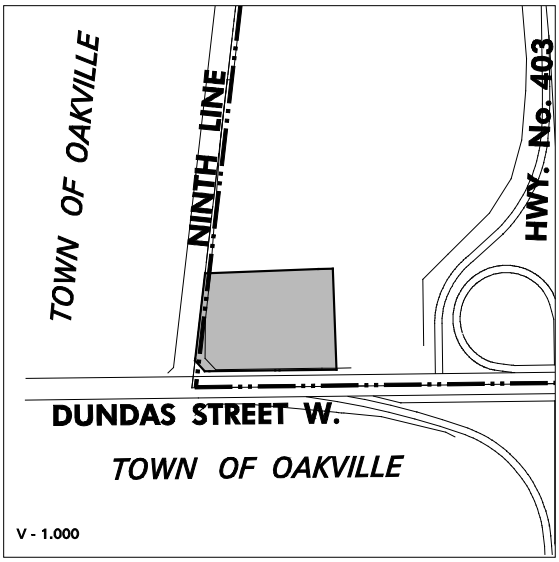
16.77.2 Notwithstanding the provisions of the Business Employment designation, cemetery use will be permitted.



Site 78 (Western Business Park Employment Area)

16.78.1 The lands identified as Special Site 78 are located on the north side of Dundas Street West, east of Ninth Line, and west of Provincial Highway 403.

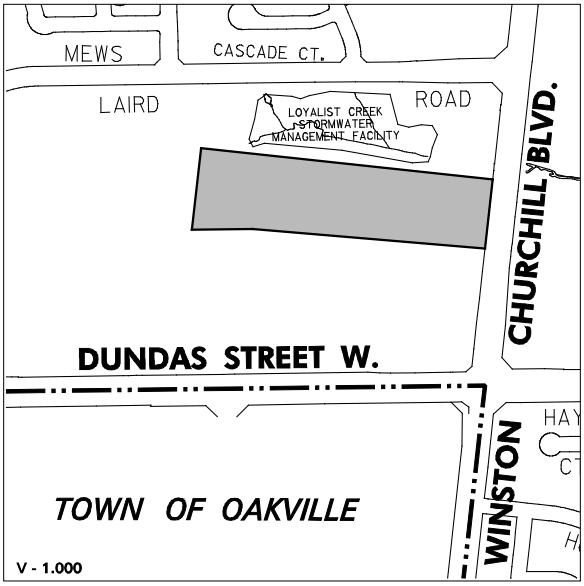
16.78.2 Notwithstanding the provisions of the Business Employment designation, Mixed Uses and cemetery use will be permitted.



Site 79 (Erin Mills Neighbourhood)

16.79.1 The lands identified as Special Site 79 are located south of Laird Road and west of Winston Churchill Boulevard.

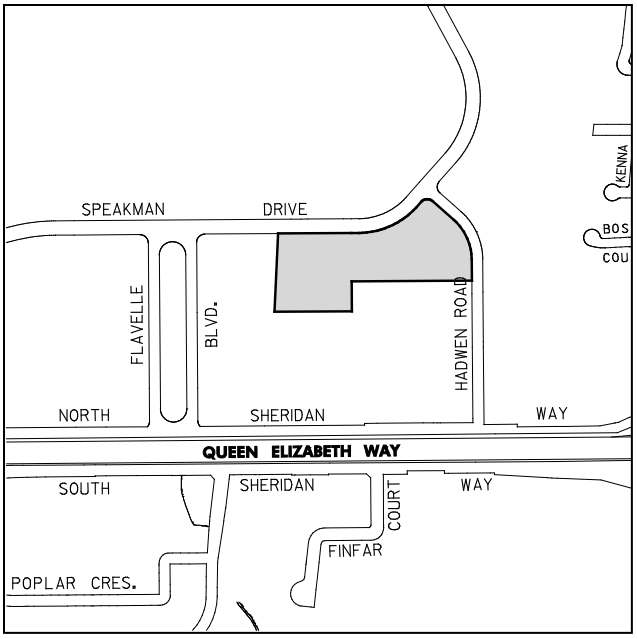
16.79.2 Notwithstanding the provisions of the Mixed Use designation, housing for the elderly will also be permitted.



Site 80 (Sheridan Park Corporate Centre Employment Area)

16.80.1 The lands identified as Special Site 80 are located on the south side of Speakman Drive, west of Hadwen Road and are municipally known as 2270 and 2300 Speakman Drive.

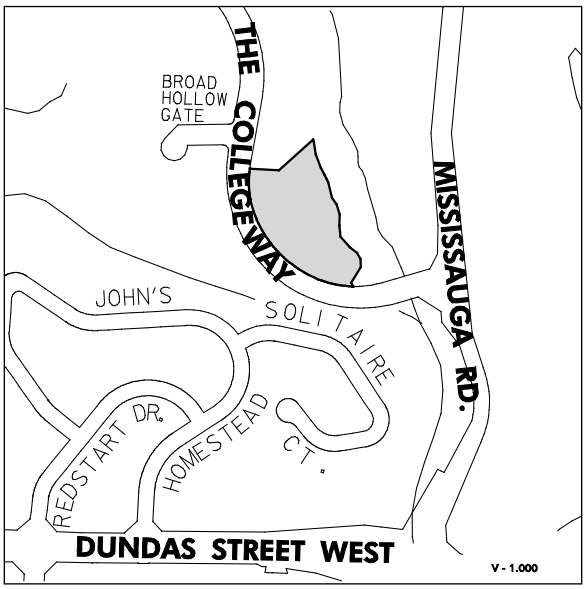
16.80.2 Notwithstanding the policies of this Plan, a private elementary and secondary school will also be permitted.



Site 81 (Erin Mills Neighbourhood)

16.81.1 The lands identified as Special Site 81, 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*.

16.81.2. Notwithstanding the provisions of the Mixed Use designation, uses will be limited to the following:



a. overnight accommodation;
b. restaurants;
c. banquet halls;
d. conference centres;
e. spa;
f. recreation facilities associated with overnight accommodation;
g. 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
h. the maximum ***floor space index*** (***FSI***) of all commercial uses shall not exceed 0.27.

Site 82 (University of Toronto Mississauga Special Purpose Area)

Introduction

16.82.1 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.

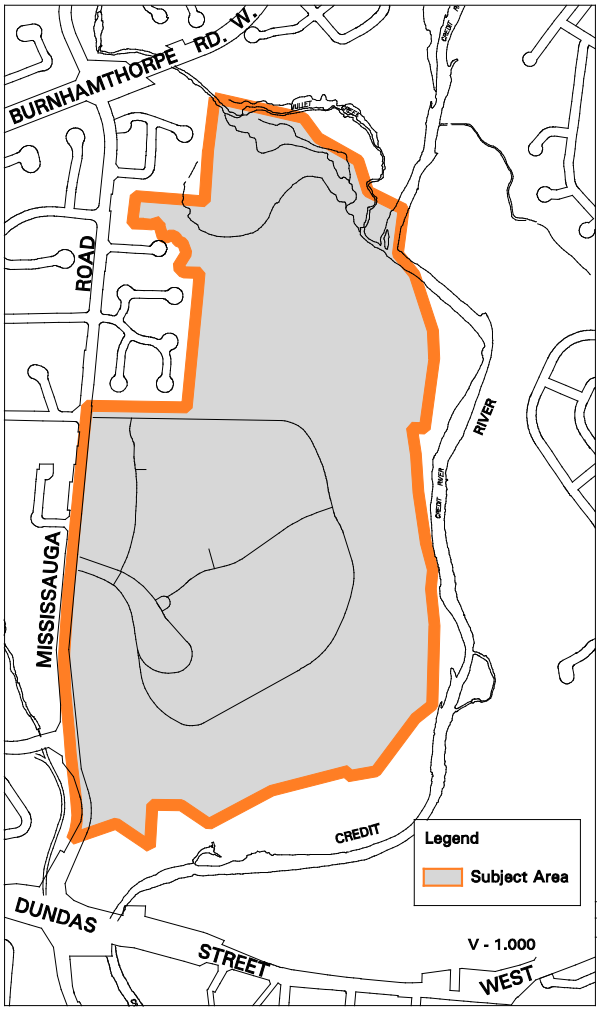
Land Use

16.82.2 Expansion of the UTM campus by the acquisition of adjacent properties will be permitted without an amendment to this Plan.

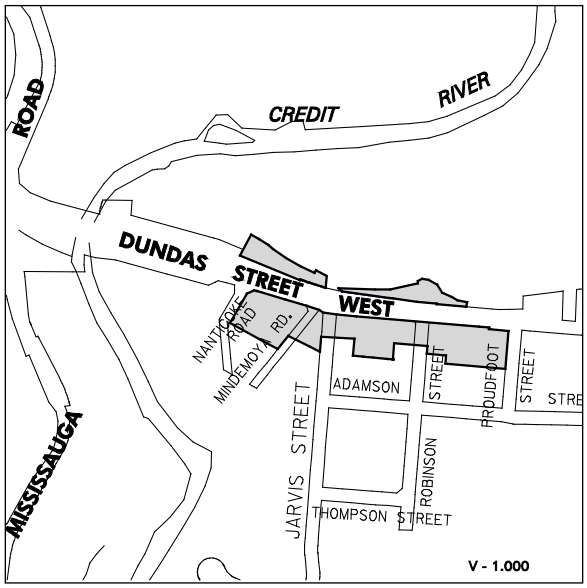
16.82.3 *Development* should be located and designed to minimize adverse effects on adjacent residential areas.

16.82.4 *Development* should have regard for the Mississauga Road *Scenic Route* Policies

16.82.5 As part of any *significant* future *development*, the need for additional or alternative access will be reviewed.



Site 83 (Erindale Neighbourhood)



16.83.1 The lands identified as Special Site 83 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.

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

a. any conversion of existing residential units to office uses will maintain a residential appearance in keeping with the character of the existing dwellings in the surrounding area;

b. any additions or alterations of existing buildings will be sensitive to the village theme of the area, and will be largely confined to the rear of the property;

c. minimal signage will be permitted and the design of such signage and external lighting will be compatible with the residential character of the area;

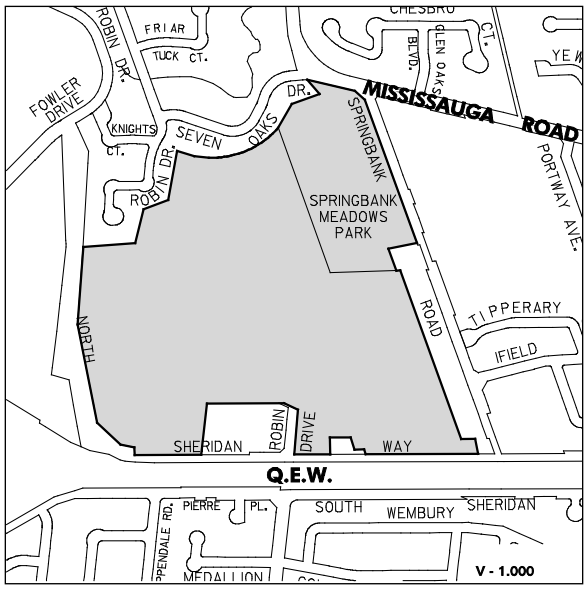
d. for those properties east of Mindemoya Road, on-site parking will consist only of surface parking and will be provided in the rear yard only;

e. the closed road allowance for Nanticoke Road will provide access to parking and form part of a pedestrian walkway to the Credit River valley;

f. notwithstanding the provisions of the Mixed Use designation, commercial uses and all types of restaurants will not be permitted within Special Site 1 lands on the south side of Dundas Street West, west of Robinson Street extending westerly to include the lands at the southwest corner of Dundas Street West and Mindemoya Road. This does not prohibit the conversion of existing residential units to office uses in this area; and

g. buildings should have a minimum of two storeys and a maximum of three storeys in height.

Site 84 (Sheridan Neighbourhood)



16.84.1 The lands identified as Special Site 84 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.

16.84.2 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;

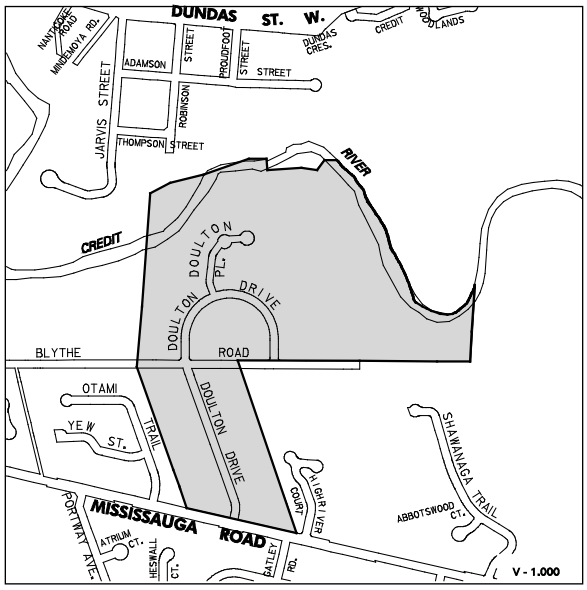
g. any use that would allow the accumulation of methane gas requires the approval of the City and the Region of Peel;

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.

Site 85 (Sheridan Neighbourhood)



16.85.1 The lands identified as Special Site 85 are referred to as the Doulton Drive Lands.

16.85.2 Notwithstanding the provisions of the Residential Low-Rise I and Greenlands designations, these lands will be subject to the following:

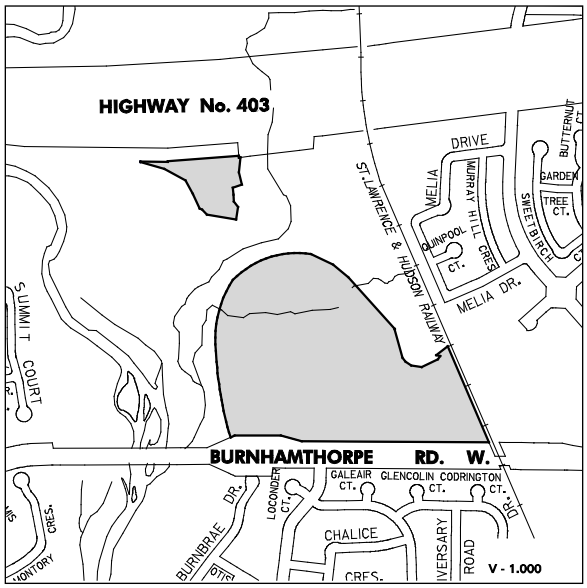
a. Mississauga considers that the preservation of this distinctive area could be achieved with up to 47 residential lots;

b. Mississauga will encourage a minimum lot area of 0.3 ha with a minimum lot frontage of 38 m, except for those lots fronting on Mississauga Road which are not corner lots, where a minimum lot area of 0.2 ha and a minimum lot frontage of 30 m are considered appropriate;

c. any *redevelopment* may proceed on the basis of private sewage disposal systems subject to the applicable regulations; and

d. comprehensive site and environmental analyses will be required in support of any divisions of land.

Site 86 (Erindale Neighbourhood)



16.86.1 The lands identified as Special Site 86 are generally located north of Burnhamthorpe Road West, east of the Credit River. The site, within Riverwood Park, is to be developed with a series of display gardens, demonstration exhibits, interpretive sites and appropriate buildings linked together by a system of walks and trails.

16.86.2 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:

   i. offices;

   ii. retail uses that are accessory to the City Garden Park;

iii. conference centre;

iv. banquet hall;

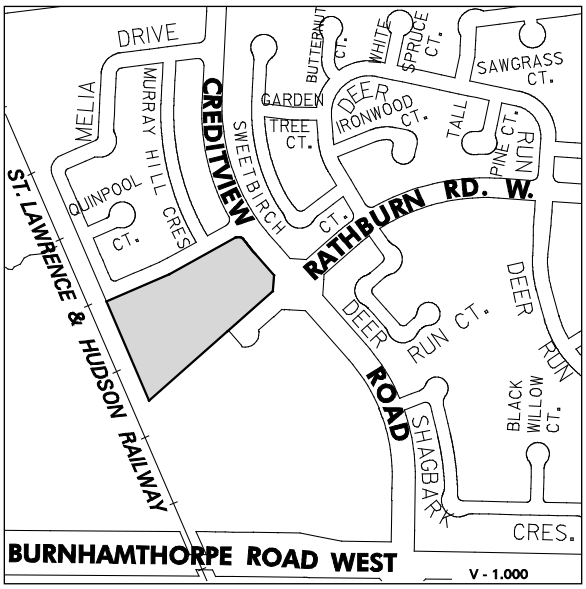
v. conservatory/greenhouse complex; and

vi. commercial school.

b. any proposed structures will be limited in size and to a design compatible with the existing structures and will be designed and located in a manner that minimizes the removal of forest cover; and

c. the planning and *development* of Riverwood Park will be pursuant to the approved Mississauga Garden Park Master Plan and Implementation Strategy.

Site 87 (Creditview Neighbourhood)



16.87.1 The lands identified as Special Site 87 are located on the west side of Creditview Road between Rathburn Road West and Melia Drive.

16.87.2 Notwithstanding the provisions of the Residential High Rise designation, the following additional policies will apply:

a. a maximum of three apartment buildings containing a maximum of 500 apartment dwelling units and an enclosed recreation centre will be permitted on the lands at a ***floor space index (FSI)*** of 2.09;

b. building heights shall range from seven to ten storeys adjacent to Creditview Road to 12 storeys on the south side of Melia Drive to 18 storeys adjacent to the southern boundary of the site in the vicinity of the GO train station on the St. Lawrence and Hudson Railway; and

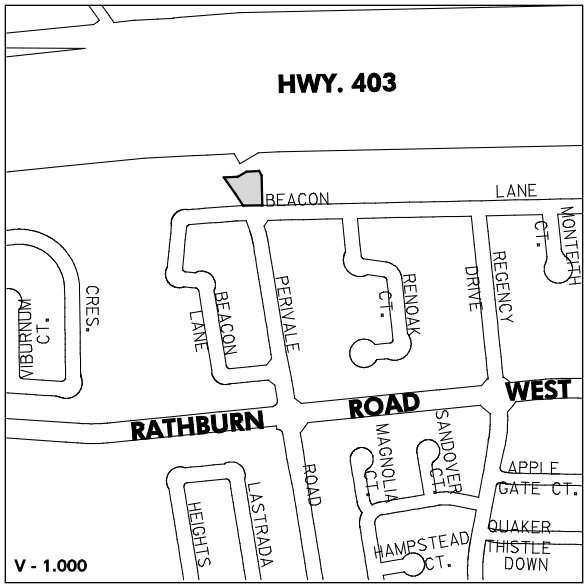
c. the *development* of these lands will also be subject to the following:

i. no vehicular access to Melia Drive;

ii. the erection of an enclosed recreation centre concurrent with the erection of the 12 storey apartment building fronting on Melia Drive; and

iii. provision for Rathburn Road West modifications and site access to the satisfaction of the City of Mississauga.

Site 88 (Creditview Neighbourhood)



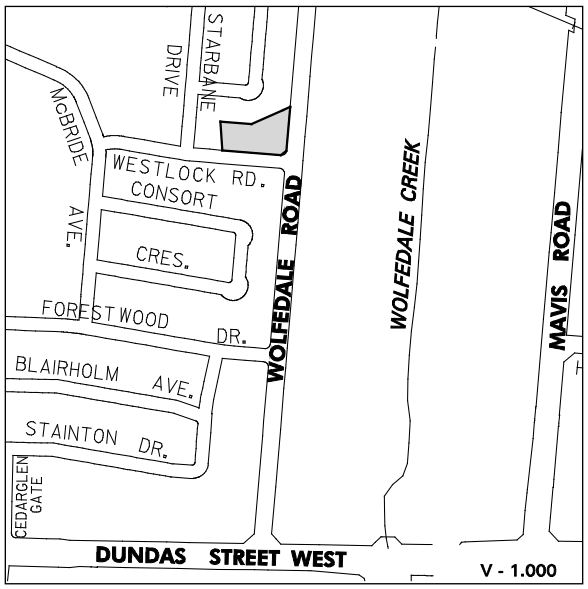
16.88.1 The property identified as Special Site 88 is located at 4265 Perivale Road and is referred to as the Crozier House. This house has been identified as a building worthy of preservation.

16.88.2 Notwithstanding the provisions of the Residential Low-Rise I 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.

Site 89 (Erindale Neighbourhood)



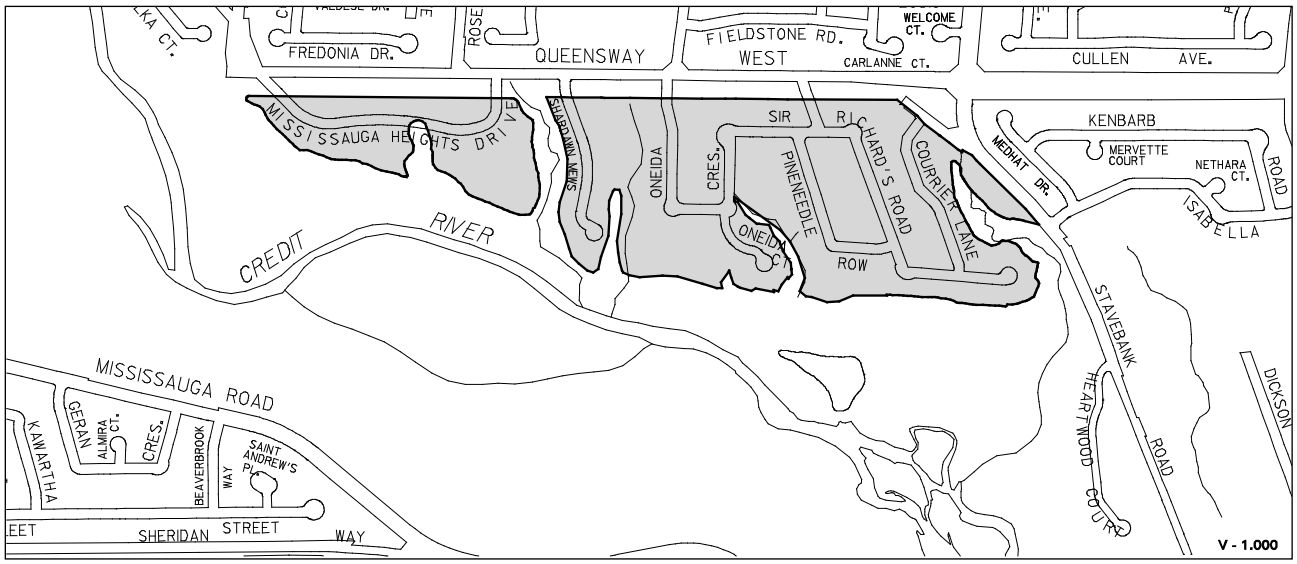
16.89.1 The lands identified as Special Site 89 are located at the northwest corner of Wolfedale Road and Westlock Road.

16.89.2 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.

Site 90 (Erindale Neighbourhood)



16.90.1 The lands identified as Special Site 2 are located south of Queensway West, west of Stavebank Road.

16.90.2 Notwithstanding the provisions of the Residential Low Density Rise I designation, the following additional policies apply:

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

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

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

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

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

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

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

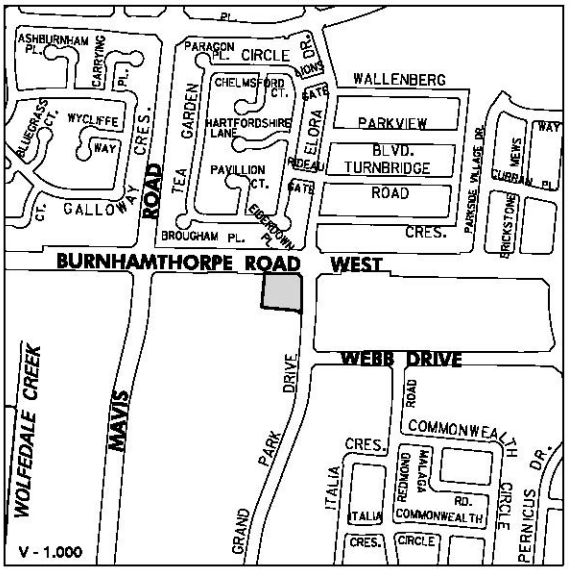
h. preserve existing mature high quality trees to maintain the existing mature nature of these areas; and

i. the lots fronting on Mississauga Heights Drive will be required to have a minimum frontage of 30 m and a minimum area of 1,400 m^2.

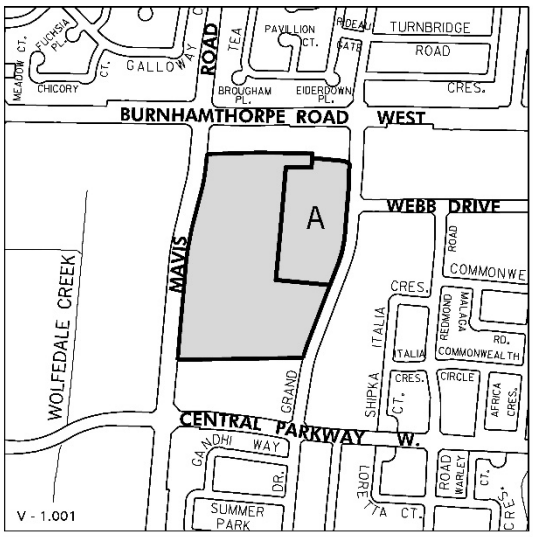
Site 91 (Fairview Neighbourhood)

16.91.1 The lands identified as Special Site 91 are located at the southwest corner of Burnhamthorpe Road West and Grand Park Drive.

16.91.2 Notwithstanding the policies of this Plan, an apartment dwelling with a maximum height of 25 storeys will be permitted.



Site 92 (Fairview Neighbourhood)



16.92.1 The lands identified as Special Site 92 are located in the southeast quadrant of Burnhamthorpe Road West and Mavis Road.

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

a. residential uses will not be permitted

b. A self-storage facility will be permitted.

16.92.3 A concept plan for all of Site 92 will be required to address, among other matters, the following:

a. compatibility of building form and scale with existing and proposed surrounding land uses;

b. acceptable ingress and egress arrangements for Mavis Road, Burnhamthorpe Road West, Grand Park Drive, and Central Parkway West;

c. the provision of off-street parking; and

d. landscaping and buffering of commercial uses proposed along Mavis Road.

16.92.4 Office development will not exceed a ***floor space index (FSI)*** of 1.0;

a. In addition to the above, an additional ***floor space index (FSI)*** of 0.15 will be permitted for accessory grade related commercial uses.

16.92.5 The lands may be used for the industrial operations and related accessory uses in existence at the time this policy comes into effect (September 10, 2007). Minor alterations or additions generally limited to a maximum of 20 percent of the gross floor area (GFA) of existing facilities, buildings and structures will be permitted; and

16.92.6 When the existing industries cease operation, residential uses will be permitted as part of the *redevelopment* of the lands, in accordance with the Mixed Use designation of this Plan. The *redevelopment* of lands fronting Mavis Road should recognize industries on the west side of Mavis Road. *Redevelopment* of the lands fronting the east side of Mavis Road will be of a mixed commercial/residential nature. Any additional residential buildings will be located internally on the site and should have an easterly orientation.

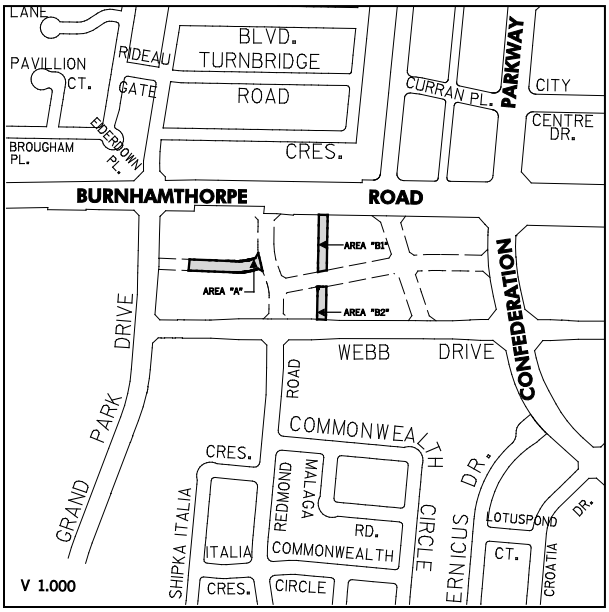
16.92.7 Notwithstanding the policies of this Plan, on the lands identified as Area A, no residential development will be permitted until the closure of the chemical plant located on Mavis Road, south of Burnhamthorpe Road West.

Site 93 (Downtown Core - UGC Core)

16.93.1 The lands identified as Special Site 93 are located between Burnhamthorpe Road West and Webb Drive and between Grand Park Drive and Confederation Parkway.

16.93.2 Area A shall be a public road but permit a private below grade parking structure.

16.93.3 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.



Site 94 (Downtown Core - UGC)

16.94.1 The lands identified as Special Site 94 are located north of Rathburn Road, west of the Confederation Parkway extension.

16.94.2 Notwithstanding the provisions of the Mixed Use designation, townhouse dwellings will be permitted



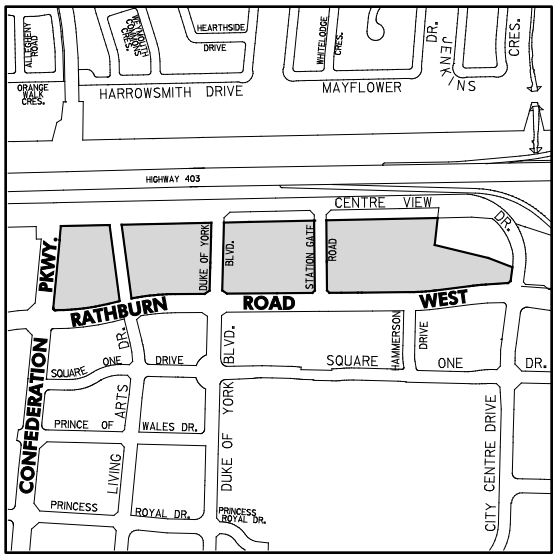
Site 95 (Downtown Core - UGC)

16.95.1 The lands identified as Special Site 95 are located north of Rathburn Road West, east of Confederation Parkway and south and of Centre View Drive.

16.95.2 Notwithstanding the provisions of this Plan, apartment dwellings will be permitted provided that they are part of:

a. an office, medical office, hospital, university/college or overnight accommodation development application, or any combination thereof to a maximum of 20 percent of the total gross floor area.

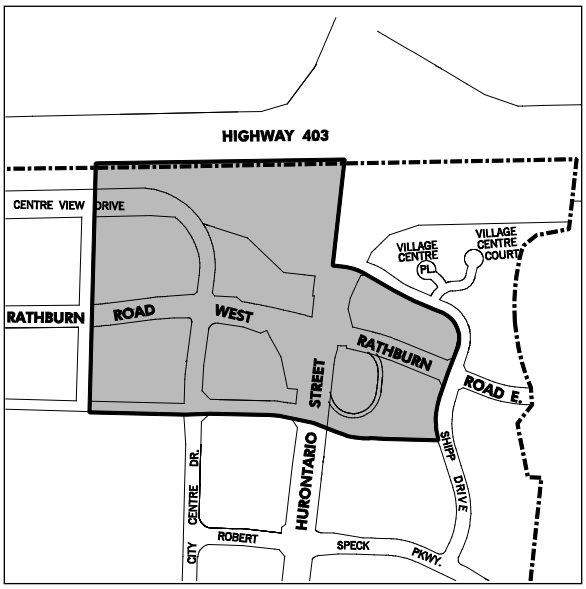
16.95.3 The size and configuration of the park on the northeast corner of Rathburn Road West and Living Arts Drive will be determined through the development application process.



Site 96 (Downtown Core - UGC)

16.96.1 The lands identified as Special Site 96 are located in the four quadrants adjacent to the Hurontario Street and Rathburn Road intersection.

16.96.2 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.



Site 97 (Downtown Core - UGC)

16.97.1 The lands identified as Special Site 97 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.

16.97.2 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 97 without an amendment to this Plan and these lands may also be used for parking.



Site 98 (Downtown Core – UGC)

16.98.1 The lands identified as Special Site 98 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.

16.98.2 Should the City Centre Transit Terminal remain in its current location, the following modifications to Map 12-2.7 – 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; and

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.

Site 99 (Downtown Core – UGC)

16.99.1 The lands identified as Special Site 99 are generally located east of Duke of York Boulevard and north of City Centre Drive.

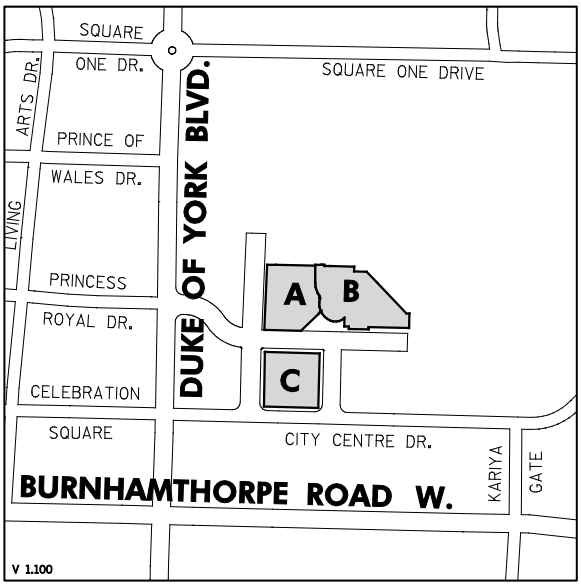
16.99.2 Notwithstanding the policies in this Plan, commercial uses to a maximum of 925 m^2 GFA will be permitted in a building of less than 3 storeys, accessory to Open Space within Area C.

16.99.3 Below-grade parking structures will be permitted in Area C.

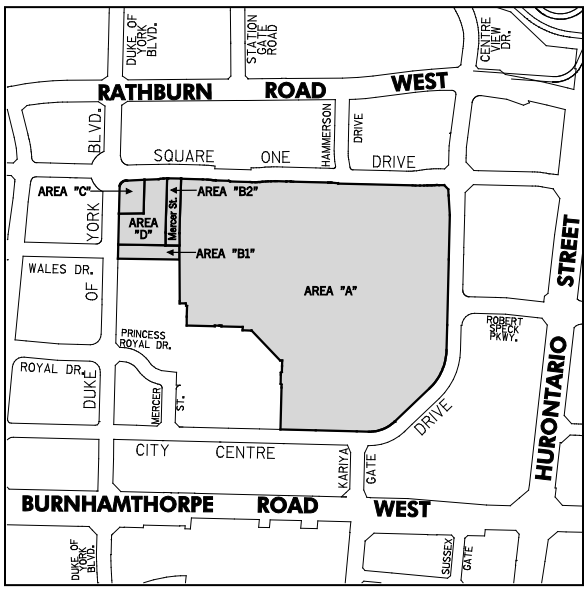
16.99.4 Storefronts may vary in width within Area A.

16.99.5 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



Site 100 (Downtown Core – UGC)



16.100.1 The lands identified as Special Site 100 are generally located, south of Square One Drive and north and west of City Centre Drive.

16.100.2 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 ***floor space index*** (***FSI***) of less than 3.0 must be part of a development application that demonstrates how the minimum ***floor space index*** (***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.

Site 101 (Downtown Core – UGC)

16.101.1 The lands identified as Special Site 101 are located on the north side of Burnhamthorpe Road West, east of Confederation Parkway.

16.101.2 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.

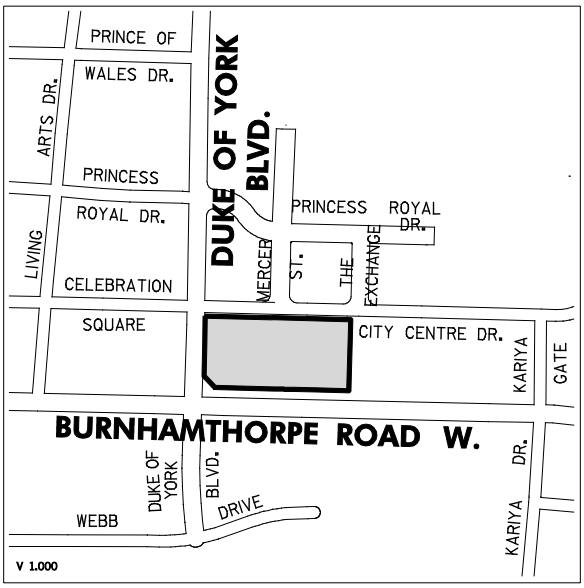


Site 102 (Downtown Core - UGC)

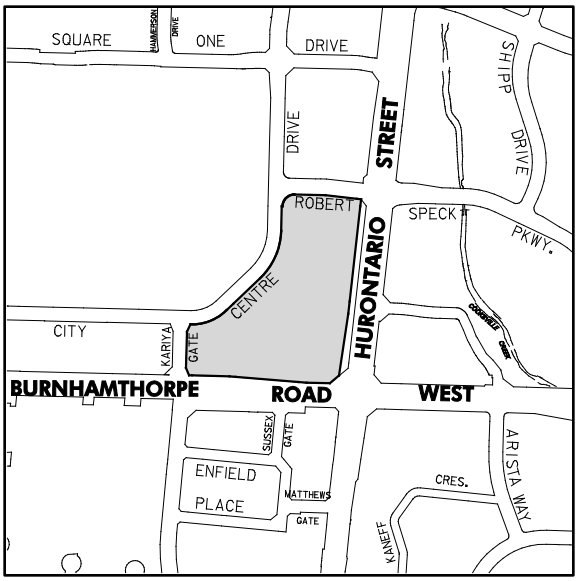
16.102.1 The lands identified as Special Site 102 are located at the northeast corner of Burnhamthorpe Road West and Duke of York Boulevard.

16.102.2 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 percent and 75 percent requirements without amendment to this Plan.

16.102.3 Minor additions and alterations, and the re-use or reconfiguration of the existing buildings in existence at the time this policy comes into effect June 8, 2020 are permitted without amendment to this Plan.



Site 103 (Downtown Core - UGC)



16.103.1 The lands identified as Special Site 103 are located on the east side of City Centre Drive, south of Robert Speck Parkway.

16.103.2 Notwithstanding the policies of this Plan, a master site plan will be required to demonstrate a road and block layout for future *development*.

16.103.3 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.

16.103.4 The realignment of City Centre Drive may occur if it is satisfactory to the City.

16.103.5 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.

16.103.6 Surface parking lots for new *development* may be permitted to facilitate office development.

16.103.7 Retail Activation along the east side of Kariya Gate may be reduced for existing buildings from the 75 percent minimum requirement without amendment to this Plan.

16.103.8 Minor additions and alterations, and the re-use or reconfiguration of the existing buildings in existence at the time this policy comes into effect June 8, 2020 are permitted without amendment to this Plan.

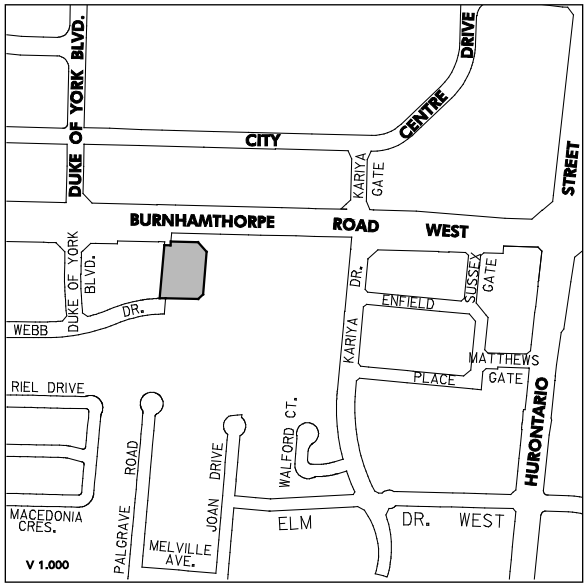
Site 104 (Downtown Core - UGC)

16.104.1 The lands identified as Special Site 104 are located at the southwest corner of Burnhamthorpe Road East and the future extension of Main Street.

16.104.2 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.

16.104.3 Minimum Retail Activation on buildings fronting onto Burnhamthorpe Road West may be 65 percent.

16.104.4 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.

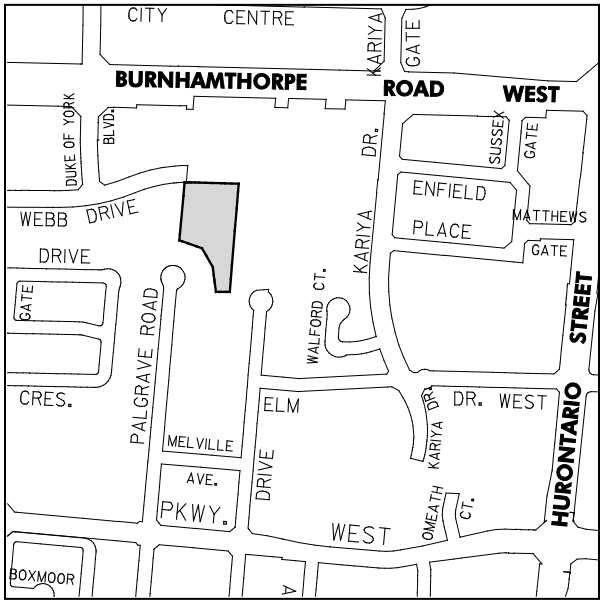


Site 105 (Downtown Core - UGC)

16.105.1 The lands Identified as Special Site 105 are located on the south side of the Webb Drive extension, east of the Palgrave Road unopened right-of-way.

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

a. townhouse dwellings will be permitted.

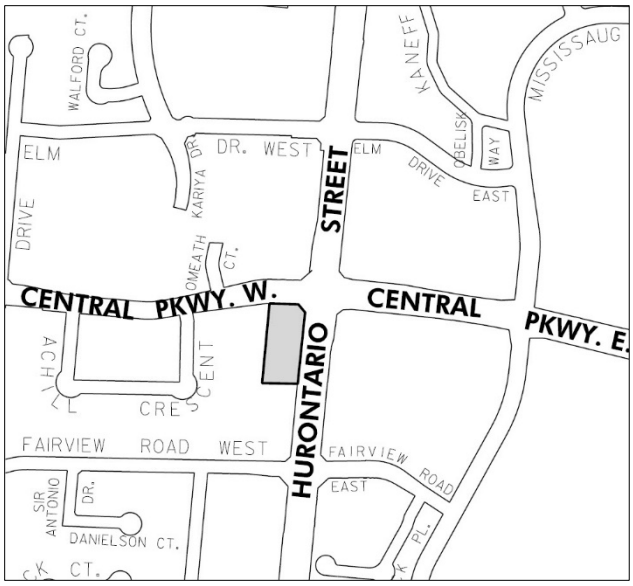


Site 106 (Downtown Fairview - UGC)

16.106.1 The lands identified as Special Site 106 are located on the west side of Hurontario Street, south of Central Parkway West.

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

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

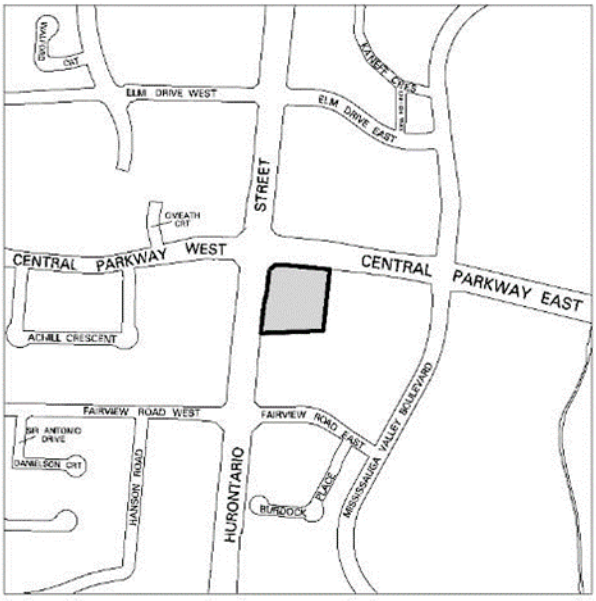


Site 107 (Downtown Fairview - UGC)

16.107.1 The lands identified as Special Site 107 are located on the southeast corner of Hurontario Street and Central Parkway East.

16.107.2 Notwithstanding the policies of this Plan, motor vehicle commercial uses will also be permitted

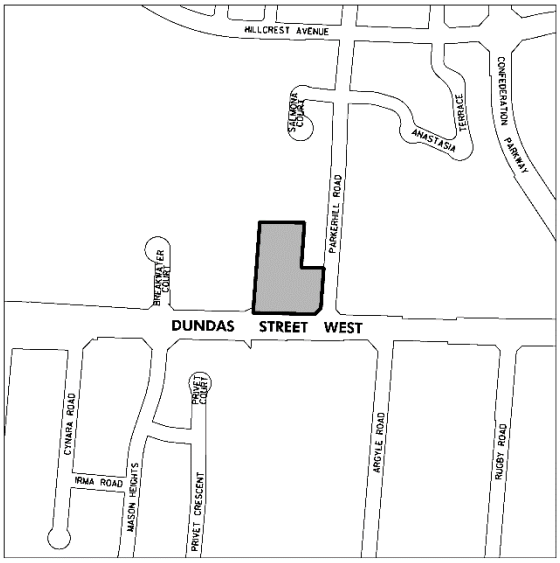
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Site 108 (Cooksville Neighbourhood)

16.108.1 The lands identified as Special Site 108 are located at the northwest corner of Dundas Street West and Parkerhill Road.

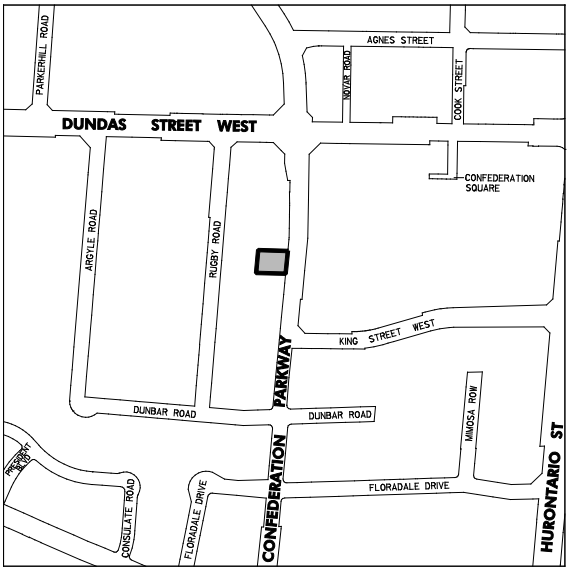
16.108.2 Notwithstanding the policies of this Plan, an apartment dwelling with a maximum height of 14 storeys will be permitted.



Site 109 (Cooksville Neighbourhood)

16.109.1 The lands identified as Special Site 109 are located south of Dundas Street West and on the west side of Confederation Parkway.

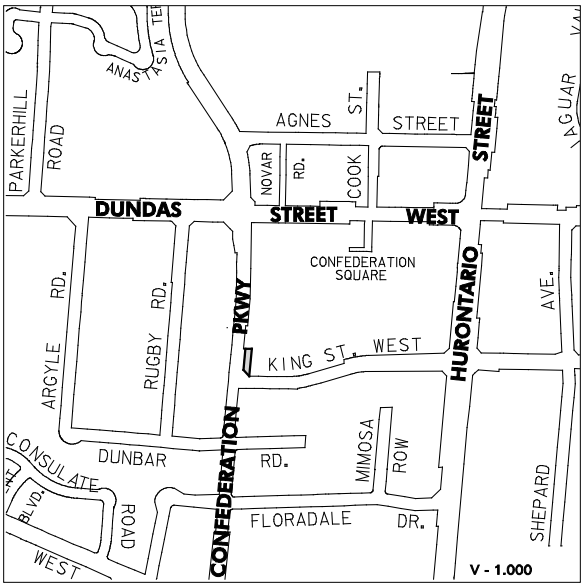
16.109.2 Notwithstanding the policies of this Plan, townhouses will be permitted on the subject land.



Site 110 (Downtown Cooksville - UGC)

16.110.1 The lands identified as Special Site 110 are located on the northeast corner of King Street West and Confederation Parkway.

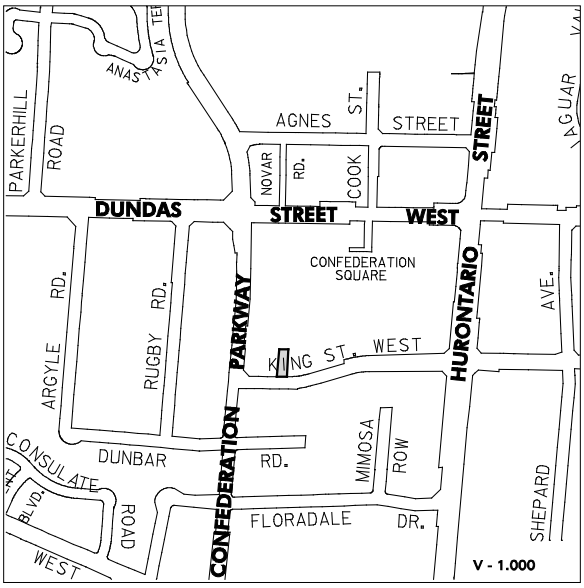
16.110.2 Notwithstanding the provisions of the Residential Low-Rise I designation, offices will be permitted.



Site 111 (Downtown Cooksville - UGC)

16.111.1 The lands identified as Special Site 111 are located on the north side of King Street West, east of Confederation Parkway.

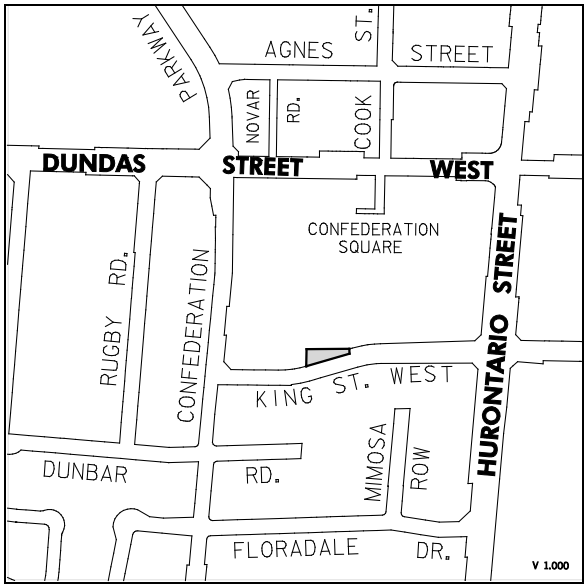
16.111.2 Notwithstanding the provisions of the Residential Low-Rise I designation, offices will be permitted.



Site 112 (Downtown Cooksville - UGC)

16.112.1 The lands identified as Special Site 112 are located on the north side of King Street West, east of Confederation Parkway.

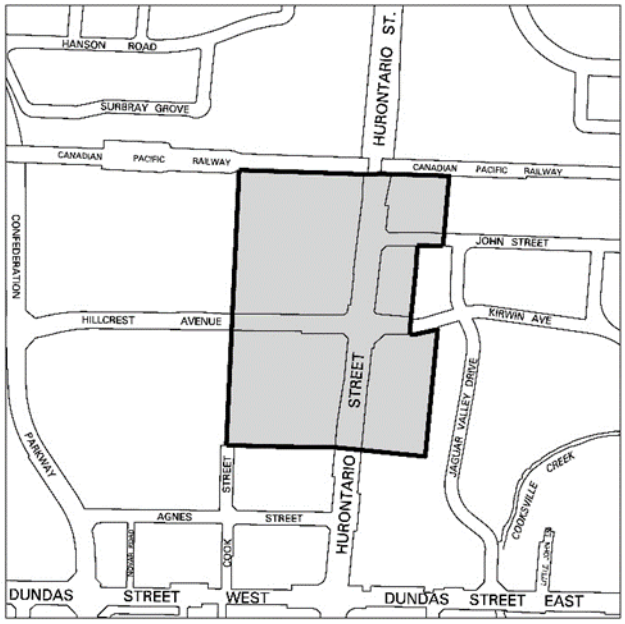
16.112.2 Notwithstanding the provisions of this Plan, these lands must only be developed as part of a comprehensive development with adjacent lands designated Residential High-Rise.



Site 113 (Downtown Cooksville - UGC)

16.113.1 The lands identified as Special Site 113 are located on the east and west sides of Hurontario Street between the Canadian Pacific Railway and north of Agnes Street.

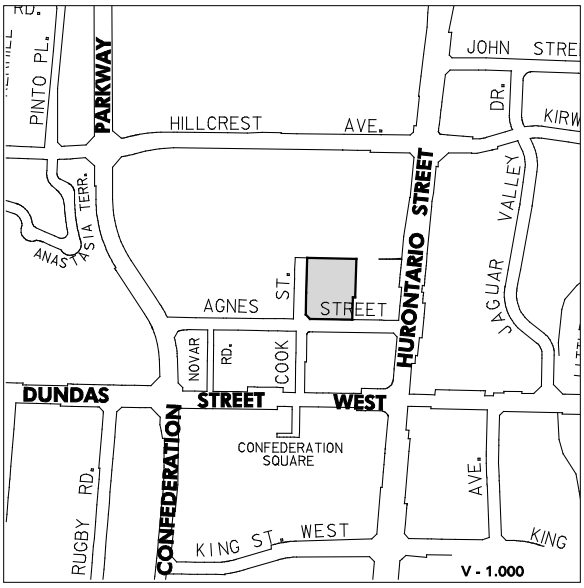
16.113.2 Notwithstanding the policies of this Plan, a minimum of three floors of non-residential uses will be required for buildings on lands designated Mixed Use or Residential High Rise that are immediately adjacent to Hillcrest Avenue and Hurontario Street.



Site 114 (Downtown Cooksville - UGC)

16.114.1 The lands identified as Special Site 114 are located at the northeast corner of Agnes Street and Cook Street.

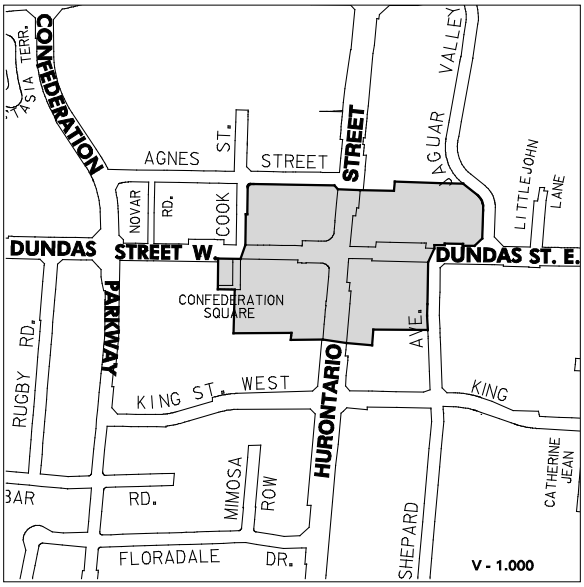
16.114.2 Notwithstanding the policies of this Plan, a maximum of 27 townhouse dwellings and a 28 storey apartment building will be permitted.



Site 115 (Downtown Cooksville - UGC)

16.115.1 The lands identified as Special Site 115, known as Cooksville Corners, are the lands surrounding the intersection of Hurontario Street and Dundas Street.

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



a. minimum building heights of three storeys and a maximum of 18 storeys directly abutting Dundas Street and Hurontario Street frontages to create an appropriate main street scale of *development*;

b. ***tall buildings*** will incorporate ***podium***s that are reflective of a main street character; buildings along Hurontario Street and Dundas Street will incorporate a generous stepback between the edge of the ***podium*** and tower portion of the building;

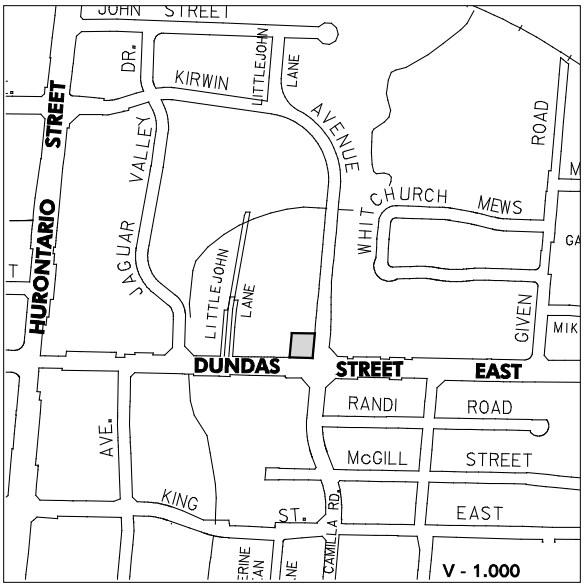
c. to achieve vibrant walkable spaces, buildings along pedestrian connections will promote animation at-grade with outdoor patios and storefront entrances to individual retail and service commercial units; and

d. a minimum of three floors of non-residential uses will be required for buildings on lands designated Mixed Use or Residential High Rise that are immediately adjacent to have frontage on Hurontario Street and Dundas Street

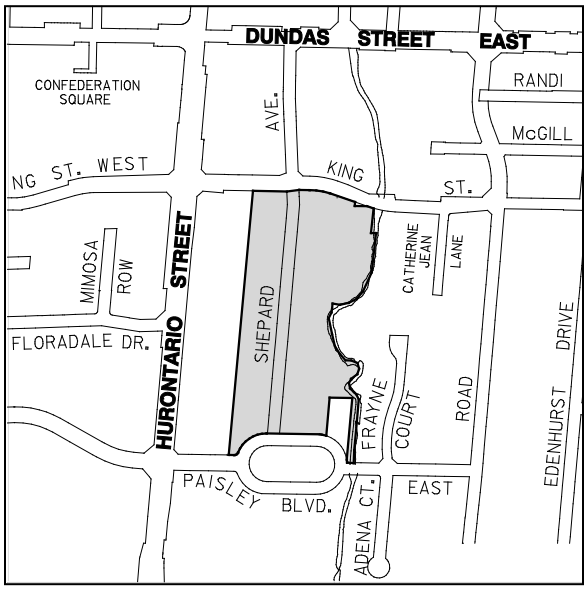
Site 116 (Downtown Cooksville - UGC)

16.116.1 The lands identified as Special Site 116 are located at the northwest corner of Dundas Street East and Kirwin Avenue.

16.116.2 Notwithstanding the provisions of the Mixed Use designation, motor vehicle commercial uses will also be permitted.



Site 117 (Downtown Hospital - UGC)



16.117.1 The lands identified as Special Site 117 are located on Shepard Avenue between King Street East and Paisley Boulevard East.

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

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

   i. criteria for erosion measures; and

   ii. 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 flood plain* ***management concept***, or combination of a *two-zone flood pla*in ***management concept*** and structural management options, may be implemented;

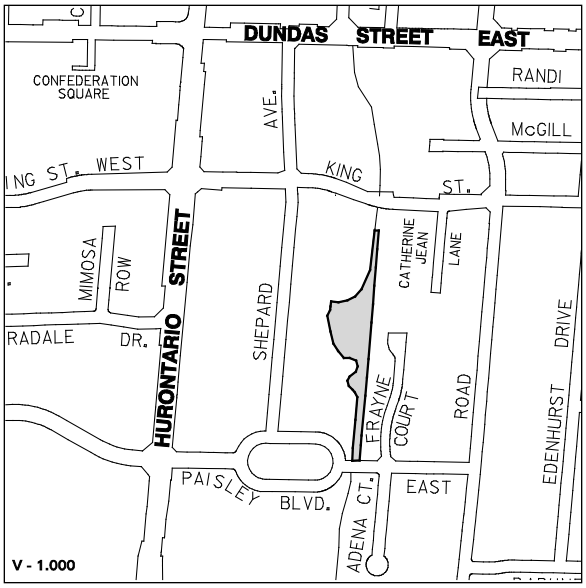
c. the limits of the *development* will be determined through detailed studies to address limits of flooding. Lands not suitable for *development* will be redesignated to Greenlands; and

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:

   i. naturalization of the Cooksville Creek and retention of existing vegetation; and

   ii. an alternate street access and design to limit access to the lands from only King Street East.

Site 118 (Cooksville Neighbourhood)



16.118.1 The lands identified as Special Site 118 are located east of Shepard Avenue between King Street East and Paisley Boulevard East.

16.118.2 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:

   i. criteria for erosion measures; and

   ii. 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 flood plain* ***management concept***, or combination of a *two-zone flood plain* ***management concept*** and structural management options, may be implemented;

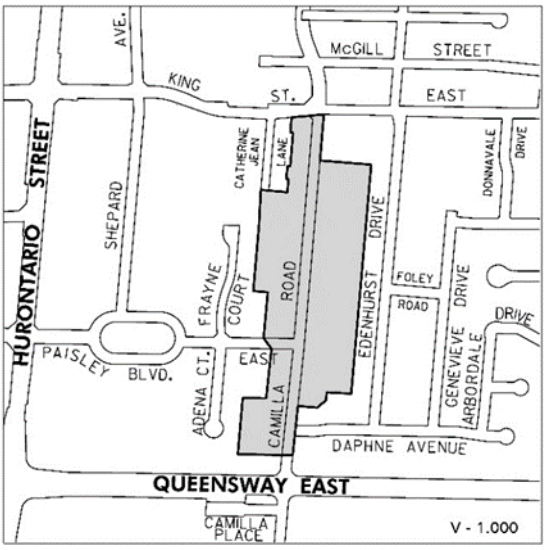
c. the limits of the *development* will be determined through detailed studies to address limits of flooding. Lands not suitable for *development* will be redesignated to Greenlands; and

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:

   i. naturalization of the Cooksville Creek and retention of existing vegetation;

   ii. an alternate street access and design to limit access to the lands from only King Street East.

Site 119 (Cooksville Neighbourhood)



16.119.1 The lands identified as Special Site 119 are located on the east and west sides of Camilla Road between King Street East and Queensway East.

16.119.2 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;

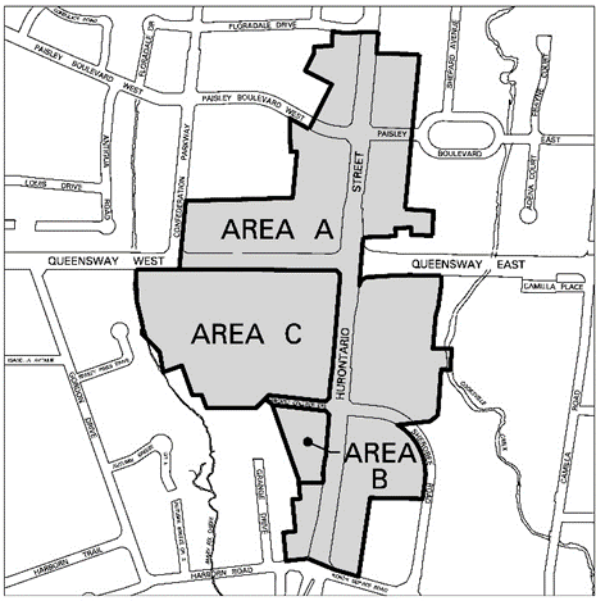
g. new *development* will have minimal impact on adjacent development with respect to shadowing and overlook;

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.

Site 120 (Downtown Hospital - UGC)



16.120.1 The lands identified as Special Site 120 are located on the east and west sides of Hurontario Street between Floradale Drive and Harborn Road/North Service Road and identified as a health district.

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

a. lands identified as Area A and Area B that are designated Mixed Use or Residential High Rise will provide a minimum of three floors of non-residential uses in buildings immediately adjacent to Hurontario Street and Queensway West;

b. lands identified as Area B will also permit funeral homes and nursing homes; and

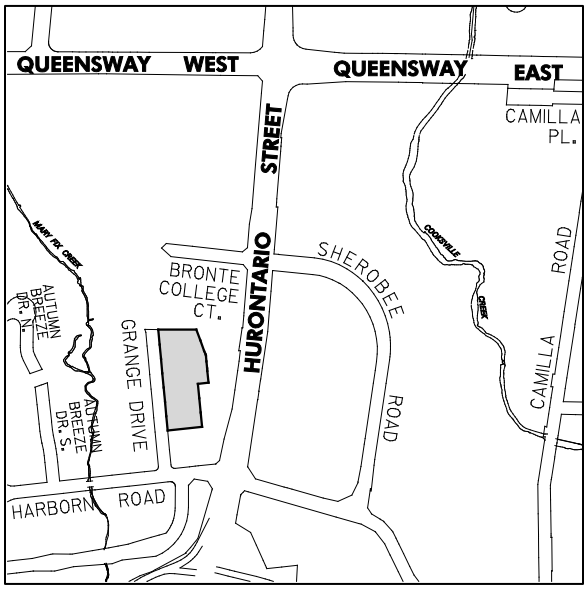
c. lands identified as Area C will provide a potential location for an urban plaza and will also permit the following uses:

- conference centre;
- education and training facility;
- financial institution;
- major and ***secondary office***;
- overnight accommodation;
- personal service establishment;
- research and development;
- restaurant;
- retail store;
- retirement building to a maximum building height of 25 storeys; and
- special needs housing, including a long-term care facility and a hospice to a maximum building height of 25 storeys.

Site 121 (Cooksville Neighbourhood)

16.121.1 The lands identified as Special Site 121 are located on the east side of Grange Drive, north of Harborn Road.

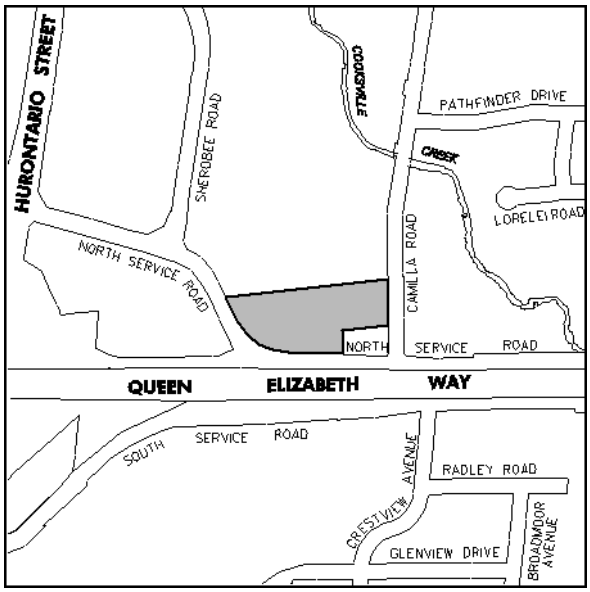
16.121.2 Notwithstanding the policies of this Plan, only back to back townhouses will be permitted.



Site 122 (Downtown Hospital - UGC)

16.122.1 The lands identified as Special Site 122 are located on the north side of North Service Road and west side of Camilla Road.

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



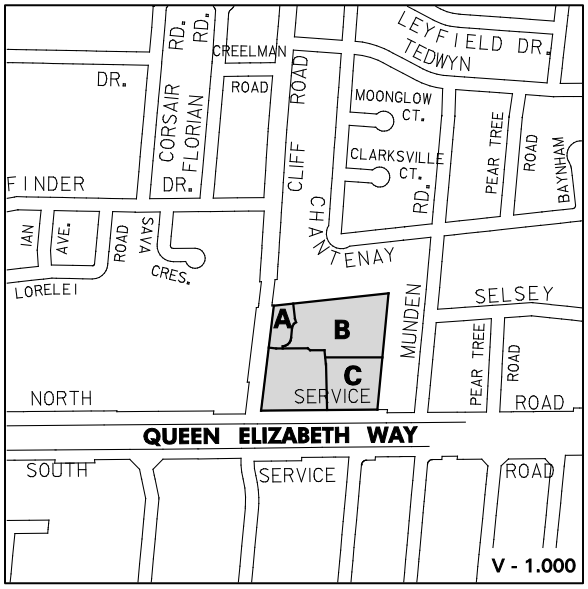
Site 123 (Cooksville Neighbourhood)

16.123.1 The lands identified as Special Site 123 are located at the northeast corner of North Service Road and Cliff Road.

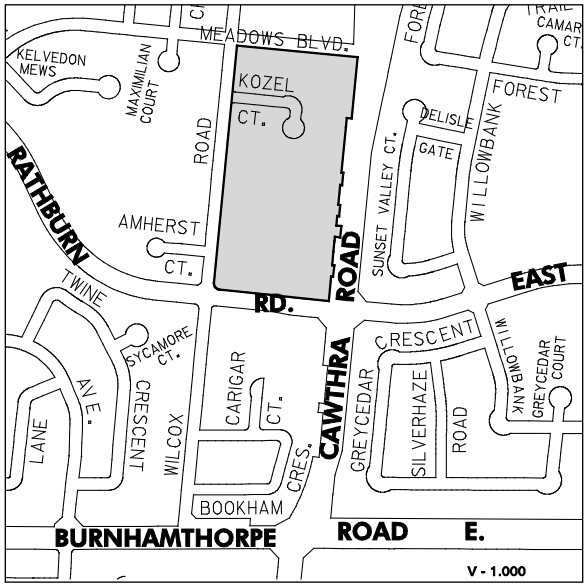
16.123.2 Notwithstanding the Residential Low-Rise II, Mixed Use and Convenience Commercial designations, the following additional policies will apply:

a. The maximum ***floor space index (FSI)*** for the entire site shall not exceed 2.5 times the site area; and

b. 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.



Site 124 (Rathwood Neighbourhood)



16.124.1 The lands identified as Special Site 124 are located west of Cawthra Road and north of Rathburn Road East.

16.124.2 Notwithstanding the provisions of the Residential Low-Rise I designation of this Plan, the following additional policies will apply:

a. a concept plan for all or part of this site may be required and will address, among other matters, the following:

   i. compatibility of building form and scale with existing surrounding land uses;

   ii. 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;

   iii. the potential to access all lands designated Residential Low-Rise I from Rathburn Road East;

   iv. traffic generated will not adversely affect the transportation system;

   v. acceptable ingress and egress, off-street parking, landscaping and buffering; and

   vi. preservation of mature trees and other *significant* natural features.

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-Rise I lands in Special Site 124;

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-Rise I will minimize access points to Cawthra Road to preserve the integrity of Cawthra Road as a major arterial roadway; and

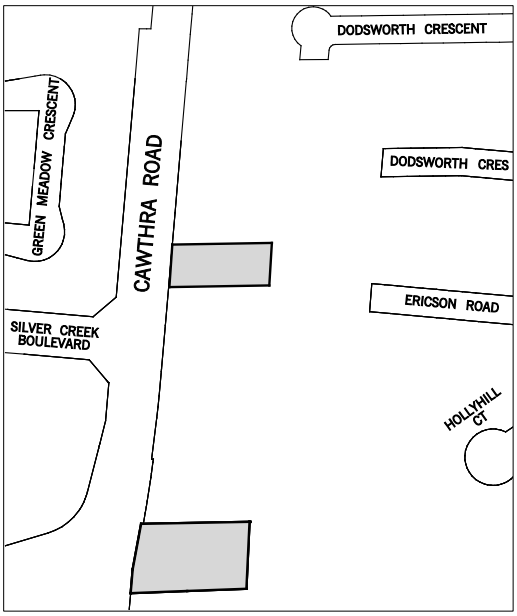
f. access to individual properties on the north side of Rathburn Road East will be discouraged.

Site 125 (Applewood Neighbourhood)

16.125.1 The lands identified as Special Site 4 are located along the east side of Cawthra Road, north of Dundas Street East.

16.125.2 Notwithstanding the provisions of the Residential Low-Rise I designation, offices will be permitted.

16.125.3 Approval for *development* will be subject to approval of a tree survey submission which demonstrates appropriate tree preservation measures.

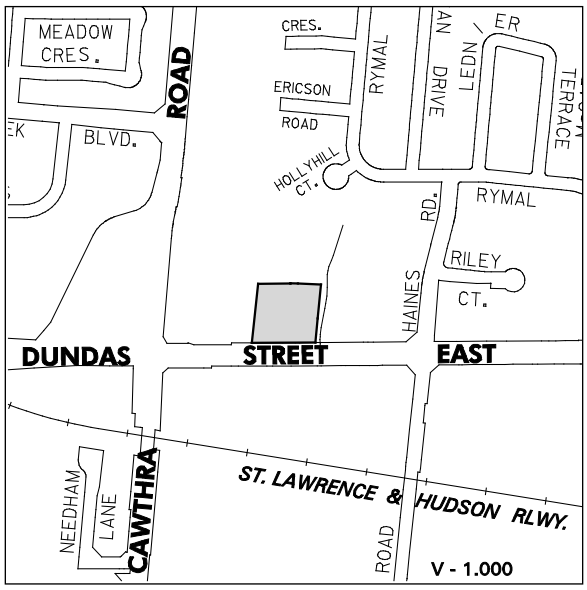


Site 126 (Applewood Neighbourhood)

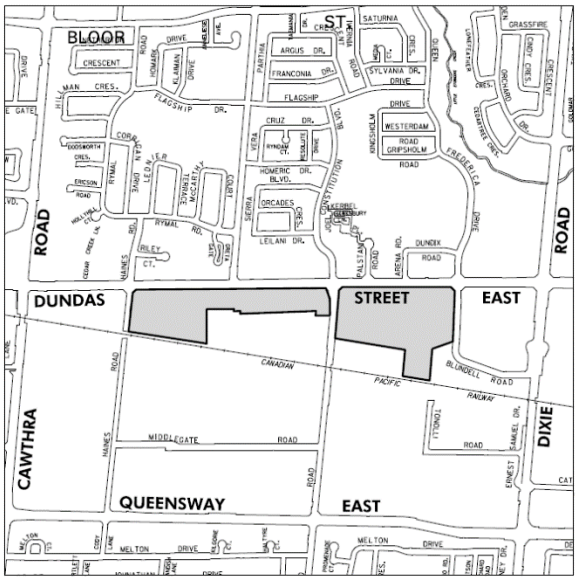
16.126.1 The lands identified as Special Site 126 are located on the north side of Dundas Street East, east of Cawthra Road.

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

a. the extension of the existing cemetery is also permitted on the westerly portion of these lands; and



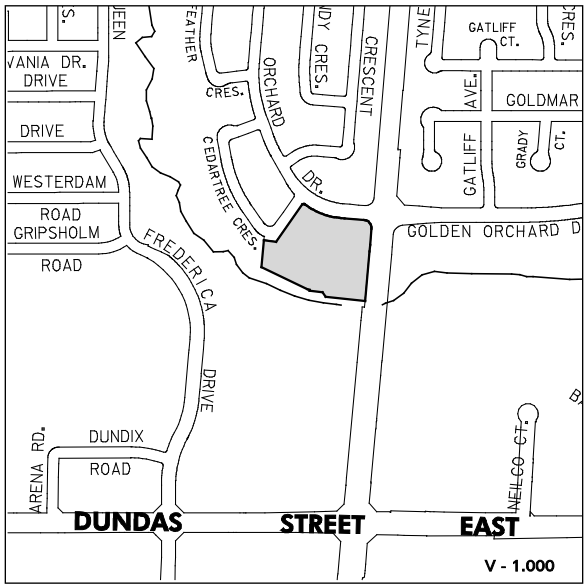
Site 127 (Dixie Employment Area)



16.127.1 The lands identified as Special Site 127 are fronting the south side of Dundas Street East between Blundell Road in the east and Haines Road in the west.

16.127.2 Notwithstanding the policies of this plan, a change in land use permissions will be subject to the completion of a municipally led land use compatibility assessment and will occur through a City-initiated amendment to this plan.

Site 128 (Applewood Neighbourhood)



16.128.1 The lands identified as Special Site 128 are located on the southwest corner of Golden Orchard Drive and Dixie Road.

16.128.2 Notwithstanding the provisions of the Residential High Rise designation, apartment dwellings are permitted subject to the following additional policies:

a. *development* will be restricted to apartment dwellings to a maximum of 328 units;

b. the maximum density will be 134 units per hectare; and

c. the maximum building height of new *development* will be seven storeys.

16.128.3 Townhouse development may be permitted subject to a rezoning application that addresses, among other matters, the location, number and design of units.

16.128.4 In addition to the other applicable policies, the site will incorporate the following design guidelines:

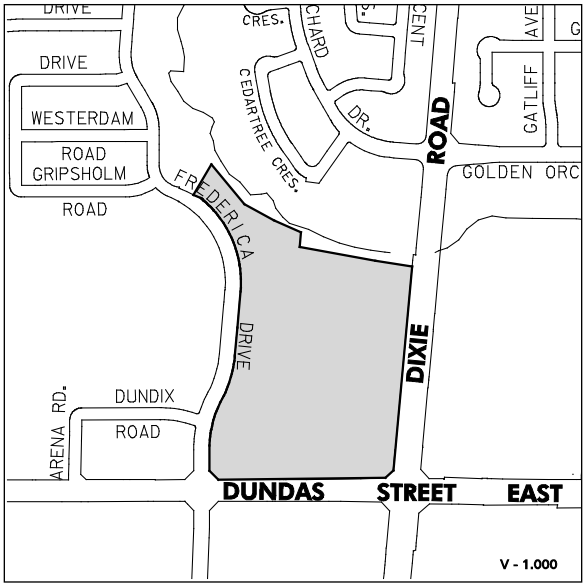
a. Built Form - the perceived building scale of all new construction will be minimized, by incorporating the top level of apartment units within a gable roof form with dormer window accents;

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.

Site 129 (Applewood Neighbourhood)



16.129.1 The lands identified as Special Site 129 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 *flood plain* on Schedule 2: Natural System.

16.129.2 Notwithstanding the policies of this Plan which relate to development within the Regional Storm Flood plain, and the provisions of the Mixed Use, Motor Vehicle Commercial and Residential High Rise designations, the following policies will apply:

a. the construction of any buildings or structures, including any additions to an existing building, and the placing or dumping of fill of any kind, or the alteration of any ***watercourse***, will not be permitted within the special policy area without the approval of the Toronto and Region Conservation Authority (TRCA);

b. *development* will not be permitted within the 100 year storm *flood plain*;

c. *development* outside the 100 year storm *flood plain* 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 *flood plain*;

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:

   i. 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*;

   ii. new *development* will not be permitted to locate in the *flood plain* where the use is:

      (a) 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;

      (b) 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

      (c) 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

   iii. 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

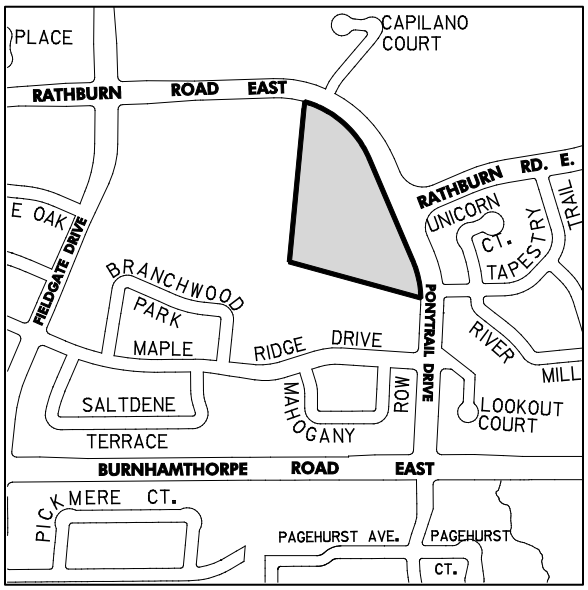
g. any amendment to the Zoning By-law will include provisions required by the City or the TRCA to implement the Special Site 2 policies of this Plan.

Site 130 (Rathwood Neighbourhood)

16.130.1 The lands identified as Special Site 130 are located west of the intersection of Rathburn Road East and Ponytrail Drive and north of Maple Ridge Drive.

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

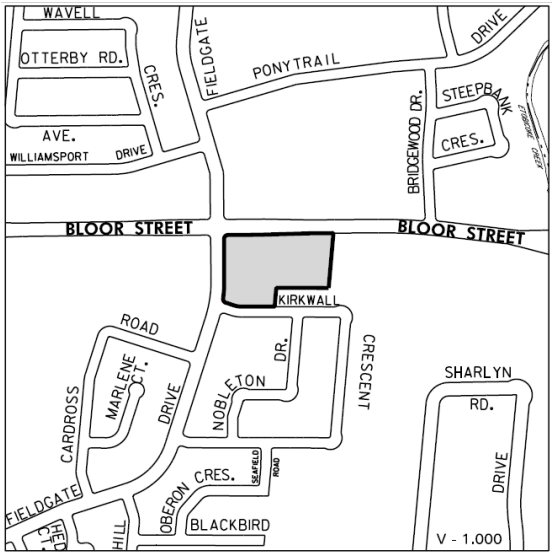
a. two apartment dwellings with a maximum height of 12 and 15 storeys will be permitted in addition to the two existing apartment dwellings of 18 storeys each.



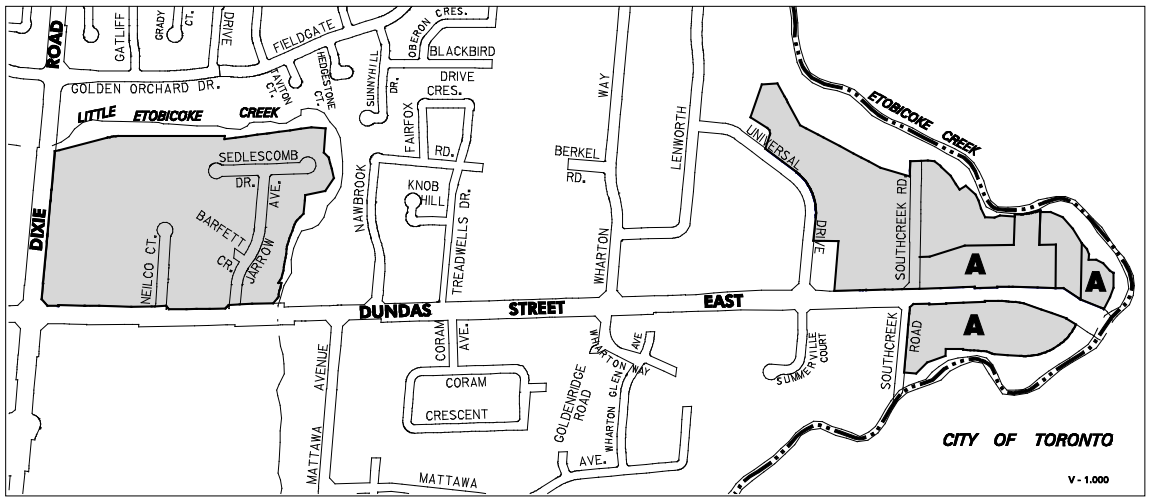
Site 131 (Applewood Neighbourhood)

16.131.1 The lands identified as Special Site 131 are located at the southeast corner of Bloor Street and Fieldgate Drive.

16.131.2 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.



Site 132 (Dixie Employment Area)



16.132.1 The following lands are identified as Special Site 132:

a. 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

b. the lands west of Etobicoke Creek at Dundas Street East. This site is entirely within the Regional Storm flood plain of the Etobicoke Creek. These lands are shown conceptually and are subject to further review by the Toronto and Region Conservation Authority (TRCA).

Site 132 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 flood plain, and the provisions of the Employment Commercial, 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 flood plain;

c. *development* outside the 100 year return storm flood plain 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 flood plain;

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;

   i. 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

   ii. new development not be permitted to locate in the *flood plain* where the use is:

      (a) 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

      (b) 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;

      (c) 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

      (d) 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.

16.132.2 The lands identified as Area A are located north and south of Dundas Street East, from Southcreek Road to the municipal boundary, Etobicoke Creek.

These lands function as the primary gateway into Mississauga from Toronto and areas to the east, and should promote distinctive built form, landscaping and street furniture elements as visual landmarks to identify the City entry and reinforce a quality image.

Notwithstanding the provisions of the Employment Commercial 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 is encouraged;

c. active building frontages should be oriented to the public street, maximizing the linear street frontage occupied by the building;

d. building definition is to be strengthened on the street façade by use of prominent roof forms, upper level window bands, architectural projections, and other design elements to accentuate the height and prominence of single storey buildings; and

e. special formal street tree planting at regular intervals is encouraged along the frontage of the gateway properties.

Site 133 (Dixie Employment Area)



16.133.1 The lands identified as Special Site 133 are located on the north side of Queensway East, west of Etobicoke Creek.

16.133.2 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.

16.133.3 Notwithstanding the Business Employment designation of the lands, the following additional policies will apply:

a. 50 percent 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.

Site 134 (Sheridan Park Employment Area)



16.134.1 The lands identified as Special Site 134 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.

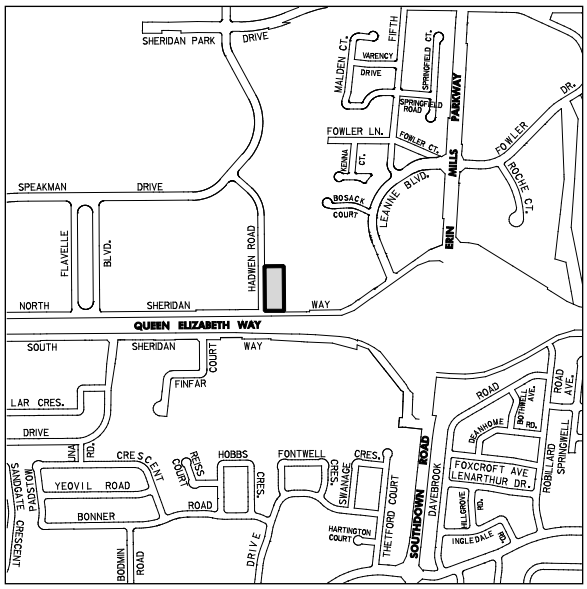
16.134.2 Notwithstanding the Policies of this Plan, the following additional uses will be permitted:

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.

Site 135 (Sheridan Park Employment Area)



16.135.1 The lands identified as Special Site 135 are located at the northeast corner of North Sheridan Way and Hadwen Road and are municipally known as 2213 North Sheridan Way.

16.135.2 Notwithstanding the policies of this Plan, the following additional uses will be permitted:

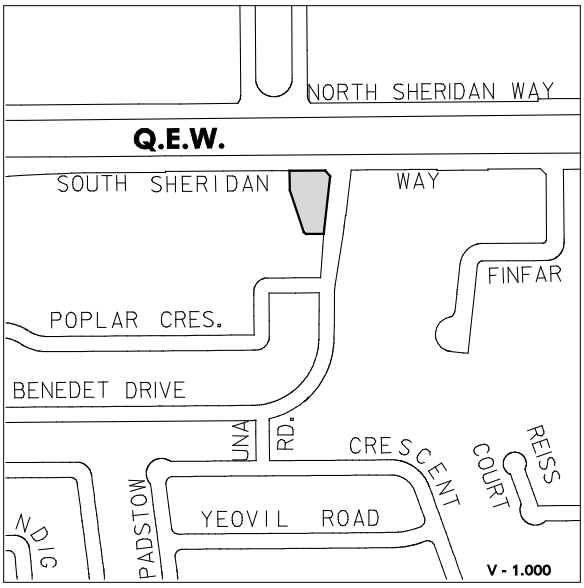
a. manufacturing, warehousing, distributing and wholesaling within enclosed buildings; and

b. limited outdoor prototype testing areas accessory to an existing permitted use provided they are screened from public view.

Site 136 (Clarkson-Lorne Park Neighbourhood)

16.136.1 The lands identified as Special Site 136 are located at the southwest corner of South Sheridan Way and Benedet Drive.

16.136.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, only a gas bar will be permitted.



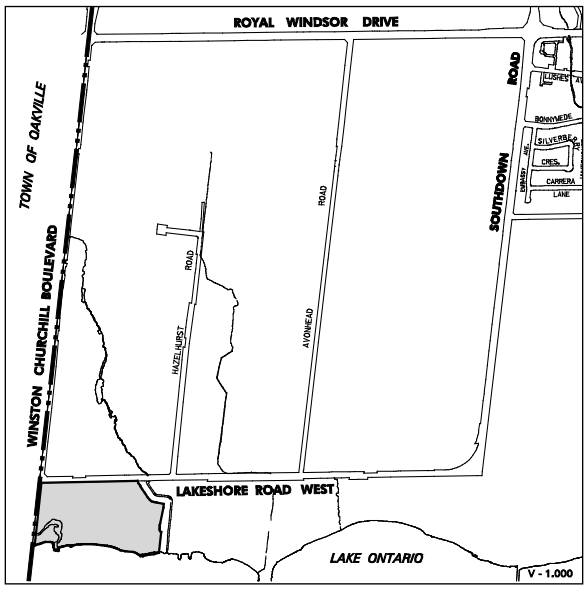
Site 137 (Southdown Employment Area)

16.137.1 The lands identified as Special Site 137 are located on the south side of Lakeshore Road West, east of Winston Churchill Boulevard.

16.137.2 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

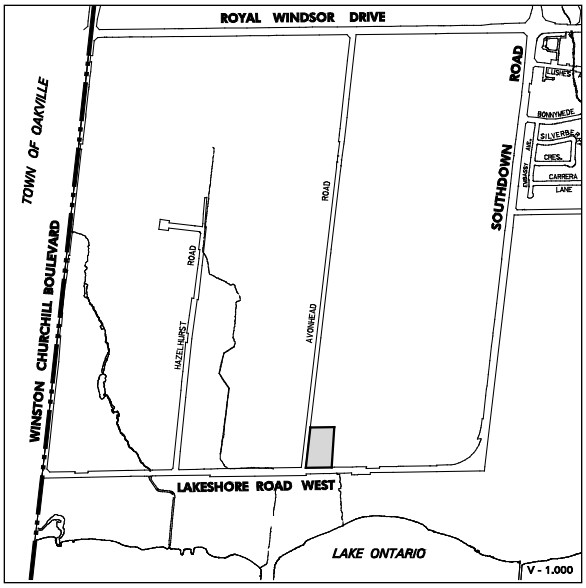
b. any proposed structure will be limited in size and to a design compatible with the existing structures and will be designed and located in a manner that minimizes the removal of forest cover.



Site 138 (Southdown Employment Area)

16.138.1 The lands identified as Special Site 138 are located on the north side of Lakeshore Road West, west of Southdown Road.

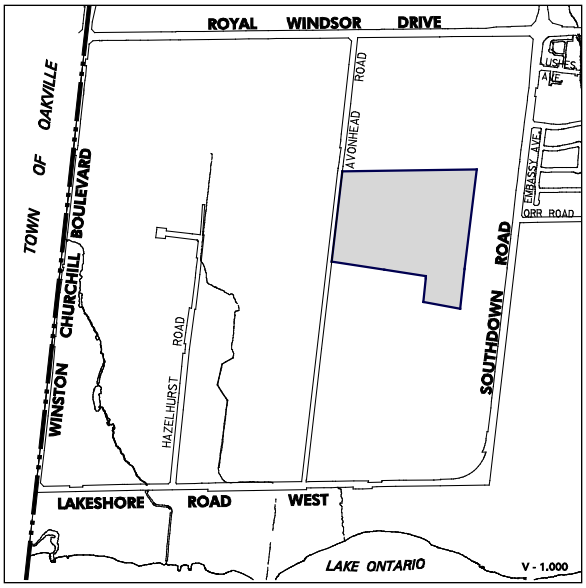
16.138.2 Notwithstanding the provisions of the Utility designation, the lands may also be developed for a Community Recycling Centre with outdoor storage and an accessory retail store for reusable goods.



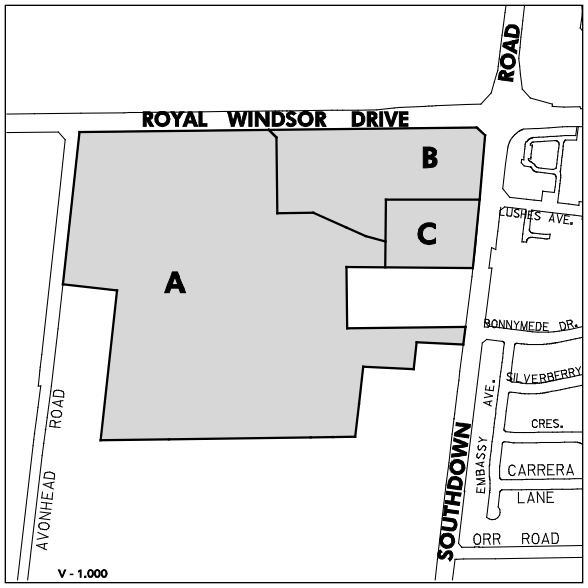
Site 139 (Southdown Employment Area)

16.139.1 The lands identified as Special Site 139 are located on the west side of Southdown Road, south of Royal Windsor Drive.

16.139.2 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.



Site 140 (Southdown Employment Area)



16.140.1 Area A

The lands identified as Area A of Special Site 140 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.

16.140.2 Area B

The lands identified as Area B of Special Site 140 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.

16.140.3 Area C

The lands identified as Area C of Special Site 1 are located on the west side of Southdown Road, immediately to the south of Area B.

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

a. permitted uses will only include retail warehouses, which generally consist of home furnishings, home accessories and an automotive centre;

b. in addition to the above, ***community infrastructure*** and all types of restaurants, except for convenience restaurants, will be permitted;

c. business employment uses;

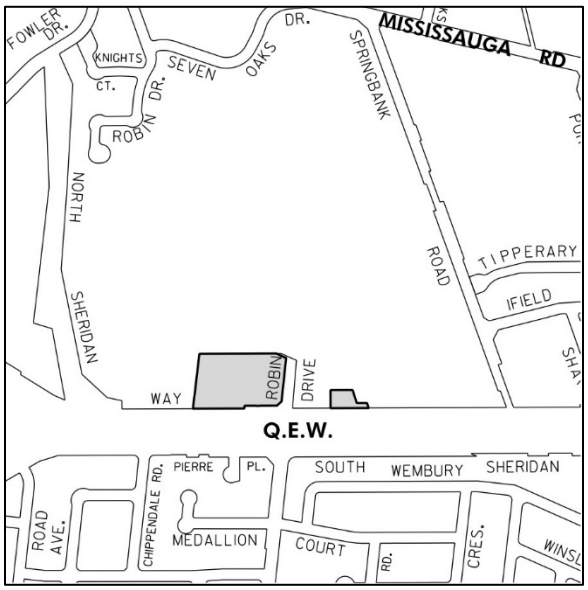
d. uses not permitted within this designation include department stores, supermarkets and drug stores, and other commercial uses which, either individually or collectively, could create an impact on commercial centres; and

e. outdoor storage and display areas should not be visible from major roads, parks, Greenlands or residential lands. Appropriate setbacks, screening and buffering will be required to lessen the visual impact of the facility. Display areas are to be an integral part of the overall site design and evaluated based on their visual impact on the ***streetscape***.

Site 141 (Sheridan Neighbourhood)

16.141.1 The lands identified as Special Site 141 are located abutting North Sheridan Way, east and west of Robin Avenue.

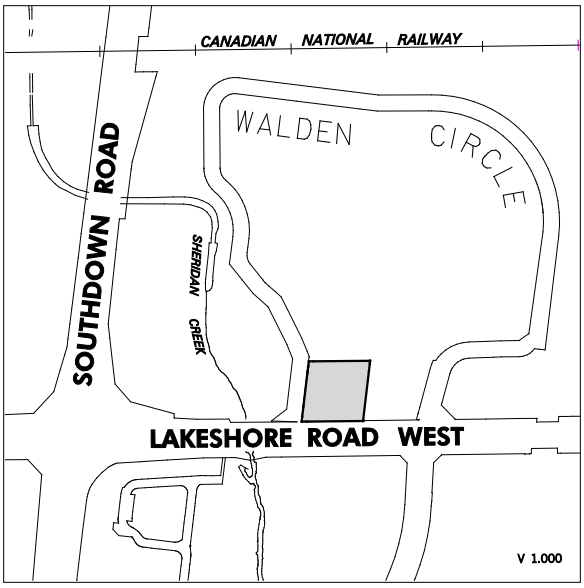
16.141.2 Notwithstanding the Business Employment policies of this Plan, overnight accommodations and conference centres will not be permitted.



Site 142 (Clarkson Village Community Node)

16.142.1 The lands identified as Special Site 141 are located on the northeast corner of Lakeshore Road West and Walden Circle.

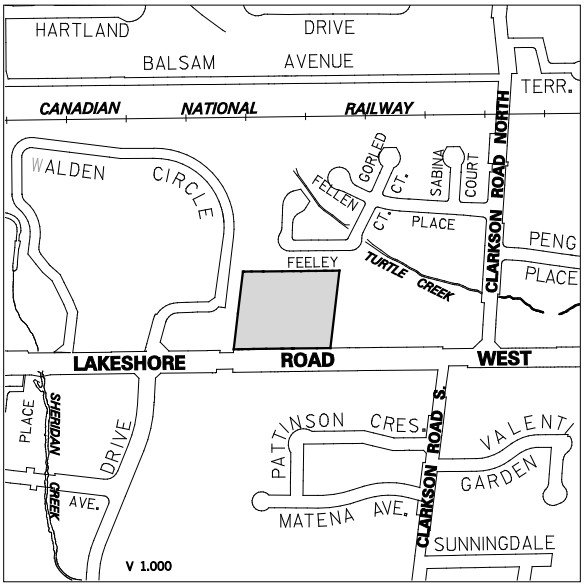
16.142.2 Notwithstanding the policies of this Plan, a 15 storey apartment building with a maximum ***floor space index*** (***FSI***) of 3.3 will be permitted.



Site 143 (Clarkson Village Community Node)

16.143.1 The lands identified as Special Site 143 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.

16.143.2 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.



16.143.3 In accordance to Map 13-7.3: 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.

16.143.4 Notwithstanding the policies in this Plan, the following additional policies will apply to *development*:

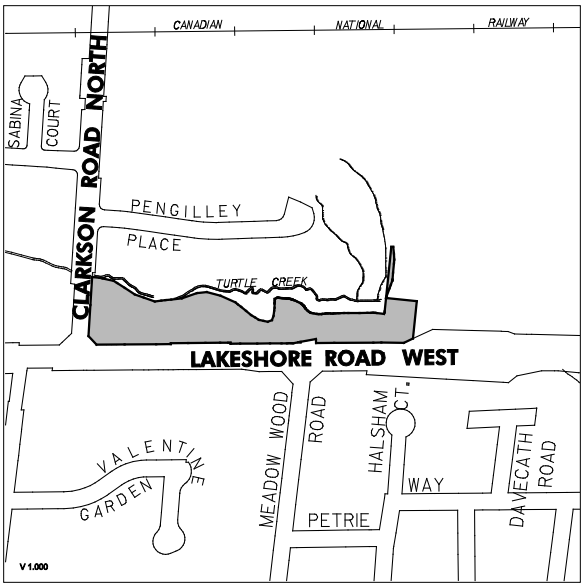
a. the maximum residential ***floor space index (FSI)*** will be 2.5; and

b. the maximum height will be eight storeys

Site 144 (Clarkson Village Community Node)

16.144.1 The lands identified as Special Site 144 are located on the north side of Lakeshore Road West between Birchwood Park and Clarkson Road North.

16.144.2 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.



Site 145 (Southdown Employment Area)

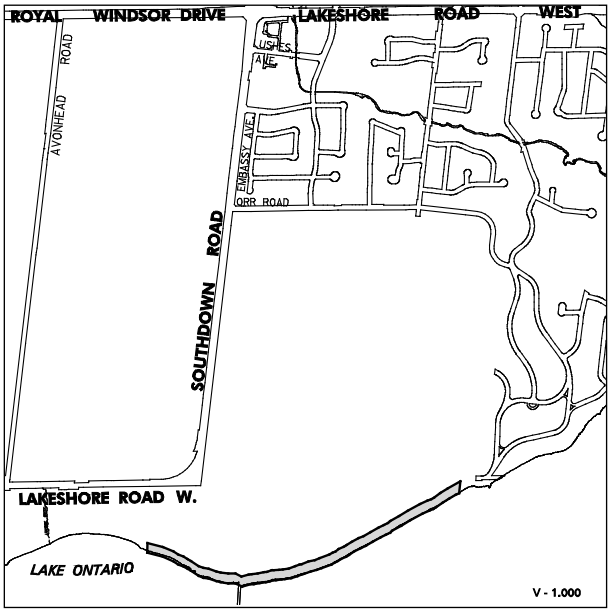
16.145.1 The lands identified as Special Site 145 are located along the Lake Ontario shoreline, from Lakeside Park to the eastern district boundary.

16.145.2 Notwithstanding the provisions of the Greenlands designation, the following additional policies apply:

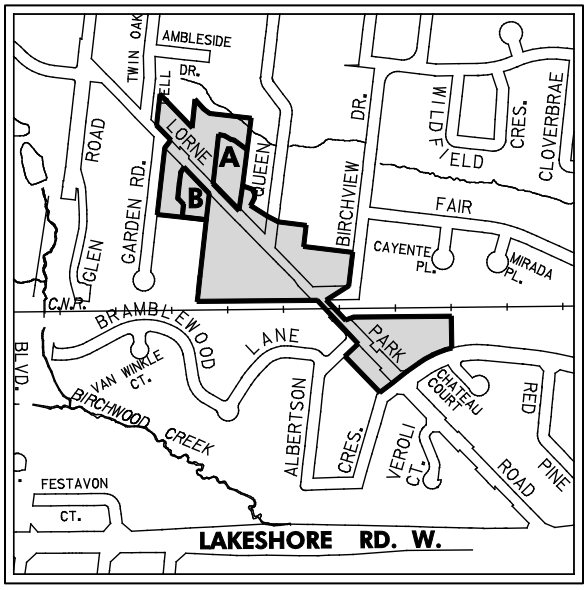
a. existing structures and uses are permitted;

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.



Site 146 (Clarkson-Lorne Park Neighbourhood)



16.146.1 The lands identified as Special Site 146 are located east and west of Lorne Park Road and north and south of the Canadian National Railway Line.

16.146.2 Notwithstanding the provisions of the Residential Low-Rise I and Mixed Use designations, the following policies will apply:

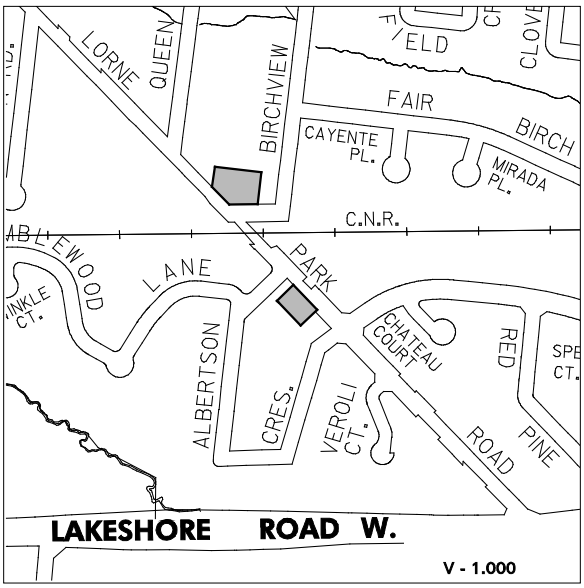
a. this ***streetscape*** should emphasize older buildings which are close to the street; and

b. encourage two storey development, with buildings designed to de-emphasize height, and to be consistent with the residential character of the neighbourhood.

16.146.3 Notwithstanding the Residential Low-Rise I designation, on lands identified as A, the subject lands may only be developed for detached, semi-detached and townhouse dwellings or a combination thereof, up to a maximum density of 19 units ***net residential hectare***.

16.146.4 Notwithstanding the provisions of the Residential Low-Rise I designation, on lands identified as B, the subject lands may only be developed for four semi-detached and six townhouse dwellings.

Site 147 (Clarkson-Lorne Park Neighbourhood)



16.147.1 The lands identified as Special Site 147 are located north of Lorne Park Road, west of Birchview Drive and south of Lorne Park Road, east of Albertson Crescent.

16.147.2 Notwithstanding the provisions of the Mixed Use designation, a motor vehicle repair garage will also be permitted.

Site 148 (Port Credit Neighbourhood)

16.148.1 The lands identified as Special Site 148 are located south of the Canadian National Railway and east of Queen Street West.

16.148.2 Notwithstanding the provisions of the Business Employment designation and the Desirable Urban Form policies, the following additional policies will apply:

a. *development* (including servicing) will be permitted following the filing of a Record of Site Condition (RSC) on the Ministry of Environment's Registry in accordance with Ont. Reg.153/04 as amended;

b. vehicular access to the site will be provided from Lakeshore Road West through an existing easement. Access from surrounding residential streets will only be permitted subject to addressing the appropriateness of the volume and type of traffic that would be accommodated on residential streets; and

c. building heights for ***secondary offices*** uses will be a maximum of 4 storeys.



Site 149 (Port Credit Neighbourhood)

16.149.1 The lands identified as Special Site 149 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.

16.149.2 Notwithstanding the policies of this Plan, the following additional uses will be permitted:

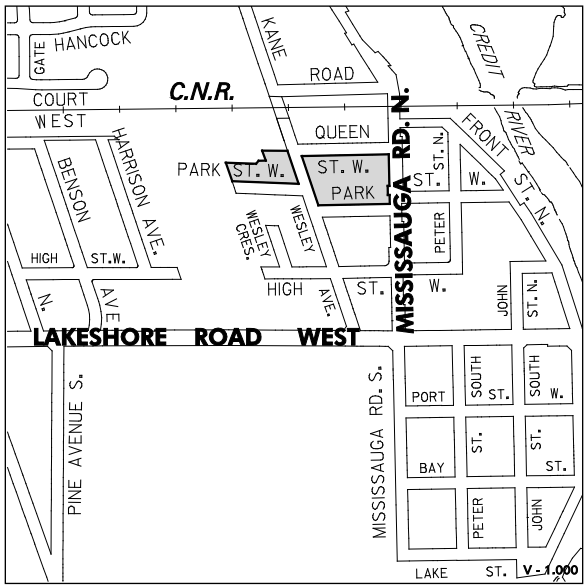
a. detached dwelling;

b. semi-detached dwelling;

c. duplex dwelling;

d. triplex dwelling; and

e. street townhouses.



Site 150 (Port Credit Neighbourhood)



16.150.1 The lands identified as Special Site 150 are located on the north side of Lakeshore Road West, east of Benson Avenue.

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

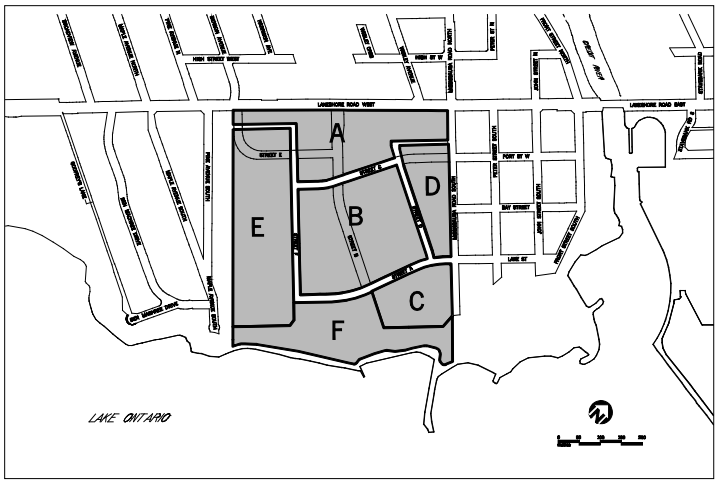
a. a maximum of 16 townhouse dwelling units with building heights not exceeding three storeys of livable space will be provided along the south side of High Street West;

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; and

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.

Site 151 (Port Credit Neighbourhood)



16.151.1 The lands identified as Special Site 151 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.

General Policies

16.151.2 The City will require a mix of housing unit types, sizes and tenure to accommodate changes in community needs over time.

16.151.3 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.

16.151.4 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.

16.151.5 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***.

16.151.6 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)

16.151.7 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.

16.151.8 *Development* on the Lakeshore Road West frontage will consist of low to mid-rise commercial buildings and mixed use residential/commercial buildings.

16.151.9 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)

16.151.10 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.

16.151.11 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)

16.151.12 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.

16.151.13 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.

16.151.14 The lowest building heights will be at the northeast corner of The Campus and will be a maximum of four storeys.

16.151.15 The maximum building height is eight storeys along the south portion of the Campus abutting the Waterfront Park.

16.151.16 Surface parking lots are not permitted.

Area D (Old Port Transition)

16.151.17 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.

16.151.18 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)

16.151.19 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.

16.151.20 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)

16.151.21 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.

Transportation

16.151.22 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.

16.151.23 The street network will be comprised of public streets, unless arrangements for private streets are made that are satisfactory to the City.

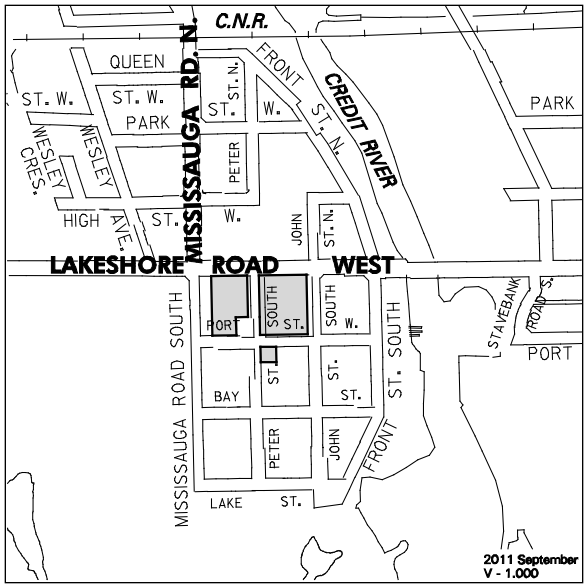
16.151.24 ***Stormwater best management practices*** are encouraged to be integrated into design of the streets.

Environment

16.151.25 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.

16.151.26 A ***cogeneration*** facility will be permitted as an accessory use within the Residential High-Rise Density designation.

Site 152 (Port Credit Neighbourhood/Community Node)



16.152.1 The lands identified as Special Site 152 are located south of Lakeshore Road West and west of John Street South.

16.152.2 Notwithstanding the provisions of the Mixed Use and Residential Low-Rise 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.

Site 153 (Port Credit Neighbourhood)



16.153.1 The lands identified as Special Site 153 are located on the west side of Front Street South and the south side of Port Street West, south of Lakeshore Road West.

16.153.2 Notwithstanding the provisions of the Mixed Use designation on these lands, the following additional policies will apply:

a. buildings, including amenities and signage, whether new or modified, will have a single detached residential appearance consistent with the form, design and scale of the low-rise residential land use in the Old Port Credit Village Heritage Conservation District. In addition, the use will have a limited impact on the low-rise residential character of the area. New buildings or modified buildings will comply with the development standards of the adjacent low-rise 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*.

Site 154 (Port Credit Community Node)



16.154.1 The lands identified as Special Site 154, Marina Park, are located at the southeast corner of Lakeshore Road West and Front Street South.

16.154.2 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.

16.154.3 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:

   i. Secondary offices;

   ii. retail commercial uses, except for commercial uses with a drive-through facility;

   iii. conference centre; and

   iv. 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:

   i. public access to the Credit River will be enhanced;

ii. views of the Credit River from both the Port Street West and the Bay Street road allowances will be extended through the site;

iii. building height will not exceed 2 storeys;

iv. buildings will be articulated to reduce the perception of bulk;

v. buildings will be oriented to the Credit River, Front Street South and the street grid;

vi. pedestrian links along the Credit River through the site and both north and south of it will be pursued, where feasible; and

vii. 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.

Site 155 (Port Credit Community Node)

16.155.1 The lands identified as Special Site 155 are located west of Stavebank Road South, south of Lakeshore Road East.

16.155.2 Notwithstanding the provisions of the Public Open Space and Greenlands designations, the existing restaurant and marina will be permitted.



Site 156 (Port Credit Community Node)

16.156.1 The lands identified as Special Site 156 are located west of Stavebank Road, south of High Street and north of Lakeshore Road East.

16.156.2 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

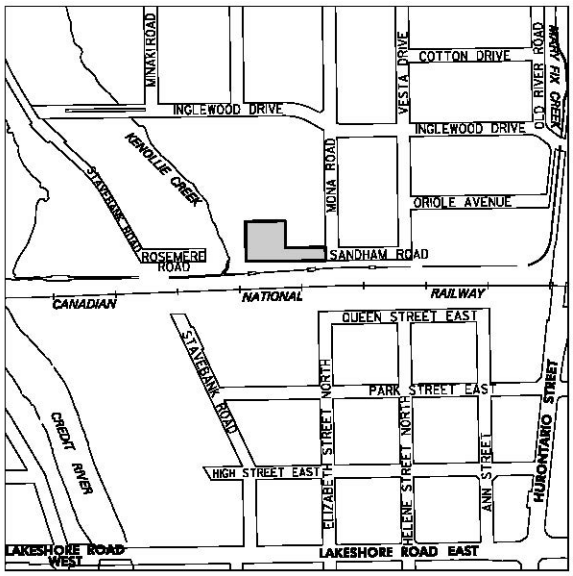
c. appropriate stepbacks from Stavebank Road, above the third storey.



Site 157 (Mineola Neighbourhood)

16.157.1 The lands identified as Special Site 157 are located north of the Canadian National Railway right-of-way, on the west side of Mona Road.

16.157.2 Notwithstanding the policies of this Plan, 17 townhouse dwellings will be permitted.



Site 158 (Port Credit Community Node)

16.158.1 The lands identified as Special Site 158 are located south of Port Street East and east of the Credit River.

General Policies

16.158.2 Affordable housing will be provided in accordance with the City of Mississauga's housing policies.

16.158.3 The City will require a mix of housing unit types, sizes and tenure to accommodate changes in community needs over time.

16.158.4 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.

16.158.5 A minimum total office gross floor area of 6,000 m^2 will be required and will be developed concurrently with residential uses.

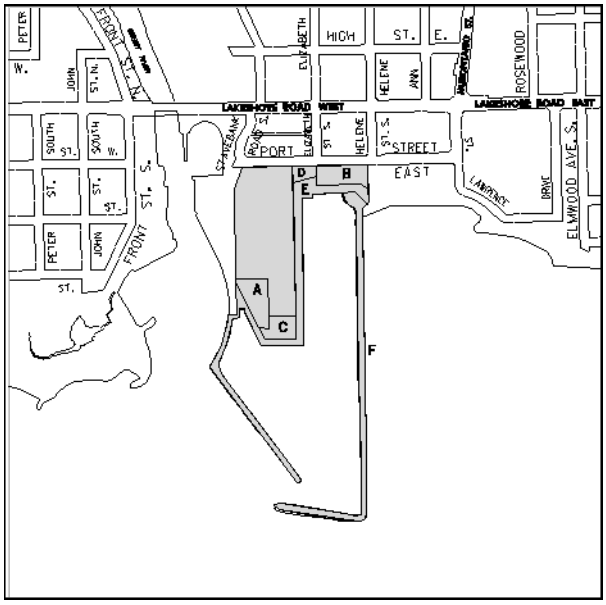
16.158.6 The Public Open Space network and the road system will be designed to create view corridors to Lake Ontario and the shoreline throughout and through the site, including broader panoramic views at the water's edge, as generally shown on Map 2: View Corridors.

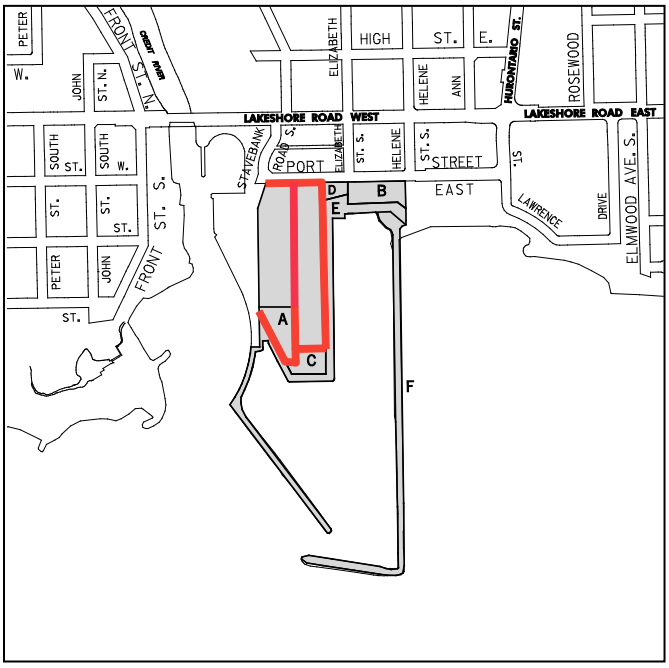
Area A

16.158.7 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.

16.158.8 Area A as well as the surrounding roads and public realm will be a showpiece of design excellence and innovation.

16.158.9 The building and/or the site should include an attraction that draws people to the site (e.g. public art, observation deck, cultural facility).





Map 1: Ground Floor Activation

Area B

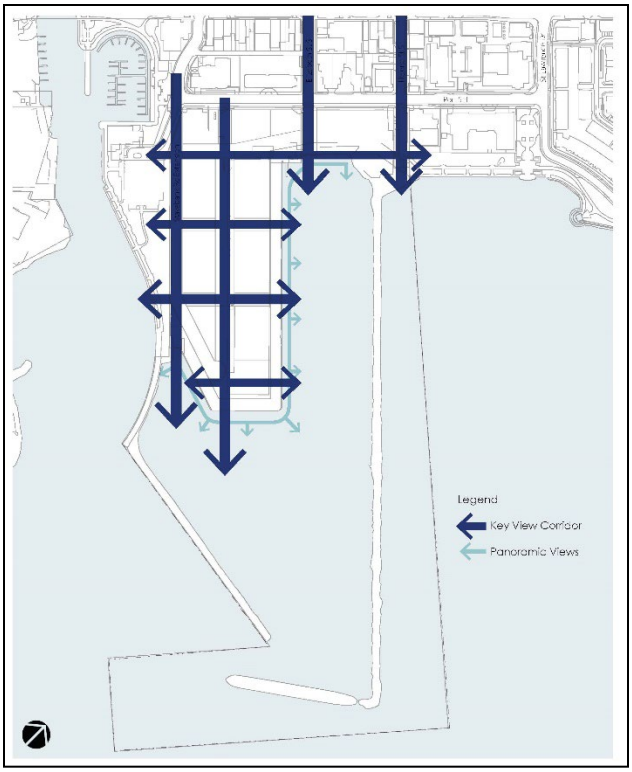
16.158.10 Notwithstanding the policies of this Plan, only a marina facility and the following accessory uses will be permitted:

a. marina-related facilities including retail, boat repair facilities and ancillary equipment; and

b. on-site boat storage.

16.158.11 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.



Map 2: View *Corridors*

Areas C, D, E and F

16.158.12 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.

16.158.13 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.

16.158.14 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.

16.158.15 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.

16.158.16 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.

Urban Design

16.158.17 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.

16.158.18 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.

16.158.19 ***Tall buildings*** will have a ***podium*** of four stories.

Transportation

16.158.20 The future road network is shown on Map 3: Future Road System 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

16.158.21 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;

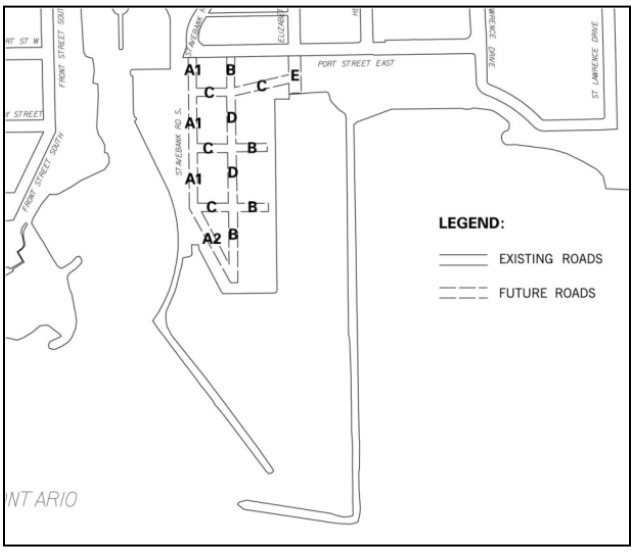
b. required right-of-way widths will be provided; and

c. an appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

16.158.22 Roads B will be designed primarily as a pedestrian and cycling route with a secondary purpose for vehicular access including emergency and service vehicles.

16.158.23 The City may consider alternative road design standards to achieve community design objectives.

16.158.24 The portion of the Primary Off-Road Route as shown on Schedule 5: Long Term Cycling Routes, to be located in Area E will allow for cyclists within a predominately pedestrian environment.



Map 3: Future Road System

Environment

16.158.25 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.

16.158.26 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.

Implementation

16.158.27 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.

16.158.28 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.

16.158.29 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.

16.158.30 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.

16.158.31 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.

Site 159 (Port Credit Community Node)



16.159.1 The lands identified as Special Site 159 are located at the southeast corner of Lakeshore Road East and Elizabeth Street South.

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

a. a maximum of 56 residential units are permitted;

b. Area A:

   i. a maximum building height of four storeys is permitted; and

   ii. building step backs from Lakeshore Road East shall be introduced to the facade.

c. Area B:

   i. 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

   ii. notwithstanding the above height maximums, the building height adjacent to the easterly boundary of Area B shall be no greater than one storey.

Site 160 (Port Credit Community Node)



16.160.1 The lands identified as Special Site 160 are located west of Hurontario Street, south of the Canadian National Railway, east of Helene Street, and north of High Street. These lands are in an important location that has the potential to support *higher order transit*.

16.160.2 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:

   i. 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;

   ii. 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.

   iii. 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

   iv. 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:

   i. Block 1: 2 800 square metres

   ii. Block 2: 1 400 square metres

   iii. 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;

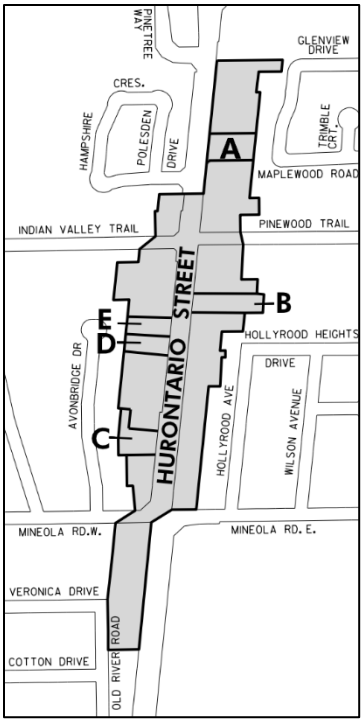
k. Reduced, *transit-supportive* parking standards are encouraged for future *development* within the Port Credit GO Station Southeast Area. Through the rezoning process, applicants shall be required to provide a parking study to justify the appropriateness of the specific parking standards being proposed;

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.

Site 161 (Mineola Neighbourhood)



16.161.1 The lands identified as Special Site 161 are the lots which front onto the east and west sides of Hurontario Street, south of the Queen Elizabeth Way.

16.161.2 Notwithstanding the provisions of the Residential Low-Rise I designation, the following additional policies will apply:

a. The following uses will also be permitted:

   i. offices, provided that medical offices are used for the consultation, examination or therapeutical treatment by a physician, dentist, drugless practitioner or health professional licensed by the Province of Ontario. Medical offices may not include hospitals or other accessory medical uses such as, laboratories, diagnostic facilities for medical and dental purposes, a drug and optical dispensary, nor a medical supply and equipment store; and

   ii. 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:

   i. a minimum of 40 percent 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;

   ii. corner lots will provide a total minimum landscaped open space area of 40 percent of the lot;

   iii. a landscape buffer ranging from 4.5 m to 7.5 m in depth will be provided along the Hurontario Street frontage; and

   iv. a minimum landscape buffer of 4.5 m in depth will be provided alongside street frontages adjacent to parking areas; and

i. New or modified office or residential-office buildings will not exceed:

   i. 420 m^2 gross floor area (GFA);

   ii. a maximum lot coverage of 25 percent; and

   iii. 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:

   i. minimum 1.8 m side yard for a one storey building;

   ii. minimum 2.4 m side yard for a two storey building;

   iii. minimum 7.5 m rear yard; and

   iv. maximum front yard equivalent to 50 percent of the lot depth.

16.161.3 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).

16.161.4 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).

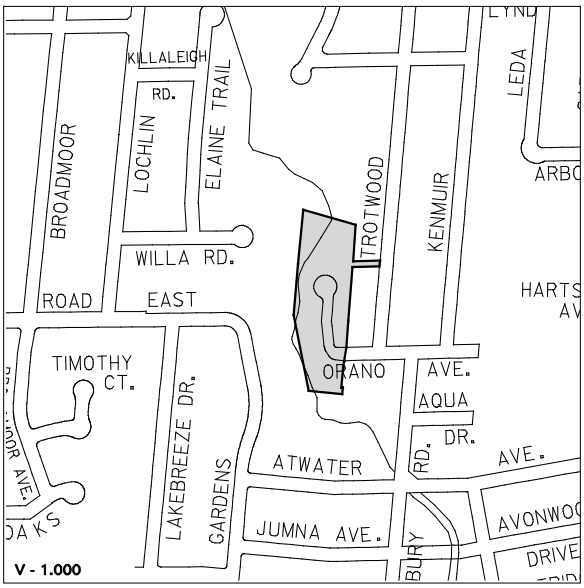
16.161.5 Notwithstanding subsection i. of this section, for the lands identified as Area C, an office building at 1370 Hurontario Street will not exceed 465 m^2 gross floor area (GFA).

16.161.6 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.

16.161.7 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.

Site 162 (Mineola Neighbourhood)

16.162.1 The lands identified as Special Site 162 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 *flood plain* of Cooksville Creek.



16.162.2 Notwithstanding the Greenlands designation, detached dwellings will also be permitted subject to the Residential Low-Rise I policies. New lots which extend into the *flood plain* 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 *flood plain*, 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.

Site 163 (Lakeview Neighbourhood)

16.163.1 The lands identified as Special Site 163 are located west of Revus Avenue, south of the Canadian National Railway tracks.

16.163.2 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;

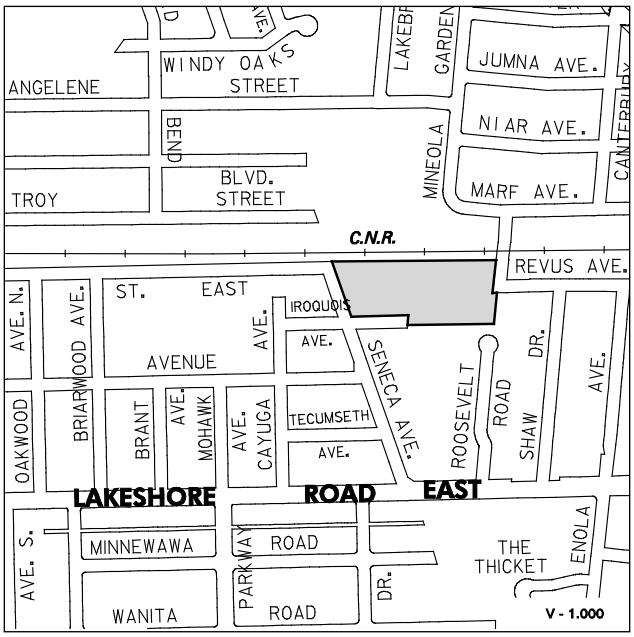
d. entertainment, recreation and sports facilities;

e. financial institution;

f. outdoor storage;

g. overnight accommodation; and

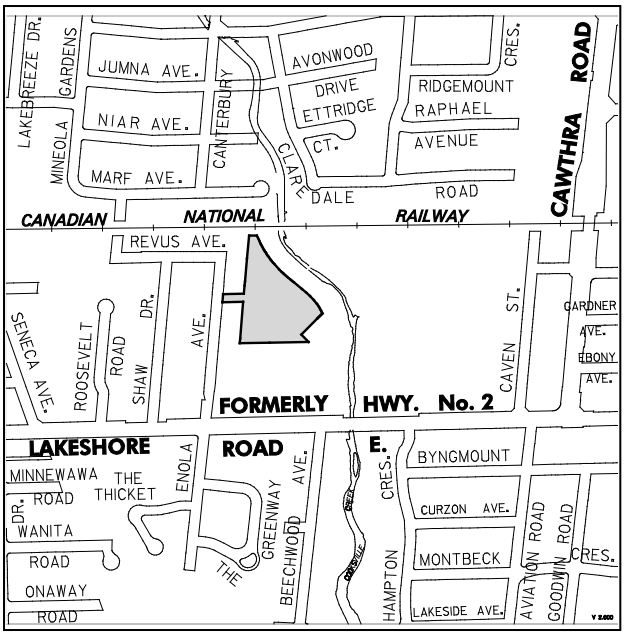
h. restaurants.



Site 164 (Lakeview Neighbourhood)

16.164.1 The lands identified as Special Site 156 are located north of Lakeshore Road East, east of Enola Avenue.

16.164.2 Notwithstanding the policies of this Plan, townhouse and will be permitted.



Site 165 (Lakeview Neighbourhood)



16.165.1 The lands identified as Special Site 165 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.

16.165.2 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.

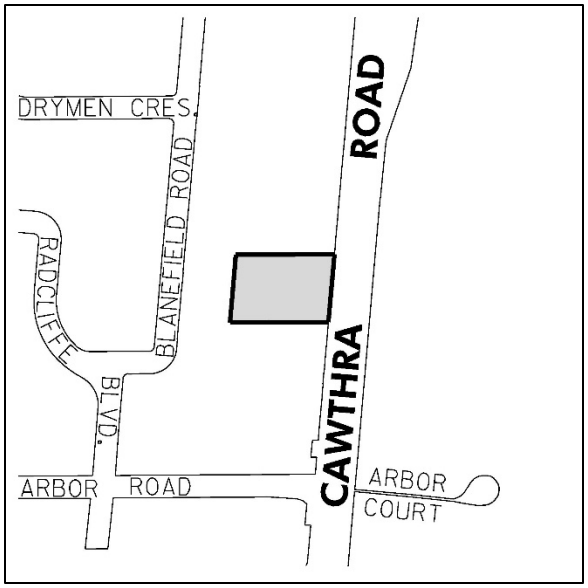
16.165.3 *Development* of this site will address, among other things, the following:

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 licensed archaeologist.

Site 166 (Mineola Neighbourhood)

16.166.1 The lands identified as Special Site 166 are located on the west side of Cawthra Road, north of Arbor Road.

16.166.2 Notwithstanding the policies of this Plan, detached dwellings will also be permitted.

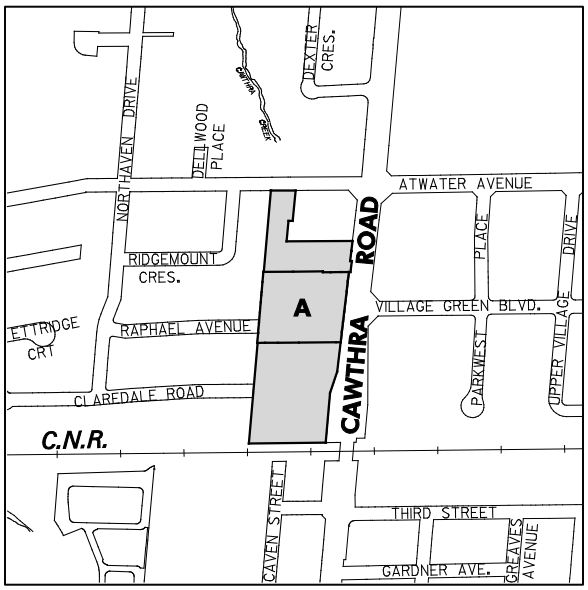


Site 167 (Mineola Neighbourhood)

16.167.1 The lands identified as Special Site 167 are located on the west side of Cawthra Road, south of Atwater Avenue, and north of the CNR line.

16.167.2 Notwithstanding the provisions of the Residential Low-Rise II designation, detached, semi-detached and townhouse dwellings will be permitted within a net density range of 25-37 units per ***net residential hectare***. Assembly of separate parcels will be encouraged.

16.167.3 Notwithstanding the provisions of the Residential Low-Rise II designation, for the lands identified as Area A, townhouse dwellings to a maximum density of 112 units per ***net residential hectare*** will also be permitted.



Site 168 (Lakeview Neighbourhood)

16.168.1 The lands identified as Special Site 168 are located north of Lakeshore Road East between Cooksville Creek and West Avenue.

16.168.2 Notwithstanding the policies of this Plan, the following additional uses will be permitted:

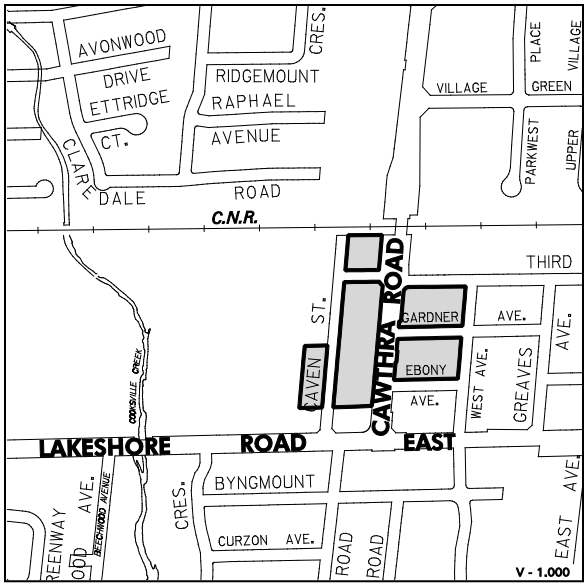
a. detached dwelling;

b. semi-detached dwelling;

c. duplex dwelling;

d. triplex dwelling; and

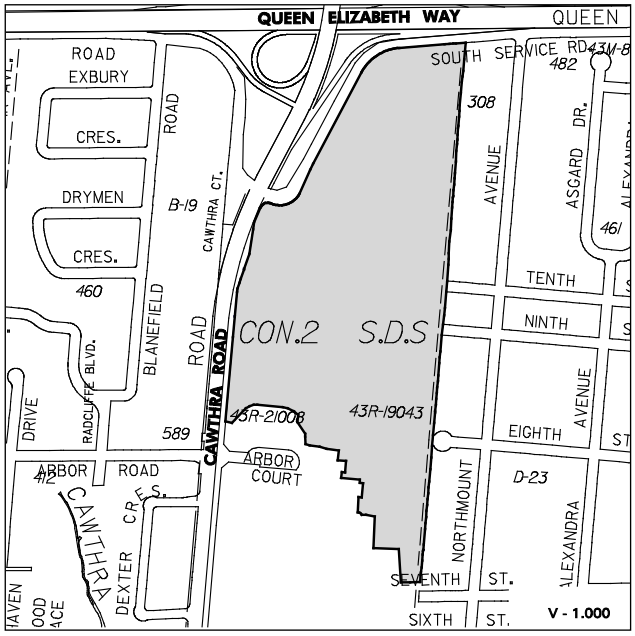
e. street townhouses.



Site 169 (Lakeview Neighbourhood)

16.169.1 The lands identified as Special Site 1 are east of Cawthra Road and south of the South Service Road.

16.169.2 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*).



16.169.3 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.

16.169.4 *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.

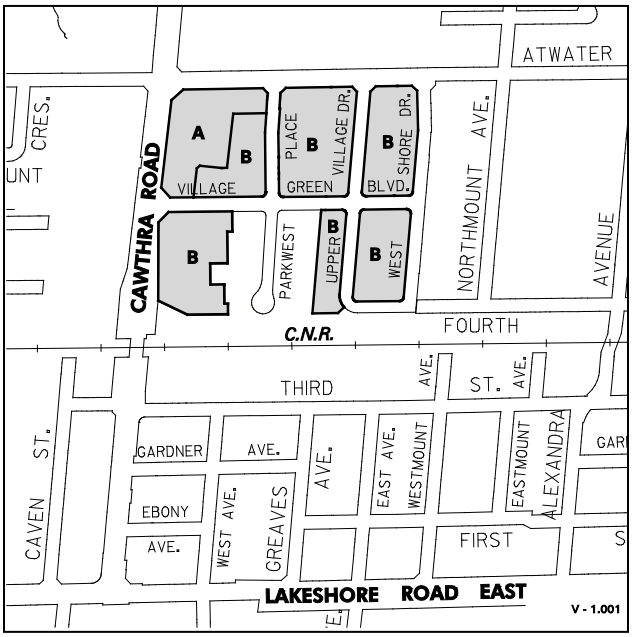
Site 170 (Lakeview Neighbourhood)

16.170.1 The lands identified as Special Site 170 are located in the southeast quadrant of Atwater Road and Cawthra Road.

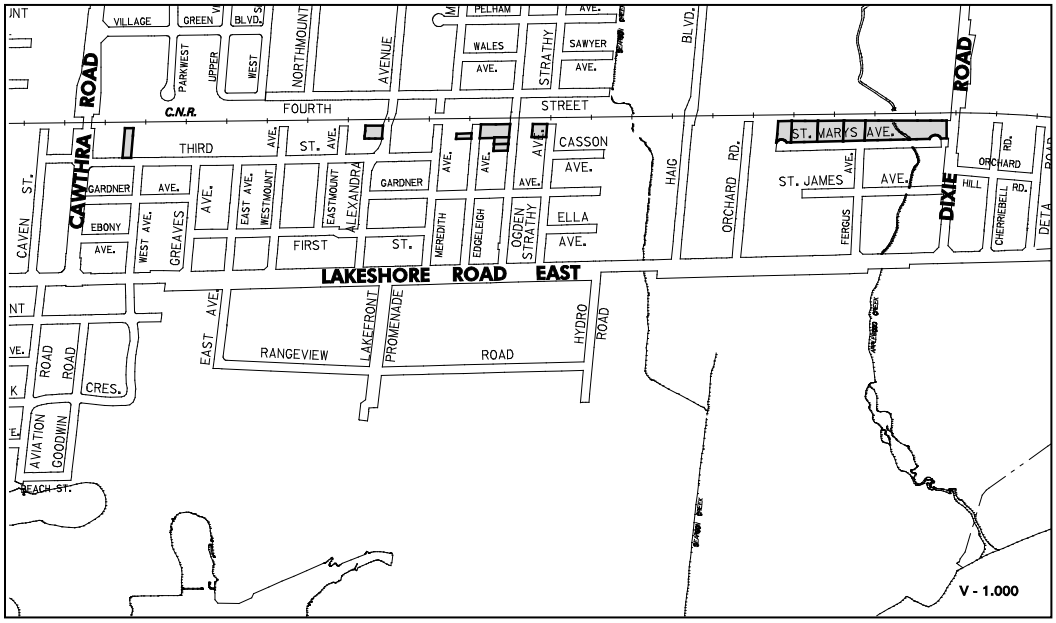
16.170.2 Notwithstanding the policies of this Plan, the following additional uses will be permitted:

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.



Site 171 (Lakeview Neighbourhood)



16.171.1 The lands identified as Special Site 171 are located south of the Canadian National Railway line between Cawthra Road and Dixie Road.

16.171.2 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.

16.171.3 Permitted uses will operate within enclosed buildings.

Site 172 (Lakeview Neighbourhood)

16.172.1 The lands identified as Special Site 172 are located along Casson Avenue, west of the utility corridor.

16.172.2 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.



Site 173 (Lakeview Neighbourhood)

16.173.1 The lands identified as Special Site 155 are located east of Applewood Creek and south of Lakeshore Road East.

16.173.2 The Small Arms Inspection Building located at 1352 Lakeshore Road East is designated under the *Ontario Heritage Act*.

16.173.3 A heritage permit, including a ***Heritage Impact Assessment,*** will be required for any alterations.

16.173.4 Notwithstanding the policies of this Plan, the following additional uses will be permitted:

a. commercial schools;

b. ***community facilities***, including art studios, art galleries;

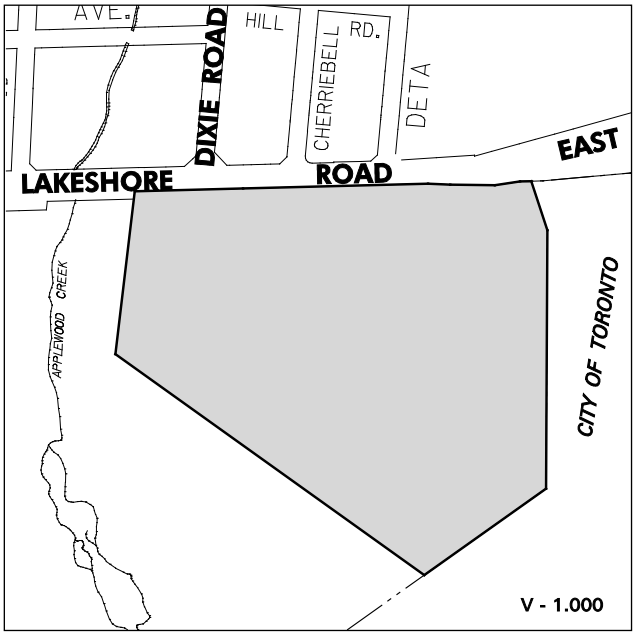
c. a conference centre;

d. entertainment, recreation and sports facilities;

e. restaurants;

f. retail stores, including an indoor market; and

g. ***secondary offices***.



DRAFT

CHAPTER

17

Implementation





The purpose of this chapter is to establish how the policies of this Plan are implemented and translated into programs. The implementation of these policies relies on legislative tools such as the zoning by-law, heritage designation by-law, subdivision control, site plan and many others.

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.

Figure 17.1. City of Mississauga Council Chambers

17.1 Jurisdiction

17.1.1 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.

17.2 Monitoring

17.2.1 The new Official Plan will be reviewed in 10 years and every five years thereafter, or earlier, if warranted.

17.2.2 Mississauga may develop a set of indicators to measure the implementation of the policies of this Plan.

17.3 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 Provincial Government funding. The Official Plan also acknowledges that some infrastructure and 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.

17.3.1 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.

17.3.2 Mississauga will provide quality services to residents and businesses that are accessible and recognize specific community needs.

17.4 Development Applications

17.4.1 Development applications will be evaluated and processed in accordance with the policies of this Plan, approved ***streetscape*** studies and design guidelines and relevant City Council and Provincial plans and policies.

17.4.2 To ensure that the policies of this Plan are being implemented, the following guidelines and 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.

17.4.3 To provide consistent application of planning and urban design principles, proposed *development* will satisfactorily address, among other matters:

a. conformity to the policies in this Plan;

b. consistency with all applicable design guidelines, including the City's Green Development Standards;

c. compatibility with existing or planned land uses and forms on the subject lands and surrounding lands, including the transition in height, density, and built form;

d. demonstration of no adverse impacts on the development or functioning of neighbouring lands;

e. sustainability of the *development* and its contribution towards supporting public transit and increasing walkability;

f. in circumstances where medium and high rise residential uses are in proximity to *development*s of a low rise built forms, measures, such as increased setback; *sensitive* building location, transition and landscaping, may be required to ensure compatibility;

g. adequacy and provision of *infrastructure*;

h. adequacy and provision of ***community infrastructure***;

i. suitability of the site in terms of location, size and shape, to accommodate the proposed land use, on site functions, parking, landscaping, and on site amenities;

j. relationship of the proposed *development* to the street environment and its contribution to an effective and attractive public realm;

k. impact of the height and form of *development*, in terms of shadowing and adverse impact on amenity areas, on neighbouring residential and park uses;

l. site specific opportunities and constraints; and

m. demonstration of enhanced urban form and public health.

17.4.4 All site-specific official plan amendment applications will provide satisfactory reports to demonstrate the rationale for and appropriateness of the proposed amendment. This will include, among other matters, the merits of the proposed amendment in comparison with the existing land use designation and policies. A planning rationale with reference to the applicable policies of this Plan, other applicable policies and sound planning principles will be provided to accomplish this. Demonstration of compatibility with the City Structure requirements of this Plan will be required.

17.4.5 Transition in height and built form will occur within the height ranges where established by this Plan. It is the intent of this Plan that the minimum and/or maximum number of storeys for buildings will be maintained where identified and adhered to as part of site-specific development applications.

17.4.6 Prior to the submission of a development application, the City may require meetings with the development proponent.

17.4.7 To achieve the City's environmental sustainability goals, *development* may be required, to include, but not be limited to, the following:

a. innovative stormwater management practices and *infrastructure* such as, rainwater harvesting facilities, bio-retention swales, permeable paving, water efficient plant material and water reuse to reduce demand for potable water;

b. shade trees, high-albedo surfaces, green and cool roofs to reduce ambient surface temperature and to minimize the urban heat island effect;

c. ground floor canopies as weather protection to create pedestrian friendly walking environments;

d. energy efficient and shielded exterior lighting to reduce night time glare and light trespass;

e. bicycle infrastructure to encourage cycling as an emissions free mode of travel;

f. trees to enhance the urban forest and the use of native species to protect, restore and enhance bio-diversity and the natural heritage system;

g. on-site ***renewable energy*** generation and recovery, district energy system facilities, *infrastructure* and connections, construction and cladding innovations and energy efficient exterior building design to reduce greenhouse gas emissions;

h. building and site design that is resilient, reduces peak demand, thermally resilient and adaptive to the impacts of climate change; and

i. electric vehicle-ready and micro-mobility charging infrastructure to support emissions-free modes of travel.

17.4.8 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 The required studies will be dependent on the type of application, the property location and adequacy of services.Submitted material must be satisfactory to the City and relevant applicable public agencies. Further, the required material must be deemed satisfactory in the early stages of application review. This list is not all-inclusive, and other material may be requested when the application is reviewed.



Figure 17.2. Example of signage to notify the public of an active development application

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 in addition to Community Consultation Report.
- Draft official plan amendment

- Draft zoning by-law amendment
- Draft plan of subdivision or condominium
- Development Master Plan
- Urban Design Study
- Green Design Checklist
- Arborist's Report (including Tree Survey/Tree Preservation Plan)
- Parking Utilization Study or Parking Justification Letter
- 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
- Hydrological Investigation
- Salt Management Plan
- Stream Erosion Assessment
- Implementation study for Two Zone *Flood plain* 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

- ***Community Infrastructure*** Impact Study
- 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)
- Housing Report and Rental Housing Demolition and Conversion Application Form
- Condominium Declaration
- *Transportation Demand Management* (*TDM*)
- Health Assessment in accordance with the Healthy Development Framework
- 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

17.4.9 Proposals for buildings higher than four storeys will be designed to minimize overlook conditions; obstructions of grade level vistas and overshadowing of any adjacent properties. Sun and shadow studies, view studies and microclimatic studies may be required to determine the impacts of the proposal.

17.4.10 To provide consistent, efficient, and predictable application of environmental planning principles, all development proponents will have regard for:

a. adaptation to a changing climate;
b. air quality;
c. energy and water conservation;
d. erosion and sediment control;
e. habitat protection and enhancement;
f. land form conservation;
g. management of ***waste***;
h. mitigation of greenhouse gas emissions;
i. noise and vibration minimization;
j. promotion of cycling and walking;
k. public health.
l. public transit enhancement;

m. sustainable parking technologies integration (i.e. electric vehicle facilities)

n. quality and quantity of stormwater management;

o. soil and groundwater quality; and

p. tree preservation.

17.4.11 Provincial Government policies and guidelines will be used in reviewing development applications.

17.4.12 Where appropriate, the City will coordinate environmental performance criteria with the programs, policies, and legislation of appropriate Provincial Government and other public agencies.

17.4.13 Street rights-of-way or additions thereof, and private streets will not be included in the calculation of density for on-site building coverage.

17.4.14 The need for a development master plan will be determined through a pre-application meeting and in consultation with staff prior to application submission. 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. animation at grade, particularly for retail focus areas and in proximity to transit services and along major streets;

b. delineation of development blocks;

c. environmental and related sustainability requirements (e.g., Green Development Standards);

d. existing and proposed transit infrastructure;

e. height, massing and location of proposed uses;

f. how density and population to employment ratio requirements will be achieved;

g. pedestrian and cycling infrastructure;

h. phasing plans;

i. a public realm plan, including parks;

j. relationship to surrounding areas;

k. road alignment and characteristics;

l. servicing requirements;

m. transition and connectivity to surrounding development;

n. treatment of the public realm; and

o. vehicular and *active transportation* circulation plan; and

p. vehicular and bicycle parking.

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 City Council as part of a development application.

17.5 Zoning

17.5.1 The zoning for all properties will conform to this Plan within three years of it coming into force and effect.

17.6 Zone Subject to a Holding Provision

17.6.1 A holding provision may be used in conjunction with any zoning category to specify the use to which lands, buildings or structures may be put at such time in the future as the holding provision is removed by amendment to the zoning by-law.

17.6.2 A holding provision will be used to implement this Plan for staging of *development* and additionally may be used to implement specific requirements, such as, but not limited to:

a. the provision of engineering services;
b. the provision of ***community infrastructure***;
c. the provision of multi-modal transportation systems;
d. the provision of access/ingress to a site and adjacent properties;
e. the *development* of affordable housing;
f. the protection of the Natural Heritage System;
g. the remediation of ***contaminated sites***;
h. the provision of parks; and
i. the provision of flood free ingress/egress.

17.6.3 Generally, uses existing at the time a site specific by-law with a holding provision is enacted will be allowed to continue, however, restrictions on existing uses and/or alternative uses may be specified in the by-law with a holding provision.

17.6.4 the City may apply a holding provision to a land 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.

17.6.5 The policies of this Plan should not be construed to require the gratuitous dedication of land for new public streets, including realignments of streets or impose an obligation upon a landowner to construct or pay for the construction of new streets, where not otherwise permitted by the *Planning Act*.

17.7 Bonus Zoning

17.7.1 City Council by-laws passed prior to June 23, 2022 under section 34 of the *Planning Act* that include 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 will be subject to the repealed section 37 of the *Planning Act*. These by-laws were 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.

17.7.2 City Council bonuses in additional height and/or density granted for site specific development proposals approved prior to June 23, 2022, may be in exchange for facilities, services or matters, above and beyond 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 parks 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. conservation 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.

17.7.3 In all cases, the increase in height and/or density will be based on a site specific review. In reviewing the proposed increase in height and/or density, City Council will ensure that:

a. the proposed *development* is compatible with the scale and character of the surrounding area and has minimal impact on neighbouring uses;

b. there are adequate engineering services and community services;

c. the transportation system can accommodate the increase in density;

d. the site is suitable in terms of size and shape, to accommodate the necessary on site functions, parking, landscaping, and recreational facilities; and

e. a special study is required from the applicant that establishes 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.

17.7.4 When considering bonusing, and allowing the provision of benefits off-site, the positive impacts of the exchange should benefit the surrounding areas experiencing the increased height and/or density.

17.7.5 By-laws permitting bonusing of height and/or density will:

a. specify the amount by which the height and/or density of the *development* would be increased in exchange for certain facilities, services, or matters; 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.

17.7.6 The facilities, services, or matters will be transferred to the City or secured by agreements entered into by the developer and the City, prior to or in conjunction with the enactment of the bonus zoning by-law.

17.7.7 Mississauga may develop bonusing policies applicable to specific areas of the city.

17.8 Temporary Use By-law

17.8.1 City Council may pass by-laws to authorize the temporary use of land for a purpose that is otherwise prohibited by the zoning by-law, as permitted by the provisions of the *Planning Act*.

17.8.2 A temporary use which conforms to this Plan may be permitted by a temporary use by-law to allow:

a. an unfamiliar use on a trial basis;

b. the use of an available building until the rehabilitation or *redevelopment* of the building for a use permitted by this Plan is warranted by future market conditions; or

c. the use of vacant land for a parking lot that would otherwise not be permitted.

17.8.3 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

h. temporary buildings must conform to the property standards by-law.

17.9 Interim Control By-law

17.9.1 City Council may pass an Interim Control By-law prohibiting the use of land, buildings or structures within the city or within a defined area of the city for a limited period of time as specified by the *Planning Act*. Interim Control measures may be considered and enacted for the purposes of undertaking studies where *development* pressures warrant a review of zoning.

17.10 Development Zone

17.10.1 Vacant lands and legally existing land uses that do not conform to this Plan, may be recognized in the zoning by-law as a "D" (Development) Zone. It is intended that these lands will eventually be redeveloped in accordance with the policies contained in this Plan, but in the meantime allow legally existing uses to continue without a non-conforming status.

17.11 Development Permits

17.11.1 Consideration will be given to the enactment of a Development Permit System as authorized by the *Planning Act*.

17.12 Subdivisions

17.12.1 Draft plans of subdivision will comply with the policies of this Plan and relevant City Council approved policies, including those regarding the provisions of adequate services and transportation facilities, and the maintenance of a sound financial position for the City.

17.12.2 A condition of draft approval of a plan of subdivision will require that a servicing and development agreement be entered into by the developer to ensure the provision of services, facilities, and other matters to the satisfaction of City Council.

17.12.3 By-laws may be passed to exempt all, or part of registered plans of subdivision from part-lot control. Such exemptions will eliminate the need for further subdivision or consents to convey portions of lots within the registered plan of subdivision.

17.13 Site Plans

17.13.1 As permitted by the *Planning Act*, all lands in the city are designated as a Site Plan Control Area. By-laws may be passed to designate the whole or any part of the city as a Site Plan Control Area, or identify where site plan control does not 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.

17.13.2 As all lands in the city are designated as a Site Plan Control Area, drawings showing plan, elevation and cross-section views may be required for each building to be erected on any lands in the city as prescribed by *the Planning Act*.

17.13.3 Energy conservation, aesthetic, and functional design guidelines will be established to assist in the preparation of site plans and the design of buildings.

17.13.4 Site plan applications will ensure facilities are designed to have regard for accessibility for persons with disability.

17.14 Condominiums

17.14.1 Condominium applications will be required to comply with the policies of this Plan and relevant City Council approved policies. Applications that do not comply with the policies of this Plan and relevant City Council approved policies will not be supported for approval by the City. This is particularly important due to the extremely limited future *redevelopment* potential for condominium buildings once they are in place.

17.14.2 Application for approval of a condominium application for new residential *development* or conversion of existing rental accommodation will be considered with reference to standards and specifications regarding safety, driveways, traffic, parking control, parking facilities, sidewalks and walkways, open space, recreation, utilities, storm drainage, grading, and internal road construction.

17.14.3 Common element condominiums and vacant land condominiums will not be permitted if the City requires public ownership of the lands for pedestrian or vehicular access to create public road connections to existing developed or undeveloped lands. Regard shall be given to the scale of the *development* and its integration with the surrounding community.

17.15 Non-Conforming Uses

17.15.1 The use of land or a building or structure that does not comply with the Zoning By-law but which lawfully existed prior to the approval of the Zoning By-law is a legal non-conforming use. If such legal non-conforming use ceases, then the rights derived from the legal non-conforming use will terminate. Over time, it is the intention and expectation of the City that most non-conforming uses will cease.

17.15.2 Certain non-conforming uses, particularly industrial or commercial uses in residential areas that detract from the character and quality of a complete neighbourhood, will be encouraged to relocate or redevelop so that the subject land may be used in conformity with the policies of this Plan and the provisions of the implementing zoning 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 under improved conditions, in accordance with the policies of this Plan.

17.15.3 To encourage the elimination of certain non-conforming uses of significant detrimental impact on their surroundings, the City may consider the desirability and feasibility of acquiring the legal non-conforming property and holding, selling, leasing, or redeveloping it in accordance with sound financial management and good planning principles. In order to acquire such land the City may consider an exchange of other City owned lands.

17.15.4 Applications may be made to the Committee of Adjustment to permit the extension or enlargement of a building or structure utilized for a non-conforming use or to permit a different but similar use to replace the original legal non-conforming use. The City will consider the following criteria in determining its position with respect to such applications:

a. the primary intention that non-conforming uses will cease over time;
b. the length of time the existing non-conforming use has been in operation;
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.

17.15.5 City Council may also in special and appropriate circumstances, consider the enactment of an amending zoning by-law to permit the extension or enlargement of a legal non-conforming use, although the preferred procedure will be to encourage the use of applications to the Committee of Adjustment.

17.16 Design Excellence

17.16.1 Mississauga will encourage and recognize creativity; sustainability and design excellence in architecture; landscape and urban design and stimulate public awareness by:

a. administering an awards program that promotes; recognizes and honours *development* projects and initiatives that set the highest standard for sustainable practices; architectural; landscape; urban design and construction in the city; and

b. encouraging design competitions for sustainable practices; architecture; landscape and urban design.



Figure 17.3. The Mississauga Urban Design awards fosters healthy competition and a chance to celebrate the great places and spaces within the City.

17.16.2 Mississauga may establish a Design Review Panel to provide advice on design related matters that affect the public realm, architecture and sustainability.

17.16.3 Mississauga may require *development* proponents to submit their application to the Design Review Panel.

17.17 Greenlands

17.17.1 As a condition of development approval, ***natural hazard lands*** may be placed in public ownership for their long term protection.

17.17.2 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.

17.17.3 ***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.

17.17.4 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.

17.17.5 *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.

17.17.6 Prior to conveyance of Greenlands lands, the proponent may be requested to conduct a Phase 1 Environmental Site Assessment (ESA) in accordance with the most updated provincial standards. 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.

17.17.7 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.

17.17.8 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***.

17.18 Public Open Space and Recreational Facilities

17.18.1 Mississauga will provide for public open space and/or recreational facilities in accordance with the following means:

a. dedication of land for park or other public recreational purposes, or cash-in-lieu for park or other public recreational purposes, under the provisions of the *Planning Act*;

b. receipt of levies, under the provisions of the *Development Charges Act*; or

c. other sources.

17.18.2 As a condition of *development* of land, the City may require that a portion of the land proposed to be developed or redeveloped be conveyed to the City for park or other public recreational purposes, in a form satisfactory to the City, to ensure that the lands are clean at the time of conveyance.

a. In the case of land proposed to be developed or redeveloped for predominately residential purposes, the amount of land to be conveyed will be calculated using the greater of:

i. a standard rate not exceeding five percent of the developable land; or

ii. an alternative rate not exceeding one hectare for each 300 low density dwelling units proposed; or

iii. an alternative rate not exceeding one hectare for each 500 medium and high density dwelling units.

b. In the case of land proposed to be developed or redeveloped for non-residential purposes, the City will require the conveyance of land at a rate not exceeding two percent of the developable land;

c. In the case of land proposed to be developed or redeveloped for a mix of residential and non-residential uses, the site area to be calculated for the purpose of the dedication, shall be allocated based on the percentage of total GFA between residential and non-residential uses. In cases where the alternative residential rate requirement applies, it shall be in addition to the prorated non-residential requirement. and

d. In instances where a land dedication is not required by the City, the City will require the payment of cash in lieu of such conveyance, up to a rate not exceeding one hectare for each 500 units relative to the outstanding dedication. 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.

17.18.3 As a condition of approval of a plan of subdivision, Mississauga will require that a portion of the land in the plan be conveyed to the City for park or other public recreational purposes in a form satisfactory to the City, to ensure that the lands are clean at the time of conveyance.

a. In the case of a subdivision for predominately residential purposes, the amount of land which the City will require to be conveyed will be the amount calculated using:

i. a rate not exceeding five percent of the land included in the plan of subdivision; or

ii. a rate not exceeding one hectare for each 300 low density dwelling units proposed; or whichever amount is greater; or

iii. an alternative rate not exceeding one hectare for each 500 medium and high density dwelling units.



Figure 17.4. Churchill Meadows Community Centre and Mattamy Sports Park is a recreational facility equipped with a variety of amenities and programs.

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 the case of land proposed to be subdivided for a mix of residential and non residential uses, any dedication requirement based on the percentage of site area shall be prorated based on the percentage of total gross floor area (GFA) between residential and non residential uses. In cases where the alternative residential rate requirement applies, it shall be in addition to the prorated non-residential requirement; 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.

17.18.4 Mississauga will provide recreational facilities as specified in the city's applicable 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 parks in established areas;

c. restrictions on parks *development* dictated by the location of the park, environmental constraints, parking availability, access, or other reasons;

d. specialized, identified recreational needs for parks in certain areas of the city;

e. the timing and pace of *development* which may affect the City's ability to acquire parks through the *development* process; and

f. financial circumstances and the establishment of priorities through the City's capital budget process.

17.18.5 The facility objectives contained in other City plans and strategies, 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 those plans and strategies will not constitute lack of conformity with this Plan.

17.18.6 Mississauga is not required to utilize any or all of the cash in lieu for park or other public recreational purposes that may be required to be paid as a condition of a particular *development*, to acquire land for park or other public recreational purposes or develop recreation facilities in the vicinity or neighbourhood of that *development*. The City will consolidate all cash in lieu for park or other public recreational purposes in a special reserve fund and use the funds on a city wide basis based upon priorities determined by the City for any purposes permitted under the *Planning Act*.

17.18.7 Mississauga will participate with representatives of the school boards to coordinate the planning, acquisition, and administration of sites and facilities that will be shared by park and school activities.

17.18.8 Mississauga will cooperate with other levels of government or the private sector to establish one or more parks having regional significance and containing major sports and recreational facilities suitable for competition and public use, including major spectator and competitive sports facilities.

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

17.18.10 Mississauga will encourage Conservation Authorities to acquire lands for conservation and recreation purposes beyond that required for flood control purposes.

17.18.11 Mississauga will encourage 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.

17.18.12 Where lands owned by conservation authorities have value for recreation and conservation, and are not required for flood control purposes, the City will seek the cooperation of the conservation authorities to lease or convey such lands to the City for park purposes.

17.18.13 Mississauga will encourage other levels of government to assist in the provision of recreational facilities which have a National, Provincial or Regional significance.

17.18.14 Mississauga may request that the Provincial Government lease or convey to the City for public open space purposes any lands contained within the Parkway Belt West that are residual to the essential functions of the Parkway Belt West Plan or within areas designated for Public Open Space, within this Plan.

17.19 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.

17.19.1 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.

17.19.2 Mississauga will work with utility providers to ensure that networks are established and phased to serve new ***development*** in a timely and efficient manner.

17.19.3 Mississauga will work with other levels of government and development proponents to ensure adequate municipal services are available to serve future ***development***.

17.19.4 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.

17.19.5 The sizing of storm sewer facilities will be based on the ultimate ***development*** pattern within the various drainage areas.

17.19.6 The design standards used in the construction of any natural gas or oil transmission pipeline within Mississauga will take into account ultimate urbanization near or *adjacent* to that pipeline.

17.19.7 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.

17.19.8 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*.

17.19.9 Mississauga will not permit electric power distribution and telecommunications facilities within residential areas if such installations are of a magnitude, function or *character* in*compatible* 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.

17.20 Property Standards

17.20.1 All properties in the City will be kept in a state of good repair and safe for occupancy and use. To this end, Mississauga will maintain and enforce a Property Standards By-law under the *Building Code Act* prescribing maintenance standards and conditions of occupancy for all types of property throughout the city.

17.20.2 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.

17.21 Demolition Permits

17.21.1 Permits to demolish heritage designated buildings and structures will be considered in accordance with the provisions of the *Ontario Heritage Act* and this Plan.

17.21.2 An approved *development* plan, archaeological assessment and tree permit may be required prior to the issuance of a demolition permit.

17.22 Community Improvement

17.22.1 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.

17.22.2 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*.

17.22.3 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.

17.22.4 Mississauga may acquire lands or buildings in order to undertake community improvement initiatives.

17.22.5 Community Improvement Plans may consider the following, among other matters:

a. deficiencies in the physical infrastructure of the area including sanitary sewers, water or storm sewer systems, streets, 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.

17.22.6 Community Improvement Plans may be implemented by the following methods:

a. participation in funding programs with senior levels of government that provide assistance in undertaking Community Improvement projects;
b. the formation and continuation of BIAs to maintain and improve commercial areas;

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 conserve 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.

17.22.7 The following will be considered when determining the timing and sequence of Community Improvement projects:

a. the opportunity to coordinate improvements with other Capital Budget projects;

b. the existence of a recognized BIA;

c. the efforts of local business associations to upgrade and promote the area; and

d. availability of other government funds through programs in which the City may wish to participate.

17.22.8 The formation and continuation of BIAs will be encouraged and supported; when possible, assistance will be provided to such organizations.

17.23 Inclusionary Zoning Agreements

17.23.1 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 the Inclusionary Zoning Section under 5.3.3 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 5.3.3.10, 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.

17.24 Delegation Authority

17.24.1 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.

17.24.2 Delegation of authority to pass zoning bylaws shall be limited to:

a. a by-law to remove a holding provision

17.24.3 The delegation of authority authorized under section 19.23 may be subject to such conditions as Council may, by by-law, provide.

DRAFT

CHAPTER

18

Glossary



DRAFT

Glossary

All terms listed in the glossary, where used, are bolded and italicized in the Mississauga Official Plan (MOP) text, with exception of frequently used common terms that appear as regular text, and are not bolded and italicized. Terms listed in the glossary that are commonly used throughout MOP are followed by an asterisk (*).

Provincial policy terms, where used, are italicized in MOP text. These terms are listed in the table below. The definitions for these terms are available in the Provincial Policy Statement, 2020 and the Growth Plan for the Greater Golden Horseshoe, Office Consolidation 2020. The Region of Peel Official Plan, April 2022 glossary should be consulted for any modifications to the provincial policy terms.

For terms not defined by policy, the meaning of the term will be as defined in the Canadian Oxford Dictionary, 2nd edition.

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

Italicized terms throughout the text correspond to specific documents and policies when identified by their title (e.g., *Planning Act*).

PROVINCIAL POLICY TERMS (italicized text in Mississauga Official Plan)

- Active transportation
- Archaeological resources
- Areas of archaeological potential
- Areas of natural and scientific interest (ANSI)
- Brownfield sites
- Built heritage resource
- Coastal wetland
- Complete communities
- Complete streets
- Conserved
- Cultural heritage landscape
- Cultural heritage resources
- Delineated built boundary
- Delineated built-up area
- Designated greenfield area
- Development
- Dynamic beach hazard
- Ecological function
- Endangered species
- Employment area
- Erosion hazard
- Excess lands
- Fish habitat
- Flood plain
- Flooding hazard
- Floodway
- Green infrastructure
- Ground water feature
- Habitat of endangered species and threatened species
- Heritage attributes
- Higher order transit
- Housing options
- Hydrologic function
- Infrastructure
- Major goods movement facilities and corridors
- Major office
- Mineral aggregate operation
- Modal share
- Natural heritage features and areas
- Negative impacts
- Oil, gas and salt hazards
- Petroleum resource operations
- Provincially significant employment zones
- Public service facilities
- Quality and quantity of water
- Redevelopment
- Sensitive
- Sensitive land uses
- Settlement areas
- Significant
- Significant wildlife habitat
- Site alteration
- Special needs
- Special policy area
- Strategic growth areas
- Transit-supportive
- Transportation demand management (TDM)
- Two-zone concept
- Threatened species
- Urban growth centres
- Valleylands
- Watershed
- Wetlands
- Wildlife habitat
- Woodlands

Mississauga Official Plan Defined terms:

AFFORDABLE OWNERSHIP HOUSING UNIT

means the least expensive of: housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual income for ***low-income households*** and ***moderate-income households***; or housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.

AFFORDABLE RENTAL HOUSING UNIT

means the least expensive of: a unit for which the rent does not exceed 30 percent of gross annual household income for ***low-income households*** and ***moderate-income households***; or a unit for which the rent is at or below the average market rent of a unit in the regional market area.

AIRCRAFT NOISE WARNING AGREEMENT (ANWA)

means an agreement between the Corporation of the City of Mississauga, the Greater Toronto Airports Authority (or its successor) and the Developer to be registered on title that provides for, among other things, the following: a development agreement incorporating conditions related to noise mitigation consistent with findings of the detailed noise impact study; enforcement obligations, post-construction certification that development approval conditions have been satisfied, aircraft noise warning signage, and aircraft noise warning clauses regarding both indoor and outdoor activities in Purchase and Sale Agreements, sales materials, and in enrollment documents for schools and daycares.

AIRPORT *

means the Toronto – Lester B. Pearson International Airport.

CITY *

City, when capitalized, means The Corporation of the City of Mississauga. When not capitalized, city means the geographic area of the City of Mississauga.

COGENERATION

means the generation of two or more forms of heat energy, electrical power and mechanical power from one fuel source, such as gas or renewable sources, but excluding oil, coal and nuclear.

COMMUNITY FACILITY

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

COMMUNITY GARDENING

means a shared growing space including allotment and/or collective gardening practices for food and native plant growing for personal consumption, not-for-profit sales, donation, demonstration, and food literacy. Community gardens also include the usage of hoop houses or cold frames.

COMMUNITY INFRASTRUCTURE

means lands, buildings, and structures that support the quality of life for people and communities by providing public schools, private schools, emergency services, private clubs, ***community facilities***, daycare/day program and places of religious assembly. Private club means a social, cultural, athletic or recreational club or fraternal organization that is not operated for profit.

COMPATIBLE *

means development that enhances the site and surrounding area without introducing unacceptable adverse impacts. Evaluating impacts includes considering contextually relevant matters such as land use, massing, scale, the environment, health, safety, noise, vibration, dust, odours, traffic, sunlight, shadow and wind. Compatible should not be narrowly interpreted to mean “the same as” or “being similar to”.

CONFORM TO *

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

CONSISTENT WITH *

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

CONTAMINATED SITES

means property or lands that have not been rehabilitated and which, for reasons of public health and safety or environmental quality, are unsafe for use as a result of human activities, that have left a chemical or radioactive residue. Such sites include some industrial lands, some transportation facilities, electrical facilities, and some abandoned mine hazards.

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.

CULTURAL DISTRICTS

are well-recognized, mixed-use geographic areas that attract people because of their high concentration of cultural facilities and activities. Cultural districts are areas with concentrated cultural activities, arts venues and studios, galleries, museums and events. They are supported by retail, restaurants and cafes, entertainment venues, parks, community spaces and offices, which enrich them as cultural destinations. (Cultural Districts Implementation Plan) Mississauga's six Cultural Districts are located in the Downtown Core, Port Credit, Streetsville, Cooksville, Clarkson, and Malton.

CULTURAL SAVANNAHS

means a treed vegetation community originating from, or maintained by, anthropogenic influences and culturally based disturbances; often containing a large proportion of non-native species and having 25 to 35 percent cover of coniferous or deciduous trees. ***Cultural savannahs*** may be second or third growth *woodlands* that occur on land where the forest was completely or partially removed at various points in time. These *woodlands* vary in composition and quality depending on the length of time that the forest has been re-establishing, the nature and duration of the land use while it was cleared, and the underlying environmental characteristics such as soil type, moisture, exposure and seed bank all of which influence natural succession processes and species composition.

CULTURAL 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.

CURRENT *

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

dBA

means a sound pressure level indicated by a measurement system that includes an A-weighting network. The A-weighting network approximates the relative sensitivity of the normal human ear to different frequencies of sound. The resulting value is in decibels and is commonly labelled ***dBA***.

DENSITY *

means the intensity of use permitted on a property or the concentration of jobs or people within a defined area. When referring to development, density means the floor space of a building(s) or number of units in relation to a given area of land.

DETAILED NOISE IMPACT STUDY

means the final technical assessment, certified by a licensed professional engineer with acoustical experience, of the existing and predicted future noise and vibration levels from all transportation (road, rail and aircraft) and stationary noise sources on the indoor and outdoor environment, description of impacts on the subject property and surrounding environment, in addition to calculation of Acoustic Insulation Factor (AIF) values and prescription of associated mitigation measures and features (e.g. building materials, ventilation requirements, noise barrier design and height, building orientation) required to meet sound level limits, in accordance with the applicable Municipal, Regional and Provincial noise guidelines. The Detailed Noise Impact Study should be based on the Feasibility Noise Impact Study. Once all final information is known, detailed studies may be prepared in place of feasibility studies.

DISCOURAGE *

Means to prevent, limit, hinder or deter.

ELECTRIC POWER DISTRIBUTION AND TRANSMISSION FACILITY

means buildings, structures and infrastructure that facilitate the distribution of electric power such as hydro lines, transformers, transfer stations and switch gear but does not include a ***major power generating facility*** or ***minor power generating facility***.

ENCOURAGE *

means to promote, advance or foster.

ENHANCE *

means to complement and assist in furthering the aesthetic and intrinsic value of a neighbourhood, site, or structure. As applied to the environmental policies of the Plan, ***enhance*** means intensifying components of a natural area through management measures to increase stability, biodiversity, and long term viability.

ENVIRONMENTALLY-SENSITIVE OR SIGNIFICANT AREAS

means places where ecosystem functions or features warrant special protection. These may include but are not limited to rare or unique plant or animal populations or habitats, plant or animal communities, or concentrations of ecological functions. In the city, ***environmentally-sensitive or significant areas*** are identified by the conservation authorities or the City according to established criteria.

ENVIRONMENTAL IMPACT STUDY

An Environmental Impact Study (EIS) is a study that assesses the potential impacts of a proposed development or site alteration within or adjacent to ***Natural Heritage Features*** or ***Natural Hazard Lands***. It documents the existing condition and function on and around the area, identifies the potential impacts associated with the project, and recommends ways to avoid (preferred) or mitigate (where avoidance is not possible) negative impacts. Wherever possible, an EIS must also identify opportunities to restore or enhance ***Natural Heritage Features***. It is encouraged that an EIS is prepared in a manner that provides the greatest opportunity to design in harmony with the natural environment and that the outcome of the EIS inform the concept plan to ensure that the protection of natural environment from degradation and fragmentation is prioritized.

EXISTING *

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

FEASIBILITY NOISE IMPACT STUDY

means the initial technical assessment, certified by a licensed professional engineer with acoustical experience, of the existing and predicted future noise and vibration levels from all transportation (road, rail and aircraft) and stationary noise sources on the indoor and outdoor environment, description of impacts on the subject property and surrounding environment, in addition to calculation of Acoustic Insulation Factor (AIF) values and prescription of associated mitigation measures and features (e.g. building materials, ventilation requirements, noise barrier design and height, building orientation) required to meet sound level limits, in accordance with the applicable Municipal, Regional and Provincial noise guidelines. This study is to ensure that the proposal is feasible in the context of site design and the extent of control measures such as barriers, ventilation requirements and building components. Feasibility studies should be submitted with the initial proposal and provide a clear direction regarding the need for additional studies and implementation of required control measures.

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.

GROUNDWATER RECHARGE AREA

means an area in which there is significant addition of water by natural processes to groundwater.

HERITAGE IMPACT ASSESSMENT

means a statement that will identify all heritage resources of a property; describe and evaluate their heritage significance; and, evaluate their sensitivity to a proposed development, use or reuse, including, where possible, measures to mitigate deleterious consequences.

INDIGENOUS PEOPLES

Indigenous Peoples are the original inhabitants of the lands that make up the present day City of Mississauga. This refers to all individuals identifying and descended from First Nations, Metis and Inuit Peoples per the United Nations Declaration of the Rights of Indigenous Peoples.

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.

LOW AND MODERATE INCOME HOUSEHOLDS

a. ***Low-Income households*** – means in the case of ownership housing, households with incomes in the lowest 30 percent of the income distribution for households in the City of Mississauga; or in the case of rental housing, households with incomes in the lowest 30 percent of the income distribution for renter households in the City of Mississauga;

b. ***Moderate-Income households*** – means in the case of ownership housing, households with incomes between 30 to 60 percent of the income distribution for households in the City of Mississauga; or in the case of rental housing, households with incomes between 30 to 60 percent of the income distribution for renter households for the City of Mississauga.

MAJOR POWER GENERATING FACILITY

means a building or structure used for the generation of electrical power, where output is ten megawatts or greater and where the method of production is limited to: ***renewable energy***; natural gas fired; and ***cogeneration***. Natural gas fired means the generation of electrical power through the combustion of natural gas and may include single cycle, combined cycle and ***cogeneration*** technologies.

MAJOR RETAIL

means large-scale or large-format stand-alone retail stores (of 1,000 square metres of gross floor area or greater) or retail centres (of 3,000 square metres of gross floor area or greater) that have the primary purpose of commercial activities.

MAJOR TRANSIT STATION AREA

means the area including and around any existing or planned *higher order transit* station or stop generally defined as the area within an approximate 500 to 800 metre radius of a transit station or stop, representing about a 10-minute walk. All delineated Major Transit Station Areas are ***Protected Major Transit Station Areas*** in this Plan and subject to Regional approval.

MAKERSPACE

refers to a facility used for producing or making custom-made goods in limited quantities. These spaces may include community or artisan workshops and places to incubate shared interests, particularly in computing or technology.

MAY *

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

MINOR POWER GENERATING FACILITY

means a building or structure used for the generation of electrical power, where output is less than ten megawatts and where the method of production is limited to: ***renewable energy***; the combustion of natural gas, oil and propane; and ***cogeneration***.

NATURAL GREEN SPACES

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

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

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

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

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

NATURAL HAZARD LANDS

means property or lands that could be unsafe for development due to naturally occurring processes. Along the shoreline of Lake Ontario, this means the land between a defined offshore distance or depth and the furthest landward limit of the flooding

hazard, erosion hazard or dynamic beach hazard limits. Along river and stream systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits.

NATURAL HAZARDS

means hazards due to flooding, erosion, dynamic beaches, the presence of hazardous forest types for wildland fire, and unstable slopes, soils and bedrock that may pose a danger to public safety or public health or result in property damage.

NEIGHBOURHOOD *

Neighbourhood, when capitalized, refers to the city structure element. Neighbourhood, when not capitalized, refers to an undefined geographic area containing primarily residential dwellings.

NET RESIDENTIAL HECTARE

means:

- for detached, semi-detached, duplex, townhouse, and other dwelling types with individual frontages, a ***net residential hectare*** includes the land for residential lots;
- common element roads, but excludes public and other forms of private roadways; and
- for condominium units and apartment blocks, a ***net residential hectare*** includes the land for residential units, private internal roads and parking, landscaped areas, private open space, and other associated amenities.

NOISE EXPOSURE FORECAST (NEF)

means the value at a ground position providing an estimate of the integrated noise exposure produced by all types of aircraft at an airport, based on the actual or projected number and type of aircraft as well as the yearly runway utilization. The NEF system takes into consideration the number of flights, the duration of noise, the time of day, the frequency components of the noise and the noise potential of different types of aircraft operating under specific conditions. NEF values increase or decrease in a logarithmic manner, and the resultant scale is aimed at approximating the human response to a complex noise exposure situation.

NOISE EXPOSURE PROJECTION (NEP)

similar to the NEF with the exception that it provides authorities with long range guidance in land use planning based on a projection of aircraft traffic levels, aircraft types, and runway configurations over a specific future time period.

NOISE EXPOSURE PROJECTION (NEP)/NOISE EXPOSURE FORECAST (NEF) COMPOSITE NOISE CONTOUR

means a line linking specific locations predicted to be subject to the same noise exposure value based on the most stringent of an airport's NEF and NEP.

OTHER WETLAND

means any wetland and coastal wetland that contributes to the Natural Heritage System that is not evaluated as a provincially *significant wetland*, as determined by the City in consultation with the appropriate conservation authority.

PEDESTRIAN *

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

PLACEMAKING

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

PLANTATION

means a treed community in which the majority of trees have been planted or the majority of the basal area is in trees that have been planted, often characterized by regularly spaced rows. With time and forest management, natural regeneration can become established and eventually convert the community to natural forest.

Plantations exclude lands that are:

a. managed for production of fruits, nuts, Christmas trees or nursery stock;

b. managed for tree products with an average rotation of less than 20 years (e.g. hybrid willow or poplar); or

c. established and continuously managed for the sole purpose of complete removal at rotation, as demonstrated with documentation acceptable to the City, without a *woodland* restoration objective.

PODIUM

Podium means the base of a building that is distinguished from the taller portion of the building by being set forward or articulated architecturally.

PRESERVE *

when referring to Natural Areas, means maintaining a natural area by protecting the stability, biodiversity and long term viability of its components.

PRIORITY TRUCK ROUTES

means streets that accommodate high truck volumes and connect major truck activity generators. The location of these routes are on Figure 16: Strategic Goods Movement Network in the Region of Peel Official Plan.

PROTECTED MAJOR TRANSIT STATION AREA

means a ***Major Transit Station Area***, that has been identified in the Region of Peel Official Plan as a ***Protected Major Transit Station Area***, with a delineated area boundary, and is subject to municipal official plan policies that identify: the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area; the authorized uses of land and of buildings or structures on lands in the area; and the minimum densities that are authorized with respect to buildings and structures on lands in the area. All delineated ***Major Transit Station Areas*** are ***Protected Major Transit Station Areas*** in this Plan.

RAPID TRANSIT:

means transit service able to maintain higher levels of speed, reliability and vehicle productivity than can be achieved by conventional transit service. For the purposes of this Plan, rapid transit includes both *higher order transit* and *priority bus corridors*.

REGION *

Region, when capitalized, means the Region of Peel. Region, when not capitalized, refers to the geographic area of the Region of Peel and surrounding area.

RENEWABLE ENERGY

means the generation of electrical power from an energy source that is renewed by natural processes including, but not limited to, wind, water, biomass, biogas, biofuel, solar energy or geothermal energy.

RESTORE *

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

RUNOFF CONTROL

means the regulation of the rate of flow of surface runoff.

SCENIC ROUTES

means routes designed to preserve existing *woodlands* and Greenlands along roadways. ***Scenic routes*** are also designated to maintain or restore historic scenic nature of roadways.

SECONDARY OFFICE

means business, professional, and administrative offices, less than 10 000 m^2 or accommodating less than 500 jobs.

SHOULD *

means required unless it can be demonstrated that compliance with the policy: is not possible; or would not result in good planning; or would not achieve the overall intent, goals, objectives and policies of this Plan.

SIGNIFICANT NATURAL AREAS

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

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

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

c. habitat of threatened species or endangered species;

d. fish habitat;

e. significant wildlife habitat;

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

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

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

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

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

SIGNIFICANT SPECIES OR COMMUNITIES

means any G1, G2, G3, S1, S2 or S3 plant or animal species, or community as designated by the Natural Heritage Information Centre (NHIC). The rankings G1, G2, G3, S1, S2 and S3 refer to the conservation status of species assigned by the Ministry of Natural Resources' NHIC. 'G' or Global ranks (GRANKS) are assigned by a consensus of the network of Conservation Data Centres, including the NHIC, scientific experts and The Nature Conservancy to designate a rarity rank based on the range-wide status of a species. 'S' or Sub-national ranks (SRANKS) are assigned by the NHIC for species and vegetation communities in Ontario. The rankings are as follows:

G1 – extremely rare

G2 – very rare

G3 – rare to uncommon

S1 – critically imperiled

S2 – imperiled

S3 – vulnerable

STREETSCAPE

means the character of the street, including the street right-of-way, adjacent properties between the street right-of-way and building faces. Thus, the creation of a ***streetscape*** is achieved by the development of both public and private lands and may include planting, furniture, paving, etc.

STORMWATER BEST MANAGEMENT PRACTICES

means a set of practices which includes techniques, measures, structural and non-structural controls that are used to mitigate the volume, discharge rate and quality of rainwater runoff, promote groundwater infiltration and reduce the release of pollutants into waterbodies and mitigate in-stream erosion. ***Stormwater best management practices*** may include low impact development techniques to replicate the natural hydrologic cycle through infiltration, evapotranspiration, reuse and storage such as innovative site design and landscaping to minimize imperviousness, permeable paving, greenroofs, rainwater harvesting and bioretention. ***Stormwater best management practices*** may also include roadway bioretention and stormwater management ponds.

SUB-WATERSHED

means the watershed of a tributary stream, sub-unit of a major watershed.

SURFACE DRAINAGE FACILITIES

means any facility or facilities associated with drainage or control of storm drainage that is ultimately directed to a Street or Storm Drainage System, and includes, but is not limited to:

- a grass swale;
- a concrete or asphalt walkway, gutter or swale;
- a drainage control fence or structure; or
- the sloping and contouring of land to facilitate or control storm drainage.

SUSTAINABLE *

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

TALL BUILDING

means a building having a height greater than the width of the street on which they front. ***Tall buildings*** are defining elements in the city structure, they are generally best suited to accommodate a mixture of uses. They have a greater opportunity and responsibility to contribute towards defining an area's identity and success by responding to context through height and design elements. Further, when appropriately sited and designed, ***tall buildings*** can accommodate transit supportive densities and facilitate the viability of a successful, well-used public transit system.

TRANSIT PRIORITY MEASURES

means a collection of improvements that work to reduce delay, improve travel time and increase reliability of transit service particularly around major intersections, bus stops, and/or bottlenecks by prioritizing the right-of-way for a transit vehicle.

UNIVERSAL DESIGN

The design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design. (definition from the City's Universal Design Guidelines)

VALLEY AND STREAM CORRIDORS

Valley and stream corridors are the natural resources associated with the river systems characterized by their landform, features, and functions, and include associated ravines. Valley corridors and ravines are distinguished from stream corridors by the presence of a distinct land form.

VISION ZERO

means the internationally endorsed long-term goal of zero traffic-related fatalities and serious injuries. In 2018, Mississauga officially became a Vision Zero City.

WASTE

includes ashes, garbage, refuse, domestic ***waste***, industrial ***waste*** or municipal refuse, and such other ***wastes*** as may be designated under the *Environmental Assessment Act*.

WASTE DISPOSAL SITE

means any land or land covered by water upon, into or through which, or building or structure in which, ***waste*** is deposited or processed and any machinery or equipment or operation required for the treatment or disposal of ***waste***.

WASTE PROCESSING STATION

means a facility that receives, stores and/or processes ***waste*** materials for the purpose of creating new products or materials.

WASTE TRANSFER STATION

means a facility where ***waste*** materials are collected for shipment and may be sorted and/or prepared for transportation.

WATERCOURSE

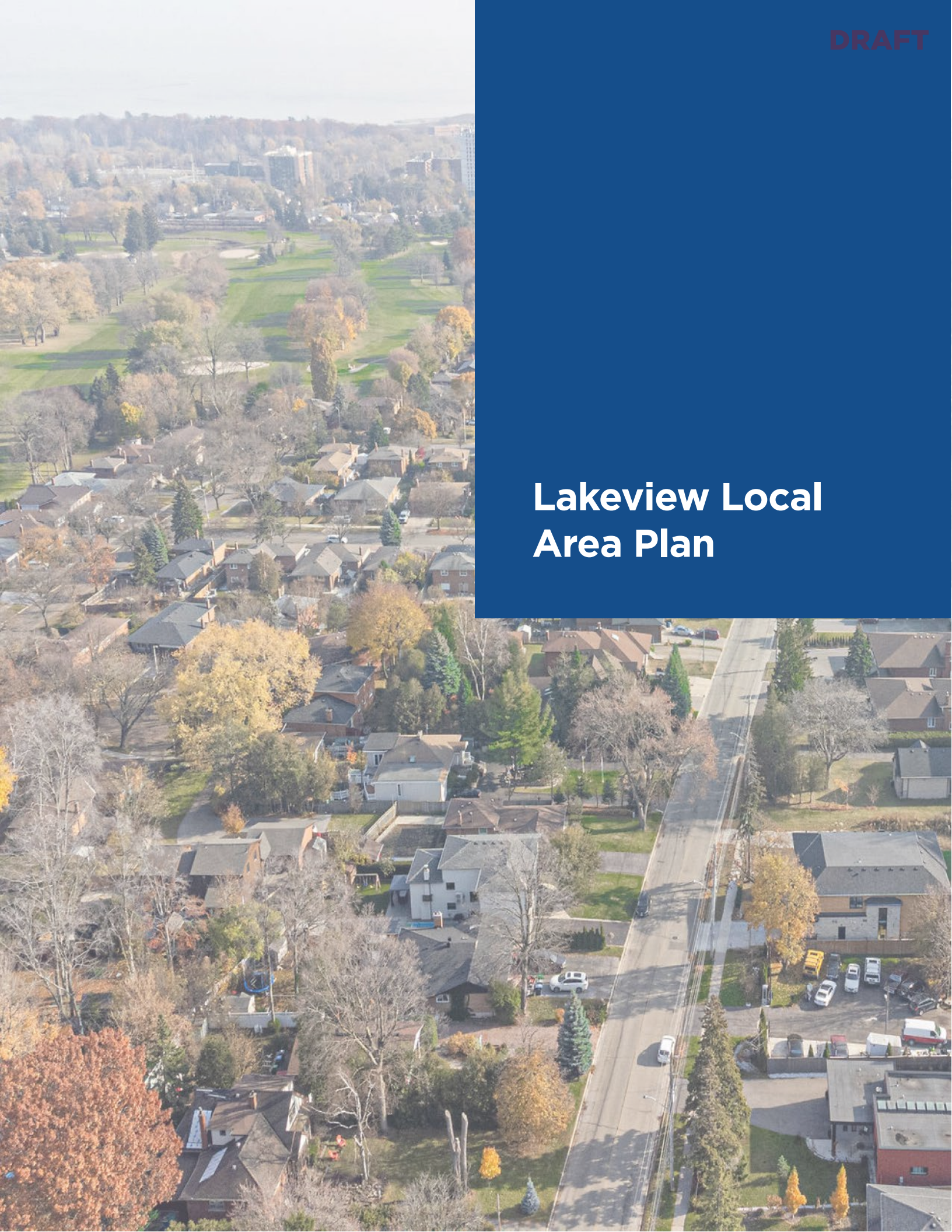
means an identifiable depression in the ground in which water flows regularly or continuously.

WILL *

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

DRAFT

Lakeview Local Area Plan



1 Introduction

Mississauga Official Plan ("the Plan") consists of a principal document and a series of local area plans, provided under separate cover. The Lakeview Local Area Plan ("Area Plan") 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.

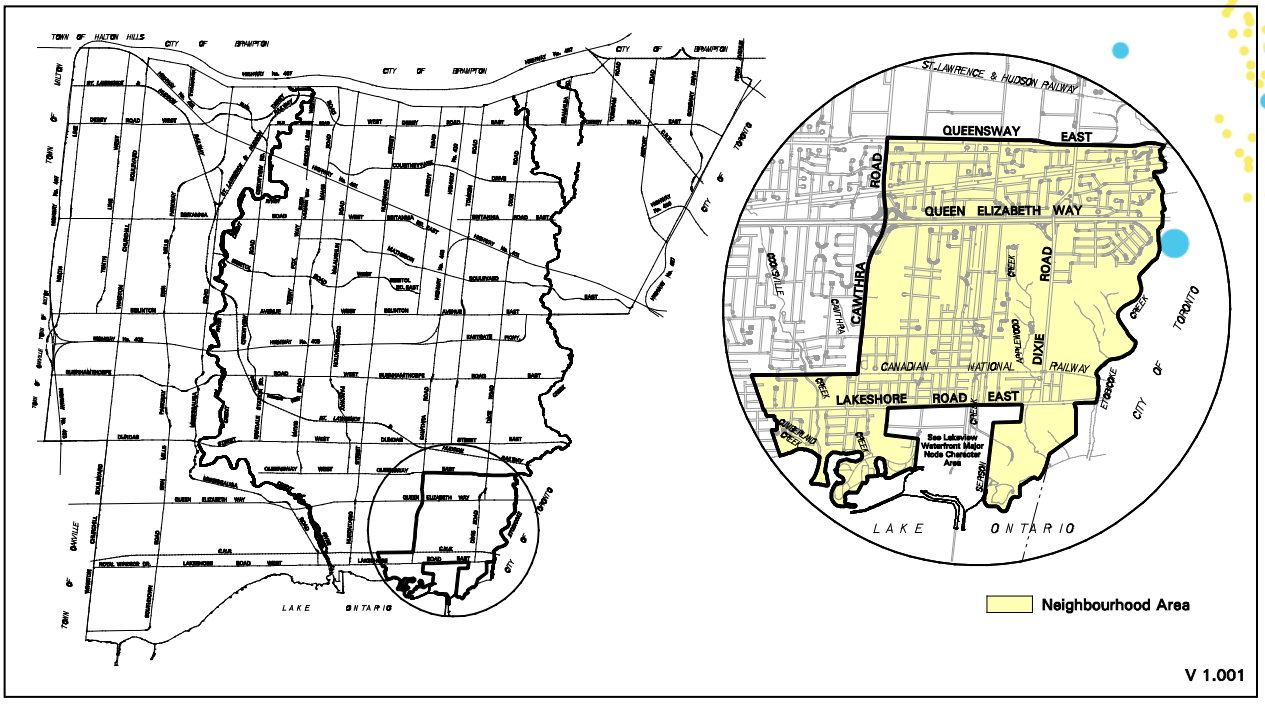


Figure 1. Lakeview is located in the southeast corner of Mississauga and includes areas identified in the City Structure as a Neighbourhood Character Area.

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. Furthermore, the policies of this Area Plan must be read in conjunction with the principal document and the ***Major Transit Station Areas*** policies in Part 2 of the principal document, where applicable (i.e., for lots located within ***Protected Major Transit Station Areas***). In the event of a conflict, the ***Major Transit Station Areas*** policies take precedence, where applicable. This Area Plan takes precedence for the remainder of the policies.

For the purpose of this Area Plan, when Lakeview is referenced, it includes lands within the Lakeview Neighbourhood Character Area.

Included under a separate cover, the Lakeview Built Form Standards 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.

2 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.



Figure 2. The Pallett-McMaster Home.

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.

Some early subdivisions within the Lakeview area date to the Second World War time period. War- time houses were built to alleviate the housing shortage for workers at the munitions factory and for returning veterans.

The many heritage sites provide a glance of Lakeview's past as a village community: the Lakeview Golf and Country Club (1907), Adamson Estate (1919), Pallett-McMaster House (1911), Lakeview Park School (1923), Cawthra-Elliot Estate (1926), and a 1950s contempo gas station.

By 1950, Lakeview had transformed from a rural area into a suburban landscape with land used for industrial, residential, commercial and public spaces. New subdivisions were being built such as Orchard Heights and Applewood Acres. New businesses and industries, such as what is now Dixie Outlet Mall were established as a result of the increasing population. In 1958, the Lakeview Generating Station was erected on the Long Branch Rifle Ranges land providing electricity for the people of Ontario for 43 years before being decommissioned in 2005.

For decades, Lakeview has provided water and wastewater servicing for Mississauga and the surrounding municipalities. The Lakeview Water Treatment Plant was constructed in 1952, and the Lakeview Wastewater Treatment Plant (later renamed, G.E. Booth Wastewater Treatment Facility) opened in 1961. To date, both plants continue to play an important role in providing regional servicing needs.

Currently, Lakeview is made up of residential neighbourhoods characterized by a variety of housing forms, including low rise dwellings and apartments. Many homes built

in the post-war era are being renovated today or replaced largely with new detached housing, and some assembly for townhouses is occurring. Townhouses are found in pockets throughout Lakeview between Lakeshore Road East and the Queen Elizabeth Way. Apartment buildings are located mainly near the Canadian National Railway tracks at Cawthra Road, on Dixie Road, and along Lakeshore Road East. There are a few clusters of multi-unit residential dwellings in Lakeview, including duplex, triplex and fourplex.

The area is served by commercial facilities concentrated along Lakeshore Road East. However, it is fragmented by other uses such as motor vehicle repair garages and motor vehicle sales and service. The area along Lakeshore Road East to the east of Cawthra Road is in its early stages of revitalization to mainstreet retail, with newly built and proposed mixed use buildings. Neighbourhoods to the north are served by commercial facilities located on both sides of the Queen Elizabeth Way, namely Dixie Outlet Mall and Applewood Village Plaza.

The G.E. Booth Wastewater Treatment Facility, situated south of Lakeshore Road East, occupies a large portion of the Lake Ontario ***shoreline.*** A major utility use in the area is the Lakeview Water Treatment Facility which is bordered by several parks including A.E. Crookes Park, Lakefront Promenade Park, and Douglas Kennedy Park.

The open space system predominately consists of golf courses, natural areas, creeks, trails, and parks along the Lake Ontario waterfront. These lands are culturally and recreationally significant and connect to Mississauga's parks system.

The waterfront is one of the distinctive elements of Lakeview, and physical and visual accessibility to the waterfront is integral to the community.

Cultural and heritage resources include heritage buildings, cultural landscapes associated with the scenic parks and golf courses, Lakeview's industrial past, former residential estates, and the Dixie Road Scenic Route.

The road network consists of the following east-west road connections: Queen Elizabeth Way, Lakeshore Road East, Queensway East, North and South Service Road, and Atwater Avenue. The north-south road connections are: Cawthra Road, Dixie Road, Ogden Avenue, Stanfield Road, and Haig Boulevard. For classification and rights-of-way, refer to the Road Classification found in Chapter 7 of Mississauga Official Plan.

3 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 offer a variety of housing choices. It is recognized that some change will occur, and *development* should provide appropriate transition to the existing low scale areas, and have regard for the existing building scale and *heritage features*.

The Vision and policies of this Area Plan advance the goals of the Strategic Plan, including:



4 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:

4.1

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.



4.2

Strengthen distinct neighbourhoods by preserving *heritage features*, protecting the planned context and ensuring appropriate built form transitions for *development*.



4.3

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.



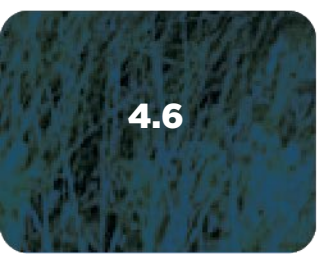
4.4

Promote community health by encouraging public transit, cycling, walking, and the active use of parks, open spaces, and *community facilities*.



4.5

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.



4.6

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.

5 Community Concept

The focus of the policies in this Area Plan is to strengthen and revitalize the Lakeshore corridor for mainstreet commercial development, to preserve the planned context 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:

a. Green System; and

b. Neighbourhoods.

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.

5.1 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.



Figure 3. Lakeview Golf Course has been in Mississauga for over 125 years, providing residents and visitors with an expansive area for leisure and recreation.

5.2 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 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 *woodland*s area. The three sub-areas that make up this precinct are Cawthra Village, Serson Terrace, and Orchard Heights. Housing is comprised of mostly detached dwellings on deep lots, and a small number of semi-detached homes and apartment buildings. This area also contains some newer subdivisions with townhouse condominium dwellings.

The South Residential Neighbourhood Precinct, composed of the sub-areas of Lakeview West, Lakeview Village, Creekside and Lakeside, contain a mix of different forms of housing including detached, semi-detached, duplexes, triplexes, quadruplexes, and townhouses. There are also apartment clusters in this area.

6 Neighbourhood Character Areas

Neighbourhoods are residential areas that are not intended to experience significant intensification. Where corridors traverse through Neighbourhoods, intensification may occur along corridors where appropriate.

6.1 Intensification will be through appropriate infilling, *redevelopment* along the corridors, or on commercial sites.

6.2 Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types.

6.3 Intensification will be sensitive to the existing planned context of the residential areas and the planned context.

6.4 *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.

6.1.1 Lakeshore Road Corridor

The principal document identifies Lakeshore Road East through Lakeview as a *Higher Order Transit corridor*. The eastern portion of the corridor is considered a *Strategic Growth Area* and a ***Protected Major Transit Station Areas***. This corridor will accommodate multi-modal transportation facilities and a mix of commercial, office, residential and cultural uses.

The Lakeshore Corridor crosses through the Neighbourhood Character Areas. It generally includes the properties that front onto Lakeshore Road East.

Maintaining Lakeshore Road East as a four lane roadway during peak travel times is a transportation priority. At the same time, Lakeshore Road East is a constrained corridor that requires a context sensitive design approach. Traffic calming measures should be considered, where possible. Trade-offs will be required to accommodate the envisioned multi-modal function of the corridor to provide transportation choices including walking, cycling, auto/truck traffic, and transit

Development in the Lakeshore Corridor Precinct should have regard for the planned context of the Neighbourhoods, providing appropriate transitions in height, built form, and density.

6.1.1.1 Intensification will occur through infilling or *redevelopment*.

6.1.1.2 Intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses.

6.1.1.3 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.

6.1.1.4 *Development* within the ***Protected Major Transit Station Areas*** will occur in accordance with the relevant *Strategic Growth Areas* and ***Major Transit Station Areas*** policies in the principal document.

7 Natural Environment

Reconnection to the waterfront and environmental sustainability are guiding principles of this Area Plan. The Green System is an important element in the Community Concept; it is located within a variety of land use designations in Lakeview.

Schedule 2 of the principal document identifies elements of the Green System:

- Natural Heritage System;
- ***Natural Hazard Lands***, and
- Parks and Open Space.

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.

7.1 Opportunities to create an interconnected network of open spaces, including parks, trails, and bicycle facilities, with linkages to the surrounding areas will be encouraged.

7.2 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.

7.3 Through the processing of development applications, lands may be acquired to provide for a continuous Waterfront Trail along the water's edge.

7.4 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.

7.5 The City may require ***streetscape*** improvements along ***corridors*** to expand and enhance the urban forest canopy along the public right-of-ways.

7.6 Improvements to the tree canopy along Lakeshore Road East will be a priority when undertaking ***streetscape*** improvements.



Figure 4. The Water Tower on the Canadian Arsenal Lands is one of the last remaining elements on these lands, dating back to 1910 *(c. Hiking the GTA)*.

8 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:

a. 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

b. Cultural landscapes such as the Lakeview Golf Course, Cawthra Estate, and Adamson Estate are associated with the natural environment or are significant historical resources.

8.1 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 The City will explore through a Community Improvement Plan, incentives to protect, preserve, and reuse cultural heritage sites in Lakeview.

8.3 *Development* adjacent to heritage sites will integrate and enhance the character of the *cultural heritage resource*.

9 Cultural Infrastructure

9.1 The Lakeshore Corridor is the preferred locations for community and cultural infrastructure and public art.

9.2 ***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.

9.3 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*.

10 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.

10.1 *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.

10.2 The distinct identity of the existing Neighbourhoods will be maintained by preserving the scale and character of the built environment.

10.3 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 other levels of government and agencies.



Figure 5. The Lakefront Promenade is a trail system that provides pedestrian and cyclist connections between various parks along Lakeview's waterfront.

10.4 To create a visual identity in Lakeview, gateway features and signage along Lakeshore Road East will be promoted.

10.5 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.

10.6 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.

11 Transportation

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). The long term street network is shown on Schedule 3 (Long Term Street Network), Schedule 4 (Long Term Transit Network), and Schedule 5 (Long Term Cycling Routes) of the principal document.

A future *higher order transit corridor* along Lakeshore Road East is identified on Map 2, extending from Hurontario Street to the City of Toronto border. A two-kilometre dedicated Bus Rapid Transit line is planned along the eastern portion of the corridor.

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.

11.1 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.

11.2 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.

11.3 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.

11.4 Mississauga will work with the Province to coordinate and make improvements to the Dixie Road and Queen Elizabeth Way interchange for the realignment of Dixie Road.

11.5 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.

11.6 For *development* in the Lakeshore Corridor, parking is encouraged to locate below-grade, or at the rear of the site.

11.7 *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.

11.8 The City will identify appropriate locations for on-street parking in the Lakeshore Corridor and develop an implementation strategy for parking.

11.9 Where on-street parking and lay-by parking can be accommodated, it is to be incorporated into the ***streetscape*** design.

11.10 Public parking lots in the Lakeshore Corridor will be maintained and supplemented where appropriate.

12 Urban Form

This section reflects the planned function and local context and provides the framework for shaping the Lakeview community, with an emphasis on urban form. The urban form policies are organized as follows:

a. Neighbourhoods;

b. Lakeshore Corridor; and

c. Built Form.

Development within the Neighbourhoods will be guided by the City's applicable design guidelines.

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.

12.1 Neighbourhood Character Area

Neighbourhoods are residential areas where the existing planned context is to be maintained 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:

a. to ensure *development* is sensitive to the existing low rise context and reinforce the planned context of the area;

b. 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

c. to appropriately balance the constraints associated with both the Canadian National Railway line and adjacent residential uses.

12.1.1 North Residential Neighbourhood Precinct (Applewood Acres, Sherway West)

The North Residential Neighbourhood Precinct is bordered by Cawthra Road to the west and the Etobicoke Creek to the east, Queensway East to the north and the Queen Elizabeth Way to the south. This residential area will be maintained while allowing for infill which enhances and is compatible with the planned context of the area.

12.1.1.1 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; and

b. appropriate transition to adjacent residential uses.

12.1.2 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").

12.1.2.1 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.

12.1.3 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.

12.1.3.1 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 low scale residential neighbourhoods, and Cooksville Creek;

b. ensure visual connection to Cooksville Creek; and

c. ensure larger sites are sub-divided with public roads and walkways.

12.1.3.2 *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.

12.1.3.3 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.

12.1.3.4 Development of community and cultural uses will be encouraged and public art will be incorporated as appropriate in the Arsenal Woodlands Precinct.

12.2 Lakeshore Corridor

The Lakeshore Corridor Precinct is intended to be the primary area for street related commercial development, with a mixture of uses and pedestrian oriented built form. The extent of the Lakeshore Corridor is from Seneca Avenue to the east end of the municipal boundary at Etobicoke Creek. Given the length of this corridor, it is divided into sections: the Core and Outer Core (see Map 1). The Core is from Seneca Avenue to Hydro Road and is envisioned to have a concentration of street related commercial uses. The Outer Core, from Hydro Road to Etobicoke Creek, is to be a pedestrian friendly area. Similar to the Core, it allows for mixed use development, however, commercial uses are not required.

The intended built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and typology of the Lakeshore Corridor. The Major Node policies require mid-rise buildings of five to eight storeys fronting on Lakeshore Road East.



Figure 6. The public realm recommendation for the Lakeview Neighbourhood / Lakeview Waterfront Major Node envisions a multi-modal ***streetscape*** to accommodate all types of users (c. Lakeshore Connecting Communities)

In order to achieve the intended function of the Lakeshore Corridor Precinct, *redevelopment* will address among other matters, the following:

a. creating a pedestrian oriented environment;

b. ensuring built form compatibility and providing a transition in heights to adjacent neighbourhoods;

c. minimizing access points along Lakeshore Road East;

d. preserving light and sky views; and

e. creating an attractive public realm.

12.2.1 *Development* should preserve and enhance the views and vistas to the natural environment.

12.2.2 The City will seek opportunities for views to Lake Ontario through development applications for new north-south roads and road extensions.

12.2.3 *Development* will be encouraged to locate parking to the rear of buildings or underground.

12.2.4 *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.

12.2.5 Additional height up to a maximum building height of 30 m may be considered on existing lots greater than 60 m in depth if the development proposal is consistent with the policies of this Plan.

12.2.6 Appropriate transition to adjacent low density residential will be required.

12.2.7 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.

12.2.8 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.

12.2.9 *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.

12.2.10 *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.

12.2.11 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*.

12.2.12 The *Strategic Growth Areas* policies of the Plan will apply to *development* within the ***Protected Major Transit Station Areas***.

12.2.13 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.

12.3 Built Form Types

12.3.1 For the *development* of detached, semi-detached, duplex and triplex dwellings, the following will be addressed, among other things:

a. new housing within Lakeview should maintain the existing planning context 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.

12.3.2 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.

12.3.3 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.

12.3.4 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;

d. 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.

12.3.5 Criteria for apartment development will include, among other things:

a. a minimum separation distance to ensure light and permeability;

b. a maximum floor plate to ensure minimal impact on residential areas; and

c. transition to adjacent lower built forms.

12.3.6 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 low scale residential areas;

c. ensure the continuation of a mixed use community;

d. on sites with multiple commercial buildings, *development* will provide dedicated pedestrian walkways to building entrances, and to public roads and transit routes, where appropriate; and

e. a coordinated character will be required on sites with multiple commercial buildings, including the use of similar building materials, colours and architectural elements.

12.3.7 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.

12.3.8 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.

13 Land Use Designations

This section provides additional policy direction on the permitted land uses within this Area Plan. Schedule 7: 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.

13.1 Opportunities for water recreational uses or waterfront retail commercial activities should be considered in the *development* of the waterfront.

13.2 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.

13.3 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.

13.4 Notwithstanding the Business Employment policies of the Plan, the following policy will apply:

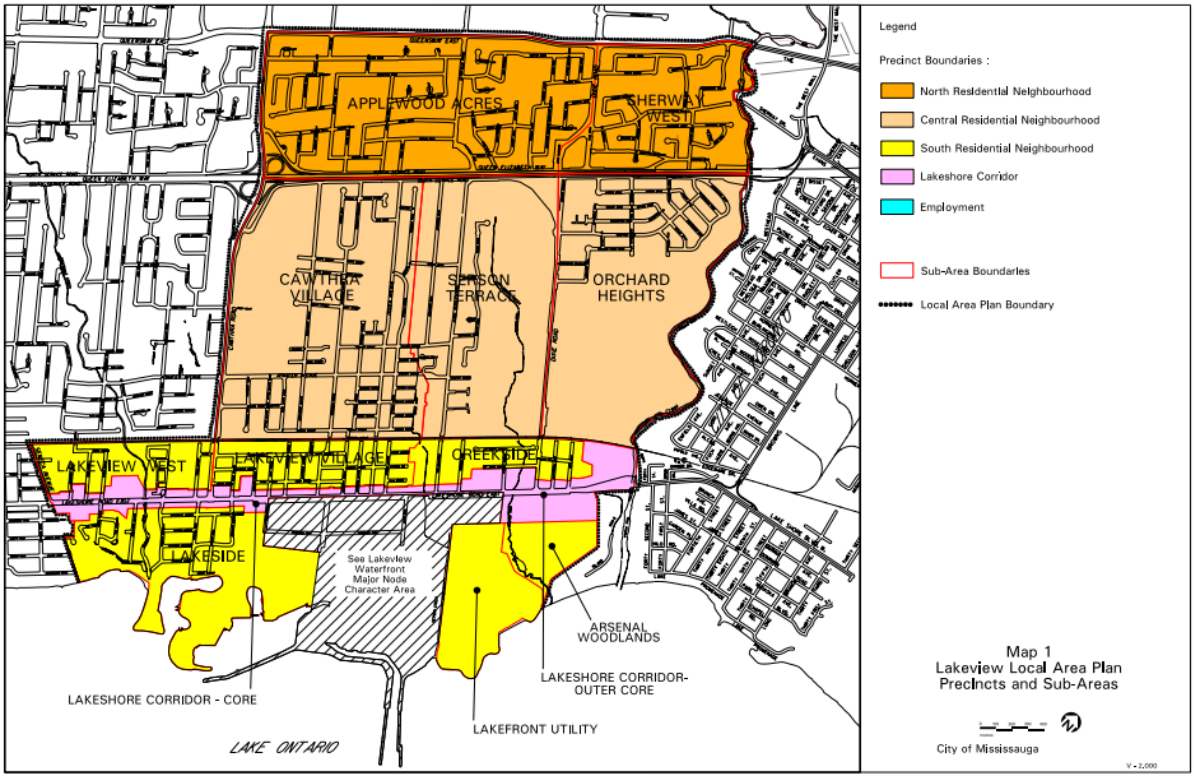
a. permitted uses will operate entirely within enclosed buildings.

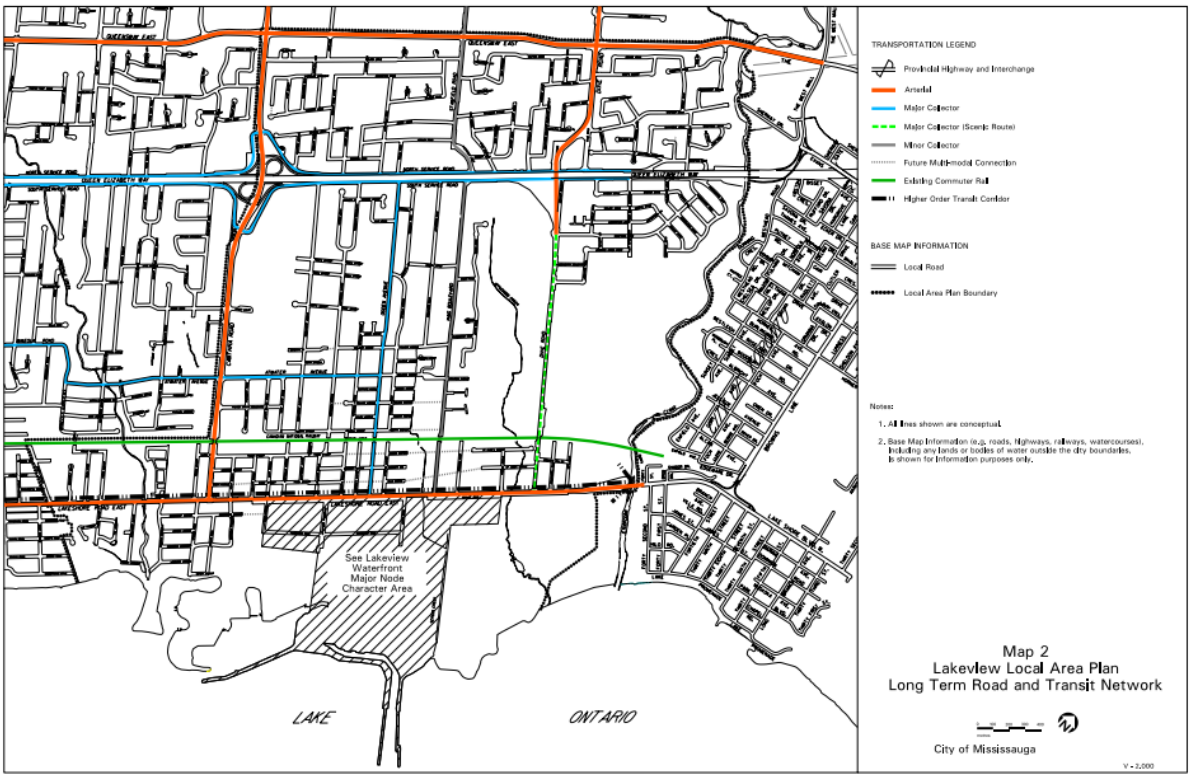
13.5 Lands designated Business Employment will provide for the continued operation of employment uses. *Development* on adjacent sites will be compatible to employment uses.

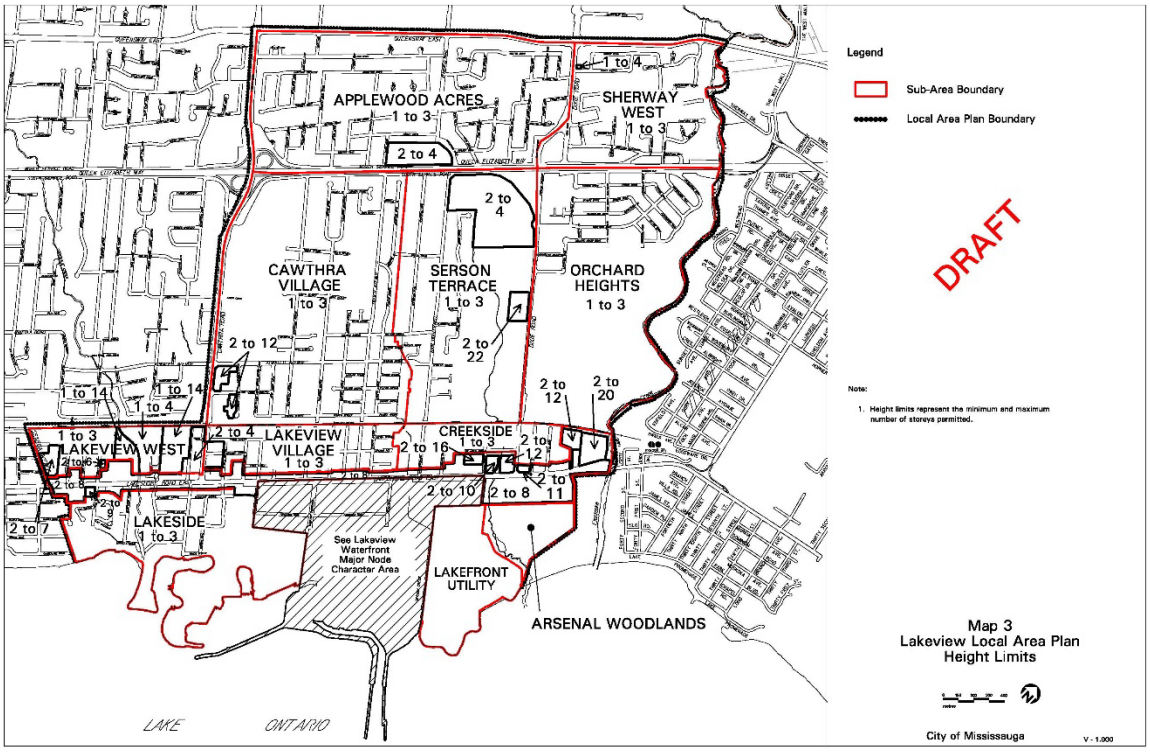
14 Implementation

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 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.

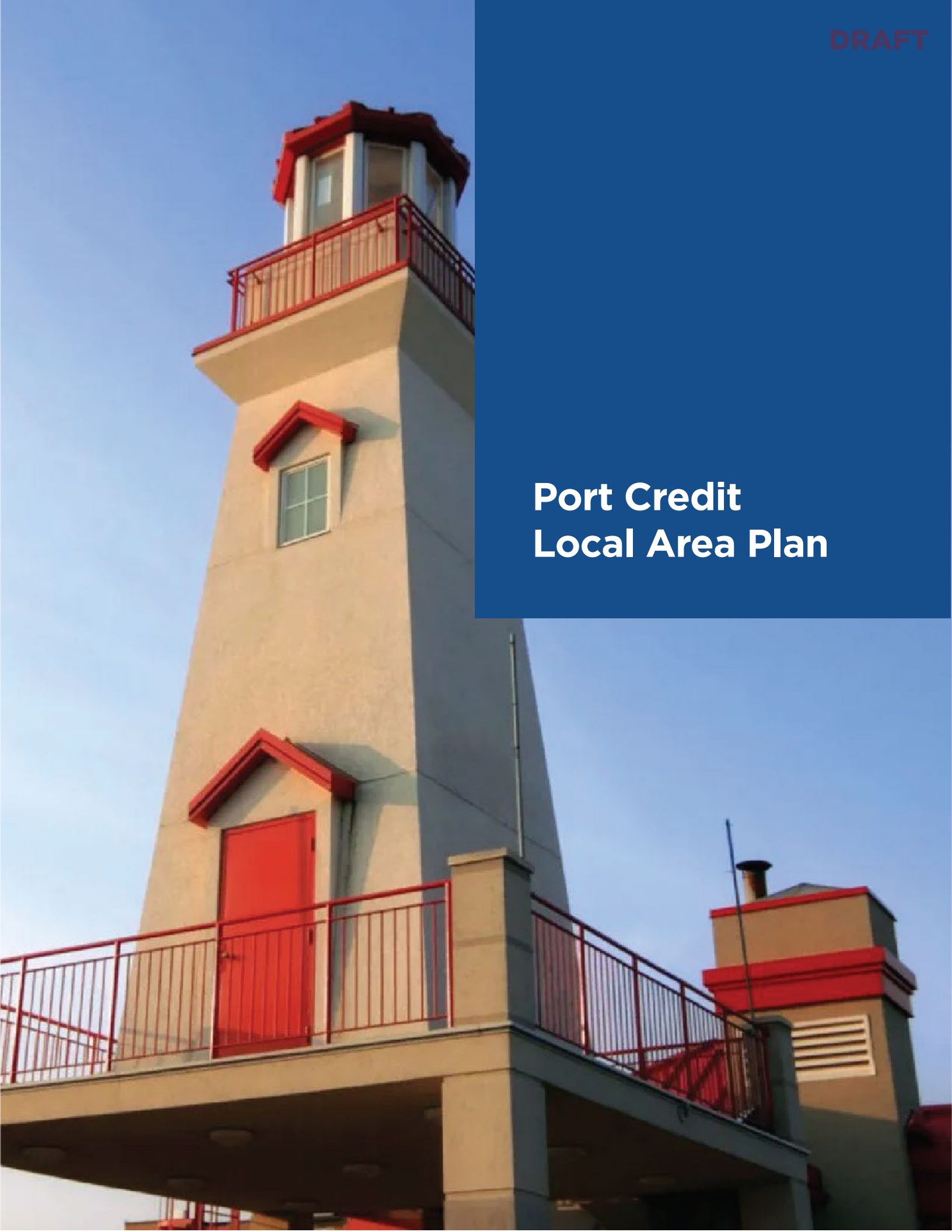

Legend
Precinct Boundaries :
North Residential Neighbourhood
Central Residential Neighbourhood
South Residential Neighbourhood
Lakeshore Corridor
Employment
Sub-Area Boundaries
Local Area Plan Boundary
APPLEWOOD ACRES
CHERRYWAY WEST
CAWTHRA VILLAGE
SHERSON TERRACE
ORCHARD HEIGHTS
LAKEVIEW WEST
LAKEVIEW VILLAGE
CREEKSIDE
LAKESIDE
See Lakeview Waterfront Major Node Character Area
ARSENAL WOODLANDS
LAKESHORE CORRIDOR - CORE
LAKESHORE CORRIDOR-OUTER CORE
LAKEFRONT UTILITY
LAKE ONTARIO
Map 1
Lakeview Local Area Plan
Precincts and Sub-Areas
City of Mississauga


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.
See Lakeview Waterfront Major Node Character Area
LAKE ONTARIO
Map 2
Lakeview Local Area Plan
Long Term Road and Transit Network
City of Mississauga


Legend
Sub-Area Boundary
Local Area Plan Boundary
DRAFT
Note:
1. Height limits represent the minimum and maximum number of storeys permitted.
APPLEWOOD ACRES
1 to 3
SHERWAY WEST
1 to 3
1 to 4
2 to 4
2 to 4
CAWTHRA VILLAGE
1 to 3
SERSON TERRACE
1 to 3
ORCHARD HEIGHTS
1 to 3
2 to 12
2 to 22
2 to 12
2 to 20
1 to 14
1 to 14
1 to 4
1 to 3
LAKEVIEW WEST
2 to 4
LAKEVIEW VILLAGE
1 to 3
CREEKSIDE
1 to 3
2 to 16
2 to 12
2 to 10
2 to 8
2 to 11
2 to 7
LAKESIDE
1 to 3
See Lakeview Waterfront Major Node Character Area
LAKEFRONT UTILITY
ARSENAL WOODLANDS
LAKE ONTARIO
Map 3
Lakeview Local Area Plan
Height Limits
City of Mississauga
V - 1.000

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Port Credit Local Area Plan



1 Introduction

Mississauga Official Plan (the Plan) consists of a principal document and a series of local area plans, provided under separate cover. The Port Credit Local Area Plan (this Area Plan) 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.

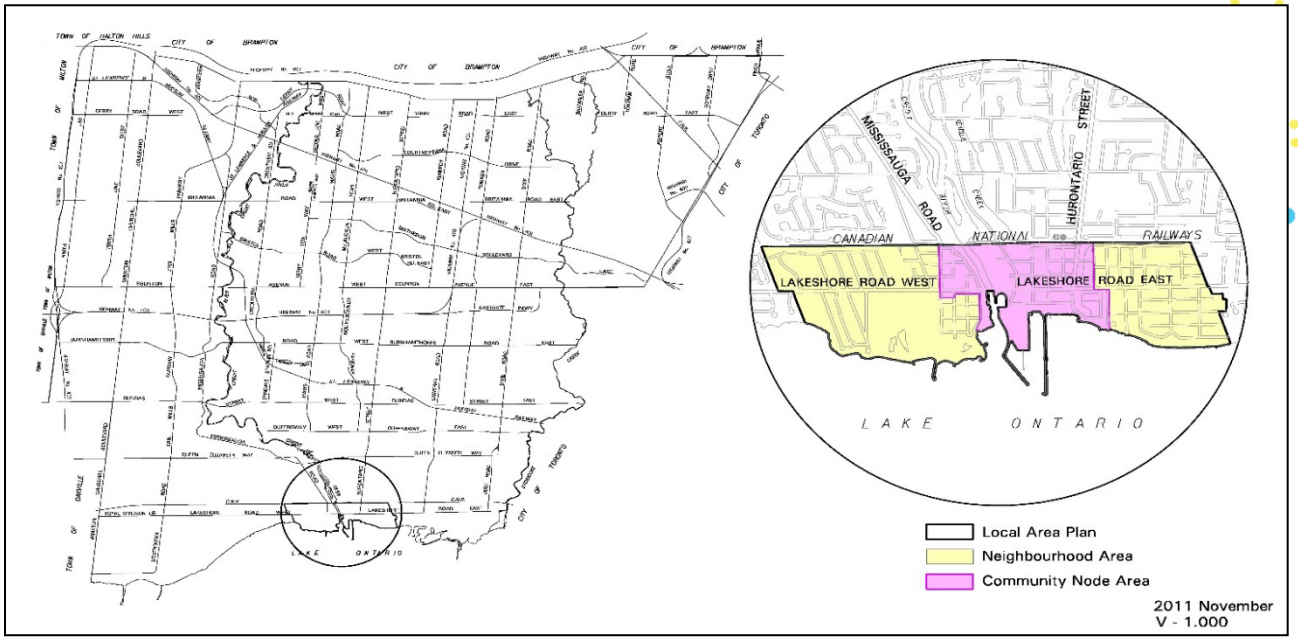


Figure 1. Port Credit is located in south central Mississauga and includes areas identified in the City Structure as Community Node and Neighbourhood.

This Area Plan must be read in conjunction with the principal document. Policies, schedules and the appendices of the principal document, are applicable to the Port Credit area, unless modified by this Area Plan. The policies of this Area Plan must be read in conjunction with the ***Major Transit Station Areas*** policies in Part 2 of the principal document. In the event of a conflict, the ***Major Transit Station Areas*** policies take precedence, where applicable. This Area Plan takes precedence for the remainder of the policies.

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.

Included under a separate cover, the Port Credit Built Form Guide is to be used during the review of development applications. This Guide is not part of this Area Plan; however, it demonstrates how the urban form policies can be achieved.

2 Context

Port Credit has a long history of habitation traced back to before the arrival of settlers. Archaeological evidence suggests that Indigenous Peoples were attracted to the Credit River Valley over a period of thousands of years, and by the 1700's the Anishnaabe peoples, who came to be known as the Mississaugas of the Credit, were living by the mouth of the Credit River. In the 1720s, French Fur traders exchanged goods with the Anishnaabe peoples, 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 exercise 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. Port Credit was incorporated as a town in 1961 and amalgamated into the City of Mississauga in 1974.

Currently, The Port Credit community is anchored by 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 high-rise buildings centrally located near the GO transit station, mid and high-rise buildings along Lakeshore Road (east and west) and around the harbour area, as well as low-rise areas characterized by tree-lined streets designed in grid patterns.

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***.

The Credit River is considered a warm water *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.

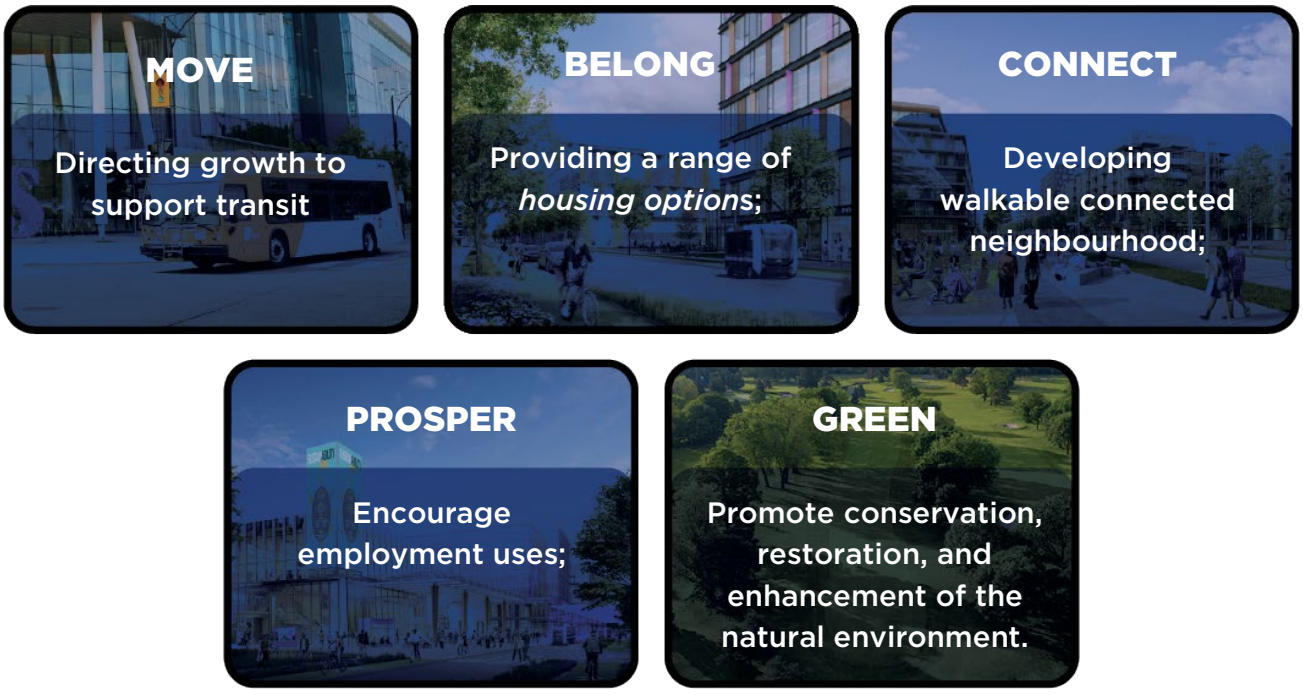
Port Credit is served by two arterial roads, Hurontario Street which runs north-south and Lakeshore Road which runs east-west. In addition, Mississauga Road which runs north-south and parallel to the Credit River is designated as a Major Collector and a ***Scenic Route***. There is a GO transit station located on Queen Street East, west of Hurontario Street adjacent to the rail corridor. The terminus station of the Hazel McCallion Light Rapid Transit (LRT), also known as the Hurontario LRT, will be located on Hurontario Steet, adjacent to the GO station. The GO and LRT station area is also a transfer point for MiWay routes

3 Vision

Port Credit is an evolving urban waterfront village with a mixture of land uses, a variety of densities, compact pedestrian and cycling friendly, *transit supportive* urban forms, a significant public realm, public access to the waterfront and *development* that incorporates high quality built form.

Significant elements which give Port Credit its sense of place are to be maintained and enhanced, such as the main street village character along portions of Lakeshore Road (east and west), heritage buildings and landscapes, community facilities, 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.



4 Guiding Principles

The Vision is based on six principles that provide local context and supplement the Guiding Principles of the principal document:

4.1

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.



4.2

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.



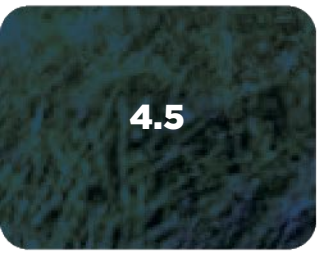
4.3

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.



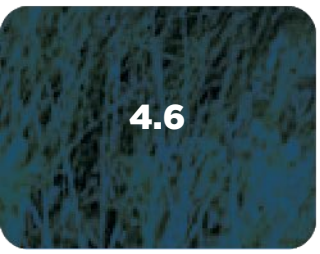
4.4

Support the preservation, restoration and enhancement of the natural environment.



4.5

Balance growth with existing character by directing intensification to the Community Node, along Lakeshore Road (east and west) and brownfield sites. Intensification and development will have regard for the identity and general building scale and setbacks of the surrounding context and Vision.



4.6

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.

5 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:

a. Green System;

b. Community Node; and

c. Neighbourhoods.

The policies are intended to encourage a development pattern and character responsive to the Context, the Vision, Guiding Principles and Community Concept.

The Node and Neighbourhoods are divided into precincts as identified on Map 1: Port Credit Character Areas and Precincts.

The amount of intensification will vary in accordance with the policies of this Area Plan and, where applicable, the ***Major Transit Station Areas*** policies in the principal document. The specific manner in which new *development* will be accommodated in the Community Node (e.g. height and density) is subject to ***Major Transit Station Area*** policies and further explained in subsequent sections of this Area Plan.

5.1 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.



Figure 2. The Great Lakes Waterfront Trail provides a continuous multi-use connection along the waterfront of Lake Ontario, linking Mississauga to the neighbouring cities of Oakville and Toronto.

5.2 Community Node Character Area

The Community Node represents the focus for the surrounding neighbourhoods. It exhibits many of the desirable characteristics intended for community nodes, including compact, mixed used *development*, pleasant walkable and cycle friendly streets and a strong sense of place and community identity. In addition to serving many of the day-to-day needs of the community, this area also benefits from uses (e.g. marina, restaurants) and events which attract people from across the city.

The Community Node has been identified as a *Strategic Growth Area* and its boundaries align with the Port Credit ***Protected Major Transit Station Area***. It includes the Port Credit GO station and the future Hurontario Light Rail Transit station, located adjacent to the GO station.

This Area Plan aligns with the planned function and position of Community Nodes within the City's hierarchy, while also reflecting the existing and planned context 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 have regard for the existing context.

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 has the potential to reach the targeted density of 200 residents and jobs combined per hectare for the Port Credit ***Protected Major Transit Station Area.***

5.2.1 The City will monitor the gross density in the Community Node and will assess its ability to meet the target density for the Port Credit ***Protected Major Transit Station Area***.

5.2.2. *Development* in the Community Node will contribute towards the achievement of a balanced residents to jobs ratio of 2:1.

5.2.3 *Development* will contribute towards the creation of employment opportunities on lands designated mixed use, which can accommodate a range of establishments including: retail, restaurants, and offices.

5.2.4 *Development* applications will be required to address, to the City's satisfaction, the appropriate range and amount of employment uses on the following sites:

a. GO Station Parking Lot and vicinity (land at the four corners of Ann Street and Park Street East);
b. Port Credit Harbour Marina (1 Port Street East); and
c. Port Credit West Village Precinct (south side of Lakeshore Road West located between Mississauga Road South and Pine Avenue South).

5.2.5 Mississauga will encourage *redevelopment* within the Mainstreet Precinct to accommodate employment uses on the second and third floors.

5.2.6 Strategies to encourage and support employment uses may be pursued including consideration of Community Improvement Plans.

5.2.7 Intensification will address matters such as:

a. contribution to a complete community;
b. providing employment opportunities;
c. sensitivity to existing and planned context and contribution to the village mainstreet character;
d. respecting heritage; and
e. protecting views and access to the waterfront.

5.3 Neighbourhoods Character Area (East and West) Node

Port Credit Neighbourhoods are on either side of the Community Node. These areas are substantially residential, but also include commercial uses along Lakeshore Road (east and west), and employment uses along the railway. Neighbourhoods are intended to provide a range of generally low-rise *housing options,* built forms and compatible uses such as local services that support complete communities. Infill or *redevelopment* is expected to occur

along the Lakeshore Road corridor, commercial plazas and the Port Credit West Village Precinct.

New *development* in the Neighbourhoods does not necessarily have to mirror existing *development* types and densities, however, it will respect the planned context 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.

5.3.1 Intensification will occur through modest infilling or *redevelopment* along Lakeshore Road corridor, and commercial plazas, and the Port Credit West Village Precinct.

5.3.2 Intensification will be *sensitive* to the existing building scale and context of the residential areas and the planned context of Lakeshore Road corridor.

6 Natural Environment

Schedule 2 of the principal document identifies the Natural System including Natural Areas and ***Natural Hazards***.

Lands within the Port Credit Natural Heritage System perform an essential *ecological function* as they sustain ***biodiversity*** by providing habitat for plants and animals and they clean the air and water. ***Natural Hazard Lands*** are associated with features such as the Tecumseh Creek, Credit River, Credit Valley and Lake Ontario Shoreline.

Waterfront parks are an important component of the Open Space System, and include Rhododendron Gardens, Ben Machree Park, Port Credit West Village trail extension, J.C. Saddington Park, Marina Park, Memorial Park (East and West), St. Lawrence Park, Tall Oaks Park, and Hiawatha Park.

The mouth of the Credit River is an ecologically significant estuary where the Credit River meets Lake Ontario. In addition, the Credit River is a well-known fishery, which contains a Provincially *significant wetland* complex just north of the Area Plan, and is identified in the Provincial Greenbelt Plan as an Urban River valley.

6.1 The management of Rhododendron Gardens and Port Credit Memorial Park East will consider how the natural area components of these parks can be enhanced.

6.2 Within the waterfront parks system, the protection, preservation and restoration of existing natural systems will be prioritized and balanced to direct and guide the planning of existing and future waterfront activities.

6.3 Opportunities to enhance and restore the Credit River as a biologically productive and diverse ecosystem are encouraged.

6.4 Mature trees are recognized as providing important environmental benefits and contributing to the character of Port Credit. Improvements to the urban forest are encouraged.

6.5 Opportunities to enhance the tree canopy and health of the urban forest in the public right-of-ways and adjacent privately owned land will be considered in conjunction with new *development*.

6.6 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 Cultural Heritage

Port Credit contains a number of important *cultural heritage resources* and properties, including but not limited to:

a. 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;

b. Heritage Designations / Heritage Listings on the City's Heritage Register;

c. Cultural Landscapes which include the Credit River corridor, Port Credit Pier Scenic View, and Mississauga Road ***Scenic Route***; and

d. Registered archaeological sites.

7.1 Consideration will be given to including the Old Port Credit Village Heritage Conservation District into a Community Improvement Plan to promote and enhance the heritage character of the area.

8 Community and Cultural Infrastructure

Port Credit contains a concentration of facilities, buildings, properties and events which represent a cultural infrastructure cluster considered to be a cultural node. Continued investment in Port Credit's cultural infrastructure is encouraged.

8.1 The Community Node and Lakeshore Road corridor are preferred locations for *community infrastructure*.



Figure 3. Lakeshore Road East, Port Credit Mississauga *(c. Visit Mississauga)*.

8.2 Cultural infrastructure will reinforce, where possible, the Vision and guiding principles of an urban waterfront village.

8.3 Creative enterprises that support the economy and create an engaging lively area year round are encouraged to locate in the Community Node.

8.4 Mississauga will encourage partnerships and collaboration with the local community to further develop the cultural aspects of the Community Node.

8.5 Consideration will be given to include the Community Node and Neighbourhood Mainstreet Precinct in a Community Improvement Plan to guide *development* of the cultural infrastructure.

9 Distinct Identity & Character

9.1 The character will reflect the vision of an urban waterfront village. City initiatives, including investments in lighting, public art, transportation features, ***streetscape*** improvements, parks planning, will contribute to the vision.

9.2 Lakeshore Road (east and west) is a key location for the promotion of Port Credit as a place for vibrant cultural activities and providing a "sense of place". The mainstreet environment, including the built form, public realm, street furniture, lighting, cycling amenities, trees, gathering places are to be protected and, where possible, enhanced.

9.3 A master ***streetscape*** plan for Lakeshore Road (east and west) may be undertaken that reinforces the Vision and encourages a consistent design theme.

9.4 Opportunities to further Port Credit's identity and character through improvements to the public realm will be considered through the planning and design of:

a. Light Rail Transit along Hurontario Street;
b. *redevelopment* of the GO Station parking lot; and
c. *redevelopment* along the Lake Ontario and Credit River shorelines, including the Port Credit marina.

10 Lake Ontario Waterfront

Port Credit is a waterfront community with a strong identity and orientation to the Lake Ontario and Credit River. Public access to the waterfront is an important part of the Port Credit identity.

10.1 Mississauga supports the continuation and improvement of water dependent activities and related employment uses such as marinas, facilities in support of recreational boating and sport fishing and uses that benefit from being near the shoreline, parks and the Waterfront Trail.

10.2 Uses in proximity to the waterfront will provide for public access, where appropriate. Through land



Figure 4. The Port Credit Harbour represents an important destination within Mississauga's waterfront.

acquisition, capital works and the review of proposals, Mississauga will endeavor to ensure this Vision is realized.

10.3 The Mississauga waterfront parks are a significant element of the Port Credit Character. Planning for the waterfront parks system will be guided by the City's Waterfront Parks Strategy.

11 Transportation and Complete Streets

The Port Credit transportation system plays an important role in the overall livability and *development* of the area and in how Port Credit evolves as an urban waterfront village. Planned *higher order transit* will improve the area's transportation infrastructure; however, constraints such as the Credit River, the CN railway, and the existing road network, represent challenges to the overall functioning and capacity of the system.

On Lakeshore Road during the weekday morning and evening peak travel times, there are travel time delays and long queues experienced from approximately west of Mississauga Road to Hurontario Street. Vehicles travelling through this stretch experience "saturated flow", meaning that this stretch of roadway is approaching its motor vehicle capacity, with vehicle travel speeds being very low.

As Lakeshore Road is the only east-west road that crosses the Credit River south of the QEW serving both the local Port Credit community and regional travel, the City is concerned with the impacts of significant additional *development* in Port Credit.

Transportation system improvements identified for Lakeshore Road include Priority Bus service, with a two-kilometre portion along Lakeshore Road East being planned for a dedicated Bus Rapid Transit line. A Complete Streets approach to planning will also improve the corridor to support *active transportation*.

Central to Port Credit is Hurontario a *higher order transit* corridor with Light Rail 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.

11.1 The street and transportation network will consider the needs of all users, both those residing within the community and those that utilize the network from elsewhere in the city and surrounding areas.

11.2 Mississauga may acquire lands for a public transit right-of-way along Lakeshore Road East and Hurontario Street where the creation of a public transit right-of-way, separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.

11.3 The proposed LRT stop in Port Credit represents potential place making opportunities and locations for public art. Development applications adjacent to LRT transit stops may be required to incorporate ***placemaking*** elements into their design.

11.4 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.

11.5 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.

11.6 Mississauga will work with the Province to develop a multi-modal plan for the Queen Elizabeth Way / Lakeshore Road corridor that addresses regional and local transportation needs and property impacts.

11.7 During the review of development applications, consideration will be given to eliminating and/or consolidating vehicular turning movements to and from Lakeshore Road (east and west) and direct traffic towards signalized intersections, where appropriate. Vehicular access to *redevelopment* opportunities should be considered from existing north-south side streets or existing or proposed laneways parallel to Lakeshore Road (east and west).

11.8 During the review of development applications, consideration will be given to the manner in which the development provides additional public access to the shoreline.

11.9 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.

11.10 Improvements to the road network and *active transportation* routes that provide connectivity and a fine grained network through Port Credit 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:

a. High Street West between Harrison Avenue and Wesley Avenue;
b. High Street West between Peter Street North to John Street North;
c. Iroquois Avenue, from Cayuga Avenue to Briarwood Avenue;
d. extension of Minnewawa Road southerly to connect with Wanita Road; and
e. 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.

11.11 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.

11.12 Public parking lots in the Community Node and Mainstreet Neighbourhood Precinct will be maintained and supplemented, where appropriate.

12 Urban Form

The urban form policies reflect the planned function and local context and are organized as follows:

a. Community Node Character Area

b. This Character Area has been further subdivided into the following precincts:

    i. Central Residential;

    ii. Mainstreet Node;

    iii. Harbour Mixed-Use; and

    iv. Riverside.

c. Neighbourhood Character Area

d. This Character Area has been further subdivided into the following precincts:

    i. Old Port Credit Village Heritage Conservation District;

    ii. Port Credit West Village;

    iii. North Residential Neighbourhood;

    iv. South Residential Neighbourhood; and

    v. Mainstreet Neighbourhood.

e. The locations of these precincts are shown on Map 1: Port Credit Character Areas and Precincts.

f. *Development* will be guided by the Port Credit Built Form Guide.

12.1 General Policies

12.1.1 *Development* in the Neighbourhoods will be in accordance with the minimum and maximum height limits as shown on Maps 2A, 2B and 2C. The appropriate heights within this range will be determined by the other policies of this Area Plan.

12.1.2 Heights in excess of the limits identified on Maps 2A and 2B within the Community Node precincts and Mainstreet Neighbourhood precinct may be considered through a site specific Official Plan Amendment application, subject to demonstrating, among other matters, the following:

a. The achievement of the overall intent, goals, objectives of this Plan;

b. Appropriate site size and configuration;

c. Appropriate built form that is compatible with the immediate context and planned character of the area;

d. Appropriate transition to adjacent land uses and buildings, including built form design that will maximize sky views and minimize visual impact, overall massing, shadow and overlook;

e. Particular design sensitivity in relation to adjacent heritage buildings; and

f. Measures to limit the amount of additional vehicular and traffic impacts on the Port Credit transportation network.

12.1.3 For properties located in more than one precinct, *development* must conform to the policies appropriate for each portion of the precinct.

12.1.4 Above grade parking facilities will be designed to be compatible with the surrounding character through the use of architectural elements that fit with the scale and style and ***streetscape*** of the community. Secure storage facilities for bicycle parking will be provided

on the ground floor of the structure. Consideration will also be given to including active pedestrian related uses on the ground floor of the structure to improve the animation of the street edge condition. Where possible, above grade parking structures will be designed in such a manner that they are integrated into the *development*.

12.2 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:

a. to ensure that the greatest height and density will be in close proximity to the GO station and LRT transit stop at Hurontario Street and Park Street;

b. to ensure building heights will reflect an appropriate transition towards the Credit River, Lake Ontario Shoreline, the mainstreet area, and surrounding neighbourhoods;

c. to provide for a variety of building heights and massing that are well spaced to provide skyviews and an articulated skyline;

d. to recognize the waterfront as an important attribute where public access will be provided and views protected;

e. 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);

f. to recognize key locations in the vicinity of the GO station and waterfront that require additional study prior to *redevelopment*; and

g. to ensure *development* will be *sensitive* to the existing context, heritage resources and planned character of the area.

12.2.1 General Policies

12.2.1.1 The overall *development* of the Node will be at a scale that reflects its role in the urban hierarchy.

12.2.1.2 Floor plate size for buildings over six storeys will decrease as building height increases, to address, among other matters:

a. overall massing (reduce “wall effect”);

b. visual impact of buildings;

c. protect skyviews; and

d. limit shadow impact.

12.2.1.3 Buildings over six storeys will maintain distance separations that, amongst other matters, address the following:

a. existing distance separations between buildings;

b. overcrowding of skyviews and skyline;

c. protection of view corridors; and

d. privacy and overlook of occupants.

12.2.1.4 New *development* will provide for landscape areas that, amongst other matters, address the following:

a. landscaped character of existing properties and the planned function of the precinct;
b. provide buffer between uses;
c. incorporate stormwater best management practices;
d. enhance the aesthetic quality of the area; and
e. provide opportunities to enhance the tree canopy.

12.2.1.5 ***Streetscape*** will address, among other matters, the following:

a. setbacks and side yards to reflect the planned function;
b. minimize vehicular access points; and
c. creating an attractive public realm.

12.2.1.6 Opportunities for lake dependent or waterfront retail commercial activities, including activities such as marinas, and facilities in support of recreational sport fishing, will be promoted along the portion of the waterfront located within the Community Node.

12.2.2 Central Residential Precinct

This precinct contains a significant concentration of apartment buildings with potential for intensification, primarily in the immediate vicinity of the GO station and will have the highest building heights in Port Credit. The existing planned context of the area will generally be maintained, particularly the mature trees and the well landscaped front yards.

12.2.2.1 Building heights will generally decrease towards the east and west of the precinct, reflecting proximity of either the Credit River Valley or established residential neighbourhoods.

12.2.2.2 Building heights on lots adjacent to the Mainstreet Precinct will demonstrate an appropriate transition.

12.2.2.3 The Port Credit GO Station Southeast Area Master Plan will be used in the review of development applications on lands designated Mixed Use or Utility in the vicinity of the GO Station.

12.2.3 Mainstreet Node Precinct

This precinct includes part of Port Credit's traditional mainstreet which generally extends a half block north and south of Lakeshore Road (east and west). In many cases this coincides with the alignment of a public lane; where it does not, the limit of the area is defined by an extension of a line from the public lane.

12.2.3.1 This precinct will contain street related commercial uses with a rhythm of closely spaced storefronts lining the street in order to encourage and foster an active pedestrian street.

12.2.3.2 Single use residential buildings are not permitted.

12.2.3.3 The Mainstreet Node Precinct will meet both the day-to-day needs of local residents as well as those visiting the area.

12.2.3.4 For the portion of the Mainstreet Node Precinct on the south side of Lakeshore Road West, between Mississauga Road and the Credit River, the Old Port Credit Village Heritage Conservation District Plan also applies.

12.2.4 Harbour Mixed Use Precinct

This precinct has potential for intensification and is intended to contain a mixture of uses and densities. *Development* will be at a lower overall scale than the Central Residential Precinct and will step down towards Lake Ontario, except for landmark sites identified in this Area Plan.

Marina uses are recognized as important elements of the Harbour Mixed Use Precinct and Port Credit. It is recognized that the waterfront will be more urban in nature, with a wider range of uses and activities that help reinforce the elements of a waterfront setting.

12.2.4.1 The scale of *development* will be supportive of an urban waterfront village theme.

12.2.4.2 Provision of public access and additional public lands along the waterfront will be a priority consideration in any *redevelopment* of properties on the waterfront.

12.2.4.3 *Development* will maintain existing view corridors to Lake Ontario.

12.2.4.4 For the portion of the Harbour Mixed Use Precinct, on the south side of Lakeshore Road West, between Front Street South and the Credit River, the Old Port Credit Village Heritage Conservation District Plan applies.

12.2.4.5 The lands located south of Port Street East and east of the Credit River will be redeveloped in a manner that recognizes the site's rich marine history and waterfront location. It is envisioned to be a mid-rise, mixed use area with residential, office, retail and recreational uses that will animate and activate the site throughout the day and year. The site will be a city-wide and regional destination that offers recreational and leisure activities with public access and views to the waterfront. A key attraction will be a marina, marina-related 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.

12.2.5 Riverside Precinct

This precinct is intended to provide a transition between the taller building heights in the Central Residential Precinct and the low-rise building heights in the North Residential Neighbourhood.

12.2.5.1 New *development* will demonstrate an appropriate transition to the Credit River valley, and the Mainstreet Precinct.

12.2.5.2 Any *redevelopment* along Mississauga Road North will consider its character as a ***scenic route.***

12.2.5.3 Pedestrian open spaces will be planned to visually and physically extend Port Credit Memorial Park West into this neighbourhood along High Street West through to Front Street West, and along Park Street West.

12.3 Neighbourhood Character Area

The Neighbourhood Character Area represents predominantly residential areas where *development* will continue to have regard for the existing planned context. Future *development* will generally be through moderate infilling within the Lakeshore Road (east and west) Mainstreet Neighbourhood Precinct and, the existing commercial plaza. The Port Credit West Village Precinct represents a significant *redevelopment* opportunity to create a *complete community*.

The Neighbourhood Character Area is not uniform and contains unique issues that are addressed through various precincts (e.g. heritage conservation district, proximity to railway and existing employment uses, *redevelopment* of the large brownfield site).

Neighbourhood policies are intended to reflect a number of objectives, including among other things:

a. to ensure *development* is *sensitive* to the existing low-rise context;

b. 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;

c. to appropriately balance the constraints associated with both the Canadian National Railway line and adjacent residential uses;

d. to recognize the former refinery site as an important location along the waterfront that requires special attention; and

e. to recognize the Old Port Credit Heritage Conservation District.

12.3.1 General Policies

12.3.1.1 ***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.

12.3.2 Old Port Credit Village Heritage Conservation District Precinct

The Old Port Credit Village Heritage Conservation District Plan applies to the lands within this precinct.

The precinct contains a mixture of housing, retail commercial and community buildings of many types, representing different eras. While some of the housing stock is relatively new, the neighbourhood contains pockets of housing that date back to the nineteenth century, representing various time frames and a pleasing sense of "time depth".

The precinct is predominately low-rise in character, however, the existing low-rise apartment buildings are recognized as forming part of the precinct.

12.3.2.1 Any additions, alterations, adaptive reuse or *redevelopment* will address how the *development*:

a. displays massing and scale sympathetic to surroundings;
b. preserves the historic housing stock;
c. supports the existing historical character;
d. maintains the existing street grid pattern and building setbacks; and
e. maintains and enhances *significant* groupings of trees and mature vegetation.

12.3.3 Port Credit West Village Precinct

The precinct consists of a property formerly used as a refinery that is undergoing a *significant* revitalization through remediation and *redevelopment*. It will be transformed into a *complete community* supporting a mix of residential, commercial, institutional and open space uses. A range of housing types and building heights will be developed across the site in a way that is compatible with and enhances the character of the surrounding area.

A new sizable Waterfront Park is among the public realm amenities that will benefit new residents as well as the larger Port Credit community. The precinct policies and Special Site policies provide additional direction regarding the future *development* of these lands.

12.3.3.1 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.

12.3.3.2 Land uses, built form and public open spaces will provide appropriate transitions to the adjacent South Residential and Old Port Credit Heritage Conservation District Precincts.

12.3.3.3 *Development* will provide view corridors to Lake Ontario, where appropriate.

12.3.3.4 Extensive remediation will be completed prior to *development*.

12.3.4 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 residential areas will be maintained while allowing for infill which is compatible with and enhances the built form of the area.

12.3.4.1 The predominant characteristics of these areas will be maintained 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.

12.3.4.2 Properties fronting Lakeshore Road West will complement the adjacent Mainstreet Precinct by continuing the general 4 storey height limits. Single use residential buildings are permitted along this portion of Lakeshore Road West.

12.3.4.3 The existing commercial plaza located generally between Harrison Avenue and Wesley Crescent provides commercial floor space that serves the area but also represents a site for potential intensification with a maximum height limit of 4 storeys. The front portion of the commercial site is considered to be part of the Mainstreet Precinct and the rear is part of the North Residential Neighbourhoods Precinct. Any future *redevelopment* of the property will address issues, including but not limited to:

a. constraints given previous industrial uses on the property;
b. potential road connections and improvements to the neighbourhood's fine grained road pattern;
c. retention of commercial space; and
d. appropriate transitions to adjacent residential uses.

12.3.4.4 The Canadian National Railway line defines the northern boundary of this area and restricts the types of use that can be redeveloped on adjacent properties. *Development* of these lands will:

a. be encouraged to improve the transition to adjacent residential areas;
b. have a maximum height generally equivalent to a 2 storey residential building, for warehousing, self-storage, wholesaling and manufacturing;
c. ensure lighting, noise levels, loading and garbage areas do not negatively impact adjacent residential areas;
d. provide appropriate landscaped buffers to adjacent residential areas; and
e. provide a ***streetscape*** that is compatible with adjacent neighbourhoods.

12.3.4.5 Any *redevelopment* along Mississauga Road North will consider its character as a ***scenic route***.

12.3.5 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 residential areas will be maintained while allowing for infill which is compatible with and enhances the built form of the area.

12.3.5.1 The predominant characteristics of these areas will be maintained 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.

12.3.5.2 Properties fronting Lakeshore Road West will complement the adjacent mainstreet precinct by continuing the general 4 storey height limits. Single use residential buildings are permitted along this portion of Lakeshore Road West.

12.3.6 Mainstreet Neighbourhood Precinct

This Precinct is intended to contain a mixture of uses that help meet the day-to-day needs of residents. This precinct represents an extension of the Mainstreet Node Precinct and generally extends a half block north and south of Lakeshore Road West and East.

This precinct will contain street related commercial uses with closely spaced storefronts lining the street to encourage and foster an active pedestrian street.

12.3.6.1 *Development* will provide view corridors to the lake, where appropriate.

12.3.6.2 The assembly of adjacent low-rise residential land to enlarge properties fronting the Mainstreet Precinct is discouraged. However, should assembly occur, the primary purpose of these lands should be for buffering the adjacent residential uses and for amenity space and/or parking if required through the *development*.

13 Land Use Designations

This section provides additional policy direction on the permitted land uses within this Area Plan. Schedule 7: 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.

13.1 Notwithstanding the Residential Low-Rise I, Low-Rise 2 and High-Rise policies of the Plan, the following additional use will be permitted:

a. existing office uses.

13.2 Notwithstanding the Mixed Use policies of the Plan, the following uses will not be permitted:

a. motor vehicle rental.

13.3 Notwithstanding the Mixed Use policies of the Plan, drive-through facilities are not permitted on sites identified on Map 3.

13.4 Notwithstanding the Public Open Space policies of the Plan, the following additional use may be permitted:

a. commercial parking facility.

13.5 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. truck fuel dispensing facility;
f. commercial parking facility;
g. funeral establishment;
h. motor vehicle rental;
i. overnight accommodation;
j. restaurant;
k. transportation facility;
l. truck terminal; and
m. *waste* processing or ***transfer stations*** and composting facilities.

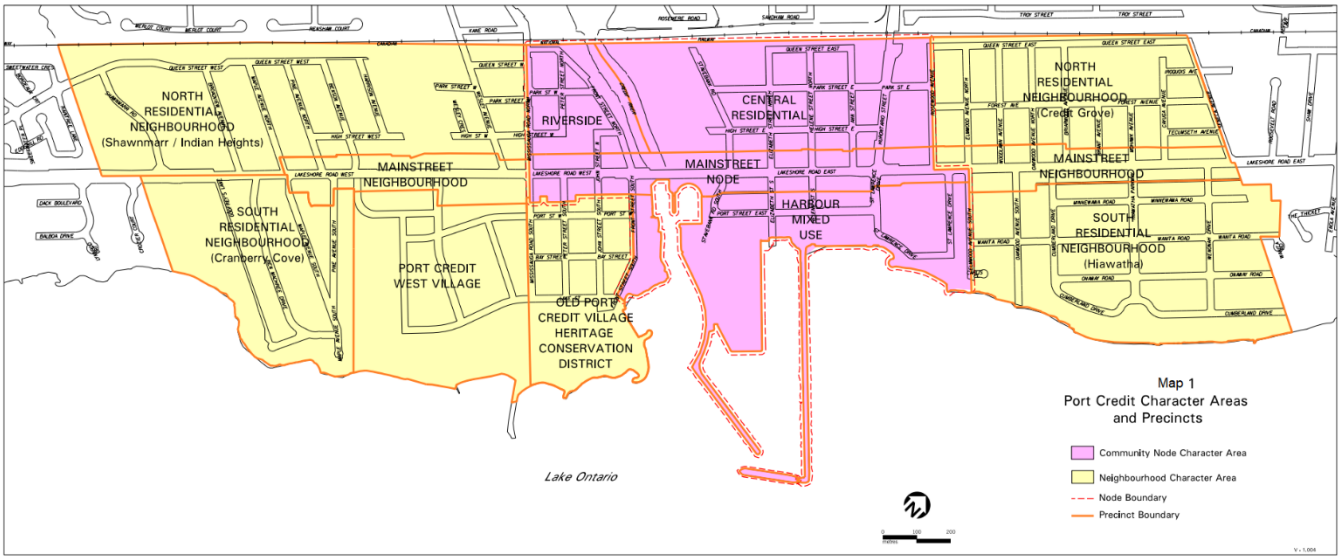
13.6 Notwithstanding the Business Employment policies of the Plan, the following policies apply:

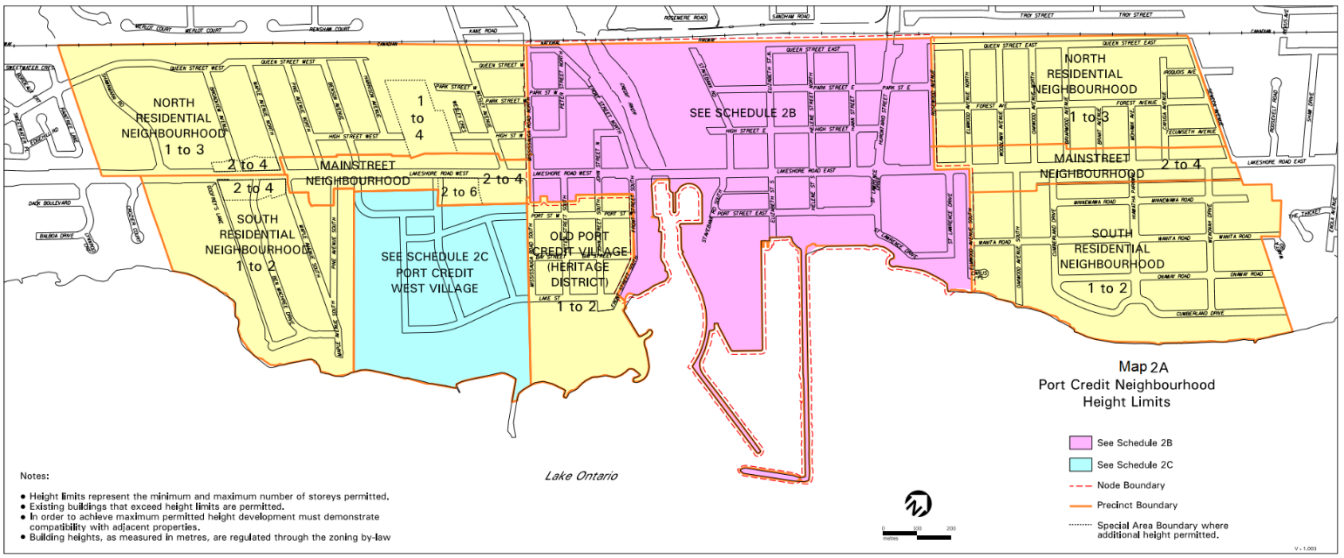
a. permitted uses will operate entirely within enclosed buildings.

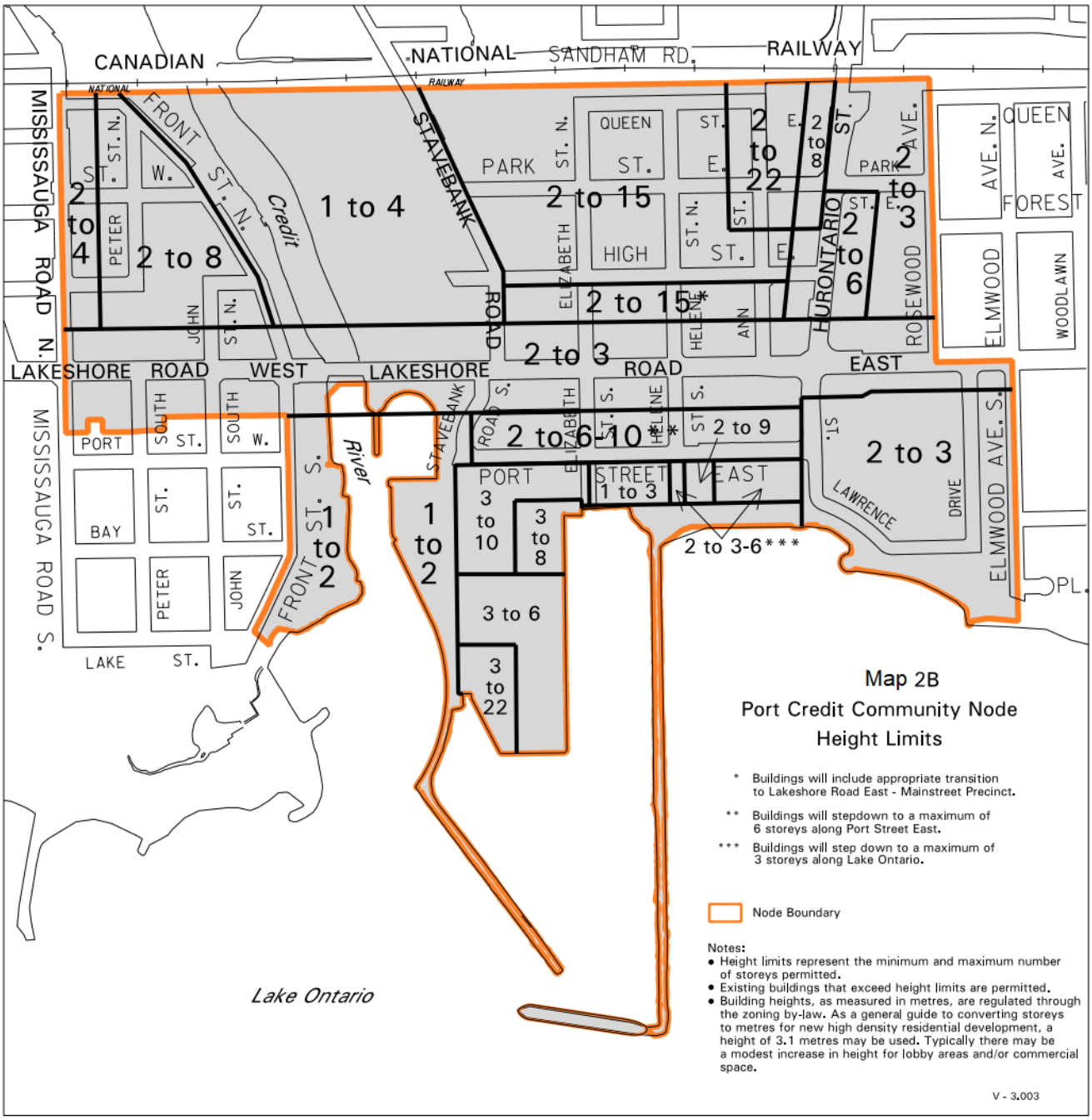
14 Implementation

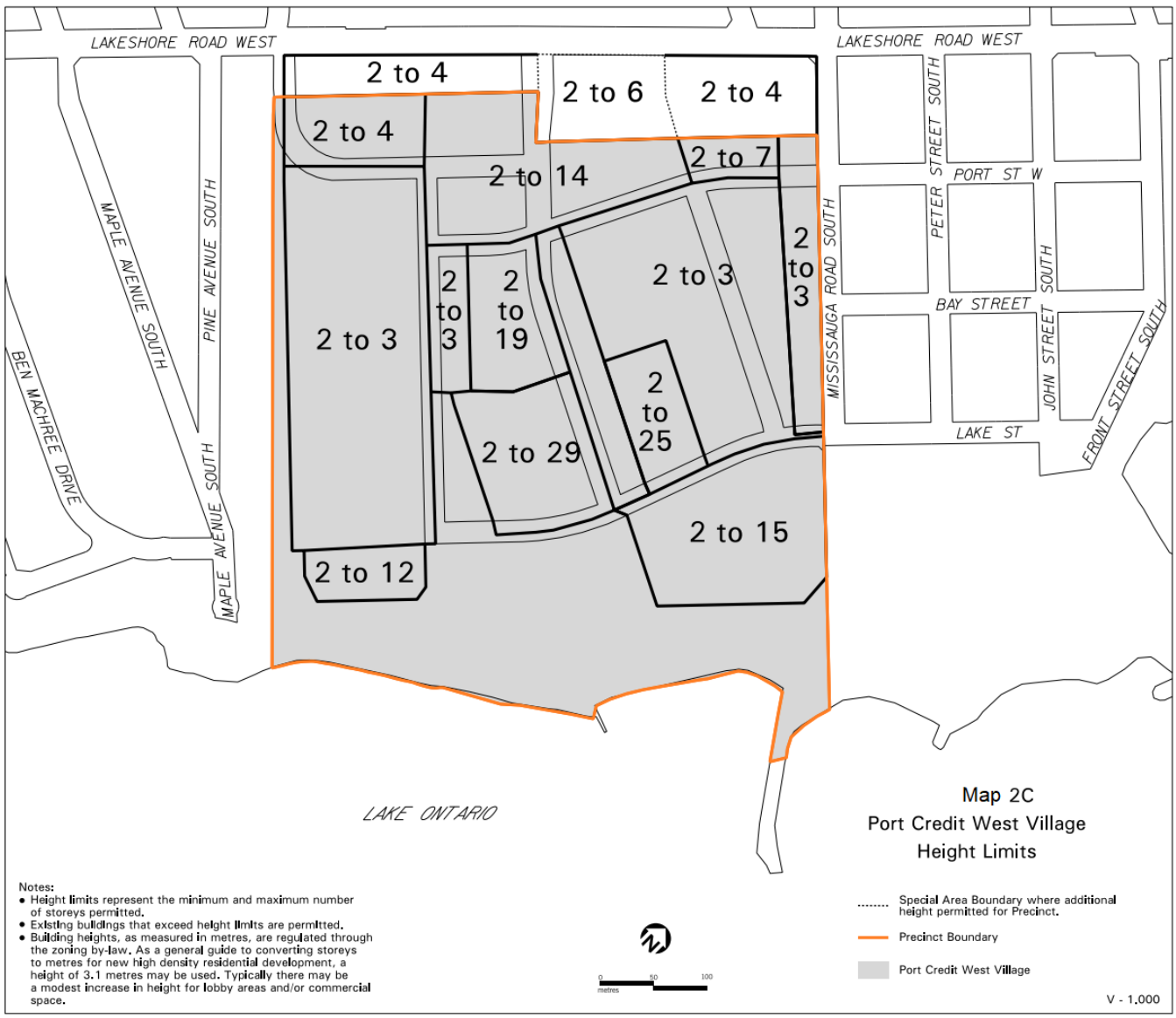
14.1 Mississauga will monitor *development* in Port Credit, including population density, and the population to employment ratio.

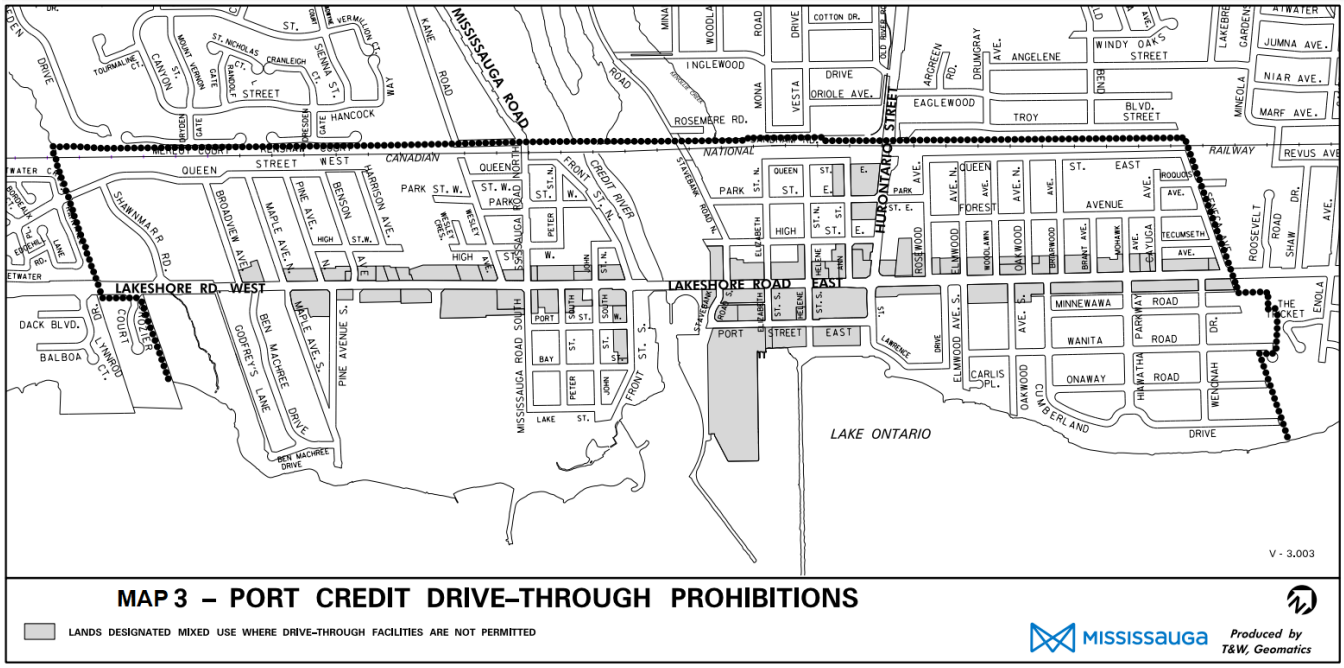
14.2 Mississauga, in conjunction with public consultation, may prepare a Community Improvement Plan.


NORTH RESIDENTIAL NEIGHBOURHOOD (Shawnmarr / Indian Heights)
RIVERSIDE
CENTRAL RESIDENTIAL
NORTH RESIDENTIAL NEIGHBOURHOOD (Credit Grove)
MAINSTREET NEIGHBOURHOOD
MAINSTREET NODE
MAINSTREET NEIGHBOURHOOD
SOUTH RESIDENTIAL NEIGHBOURHOOD (Cranberry Cove)
HARBOUR MIXED USE
SOUTH RESIDENTIAL NEIGHBOURHOOD (Hiawatha)
PORT CREDIT WEST VILLAGE
OLD PORT CREDIT VILLAGE HERITAGE CONSERVATION DISTRICT
Lake Ontario
Map 1
Port Credit Character Areas and Precincts
Community Node Character Area
Neighbourhood Character Area
Node Boundary
Precinct Boundary


NORTH RESIDENTIAL NEIGHBOURHOOD
1 to 3
2 to 4
1 to 4
MAINSTREET NEIGHBOURHOOD
2 to 4
2 to 6
SEE SCHEDULE 2B
NORTH RESIDENTIAL NEIGHBOURHOOD
1 to 3
MAINSTREET NEIGHBOURHOOD
2 to 4
SOUTH RESIDENTIAL NEIGHBOURHOOD
1 to 2
SEE SCHEDULE 2C PORT CREDIT WEST VILLAGE
OLD PORT CREDIT VILLAGE (HERITAGE DISTRICT)
1 to 2
SOUTH RESIDENTIAL NEIGHBOURHOOD
1 to 2
Lake Ontario
Map 2A
Port Credit Neighbourhood Height Limits
See Schedule 2B
See Schedule 2C
Node Boundary
Precinct Boundary
Special Area Boundary where additional height permitted.
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


CANADIAN NATIONAL RAILWAY
SANDHAM RD.
MISSISSAUGA ROAD N.
LAKESHORE ROAD WEST
LAKESHORE ROAD EAST
MISSISSAUGA ROAD S.
FRONT ST. N.
Credit River
STAVEBANK ROAD
PARK ST. N.
QUEEN ST. E.
HIGH ST. N.
ELIZABETH ST. S.
HELEN ST. S.
ANN ST.
HURONTARIO ST.
ROSEWOOD AVE.
ELMWOOD AVE. N.
WOODLAWN AVE.
FOREST
PORT STREET EAST
LAWRENCE DRIVE
ELMWOOD AVE. S.
PL.
PETER ST.
JOHN ST.
BAY ST.
LAKE ST.
SOUTH ST. W.
SOUTH ST.
PORT ST.
FRONT ST. S.
2 to 4
2 to 8
1 to 4
2 to 15
2 to 3
2 to 6
2 to 22
2 to 8
2 to 15*
2 to 3
2 to 6-10**
2 to 9
1 to 3
2 to 3
2 to 3-6***
1 to 2
1 to 2
3 to 10
3 to 8
3 to 6
3 to 22
Lake Ontario
Map 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.
V - 3.003

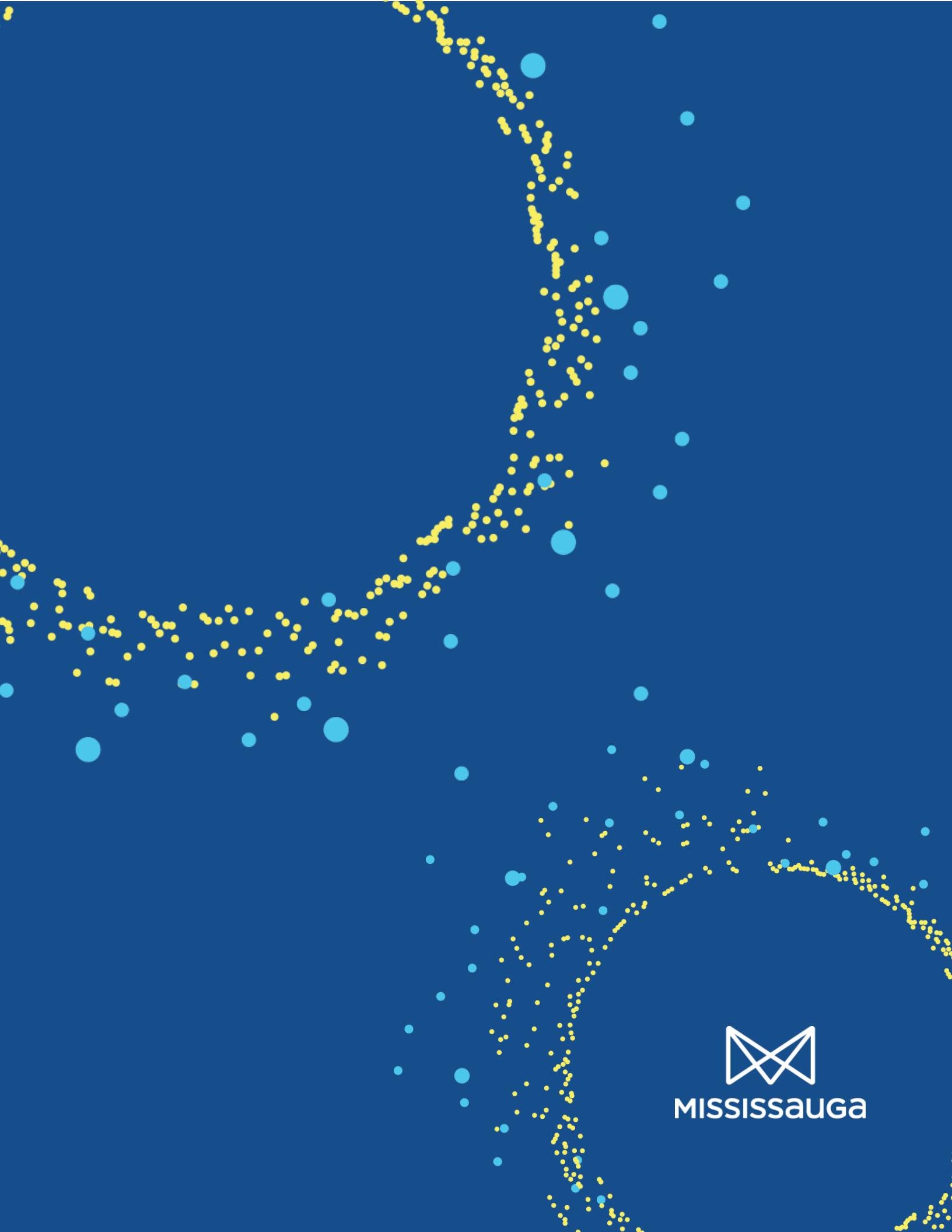

LAKESHORE ROAD WEST
LAKESHORE ROAD WEST
2 to 4
2 to 6
2 to 4
2 to 4
2 to 14
2 to 7
2 to 3
2 to 3
2 to 19
2 to 3
2 to 3
2 to 25
2 to 29
2 to 15
2 to 12
MAPLE AVENUE SOUTH
PINE AVENUE SOUTH
BEN MACHREE DRIVE
MAPLE AVENUE SOUTH
PETER STREET SOUTH
PORT ST W
MISSISSAUGA ROAD SOUTH
BAY STREET
JOHN STREET SOUTH
FRONT STREET SOUTH
LAKE ST
LAKE ONTARIO
Map 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.
Special Area Boundary where additional height permitted for Precinct.
Precinct Boundary
Port Credit West Village
0
50
100
metres
V - 1.000



MAP 3 – PORT CREDIT DRIVE-THROUGH PROHIBITIONS

LANDS DESIGNATED MIXED USE WHERE DRIVE-THROUGH FACILITIES ARE NOT PERMITTED

MISSISSAUGA *Produced by T&W, Geomatics*


MISSISSAUGA