

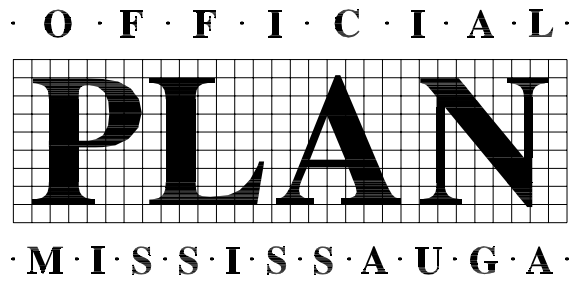
**NOTE:**

**THE POLICIES IN THIS DOCUMENT ARE SPECIFIC TO THE LISGAR PLANNING DISTRICT OF CITY PLAN, AND MUST BE READ IN CONJUNCTION WITH ALL THE POLICIES OF CITY PLAN**

**PLEASE REFER TO CITY PLAN FOR ADDITIONAL CITY-WIDE POLICIES WHICH APPLY TO THIS DISTRICT.**

**THE LISGAR DISTRICT POLICIES OF CITY PLAN CAME INTO EFFECT 1999 SEPTEMBER 15.**

**THE LISGAR DISTRICT POLICIES OF CITY PLAN ARE IN FULL FORCE AND EFFECT.**



**SECTION 6.19  
LISGAR  
DISTRICT POLICIES  
OF  
CITY PLAN**

**2002 March**

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Lisgar District Policies of City Plan

### OFFICE CONSOLIDATION

This is an office consolidation of the Lisgar District Policies of City Plan, Amendment No. 27 to City Plan, as amended, prepared for the purpose of convenience only. For accurate reference, the "originals" should be consulted.

The number in brackets and italics, eg. (*CPA-123*), at the end of a section, subsection, paragraph, subparagraph, etc., is the number of the Amendment or By-law amending the Lisgar District Policies of City Plan.

The following text and map, attached hereto, constitute the Lisgar District Policies of City Plan, Amendment No. 27 to City Plan, for the City of Mississauga Planning Area, being an office consolidation of the original Lisgar District Policies of City Plan, Amendment No. 27 to City Plan, as approved by the Regional Municipality of Peel, 1999 September 15.

	SECTION	DATE	STATUS	APPROVED BY
Amendment 27	Lisgar District Policies and District Land Use Map	1999 Sept. 15	All approved	Region of Peel
District Policies subsequently further amended by:				
AMENDED BY	SECTION	DATE	STATUS	APPROVED BY
Amendment 78	District Policies and District Land Use Map	2000 Apr. 12	All approved	Region of Peel

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## Lisgar District Policies of City Plan

### **PREFACE**

The adopting By-law and Regional Municipality of Peel approval certificate for the Lisgar District Policies of City Plan, Amendment No. 27 to City Plan, is on file in the Planning and Building Department.

### **CITY OF MISSISSAUGA APPROVAL**

The Lisgar District Policies of City Plan, Amendment No. 27 to City Plan, for the City of Mississauga Planning Area, was adopted by By-law Number 313-99 by City Council on the 14th day of July, 1999.

### **REGION OF PEEL APPROVAL**

Pursuant to sections 17(34) and (35) of the *Planning Act*, the Regional Municipality of Peel made a Decision on 1999 Aug. 25, approving all of the Lisgar District Policies of City Plan, Amendment No. 27 to City Plan, for the City of Mississauga Planning Area as adopted by By-law Number 313-99.

Dated at Brampton this 25th day of Aug. 1999.

"PETER E. ALLEN"  
Commissioner of Planning  
Planning Department  
Regional Municipality of Peel

This Notice of Decision was issued 1999 Aug. 25 with the Last Date of Appeal being 1999 Sept. 14.

**THE LISGAR DISTRICT POLICIES OF  
CITY PLAN, AMENDMENT NO. 27 TO CITY  
PLAN, CAME INTO EFFECT 1999  
SEPTEMBER 15.**

**THE LISGAR DISTRICT POLICIES OF  
CITY PLAN ARE IN FULL FORCE AND  
EFFECT.**

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## Lisgar District Policies of City Plan

### 6.19 LISGAR (CPA-27)

#### 6.19.1 Planning Context

The Lisgar Residential District was originally designated for agricultural uses in the Town of Oakville Official Plan. The District became part of the City of Mississauga in 1974. With the approval of the 1981 Official (Primary) Plan, major portions of the lands were designated for residential purposes.

Residential development, the predominant land use, consists of a mix of detached dwellings, semi-detached dwellings and townhouses.

The first major development in Lisgar was the introduction of a modular development concept, for detached dwellings, in the area around Trelawny Circle and Tenth Line West. The unique housing module consists of six detached dwellings, on obliqued angled lots, fronting on a cul-de-sac off a conventional road.

The Lisgar District is served by a neighbourhood commercial centre on Derry Road West and a convenience commercial centre on Britannia Road West. Other convenience commercial centres within the District have been zoned but not built.

A Union Gas Pipeline easement traverses the District in the east-west direction north of Trelawny Circle.

The open space system consists of one City Park, many Community Parks, and approximately 26 ha of Greenbelt lands containing the Sixteen Mile Creek tributary with interconnecting trails providing links to several parklands. (CPA-78)

Most of the District falls within the Sixteen Mile Creek subwatershed, with a small portion on the east side draining into the Mullett Creek. The Sixteen Mile Creek tributary, which runs north-south through the District, is channelized and contains the water quantity and quality control facilities. The greenway contributes to the linkage function of the Sixteen Mile Creek tributary. The silver maple swamp located at the southerly portion of the tributary is an evaluated wetland. In addition to the two woodland communities found along the watercourse, there are two smaller remnant woodlands located within City parklands.

#### 6.19.2 Development Concept

The Lisgar Residential District is a developing residential district with one-third of the lands remaining to be developed. Most of the District has been planned to accommodate a variety of housing types within the low and medium density range. A small component is planned to be high density residential.

The District is self-sufficient in terms of parks, elementary schools, and convenience commercial facilities. The senior and secondary school sites have been centrally located to the catchment areas they intend to serve. The parks and schools have been oriented towards the linear open space corridor along the Sixteen Mile Creek tributary. The pedestrian/bicycle path system accommodated in the open space corridor links the neighbourhood to the City and Community Parks, and Lisgar to the adjacent Meadowvale and Churchill Meadows Residential Districts. (CPA-78)

The neighbourhood commercial centre on Derry Road West forms an integral part of the surrounding residential area and provides a focal point for the District.

Access to the District is via Highway 401 and Highway 407, including the Highway 407/Derry Road West interchange.

The Sixteen Mile Creek tributary and adjacent vegetation, including woodlands, are considered valuable as part of a greenway system. Development proposals should maintain or enhance ecological features and functions, within the local and large scale context of the Sixteen Mile Creek subwatershed.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Lisgar District Policies of City Plan

### 6.19.3 Urban Design Policies

#### 6.19.3.1 Community Identity and Design

The following will be encouraged during the evaluation of any development proposal:

- a. open space connections that link public parks and community facilities through use of walkways, underpasses or bridges;
- b. the range of medium density housing forms and the use of consistent building treatments within developments;
- c. woodlands, water bodies and median or boulevard planting that contribute to the open space and streetscape aesthetics within the District.

#### 6.19.3.2 Streetscape

Where existing noise attenuation walls or privacy fencing are exposed to public streets, supplementary planting should be added as a condition of redevelopment and road reconstruction.

#### 6.19.3.3 Buildings and Spaces

Development should address the street with main entrances facing the street, with strong pedestrian connections, and landscape treatment that connect the buildings to the street.

### 6.19.4 Land Use

#### 6.19.4.1 Residential

Frontage service roads will be encouraged as a means of improving noise abatement and quality of streetscape aesthetics. Where service roads are not appropriate, or cannot be achieved due to certain constraints, reversed frontage lots may be permitted, provided the lots have a minimum depth of approximately 45 m.

Notwithstanding the general City Plan policies, the following will apply:

##### 6.19.4.1.1 Residential Low Density I

The Low Density I designation permits detached dwellings to a maximum density of 17 units per net residential hectare.

##### 6.19.4.1.2 Residential Low Density II

The Low Density II designation permits detached, semi-detached, street townhouse and duplex dwellings, within a density range of 17-45 units per net residential hectare.

##### 6.19.4.1.3 Residential Medium Density I

The Medium Density I designation permits semi-detached dwellings and townhouse development, within a density range of 30-50 units per net residential hectare.

##### 6.19.4.1.4 Residential Medium Density II

The Medium Density II designation permits ground-related multiple dwellings, such as cluster townhouses, stacked townhouses, terrace townhouses, as well as low-rise apartments at a Floor Space Index of 0.4-0.9. Building height should not exceed 4 storeys.

##### 6.19.4.1.5 Residential High Density I

The High Density I designation permits apartment buildings at a Floor Space Index of 0.5-1.0. Building height should not exceed 4 storeys.

##### 6.19.4.1.6 Medium and High Density Development

- a. In addition to the general Medium and High Density Development policies of this Plan,

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Lisgar District Policies of City Plan

the following additional policy applies specifically to this District:

- C in order to create acceptable built form transitions, buildings should be limited in height when adjacent to low density residential neighbourhoods and buildings abutting low density housing forms should be limited to 3 storeys.

### **6.19.4.2 Retail and Service Commercial**

#### **6.19.4.2.1 Neighbourhood Commercial**

Notwithstanding the Neighbourhood Commercial policies of this Plan, gas bars and automobile service stations will not be permitted.

#### **6.19.4.2.2 Convenience Commercial**

Notwithstanding the Convenience Commercial policies of this Plan, gas bars will not be permitted.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

## Lisgar District Policies of City Plan

### 6.19.5 Transportation

#### 6.19.5.1 Road Classification

The transportation system for the District is illustrated on the Lisgar District Land Use Map, and described in Table 1, Basic Road Characteristics, Lisgar District.

<b>TABLE 1: BASIC ROAD CHARACTERISTICS, LISGAR DISTRICT</b>				
<b>ROAD TYPE</b>	<b>NAME</b>	<b>SECTION</b>	<b>JURISDICTION</b>	<b>RIGHTS-OF-WAY*</b>
ARTERIAL	Derry Road West	Ninth Line to Tenth Line West	Region of Peel	36 m
	Britannia Road West	Ninth Line to Tenth Line West	Region of Peel	36 m
	Ninth Line	St. Lawrence & Hudson Railway (formerly CPR) to Britannia Road West	Town of Milton	35 m
MAJOR COLLECTOR	Tenth Line West	St. Lawrence & Hudson Railway (formerly CPR) to Britannia Road West	City of Mississauga	30 m
MINOR COLLECTOR	As shown on District Land Use Map		City of Mississauga	20-26 m
LOCAL ROAD	As shown on District Land Use Map		City of Mississauga	17-20 m
	Trelawny cul-de-sacs		City of Mississauga	10 m

\* These are considered basic rights-of-way. At major intersections, grade separations, or major physical or topographical constraints, wider rights-of-way may be required to accommodate bus bays, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.

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## Lisgar District Policies of City Plan

### 6.19.5.2 Road System

#### 6.19.5.2.1 Tenth Line West

- a. Prior to giving consideration to any proposal to widen Tenth Line West by City Council, a neighbourhood traffic study will be undertaken. This study should examine alternatives to widening Tenth Line West, including traffic management measures. In the event that a widening is required, its need and justification should be clearly documented in accordance with the requirements of the document entitled "*Class Environmental Assessment for Municipal Road Projects*".
- b. Truck traffic will be discouraged from utilizing Tenth Line West, south of the St. Lawrence and Hudson Railway in recognition of the residential character of Tenth Line West, south of the railway line.
- c. Direct residential frontage and access for detached dwellings, semi-detached dwellings and street townhouses to Tenth Line West will not be permitted.

#### 6.19.5.2.2 Highway 407 at Britannia Road West Interchange

The City will continue to support the construction of the Britannia Road West interchange at Highway 407.

#### 6.19.5.2.3 Access to Regional Road

To protect the integrity of the Regional Road system, direct access to Derry Road West and Britannia Road West will be controlled. Region of Peel approval is required for access onto these roads.

### 6.19.6 Physical Services and Utilities

Lands within the District that are drained by the Sixteen Mile Creek subwatershed are serviced by a Foundation Drain Collector System intended for the collection of weeping tile drainage only. All buildings within this subwatershed 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, institutional, and multiple-family residential land uses will be drained similarly where practical.



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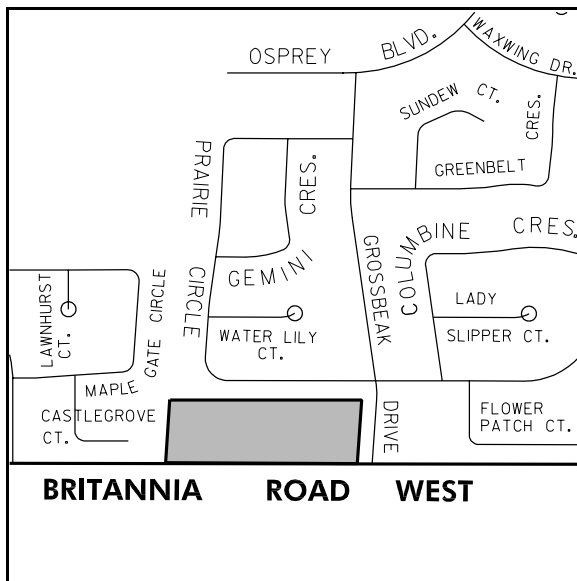
## LISGAR DISTRICT POLICIES OF CITY PLAN

### 6.19.7 Special Site Policies

#### 6.19.7.1 Introduction

There are several sites within the District which merit special attention. Any application for development of lands affected by a Special Site Policy will be subject to all City Plan policies, Site Development Plan requirements, and the provisions of this section.

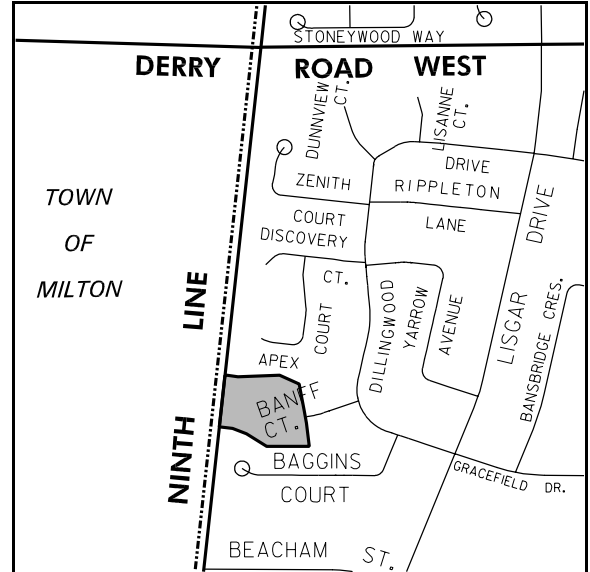
#### 6.19.7.2 Site 1



The lands identified as Special Site 1 consist of five existing detached dwellings located on the north side of Britannia Road West, west of Grossbeak Drive. Notwithstanding the Residential Low Density II designation, the following additional policies will apply:

- a. professional, business and administrative offices will be permitted in existing detached dwellings;
- b. parking areas associated with office uses located in the front yard of the dwellings should be screened from the public street with landscaping, low screen walls or other treatment. Additions and/or alterations to the existing dwellings will be designed to maintain the existing residential character, massing and materials;
- c. provisions should be made in any redevelopment plans for assembly of additional lands to facilitate a pedestrian walkway connecting Prairie Circle to the greenbelt lands to the west.

#### 6.19.7.3 Site 2



The lands identified as Special Site 2 are located on the east side of Ninth Line, south of Derry Road West. Notwithstanding the Residential Low Density II designation, provisions should be made to integrate the existing Cordingley House at 6671 Ninth Line, which is recommended for designation under the *Ontario Heritage Act*, with future development plans.



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## Lisgar District Policies of City Plan



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## Lisgar District Policies of City Plan

### Lisgar District Land Use Map

Amended by:

#### *Amendment 78*

- Replacing all "Neighbourhood Park symbols" with "Community Park symbols" and deleting the "Neighbourhood Park symbol" from the Land Use Legend.

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CONSOLIDATIONS\Current Consolidation\CP - Section 6.19 - Lisgar.wpd

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## Lisgar District Policies of City Plan

