



Corporate Report

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DATE: August 28, 2012

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 17, 2012

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area**
WARD 5

RECOMMENDATION: That a public meeting be held to consider proposed official plan amendments as recommended in the report titled "*Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area*" dated August 28, 2012 from the Commissioner of Planning and Building, and that the report be circulated to City departments, agencies and stakeholders for review and comment.

**REPORT
HIGHLIGHTS:**

- Implementation of land use and urban design strategy for the Gateway Corporate Centre Character Area portion of the Hurontario corridor based on the recommendations of the Hurontario/Main Street Corridor Master Plan (2010);
- Identify the Hurontario Street Intensification Corridor and add policies to accommodate additional employment growth in support of the light rail transit system;

- Identify additional road network to allow integration of land uses within the Hurontario Corridor;
- Identify major transit station locations to direct the largest concentration of density to these areas;
- Redesignate lands from “Business Employment” to “Office” to ensure the appropriate form of development occurs at the Major Transit Stations and along the frontage lands of the corridor, in support of the light rail transit system;
- Prohibit land extensive, auto dependent uses from fronting the Corridor; and
- Establish a Public Realm Plan and built form standards to guide development in the Corporate Centre over the next 30-50 years.

BACKGROUND:

On July 7, 2010, City Council adopted resolution 0159-2010 that endorsed the Hurontario/Main Street Corridor Master Plan for light rail transit along Hurontario Street, from Port Credit to downtown Brampton. The Master Plan was adopted as the basis for more detailed planning and design of the Corridor.

The introduction of light rail transit to the Hurontario Corridor is a significant city building initiative for Mississauga. The concept of rapid transit along the Corridor, with supporting land use densities and built form, fully aligns with the Provincial Growth Plan (Places to Grow), Metrolinx’s Regional Transportation Plan (RTP), Mississauga’s Strategic Plan and Mississauga Official Plan (2011).

The vision for the Hurontario Corridor is to create:

- a comfortable and convenient rapid transit service;
- a beautiful street with attractive places, vibrant economic activity and liveable connected mixed use communities; and
- new development customized to the varying and distinct nature of each existing community and sensitive to adjacent stable neighbourhoods.

One of the recommendations adopted by City Council directed staff to consider revisions to the Official Plan and Zoning By-law to implement the findings of the Hurontario-Main Street Corridor Master Plan and, in particular, the land use and urban design strategy. Building upon the Hurontario-Main Street Corridor Master Plan, staff have also prepared an Urban Design Plan that develops a comprehensive development strategy and Plan to guide the built form of the Gateway Corporate Centre over the next 30 to 50+ years.

To realize the vision of a mixed use, pedestrian-oriented corridor, amendments to Mississauga Official Plan (2011) are required. A clear set of policies is needed to establish the standard by which all new development and redevelopment applications will be assessed and to position the Corridor for value uplift with the introduction of light rail. While portions of the Corridor have attracted appropriate heights and densities (e.g., Downtown Core and Hurontario/Eglinton), other parts of the Corridor have been relatively underdeveloped or demonstrate unique attributes that suggest significant redevelopment potential (e.g., Cooksville).

This report proposes official plan policies for the Gateway Corporate Centre Character Area. This is one of eight areas along the Corridor where amendments will be proposed to implement the findings of the Hurontario/Main Street Corridor Master Plan, as shown on Appendix 1. Urban design guidelines and zoning to implement the policies proposed in this report will follow in the next six to eight months.

Other parallel planning studies for portions of the corridor are currently underway for the Downtown Core, the Cooksville Mobility Hub and the Port Credit Community Node.

In addition, the preliminary transit design and urban design for the light rail transit system is now underway, including development of concepts and urban design guidelines to permit smooth integration of the LRT system into key character areas and communities. This work will be completed over the next year. The first public information centre was held in June 2012, with further information centres tentatively scheduled for late 2012 and early 2013.

COMMENTS:**Mississauga Official Plan (2011)**

Mississauga Official Plan (2011) identifies Hurontario Street as an Intensification Corridor. The Corridor is intended to be the host area for additional population and employment growth, consistent with planned transit infrastructure improvements such as the light rail transit network.

Lands generally 500 metres (1,640 ft.) on either side of the Corridor have the potential for higher density mixed-use development, consistent with planned transit service levels. There are two Intensification Corridors identified in the Official Plan; Hurontario Street and Dundas Street. Dundas Street will be reviewed similar to Hurontario Street through a Master Plan exercise that will evaluate the introduction of higher order transit along the Corridor.

The Gateway Corporate Centre Character Area is one of four Corporate Centres identified in Mississauga Official Plan (2011). Corporate Centres represent major employment concentrations outside of the Downtown, with a mix of high density employment, in particular, major office development. Lands in the Gateway Corporate Centre are generally designated “Business Employment” which permits a range of employment uses including among other uses; manufacturing, warehousing and motor vehicle service uses. These types of uses are not supportive of the vision for the Hurontario Corridor, including the introduction of light rail transit. Changes are proposed to achieve the vision as articulated in the Hurontario/Main Street Corridor Master Plan.

Proposed Changes to Mississauga Official Plan (2011)

The major changes proposed for the **Gateway Corporate Centre Character Area** are detailed in Appendix 2 and outlined below:

1. Intensification Corridors

Intensification Corridors are intended to accommodate growth consistent with planned transit service levels. Additional policies are

required to capture the overall vision and establish a planning framework to ensure this vision is achieved.

Additional policies are proposed to be added to Chapter 5: Direct Growth of Mississauga Official Plan (2011):

- to identify the geographic extent of the Hurontario Corridor from Port Credit to the Brampton boundary (see Appendix 1); and
- to introduce overall policies for the Hurontario Corridor related to the intensity of uses and densities around Major Transit Stations.

2. Additional Road Network

Section 8.2.2 Road Network of Mississauga Official Plan (2011), indicates that Mississauga will strive to create a fine-grained system of streets to improve overall connectivity. Additional roads will support the integration of the LRT system with neighbouring employment areas adjacent to the Hurontario Corridor to create a fine-grained system (Appendix 3). An enhanced network of streets also supports the creation of urban blocks and provides greater movement options for vehicles, goods, pedestrians and cyclists.

The transition to an urban block structure supports lands proposed to be designated “Office” along the Corridor frontage and defines the rear portions of existing blocks, between Major Transit Station Areas, that will remain designated “Business Employment”.

3. Identification of Major Transit Stations

The Gateway Corporate Centre is to become one of Mississauga’s premier office areas, with the greatest concentration of development at four key nodes along the Hurontario Corridor. These proposed nodes are centered around the Major Transit Stations as shown on Appendix 4 (Schedule 2: Intensification Areas) and Appendix 5 (Schedule 6: Long Term Transit Network), as identified in the Hurontario/Main Street Corridor Master Plan.

Stations are proposed to be located at Matheson Boulevard, Britannia Road, Courtneypark Drive and Derry Road. A station has also been identified at the Mississauga/Brampton boundary as a gateway feature into Mississauga. The concentration of a mix of high density office uses in these locations will support the light rail transit system and optimize pedestrian activity as office complexes and other transit supportive developments are built. Future planning initiatives will identify the location of the Major Transit Stations elsewhere along the Hurontario Corridor.

4. Land Use Designations

It is proposed to replace the “Business Employment” designation with an “Office” designation at the major intersections of Hurontario Street and Matheson Boulevard, Britannia Road, Courtneypark Drive and Derry Road. The “Office” designation will radiate out from these intersections between 250 metres (820 ft.) and 500 metres (1,640 ft.) representing a 5-10 minute walk of the transit stations. A minimum height of three storeys will be required in these areas. Office development will be the primary use in these areas with accessory retail and service uses encouraged at grade. In addition, in Corporate Centres, post-secondary education facilities are permitted. In Gateway, overnight accommodation and conference centres will also be permitted along the Corridor.

The frontage lands along the Corridor located between the Major Transit Station Areas will also be redesignated “Office”. This will recognize existing office sites further removed from the Major Transit Station Areas and will support the long term vision for the Corridor. Existing office sites represent substantial floor space and employ a high number of office workers. A minimum height of two storeys is required in these locations.

The “Mixed Use” designation is proposed to be maintained at the southeast corner of Matheson Boulevard East and Hurontario Street as major office is permitted. Redevelopment of the site is encouraged. As part of any redevelopment, a minimum height of two storeys will be required.

Elsewhere in the Gateway Corporate Centre on lands designated “Business Employment”, a range of uses will be permitted, with office uses encouraged. Post-secondary educational facilities will also be permitted. These lands are located east and west of the Corridor and behind the frontage blocks of the Corridor. The “Business Employment” designation will continue to allow more land intensive uses (e.g., manufacturing and warehousing).

The proposed land use designation changes are shown in Appendix 6.

5. Prohibited Uses

In order to support light rail transit along the Corridor and to encourage a mix of higher density employment uses - warehousing, distributing and wholesaling, self storage facilities and other light industrial uses will be prohibited from fronting directly onto the Corridor. These uses are not reflective of compact transit-supportive development and depend on trucking as part of their business. They also have relatively low employment densities. Drive-through facilities will continue to be prohibited along the Corridor.

Existing gas bar and car wash sites located along the Corridor will not be permitted in either the “Mixed Use” or “Office” designations being proposed. These sites are encouraged to redevelop in keeping with the vision for the Corridor and to support the introduction of light rail transit.

Additionally, some uses permitted in the “Business Employment” designation that are not compatible with office development and the vision for Corporate Centres, will not be permitted (e.g., waste processing/transfer and composting, trucking terminals, motor vehicle body repair).

6. Urban Design

The vision for the Gateway Corporate Centre Character Area is for the area to transform into a series of vibrant new office commercial employment nodes integrated with the Hurontario/Main Street LRT

system. These nodes will connect adjacent communities to the LRT system. Major urban public places will define each individual node as distinct and special, where workers and visitors to the area can access the available amenities.

There are two main components to the Urban Design Plan:

- Public Realm Plan which focuses on the size, quality and design of the public streets and spaces including key publicly accessible open spaces in the private realm; and
- Built Form Standards to help regulate the size, quality and design of buildings on private lands.

The Public Realm Plan

The Public Realm Plan sets out the principles for pedestrian-friendly streets including how buildings interface with the public realm. Office buildings will be animated with grade-related uses and amenities, and will address the street using building bases to provide enclosure and scale for pedestrians, through the use of continuous street walls, multiple entrances, integrated setbacks/step backs, landscape and architectural detailing. The Plan has also identified large publicly accessible open spaces located at or near Major Transit Stations. These spaces will range from urban hard surfaces to heavily planted green space.

Another critical component of the public realm will be the network of collector and local streets in the area. They will be designed with sidewalks on both sides of the street, landscape setbacks and street tree planting. A continuous and well connected pedestrian and cycling network will create easy accessibility within the Corporate Centre and to adjacent neighbourhoods providing unencumbered access to Hurontario Street and the LRT system.

The Conceptual Public Realm Plan forms Appendix 7.

Built Form Standards

The Built Form Standards will articulate the policies with the following objectives:

- create a built form that accommodates a mix of uses that puts people in close proximity to a broad range of urban amenities;
- achieve a high-quality built form and strengthen the continuity of buildings that contribute to the emerging urban context in the Corporate Centre, in particular, along Hurontario Street;
- Ensure that development is environmentally friendly, safe and universally accessible; and
- Foster compact, pedestrian and transit-oriented development that achieves street level activity and a public realm of the highest standard.

STRATEGIC PLAN: The introduction of a land use planning framework for the Hurontario Corridor, that includes introduction of light rail transit, supports the following Strategic Pillars for change, goals and actions contained in the City's Strategic Plan:

MOVE: Developing a Transit Oriented City of Mississauga

- Connect our City
 - Action 5: Provide alternatives to the automobile along major corridors
 - Action 9: Improve the transportation network for pedestrians, cyclists and automobiles
 - Action 10: Encourage walking by establishing maximum block sizes
- Build a Reliable and Convenient System
 - Action 13: Establish transit stops within a 10-minute walk

- Direct Growth
 - Action 18: Require development standards for mixed-use development to support transit
 - Action 19: Accelerate the creation of higher-order transit infrastructure

PROSPER: Cultivating Creative and Innovative Businesses

- Attract Innovative Business
 - Action 4: Develop knowledge-based industries
- Meet Employment Needs
 - Action 6: Cultivate and nurture the business environment

GREEN: Living Green

- Promote a Green Culture
 - Action 8: Use resources efficiently by implementing eco-business zones

FINANCIAL IMPACT: Not applicable.

CONCLUSION:

The implementation of a land use planning framework for the Gateway Corporate Centre Character Area is an important initiative to realize the vision for the Hurontario Corridor. With the introduction of light rail transit to the corridor, it is critical to establish appropriate supporting land use policies and built form standards to ensure this major infrastructure investment is realized and capitalized on.

The next step is to initiate the public engagement process on the proposed land use and urban design framework for the Gateway Corporate Centre Character Area Policies of Mississauga Official Plan (2011).

ATTACHMENTS:

APPENDIX 1: Hurontario Street Intensification Corridor (Map 5-1: Hurontario Street Intensification Corridor; Schedule 1: Urban System; Schedule 1c: Urban System – Corridors)

APPENDIX 2: Proposed Amendments to the Gateway Corporate Centre Character Area Policies

APPENDIX 3: Map 15.3-1: Gateway Corporate Centre Character Area Road Network

APPENDIX 4: Schedule 2: Intensification Areas

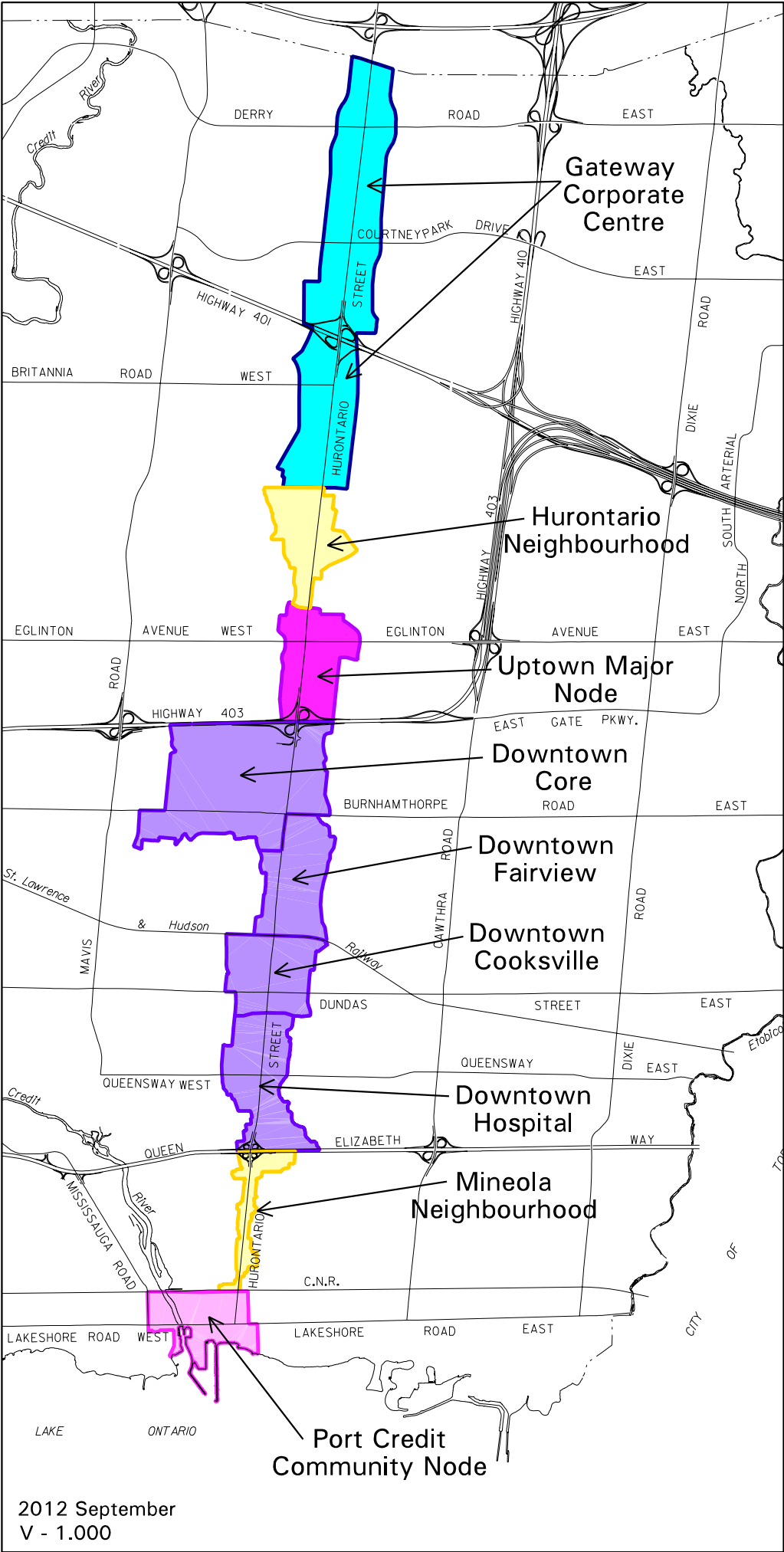
APPENDIX 5: Schedule 6: Long Term Transit Network

APPENDIX 6: Part of Schedule 10: Land Use Designations






APPENDIX 7: Conceptual Public Realm Plan

Edward R. Sajecki
Commissioner of Planning and Building

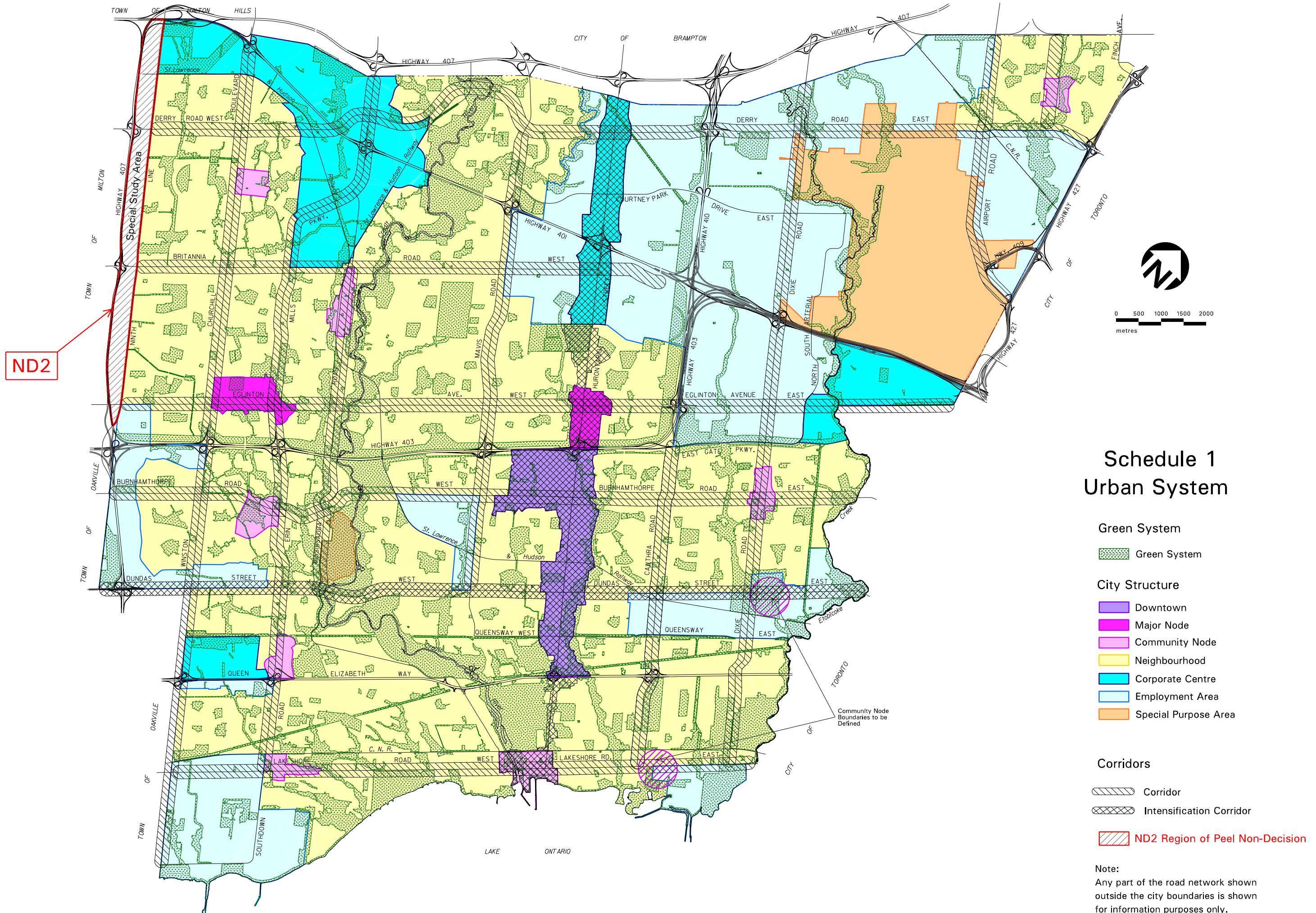
Prepared By: Karen Crouse, Policy Planner



Elements

-  Downtown
-  Major Node
-  Community Node
-  Neighbourhood
-  Corporate Centre

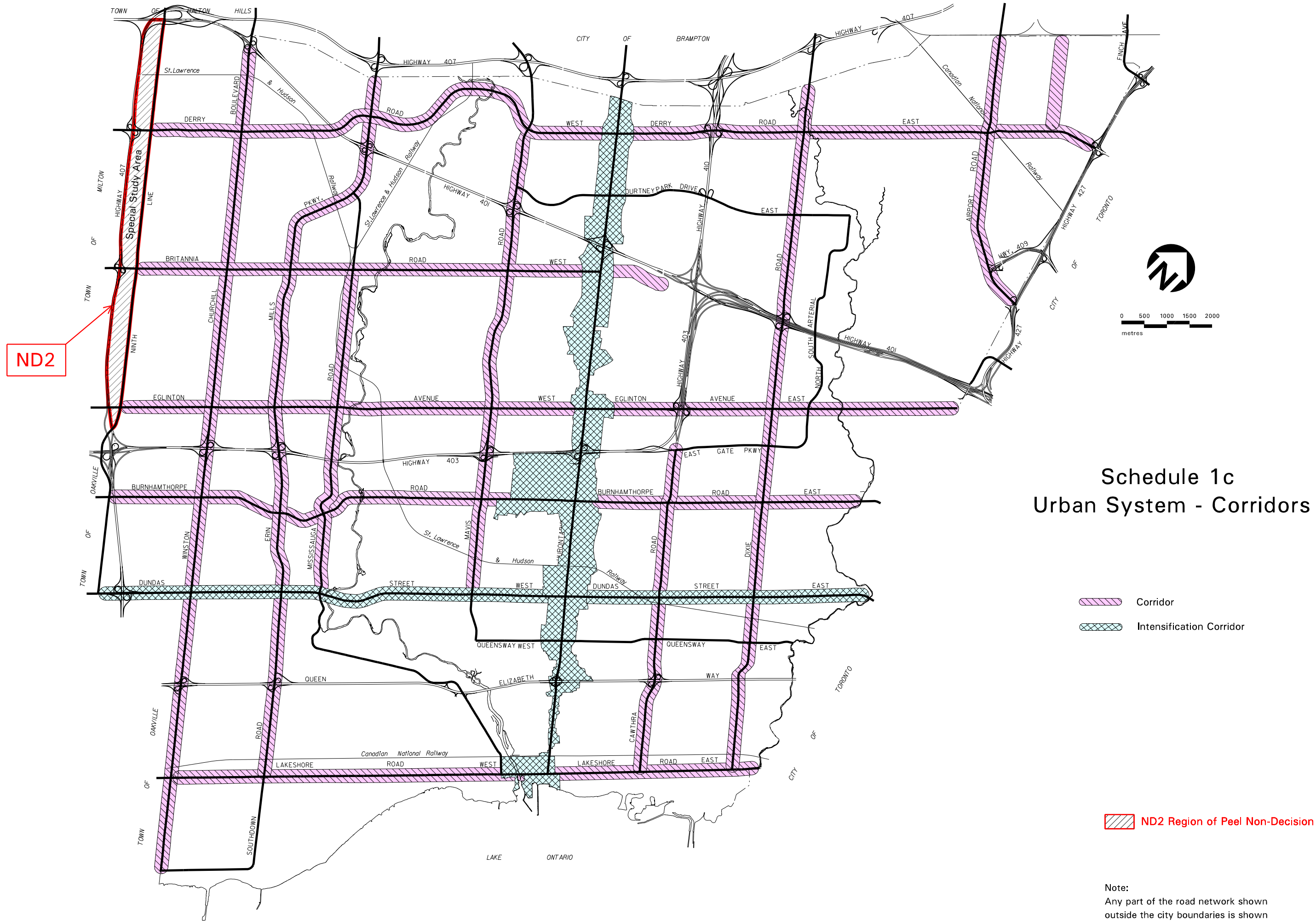
Map 5-1 Hurontario Street Intensification Corridor



Schedule 1 Urban System

- Green System**
 - Green System
- City Structure**
 - Downtown
 - Major Node
 - Community Node
 - Neighbourhood
 - Corporate Centre
 - Employment Area
 - Special Purpose Area
- Corridors**
 - Corridor
 - Intensification Corridor
- ND2 Region of Peel Non-Decision**

Note:
Any part of the road network shown outside the city boundaries is shown for information purposes only.



APPENDIX 2

September 17, 2012

Planning & Development Committee

Proposed Amendments to the Gateway Corporate Centre Character Area Policies

~~Strikeout~~ – wording to be removed

Bold non-italicized – existing defined term in Mississauga Official Plan (2011)

Bold italicized – proposed new wording to be added

Part	Chapter	Section	Subsection	Policy #	Type of Change	Existing/Proposed Policy	Rationale
2	5	5.4 Corridors		5.4.14	New	<i>The Hurontario Street Intensification Corridor is comprised of the lands along Hurontario Street from Lake Ontario in Port Credit to the city's northern boundary as shown on Map 5-1 Hurontario Street Intensification Corridor.</i>	This policy identifies the geographic extent of this Intensification Corridor and defines its start and terminus.
2	5	5.4		Map 5-1	New Map	See Appendix 1 for proposed new map.	To graphically show the extent of the corridor and the area subject to the policies.
2	5	5.4		5.4.15	New	<i>A number of Major Transit Station Areas will be located along the Hurontario Street Intensification Corridor to serve the proposed light rail transit system. These Major Transit Station Areas are identified on Schedule 2 Intensification Areas and Schedule 6 Long Term Transit Network.</i>	To identify that light rail transit stations are being added to the corridor and will be identified on the appropriate Schedules.
2	5	5.4		5.4.16	New	<i>A network of new roads and active transportation routes within the Hurontario Street Corridor will be identified through local area reviews. This finer grained grid network will</i>	To indicate that additional roads will be detailed through local area reviews as the planning for the corridor is completed.

Part	Chapter	Section	Subsection	Policy #	Type of Change	Existing/Proposed Policy	Rationale
						<i>support the urban form vision along the Corridor and will provide pedestrians and cyclists a greater variety of routes including improved connection and accessibility within the area and the surrounding communities as well as to the proposed light rail transit system. The finer grained grid network will also create the multiple routing and turning options to distribute vehicles, servicing and goods movement traffic through the parallel road network. The location of these roads is intended to be conceptual and may be refined through the review of development applications and development master plans.</i>	
3	15	15.3 Gateway Corporate		Map 15.3-1	New	See Appendix 3 for proposed new map.	<p>Identification of additional roads in the Gateway area to support policies 8.2.2.3 and 8.2.2.4 of Mississauga Official Plan (2011).</p> <p>Intent is to create a finer grain road pattern throughout the city and in particular, within Intensification Areas and surrounding Major Transit Station Areas.</p>
3	15	15.3	15.3.1.2	15.3.1.2. a.	Revise	a. Encourage a high quality urban design in the built form which is distinctive and urban in character, and which	Add idea of higher order transit corridor as a critical component of the overall identity of

Part	Chapter	Section	Subsection	Policy #	Type of Change	Existing/Proposed Policy	Rationale
						contributes to the identity of Hurontario Street as a principal city thoroughfare <i>and higher order transit corridor;</i>	Hurontario Street.
3	15	15.3	15.3.1.2	15.3.1.2. b.	Revise	b. Encourage a high standard of public and private realm streetscape design that is coordinated and comprehensive, <i>particularly at Major Transit Station Areas</i> , which includes street furniture, public art, building forecourts, open space, bus <i>transit</i> shelters, <i>bicycle parking</i> , tree planting, and the sensitive location of utilities;	Revise policy to recognize Major Transit Station Areas proposed for the Corridor and to recognize that shelters will potentially accommodate both light rail and bus movements.
3	15	15.3	15.3.1.2	15.3.1.2.c.	Revise	c. Ensure buildings are <i>Buildings will be</i> street related with pedestrian <i>main building</i> entrances, active building elevations, and fenestration forming an integrated link between the buildings and the sidewalk. <i>Active building features should be oriented to major street frontages and the light rail transit system;</i>	Buildings are required to be street related and main building entrances must relate directly to the street. Active building features will be oriented to Hurontario Street for buildings with direct frontage.
3	15	15.3	15.3.1.2	15.3.1.2.f.	Revise	f. Locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street. <i>Increasingly, parking should be structured, and preferably, underground. Transportation demand management measures will be encouraged.</i>	With the introduction of light rail transit to the Corridor, the reliance on surface parking will be reduced. Parking associated with new development will be encouraged to be structured either above or below grade with preference given to below

Part	Chapter	Section	Subsection	Policy #	Type of Change	Existing/Proposed Policy	Rationale
							grade parking.
3	15	15.3	15.3.1.2	15.3.1.2.k.	Revise	k. Encourage development that provides a safe and convenient pedestrian environment that promotes the use of reinforces Hurontario Street as a major transit corridor.	Hurontario Street is a major transit corridor today. With the introduction of light rail transit, this role will be further elevated.
3	15	15.3	15.3.1.2	15.3.1.2.r	Revise	r. Create a sense of prominence at the intersection of Hurontario Street and Major Transit Station Areas , in addition to those areas subject to Special Site Policies , 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;	The most prominent locations on the Corridor will be at the Major Transit Station Areas at the four key intersections of Matheson Boulevard, Britannia Road, Courtneypark Drive and Derry Road.
3	15	15.3	15.3.1.2	15.3.1.2.s	New	s. <i>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.</i>	Built form is to foster transit, cycling and walking as available modes of transportation and appropriate connections and accessibility are required.
3	15	15.3	15.3.2.1	15.3.2.1	Delete	Notwithstanding the Business Employment Policies of this Plan, the following uses will not be permitted on land adjacent Hurontario Street:	Lands are being redesignated from Business Employment to Office. This policy is redundant as these uses will no longer be

Part	Chapter	Section	Subsection	Policy #	Type of Change	Existing/Proposed Policy	Rationale
						<p>a. drive-throughs that are not substantially screened from Hurontario Street by a building in place at the time of development;</p> <p>b. single storey financial institutions and, free-standing restaurants of all types and which are not substantially screened from Hurontario Street by a building in place at the time of development.</p>	<p>permitted. Accessory retail, restaurant and commercial uses are permitted provided they are incorporated into office buildings.</p> <p>Industrial uses will not be permitted directly on the Corridor. These types of uses will be permitted interior to the Corporate Centre on lands designated Business Employment with no frontage on Hurontario Street.</p>
3	15	15.3	15.3.2	15.3.2.2	Revise and renumber 15.3.2.3	<p>Notwithstanding the above policy, Existing buildings that do not meet the built form policies including single storey financial institutions, free-standing restaurants, free-standing retail commercial uses and drive-throughs, which are not substantially screened from Hurontario Street by a building, will be permitted as they exist on the day these policies come into effect. provided, however, that the reconstruction or alteration of these uses may be permitted if the proposal results in a visual or functional improvement of the site which achieves the intent and policies of the Gateway Corporate Centre Character Area Policies. will not be legally recognized as these uses do not further the vision for the</p>	<p>Clearly states that existing buildings that do not meet the built form for the Corridor will not become legal non-conforming and are encouraged to redevelop in keeping with the vision for the Hurontario Corridor.</p>

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						Corridor. <i>will be encouraged to redevelop in keeping with the vision for the Hurontario Corridor.</i>	
3	15	15.3	15.3.2	15.3.2.3	Delete	Lands designated Motor Vehicle Commercial may be developed for the permitted uses of the abutting Business Employment designations without further amendment to this Plan.	Current motor vehicle commercial sites are proposed to be redesignated to Mixed Use or Office. These uses will not become legal non-conforming and are encouraged to be redeveloped in keeping with the vision for the Hurontario Corridor.
3	15	15.3	15.3.2	15.3.2.3	New and renumber 15.3.2.1	<i>Notwithstanding the Office designation, the following additional policies will apply:</i> <ul style="list-style-type: none"> <i>a. overnight accommodation and conference centres may be permitted;</i> <i>b. at Major Transit Stations Areas, buildings will be a minimum of three storeys but will be encouraged to be higher;</i> <i>c. buildings will have a maximum building setback of 5 metres however greater setbacks may be required based on the findings of the Hurontario-Main Street LRT Project;</i> <i>d. accessory retail commercial</i> 	It is critical to establish appropriate uses and design criteria for lands in proximity to the major transit station areas to set the vision for the corridor.

Part	Chapter	Section	Subsection	Policy #	Type of Change	Existing/Proposed Policy	Rationale
						<p><i>uses incorporating transparent windows will be encouraged at grade in Major Transit Station Areas for buildings directly fronting Hurontario Street; and</i></p> <p><i>e. in order to achieve a continuous street wall, new development will have a minimum of 95 percent of any lot frontage along Hurontario Street within Major Transit Stations Areas and 70 percent in areas beyond, occupied with a building or buildings. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Hurontario Street. This continuous street wall condition will wrap around the corner at major intersections.</i></p>	
3	15	15.3	15.3.2	15.3.2.2	New	<p><i>Notwithstanding the Business Employment designation, the following additional uses will not be permitted:</i></p> <ul style="list-style-type: none"> <i>a. motor vehicle body repair facilities;</i> <i>b. transportation facilities;</i> <i>c. trucking terminals;</i> <i>d. waste processing or transfer stations and composting facilities.</i> 	These uses are not in keeping with the vision for the Corporate Centre and are more appropriately located on lands designated Business Employment beyond the Corporate Centre.

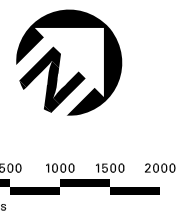
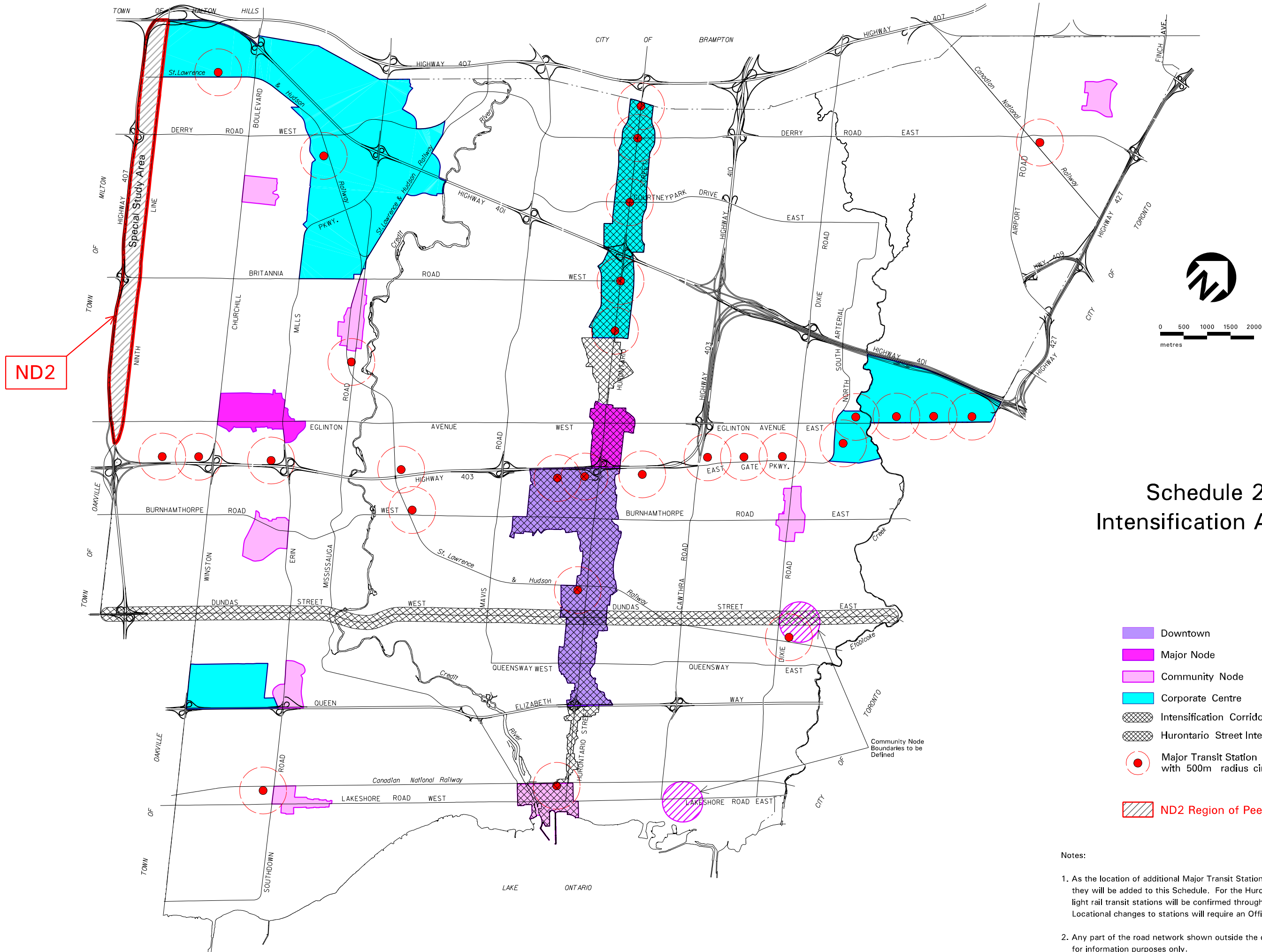
Part	Chapter	Section	Subsection	Policy #	Type of Change	Existing/Proposed Policy	Rationale
3	15	15.3	15.3.3	15.3.3.1.2	Revise	Notwithstanding the Business Employment Office designation and the Urban Design Policies in Section 15.3.1.2 for these lands ...	Lands are being redesignated from Business Employment to Office.
3	15	15.3	15.3.3	15.3.3.1.2.a. and b.	Remove	<p>a. existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street are recognized, but are encouraged to be redeveloped for other permitted uses;</p> <p>b. expansion of the existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street will be permitted. As part of the expansion of the existing gas bar at the southeast corner of Derry Road East and Hurontario Street, a car wash will also be permitted.</p> <p>The reconstruction or alteration of the existing car wash at the southeast corner of Hurontario Street and Derry Road East may be permitted if the proposal results in a visual or functional improvement of the site which achieves the intent and policies of the Gateway District Policies.</p>	Policy is no longer needed as existing non-conforming uses will not be permitted.
3	15	15.3	15.3.3	15.3.3.1.2 f.	Revise	f. these lands represent the principal intersections along the Hurontario Corridor north of Provincial Highway 401 (Derry Road East/Derry Road West and Courtneypark Drive	These design principles remain relevant but the permissions regarding the existing service stations will be removed.

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						<p>East/Courtneypark Drive West). Development abutting the intersections should highlight these locations as focal points within the streetscape, given their high profile and visibility.</p> <p>In addition to the Urban Design Policies in Section 15.3.1.2, these lands will be subject to the following:</p> <ul style="list-style-type: none"> • built form at the corners of the intersections should have a prominence, and occupy a majority of the streetline and be a minimum of three storeys. The reconstruction of the service stations at the south east and south west corners of Hurontario Street and Derry Road East/West for motor vehicle commercial purposes may be permitted if it results in an improvement of the site by meeting the spirit and intent of this Plan by providing, for example, the massing, height and built form of a two storey mezzanine building. • buildings with minimal frontal setbacks with active street-oriented elevations, main front doors and fenestration integrated with 	

Part	Chapter	Section	Subsection	Policy #	Type of Change	Existing/Proposed Policy	Rationale
						the streetscape .	
3	15	15.3	15.3.3	15.3.3.2.2	Revise	Notwithstanding the Business Employment Office designation and the Urban Design Policies in Section 15.3.1.2 for these lands ...	Lands are being redesignated from Business Employment to Office.
3	15	15.3	15.3.3	15.3.3.2.2.a.b.	Delete and renumber remainder	a. expansion of the existing gas bar site on the east side of Hurontario Street, north of the electric transmission lines will not be permitted; b. a motor vehicle service centre will be permitted on the east side of Hurontario Street south of the electric transmission lines;	Existing motor vehicle provisions are being removed and these uses will become legal non-conforming. These sites are encouraged to redevelop in keeping with the vision for the Hurontario Corridor.
3	15	15.3	15.3.3	15.3.3.3.2	Revise	Notwithstanding the Office and Business Employment designations and the Urban Design Policies in Section 15.3.1.2 for these lands ...	Business Employment lands north of Annagem Boulevard are being redesignated Office.
3	15	15.3	15.3.3	15.3.3.4.2	Revise	Notwithstanding the Office and Business Employment designations and the Urban Design Policies in Section 15.3.1.2 for these lands ...	Business Employment lands south of Ambassador Drive are being redesignated Office.
3	15	15.3	15.3.3	15.3.3.5.2	Revise	Notwithstanding the Business Employment Office designation on these lands...	Lands at the Hurontario Street and Derry Road intersection are being redesignated Office.
3	15	15.3	15.3.4	15.3.4.1 Site 1	Delete	Exempt Site 1 to be removed (Highland Farms)	These lands are being redesignated Office and free-standing retail is not permitted on the corridor. The current use is not in keeping with the vision for the corridor.
Schedules					Revise Schedule 2 Intensification Areas (see Appendix 4)	Add Major Transit Station Areas to Schedule 2 Intensification Areas.	Identify new Major Transit Station Areas in the Gateway Corporate

Part	Chapter	Section	Subsection	Policy #	Type of Change	Existing/Proposed Policy	Rationale
							Centre Character Area.
					Revise Schedule 6 Long Term Transit Network (see Appendix 5)	<i>Add Light Rail Transit Stations to Schedule 6 Long Term Transit Network and change colour of Mobility Hub and Potential Mobility Hub symbols for legibility.</i>	Identify Light Rail Transit stations in the Gateway Corporate Centre Character Area. Change colour of Mobility Hub and Potential Mobility Hub symbols for greater legibility.
					Revise Part of Schedule 10 Land Use Designations (see Appendix 6)	<i>Amend Part of Schedule 10 Land Use Designations in the Gateway Corporate Centre Character Area.</i>	Need to redesignate lands in the Gateway Corporate Center Character Area to advance the vision for the Hurontario Corridor.

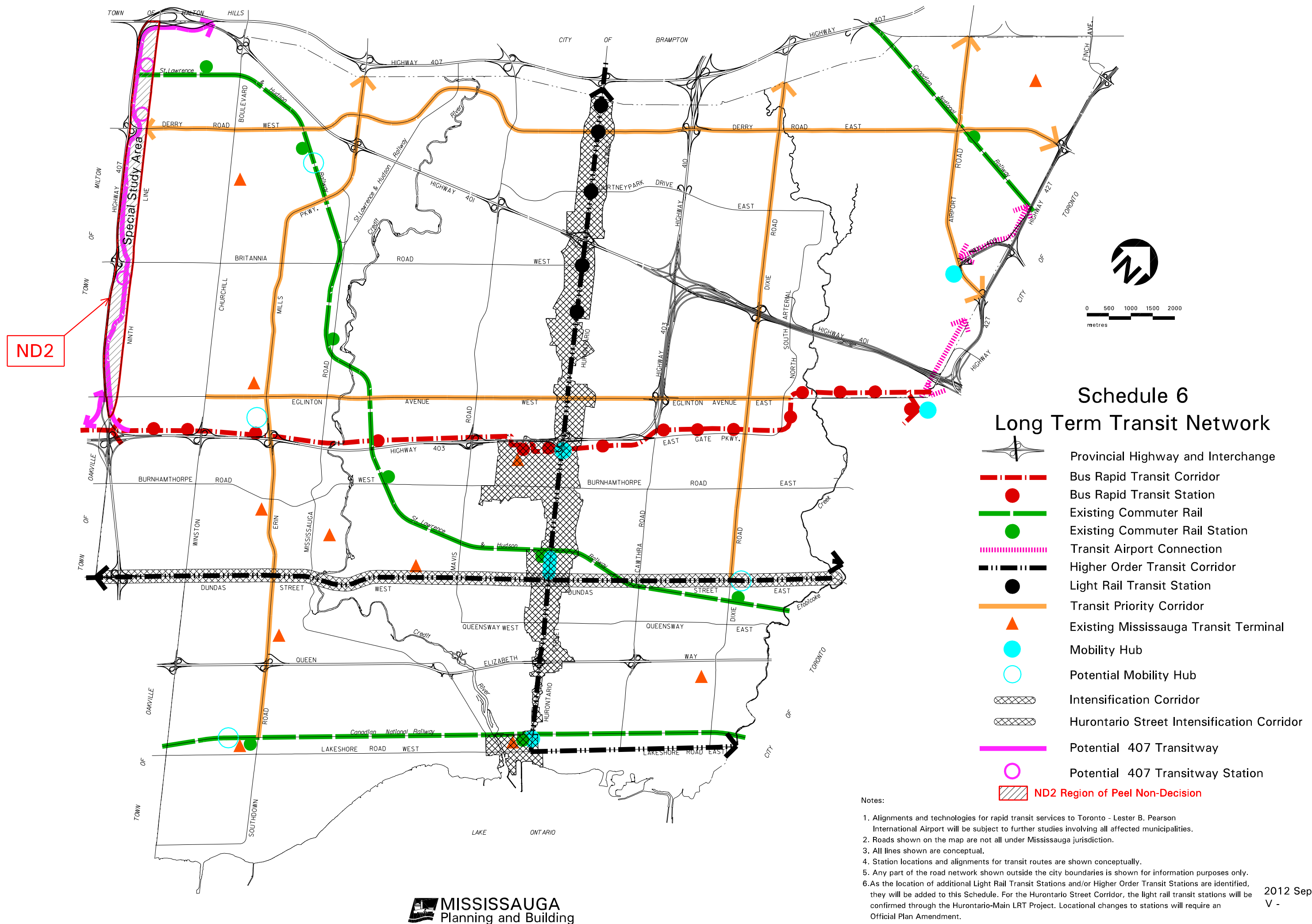
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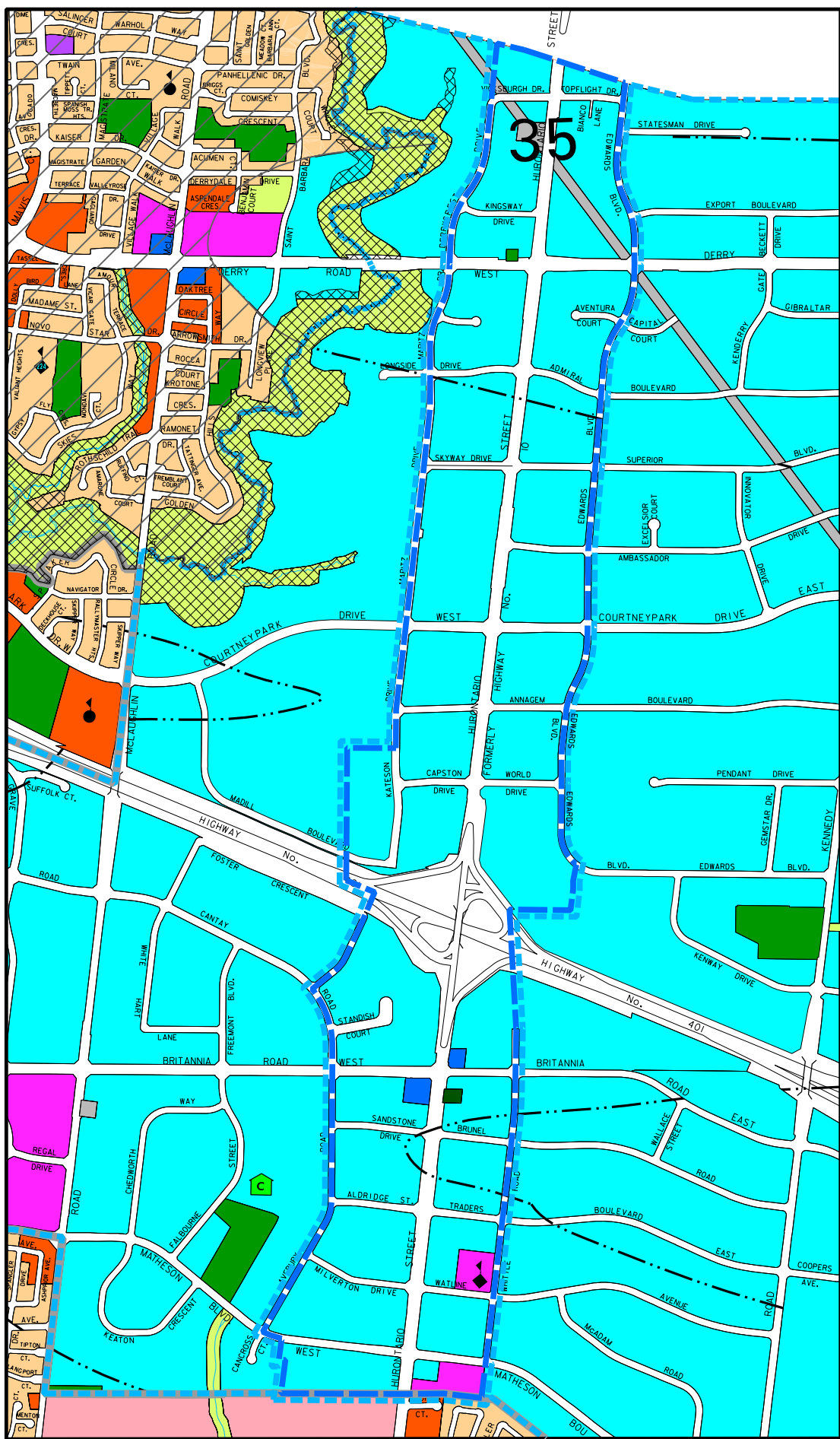


Schedule 2 Intensification Areas

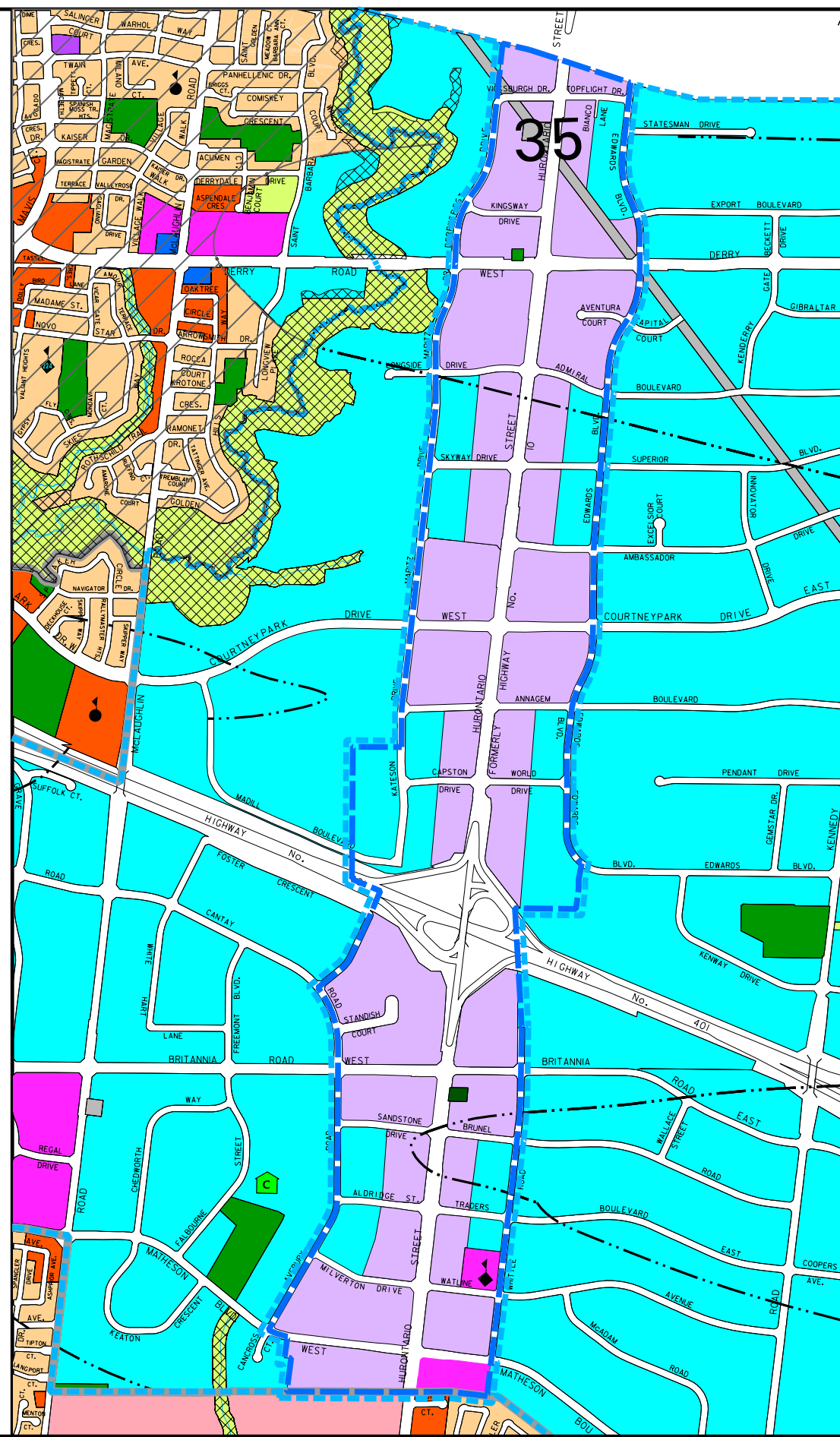
- Downtown
- Major Node
- Community Node
- Corporate Centre
- Intensification Corridor
- Hurontario Street Intensification Corridor
- Major Transit Station Area with 500m radius circle
- ND2 Region of Peel Non-Decision

- Notes:
- As the location of additional Major Transit Station Areas are identified, they will be added to this Schedule. For the Hurontario Street Corridor, the light rail transit stations will be confirmed through the Hurontario-Main LRT Project. Locational changes to stations will require an Official Plan Amendment.
 - Any part of the road network shown outside the city boundaries is shown for information purposes only.





EXISTING LAND USE DESIGNATIONS



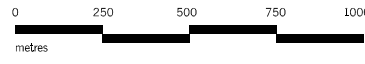
AMENDED LAND USE DESIGNATIONS

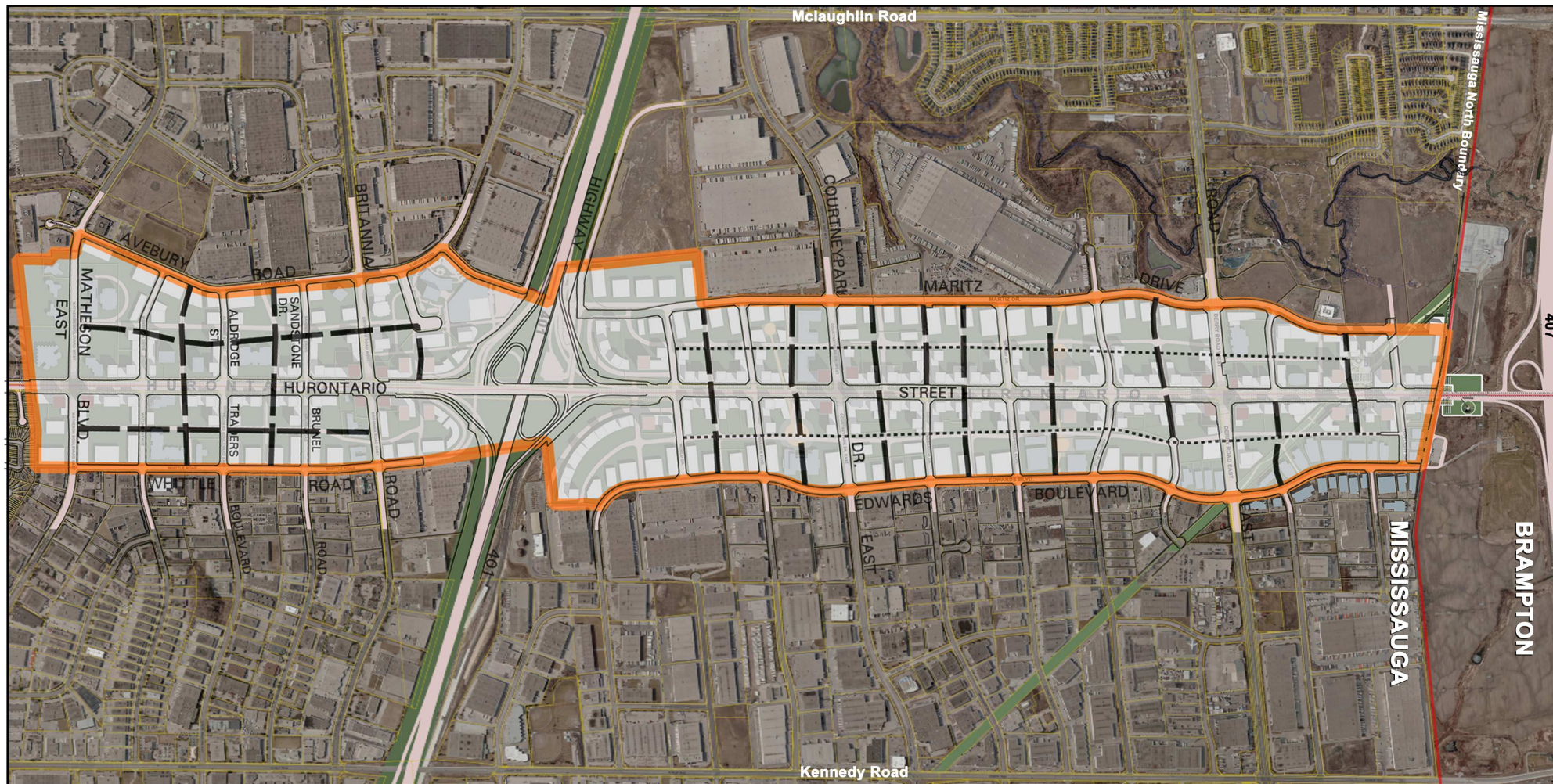
- LAND USE DESIGNATIONS
- | | |
|----------------------------|---------------------|
| Residential Low Density I | Business Employment |
| Residential Low Density II | Industrial |
| Residential Medium Density | Airport |
| Residential High Density | Institutional |
| Downtown Mixed Use | Public Open Space |
| Downtown Core Commercial | Private Open Space |
| Mixed Use | Greenbelt |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | To Be Determined |

- LAND USE LEGEND
- | | |
|---|------------------------------|
| Heritage Conservation District | Civic Centre (City Hall) |
| 1996 NEP/2000 NEF Composite Noise Contours | City Centre Transit Terminal |
| LBPIA Operating Area Boundary See Aircraft Noise Policies | GO Rail Transit Station |
| Area Exempt from LBPIA Operating Area | Public School |
| Natural Hazards | Catholic School |
| | Hospital |
| | Community Facilities |

- CITY STRUCTURE
- Elements
- | | |
|----------------|----------------------|
| Downtown | Corporate Centre |
| Major Node | Employment Area |
| Community Node | Special Purpose Area |
| Neighbourhood | |
- ND2 Region of Peel Non-Decision

- AREA OF AMENDMENT NO.
- FROM:
- | |
|--------------------------|
| BUSINESS EMPLOYMENT |
| MOTOR VEHICLE COMMERCIAL |
- TO:
- | |
|-----------|
| OFFICE |
| MIXED USE |



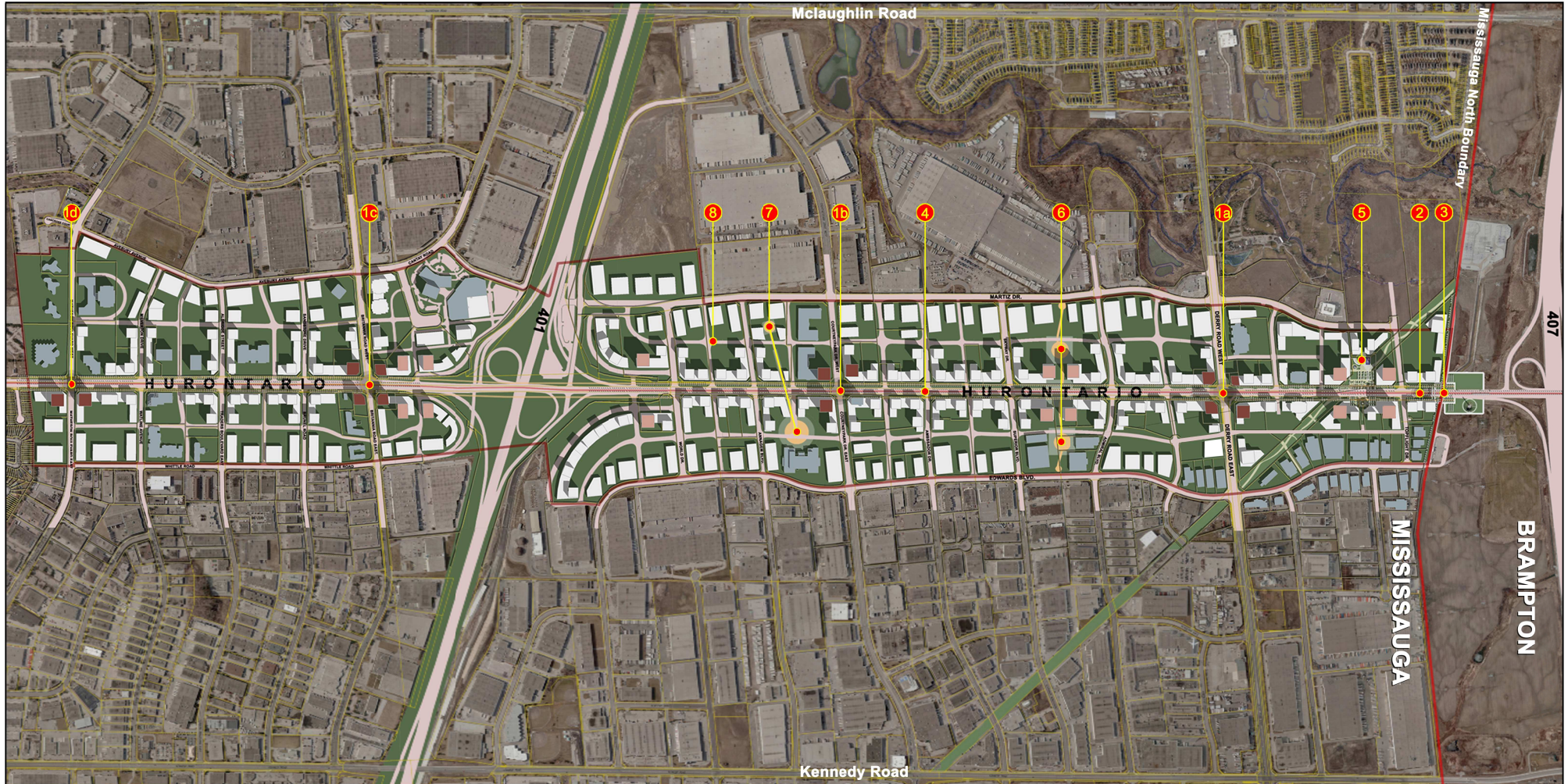


- Subject Area
- Proposed Local Roads
- Existing Roads
- Proposed Minor Collector Roads

General:

All new development will address the Built Form Standards included in the Urban Design Plan, as it relates to the public realm.

PRELIMINARY



- | | | | |
|---|---|--|--|
| <p>1 Major Transit Stations</p> <p>1a Derry Road / Hurontario</p> <p>1b Courtneypark Drive / Hurontario</p> | <p>1c Britannia Road / Hurontario</p> <p>1d Matheson Boulevard / Hurontario</p> | <p>2 Gateway Transit Station</p> <p>3 North Gateway Feature</p> <p>4 The Grand Boulevard Hurontario Street Corridor / LRT System</p> | <p>5 Possible Grand Open Space</p> <p>6 Possible Business Park Common</p> <p>7 Possible Thematic District</p> <p>8 New Grid of Local Streets</p> |
|---|---|--|--|

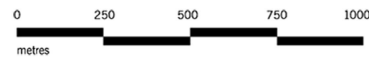
General:

All new development will address the Built Form Standards included in the Urban Design Plan, as it relates to the public realm.

PRELIMINARY



City of Mississauga
Planning and Building Department



Gateway Corporate Centre
Public Realm Plan



Preliminary Conceptual Vision for Gateway Corporate Centre





Preliminary Conceptual Vision for Gateway Corporate Centre