



Downtown Core Local Area Plan

Draft – March 2010

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Downtown Core Local Area Plan Land Use Map

DOWNTOWN CORE

1.0 How to Read the Downtown Core Local Area Plan

Mississauga Official Plan is composed of a principal document and a series of local area plans, provided under separate cover. This is Downtown Core Local Area Plan and provides policies for lands located in central Mississauga, as shown on Figure 1. It includes lands identified in the City Structure as a Downtown.

There are some instances where the policies and schedules of the principal document do not address all circumstances particular to the Downtown Core. In these cases, the Downtown Core Local Area Plan elaborates on, or provides exceptions to the policies or schedules of the principal document.

The Downtown Core Local area Plan must be read in conjunction with the Mississauga Official Plan

principal document. Parts one to four, the schedules and the appendices of the principal document, are applicable to the Downtown Core area, unless modified by this local area plan. Thus, for example, the policies this local area plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of parts two and three of the principal document. In the event of a conflict, the policies of this local area plan take precedence.

The Downtown Core Local Area Plan incorporate the policies of the City Centre District Policies of Mississauga Plan (2003), modified to conform with Mississauga Official Plan (2010).

The City will further refine these policies through the Downtown21 Master Plan to require a truly pedestrian-friendly and transit supportive urban environment. The Master Plan will, among other matters, identify opportunities and strategies for economic development, multi-modal transportation,

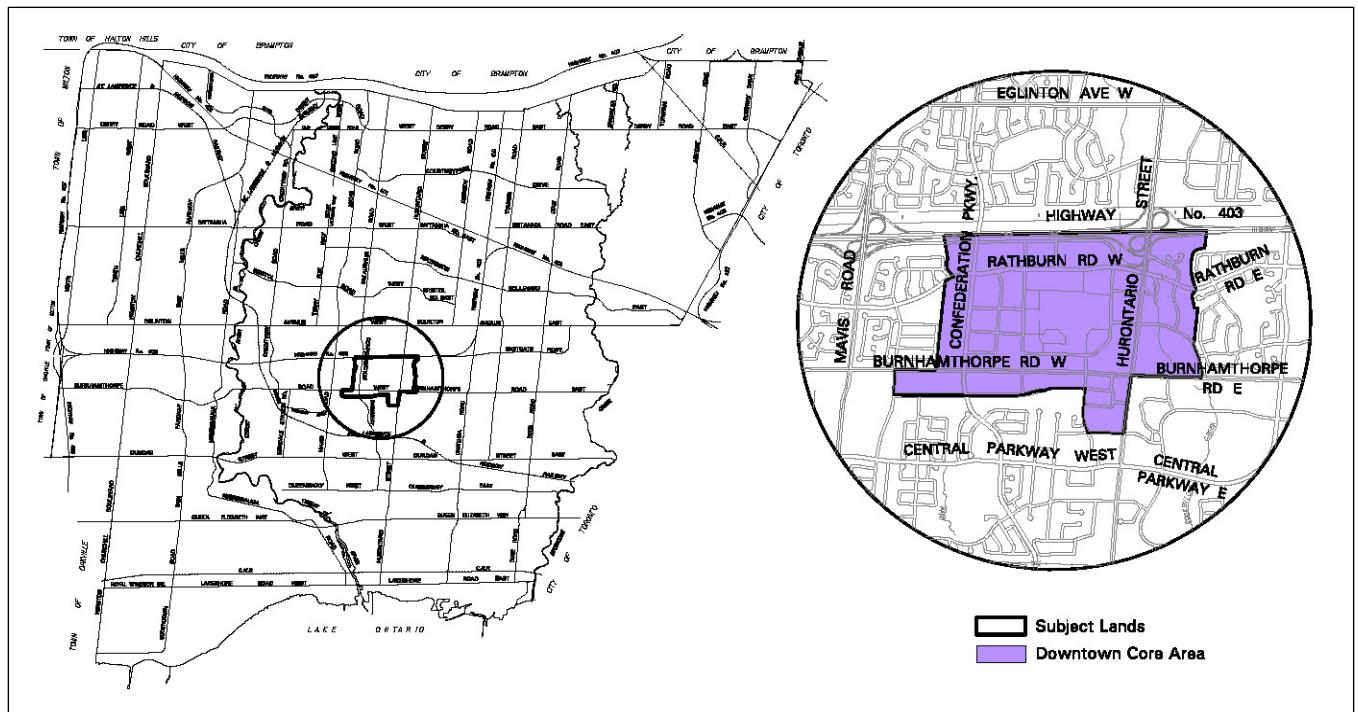


Figure 1: The Downtown Core Local Area is located in central Mississauga and is identified in the City Structure as Downtown.

place-making and environmental sustainability. Further, it will review the Downtown Core boundaries, establish priorities for development and infrastructure investment, and propose policies to direct development to achieve the Downtown21 vision. The Master Plan will provide the basis for a new local area plan and amendments to the Mississauga Official Plan.

2.0 Introduction

The focus of these policies is to promote a high quality of urban design and an urban built form by integrating the public realm and private development. These policies are also intended to reinforce and enhance the image of Downtown Core as a destination and a major regional centre. Mixed use development is encouraged in Downtown Core so that its position as an employment, retail commercial and civic centre will be balanced by residential development, entertainment, and facilities for business visitors and tourists. These policies encourage and facilitate the dynamic growth and change of Downtown Core as it matures.

2.1 Development Objectives

- a. Encourage a high quality of urban design in the built form which is unique and pedestrian-friendly, and which contributes to the unique identity and prominence of Downtown Core.
- b. The location of streets, high standard of urban and **streetscape** design, and the development and enhancement of a comprehensible public/private system of pathways and open space, including public art will:
 - integrate retail commercial, office, civic and other facilities;
 - facilitate pleasant and safe pedestrian and cyclist movement throughout Downtown Core;
 - provide opportunities for passive outdoor recreation within Downtown Core;
 - provide access to and from the Cooksville Creek Greenbelt;
 - reinforce and expand the role of Downtown Core as the focus of City-wide cultural, community and civic activities.
- c. Encourage street-related development, with particular attention to pedestrian access and amenities.
- d. Encourage the development of a unique Downtown Core character, and enhance its image through the creation of view corridors and gateway features, and visibility of the Civic Centre and public gathering places.
- e. Complete the Downtown Core road system to improve vehicular, cyclist and pedestrian movement, and to create usable development parcels.
- f. Encourage the development of parking facilities which will be sensitive to pedestrian-friendly and active **streetscapes** throughout the character area, and discourage the creation of structures with no pedestrian interest or protection at the sidewalk level.
- g. Encourage a mix of uses throughout Downtown Core, within buildings and along individual streets.
- h. Encourage residential development throughout Downtown Core. Require appropriate transition of built form adjacent to existing low density residential areas.
- i. Foster the continued development of a variety of entertainment activities within Downtown Core which will contribute to activity both day and night.
- j. Encourage development and activities that enhance Downtown Core as a destination.

- k. Encourage development which will expand tourism in Downtown Core and the region.
- l. Maintain the prominence of Downtown Core as a retail commercial centre.
- m. Facilitate vehicular and transit access to and from Downtown Core to Lester B. Pearson International Airport and inter-regional transit facilities, such as the Cooksville GO Transit station.
- n. Encourage pedestrian related development that is accessible to all, including those with disabilities.

3.0 Urban Design

3.1 General

- a. The intent of the urban design policies is to define principles for the management of the physical form and character of Downtown Core. In this respect, urban design policy is intended to:
 - promote a distinctive image for Downtown Core which is predominantly urban in character;
 - promote the highest standard of urban design in both the public and private realm;
 - promote a recognition of a sense of entry into a special area by encouraging gateway treatments such as taller, more prominent buildings located close to the street, distinctive landscape and **streetscape** treatment, entry signage, distinctive precincts and skyline elements;
 - encourage built form which has a high level of physical continuity, cohesion and linkage between buildings, from block to block, and from street to street;
 - reinforce and extend the public realm - streets, public open spaces, and boulevards
 - as a significant public resource of the highest design standard which encourages a sense of place, civic identity, and physical continuity in the built environment;
 - promote urban scale land blocks, streets and built form appropriate to a pedestrian core;
 - promote elements of linkage to the abutting communities while ensuring positive integration of building scale and vehicular traffic;
 - promote a balance of vehicular traffic and pedestrian priorities with features and amenities critical to pedestrian comfort, convenience and safety for all, including those with disabilities;
 - generally discourage above-grade parking structures, blank building walls abutting the street, surface parking and loading areas between buildings and street edges, and extensive surface parking. Site specific circumstances may warrant alternative design solutions;
 - recognize utility corridors required for hard service components.
- b. Urban form in Downtown Core will develop incrementally. The submission of a concept plan will be required for all development applications and must demonstrate how the urban design policies will be implemented. Development applications will have regard for the Downtown Core Urban Design Guidelines.
- c. The design of the built environment should recognize that the Downtown Core will mature over time and flexible built form conditions should aim at the end product.

3.2 Urban Design Components

The urban form of Downtown Core is created by both the public realm - streets, boulevards and public open spaces - and the private development abutting their edges. The integrated development of these components is critical to the development of Downtown Core based on the following.

3.2.1 The Design of the Public Realm

a. Streets

In addition to providing routes for vehicular and pedestrian travel, streets are a significant public resource within Downtown Core. The design of street space should:

- promote a high level of urban design in all components;
- promote pedestrian amenity, comfort, convenience and safety for all, including those with disabilities;
- promote minimal visual width and scale of the street;
- promote design and functional elements which reduce traffic speed;
- encourage on-street parking in public rights-of-way, where operationally feasible;
- incorporate co-ordinated street furniture and lighting systems;
- provide co-ordinated traffic signage which is designed in scale and character with Downtown Core **streetscape** elements;
- provide for a proposed north/south bicycle route along the public right-of-way of Confederation Parkway.

b. Edge Boulevards

In addition to providing corridors for utilities, boulevards provide the framework for public amenity on Downtown Core streets and integrate

diverse areas of character. The design of boulevards should:

- promote consistent design themes, materials and landscaping throughout Downtown Core;
- be designed as active public spaces integrating and linking development;
- should facilitate pedestrian linkage between the curb and abutting private lands;
- promote enclosure and definition of the street space;
- encourage the provision of places to meet, sit and socialize;
- should promote pedestrian comfort, weather protection and safety, particularly at transit stops;
- provide for east/west bicycle routes along the north side of Burnhamthorpe Road and a proposed route along the south side of Rathburn Road.

c. Public Open Spaces

Parks and related public open space provide urban amenities for Downtown Core. These features should:

- be passive in nature and oriented to urban activities;
- promote a sense of identity and place;
- provide pedestrian connection between the public sidewalk, significant buildings and features;
- ensure connection and linkage between the active face of abutting development and the public street;
- frame a view, a significant building or terminate a vista, where appropriate.

3.2.2 The Design of the Private Realm

Individual development projects define many of the critical design elements and characteristics of the public streets and open spaces in Downtown Core. This includes the framing of the street space, the definition of scale, the character of space and the level of comfort for the pedestrian. In this regard, development in Downtown Core should demonstrate attention to the following principles.

a. The Design of Built Form in the **Streetscape**

- The design, location and character of built form should encourage:
- built form as the most dominant visual element on the public street;
- building activities and functions focused on the public street;
- significance at corner and intersection locations;
- continuity of character, form, and street scale with abutting buildings;
- roof form having visual interest, identity and character;
- screening of roof-top mechanical equipment from grade level;
- screening of service facilities from the street;
- scale and enclosure of the public street.

b. Landscape Design and Public Art in the **Streetscape**

The design, location and character of landscape features should encourage:

- connection and linkage with the public street;
- formal landscape elements respective of the urban setting;

- continuity with the design elements of the public boulevard;
- public art as an integral component of the street providing visual interest and a sense of place;
- architectural and landscape features reinforcing common objectives;
- fencing and walls contributing to a high quality street image and limit the potential for graffiti by minimizing readily accessible, large smooth, blank surfaces.

c. Transit in the **Streetscape**

The design of built form and landscape elements should encourage:

- integration of transit stations and bus stops with development;
- weather protection in waiting areas;
- walkways from transit stops to principal building entrance(s);
- visibility of transit stops from the public street and abutting development.

d. Pedestrians in the **Streetscape**

The design of built form and landscape elements should encourage:

- integration of spaces between the building wall and the streetline with the public boulevard for design continuity;
- protection from the effects of built form on wind and overshadowing;
- identification of principal building entrances from the street and linkage to the sidewalk;
- integral pedestrian comfort and weather protection;
- integration of vehicular and pedestrian circulation areas to promote pedestrian safety and comfort;

- identification of internal building spaces and exterior courtyards accessible to the public from the public street;
- ease of pedestrian movement and minimal grade changes through the site integrating with the public **streetscape**;
- access for all, including those with disabilities, to and from building entrances and the public sidewalk, parking areas, and open spaces, where appropriate.

e. Parking and Garage Design in the **Streetscape**

The design and location of parking facilities should encourage:

- parking to be located to minimize any negative visual impact from the street and on-site development having regard for personal safety;
- walkways, traffic islands and pedestrian refuges as integral components of parking facilities;
- identified access to parking facilities from the public street;
- below grade structured parking;
- street walls of parking garages designed as positive architectural elements;
- integration of parking on abutting sites;
- safe vehicular circulation and orientation within the parking areas.

f. Vehicular Access and Facilities in the **Streetscape**

The design of facilities for vehicular access to properties should encourage:

- clarity, safety and internal overlook opportunities to properties;
- limited driveway access points to the public street and crossings of the sidewalk;

- recognition of the needs of pedestrians and cyclists.

g. Signage in the Built Environment

The design, location, size and character of signs should encourage:

- visual integration of signage with the architectural components of the built form;
- compatibility of scale and character of the signage with the building and the context of the site;
- clear identification of the site address for all, including those with disabilities.

3.2.3 Central Pedestrian System

- a. Priority locations are identified for pedestrian linkages and connections to core area functions such as the civic buildings, transit terminal, **major retail** commercial locations and open space features.
- b. This system will focus on the public street and its boulevards, having an upgraded boulevard treatment, an identifiable theme, a continuous treatment, and integrated public/private landscaping. Development abutting this route should reinforce a quality pedestrian scaled street through architectural treatment such as:

- defined building base;
- street edge definition;

- visually interesting and active building walls.
- c. Development abutting these routes will be encouraged to:
 - promote features such as pedestrian plazas and courtyards which are publicly accessible and promote amenities including public art;
 - promote a strong street orientation by having building entrances oriented to the public street;
 - promote a weather protected pedestrian environment incorporating features such as arcades or architectural canopies; avoid blank walls abutting streets; locate uses at grade that encourage visual interest and street activity.

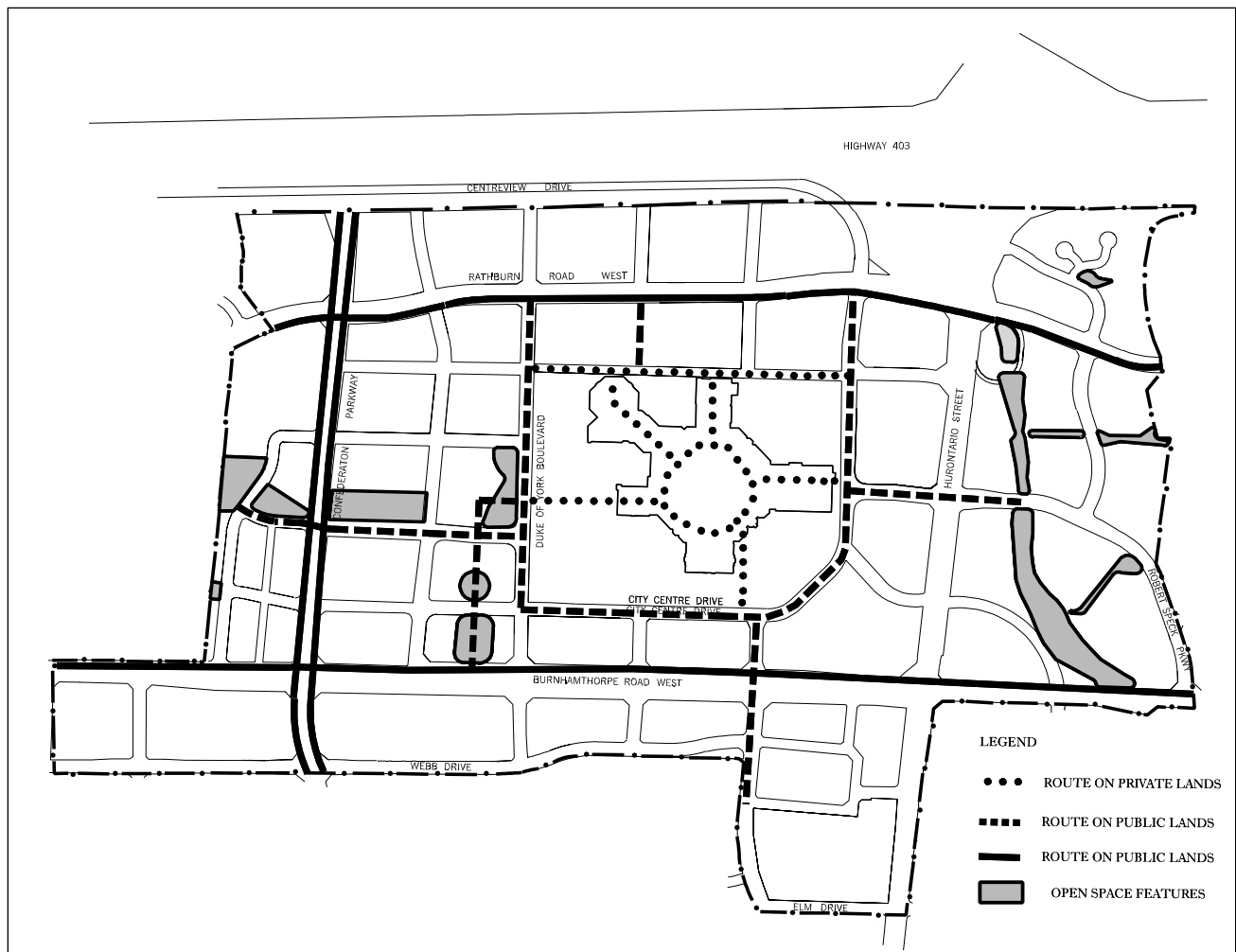


Figure 2: Central Pedestrian System

3.3 Precincts

Precinct policies articulate in greater detail the Urban Design policies for specific areas of Downtown Core. These policies apply to the built form, public boulevard and ***streetscape*** elements and are intended to realize an urban form and character which supports the Development Concept and preceding Urban Design policies for the character area.

3.3.1 Central Urban Core

a. Urban Design Vision

The Central Urban Core contains the **major retail** commercial facility for the City and the Downtown Core Transit Terminal.

The design of the built environment should encourage:

- intensive pedestrian/public environments, including pedestrian corridor linkages from perimeter roads to the retail commercial core;
- high animation;
- frequent through access and public roads, as illustrated on the Downtown Core Land Use Map;
- smaller, more urban blocks/parcels;
- development that reinforces a quality pedestrian scaled street through architectural treatment such as, a defined building base and street edge definition;
- street-related built form;
- continuity of built form;
- unified boulevard design and related amenities;
- formal landscaping and boulevard treatment;
- pocket landscape parks (parkettes/open space/plazas);
- public art;
- on-street/metered parking;
- structured parking integrated with building and landscaped area and active edges where oriented to street.

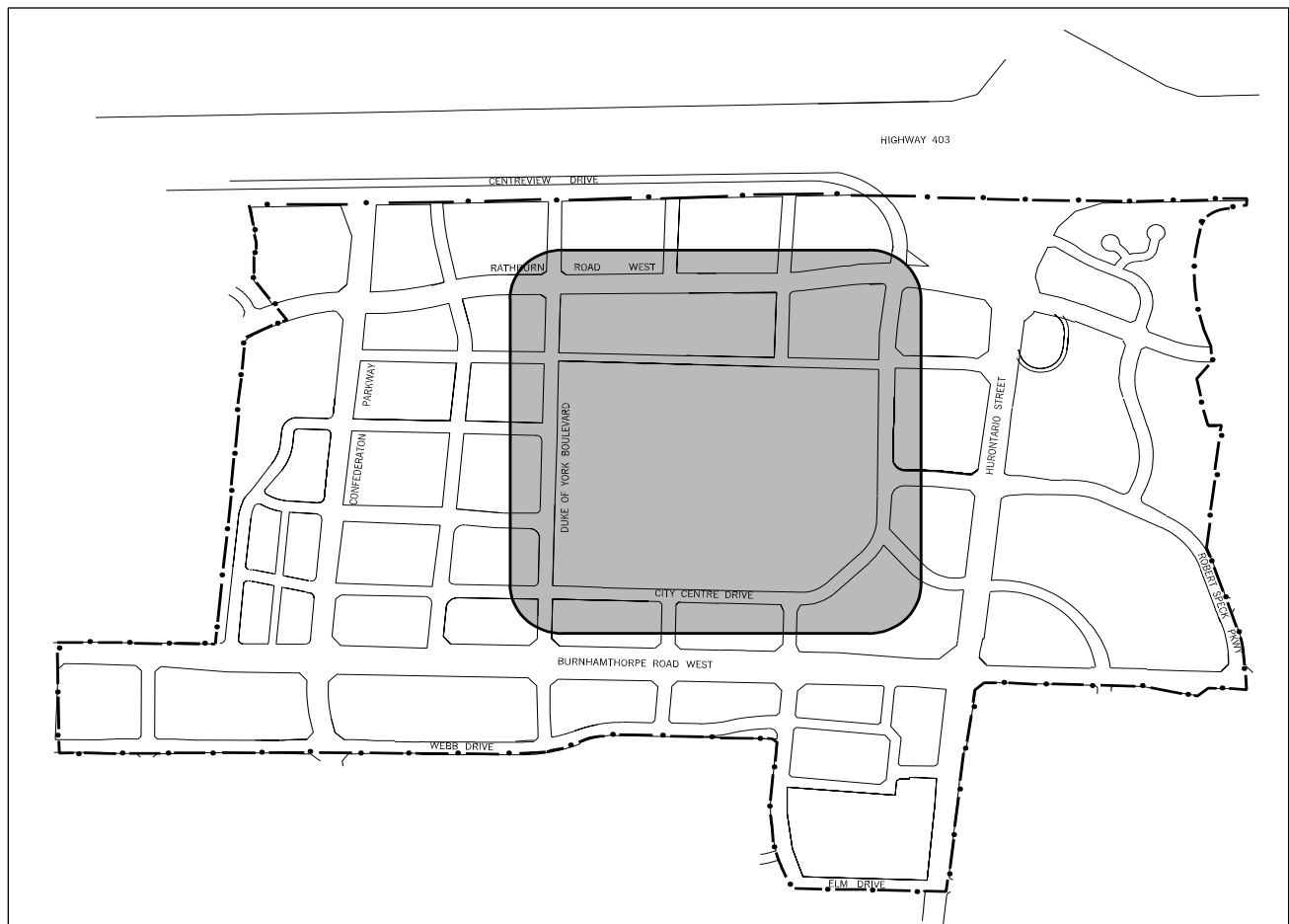


Figure 3: Central Urban Core

3.3.2 Civic Centre

a. Urban Design Vision

The Civic Centre Precinct contains the Living Arts Centre, Civic Centre and Central Library which function as the principal civic destination and landmark in the City. To enhance the civic character and sense of continuity of built form and open space.

The design of the built environment should encourage:

- built form defining the majority of the streetline;
- development that reinforces a quality pedestrian scaled street through

architectural treatment such as, a defined building base and street edge definition;

- strong pedestrian inter-connection - with frequent and convenient pedestrian links;
- visual openness - maintain visual corridors from public streets to buildings;
- development of the Central Pedestrian System;
- introduction of active uses at the street edge.

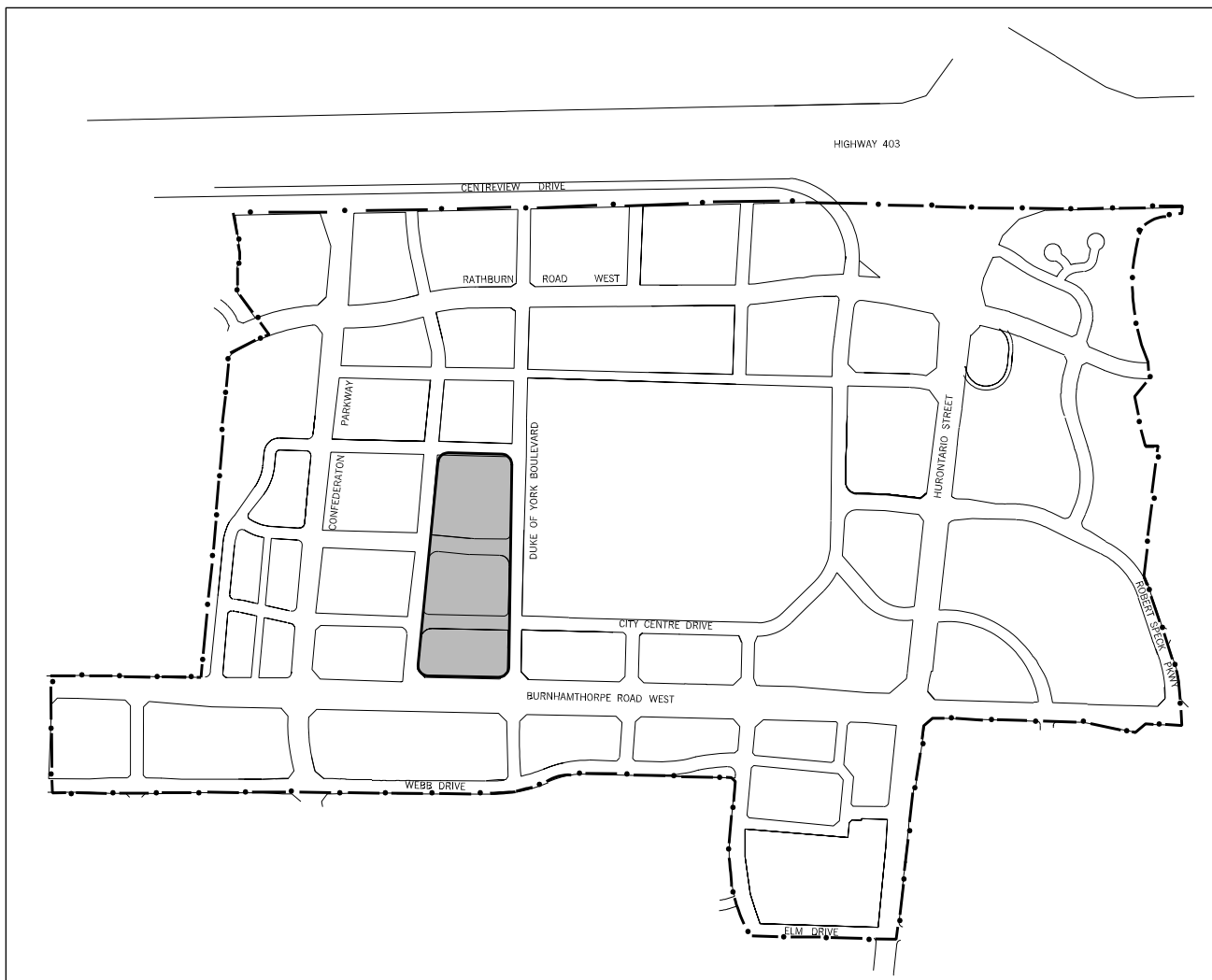


Figure 4: Civic Centre

3.3.3 Confederation Parkway Area

a. Urban Design Vision

Development in the Confederation Parkway Area will promote a distinct and unique place with combination of high and medium scale built form together with an emphasis of medium scale form adjacent to existing low-rise development immediately to the west of the Downtown Core. Along the length of Confederation Parkway a 1.5 m bicycle path will be located within the public right-of-way along both sides of the road.

The design of the built environment should encourage:

- a distinctive sense of place, a focal point, and an orientation point for the character

area;

- development of the Central Pedestrian System;
- public art;
- vistas to the Civic Centre Precinct;
- built form defining the street edge;
- minimal building setbacks;
- smaller scale urban blocks;
- continuity of built form;
- visually interesting and active building walls;
- high and medium scale coverage development abutting streets and public spaces.

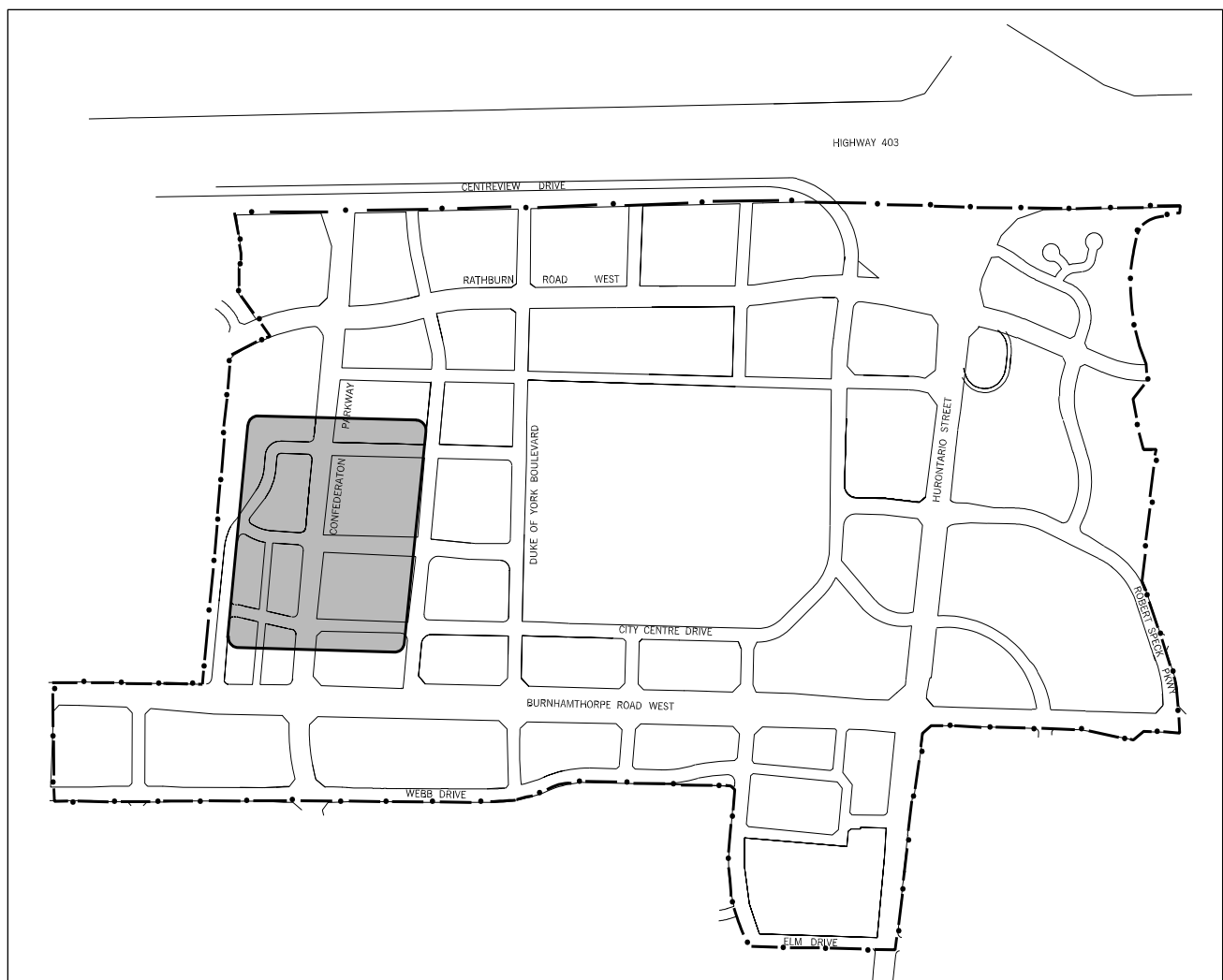


Figure 5: Confederation Parkway Area

3.3.4 Duke of York Boulevard Corridor

a. Urban Design Vision

Development abutting Duke of York Boulevard will promote the principal ceremonial and active pedestrian corridor in the character area.

The design of the built environment should encourage:

- vistas to the Civic Centre Precinct;
- entrance features at Burnhamthorpe Road West and Centre View Drive;
- high pedestrianization;
- a high standard of public amenity;
- public art;
- development that reinforces a quality

pedestrian scaled street through architectural treatment such as, a defined building base and street edge definition;

- street-related built form;
- visually interesting and active building walls;
- orient principal entrances and principal facades to Duke of York Boulevard and orient rear building facades or service areas away from Duke of York Boulevard;
- an integrated character;
- development of the Central Pedestrian System.

b. In the event of conflict between these precinct policies and those of any other precincts, these policies will take precedence.

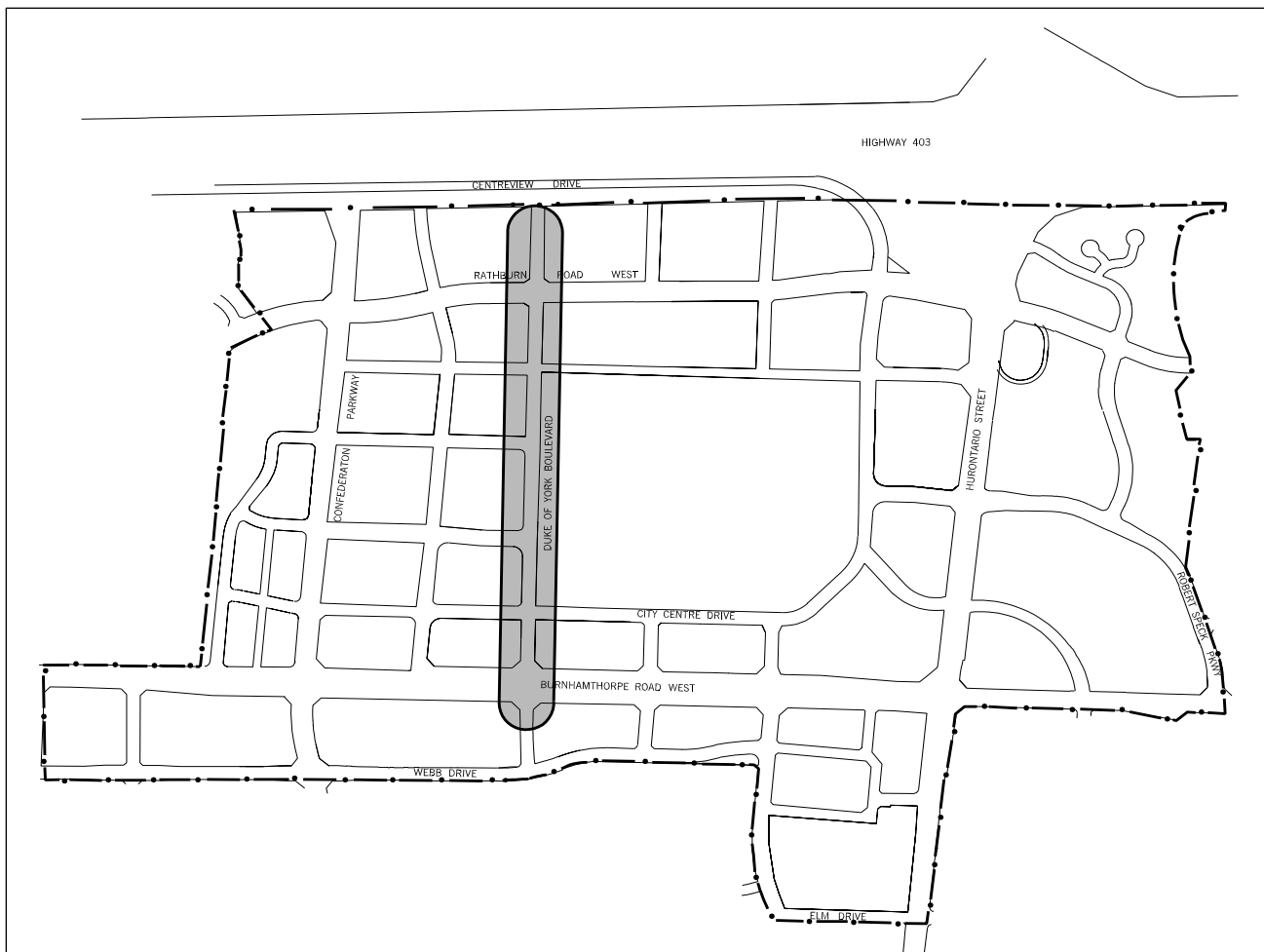


Figure 6: Duke of York Boulevard Corridor

3.3.5 Rathburn Road Corridor

a. Urban Design Vision

The Rathburn Road Corridor recognizes the Downtown Core Transit Terminal as a key element to the future of this area and Rathburn Road West as an important east-west pedestrian street and transition area to the future high-rise development on Centre View Drive. The portion of this corridor from Duke of York Boulevard to Downtown Core Drive will be more active and pedestrianized. Along the length of the south side of Rathburn Road a proposed 3.5 m bicycle path will be located within the existing public right-of-way.

The design of the built environment should encourage:

- pedestrian scale development fronting Rathburn Road West;
- street-related activity;
- low to medium scale development;
- continuity of built form;
- pedestrian linkages;
- an improved sense of connection to the east;
- development of the Central Pedestrian System.

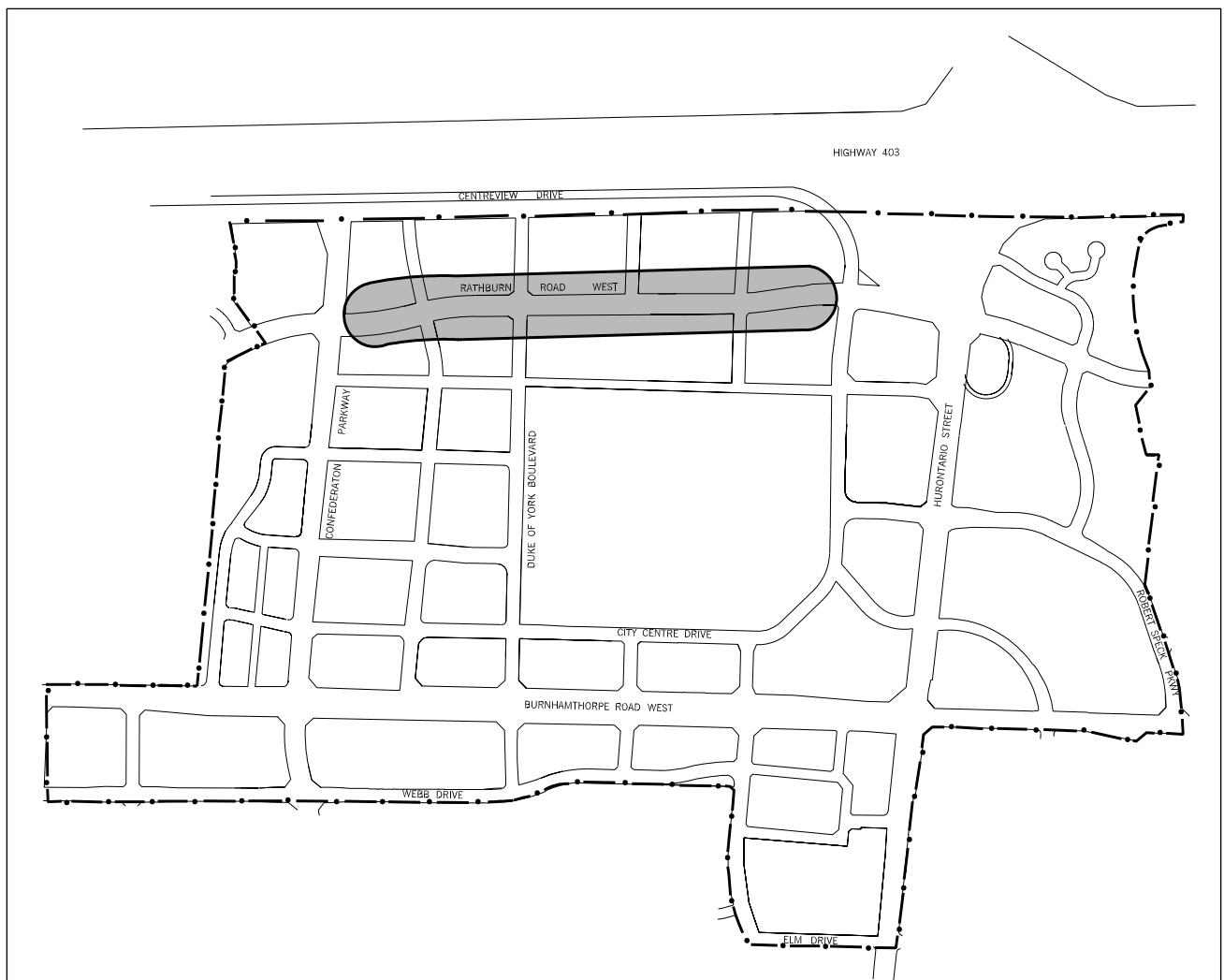


Figure 7: Rathburn Road Corridor

3.3.6 Burnhamthorpe Road Corridor

a. Urban Design Vision

The Burnhamthorpe Road Corridor is the principal east-west urban boulevard, functioning as a destination and providing entries to Downtown Core. It promotes a focus and sense of place for the civic buildings, and will integrate development north and south of Burnhamthorpe Road. Along the length of the north side of Burnhamthorpe Road a 3.5 m bicycle path will be located within the designated public right-of-way.

The design of the built environment should encourage:

- development that reinforces a quality pedestrian scaled street through architectural treatment such as, a defined building base and street edge definition;
- pedestrian amenities at principal entrances;
- predominantly medium scale, street-related development rising to higher buildings at Hurontario Street;
- a combination of high and medium scale, street related development on the north side of Burnhamthorpe Road West, west of Confederation Parkway;
- urban development at main intersections (eg. block between Hurontario Street and Kariya Drive);
- additional mid-block road connections;
- major landscaped boulevard and centre median, presenting a prestige image.

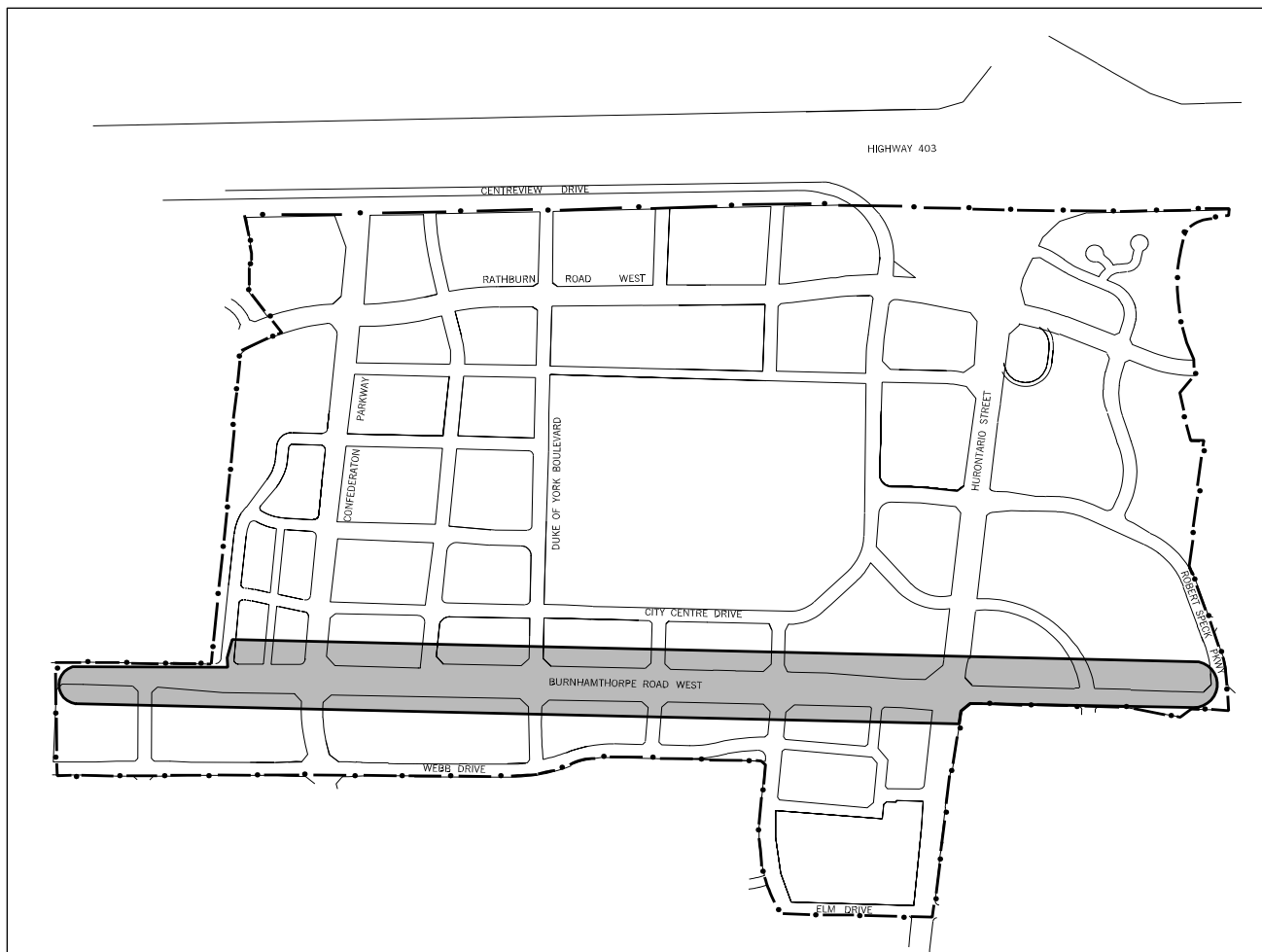


Figure 8: Burnhamthorpe Road Corridor

Across from Civic Plaza:

- development that reinforces a quality pedestrian scaled street through architectural treatment such as, a defined building base and street edge definition;
- minimal building setbacks;
- formal landscaped plaza.

South side:

- landscaped promenade/forecourt;
- at intersections, buildings should be located close to the streetline;
- visually interesting and active building walls;
- principal entry doors oriented to street.

3.3.7 Hurontario Street Corridor

a. Urban Design Vision

The Hurontario Street Corridor is the principal north-south urban boulevard, functioning as a destination and providing major vehicular entrances to Downtown Core. It projects a high profile, distinctive image with prominent buildings and extensive landscaping in a park-like setting.

The design of the built environment should encourage:

- prestige buildings and dramatic landscaping;
- moderate setback range consistent with the park-like setting;
- continuous landscaping between building and street;

- urban development at main intersections, with buildings closer to the streetline;
- pedestrian linkages to public sidewalks and intersections;
- pedestrian amenities at principal entrances;
- structured parking fully integrated with building form and landscaping;
- additional mid-block road connections;
- more intersections, as illustrated on the Downtown Core Land Use Map;
- central landscaped median.

b. In the event of conflict between these precinct policies and those of any other precincts, these policies will take precedence.

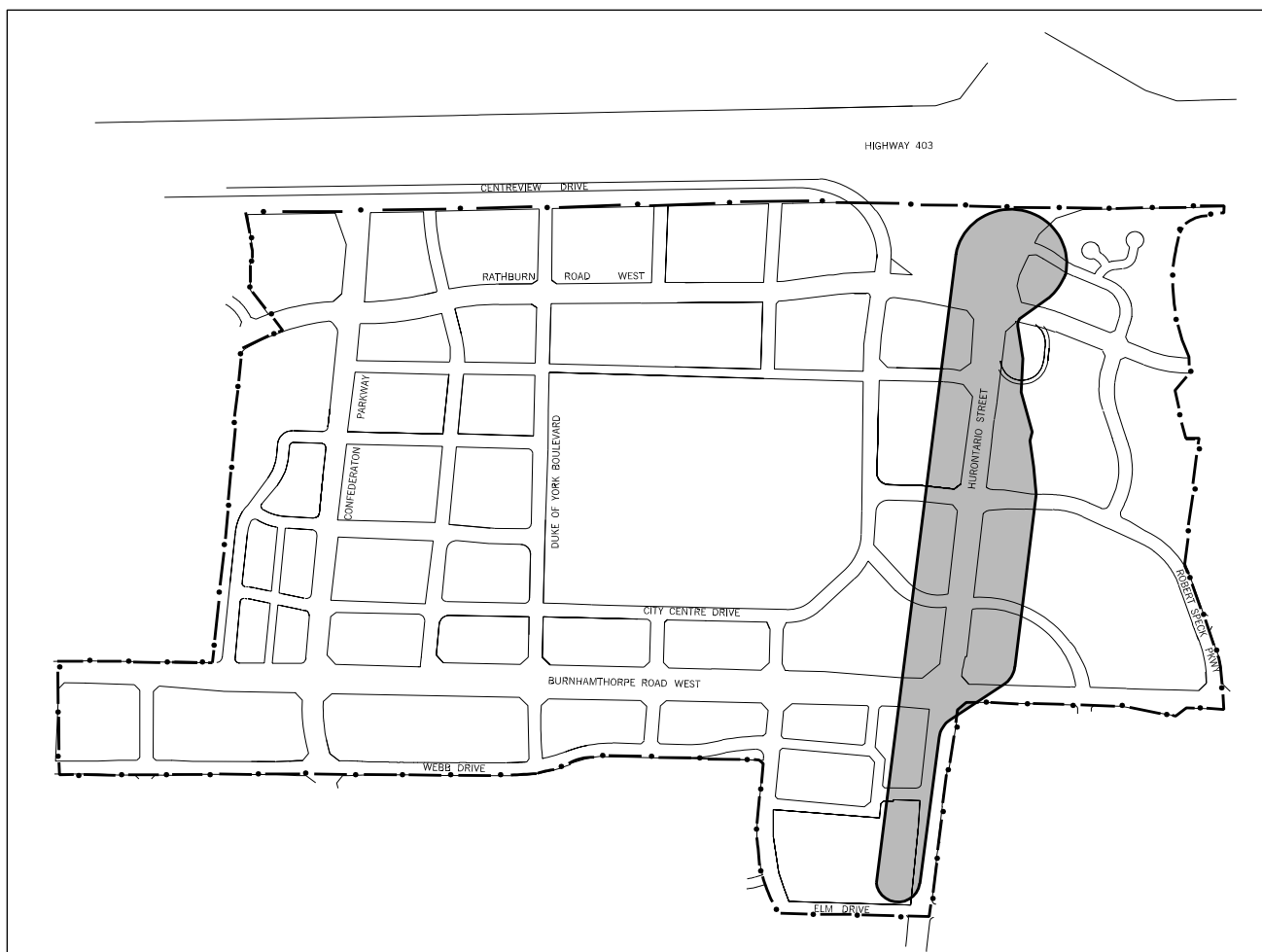


Figure 9: Hurontario Street Corridor

3.3.8 Provincial Highway 403 Frontage

a. Urban Design Vision

Development along the Provincial Highway 403 Frontage will promote a high profile skyline, projecting a distinctive identity and recognizable image for Downtown Core. Visibility to parking will be minimized and properly screened from Centre View Drive and no service areas will be exposed to Provincial Highway 403. Parking and service areas that cannot be located elsewhere shall be screened so as to prevent negative visual impacts.

The design of the built environment should encourage:

- a high profile skyline, projecting a distinctive identity and recognizable image for Downtown Core;
- prominent, prestige buildings and extensive landscaping.

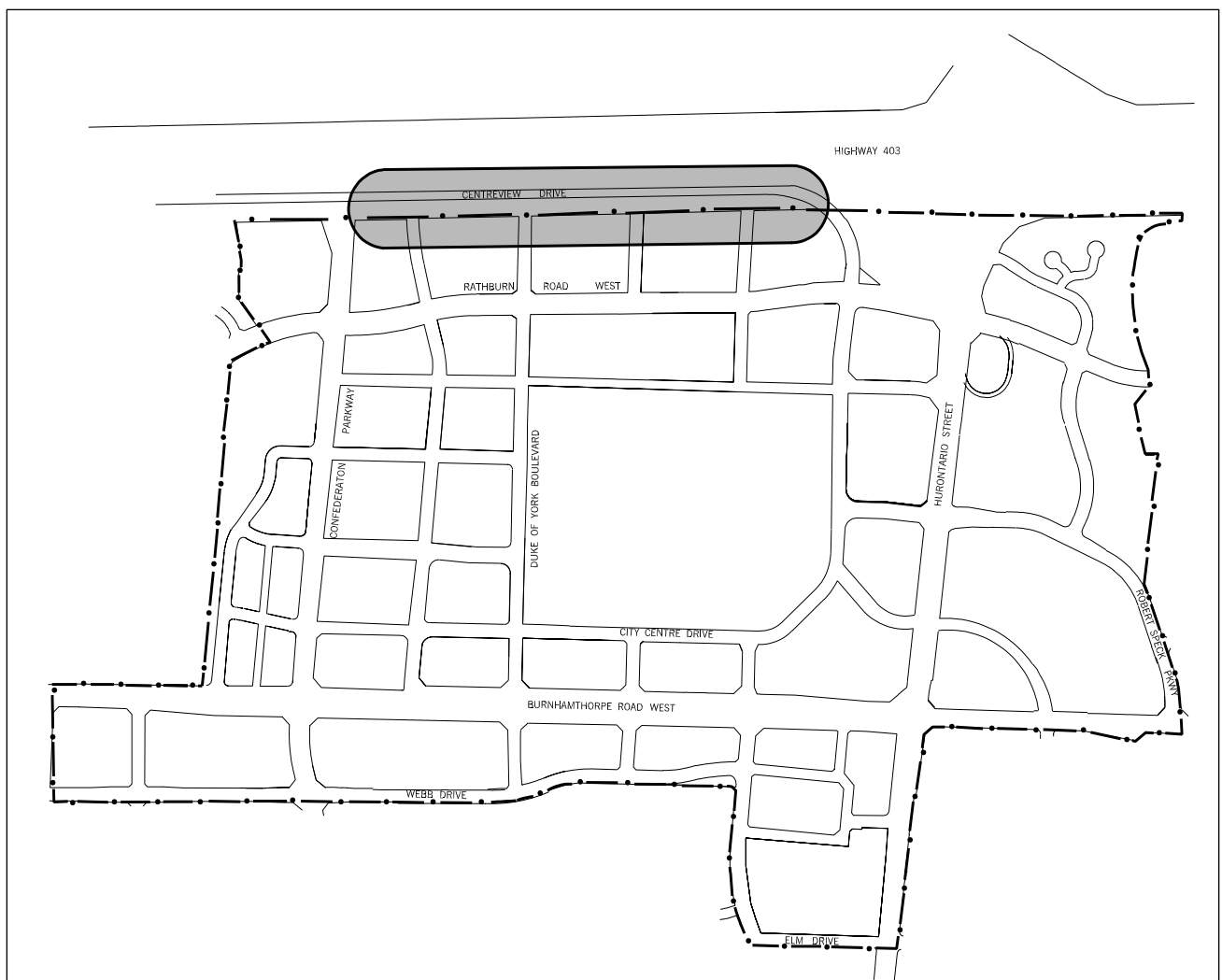


Figure 10: Provincial Highway 403 Frontage

3.3.9 Transition Areas

a. Urban Design Vision

The Transition Areas will promote positive integration of building scale and intensity of development between Downtown Core and abutting communities.

The design of the built environment should encourage:

- mid-rise built form adjacent to Downtown Core boundaries and north of Burnhamthorpe Road West, with height transitions to a maximum of five storeys, on lands shown as Area 'A';
- low-rise built form adjacent to Downtown Core boundaries, with height transitions from a maximum of two storeys at
 - orientation of buildings enabling a sensitive integration with adjacent low density development;
 - internalized service areas and parking to minimize impact on adjacent residential;
 - pedestrian and bicycle links to adjacent communities;
 - appropriate setbacks and landscaping adjacent to the existing walkways.
 - appropriate building interface including

Downtown Core boundaries to a maximum of eight storeys at the inner edge of the Transition Areas for lands abutting the easterly limit of the Downtown Core, shown as Area 'B' and lands immediately south of Rathburn Road West, shown as Area 'C';

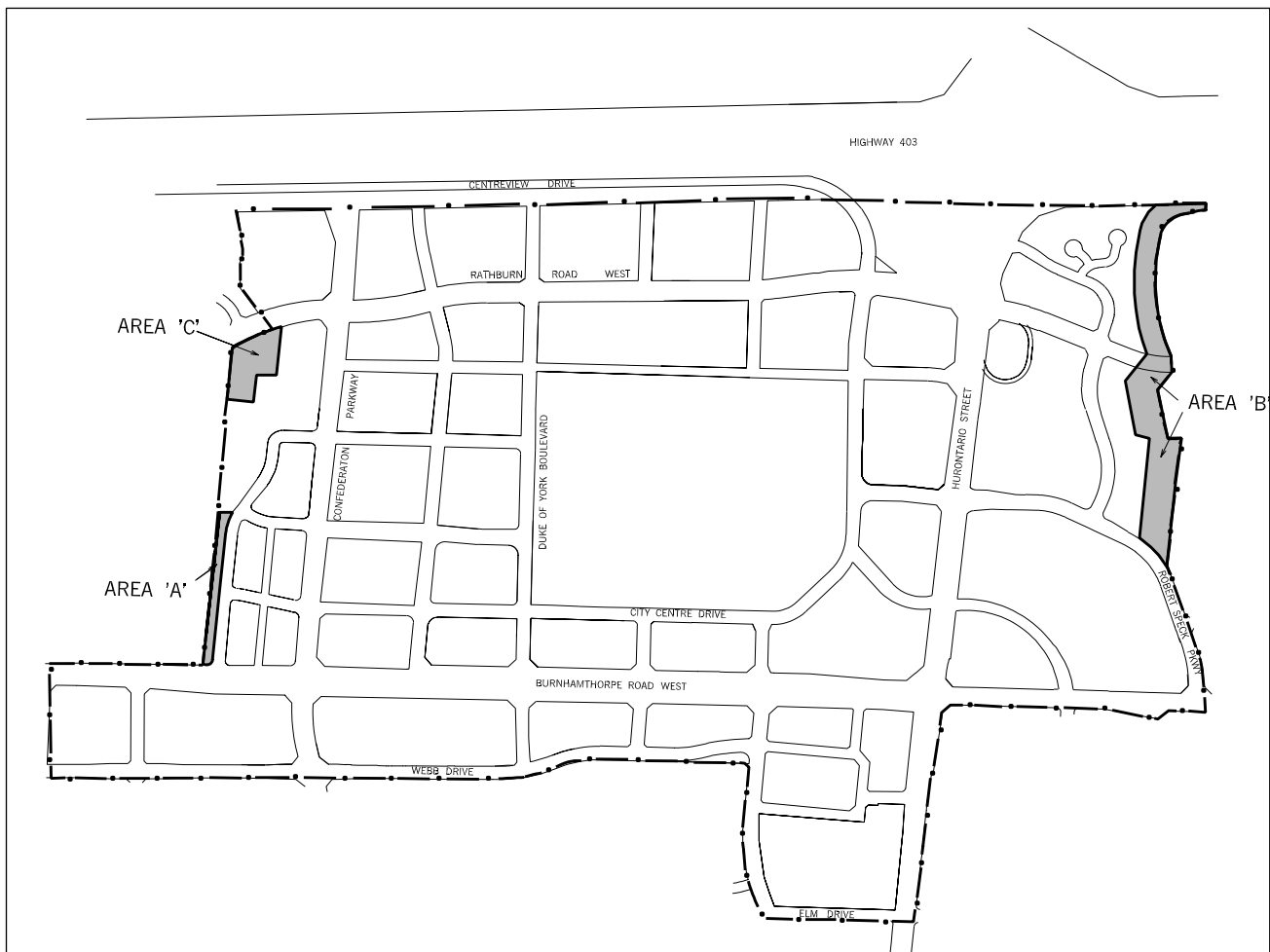


Figure 11: Transition Areas

setbacks and landscaping, within the public open space block at the terminus of Downtown Core Drive within lands shown as Area 'A';

- appropriate building interface with the public open space linear park to the west of lands shown as Area 'A'.
- b. In the event of conflict between these precinct policies and those of any other precinct, these policies will take precedence.

3.3.10 Cooksville Creek Corridor

a. Urban Design Vision

The Cooksville Creek Corridor is recognized as a public amenity and resource. To preserve and enhance this natural feature, the design of the built environment should encourage:

- appropriate setback of buildings from corridor (landscaping only);
- improved visibility, access and linkage to the corridor from development parcels and public streets;
- views/informal surveillance to the corridor;

- integration of public/private open space and landscape areas;
- positive relationship between built form and the corridor;
- parking structures designed and located to complement the corridor.

The fencing of the edge of property abutting this corridor is discouraged.



Figure 12: Cooksville Creek Corridor

4.0 Land Use

4.1 Downtown Mixed Use

- a. Lands designated Downtown Mixed Use permit a wide range of land uses and activities. These uses may be grouped either within a development parcel or an individual building.
- b. Owners/developers will be encouraged to advise all prospective purchasers or tenants occupying new residential units within the 600 m influence area of a chemical plant located on Mavis Road, south of Burnhamthorpe Road West, of the possibility of adverse odour emissions.

4.1.1 Permitted Uses

- a. All forms of high density residential development. Townhouses will only be permitted in the Transition Areas. Detached and semi-detached dwellings will not be permitted.
- b. Uses permitted in accordance with the general Residential policies of this Plan.
- c. Major and ***Secondary Offices***.
- d. Civic/cultural facilities.
- e. Hotel and conference facilities, all types of restaurants, and entertainment facilities, except in the Transition Areas.
- f. Retail Commercial uses, except those with a drive-through facility, motor vehicle sales, motor vehicle commercial uses, motor vehicle body repair uses, motor vehicle wrecking and truck washes.
- g. Community infrastructure and parkland.

4.1.2 Policies

- a. Driveway access to individual residential units will not be permitted from a public street.

- b. Retail Commercial uses, including restaurants, will be limited to a maximum of 20% of the total Gross Floor Area (GFA)

4.2 Downtown Core Commercial

Lands designated Downtown Core Commercial will accommodate the highest concentration of retail commercial activities in the City in addition to a mix of other land uses.

4.2.1 Permitted Uses

- a. Retail Commercial uses, except those with a drive-through facility, motor vehicle sales, motor vehicle commercial uses, motor vehicle body repair uses, motor vehicle wrecking and truck washes.
- b. All types of restaurants.
- c. Major and ***Secondary Offices***.
- d. Residential apartments.
- e. Hotel and conference facilities.
- f. Entertainment, recreational facilities and parkland.
- g. Civic/cultural facilities.

4.3 Public Open Space

Notwithstanding the Public Open Space policies of this Plan, lands designated Public Open Space in the Civic Centre Precinct and Special Site 3 will be urban in character and may accommodate parking and a variety of programs, such as music and theatre events, displays and exhibitions, festivals and other special events.

5.0 Transportation

5.1 Road System

5.1.1 Consideration will be given to reducing or eliminating parking requirements during the implementation of the Downtown Core Policies.

5.1.2 All roads shown on the Downtown Core Land Use Map will be public.

5.1.3 The proposed east-west road alignment from Confederation Parkway to Hurontario Street, south of Rathburn Road West will be subject to a functional design review, to identify the following: potential traffic signal requirements along this road; intersection geometric design requirements to support the proposed intersections at Confederation Parkway, Downtown Core Drive and Hurontario Street; right-of-way requirements for this road; and, the intersection spacing along Confederation Parkway, Downtown Core Drive and Hurontario Street to support the new east-west road. This spacing review may impact the alignment of this minor collector road. In addition, this functional study is to also include the potential relocation of Part Block 18 in Registered Plan 43M-1010.

5.1.4 The transit system will expand as the Downtown Core is developed; bus service will be the predominant transit mode for a considerable period of time.

As part of the proposed Mississauga Bus Rapid Transit (BRT) facility, the existing transit terminal may be expanded to serve future development growth and to connect with the BRT facility. In the long term, an additional BRT station is also proposed near Hurontario Street, between Rathburn Road West and Provincial Highway 403.

Transit facilities will be designed to accommodate the City-wide transit network; an internal transit service operating on the perimeter roadway around Square One; the east-west BRT facility in the Provincial Highway 403 corridor, inter-urban transit

systems; and the pedestrian system linking office concentrations, Square One and cultural activities.

As traffic volumes increase, preferential transit lanes consisting of a single curbside lane in each direction and intended to serve transit vehicles and right-turning vehicles may be necessary.

5.1.5 Access to Downtown Core to and from Provincial Highway 403 will be provided by the existing interchanges at Mavis Road and Hurontario Street and by the proposed Provincial Highway 403 North Collector and Centre View Drive. Both of the parallel roads will be connected to Provincial Highway 403 east of Hurontario Street and west of Mavis Road.

The proposed Provincial Highway 403 North Collector, located north of Downtown Core, will be developed within the Parkway Belt West as a one-way westbound two-lane roadway with grade-separations at Hurontario Street, Duke of York Boulevard, Confederation Parkway, the Provincial Highway 403 westbound off-ramp at Mavis Road. In addition, ramp connections will be provided at Duke of York Boulevard and Confederation Parkway to provide access to and from the Downtown Core road network.

Centre View Drive will be developed within the Parkway Belt West and will operate predominately as a basic four-lane two-way roadway (with turning lanes), with grade-separations at Mavis Road, Confederation Parkway, Duke of York Boulevard, the Provincial Highway 403 eastbound off-ramp at Hurontario Street and Hurontario Street. In addition, five at-grade signalized intersections will provide access to the Downtown Core road network. The two-way section of this road will be connected to Provincial Highway 403 via a two-lane one-way link extending from the eastbound off-ramp at Mavis Road and a one-way eastbound roadway joining Provincial Highway 403 east of Downtown Core Drive. The Downtown Core Land Use Map shows a conceptual alignment on how this one-way eastbound roadway is proposed to connect to Provincial Highway 403.

All roads in the network will be public roadways. The preliminary designs of the proposed connections/interfaces of these new roads to the adjacent Provincial Highway 403 have been endorsed in principle by the Provincial Government. The detailed design of these facilities is subject to the review and approval of the Ministry of Transportation to ensure all aspects, including safety, operations and level of service and capacity for Provincial Highway 403 are not compromised.

The placement of structures over and under public roadways consistent with this Plan will be permitted. Such structures may include, but are not necessary limited to, open and enclosed pedestrian bridges and elevated pedestrian plazas.

6.0 Stormwater Management

6.1 Any retail commercial, office, industrial, community or high density residential land development within the Cooksville Creek watershed will require the implementation of on-site stormwater management techniques to control the post-development stormwater discharge to pre-development levels for the 2-year and 5-year storm events. These controls are subject to the approval of the City, in accordance with Council adopted policies.

6.2 Construction of centralized stormwater management control facilities is proposed at two locations, both of which are outside the Downtown Core. These facilities will control the 100-year post-development flows to pre-development levels and will contain appropriate erosion and quality control measures. One facility will be sited at the outlet of the Downtown Core where it discharges to the Cooksville Creek, immediately north of Central Parkway East. A second facility will be situated just north of Provincial Highway 403, east of Mavis Road.

7.0 Special Site Policies

There are sites within the Downtown Core that merit special attention and are subject to the following policies.

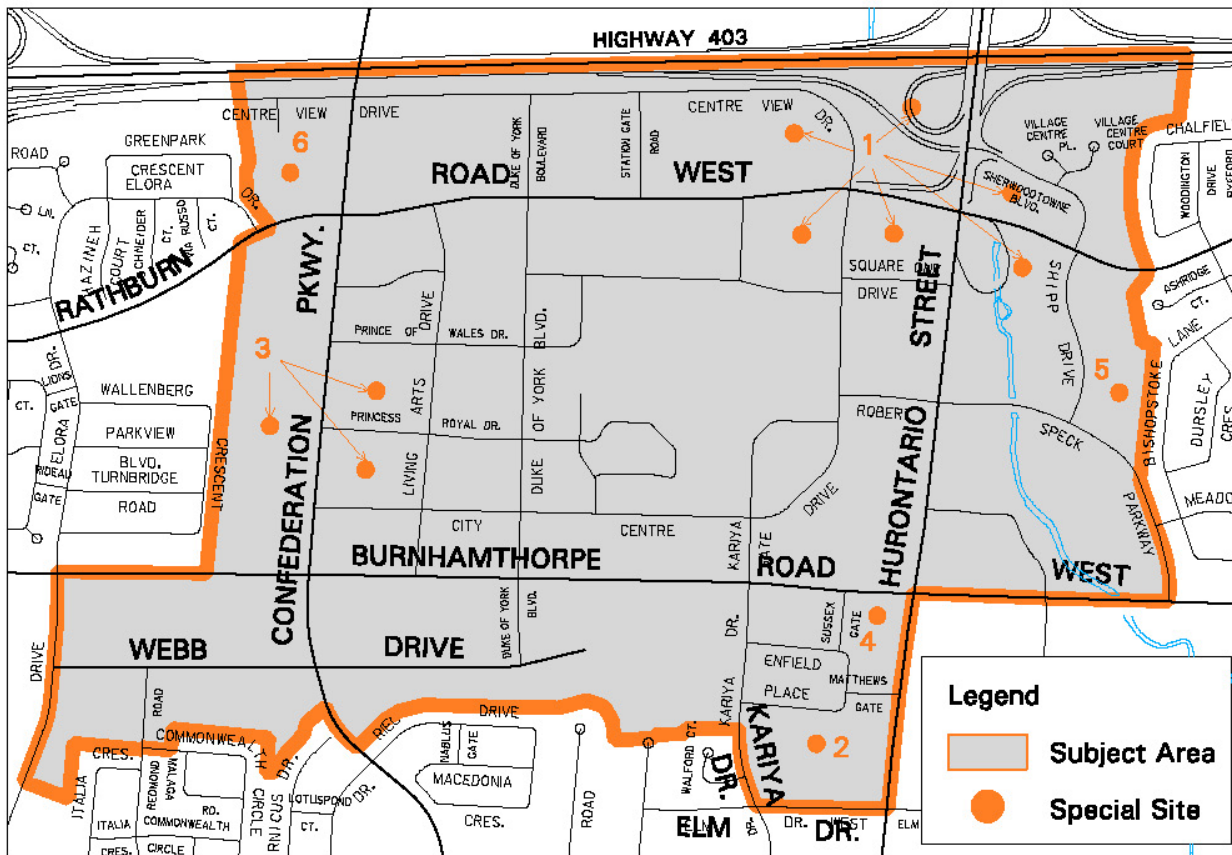
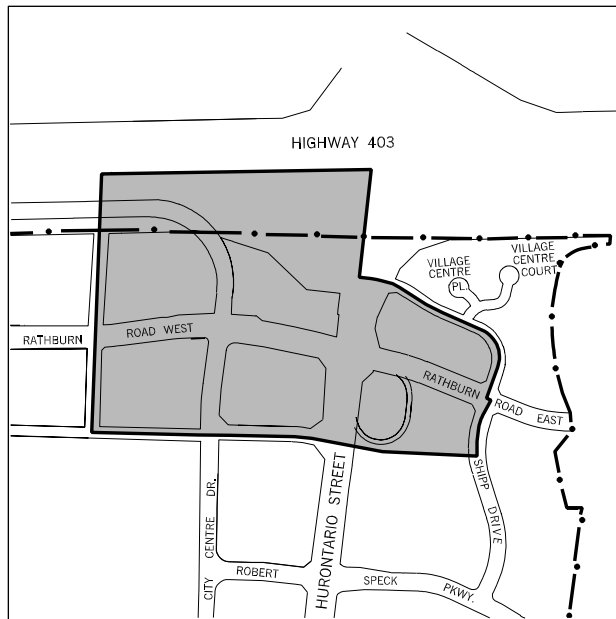


Figure 13: Location of Special Sites within the Downtown Core Local Area Plan.

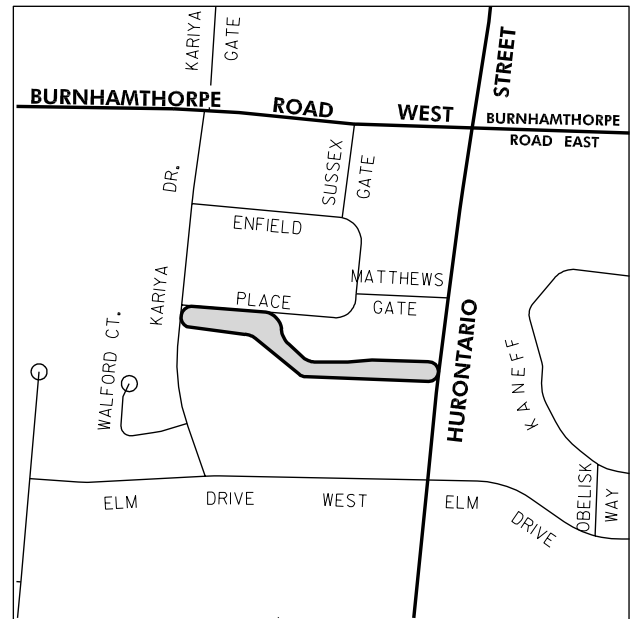
7.1 Site 1



The lands identified as Special Site 1 are located in the four quadrants adjacent to the Hurontario Street and Rathburn Road intersection.

Prior to the finalization of the road network for this site area, the appropriate transportation studies will be carried out in conjunction with the Provincial Government and the Region of Peel.

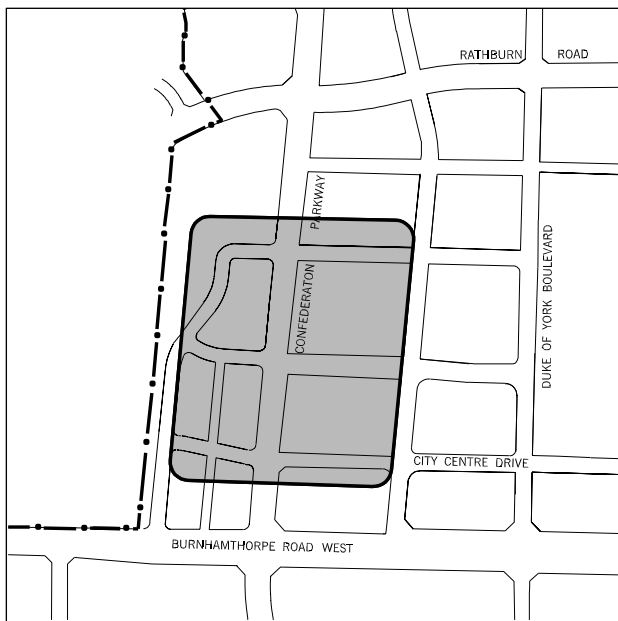
7.2 Site 2



The lands identified as Special Site 2 are located south of Enfield Place between Hurontario Street and Kariya Drive.

This tributary to the Cooksville Creek and its related valley feature will remain open and will be incorporated as a landscape element into the design of future development.

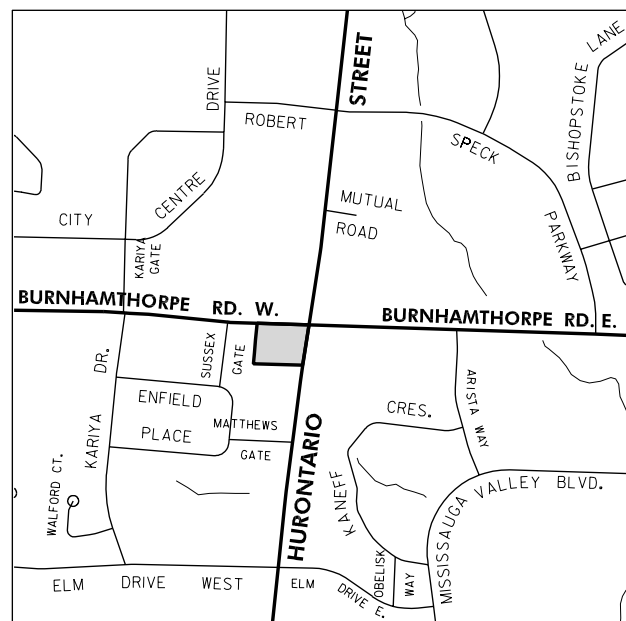
7.3 Site 3



The lands identified as Special Site 3 are defined as the Confederation Parkway Area.

Special Site 3 will accommodate one or more areas of public parkland. The location, number and size of the park(s) block(s) shall be determined in conjunction with the development of the lands in this Area. In order to achieve parkland of acceptable size, configuration and location, Mississauga will encourage consolidation of parkland dedication requirements of multiple sites within the Area. Prior to the approval of any draft plan of subdivision, severance, or any other development application within this Area, property owners shall demonstrate to the satisfaction of the City how the City's parkland objectives within this Area will be satisfied, through the provision of development and parkland concept plans. Prior to final approval of any severance, subdivision or any other development application within this Area, property owners shall dedicate sufficient parkland or enter into appropriate agreements with the City and other owners of lands to secure the provision of adequate parkland from other development parcels within the Area.

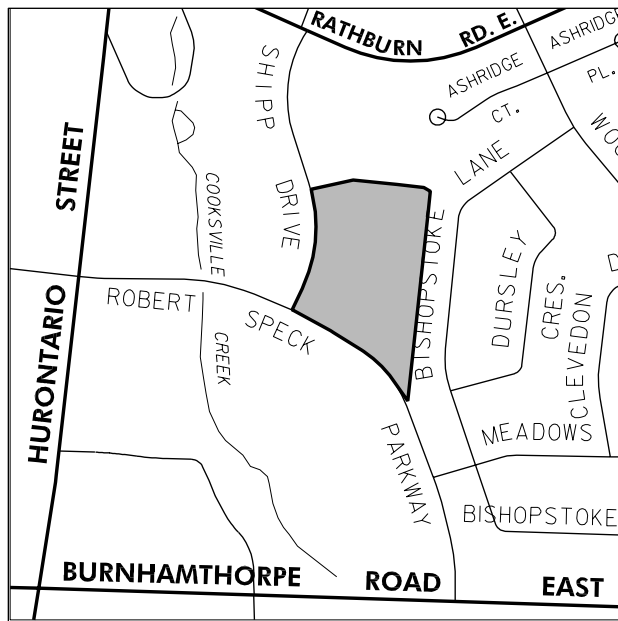
7.4 Site 4



The lands identified as Special Site 4 are located at the southwest corner of Burnhamthorpe Road West and Hurontario Street.

Notwithstanding the provisions of the Mixed Use designation, a motor vehicle service station will be permitted.

7.5 Site 5

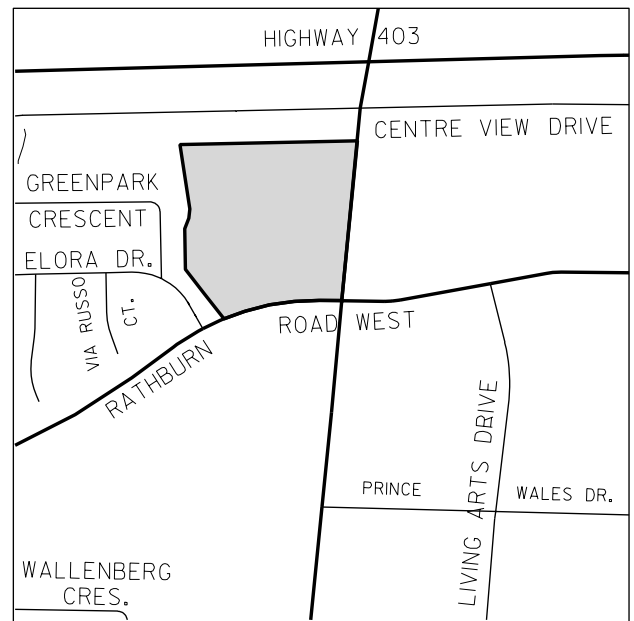


The lands identified as Special Site 5 are located at the northeast quadrant of Robert Speck Parkway and Shipp Drive.

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

- a. townhouses will be permitted on the entire site.

7.6 Site 6



The lands identified as Special Site 6 are located north of Rathburn Road, west of the Confederation Parkway extension.

Notwithstanding the provisions of the Mixed Use designation, townhouse dwellings will be permitted.



Draft – March 2010

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Port Credit Local Area Plan Land Use Map

PORT CREDIT

1.0 How to Read the Port Credit Local Area Plan

Mississauga Official Plan is composed of a principal document and a series of local area plans, provided under separate cover. This is the Port Credit Local Area Plan and provides policies for lands located in south central Mississauga, as shown on Figure 1. It includes lands identified in the City Structure as Community Node and Neighbourhood.

There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Port Credit. In these cases, the Port Credit Local Area Plan elaborates on, or provides exceptions to the policies or schedules of the principal document.

The Port Credit Local Area Plan must be read in conjunction with the Mississauga Official Plan principal document. Parts one to four, the schedules and the appendices of the principal document, are applicable to the Port Credit area, unless modified by this local area plan. Thus, for example, the policies of this local area plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of parts two and three of the principal document. In the event of a conflict, the policies of this local area plan take precedence.

The Port Credit Local Area Plan was originally prepared as Mississauga Plan (2003) district policies and is readopted by Mississauga Official Plan. A planning study is currently being conducted for Port Credit that will result in a new local area plan.

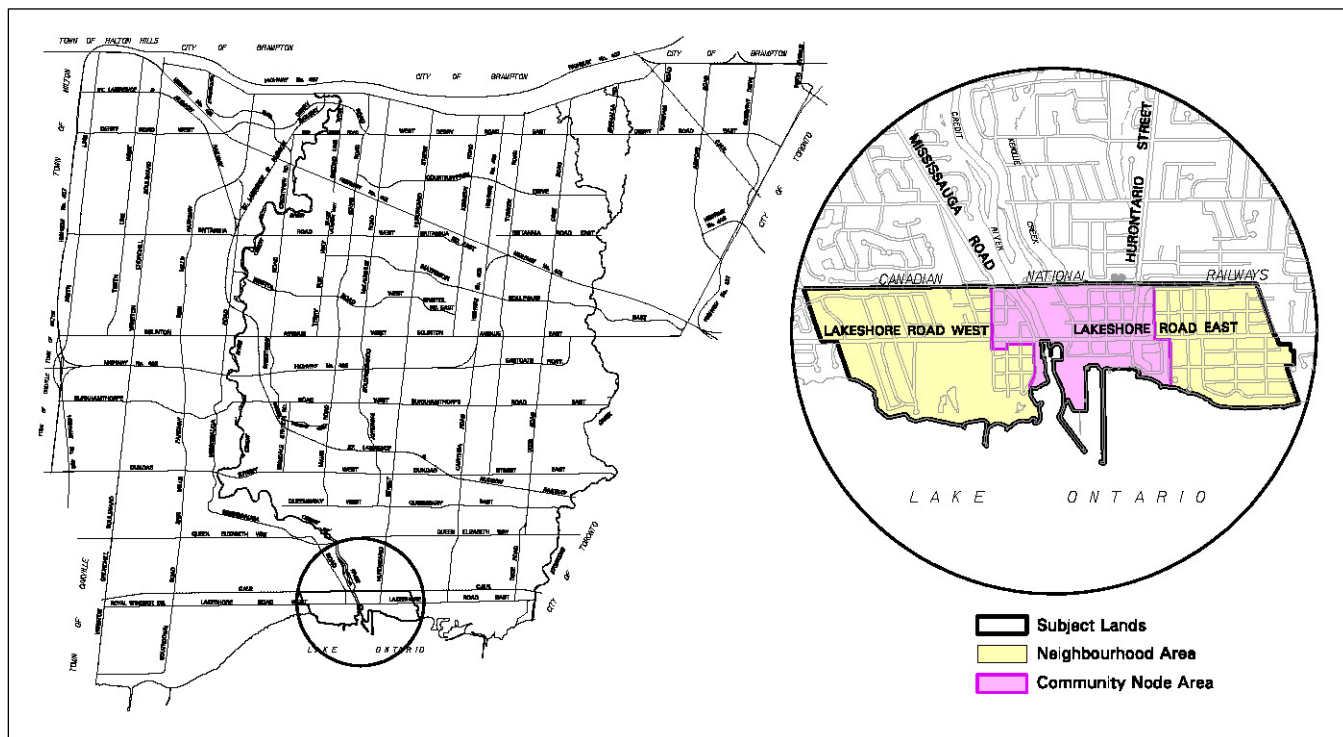


Figure 1: The Port Credit Local Area is located in south central Mississauga and includes areas identified in the City Structure as Community Node and Neighbourhood.

2.0 Urban Design Policies

2.1 Community Design

For the purpose of this Plan, Port Credit is considered to be composed of:

- four residential Precincts,
- two retail commercial Precincts,
- a Harbour Mixed Use Precinct; and
- a Precinct for the vacant former refinery site.

The locations of these Precincts are identified on Figure 2, Precincts - Port Credit Local Area Plan. Each Precinct includes lands of a variety of land use designations. The Community Design policies must be read in conjunction with the Land Use policies and all other Urban Design policies; together they are intended to encourage a development pattern and character which supports the Development Concept in this Plan.

2.1.1 Community Identity and Focus

- New developments should maintain and enhance the identity of Port Credit as a diverse established community by integrating with the surrounding area and avoiding the establishment of enclaves.
- New developments or redevelopments should be designed to reflect and enhance the Port Credit Business Improvement Area (BIA) **streetscape**.
- The Port Credit Community Node, which includes the Central Residential area, Harbour Mixed Use area and the portion of the Mainstreet Commercial area which connects these two Precincts, will be the focus of activity for the area, combining residential uses, cultural activities, shopping, dining, commerce and recreation.
- An interconnected open space network including the Credit River and the Lake Ontario shoreline is a key feature in the identity of the

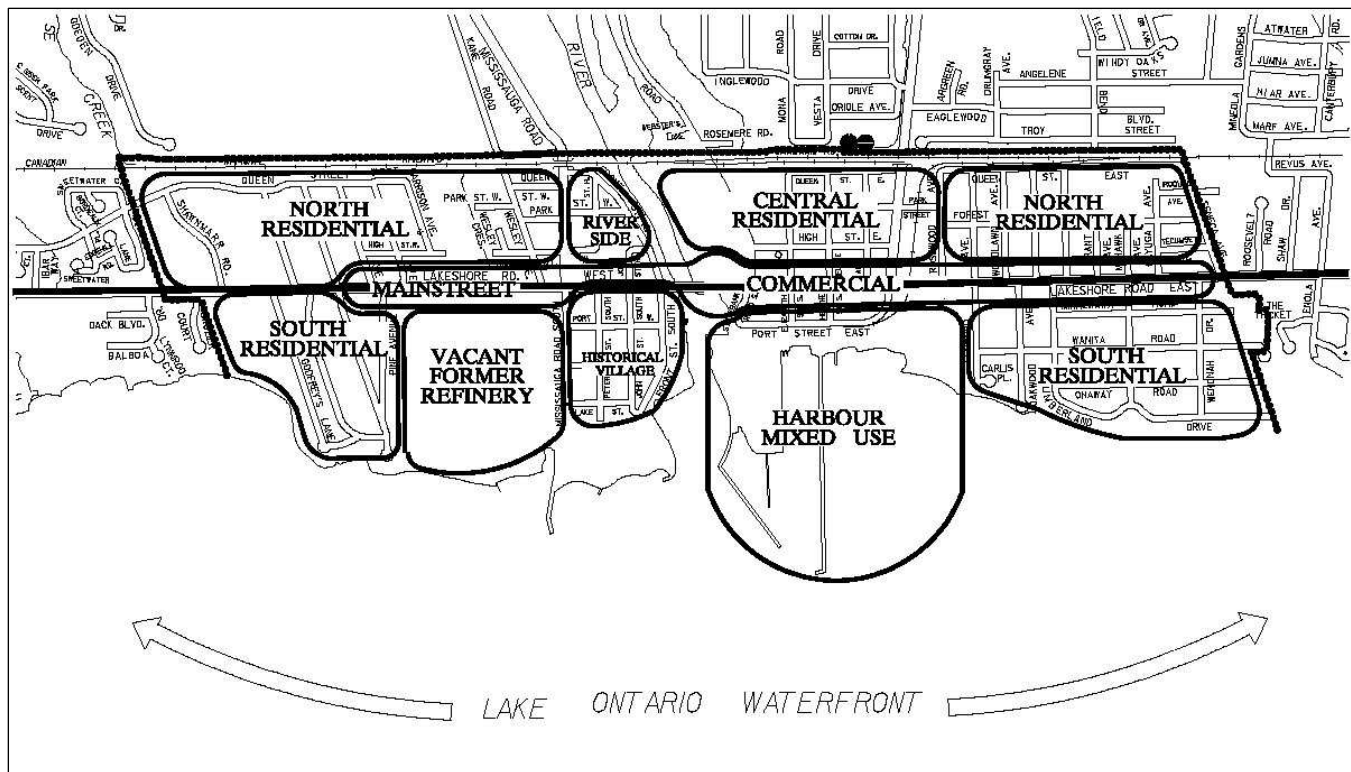


Figure 2: Precincts – Port Credit Local Area Plan

Port Credit which should be recognized in any development. This will include enhancing visual and physical public access to and along the Lake Ontario waterfront, and enhancing/restoring terrestrial and aquatic habitat potential.

2.1.2 Precincts

2.1.2.1 North Residential

These stable residential areas should be maintained while allowing for infill which is compatible with and enhances the character of the area.

- a. The predominant characteristics of these areas should be preserved including: the one to two storey building heights; the combination of small building masses on small lots; the juxtaposition of industrial, employment, residential and commercial uses; the well-landscaped **streetscapes**; and the regular street grid.
- b. Existing industrial uses along the railway tracks are encouraged to improve their transition to the adjacent residential areas. Where these properties are redeveloped, the development of an appropriate residential **streetscape** will be a priority.

2.1.2.2 South Residential

These stable residential areas should be maintained while allowing for infill which is compatible with and enhances the character of the area.

- a. The predominant characteristics of these areas should be preserved including: the one to two storey building heights; the combination of small building masses on small lots (i.e. the scale of the neighbourhood is of modest detached dwellings); the physical and visual access to Lake Ontario; the well-landscaped **streetscapes**; and the irregular street grid.
- b. Any development between the lake and the continuous lakefront trail should provide ample side yards to ensure visual access to the lake between buildings.

2.1.2.3 Riverside

This is an evolving area which should create a transition from the 15 storey building heights of the Central Residential area to the two storey building heights of the North Residential area while having regard for the Mississauga Road North **streetscape** and the spatial definition of the Credit River valley.

- a. New Residential High Density development should generally not exceed eight storeys to integrate with adjacent community, residential and parkland development.
- b. Any redevelopment along Mississauga Road North should support its character as a **scenic route** by: maintaining and enhancing the existing mature vegetation; maintaining existing building setbacks; continuing the fine-grained building massing; and, notwithstanding the building heights set in the subsection above of this section, building heights should not exceed four storeys for the half block on the east side of Mississauga Road North.
- c. Pedestrian open spaces should be planned to visually and physically extend Memorial Park into this neighbourhood along High Street West through to Front Street West, and along Park Street West.

2.1.2.4 Central Residential

This area has potential for infill and redevelopment, and will have the highest building heights in Port Credit; however, development proposals must avoid adverse impacts on the surrounding areas. Further, the existing character of the area should be maintained, particularly the mature trees and the well-landscaped front yards.

- a. Subject to shadowing and overlook concerns, building heights should not exceed 15 storeys and should decrease toward the east, west and north boundaries of this area. Notwithstanding this 15 storey height limit, building heights should not exceed ten storeys along the east side of Stavebank Road North to a depth of half

a block (or equivalent distance to the north) between Stavebank Road North and Elizabeth Street, between Anne Street and the west side of Hurontario Street and along the east side of Hurontario Street to a depth of half a block. Buildings heights should not exceed four storeys on the west side of Stavebank Road.

- b. Development along Hurontario Street should be designed to create an appropriate gateway to Port Credit, maintaining and recreating the generous front yards, the mature vegetation, and the small scale articulation that was typical of the houses along Hurontario Street. Building massing should allow generous setbacks from the street to the main building mass, with smaller two storey elements projecting closer to the street-line. Side yard setbacks should be sufficient to allow generous planting between buildings to avoid the creation of a continuous built wall.
- c. On development sites which extend to Lakeshore Road, buildings or parts of buildings within the Mainstreet Commercial Precinct should conform to the policies for that Precinct.
- d. Buildings should be set back from the street to provide opportunities for landscaping to continue the existing street character of the area.

2.1.2.5 Historical Village

This Precinct (also called the Historical Village of Port Credit) is a mixture of housing, retail commercial and community buildings of many types, representing different eras. While some of the housing stock is relatively new, the neighbourhood contains pockets of housing which are truly historic, representing various time frames and a pleasing sense of "time depth".

- a. The street pattern, its residential character, significant groupings of trees and other natural features, and the historic housing stock should be preserved to maintain the historical associations with the founding of Port Credit.

- b. Mississauga will encourage landscape screening along the west side of Mississauga Road South to buffer the adjacent Imperial Oil site.
- c. Any adaptive re-use should preserve the character of the buildings and properties.
- d. Other areas which are suitable for sensitive infill should display massing and scale sympathetic to the surroundings. Building heights should not exceed two storeys. Any additions, alterations or redevelopment should support the existing historic character, maintain the existing street grid, maintain and enhance the existing mature vegetation and maintain existing building setbacks.

2.1.2.6 Mainstreet Commercial

The Mainstreet Commercial area includes Port Credit's traditional mainstreet and generally extends a half block north and south of Lakeshore Road, with a slightly greater depth at the Credit River. In many cases this coincides with the alignment of a public lane, where it does not, the limit of the area is defined by an extension of a line from the public lane.

- a. Along Lakeshore Road, mixed-use developments with street-related retail commercial uses and a rhythm of closely spaced storefronts lining the street are encouraged to foster an active pedestrian street and to minimize the apparent width of Lakeshore Road.
- b. Development should maintain existing view corridors to the lake such as along the Hurontario Street extension and create new view corridors, such as, along the new north/south public road and mid-block between Hurontario Street and the new north/south public road.
- c. Building heights should be a minimum of two storeys and a maximum of three storeys.
- d. In accordance with the Port Credit Parking Policies, where possible, parking for this area

should be provided on-street or in small, distributed parking lots. It is critical that parking facilities be located and designed to be compatible with the mainstreet character of the area by including measures such as landscape space, planters or other elements which reinforce the street wall and enhance public amenity.

2.1.2.7 Harbour Mixed Use

The redevelopment of the St. Lawrence Starch site and the City's initiatives for the Port Credit harbour have the potential to transform this area. Development in this area should be lower scale than the Central Residential area and should step down towards the lake and towards the east edge of the Character Area. Where the market potential permits, retail commercial uses should be extended from the Mainstreet Commercial Precinct towards the lake.

- a. The character of this area should be as an extension of the Mainstreet Commercial Precinct, but with the potential for higher buildings).
- b. Building heights should not exceed three storeys for the entire Harbour Mixed Use area with the exception of buildings fronting onto the north and south sides of Port Street East between the Hurontario Street extension and Helene Street South which may be six storeys high and buildings located on lands municipally known as 48-50 Port Street East which may be five storeys high. Buildings south of Port Street East should step down in tiers from a maximum of six storeys adjacent to Port Street East to a maximum of three storeys along the lands designated as Public Open Space.
- c. On development sites which extend to Lakeshore Road, buildings or parts of buildings within the Mainstreet Commercial Precinct should conform to the policies for that Precinct. Applicants may be required to submit visual analysis and view studies in support of the proposed building heights and massing to demonstrate that the Mainstreet Commercial character will be preserved.
- d. A Public Waterfront Square should be located at the foot of the extension of Hurontario Street. Efforts should be made to maximize public parking opportunities, nearby on-street and on publicly and privately owned lands.
- e. A new public road should connect the Hurontario Street extension to a new public road running north/south between Elmwood Avenue and Hurontario Street. This extension or waterfront road will separate new development from the Lake Ontario waterfront open space and the continuous Waterfront Trail to maximize public access to and along the Lake Ontario waterfront.
- f. Along the west side of the Hurontario Street extension and on the development parcel abutting the Public Waterfront Square, mixed use developments with street-related commercial uses and a rhythm of closely spaced storefronts lining the street will be provided to foster an active pedestrian street, and to attract pedestrians to the lake. The parcel abutting the proposed Public Waterfront Square should be developed in a manner which encourages ground floor commercial facing the Public Waterfront Square in a built form offering the potential for weather protection, outdoor display areas and/or restaurants with exterior seating areas.
- g. On-street public parking must be provided to promote street activity and enliven public streets and spaces.
- h. Development should maintain existing view corridors to the lake such as the Hurontario Street extension and create new view corridors, such as, along the new north/south public road and mid-block between Hurontario Street and the new north/south public road.

2.1.2.8 Vacant - Former Refinery

This Plan does not propose land uses for this area because it is not known to what degree the site can be remediated. However, regardless of potential future uses, this Precinct should ultimately be developed in a manner which is compatible with the surrounding lands, and which does not compete with the existing focal point at Port Credit harbour.

- a. Building heights should be limited to two to three storeys to be consistent with the adjacent South Residential and Historical Village Precincts.
- b. A public road should be provided in any future development by subdivision separating any new development from the Lake Ontario waterfront open space and the continuous Waterfront Trail to maximize public access to and along the Lake Ontario waterfront. The balance of the street pattern should be consistent with that of adjacent areas.
- c. If this site is used for outdoor storage (such as for boats) or parking, adequate setbacks will be provided from adjacent residential areas, the Lake Ontario Waterfront Trail and associated public parkland to allow appropriate buffer treatment to screen the uses.

2.2 Streetscape

The design of the street right-of-way and the design of the lands along the street affect the **streetscape** and should have regard for the following:

- a. on lands adjacent to Lakeshore Road, and in the area south of Lakeshore Road East between the Credit River and Tall Oaks Park, an urban character is appropriate; buildings should be located close to the street and aligned with it to enclose the street space, and gaps in the street wall should be ordered in a coherent fashion.

2.3 Buildings and Spaces

In applying the following policies, the effect of buildings and spaces on the surrounding environment should be considered equally with the functionality and aesthetic appeal of the site itself.

- a. Where developable lands separate Lake Ontario from the continuous Waterfront Trail, lot size and building envelopes will create generous side yards to allow glimpses of the lake from the Waterfront Trail.
- b. Notwithstanding the existing high buildings, the area around the intersection of Hurontario Street and Lakeshore Road East should be developed with low-rise buildings to maintain a comfortable street scale and to create an appropriate and compatible transition to the surrounding low-rise area.

3.0 Land Use

3.1 Residential

3.1.1 Residential Low Density I

The Residential Low Density I designation permits detached dwellings.

Notwithstanding the provisions of the Residential Low Density I designation, a duplex dwelling will be permitted at 23-25 Peter Street South.

3.1.2 Residential Low Density II

The Residential Low Density II designation permits detached, semi-detached, duplex, triplex and street townhouse dwellings.

3.1.3 Residential Medium Density

The Residential Medium Density designation permits townhouse dwellings and all forms of horizontal multiple dwellings, as well as low-rise apartment dwellings. Heights of proposed buildings

should not exceed three storeys, unless otherwise specified in the Port Credit Urban Design policies of this Plan.

3.1.4 Residential High Density

The Residential High Density designation permits apartment dwellings. Building height should not exceed eight storeys, unless otherwise specified in the Port Credit Urban Design policies of this Plan.

3.1.5 Business Employment

Notwithstanding the Land Use Policies of this Plan, only the following permitted uses will apply:

- a. Industrial uses within enclosed buildings including manufacturing, repairing, warehousing, wholesaling and offices up to a maximum **Floor Space Index** of 0.5;
- b. other accessory uses, either within industrial buildings or in separate buildings within a complex of associated industrial buildings, provided that they are clearly accessory and occupy a small area in terms of floor space or site coverage relative to the size of the industrial plant;
- c. Community Infrastructure.

3.1.6 To Be Determined

Studies will be carried out for the area so designated, in consultation with the land owner, neighbouring residents, the Ward Councillor and other interested agencies, and the Plan will be appropriately amended. In determining the ultimate land use for these lands, particular attention will be given to the Natural Areas System, Waterfront Development and Special Site Areas policies of this Plan which apply to these lands.

4.0 Transportation

4.1 Road System

Lakeshore Road, including the Credit River Bridge, will not be built in excess of four lanes excluding turning lanes and bus bays, unless it can be demonstrated that additional lanes will not result in a major deterioration of the neighbouring residential or retail commercial environment. The implementation of such major roadway modifications will require an amendment to this Plan. The Lakeshore Road crossing of the Credit River is currently over capacity. This situation will be monitored in terms of the impacts of redevelopment, especially west of the Credit River.

Hurontario Street will not be built in excess of four lanes excluding turning lanes and bus bays, unless it can be demonstrated that additional lanes will not result in a major deterioration of the neighbouring residential or retail commercial environment. The implementation of such major roadway modifications will require an amendment to this Plan.

4.2 Parking

Larger redevelopment sites will be self-sufficient in the provision of parking, with the parking demands accommodated on-site. Most notably, this assumption would apply to the St. Lawrence Starch and Imperial Oil "South Property" lands, but would also apply to other relatively large sites.

The maintenance of pockets of parking and small lots throughout the area is preferred to the construction of large centrally located parking structures, in addressing the diverse users needs and the long linear core area.

5.0 Special Site Policies

There are sites within Port Credit that merit special attention and are subject to the following policies.

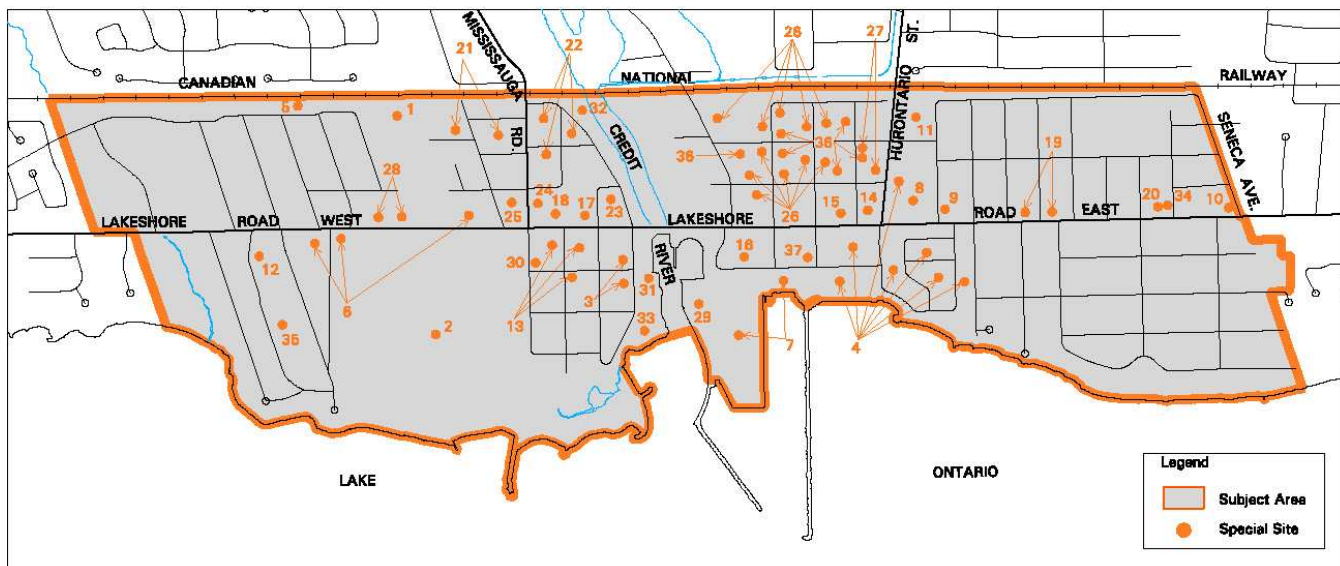
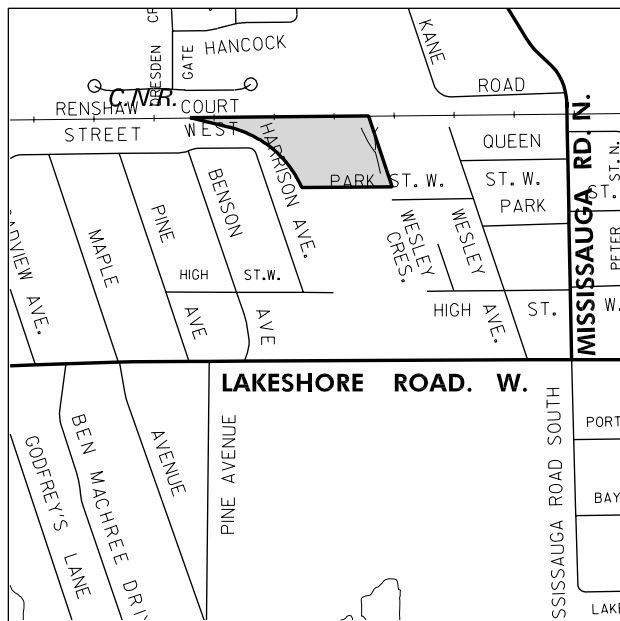


Figure 3: Location of Special Sites within the Port Credit Local Area

5.1 Site 1

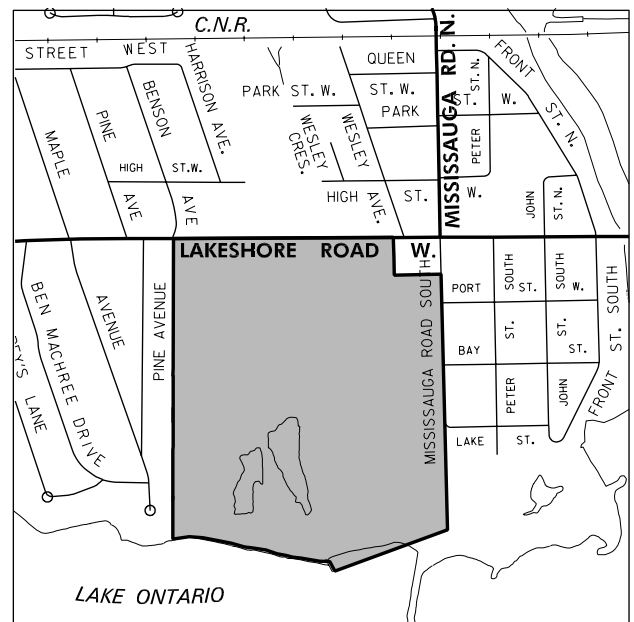


The lands identified as Special Site 1 are located south of the Canadian National Railway and east of Queen Street West.

Notwithstanding the provisions of the Business Employment designation, the following additional policy will apply:

- a. development (including servicing) will be permitted following issuance of the Section 17 Order under the *Environmental Protection Act*, and its registration on title;
- b. permitted industrial uses will be limited to low-profile, light industrial uses within enclosed buildings such as storage warehouses and offices directly accessory to the industry;
- c. vehicular access to the site will be from Lakeshore Road West only, with no access permitted from the surrounding residential streets.

5.2 Site 2



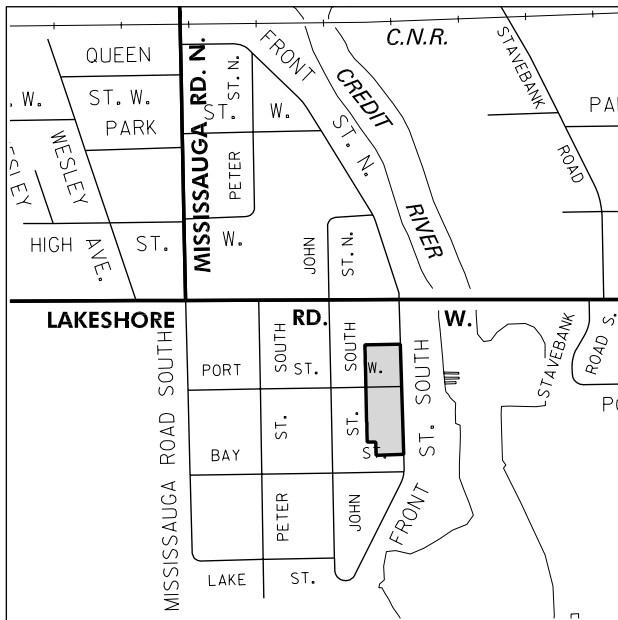
The lands identified as Special Site 2 are located south of Lakeshore Road West, west of Mississauga Road South and east of the existing residences on Pine Avenue South.

Notwithstanding the provisions of the To Be Determined, Public Open Space and Greenbelt designations, the uses permitted on this site will be subject to the following additional policies

- a. development will recognize the scale and enhance the character of adjacent land uses, in particular the old townsite area immediately to the east;
- b. in the review of applications for development of these lands, regard will be had to the concepts and principles expressed in the Port Credit Harbour Transition Master Plan and the Mississauga Waterfront Plan;
- c. a landscaped buffer will be maintained between the site and the Pine Avenue South neighbourhood;
- d. any proposal for redevelopment or use of the "Vacant - Former Refinery Property" will make adequate provision for implementation of

proposals for the future redevelopment of J.C. Saddington Park.

5.3 Site 3



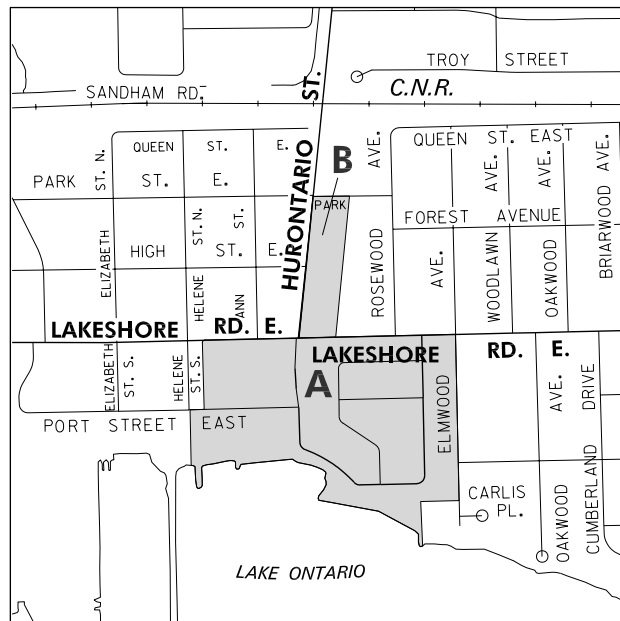
The lands identified as Special Site 3 are located on the west side of Front Street South and the south side of Port Street West, south of Lakeshore Road West.

Notwithstanding the Mixed Use designation on these lands, the following additional policies will apply:

- a. townhouses will be permitted only at 28 Front Street South;
- b. buildings, including amenities and signage, whether new or modified, will have a single detached residential appearance consistent with the form, design and scale of the low density residential land use in the Old Port Credit Village Heritage Conservation District, and the use will have a limited impact on the low density residential character of the area. New buildings or modified buildings will comply with the development standards of the adjacent low density residential area;

- c. buildings will not exceed two storeys in height;
- d. any garage, detached or attached, will be located in the side or rear yard behind the front wall of the building. Any additional parking required will be accommodated to the rear of the lot;
- e. front yards will be mostly landscaped and oriented to Front Street South or Port Street West;
- f. appropriate design treatment should be provided to both facades at street corners;
- g. every effort will be made to have buildings of historic interest, as defined in the Old Port Credit Village Heritage Conservation District Plan, retained within any future redevelopment.

5.4 Site 4



5.4.1 Area A

The lands identified as Area A are located on the south side of Lakeshore Road East between Helene Street South and Elmwood Avenue.

Notwithstanding any provisions in this Plan, the following additional policies shall apply to Area A.

5.4.1.1 Development Concept

It is intended that development on Area A (the St. Lawrence Starch Company lands - South Property) will result in a low to mid-rise, urban, pedestrian-oriented mixed-use precinct that will provide an attractive destination for local and City residents, with access to the lake and function as a lively mix of live, work, leisure and recreational activities, which will contribute to maximum public use and enjoyment of the waterfront. Built form will be in keeping with the established context of the old town of Port Credit, consisting of low to mid-rise buildings, mixed use, and a strong pedestrian orientation. New mixed-use commercial/residential development will be compatible with the existing street-related village retail commercial uses and should occur primarily along Lakeshore Road East,

the west side of Hurontario Street, west of the proposed Community Square and on both sides of Port Street East.

5.4.1.2 Development Objectives

a. Residential

Provide an opportunity for a development which offers a variety of dwelling types with built forms that are compatible with existing residential areas.

b. Design

Guide community design towards the creation of a visual identity for the St. Lawrence Starch Company lands and provide for a building massing and character that will be consistent with the Development Concept Policies of this Plan.

5.4.1.3 Urban Design Policies

a. Community Design

For the purposes of Area A, the St. Lawrence Starch Company lands are composed of two Precincts, as identified on Figure 2, Precincts - Port Credit Local Area Plan. The Urban Design Policies of this Plan must be read in conjunction with the Land Use Policies of this Plan. Together, they are intended to encourage an urban form and character which supports the Development Concept in Area A.

Community Identity and Focus

An interconnected open space network including the Credit River, the Lake Ontario shoreline and portions of the tableland woodlot is the key feature in the identity of the area which should be recognized in any development. This will include enhancing visual and physical access to and along the waterfront, and enhancing/restoring terrestrial and aquatic habitat potential.

Mainstreet Commercial Precinct

The Mainstreet Commercial Precinct includes Port Credit's traditional mainstreet and generally extends a half a block north and south of Lakeshore Road East.

- Building heights should generally not exceed two storeys. Buildings which front onto the south side of Lakeshore Road East between Hurontario Street and Elmwood Avenue are encouraged to be developed as mixed commercial/residential "live/work" units and shall not exceed a height of three storeys.
- Parking facilities should be located and designed to be compatible with the mainstreet character of the area by including measures such as landscape space, planters or other elements which reinforce the **streetscape** and enhance public amenity.
- One parking lot within the Mainstreet Commercial Precinct is to be located on the site of the former St. Lawrence Starch administration building at the southeast corner of Hurontario Street and Lakeshore Road East. The remaining areas for parking will be provided along Lakeshore Road East and/or on lands on the west side of Hurontario Street. Parking should only be provided on-street, underground or in small parking lots ideally located behind buildings.
- Future development will be compatible in form and scale with the former St. Lawrence Starch administration building which is a historically designated building under the *Ontario Heritage Act*. This building should be considered when designing future development in this Precinct.
- A new open space is to be created at the north-eastern edge of Area A to integrate and preserve a portion of the existing woodlot into the new development.
- A new Community Square will be situated along Lakeshore Road East. Street-related

activities such as restaurants and shops are to be encouraged in the grade levels of buildings on the west side of Hurontario Street, north of Port Street East, addressing the square. Surface parking lots or above grade structured parking are to be minimized adjacent to the Community Square.

Harbour Mixed Use Precinct

Development in this area should be low in scale and provide a suitable transition in building mass towards the established low density scale residential neighbourhood to the east and to the higher scale buildings west of the Hurontario Street extension. Commercial uses may be extended south from the Mainstreet Commercial Precinct towards the lake, along the west side of Hurontario Street.

- The Harbour Mixed Use Precinct is an extension of the Mainstreet Commercial Precinct.
- Building heights shall not exceed three storeys in height for the entire Harbour Mixed Use Precinct with the exception of buildings fronting onto the north and south sides of Port Street East which may be six storeys high. Buildings south of Port Street East should step down gradually from a maximum of six storeys along the Port Street East frontage to a maximum of three storeys along the waterfront park.
- On development sites which extend to Lakeshore Road East, buildings or parts of buildings within the Mainstreet Commercial Precinct should conform to the policies for that Precinct.
- A Public Waterfront Square will be located at the foot of the extension of Hurontario Street. Public parking may be provided below the Public Waterfront Square or at other locations on privately or publicly owned lands.

- Along the west side of Hurontario Street and on the development parcel abutting the Public Waterfront Square, mixed use developments with street-related commercial uses and a rhythm of closely spaced storefronts lining the street will be provided to foster an active pedestrian street, and to attract pedestrians to the lake. The parcel abutting the Public Waterfront Square should be developed in a manner which encourages at grade commercial facing the Public Waterfront Square in a built form offering the potential for weather protection, outdoor display areas and/or restaurants with exterior seating areas.
- Development should maintain existing view corridors to the lake. The creation of new view corridors should be a major consideration when setting out new streets and the development pattern for the area.
- On-street public parking must be provided to promote street activity and enliven public streets and spaces.
- The development pattern should extend the street and block pattern that exists in the surrounding Port Credit neighbourhoods, consisting of an open grid street pattern with blocks generally rectangular in shape.
- To maximize public access to and along the waterfront, a public east-west waterfront road shall separate new development from the waterfront open space and the continuous Waterfront Trail.
- A waterfront open space, which includes the Public Waterfront Square, should extend the full width of Area A along the Lake Ontario shoreline. Development should face the open space. Reverse-back lotting onto the open space is not permitted. The minimum width of the waterfront open space, west of the Public Waterfront Square, south of Port Street East, will be 30 m.

- Development should maintain the portions of the woodlot adjacent to Elmwood Avenue as a private open space block in conjunction with medium density residential development.

b. Buildings and Spaces

In applying the following policies, the effect of buildings and spaces on the surrounding environment should be considered equally with the functionality and aesthetic appeal of the site itself.

- Developable lands should not separate Lake Ontario from the continuous Waterfront Trail.
- Residential areas should manifest a range of building types and forms to offer choices to people wishing to reside in this area.

5.4.1.4 Land Use

a. Residential

Housing will be provided within one of the following residential density categories: Residential Medium Density, Residential High Density and Mixed Use.

Residential Medium Density

The Residential Medium Density designation permits townhouse development, either street-related or in clusters. Building heights should not exceed three storeys unless otherwise specified in the Urban Design Policies of this Plan.

Residential High Density

The Residential High Density designation permits medium-rise apartment buildings. Medium-rise buildings will not exceed six storeys in height unless otherwise specified in the Urban Design Policies of this Plan. Ground related retail commercial uses are permitted.

b. Commercial

Mixed Use

Lands designated Mixed Use will provide a mix of pedestrian-oriented street-related retail commercial uses, offices, overnight accommodation, **community facilities** and open space. Residential uses will be permitted in combination with commercial uses. The Mixed Use designation applies to lands between Lakeshore Road East and Port Street East, west of Hurontario Street and on the south side of Lakeshore Road East, between Hurontario Street and the new north/south public road, where the existing scale, form, and pedestrian orientation of development is encouraged to maintain and enhance the character of the former town centre.

- The lands bounded by Lakeshore Road East and Port Street East, west of Hurontario Street will be subject to an overall development total **Floor Space Index** of 2.0, of which residential uses will be limited to a maximum **Floor Space Index** of 1.5. Medium rise mixed use buildings should not exceed six storeys.
- The lands located on the south side of Lakeshore Road East between Hurontario Street and the new north/south public road permit street related commercial uses in conjunction with residential uses, and will be subject to an overall development total **Floor Space Index** of 1.5 of which commercial uses will be limited to a maximum **Floor Space Index** of 0.2.
- The lands located on the southeast corner of Lakeshore Road East and Hurontario Street are occupied by the existing "Administration Building" and intended to be used for commercial uses.

5.4.1.5 Site Decommissioning

The lands in Area A have been identified as a **contaminated site**. Notwithstanding the lands use designations prescribed for the subject lands, the uses permitted on these lands will be subject to the following additional policy:

- a. City approval, for development on, or in proximity to, these lands will be subject to cleanup and verification, in accordance with Provincial Government legislation and guidelines. Studies will be required of the proponent indicating levels of contamination, remediation plans, and clean-up verification prior to development approval. Such studies will be prepared to Provincial Government specifications and address all concerns of the City.

5.4.1.6 Transportation

- a. Parking

Sites will be self-sufficient in the provision of parking, with the parking demands accommodated on-site or on neighbouring sites.

Parking requirements associated with individual developments will be provided at the rear of lots or underground. Parking lots abutting street frontages will not be permitted, except where no other alternative is available. Adequate design treatments must be established for the street frontage to maintain a continuous safe, urban **streetscape**. Opportunities for on-street parking should be maximized.

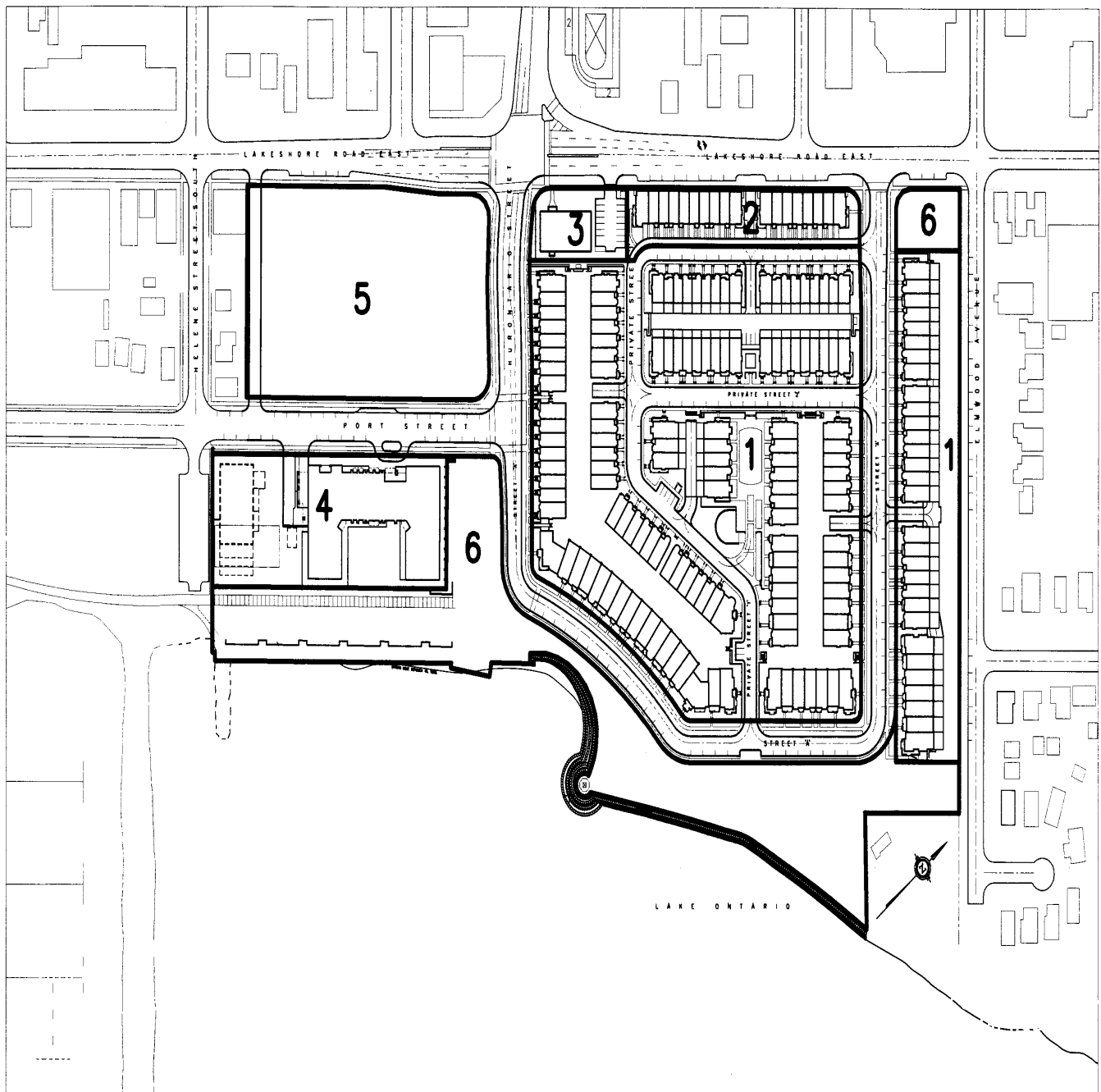


Figure 4: Concept Plan – Block Layout (South Property)

Concept Plan - Block Layout (South Property)

PARCEL	LOT AREA (m ²)	COMMERCIAL Maximum Gross Floor Area (m ²)	RESIDENTIAL Maximum Gross Floor Area		TOTAL Maximum GFA (m ²)	FLOOR SPACE INDEX (FSI) /DENSITY
			m ²	Units		
MIXED USE						
2	3 350	720 (0.2 FSI)	4 300 (1.3 FSI)	18	5 020	1.5 FSI
3	1 600	1 560 (1.0 FSI)			1 560	1.0 FSI
5*	12 700	8 600 (0.7 FSI)	19 050 (1.5 FSI)	150	25 400	2.0 FSI
RESIDENTIAL MEDIUM DENSITY						
1	43 950		42 500	167	42 500	38 uph
RESIDENTIAL HIGH DENSITY						
4	8 116	460 (0.06 FSI)	20 090 (2.47 FSI)	95	20 290	2.5 FSI
TOTAL (BLDG. AREAS)	69 716	11 340	85 650	430	94 770	
OPEN SPACE						
6	17 884					
PUBLIC ROADS	13 200					
GREENBELT**	3 900					
TOTAL SITE AREA	104 700					

FSI: Floor Space Index

* Maximum residential **FSI** = 1.5, maximum total **FSI** = 2.0

** Greenbelt includes armoustone seawall, and water lots.

For information purposes only, the overall **Floor Space Index (FSI)** for all parcels (building areas) is 1.35.

5.4.2 Area B

The lands identified as Area B are located on the east side of Hurontario Street between Lakeshore Road East and Park Street East.

Notwithstanding any provisions in this Plan, the following additional policies will apply:

5.4.2.1 Development Concept

Development on Area B will be of a higher density than the abutting Area A lands, south of Lakeshore Road East. The primarily mid-rise residential built form along Hurontario Street will be pedestrian oriented and will establish a transition between the area of high buildings to the west and the lower rise buildings to the east.

A significant building in both height and architecture will create a visual landmark near the northeast corner of Lakeshore Road East and Hurontario Street. A **tall building** stepped back from the intersection is appropriate due to this location's unique and prominent role as both the gateway into Port Credit from the north and the starting point of the city's most important north-south road, Hurontario Street. Its proximity to the Port Credit GO Transit Station and its location fronting onto a Major Transit Corridor enhances its residential intensification potential. A **tall building** will also balance the massing of the adjacent tall apartment building located west of Hurontario Street.

Street-related commercial uses within a low-rise building podium at the south limit of the site will integrate well with the existing built form, massing and retail commercial uses along Lakeshore Road East. A significant step back of the tower portion from the low-rise Lakeshore Road East building façade is important to maintain the traditional mainstreet pedestrian experience and **streetscape**.

5.4.2.2 Urban Design Policies

a. Community Design

For the purposes of Area B, the subject lands are composed of two Precincts, as identified on Figure 2: Precincts - Port Credit Local Area Plan.

To encourage an urban form and character which supports the Development Concept for Area B, the Urban Design and Land Use Policies of this Plan will apply, except as follows:

Central Residential Precinct

The Central Residential Precinct will have mid-rise building heights and serve as a transition between the high buildings to the west and the lower rise buildings to the east.

- Building heights will not exceed six storeys, except for the portion between High Street East and Park Street East, which will not exceed seven storeys.
- A building podium of between two and six storeys will be developed close to Hurontario Street.
- Side yard setbacks will be sufficient to allow planting between buildings. As well, side yard setbacks should be provided opposite the alignment of High Street East, permitting access to the east.

Mixed Use Precinct

The Mixed Use Precinct includes Port Credit's traditional mainstreet and generally extends a half a block north and south of Lakeshore Road East.

- A building not exceeding 22 storeys and setback from the northeast corner of Lakeshore Road East and Hurontario Street is permitted. The tower portion of this building will be stepped back from a two storey building podium adjacent to Lakeshore Road East and a six storey building podium adjacent to Hurontario Street.
- The two storey Lakeshore Road East building podium will be located close to the street edge, achieving similar massing to that found along this traditional mainstreet.

- The six storey Hurontario Street building podium will achieve a well-proportioned sense of street enclosure for pedestrians and others travelling along this street. The building podium will be located close to the street edge.

or underground. Parking lots abutting street frontages will not be permitted. Adequate design treatments must be established for the street frontage to maintain a continuous safe, urban **streetscape**.

5.4.2.3 Land Use

a. Residential High Density

Buildings will not exceed six storeys, except between High Street East and Park Street East, which will not exceed seven storeys.

b. Mixed Use

A maximum of 1 150 m² of gross floor area is to be devoted to commercial uses.

c. Overall Development Permissions

Density is expressed in terms of **Floor Space Index**, which is defined as the ratio of the gross floor area of all buildings on a site to the net developable area of that site. For apartment blocks, the net developable area includes the lands for residential units, internal road and parking, landscaped areas, private open space and other associated amenities.

- Overall development is permitted up to a maximum **Floor Space Index** of 4.7 for Area B.
- A maximum of 214 apartment dwelling units are permitted within Area B.
- A maximum of 150 retirement dwelling units are permitted within Area B.

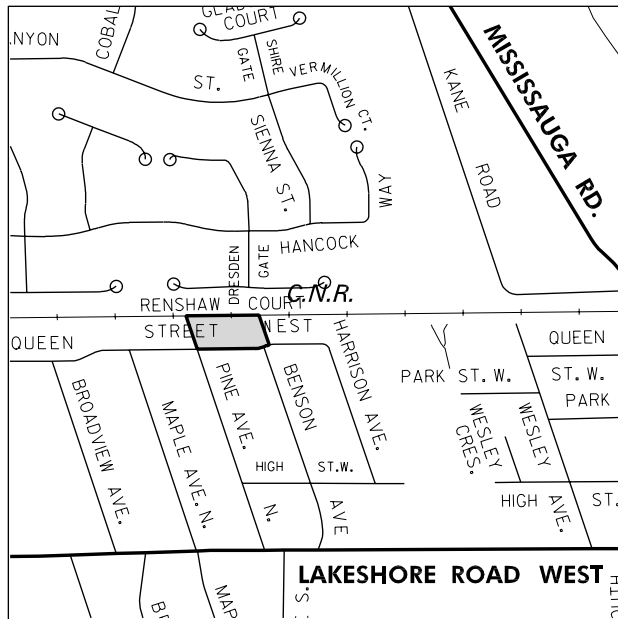
5.4.2.4 Transportation

a. Parking

Sites will be self-sufficient in the provision of parking, with the parking demands accommodated on-site.

Parking requirements associated with individual developments will be provided at the rear of lots

5.5 Site 5

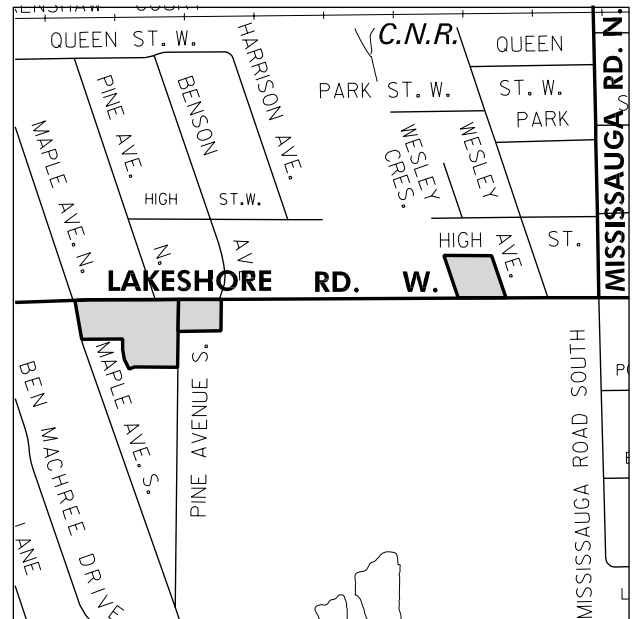


The lands identified as Special Site 5 are located on the north side of Queen Street West between Benson Avenue and Pine Avenue.

Notwithstanding the Business Employment designation on these lands, the following additional policy will apply:

- a. screened outdoor storage will be permitted.

5.6 Site 6



The lands identified as Special Site 6 are located on the north side of Lakeshore Road West, west of Wesley Avenue and on the south side of Lakeshore Road West, east and west of Pine Street South.

Notwithstanding the provisions of the Mixed Use designation, the existing motor vehicle sales and rental will be permitted.

5.7 Site 7

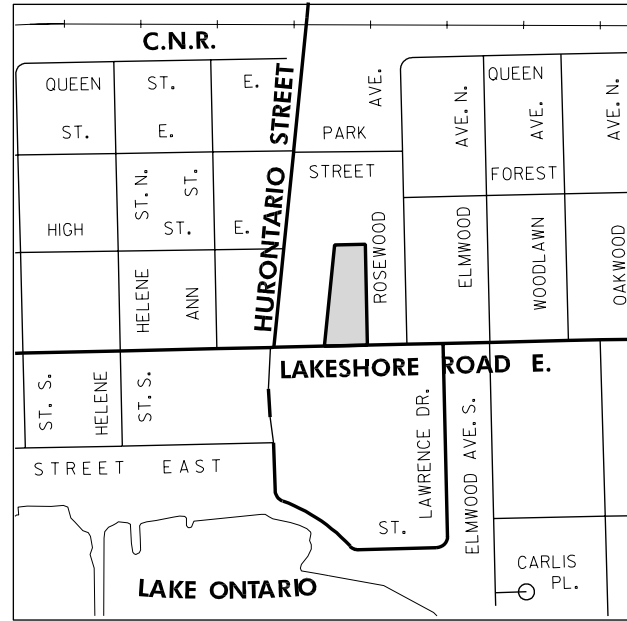


The lands identified as Special Site 7 are located south of Port Street East and east of the Credit River.

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

- a. boat repair, service and storage will be permitted.

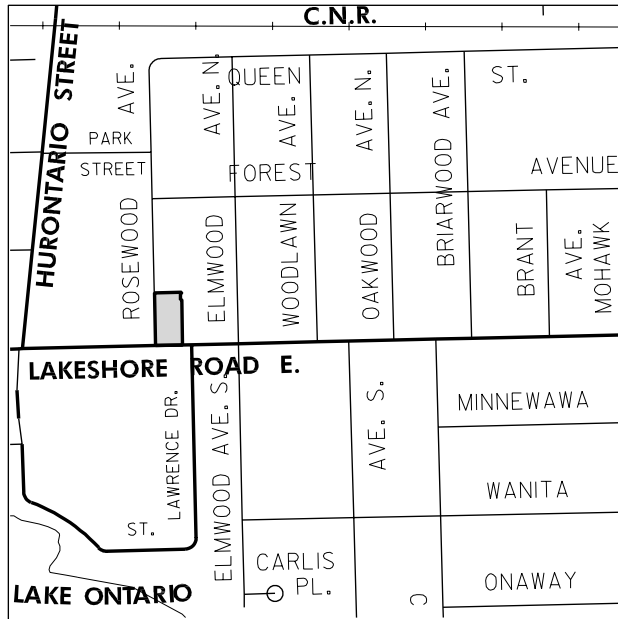
5.8 Site 8



The lands identified as Special Site 8 are located north of Lakeshore Road East and east of Hurontario Street.

Notwithstanding the provisions of the Mixed Use designation, the existing gas bar and a motor vehicle wash will be permitted.

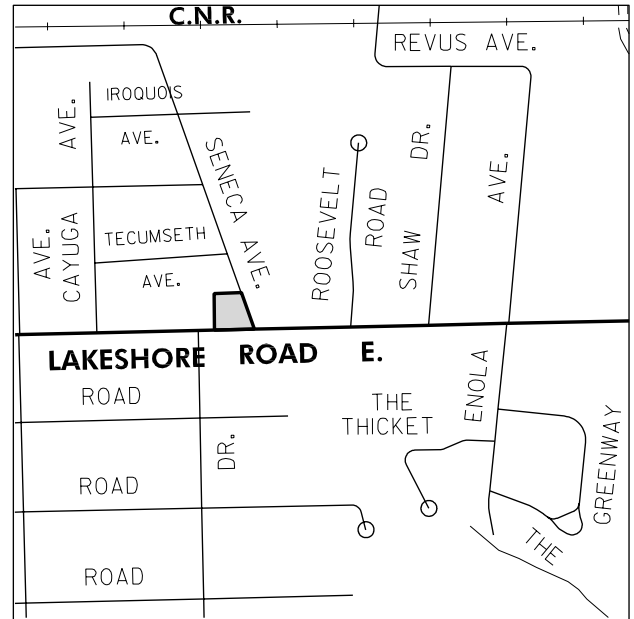
5.9 Site 9



The lands identified as Special Site 9 are located at the northeast corner of Lakeshore Road East and Rosewood Avenue.

Notwithstanding the provisions of the Mixed Use designation, the existing motor vehicle repair garage will be permitted.

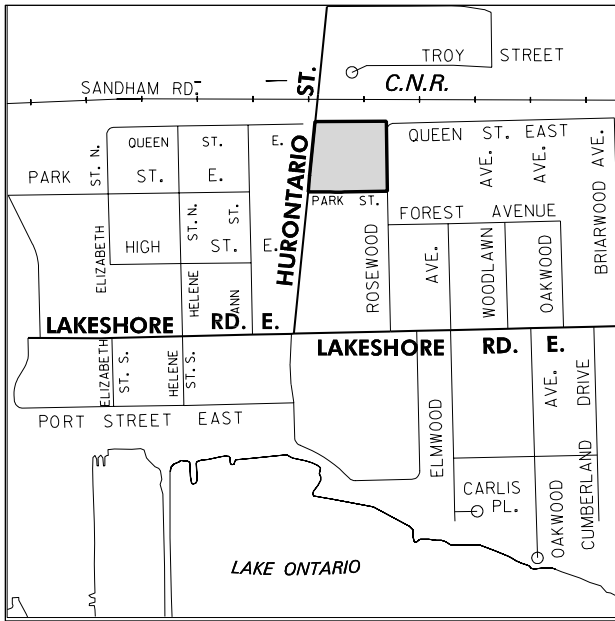
5.10 Site 10



The lands identified as Special Site 10 are located at the northwest corner of Lakeshore Road East and Seneca Avenue.

Notwithstanding the provisions of the Mixed Use designation, the existing motor vehicle wash will be permitted.

5.11 Site 11

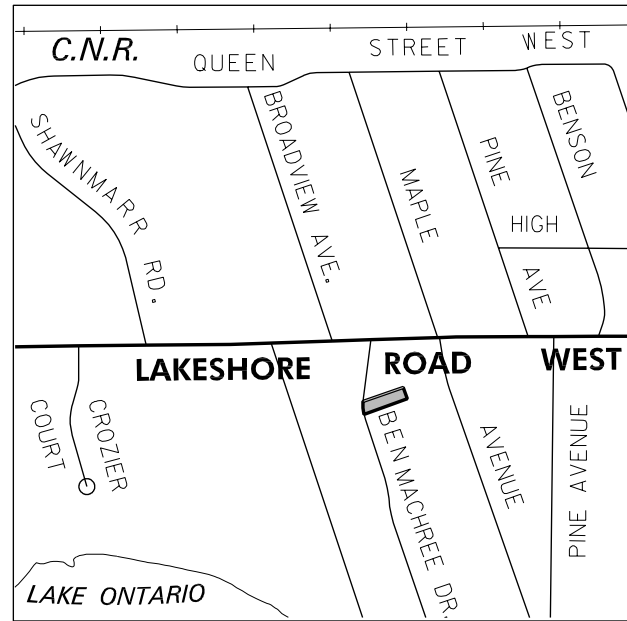


The lands identified as Special Site 11 are located on the north side of Park Street East between Hurontario Street and Rosewood Avenue.

Notwithstanding the Residential Medium Density designation and the Urban Design Policies, Central Residential provisions, the following additional policies will apply:

- a. in addition to the uses permitted under the Residential Medium Density designation, townhouse development, either street-related or in clusters will be permitted;
- b. building heights should not exceed three storeys.

5.12 Site 12

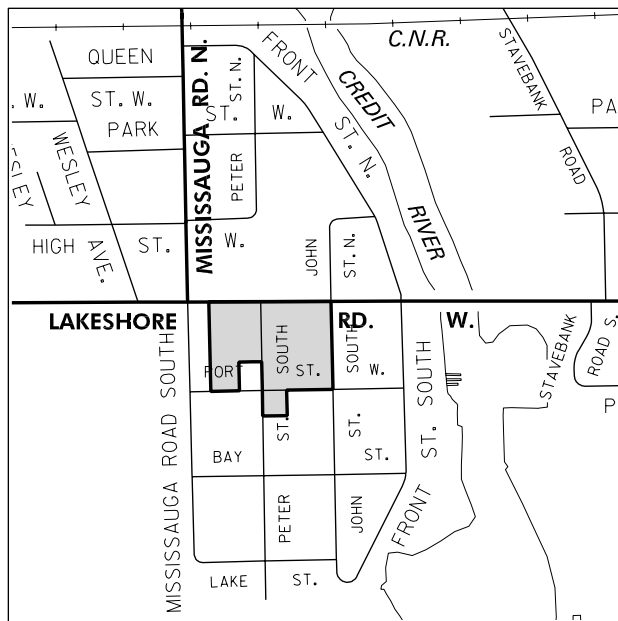


The lands identified as Special Site 12 are located on the east side of Ben Machree Drive, south of Lakeshore Road West.

Notwithstanding the provisions of the Residential Low Density I designation, the following additional policy will apply:

- a. a residential building containing three apartment dwelling units may also be permitted, provided that no dwelling units are located below grade.

5.13 Site 13



The lands identified as Special Site 13 are located south of Lakeshore Road West and west of John Street South.

Notwithstanding the provisions of the Mixed Use and Residential Low Density I designations, the following additional 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 should be taken in the preservation of the exterior character of the structures, and related exterior open space areas. The existing cemetery at the corner of Lakeshore Road West and John Street South will be preserved.

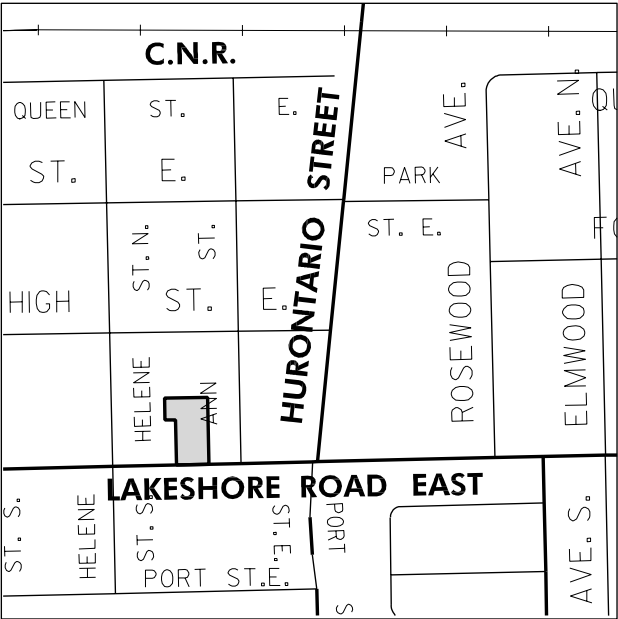
5.14 Site 14



The lands identified as Special Site 14 are located on the north side of Lakeshore Road East, west of Hurontario Street and east of Ann Street.

Notwithstanding the Urban Design Policies, Mixed Use provisions, the maximum height of the existing apartment building with street-related commercial uses, will be 20 storeys.

5.15 Site 15



The lands identified as Special Site 15 are located north of Lakeshore Road East, east of Helene Street North and west of Ann Street.

Notwithstanding the Urban Design Policies, Mixed Use provisions, the maximum height of the existing apartment building will be five storeys.

5.16 Site 16



The lands identified as Special Site 16 are located on the north side of Port Street, west of Elizabeth Street South, east of Stavebank Road South.

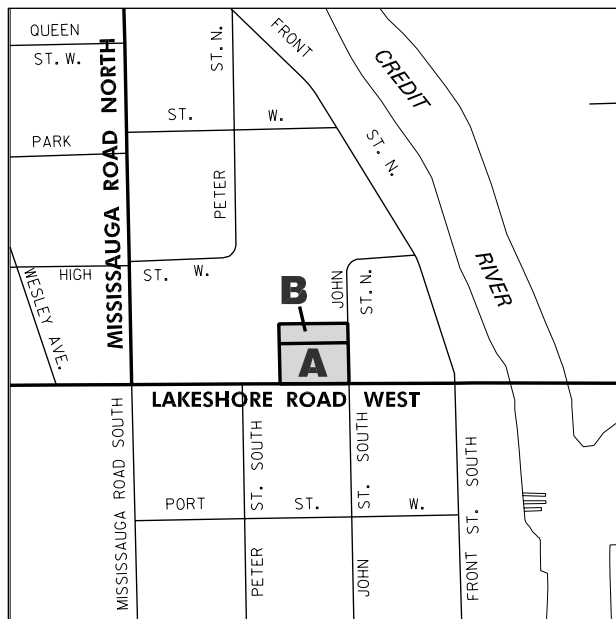
5.16.1 Area A

Notwithstanding the Urban Design Policies, Harbour Mixed Use provisions, for the lands identified as Area A, the existing apartment hotel with a maximum building height of 14 storeys will be permitted.

5.16.2 Area B

Notwithstanding the Urban Design Policies, Harbour Mixed Use provisions, for the lands identified as Area B, the existing apartment hotel with a maximum building height of seven storeys will be permitted.

5.17 Site 17



The lands identified as Special Site 17 are located on the north side of Lakeshore Road West, west of John Street North.

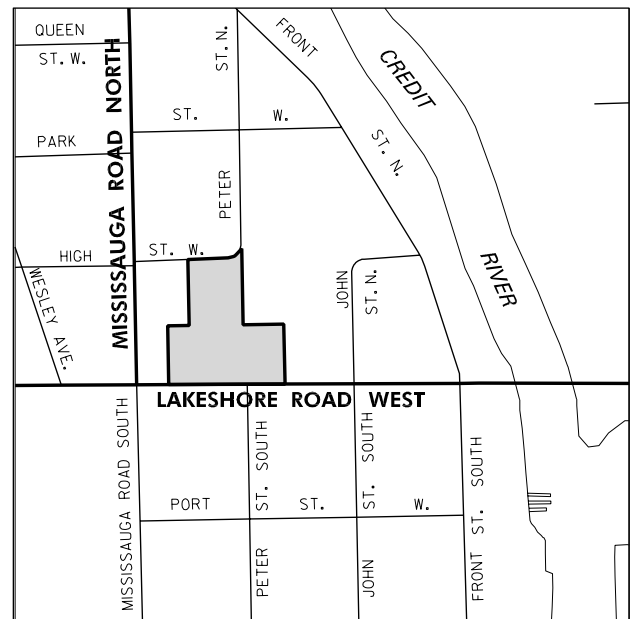
5.17.1 Area A

Notwithstanding the Urban Design Policies, Mixed Use provisions, for the lands identified as Area A, the existing apartment building with a maximum building height of five storeys will be permitted.

5.17.2 Area B

Notwithstanding the Urban Design Policies, Mixed Use provisions, for the lands identified as Area B, the existing apartment building with a maximum building height of four storeys will be permitted.

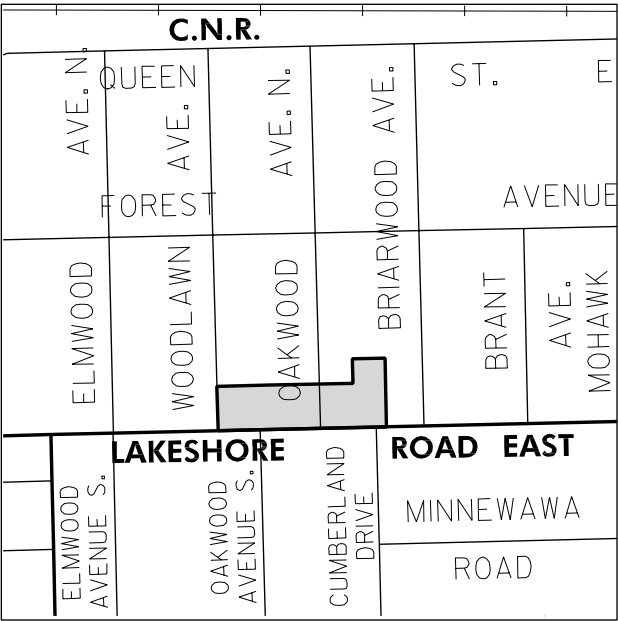
5.18 Site 18



The lands identified as Special Site 18 are located on the north side of Lakeshore Road West, east of Mississauga Road.

Notwithstanding the Residential High Density designation and the Urban Design Policies, Mixed Use provisions, the maximum height of the existing apartment building with street-related commercial uses will be 19 storeys.

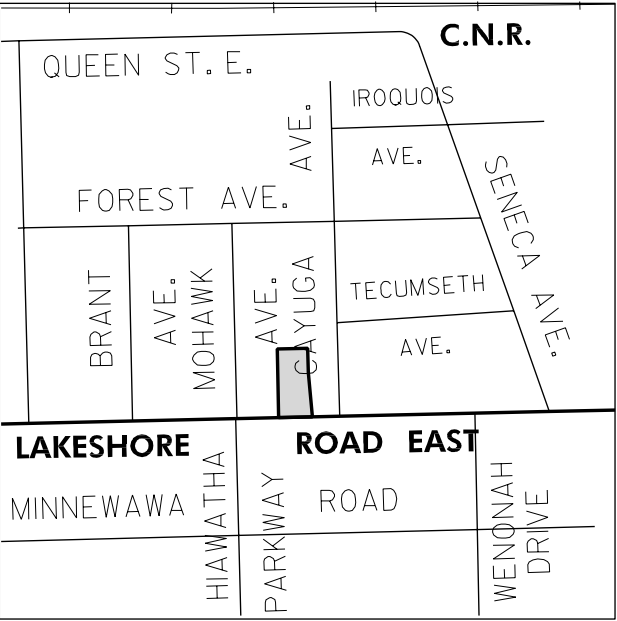
5.19 Site 19



The lands identified as Special Site 19 are located on the north side of Lakeshore Road East, between Woodlawn Avenue and lands west of Briarwood Avenue.

Notwithstanding the Urban Design Policies, Mixed Use provisions, the maximum height of the existing apartment buildings will be four storeys.

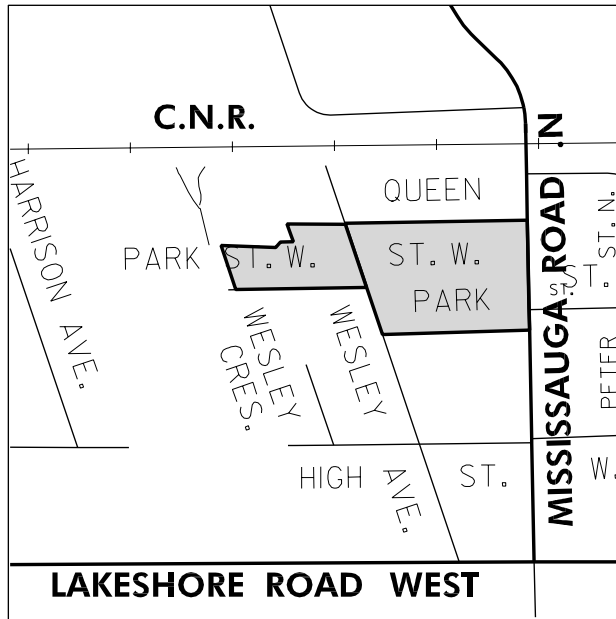
5.20 Site 20



The lands identified as Special Site 20 are located on the north side of Lakeshore Road East, west of Cayuga Avenue.

Notwithstanding the Urban Design Policies, Mixed Use provisions, the maximum height of the existing apartment building will be five storeys.

5.21 Site 21



The lands identified as Special Site 21 are located on the north side of Park Street West, south of Queen Street West and west of Mississauga Road North.

Notwithstanding the provisions of the Residential Medium Density designation, existing detached, existing duplex and existing triplex dwellings will be permitted.

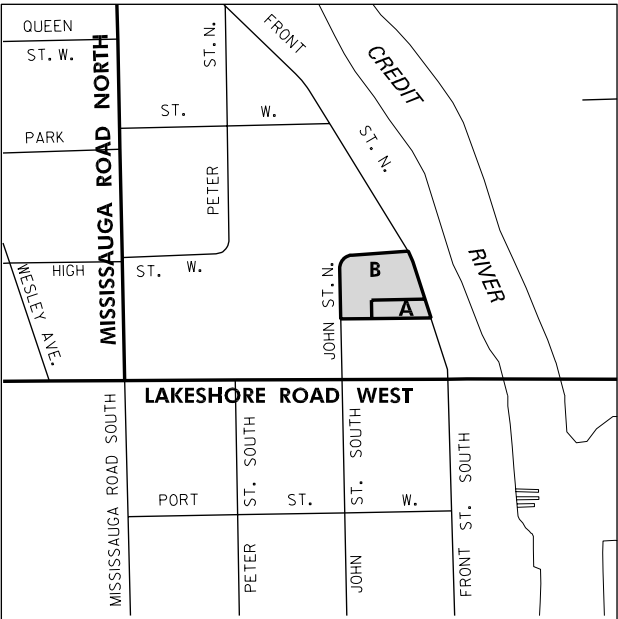
5.22 Site 22



The lands identified as Special Site 22 are located north of Park Street West, east and west of Peter Street North and the lands south of Park Street West, between Mississauga Road North and Peter Street North.

Notwithstanding the provisions of the Residential High Density designation, existing detached, existing semi-detached, existing duplex, existing triplex and existing horizontal multiple dwellings will be permitted.

5.23 Site 23



The lands identified as Special Site 23 are located on the west side of Front Street North, north of Lakeshore Road West.

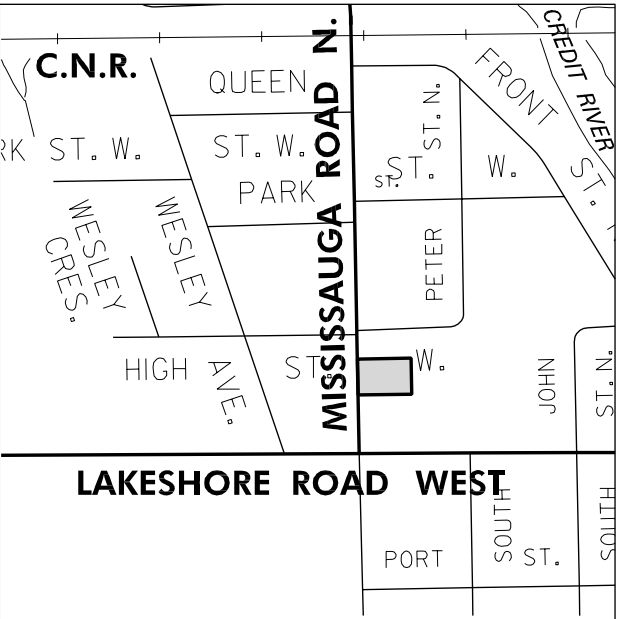
5.23.1 Area A

Notwithstanding the provisions of the Residential Medium Density designation, for the lands identified as Area A, an existing detached dwelling and offices will be permitted.

5.23.2 Area B

Notwithstanding the provisions of the Residential Medium Density designation, for the lands identified as Area B, the existing detached dwellings, existing duplex and existing apartment dwelling will be permitted.

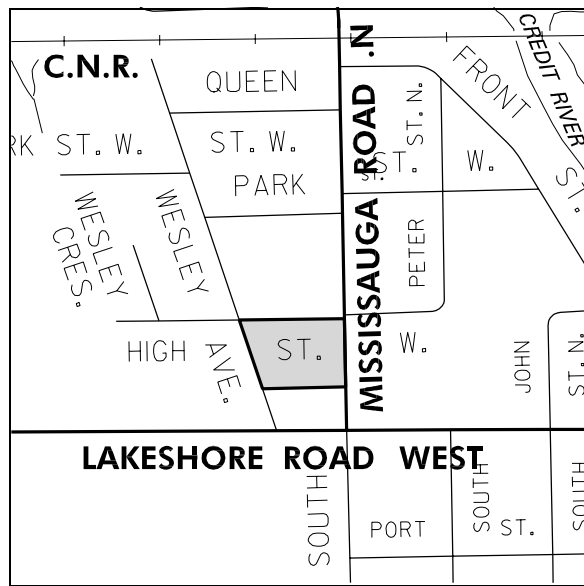
5.24 Site 24



The lands identified as Special Site 24 are located on the east side of Mississauga Road North, south of High Street West.

Notwithstanding the provisions of the Residential High Density designation, existing horizontal multiple dwellings will be permitted.

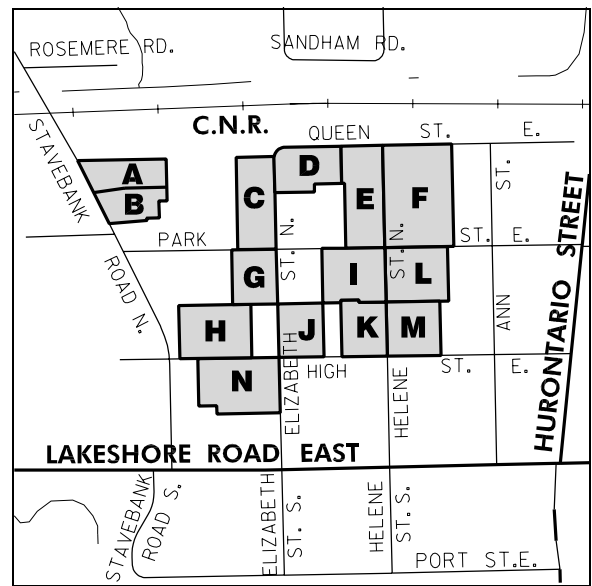
5.25 Site 25



The lands identified as Special Site 25 are located on the south side of High Street West between Mississauga Road North and Wesley Avenue.

Notwithstanding the provisions of the Residential High Density designation, existing detached, existing duplex and existing triplex dwellings will be permitted.

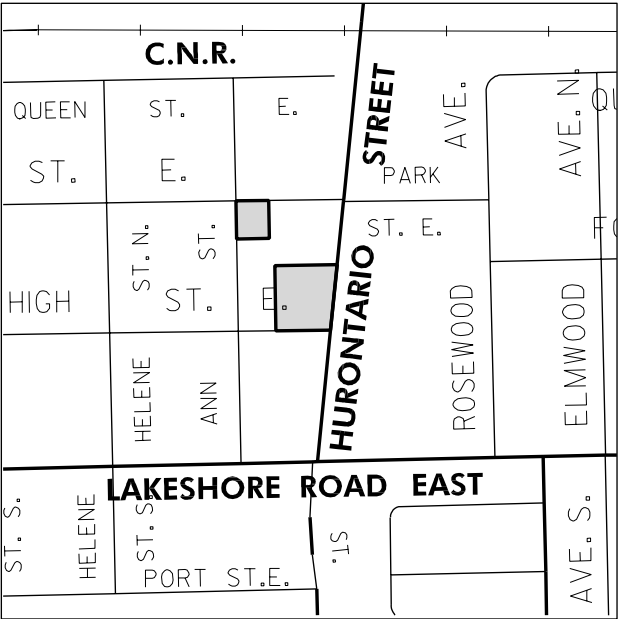
5.26 Site 26



The lands identified as Special Site 26 are located north of Lakeshore Road East, south of the Canadian National Railway, east of Stavebank Road and west Hurontario Street. Notwithstanding the Residential High Density designation and the Urban Design Policies, Central Residential provisions, the existing apartment buildings with the following **Floor Space Indices** and maximum building heights will be permitted:

Area	Floor Space Index (FSI) Range	Maximum Building Height
A	1.0-2.5 FSI	13 storeys
B	1.0-2.5 FSI	12 storeys
C	1.0-2.5 FSI	13 storeys
D	1.0-2.5 FSI	11 storeys
E	1.0-2.5 FSI	8 storeys
F	1.0-4.0 FSI	28 storeys
G	1.0-2.5 FSI	10 storeys
H	1.0-2.4 FSI	16 storeys
I	1.0-2.8 FSI	14 storeys
J	1.0-2.5 FSI	10 storeys
K	1.0-2.5 FSI	10 storeys
L	1.0-2.5 FSI	12 storeys
M	1.0-2.5 FSI	13 storeys
N	1.0-2.8 FSI	14 storeys

5.27 Site 27



The lands identified as Special Site 27 are located west of Hurontario Street, north of High Street East.

Notwithstanding the provisions of the Residential High Density designation, offices will be permitted in existing detached dwellings.

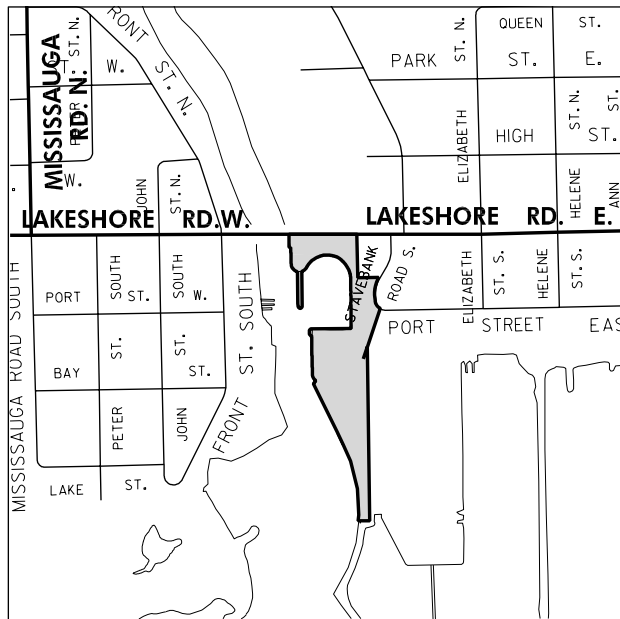
5.28 Site 28



The lands identified as Special Site 28 are located on the north side of Lakeshore Road West, east of Benson Avenue.

Notwithstanding the provisions of the Mixed Use designation, the existing motor vehicle repair uses will be permitted.

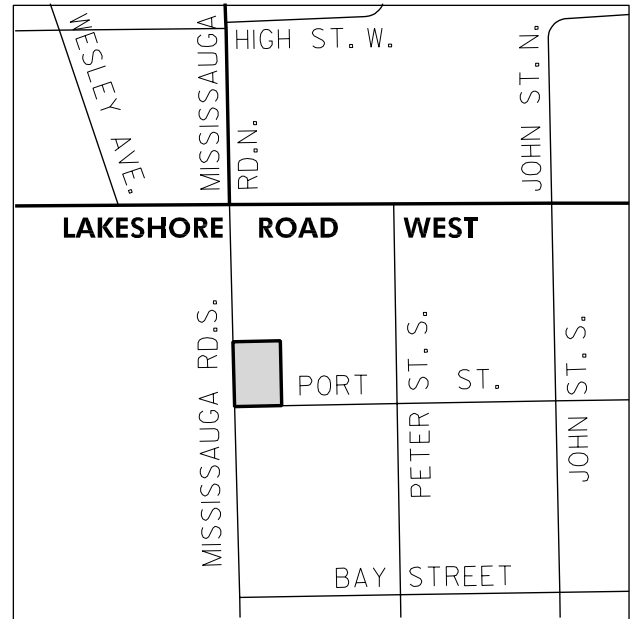
5.29 Site 29



The lands identified as Special Site 29 are located west of Stavebank Road South, south of Lakeshore Road East.

Notwithstanding the provisions of the Public Open Space and Greenbelt designations the existing restaurant and marina will be permitted.

5.30 Site 30

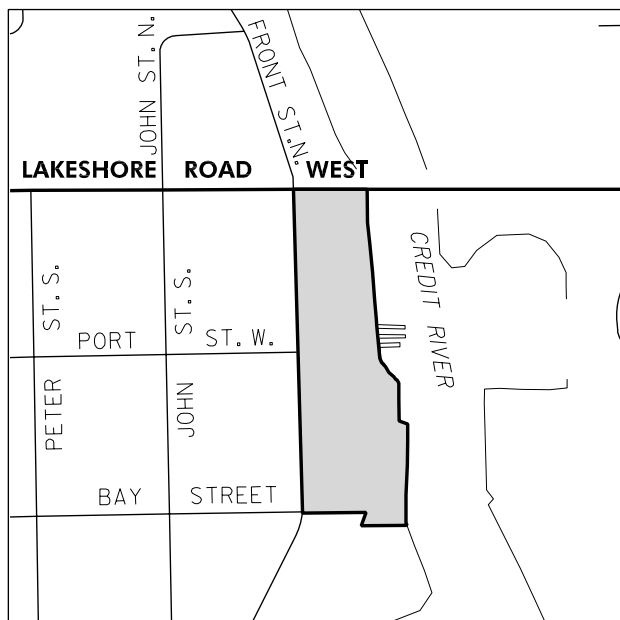


The lands identified as Special Site 30 are located east of Mississauga Road South, north of Port Street West.

Notwithstanding the provisions of the Residential Low Density I designation, the following additional policy will apply:

- a. offices, restaurants and personal service uses will be permitted.

5.31 Site 31



The lands identified as Special Site 31, Marina Park, are located at the southeast corner of Lakeshore Road West and Front Street South. Marina Park is to be developed as an integral component of the Port Credit Harbour and Historical Village in terms of complementary uses and design while recognizing its potential to establish a vibrant river and village edge.

Notwithstanding the provisions of the Public Open Space and Greenbelt designations on these lands, the following additional policies will apply:

- a. in addition to the uses permitted by the Public Open Space designation, the following uses will be permitted subject to, among other matters, the approval of Credit Valley Conservation:
 - Community Infrastructure;
 - **Secondary offices;**
 - retail commercial uses, except for commercial uses with a drive-through facility;
 - conference centre;

- marina;
- b. in addition to the uses permitted by the Greenbelt designation, a marina will be permitted;
 - c. Marina Park will be developed as an integral part of both Port Credit Harbour and the Old Port Credit Village Heritage Conservation District, having regard for the following principles:
 - public access to the Credit River will be enhanced;
 - views of the Credit River from both the Port Street West and the Bay Street road allowances will be extended through the site;
 - building height will not exceed two storeys;
 - buildings will be articulated to reduce the perception of bulk;
 - buildings will be oriented to the Credit River, Front Street South and the street grid;
 - pedestrian links along the Credit River through the site and both north and south of it will be pursued, where feasible;
 - historical interpretation of the site will be integrated into any future development;
 - d. prior to any development, the City will prepare a Master Plan to address the future use and layout of Marina Park. The Master Plan should be prepared in consultation with the public, and should address, among other matters, the future layout of the site, archaeological assessment, historical interpretation opportunities, and the feasibility of a river trail;
 - e. when the Master Plan has been prepared and approved by City Council, the "holding" designation in the Zoning By-law may be removed.

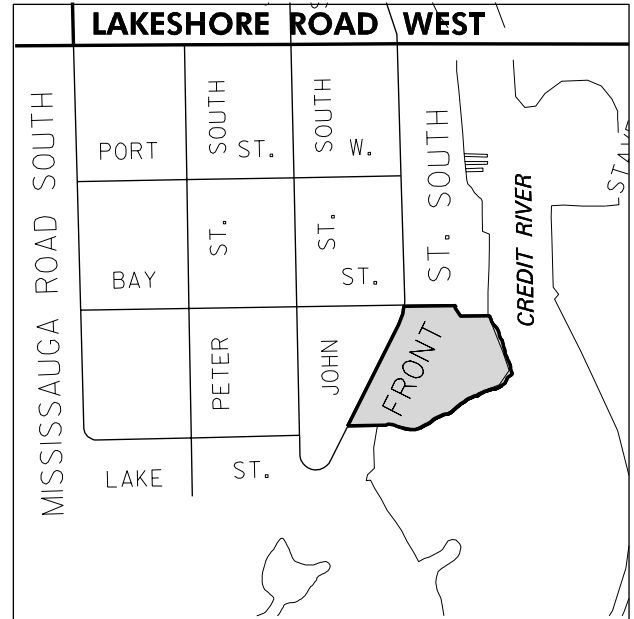
5.32 Site 32



The lands identified as Special Site 32 are located south of the Canadian National Railway tracks, east of Front Street North.

Notwithstanding the provisions of the Private Open Space and Greenbelt designations, the existing private club will also be permitted.

5.33 Site 33



The lands identified as Special Site 33 are located east of Front Street South north of Lake Street.

Notwithstanding the Residential High Density and Greenbelt designations and the Urban Design Policies, Historical Village provisions, the maximum height of the existing apartment building will be 20 storeys.

5.34 Site 34

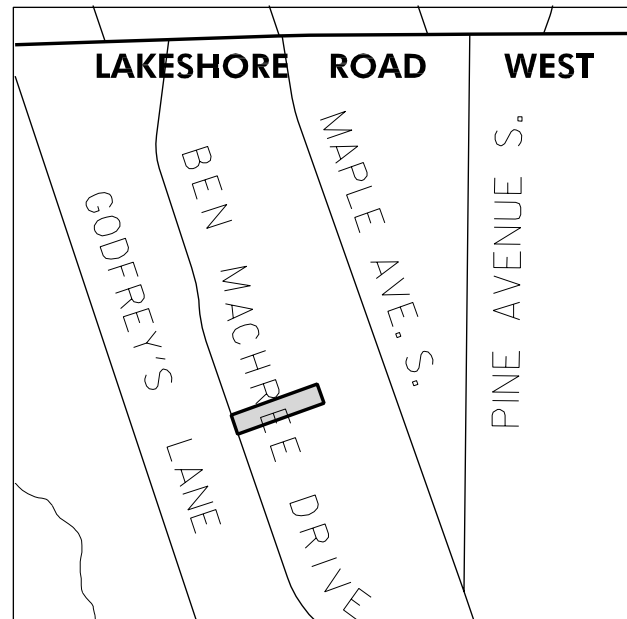


The lands identified as Special Site 34 are located at the northwest corner of Lakeshore Road East and Cayuga Avenue.

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

- a. apartment dwellings with street-related commercial uses with a maximum **Floor Space Index (FSI)** of 1.5 and a maximum building height of six storeys will be permitted.

5.35 Site 35

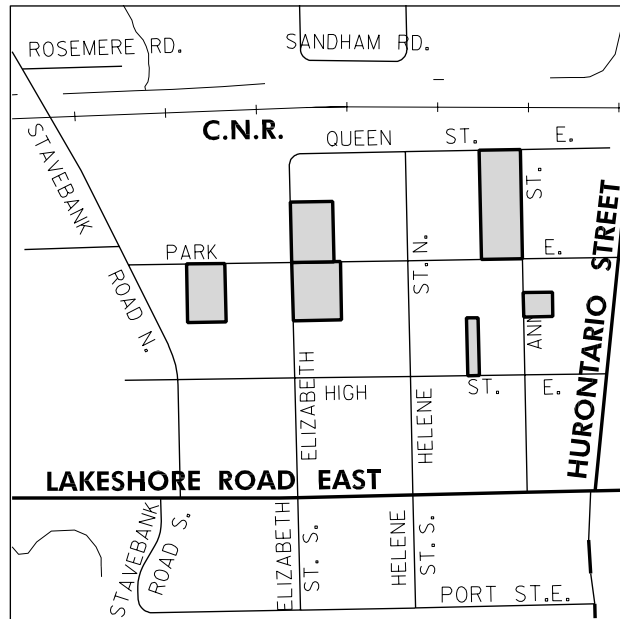


The lands identified as Special Site 35 are located on the east side of Ben Machree Drive, south of Lakeshore Road West.

Notwithstanding the provisions of the Residential Low Density I designation, the following additional policy will apply:

- a. the existing triplex will also be permitted.

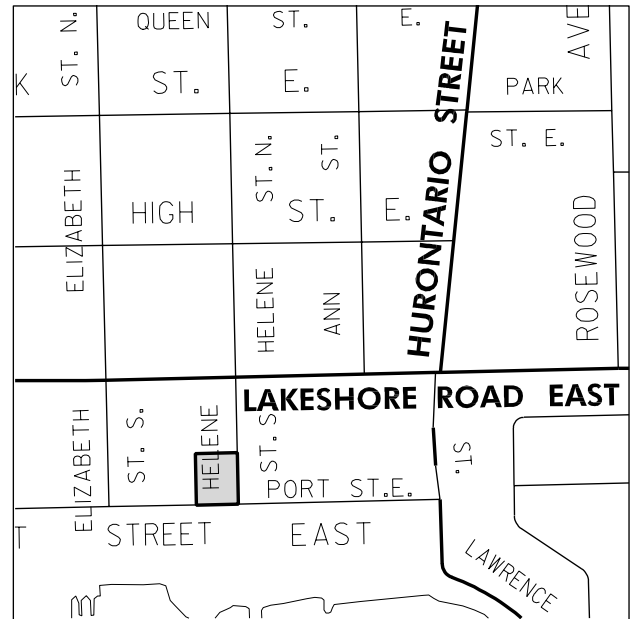
5.36 Site 36



The lands identified as Special Site 36 are located north of Lakeshore Road East, south of the Canadian National Railway, east of Stavebank Road and west Hurontario Street.

Notwithstanding the provisions of the Residential High Density designation, existing detached, existing duplex and existing triplex dwellings will also be permitted.

5.37 Site 37



The lands identified as Special Site 37 are located at the northwest corner of Port Street East and Helene Street South.

Notwithstanding the Urban Design Policies, Harbour Mixed Use provisions, the maximum height of the existing apartment building will be five storeys.



Draft – March 2010

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Lakeview Local Area Plan Land Use Map

LAKEVIEW

1.0 How to Read the Lakeview Local Area Plan

Mississauga Official Plan is composed of a principal document and a series of local area plans, provided under separate cover. This is the Lakeview Local Area Plan and provides policies for lands located in south east Mississauga as shown in Figure 1. It includes lands identified in the City Structure as a Community Node, Neighbourhood and Employment Area.

There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Lakeview. In these cases, the Lakeview Local Area Plan elaborates on, or provides exceptions to the policies or schedules of the principal document.

The Lakeview Local Area Plan must be read in

conjunction with the Mississauga Official Plan principal document. Parts one to four, the schedules and the appendices of the principal document, are applicable to the Lakeview area, unless modified by this local area plan. Thus, for example, the policies of this local area plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of parts two and three of the principal document. In the event of a conflict, the policies of this local area plan take precedence.

The Lakeview Local Area Plan incorporates the policies of the Lakeview District Policies of Mississauga Plan (2003), modified to conform with Mississauga Official Plan (2010).

A planning study is currently being conducted for the Lakeview community that will result in a new local area plan.

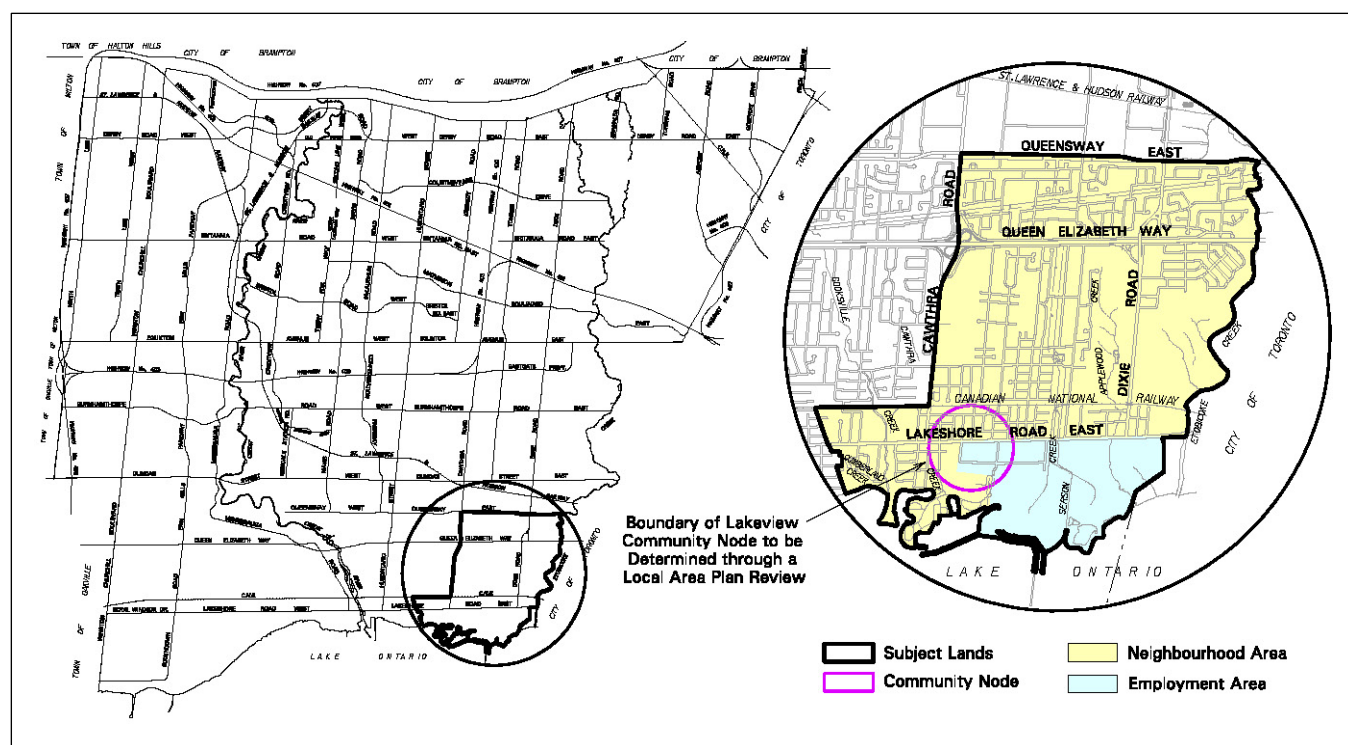


Figure 1: The Lakeview Local Area is located in the south east corner of Mississauga and includes areas identified in the City Structure as Community Node, Neighbourhood and Employment Area.

2.0 Urban Design Policies

2.1 The scale and character of all building and landscape designs will take into consideration the guidelines established in the Lakeshore Road Design Concept.

3.0 Land Use

3.1 Residential

3.1.1 Residential Low Density I

The Residential Low Density I designation permits detached, semi-detached and duplex dwellings.

3.1.2 Residential Low Density II

The Residential Low Density II designation permits detached, semi-detached, duplex, triplex and street townhouse dwellings.

3.1.3 Residential Medium Density

The Residential Medium Density designation permits detached, semi-detached, duplex, townhouse dwellings and all forms of multiple dwellings.

3.1.4 Residential High Density

The Residential High Density designation permits apartment dwellings.

3.2 Commercial

3.2.1 Mixed Use

Buildings should have a minimum height of two storeys and a maximum height of three storeys.

4.0 Special Site Policies

There are sites within Lakeview, as shown in Figure 2, that merit special attention and are subject to the following policies.

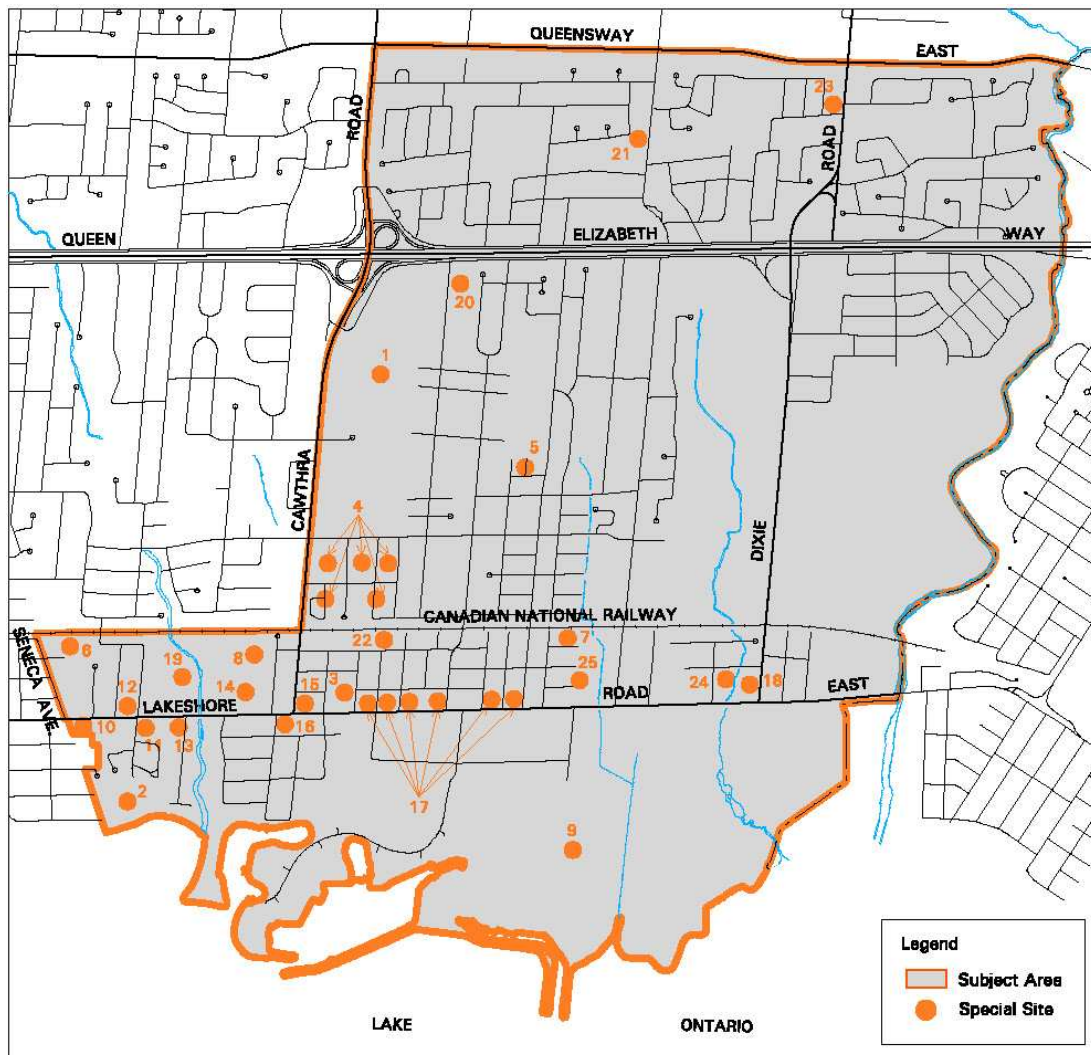
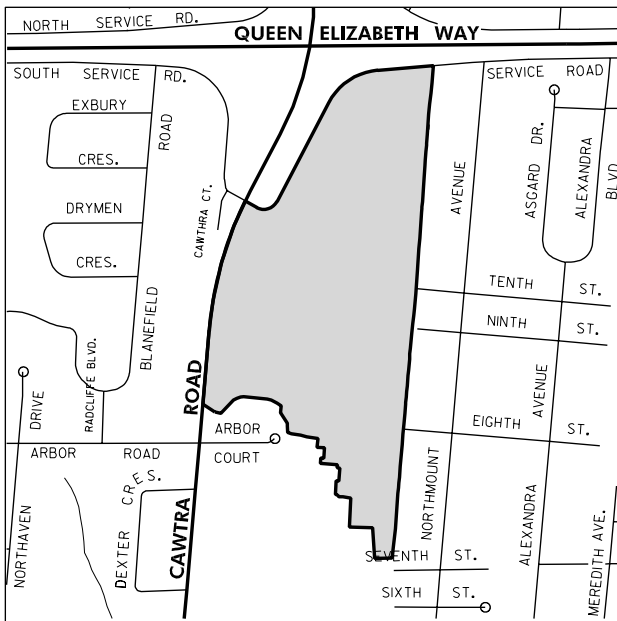


Figure 2: Location of Special Sites within the Lakeview Local Area

4.1 Site 1



The lands identified as Special Site 1 are east of Cawthra Road and south of the South Service Road.

The lands are known as the Cawthra Woods and comprise both heritage and natural areas. Within the Cawthra Woods is located the Cawthra Estate which includes the Cawthra-Elliott Estate House and formal gardens on the north and south sides of the estate house, the walled garden, and sugar maple forest, all of which form a cultural heritage landscape which is designated under the *Ontario Heritage Act*. The site contains a Provincially Significant Wetland, an **Environmentally Significant Area (ESA)** as identified by Credit Valley Conservation, and a Regionally Significant Area of Natural and Scientific Interest (ANSI).

Notwithstanding the Public Open Space designation, the following additional policies will apply:

a. the following uses will be permitted in the Cawthra-Elliott Estate House:

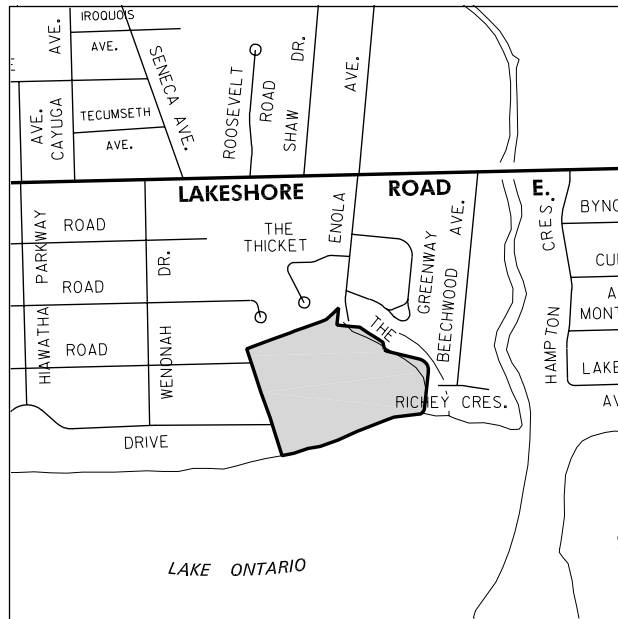
- community infrastructure, including an academy for the performing arts;
- **Secondary offices;**
- a conference centre;

- art gallery or studio;
- commercial school that may include a business school, driving school, dance school, music school, arts school, crafts school or a martial arts school, but shall not include a trade school or a private school;

b. development of the Estate House will address the following:

- the Environmental Policies of this Plan;
- retention of the existing forest in a natural condition in accordance with an approved Cawthra Woods Management and Implementation Plan;
- an approved Parks Master Plan;
- preservation and rehabilitation of the Cawthra-Elliott cultural heritage landscape, including the existing house, outbuildings and formal gardens. Any minor development or minor site alterations will be limited in size and to a design compatible with the historically designated structure, will be designed and located in a manner that minimizes removal of forest cover and will be subject to completion and circulation of an Environmental Impact Study (EIS) and site plans to the Region of Peel and Credit Valley Conservation;
- a **Heritage Impact Statement** may be required.

4.2 Site 2



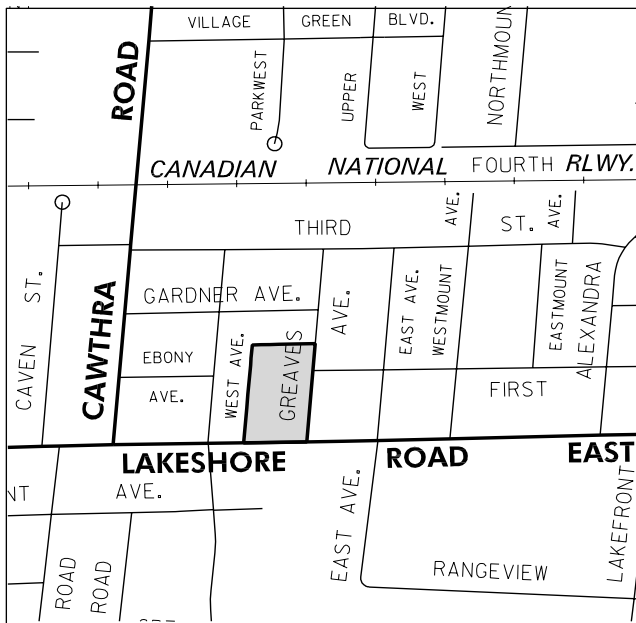
The lands identified as Special Site 2 known as the Adamson Estate and Derry Property, are located along the shore of Lake Ontario, east of Cumberland Drive and south of Enola Avenue.

Notwithstanding the Public Open Space designation and the Natural Area classification of this Plan, the following additional policies will apply:

- a. in addition to the uses permitted in the Public Open Space designation, the following uses will also be permitted:
 - **Secondary offices;**
 - a conference centre;
 - an academy for the performing arts;
 - a specialty hospital;
- b. development of this site will be subject to site plan approval which will address, among other things, the following:
 - restoration and preservation of the historically designated dwelling and coach house;

- maintenance of public access along the waterfront as well as the grounds of the estate;
- enhancement of recreation opportunities throughout the balance of Lakefront Promenade Park;
- recognition and respect of the existing character of the surrounding residential land uses;
- the servicing requirements of the Region of Peel with respect to the sanitary sewer outlet and the use of backflow preventors in the buildings to prevent basement flooding.

4.3 Site 3

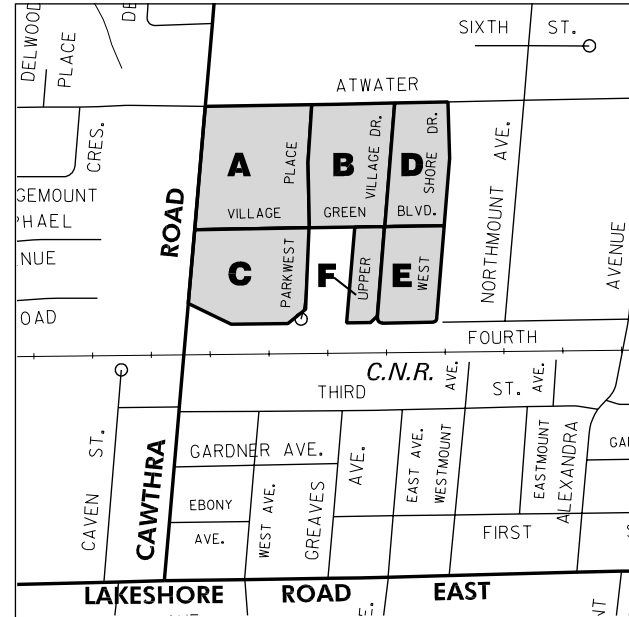


The lands identified as Special Site 3 are located at the northwest corner of Lakeshore Road East and Greaves Avenue.

Notwithstanding the Residential High Density designation of this Plan, the following policy will apply:

- a. apartment units are permitted with a maximum height of seven storeys and townhouses with a maximum height of two storeys. The overall density on the site will not exceed 138 units per **net residential hectare**.

4.4 Site 4



4.4.1 The lands identified as Special Site 4 are located in the southeast quadrant of Cawthra Road and Atwater Avenue.

The lands are designated Residential High Density. The maximum number of dwelling units on this property will not exceed 1 200 units.

The number of residential units within each Special Site has been identified on a site specific basis. Some residential units may be transferred between these areas without further amendment to this Plan provided the total number of residential units on Special Site 4 does not exceed 1 200 units and the transfer of residential units does not have an adverse effect on the neighbouring residential environment.

4.4.2 Area A

Notwithstanding the provisions of the Residential High Density designation of this Plan, the following additional policy will apply to the lands identified as Area A:

- a. all types of multiple family dwellings including townhouses, street townhouses, other forms of horizontal multiple dwellings, apartments, or any

combination of these uses with individual frontages or in cluster arrangements will be permitted, provided the number of units without a transfer does not exceed 415, except that a maximum of 40 additional units may be transferred to this Area;

- b. the maximum apartment building height will be 12 storeys.

4.4.3 Area B

Notwithstanding the provisions of the Residential High Density designation of this Plan, the following additional policy will apply to the lands identified as Area B:

- a. all types of multiple family dwellings including townhouses, street townhouses, other forms of horizontal multiple dwellings, apartments, or any combination of these uses with individual frontages or in cluster arrangements will be permitted, provided the number of units without a transfer does not exceed 245, except that a maximum of 40 additional units may be transferred to this Area.

4.4.4 Area C

Notwithstanding the provisions of the Residential High Density designation of this Plan, the following additional policies will apply to the lands identified as Area C:

- a. all types of multiple family dwellings including townhouses, street townhouses, other forms of horizontal multiple dwellings, apartments, or any combination of these uses with individual frontages or in cluster arrangements will be permitted, provided the number of units without a transfer does not exceed 370, except that a maximum of 40 additional units may be transferred to this Area;
- b. public open space, flood control, conservation uses will also be permitted.

4.4.5 Area D

Notwithstanding the provisions of the Residential High Density designation of this Plan, the following additional policy will apply to the lands identified as Area D:

- a. all types of multiple family dwellings including townhouses, street townhouses, other forms of horizontal multiple dwellings, apartments, or any combination of these uses with individual frontages or in cluster arrangements will be permitted, provided the number of units without a transfer does not exceed 80, except that a maximum of 36 additional units may be transferred to this Area.

4.4.6 Area E

Notwithstanding the provisions of the Residential High Density designation of this Plan, the following additional policy will apply to the lands identified as Area E:

- a. all types of multiple family dwellings including townhouses, street townhouses, other forms of horizontal multiple dwellings, apartments, or any combination of these uses with individual frontages or in cluster arrangements will be permitted, provided the number of units without a transfer does not exceed 60, except that a maximum of 12 additional units may be transferred to this Area.

4.4.7 Area F

Notwithstanding the provisions of the Residential High Density designation of this Plan, the following additional policy will apply to the lands identified as Area F:

- a. all types of multiple family dwellings including townhouses, street townhouses, other forms of horizontal multiple dwellings, apartments, or any combination of these uses with individual frontages or in cluster arrangements will be permitted, provided the number of units without a transfer does not exceed 30, except that a maximum of 10 additional units may be transferred to this Area.

4.5 Site 5

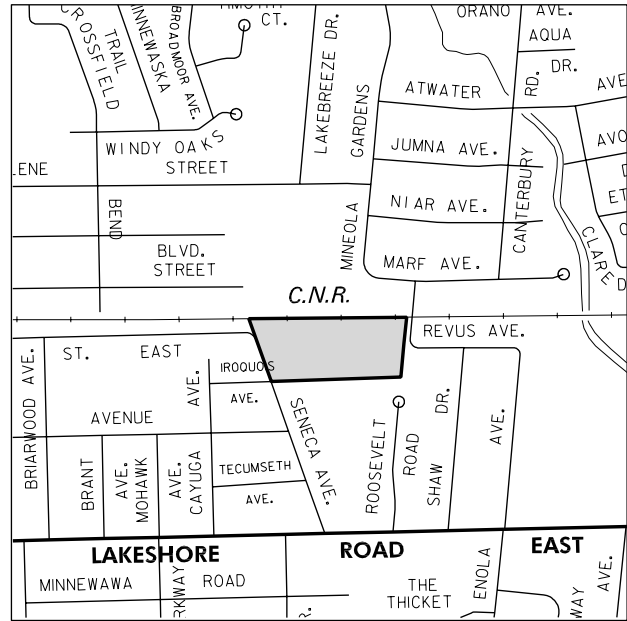


The lands identified as Special Site 5 are located on the north side of Delco Avenue, west of Ogden Avenue, on the east and west side of the north end of Meredith Avenue.

Notwithstanding the Residential Low Density II designation of this Plan, the following policy will apply:

- a. development on the lands will be restricted to 13 detached and 18 semi-detached dwellings.

4.6 Site 6



The lands identified as Special Site 6 are located west of Revus Avenue, south of the Canadian National Railway tracks.

Notwithstanding the provisions of the Business Employment designation, the following uses will not be permitted:

- a. outdoor storage;
- b. overnight accommodation and conference centres;
- c. broadcasting, communication, and utility rights-of-way;
- d. financial institutions;
- e. entertainment, recreation and sports facilities;
- f. all types of restaurants.

4.7 Site 7

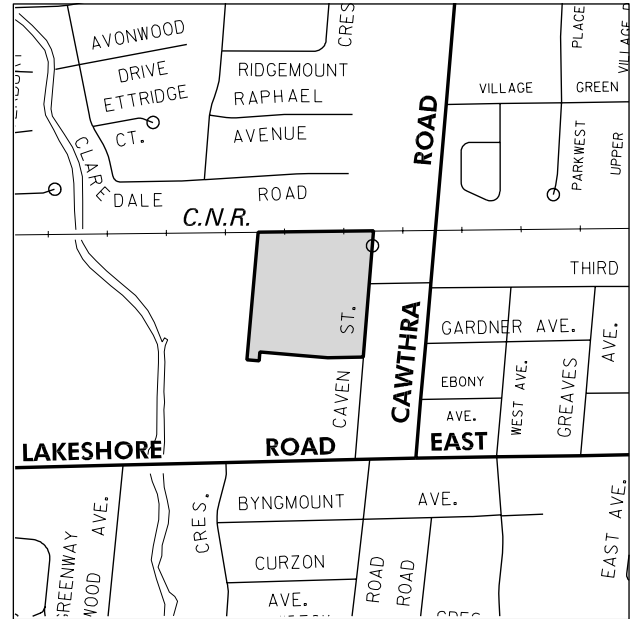


The lands identified as Special Site 7 are located along Casson Avenue, west of the utility corridor.

Notwithstanding the provisions of the Business Employment designation, the following uses will not be permitted:

- outdoor storage;
- overnight accommodation and conference centres;
- broadcasting, communication, and utility rights-of-way;
- financial institutions;
- entertainment, recreation and sports facilities;
- all types of restaurants.

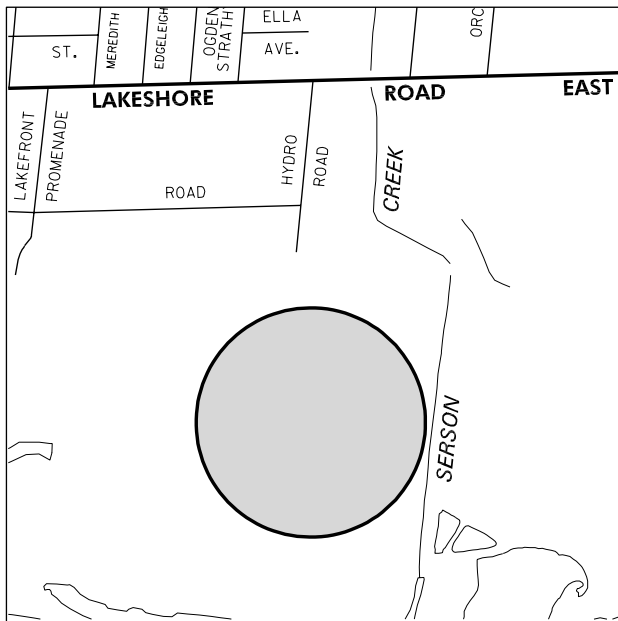
4.8 Site 8



The lands identified as Special Site 8 are located on the west side of Caven Street and south of the Canadian National Railway tracks.

Notwithstanding the Residential High Density designation of this Plan, buildings will be permitted within a **Floor Space Index** of 0.8-2.3.

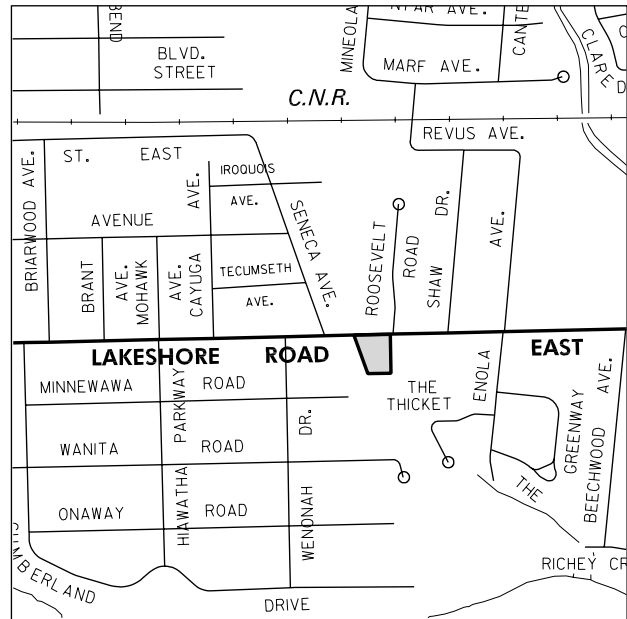
4.9 Site 9



The lands identified as Special Site 9 are located south of Lakeshore Road East along the waterfront between Serson Creek and Lakefront Promenade Park.

Notwithstanding the Utility designation, an electric power generating facility will be permitted.

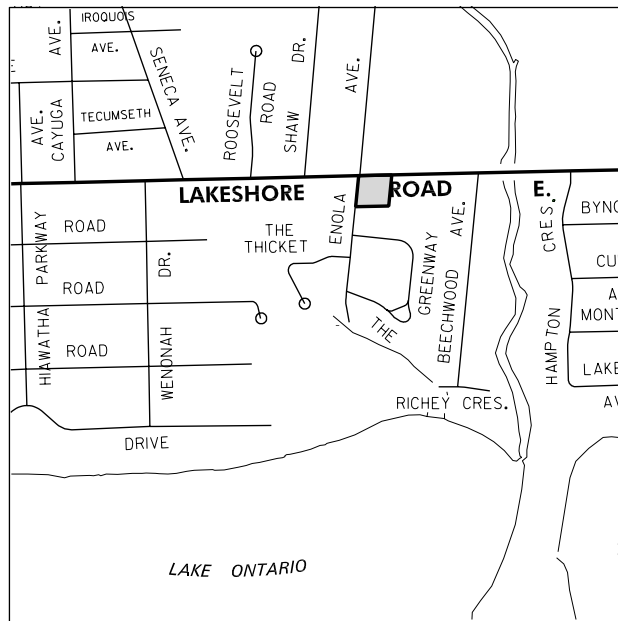
4.10 Site 10



The lands identified as Special Site 10 are located south of Lakeshore Road East and east of Wenonah Drive.

Notwithstanding the provisions of the Mixed Use designation, a convenience restaurant will be permitted.

4.11 Site 11

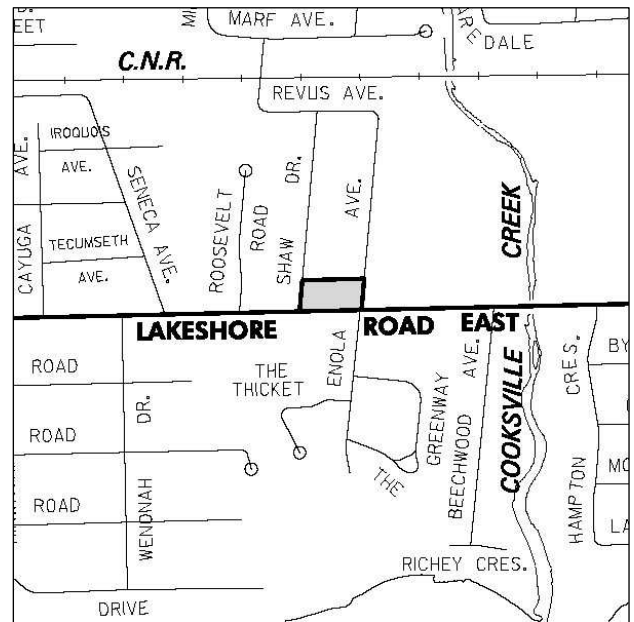


The lands identified as Special Site 11 are located at the southeast corner of Lakeshore Road East and Enola Avenue.

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

- a. a motor vehicle service station will be permitted.

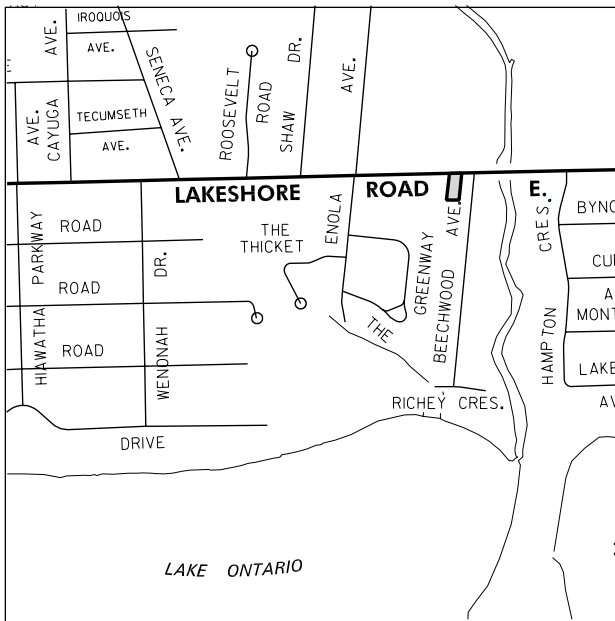
4.12 Site 12



The lands identified as Special Site 12 are located north of Lakeshore Road East between Shaw Drive and Enola Avenue.

Notwithstanding the provisions of the Mixed Use designation, a motor vehicle repair garage will be permitted.

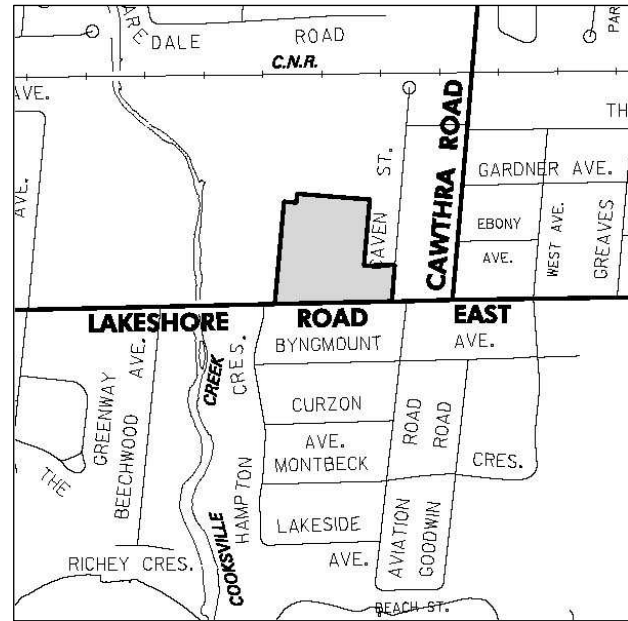
4.13 Site 13



The lands identified as Special Site 13 are located south of Lakeshore Road East and west of Beechwood Avenue.

Notwithstanding the provisions of the Mixed Use designation, a motor vehicle repair garage will be permitted.

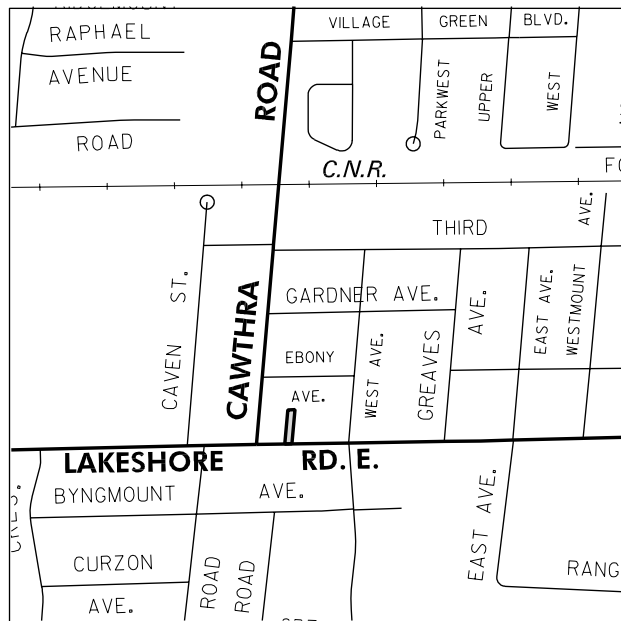
4.14 Site 14



The lands identified as Special Site 14 are located north of Lakeshore Road East and west of Caven Street.

Notwithstanding the provisions of the Mixed Use designation, a convenience restaurant will be permitted.

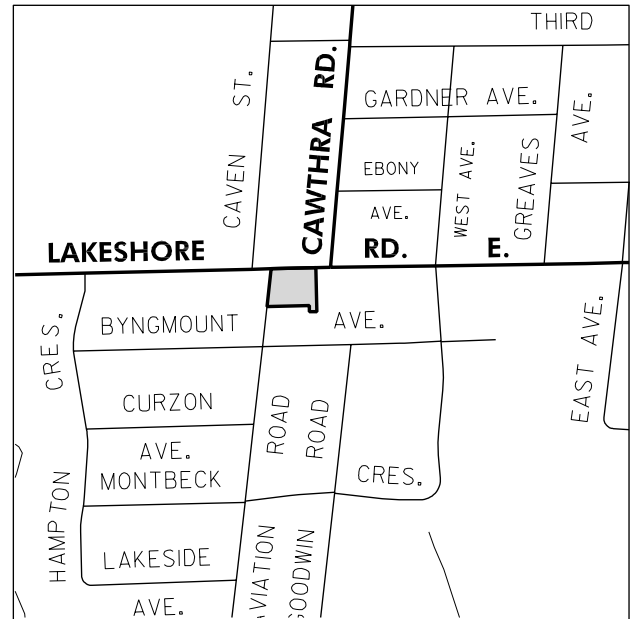
4.15 Site 15



The lands identified as Special Site 15 are located north of Lakeshore Road East and east of Cawthra Road.

Notwithstanding the provisions of Mixed Use designation, a motor vehicle repair garage will be permitted.

4.16 Site 16



The lands identified as Special Site 16 are located at the southeast corner of Lakeshore Road East and Aviation Road.

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

- a. motor vehicle commercial uses will be permitted.

4.17 Site 17

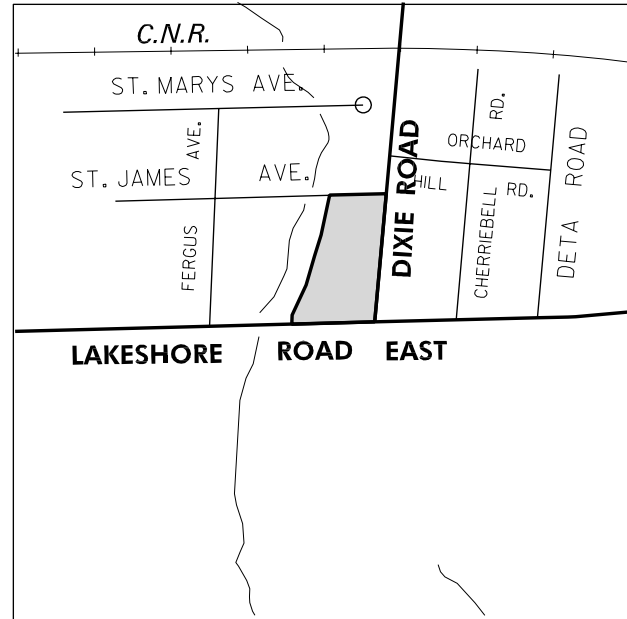


The lands identified as Special Site 17 include six sites located north of Lakeshore Road East between Greaves Avenue and Ogdan Avenue.

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

- a. a motor vehicle repair garage will be permitted;
- b. for the lands identified as Area A, motor vehicle sales and rental will also be permitted.

4.18 Site 18

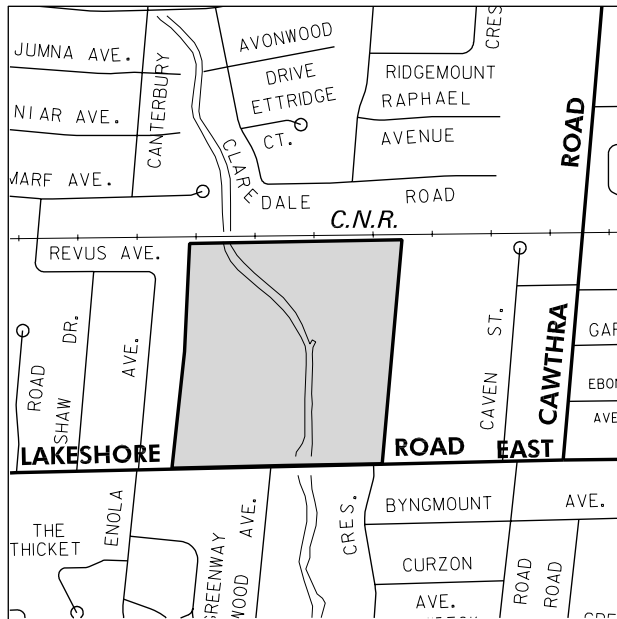


The lands identified as Special Site 18 are located at the northwest corner of Lakeshore Road East and Dixie Road.

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

- a. motor vehicle sales and service will be permitted.

4.19 Site 19

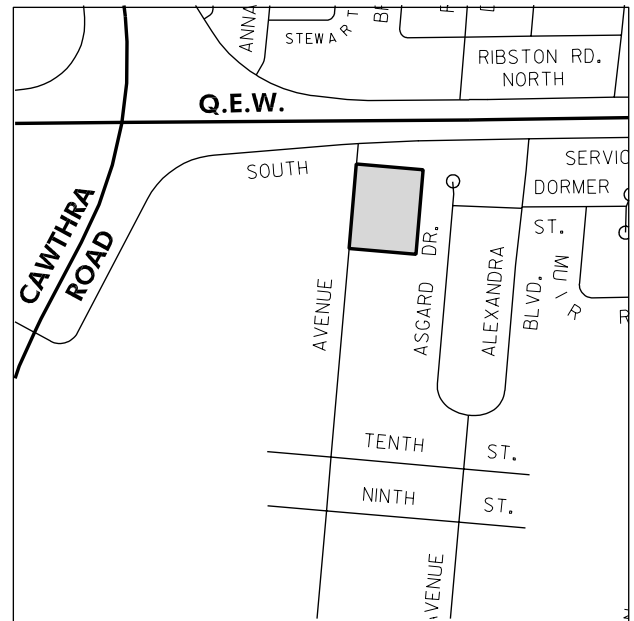


The lands identified as Special Site 19 are located on the north side of Lakeshore Road East west of Cawthra Road and on the east and west sides of Cooksville Creek.

Notwithstanding the Business Employment and Greenbelt designations of this Plan, the following additional policy will apply:

- a. ingress/egress for all new development will be such that emergency vehicular and pedestrian movement is not prevented during times of flooding in order that safe access/evacuation is ensured. The determination of safe access will be made by the Credit Valley Conservation and the City, and will be based on depth and velocity factors.

4.20 Site 20

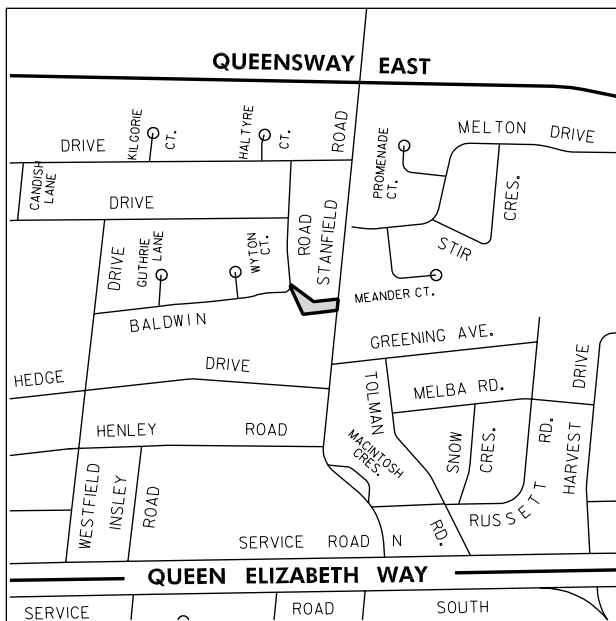


The lands identified as Special Site 20 are located on the east side of Northmount Avenue south of the South Service Road.

Notwithstanding the provisions of the Residential Low Density II designation as it applies to these lands, the following policies will apply:

- a. the overall net density on the site will not exceed 31 units per **net residential hectare**;
- b. a maximum of 30 condominium townhouses with frontage on a private internal road are permitted.

4.21 Site 21

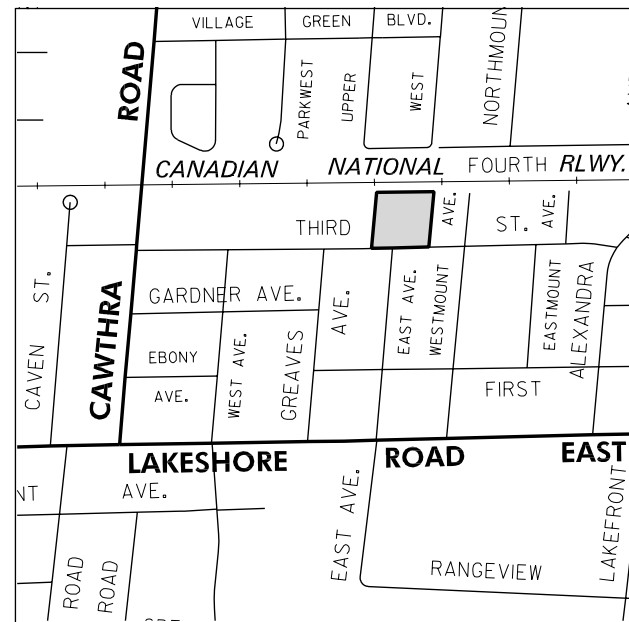


The lands identified as Special Site 21 are located on the west side of Stanfield Road, south of Queensway East.

Notwithstanding the provisions of the Residential Low Density I designation, the following additional policies will apply:

- hair care and aesthetics services will be permitted;
- Secondary office** uses, excluding medical offices, will be permitted;
- the total gross floor area - non residential of all buildings and structures on the lands shall not exceed 350 m²;
- the total gross floor area - non residential devoted to hair care and aesthetics services will not exceed 200 m² and will be located on the ground floor.

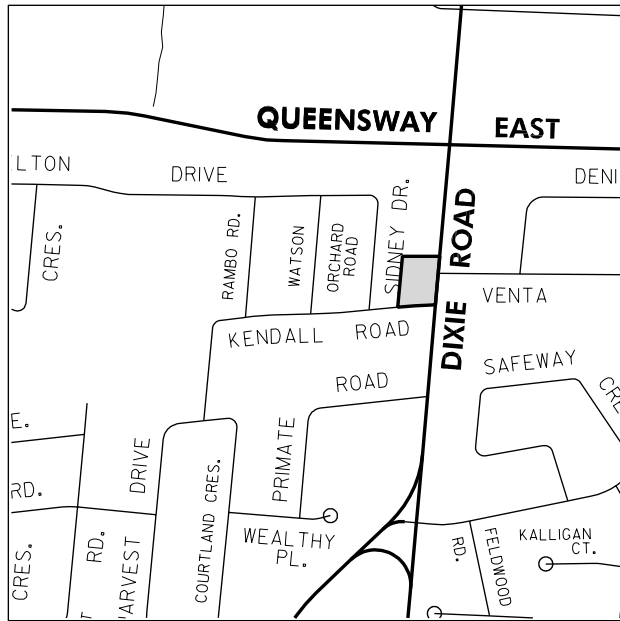
4.22 Site 22



The lands identified as Special Site 22 are located east of Cawthra Road, south of the Canadian National Railway tracks.

Notwithstanding the provisions of the Residential Low Density II designation, two three storey apartment buildings will be permitted.

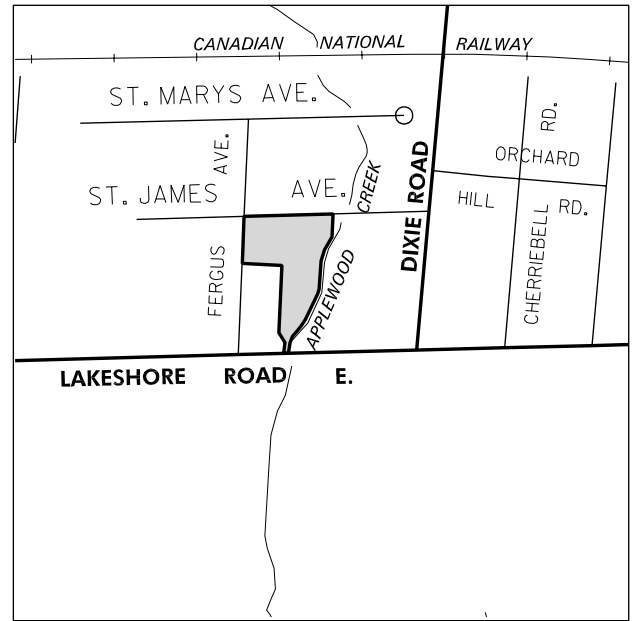
4.23 Site 23



The lands identified as Special Site 23 are located west of Dixie Road, north of Kendall Road.

Notwithstanding the provisions of the Residential Low Density I designation, an office for a maximum of four medical practitioners will be permitted.

4.24 Site 24



The lands identified as Special Site 24 are located east of Fergus Avenue, north of Lakeshore Road East.

Notwithstanding the provisions of the Residential High Density designation, townhouse dwellings will be permitted.

4.25 Site 25



The lands identified as Special Site 25 are located on the north side of Lakeshore Road East, east of Strathly Avenue.

Notwithstanding the provisions of the Residential Low Density II and Mixed Use designations, townhouse dwellings will be permitted.

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SOUTHDOWN

1.0 How to Read the Southdown Local Area Plan

Mississauga Official Plan is composed of a principal document and a series of local area plans, provided under separate cover. This is the Southdown Local Area Plan and provides policies for lands located in south west Mississauga, as shown on Figure 1. It includes lands identified in the City Structure as Employment Area.

There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Southdown. In these cases, the Southdown Local Area Plan elaborates on, or provides exceptions to the policies or schedules of the principal document.

The Southdown Local Area Plan must be read in conjunction with the Mississauga Official Plan principal document. Parts one to four, the

schedules and the appendices of the principal document, are applicable to the Southdown area, unless modified by this local area plan. Thus, for example, the policies of this local area plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of parts two and three of the principal document. In the event of a conflict, the policies of this local area plan take precedence.

The Southdown Local Area Plan incorporates the policies of the Southdown District Policies of Mississauga Plan (2003), modified to conform with Mississauga Official Plan (2010).

2.0 Purpose

The purpose of the local area plan is to provide clear direction for development and to address the unique circumstances within the area and adjacent communities.

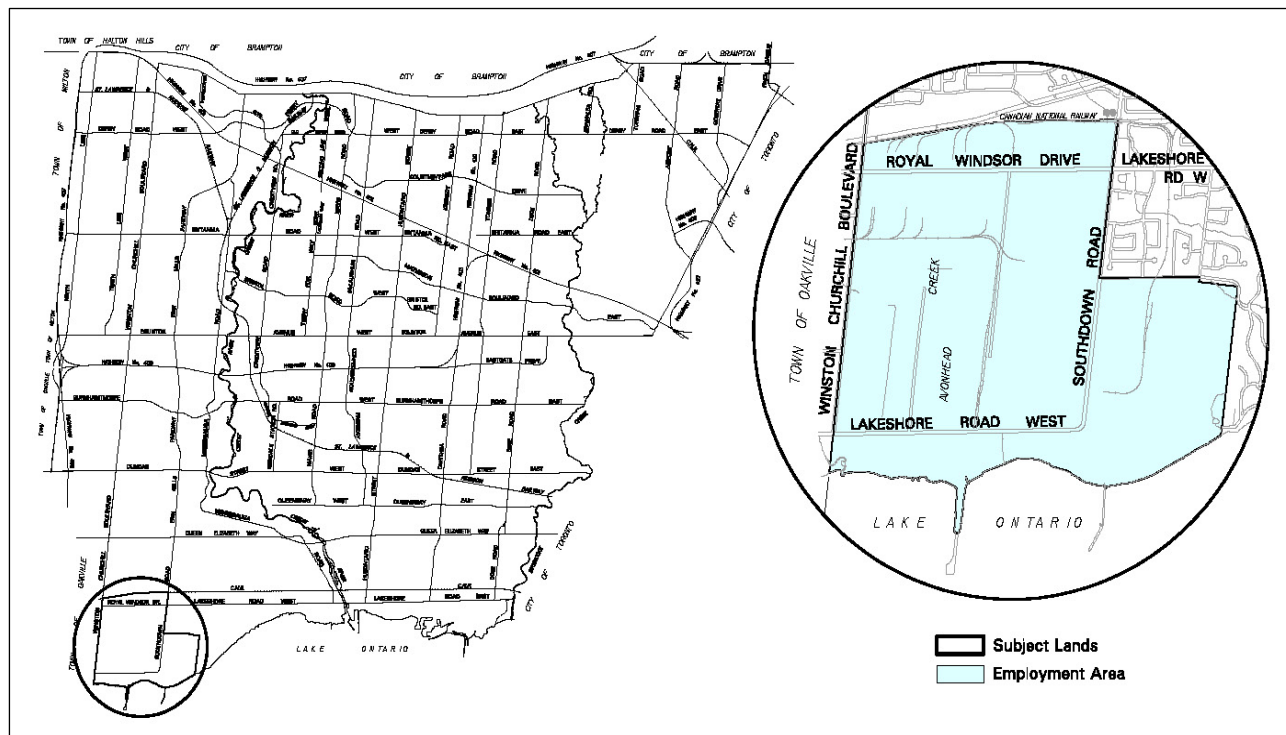


Figure 1: The Southdown Character Area is located in the south west corner of Mississauga and is identified in the City Structure as an Employment Area.

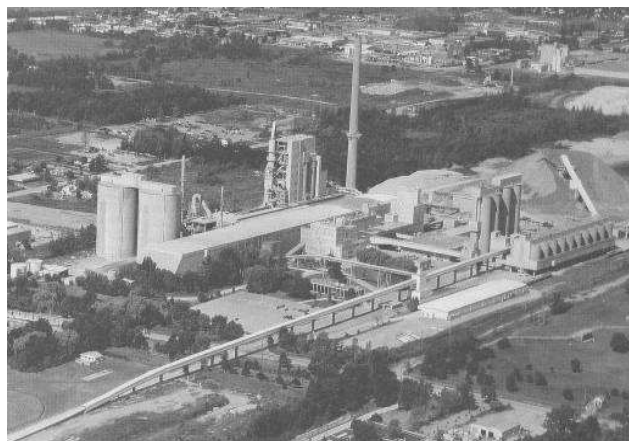
Southdown provides a vital and necessary economic role for the City of Mississauga. It has been a long-standing area for industrial operations offering both employment and needed services. The policies contained in this document advance a continuation of this role with the intent to also improve the appearance and relationship of the area with the surrounding residential communities in a sustainable and environmentally sensitive manner.

In addition, the Local Area Plan recognizes that Lake Ontario represents one of the great natural features in Mississauga and needs to be elevated in profile and promoted as an important place for public gathering.

3.0 Historical Summary

Following the York (Toronto) purchase of land in 1805 from the Mississaugans, rural development officially commenced in the region. Over the course of the next 50 years, farming communities were established across the newly formed Toronto Township including the area in the southwest corner of the township, known today as Southdown. By the mid-19th Century, industrial landscapes, such as a major shipping dock and the completion of the Great Western Railway Line began to alter the direction of the quiet rural economies of Southdown and Clarkson.

Today, Southdown maintains a strong industrial character including long-standing industries such as the Petro Canada refinery which opened in the early 1940s as the British American Oil Company. Key to the urban design policies is recognizing the role of industrial heritage, inclusive of its natural resources, in forming the future physical character of Southdown over the next generation of urban development. Appendix A to the Southdown Local Area Plan provides a detailed historical overview.



The St. Lawrence Cement Company commenced operations in 1957 with the intent of becoming one of the most technically innovative industries of its kind in the world.



In 1995, the Mississauga leg of the Waterfront Trail System, extending from the Niagara Region to Gananoque, was opened.

4.0 Planning Context

The Official (Primary) Plan, approved in 1981, and the Clarkson-Lorne Park Secondary Plan approved in 1986, established the current configuration of Southdown.

City Plan, approved in 1997, established Southdown as an Employment District which contains industrial and business employment uses. Some of the existing industrial operations are major facilities with extensive amounts of outdoor storage (e.g. Petro Canada, St. Lawrence Cement).

The area is well served by a network of spur lines from the CNR mainline and accessibility to the Queen Elizabeth Way.

Southdown is a well-established, stable Employment area and is primarily designated for industrial uses. Of the approximately 670 hectares of land in Southdown, 380 hectares are designated Industrial, 180 hectares are designated Business Employment and 20 hectares are designated General Commercial.

According to the 2008 Vacant Lands report, there are 177 hectares of vacant land, representing 24% of all land in the . Over half of the approximately 20 vacant parcels are less than two hectares. However, there are six larger parcels between eight to 20 hectares and three parcels that are between 20 to 40 hectares. Of the 290 business sites, there are 25 vacancies, consisting of vacant units, buildings or floors.

The 2007 Employment Profile indicates there are 6,200 employees in Southdown, employed in approximately 270 businesses. Southdown's business profile is dominated by small businesses. Forty-one percent of all businesses employ fewer than five people. Firms with fewer than five employees represent only 4% of total employment, with almost 50% of employment found in businesses that employ between 20 to 299 people, a mid-range firm size.

There are many types of business activities in Southdown. However, approximately 80% of the businesses are within the manufacturing and wholesaling trade sector. Other business sectors represented include construction, transportation and warehousing, and **waste** management and remediation services.

The role of Southdown, to date, has been to provide a variety of employment opportunities. However, it is unique in that it abuts residential areas as well as the Lake Ontario Shoreline, resulting in both opportunities and constraints due to its location.

The impact of industrial operations on air quality has long been of concern to the surrounding residents.

Extensive trucking operations have resulted in noise and traffic impacts, as well as contributing to the taxed air shed. Extensive outdoor processing and storage activity has detracted from achieving quality urban design within the area. A power generating facility, approved in 2001, is proposed on the east side of Winston Churchill Boulevard, south of Royal Windsor Drive.

The City's Waterfront Parks Strategy has identified Lakeside Park and Park 389 as priority parks, where detailed concept plans will be developed to outline potential uses and features.

Southdown also contains a number of contaminated or potentially **contaminated sites** and closed or current **waste disposal sites**.



A defining aspect of Southdown's character is its industrial heritage (shown above: the St. Lawrence Cement Company).



The waterfront trail along Lakeshore Road West offers public access and use of Lake Ontario.

5.0 Natural Environment

Southdown, consisting of approximately five and a half square kilometres, contains an abundance of environmental features. The area is defined by the **sub-watersheds** of Avonhead Creek, Clearview Creek, Joshua's Creek, Lakeside Creek, Sheridan Creek and Lake Ontario and is subject to the Southdown District Master Drainage Plan.

Joshua Creek has been identified as an **Environmentally Sensitive Area** by the Region of Halton and is considered largely undisturbed and provides warmwater fish habitat.

Portions of Avonhead Creek, Lakeside Creek and Clearview Creek have been channelized within the area. Clearview Creek supports a warmwater fish habitat and is connected to several upland woodlands. It also serves as a wildlife corridor and linkage to other features within and beyond Southdown, including Lake Ontario, Joshua Creek and the Town of Oakville.

Lake Ontario retains much of its original shoreline with the exception of a prominent pier element protruding out from the shoreline built to move cement products from ships harbouring along side it. The shoreline is characterized by a natural beach west of the Petro Canada lands, which includes some of the last remaining cobble beaches along Lake Ontario. Shoreline erosion protection works are located east of the Petro Canada lands. The lands along Lake Ontario are partially within the Regulatory Shoreline as defined by the 100-year floodplain, including wave uprush, the 100-year erosion limit and the dynamic beach hazards. A variety of fish habitat is provided in the near shore areas of Lake Ontario.

The shoreline at the Mississauga/Oakville municipal boundary is also characterized by a plantation woodland, which is considered the last remaining woodland of any size along the Mississauga shoreline. The woodland is also associated with the valley corridor of Joshua Creek.

Few original woodlots remain from pre-land clearing days, however, new ones have grown in areas where industrial activity and uses have not been established. This is evident along Winston Churchill Boulevard, the waterfront area south of Lakeshore Road West (also known as Highway 2), and the interior. The most significant of the woodland areas is the red maple-red oak forest located south of existing Orr Road.

These policies designate the three **watercourses** and the length of the Lake Ontario shoreline as Greenbelt.



Clearview Creek as seen from Lakeshore Road West.

6.0 Built Environment



Aerial photograph of Southdown Character Area.

Existing development consists of low-rise buildings, multi-unit developments, office uses and industrial uses that require outdoor processing or storage, including two large land extensive users, Petro Canada and St. Lawrence Cement. Retail commercial uses are located at the northwest and southwest corners of Royal Windsor Drive and Southdown Road, including Clarkson Crossing Commercial Centre. Residential development borders the area on the north and east sides, along with industrial/commercial uses and vacant lands to the west, in the Town of Oakville. The Clarkson GO station is located at the CNR tracks and Southdown Road, supporting both the residential and employment communities.

The buildings offer minimal street enclosure and parking is generally located in the front, with some landscaping. In some areas, the streets do not have sidewalks, pedestrian amenity and sufficient **streetscape** treatment to support and encourage walking and cycling.

Both Southdown Road and Winston Churchill Boulevard provide connections to Lake Ontario. This natural connection is reinforced by the existing nurseries, agricultural uses, open fields, trees and other landscape features.



Northwest corner of Royal Windsor Drive and Southdown Road.



Existing low-rise office building.

There are attractive views of the lake from Lakeshore Road West. Walkways and bike paths connect the two waterfront parks, providing public access to the lake and a framework for an active waterfront system connected to the rest of Mississauga. The St. Lawrence Cement Company conveyor bridge spans Lakeshore Road West and is a significant component of the area's landscape.

7.0 Vision

The vision for Southdown is to continue to provide a place of employment (inclusive of current land uses) and to evolve in the long term, to embrace other employment uses such as a mix of manufacturing, research and development and offices. The vision contemplates a denser grid of streets and blocks, an improved public realm and land uses that recognize the distinct location, its proximity to neighbouring residential areas, and as an important gateway into the City of Mississauga.

These Policies are also intended to address the interface between the employment and residential



Southdown will continue to be a place of employment, evolving in the longer term to include a range of other compatible land uses.

communities, as well as the visual and functional impact of development by:

- promoting a distinctive urban form and ***streetscape***;
- limiting development which may require extensive outdoor storage and/or processing; and
- limiting transportation and other related uses.

To do so, these policies encourage new development as well as redevelopment to accommodate industrial activities consisting of a mix of manufacturing, research and development and office uses primarily within enclosed buildings. To achieve a high quality business image, specific design policies apply along arterial roads with Royal Windsor Drive and Lakeshore Road West functioning as gateways into Mississauga.

The vision also acknowledges the importance of the Lake Ontario waterfront. It advocates a high quality environment with improved urban design consisting of pedestrian and transit-supportive development which is environmentally sensitive and sustainable.

The waterfront parks, Lakeside Park and Park 389 (not yet named), are identified as priority parks for which a concept plan will be developed to outline potential linkages, cultural heritage resources, features and uses. As such, specific urban design policies apply to Winston Churchill Boulevard and

Southdown Road to provide a connection to the waterfront parks as well as Lake Ontario.

Existing industrial operations, which may have extensive outdoor processing or storage areas, will be permitted to continue, however, the long term vision is to develop certain of the vacant lands in accordance with this vision.

The proposed Orr Road extension from Southdown Road to Winston Churchill Boulevard and the proposed Avonhead Road extension from Royal Windsor Drive to Lakeshore Road West will improve accessibility within the area. Hazelhurst Road may be extended northerly across the CNR spur line. Such future improvements are expected to stimulate the development of vacant lands.

All development should ensure that there is minimal impact on adjacent residential lands.

8.0 Urban Design Strategy

This section provides detailed guidance with respect to how the Vision may be achieved through new development and redevelopment of existing sites.

These principles establish priorities for community identity and guide site organization, built-form and landscaping qualities, with an emphasis on development that is transit and pedestrian-supportive. Emphasis is also placed on the importance of connectivity to the waterfront with overall enhancement of the pedestrian environment, encouraging accessibility, direct linkages and area



New development should support a pedestrian and transit friendly environment along key corridors and intersections in Southdown District, as illustrated above.

vibrancy. The following statements assist in guiding the Vision:

- a. Encourage public accessibility and reinforce the character, vitality and recreational nature of the Lake Ontario waterfront as an important amenity for Southdown, adjacent residential areas, and the City and the Region as a whole. Further, enhance connectivity for pedestrians and bicycles, where possible, and reinforce view corridors connecting to the waterfront;
- b. Create a permeable network of streets and blocks, including the north and south extensions to Hazelhurst and Avonhead Roads, 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



Buildings which are carefully articulated and massed to promote distinctive character and community identity are encouraged, as illustrated above.



Major traffic corridors should be complemented, where possible, by rows of street trees, well designed sidewalks and coordinated streetscape treatment help to create a pedestrian friendly environment.

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;

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;

- g. Development will consider adjacent residential communities regarding scale and built-form, and provide appropriate landscape buffers and interfaces between uses; and
- h. Development should consider sustainable



Green Roofs ameliorate the urban heat island effect and support natural habitat.

building practices (i.e. green roofs and development performance standards), environmentally enhanced construction standards, energy efficiency and site development strategies to reduce storm-water run-off, hard-surface pavement and the heat island effect.

9.0 Urban Design Policies

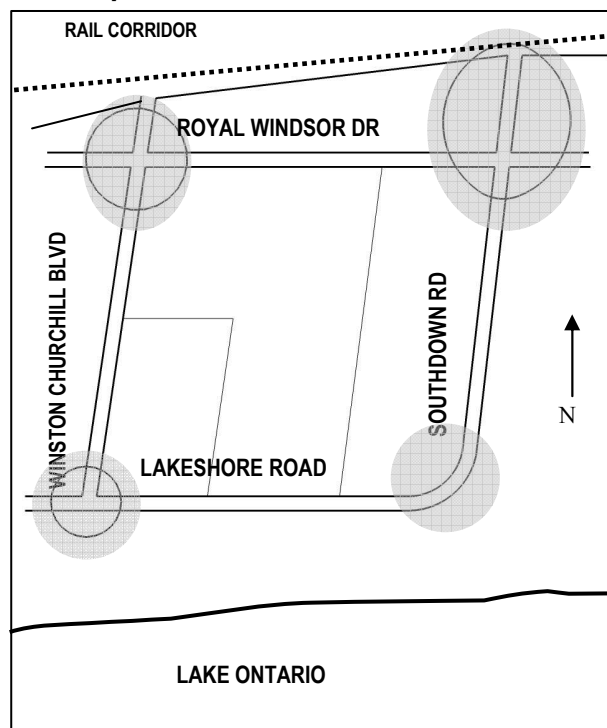
Based on the foregoing Urban Design Strategy, the following urban design policies implement the vision for Southdown.

9.1 Community Pattern

Streets, Blocks and Circulation:

- a. A streets and blocks network should be created to accommodate future industrial and/or business employment development, taking into consideration the needs of truck transport and related activities;

Gateway Location



Development at major intersections should have substantial built form, with landscape treatments and landmark quality architecture.

- 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 (see key plan: Gateway Locations);
- e. A **streetscape** masterplan should be undertaken to coordinate treatments for the public realm;

Cultural Heritage Resources:

- f. Development will be compatible with cultural heritage properties by respecting their massing, scale, built-form qualities and setbacks, and by providing ample buffer areas with appropriate urban design, architectural and landscape treatments necessary to preserve important aspects of a property's setting and sense-of-place;
- g. Develop environmentally-sensitive means to connect into the system of **watercourses**, such as Avonhead and Clearview Creeks, to



The Robertson Farm (located north of Lakeshore Road West and east of Winston Churchill Boulevard) is an example of agricultural heritage in Southdown and is listed on the City's Heritage Register as a heritage designated property.

encourage public awareness regarding sensitivity of these mature natural settings and eco-systems. 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;

Sustainable Design:

- i. Build upon the unique qualities of the existing streets where distinctive green elements and sustainable features such as swales and wetlands are already present. Enhance and reinforce these attributes and integrate them into proposed new development sites.

9.2 Site Organization

- a. Buildings should be oriented to have a strong relationship to the street with most of the required parking located at the rear or the sides of the building(s);
- b. 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



Buildings should have a strong relationship to the street with most parking located at the rear or sides of the buildings.



Development located at the intersection of two roads require upgraded elevations with office components located to reinforce corner conditions and overall presentation to the street.



Development along Royal Windsor Drive should have regard for existing pedestrian contexts, and contribute positively to the *streetscape* through animated facades that engage the street and support transit, as illustrated above.

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;

Parking and Loading Areas:

- i. Parking lots should have defined pedestrian circulation systems leading conveniently to main and employee entries;

9.3 Building Mass and Articulation

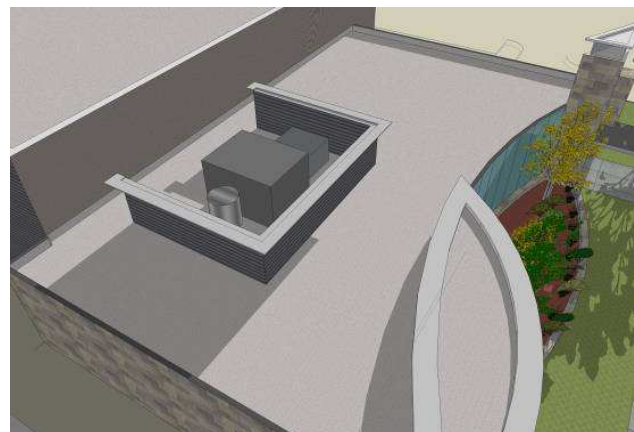
- a. Buildings brought forward to the street should be a minimum of two storeys in height and contain administrative/office and retail functions associated with manufacturing, warehousing and industrial uses;
- b. Façades visible to the street should have upgraded elevations and active frontages with



Buildings in Southdown should engage street frontages with upgraded elevations and materials to encourage visual interest and direct connections to the public sidewalk.



Buildings brought forward to the street should be a minimum of two storeys in height and contain administrative office or retail functions associated with manufacturing, warehousing and industrial uses, as illustrated above.



Provide architectural screening around roof-mounted mechanical equipment to minimize the visual impact from the street.

- c. 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;
- d. 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;
- e. Buildings, landscape elements and plantings should screen views of facility operations and storage areas from the street(s). As an alternative, in situations where such activity and operations are visual features of the area, consideration should be given to developing a visual foreground that softens and enhances those features;

9.4 Pedestrian Environment

Public Sidewalks, Bicycle Facility, and Private Walkways:

- a. Continuous sidewalks should be provided along all streets. Comfortable and barrier free walkways should be provided from buildings to public sidewalks and transit stops. In situations where there are no public sidewalks within the public street allowance, provide walkway connections to the public roadway. Walkways should be uninterrupted by parking or drive aisles and consist of paving materials other than asphalt;
- b. Along arterials roads, consideration will be given to providing sidewalks on both sides of the street;
- c. Transit stops and stations should also include places for seating and weather protective areas;
- d. Consideration should be given to providing a second continuous pedestrian system of walkways, lighting and other amenities located



A transit stop conveniently located to an adjacent office building provides weather protection and seating.



Generous pedestrian sidewalks and a double row of trees provide rhythm, structure and comfort for pedestrians, and helps screen adjacent industrial operations.



Boulevards in parking areas should incorporate soft landscape materials and shade trees with design elements and systems that mitigate storm water run-off.

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



Opportunities for environmental restoration and landscaping of sites should be considered in new development, as illustrated above.



On-site bicycle storage provides choices for alternative modes of transportation.



Pedestrian scale lighting provides illumination for public amenity areas, sidewalks and pathways, as illustrated above.

expression, or adjacent to the public right-of-way. Such installations should be encouraged to contribute to the development of a distinctive character while drawing upon the unique

qualities of the Southdown Character Area in theme;

Signage & Lighting:

- l. A continuous system of pedestrian lighting should be investigated to illuminate sidewalks and multi-purpose trails to ensure safe access to and along the waterfront. Particular attention should be given to the development of a pedestrian lighting system along major streets, inclusive of major traffic corridors, to be attractive, distinct and separate from roadway lighting;
- m. Lighting should be provided on pedestrian paths and outdoor amenity areas on private lands. Landscape lights should be placed to avoid 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;
- o. The design and location of entry features and waterfront park signage should be coordinated and integrated into the **streetscape** design.

10.0 Land Use

10.1 Business Employment

- a. Existing industrial operations, including existing outdoor storage areas, will be permitted to continue.
- b. Outdoor storage of materials will be within enclosed containers. Expansions to the outdoor storage areas will be permitted in accordance with the Business Employment Policies.
- c. Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:

- trucking terminals;
- outdoor storage of motor vehicles exceeding 3,000 kg in weight; and
- **waste processing station** or **waste transfer stations** and composting facilities.

10.2 Industrial

- a. Existing industrial operations, including existing outdoor processing, will be permitted to continue.
- b. Notwithstanding the Industrial policies of this Plan, the following uses will not be permitted:
 - trucking terminals;
 - outdoor storage of motor vehicles exceeding 3,000 kg in weight;
 - **waste processing station** or **waste transfer stations** and composting facilities;
 - expansions to or new outdoor processing; and contractors and bulk storage yards.
- c. Outdoor storage of materials, except extracted resources, will be within enclosed containers.

10.3 Prohibited Uses

Notwithstanding the Business Employment and Industrial policies of this Plan, for the lands fronting on Royal Windsor Drive, Lakeshore Road West, Winston Churchill Boulevard and Southdown Road, the following uses will not be permitted:

- adult entertainment establishments;
- body rub establishments;
- cardlock fuel dispensing facilities;
- motor vehicle storage, commercial motor vehicle storage, truck tractors and/or tractor trailer storage;
- motor vehicle body repair facility;

- contractor service shop;
- contractors yard; and
- vehicle pound facility.

11.0 Transportation

11.1 Road System

- a. The intersection of the proposed Orr Road extension at Southdown Road will be designed in such a manner as to restrict through traffic from Southdown to the residential community to the east.
- b. The location of the proposed Orr Road extension from Southdown Road to Hazelhurst Road will be determined during the processing of development applications.
- c. The width of the proposed Orr Road extension from Southdown Road to Winston Churchill Boulevard will be a minimum of 24 m.

12.0 Special Site Policies

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

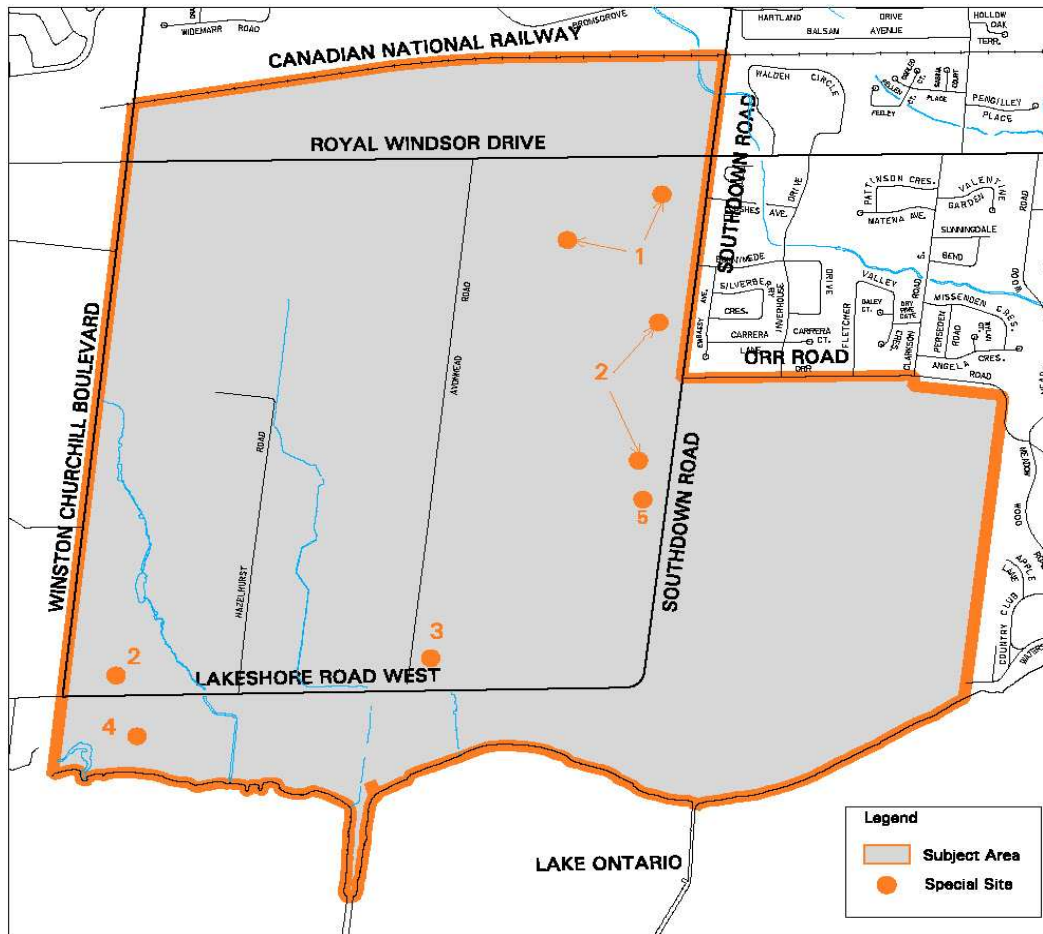
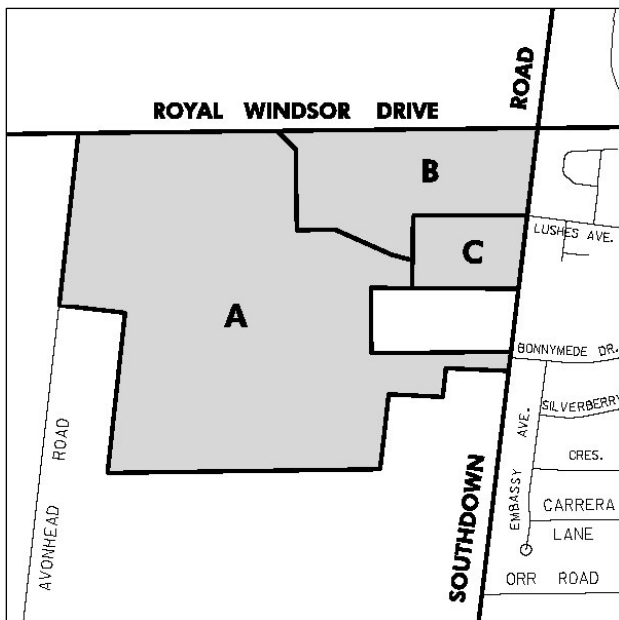


Figure 2: Location of Special Sites within the Southdown Local Area.

12.1 Site 1



11.1.1 Area A

The lands identified as Area A are located on the south side of Royal Windsor Drive and west of Areas B and C.

Notwithstanding the Business Employment designation, the uses permitted on the lands will be subject to the following additional policies:

- a. access will be available to Southdown Road opposite Bonnymede Drive and to Royal Windsor Drive opposite the City Works yard access; and further additional points to Royal Windsor Drive, Southdown Road and Avonhead Road may be considered by the City at the time of site plan approval when the ultimate development plan has been determined;
- b. prior to site plan approval for any part of Area A, a concept plan may be required to indicate how adjacent lands could be developed with respect to ensuring that all lands have adequate access and parking, and that traffic and pedestrian circulation is adequately provided.

11.1.2 Area B

The lands identified as Area B are located at the immediate southwest corner of Royal Windsor Drive and Southdown Road.

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

- a. development at the intersection of Royal Windsor Drive and Southdown Road is encouraged to have generous open spaces with landscaping to enhance the **streetscape**;
- b. access will be available to Royal Windsor Drive opposite the City Works yard access. Additional access points to Royal Windsor Drive may be considered by the City at the time of site plan approval.

11.1.3 Area C

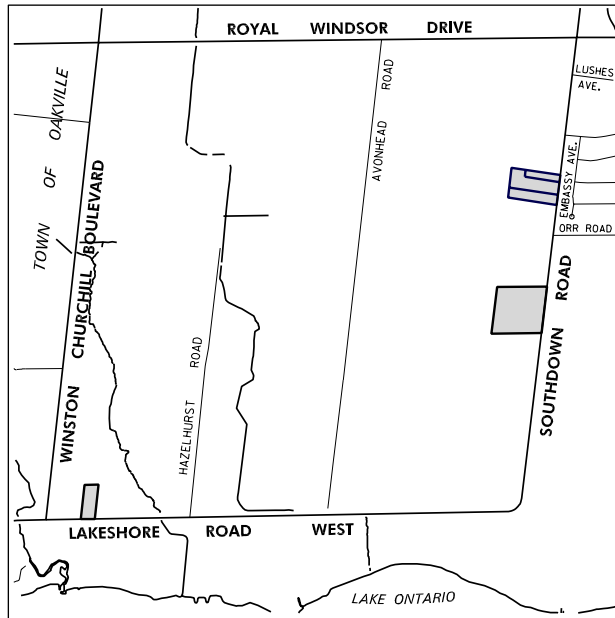
The lands identified as Area C are located on the west side of Southdown Road, immediately to the south of Area B.

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

- a. permitted uses will only include retail warehouses, which generally consist of home furnishings, home accessories and an automotive centre;
- 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;
- e. outdoor storage and display areas should not be visible from major roads, parks, greenbelt or residential lands. Appropriate setbacks,

screening and buffering will be required to lessen the visual impact of the facility. Display areas are to be an integral part of the overall site design and evaluated based on their visual impact on the **streetscape**.

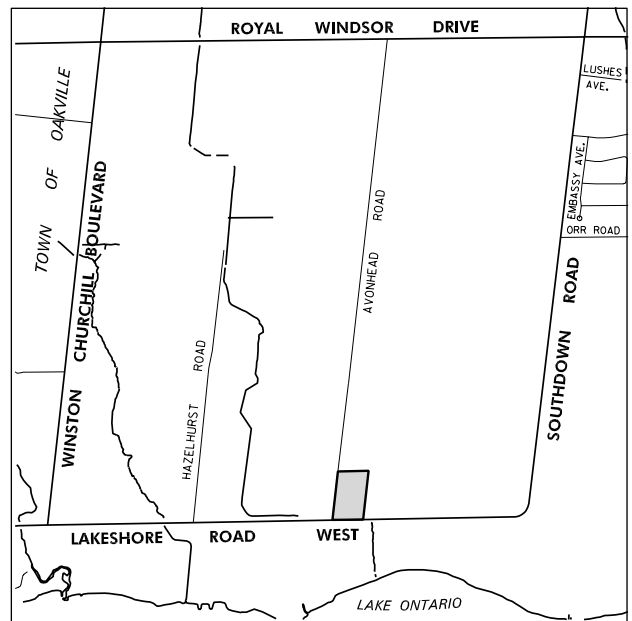
12.2 Site 2



The lands identified as Special Site 2 consists of three areas, two are located on the west side of Southdown Road, south of Royal Windsor Drive and the other is located on the north side of Lakeshore Road West, east of Winston Churchill Boulevard.

Notwithstanding the Business Employment designation, the lands may also be used for a garden centre.

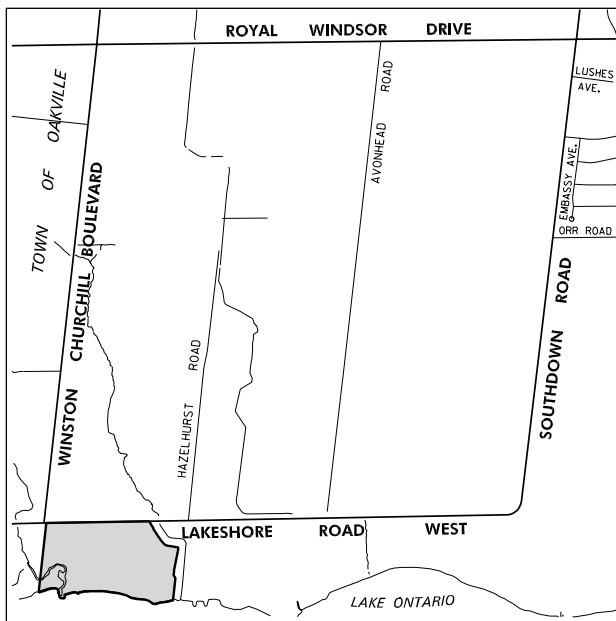
12.3 Site 3



The lands identified as Special Site 3 are located on the north side of Lakeshore Road West, west of Southdown Road.

Notwithstanding the provisions of the Utility designation, the lands may also be developed for a Community Recycling Centre with outdoor storage and an accessory retail store for reusable goods.

12.4 Site 4

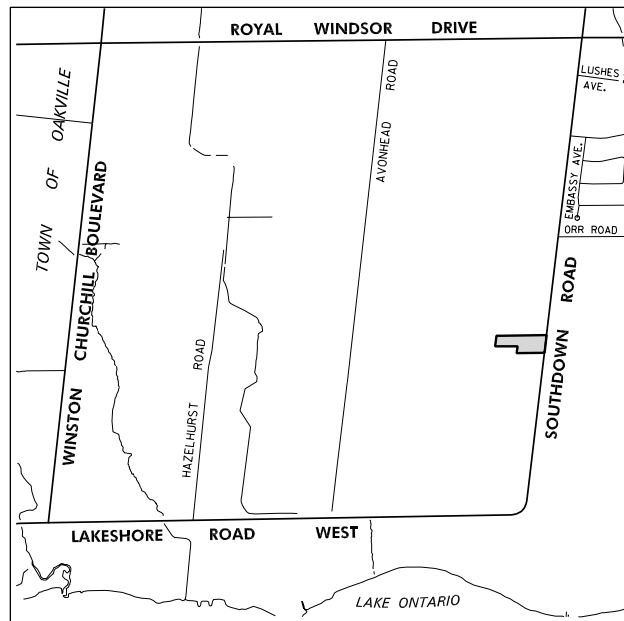


The lands identified as Special Site 4 are located on the south side of Lakeshore Road West, east of Winston Churchill Boulevard.

Notwithstanding the provisions of the Public Open Space designation on these lands, the following additional policies will apply:

- a. in addition to the uses permitted in the Public Open Space designation, the following uses will also be permitted within the existing structure:
 - **Secondary offices;**
 - commercial uses that are accessory to the park;
 - conference centre;
 - banquet hall
 - conservatory/greenhouse complex;
 - commercial school;
 - restaurant;
- b. any proposed structure will be limited in size and to a design compatible with the existing structures and will be designed and located in a manner that minimizes the removal of forest cover.

12.5 Site 5



The lands identified as Special Site 5 are located on the west side of Southdown Road at 566 Southdown Road.

Notwithstanding the provisions of the Business Employment designation, the lands may also be used for a gas processing operation including outdoor processing activities and outdoor storage and may include the temporary parking of commercial motor vehicles.

Appendix A: Evolution of Arterial Roads

The following concepts demonstrate how change could be accommodated along principal arterial roads which define Southdown over a 25-year time frame. Each illustration takes into consideration a number of staged improvements geared to supporting transit, pedestrians, alternative modes of transportation such as cycling, a coordinated public realm, and a **streetscape** treatment with an articulated built-form to define street edges. Also shown are improved amenities and accessibility to the Lake Ontario waterfront. These changes result in improved image and presentation of Southdown.

1. Southdown Road



Commentary:

Existing Condition

The view shown in View 1 is looking south to Lake Ontario, from Orr Road, on the east side of Southdown Road. This portion exists as a two-lane road (with a left-turning lane in the middle), curbside-lined, sodded boulevards, and a conventional 1.5 m sidewalk on the east side only. A right-turn lane services Orr Road with unsheltered bus stops located on both sides of Southdown Road. Power wires are overhead, but all other utilities are buried underground, or located at the rear of properties.

Ten-to-Fifteen Year Condition

The early phase of redevelopment within the Southdown Road right-of-way should consist of modest boulevard upgrades including (View 2):

- soft landscape improvements, a bicycle facility within the right-of-way and additional transit stops to encourage transportation alternatives;
- private development brought closer to the street edge with a generous landscape setback; and
- new development with front doors and windows oriented to the streets, and visitor's parking minimized along frontages with appropriate landscape screening.



Twenty-Five Year Vision

The long-term vision should include significant changes in both the public and private realms (View 3):

- overhead utility lines relocated to below grade (and the utility poles should be removed), with new street lighting;
- designated bicycle facilities extended in each direction of the roadway, and transit shelters strategically positioned at high volume bus stops;
- boulevards planted with street trees in a soft landscape permeable surface;



- generous sidewalks to accommodate pedestrians and phased-in, on-street parking for convenience, and to help mitigate travel speeds for an improved pedestrian environment;
- on private lands, two-to-three storey buildings with harmonized setbacks creating consistent ***streetscape***;
- buildings engaging the public realm with active, high quality facades through front entries and windows to support a vibrant public realm; and
- buildings addressing the street with an appropriate setback, a public realm coordinated with high quality ***streetscape***, street furniture, pedestrian amenities, way-finding signage, street trees and pedestrian-scale lighting to augment the area's character.

2. Lakeshore Road West



Commentary:

Existing Condition

The view shown in View 4 is looking west toward Oakville on Lakeshore Road West:

- the existing two-lane road (left-turn lane in middle), has been planted with continuous rows of trees on both sides of street;
- on the south side, west from the access drive into Lakeside Park, continuous engineered curb (sodded boulevard) three-foot wide splash pad;
- on north side, soft gravel shoulder, shallow ditch and indigenous grass and ornamental front yards, and right-turning lanes servicing several intersecting streets; and
- no pedestrian sidewalk in the ROW, but a bike and foot path runs on south side parallel to Lakeshore Road West behind the continuous rows of trees.

Ten-Fifteen Year Condition

The early phase of redevelopment within the Lakeshore Road West ROW should consist of the following (View 5):

- significant boulevard upgrades including soft landscape improvements, bicycle facilities and lay-by parking within the roadway and more sheltered bus stops to facilitate transit use and travel to lakefront;
- relocated overhead wiring to below-grade, new streetlighting combining pedestrian-scaled lighting, coordinated street furniture and enhanced landscape treatment to transform the area into an attractive destination;
- significant private development is not anticipated along the corridor, but, where possible, place it closer to street edge in order to provide definition, enclosure and a **streetscape** supporting street activity and attractive public spaces; and

- highest quality architecture with active facades and front entrances and windows oriented to street, placing visitor parking at sides or rear of buildings.

Twenty-Five Year Vision

In the long-term, Lakeshore Road West should change considerably (View 6);

- greater intensification of **streetscape** amenities should reinforce the pedestrian function;
- continuous rows of boulevard trees planted in a soft landscape permeable surface, with sidewalks constructed on both sides of the street to accommodate increased pedestrian traffic;
- further beautify the street with landscape features such as a landscaped median to help slow traffic speeds and make pedestrians primary street users;
- new development to consist of two-to-three storey buildings along north side to frame, enclose and reinforce a consistent pedestrian scaled **streetscape**;
- increased front doors, principal window fenestration and high-quality elevation design; and
- buildings minimally setback, with landscape that integrates with **streetscape** character, and consider at-grade retail to support future pedestrian activity.

3. Royal Windsor Drive



Commentary:

Existing Condition

The view shown in View 7 is looking west to Oakville, from Avonhead Road, on the south side of Royal Windsor Drive:

- five-lane road (left-turn lane in middle), curb-lined on both sides, grass boulevards, narrow 1.5 m wide sidewalk on north side and 0.75 m wide concrete splash pad on south side;
- grass swales, overhead power lines, varying industrial building types dominating street character; and
- right-turn lane located at intersecting streets, with unsheltered bus stops on both sides.

Ten-Fifteen Year Condition

If Royal Windsor Drive is to evolve into a pedestrian 'main street' character within an industrial park theme, the following should proceed (View 8):

- upgraded public realm with wide pedestrian sidewalks and landscape improvements such as landscaped medians, transit shelters, benches, etc.;
- bicycle facility within roadway encouraging transit alternatives, overhead wiring replaced by attractive street lighting;
- phase in parallel service road across development frontages to form continuous network, with some parking in front of buildings, in an attractive manner;
- new two-to-three storey buildings reinforcing future service road street edge on both sides, to occur incrementally transforming street into more pedestrian one, with more walking and cycling; and
- significantly high quality of architecture with front doors and principal windows oriented to streets.



Twenty-Five Year Vision

Royal Windsor Drive should continue to transform, with significant changes occurring within the public and private realms (View 9):

- attractive **streetscapes** that promote pedestrian environments common to 'typical' main streets;
- additional landscape to augment public boulevards with continuous street trees, horticultural displays in planter boxes, decorative fencing and array of street furnishings supporting pedestrian usage;
- provide wide sidewalks and plant street trees in a continuous raised beds;
- consider a central landscaped median to beautify and visually narrow the street, slowing down traffic and creating a pedestrian oriented street; and
- continue new two-to-three storey buildings at edge of service road to providing street definition, and active facades with principal front entrances, transparent window fenestration and high-quality elevation design.

4. Winston Churchill Boulevard



Commentary:

Existing Condition

The view shown in View 10 is looking north along Winston Churchill Boulevard towards Royal Windsor Drive. Winston Churchill Boulevard holds a unique place within Southdown. It defines the border between the Town of Oakville and the City of Mississauga at its western edge. The road has a distinctive rural profile, measuring two-lanes in width, with soft shoulders and drainage ditches on both sides containing tall grasses and other natural plant material. Overhead power lines exist on the east side of the road. A range of building types such as 19th Century houses and barns, to industrial and residential buildings (Oakville side) also form a part of the street character. While the street has limited capacity to accommodate bicycles, it does not encourage pedestrian uses.

Ten-Fifteen Year Condition

A number of subtle interventions should be introduced in this phase (View 11):

- important elements include enhanced bicycle lanes and pedestrian sidewalks designed to encourage recreational access to the Lake Ontario waterfront. These improvements should be modest in nature with a view to enhancing the street character; and
- landscape enhancements should reinforce the rural quality of the area, particularly at the roadway edges, utilizing native plant materials and plantings that augment the pastoral quality of Winston Churchill Boulevard.

Twenty-five Year Vision

Winston Churchill Boulevard should continue to evolve in the long-term along the Mississauga interface, with some modest development that integrates with its pastoral landscape character (View 12):

- a different urban design is recommended that encourages subtle variation in setbacks for

buildings in order to compliment the pastoral street character and provide visual interest;

- parking should be located on the side or at the rear of buildings to establish a thematic frontage condition along the street through generous landscaped buffers along individual property frontages;
- landscaping should incorporate sustainable native species, with designs that reinforce the street profile, compliment the architecture of buildings, and the rural quality of Winston Churchill Boulevard; and
- all overhead wiring and poles should be relocated underground, and replaced with appropriate street lighting.

Appendix B: Historical Overview of Southdown



"The Anchorage", built circa 1840 by Captain John Skyner, is an example of Ontario Regency Architecture. It was relocated in 1978 to the Bradley Museum grounds.



Southdown Road (formerly 5th Line) looking north of Royal Windsor Drive circa 1850.

In 1805, the Government of York (Toronto) bought 34,000 hectares of land called the Mississauga Tract, and proclaimed it "open for settlement". Mississauga purportedly means "river of the north with many mouths".

The area identified as Southdown Character Area was first settled between 1807 and 1815 through

government allotments of large parcels of land, typically for farming purposes to the original settlers.

Due to early land grants, additional allotments, and the continuous acquisition of lands by early settlers, land assemblies evolved to include large areas held by prominent landowners. In addition to the farming community, a major shipping dock was located in proximity to the lands known as Lakeside Park, which was used for shipping grain to England.

The northern boundary of the area was defined around 1853 by the Great Western Railway which formed a portion of the new province's first major railway corridor. As the railway was constructed, the quiet rural economy that existed in the Southdown and Clarkson areas was expanded as railway workers moved into the area.

The transition from rural farming to an industrial area began in the early 1900s when George Gooderham and his son introduced the idea of mass production to this area, including mass production for agricultural uses. The industrial nature of the Gooderham's operation helped define the future of Southdown as one of industrial prominence. Also of note, in the early 1900s, the greenhouses that have characterized the west side of Southdown Road, including Herridge's Farm Fresh Market, Sheridan Nurseries and Clairgreen Greenhouses, were established.



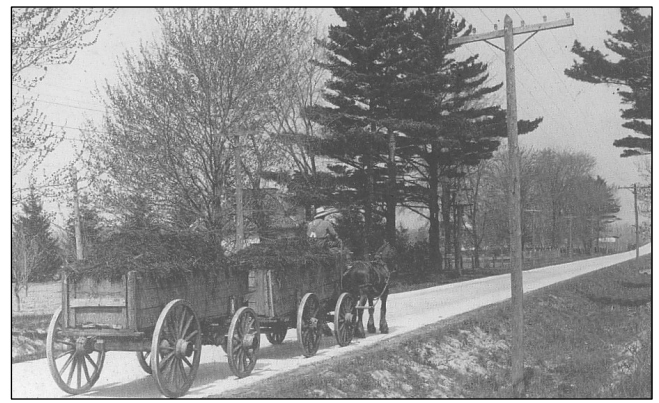
The Robertson House, located on the first grant allotment (Gable Allotment) was built circa 1851. The structure, barn and farmstead layout exists today at northeast corner of Winston Churchill Boulevard and Lakeshore Road West.



The British American Oil Company commenced building its facilities in 1944 at the edge of Lake Ontario.

The transition to an industrial area was furthered by the establishment of the British American Oil Company and its waterfront refinery in the early 1940s. Eventually, through amalgamations and take-overs, the British American Oil Company became Petro-Canada in 1985.

The St. Lawrence Cement Company, another notable industrial establishment in this area, was introduced in the 1950s and is known for its conveyor belt that arcs Lakeshore Road West. The conveyor belt is a prominent landmark and is one



Lakeshore Road was one of the first highways constructed in 1914-22, of concrete in the country. Public protests resulted in Lakeshore Road being re-routed south along Southdown Road (formerly 5th Line) rather than slicing diagonally through south Clarkson.

representation of Southdown's industrial heritage.

Since the early 1800s, the area now known as Southdown has transformed from a quiet rural farming community to an employment and industrial area. It is envisioned that this area will intensify and continue to provide employment in the form of office, manufacturing and industrial uses while recognizing and respecting the important heritage and natural features of this area in accordance with



Historical maps showing early settlement patterns and property ownership in Southdown.

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