

# 14 Community Nodes

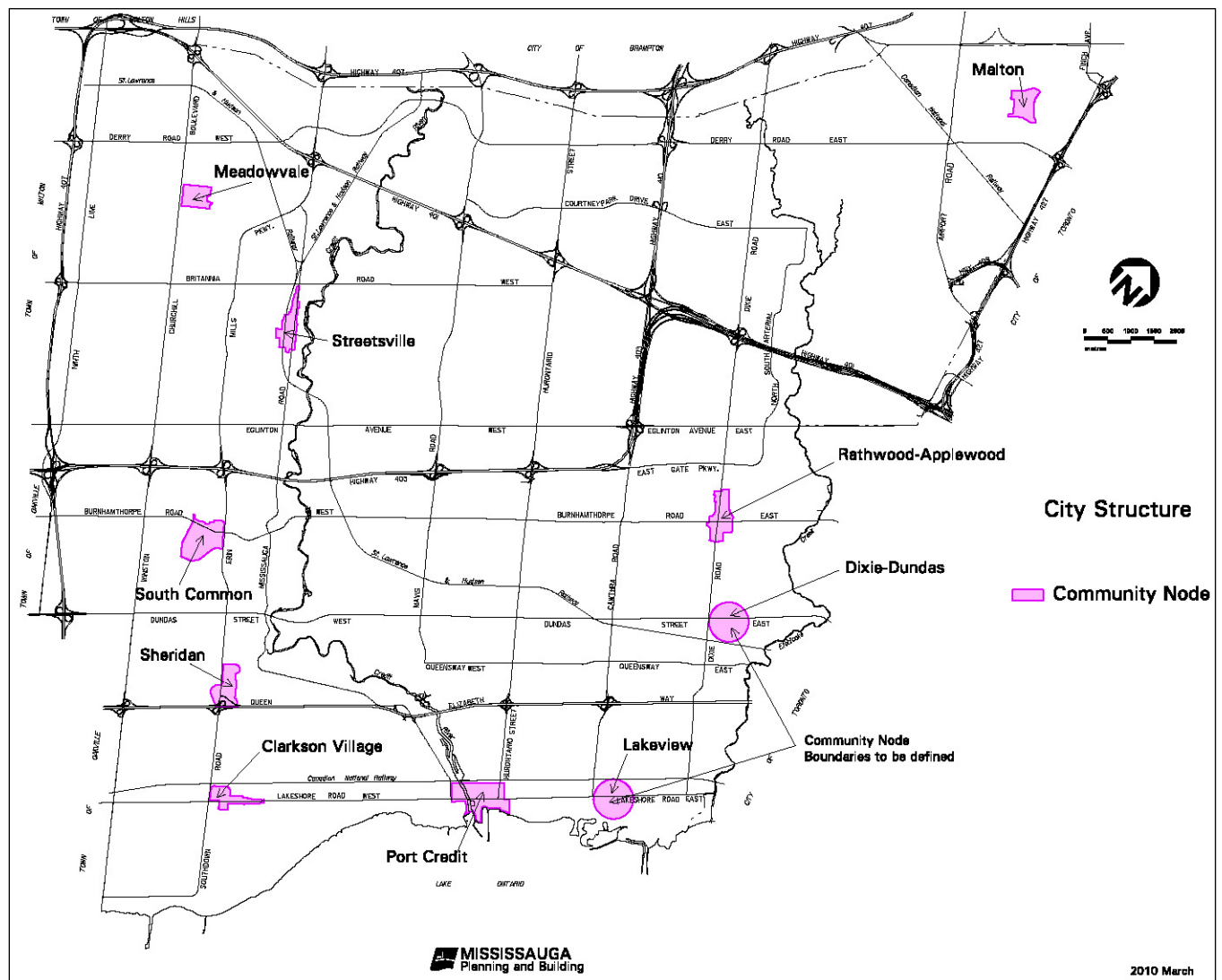
## 14.1 Introduction

There are ten Community Nodes in Mississauga:

- Clarkson Village;
- Dixie-Dundas;
- South Common;
- Lakeview;
- Malton;

- Meadowvale;
- Port Credit;
- Rathwood-Applewood;
- Sheridan; and
- Streetsville.

This section identifies the modifications to the General Land Use designations in Chapter 11 that apply to all Community Nodes.



## 14.1.1 General

14.1.1.1 Proponents of development applications within a Community Node may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio.

14.1.1.2 For lands within a Community Node a minimum building height of two storeys to a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.

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

- a. an appropriate transition in heights that respects the surrounding context will be achieved;
- b. the development proposal enhances the existing or planned development;
- c. the City Structure hierarchy is maintained; and
- d. the development proposal is consistent with the policies of this Plan.

## 14.1.2 Residential

14.1.2.1 The Residential Low Density I and Residential Low Density II designations will not be permitted, except for lands designated Low Density I and Residential Low Density II at the time this Plan comes into effect.

14.1.2.2 Notwithstanding the Residential Medium Density policies of this Plan, the following additional uses will be permitted:

- a. low-rise apartment dwellings.

14.1.2.3 Proposals for additional development on lands with existing apartment buildings will, as a condition of development, demonstrate that the site in its entirety meets current site plan and landscaping requirements, and existing buildings meet current building code, fire code and property standards.

## 14.1.3 Mixed Use

14.1.3.1 Notwithstanding the Mixed Use policies of this Plan, the following uses will not be permitted, except uses existing at the time this Plan comes into effect:

- a. Permitted uses with drive-through facilities.

## 14.1.4 Office

14.1.4.1 Notwithstanding the Office policies of this Plan, the following additional uses will be permitted:

- a. Post secondary educational facilities.

## 14.1.5 Motor Vehicle Commercial

14.1.5.1 The Motor Vehicle Commercial designation will not be permitted, except for lands designated Motor Vehicle Commercial at the time this Plan comes into effect.

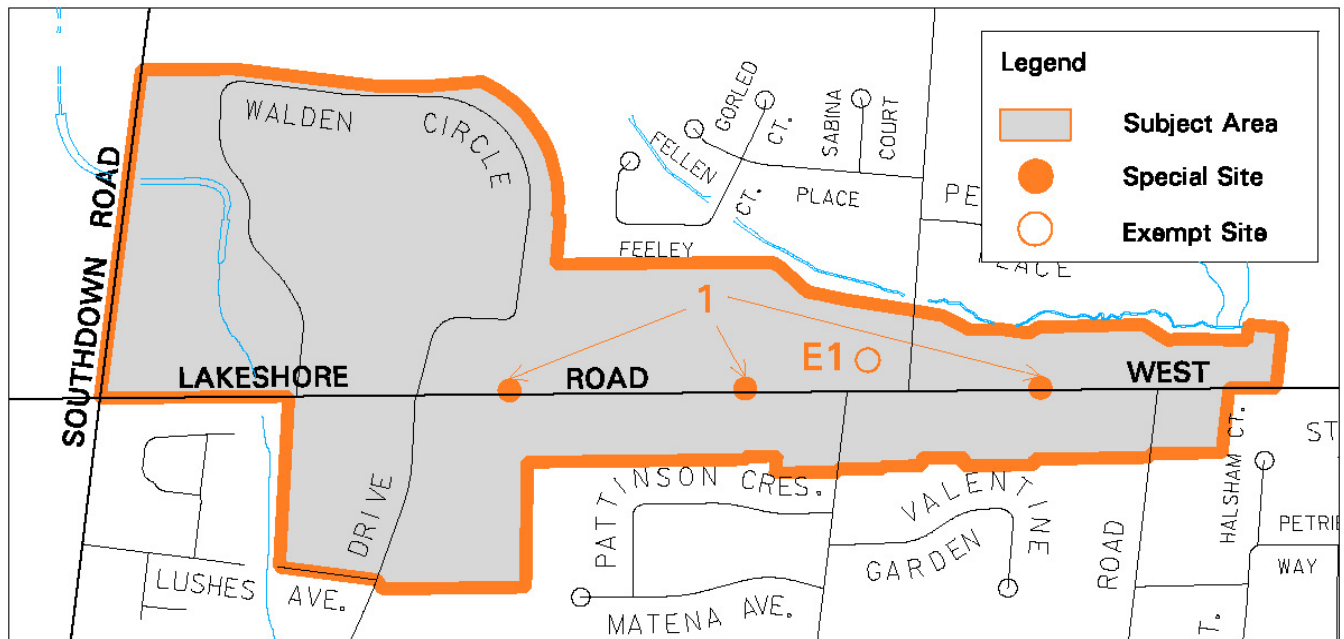
## 14.1.6 Business Employment

14.1.6.1 The Business Employment designation will not be permitted, except lands designated Business Employment at the time this Plan comes into effect.

## 14.1.7 Industrial

14.1.7.1 The Industrial designation will not be permitted.

## 14.2 Clarkson Village



### Clarkson Village Community Node Character Area

#### 14.2.1 Urban Design Policies

##### Community Identity and Focus

14.2.1.1 The Clarkson Village Community Node will be the focus of activity for surrounding Neighbourhoods, combining residential uses, cultural activities, shopping, dining, commerce and recreation

14.2.1.2 Developments should be compatible with and enhance the character of Clarkson-Lorne Park as a diverse established community by integrating with the surrounding area.

14.2.1.3 Development should be designed to reflect and enhance the Clarkson Village Mixed Use area **streetscape**.

#### 14.2.2 Transportation

14.2.2.1 No major changes to Clarkson Road will be undertaken except minor channelization, reconstruction, bus-bay construction, and improvements of a similar nature.

14.2.2.2 Notwithstanding the classification of Clarkson Road, this road will be limited to no more than two through lanes.

14.2.2.3 Mississauga will encourage and promote better utilization of the existing parking inventory within the Clarkson Village Mixed Use area through discussions with the members of the Clarkson Village Business Improvement Area.

### 14.2.3 Special Site Policies

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

#### 14.2.3.1 Site 1



14.2.3.1.1 The lands identified as Special Site 1 are located on the north and south sides of Lakeshore Road West between Walden Circle and Meadowwood Road.

14.2.3.1.2 Notwithstanding the Residential Low Density I, Residential High Density and Mixed Use designations, the following additional policies will apply.

14.2.3.1.3 Encourage pedestrian walkways and elements along the edge of Turtle Creek to connect to the parking areas and the shopping street to encourage the visual enjoyment and surveillance of this natural creek feature.

14.2.3.1.4 Encourage the development of symbolic gateways to define entry to and exit from Clarkson Village.

14.2.3.1.5 Encourage more on-street parking and promote the introduction of well-lit on-site parking to be located at the rear of buildings with clear visibility and sight lines through to Lakeshore Road West.

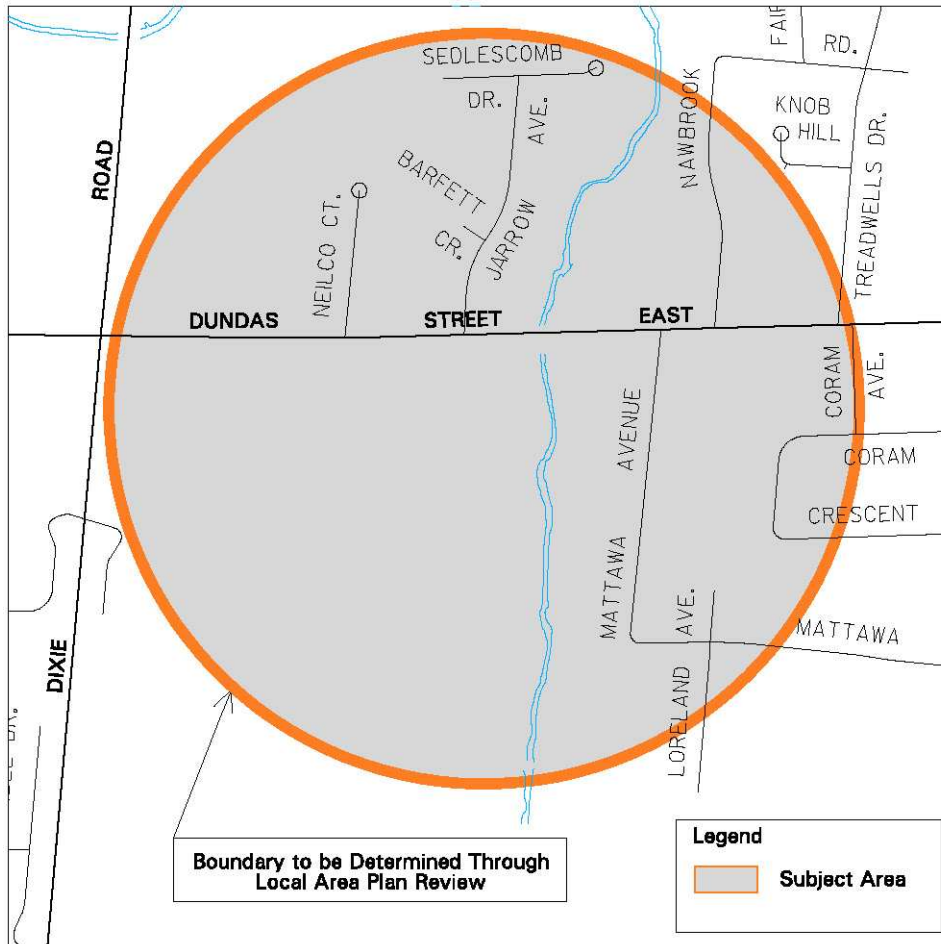
14.2.3.1.6 Encourage two to three storey, zero street lot line, mixed use development.

14.2.3.1.7 For lands identified as Area A, a business, professional or administrative office will also be permitted provided that it is designed to be compatible with the abutting residential area.

14.2.3.1.8 For lands identified as Area B, a retirement dwelling with a maximum building height of eight storeys will be permitted.

## 14.3 Dixie-Dundas

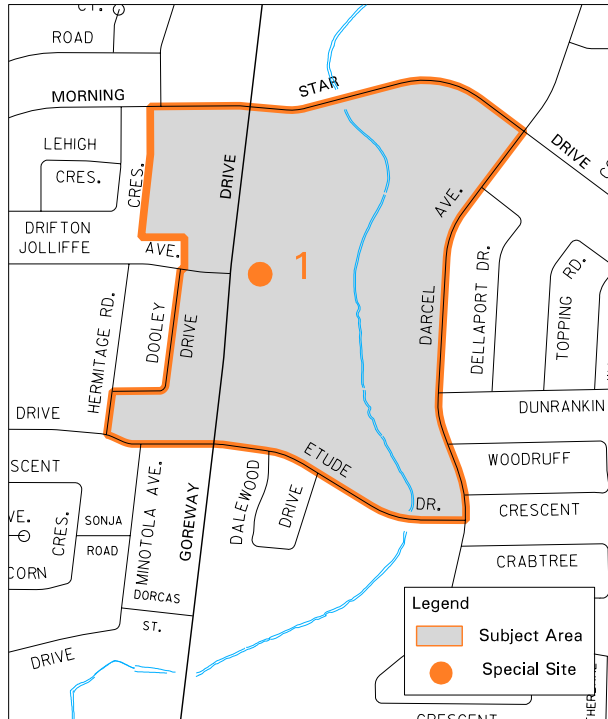
The boundary of and Official Plan policies for lands within the Dixie-Dundas Community Node will be determined through a Local Area Plan review. Until such time the Local Area Plan review is completed, the Official Plan policies are contained in the Dixie Employment Area Character Area Policies.



**Dixie-Dundas Community Node Character Area**



## 14.5 Malton



**Malton Community Node Character Area**

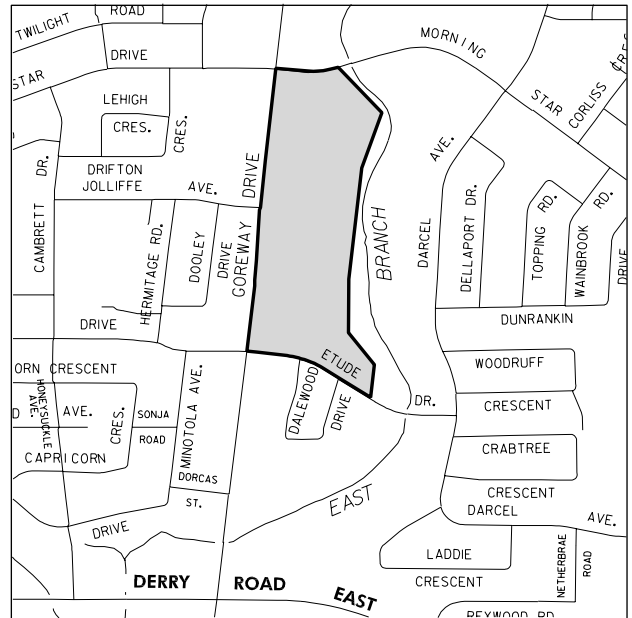
### 14.5.1 Urban Design Policies

14.5.1.1 During the evaluation of any development proposal the provision of open space connections that link commercial developments with public parks and community infrastructure through use of walkways, underpasses, bridges, **streetscape** development, and enhancement of pedestrian and cyclist access to greenbelt lands, should be encouraged wherever possible.

### 14.5.2 Special Site Policies

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

#### 14.5.2.1 Site 1



14.5.2.1.1 The lands identified as Special Site 1 are located on the east side of Goreway Drive between Morningstar Drive and Etude Drive.

14.5.2.1.2 Notwithstanding the Mixed Use designation of this Plan, the following additional policies will apply.

#### Pedestrian Linkages

14.5.2.1.3 Pedestrian connections to the commercial uses along Goreway Drive are vital to their role in the community. The following pedestrian links should be maintained and/or improved as part of any development application:

- a. open space walkway linkages to the following parks: Elmcreek Park, Malton Greenway and Derry Greenway;
- b. mid-block connection to Jolliffe Avenue;

- c. linkages to the Malton Community Centre, the Transit Terminal and Westwood Secondary School (emphasizing safety).

14.5.2.1.4 Where pedestrian linkages from the Greenbelt and Residential Community exist, they are to be strengthened.

#### **Focal Points**

14.5.2.1.5 A focal point on the north side of Westwood Mall, should be developed:

- a. to strengthen the pedestrian connection from the corner of Goreway Drive and Morning Star Drive and from the Transit Terminal to Westwood Mall;
- b. to improve the building massing edge treatment, parking lot circulation, and **streetscape** development at the south-east corner of Goreway Drive and Morning Star Drive.

14.5.2.1.6 The main entrance to Westwood Mall from Goreway Drive, opposite Jolliffe Avenue, should be improved to contribute to the identity of the site through the use of built form, landscaping, directional signs and/or lighting.

#### **Parking Areas**

14.5.2.1.7 Parking areas around Westwood Mall should be clearly defined to facilitate the safe movement of pedestrians, cyclists and vehicles through the site. Parking areas should be improved by ensuring adequate sight lines, incorporating landscape islands that define vehicular routes throughout the site, and providing sidewalk and lighting.

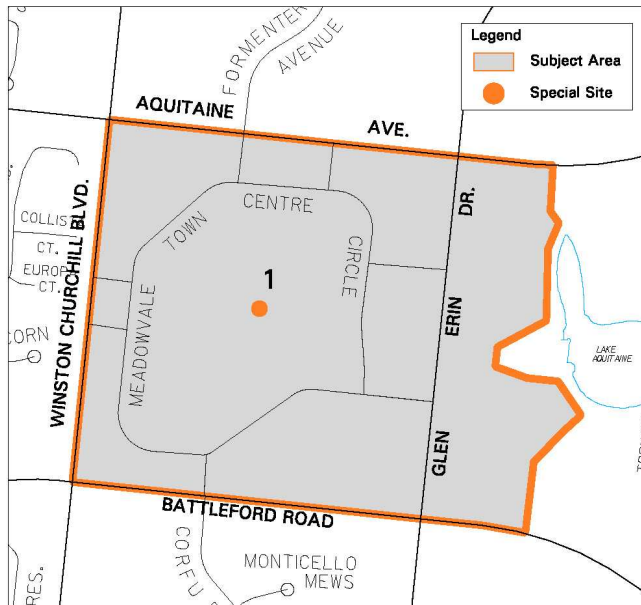
#### **Building and Massing**

14.5.2.1.8 Should additional development occur along the Goreway Drive frontage the following items should be addressed:

- a. no parking or driveway areas should be provided between the buildings and the street line;

- b. blank walls should be avoided along the street in favour of windows, building entrances and architectural detailing;
- c. service, loading, and garbage storage areas should be located on the internal side of the development, away from public streets, and should be screened from view by means of built form and landscaping;
- d. all building entrances should be clearly articulated and linked to pedestrian walkway connections.

## 14.6 Meadowvale



**Meadowvale Community Node Character Area**

### 14.6.1 Land Use

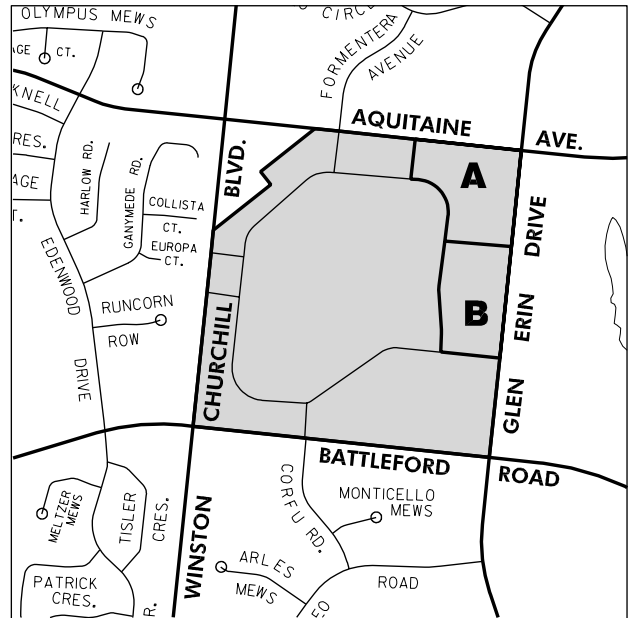
14.6.1.1 In addition to the general Residential Medium and High Density development policies of this Plan, the following additional policies will apply:

- in order to create acceptable built form transitions, buildings should be limited in height when adjacent to low density residential neighbourhoods;
- buildings immediately adjacent to low density housing forms should be limited to three storeys; and
- in situations where the low density housing forms are separated from high density development by a public road or other permanent open space feature, a height of four to five storeys may be compatible.

### 14.6.2 Special Site Policies

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

#### 14.6.2.1 Site 1



14.6.2.1.1 The lands identified as Special Site 1 are bounded by Aquitaine Avenue to the north, Glen Erin Drive to the east, Battleford Road to the south and Winston Churchill Boulevard to the west.

14.6.2.1.2 Notwithstanding the provisions of the Mixed Use, Residential Medium Density and Residential High Density designations, the following additional policies will apply.

14.6.2.1.3 Area A is located at the southwest corner of Aquitaine Avenue and Glen Erin Drive. Notwithstanding the provisions of the Residential Medium Density designation, only townhouses and semi-detached dwellings with a maximum Gross Floor Area (GFA) of 0.6 times the lot area in the range of 34.6 to 44.5 units per **net residential hectare** are permitted.

14.6.2.1.4 Area B is located between Aquitaine Avenue and Battleford Road on the west side of Glen Erin Drive. Notwithstanding the provisions of

the Residential Medium Density designation, only townhouses with a maximum Gross Floor Area (GFA) of 0.63 times the lot area in the range of 34.6 to 44.5 units **net residential hectare** are permitted.

### Pedestrian Linkages

14.6.2.1.5 Pedestrian connections to the Town Centre are vital to its role in the community. The following pedestrian links should be maintained and/or improved as part of any development application:

- a. open space walkway linkages to the following parks: Lake Aquitaine, Hunter's Green and Settler's Green;
- b. mid-block connections to the area west of Winston Churchill Boulevard between Battleford Road and Aquitaine Avenue;
- c. linkages to the Meadowvale Community Centre, medical offices and the transit terminal;
- d. diagonal connections to the site from the northeast corner of Battleford Road and Winston Churchill Boulevard.

14.6.2.1.6 A strong connection between the bicycle route on Winston Churchill Boulevard and the Town Centre should be provided.

### Focal Areas

14.6.2.1.7 A focal area on the east side of the Town Centre between the existing transit terminal, medical offices, church campus and Town Centre tower should be developed to strengthen the space as an outdoor amenity with seating, landscaping, lighting or staging areas; additional building massing should contribute to the central courtyard area by framing the interior space.

14.6.2.1.8 One main entrance to the Town Centre from Winston Churchill Boulevard should be developed to strengthen the site entry and contribute to the identity of the site through the use of built form, landscaping, directional signs or lighting.

### Ring Road and Parking Areas

14.6.2.1.9 The internal ring road and parking areas around the Town Centre should be clearly defined to facilitate the safe movement of pedestrians and vehicles through the site; definition of the ring road **streetscape** should be improved by ensuring adequate sight lines, incorporating landscape islands that define parking areas, and providing sidewalks and lighting.

### Building Massing

14.6.2.1.10 Development along the public road frontages should address the following:

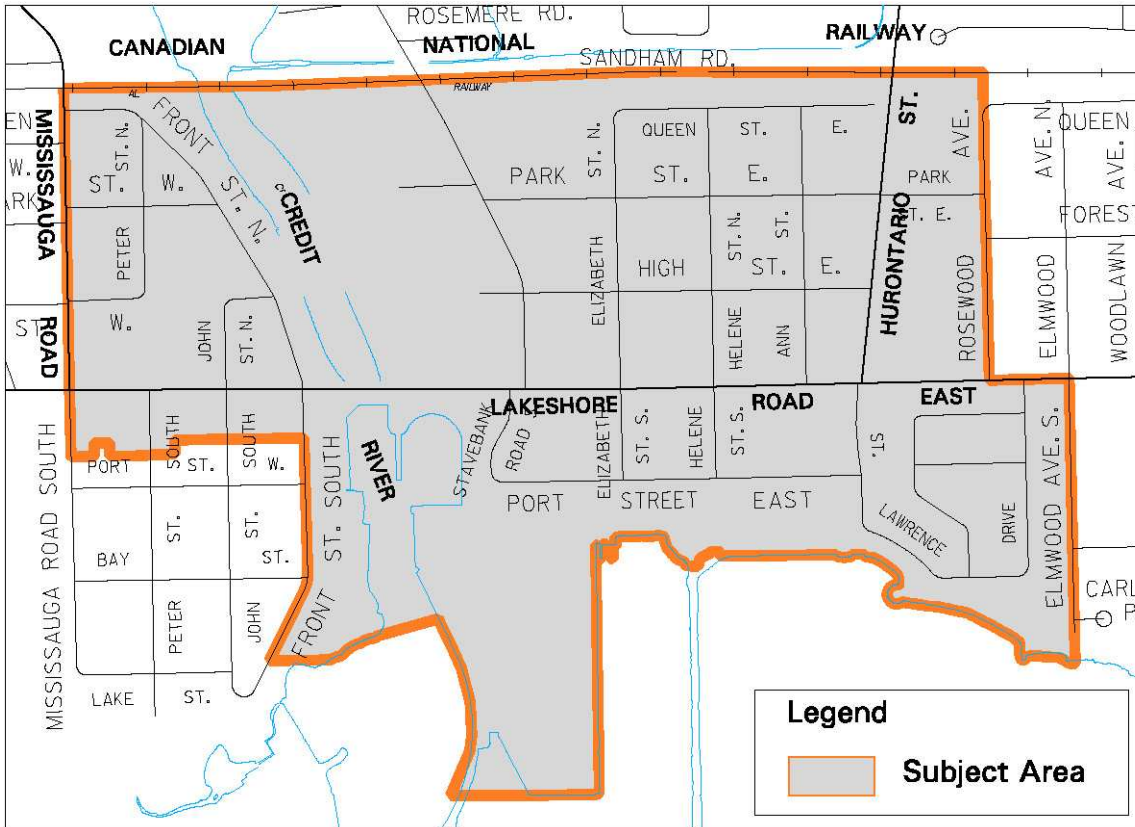
- a. no parking or driveway areas should be provided between the buildings and the street line;
- b. blank walls should be avoided along the street in favour of fenestration, building entrances and architectural detailing;
- c. service, loading and garbage storage areas should be located on the internal side of the development away from public streets and screened from view by means of built form and landscaping
- d. all building entrances should be clearly articulated and linked to pedestrian walkway connections.

### Streetscape

14.6.2.1.11 Landscape treatment of the Winston Churchill frontage of the Town Centre should reinforce the treatment within the municipal boulevard.

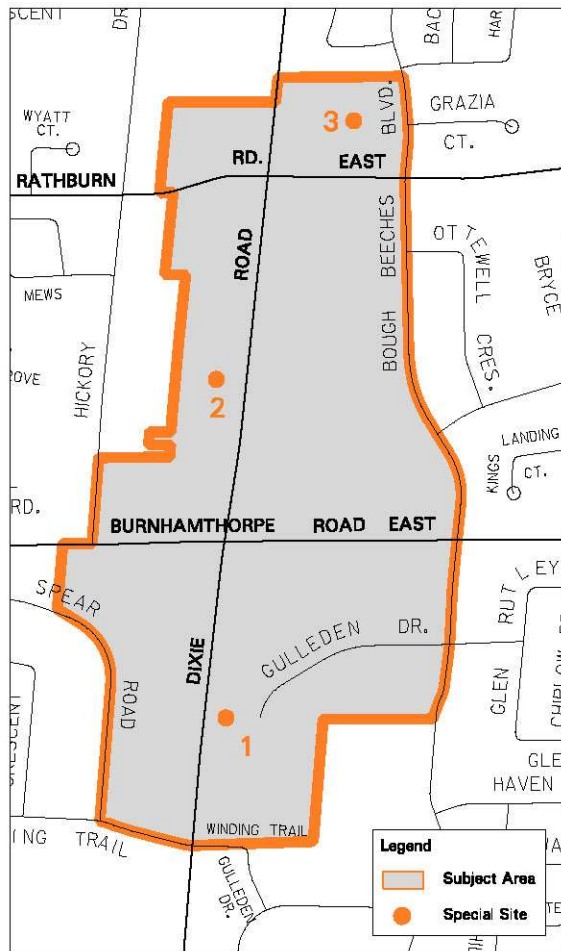
## 14.7 Port Credit

Official Plan policies for lands within the Port Credit Community Node are contained in the Port Credit Local Area Plan under separate cover.



**Port Credit Community Node Character Area**

## 14.8 Rathwood-Applewood



**Rathwood-Applewood Community Node  
Character Area**

### 14.8.1 Land Use

14.8.1.1 For lands designated Residential Medium or High Density that are south of Burnhamthorpe Road, the following additional policies will apply:

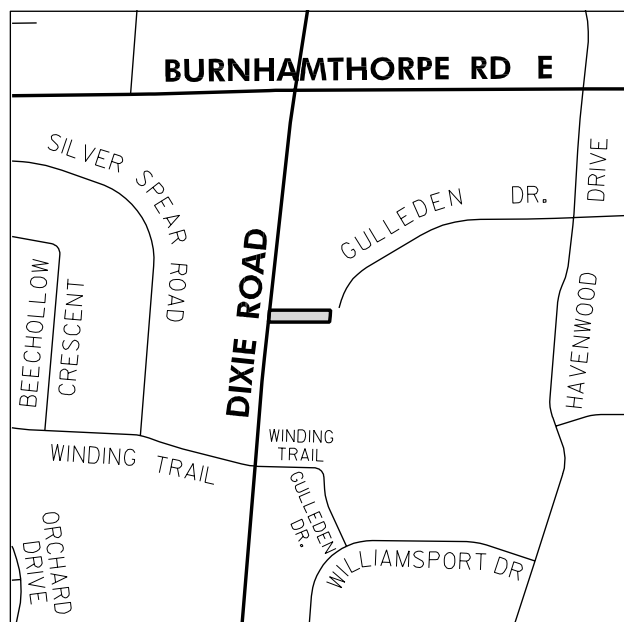
- new development should not exceed the height of any existing buildings on the property, and should be further limited in height so as to form a gradual transition in massing when located adjacent to low density residential development;
- buildings immediately adjacent to low density housing forms should be limited to three storeys; and

- in situations where the low density housing forms are separated from the high density development by a public road, park, utility corridor or other permanent open space feature, four to five storeys may be compatible.

### 14.8.2 Special Site Policies

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

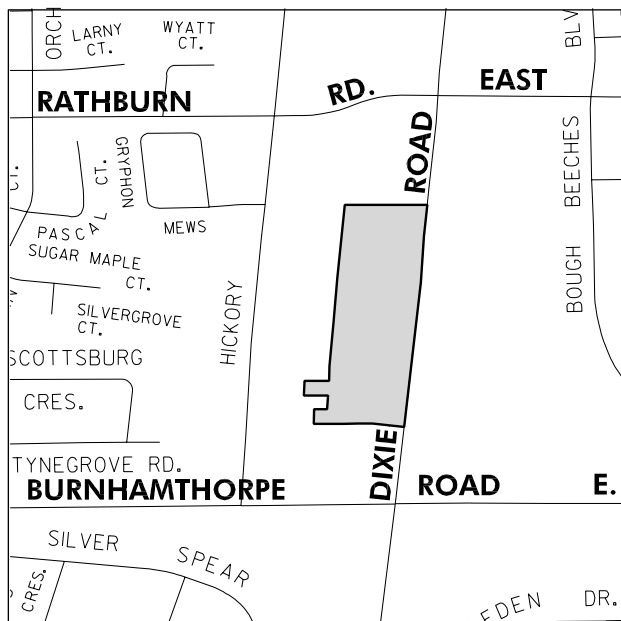
#### 14.8.2.1 Site 1



14.8.2.1.1 The lands identified as Special Site 1 are located on the east side of Dixie Road, south of Burnhamthorpe Road East.

14.8.2.1.2 Notwithstanding the provisions of the Residential Medium Density designation, detached and semi-detached dwellings may also be permitted.

**14.8.2.2 Site 2**



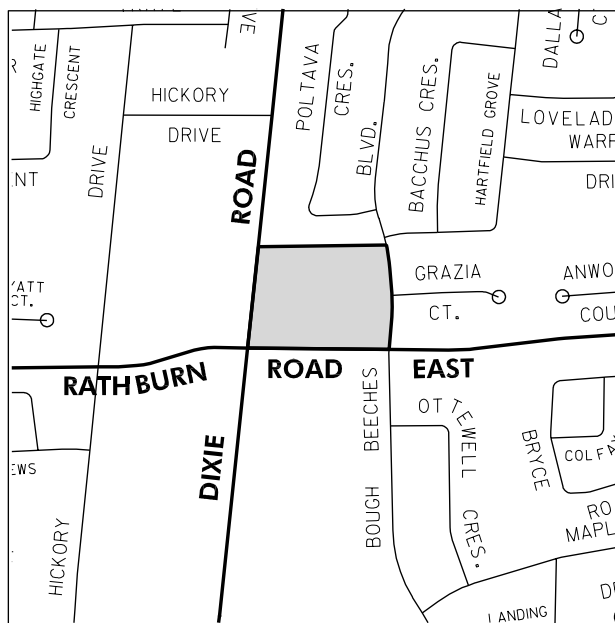
14.8.2.2.1 The lands identified as Special Site 2 are located west of Dixie Road and south of Rathburn Road East.

14.8.2.2.2 Notwithstanding the provisions of the Residential High Density and Convenience Commercial designations, the following additional policies will apply:

- a. a concept plan for all or part of this site may be required and will address, among other matters, the following:
  - compatibility of building form and scale with existing surrounding land uses;
  - convenient pedestrian access through the site to nearby transit service on Dixie Road and Burnhamthorpe Road East;
  - traffic generated will not adversely affect the transportation system;
  - acceptable ingress and egress, off-street parking, landscaping and buffering;
  - preservation of all mature trees and other significant natural features;

- b. a concept plan will be required to address, to the satisfaction of the City of Mississauga and the Region of Peel, matters relating to transportation and access onto Dixie Road;
- c. the redevelopment of this site will minimize access points to Dixie Road to preserve the integrity of Dixie Road as a major arterial roadway;
- d. the redevelopment of this site will allow for the construction of a centrally located street which is parallel to Hickory Drive and Dixie Road. The proposed street will connect to Dixie Road and align with the Rockwood Mall entrance on Dixie Road.

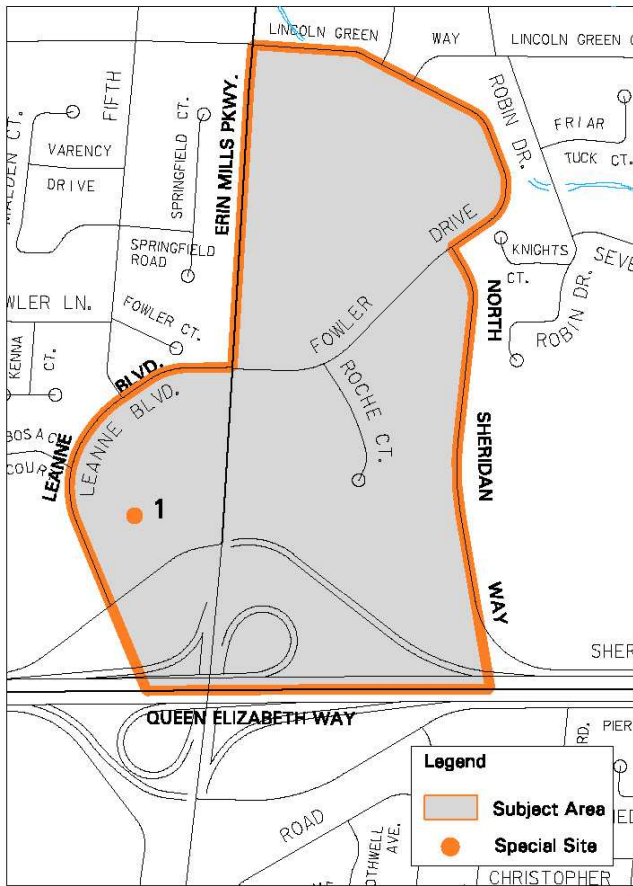
**14.8.2.3 Site 3**



14.8.23.1 The lands identified as Special Site 3 are located north of Rathburn Road East and east of Dixie Road.

14.8.23.2 Notwithstanding the provisions of the Residential High Density designation, townhouse dwellings will be permitted. The maximum Floor Space Index permitted for all development shall be 2.56.

## 14.9 Sheridan



### Sheridan Community Node Character Area

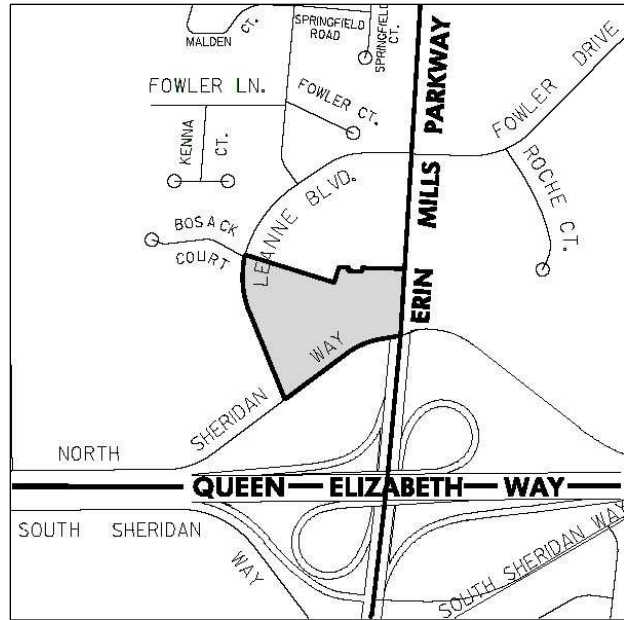
#### 14.9.1 Land Use

14.9.1.1 For lands designated Mixed Use, existing Major office will be permitted.

## 14.9.2 Special Site Policies

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

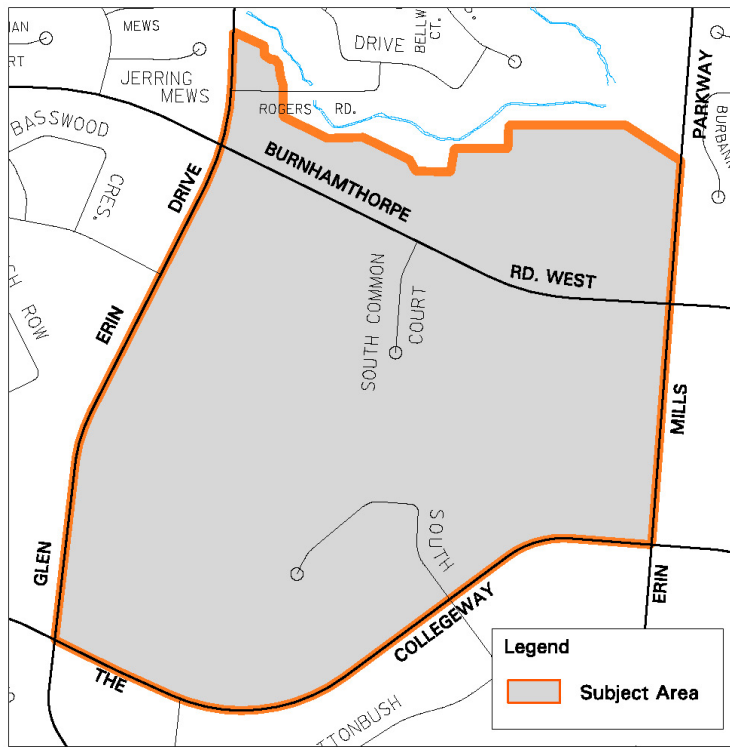
### 14.9.2.1 Site 1



14.9.2.1.1 The lands identified as Special Site 1 are located on the north side of North Sheridan Way, between Erin Mills Parkway and Leanne Boulevard.

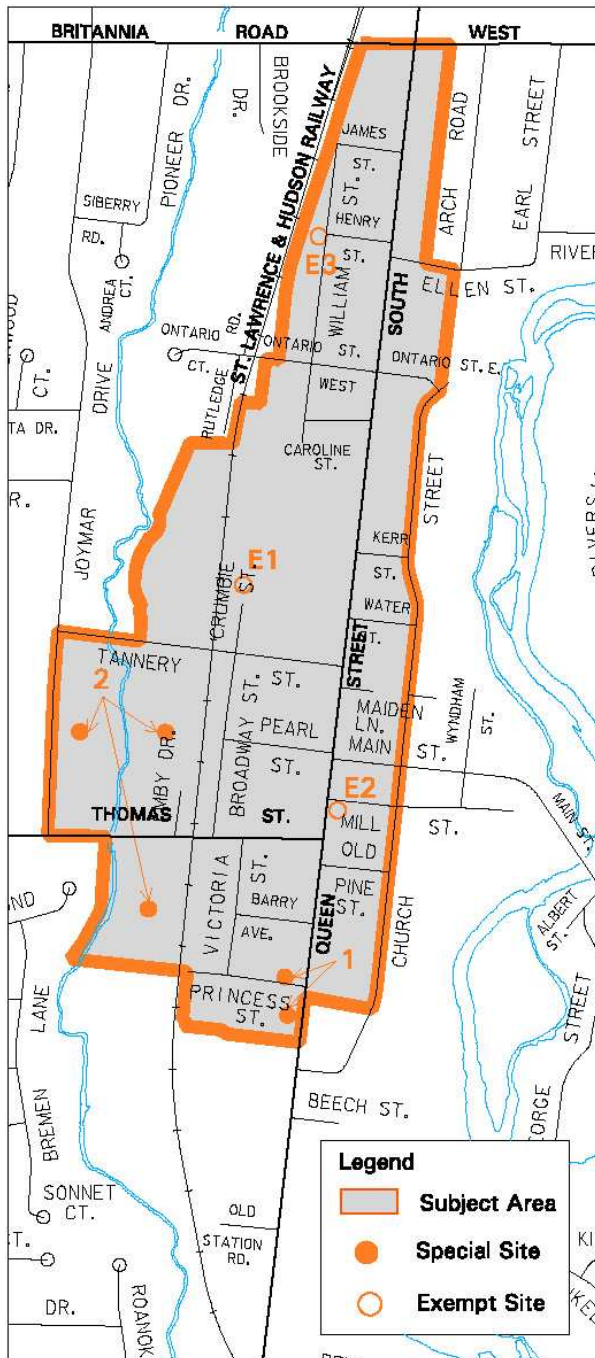
14.9.2.1.2 Notwithstanding the provisions of the Office designation, a long term health-care facility and overnight accommodations will also be permitted. Limited commercial uses may be considered.

## 14.10 South Common



**South Common Community Node Character Area**

## 14.11 Streetsville



**Streetsville Community Node Character Area**

### 14.11.1 Urban Design Policies

#### Community Identity and Focus

14.11.1.1 Development will be compatible with and enhance the village character of Streetsville as a distinct established community by integrating with the surrounding area.

14.11.1.2 Development with a high level of urban design, pedestrian amenity, landscaping and compact built form will be encouraged to create a strong sense of place and reinforce the role of the Community Node as the centre of activity for the surrounding community.

14.11.1.3 Queen Street South will remain the focus of the commercial core within the Streetsville Node.

14.11.1.4 The development of symbolic gateways to define entry to and exit from the Streetsville Node will be encouraged.

#### Historic Character

14.11.1.5 Alterations to heritage structures, including building repairs and additions, and/or alterations to existing vegetation which is part of the cultural heritage landscape, will be in keeping with the original character of the heritage resources to be preserved.

14.11.1.6 Designs for new buildings and additions will enhance the historic character and heritage context of the Streetsville Node through appropriate height, massing, architectural pattern, proportions, set back and general appearance.

14.11.1.7 Commercial signs will reflect the historic village character in the Streetsville Community Node. Hand painted wooden signs, projecting signs as permitted by municipal by-laws and other signs which reflect late nineteenth or early twentieth century practices will be encouraged.

14.11.1.8 The established residential character of the areas generally located along Queen Street South, south of Barry Avenue, will be maintained through appropriate building masses, setbacks,

intensive landscaping, **streetscapes** with many mature trees, and a regular street grid pattern.

14.11.1.9 The following will apply to lands designated Mixed Use:

- a. development with a mix of residential and office uses on upper floors and street-related commercial uses in closely spaced storefronts lining the street, will be encouraged along the principal streets in the Streetsville Community Node to promote an active pedestrian environment;
- b. new buildings will be at least two storeys but not more than three storeys in height. Building additions will not be more than three storeys in height and will be generally harmonious in style and massing with the buildings to which they are attached;
- c. the apparent height of new buildings will be reduced through massing and design;
- d. new development will be encouraged to reflect the original lot pattern and setback dimensions of surrounding properties. The front setback of new buildings should match the setback of adjacent buildings so as to create a uniform street wall. Where the building setbacks on either side are not equal, the lesser setback should be used;
- e. integrated parking opportunities, which may include rear lane access to combined parking areas and the development of private pay parking lots, will be encouraged where appropriate;
- f. development which enhances the **streetscape** through landscaping and the provision of pedestrian amenities will be encouraged along the principal streets within the Streetsville Community Node.

### Public Realm

14.11.1.10 The placement of parking areas to the rear of buildings and the consolidation of driveways will be encouraged along principal street frontages

in the Streetsville Community Node to increase the area available for planting and public amenity.

14.11.1.11 The rear facades of developments which back onto places accessible to the public, including parking areas or laneways, should be designed to provide a level of detail, fenestration, and direct access appropriate to their role as secondary frontages.

### 14.11.2 Land Use

14.11.2.1 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.

14.11.2.2 For lands designated Residential High Density a maximum building height of seven storeys is permitted.

14.11.2.3 In addition to the uses permitted by the Land Use Policies of this Plan, bed and breakfast establishments are permitted provided that they front upon Queen Street South, Main Street, Thomas Street or Church Street.

### 14.11.3 Heritage

14.11.3.1 Heritage resources will include those properties listed on the City's Heritage Register, but will not be restricted to the list.

14.11.3.2 Mississauga will encourage the investigation of the Streetsville historic core area as an area to be examined for future designation as a Heritage Conservation District in accordance with the Ontario Heritage Act.

### 14.11.4 Stormwater Management

14.11.4.1 A stormwater drainage report will be required to ensure that the existing drainage system has the capability to convey the increase storm flow from redevelopment in accordance with current City drainage standards.

## 14.11.5 Transportation

14.11.5.1 The maximum pavement width of Queen Street South, from Britannia Road West to the St. Lawrence and Hudson Railway, will not exceed a basic two lane cross-section, except for bus bays, on street parking lanes, turning lanes at intersections and bicycle and pedestrian routes.

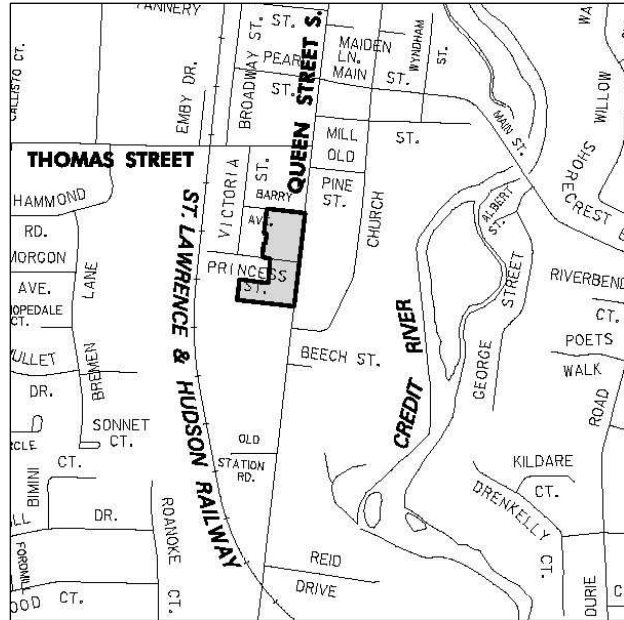
14.11.5.2 Main Street between Queen Street South and Church Street will not be widened to accommodate additional through traffic lanes. Minor modifications to this roadway for on-street parking, safety or maintenance will be permitted, however, major modifications which would have an adverse effect on the character of the roadway, will require an amendment to this Plan.

14.11.5.3 The City will continue to encourage and promote better utilization of the existing and future parking inventory through discussions with the members of the Streetsville Business Improvement Area (BIA), with a goal of developing a self sufficient parking operation through measures such as parking charges.

## 14.11.6 Special Site Policies

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

### 14.11.6.1 Site 1



14.11.6.1.1 In addition to the uses permitted by their Residential Low Density I and II designations, the lands identified as Special Site 1 which front on Queen Street South, may also be used for offices.

14.11.6.1.2 Any office conversion should maintain a residential appearance in keeping with the existing scale, materials, and character of the existing dwellings in the immediate area. The existing houses should be preserved if at all possible, while the interior floor plan may be altered for office use.

14.11.6.1.3 Any additions and alterations of existing buildings should be sensitive to the existing vernacular and heritage village theme, and should be largely confined to the rear of the property.

14.11.6.1.4 Any additions, alteration, conversion or redevelopment should maintain the existing front yard setback, with the front yard used for landscaping.

14.11.6.1.5 Sufficient on-site parking, which will consist of only surface parking, as required by the Zoning By-law, should be provided in the rear yard only at grade without removal of existing trees, except at the discretion of the City arborist.

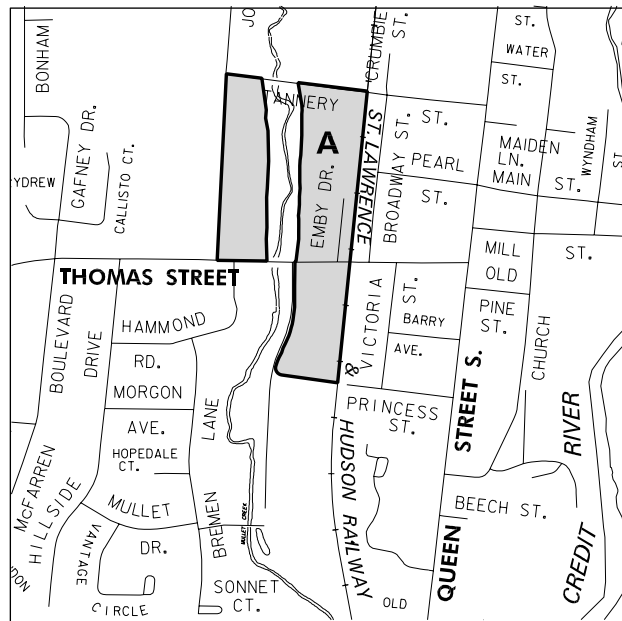
14.11.6.1.6 Vehicular entrances should be combined to minimize the number of access points on Queen Street South.

14.11.6.1.7 Minimal signage will be permitted. The design of such signage and external lighting should be compatible with the residential character of the area.

14.11.6.1.8 Existing lot sizes should be retained.

14.11.6.1.9 Rear yard drainage will be provided to the satisfaction of the City.

**14.11.6.2 Site 2**



14.11.6.2.1 The lands identified as Special Site 2 are located south of Tannery Street, north of Old Station Road, east of Joymar Drive and west of the St. Lawrence and Hudson Railway.

14.11.6.2.2 Notwithstanding the Residential High Density, Residential Medium Density and Greenbelt

designations the following additional policies will apply:

- a. the determination of the area suitable for redevelopment will have regard for the extent of the "regulatory storm" floodplain and the erosion hazards associated with Mullet Creek, whichever is greater. The extent of areas required for conservation purposes will be determined to the satisfaction of Credit Valley Conservation and the City;
- b. building forms should consist of low profile buildings ranging in height from three storeys near Mullet Creek to six storeys near the railway tracks;
- c. redevelopment will include provisions for a community park and a multi-use recreational trail. The trail will be located adjacent to the east side of the Mullet Creek valley, from Tannery Street to the existing trail crossing Mullet Creek, south of Thomas Street. The location and size of the community park will be determined through the preparation of a parkland concept plan.

14.11.6.2.3 Redevelopment of Area A should include provision for a public road connecting Thomas Street and Tannery Street west of the St. Lawrence and Hudson Railway right-of-way.