

15 Corporate Centres

15.1 Introduction

There are four Corporate Centres in Mississauga:

- Airport Corporate;
- Gateway Corporate;
- Meadowvale Business Park; and
- Sheridan Park.

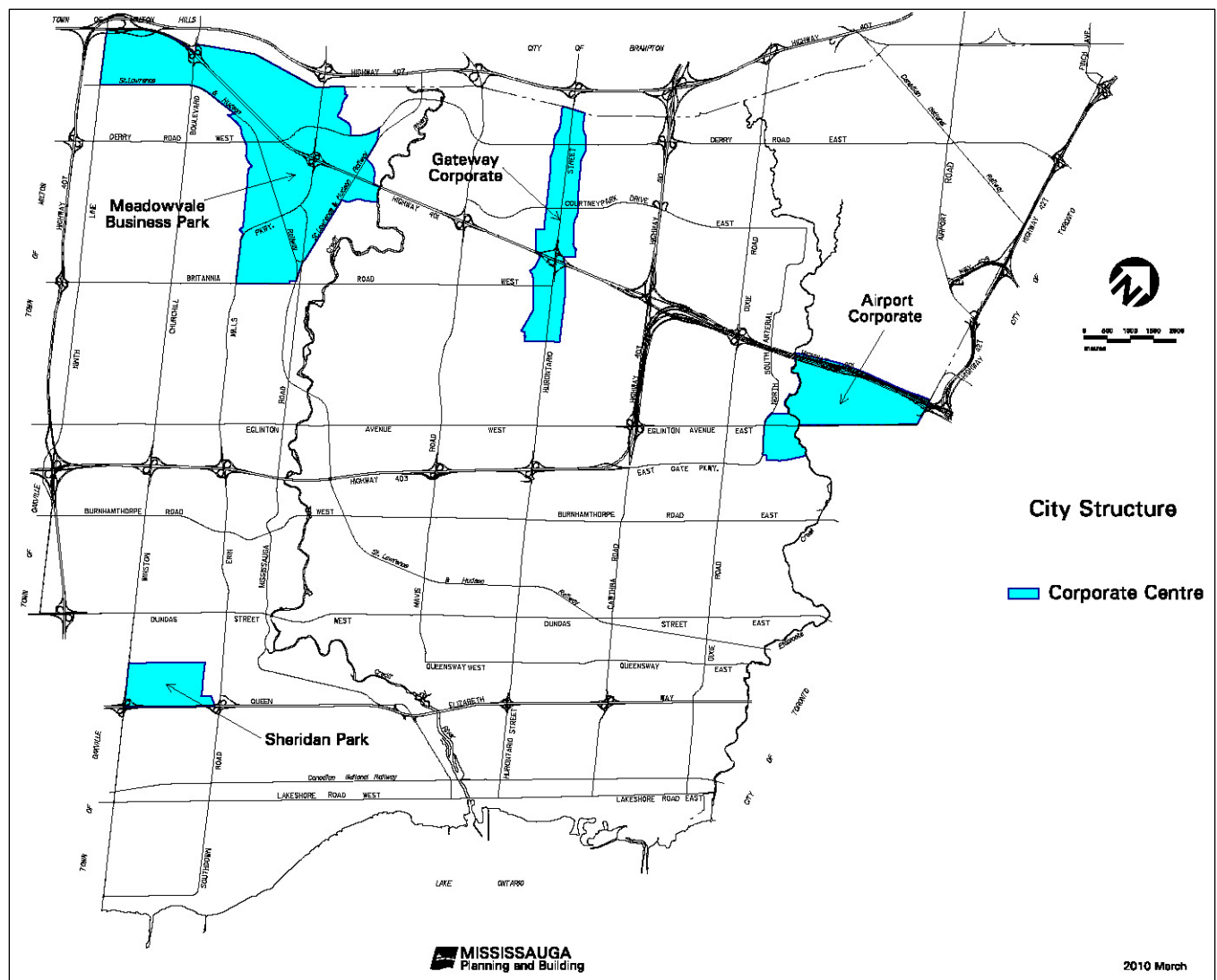
This section identifies the modifications to the General Land Use designations in Chapter 11 that

apply to all Corporate Centres.

15.1.1 General

15.1.1.1 Corporate Centres will develop a mix of employment uses with a focus on office development and uses with high employment densities.

15.1.1.2 Lands on a Corridor or within a **Major Transit Station Area** will be subject to the two storey height minimum. Local area plans or planning studies may establish maximum height requirements.



15.1.1.3 The following uses will not be permitted in free-standing building on a Corridor:

- a. financial institution;
- b. motor vehicle rental;
- c. personal service establishment;
- d. restaurant; and
- e. retail store.

15.1.1.4 Within a Corridor all accessory uses must be in the same building as the principal use.

15.1.2 Residential

15.1.2.1 Residential uses will not be permitted.

15.1.3 Mixed Use

15.1.3.1 Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted:

- a. Major offices.

15.1.3.2 Notwithstanding the Mixed Use policies of this Plan, the following uses will not be permitted:

- a. residential.

15.1.3.3 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.

15.1.4 Office

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

- a. Post secondary educational facilities.

15.1.5 Institutional

15.1.5.1 Notwithstanding the Institutional policies of this Plan, residential uses will not be permitted.

15.1.6 Convenience Commercial

15.1.6.1 Notwithstanding the Convenience Commercial policies of this Plan, the following uses will not be permitted:

- a. residential

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

15.1.7 Motor Vehicle Commercial

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

15.1.8 Business Employment

15.1.8.1 Notwithstanding the Business Employment policies of this Plan, the following additional uses will be permitted:

- a. Major offices.

15.1.8.2 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:

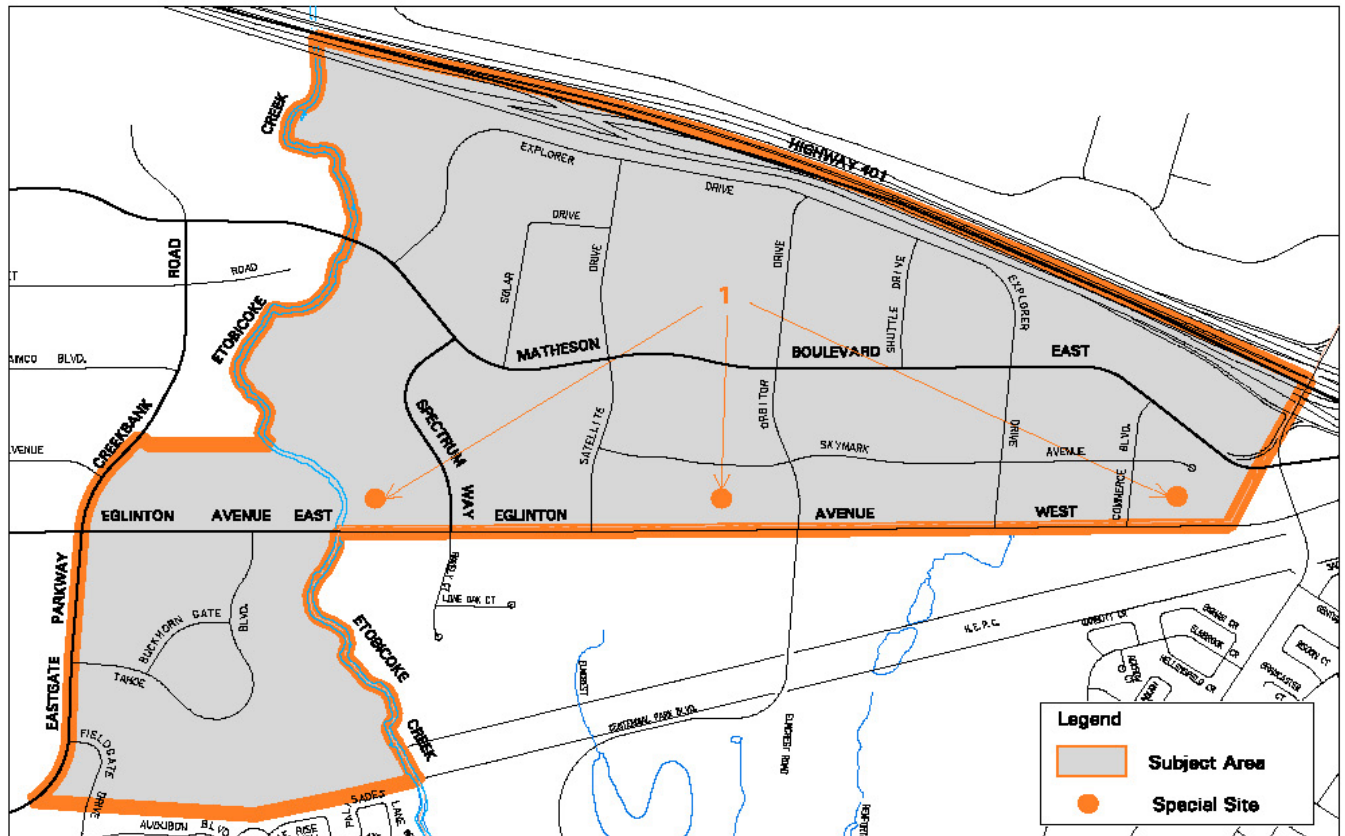
- a. cardlock fuel dispensing;
- b. outdoor storage and display areas related to a permitted manufacturing use; and
- c. self storage facilities.

15.1.8.3 Notwithstanding the Business Employment policies of this Plan, **Secondary offices** will not be subject to a maximum FSI.

15.1.9 Industrial

15.1.9.1 The Industrial designation will not be permitted, except for lands within the Meadowvale Business Park Character Area designated Industrial at the time this Plan comes into effect.

15.2 Airport Corporate



Airport Corporate Centre Character Area

15.2.1 Urban Design Policies

15.2.1.1 Development of a continuous street frontage through the orientation of buildings parallel to the street and the placement of significant building mass adjacent to the street edge with transparent facades at-grade will be encouraged;

15.2.1.2 Where they are related, multi-storey buildings should be linked together with a podium;

15.2.1.3 Blank walls should be avoided along the street line in favour of building entrance features, fenestration, and architectural detailing;

15.2.1.4 Main building entrances should be clearly articulated and linked to pedestrian walkway systems to provide convenient access for pedestrians to public transit. Active building entrances features should be oriented to major street frontages and the BRT;

15.2.1.5 Where building side or rear elevations are exposed to roadways these elevations should be similar to front elevations with respect to details, trim, and the orderly placement of windows, roof forms, and architectural elements;

15.2.1.6 Where continuous street planting is not possible, concentrated landscape treatment may be required;

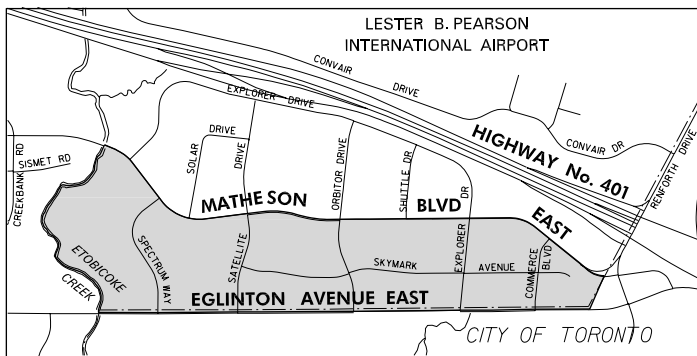
15.2.1.7 Through the site planning and development processes adequate provision should be made for landscaping and design throughout the Character

Area including the area adjacent to the Parkway Belt West and related easement north of Eglinton Avenue West, both with regard to existing uses and in the context of the ultimate use of these lands for transit purposes.

15.2.2 Special Site Policies

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

15.2.2.1 Site 1



15.2.2.1.1 The lands identified as Special Site 1 are located north of Eglinton Avenue West, south of Matheson Boulevard East, east of the Etobicoke Creek, to Explorer Drive and all lands East of Explorer Drive.

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

- new industrial uses including manufacturing, warehousing, distributing and wholesaling, outdoor storage and display ;
- free-standing retail commercial uses and financial institutions.

However, existing industrial uses will be permitted to continue and expand.

b. Notwithstanding the Business Employment designation, the following additional policies will apply:

- buildings will be a minimum of four storeys within 500 m of the limits of Renforth BRT station;
- buildings will be a minimum of two storeys within 500 m of the limits of Spectrum and Orbitor stations;
- development will have a minimum FSI of 0.5. In calculating FSI on large sites with multi-phase development, regard may be had to the size of individual development parcels;
- prior to site plan approval, the proponent will demonstrate that sites have the ability to achieve a minimum FSI of 1.0 over time by demonstrating the capacity of the site to accommodate additional development having regard to parking, servicing, access and landscaping;
- the provision of retail commercial uses with display windows in the at-grade level is encouraged. Buildings closest to the BRT station should have active uses along most of their ground floor frontage facing public streets and/or BRT corridor;
- where it is not feasible to include retail commercial uses, the at-grade level should include windows, lobbies and entrances so as to avoid blank walls facing public streets; and
- in order to achieve a continuous street wall, it is intended that as development occurs over time, a minimum of 70 percent of any lot frontage along the BRT corridor, Skymark Avenue, Commerce Boulevard and Citation Place, should be occupied with a building or buildings. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Commerce Boulevard and the BRT corridor.

c. Pedestrian Connections

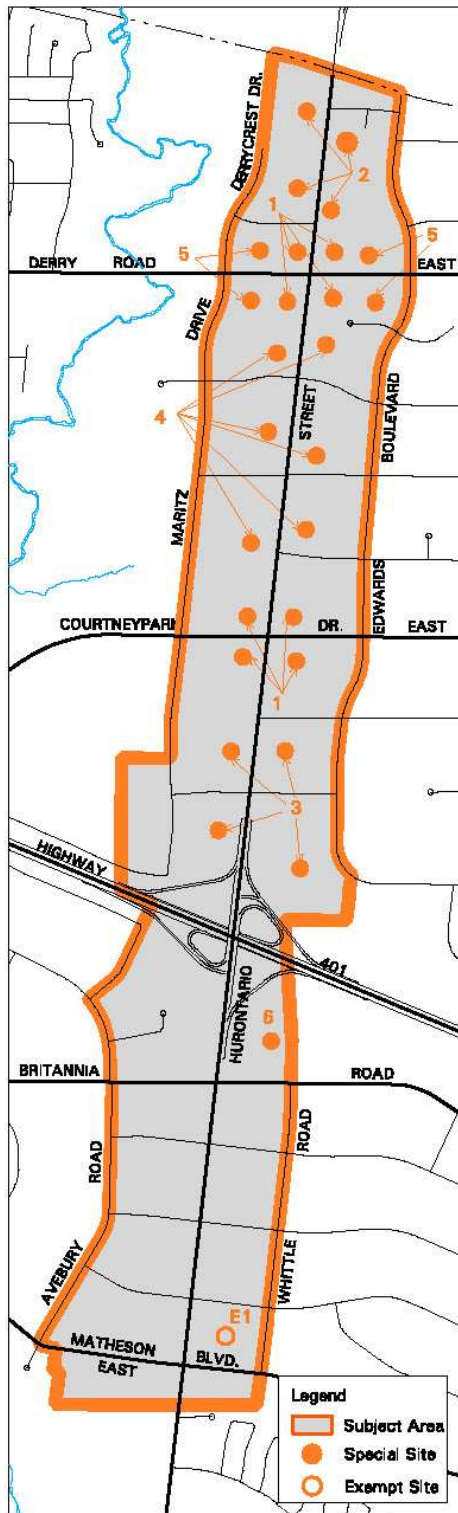
Development will promote pedestrian movements to and from transit stations through the local streets and publicly accessible private pedestrian connections or private open space areas (plazas). The location, size and character of the publicly accessible connections will be determined during the site plan review process having regard for the following:

- sidewalks will be provided on both sides of all streets and form a connected system of pedestrian access to and from BRT stations.
- **streetscape** improvements will be coordinated and well designed, including trees, pedestrian-scale lighting, special paving and street furniture on sidewalks, boulevards and important pedestrian and publicly accessible open space areas and walkways;
- parking areas will have appropriate landscape treatments, including trees and lighting, throughout parking lots and along their edges, in order to improve the appearance of the parking areas, to contribute to the visual continuity of the street edge. Parking areas should also incorporate defined pedestrian routes for safe and convenient pedestrian movement to building entrances and other destinations to encourage the safe use of these spaces;
- concentrated landscape treatment will be provided where continuous street planting is not possible due to the location of utilities or other constraints;
- private open space areas will be high quality, usable, and physically and visually linked to streets, park and mid-block pedestrian routes; and
- pedestrian easements will be provided through the site plan review for the achievement of a continuous pedestrian promenade adjacent to the BRT corridor.

d. Parking and Servicing

- new developments will demonstrate that they have a Transportation Demand Management (TDM) strategy in place as a condition of site plan approval;
- prestige offices will be encouraged to provide at least one level of below-grade parking below the building;
- no parking will be provided between the building and the streetline or BRT corridor on principal building frontages. In cases of lots with multiple street frontages, priority will be given to not allowing parking along the BRT corridor and Commerce Boulevard;
- surface parking should incorporate pedestrian and environmental features including: pathways and plantings to break up large expanses of asphalt, permeable surfaces, storm-water management, clear pathways for enhanced pedestrian access, and defined future development blocks;
- loading and garbage storage areas should be located at the rear of buildings, integrated or screened from primary pedestrian routes and publicly visible areas;
- shared parking and driveways between developments will be encouraged;
- site plans will demonstrate the ability for shared servicing access with adjacent developments; and
- new development will provide secure bicycle parking for employees.

15.3 Gateway Corporate



Gateway Corporate Centre Character Area

15.3.1 Urban Design Policies

15.3.1.1 The focus of these policies is to promote high quality urban design and built form. These policies are also intended to reinforce and enhance the image of Hurontario Street as the main north-south corridor through the City.

Hurontario Street Corridor Development Policies

15.3.1.2 The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street.

- Encourage a high quality urban design in the built form which is distinctive and urban in character, and which contributes to the identity of Hurontario Street as a principal City thoroughfare.
- Encourage a high standard of public and private realm **streetscape** design that is co-ordinated and comprehensive which includes street furniture, public art, building forecourts, open space, bus shelters, tree planting, and the sensitive location of utilities.
- Ensure buildings are street-related with pedestrian entrances, active building elevations, and fenestration forming an integrated link between the building and the sidewalk.
- Encourage the development of a unique Hurontario Street character, and enhance its image through the creation of **streetscape** design, prominent intersections built form features, an integrated public and private realm and gateway features.
- Orient the most active and architecturally detailed building façade to the public street by use of main entrances and a large percentage of fenestration addressing the **streetscape**.
- Locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street.

- g. Design buildings with sufficient height, mass and width of street frontage to define and frame the street.
- h. Complete the road system to improve cyclist and pedestrian movement, vehicular and servicing access, and to create usable and accessible development parcels.
- i. Integrate the principal and the accessory uses, within individual buildings.
- j. Encourage the continued development of varied and innovative prestige buildings.
- k. Encourage development that provides a safe and convenient pedestrian environment that promotes the use of Hurontario Street as a major transit corridor.
- l. Minimize building setbacks from the streetline(s) while balancing continuous landscaping between the building and the street and pedestrian linkages to the public sidewalk.
- m. Encourage the appropriate transition of built form between buildings.
- n. Provide for safe, pleasant and convenient pedestrian movement from the public sidewalk and on-site parking areas to the principal building entrance(s).
- o. Discourage the fragmentation of land parcels that will inhibit the eventual development of employment uses. Encourage land consolidation, in particular at the principal intersections to facilitate useable development parcels.
- p. Priority will be given to pedestrian movement when accommodating both pedestrian and vehicular traffic. Design efficient parking facilities to avoid circuitous routes and dead end aisles.
- q. Encourage built form (outside the gateway and main intersection areas) to incorporate a high level of physical continuity, cohesion and linkage

between buildings, from block to block, and from street to street.

- r. Create a sense of prominence at the intersections of Hurontario Street, in addition to those subject to Special Site Policies, by integrating features such as, tall, more distinctive buildings located close to the street, unique landscape and **streetscape** treatment, elevated and distinguishing rooflines.
- s. Internalize, screen and minimize visual impacts of the service and loading facilities from the **streetscape(s)**, public view, pedestrian walkways, and abutting uses.
- t. The submission of a concept plan will be required for all development applications to demonstrate how the urban design policies will be implemented.
- u. Development applications will also have regard for the urban design guidelines in the urban design manual entitled Upper Hurontario Corridor-A Design Mandate For Excellence.

15.3.2 Land Use

15.3.2.1 Notwithstanding the Business Employment Policies of this Plan, the following uses will not be permitted on land adjacent to Hurontario Street:

- a. drive-throughs which are not substantially screened from Hurontario Street by a building in place at the time of development; and
- b. single storey financial institutions and free-standing restaurants of all types which are not substantially screened from Hurontario Street by a building in place at the time of development.

15.3.2.2 Notwithstanding the above policy, existing single storey financial institutions, free-standing restaurants and drive-throughs, which are not substantially screened from Hurontario Street by a building, will be permitted as they exist on the day these policies come into effect provided, however, that the reconstruction or alteration of these uses may be permitted if the proposal results in a visual

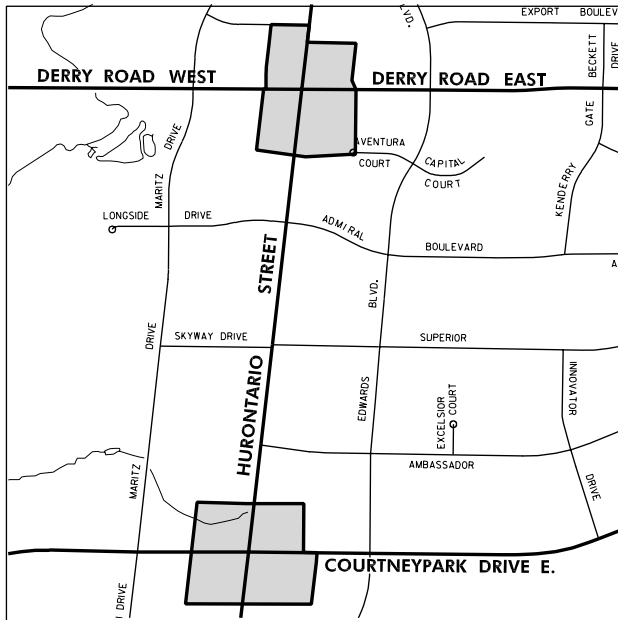
or functional improvement of the site which achieves the intent and policies of the Gateway Corporate Centre Character Area Policies.

15.3.2.3 Lands designated Motor Vehicle Commercial may be developed for the permitted uses of the abutting Business Employment designations without further amendment to this Plan

15.3.3 Special Site Policies

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

15.3.3.1 Site 1



15.3.3.1.1 The lands identified as Special Site 1 are located at the four corners of Hurontario Street and Derry Road East/Derry Road West, and Hurontario Street and Courtneypark Drive East/ Courtneypark Drive West.

15.3.3.1.2 Notwithstanding the Business Employment designation and the Urban Design Policies in Section 15.3.1.2 for these lands, the following additional policies will apply:

- a. existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street are recognized, but are encouraged to be redeveloped for other permitted uses;
- b. expansion of the existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street will be permitted. As part of the expansion of the existing gas bar at the southeast corner of Derry Road East and Hurontario Street, a car wash will also be permitted.

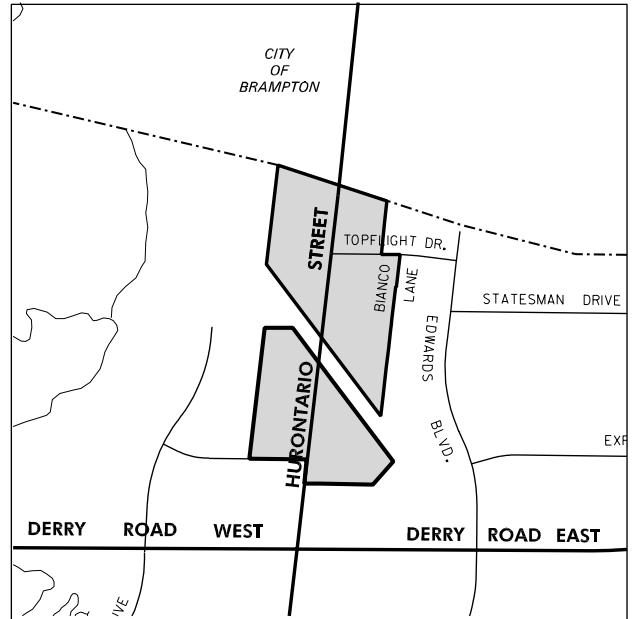
The reconstruction or alteration of the existing car was at the south-east corner of Hurontario Street and Derry Road East may be permitted if the proposal results in a visual or functional improvement of the site which achieves the intent and policies of the Gateway District Policies.

- c. accessory commercial uses will generally be limited to a maximum of 30% of the total Gross Floor Area. Free-standing accessory commercial uses will not be permitted. Accessory commercial uses must be contained within the same building as the principal use.
- d. assembly of lands at the Hurontario/Derry intersection is encouraged;
- e. prior to development of the lands at the Hurontario/Derry intersection, an internal access concept will be prepared to the satisfaction of the Transportation and Works Department;
- f. these lands represent the principal intersections along the Hurontario corridor north of Provincial Highway 401 (Derry Road East/Derry Road West and Courtneypark Drive East/Courtneypark Drive West). Development abutting the intersections should highlight these locations as focal points within the **streetscape**, given their high profile and visibility.

In addition to the Urban Design Policies in Section 15.3.1.2, these lands will be subject to the following:

- built form at the corners of the intersections should have prominence, occupy a majority of the streetline and be a minimum of three storeys. The reconstruction of the service stations at the south east and south west corners of Hurontario Street and Derry Road East/West for motor vehicle commercial purposes may be permitted if it results in an improvement of the site by meeting the spirit and intent of this Plan by providing, for example, the massing, height and built form of a two storey mezzanine building.
 - buildings with minimal frontal setbacks with active street-oriented elevations, main front doors and fenestration integrated with the **streetscape**;
- g. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - a Design Mandate for Excellence during the processing of development applications.

15.3.3.2 Site 2



15.3.3.2.1 The lands identified as Special Site 2, also known as the City Wide Gateway, are located on both sides of Hurontario Street, south of the northerly municipal boundary.

15.3.3.2.2 Notwithstanding the Business Employment designation and the Urban Design Policies in Section 15.3.1.2 for these lands, the following additional policies will apply:

- a. expansion of the existing gas bar site on the east side of Hurontario Street, north of the electric transmission lines will not be permitted;
- b. a motor vehicle service centre will be permitted on the east side of Hurontario Street south of the electric transmission lines;
- c. prior to a development proposal, the applicant will provide a concept plan demonstrating internal traffic and pedestrian circulation to the satisfaction of the City;
- d. Special Site 2 should function as the primary "gateway" into Mississauga from Brampton and areas to the north. A "gateway" should promote distinctive built form, landscaping and street furniture elements as visual landmarks to

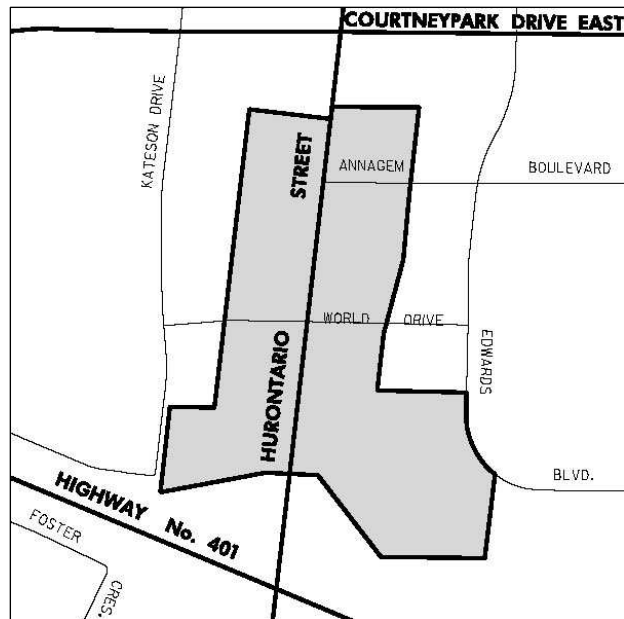
identify the City entry and reinforce a quality image.

This location is the prime opportunity to initiate a "gateway" into a civic boulevard of this calibre over the longer term. The achievement of this goal will rely on distinctive elements in both the public boulevard (i.e. feature planting, signage and decorative elements) as well as abutting development.

Built form in this location should not be seen as "background" development but should create distinctive landmarks by creative use of building massing, architectural features, higher buildings and integrated built form as a "signature" for Mississauga. Further, a transition should be provided between the highway scale of Provincial Highway 407 and the more urban scale of the street corridor through graduated change in setback, character and attention to design detail;

- e. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - a Design Mandate for Excellence during the processing of development applications.

15.3.3.3 Site 3



15.3.3.3.1 The lands identified as Special Site 3, also known as the District Gateway, are located on both sides of Hurontario Street, north of Provincial Highway 401.

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

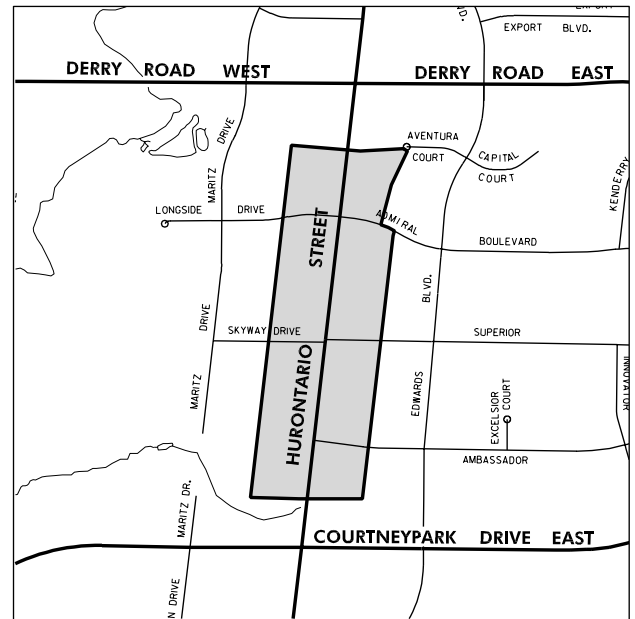
- a. the District Gateway should provide the principal entry feature into the abutting Business Employment areas from Provincial Highway 401 and areas to the south. Development in this area should promote a quality image for this business community and reinforce its upscale image as a corporate address and destination. Opportunities for secondary landmark buildings should be promoted in order to highlight the entry point and provide orientation points. Built form should provide for a transition in scale from the broad expanses of Provincial Highway 401 to the more contained urban corridor appropriate to Hurontario Street;
- b. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor – A Design Mandate

for Excellence during the processing of development applications.

c. For the lands identified as A, notwithstanding Section 15.3.1.2, Hurontario Street Corridor Development Policies, one row of parking between the building(s) and Hurontario Street, will be permitted subject to the following:

- a generous landscape buffer be incorporated along the streetline to screen vehicle parking areas;
- the building(s) be located close to the Hurontario Street frontage;
- the building be designed with the main front entrance facing Hurontario Street; and
- a visual and functional pedestrian link be incorporated between the building entrance and the public sidewalk to encourage transit usage.

15.3.3.4 Site 4



15.3.3.4.1 The lands identified as Special Site 4, also known as the urban corridor of Hurontario Street, are located on both sides of Hurontario Street, south of Derry Road East/Derry Road West.

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

a. from an urban design perspective, development along the connecting corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

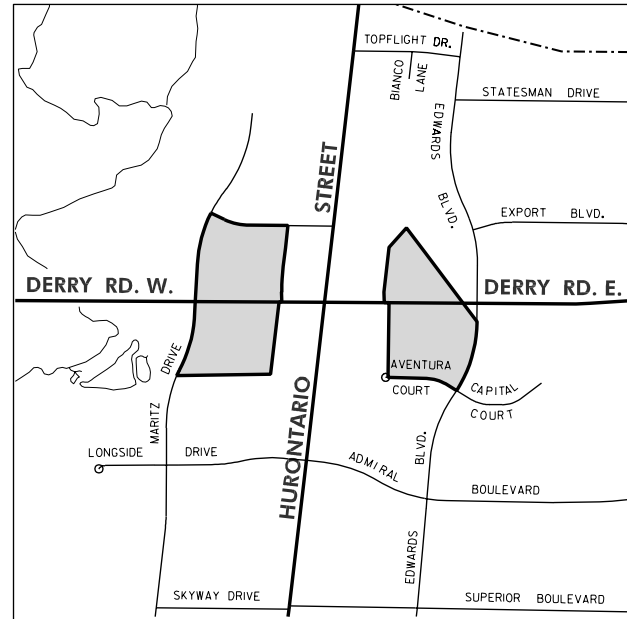
The urban corridor of Hurontario Street should provide the common denominator of built form character linking the special features outlined above within a strong overall theme. Buildings along the urban corridor should have a consistent setback, height and building street frontage. Buildings along the urban corridor should have a consistent setback, height and building street frontage.

b. the following general principles should apply to the urban corridor of Hurontario Street:

- broader streetline setback range on development with substantial landscape area;
- substantial building coverage oriented to streetline;
- active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the building activities an integral part of the street;
- encourage consolidation of vehicular entrances;
- "background" architecture to create a unified street frame;
- signage limited in scale and integrated with architecture (detailed guidelines have regard for Hurontario Streetscape Guidelines - south of Highway 401);

c. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - a Design Mandate for Excellence during the processing of development applications.

15.3.3.5 Site 5



15.3.3.5.1 The lands identified as Special Site 5, also known as the urban corridor of Derry Road East/Derry Road West, are located on both sides of Derry Road East/Derry Road West, east and west of Hurontario Street.

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

- from an urban design perspective, development along the connecting corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

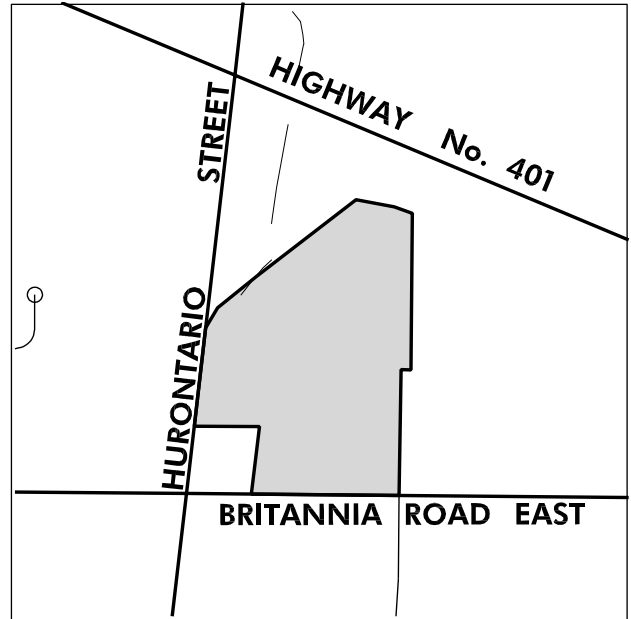
The urban corridor of Derry Road East/Derry Road West should provide the common denominator of built form character linking the special features outlined above within a strong overall theme. Buildings along the urban corridor should have a consistent setback, height and building street frontage.

- the following general principles should apply to the urban corridor of Derry Road East/Derry Road West:

- broader streetline setback range on development with substantial landscape area;
- substantial building coverage oriented to streetline;
- active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the building activities an integral part of the street;
- encourage consolidation of vehicular entrances;
- "background" architecture to create a unified street frame;
- signage limited in scale and integrated with architecture (detailed guidelines have regard for Hurontario Streetscape Guidelines - south of Highway 401);

c. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor - a Design Mandate for Excellence during processing of the development applications.

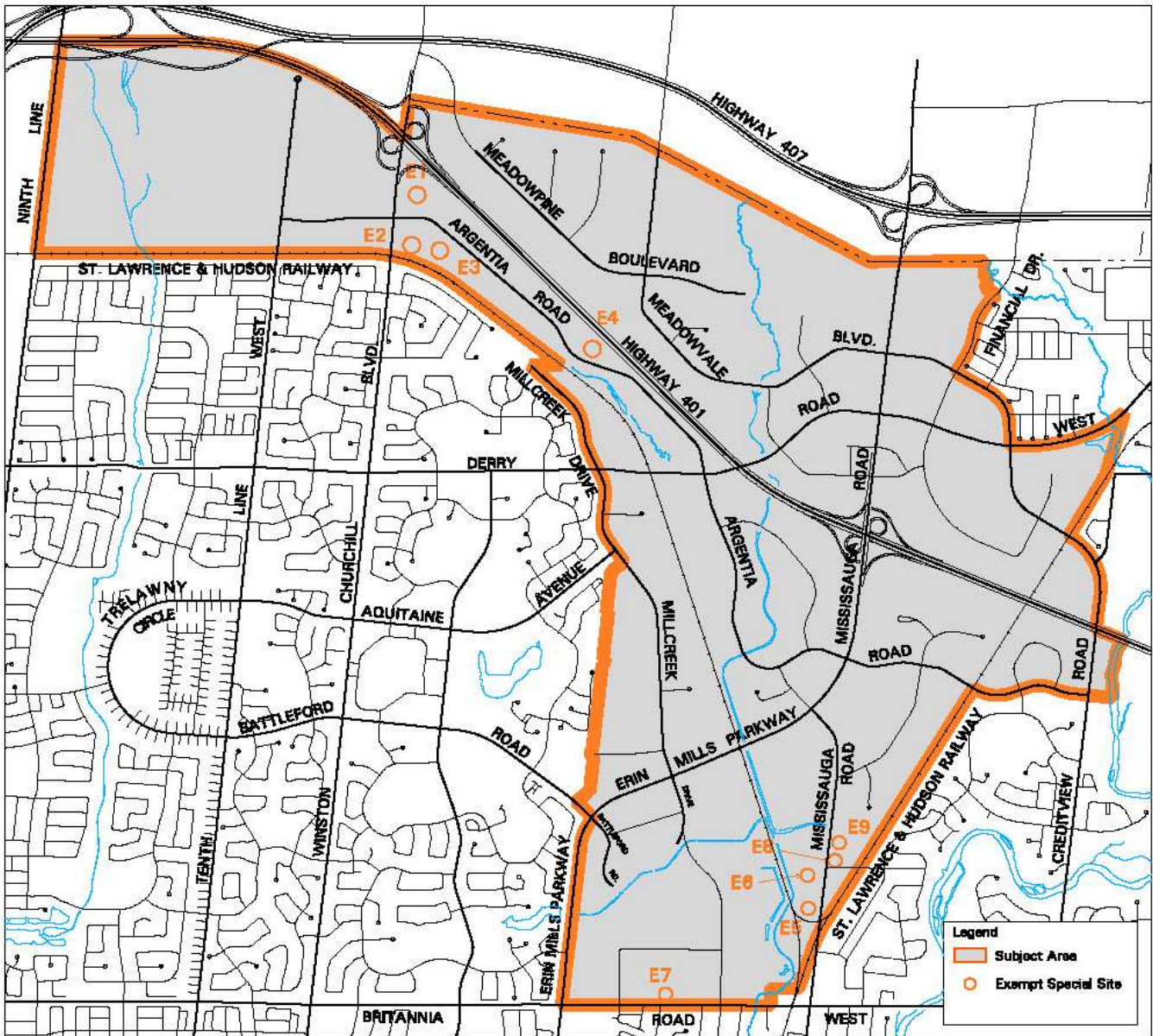
15.3.3.6 Site 6



15.3.3.6.1 The lands identified as Special Site 6 are located on the east side of Hurontario Street, south of Provincial Highway 401.

- a. Notwithstanding 15.3.1.2, Hurontario Street Corridor Development Policies, one row of parking between the building(s) and Hurontario Street, will be permitted subject to the following:
- a generous landscape buffer be incorporated along the streetline to screen vehicle parking areas;
 - the building(s) be located close to the Hurontario Street frontage; the building(s) be designed with the main front entrance facing Hurontario Street; and
 - a visual and functional pedestrian link be incorporated between the building entrance and the public sidewalk to encourage transit usage.

15.4 Meadowvale Business Park



Meadowvale Business Park Corporate Centre Character Area

15.4.1 Urban Design Policies

15.4.1.1 To achieve a high standard of building design, landscape and **streetscape**, the following design policies will be used to evaluate the design aspects of development proposals:

- existing natural features, particularly significant forested areas, the Mullet Creek valley and tributaries of the Credit River will be recognized as opportunities for urban design and will be incorporated with development in a manner which will not impair their visual or ecological integrity;
- by taking advantage of special building forms on lands proposed for office and commercial uses,

interesting and varied entrance corridors will be created;

- c. in order to firmly establish the prestige image of the area, special attention will be given to site planning, building design and landscaping along arterial and major collector roads, at major road intersections and at other highly visible locations.

15.4.1.2 Business Employment lands which are located directly adjacent to residential lands will require acoustical barriers and landscape buffers in order to achieve adequate noise attenuation, distance separation, and landscaping between the land uses. The sensitive residential land uses must be buffered from the loading, service and parking areas associated with the Business Employment lands.

15.4.1.3 Proposals for Business Employment and Industrial uses adjacent to residential will be

designed to minimize overlook conditions, be compatible with adjacent grading conditions and minimize overshadowing to any adjacent properties, and will be subject to special design controls in order to ensure upgraded building elevations and landscaped buffers.

15.4.2 Land Use

15.4.2.1 Notwithstanding the Business Employment policies of this Plan, the following additional uses will be permitted, except within the restricted areas identified on Figure 15.4-1: Meadowvale Business Park Restricted Areas:

- a. adult entertainment establishments;
- b. animal boarding establishments which may include outdoor facilities;
- c. body rub establishments;
- d. cardlock fuel dispensing;
- e. Motor Vehicle Commercial uses;
- f. motor vehicle rental facilities;
- g. outdoor storage and display areas related to a permitted manufacturing use;
- h. self storage facilities;
- i. transportation facilities;
- j. trucking terminals; and
- k. **waste** processing or transfer stations and composting facilities.

15.4.2.2 Outdoor storage adjacent to Provincial Highway 401 related to manufacturing uses will not be permitted.

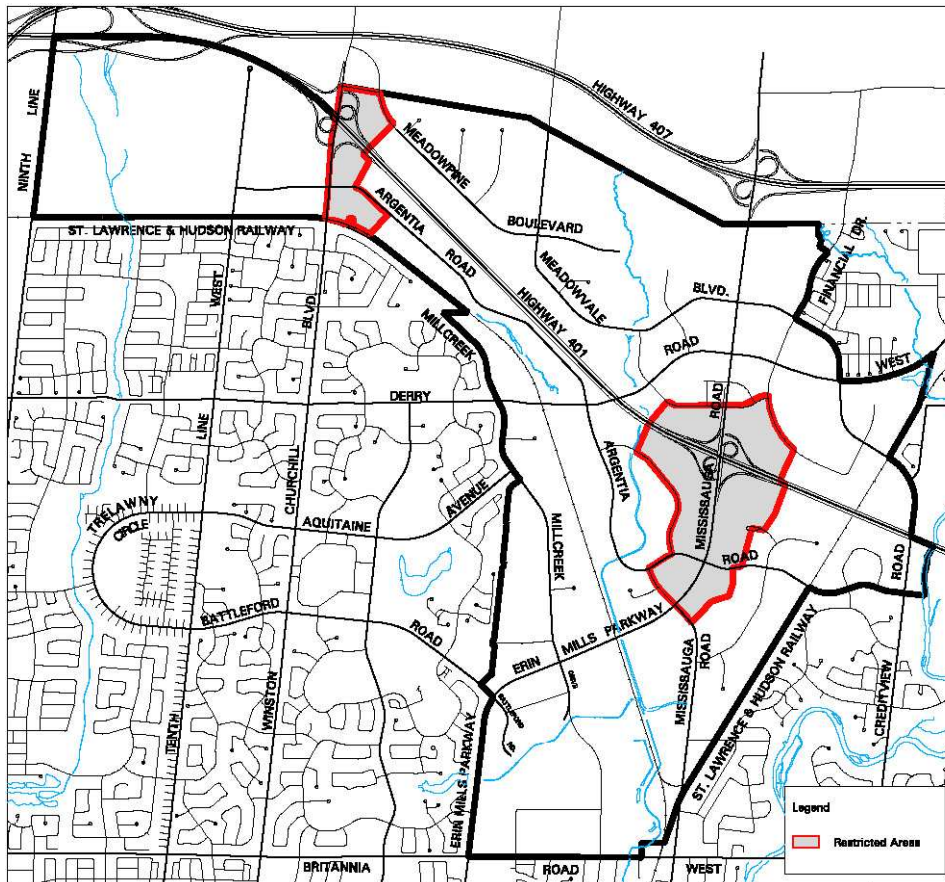
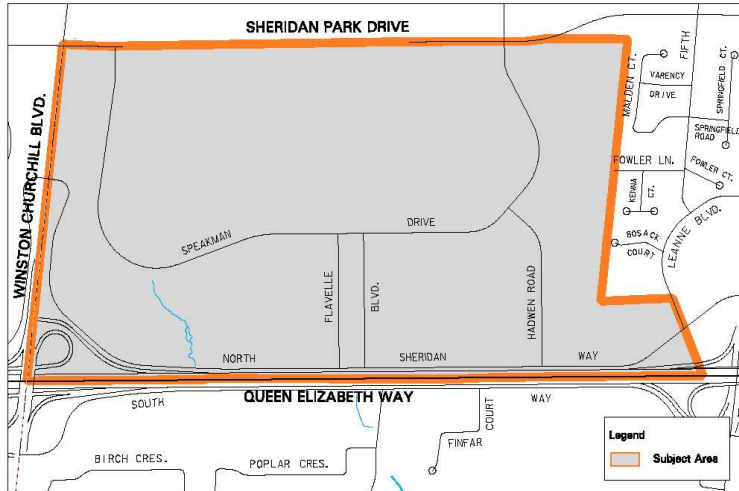


Figure 15.4-1: Meadowvale Business Park Restricted Areas

15.5 Sheridan Park



Sheridan Park Corporate Centre Character Area

15.5.1 Urban Design Policies

15.5.1.1 The campus setting development is characterized by a highly developed landscape plan to enhance the building design and siting. Landscaping is an important architectural element of the overall development, thus requiring buildings to be sited on large lots with generous setbacks from streetlines to maximize landscaping opportunities. The integration of buildings through public pathways and open spaces will further strengthen this development image. Towards the achievement of City urban design objectives, development proposals should address the following:

15.5.1.2 the enhancement of views to existing visually important natural and built features;

15.5.1.3 the development of building forms which are sensitive to the existing character of the Character Area;

15.5.1.4 the maintenance and enhancement of visual and physical links to the City at large, ensuring integration of the Character Area into its broader context;

15.5.1.5 avoiding reverse-frontage lots which contribute negatively to the system of public streets; and

15.5.1.6 loading and service areas which are not located adjacent to streets and are not exposed to public areas.

Community Identity and Design

15.5.1.7 The campus setting development image will be reinforced through appropriate standards for the siting of buildings, building heights, parking and loading spaces, site access, lighting, signage, screening and landscaping. These will be established during the rezoning and site plan approval process and should include enhanced opportunities for natural surveillance, natural access control and territorial reinforcement of the site. Special care will be exercised in the determination of lot size and building coverage in order to attain an acceptable and compatible appearance of development and ensure the preservation and integration of existing Environmentally Sensitive Areas and vegetation.

Buildings and Spaces

15.5.1.8 To achieve and enhance the campus setting development image, the following design guidelines will be used to evaluate the design aspects of development proposals:

- a. buildings and structures will be sited and designed with generous setbacks from streetlines to maximize open space/landscaped areas. Vistas to the buildings may be created through the strategic location of landscape features;
- b. building designs are characterized by ceremonial approach features with well-defined front entrances, for example a row of trees and turning circle for passenger drop-off;
- c. the preservation and integration of natural features, such as woodlands, into future development is a priority; alterations to the existing topography, natural drainage system, and vegetation are to be minimized;

- d. landscaping and planting for a campus setting should incorporate the following:
- e. water features, for example fountains, ponds;
- f. ceremonial planting schemes;
- g. tree planting to define the street edge;
- h. interconnecting pathways and open spaces between buildings for public and/or semi-private use;
- i. define pedestrian and vehicular routes, and accent entrance ways;
- j. provide year round shelter and enhancement to outdoor pedestrian areas;
- k. provide summer shade and protection from winter winds;
- l. create clear visual and spatial distinction between publicly accessible and private open space;
- m. the design of parking and service areas will be integrated with the landscape plan for the site with planting and berms to screen parking from the street. Large expanses of surface parking are to be softened by landscaped islands;
- n. visual and functional relationships between individual buildings and groups of buildings, the promotion of an open space system within the business park, and the relationship of buildings to adjacent streets will be important considerations in evaluating satisfactory design;
- o. the creation of an identifiable street edge will be encouraged on lands adjacent to, and visible from Winston Churchill Boulevard;
- p. a high standard of building design should have regard for context, level of detail, modulation of facade and consistency of design content.

15.5.2 Land Use

15.5.2.1 Notwithstanding the Business Employment policies of this Plan, lands designated Business

employment will only be used for the following uses:

- a. facilities involved with scientific and engineering research and development, including: laboratories, pilot plants and prototype production facilities;
- b. education and training facilities, but excluding a public school or private school used for elementary or secondary level education and training;
- c. data processing centres;
- d. engineering services;
- e. offices associated with science and technology uses;
- f. hotels;
- g. accessory commercial uses, namely, conference facilities, fitness facilities, banks and restaurants within buildings provided they do not exceed 15% of the overall floor space.

15.5.2.2 Notwithstanding the above, a private school used for elementary and secondary level education and training is permitted on the lands described as Part 2 on Reference Plan 43R-25302 at 2300 Speakman Drive.

15.5.2.3 Development will be subject to the following policies:

- a. uses will not exceed a **Floor Space Index** of 0.40;
- b. operations must be carried out within enclosed buildings and structures;
- c. private landowners will be encouraged to provide opportunities for active and passive forms
- d. private landowners will be encouraged to provide opportunities for active and passive forms of outdoor recreation.