NOTE:

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

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

THE STREETSVILLE DISTRICT POLICIES OF CITY PLAN CAME INTO EFFECT 1997 JULY 08, EXCEPT FOR THE AREAS MARKED AND OUTLINED IN THIS PLAN, WHICH HAVE BEEN APPEALED TO THE ONTARIO MUNICIPAL BOARD.

ALL APPEALS HAVING BEEN SETTLED, THE STREETSVILLE DISTRICT POLICIES OF CITY PLAN ARE IN FULL FORCE AND EFFECT.

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PLAN

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SECTION 6.33
STREETSVILLE DISTRICT POLICIES OF CITY PLAN

2003 September

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

Streetsville District Policies of City Plan

OFFICE CONSOLIDATION

This is an office consolidation of the Streetsville District Policies of City Plan, as amended, prepared for the purpose of convenience only. For accurate reference, the "originals" should be consulted.

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

The following text and map, attached hereto, constitute Streetsville District Policies of City Plan, for the City of Mississauga Planning Area, being an office consolidation of the original Streetsville District Policies of City Plan, as attached to the City Plan, as modified and approved by the Ministry of Municipal Affairs and Housing, 1997 July 08, save and except certain parts of the District Policies that were appealed to the Ontario Municipal Board.

	SECTION	**DATE**	**STATUS**	**APPROVED BY**
City Plan	Streetsville District Policies and District Land Use Map	1997 July 08	Partially approved with modifications and appeals to OMB	Ministry of Municipal Affairs and Housing
District Policies subsequently further approved or amended by:				
AMENDED BY	**SECTION**	**DATE**	**STATUS**	**APPROVED BY**
Amendment 7	District Policies	1997 Sept. 18	All approved	Ministry of Municipal Affairs and Housing
Amendment 30	District Land Use Map	1997 Oct. 07	All approved	Ministry of Municipal Affairs and Housing
City Plan	Appeal B23	1998 May 12	Further approval with modifications	Ontario Municipal Board Order No. 1165
City Plan	Appeals B13 and B14	1998 July 06	Further approval with modifications	Ontario Municipal Board Order No. 1650
City Plan	Appeals B13 and B14	1998 July 17	Amended OMB Order	Ontario Municipal Board Order No. 1800
City Plan	Appeal B23	1998 July 17	Further approval with modifications	Ontario Municipal Board Order No. 1801
City Plan	Appeals B13 and B14	1998 Aug. 25	Amended OMB Order	Ontario Municipal Board Order No. 2129
Amendment 58	District Land Use Map	1998 Dec. 16	All approved	Region of Peel
Amendment 57	District Policies	1999 Jan. 18	All approved	Region of Peel
Amendment 56	District Land Use Map	1999 Jan. 26	All approved	Region of Peel
Amendment 78	District Policies and District Land Use Map	2000 Apr. 12	All approved	Region of Peel
Amendment 147	District Policies and District Land Use Map	2003 Sept. 10	All approved	City of Mississauga

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

Streetsville District Policies of City Plan

PREFACE

The adopting By-law and Ministry of Municipal Affairs and Housing approval certificate for City Plan is on file in the Planning and Building Department.

CITY OF MISSISSAUGA APPROVAL

City Plan, which contained the Streetsville District Policies, was adopted by By-law Number 119-97 by City Council on the 5th day of March, 1997.

MINISTRY OF MUNICIPAL AFFAIRS AND HOUSING APPROVAL

Pursuant to sections 17(34) and (35) of the *Planning Act*, the Minister of Municipal Affairs and Housing made a Decision on 1997 June 16, to modify and approve the Official (City) Plan for the City of Mississauga Planning Area as adopted by By-law Number 119-97, which contained therein the Streetsville District Policies.

Dated at Toronto this 16th day of June, 1997.

"MEREDITH BERESFORD"
Director
Provincial Planning Services Branch
Ministry of Municipal Affairs and Housing

The Notice of Decision was issued 1997 June 16 with the Last Day of Appeal being 1997 July 07.

ONTARIO MUNICIPAL BOARD APPEALS

STREETSVILLE DISTRICT POLICIES OF CITY PLAN CAME INTO EFFECT 1997 JULY 08, EXCEPT FOR THE FOLLOWING WHICH HAVE BEEN APPEALED TO THE ONTARIO MUNICIPAL BOARD.

Pursuant to section 17(42) of the *Planning Act*, the Ministry of Municipal Affairs and Housing is forwarding to the Ontario Municipal Board the following parts of the Streetsville District Policies of City Plan, which have been appealed as set out in Part B, and indicated in the Streetsville District Policies of City Plan text and on the Streetsville District Land Use Map and labelled as **B#**.

THE FOLLOWING PARTS OF THE STREETSVILLE DISTRICT POLICIES OF CITY PLAN HAVE BEEN APPEALED:

B13. The following in their entirety (Greater Toronto Airports Authority):
- Ministers Modification #38 to the Streetsville District Land Use Map, Note 2;
- All District Land Use Maps - request for Airport Operating Area to be shown.

APPROVED AND MODIFIED
OMB Order No. 1650 - 1998 July 06,
OMB Order No. 1800 - 1998 July 17 and
OMB Order No. 2129 - 1998 Aug. 25.

B14. The following in their entirety (Air Transport Association of Canada):
- Ministers Modification #38 to the Streetsville District Land Use Map, Note 2;
- All District Land Use Maps - request for Airport Operating Area to be shown.

APPROVED AND MODIFIED
OMB Order No. 1650 - 1998 July 06,
OMB Order No. 1800 - 1998 July 17 and
OMB Order No. 2129 - 1998 Aug. 25.

B23. The following as they apply to the lands located at 307, 309, and 311 Queen Street South (Double J Development et al):
- Streetsville District Land Use Map, shown as Residential - Low Density I.

APPROVED AND MODIFIED
OMB Order No. 1165 - 1998 May 12 and
OMB Order No. 1801 - 1998 July 17.

ALL APPEALS HAVING BEEN SETTLED THE STREETSVILLE DISTRICT POLICIES OF CITY PLAN ARE IN FULL FORCE AND EFFECT.

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

Streetsville District Policies of City Plan

6.33 STREETSVILLE

6.33.1 Planning Context

6.33.1.1 History

The original Official Plan for the Streetsville Planning Area was approved on September 21, 1954. Twelve amendments were made to the original Plan, two of which were a result of annexations of land from the Township of Toronto. In 1962 Streetsville was incorporated as a Town. The original Official Plan was repealed by the Town of Streetsville on July 20, 1964, and a new Official Plan was adopted.

The new Streetsville Official Plan, approved April 12, 1965 by the Ministry of Municipal Affairs, outlined the pattern which development within the Streetsville Planning Area should follow during the planning period 1963 to 1972. In 1974, the Town of Streetsville became part of the City of Mississauga.

Amendment 8, approved May 28, 1976 by the Ministry of Housing, was one of eleven amendments to the Plan; its purpose was to generally update and revise land use policies which through changed circumstances had become inappropriate.

Amendment 218, approved August 26, 1970 by the Ministry of Municipal Affairs, established the general land use pattern and general policies for the West Credit Development Area. A Secondary Plan for the Meadowvale South Community, Part III of Amendment 218, (situated in the most north-easterly portion of the District), designated the area for residential, commercial, greenbelt and park and open space uses.

Amendment 294, approved March 1, 1979 by the Ministry of Housing, was based upon recommendations from the study of the Streetsville Community, North-West Quadrant and proposed residential, commercial, park and open space, and greenbelt uses.

The Primary Plan, approved by the Minister of Housing on April 16, 1981, identified Streetsville as a Residential District subject to a Secondary Plan that continued in effect. In 1982, a comprehensive planning study was undertaken, culminating in a new Secondary Plan, Amendment 21, which was approved by the Ministry of Municipal Affairs on September 3, 1985. These District Policies replace Amendment 21, the Streetsville Secondary Plan.

6.33.1.2 Existing Land Use

Streetsville is generally a stable and established area with a community focus on the core of Streetsville and its Business Improvement Area and on the heritage buildings of the District. The core of Streetsville has a scale, and character reminiscent of a distinctive small Ontario town within the larger context of the City, accommodating a variety of residential, commercial and employment activities in varying built forms, thereby providing a diverse range of experiences for residents of the District and surrounding area. The core is surrounded by more conventional low to medium density residential suburban development which makes up most of the area of the District.

The core of Streetsville includes its commercial "mainstreet" and an outer core. The commercial "mainstreet" includes Queen Street South and Main Street. These streets are active pedestrian streets, flanked with on-street parking and lined with small street-related shops in buildings of two to three storeys with residential and office uses on the upper floors. The streetscape is richly designed reflecting the influence of the Business Improvement Area and several community improvement projects. Heritage buildings figure prominently along the mainstreet, some as original commercial structures, others as houses which have been converted to commercial uses.

The outer core accommodates a wide variety of commercial, residential and employment uses with a mixture of uses in each area. Commercial uses are typically contained within older houses and maintain a residential character. Employment uses are generally small, older industrial sites confined to small pockets located at the north end of William Street, on the south side of Ellen Street and north of Thomas Street between Broadway Street and Gafney Drive. Residential buildings include detached houses, many of which are of heritage interest, and apartments. The apartment structures are generally small buildings of up to 6 storeys, with relatively few units in each building, and most were constructed in the 1950's and 1960's; there has been limited apartment construction recently. The areas where apartments have been constructed have a distinctly different character from the areas which are dominated by detached houses and commercial uses in houses.

The balance of the District is more typical of post World War II development with a road pattern dominated by crescent and cul-de-sac roads as opposed to the grid streets of the core. With the exception of industrial uses west of Falconer Drive and south of Reid Drive, a Neighbourhood Commercial centre and strip commercial uses

along Queen Street North, and Convenience Commercial centres on Falconer Drive and Turney Drive, the land uses are exclusively residential, with predominately detached dwellings and small areas of semi-detached and townhouse dwellings. As most of these residential lands have been developed some time ago, the vegetation is mature.

The public open space system is focused on the Streetsville Memorial District Park and on the Credit River valley, though parts of the valley are in private ownership. The valley is most visible from the river crossings at Main Street, Britannia Road and Creditview Road. Other prominent open spaces include the neighbourhood parks, the Mullet Creek Valley, and woodlands near the intersection of Britannia Road West and Erin Mills Parkway.

Adjacent to the District, the lands to the west, east and south are under development for residential uses in conventional suburban development patterns. To the north-west is the Meadowvale Business Park, an established industrial park with few vacant parcels remaining.

6.33.1.3 Environmental Issues

The District area is bordered on the east by the well defined Credit River valley corridor. This reach of the Credit River is classified as a potential cold water fisheries, supports residents salmonoids, and is a well known migratory route for Atlantic and Pacific Salmon and Rainbow Trout. In addition, a growing Smallmouth Bass fishery exists in the lower river, from Streetsville to the Credit River estuary. The District is predominantly urbanized and only Mullet Creek and the woodland located at the southeast corner of Erin Mills Parkway and Britannia Road West occur as significant remnants of the previous natural environment.

Mullet Creek bisects the District west of Queen Street. Within the District, portions of Mullett Creek are not within a well-defined valley system, and this watercourse has historically suffered from streambank and streambed alterations and unmitigated stormwater drainage. Nevertheless, Mullet Creek does provide and/or contribute to fish habitat and fish production, and exhibits recreational potential as an open space corridor. The restoration and enhancement of Mullet Creek's natural features, functions and linkage capabilities is an ongoing commitment of the City through new development applications and municipal projects.

The area west of Queen Street is drained by Mullet Creek, as is a small area east of Queen Street abutting the Mullet Creek diversion at Riverine Park. The remainder of the District drains directly into the Credit River.

The woodland situated at the intersection of Erin Mills Parkway and Britannia Road West is the only significant woodland in the District. The northerly portion of the woodland consists predominantly of white ash, shagbark hickory and hop hornbeam; this compartment has less aesthetic value and recreation potential in comparison to the remainder of the woodland. The southerly portion of the woodland is a mature deciduous forest, consisting of large sugar maple and beech trees and vigorous regeneration of sugar maple. The woodland is bounded to the south by a deep, forested ravine which contains a tributary to Mullet Creek. Vegetation within the ravine is not dense and consists principally of white oak, aspen, white pine and blue beech. The ravine and the adjacent beech and sugar maple forest constitute an attractive landscape which has substantial potential for passive recreation.

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

Streetsville District Policies of City Plan

6.33.2 Development Concept

Streetsville is generally a stable, established area; hence, the focus of this Plan is on recognizing the scale and enhancing the character of the existing neighbourhoods, the historic multiple-use centre, environmental features and processes, and the transportation system; and encouraging infilling, intensification and redevelopment where appropriate. This Plan also encourages a diversity of uses in the vicinity of the historic commercial centre.

A neighbourhood is a primarily residential area, which should not be intersected by major transportation routes or natural features, within which schools and parks are located and designed to focus neighbourhood activities.

This Plan provides for further development in the District, with emphasis on it being compatible with existing residential development.

Commercial development will continue to be concentrated as infill within the Business Improvement Area (BIA) along Queen Street, with expansion along the side streets, in the historic commercial centre and neighbourhood commercial designations which will serve as the focal point of Streetsville.

Other than the foregoing, due to the limited market demand identified in a recently completed market study, and to strengthen the historic commercial centre no new commercial centres are designated. To further strengthen the historic commercial centre, street-related commercial development with residential and office uses on the upper floors will be encouraged. This Plan also recognises the existing Neighbourhood Commercial centres north of Britannia Road.

This Plan provides for the continued operation and expansion of existing industries and creation of compatible relationships between these industrial areas and adjacent land uses.

a. Reinforce the vitality of the lands designated historic commercial centre by encouraging development of mixed commercial and residential buildings, institutional buildings, community services, and small businesses.

b. Special care should be taken with development along that portion of Queen Street designated as a Scenic Route to preserve and complement the scenic or historic quality of the street.

6.33.2.1 Residential

Ensure that the design of residential development will take into account significant natural features, the historic commercial centre and will contribute positively to the existing neighbourhood character.

6.33.2.2 Commercial

a. Concentrate retail commercial development as infill in the historic commercial centre, and the Central Plaza to develop a strong commercial core.

b. Preserve and improve the unique historic character of the historic commercial centre along and adjacent to Queen Street.

c. Permit the conversion of detached dwellings to office use along Queen Street, north and south of the historic commercial centre.

d. Discourage additional automobile related uses within the historic commercial centre.

6.33.2.3 Industrial

Maintain existing industrial areas. Also recognize the long term grist mill operated by Reid Milling as a historic connection to the agricultural economy of Streetsville. Consequently, it reinforces their historic use.

6.33.2.4 Open Space

a. Facilitate continued public access to the Credit River Valley in accordance with Streetsville Land Use Map, through the construction of a Trail system south from its present terminus at Streetsville Memorial Park, and north from Main Street on the east side of the river into the adjoining East Credit District. Implementation of further public access will have continued sensitivity to the ecological integrity of natural areas through naturalization, re-vegetation and the use of gravel pathways, where appropriate. *(CPA-78)*

b. Recognize the recreation potential of the Mullet Creek through the provision of a bicycle and pedestrian corridor linking the residential areas west of the St. Lawrence & Hudson Railway line to the historic commercial centre and open space amenities to the east.

c. Facilitate path links, where appropriate, between the historic commercial centre, residential areas and open space corridors promoting activity, safety and useability.

d. Encourage both pedestrian and visual linkages between the historic commercial centre and surrounding land uses, having regard for personal safety.

6.33.3 Urban Design Policies

The Community Design policies must be read together with the Land-Use Policies and the Urban Design Policies; together they are intended to encourage an urban form and character which supports the Development Concept.

6.33.3.1 Community Identity and Focus

a. New developments should maintain and enhance the identity of Streetsville as a diverse established community by integrating with the surrounding area and avoiding the establishment of enclaves.

b. New developments or re-developments within the Streetsville Business Improvement Area (BIA) should be designed to reflect and enhance the streetscape.

c. The Streetsville Business Improvement Area should be the focus of activity for the District, combining residential uses, cultural activities, shopping, dining, commerce and recreation.

d. The District's heritage resources will be conserved and any disturbance and/or alteration of such resources should be minimized.

e. In addition to general policies directing design elements which affect community identity and focus, there are two special character areas which require special attention. The location of the special character areas is identified in Figure 1, Character Areas - Streetsville District. Each special character area includes lands of a variety of designations.

6.33.3.1.1 Multiple-Use Centre

The Multiple-Use Centre area includes Streetsville's traditional mainstreet and is generally bounded by Ellen Street, Church Street, Queen Street South, Barry Avenue, the St. Lawrence & Hudson Railway, Caroline Street and Queen Street South.

a. Along Queen Street and Main Street, mixed-use developments with street-related retail uses and closely spaced storefronts lining the street are encouraged to foster an active pedestrian street.

b. Notwithstanding the existence of higher buildings, new buildings should be at least 2 storeys but not more than 3 storeys high.

c. An urban character is to be maintained; buildings will be located close to the street and aligned with it to enclose the street space, and gaps in the street wall should be minimized. *(CPA-78)*

d. The creation of a unique and identifiable streetscape is critical for the development and maintenance of the desired image of a heritage commercial village with a canopy of trees enclosing the street and sheltering pedestrians. Such a streetscape will include elements such as trees in grates, special paving, lamp standards, benches, planters and other street furniture designed in an integrated fashion.

e. The street setback of new buildings should match the setback of adjacent buildings to create a uniform street wall close to the street. Where the building setbacks on either side of a redevelopment site are not equal, the lesser setback should be used.

f. On-site parking and driveways should not be located within 20 m of Queen Street or Main Street. The development of integrated parking solutions across multiple sites is encouraged, such as the creation of rear lanes to access joint parking areas.

g. Developments which back on places accessible to the public, such as parking areas or lanes, should have the rear facade designed to provide a level of detail and fenestration appropriate to its role as a secondary public facade and may provide direct access for users.

h. Where appropriate, safe, comfortable and convenient passages should be provided from the front facade to parking areas at the rear of buildings.

i. Where developments include open spaces adjacent to the public right-of-way or other public spaces with the streetscape treatment, these spaces must be designed as an extension of the streetscape incorporating identical details.

j. Building designs should be sympathetic to the historical character of the village and should include a high level of detailing to provide visual interest without copying historical buildings.

k. Signs should reflect the historic character of Streetsville; hand-painted wood signs, projecting signs (where appropriate) and other signs which reflect late 19th or early 20th century practices are encouraged, back-lit signs are not appropriate.

6.33.3.1.2 Core Residential Areas Character Area

This character area includes areas adjacent to the Queen Street Core and areas along Queen Street north and south of the Queen Street Core which serve as a gateway to the village. While these areas have a predominantly residential character which should be preserved, compatible redevelopment can be accommodated.

a. The predominant characteristics of these areas should be preserved including: the 1-2 storey building heights; the combination of small building masses on lots with generous setbacks; the well-landscaped streetscapes and lots with many mature trees; and the regular street grid.

b. Where permitted by land use designation or existing zoning, commercial uses should have subdued signs which reflect the historic character of Streetsville; hand-painted wood signs, projecting signs and other signs which reflect late 19th or early 20th century practices are encouraged.

c. Where permitted by land use designation or existing zoning, commercial uses should accommodate parking in a manner which retains the residential streetscape character and preserves existing trees, locating it in the side or rear yard to maintain a landscaped front yard.

d. New buildings should not exceed a height of 3 storeys and should generally be designed with a massing which reduces the apparent building height.

e. Development should reflect the original lotting pattern.

f. Building designs should maintain and enhance the image of a late 19th or early 20th century village through appropriate architectural details and landscaping design.

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

Streetsville District Policies of City Plan

6.33.3.2 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. Measures to reduce the apparent width of arterial and major collector roadways by using hard and soft streetscape materials will be promoted.

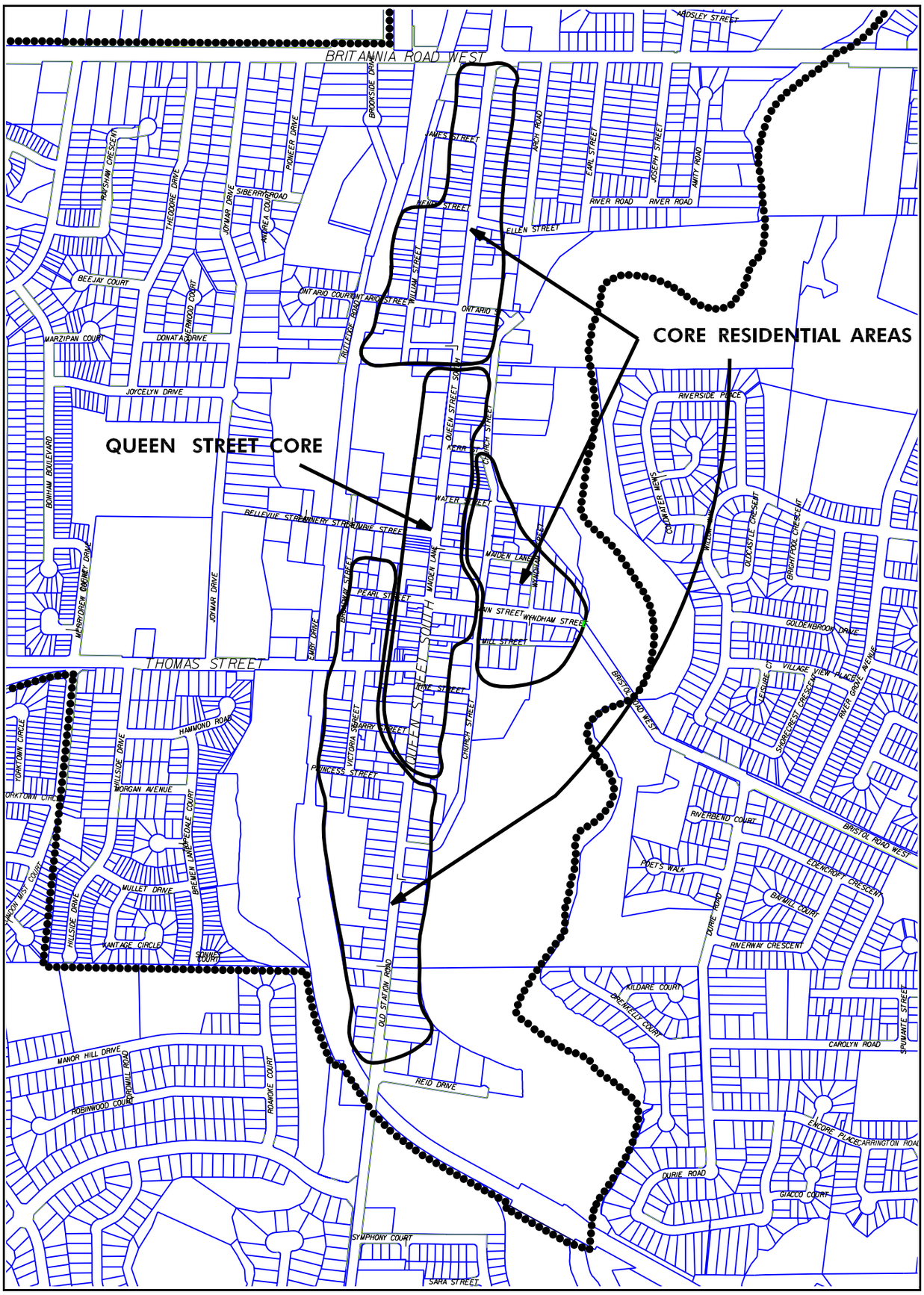
6.33.3.3 Buildings and Spaces

Building heights should not exceed 6 stories unless other maximum heights are provided.

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

Streetsville District Policies of City Plan

Figure 1: Character Areas - Streetsville District



6.33.4 Land Use

6.33.4.1 Residential

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, Main Street, Thomas Street or Church Street.

6.33.4.1.1 Residential Low Density I

The Low Density I designation permits detached dwellings to a maximum density of approximately 12 units per net residential hectare.

6.33.4.1.2 Residential Low Density II

The Low Density II designation permits detached, semi-detached, street townhouse, and duplex dwellings at a density of approximately 18-37 units per net residential hectare.

6.33.4.1.3 Residential Medium Density I

The Medium Density I designation permits townhouse development, either street-related or in clusters, at a density of approximately 26-42 units per net residential hectare. Building height should generally not exceed 2-3 storeys.

6.33.4.1.4 Residential High Density I

The High Density I designation permits medium-rise and high-rise apartment buildings at a Floor Space Index of approximately 1.0-1.8. Building height should not exceed 6 storeys, unless specified otherwise in this Plan.

6.33.4.2 Retail and Service Commercial

Retail and Service Commercial establishments will be provided within one of the following designations: Historic Commercial Centre, Neighbourhood Commercial, Convenience Commercial and Automotive Service Commercial.

6.33.4.2.1 Neighbourhood Commercial

a. Neighbourhood Commercial facilities will range in size from 1,800 m² to 11,600 m² GLA and will be used for a grouping of retail and service establishments. Residential and office uses including automobile service uses, car washes, gas bars and automobile service stations are also permitted uses.

b. Neighbourhood Commercial facilities take the form of a shopping mall or a collection of free-standing buildings which may contain a mix of permitted uses or be single use buildings.

c. A maximum Floor Space Index of 1.0 will apply for the entire development.

d. Policies for automotive service uses, car washes, gas bars, and automotive service stations will be consistent with the Automotive Service Commercial policies.

6.33.4.2.2 Convenience Commercial

Land designated Convenience Commercial will only be used for office, service and convenience retail establishments, including restaurants and take-out restaurants, with a maximum GLA of 1 800 m².

6.33.4.3 General Industrial

Lands designated General Industrial will permit the following uses:

- industrial uses within enclosed buildings including manufacturing, assembling, processing, fabricating, repairing, warehousing and wholesaling;
- office and other ancillary 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. Office uses at the industrial plant that include national and/or regional head offices;
- public and private clubs and fraternal organizations;
- limited outdoor storage areas accessory to permitted uses.

6.33.4.3.1 General Industrial Policies

General Industrial development will be subject to the following policies:

a. no use that will cause air pollution, odour, water pollution or excessive noise will be

permitted adjacent to a designated Residential Area, Mixed Commercial/ Industrial Area, or Automotive Service Commercial Area;

b. buffering will be required to ensure visual compatibility between uses, and fencing will be required, where necessary, to ensure safety;

c. enterprises requiring large areas for outdoor storage will be confined to selected locations near the railway or to sites remote from view;

d. adequate capacity in the transportation network and sufficient water, sanitary sewer, and storm drainage facilities;

e. General Industrial developments should adhere to the City *Design Guidelines For Industrial Areas*.

6.33.4.3.2 Mixed Commercial/Industrial

Lands designated Mixed Commercial/Industrial will permit one or more of the following uses:

- industrial uses within enclosed buildings including manufacturing, assembling, processing, fabricating, repairing, wholesaling and enclosed storage of goods;
- commercial uses that are related to industrial uses;
- business offices in combination with industrial uses;
- commercial uses that directly service the surrounding district with the exception of the following:
  - — department store type merchandise;
  - — food merchandising;
  - — retail warehousing;
  - — automotive service commercial;
  - — convenience restaurants;
- business and professional offices;
- public and private clubs and fraternal organizations.

6.33.4.3.3 Mixed Commercial/Industrial Policies

Mixed Commercial/Industrial development will be subject to the following policies:

a. a comprehensive site plan incorporating the site development guidelines will be required;

b. signs on the site and on the buildings are to have a unified theme;

c. no use that is likely to cause air pollution, odour, water pollution or excessive noise will be permitted, except those uses for which Provincial approval of emissions have been obtained;

d. limited outdoor storage areas accessory to the industrial uses may be permitted in areas suitably screened so as not to present an objectionable appearance;

e. adequate capacity in the transportation network and sufficient water, sanitary sewer, and storm drainage facilities.

6.33.4.4 Heritage

The City will encourage the investigation of the historic commercial centre of Streetsville as an area to be examined for future designation as a Heritage Conservation District in accordance with the *Ontario Heritage Act*.

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

Streetsville District Policies of City Plan

6.33.5 Transportation

6.33.5.1 Road Classification

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

TABLE 1: BASIC ROAD CHARACTERISTICS, STREETSVILLE DISTRICT

ROAD TYPE	NAME	SECTION	JURISDICTION	RIGHTS-OF-WAY*
ARTERIAL	Britannia Road West	Erin Mills Parkway to Credit River	Region of Peel	36/45 m (45 m at intersections)
	Erin Mills Parkway	Britannia Road West to Thomas Street	Region of Peel	45 m
MAJOR COLLECTOR	Argentia Road	St. Lawrence & Hudson Railway tracks to Creditview Road	City of Mississauga	26 m
	Main Street	Queen Street to Credit River	City of Mississauga	26 m
	Thomas Street	Erin Mills Parkway to Queen Street	City of Mississauga	30 m
	Queen Street North	St. Lawrence & Hudson Railway tracks south to Britannia Road West	City of Mississauga	26 m
	Queen Street South (Scenic Route)	Britannia Road West south to St. Lawrence & Hudson Railway tracks	City of Mississauga	20 m
	Creditview Road	Argentia Road to Credit River	City of Mississauga	30 m
MINOR COLLECTOR	Alpha Mills Road	St. Lawrence & Hudson Railway tracks to Falconer Drive	City of Mississauga	26 m
	Church Street	Queen Street South to Ontario Street East	City of Mississauga	15 m
	Falconer Drive	Matlock Avenue to Alpha Mills Road	City of Mississauga	20 m
	Falconer Drive	Alpha Mills Road to Creditview Road	City of Mississauga	26 m
	Joymar Drive	Thomas Street to Britannia Road West	City of Mississauga	20 m
	Kenninghall Boulevard	Falconer Drive to Creditview Road	City of Mississauga	20 m
	Kinsmen Gate	Falconer Drive to Argentia Road	City of Mississauga	30 m

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

Streetsville District Policies of City Plan

TABLE 1: BASIC ROAD CHARACTERISTICS, STREETSVILLE DISTRICT

ROAD TYPE	NAME	SECTION	JURISDICTION	RIGHTS-OF-WAY*
MINOR COLLECTOR	Matlock Avenue	Queen Street North to Falconer Drive	City of Mississauga	20 m
	McFarren Boulevard	Thomas Street to Yorktown Circle	City of Mississauga	22 m
	Ontario Street East	Church Street to Queen Street South	City of Mississauga	15 m
	Tannery Street	Joymar Drive to Queen Street South	City of Mississauga	20 m
	Turney Drive	Britannia Road West to Vista Drive	City of Mississauga	20-23 m
	Vista Boulevard	Erin Mills Parkway to Vista Drive	City of Mississauga	20 m
	Vista Drive	Vista Boulevard to Thomas Street	City of Mississauga	20 m
	Wareham Drive	Thomas Street to Turney Drive	City of Mississauga	20 m
LOCAL ROAD	As shown on District Land Use Map		City of Mississauga	15-20 m

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

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

Streetsville District Policies of City Plan

6.33.5.2 Road System

The arterial and major collector road system which provides access to this area has largely been developed, although minor adjustments may be made to this road system without further amendment to the Plan, provided that the general intent of the Plan is adhered to.

a. The maximum pavement width of Queen Street South, from Britannia Road West to the St. Lawrence & 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. *(CPA-78)*

b. City Council may consider the temporary or permanent closure of Main Street between Queen Street South and Church Street.

c. Queen Street South, in addition to being designated a Major Collector, is also identified as a Scenic Route. It is the intent of the scenic route designation to ensure that any maintenance or physical modifications of the route reinforce or enhance the scenic qualities of the roadway. In the event that planned major modifications are expected to have an adverse impact on the scenic route qualities, an Official Plan Amendment will be required.

6.33.5.3 GO Transit

The Streetsville commuter rail station, located west of Queen Street South, acts as a major facility on the Milton GO Transit line with peak hour services to and from Union Station.

There are plans to upgrade the peak hour service to all day service and to increase the frequency. There is also a plan to expand the Streetsville commuter rail station to accommodate full day service. Since the arterial and major collector road system of the area have largely been developed, the proposed Milton GO Transit service improvement and the proposed Streetsville commuter rail station improvement will be essential in achieving a higher transit mode split in the area.

6.33.5.4 Parking

Measures will be taken to rectify the imbalance between the locations of the existing supply and demand for parking and the imbalance in the demand for on-street and off-street parking from a traffic and parking demand point of view.

To encourage compatible infilling and redevelopment as well as additions and improvements to lands designated Historic Commercial Centre, City Council may support reductions in the parking requirement through the Payment-in-Lieu of Off-Street Parking Program, provided that adequate off-site parking is available close to the site; the Committee of Adjustment is encouraged not to support parking variances, but to refer these matters to City Council. However, should the Committee of Adjustment approve a variance for parking deficiency to permit the required parking to be provided off-site, entry into a payment-in-lieu agreement with the City should be made a condition of approval. *(CPA-7)*

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

Streetsville District Policies of City Plan

6.33.6 Physical Services and Utilities

a. Development and/or redevelopment proposals may be required to implement storm water management strategies which will be designed to reduce post development storm water discharge to the level of pre-development flows for the 2-10 year storm design events. This will be implemented where appropriate and to the extent that it is practical.

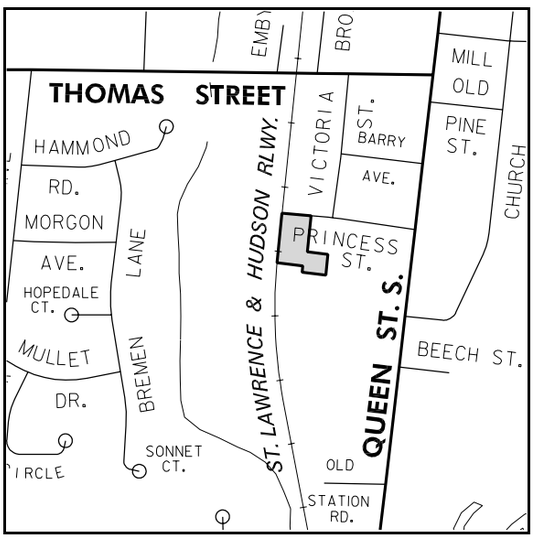
b. Development and/or redevelopment proposals will be subject to the recommendations of watershed studies to assess potential effects of those proposals on receiving watercourses. In addition, development will be required to implement stormwater management strategies in accordance with the most current Stormwater Management Guidelines prepared by the City and/or appropriate Conservation Authority.

6.33.7 Special Site Policies

6.33.7.1 Introduction

Although most of the District is developed, there are sites which merit special attention. Any application for development of lands affected by a Special Site Policy will be subject to all City Plan Policies, Site Development Plan requirements, and the provisions of this section.

6.33.7.2 Site 1



Notwithstanding the provisions of the Residential Low Density II designation, the development of the lands identified as Special Site 1 may include townhouse dwellings and will be subject to the following:

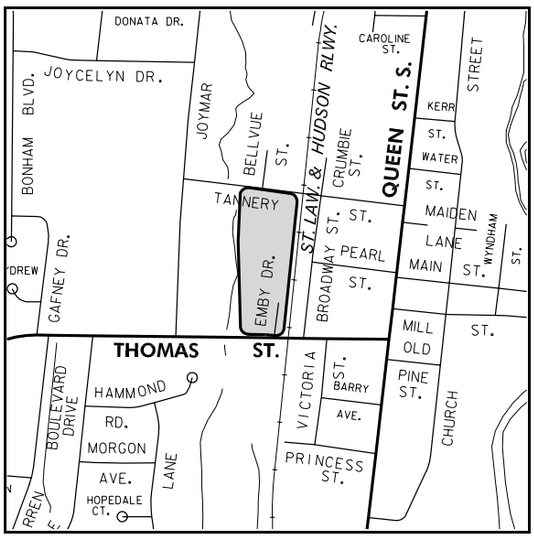
a. provision of adequate landscaping, fencing and access;

b. the rail noise, safety and vibration policies of this Plan.

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

Streetsville District Policies of City Plan

6.33.7.3 Site 2

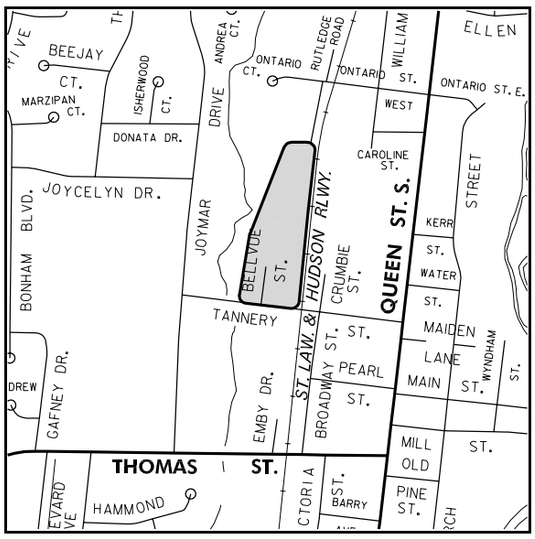


Notwithstanding the provisions of the Mixed Commercial/Industrial designation, the development of the lands identified as Special Site 2 will be subject to the following additional requirement:

a. redevelopment of this site should include provision for a public road connecting Thomas Street and Tannery Street west of the St. Lawrence & Hudson Railway right-of-way;

b. the determination of the area suitable for redevelopment will have regard for the extent of the "Regional Storm" floodplain and the Stability and Erosion Component hazards associated with Mullett 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. *(CPA-78)*

6.33.7.4 Site 3



Notwithstanding the provisions of the Residential High Density I designation, the development of the lands identified as Special Site 3 will be subject to the following additional requirements:

a. removal of the industrial waste lagoon to the satisfaction of the Provincial Government, Credit Valley Conservation and the City;

b. the determination of the area suitable for redevelopment will have regard for the extent of the "Regional Storm" floodplain and the Stability and Erosion Component hazards associated with Mullett 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; *(CPA-78)*

c. adequate storm drainage facilities;

d. provision of a connecting public road between Rutledge Road and Tannery Street adjacent to the St. Lawrence & Hudson Railway right-of-way to the east of the site with all potential development occurring to the west;

e. a maximum of 397 dwelling units are permitted in a building form consisting of low profile buildings ranging in height from four stories near Mullett Creek to six stories near the railway tracks which are oriented to maximize visual access to Mullett Creek;

f. the design of east-facing facades of such buildings should exhibit concern for noise attenuation;

g. provision of adequate landscaping and fencing;

h. regard for the rail noise, safety and vibration policies of this Plan;

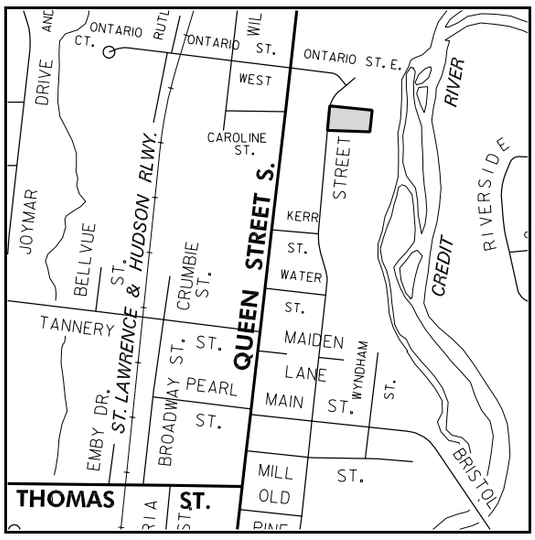
i. a portion of the subject lands is identified as a former waste disposal site and is subject to Section 46 approval, pursuant to the *Environmental Protection Act*, R.S.O. 1990, c.E.19. This portion of the subject lands will be placed in a holding zone pursuant to Section 36 of the *Planning Act*, R.S.O. 1990, c.P.13. The holding symbol "H" will be removed from the zoning designation with respect to the whole or any part of parts of lands upon satisfaction of the following requirements: *(CPA-78)*

- completion of the decommissioning plan and a letter of completion being issued to the owner of the lands by the Provincial Government District Office;

- issuance of the Provincial Government Minister's Approval pursuant to Section 46 of the *Environmental Protection Act*, R.S.O. 1990, c.E.19;

During the interim period until the holding designation is removed, the lands may be used only for those uses permitted under the previous zoning on the lands;

6.33.7.5 Site 4



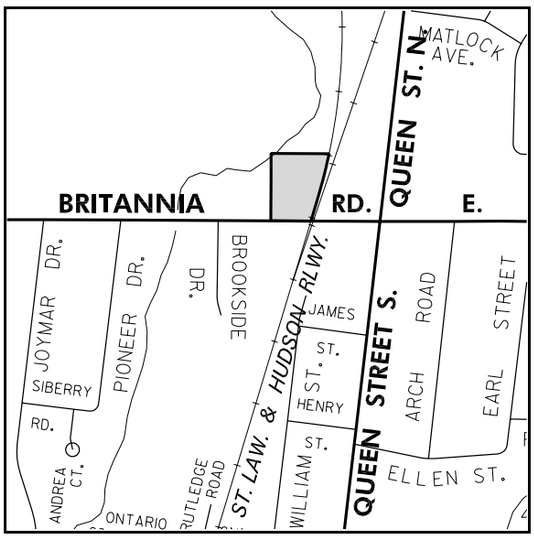
Notwithstanding the provisions of the Residential Low Density I designation on the lands identified as Special Site 4, the following additional uses will be permitted:

a. public and private clubs or fraternal organizations.

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

Streetsville District Policies of City Plan

6.33.7.6 Site 5



Notwithstanding the provisions of the Residential High Density I designation, redevelopment of the lands identified as Special Site 5 will be subject to the following additional requirements:

a. the lands should be assembled as one development parcel;

b. the determination of the buildable area will have regard for the extent of the floodplain at the north-west quadrant of the site;

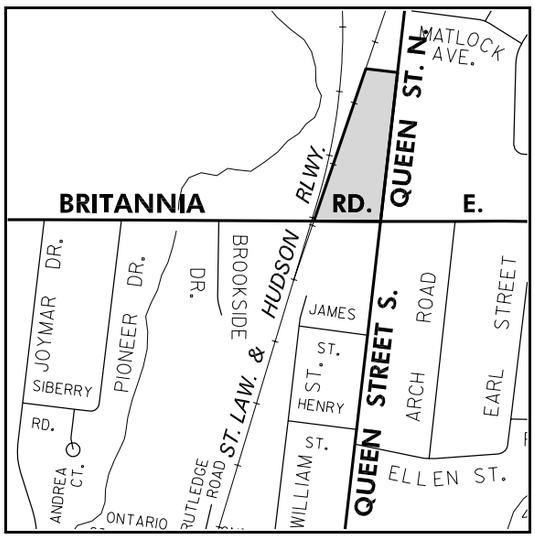
c. access to the site should be restricted to the westerly limit of the site;

d. provision of adequate landscaping and fencing;

e. the rail noise, safety and vibration policies of this Plan;

f. the determination of the area suitable for redevelopment will have regard for the extent of the "Regional Storm" floodplain and the Stability and Erosion Component hazards associated with Mullett 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. *(CPA-78)*

6.33.7.7 Site 6



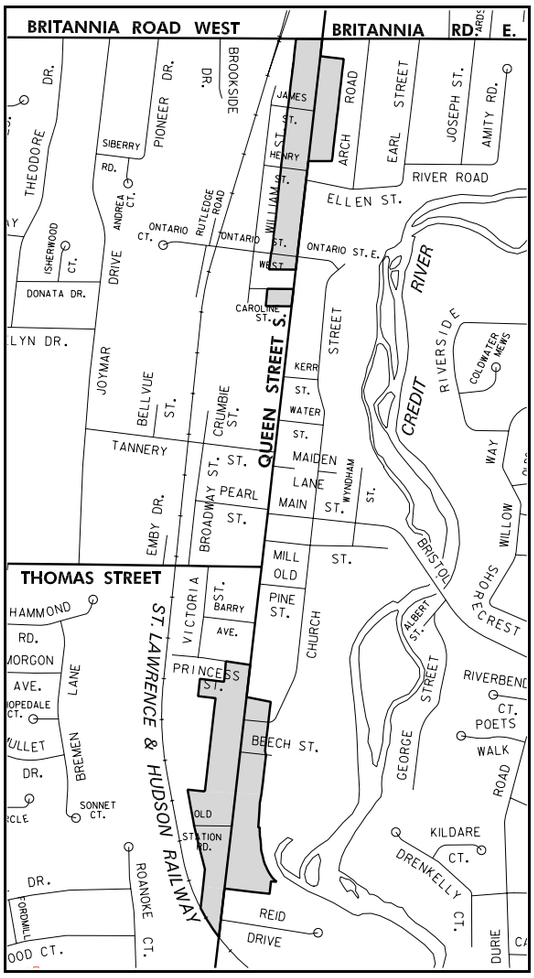
Notwithstanding the provisions of the Automotive Service Commercial designation on the lands identified as Special Site 6, the following additional use will be permitted:

a. convenience restaurant.

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

Streetsville District Policies of City Plan

6.33.7.8 Site 7



In addition to the uses permitted by their Residential designations, the lands identified as Special Site 7 which front upon Queen Street South, may also be used for any professional, business or administrative office, excluding real estate offices, which have a low traffic trip generation rate, which require limited on-site parking and which will have no detrimental effect on the streetscape, functions and capacity of Queen Street South subject to the approval of a rezoning or minor variance application and the following requirements:

a. retail and service commercial uses will not be permitted;

b. any office conversion should maintain a residential appearance in keeping with the existing scale, quality, material, 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;

c. 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;

d. the calculation of the permitted bulk of the building will be based on the required number of on site, surface parking spaces which can be accommodated in the rear yard, subject to the City's landscaping requirements;

e. new buildings will be allowed, provided they have a residential appearance, in keeping with the Streetsville heritage village theme, recognize the setbacks of surrounding buildings, do not exceed 3 storeys in height and comply with the residential zone provisions of the property;

f. any additions, alteration, conversion or redevelopment should maintain the existing front yard setback, with the front yard used for landscaping;

g. 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; *(CPA-78)*

h. cash-in lieu of parking will be considered where the preservation of mature trees is warranted. The maximum parking reduction for a cash in lieu arrangement should not exceed 20% of the Zoning By-law requirement;

i. vehicular entrances should be combined to minimize the number of access points on Queen Street South;

j. minimal signage will be permitted. The design of such signage and external lighting should be compatible with the residential character of the area;

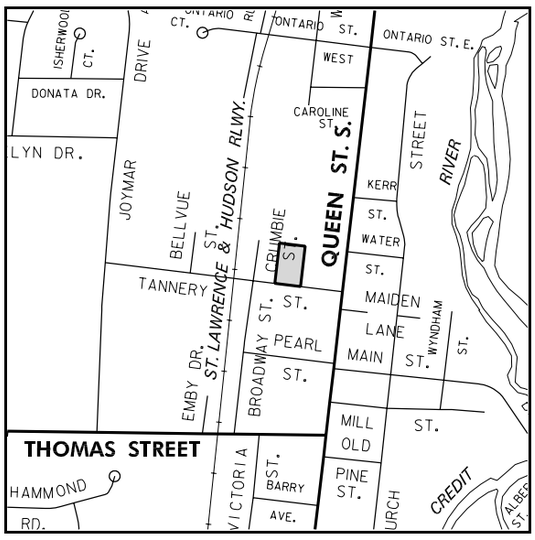
k. existing lot sizes should be retained;

l. rear yard drainage will be provided to the satisfaction of the City; *(CPA-78)*

m. the approval of any applications for such conversions will require the implementation of a site grading and storm drainage proposal for the property which will incorporate the necessary storm water management techniques to reduce storm water discharge to levels that can be adequately

accommodated by the municipal storm sewer system; and provide for the drainage of additional paved surfaces by the connection to the municipal storm sewers, thereby minimizing the impact of the proposal on adjacent lands. *(CPA-78)*

6.33.7.9 Site 8



Notwithstanding the provisions of the Historic Commercial Centre designation on the lands identified as Special Site 8, the lands having a site area of 0.78 ha, are also subject to the following policies:

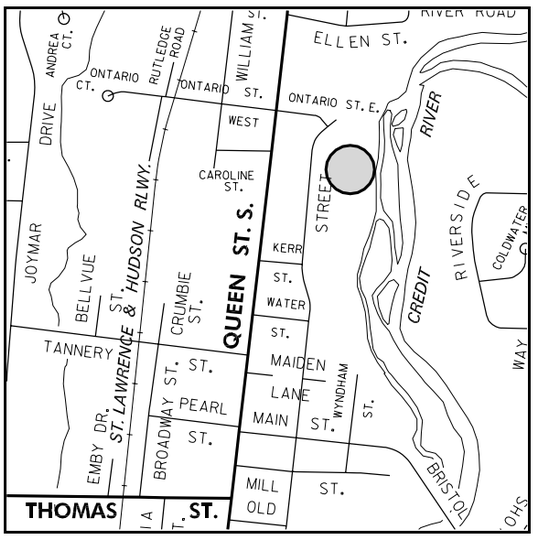
a. prior to the issuance of occupancy permits by the City, verification that the recommended noise attenuation features, as approved by the Provincial Government and the City, have been carried out by a qualified acoustical consultant will be required; *(CPA-78)*

b. prior to the development of the site, the Chief Building Official for the City will be in receipt of a verification report prepared by a qualified consultant, acceptable to the Provincial Government, which certifies that the complete decommissioning and site clean up has been carried out. The verification report should also confirm that the site meets the Provincial Government's decommissioning guidelines and that the site is suitable for the intended use. *(CPA-78)*

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

Streetsville District Policies of City Plan

6.33.7.10 Site 9



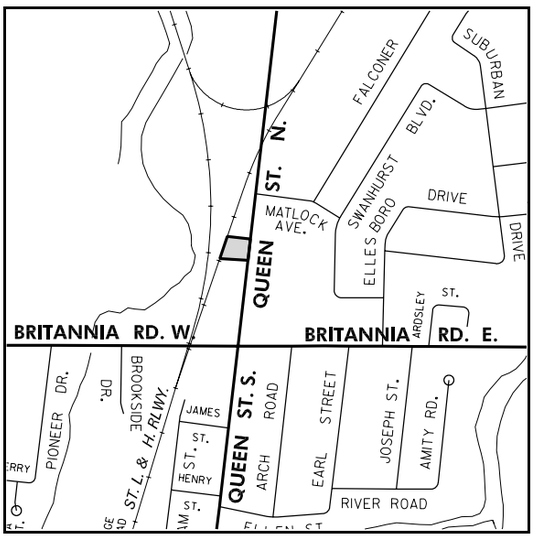
The lands identified as Special Site 9 are located behind the Royal Canadian Legion, south of Ontario Street. This site has been identified as a closed waste disposal site. Notwithstanding the provisions of the Residential Low Density I and Greenbelt designations on these lands, the following additional policies will apply:

a. development within or adjacent to these lands will be restricted where such activity would constitute a hazard to human or ecosystem health;

b. prior to the consideration of development proposals on, or in proximity to, these lands, a detailed study will be submitted by the application to determine the impacts and area of influence of the waste disposal site. Where no information is available on the influence area of the site, a 500 m radius surrounding the waste cell is recommended by the Provincial Government. Any remediation that must be undertaken will be in accordance with Provincial Government legislation and guidelines; *(CPA-78)*

c. development on lands formerly used for the disposal of waste, within a period of 25 years or less, requires approval of the Provincial Government.

6.33.7.11 Site 10



The lands identified as Special Site 10 are located on the west side of Queen Street North, east of the St. Lawrence and Hudson Railway tracks. Notwithstanding the Automotive Service Commercial designation on these lands, the following additional uses will be permitted:

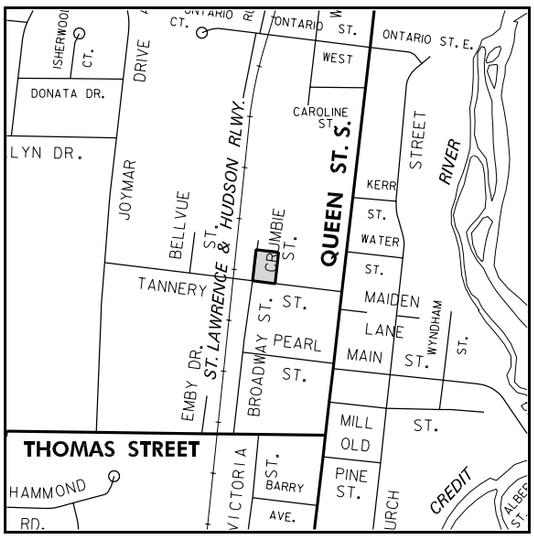
a. convenience restaurant;

b. automobile sales and service.

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

Streetsville District Policies of City Plan

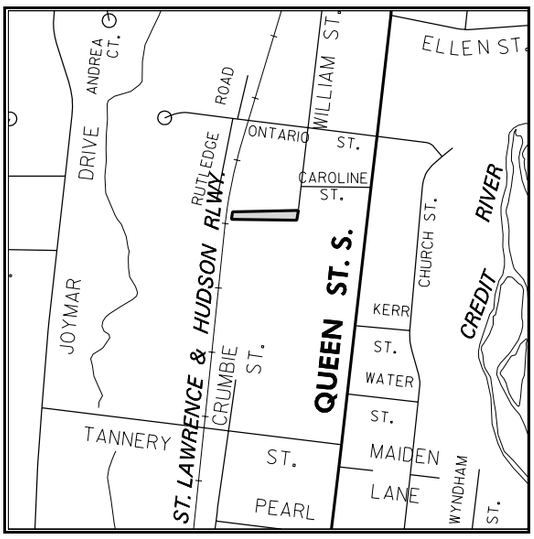
6.33.7.12 Site 11 *(CPA-57)*



The lands identified as Special Site 11 are located on the north side of Tannery Street, east of Crumbie Street. Notwithstanding the Retail and Service Commercial - Historic Commercial designation, the following additional uses will also be permitted:

a. an apartment building with a maximum floor space index of 1.7 times the lot area.

6.33.7.13 Site 12 *(CPA-147)*



The lands identified as Special Site 12 are located on the west side of William Street, south of Caroline Street. Notwithstanding the provisions of the Residential - High Density I designation, the following additional policies will apply:

a. an apartment building with a maximum floor space index of 0.77 times the lot area will be permitted on the combined lands identified as Special Site 12 of City Plan and Special Site 8 of Mississauga Plan;

b. the subject lands cannot be developed independently of the lands identified as Special Site 8 of Mississauga Plan.

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

Streetsville District Policies of City Plan

Streetsville District Land Use Map

Amended by:

Amendment No. 30
- Changing the land use designation of the lands at the southeast corner of Church Street and Mill Street, from "Residential Low Density I" to "Residential Low Density II".

OMB Order No. 1165
- Changing the land use designation of the lands at the northeast corner of Queen Street South and Church Street, from "Residential Low Density I" to "Residential Low Density II".

OMB Order No. 1650
- Showing the LBPIA Operating Area Boundary and deleting the second paragraph of the Note.

Amendment No. 58
- Changing the land use designation of the lands south of Ellen Street east of Queen Street South, from "General Industrial" to "Residential Medium Density I" and "Open Space".

Amendment No. 56
- Changing the land use designation of the lands south of Main Street east of Church Street, from "Residential Low Density I" to "Residential Low Density II".

Amendment No. 78
- Replacing all "Neighbourhood Park symbols" with "Community Park symbols" and deleting the "Neighbourhood Park symbol" from the Land Use Legend.

Amendment No. 147
- Changing the land use designation of the lands west of William Street, south of Caroline Street, from "Retail and Service Commercial - Neighbourhood Commercial" to "Residential - High Density I".

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

Streetsville District Policies of City Plan