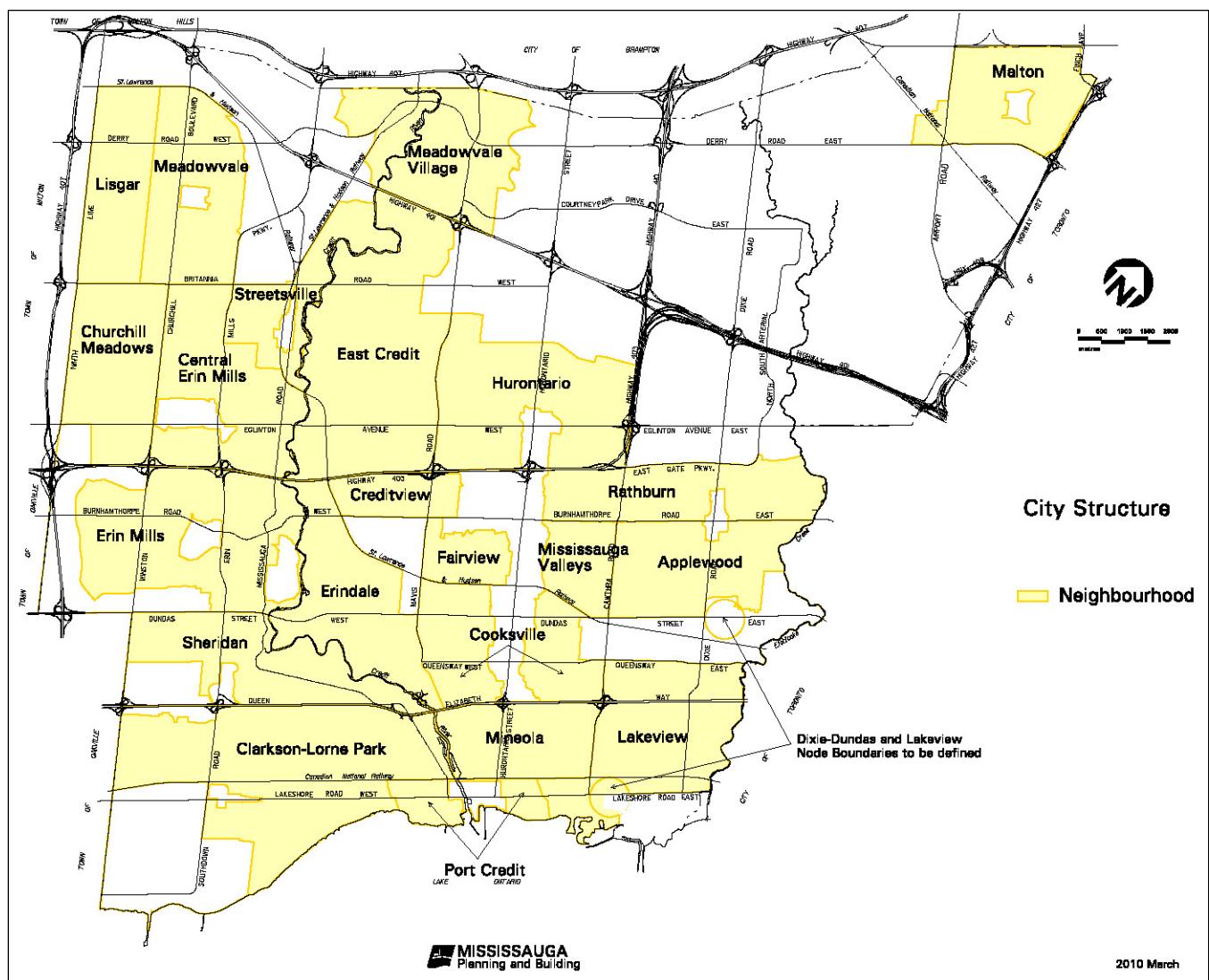


16 Neighbourhoods

16.1 Introduction

There are 22 Neighbourhoods in Mississauga:

- Applewood;
- Central Erin Mills;
- Churchill Meadows;
- Clarkson-Lorne Park;
- Cooksville;
- Creditview;
- East Credit;
- Erindale;
- Erin Mills;
- Fairview;
- Hurontario;
- Lakeview;
- Lisgar;
- Malton;



- Meadowvale;
- Meadowvale Village;
- Mineola;
- Mississauga Valleys;
- Port Credit;
- Rathwood;
- Sheridan; and
- Streetsville.

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

16.1.1 General

16.1.1.1 For lands within a Neighbourhood a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.

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

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

16.1.2 Residential

16.1.2.1 To preserve the character of lands designated Residential Low Density I and Residential Low Density II, the minimum frontage

and area of new lots proposed along the periphery of a draft plan of subdivision, or which are subject to a consent application, will generally represent the greater of:

- a. the average lot frontage and lot area of residential lots on both sides of the same street within 120 m of the subject property. In the case of a corner lot, lots on both streets within 120 m will be considered;

or

- b. the requirements of the Zoning By-law.

16.1.2.2 Where the Residential Medium Density policies of this Plan permit low-rise apartment dwellings, they will be encouraged to locate on Corridors.

16.1.2.3 Existing detached and semi-detached dwellings on lands designated Residential Medium Density are deemed to conform to the Residential Medium Density designation and policies of this Plan.

16.1.2.4 Proposals for additional development on lands with existing apartment buildings will be subject to the following, in addition to other policies regarding medium and high density residential development in this Plan:

- a. on lands designated Residential High Density, development in addition to existing buildings will be restricted to uses permitted in the Residential Medium Density designation; and
- b. as a condition of development, the site in its entirety must meet current site plan and landscaping requirements, and existing buildings must meet current building code, fire code and property standards.

16.1.3 Office

16.1.3.1 Notwithstanding the Office policies of this Plan, the following use will not be permitted:

- a. Major office.

16.1.3.2 Notwithstanding the office policies of this Plan, the maximum ***Floor Space Index*** for ***Secondary office*** is 0.5.

16.1.4 Institutional

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

16.1.5 Business Employment

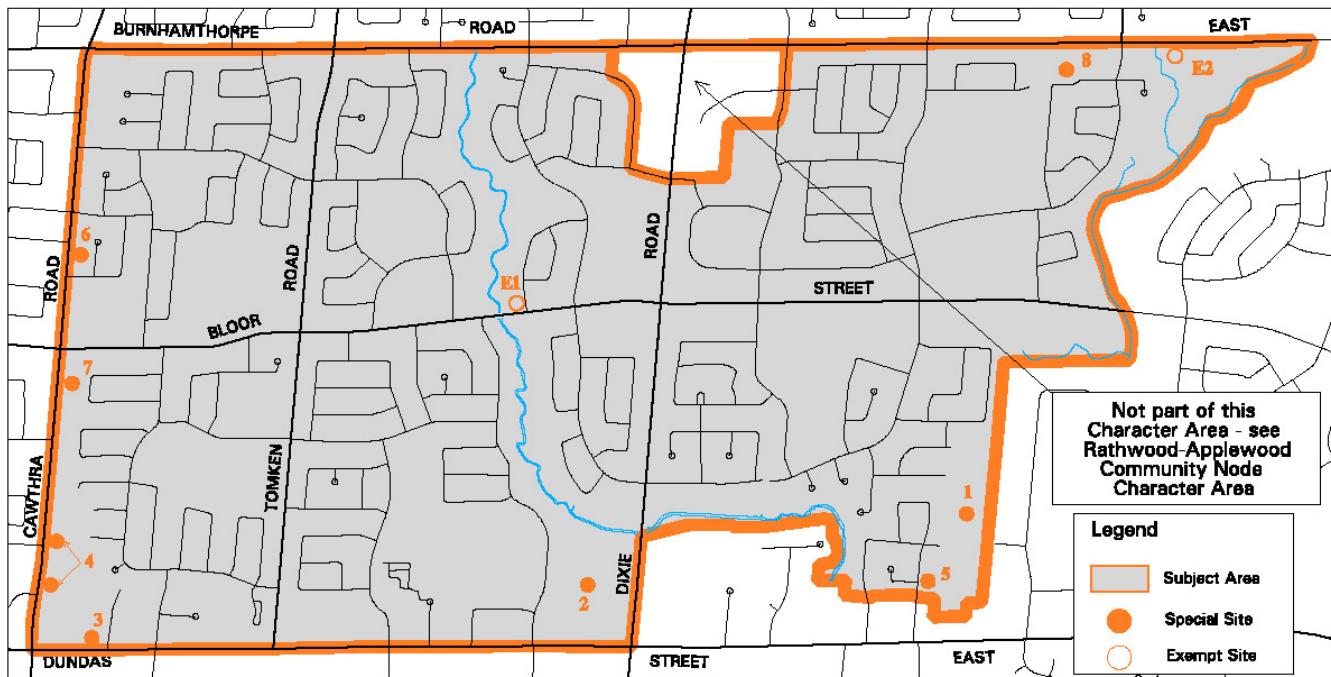
16.1.5.1 The Business Employment designation will not be permitted, except for lands designated Business Employment at the time this Plan comes into effect.

16.1.6 Industrial

16.1.6.1 The Industrial designation will not be permitted.

16.2 Applewood

Street, with the main entrances of the buildings



Applewood Neighbourhood Character Area

16.2.1 Urban Design Policies

Bloor Street

16.2.1.1 East of Dixie Road, development consists primarily of high density residential uses, with some mixed uses. The following policies apply to development or infilling of this segment of the street to encourage an improved pedestrian environment:

- High density residential development should relate to the street, with buildings sited to minimize setbacks from Bloor Street. Efforts to develop a continuous street frontage through the construction of ground related podium structures (not including above ground parking structures), intensive landscaping at the street edge, and the orientation of buildings parallel to the street are encouraged.
- The mixed use properties on Bloor Street should have a stronger relationship to Bloor

oriented towards Bloor Street and at least half of the linear frontage occupied by built form, wherever possible.

Dundas Street East

16.2.1.2 Creative massing solutions are encouraged in the design of built form and site layouts for mixed use lands on Dundas Street East. The height of buildings should be maximized, and the amount of parking between the front building facade and the street line decreased. Emphasis should be placed upon creative and effective landscape treatment. Signs should form an integral part of the overall concept of site and building design.

16.2.1.3 In high density residential development, efforts to develop 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 are encouraged. Where this is not possible, the construction of ground related podium structures (not including above ground parking structures) and intensive landscaping at the street edge, may be considered.

16.2.1.4 Pedestrian activity on lands designated Mixed Use lands at the northwest corner of Dundas Street East and Dixie Road should be encouraged by:

- c. minimizing building setbacks and the amount of parking between the front facade of buildings and the street;
- d. orienting buildings parallel to the street with a significant portion of the building mass located along the street frontage;
- e. providing a continuous landscape area between the front wall of buildings and the street.

16.2.2 Land Use

16.2.2.1 For Medium and High Density Development, new development should not exceed the height of any existing buildings on the property, and should be further limited in height so as to form a gradual transition in massing when located adjacent to low density residential development. Buildings immediately adjacent to low density housing forms should be limited to three storeys. In situations where the low density housing forms are separated from the high density development by a public road, park, utility corridor or other permanent open space feature, four to five storeys may be compatible.

16.2.2.2 Lands designated Residential Low Density II will not permit the following uses:

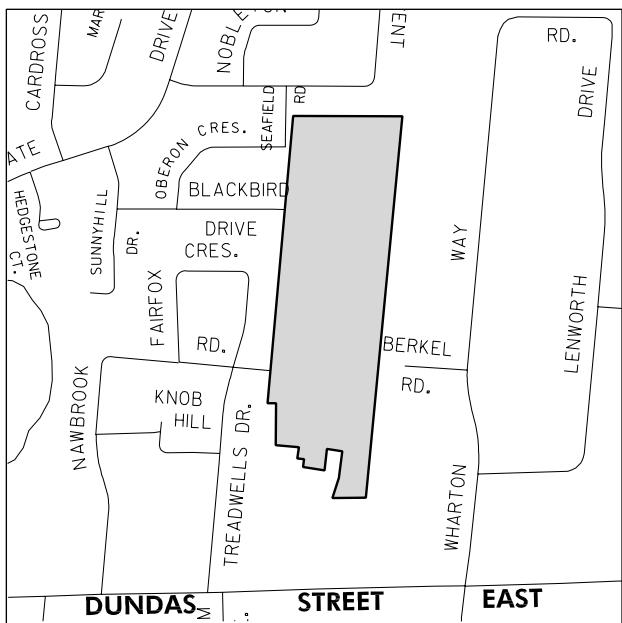
- a. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

16.2.2.3 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.

16.2.3 Special Site Policies

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

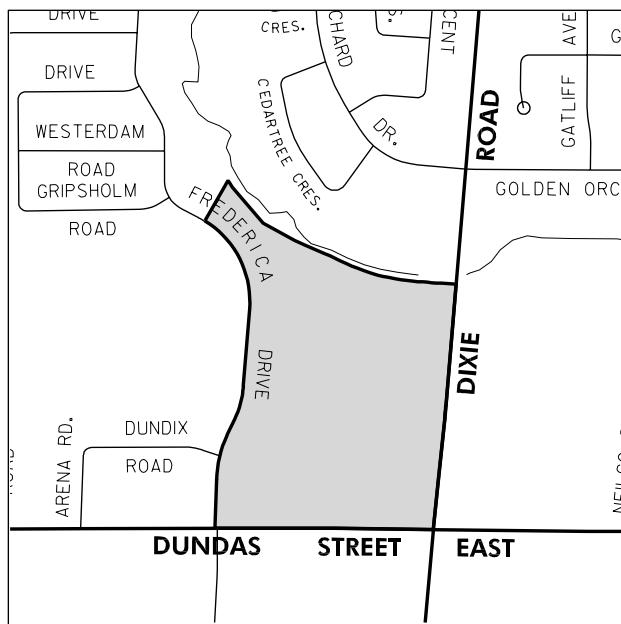
16.2.3.1 Site 1



16.2.3.1.1 The lands identified as Special Site 1 are located north of Dundas Street East, west of the Ontario Hydro corridor.

16.2.3.1.2 Notwithstanding the provisions of the Residential Low Density II designation, a maximum of 239 mobile homes or land lease community homes with accessory administrative facilities will be permitted.

16.2.3.2 Site 2



16.2.3.2.1 The lands identified as Special Site 2 are located at the northwest corner of Dundas Street East and Dixie Road. These lands are situated within a spill zone associated with the Regional Storm flood overtopping the south bank of the Little Etobicoke Creek channel and are classified as a Special Policy Area Floodplain on Schedule 3: Natural System. The status of the Regional Storm Floodplain as a Special Policy Area is described in Appendix K: Regional Storm Floodline-Special Policy Areas.

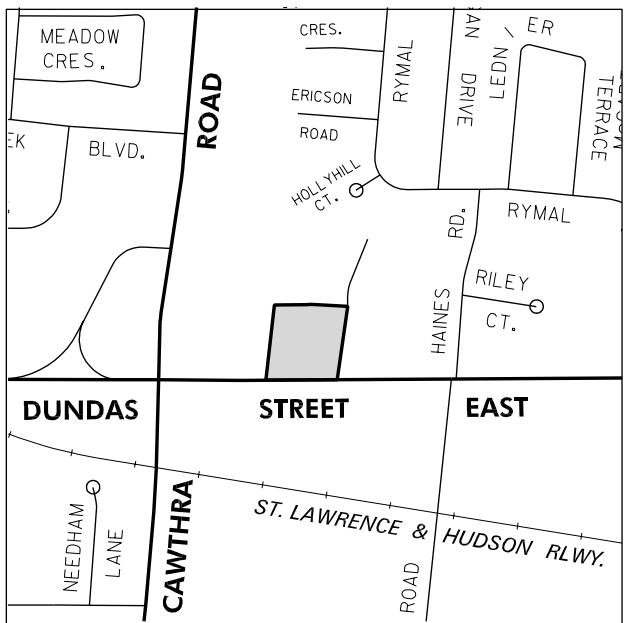
16.2.3.2.2 Notwithstanding the policies of this Plan which relate to development within the Regional Storm Floodplain, and the provisions of the Mixed Use, Motor Vehicle Commercial and Residential High Density designations, the following policies will apply:

- the construction of any buildings or structures, including any additions to an existing building, and the placing or dumping of fill of any kind, or the alteration of any watercourse, will not be permitted within the Special Policy Area without the approval of the Toronto and Region Conservation Authority (TRCA);
- development will not be permitted within the 100-year storm floodplain;

- c. development outside the 100-year storm floodplain will be permitted only on the basis of approvals by the City and the TRCA;
- d. ideally, new buildings and structures will be protected from flooding under Regional Storm conditions. Where this level of protection is technically or economically not feasible, Mississauga may, in consultation with the TRCA, consider a lesser level of protection. In no case, however, will the minimum level of protection be less than the 350-year storm floodplain;
- e. notwithstanding subsections c. and d. above of this section, development, or additions will not be permitted, where, as a result of a flood event equal to or less than the Regulatory Flood, structures will be subject to flows which, due to velocity and/or depth, would present conditions of hazard to life or potential damage to structures;
- f. in support of any development application, Mississauga or the TRCA may require engineering studies related to flood frequency, velocity and depth of flood flows, appropriate flood damage reduction measures, and stormwater management techniques. Based on these studies and other information, Mississauga or the TRCA may specify that any approval of the application will be subject to certain design considerations related to location, structural integrity, setbacks, coverage, elevation of ground floor openings, and other matters as may be determined by the City or the TRCA:
 - ingress and egress should be "safe" pursuant to Provincial Government floodproofing standards, and/or achieve the maximum level of flood protection determined to be feasible and practical based on existing infrastructure;
 - new development will not be permitted to locate in the floodplain where the use is:
 - associated with the manufacture, storage, disposal and/or consumption of hazardous substances or the treatment, collection and disposal of sewage, which would pose an unacceptable threat to public safety if they were to escape their normal containment/use as a result of flooding or failure of floodproofing measures;
 - homes and schools, which would pose a significant threat to the safety of the inhabitants (e.g. the sick, the elderly, the disabled or the young), if involved in an emergency evacuation situation as a result of flooding or failure of floodproofing measures;
 - associated with services, such as those provided by fire, police and ambulance stations and electrical substations, which would be impaired during a flood emergency as a result of flooding or failure of floodproofing measures;
- where new development is not considered to pose an unacceptable risk to public safety, a higher level of flood protection and/or additional floodproofing precautions above the Regulatory Flood level, may still be required due to the sensitive nature of the development;
- g. any amendment to the Zoning By-law will include provisions required by the City or the TRCA to implement the Special Site 3 policies of this Plan.

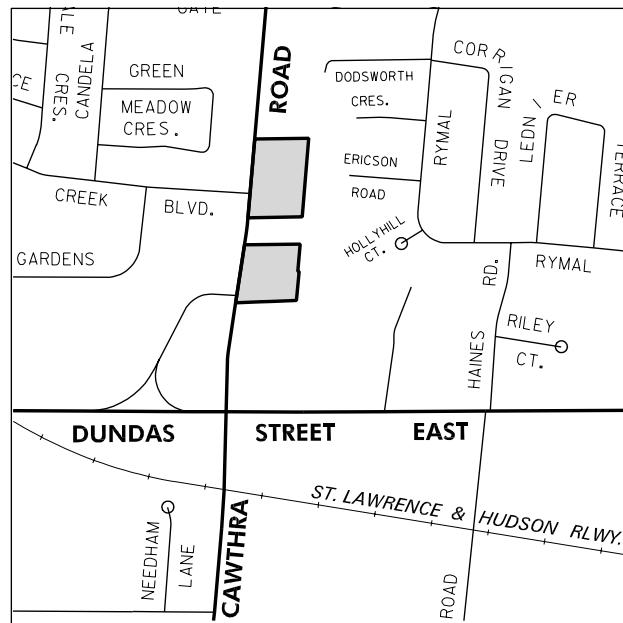
16.2.3.3

Site 3



16.2.3.4

Site 4



16.2.3.3.1 The lands identified as Special Site 3 are located on the north side of Dundas Street East, east of Cawthra Road.

16.2.3.3.2 Notwithstanding the provisions of the Office designation, apartment dwellings in accordance with the Residential High Density designation, will also be permitted and the following additional policies will apply:

- the extension of the existing cemetery is also permitted on the westerly portion of these lands;
- approval for development will be subject to approval of a tree survey submission which demonstrates appropriate tree preservation measures.

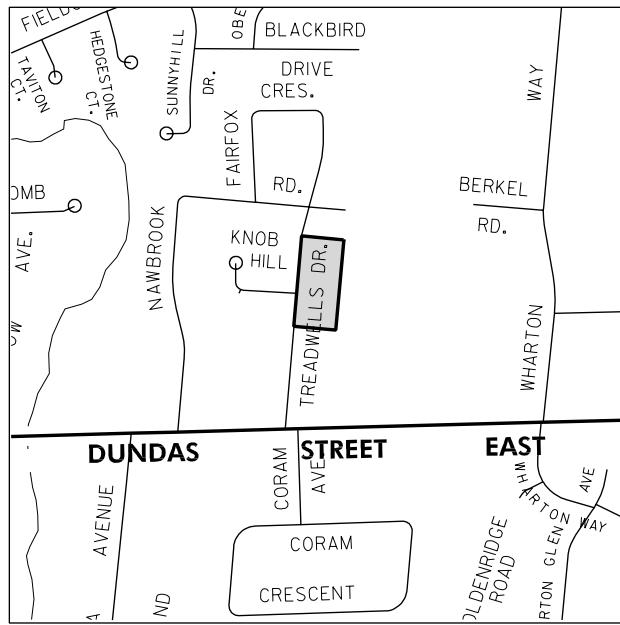
16.2.3.4.1 The lands identified as Special Site 4 are located along the east side of Cawthra Road, north of Dundas Street East.

16.2.3.4.2 Notwithstanding the provisions of the Residential Low Density I designation, offices will be permitted.

16.2.3.4.3 Approval for development will be subject to approval of a tree survey submission which demonstrates appropriate tree preservation measures.

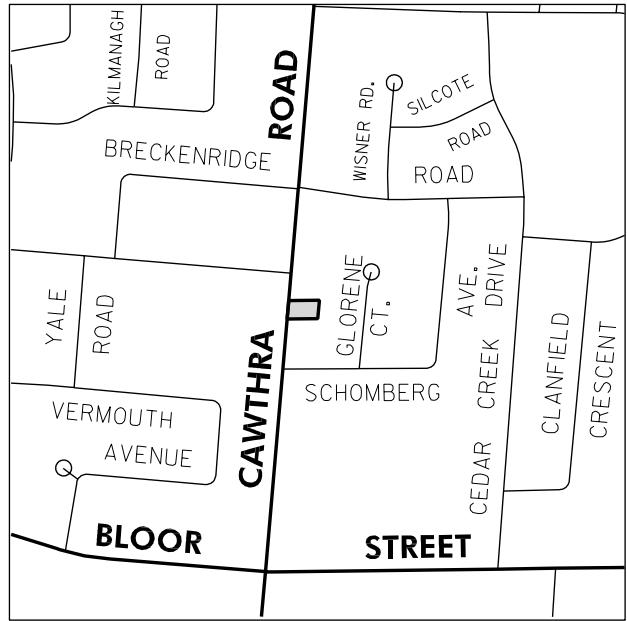
16.2.3.5.

Site 5



16.2.3.6.

Site 6



16.2.3.5.1 The lands identified as Special Site 5 are located on the east side of Treadwells Drive, north of Dundas Street East.

16.2.3.5.2 Notwithstanding the provisions of the Residential Medium Density designation, a maximum of 9 detached dwellings and 23 townhouse dwellings will be permitted.

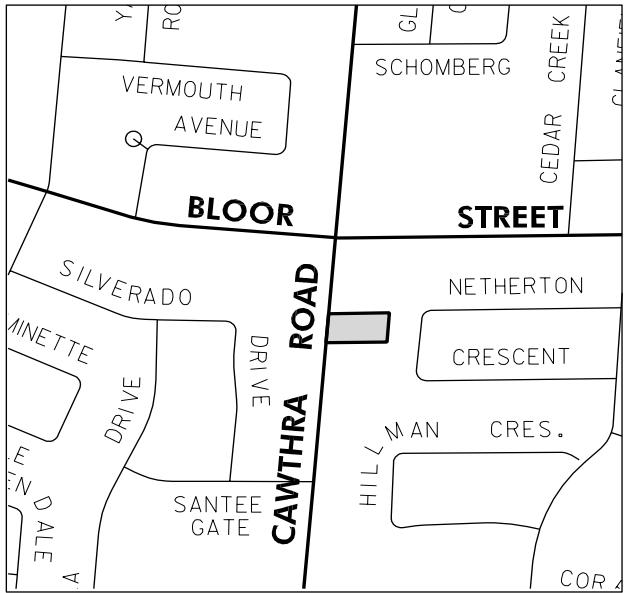
16.2.3.6.1 The lands identified as Special Site 6 are located on the east side of Cawthra Road, north of Schomberg Avenue.

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

- a window and door showroom and associated office will be permitted in addition to residential uses;
- the building, including amenities and signage, whether new or modified, will have a residential appearance which is consistent with the form, design and scale of the surrounding residential area;
- all required and related parking will be accommodated at grade in such a manner that minimizes the loss of vegetation and provides for limited impact on adjoining residential development;
- to minimize the amount of hard surface area, on-site parking areas should have efficient vehicular circulation and layout which is suitably screened, preferably with vegetation;

- e. new buildings or modified buildings used for a window and door showroom and associated office will not exceed 150 m².

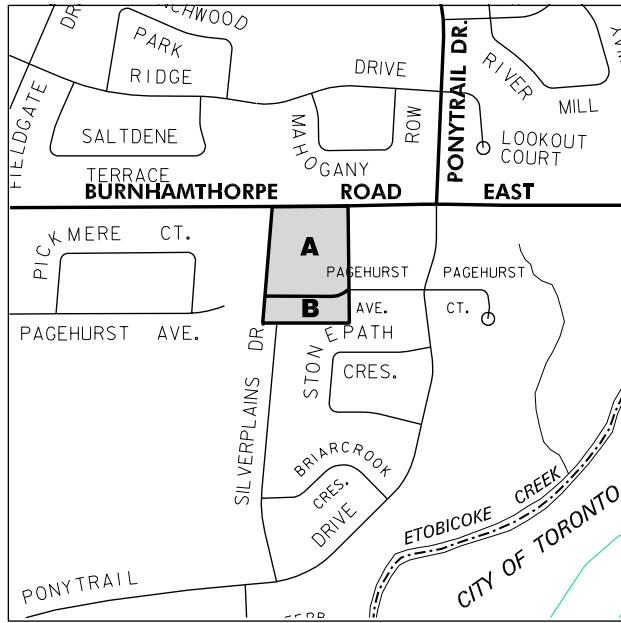
16.2.3.7 Site 7



16.2.3.7.1 The lands identified as Special Site 7 are located on the east side of Cawthra Road, south of Bloor Street.

16.2.3.7.2 Notwithstanding the provisions of the Residential Low Density II designation, only a detached dwelling or an office for a maximum of three non-resident physicians, dentists and drugless practitioners will be permitted.

16.2.3.8 Site 8

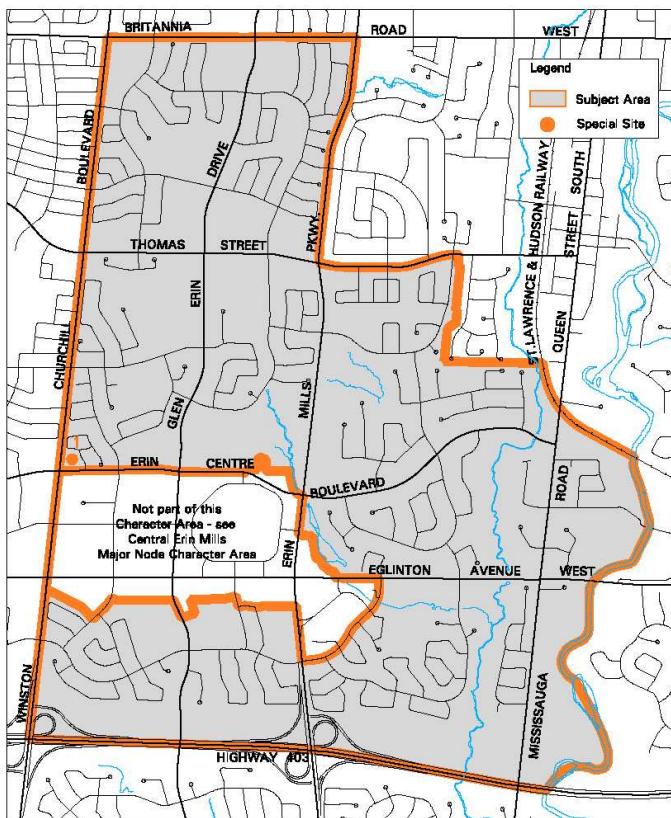


16.2.3.8.1 The lands identified as Special Site 8 are located on the south side of Burnhamthorpe Road East, west of Ponytrail Drive.

16.2.3.8.2 Notwithstanding the provisions of the Residential Medium Density designation applying to Area A, a maximum of 76 townhouse units and 22 semi-detached units will be permitted.

16.2.3.8.3 Notwithstanding the provisions of the Residential Low Density I designation applying to Area B, a maximum of eight detached dwellings and three part-lots for future detached dwellings will be permitted.

16.3 Central Erin Mills

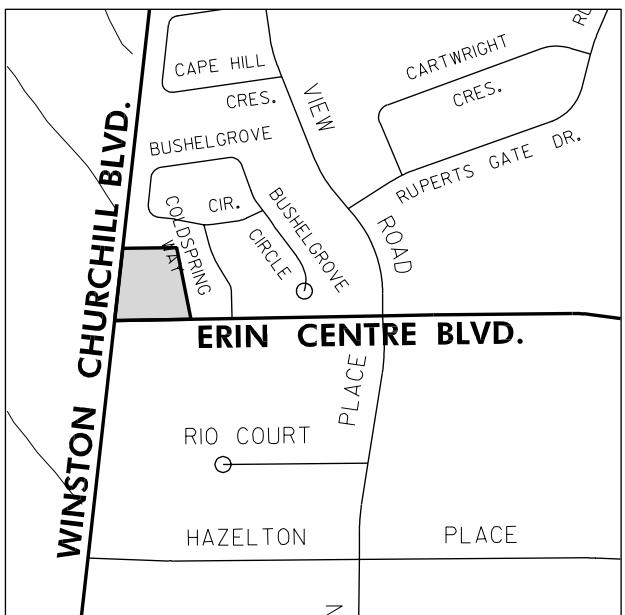


Central Erin Mills Neighbourhood Character Area

16.3.1 Special Site Policies

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

16.3.1.1 Site 1

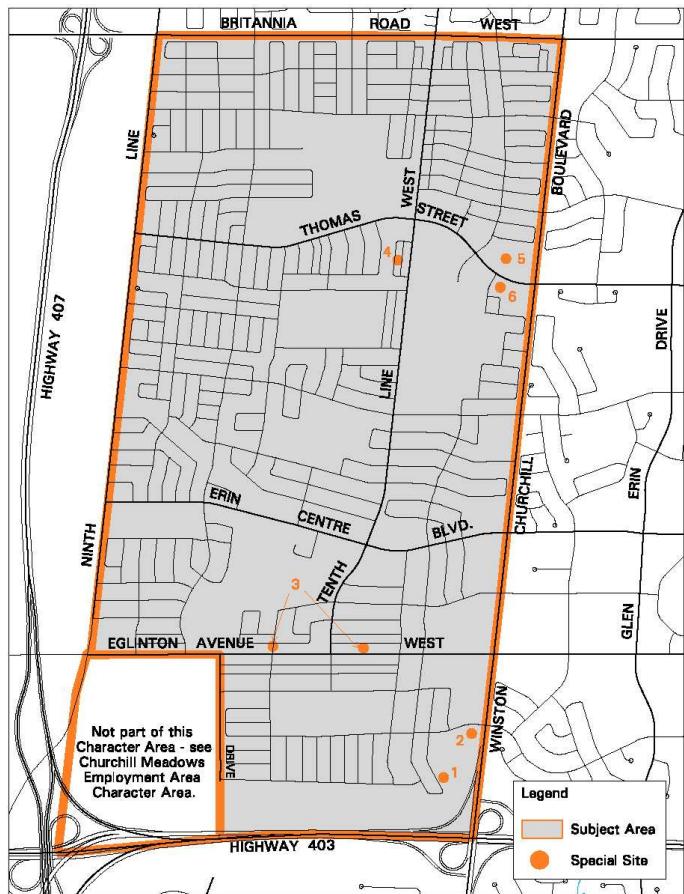


16.3.1.1.1 The lands identified as Special Site 1 are located at the northeast corner of Erin Centre Boulevard and Winston Churchill Boulevard.

16.3.1.1.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, a convenience restaurant will be permitted.

16.4 Churchill Meadows

16.4.1 Designated Greenfield Area



Churchill Meadows Neighbourhood Character Area

There are some lands in the Churchill Meadows Neighbourhood Area identified on Figure 16.4-1 as a Designated Greenfield Area pursuant to the Growth Plan for the Greater Golden Horseshoe.

16.4.1.1 The Designated Greenfield Area will be planned to achieve a minimum density of 75 residents and jobs combined per hectare.

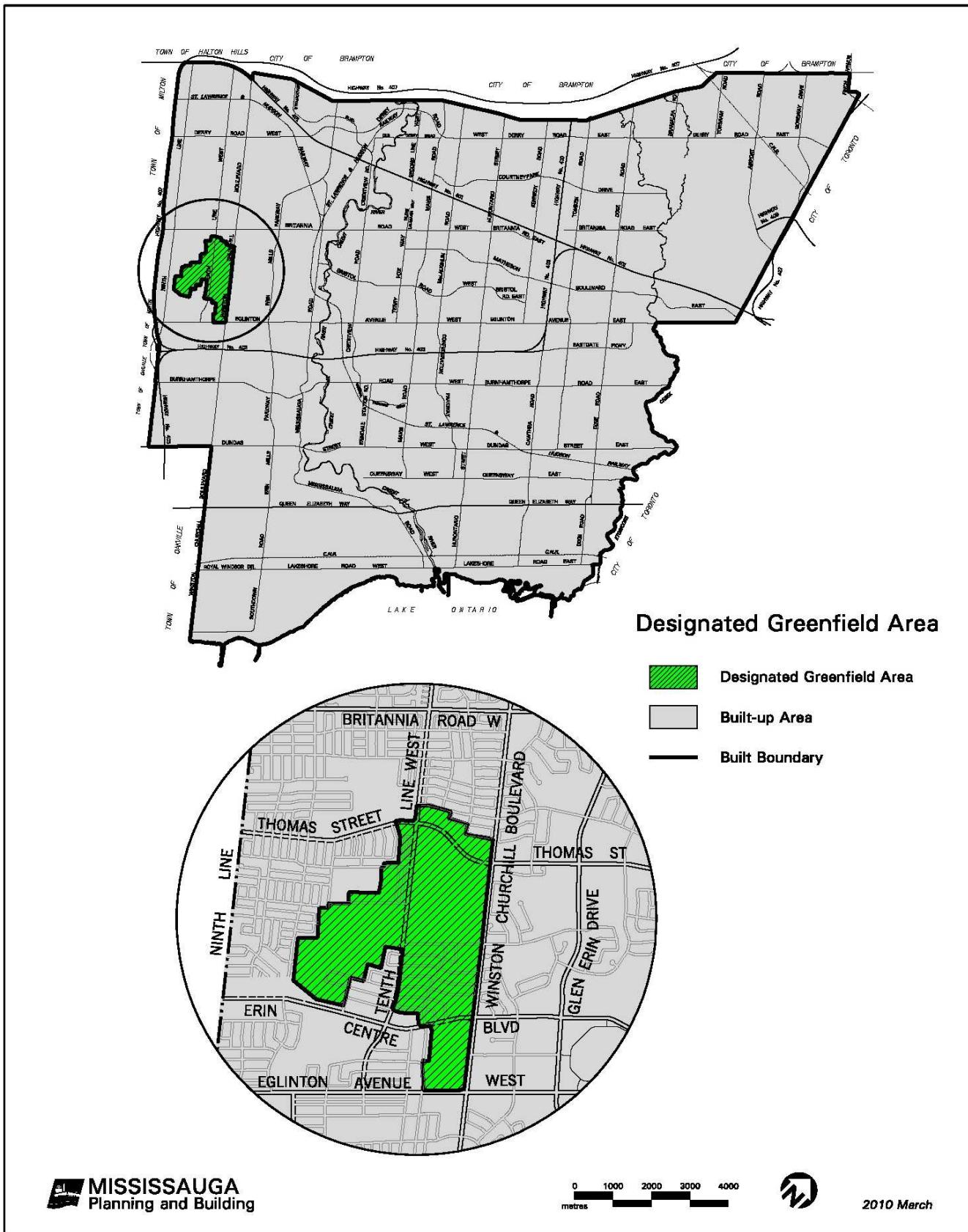


Figure 16.4-1: Designated Greenfield Area

16.4.2 Urban Design Policies

16.4.2.1 Community Design

16.4.2.1.1 For the purpose of these policies, Churchill Meadows is composed of five residential Precincts, as identified on Figure 16.4-2. The Community Design policies must be read in conjunction with the Land Use policies and all other Urban Design policies including the *Neighbourhood Concept Plan Principles and Urban Design Guidelines*, July 1997.

16.4.2.2 Community Focus (Precinct 1)

16.4.2.2.1 The lands surrounding the intersection of Thomas Street and Tenth Line West will form a community focus for the city through the development of a retail commercial facility and Residential High Density development. The form of development is to allow for transition of conventional dwellings to mixed uses with store fronts addressing mainstreets to achieve an urban character with a pedestrian friendly environment.

- a. Buildings on Residential Low Density II and Residential Medium Density lands located north and south of Thomas Street, fronting onto the east and west sides of Tenth Line West, should have built forms located close to the street edge. While buildings may be developed as residential units, mixed commercial/residential "live/work" units will be permitted subject to: parking facilities being provided and designed in a manner that is compatible with the mainstreet character of the area; incorporation of measures such as landscape space, planters or tree grates; or other elements which reinforce the urban street wall.
- b. Building heights for Residential High Density lands located to the east and south of the Mixed Use designation will be limited to a range of five to eight storeys. Buildings located at the intersection of Tenth Line West and Thomas Street will be a minimum of two

storeys and a maximum of five storeys. Building heights for Residential High Density lands located on the west side of Tenth Line West, south of Thomas Street will be a minimum of three storeys together with end units of a block development having a minimum building height of two storeys.

- c. Development of the retail commercial sites should discourage parking and loading areas at the intersection of two streets in favour of built form.
- d. The two Residential High Density sites west of the intersection of Thomas Street and Winston Churchill Boulevard will generally be limited to a range of five to eight storeys in height. This development will represent the secondary community gateway; therefore, buildings at the higher end of the height range will be encouraged.

16.4.2.3 Winston Churchill Boulevard Linkage (Precinct 2)

16.4.2.3.1 This area relates to the development of the lands on the west side of Winston Churchill Boulevard between Precinct 1 and 3. Built form within this linkage area should step down in height from the two community gateway nodes at either end of this Precinct. In addition, the goal of this area is to provide a coordinated built form image linking two Precincts.

- a. Residential development should avoid reversed frontage lots abutting Winston Churchill Boulevard.
- b. Built form should frame the streetline with a consistent streetscape along Winston Churchill Boulevard.

16.4.2.4 Primary Community Gateway (Precinct 3)

16.4.2.4.1 This area, located at the intersection of Winston Churchill Boulevard and Eglinton Avenue West, has Residential High Density designations.

- a. Building heights for the Residential High Density designation will generally be limited to a range of five to eight storeys with the greatest heights to occur at the intersection of two streets.
- b. Open space/pedestrian corridors from these developments to the proposed transit terminal will be encouraged. In support of this objective, evaluations of microclimatic conditions may be required in the review of development applications in this Precinct.
- c. At full development these parcels of land should provide continuity in built form and landscape themes with the Residential High Density lands on the east side of Winston Churchill Boulevard.

16.4.2.5 Eglinton Avenue Linkage (Precinct 4)

16.4.2.5.1 This area is located on the north and south sides of Eglinton Avenue West between Precinct 3 and 5. The goal of this area is to provide a coordinated built form image linking two Precincts while having regard for the integration and significance of the retained woodlands west of Tenth Line West.

- a. The landscape treatment for development parcels adjacent to the retained woodlands should be in the form of naturalized character to integrate development with these open spaces. In addition, the built form along Eglinton Avenue West is to be sympathetic in height and scale to the retained woodlands/space, wherever possible.
- b. The commercial facility is to avoid, wherever possible, parking and loading areas abutting Eglinton Avenue West and Tenth Line West,

in favour of built form. The preferred character is to create continuous landscape areas between the building and the streetline.

- c. The height of buildings are to step down from the Primary Community Gateway Precinct.
- d. Buildings on Residential Medium Density lands fronting onto the north and south sides of Eglinton Avenue West should have built forms located close to the street edge. Residential development should front Eglinton Avenue West and be served by rear lane access to units. While buildings may be developed as residential units, mixed commercial/residential "live/work" units will be permitted subject to parking facilities being provided and designed in a manner that is compatible with the mainstreet character of the area; incorporation of measures such as landscape space, planters or tree grates; or other elements that reinforce the urban street wall.

16.4.2.6 City Entry Point (Precinct 5)

16.4.2.6.1 This area represents an entry point into the city and, therefore, will promote built form of high architectural and landscaping standards.

- a. Strong built form along the street frontage with massing emphasis at corners, thus discouraging parking and loading areas at the streetlines.
- b. Landscape treatments at corners and extending along Eglinton Avenue West should generally be complimentary on either side of the street.

16.4.2.7 General

16.4.2.7.1 The retention/preservation of woodlands, wherever possible, will be a priority in establishing a community identity for the Character Area.

16.4.2.7.2 Buildings located on lands designated Residential Medium Density, adjacent to detached or semi-detached dwellings, will be subject to a two storey height restriction. Others will be subject to a maximum four storey height restriction.

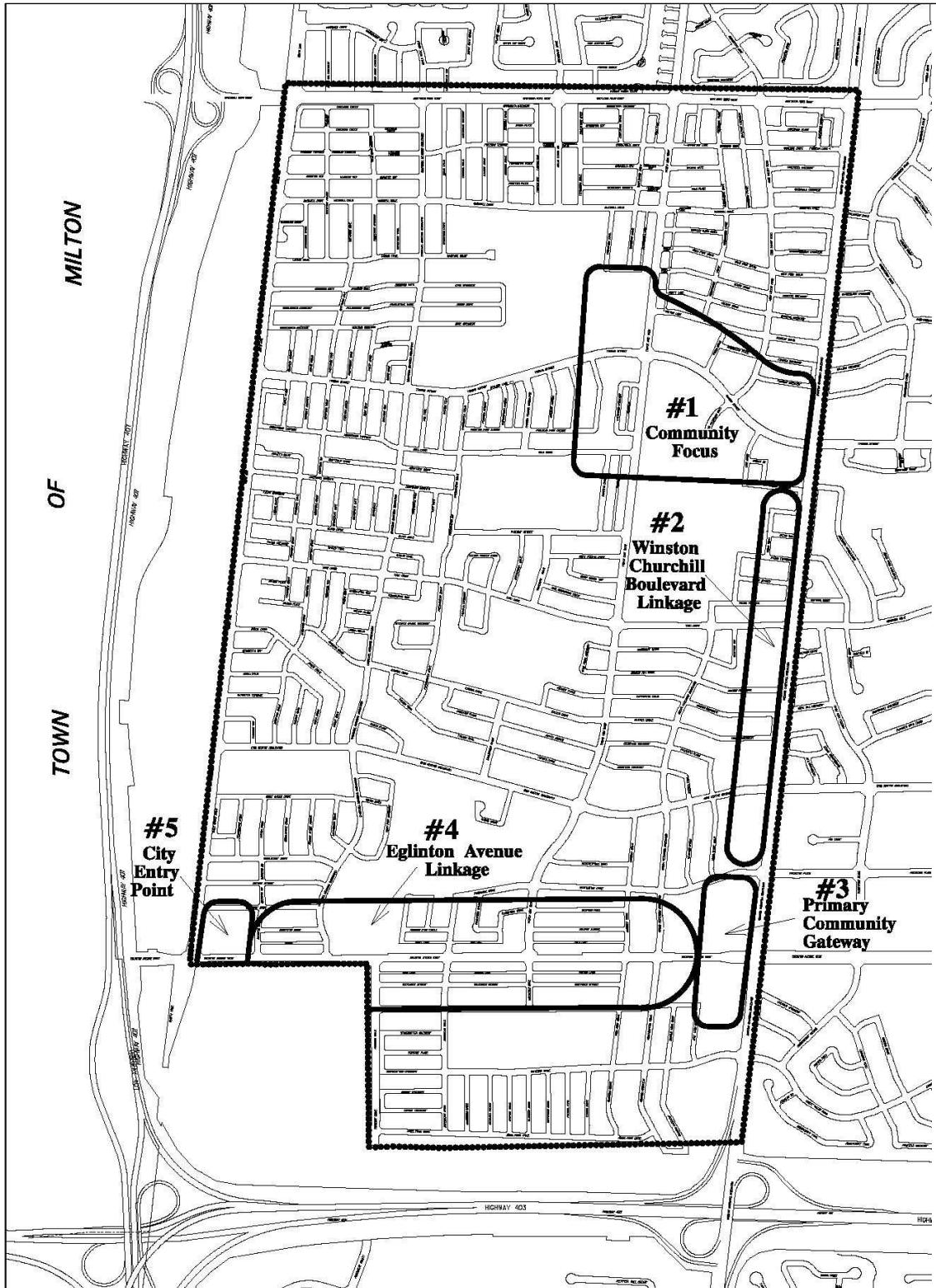


Figure 16.4-2: Precincts

16.4.3 Land Use

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

16.4.3.2 Lands designated Residential High Density will also permit townhouse dwellings.

16.4.4 Transportation

16.4.4.1 Notwithstanding the policies of this Plan, the following policies will apply:

- a. where feasible, the alignment of individual roads will recognize the need to preserve natural features, including woodland edges and hedgerows. Detailed road design will include mitigating and rehabilitation measures to address any disturbance of these features;
- b. Mississauga will be pursuing other possible opportunities for improving Provincial Highway access to Churchill Meadows. A further detailed study will be required, involving the approval of appropriate agencies, to determine the feasibility and timing of these improvements;
- c. direct access will be permitted on Major Collectors, with 30 m rights-of-way, for uses other than residential detached, semi-detached, or on-street townhouses. The access location will require the approval of the Transportation and Works Department;
- d. during the review of development applications, consideration may be given to reducing the right-of-way widths of minor collector roads according to the guidelines established in the Neighbourhood Concept Plan Principles and Urban Design Guidelines. Any such consideration would require a detailed analysis of the municipal servicing, utility and planting constraints within the right-of-way, to ensure that adequate corridors are maintained to the satisfaction of the City,

Region and the Public Utilities Co-ordinating Committee;

- e. guidelines regarding the treatment of Buffer Roads and Public Lanes are established in the Neighbourhood Concept Plan Principles and Urban Design Guidelines. Buffer Roads will have a right-of-way width of 17 m in direct frontage situations, and consideration will be given to reducing this right-of-way width to 15 m where there is no direct frontage. Public Lanes will have a minimum right-of-way width of eight meters.

16.4.5 Physical Services and Utilities

- a. The area comprises two drainage systems: the Credit River and the Sixteen Mile Creek watersheds. This Plan will be subject to drainage plans for the two watersheds. Before being permitted to proceed, all new development will have adequate storm drainage facilities which conform to the requirements of the relevant drainage plans.
- b. Applicants for development of lands which drain to the Region of Halton will be required to obtain approval from Conservation Halton for the design, installation and maintenance of the storm drainage works required in the Sixteen Mile Creek watershed area.
- c. All proposed drainage works are to be compatible with the Provincial Government plans for the future extension of Provincial Highway 407 from Provincial Highway 403 to Provincial Highway 401.
- d. An Environmental Assessment Report, satisfactory to the City, Provincial Government, and other public agencies, will be prepared in support of proposed drainage works which are subject to the Environmental Assessment Act.
- e. All development within Churchill Meadows will be in accordance with the Sawmill Creek

Sub-watershed Plan, the Sixteen Mile Creek Master Drainage Plan and the Lisgar Region Water Quality Study.

- f. Additional off-site lands associated with the construction of the stormwater management facilities recommended by the Sawmill Creek Sub-watershed Study may be needed.
- g. Stormwater management facilities are located on the west side of Ninth Line, to accommodate post-development runoff from those portions of Churchill Meadows drained by the Sixteen Mile Creek.

16.4.6 Implementation

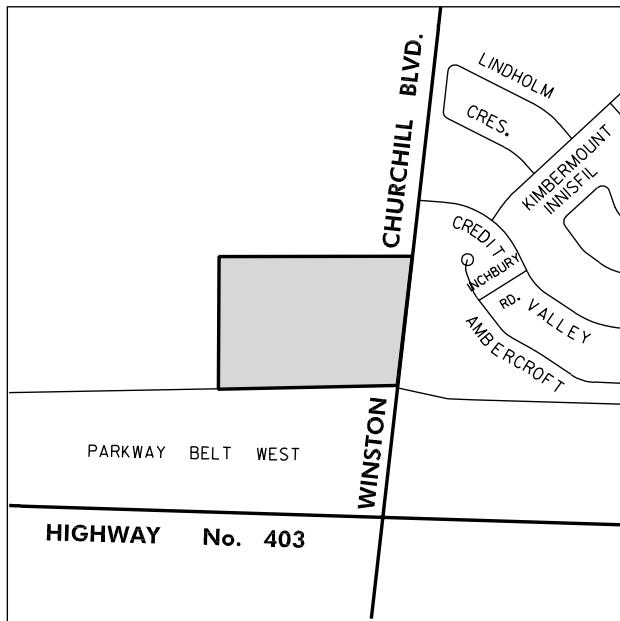
Mississauga has the option of requiring the developers to enter into mandatory cost sharing agreements to ensure that the lands required for public purposes are available at the appropriate time.

16.4.7 Special Site Policies

16.4.7.2 Site 2

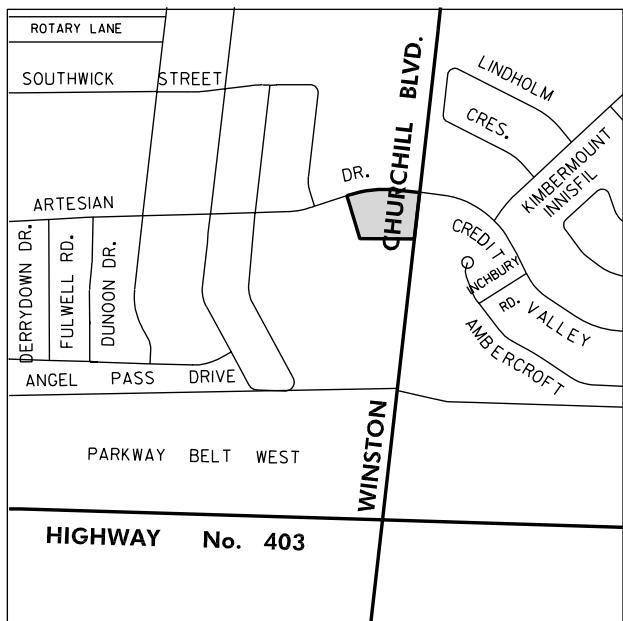
There are sites within Churchill Meadows that merit special attention and are subject to the following policies.

16.4.7.1 Site 1



The lands identified as Special Site 1 are located south of Credit Valley Road and west of Winston Churchill Boulevard.

Notwithstanding the provisions of the Residential Low Density II, Greenbelt, and Utility designations, the physical integration of the Bus Rapid Transit (BRT) facility with adjacent development will be encouraged.

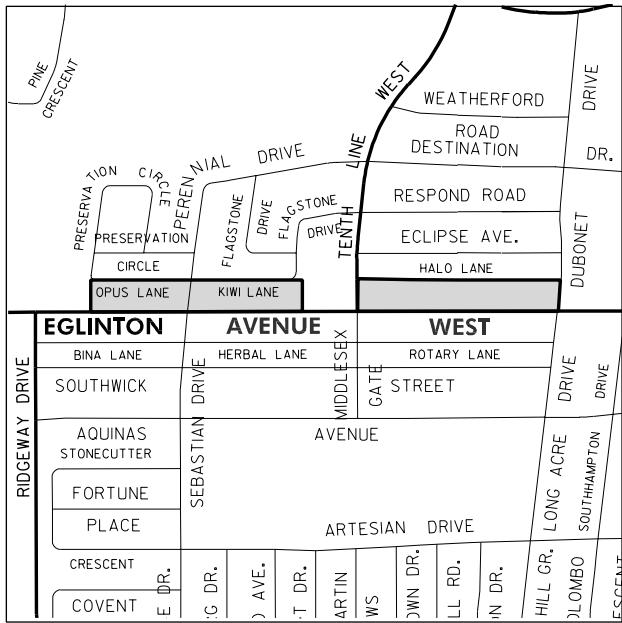


The lands identified as Special Site 2 are located at the southwest corner of Artesian Drive and Winston Churchill Boulevard. Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policy will apply:

- a. a dry-cleaning depot will be permitted.

16.4.7.3

Site 3



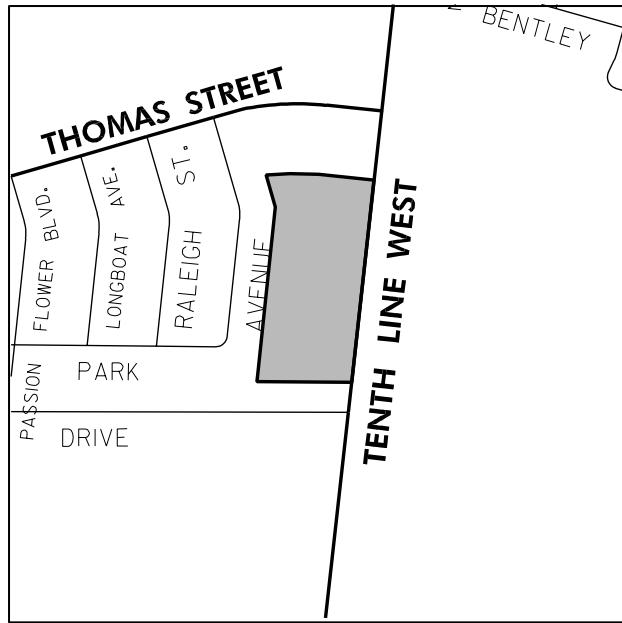
The lands identified as Special Site 3 are located on the north side of Eglinton Avenue West, west of Winston Churchill Boulevard.

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

- Secondary offices and retail commercial uses will be permitted in conjunction with residential uses provided that such uses are situated within the first storey of such dwellings.

16.4.7.4

Site 4



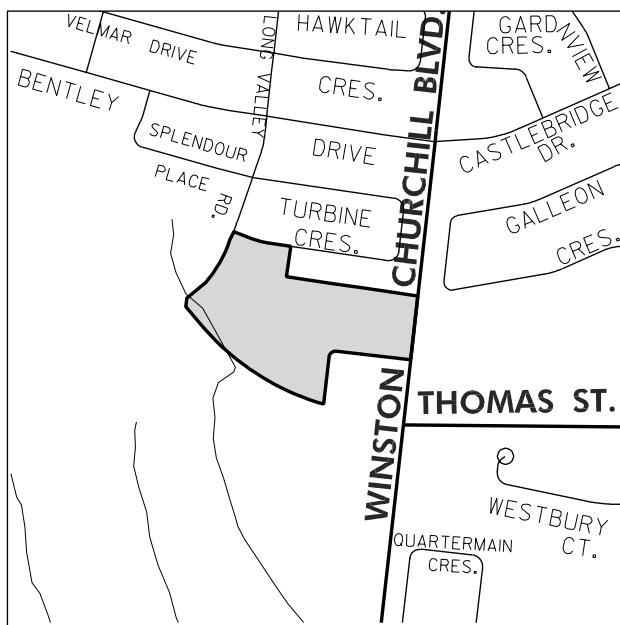
The lands identified as Special Site 4 are located on the west side of Tenth Line West, south of Thomas Street.

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

- townhouses will be permitted.

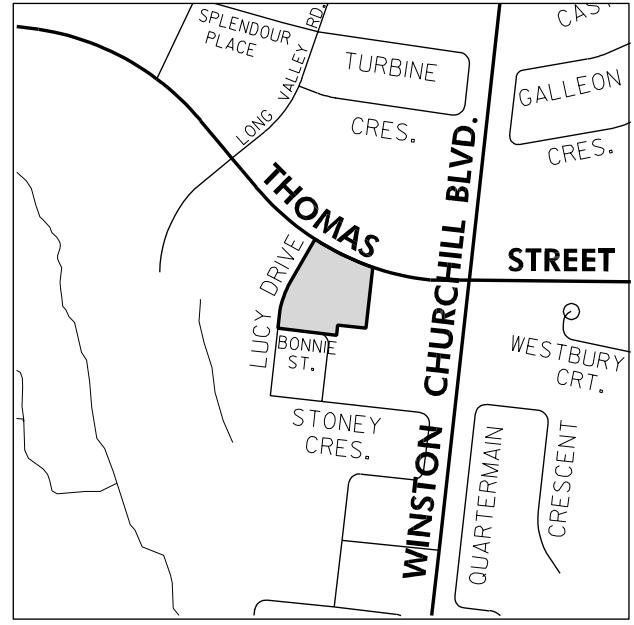
16.4.7.5

Site 5



16.4.7.6

Site 6



The lands identified as Special Site 5 are located on the west side of Winston Churchill Boulevard, north of Thomas Street.

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

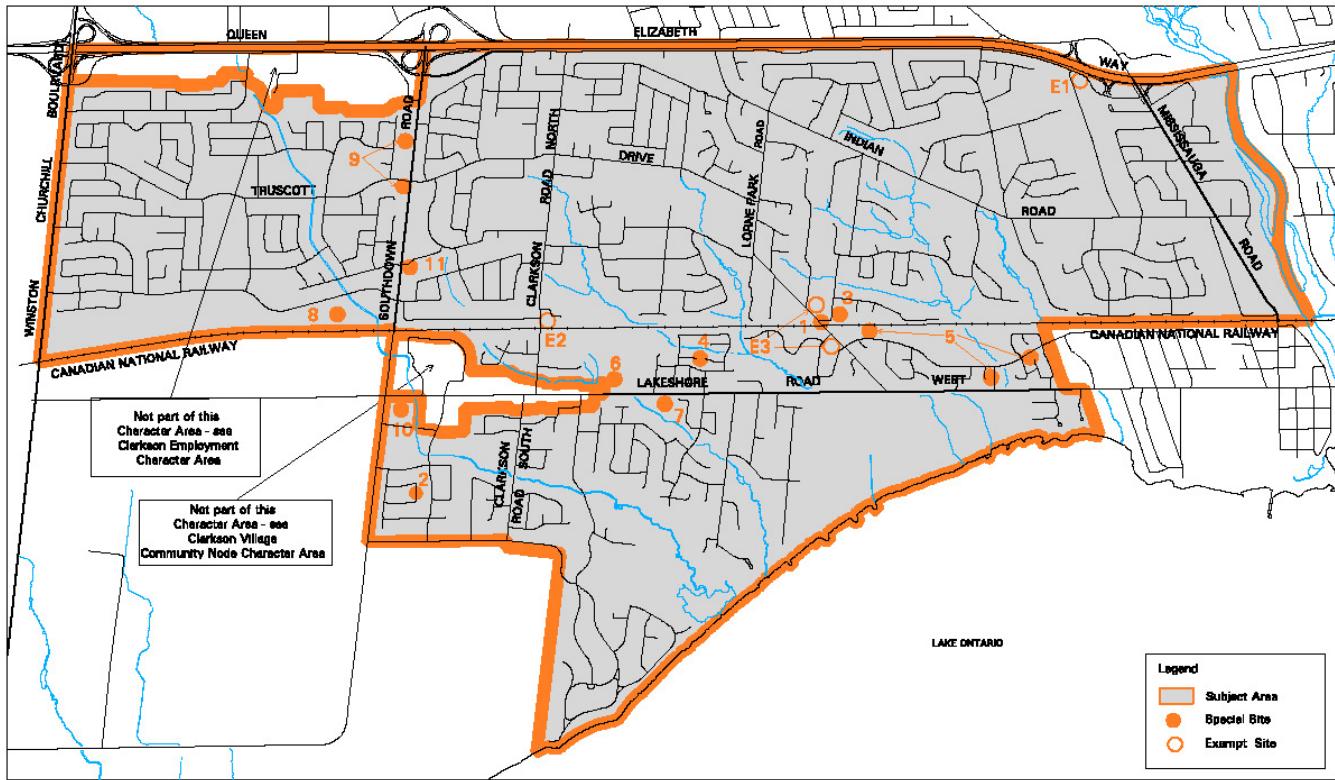
- a. townhouses will be permitted.

The lands identified as Special Site 6 are located at the southeast corner of Thomas Street and Lucy Drive.

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

- a. a retirement residence and/or long term care facility will be permitted.

16.5 Clarkson-Lorne Park



Clarkson-Lorne Park Neighbourhood Character Area

16.5.1 Urban Design Policies

Community Identity and Focus

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

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

16.5.1.3 The Clarkson Node, will be the focus of activity for the Character Area, combining residential uses, cultural activities, shopping, dining, commerce and recreation.

Infill Housing

16.5.1.4 For development of all detached dwellings on lands identified in the Site Plan Control By-law, the following will apply:

- a. preserve and enhance the generous front, rear and side yard setbacks;
- b. ensure that existing grades and drainage conditions are preserved;
- c. encourage new housing to fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation;
- d. garages should be recessed or located behind the main face of the house. Alternatively,

garages should be located in the rear of the property;

- e. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;
- f. encourage buildings to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;
- g. reduce the hard surface areas in the front yard;
- h. preserve existing mature high quality trees to maintain the existing mature nature of these areas;
- i. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged;
- j. the building mass, side yards and rear yards should respect and relate to those of adjacent lots.

16.5.2 Land Use

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

16.5.2.2 Notwithstanding the Residential Low Density II policies of this Plan, the Residential Low Density II designation permits:

- a. only detached dwellings for the area east of Southdown Road;
- b. only detached, semi detached and duplex dwellings for the area west of Southdown Road.

16.5.2.3 Notwithstanding the Residential Low Density II policies of this Plan, for the area west of Southdown Road, any lot occupied by a detached dwelling prior to May 6, 2003 will only be developed for a detached dwelling.

16.5.2.4 Notwithstanding the Residential Medium Density policies of this Plan, the Residential Medium Density designation permits only townhouses.

16.5.2.5 Notwithstanding the provisions of the Mixed Use policies of this Plan, motor vehicle sales and rentals will not be permitted.

16.5.3 Natural Areas System

16.5.3.1 Notwithstanding the Natural Areas System policies of this Plan concerning Residential Woodlands, sites with mature trees will be subject to a review of a tree preservation plan prior to consideration of proposed development.

16.5.4 Transportation

16.5.4.1 No major changes to Clarkson Road, Truscott Drive, Lorne Park Road, and Indian Road will be undertaken except minor channelization, reconstruction, bus-bay construction, and improvements of a similar nature.

16.5.4.2 Notwithstanding the classification of Clarkson Road, Lorne Park Road, Indian Road and Mississauga Road, these roads will be limited to no more than two through lanes.

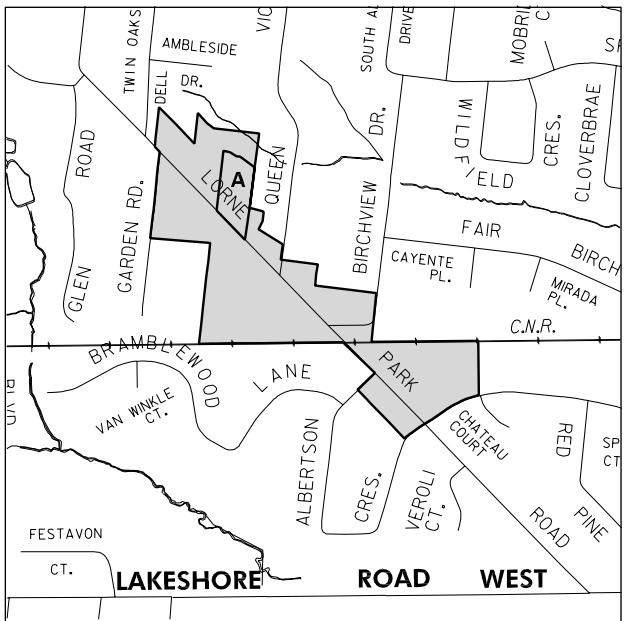
16.5.4.3 No approvals for development on the south side of South Sheridan Way, west of Southdown Road, will be given until the proponent has submitted an acceptable traffic impact study to the satisfaction of the City.

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

16.5.5 Special Site Policies

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

16.5.5.1 Site 1



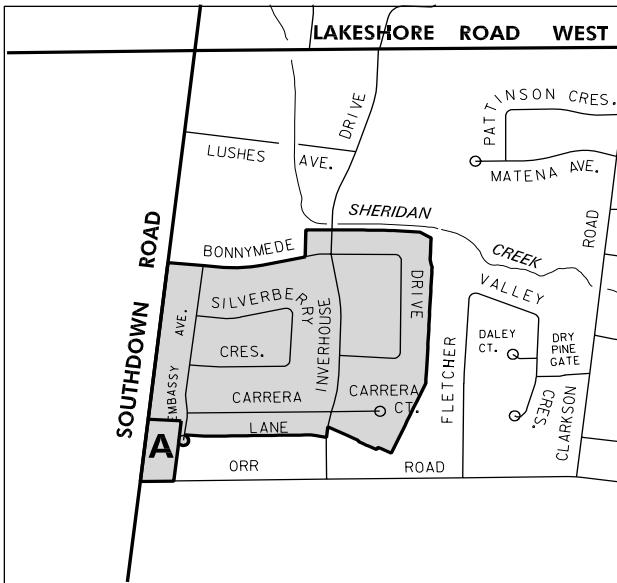
16.5.5.1.1 The lands identified as Special Site 1 are located east and west of Lorne Park Road and north and south of the Canadian National Railway Line.

16.5.5.1.2 Notwithstanding the Residential Low Density I and Mixed Use designations, the following policies will apply:

- This streetscape should emphasize older buildings which are close to the street.
- Encourage two storey development, with buildings designed to de-emphasize height, and to be consistent with the residential character of the neighbourhood.

16.5.5.1.3 Notwithstanding the Residential Low Density II designation, on lands identified as A, the subject lands may only be developed for detached, semi-detached and townhouse dwellings or a combination thereof, up to a maximum density of 19 units net residential hectare.

16.5.5.2 Site 2



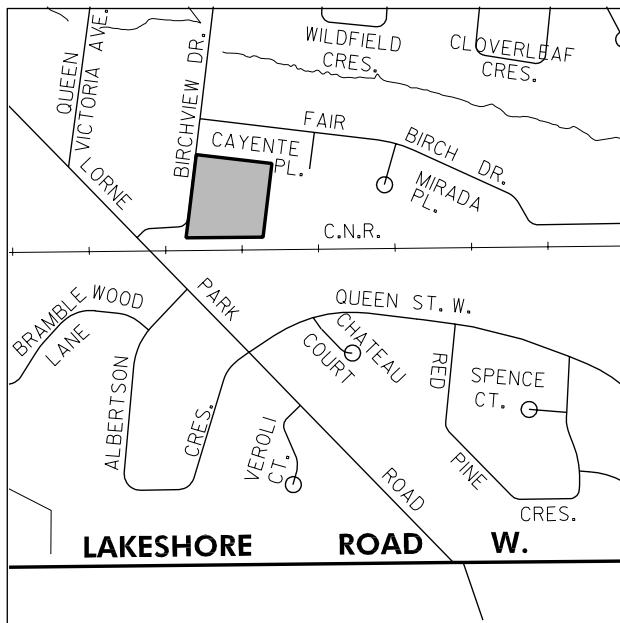
16.5.5.2.1 The lands identified as Special Site 2 are located east of Southdown Road, south of Bonnymede Drive.

16.5.5.2.2 Notwithstanding the provisions of the Residential Low Density II designation, semi-detached dwellings will also be permitted at a density of 11 - 30 units per net residential hectare.

16.5.5.2.3 The lands identified as Area A are located at the northeast corner of Southdown Road and Orr Road. A Shelter for Victims of Family Violence in the form of a building composed of office and residential uses with a maximum total gross floor area of 2 100 m² will also be permitted.

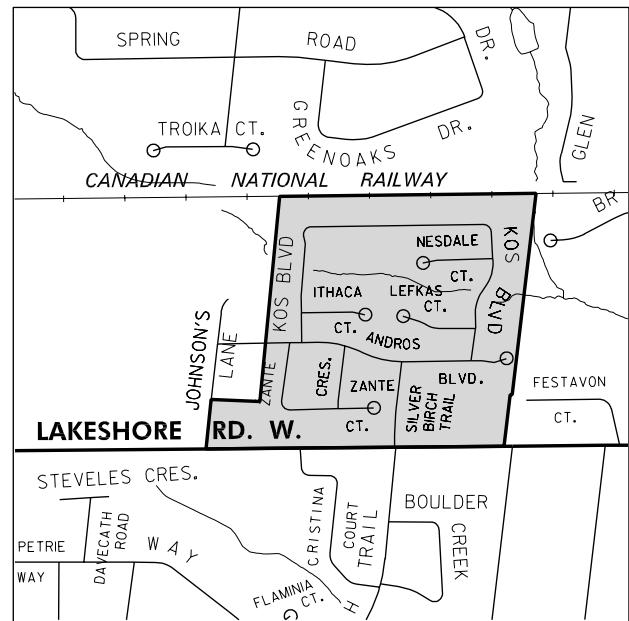
16.5.5.3

Site 3



16.5.5.4

Site 4



16.5.5.3.1 The lands identified as Special Site 3 are located on the east side of Birchview Drive, immediately north of the CNR tracks.

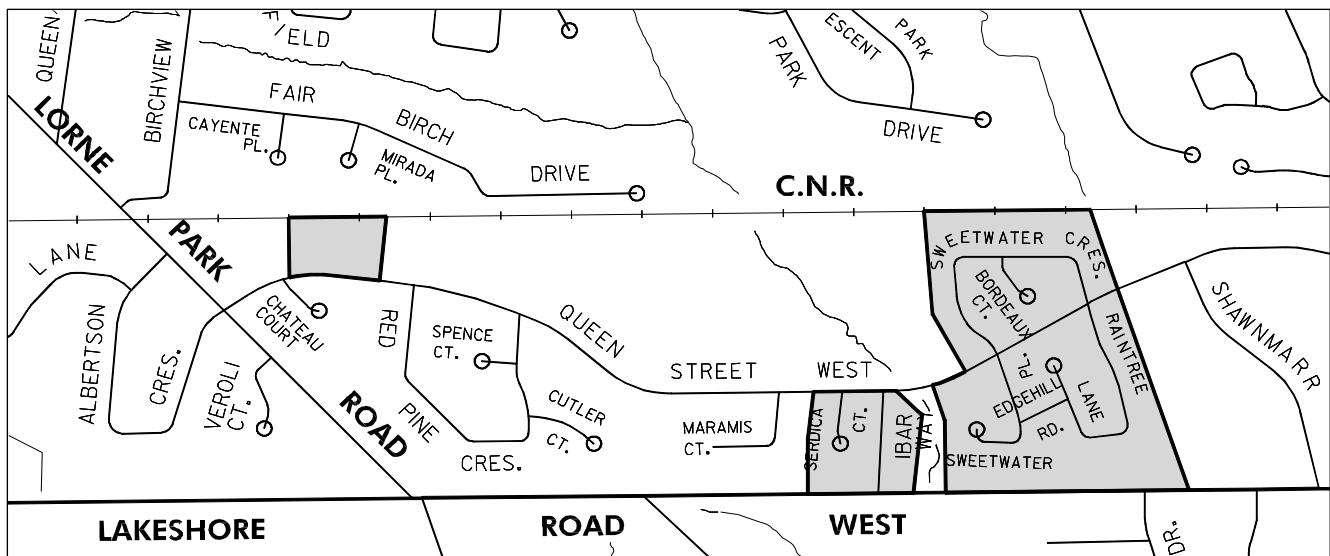
16.5.5.3.2 Notwithstanding the provisions of the Residential Low Density II designation, the subject lands may only be developed for a condominium consisting of detached and semi-detached dwellings or a combination thereof, up to a maximum density of 15 units per net residential hectare provided that no more than 12 dwelling units shall be permitted, of which no more than four dwelling units shall be in the form of semi-detached dwellings.

16.5.5.4.1 The lands identified as Special Site 4 are located north of Lakeshore Road West, east of Johnson's Lane.

16.5.5.4.2 Notwithstanding the provisions of the Residential Low Density I, Residential Low Density II and Residential Medium Density designations, detached, semi-detached and townhouses will be permitted.

16.5.5.5

Site 5

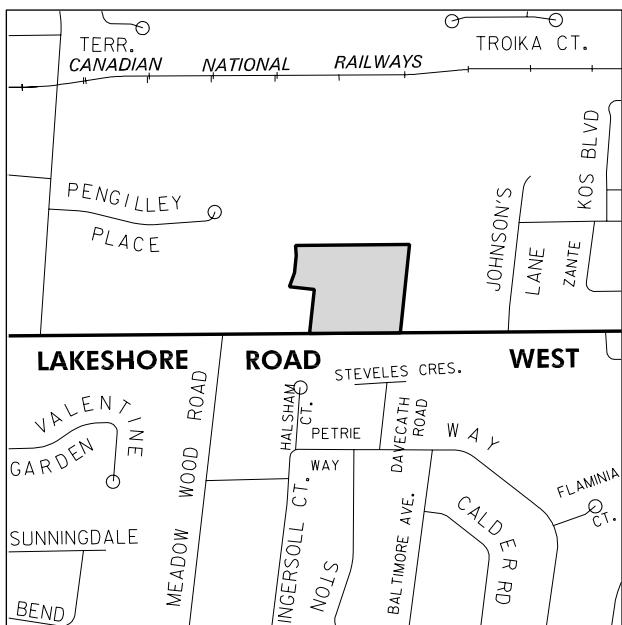


16.5.5.5.1 The lands identified as Special Site 5 are located north of Lakeshore Road West, east of Lorne Park Road.

16.5.5.5.2 Notwithstanding the provisions of the Residential Low Density II and Residential Medium Density designations, detached, semi-detached and townhouses will be permitted.

16.5.5.6

Site 6



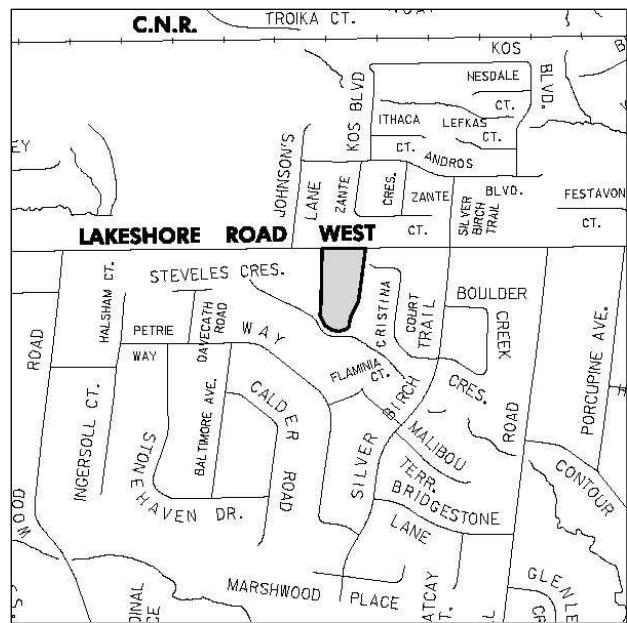
16.5.5.6.1 The lands identified as Special Site 6 are located on the north side of Lakeshore Road West, east of Clarkson Road.

16.5.5.6.2 Notwithstanding the Residential High Density designation, the following additional policies shall apply:

- the maximum Floor Space Index (FSI) shall be 1.5;
- the maximum number of apartment dwelling units permitted shall be 210;
- the maximum number of row dwelling units permitted shall be 32;
- the maximum apartment building height shall be six-storeys.

16.5.5.7

Site 7

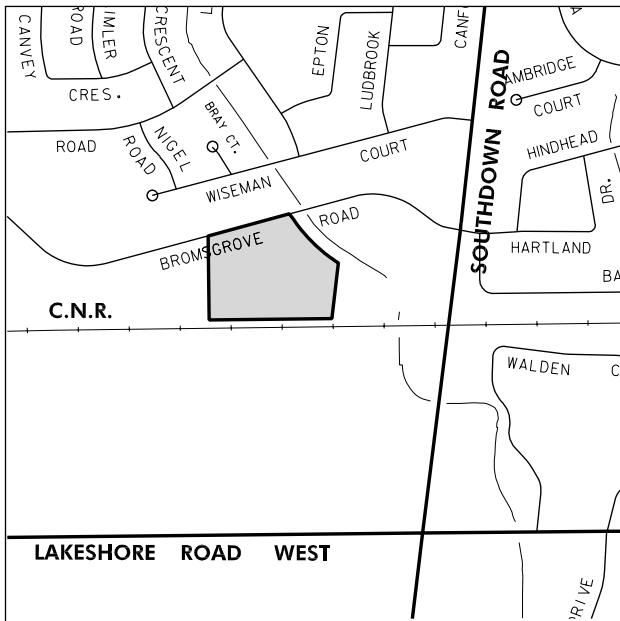


16.5.5.7.1 The lands identified as Special Site 7 are located on the south side of Lakeshore Road West, west of Cristina Court.

16.5.5.7.2 Notwithstanding the provisions of the Residential High Density designation, 21 one-storey townhouse dwellings will be permitted.

16.5.5.8

Site 8



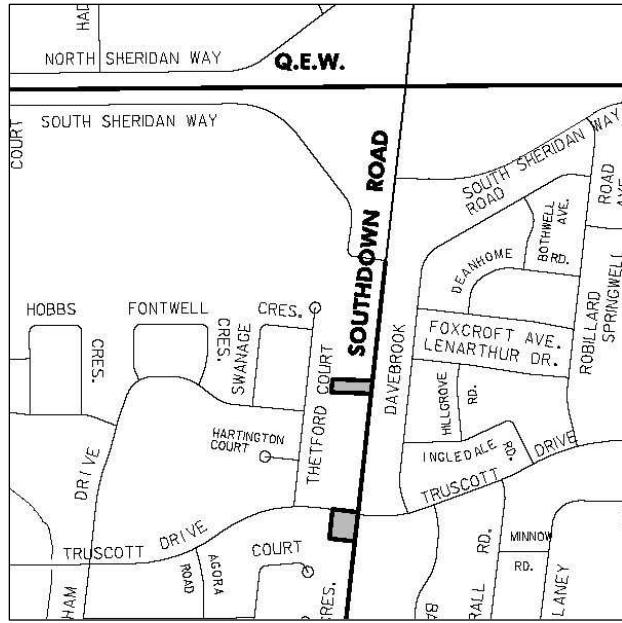
LAKESHORE ROAD WEST

16.5.5.8.1 The lands identified as Special Site 8 are located on the south side of Bromsgrove Road, west of Southdown Road.

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

16.5.5.9

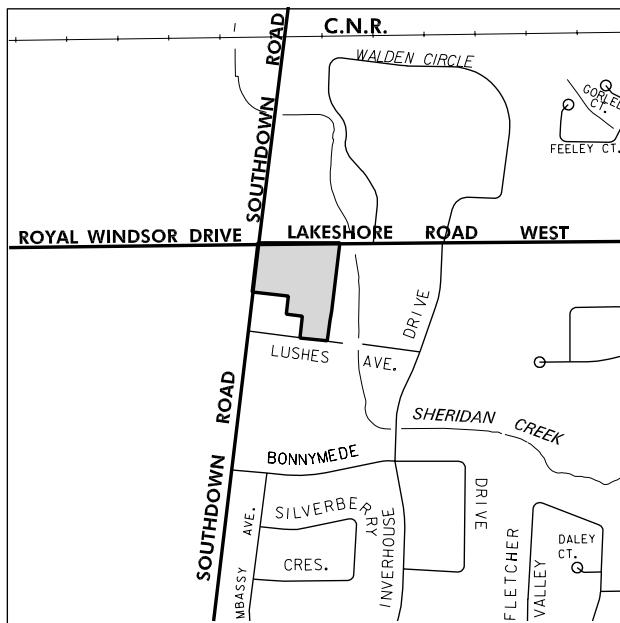
Site 9



16.5.5.9.1 The lands identified as Special Site 9 are located on the west side of Southdown Road, south of Truscott Drive and north of Truscott Drive.

16.5.5.9.2 Notwithstanding the provisions of the Residential Low Density II designation, offices will be permitted.

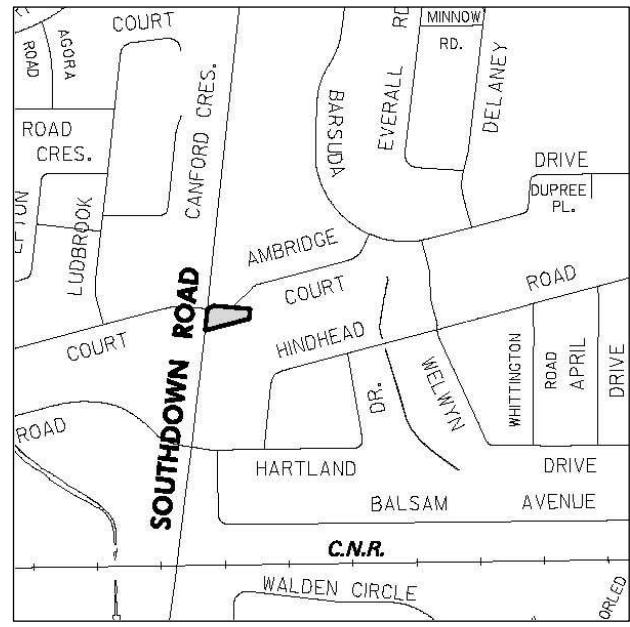
16.5.5.10 Site 10



16.5.5.10.1 The lands identified as Special Site 10 are located on the southeast corner of Lakeshore Road West and Southdown Road.

16.5.5.10.2 Notwithstanding the provisions of the Residential Medium Density designation, a maximum of two detached dwellings will also be permitted.

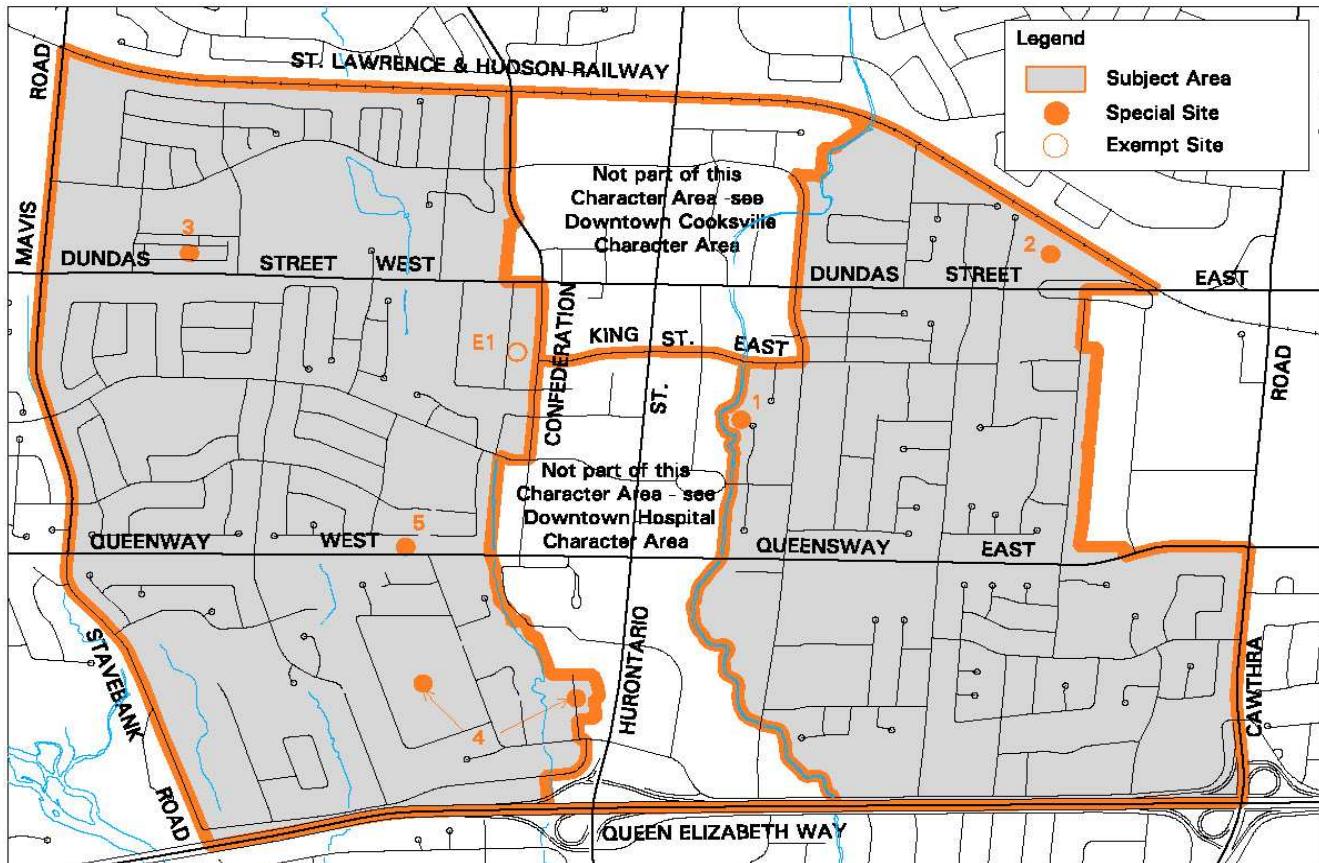
16.5.5.11 Site 11



16.5.5.11.1 The lands identified as Special Site 11 are located on the east side of Southdown Road, south of Truscott Drive.

16.5.5.11.2 Notwithstanding the provisions of the Residential Low Density II designation, offices, excluding medical and real estate offices, will be permitted.

16.6 Cooksville



Cooksville Neighbourhood Character Area

16.6.1 Land Use

16.6.1.1 The Residential Low Density I designation, for the area bounded by the Queensway West, Hurontario Street, the Queen Elizabeth Way and Stavebank Road, permits only detached dwellings.

16.6.1.2 Lands designated Residential Medium Density will also permit low-rise apartment dwellings

16.6.1.3 For lands designated Residential High Density a maximum building height of eight storeys is permitted unless otherwise specified in the Urban Design policies of this Plan.

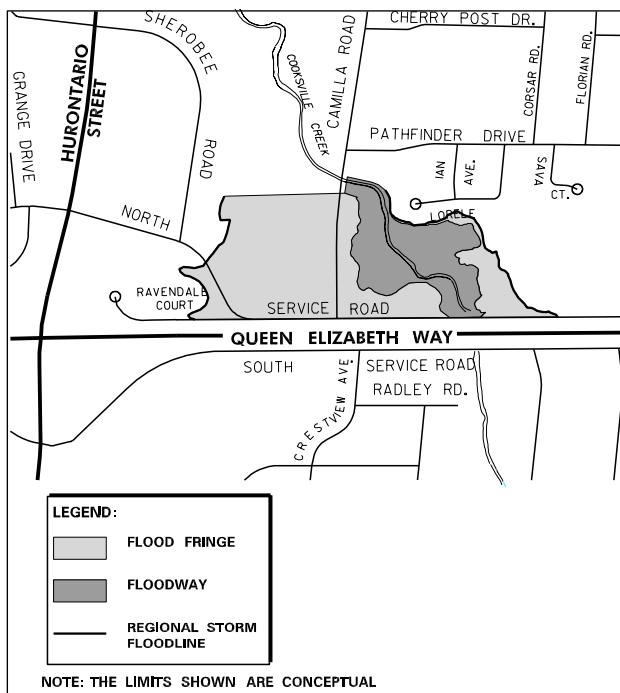
16.6.1.4 Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted:

- Secondary office;
- outdoor storage and display areas related to the Secondary office uses.

16.6.2 Urban Design

16.6.2.1 Sites fronting on Dundas Street and Hurontario Street, immediately outside of the Character Area, should serve as transitional areas to the Character Areas, where a greater intensity of mixed use development should occur.

16.6.3 Environmental Planning Areas



16.6.3.1 The lands identified above are located generally between the North Service Road where the Cooksville Creek crosses Camilla Road. The lands shown are subject to the Two-Zone floodplain management concept, which divides the regulatory floodplain into two portions known as the floodway and the flood fringe. The limits of the flood fringe and the floodway are conceptual, the exact limits of which will be determined through further study.

16.6.3.2 Notwithstanding the Natural Hazards policies of this Plan, the following policies will apply to those lands within the regulatory floodplain:

- a. the lands within the floodway are designated Residential High Density, Office, Greenbelt and Utility. Notwithstanding the Residential High Density, Office, Greenbelt and Utility policies of this Plan, the following uses will be permitted within the floodway subject to the satisfaction of the City and Credit Valley Conservation:

- flood and/or erosion works;
- facilities which by their nature must locate near water or traverse watercourse (i.e. bridges, storm sewer outlets and stormwater management facilities);
- passive recreation activities;
- b. floodway lands will be zoned in an appropriate hazard category in the implementing Zoning By-law;
- c. the lands within the flood fringe are subject to their respective land use designations and the following additional policies:
 - development may be permitted provided the use, building or structure is floodproofed to the regulatory flood level as required by Credit Valley Conservation;
 - ingress/egress for all development located in the flood fringe will be such that emergency vehicular and pedestrian movement is not prevented during times of flooding in order that safe access/evacuation is ensured. The determination of safe access shall be made by Credit Valley Conservation based on the depth and velocity factors;
 - enclosed underground parking will be subject to the installation of stringent floodproofing measures to the elevation of the regulatory flood level;
 - the zoning of lands may utilize a holding zone to provide direction as to future permitted uses while ensuring floodproofing and safe access are addressed prior to development to the satisfaction of the City and Credit Valley Conservation. The Zoning By-law will be amended to remove the holding symbol when the requirements for floodproofing, the provision of safe access to the proposed development and a detailed spill assessment and a financing agreement for the reconstruction of the culvert at the

QEW has been completed to the satisfaction of the City, Credit Valley Conservation and the Ministry of Transportation;

- d. the following uses will not be allowed within the floodplain:
 - institutional services such as hospitals, nursing homes, and schools where there would be a significant threat to the safety of inhabitants involved in an emergency evacuation situation as a result of flooding or failure of floodproofing measures;
 - new uses associated with the manufacture, storage, disposal and/or consumption of hazardous substances or the treatment, collection and disposal of sewage, which would pose an unacceptable threat to public safety if they were to escape their normal containment/use as a result of flooding or failure of floodproofing measures;
 - emergency services such as those provided by fire, police, and ambulance stations and electrical sub-stations, which would be impaired during a flood emergency as a result of flooding or failure of floodproofing measures.

16.6.4 Transportation

16.6.4.1 All development applications along the north side of Dundas Street West, between Parkerhill Road and Confederation Parkway, will require an internal access scheme, preferably interconnecting the properties to reduce ingress and egress to Dundas Street West.

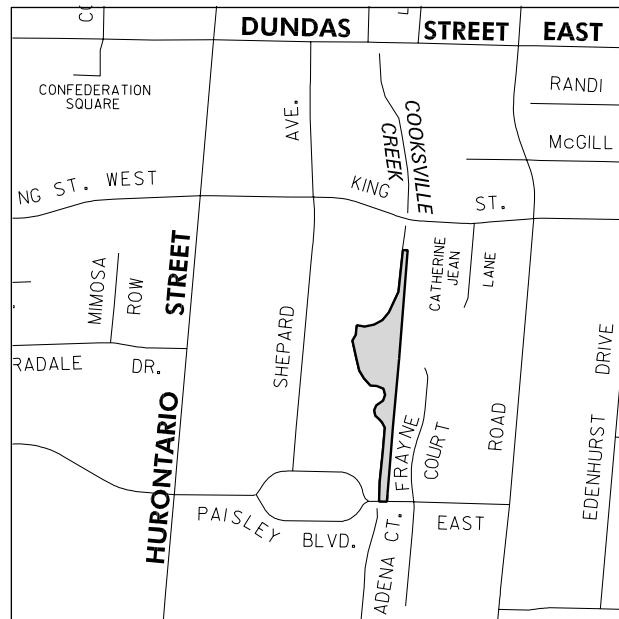
16.6.4.2 The City of Mississauga Parking Strategy, carried out in 1993, made recommendations on the short, medium and long term strategies to meet the parking requirements and to achieve urban design objectives. These recommendations will be considered in conjunction with development applications and implementation of High Occupancy

Vehicle (HOV) lanes on Hurontario Street and Dundas Street East.

16.6.5 Special Site Policies

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

16.6.5.1 Site 1



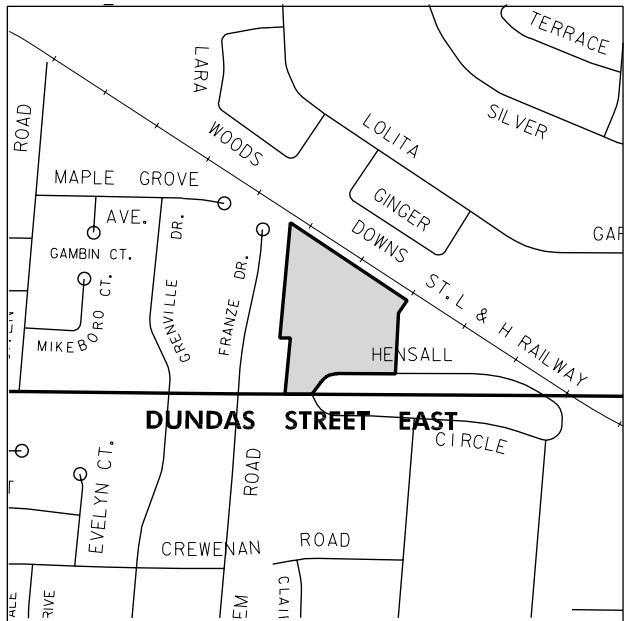
16.6.5.1.1 The lands identified as Special Site 1 are located east of Sheppard Avenue between King Street East and Paisley Boulevard East.

16.6.5.1.2 Notwithstanding the Greenbelt designation, the following additional policies will apply:

- a. any proposal to alter the natural alignment of the Cooksville Creek and associated Greenbelt lands through filling or channelization will require the appropriate approvals from Credit Valley Conservation and the City of Mississauga. The final design of such alteration works will address the following:
 - criteria for erosion measures;

- incorporation of the recommendations of the Cooksville Creek Rehabilitation Study for the reach of the Cooksville Creek between King Street East and Paisley Boulevard East;
- b. in the event that structural management options are not feasible and, subject to a detailed planning design and supporting engineering studies for the Special Site 1 lands, a Two-Zone floodplain management concept, or combination of a Two-Zone floodplain management concept and structural management options, may be implemented;
- c. the limits of the development will be determined through detailed studies to address limits of flooding. Lands not suitable for development will be redesignated to Greenbelt;
- d. the preparation of a concept plan promoting the integrated redevelopment of the existing residential lots will be required in conjunction with any redevelopment applications. The concept plan will be required to address the following:
 - naturalization of the Cooksville Creek and retention of existing vegetation;
 - an alternate street access and design to limit access to the lands from only King Street East;
 - housing forms that provide for the stepping of densities and building heights from higher at the north and west ends of the site to lower at the south and east ends of the site.

16.6.5.2 Site 2



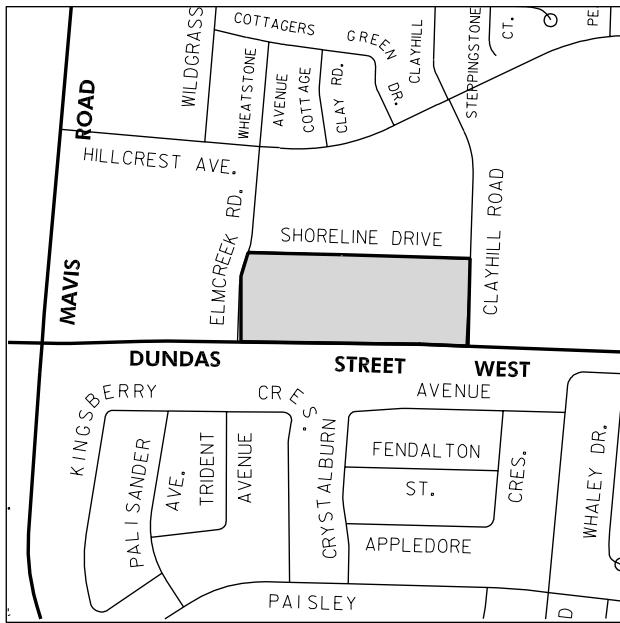
16.6.5.2.1 The lands identified as Special Site 2 are located north of Hensall Circle, abutting the CNR tracks.

16.6.5.2.2 Notwithstanding the provisions of the Residential Medium Density designation, the following additional policies will apply:

- a. the development of the site is to incorporate any planned road improvements to Dundas Street East and Hensall Circle. Access for any development will be restricted to Hensall Circle;
- b. any development is to minimize impact on the abutting low density development on Franze Drive through a sensitive design of units, building heights, open space, parking and laneways on the site, and protect and enhance existing vegetation along the westerly limits of the site;
- c. unit layouts for the site should minimize privacy/acoustic fencing abutting the public street. Elevations facing the public street should be enhanced architecturally.

16.6.5.3

Site 3



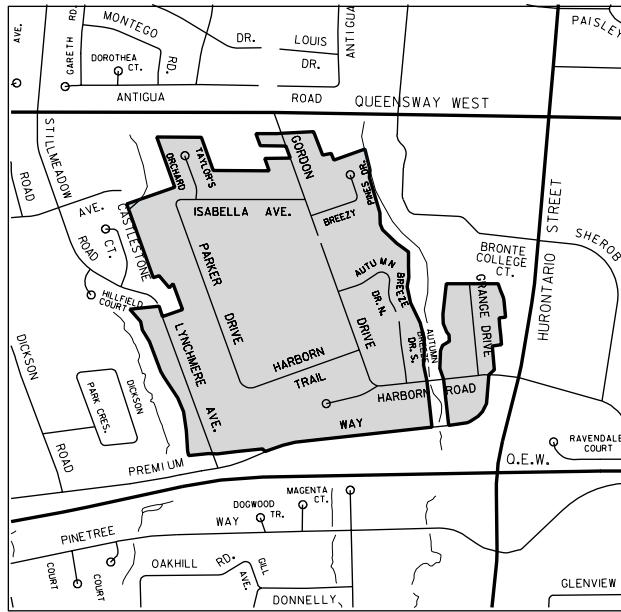
16.6.5.3.1 The lands identified as Special Site 3 are located on the north side of Dundas Street West, east of Mavis Road, in the former Canada Brick quarry site.

16.6.5.3.2 Notwithstanding the Residential High Density designation on the lands, the following additional policies will apply:

- a. all forms of horizontal multiple dwellings as well as low-rise apartment dwellings and townhouse dwellings will be permitted in combination with Residential High Density uses provided the overall density achieves the minimum permitted Floor Space Index (FSI) of 1.0 for the subject lands; (MPA-25)
- b. a concept plan for the entire property will be submitted by the applicant to ensure that the overall site development achieves the minimum density for the subject lands, an appropriate built form relationship defines the Dundas Street West frontage, and acceptable transitions in built form are established to surrounding land uses.

16.6.5.4

Site 4



16.6.5.4.1 The lands identified as Special Site 4 are located west of Hurontario Street, south of Queensway West.

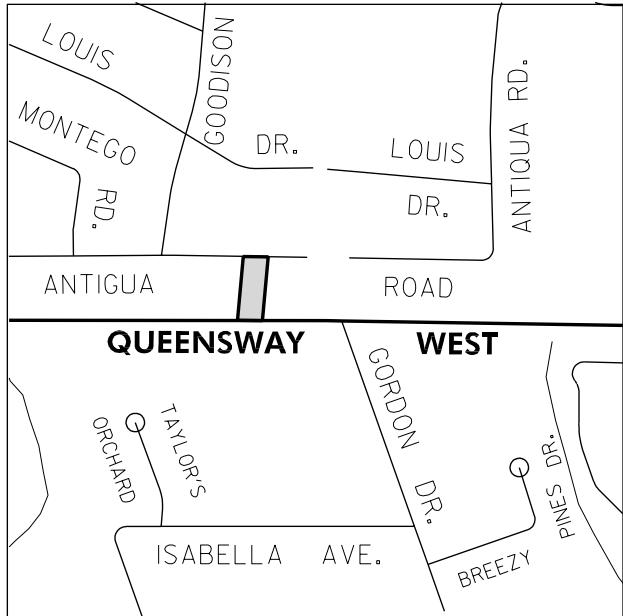
16.6.5.4.2 Notwithstanding the provisions of the Residential Low Density I designation on these lands, the following additional policies will apply:

- a. preserve and enhance the generous front, rear and side yard setbacks;
- b. ensure that existing grades and drainage conditions are preserved;
- c. encourage new housing to fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation;
- d. garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property;
- e. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;
- f. encourage buildings to be one to two (1-2) storeys in height. The design of the building

should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;

- g. reduce the hard surface areas in the front yard;
- h. preserve existing mature high quality trees to maintain the existing mature nature of these areas;
- i. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged;
- j. the building mass, side yards and rear yards should respect and relate to those of adjacent lots.

16.6.5.5 Site 5



16.6.5.1 The lands identified as Special Site 5 are located on the north side of Queensway West, west of Confederation Parkway and are municipally known as 255 Queensway West.

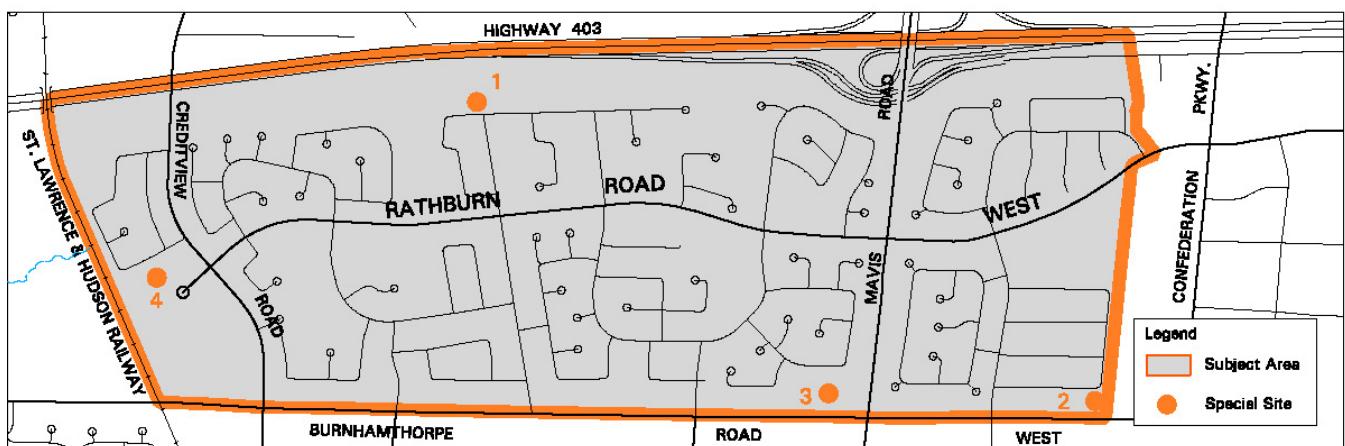
16.6.5.2 Notwithstanding the provisions of the Residential Low Density II designation and Section 5.3.3.3, Temporary Use By-law, the following additional policies will apply:

- a. City Council may pass By-laws to authorize the temporary use of the land, building and structure for a dental office that is otherwise prohibited by the Plan or the Zoning By-law, as permitted by the provisions of the Planning Act;
- b. the temporary use may be permitted by a Temporary Use By-law to allow the use of land, building and structure for a dental office until redevelopment of the land for a use permitted by this Plan is warranted by future market conditions;
- c. the following conditions will apply to the use permitted by the Temporary Use By-law:
 - Council may by by-law authorize the temporary use of land, buildings and

structures for a period of three (3) years from the day of the passing of the by-law (2007 Mar. 28) as per the Planning Act;

- Council may by by-law grant further periods of not more than three (3) years each during which the temporary use is authorized as per the Planning Act;
- the temporary use should not continue for more than a total of ten (10) years from the day of the passing of the by-law (2007 Mar. 28);
- the temporary use will not be considered a legal, non-conforming use of the property or building;
- the temporary use will not jeopardize the eventual planned use for Residential Low Density II purposes with vehicular access limited to Antigua Road.

16.7 Creditview



Creditview Neighbourhood Character Area

16.7.1 Urban Design Policies

16.7.1.1 "Gateway" treatments including special landscape features, upgraded planting, circulation and pedestrian linkages, and attractive built-form will be promoted in the easterly section of the Character Area adjacent to the City Centre to complement the urban design vision for the City Centre and to encourage the City Centre to be used by area residents.

16.7.1.2 Where existing noise attenuation walls or rear yard privacy fencing are exposed to public streets, supplementary planting and upgraded landscape features should be added where feasible, as a condition of development or road reconstruction. Mississauga will encourage landowners to coordinate the eventual replacement of fences to enhance the appearance of the area from the street. Special consideration should be given to Rathburn Road West and Burnhamthorpe Road West as they function as important entrance ways into the City Centre.

16.7.2 Land Use

16.7.2.1 Owners/developers will be encouraged to advise all prospective purchasers or tenants occupying new residential units within the 600 meter influence area of a chemical plant located on Mavis Road, south of Burnhamthorpe Road West, of the possibility of adverse odour emissions.

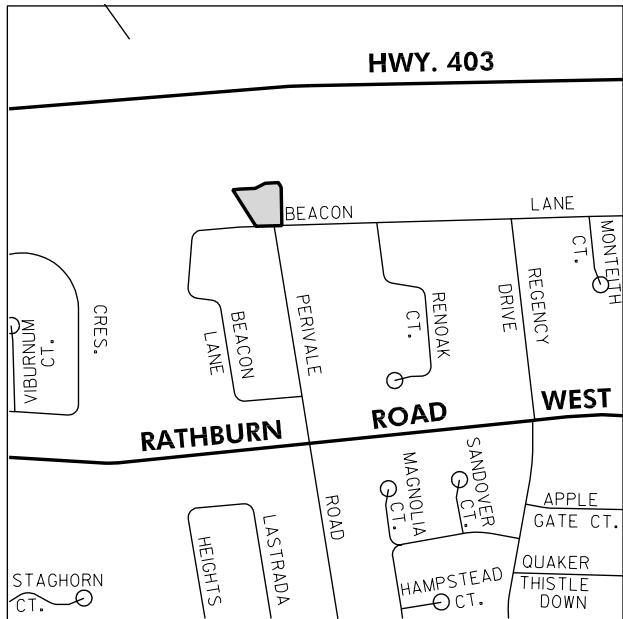
16.7.2.2 Lands designated Residential Low Density II will not permit the following uses:

- triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

16.7.3 Special Site Policies

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

16.7.3.1 Site 1

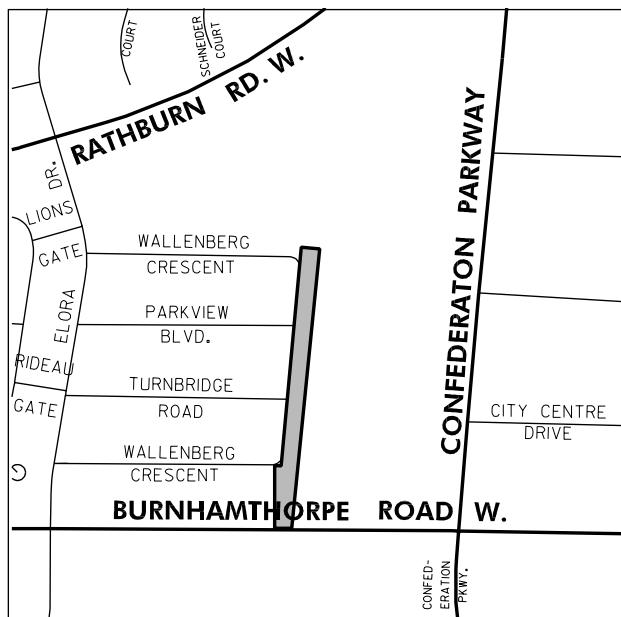


16.7.3.1.1 The property identified as Special Site 1 is located at 4265 Perivale Road and is referred to as the Crozier House. This house has been identified as a building worthy of preservation.

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

- any development proposals will maintain and incorporate the heritage structure and any new construction or severing of property will be compatible in building form and scale with the heritage structure;
- new development will be subject to site plan approval to ensure compatibility with the heritage structure and the preservation of mature trees and other significant natural features.

16.7.3.2 Site 2

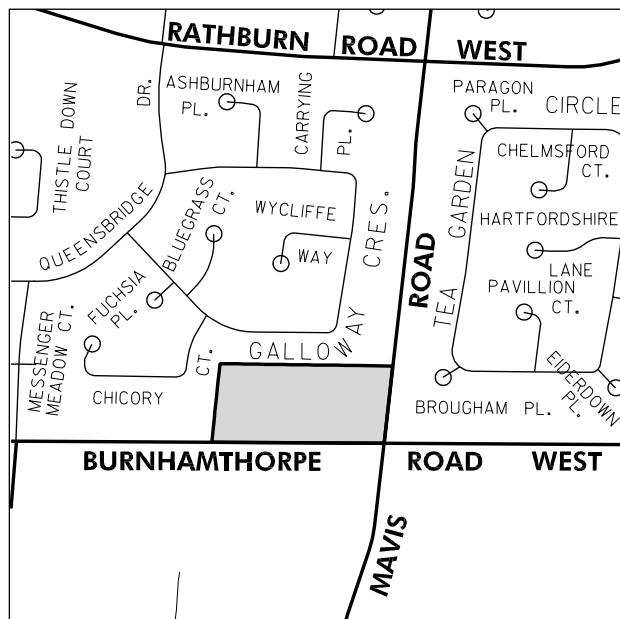


16.7.3.2.1 The lands identified as Special Site 2 are located along the east side of Wallenberg Crescent.

16.7.3.2.2 Notwithstanding the provisions of the Public Open Space designation, below grade parking may be permitted.

16.7.3.3

Site 3

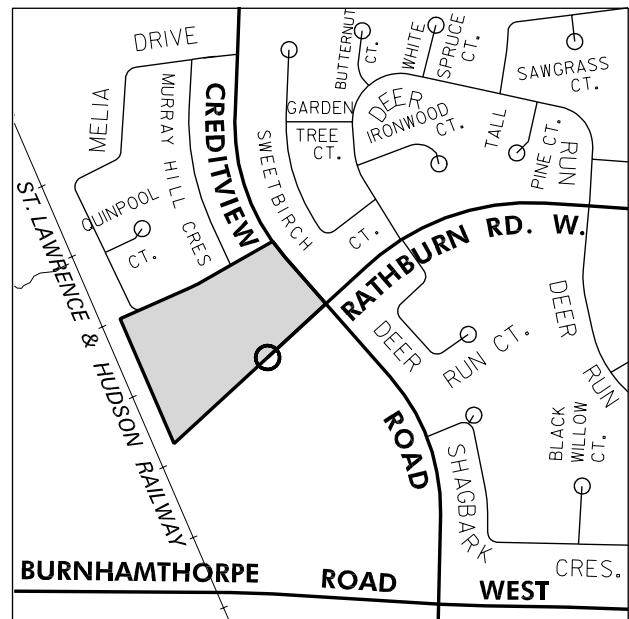


16.7.3.3.1 The lands identified as Special Site 3 are located at the northwest corner of Burnhamthorpe Road West and Mavis Road.

16.7.3.3.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, all types of restaurants will be permitted.

16.7.3.4

Site 4



16.7.3.4.1 The lands identified as Special Site 4 are located on the west side of Creditview Road between Rathburn Road West and Melia Drive.

16.7.3.4.2 Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply:

- a maximum of 3 apartment buildings containing a maximum of 500 apartment dwelling units and an enclosed recreation centre will be permitted on the lands at a Floor Space Index (FSI) of 2.09;
- building heights shall range from seven to ten storeys adjacent to Creditview Road to 12 storeys on the south side of Melia Drive to 18 storeys adjacent to the southern boundary of the site in the vicinity of the GO train station on the St. Lawrence and Hudson Railway;
- the development of these lands will also be subject to the following:
 - no vehicular access to Melia Drive;
 - the erection of an enclosed recreation centre concurrent with the erection of the

12 storey apartment building fronting on Melia Drive;

- provision for Rathburn Road West modifications and site access to the satisfaction of the City of Mississauga.

16.8 East Credit

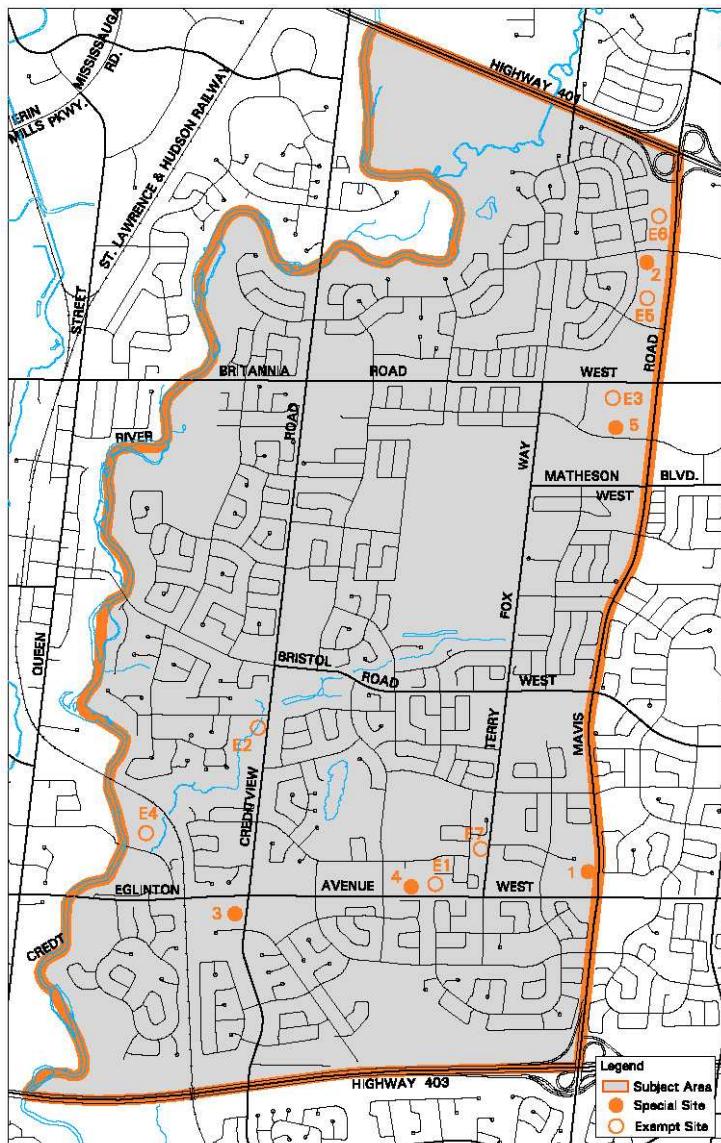
16.8.1 Urban Design Policies

16.8.1.1 The following urban design policies will apply to lands designated Business Employment north of Britannia Road West, west of Mavis Road:

- a. for the lands with direct exposure to Ivandale Drive and Bancroft Drive, upgraded building elevations will be required;
- b. loading bays and waste collection areas should not face onto Ivandale Drive or Bancroft Drive;
- c. outdoor storage and display areas should not face onto Ivandale Drive or Bancroft Drive.

16.8.2 Transportation

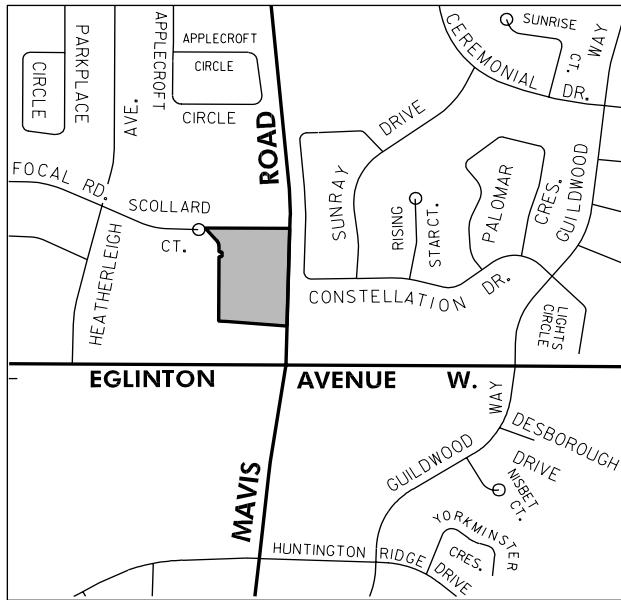
16.8.2.1 Second Line West may be terminated north and south of Provincial Highway 401 as part of the future widening of Provincial Highway 401. The precise timing and location of these points of termination north and south of Provincial Highway 401 will be determined by the City in conjunction with the appropriate authorities.



16.8.3 Special Site Policies

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

16.8.3.1 Site 1

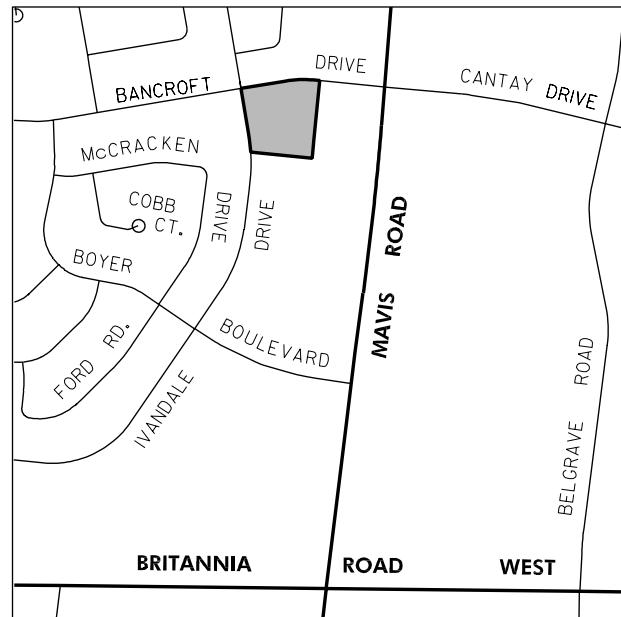


16.8.3.1.1 The lands identified as Special Site 1 are located on the west side of Mavis Road, north of Eglinton Avenue West.

16.8.3.1.2 Notwithstanding the Residential High Density designation on these lands, the following additional policies will apply:

- a. apartment buildings will be permitted up to a maximum Floor Space Index (FSI) of 3.4;
- b. townhouses will be permitted;
- c. the maximum apartment building height will be 18 storeys.

16.8.3.2 Site 2



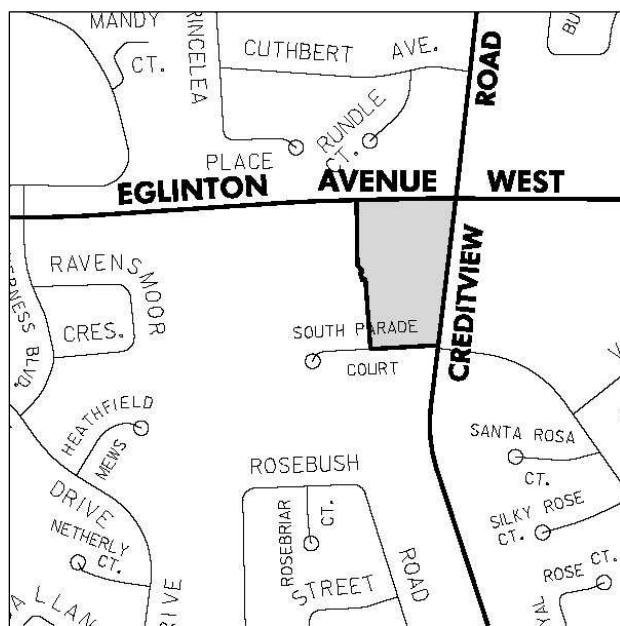
16.8.3.2.1 The lands identified as Special Site 2 are located at the southeast corner of Bancroft Drive and Ivandale Drive.

16.8.3.2.2 Notwithstanding the provisions of the Convenience Commercial designation, the following additional policies will apply:

- a. the total gross leasable area of all buildings and structures will not exceed 2 200 m²;
- b. noise-sensitive land uses, as defined in the Provincial Policy Statement and this Plan, will not be permitted.

16.8.3.3

Site 3



16.8.3.3.1 The lands identified as Special Site 3 are located at the southwest corner of Eglinton Avenue West and Creditview Road.

16.8.3.3.2 Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply:

- townhouse dwellings will be permitted;
- the maximum apartment building height will be 12 storeys.
- apartment dwellings at a maximum **Floor Space Index (FSI)** of 1.77 will be permitted.

16.8.3.4

Site 4

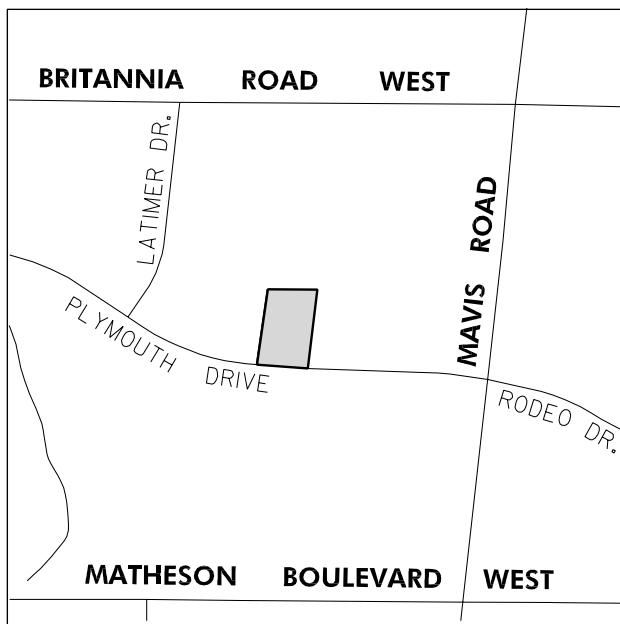


16.8.3.4.1 The lands identified as Special Site 4 are located on the north side of Eglinton Avenue West, east of Fallingbrook Drive.

16.8.3.4.2 Notwithstanding the provisions of the Residential Medium Density designation, a veterinary clinic will also be permitted.

16.8.3.5

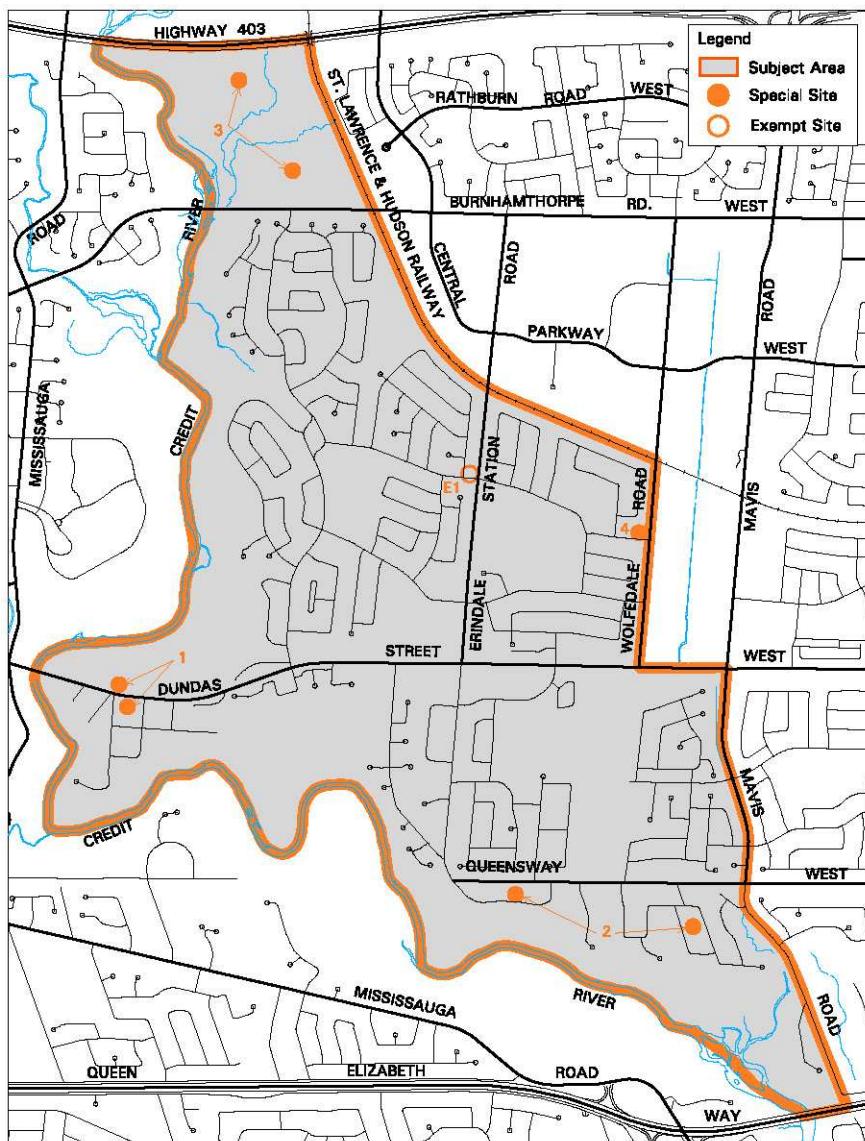
Site 5



16.8.3.5.1 The lands identified as Special Site 5 are located on the north side of Plymouth Drive, east of Latimer Drive. Notwithstanding the provisions of the Mixed Use designation, the following will apply:

16.8.3.5.2 A motor vehicle body repair will be permitted.

16.9 Erindale



Erindale Neighbourhood Character Area

16.9.1 Land Use

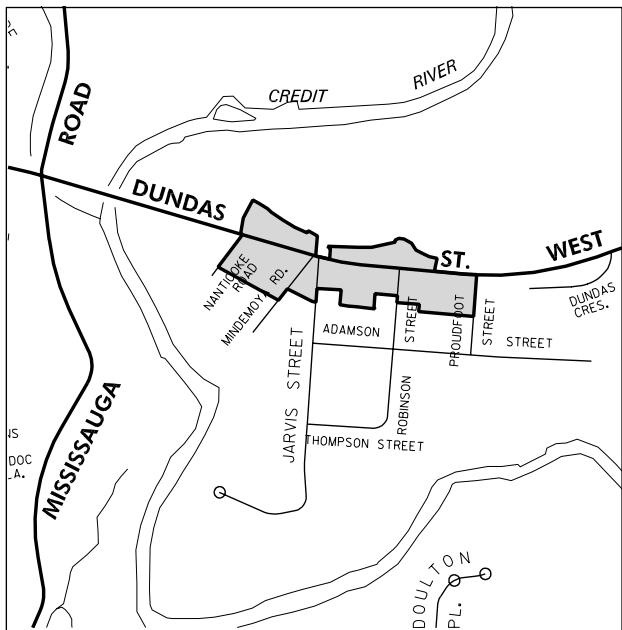
16.9.1.1 Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designation permits only detached dwellings.

16.9.1.2 Notwithstanding the Residential Medium Density policies of this Plan, the Residential Medium Density designation permits only townhouse dwellings.

16.9.2 Special Site Policies

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

16.9.2.1 Site 1



16.9.2.1.1 The lands identified as Special Site 1 are located along the north and south sides of Dundas Street West, east of the Credit River and extend easterly from Nanticoke Road to Proudfoot Street.

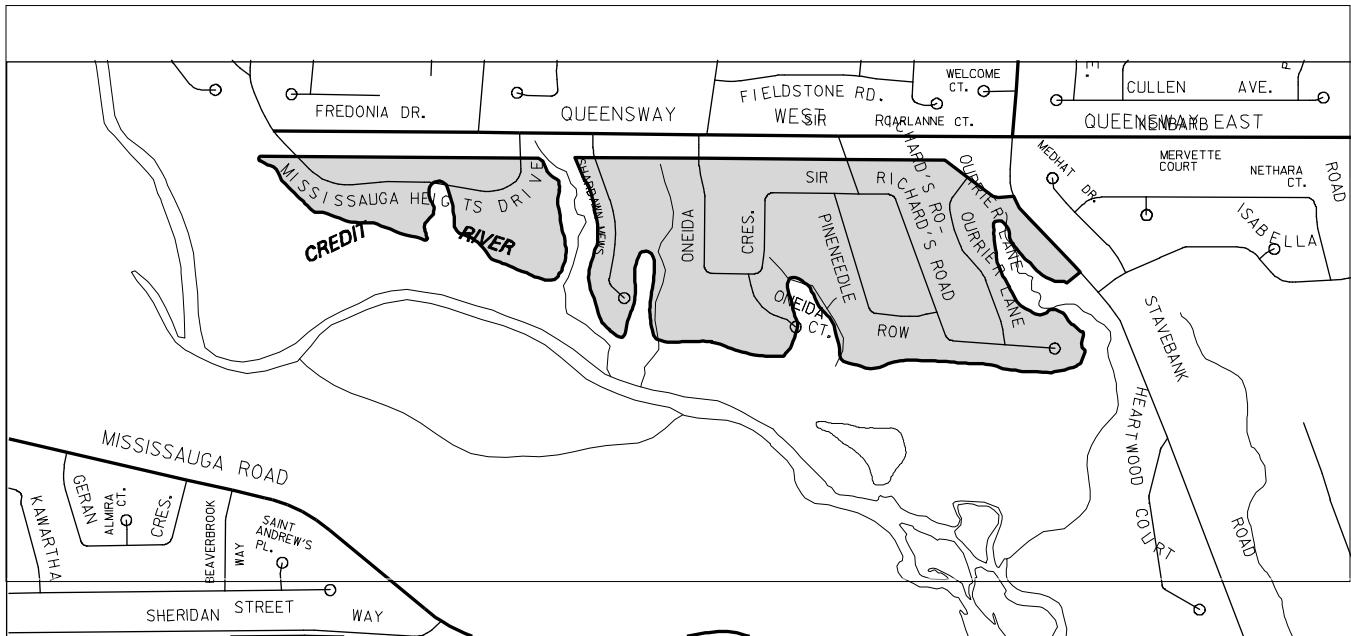
16.9.2.1.2 Notwithstanding the provisions of the Mixed Use designation on these lands, the following additional policies will apply:

- a. any conversion of existing residential units to office uses will maintain a residential appearance in keeping with the character of the existing dwellings in the surrounding area;
- b. any additions or alterations of existing buildings will be sensitive to the village theme of the area, and will be largely confined to the rear of the property;
- c. minimal signage will be permitted and the design of such signage and external lighting

will be compatible with the residential character of the area;

- d. for those properties east of Mindemoya Road, on-site parking will consist only of surface parking and will be provided in the rear yard only;
- e. the closed road allowance for Nanticoke Road will provide access to parking and form part of a pedestrian walkway to the Credit River valley;
- f. notwithstanding the Mixed Use policies of this Plan, commercial uses and all types of restaurants will not be permitted within Special Site 1 lands on the south side of Dundas Street West, west of Robinson Street extending westerly to include the lands at the southwest corner of Dundas Street West and Mindemoya Road;
- g. buildings should have a minimum of two storeys and a maximum of three storeys in height.

16.9.2.2 Site 2



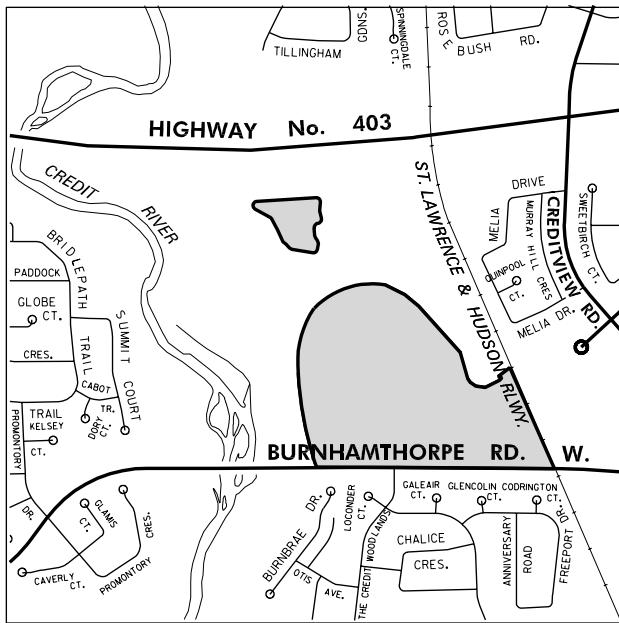
16.9.2.2.1 The lands identified as Special Site 2 are located south of Queensway West, west of Stavebank Road.

16.9.2.2.2 Notwithstanding the provisions of the Residential Low Density I designation on these lands, the following additional policies apply:

- a. preserve and enhance the generous front, rear and side yard setbacks;
- b. ensure that existing grades and drainage conditions are preserved;
- c. encourage new housing to fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation;
- d. garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property;
- e. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;
- f. encourage buildings to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;
- g. reduce the hard surface areas in the front yard;
- h. preserve existing mature high quality trees to maintain the existing mature nature of these areas;
- i. the lots fronting on Mississauga Heights Drive will be required to have a minimum frontage of 30 m and a minimum area of 1 400 m².

16.9.2.3

Site 3



16.9.2.3.1 The lands identified as Special Site 3 are generally located north of Burnhamthorpe Road West, east of the Credit River. The site is to be developed as part of a City Garden Park with a series of display gardens, demonstration exhibits, interpretive sites and appropriate buildings linked together by a system of walks and trails.

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

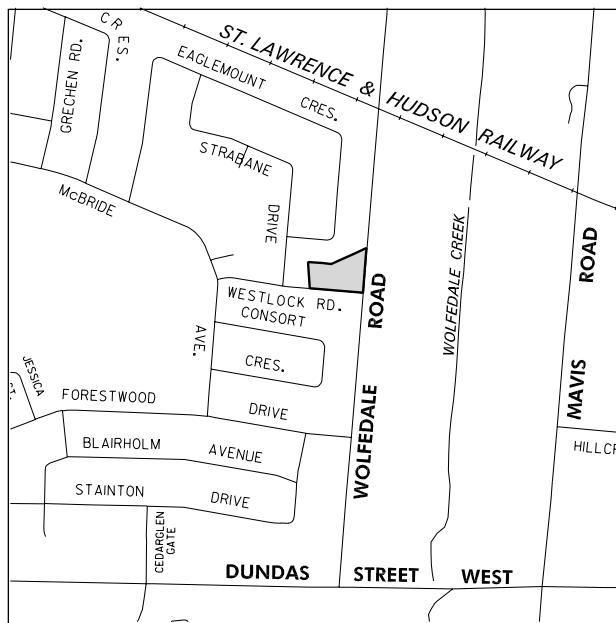
- in addition to the uses permitted in the Public Open Space designation, the following uses will also be permitted:
 - offices;
 - commercial retail uses that are accessory to the City Garden Park;
 - conference centre;
 - banquet hall;
 - conservatory/greenhouse complex;
 - commercial school;

b. any proposed structures will be limited in size and to a design compatible with the existing structures and will be designed and located in a manner that minimizes the removal of forest cover;

c. the planning and development of the Mississauga Garden Park will be pursuant to the approved Mississauga Garden Park Master Plan and Implementation Strategy.

16.9.2.4

Site 4



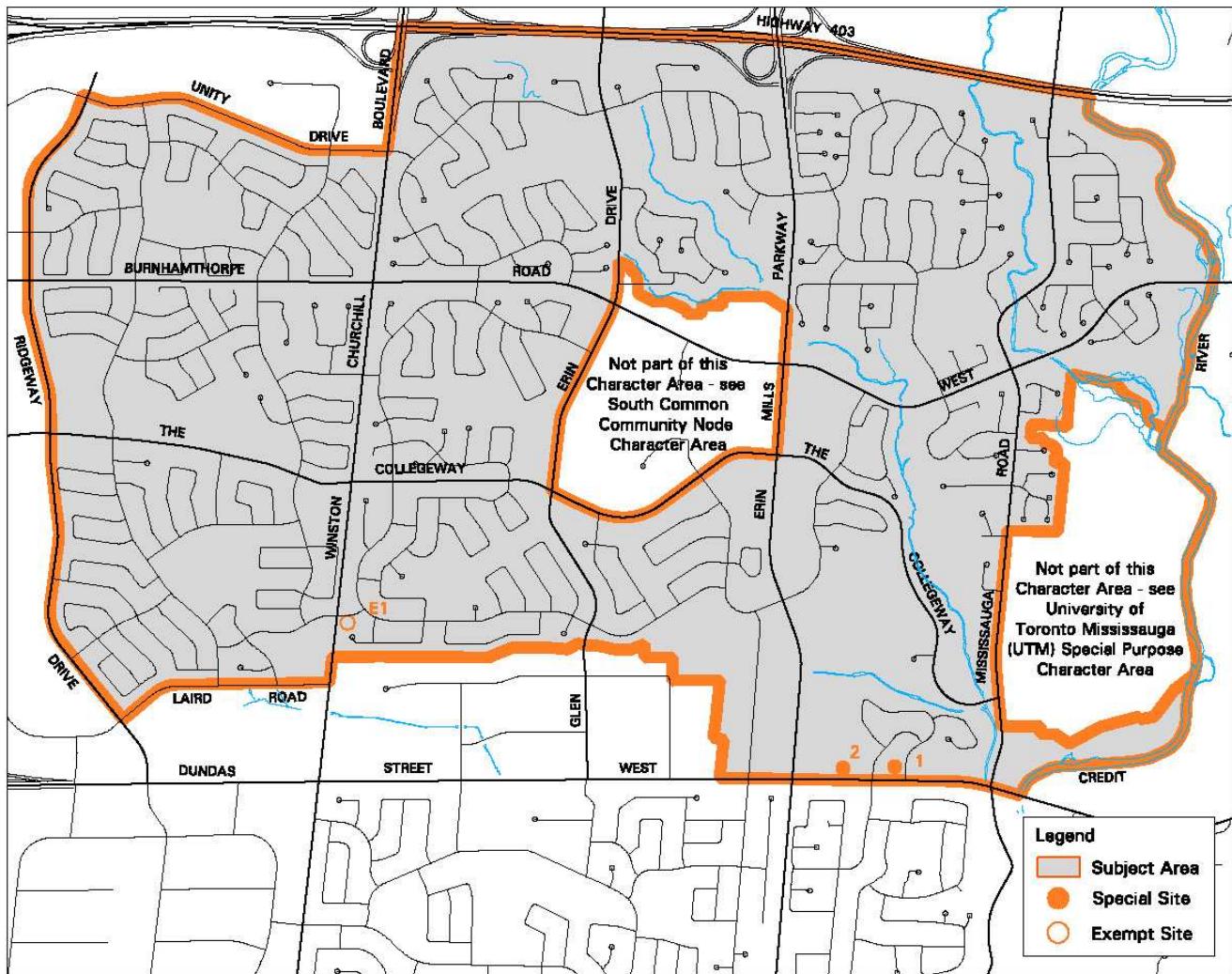
16.9.2.4.1 The lands identified as Special Site 4 are located at the northwest corner of Wolfendale Road and Westlock Road.

16.9.2.4.2 Notwithstanding the provisions of the Convenience Commercial designation, the following additional uses will also be permitted:

- townhouse dwellings;
- motor vehicle rental facility.

16.10

Erin Mills



Erin Mills Neighbourhood Character Area

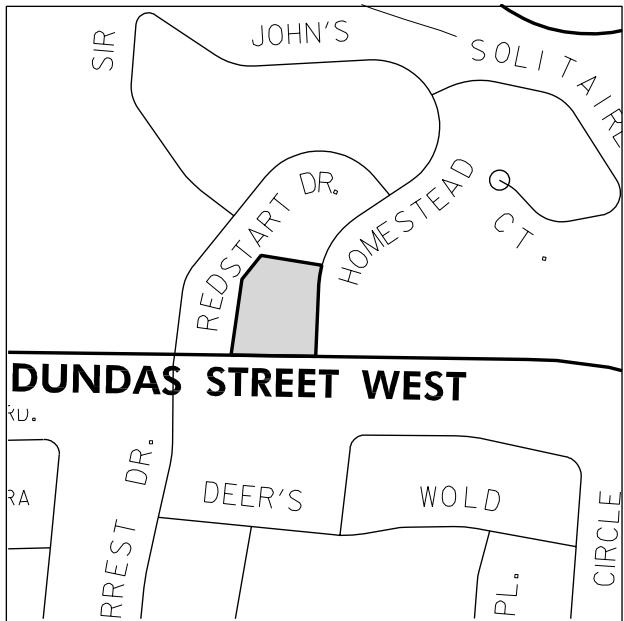
16.10.1 Land Use

16.10.1.1 Notwithstanding the Low Density I policies of the Plan, semi-detached and duplex dwellings will not be permitted west of Winston Churchill Boulevard.

16.10.2 Special Site Policies

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

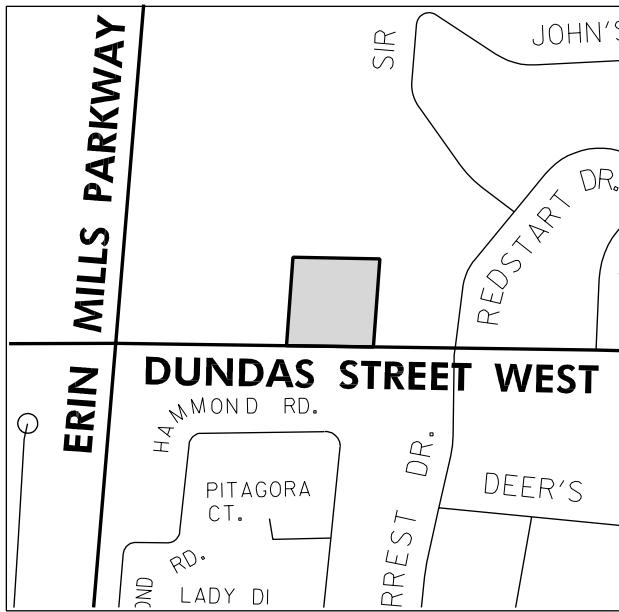
16.10.2.1 Site 1



16.10.2.1.1 The lands identified as Special Site 1, are located at the northwest corner of Dundas Street West and Sir John's Homestead.

16.10.2.1.2 Notwithstanding the Residential Low Density I designation on these lands, office uses will be permitted.

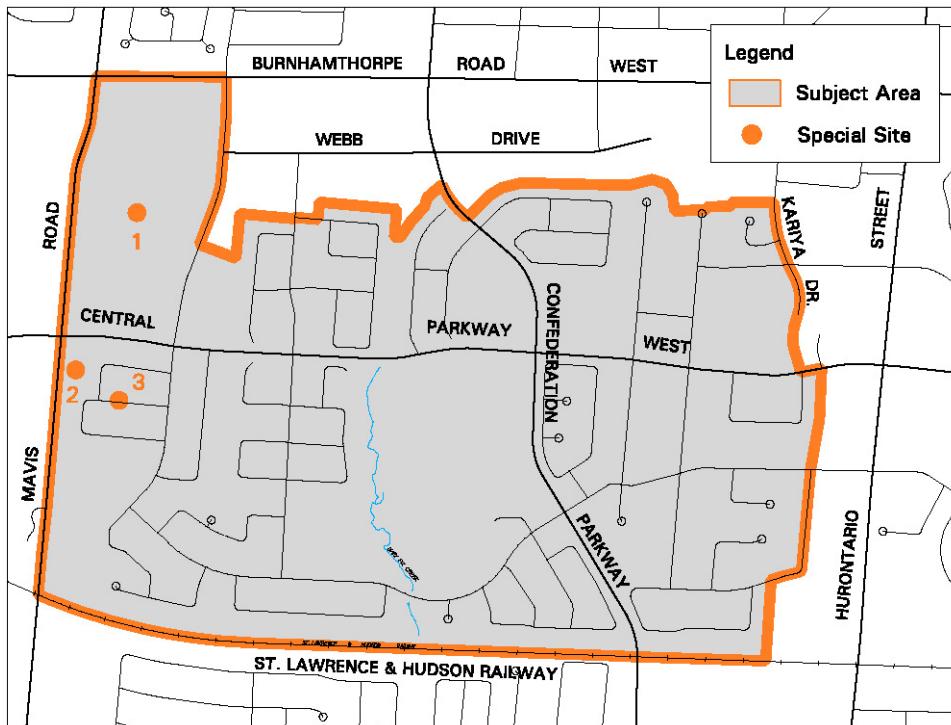
16.10.2.2 Site 2



16.10.2.2.1 The lands identified as Special Site 2 are located on the north side of Dundas Street West, east of Erin Mills Parkway.

16.10.2.2.2 Notwithstanding the provisions of the Mixed Use designation, a funeral establishment will be the only permitted use.

16.11 Fairview



Fairview Neighbourhood Character Area

16.11.1 Land Use

16.11.1.1 No new residential development will be permitted within the 300 m influence area of a chemical plant located on Mavis Road, south of Burnhamthorpe Road West, until the closure of the plant, or suitable clean-up of emissions has been carried out to the satisfaction of the Provincial Government.

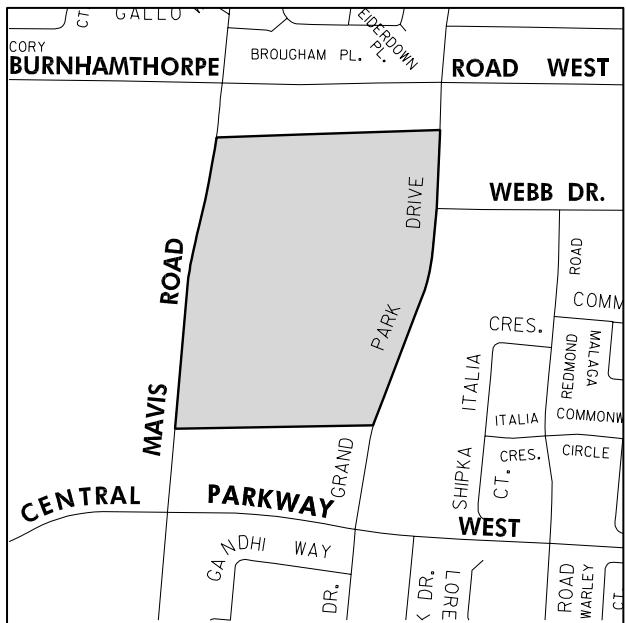
16.11.1.2 Owners/developers will be encouraged to advise all prospective purchasers or tenants occupying new residential units within the 600 m influence area of a chemical plant located on Mavis Road, south of Burnhamthorpe Road West, of the possibility of adverse odour emissions.

16.11.1.3 Notwithstanding the Residential Medium Density policies of this Plan, the Residential Medium Density designation permits only townhouse dwellings.

16.11.2 Special Site Policies

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

16.11.2.1 Site 1



16.11.2.1.1 The lands identified as Special Site 1 are located in the southeast quadrant of Burnhamthorpe Road West and Mavis Road, and comprise a large portion of the currently vacant and industrial lands.

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

- the redevelopment of the lands fronting Mavis Road should recognize industries on the west side of Mavis Road. Redevelopment of the lands fronting the east side of Mavis Road will be of a mixed commercial/residential nature and any permitted high density residential development will be located internally on the site and have an easterly orientation;
- further to subsection a. above of this section, a concept plan for all of Site 1 will be required

to address, among other matters, the following:

- compatibility of building form and scale with existing and proposed surrounding land uses;
- acceptable ingress and egress arrangements for Mavis Road, Burnhamthorpe Road West, Grand Park Drive, and Central Parkway West;
- the provision of off-street parking;
- landscaping and buffering of commercial uses proposed along Mavis Road.

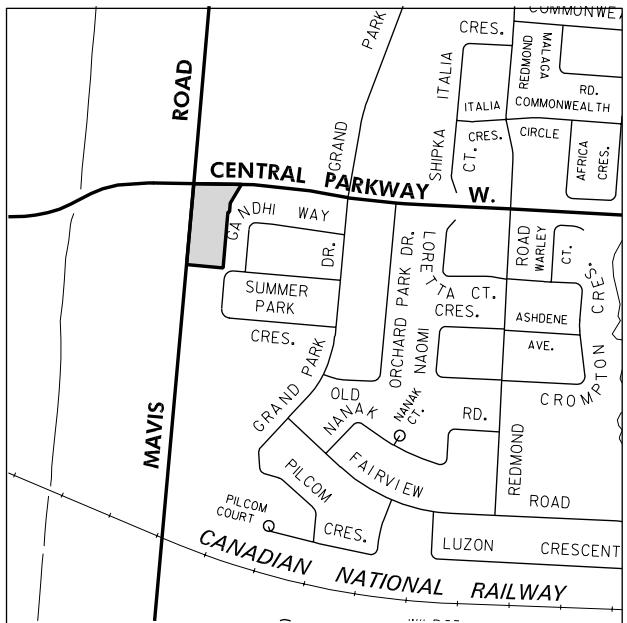
16.11.2.1.3 The Mixed Use designation applies to a large tract of land fronting the east side of Mavis Road, south of Burnhamthorpe Road West and north of Central Parkway West.

- The Mixed Use designation permits a mix of office, commercial and high density residential uses on this site.
- Office development will not exceed a Floor Space Index (FSI) of 1.0.
- In addition to the Floor Space Index (FSI) of 1.0 permitted for office uses, an additional Floor Space Index (FSI) of 0.15 will be permitted for accessory street level commercial uses.
- In addition, Residential High Density development will be permitted to a maximum of 247 units per net residential hectare and will be oriented towards the interior and easterly boundary of this site.
- The Provincial Government restrictions regarding the buffering of new residential development from existing industrial development on Mavis Road will apply.
- A self storage facility will also be permitted.
- The lands may be used for the industrial operations and related accessory uses in existence at the time this policy comes into

effect (2007 September 10). Minor alterations or additions to existing facilities, buildings and structures will be permitted.

- h. When the existing industries cease operation, the lands will be developed in accordance with the Mixed Use designation of this Plan.

16.11.2.2 Site 2

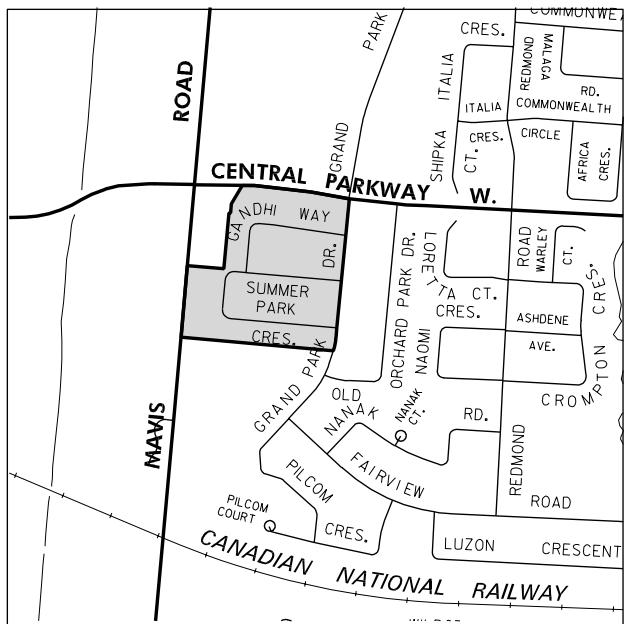


16.11.2.2.1 The lands identified as Special Site 2 are located at the southeast corner of Mavis Road and Central Parkway West.

16.11.2.2.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policies will apply:

- a. convenience restaurants will be permitted;
- b. car washes will not be permitted.

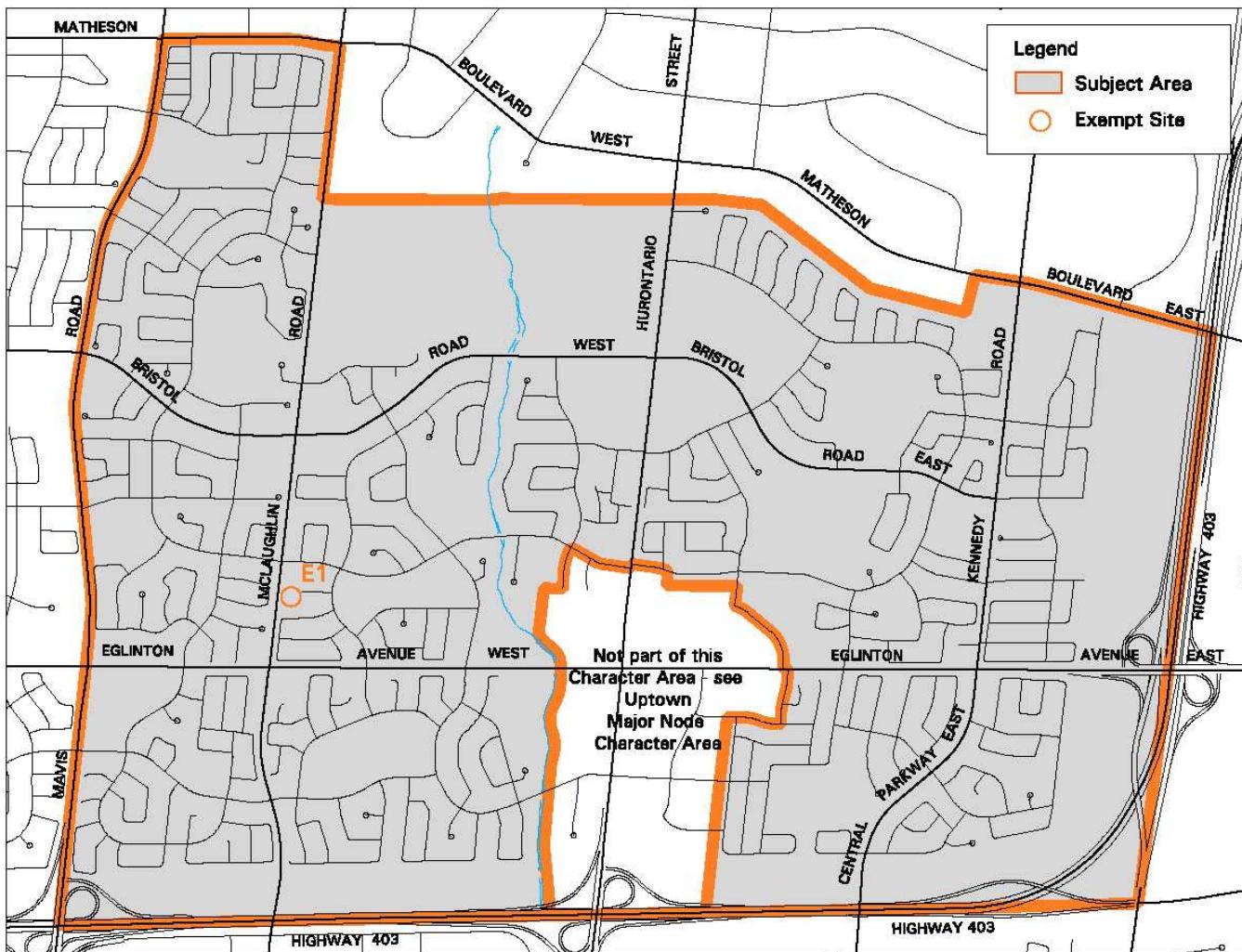
16.11.2.3 Site 3



16.11.2.3.1 The lands identified as Special Site 3 are located south of Central Parkway West between Mavis Road and Grand Park Drive.

16.11.2.3.2 Notwithstanding the provisions of the Residential Medium Density designation, semi-detached dwellings will also be permitted.

16.12 Hurontario



Hurontario Neighbourhood Character Area

16.12.1 Urban Design Policies

16.12.1.1 To enhance a sense of community, it is proposed that a number of major streetscapes be developed in a manner which will impart a sense of character and identify major geographic areas of the Character Area.

16.12.1.2 Community Form and Structure Uses along Hurontario Street should be integrated with the overall community design by providing for:

- a graduated transition in development intensity and building scale;

- orientation of buildings, related open spaces and service functions to minimize visual and functional conflicts on abutting lands.

16.12.2 Land Use

16.12.2.1 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.

16.12.2.2 The Institutional designation recognizes the Britannia Farm which is owned and operated by the Peel District School Board and is a unique feature in the City. It has maintained its original rural

character, and is used for agricultural and educational purposes. It will be developed in accordance with the Britannia Farm Master Plan, which recommends that the lands be developed for educational purposes to provide students with experiences with agriculture, the environment, and the historic schoolhouse.

16.12.2.3 Notwithstanding the Institutional policies of this Plan, a cogeneration facility will not be permitted.

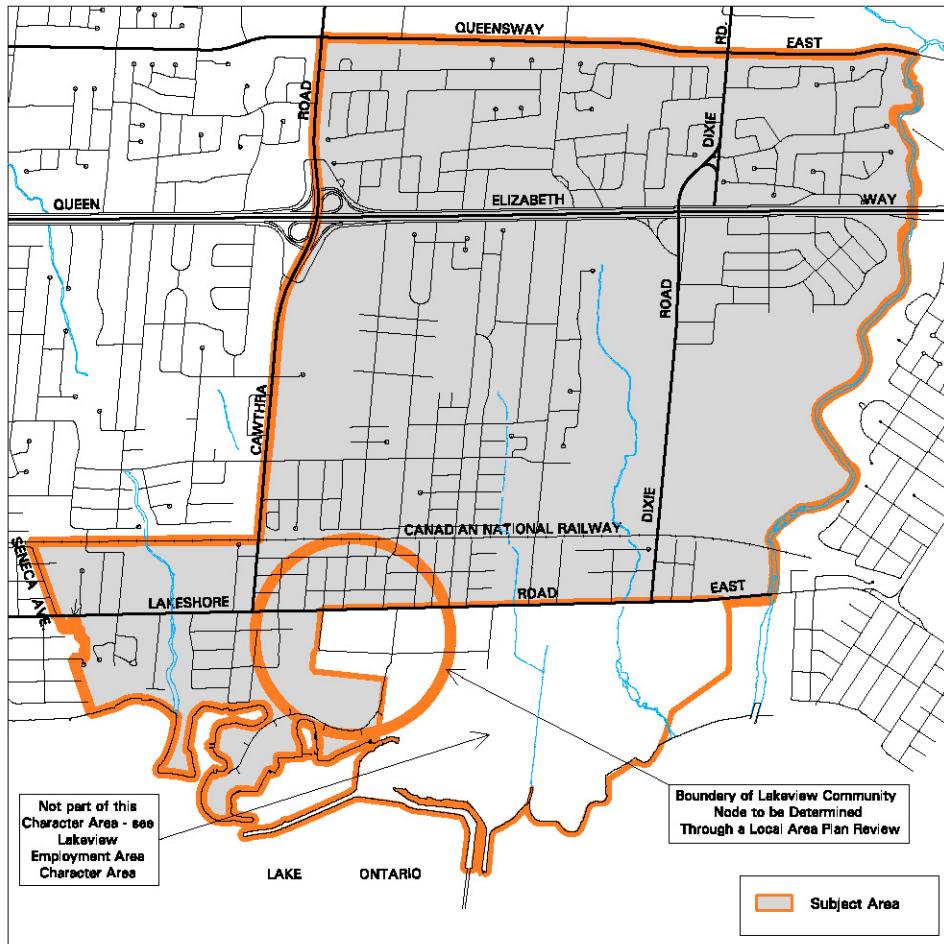
16.12.3 Transportation

16.12.3.1 South of the Character Area between the utility corridor and Provincial Highway 403 a new east-west roadway is proposed to provide access to the Downtown Core. The proposed Provincial Highway 403 North Collector would be connected to Provincial Highway 403 west of Hurontario Street and east of Mavis Road and would be developed within the Parkway Belt West corridor as a one-way westbound two-lane roadway with grade separations at Hurontario Street, Duke of York Boulevard, Confederation Parkway, the Provincial Highway 403/Mavis Road westbound off-ramp, and Mavis Road. In addition, ramp connections would be provided at Duke of York Boulevard and Confederation Parkway to provide access to and from the City Centre road network.

16.12.3.2 Overpass structures are planned for Provincial Highway 403 at Confederation Parkway and Duke of York Boulevard.

16.13 Lakeview

Official Plan policies for lands within the Lakeview Neighbourhood Character Area are contained in the Lakeview Local Area Plan under separate cover.



Lakeview Neighbourhood Character Area

16.14

Lisgar



Lisgar Neighbourhood Character Area

16.14.1 Urban Design Policies

16.14.1.1 Open space connections that link public parks and community facilities through use of walkways, underpasses or bridges will be encouraged during the evaluation of any development proposal.

16.14.2 Land Use

16.14.2.1 Frontage service roads will be encouraged as a means of improving noise abatement and quality of streetscape aesthetics. Where service roads are not appropriate, or cannot be achieved due to certain constraints, reversed frontage lots may be permitted, provided the lots have a minimum depth of 45 m.

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

16.14.2.3 In addition to the general Residential Medium Density development policies of this Plan, in order to create acceptable built form transitions, buildings should be limited in height when adjacent to low density residential neighbourhoods and buildings abutting low density housing forms should be limited to three storeys.

16.14.2.4 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.

16.14.3 Transportation

16.14.3.1 Prior to giving consideration to any proposal to widen Tenth Line West by City Council, a neighbourhood traffic study will be undertaken. This study should examine alternatives to widening Tenth Line West, including traffic management measures. In the event that a widening is required, its need and justification should be clearly documented in accordance with the requirements of the document entitled Class Environmental Assessment for Municipal Road Projects.

16.14.3.2 Truck traffic will be discouraged from utilizing Tenth Line West, south of the St. Lawrence and Hudson Railway in recognition of the residential character of Tenth Line West, south of the railway line.

16.14.3.3 Direct residential frontage and access for detached dwellings, semi-detached dwellings and

street townhouses to Tenth Line West will not be permitted.

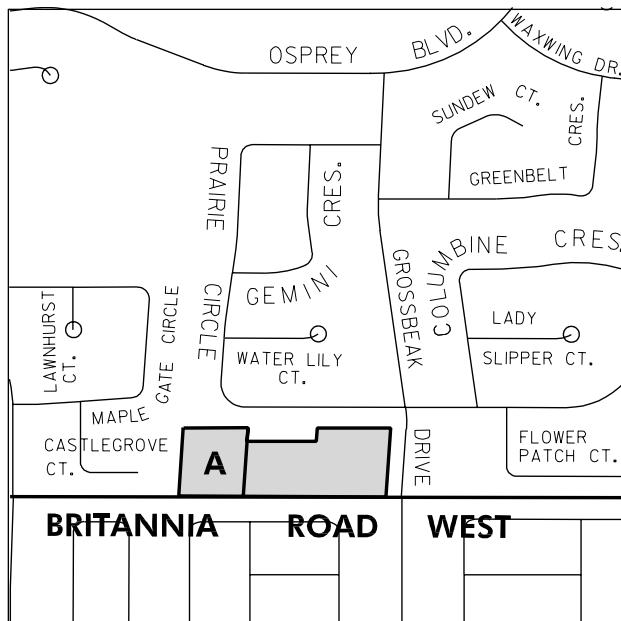
16.14.4 Physical Services and Utilities

16.14.4.1 Lands within the Character Area that are drained by the Sixteen Mile Creek sub-watershed are serviced by a Foundation Drain Collector System intended for the collection of weeping tile drainage only. All buildings within this sub-watershed will not be permitted to have connections of roof leaders to the Foundation Drain Collector or the weeping tile, now or in the future. Roof leaders for residential units will discharge onto the lots with the use of concrete splash pads such that the side lot swales will drain this runoff to the road. Building roof leaders for commercial, community, and multiple-family residential land uses will be drained similarly where practical.

16.14.5 Special Site Policies

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

16.14.5.1 Site 1



16.14.5.1.1 The lands identified as Special Site 1 consist of five existing detached dwellings located on the north side of Britannia Road West, west of Grossbeak Drive.

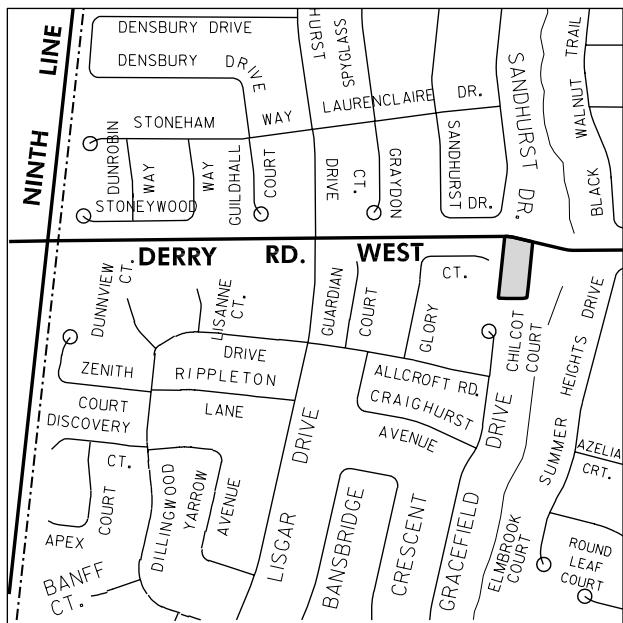
16.14.5.1.2 Notwithstanding the Residential Low Density I designation, the following additional policies will apply:

- a. offices will be permitted in existing detached dwellings;
- b. parking areas associated with office uses located in the front yard of the existing dwellings should be screened from the public street with landscaping, low screen walls or other treatment. Additions and/or alterations to the existing dwellings will be designed to maintain the existing residential character, massing and materials;
- c. provisions should be made in any redevelopment plans for assembly of

additional lands to facilitate a pedestrian walkway connecting Prairie Circle to the greenbelt lands to the west;

d. for the land identified as Area A, a veterinary clinic, including indoor overnight boarding of animals, will be permitted.

16.14.5.2 Site 2

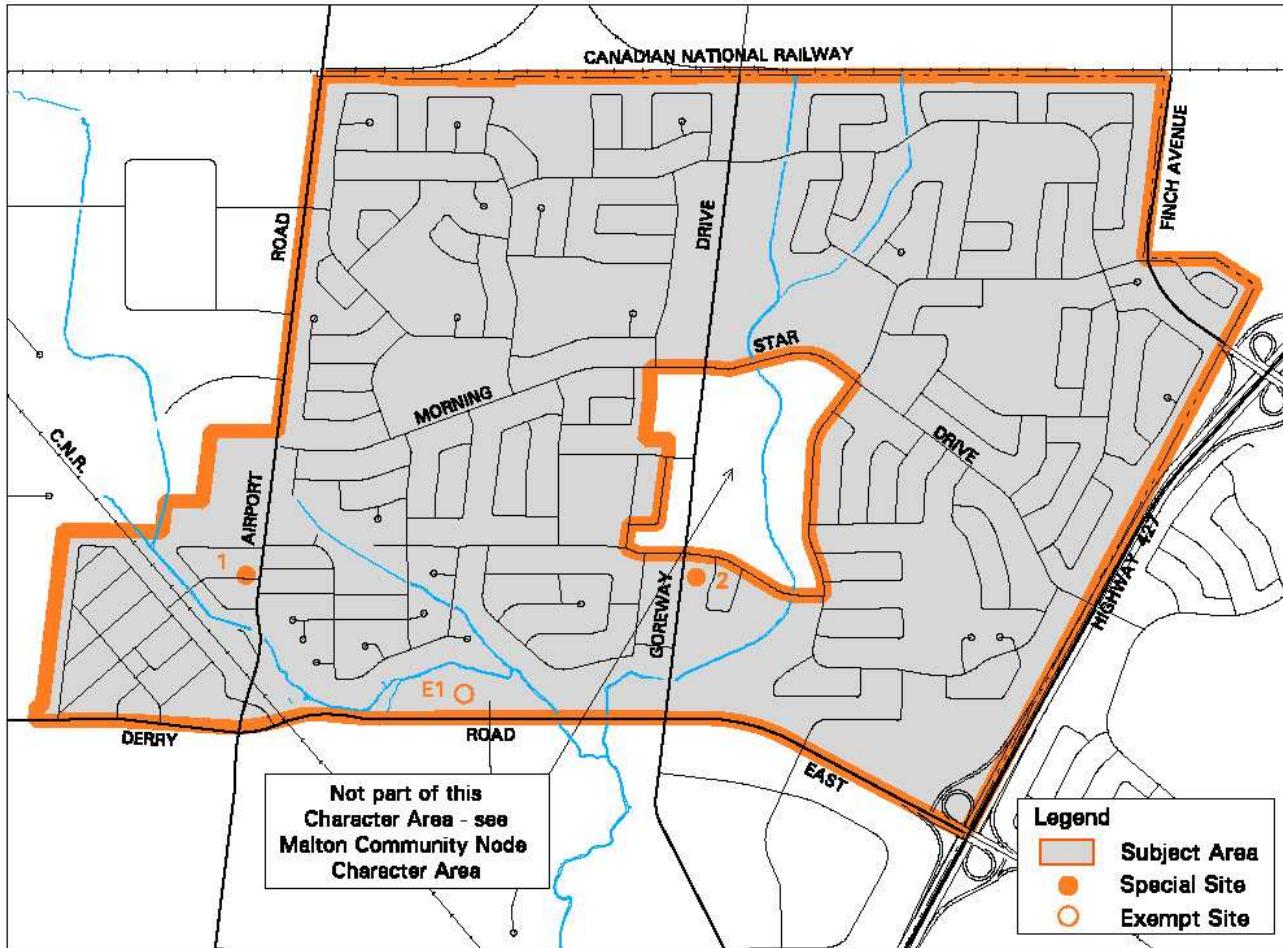


16.14.5.2.1 The lands identified as Special Site 2 are located south of Derry Road West, east of Lisgar Drive, known as 3800 Derry Road West.

16.14.5.2.2 Notwithstanding the Residential Medium Density designation, a veterinary clinic will be permitted in the existing detached dwelling.

16.14.5.2.3 Redevelopment of Special Site 2 will be subject to an archaeological assessment due to its location adjacent to the Kindree Family Cemetery, designated under the Ontario Heritage Act.

16.15 Malton



Malton Neighbourhood Character Area

16.15.1 Urban Design Policies

16.15.1.1 The following principles should be encouraged during the evaluation of any development proposal:

- the provision of open space connections that link commercial developments with public parks and community facilities through use of walkways, underpasses, bridges, streetscape development, and enhancement of pedestrian and cyclist access to greenbelt lands, wherever possible;
- the preservation and conservation of the former Village of Malton, bounded by Derry

Road East to the south, Airport Road to the east, and Cattrick Street to the west, be maintained with respect to its housing character, street pattern and that all public works should enhance the heritage elements; and

- the conservation of the Victory War Time Housing cultural landscape, bounded by Victory Crescent on the north, Airport Road on the west, Meritt Avenue on the south and Lancaster Avenue on the east. The neighbourhood arose, as a planned community, out of the need for affordable housing for the thousands of employees in the adjacent airplane manufacturing plants and

related industries at the beginning of World War II. There is a strong character of modest one to one-and-a-half storey residential structures, mature trees and consistent setbacks.

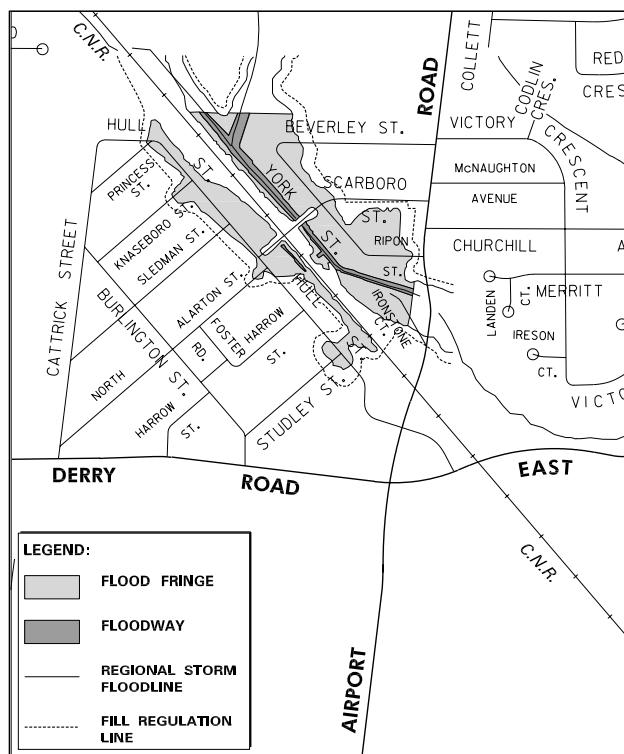
16.15.2 Land Use

16.15.2.1 Lands designated Residential Low Density II will not permit the following uses:

- a. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

16.15.2.2 Lands designated Residential Medium Density will also permit apartment dwellings.

16.15.3 Environmental Planning Areas



16.15.3.1 Mimico Creek Two-Zone Concept

16.15.3.2 The lands shown above are subject to the Two-Zone Concept which divides the floodplain into two portions known as the floodway and flood

fringe. The floodway contains the greatest depth and velocity and, therefore, development is restricted. The flood fringe may support development provided that regulatory flood protection is provided. The Two-Zone Concept approval procedures are based on the following principles:

- a. development will be restricted to areas of the floodplain where the depth of flooding and velocities are non-life threatening and property damage can be minimized (flood fringe);
- b. regulatory flood protection will be sought for new development;
- c. approval pursuant to the Toronto and Region Conservation Authority's (TRCA) Fill, Construction and Alteration to Waterways regulation is granted at the discretion of the Authority's Executive Committee.

16.15.3.3 Notwithstanding the Natural Hazard policies of this Plan, the following policies will apply to those lands within the flood fringe of the regulatory floodplain and outside the floodway:

- a. development must be flood protected to the level of the Regulatory Flood as defined by TRCA;
- b. in all instances, ingress and egress will be safe, pursuant to Provincial Government floodproofing standards. In addition, the maximum level of flood protection determined to be feasible, will be considered;
- c. flood damage reduction measures will be carried out by the proponent of development to achieve the required level of flood protection. The selection of flood damage reduction measures will be based on the following alternatives, listed in order of priority:
 - dry, passive floodproofing measures will be implemented to the extent technically and/or practically feasible;

- wet floodproofing measures may be permissible to minimize flood risk and/or to meet the level of flood protection required;
- dry, active floodproofing measures may be permissible to minimize flood risk.
- d. The following uses will not be allowed within the floodplain:
 - uses such as hospitals, nursing homes, and schools which would pose a significant threat to the safety of the inhabitants involved in an emergency evacuation situation as a result of flooding or failure of floodproofing measures;
 - uses associated with the manufacture, storage, disposal and/or consumption of hazardous substances or the treatment, collection and disposal of sewage, which would pose an unacceptable threat to public safety if they were to escape their normal containment/use as a result of flooding or failure of floodproofing measures;
 - emergency services such as those provided by fire, police, and ambulance stations and electrical sub-stations, which would be impaired during a flood emergency as a result of flooding or failure of floodproofing measures.

16.15.3.4 Notwithstanding the above, no development will be permitted if:

- a. the development would be subjected to a water velocity or depth which would create an unacceptable hazard to life; or
- b. the development would be susceptible to major structural damage as a result of a flood less than or equal to the Regulatory Flood; or
- c. the necessary flood protection measures would have a negative impact on adjacent properties.

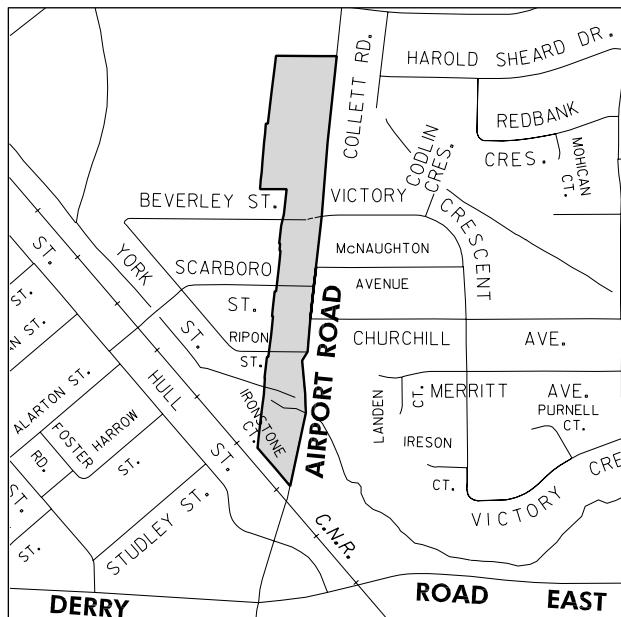
16.15.3.5 Written permission from the Toronto and Region Conservation Authority Executive Committee must be received prior to:

- a. the construction of any buildings or structures within the Regional Storm (Regulatory Flood) floodplain;
- b. the placement or dumping of fill within the fill regulation area; and
- c. the straightening, changing, diversion or interference in any way with the existing channel of a river, creek, stream or watercourse.

16.15.4 Special Site Policies

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

16.15.4.1 Site 1



16.15.4.1.1 The lands identified as Special Site 1 are located on Airport Road, north of the Canadian National Railway and south of Morning Star Drive.

16.15.4.1.2 Pedestrian connections to the commercial uses along Airport Road are vital to its

role in the community. The following pedestrian links should be maintained and/or improved as part of any development application:

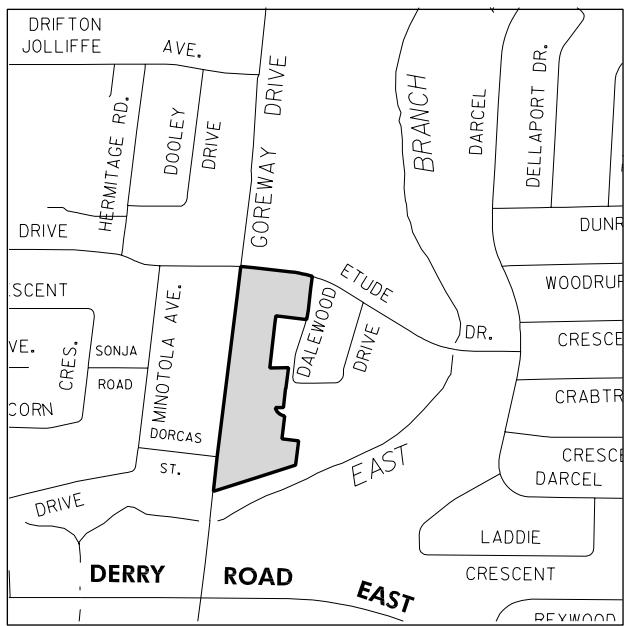
- walkway linkages to the Derry Greenway Park;
- mid-block connection in the vicinity of Churchill Avenue which may also incorporate a link to the City bicycle and pedestrian route system (recreational trail);
- strong pedestrian linkages along both sides of Airport Road between Morning Star Drive and Derry Road East the municipal sidewalk to adjacent commercial development.

16.15.4.1.3 Parking for this area should be provided in small, distributed parking lots. Parking facilities should be located and designed to be compatible with the main street character of the area by including measures such as landscape space, planters, or other elements which reinforce the street wall and enhance public amenity.

16.15.4.1.4 Redevelopment of parking areas should not have an adverse impact upon adjacent residential uses.

16.15.4.1.5 While recognizing that parking is located between the buildings and the street in commercial development of the sort found along Airport Road, development in this area should strive to achieve a rhythm of closely spaced storefronts, in order to foster an attractive and active pedestrian environment along the roadway. Building designs, window treatment and awnings, signs, and landscape treatment, including crossovers from the municipal sidewalk to the storefronts, should act to diminish the apparent separation between buildings and the roadway, and contribute to the overall aesthetic value of the streetscape.

16.15.4.2 Site 2



16.15.4.2.1 The lands identified as Special Site 2 are located on the east side of Goreway Drive and on the south side of Etude Drive.

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

Pedestrian Linkages

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

- a. open space walkway linkages to the Malton Greenway Park; and
- b. linkages to the Malton Community Centre, the Transit Terminal and Lincoln M. Alexander Secondary School (emphasizing safety).

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

Parking Areas

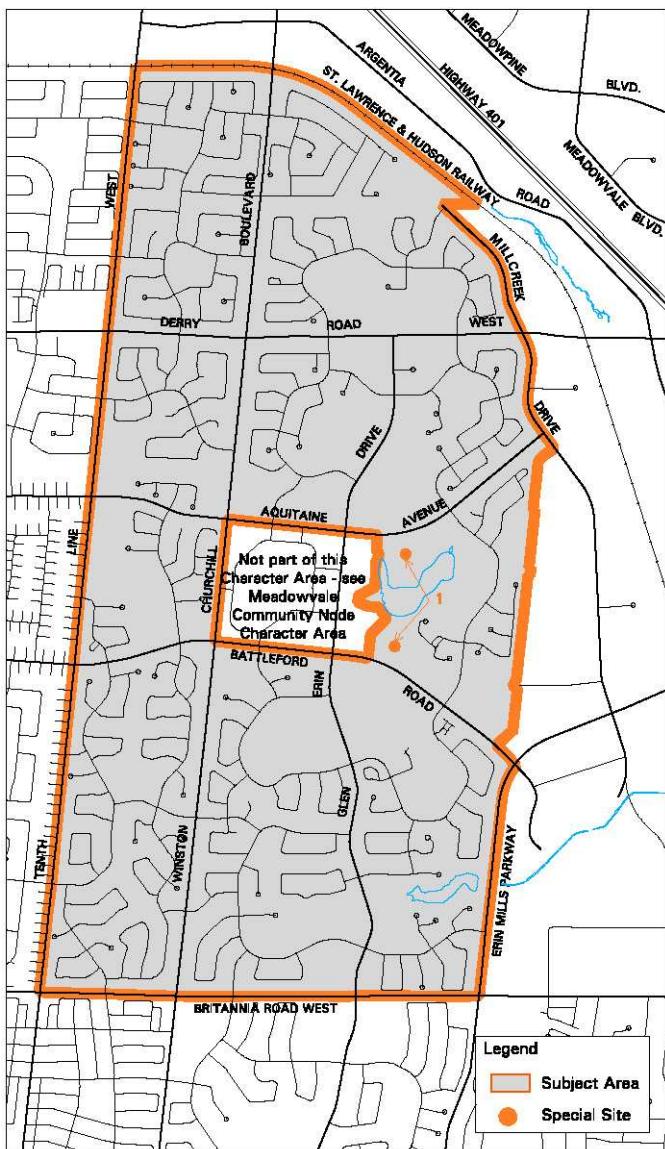
16.15.4.2.5 Pedestrian links to parking areas for the commercial uses along the east side of Goreway Drive, south of Etude Drive are encouraged. These links will facilitate the safe movement of pedestrians in the area, and create a sense of continuity between properties.

Building and Massing

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

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

16.16 Meadowvale



Meadowvale Neighbourhood Character Area

16.16.1 Land Use

16.16.1.1 In addition to the general Residential Medium and High Density development policies of this Plan, the following additional policy applies specifically to this Character Area:

- in order to create acceptable built form transitions, buildings should be limited in height when adjacent to low density residential neighbourhoods

Buildings immediately adjacent to low density housing forms should be limited to three storeys. In situations where the low density housing forms are separated from high density development by a public road or other permanent open space feature, a height of four to five storeys may be compatible.

16.16.1.2 Lands designated Residential Low Density II will not permit the following uses:

- triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

16.16.1.3 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.

16.16.2 Transportation

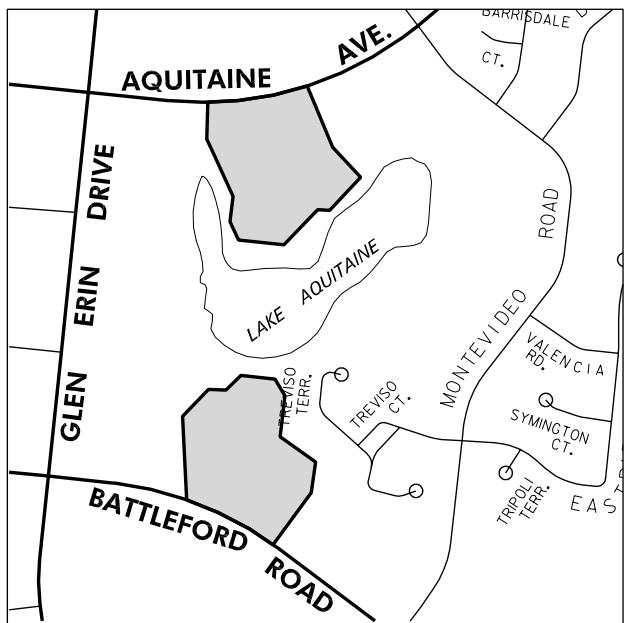
16.16.2.1 Prior to giving consideration to any proposal to widen Tenth Line, City Council will require a neighbourhood traffic study be undertaken. This study should examine alternatives to widening Tenth Line, including traffic management measures. In the event that a widening is required, its need and justification should be clearly documented in accordance with the requirements of the document entitled Class Environmental Assessment for Municipal Road Projects.

16.16.2.2 Truck traffic will be discouraged from utilizing Tenth Line West south of the St. Lawrence and Hudson Railway in recognition of the residential character of Tenth Line West south of the railway line.

16.16.3 Special Site Policies

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

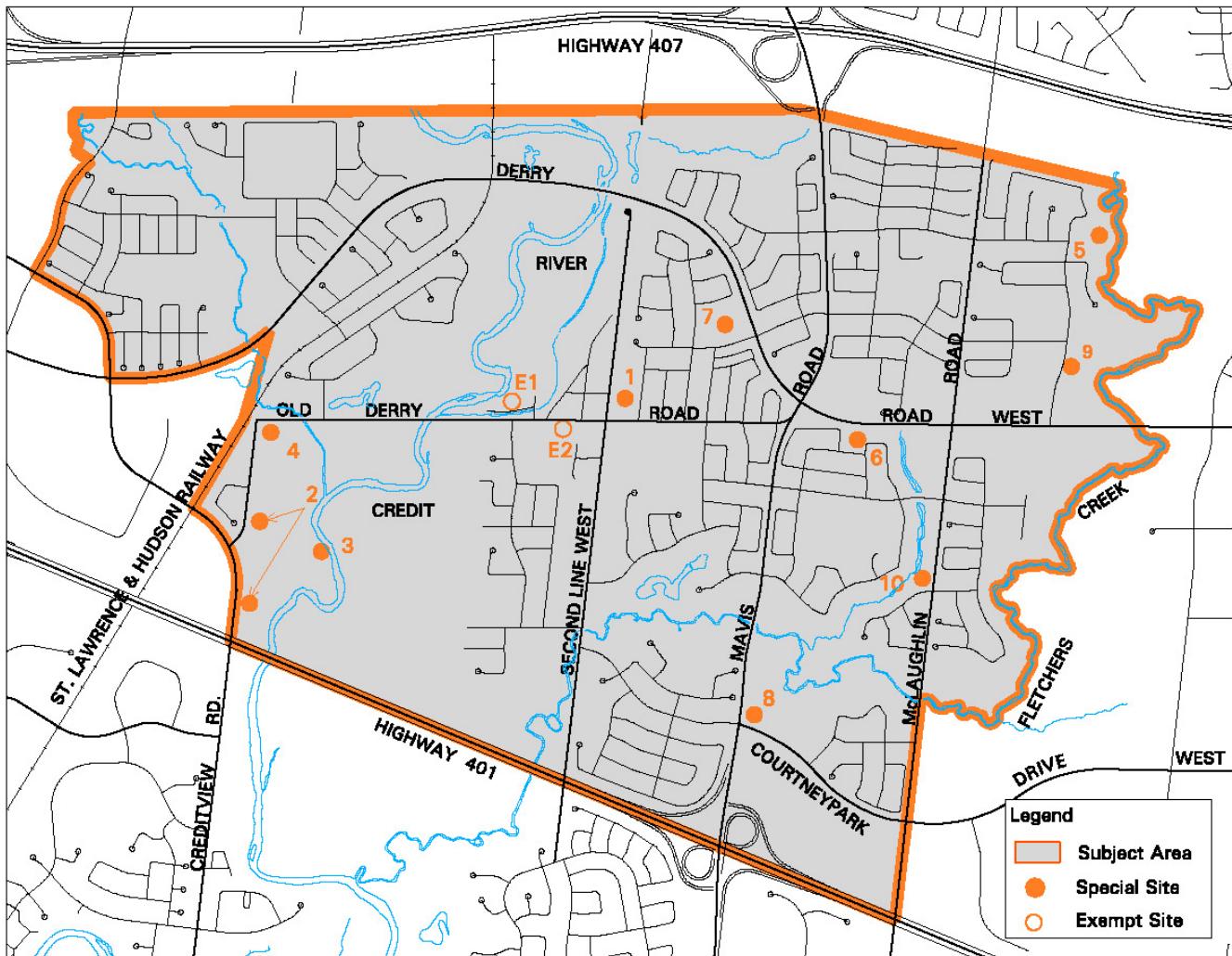
16.16.3.1 Site 1



16.16.3.1.1 The lands identified as Special Site 1 are located on the south side of Aquitaine Avenue, east of Glen Erin Drive and on the north side of Battleford Road east of Glen Erin Drive.

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

16.17 Meadowvale Village



Meadowvale Village Neighbourhood Character Area

16.17.1 Urban Design Policies

Community Design

16.17.1.1 In addition to general policies directing design elements which affect community identity and focus, two Precincts, as shown on Figure 16.17-1: Meadowvale Village Precincts, require individual attention:

- the Village Precinct represents the lands in and around the Heritage Conservation District;

- the Extended Village Precinct provides a buffer between other development and the Village.

16.17.1.2 Each Precinct includes lands with a variety of designations. The Urban Design Policies must be read together with the Land Use Policies of this Plan; together they are intended to encourage an urban form and character which supports the Development Concept.

Community Identity and Focus

16.17.1.3 New development should create an identity for the Meadowvale Village Character Area which emphasizes the importance of the Heritage Conservation District and integrates individual developments into a cohesive whole.

16.17.1.4 An interconnected open space network including the valleys of the Credit River, Levi Creek and Fletcher's Creek is a key feature in the identity of the Character Area which should be recognized in any development or redevelopment by enhancing visual and, where appropriate, physical public access to these open spaces.

16.17.1.5 A highly interconnected street pattern, such as a grid or modified grid, is encouraged.

16.17.1.6 A concept plan may be required as part of

the processing of any development application to illustrate the location of existing trees, the road and lotting pattern and connections to adjacent developments. Appropriate land assembly may be encouraged to achieve the objectives of this Plan.

16.17.1.7 Subdivisions which provide a mixture of lot sizes which vary in a highly intermixed, seemingly random fashion to echo the lotting fabric of the Village are encouraged.

The Village Precinct

16.17.1.8 This Precinct is shown on Figure 16.17-1: Meadowvale Village Precincts.

16.17.1.9 The rural village character of the Heritage Conservation District must be maintained; for example, the small houses with complex massing, the generous front, rear and side setbacks, the many mature trees and the irregular topography. These provisions should also guide new development outside the Heritage Conservation District, but within this Precinct.

16.17.1.10 The horizontal and vertical road alignments of existing roads within the Heritage Conservation District should be preserved with no widenings or significant changes to existing grades to ensure the preservation of existing hedgerow trees, and those structures that abut the front property line due to their historic relationship to the streetscape.

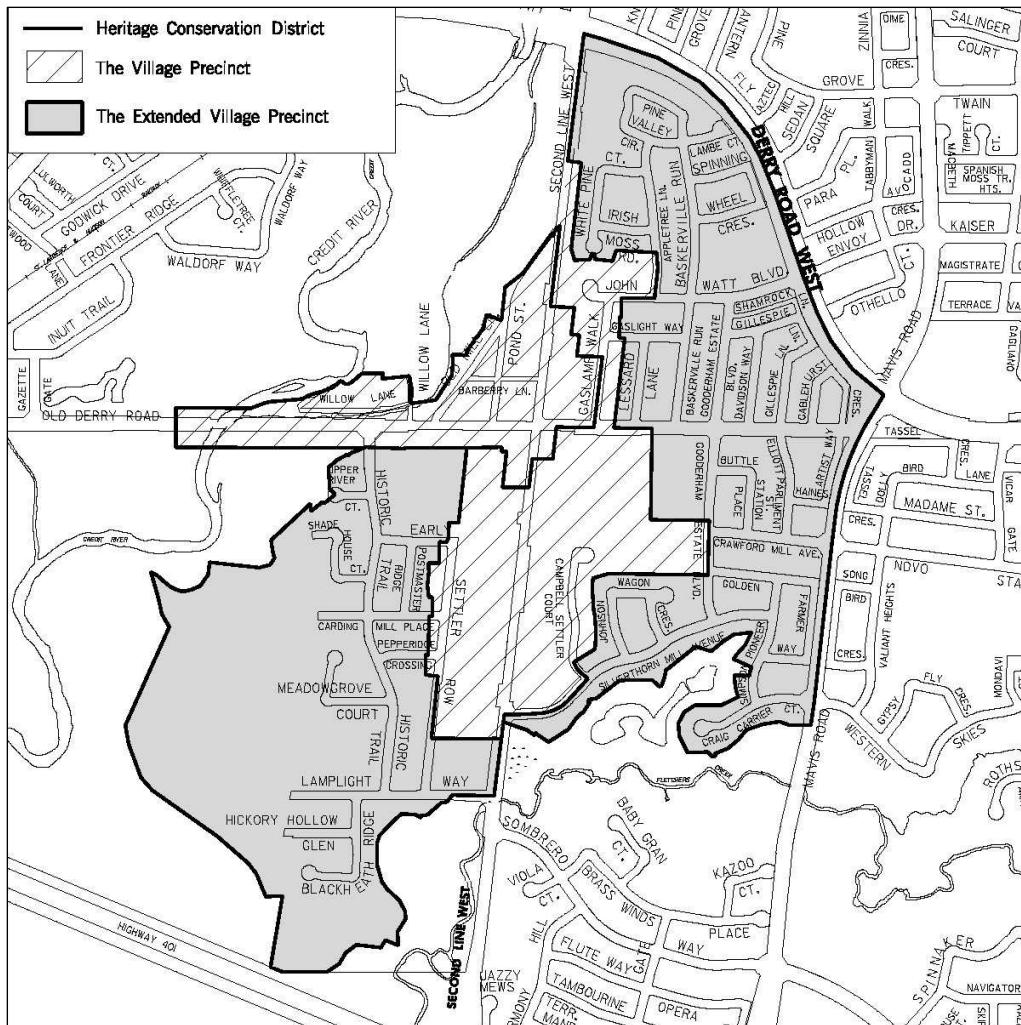


Figure 16.17-1: Meadowvale Village Precincts

16.17.1.11 The ditched cross-sections of existing roads within the Heritage Conservation District should be maintained to avoid disrupting the existing drainage pattern and thus affecting the health of existing trees; reconstruction of these roads to a curb and gutter cross-section will require an amendment to this Plan.

16.17.1.12 The street pattern should be highly interconnected to extend the street fabric of the Village, such as through a grid or modified grid street pattern with small blocks.

16.17.1.13 The existing grades should be maintained. Where acceptable drainage cannot be achieved through revised road layouts, lot sizes, lotting patterns or innovative drainage techniques, regrading may be permitted, providing that the effect on topography and vegetation is minimized.

16.17.1.14 The design of subdivisions will provide for the appropriate development of the rear yards of the existing lots fronting on both sides of Second Line West, south of Old Derry Road.

16.17.1.15 A concept plan will be required as part of the processing of any development application to illustrate the location of existing trees, the road and lotting pattern, connections to adjacent developments, existing and proposed grading, building envelopes, and garage locations.

16.17.1.16 The Precinct includes a progression of spaces and landscape features to define the edge of the Village; development near these gateways should enhance them and be in harmony with the character of the Village. The procession of spaces leading to the Village starts with a streetscape which is loosely enclosed by buildings or tree planting, followed by a streetscape which is enclosed by a canopy of trees which marks the entrance to the village.

16.17.1.17 Lots should vary in size from street block to street block to create a varied and interesting streetscape sympathetic to the varied lot fabric of the Heritage Conservation District.

16.17.1.18 Building heights should be limited to two and a half storeys, lot coverage should be addressed, and provision made for generous setbacks to ensure a sense of spaciousness around the Village, with larger setbacks closer to the Village.

16.17.1.19 Any person undertaking to develop a building proposed to contain less than 25 residential dwelling units on lands within the Village Precinct will be required to provide such plans and drawings as set out in the Planning Act, as amended.

16.17.1.20 Pedestrian access will be provided from the Community Centre through abutting land to the west to the existing park.

16.17.1.21 The development of these lands may include rolled curbs and gutters, fewer municipal sidewalks, and decorative street lighting - all of which differ from existing City standards. In addition, side yard fencing, street trees, signage, open space linkages, bus shelters, mail delivery kiosks, and other street furniture should generally conform to the Meadowvale Village Urban Design Guidelines.

The Extended Village Precinct

16.17.1.22 This Precinct is shown on Figure 16.17-1: Meadowvale Village Precincts.

16.17.1.23 The street pattern should be highly interconnected to extend the street fabric of the Village, such as through a grid or modified grid street pattern.

16.17.1.24 The development of these lands may include rolled curbs and gutters, fewer municipal sidewalks, and decorative street lighting - all of which differ from existing City standards. In addition, side yard fencing, street trees, signage, open space linkages, bus shelters, mail delivery kiosks, and other street furniture should generally conform to the Meadowvale Village Urban Design Guidelines.

Site Development Standards

16.17.1.25 Within the Village Precinct and Extended Village Precinct, standards for street layout, parking and loading spaces, landscaping, commons, building height and location, site and dwelling unit design, including dwelling unit composition, form, massing, setbacks, and spatial relationship with adjacent buildings, site access, lighting, signage, and screening should generally meet the requirements of the Conservation Principles and Design Guidelines for the Meadowvale Village Heritage Conservation District.

16.17.1.26 The development of properties within the Heritage Conservation District and the Village Precinct will be subject to site plan control. In the case of the Heritage Conservation District, development of properties will require the approval of the Local Architectural Conservation Advisory Committee (LACAC) in accordance with the Meadowvale Village Heritage Conservation District Plan.

Streetscape

16.17.1.27 Streetscape Policies apply to all lands within the Meadowvale Village Character Area. 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. vistas and views of the Heritage Conservation District, and into and along the valleys of the Credit River, Levi Creek, and Fletcher's Creek should be created, maintained and enhanced;
- b. the creation of individual entry features to subdivisions is discouraged to avoid the creation of enclaves within the community;
- c. adjacent to Provincial Highways and elsewhere where "reverse frontages" are unavoidable and acoustic protection is required, such acoustic protection should be provided through berthing to the greatest extent possible, minimizing the use of noise attenuation walls; and

- d. reverse frontage development will be prohibited along the existing alignment of Old Derry Road.

Buildings and Spaces

16.17.1.28 Buildings and Spaces Policies apply to all lands within the Meadowvale Village Character Area. In applying the following policies, the effect of buildings and spaces on the surrounding environment should be considered equally with the function and aesthetic appeal of the site itself:

- a. sites within the Heritage Conservation District will be subject to the policies of the Meadowvale Village Heritage Conservation District Plan and Conservation Principles and Design Guidelines for the Meadowvale Village Heritage Conservation District;
- b. the presence of garages should be minimized to create an attractive streetscape. Garages should not project substantially beyond the front face of any house. Garages that project beyond the front of any house will be discouraged; small, recessed or detached garages are preferred. Additional measures may be required through the processing of development applications to ensure an acceptable streetscape is developed. Garages will not project beyond the face of any house located in areas designated Residential Low Density I; and
- c. reversed frontage lots may be permitted, providing the lots have a minimum depth of 45 m.

16.17.2 Land Use

16.17.2.1 The Residential Low Density I designation permits detached dwellings on lots with minimum frontages of 22.5 m except in the following area:

- a. land which does not immediately abut the Heritage Conservation District may be developed for detached dwellings on lots with a minimum frontage of 18 metres.

16.17.2.2 Notwithstanding the Residential Medium Density policies of this Plan, the Residential Medium Density designation permits only townhouses and semi-detached dwellings in localized circumstances where flexibility in lotting patterns will achieve urban design policies.

16.17.2.3 Notwithstanding the Greenbelt policies of this Plan:

- a. agricultural operations will be permitted; and
- b. it is recognized that a golf club is located on lands north of Derry Road West and west of Fletcher's Creek. A golf club is a permitted use within the boundaries of the Derrydale Golf Club, as those boundaries exist on the date these Policies come into effect.

16.17.2.4 Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted:

- a. banquet hall;
- b. conference centre;
- c. financial institution;
- d. funeral establishment;
- e. manufacturing;
- f. restaurants;
- g. Secondary office;
- h. self-storage facility; and
- i. warehousing, distributing and wholesaling.

the future widening of Provincial Highway 401. The precise timing and location of these points of termination north and south of Provincial Highway 401 will be determined by the City in conjunction with the appropriate authorities.

16.17.3 Transportation

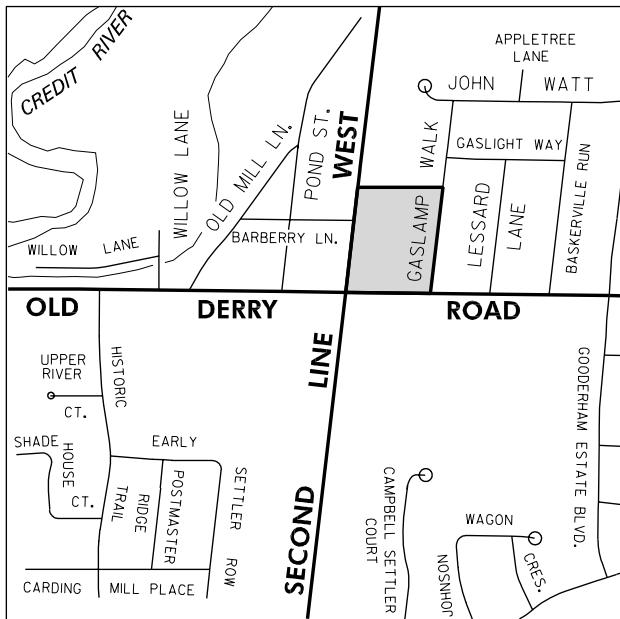
16.17.3.1 Public Lanes are considered part of the local road system and serve the rear of the properties that abut them. These Public Lanes, normally have rights-of-way less than 17 m, which will be determined during the development review process.

16.17.3.2 Second Line West may be terminated north and south of Provincial Highway 401 as part of

16.17.4 Special Site Policies

There are sites within the Character Area that merit special attention. Any application for development of lands affected by a Special Site Policy will be subject to the provisions of this section and, where applicable, the additional approvals of the Mississauga Heritage Advisory Committee and the Meadowvale Village Heritage Conservation District Review Committee, notwithstanding other policies of this Plan.

16.17.4.1 Site 1



16.17.4.1.1 Within the area identified as Special Site 1 it is the intent of these Character Area Policies to establish a special site within the village. This site is located on the Gooderham Estate, located at the northeast corner of Old Derry Road and Second Line West.

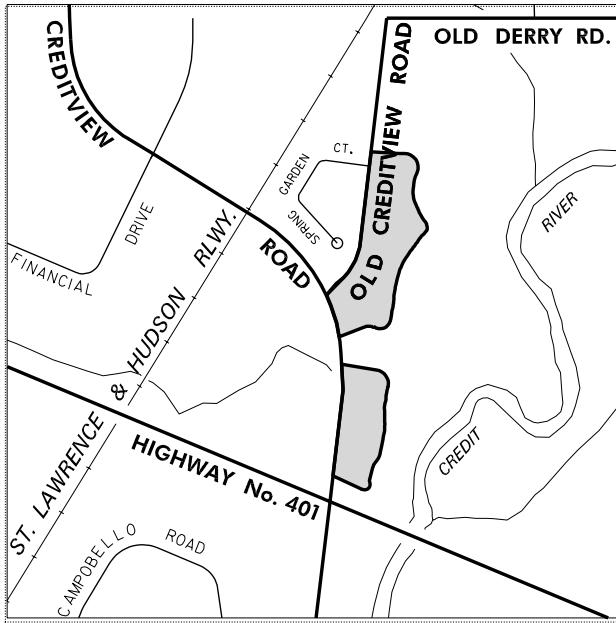
16.17.4.1.2 Notwithstanding the provisions of the Residential Low Density I and Public Open Space designations, Special Site 1 may also include the integration of open space with existing buildings and structures to be used for public and/or private uses. Permitted uses within the existing building designated Residential Low Density may include, but are not limited to overnight accommodation,

including bed and breakfast, restaurants, public and private community uses, an art gallery, and multiple unit housing.

16.17.4.1.3 The design and development of the community park lands will be done in consultation with the Meadowvale Village Heritage Conservation District Review Committee and the owners of the remaining component of the Gooderham Estate.

16.17.4.1.4 The lands designated Public Open Space will not be used to calculate the density of any development that should occur in the future on the balance of the site.

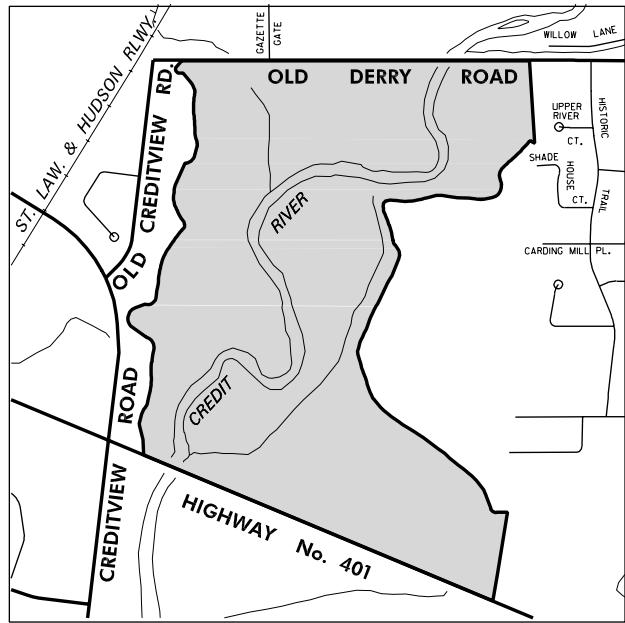
16.17.4.2 Site 2



16.17.4.2.1 The lands identified as Special Site 2 are located on the east and west side of Old Creditview Road and the east side of Creditview Road, north of Provincial Highway 401.

16.17.4.2.2 Notwithstanding their Residential Low Density II designation, the lands may also be used for cluster townhouses, and offices having a residential scale and character at a maximum density of 0.5 Floor Space Index (FSI). Hospitality and recreational uses will be permitted, provided such uses are accessory to the establishment of a golf course on the lands designated Special Site 3.

16.17.4.3 Site 3



16.17.4.3.1 The lands identified as Special Site 3 are located south of Old Derry Road and straddle the Credit River.

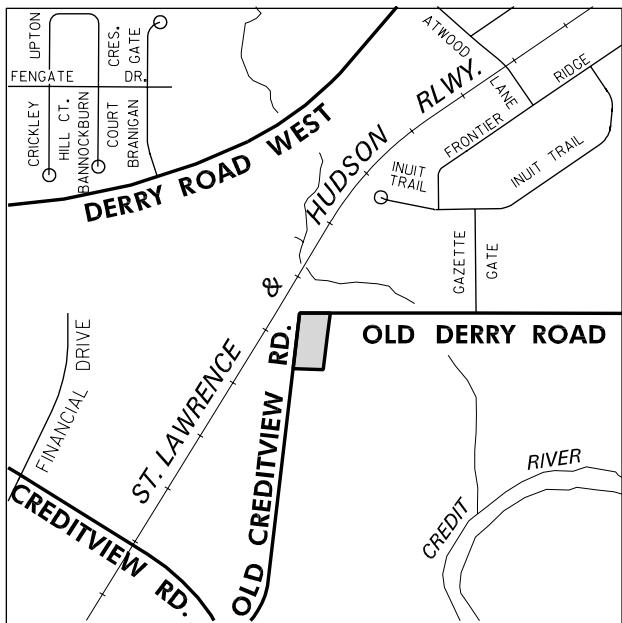
16.17.4.3.2 The lands are portions of the property known in 1995 as Sanford Farm and are designated Greenbelt. Notwithstanding the Greenbelt designation, these lands may be used for a golf course.

16.17.4.3.3 Development of Special Site 3 as a golf course will be subject to a comprehensive development concept for the site and any portion of Special Site 2 which would be used in connection with Special Site 3, which among other matters, satisfactorily address the following issues:

- compliance with Credit Valley Conservation's Policies for Floodplain Management to address concerns related to flooding hazards, flood conveyance, floodplain storage and ice jamming along the Credit River;
- compliance with Credit Valley Conservation's Watercourse and Valleyland Protection Policies to address environmental concerns, including the protection and preservation of native fish habitat;

- c. compliance with Credit Valley Conservation's Guidelines for the Review of Golf Course Development Proposals Within the Credit River Watershed; and
- d. the widening of Provincial Highway 401.

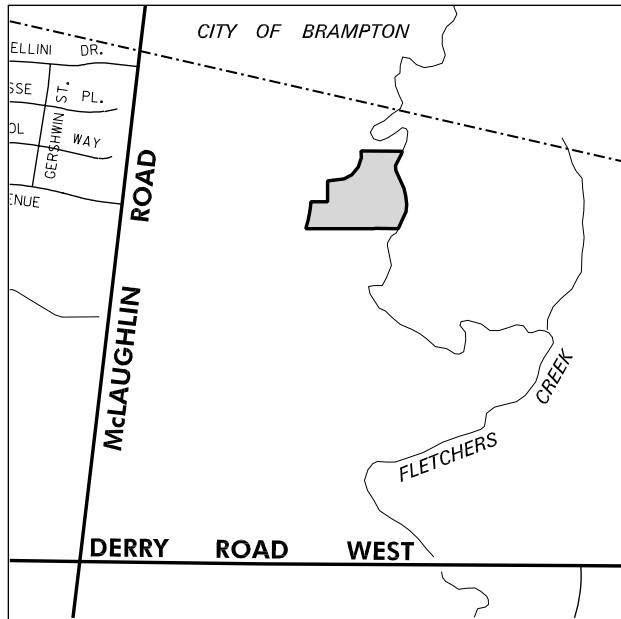
16.17.4.4 Site 4



16.17.4.4.1 The lands identified as Special Site 4 are located at the southeast corner of Old Creditview Road and Old Derry Road.

16.17.4.4.2 Notwithstanding the Public Open Space designation, the lands may be used, on an interim basis, for the sale of fresh produce, vegetables, and fruit, until such time as they are acquired for park purposes by the City of Mississauga.

16.17.4.5 Site 5

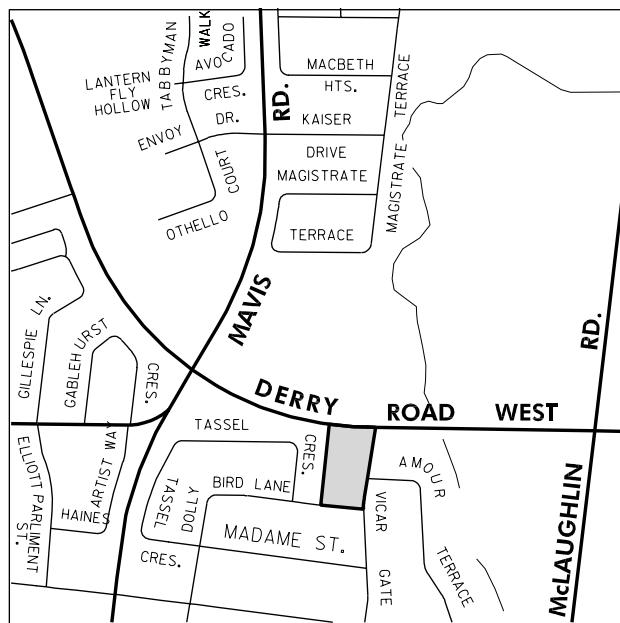


16.17.4.5.1 The lands identified as Special Site 5 are located east of McLaughlin Road and north of Derry Road West.

16.17.4.5.2 Notwithstanding their Residential Low Density II and Greenbelt designations, the lands may be used as a place of religious assembly. Subject to the Greenbelt policies of this Plan and Credit Valley Conservation policies for valleyland protection and floodplain management, the lands may be used for place of religious assembly related and passive recreational uses, the exact nature and extent of which will be determined during the processing of development applications.

16.17.4.6

Site 6

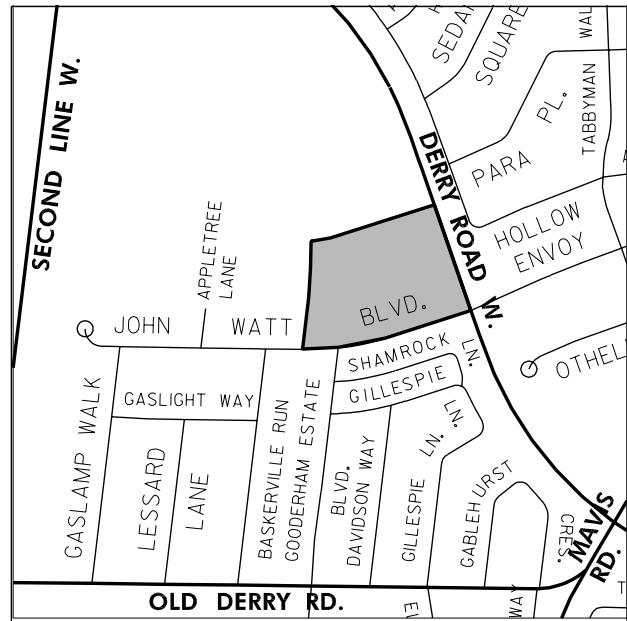


16.17.4.6.1 The lands identified as Special Site 6, comprise the Brown-Vooro House, located on the south side of Derry Road West, west of McLaughlin Road.

16.17.4.6.2 Notwithstanding their Residential Low Density II designation, the existing house may be converted to a restaurant and/or offices subject to the provision of access to the satisfaction of the Region of Peel.

16.17.4.7

Site 7

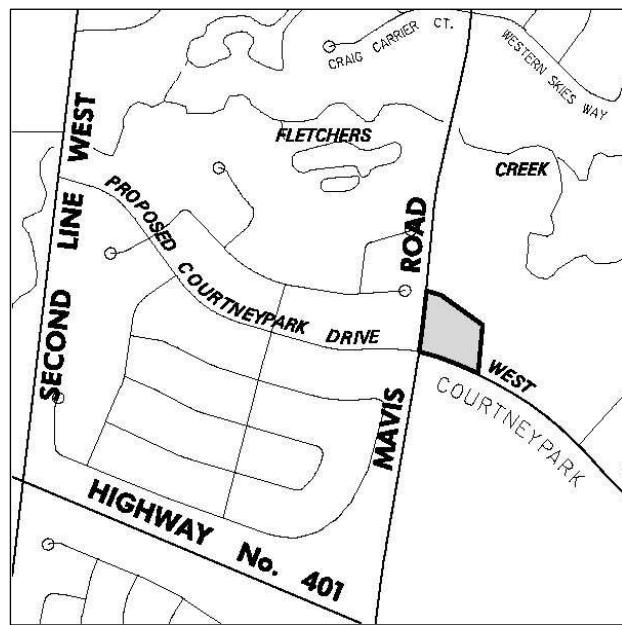


16.17.4.7.1 The lands identified as Special Site 7 are located at the northwest corner of John Watt Boulevard and Derry Road West.

16.17.4.7.2 Notwithstanding their Residential Low Density II designation, a 140 bed long term care facility with a maximum Gross Floor Area (GFA) of 8 340 m² and a maximum height of two storeys will also be permitted and limited commercial uses may be considered.

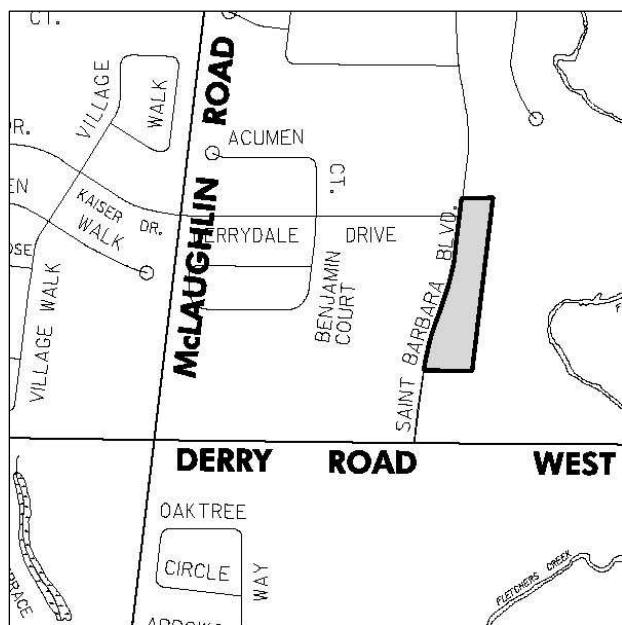
16.17.4.8

Site 8



16.17.4.9

Site 9



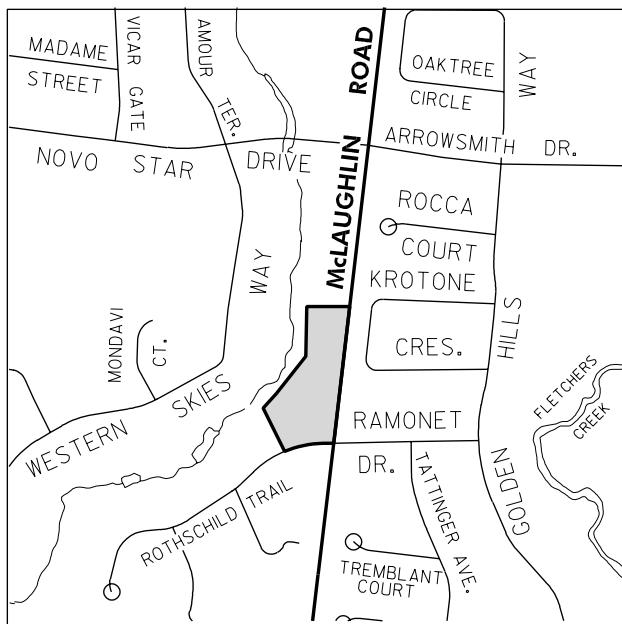
16.17.4.8.1 The lands identified as Special Site 8 are located at the northeast corner of Courtneypark Drive and Mavis Road.

16.17.4.8.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, the lands may be developed for Convenience Commercial uses.

16.17.4.9.1 The lands identified as Special Site 9 are located north of Derry Road West, east of McLaughlin Road.

16.17.4.9.2 Notwithstanding the provisions of the Business Employment designation, all Community uses will not be permitted.

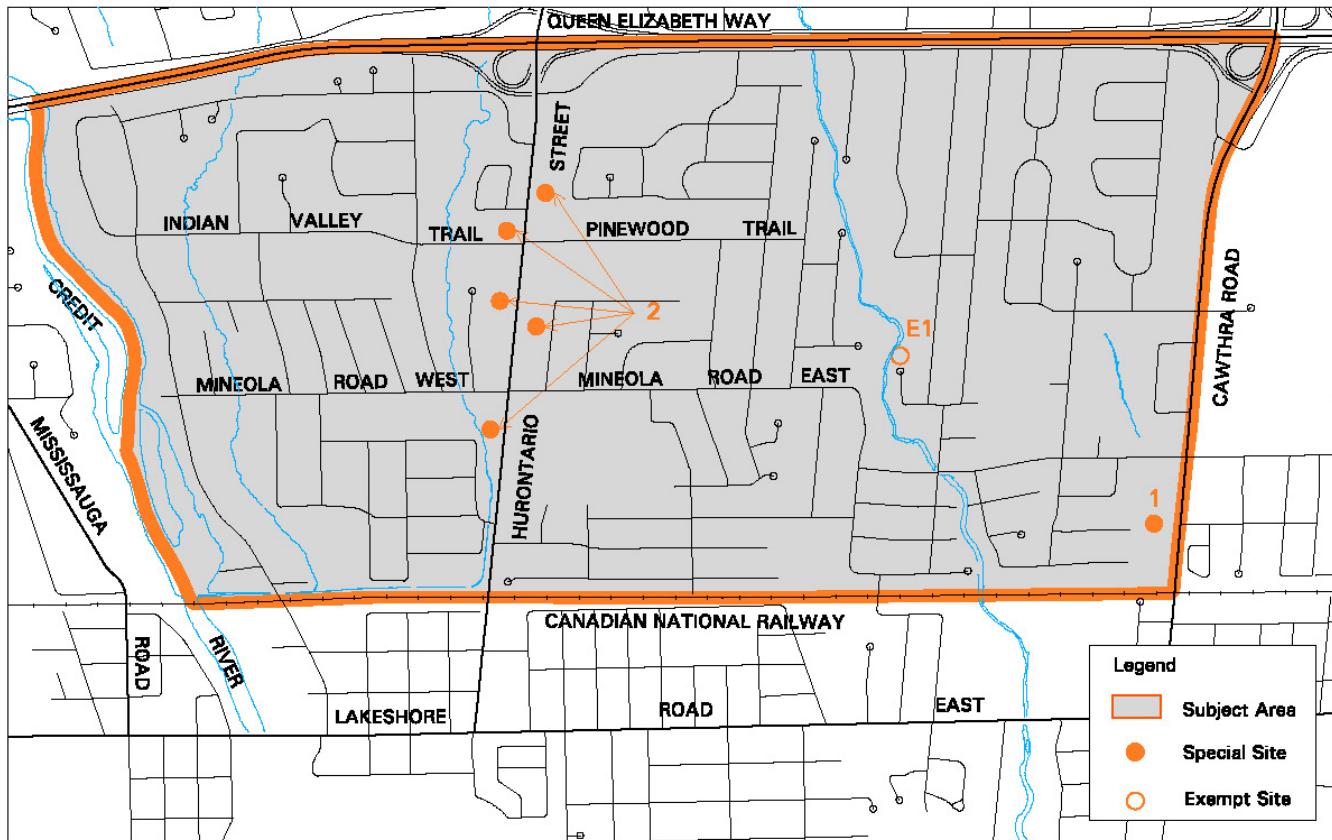
16.17.4.10 Site 10



16.17.4.10.1 The lands identified as Special Site 10 are located on the west side of McLaughlin Road, south of Derry Road West.

16.17.4.10.2 Notwithstanding the provisions of the Residential Medium Density designation, apartment dwellings will be permitted.

16.18 Mineola



Mineola Neighbourhood Character Area

16.18.1 Urban Design Policies

Infill Housing

16.18.1.1 For development of all detached dwellings on lands identified in the Site Plan Control By-law, the following will apply:

- a. preserve and enhance the generous front, rear and side yard setbacks;
- b. ensure that existing grades and drainage conditions are preserved;
- c. encourage new housing to fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation;
- d. garages should be recessed or located behind the main face of the house. Alternatively,
- e. garages should be located in the rear of the property;
- f. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;
- g. encourage buildings to be one to two storeys in height. The design of the building should de-emphasize the height of the house and be designed as a composition of small architectural elements, i.e. projecting dormers and bay windows;
- h. reduce the hard surface areas in the front yard;
- i. existing trees, large groupings or areas of vegetation and landscape features such as retaining walls, fences, hedgerows, etc. should be preserved and enhanced, along

- with the maintenance of topographic features and drainage systems;
- j. large accessory structures will be discouraged, and any accessory structures will be located in side and rear yards only;
- k. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged; and
- l. the building mass, side yards and rear yards should respect and relate to those of adjacent lots.

Streetscape

16.18.1.2 On lands adjacent to Hurontario Street, the existing mature vegetation, well landscaped appearance and generous setbacks will be maintained to reflect area character. As Hurontario Street is a gateway to the Character Area, as well as Port Credit, consideration should be given to: additional tree planting, a sodded boulevard, a bicycle route and a right-of-way design that is sympathetic to the character of the area.

16.18.1.3 On Mineola Road East and West, consideration should be given to additional tree planting.

16.18.1.4 Open ditch road cross-sections should be maintained, as they contribute to the character of the area.

16.18.2 Land Use

16.18.2.1 Notwithstanding the Residential Low Density I and Residential Low Density II policies of this Plan, the Residential Low Density I and Residential Low Density II designations permit only detached dwellings.

16.18.2.2 Notwithstanding the Residential Medium Density policies of this Plan, the Residential Medium Density designation permits only townhouses dwellings.

16.18.2.3 Notwithstanding the Office policies of this Plan, only a dispensary and cafeteria for the use of office employees will be permitted as accessory uses.

16.18.3 Environmental Areas

16.18.3.1 Notwithstanding the Natural Areas System policies of this Plan concerning Residential Woodlands, sites characterized by native understory which is in generally good condition will be subject to an Environmental Impact Study (EIS).

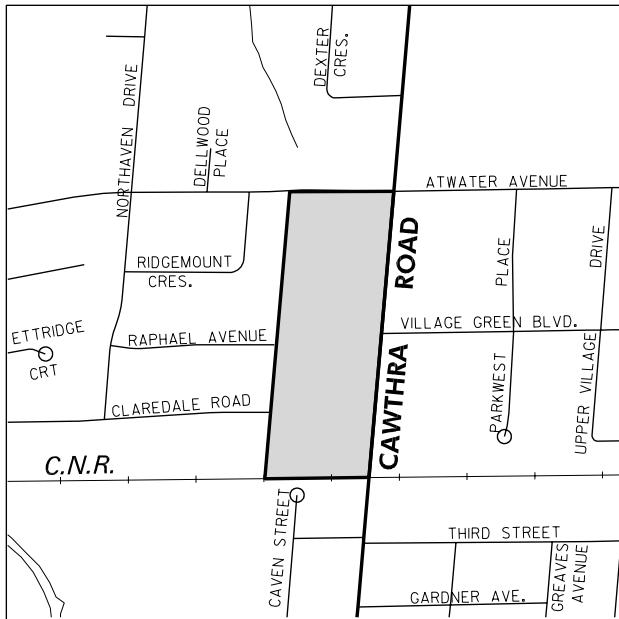
16.18.4 Transportation

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

16.18.5 Special Site Policies

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

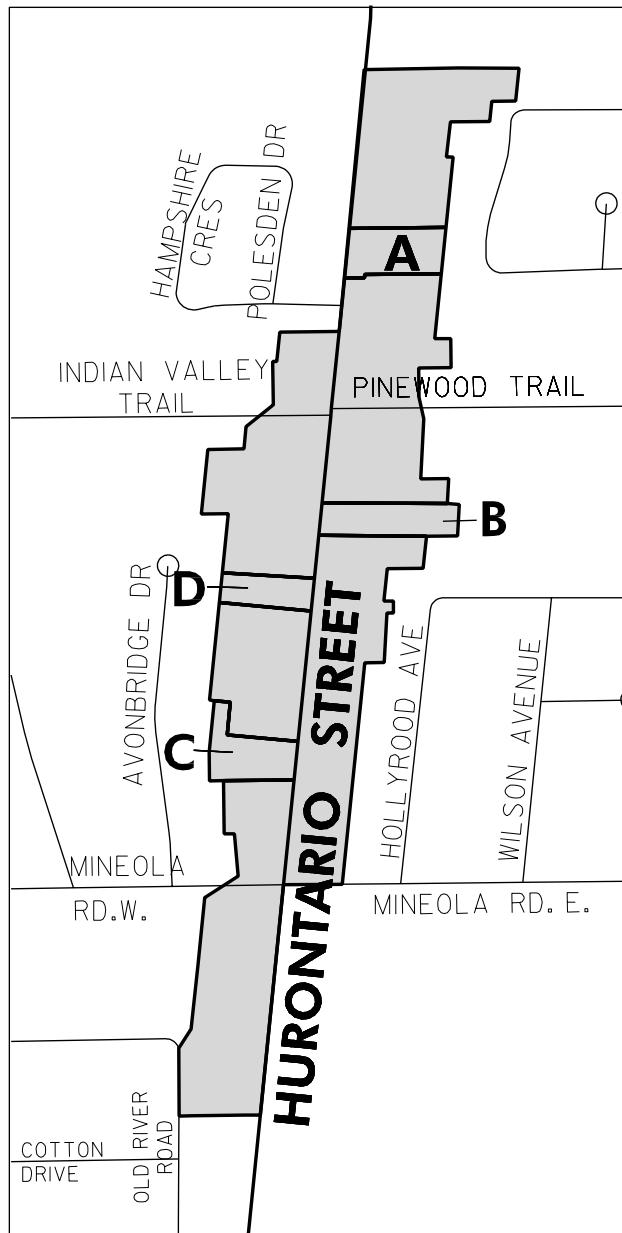
16.18.5.1 Site 1



16.18.5.1.1 The lands identified as Special Site 1 are located on the west side of Cawthra Road, south of Atwater Avenue, and north of the CNR line.

16.18.5.1.2 Notwithstanding the provisions of the Residential Medium Density designation, detached, semi-detached and townhouse dwellings will be permitted within a net density range of 25-37 units per net residential hectare. Assembly of separate parcels will be encouraged.

16.18.5.2 Site 2



16.18.5.2.1 The lands identified as Special Site 2 are the lots which front onto the east and west sides of Hurontario Street, south of the Queen Elizabeth Way.

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

- The following uses will also be permitted:

- offices, provided that medical offices are used for the consultation, examination or therapeutical treatment by a physician, dentist, drugless practitioner or health professional licensed by the Province of Ontario. Medical offices may not include hospitals or other accessory medical uses such as, laboratories, diagnostic facilities for medical and dental purposes, a drug and optical dispensary, nor a medical supply and equipment store;
- a detached dwelling containing a maximum of one dwelling unit in combination with office uses.
- b. commercial uses, which include personal service uses, will not be permitted as a primary or as an accessory use.
- c. all buildings used for office or residential-office purposes, whether new or modified, will have a residential appearance which is compatible with the form, design, and scale of the surrounding residential area. All development will be designed so that it does not negatively impact abutting properties used for residential purposes, in terms of light, privacy, noise and rear yard amenity.
- d. the use must be of a nature and intensity that results in a parking demand which does not negatively impact the function of Hurontario Street nor abutting local roads. In this regard, applicants for rezoning will be required to demonstrate, through the submission of traffic studies, parking justification studies and business operation information, that the proposed use is suitable for its location. Developments which result in a reduced parking demand are preferred.
- e. all office-related parking will be accommodated within the front and side yards only with a minimal loss of vegetation or in underground facilities. Rear yard parking, with the exception of parking for residential dwellings, is not permitted. Surface parking areas are permitted to be constructed of permeable materials in order to achieve sustainable and urban design objectives and reduce impacts on drainage and grading systems. The portion of the access driveway within the road allowance is to be constructed of hard surface pavement.
- f. where appropriate, mutual driveway access will be permitted between abutting property owners provided this arrangement is registered on title.
- g. for developments located at intersections, access to the minor streets will be discouraged, and where technically feasible, access will be permitted on Hurontario Street.
- h. street frontages are required to be enhanced with landscaping to reflect Hurontario Street's role as a gateway to the Mineola and Port Credit Character Areas. On-site parking areas should not dominate the streetscape and are required to be appropriately screened by vegetation and landscape treatments which are complementary to the character of the area. In this regard the following will also apply:
 - a minimum of 40% of the front yard of interior lots, will be landscaped open space. Landscaped open space may include pedestrian walkways but will exclude paved parking areas;
 - corner lots will provide a total minimum landscaped open space area of 40% of the lot;
 - a landscape buffer ranging from 4.5 m to 7.5 m in depth will be provided along the Hurontario Street frontage; and
 - a minimum landscape buffer of 4.5 m in depth will be provided along side street frontages adjacent to parking areas.
- i. New or modified office or residential-office buildings will not exceed:

- 420 m² Gross Floor Area (GFA);
- a maximum lot coverage of 25%;
- a maximum building height of two storeys and a 10.7 m mean height level between the eaves and the ridge of a sloped roof or 7.5 m to the highest point of the surface of a flat roof.

j. The following yards are required for office or residential-office buildings:

- minimum 1.8 m side yard for a one-storey building;
- minimum 2.4 m side yard for a two storey building;
- minimum 7.5 m rear yard;
- maximum front yard equivalent to 50% of the lot depth.

16.18.5.2.3 Notwithstanding subsection i. of this section, for the lands identified as Area A, the existing building at 1523 Hurontario Street will not exceed 585 m² Gross Floor Area (GFA).

16.18.5.2.4 Notwithstanding subsection i. of this section, for the lands identified as Area B, an office building at 1443 Hurontario Street will not exceed 552 m² Gross Floor Area (GFA).

16.18.5.2.5 Notwithstanding subsection i. of this section, for the lands identified as Area C, an office building at 1370 Hurontario Street will not exceed 465 m² Gross Floor Area (GFA).

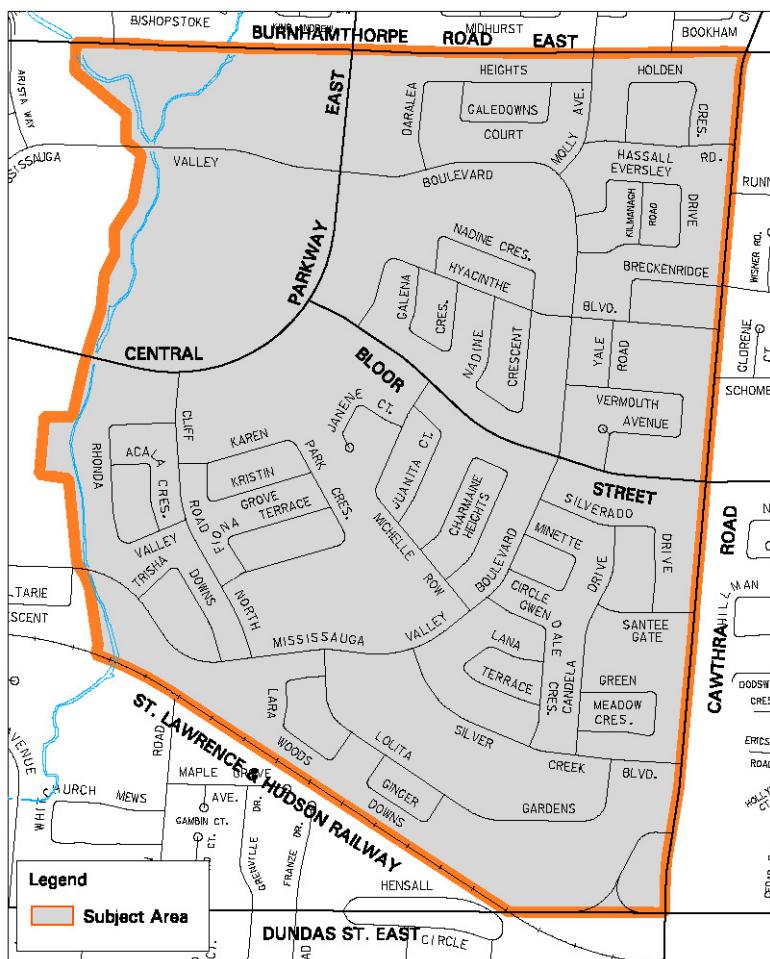
16.18.5.2.6 Notwithstanding subsection i. of this section, for the lands identified as Area D, for the building at 1424 Hurontario Street, the maximum Gross Floor Area (GFA) will not exceed 460 m² and the maximum Gross Floor Area (GFA) used for an office will not exceed 250 m².

16.19

Mississauga Valleys

16.19.2

Land Use



Mississauga Valleys Neighbourhood Character Area

16.19.1

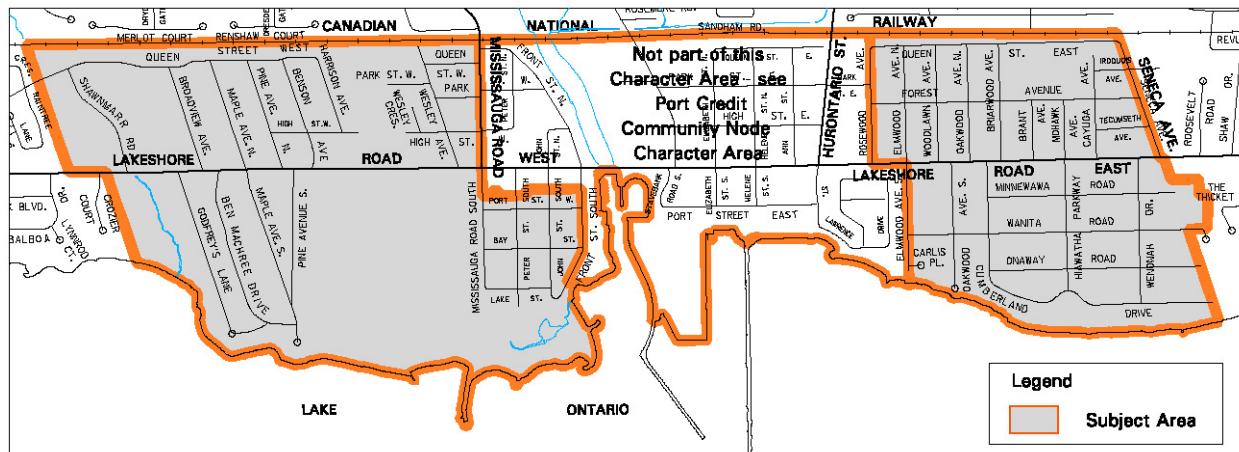
Urban Design Policies

16.19.1.1 Where existing noise attenuation walls or rear yard privacy fencing are exposed to public streets, supplementary planting and upgraded landscape features should be added, where feasible, as a condition of development or road reconstruction. Mississauga will encourage landowners to coordinate the eventual replacement of fences to enhance the appearance of the area from the street. Special consideration should be given to Burnhamthorpe Road East, Cawthra Road, Bloor Street and Cliff Road North.

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

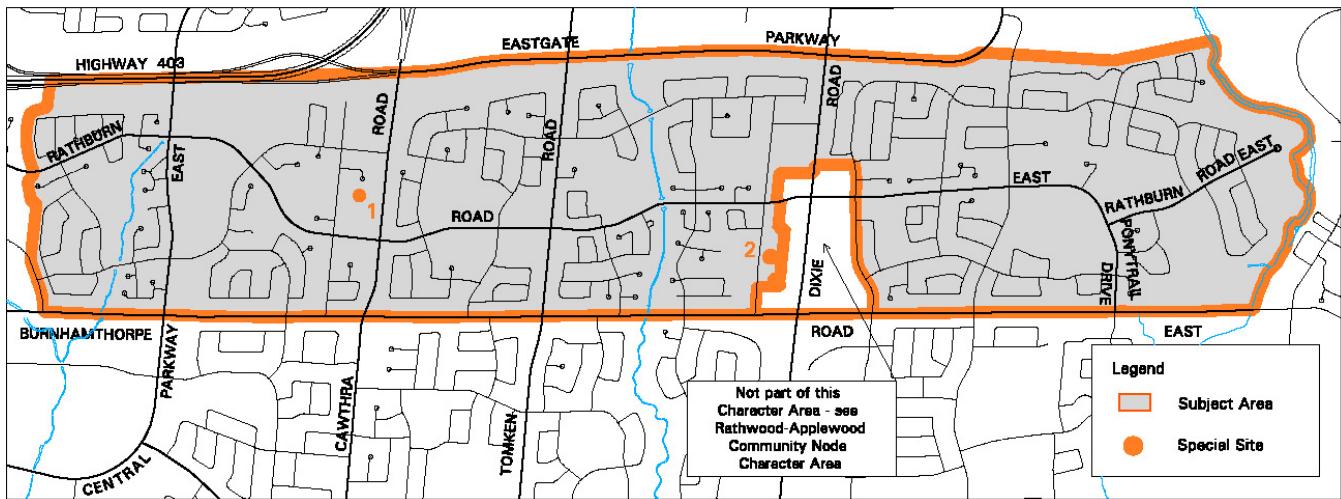
16.19.2.2 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.

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



Port Credit Neighbourhood Character Area

16.21 Rathwood



Rathwood Neighbourhood Character Area

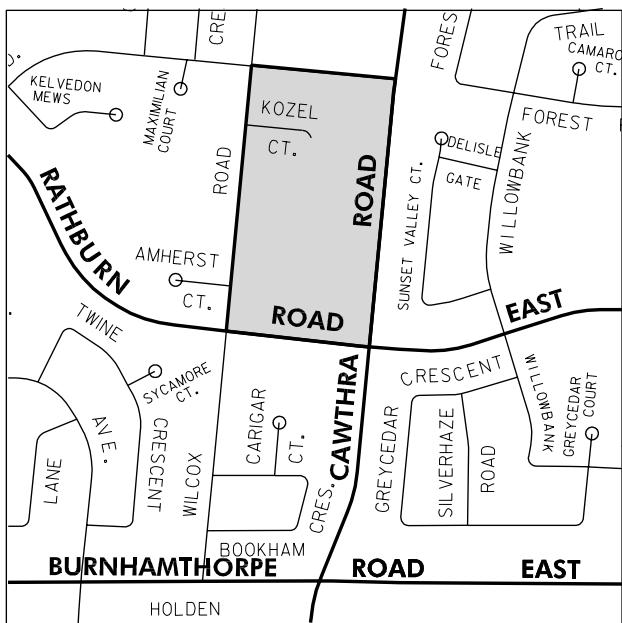
16.21.1 Urban Design Policies

16.21.1.1 Mississauga encourages efforts to improve existing reverse frontage development along limited access roadways, particularly Burnhamthorpe Road East and Rathburn Road East, through the use of landscaping and the promotion of a uniform and well maintained rear yard fencing system.

16.21.2 Special Site Policies

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

16.21.2.1 Site 1



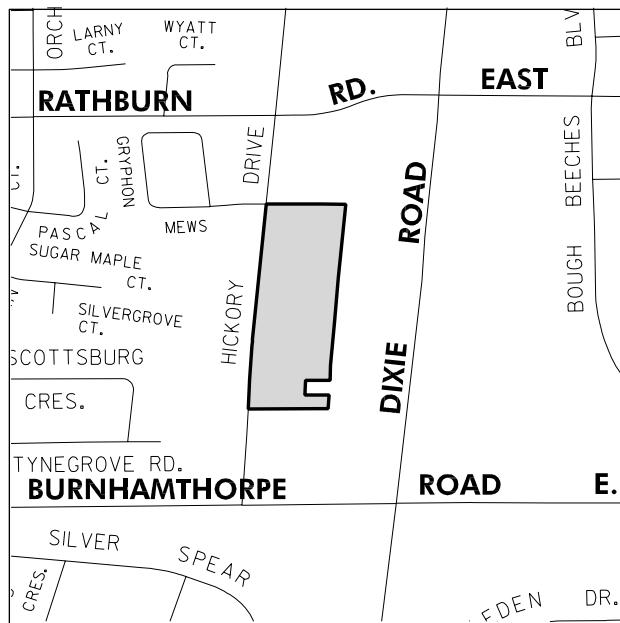
16.21.2.1.1 The lands identified as Special Site 1 are located west of Cawthra Road and north of Rathburn Road East.

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

- traffic generated will not adversely affect the transportation system;
- acceptable ingress and egress, off-street parking, landscaping and buffering;
- preservation of mature trees and other significant natural features;
- . the concept plan will be required to address, to the satisfaction of the City of Mississauga and the Region of Peel, matters relating to transportation and access onto Cawthra Road;
- . Mississauga will permit the severance of the rear portions of lots fronting on Wilcox Road to encourage the assembly and comprehensive redevelopment of all Residential Low Density I lands in Special Site 1;
- . individual frontages on the east side of Wilcox Road will be developed in keeping with lot frontages on the west side of Wilcox Road;
- . the redevelopment of all lands designated Residential Low Density I will minimize access points to Cawthra Road to preserve the integrity of Cawthra Road as a major arterial roadway; and

access to individual properties on the north side of Rathburn Road East will be discouraged.

16.21.2.2 Site 2



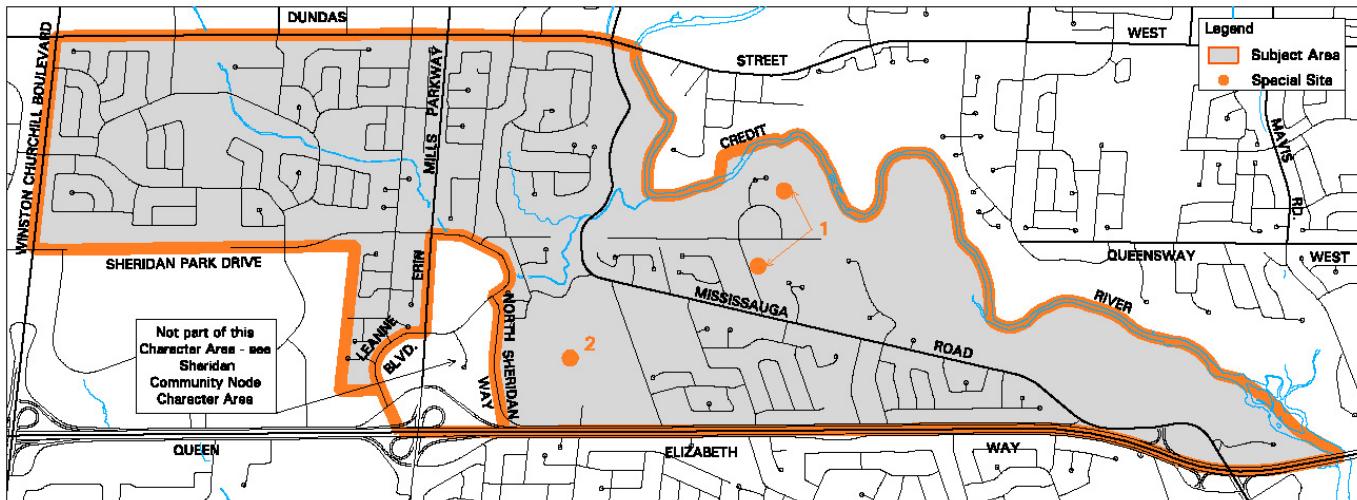
- b. a concept plan will be required to address, to the satisfaction of the City of Mississauga and the Region of Peel, matters relating to transportation and access onto Dixie Road;
- c. the redevelopment of this site will minimize access points to Dixie Road to preserve the integrity of Dixie Road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

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

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

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

16.22 Sheridan



Sheridan Neighbourhood Character Area

16.22.1 Land Use

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

16.22.1.2 For lands designated Residential Low Density I, the subdivision of lots of less than 23 m frontage will be discouraged, if it is considered to be detrimental to the character of the surrounding area.

16.22.1.3 Lands designated Residential Low Density II will not permit the following uses:

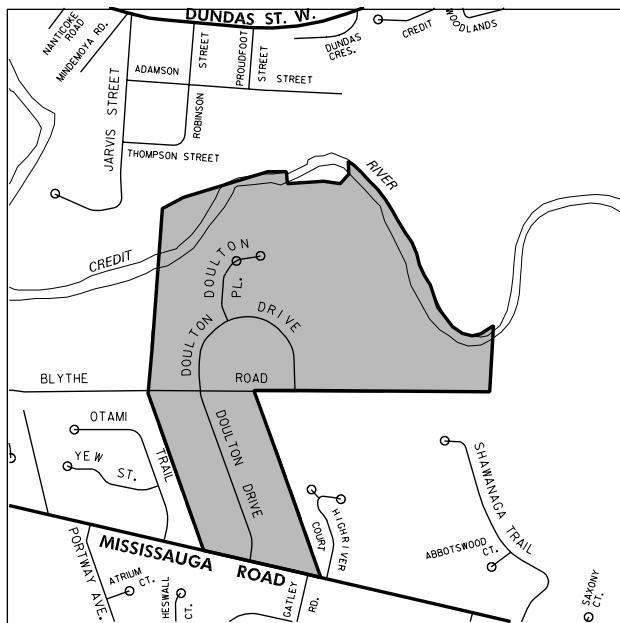
- a. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

16.22.1.4 Notwithstanding the Business Employment policies of this Plan, overnight accommodations and conference centres will not be permitted.

16.22.2 Special Site Policies

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

16.22.2.1 Site 1



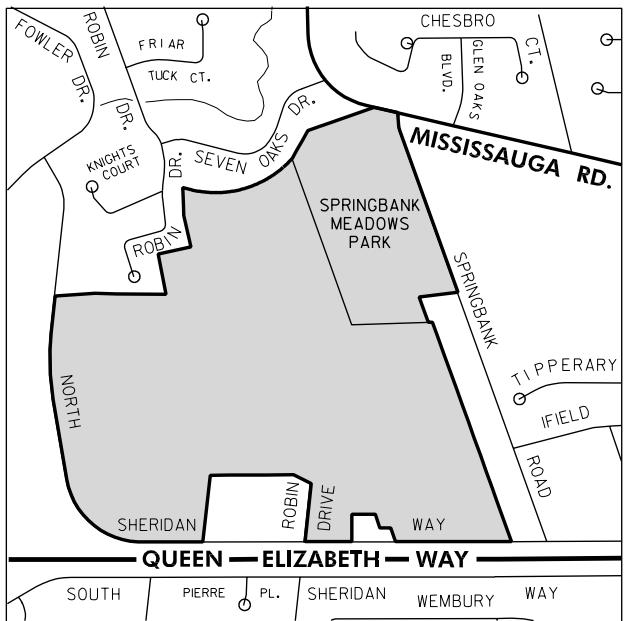
- e. comprehensive site and environmental analyses will be required in support of any divisions of land.

16.22.2.1.1 The lands identified as Special Site 1 are referred to as the Doulton Drive Lands.

16.22.2.1.2 Notwithstanding the provisions of the Residential Low Density I and Greenbelt designations, these lands will be subject to the following:

- a. Mississauga considers that the preservation of this distinctive area could be achieved with up to 47 residential lots;
- b. Mississauga will encourage a minimum lot area of 0.3 ha with a minimum lot frontage of 38 m, except for those lots fronting on Mississauga Road which are not corner lots, where a minimum lot area of 0.2 ha and a minimum lot frontage of 30 m are considered appropriate;
- c. new development will be subject to site plan approval to ensure that site areas, building, landscaping and open space are all satisfactorily located and designed;
- d. any redevelopment may proceed on the basis of private sewage disposal systems subject to the applicable regulations; and

16.22.2.2 Site 2



16.22.2.2.1 The lands identified as Special Site 2 are known as the North Sheridan Landfill site and Springbank Meadows Park. This site has been identified as a former waste disposal site. Permitted land uses include open space and privately operated uses of a recreation, conservation and agricultural nature, and other uses deemed compatible with open space.

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

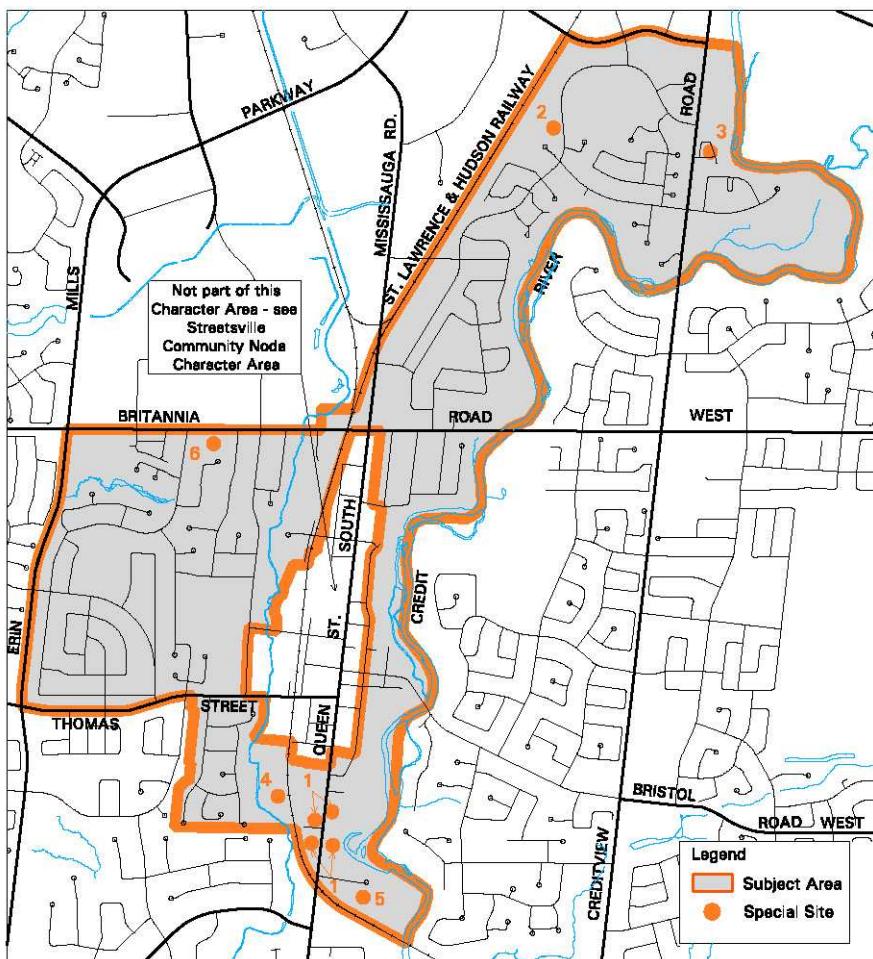
- a. development within or adjacent to these lands will be restricted where such activity would constitute a hazard to human or ecosystem health;
- b. prior to the consideration of development proposals on, or in proximity to, these lands, a detailed study will be submitted by the applicant to determine the impact 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;

- 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;
- d. the site will be planned, designed, operated and maintained to the satisfaction of the City, the Region of Peel, and the Provincial Government in such a way as to ensure compatibility with adjacent, existing and future land uses, and to ensure minimal adverse impact on the natural environment;
- e. there should be no development permitted on the site until the long-term care, maintenance and security of the gas control system is established by the Region of Peel;
- f. a buffer zone of 20 m must be established around the perimeter of the site to be used exclusively as a corridor for the gas control system;
- g. any use that would allow the accumulation of methane gas requires the approval of the City and the Region of Peel;
- h. engineering studies must accompany development applications to determine any hazards of development and damage that may result to the subject property and surrounding lands from methane gas, leachate and settling;
- i. development proposals must demonstrate that they will not interfere with the migration gas control system for the site; and
- j. land uses and activities that may have an adverse impact on adjacent, existing and future residential land uses in terms of noise, safety, and traffic generation should be discouraged.

16.23

Streetsville



Streetsville Neighbourhood Character Area

16.23.1 Urban Design Policies

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

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

16.23.1.3 The established residential character of the areas generally located along Main Street east of

Church Street and along Queen Street South, south of Barry Avenue, will be maintained through appropriate building masses, setbacks, intensive landscaping, streetscapes with many mature trees, and a regular street grid pattern.

16.23.2 Land Use

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

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

16.23.2.3 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.

16.23.2.4 Notwithstanding the Business Employment designation only the following uses will be permitted:

- a. Community Infrastructure;
- b. entertainment, recreation and sports facility;
- c. financial institution;
- d. manufacturing;
- e. motor vehicle rental facility;
- f. research and development;
- g. sales and service accessory to a permitted use;
- h. Secondary office; and
- i. warehousing, distribution and wholesaling.

16.23.3 Heritage

16.23.3.1 Heritage resources will include those properties listed on the City's Heritage Register, but will not be restricted to the list. There are heritage characteristics throughout Streetsville that many warrant study and the establishment of heritage conservation districts.

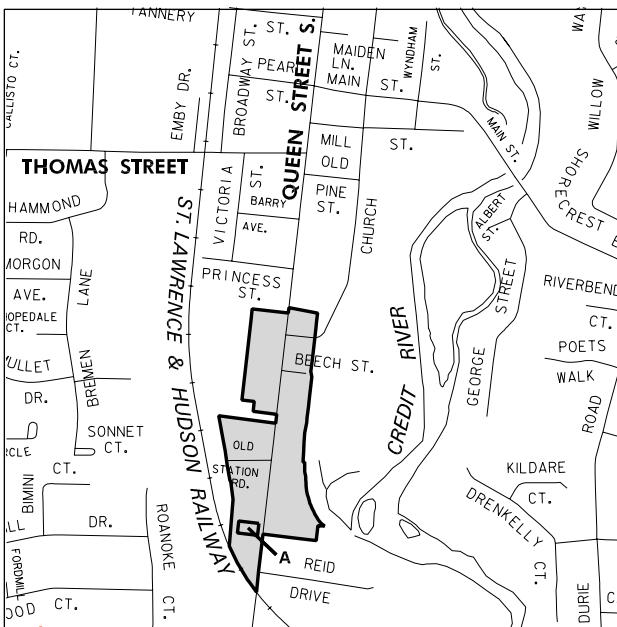
16.23.4 Stormwater Management

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

16.23.5 Special Site Policies

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

16.23.5.1 Site 1



16.23.5.1.1 In addition to the uses permitted by their Residential designation, the lands identified as Special Site 1 which front onto Queen Street South, may also be used for offices.

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

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

16.23.5.1.4 Any additions, alteration, conversion or redevelopment should maintain the existing front

yard setback, with the front yard used for landscaping.

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

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

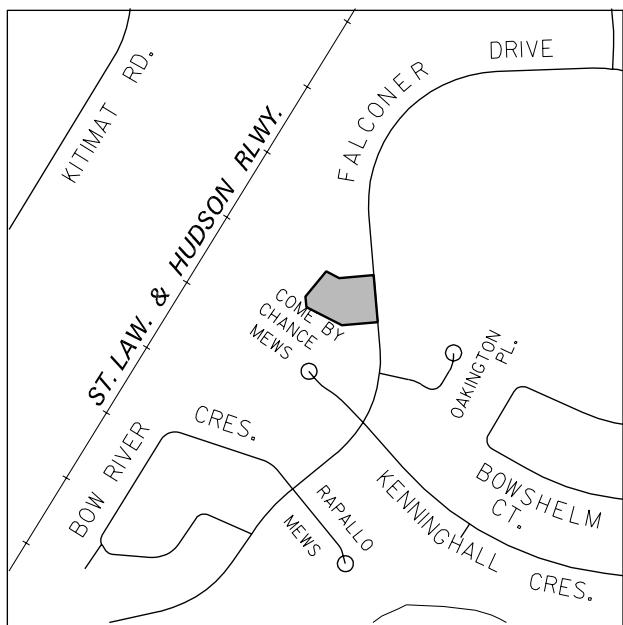
16.23.5.1.7 Minimal signage will be permitted. The design of such signage and external lighting should be compatible with the residential character of the area.

16.23.5.1.8 Existing lot sizes should be retained.

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

16.23.5.1.10 Notwithstanding the provisions of the Residential Medium Density II designation, the lands identified as Area A may be used for a medical office and a maximum of three (3) dwelling units at a maximum density of 33 units per net residential hectare.

16.23.5.2 Site 2

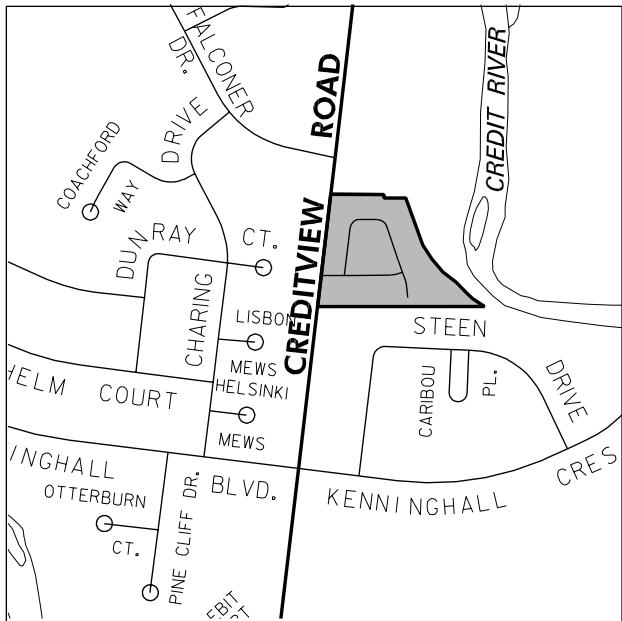


16.23.5.2.1 The lands identified as Special Site 2 are located on the west side of Falconer Drive, north of Oakington Place.

16.23.5.2.2 Notwithstanding the provisions of the Mixed Use designation, only a day care facility will be permitted.

16.23.5.3

Site 3

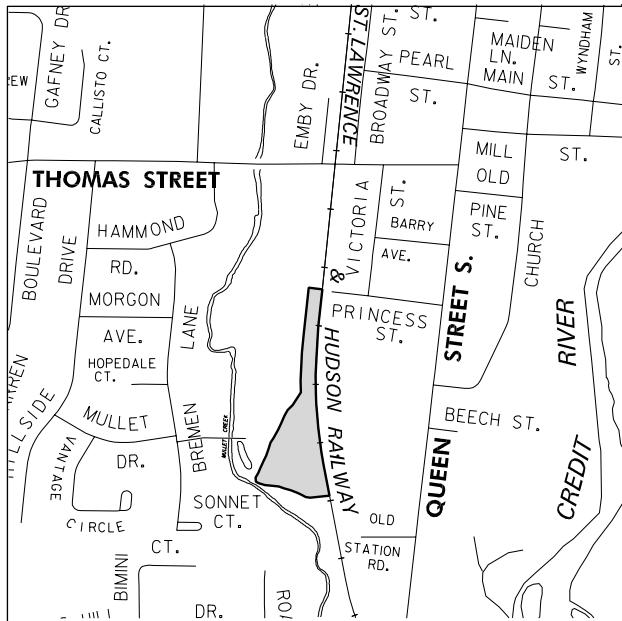


16.23.5.3.1 The lands identified as Special Site 3 are located east of Creditview Road, north of Kenninghall Crescent.

16.23.5.3.2 Notwithstanding the Residential Low Density II designation, the lands may be developed for townhouse development and semi-detached dwellings, or any combination thereof, with a maximum density of 15.5 units per net residential hectare.

16.23.5.4

Site 4



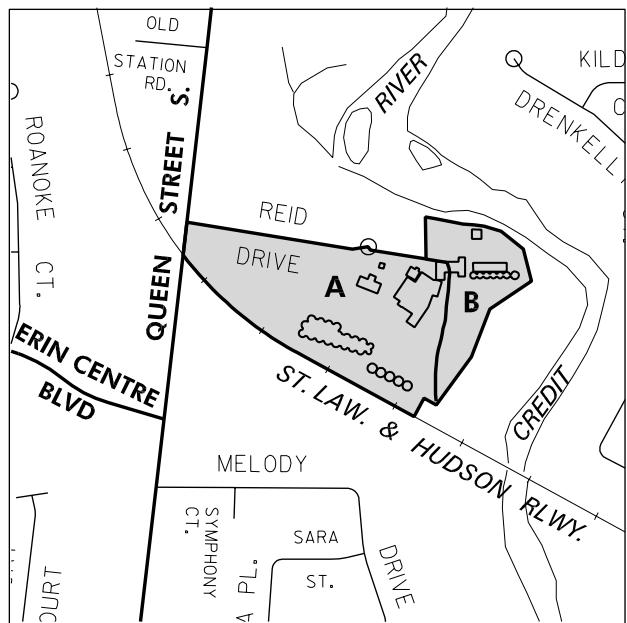
16.23.5.4.1 The lands identified as Special Site 4 are located south of Tannery Street, north of Old Station Road, east of Joymar Drive and west of the St. Lawrence and Hudson Railway.

16.23.5.4.2 Notwithstanding the Residential High Density, Residential Medium Density and Greenbelt designations the following additional policies will apply:

- the determination of the area suitable for redevelopment will have regard for the extent of the "regulatory storm" floodplain and the erosion hazards associated with Mullet Creek, whichever is greater. The extent of areas required for conservation purposes will be determined to the satisfaction of Credit Valley Conservation and the City;
- building forms should consist of low profile buildings ranging in height from three storeys near Mullet Creek to six storeys near the railway tracks;
- redevelopment will include provisions for a community park and a multi-use recreational trail. The trail will be located adjacent to the

east side of the Mullet Creek valley, from Tannery Street to the existing trail crossing Mullet Creek, south of Thomas Street. The location and size of the community park will be determined through the preparation of a parkland concept plan.

16.23.5.5 Site 5



16.23.5.1 The lands identified as Special Site 5 are located east of Queen Street South, south of Reid Drive.

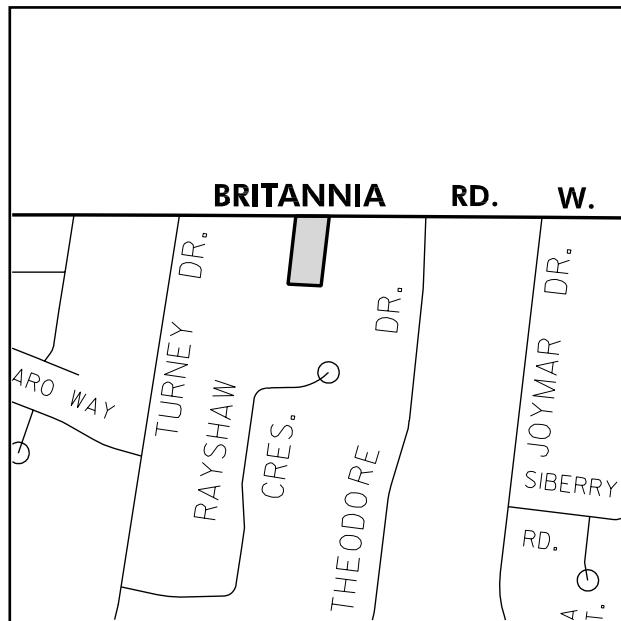
16.23.5.2 Notwithstanding the provisions of the Business Employment designation, the following additional policies will apply:

- the lands identified as Area A, may be used for the existing flour mill operation, and related accessory uses, including accessory offices, outdoor storage located to limit its visibility to Queen Street, Reid Drive and the Credit River valley, and the temporary storage of motor vehicles related to the primary use of the property. Any new construction will be limited to a construction envelope identified in the applicable implementing zoning by-law; and
- Amendments to the Official Plan and Zoning By-law will be required prior to the development of Area A for any purpose other than grain processing, grain milling, and related accessory uses.

16.23.5.3 Notwithstanding the provisions of the Greenbelt designation, on the lands identified as

Area B, the existing buildings may be used for grain processing, grain milling and related accessory uses. Repairs that do not enlarge or extend the existing buildings or structures and which are for the purpose of maintenance or restoration of the buildings or structures to a safe condition will be permitted. Subject to the approval of the Credit Valley Conservation Authority, minor alterations or additions to existing buildings and structures to accommodate the replacement or upgrading of equipment, buildings or structures will be permitted. Subject to the approval of the Credit Valley Conservation Authority, existing buildings and structures may be replaced with new buildings and structures, provided that any new building or structure is not larger or higher than the building or structure it replaces and is in the same location as the building it replaces.

16.23.5.6 Site 6



16.23.5.6.1 The lands identified as Special Site 6 are located on the south side of Britannia Road West, east of Turnery Drive.

16.23.5.6.2 Notwithstanding the provisions of the Residential Low Density II designation, a dental office will be permitted.