

Notes:

Existing policies are shown in the black text; proposed new changes are shown in the red text; proposed deletions to existing policies are shown as ~~strike-outs~~; a blue box around the policies/maps means that they will be implemented through the City's Major Transit Station Area official plan amendment.

**5.4.16 Dundas Street Corridor**

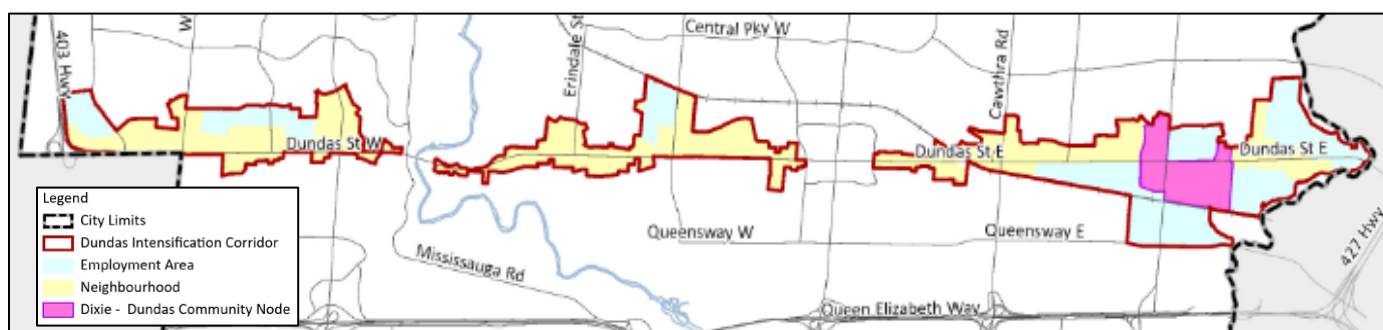
Dundas Street will continue its evolution towards a dynamic, urban, mixed-use corridor with multiple options for mobility including walking, cycling, and rapid transit. It will have a mix of residential, commercial and employment uses within a predominantly mid-rise built form with active storefronts, community facilities, public service facilities, integrated open spaces and amenities that result in an enhanced pedestrian experience. New public streets and pedestrian connections will be introduced to create smaller walkable blocks and multiple routes to key destinations. The Dundas Street Corridor will see growth in population and employment, while respecting existing communities, businesses, and industries.

5.4.16.1 Lands within the Dundas Street Corridor correspond to the delineated boundaries of the Major Transit Station Areas located along Dundas Street extending from the City of Toronto in the east to the Town of Oakville in the west as shown on Map 5-2.

5.4.16.2 Development will contribute to the creation of a predominantly mid-rise corridor, where appropriate, with maximum building heights of 12 storeys except in key locations where additional heights are permitted, up to a maximum of 25 storeys. Specific height requirements for the corridor are identified in the **Major Transit Station Area** section of this Plan.

5.4.16.3 Development will be designed and located to:

- a. ensure sufficient minimum ground floor building heights to accommodate changes in uses over time;
- b. incorporate podiums that are generally a minimum of 3 storeys and a maximum of 6 storeys except where the building height is 9 storeys or less;
- c. introduce flexible ground floor non-residential spaces that are easily convertible to accommodate a diverse range of businesses that promote the vibrancy of Dundas Street;
- d. achieve a consistent streetwall with building indentations provided as visual relief;
- e. promote active frontages in mixed-use buildings with ground floor uses that animate the street;
- f. prohibit surface parking between a building and the street;
- g. incorporate underground parking and for above grade structured parking, completely screen it by active uses along street frontages;
- h. achieve transition to surrounding lands designated low density residential through angular plane provisions;
- i. incorporate setbacks between the podium and the tower portion of the building fronting Dundas Street;
- j. maintain minimum separation distances between buildings to ensure sufficient access to sunlight, sky views and privacy; and



Map 5-2 Dundas Street Intensification Corridor

- k. achieve noise attenuation of common private outdoor amenity areas through site design, building design and location, instead of noise walls.

5.4.16.4 An expanded parkland and open space system will provide green, safe, attractive public spaces that include a range of social and recreation activities. The exact location, configuration, size and design of future parks will be determined through the development application process.

5.4.16.5 The road network will be expanded to provide increased connectivity, a fine grained multi-modal transportation network, and encourage multi-modal access as shown conceptually in Figures 5-16.1 and 5-16.2, where:

- a. the design, access requirements and public/private responsibilities for roads and pedestrian connections will be determined through the development application process;
- b. smaller development blocks are created with new roads and pedestrian connections; and
- c. pedestrian and cycling connections to transit facilities will be prioritized.

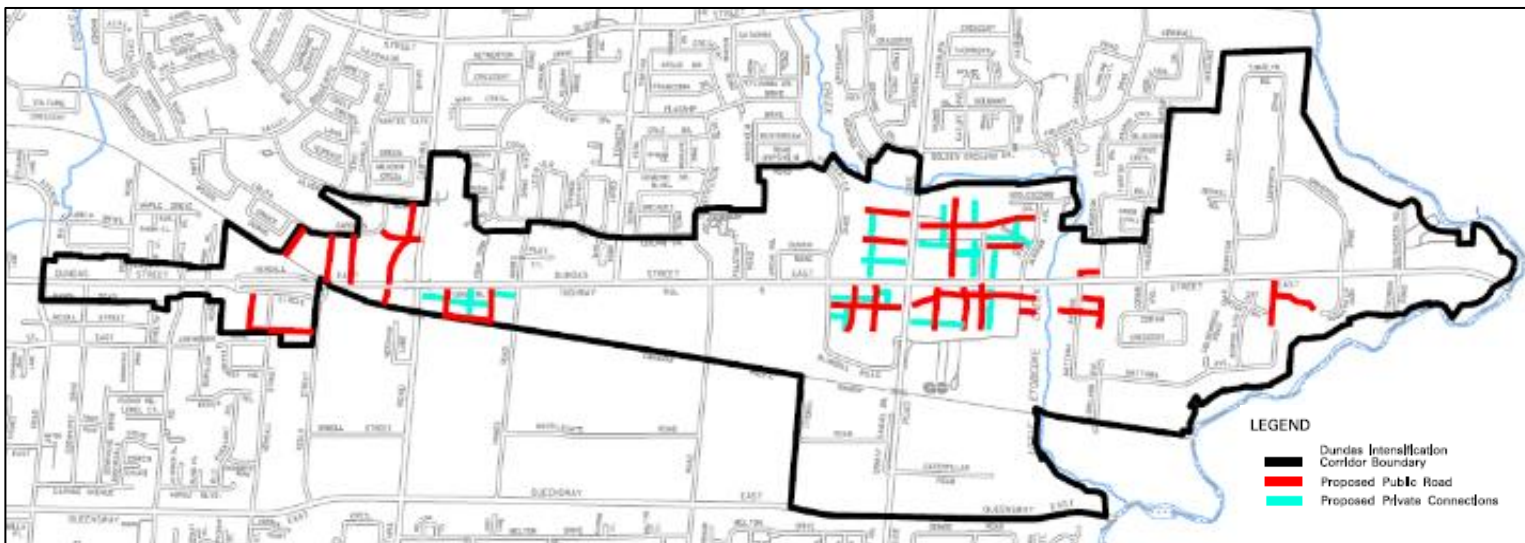


Figure 5-16.1: Conceptual road network expansion within and adjacent to the Dundas Street corridor east of Hurontario Street.

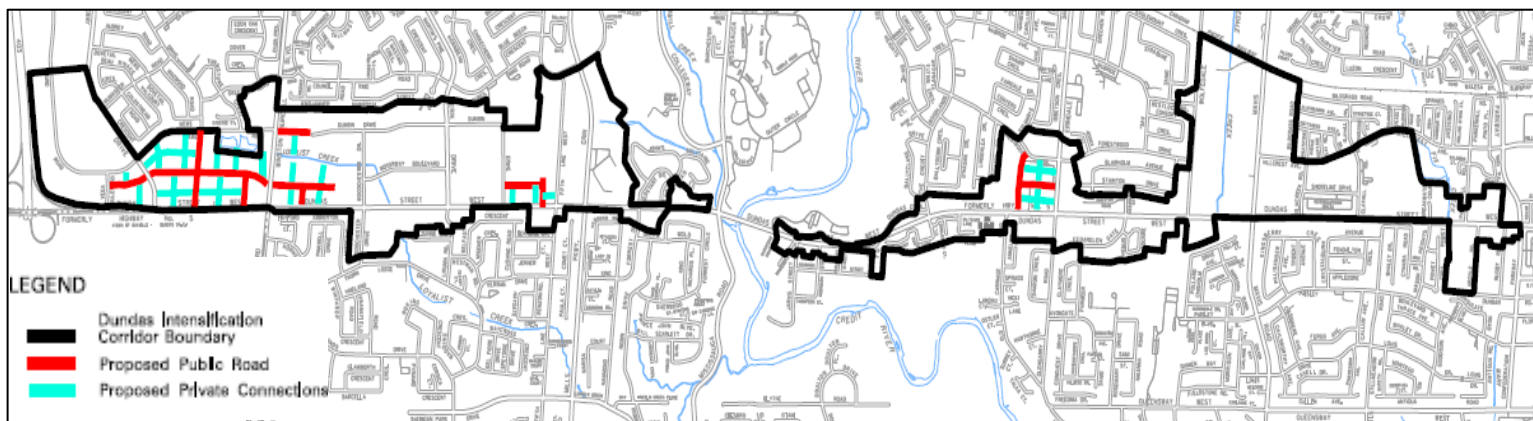


Figure 5-16.2: Conceptual road network expansion within and adjacent to the Dundas Street corridor west of Hurontario Street.

**Notes:**

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## 11.2.7 Mixed Use Limited

11.2.7.1 Lands designated Mixed Use Limited will permit all uses within the Mixed Use Designation, except:

- a. sensitive land uses, including residential; and
- b. drive-through facilities.

11.2.7.2 Notwithstanding the policies of this Plan, existing drive-through facilities will be permitted as they existed on the day these policies come into effect.

11.2.7.3 In some areas, residential uses and other sensitive land uses may be considered without amendment to this Plan where the use:

- a. is appropriate in accordance with the policies of this Plan;
- b. can be appropriately designed, buffered and/or separated from Employment Areas and/or major facilities;
- c. is not impacted by adverse effects from air, vibration, noise, dust, odour and other fugitive emissions;
- d. does not pose a risk to public health and safety;
- e. prevents or mitigates negative impacts and minimizes the risk of complaints;
- f. has regard for City land requirements relating to hazard land identified through flood mitigation studies;

- g. does not compromise the ability of existing nearby employment uses to comply with environmental approvals, registrations, legislations, regulations and guidelines; and
- h. permits Employment Areas to be developed for their intended purpose.

11.2.7.5 Development on lands within a floodplain, will not be permitted prior to the completion of City-initiated flood studies and the construction of recommended mitigation measures where necessary.

11.2.7.6 A holding provision may be placed on lands where the ultimate desired use of the lands is specified but development cannot proceed until conditions set out in this Plan, or in an implementing by-law, are satisfied.

11.2.7.7 Conditions to be met prior to the removal of a holding provision, include but are not limited to the following:

- a. acceptance of compatibility assessments, as identified by the City;
- b. acceptance of flood mitigation recommendations; and
- c. all flood remedial works are complete and deemed functional to the satisfaction of the City, conservation authority, the Province and other regulatory bodies.

## 11.2.78 Office

11.2.78.1 In addition to the Uses Permitted in all Designations, lands designated Office will also permit the following uses:

- c. major office;
- d. **secondary office**; and
- e. accessory uses.

11.2.78.2 Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.

11.2.78.3 All accessory uses should be on the same lot and clearly subordinate to the functioning of the permitted use.

## 11.2.89 Institutional

11.2.89.1 In addition to the Uses Permitted in all Designations, lands designated Institutional will also permit the following uses:

- a. hospital;
- b. post-secondary educational facility;
- c. residential dwellings associated with an institutional use; and
- d. accessory uses.

11.2.89.2 Institutional uses will be located in Intensification Areas or on a **Corridor**.

11.2.89.3 Institutional uses will be located and designed to minimize adverse effects on adjoining residential areas.

11.2.89.4 Accessory uses should generally be limited to a maximum of 20% of the total Gross Floor Area (GFA) and should be on the same lot, clearly subordinate to the functioning of the permitted use.

11.2.89.5 A **cogeneration** facility will be permitted as an accessory use.

## 11.2.910 Convenience Commercial

11.2.910.1 In addition to the Uses Permitted in all Designations, lands designated Convenience Commercial will also permit the following uses:

- a. commercial parking facility;
- b. entertainment, recreation and sports facilities;
- c. financial institution;
- d. gas bar;
- e. personal service establishment;

f. residential; in conjunction with other permitted uses;

g. restaurant;

h. retail store; and

i. **secondary office**.

11.2.910.2 Gas bars will be permitted provided they are adjacent to a **Corridor**.

11.2.910.3 Residential uses will be permitted in the same building with another permitted use but dwelling units will not be permitted on the ground floor.

11.2.910.4 Residential uses will not be permitted on the ground floor frontage.

11.2.910.5 Residential uses will not be permitted in combination with a gas bar.

11.2.910.6 Notwithstanding the policies of this Plan, existing drive-through facilities will be permitted as they existed on the day these policies come into effect.

11.2.910.7 Zoning by-law amendments will be required for new drive-through facilities in Intensification Areas and may be permitted where it can be demonstrated that the drive-through facility will not interfere with the intended function and form of the Character Area. Such applications may be permitted in circumstances where the location, design and function of the drive-through facility achieves the intent of the Plan, including, but not limited to, policies regarding the following:

- a. minimum height;
- b. minimal building setback;
- c. continuity of the planned built form;
- d. continuity and character of the **streetscape**;
- e. no driveways or parking areas between the building and the street;
- f. active facades that address principal street frontages, and



- g. the provision for pedestrian movement into and through the site.

The application will address, among other matters, the nature of surrounding uses, the specific location of the site within the Character Area, and opportunities for the integration of the drive-through facility with other uses within the development.

11.2.9~~10~~.8 Drive-through facilities may be permitted in non-intensification areas, provided that the proposed development does not interfere with the intended function and form of these Character Areas. Drive-through facilities may be permitted where the location, design and function of the drive-through facility achieves the intent of the Plan and adequately addresses to the satisfaction of the City, among other matters, the nature of surrounding areas, compatibility with surrounding uses, the specific location of the site within the Character Area and opportunities for the integration of the drive-through facility with other uses within the development.

### ~~11.2.40~~11 Motor Vehicle Commercial

11.2.40~~11~~.1 In addition to the Uses Permitted in all Designations, lands designated Motor Vehicle Commercial will also permit the following uses:

- a. gas bar;
- b. motor vehicle repair;
- c. motor vehicle service station; and
- d. motor vehicle wash.

11.2.40~~11~~.2 Retail stores and take-out restaurants which may include a drive-through facility will be permitted accessory to Motor Vehicle Commercial uses.

11.2.40~~11~~.3 Motor Vehicle Commercial uses will be encouraged to locate at intersections, except where such locations are important or sensitive in terms of city image, area character, *streetscape* or significant natural features.

11.2.40~~11~~.4 Motor Vehicle Commercial uses will be discouraged as single uses at important intersections and should be integrated with other commercial development.

11.2.40~~11~~.5 Generally more than one Motor Vehicle Commercial use at any intersection will be discouraged. However, a maximum of two Motor Vehicle Commercial uses may be permitted at any intersection. When two Motor Vehicle Commercial uses locate at the same intersection they are encouraged to locate at diagonally opposite corners, where feasible.

11.2.40~~11~~.6 Motor Vehicle Commercial uses along the same street are encouraged to locate on alternate sides of the street.

### ~~11.2.44~~12 Business Employment

11.2.44~~12~~.1 In addition to the Uses Permitted in all Designations, lands designated Business Employment will also permit the following uses:

- a. adult entertainment establishment;
- b. animal boarding establishment which may include outdoor facilities;
- c. banquet hall;
- d. body rub establishment;
- e. broadcasting, communication and utility rights-of-way;
- f. cardlock fuel dispensing facility;
- g. commercial parking facility;
- h. commercial school;
- i. conference centre;
- j. entertainment, recreation and sports facilities;
- k. financial institution;
- l. funeral establishment;
- m. manufacturing;

- n. Motor Vehicle Commercial;
- o. motor vehicle body repair facilities;
- p. motor vehicle rental;
- q. overnight accommodation;
- r. research and development;
- s. restaurant;
- t. **secondary office**;
- u. self storage facility;
- v. transportation facilities;
- w. trucking terminals;
- x. warehousing, distributing and wholesaling;
- y. **waste processing stations** or **waste transfer stations** and composting facilities; and
- z. accessory uses.

~~11.2.44~~**12.2** The maximum **floor space index (FSI)** for **secondary offices** is 1.0.

~~11.2.44~~**12.3** Permitted uses will operate mainly within enclosed buildings.

~~11.2.44~~**12.4** Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.

~~11.2.44~~**12.5** All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.

~~11.2.44~~**12.6** Notwithstanding the policies of this Plan, existing drive-through facilities will be permitted as they existed on the day these policies come into effect.

~~11.2.44~~**12.7** Zoning by-law amendments will be required for new drive-through facilities in Intensification Areas and may be permitted where it can be demonstrated that the drive-through facility will not interfere with the intended function and form of the Character Area. Such applications may be permitted in circumstances where the location,

design and function of the drive-through facility achieves the intent of the Plan, including, but not limited to, policies regarding the following:

- a. minimum height;
- b. minimal building setback;
- c. continuity of the planned built form;
- d. continuity and character of the streetscape;
- e. no driveways or parking areas between the building and the street;
- f. active facades that address principal street frontages, and
- g. the provision for pedestrian movement into and through the site.

The application will address, among other matters, the nature of surrounding uses, the specific location of the site within the Character Area, and opportunities for the integration of the drive-through facility with other uses within the development.

~~11.2.44~~**12.8** Drive-through facilities may be permitted in non-intensification areas, provided that the proposed development does not interfere with the intended function and form of these Character Areas. Drive-through facilities may be permitted where the location, design and function of the drive-through facility achieves the intent of the Plan and adequately addresses to the satisfaction of the City, among other matters, the nature of surrounding areas, compatibility with surrounding uses, the specific location of the site within the Character Area, and opportunities for the integration of the drive-through facility with other uses within the development.

## **11.2.42****13 Industrial**

~~11.2.42~~**13.1** In addition to the Uses Permitted in all Designations, lands designated Industrial will also permit the following uses:

- a. adult entertainment establishment;

- b. animal boarding establishment which may include an outdoor facility;
- c. banquet hall;
- d. body rub establishment;
- e. broadcasting, communication and utility rights-of-way;
- f. cardlock fuel dispensing facility;
- g. commercial school;
- h. conference centre;
- i. entertainment, recreation and sports facilities;
- j. financial institution;
- k. funeral establishment;
- l. **major power generating facility**;
- m. manufacturing;
- n. motor vehicle body repair facility;
- o. Motor Vehicle Commercial uses;
- p. motor vehicle rental facility;
- q. outdoor storage and display area;
- r. overnight accommodation;
- s. research and development;
- t. restaurant;
- u. **secondary office**;
- v. self storage facility;
- w. transportation facility;
- x. trucking terminal;
- y. warehousing, distributing and wholesaling;
- z. **waste processing stations** or **waste transfer stations** and composting facilities; and
- aa. accessory uses.

~~11.2.42~~<sup>13.2</sup> The maximum **floor space index (FSI)** for **secondary offices** is 0.5.

~~11.2.42~~<sup>13.3</sup> Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area.

~~11.2.42~~<sup>13.4</sup> All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use.

~~11.2.42~~<sup>13.5</sup> Notwithstanding the policies of this Plan, existing drive-through facilities will be permitted as they existed on the day these policies come into effect.

~~11.2.42~~<sup>13.6</sup> Zoning by-law amendments will be required for new drive-through facilities in Intensification Areas and may be permitted where it can be demonstrated that the drive-through facility will not interfere with the intended function and form of the Character Area. Such applications may be permitted in circumstances where the location, design and function of the drive-through facility achieves the intent of the Plan, including, but not limited to, policies regarding the following:

- a. minimum height;
- b. minimal building setback;
- c. continuity of the planned built form;
- d. continuity and character of the **streetscape**;
- e. no driveways or parking areas between the building and the street;
- f. active facades that address principal street frontages, and
- g. the provision for pedestrian movement into and through the site.

The application will address, among other matters, the nature of surrounding uses, the specific location of the site within the Character Area, and opportunities for the integration of the drive-through facility with other uses within the development.

~~11.2.12~~<sup>13.7</sup> Drive-through facilities may be permitted in non-intensification areas, provided that the proposed development does not interfere with the intended function and form of these Character Areas. Drive-through facilities may be permitted where the location, design and function of the drive-through facility achieves the intent of the Plan and adequately addresses to the satisfaction of the City, among other matters, the nature of surrounding areas, compatibility with surrounding uses, the specific location of the site within the Character Area and opportunities for the integration of the drive-through facility with other uses within the development.

### ~~11.2.13~~<sup>14</sup> Parkway Belt West

~~11.2.13~~<sup>14.1</sup> Lands designated Parkway Belt West will be governed by the provisions of the Parkway Belt West Plan.

~~11.2.13~~<sup>14.2</sup> Notwithstanding the provisions of the Parkway Belt West Plan, the following uses will not be permitted:

- a. ***major power generating facility***; and
- b. ***waste processing stations*** or ***waste transfer stations*** and composting facilities.

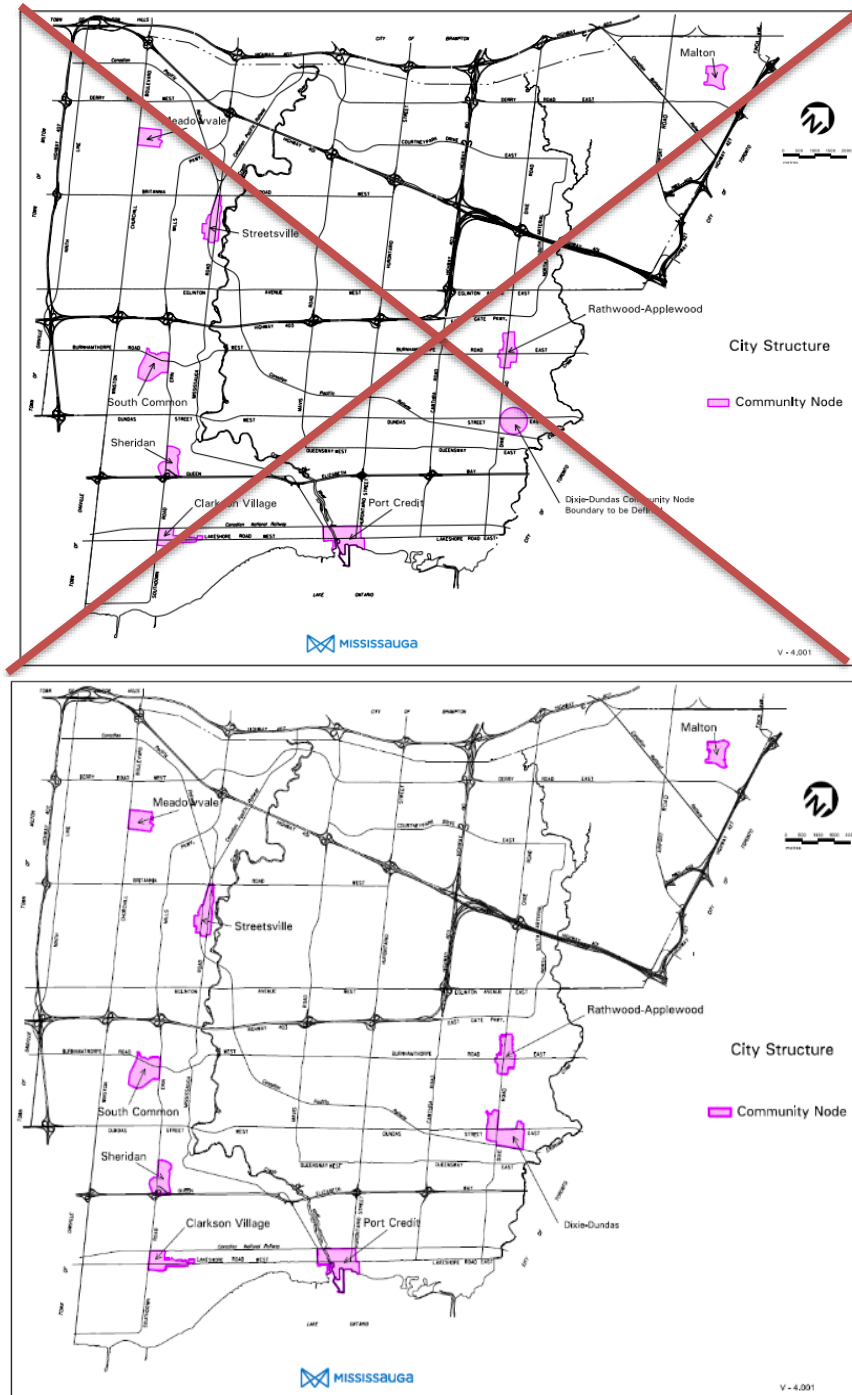
### ~~11.2.14~~<sup>15</sup> Airport

~~11.2.14~~<sup>15.1</sup> Lands designated Airport permit all uses that support Airport operations, the needs of the traveling public and Airport employees.

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# 14 Community Nodes



Map 14-1: City Structure – Community Node



## 14.1 Introduction

There are nine Community Node Character Areas in Mississauga:

- Clarkson Village;
- Dixie-Dundas;
- Malton;
- Meadowvale;
- Port Credit;
- Rathwood-Applewood;
- Sheridan;
- South Common; and
- Streetsville.

This section identifies the modifications to the General Land Use designations in Chapter 11 that apply to all Community Nodes. Policies shown in a blue box are **Protected Major Transit Station Area** policies subject to the provisions of Subsection 16(16) of the *Planning Act*.

### 14.1.1 General

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

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

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

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

### 14.1.2 Residential

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

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

- a. low-rise apartment dwellings.

14.1.2.3 Proposals for additional development on lands with existing apartment buildings will, as a

condition of development, demonstrate the following:

- that the site in its entirety meets site plan and landscaping requirements;
- compliance with the property standards by-law; and
- compliance with the applicable building code and fire code (i.e. the code in effect when the building was constructed).

### 14.1.3 Office

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

- b. Post-secondary educational facilities.

### 14.1.4 Motor Vehicle Commercial

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

### 14.1.5 Business Employment

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

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

- c. adult entertainment establishment;
- d. animal boarding establishment;
- e. body rub establishment;
- f. cardlock fuel dispensing;
- g. composting facilities;
- h. motor vehicle body repair facility;
- i. Motor Vehicle Commercial;

- j. outdoor storage and display areas related to a permitted manufacturing use;
- k. transportation facilities;
- l. trucking terminals;
- m. self storage facilities; and
- n. **waste processing stations** or **waste transfer stations**.

### 14.1.6 Industrial

14.1.6.1 The Industrial designation will not be permitted.

### 14.1.7 Mall-based Community Nodes

The Malton, Meadowvale, Rathwood-Applewood, Sheridan and South Common Community Nodes were all created around an indoor shopping mall and have a concentration of retail and service commercial uses and community facilities. Community Nodes are expected to evolve and change as they intensify, however, their planned function as the focal point of commercial, community and transit uses serving the existing and planned residential and employment community within the Nodes and surrounding residential neighbourhoods, is to remain.

Many of the indoor shopping malls have undergone significant changes since they were initially built in terms of the mix of tenants, uses, physical size and layout. Common to all the shopping malls are large areas of surface parking and a variety of single storey small and large format retail stores that have developed surrounding the malls.

The mall-based Community Nodes will evolve into healthy sustainable complete communities with:

- their role as the centre of community life for persons of all abilities, incomes and ages preserved and enhanced through the provision of amenities, facilities, social spaces and an attractive public realm

- their planned function as a focal point for retail and service commercial uses, community facilities and transit facilities retained
- the provision of a mixture of residential built forms and tenures suitable to a variety of income levels and household types including below-market priced housing
- active transportation modes that are prioritized within the Nodes and connect to the surrounding residential neighbourhoods
- public transit that is prioritized over vehicular traffic and connects to the surrounding regional communities
- densities and a mix of uses that allow people to meet many of their needs locally and within walking distance
- attractive and well-connected built environments that promote physically active lifestyles
- environmentally resilient development that includes the use of **stormwater best management practices** and **green infrastructure**.

#### 14.1.7.1 General

14.1.7.1.1 Community infrastructure within the Nodes should be retained and, where appropriate, enhanced to meet the needs of the existing and planned residential population of the Nodes and surrounding neighbourhoods.

14.1.7.1.2 Public and private elements, including cultural uses, public art and the design of buildings and spaces should be unified and create a sense of place that is accessible, age friendly, comfortable and welcoming at all times of the year and contributes to a unique identity for each Node.

14.1.7.1.3 Parkland should be designed and located to create a central focus for the Node. Parkland may also provide gathering spaces and linear connections throughout the Node, to existing open spaces,

commercial developments, community facilities and to surrounding neighbourhoods.

14.1.7.1.4 A minimum of one playground should be provided in a central location within the Node.

14.1.7.1.5 Privately owned publicly accessible space that enhances and connects the public open space system is encouraged.

14.1.7.1.6 **Tactical urbanism** is encouraged to enliven Nodes on a temporary basis or to test ideas for long term changes.

14.1.7.1.7 Transit infrastructure and service within the Node should be retained and, where appropriate, enhanced to meet the needs of the ridership demand of the Node in alignment with MiWay standards.

#### 14.1.7.2 Height and Density

14.1.7.2.1 A minimum building height of three storeys and a maximum building height of 15 storeys will apply. Buildings without a residential component will have a minimum height of two storeys.

14.1.7.2.2 A maximum **Floor Space Index (FSI)** of 2.25 to be calculated across the entire area of the Node, excluding public and private roads, will apply.

14.1.7.2.3 Individual properties will not exceed an **Floor Space Index (FSI)** of 2.25 unless it can be demonstrated to the satisfaction of the City that the FSI for the entire Node will not be exceeded and the development potential of other lands within the Node has been considered.

14.1.7.2.4 A gross density of between 150 and 250 residents and jobs combined per hectare measured across the Node will be achieved.

14.1.7.2.5 A combination of residential and employment uses are encouraged.

#### 14.1.7.3 Urban Design

14.1.7.3.1 Development will provide for a range of building types and heights, including **mid-rise buildings** to create diversity of urban form and

housing choice. For the purposes of these policies, **Mid-rise Building** means a building having a height that is greater than four storeys and less than the width of the street on which it fronts but not greater than 12 storeys. A **mid-rise building** cannot be structurally connected to a **tall building**.

14.1.7.3.2 Buildings will be designed and located to:

- o. frame and animate streets and public spaces;
- p. create a coherent built environment;
- q. provide setbacks along internal roads that provide a consistent building edge and relate to the scale of buildings and width of roads;
- r. provide reduced building setbacks on internal roads with grade; related retail and service commercial uses, where appropriate;
- s. provide significant and consistent setbacks along collector and arterial streets to promote landscape boulevards that enhance the pedestrian experience; and
- t. create a street-wall along collector and arterial streets with appropriate openings for street-facing courtyards that provide usable landscape areas for residents and pedestrians

14.1.7.3.3 **Tall buildings** should have **podiums** and be located along arterial or collector roads or near transit stations.

14.1.7.3.4 In order to maximize natural light, sky views and privacy, the following will be required:

- u. a. appropriate transitions between buildings, to open spaces and to adjacent neighbourhoods;
- v. b. a minimum separation distance of 40 metres between any portions of buildings that are greater than six storeys in height within the Meadowvale Community Node to prevent clustering; and
- w. c. generous separation distances between tall buildings within the Malton, Rathwood-Applewood, Sheridan and South Common Community Nodes to prevent clustering.

#### 14.1.7.4 Residential Uses

14.1.7.4.1 Residential development permitted by any land use designation will include:

- x. a minimum 10 percent of housing units that are below-market for each development application proposing more than 50 residential units within the Meadowvale, Sheridan and South Common Community Nodes. This will be comprised of units targeted for a range of middle income households.

Approximately half of these units will be larger, family-sized dwellings containing more than one bedroom. For the purposes of this section:

- middle income is defined as Mississauga households with annual earnings between the lowest 40 to 60 percent of income distribution
- below-market ownership housing means housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income
- below-market rental housing means a unit for which the rent does not exceed 30 percent of gross annual household income

14.1.7.4.2 Affordable housing for low income households will be encouraged. It is recognized that affordable housing provision is subject to landowners being able to secure access to adequate funding and collaboration with the Region of Peel as Service Manager for subsidized housing.

14.1.7.4.3 Reduced parking requirements will be considered for the below-market and affordable housing units described in policies 14.1.7.4.1 and 14.1.7.4.2 as an incentive to encourage their development.

14.1.7.4.4 The below-market housing units described in policy 14.1.7.4.1 are to be comprised of a mix of both below-market rental and below-market ownership housing when considered across the Node. Individual development applications are encouraged wherever possible to include a mix of

both below-market rental and below-market ownership housing.

14.1.7.4.5 Land conveyance to a non-profit housing provider such as the Region of Peel will be considered in lieu of the direct provision of some or all of the below-market housing units described in policy 14.1.7.4.1. Land parcel size, configuration, location, estimated unit yield and adherence to all other policies of this Plan will be included in this consideration.

14.1.7.4.6 Any existing below-market rental housing units that are retained under the provisions of the City's Rental Housing Protection By-law will count towards the below-market housing unit requirements described in Policy 14.1.7.4.1.

14.1.7.4.7 Residential built forms, unit types and sizes will accommodate the needs of a diverse population. This includes people at all stages of life and ability, particularly older adults, families and those with special needs.

14.1.7.4.8 Notwithstanding the Residential Medium Density policies of this Plan, low-rise and mid-rise apartment buildings are also permitted.

#### 14.1.7.5 Mixed Use Designation

14.1.7.5.1 Lands designated Mixed Use will provide a variety of retail and service commercial uses that meet the needs of everyday living for people residing and working within each Node and those living in surrounding neighbourhoods.

14.1.7.5.2 Retail and service commercial uses will be located to animate streets and public spaces.

14.1.7.5.3 Retail and service commercial uses are required on at least a portion of the ground floor of buildings on lands designated Mixed Use.

14.1.7.5.4 Official plan amendments for the redesignation of lands designated Mixed Use may be considered provided the planned function of the non-residential uses is maintained.

14.1.7.5.5 Redevelopment that results in a loss of retail and service commercial floor space will not be



permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained.

14.1.7.5.6 For the purposes of the policies in this section, maintenance of the non-residential planned function of the Mixed Use designation means:

- y. the role of the Community Node in the City Structure hierarchy is maintained
- z. community facilities and gathering space functions are maintained;
- aa. significant concentration of convenient, easily accessible retail and service commercial uses that meet the needs of the local population is maintained; and
- bb. a grocery store use is maintained within the Node.

#### 14.1.7.6 Office Uses

14.1.7.6.1 Redevelopment that results in the loss of office space will be discouraged.

14.1.7.6.2 Office development may be excluded from the calculation of maximum FSI requirements without an amendment to this Plan.

#### 14.1.7.7 Environment

14.1.7.7.1 To achieve a sustainable community and reduce reliance on fossil fuels, development will be designed to include sustainable measures such as:

- cc. designing and orienting buildings to be “solar ready” and to take advantage of passive heating and cooling;
- dd. connecting to district energy systems, where available;
- ee. using **renewable energy** sources such as solar or geothermal energy;
- ff. managing stormwater run-off through innovative methods including **stormwater best management practices** and **green infrastructure**; and

gg. installing green roofs or white roofs.

#### 14.1.7.8 Transportation

14.1.7.8.1 A road system with numerous intersections will be required to provide connectivity and encourage walking and cycling as the predominate modes of transportation within the Nodes.

14.1.7.8.2 Block sizes will be a maximum of 80 by 180 metres or an equivalent perimeter. Roads surrounding blocks will be public and meet City right-of-way and design standards.

14.1.7.8.3 A limited number of private roads may be permitted instead of a public road to facilitate underground services such as deliveries and parking, subject to the following:

- hh. public easements will be required;
- ii. required right-of-way widths will be provided; and
- jj. appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

14.1.7.8.4 New roads will connect and align with existing roads in surrounding neighbourhoods.

14.1.7.8.5 New roads will be designed as **complete streets**. Existing arterial and collector roads within and surrounding the Node will be redesigned as **complete streets**, as appropriate.

14.1.7.8.6 Landscaping, street furniture and building setbacks will be used to animate roads and create a positive pedestrian, cycling and transit oriented experience.

14.1.7.8.7 Vehicular access from roads will be coordinated and consolidated in order to minimize driveways and disruption to pedestrians, cyclists and transit.

14.1.7.8.8 Pedestrian and cycling connections to transit facilities will be prioritized.

14.1.7.8.9 Transit services will be enhanced as ridership demands increase. Transit stations and

facilities will be incorporated into redevelopment plans adhering to MiWay standards.

14.1.7.8.10 Bicycle parking will be required and will be located throughout the Nodes and at transit facilities.

14.1.7.8.11 On-street parking will be provided as appropriate and integrated into the **streetscape** design, balancing the needs of all modes of transportation and the public realm elements that share the right-of-way.

14.1.7.8.12 Surface parking areas will be replaced by structured parking. Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off point delivery services.

14.1.7.8.13 Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate.

14.1.7.8.14 Underground parking structures are preferred, however, where above grade parking structures are permitted they will be screened in such a manner that vehicles are not visible from public view and have appropriate direction signage to the structure. Along prominent streets, parking structures should be screened by liner buildings that incorporate a mix of uses between the parking structure and the street.

#### 14.1.7.9 Implementation

14.1.7.9.1 The need for a development master plan will be determined through a pre-application meeting and in consultation with staff prior to application submission. Redevelopment of the existing mall properties will require a development master plan. Matters to be addressed by the development master plan may, among other matters, include the following:

- kk. delineation of development blocks;
- ll. road alignment and characteristics;

mm. distribution of density;

nn. building heights and massing;

oo. land uses and estimated number of people and jobs;

pp. phasing plans ;

qq. relationship to surrounding areas;

rr. servicing requirements;

ss. a public realm plan, including parkland;

tt. vehicular and active transportation circulation plan;

uu. vehicular and bicycle parking;

vv. animation at grade, particularly for retail focus areas and in proximity to transit services and along major roads;

ww. environmentally sustainable measures;

xx. existing and proposed transit infrastructure; and

yy. pedestrian Network Plan

14.1.7.9.2 The City will work with development proponents to integrate public and private investments to achieve the objectives of this Plan including the provision of a focal point for the residents and employees within each Node and surrounding neighbourhoods, housing choices for people of various income levels and household types and improvements to multi-modal transportation assets and facilities.

14.1.7.9.3 The City may require a retail and service needs assessment study when development applications propose a reduction of existing commercial space. The study will address how the planned function of the Node as the focal point for retail and service commercial uses and community facilities for existing and planned residents of the Node and surrounding neighbourhoods is retained.

14.1.7.9.4 Where the redevelopment of retail and service commercial uses is proposed, phasing of development may be required to ensure that the

planned function of the Node is maintained during redevelopment.

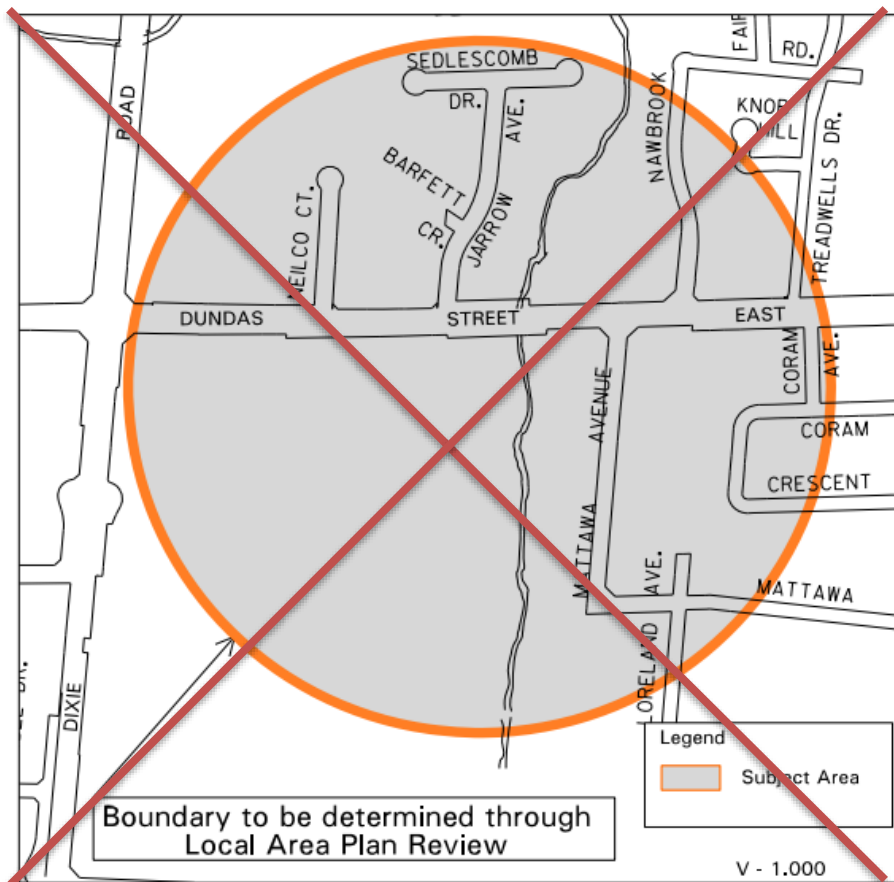
14.1.7.9.5 When a public road is required or a private road is permitted instead of a required public road, development will occur by way of plan of subdivision to secure the location and size of development blocks and the alignment of roads.

14.1.7.9.6 Applicants are encouraged to prepare development master plans jointly with other landowners in the Node. Where joint plans are not prepared, City staff may consult with other landowners in the Node.

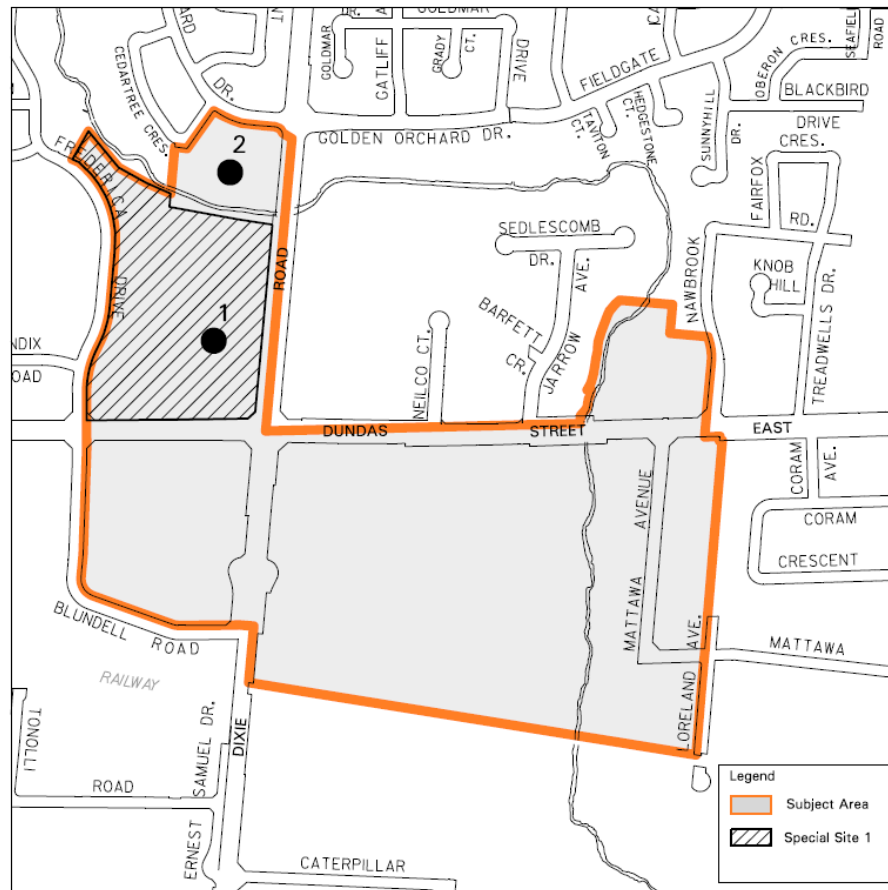
14.1.7.9.7 Applications proposing densities above a FSI of 2.25 will be required to demonstrate how the maximum density will not be exceeded across the Node and applicants may be required to enter into a development agreement and include lower density lands in the development proposal.

## 14.3 Dixie-Dundas

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



Map 14-3: Dixie-Dundas Community Node Character Area



Map 14-3: Dixie-Dundas Community Node Character Area

### 14.3.1 Introduction

The Dixie-Dundas Community Node is located within the Dundas Street Corridor and encompasses the major intersection of Dundas Street East and Dixie Road. It forms part of the Wharton and Dixie GO **Protected Major Transit Station Areas**.

The Community Node is bisected by the Little Etobicoke Creek natural area and encompasses a range of land uses such as employment, commercial, retail, and residential. The Dixie GO Station, located adjacent to the southern boundary of the Community Node, serves as a transit link to surrounding areas.

### 14.3.2 Vision

The Dixie-Dundas Community Node will evolve to be a unique mixed-use community that is well served by frequent local and higher order transit, such as the Dixie GO Station and the Dundas Bus Rapid Transit. It will include diverse employment, commercial,

institutional, and residential uses. A range of housing options, forms and tenure will be provided to meet the needs of a diverse and growing community.

Growth will be compatible with surrounding employment and residential uses supported by multi-modal connections to nearby amenities.

### 14.3.3 Land Use

14.3.3.1 The Community Node will be developed as a mixed use community with a balanced range of residential and non-residential uses.

14.3.3.2 Development with a mix of uses will be provided along Dundas Street and Dixie Road.

14.3.3.3 Development within the Regional Storm floodplain will be restricted pending the completion of City-initiated flood studies and the construction of any required mitigation measures. Holding provisions may be applied until the completion of these studies and the construction of any required mitigation measures prior to development.



14.3.3.4 Development that has frontage on Dundas Street or Dixie Road will include non-residential uses on the ground floor.

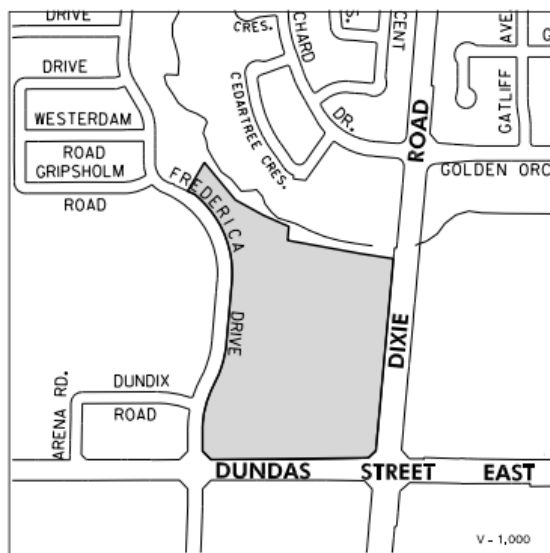
### 14.3.4 Heights

14.3.4.1 Buildings with the greatest heights will be located at the intersection of Dundas Street and Dixie Road as shown on Schedule 11: Protected Major Transit Station Areas.

### 14.3.5 Special Site Policies

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

#### 14.3.5.1 Site 1



The lands identified as Special Site 1 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.

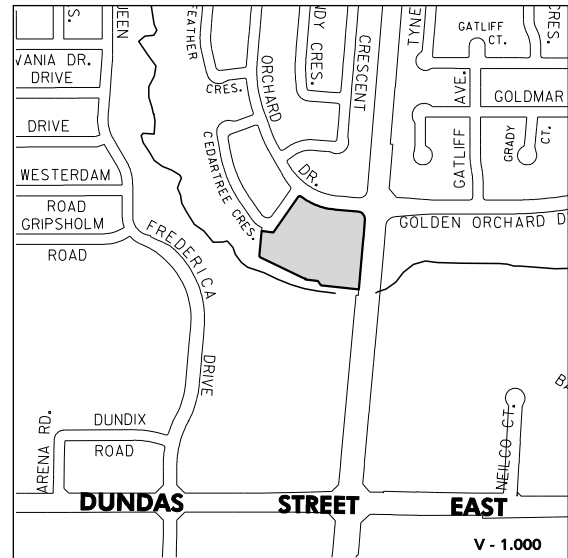
Notwithstanding the policies of this Plan which relate to development within the Regional Storm Floodplain, and the provisions of the Mixed Use, Motor Vehicle Commercial and Residential High Density designations, the following policies will apply:

- a. 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 Conservation Authority;
- b. 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 Conservation Authority;
- d. 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 Conservation Authority, 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, the City or the Conservation Authority may require engineering studies related to flood frequency, velocity and depth of flood flows, flood damage reduction measures, and stormwater management techniques. 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 Conservation Authority;
- g. ingress and egress for all development should be "safe" pursuant to Provincial Government flood proofing standards, and/or achieve the maximum level of flood protection determined to be feasible and practical based on existing infrastructure;
- h. new development will not be permitted to

locate in the floodplain where the use is:

- o 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 flood proofing measures;
  - o homes, senior care facilities, daycares, 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 flood proofing measures;
  - o 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 flood proofing measures;
- i. where new development is not considered to pose an unacceptable risk to public safety, a higher level of flood protection and/or additional flood proofing precautions above the Regulatory Flood level, may still be required due to the sensitive nature of the development; and
- j. any amendment to the Zoning By-law will include provisions required by the City or the Conservation Authority to implement the Special Site 2 policies of this Plan.

#### 14.3.6.2 Site 2



14.3.6.2.1 The lands identified as Special Site 2 are located on the southwest corner of Golden Orchard Drive and Dixie Road.

14.3.6.2.2 Notwithstanding the provisions of the Residential High Density designation, apartment dwellings are permitted subject to the following additional policies:

- a. development will be restricted to apartment dwellings to a maximum of 328 units;
- b. the maximum density will be 134 units per hectare; and
- c. the maximum building height of new development will be seven storeys.

14.3.6.2.3 Townhouse development may be permitted subject to a rezoning application that addresses, among other matters, the location, number and design of units.

14.3.6.2.3 In addition to the other applicable policies, the site will incorporate the following design guidelines:

- a. Built Form - the perceived building scale of all new construction will be minimized, by incorporating the top level of apartment units within a gable roof form with dormer window accents;
- b. Site Layout - a landscaped forecourt will be provided at principal building entrances

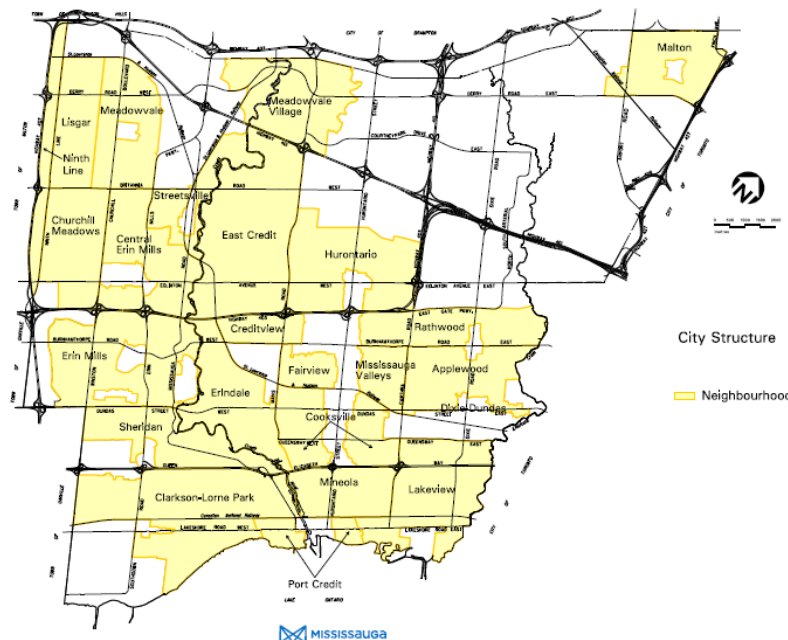
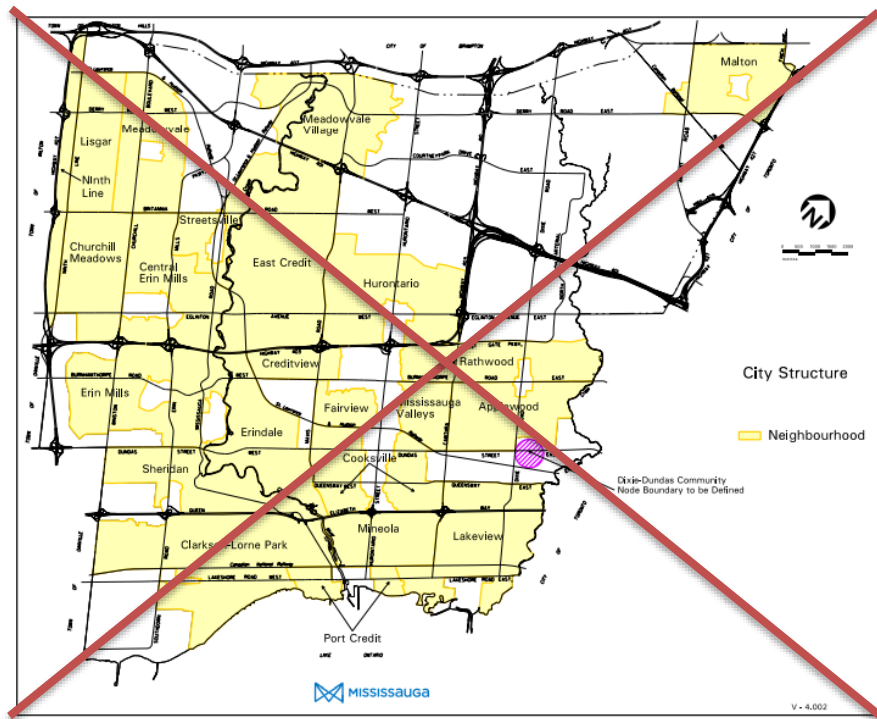
incorporating a vehicular drop-off, visitor parking and pedestrian areas;

- c. Architectural Integration - architectural details and materials of all new construction must complement the character of existing buildings on the site; and
- d. Landscaping - extensive landscape buffering will be provided along the westerly and northerly streetlines, in combination with a decorative fence. A 1.8 m high privacy fence will be erected to provide privacy for the single family dwelling with a common property line to the west.

Notes:

Existing policies are shown in the black text; proposed new changes are shown in the red text; proposed deletions to existing policies are shown as ~~strike-outs~~; a blue box around the policies/maps means that they will be implemented through the City's Major Transit Station Area official plan amendment. Text shown in light blue has been relocated to a different section the Official Plan. Text in grey is located from a different section of the Official Plan.

## 16 Neighbourhoods



Map 16-1: City Structure - Neighbourhoods

## 16.1 Introduction

There are 23 Neighbourhood Character Areas 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;
- Ninth Line
- 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. **Policies shown in a blue**

box are **Protected Major Transit Station Area** policies subject to the provisions of Subsection 16(16) of the *Planning Act*.

### 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 will be evaluated in the context of the existing lot pattern in the surrounding area.

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 recognize



and provide appropriate transition to adjacent low density residential uses.

### 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 (FSI)*** 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.

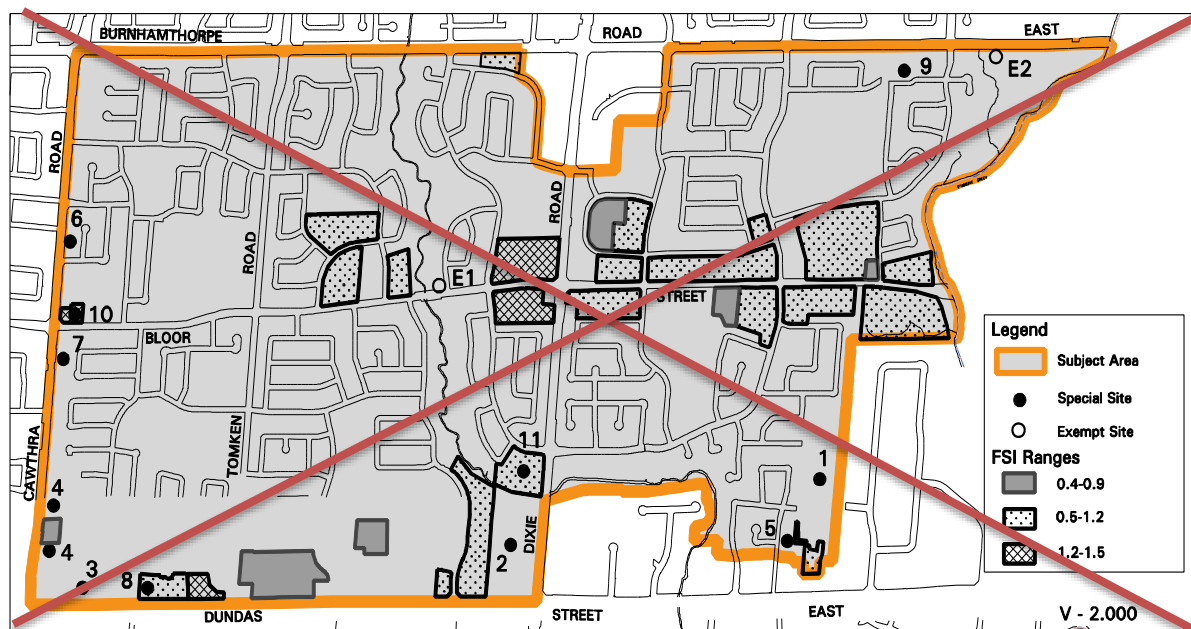
16.1.5.2 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:

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

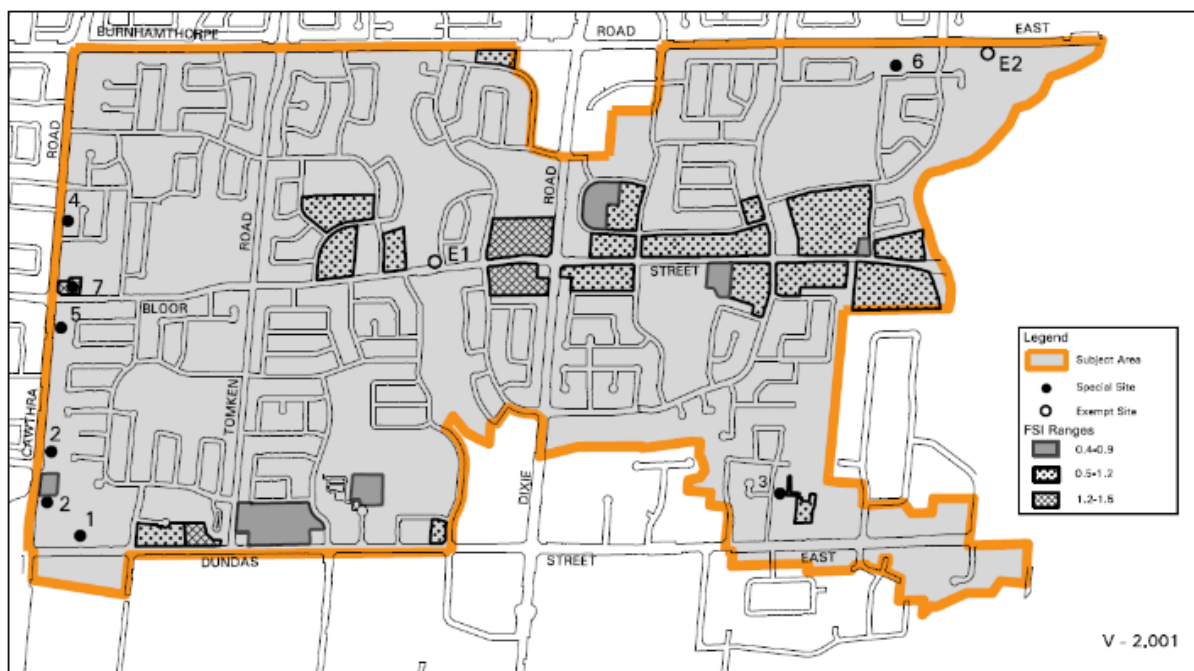
### 16.1.6 Industrial

16.1.6.1 The Industrial designation will not be permitted.

## 16.2 Applewood



Map 16-2: Applewood Neighbourhood Character Area



Map 16-2: Applewood Neighbourhood Character Area

### 16.2.1 Context

Applewood is a mature and well-established neighbourhood with a mix of detached, semi-detached, townhouse and apartment dwellings. Apartments are predominantly located along arterial and major roads and are an important piece of the overall housing stock. Apartments should be retained to provide housing options for varying lifestyle and economic needs. Retail and service uses are dispersed throughout the neighbourhood.

Arterial roads such as Burnhamthorpe Road, Dixie Road, Cawthra Road, and Dundas Street East and major collector roads like Bloor Street and Tomken Road will be the focus of future low-rise and mid-rise mixed use development. Dundas Street is an Intensification Corridor where higher densities and a greater mix of uses are encouraged to support higher-order transit. New retail, service and office uses, and higher density infill residential will be directed to these streets to reinforce a sense of place and create a complete, healthy community. New development within the neighbourhood will respect the existing lotting and street pattern, height, scale and building typology.

Streetscape improvements for portions of Cawthra Road and Dixie Road are encouraged to enhance the pedestrian realm. This may be achieved through landscaping, wider sidewalks, street trees, and/or multi-use trails.

A well-developed open space system weaves throughout the neighbourhood providing important pedestrian connections and gathering spaces. The existing parks and natural heritage features are of great importance and can be enhanced through additional community programming and site improvements that benefit people of all ages and abilities.

### 16.2.2 Urban Design Policies

#### Bloor Street

16.2.2.1 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:

- l. 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; and
- m. The mixed use properties on Bloor Street should have a stronger relationship to Bloor Street, with the main entrances of the buildings oriented towards Bloor Street and at least half of the linear frontage occupied by built form, wherever possible.

#### Dundas Street East

16.2.2.2 Dundas Street East is a higher-order transit corridor that crosses through a number of **Protected Major Transit Station Areas**. Lands along and adjacent to Dundas Street East have the potential to accommodate future growth within mixed use development, providing a range of housing types and affordability options. Emphasis on connectivity and multi-modal access along the corridor will be integrated with appropriate built form as per the Dundas Corridor policies of this Plan.

~~16.2.2.2 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 façade 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.~~

~~16.2.2.3 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 ground related podium structures (not including above ground parking structures) and intensive landscaping at the street edge, may be considered.~~

~~16.2.2.4 Pedestrian activity on lands designated Mixed Use at the northwest corner of Dundas Street East and Dixie Road should be encouraged by:~~

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

### 16.2.3 Land Use

16.2.3.1 For Medium and High Density development on lands not within a **Major Transit Station Area**, new development should not exceed the height of any existing buildings on the property, and will be further limited in height so as to form a gradual transition in massing when located adjacent to lands designated as 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 or other permanent open space feature, four to five storeys may be compatible.

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

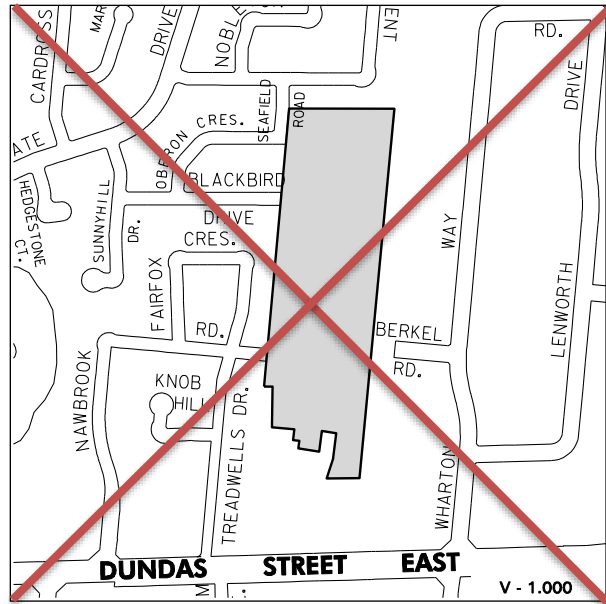
- a. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

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

## 16.2.4 Special Site Policies

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

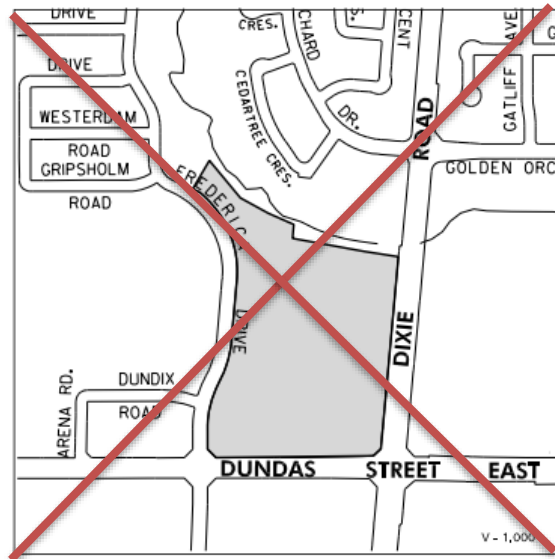
### 16.2.4.1 Site 1



~~16.2.4.1.1 The lands identified as Special Site 1 are located north of Dundas Street East, west of the Ontario Hydro corridor.~~

~~16.2.4.1.2 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.~~

### 16.2.4.2 — Site 2



16.2.4.2.1 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.

16.2.4.2.2 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:

- a. 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 **waterecourse**, will not be permitted within the special policy area without the approval of the Toronto and Region appropriate Conservation Authority (TRCA);
- b. 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 appropriate Conservation Authority;

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 appropriate Conservation Authority, 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 appropriate Conservation Authority;

g. ingress and egress should be "safe" pursuant to Provincial Government flood proofing standards, and/or achieve the maximum level of flood protection determined to be feasible and practical based on existing infrastructure;

h. new development will not be permitted to locate in the floodplain where the use is:

- o 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 flood proofing measures;

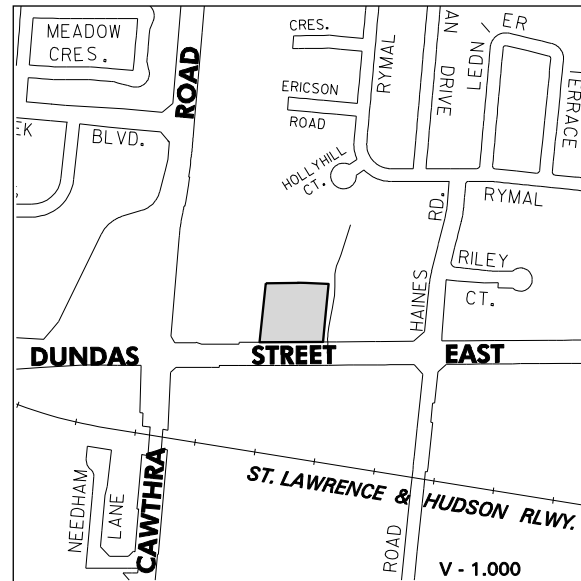
- o homes and schools, which would pose a significant threat to the safety of the inhabitants (e.g. the sick, the elderly, the disabled or the young), if involved in an emergency evacuation situation as a result of flooding or failure of flood proofing measures; and

- o 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 flood proofing measures; and

- i. where new development is not considered to pose an unacceptable risk to public safety, a higher level of flood protection and/or additional flood proofing precautions above the Regulatory Flood level, may still be required due to the sensitive nature of the development; and

- j. any amendment to the Zoning By law will include provisions required by the City or the appropriate Conservation Authority to implement the Special Site 2 policies of this Plan.

#### 16.2.4.31 Site 31

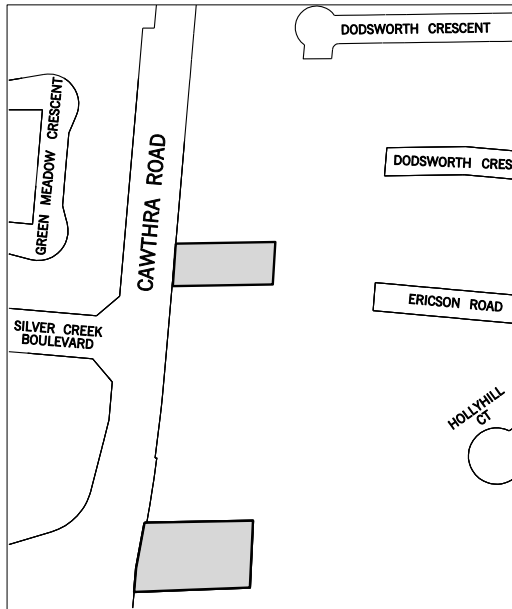


16.2.4.31.1 The lands identified as Special Site 31 are located on the north side of Dundas Street East, east of Cawthra Road.

16.2.4.31.2 Notwithstanding the provisions of this Plan the Mixed Use designation, apartment dwellings in accordance with the Residential High Density designation, will also be permitted and the following additional policies will apply:

- a. the extension of the existing cemetery is also permitted on the westerly portion of these lands; and
- b. approval for development will be subject to approval of a tree survey submission which demonstrates appropriate tree preservation measures;
- c. development may include a combination of housing types such as townhouses and high density apartment buildings; and
- d. development may consist of primarily residential uses above the ground floor.

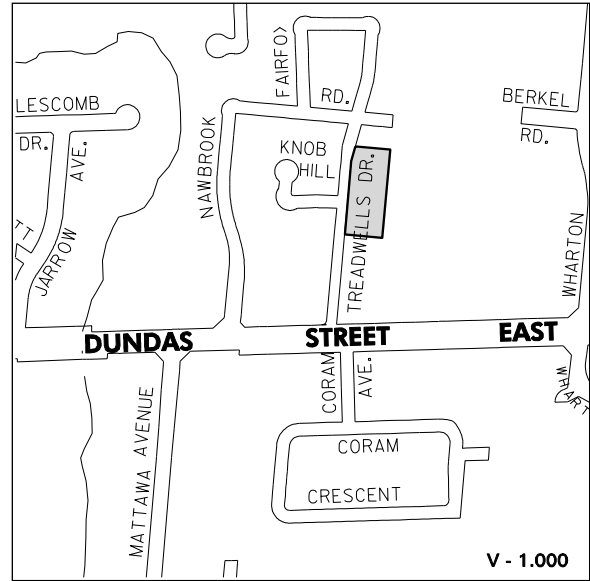


**16.2.4.42 Site 42**

16.2.4.42.1 The lands identified as Special Site 42 are located along the east side of Cawthra Road, north of Dundas Street East.

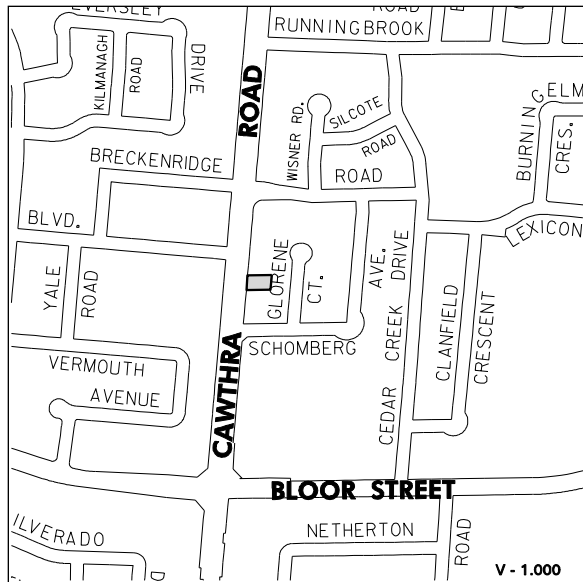
16.2.4.42.2 Notwithstanding the provisions of the Residential Low Density I designation, offices will be permitted.

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

**16.2.4.53 Site 53**

16.2.4.53.1 The lands identified as Special Site 53 are located on the east side of Treadwells Drive, north of Dundas Street East.

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

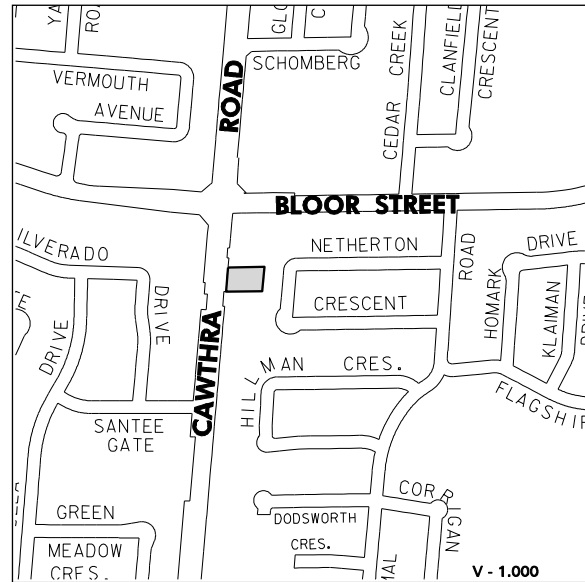
**16.2.4.64 Site 64**

16.2.4.64.1 The lands identified as Special Site 64 are located on the east side of Cawthra Road, north of Schomberg Avenue.

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

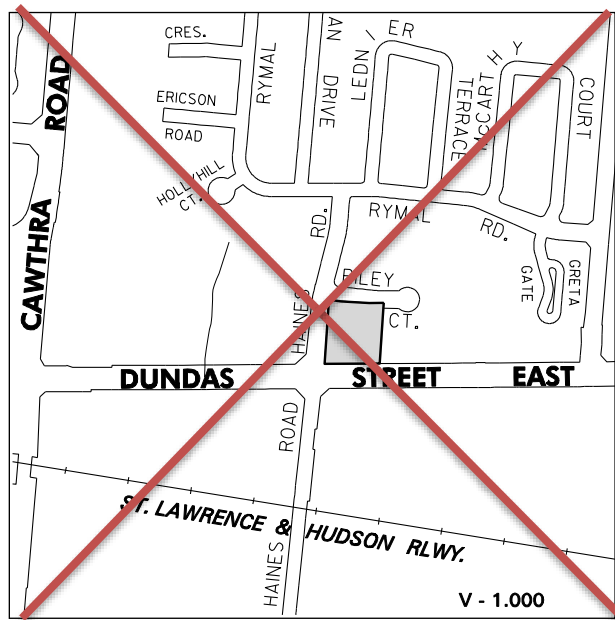
- a. a window and door showroom and associated office will be permitted in addition to residential uses;
- b. the building, including amenities and signage, whether new or modified, will have a residential appearance which is consistent with the form, design and scale of the surrounding residential area;
- c. 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;
- d. 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; and

- e. new buildings or modified buildings used for a window and door showroom and associated office will not exceed 150 m<sup>2</sup>.

**16.2.4.75 Site 75**

16.2.4.75.1 The lands identified as Special Site 75 are located on the east side of Cawthra Road, south of Bloor Street.

16.2.4.75.2 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.

**16.2.4.8 Site 8**

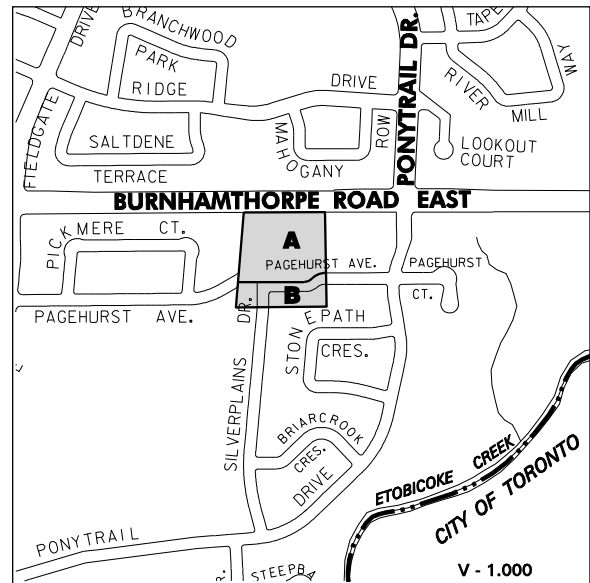
~~16.2.4.8.1 The lands identified as Special Site 8 are located on the east side of Haines Road, north of Dundas Street East.~~

~~16.2.4.8.2 Notwithstanding the provisions of the Residential High Density Designation, the following additional policies will apply:~~

~~a. apartment dwellings with a maximum height of ten storeys if the lot area is equal to or greater than 6 600 m<sup>2</sup>;~~

~~or~~

~~b. apartment dwellings with a maximum height of four storeys if the lot area is less than 6 600 m<sup>2</sup>.~~

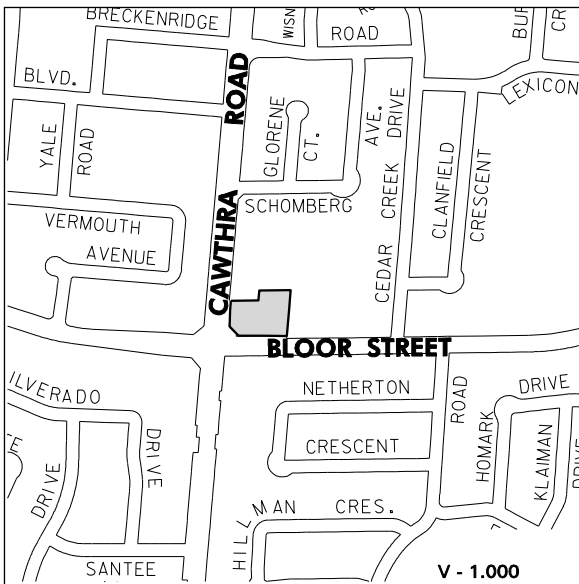
**16.2.4.96 Site 96**

16.2.4.96.1 The lands identified as Special Site 96 are located on the south side of Burnhamthorpe Road East, west of Ponytrail Drive.

16.2.4.96.2 Notwithstanding the provisions of the Residential Medium Density designation applying to Area A, a maximum of 96 townhouse units and 24 semi-detached units will be permitted.

16.2.4.96.3 Notwithstanding the provisions of the Residential Low Density I designation applying to Area B, a maximum of 11 detached dwellings will be permitted.

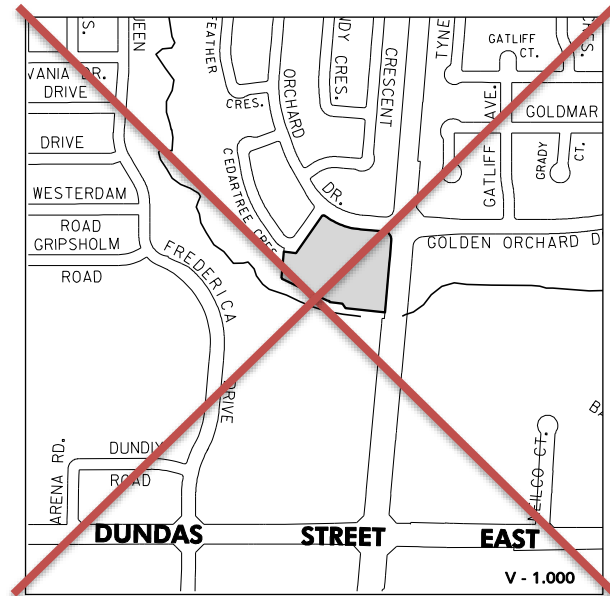
#### 16.2.4.107 Site 107



16.2.4.107.1 The lands identified as Special Site 107 are located on the northeast corner of Bloor Street and Cawthra Road.

16.2.4.107.2 Notwithstanding the provisions of the Residential High Density designation, a residential apartment building will be permitted with a maximum total gross floor area of 1.65 times the lot area. No building or structure will exceed a height of 11.9 m above established grade, excluding any mechanical penthouse.

#### 16.2.4.11 Site 11



16.2.4.11.1 The lands identified as Special Site 11 are located on the southwest corner of Golden Orchard Drive and Dixie Road.

16.2.4.11.2 Notwithstanding the provisions of the Residential High Density designation, apartment dwellings are permitted subject to the following additional policies:

- a. development will be restricted to apartment dwellings to a maximum of 328 units;
- b. the maximum density will be 134 units per hectare; and
- a. the maximum building height of new development will be seven storeys.

16.2.4.11.3 Townhouse development may be permitted subject to a rezoning application that addresses, among other matters, the location, number and design of units.

16.2.4.11.4 In addition to the other applicable policies, the site will incorporate the following design guidelines:

- a. Built Form the perceived building scale of all new construction will be minimized, by incorporating the top level of apartment units

within a gable roof form with dormer window accents;

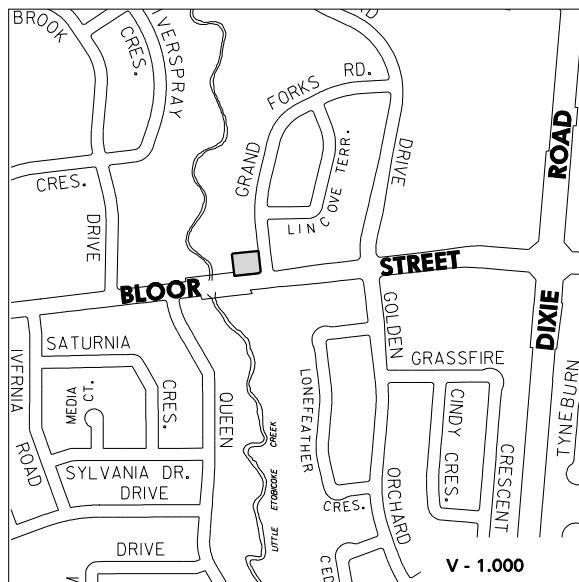
b. Site Layout a landscaped forecourt will be provided at principal building entrances incorporating a vehicular drop off, visitor parking and pedestrian areas;

c. Architectural Integration architectural details and materials of all new construction must complement the character of existing buildings on the site; and

d. Landscaping extensive landscape buffering will be provided along the westerly and northerly streetlines, in combination with a decorative fence. A 1.8 m high privacy fence will be erected to provide privacy for the single family dwelling with a common property line to the west.

## 16.2.4 Exempt Site Policies

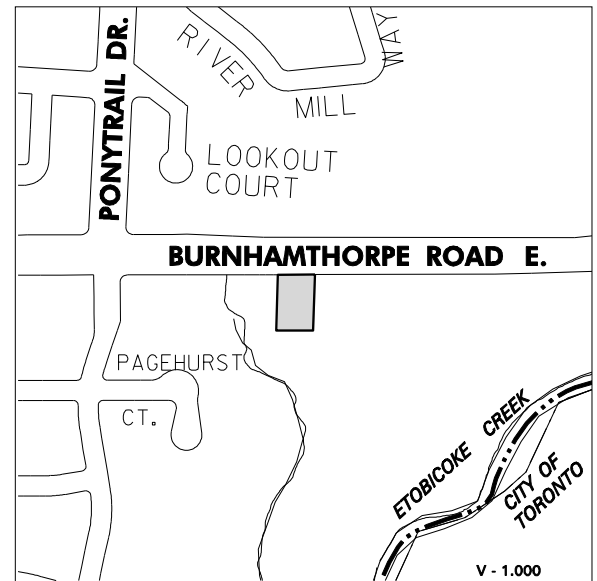
### 16.2.4.1 Site 1



16.2.4.1.1 The lands identified as Exempt Site 1 are located at the northwest corner of Grand Forks Road and Bloor Street.

16.2.4.1.2 Notwithstanding the provisions of the Residential Low Density I designation, offices will also be permitted, subject to the requirement that the external appearance of the building be visually compatible with the adjacent low density residential development.

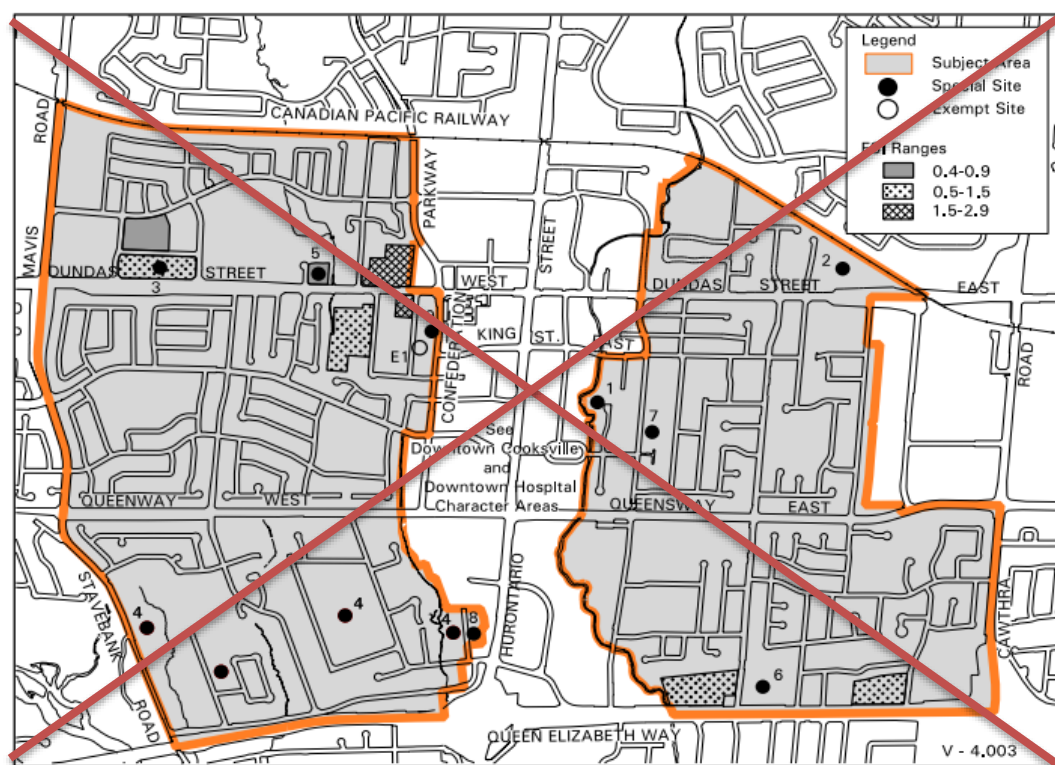
### 16.2.4.2 Site 2



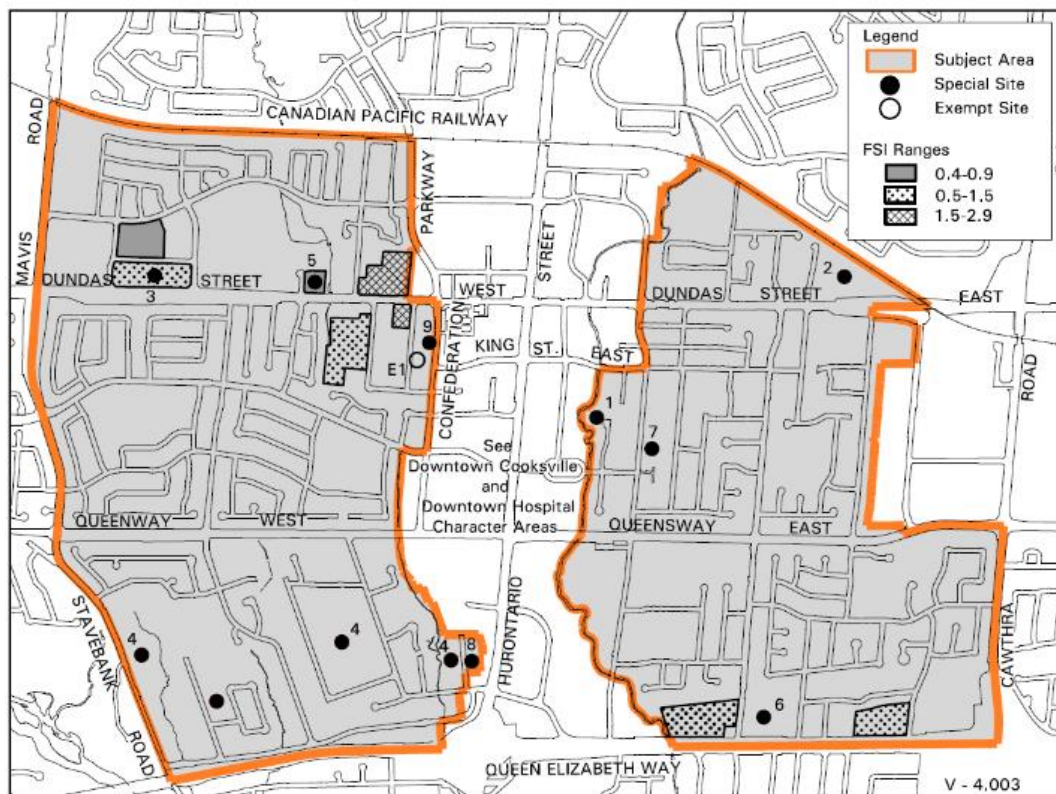
16.2.4.2.1 The lands identified as Exempt Site 2 are located on the south side of Burnhamthorpe Road East, east of Ponytrail Drive.

16.2.4.2.2 Notwithstanding the provisions of the Greenlands designation, a veterinary clinic will also be permitted.

## 16.6 Cooksville



Map 16-6: Cooksville Neighbourhood Character Area



Map 16-6: 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.

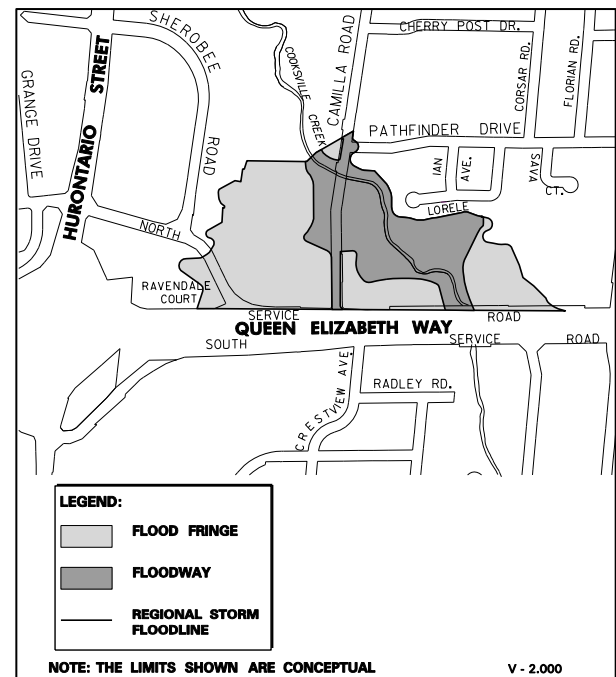
16.6.1.4 Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted:

- a. **secondary office**; and
- b. 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 Area



Map 16-6.1: Cooksville Creek Floodplain Management Concept

16.6.3.1 The lands within the Cooksville Creek floodplain shown above are located generally between the North Service Road and where the Cooksville Creek crosses Camilla Road. The area subject to these policies within the Cooksville Neighbourhood, is generally located east of Cooksville Creek. 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, Greenlands and Utility. Notwithstanding the Residential High Density, Office, Greenlands 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); and
  - passive recreation activities; and
- 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 flood proofed 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 flood proofing measures to the elevation of the regulatory flood level; and
  - the zoning of lands may utilize a holding zone to provide direction as to future permitted uses while ensuring flood proofing 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 flood proofing, 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; and

- 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 flood proofing 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 flood proofing measures; and
  - emergency 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 flood proofing 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.

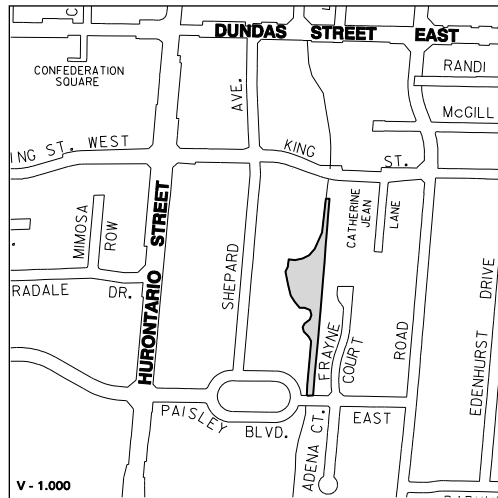
16.6.4.2 The City of Mississauga Parking Strategy, carried out in 1993, made recommendations on the short, medium and long term strategies to meet the parking requirements and to achieve urban design objectives. These recommendations will be considered in conjunction with development applications and 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 Shepard Avenue between King Street East and Paisley Boulevard East.

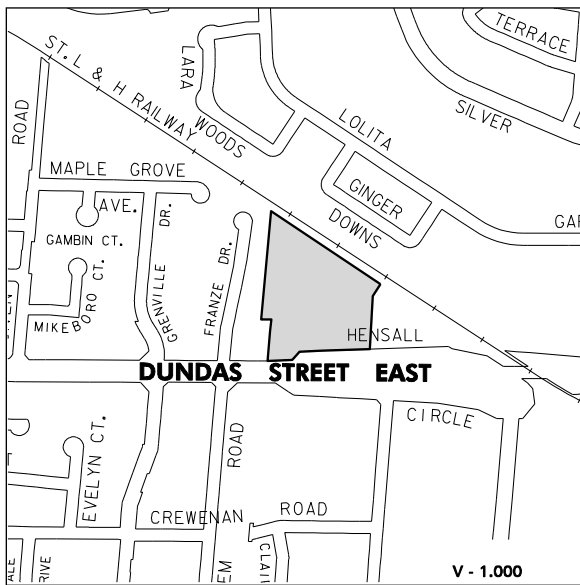
16.6.5.1.2 Notwithstanding the provisions of the Greenlands designation, the following additional policies will apply:

- a. any proposal to alter the natural alignment of the Cooksville Creek and associated Greenlands 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; and
  - 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; and
- 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 Greenlands; and
- 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; and
  - housing forms that provide for the stepping of densities and building heights from higher to the north and west ends of the site to lower to the south and east ends of the site.

### 16.6.5.2 Site 2

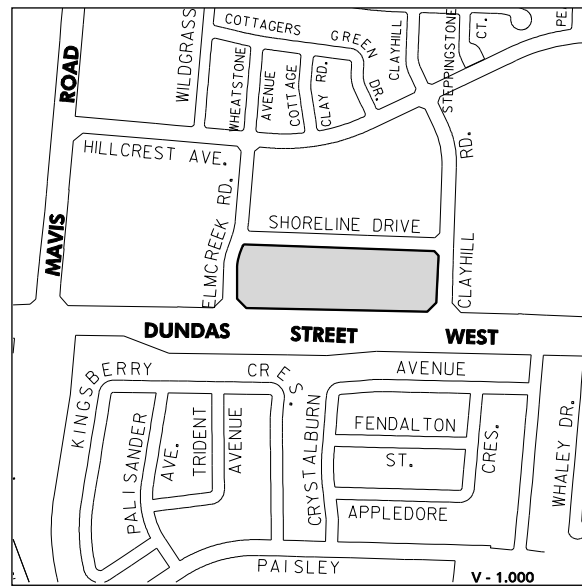


16.6.5.2.1 The lands identified as Special Site 2 are located north of Hensall Circle, abutting the CNR tracks.

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; and
- 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

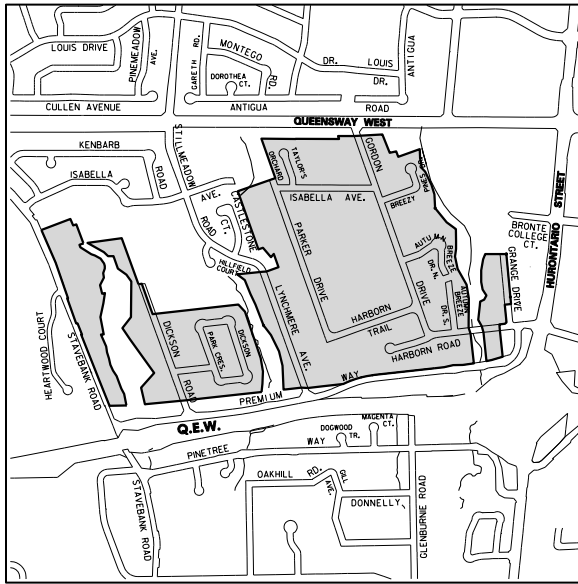


16.6.5.3.1 The lands identified as Special Site 3 are located on the north side of Dundas Street West, east of Mavis Road, in the former Canada Brick quarry site.

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

- a. all forms of townhouse 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; and
- 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.

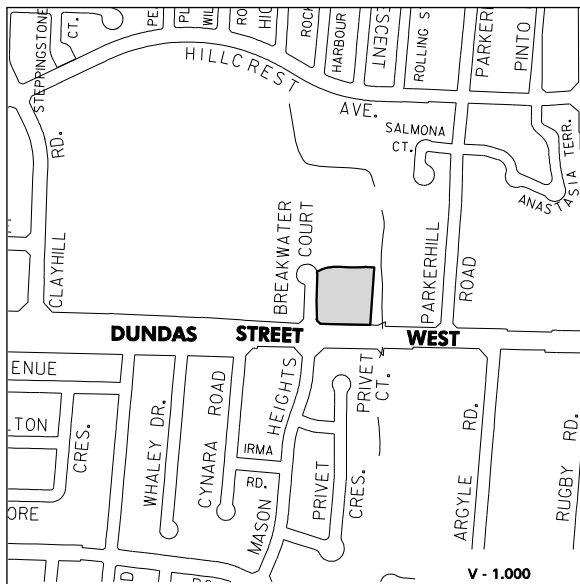
16.6.5.4.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. the generous front, rear and side yard setbacks will be preserved;
- b. landscaping and natural features will be protected, enhanced, restored, and where possible, expanded;
- c. existing grades and drainage conditions will be preserved unless modified by a City approved drainage plan;
- d. new housing will be encouraged to fit the scale and character of the surrounding development, and take advantage of the features of a particular site, e.g., topography, contours, mature vegetation;
- e. garages should be recessed or be located behind the main face of the house, or in the rear of the property;
- f. new development will have minimal impact on adjacent development with respect to overshadowing and overlook;

- g. buildings will be encouraged 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, e.g. projecting dormers and bay windows;
- h. hard surface areas in the front yard will be less than half of the front yard;
- i. existing high quality trees will be preserved to maintain the existing mature nature of these areas;
- j. 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 discouraged; and
- k. building mass, side yards and rear yards should respect and relate to those of adjacent lots.

16.6.5.4.3 Lot frontages should generally not be decreased. Consideration may be given to consents for lot frontages exceeding 50 m provided the resulting lots are in keeping with the frontage of adjacent lots.

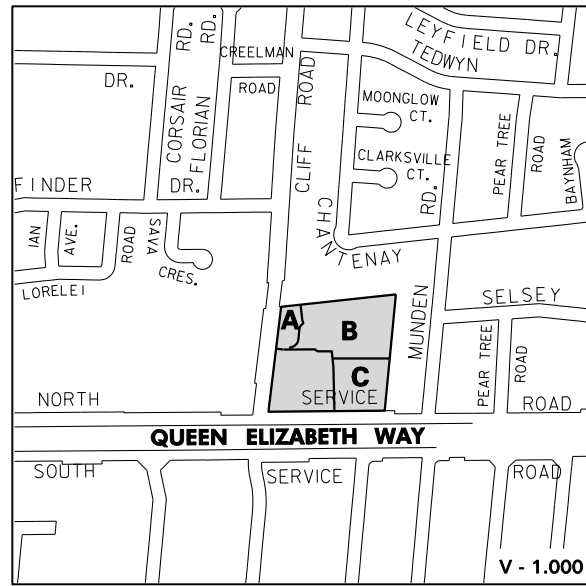
### 16.6.5.5 Site 5



16.6.5.5.1 The lands identified as Special Site 5 are located at the northeast corner of Dundas Street West and Breakwater Court.

16.6.5.5.2 Notwithstanding the provisions of the Residential Medium Density designation, development up to a **floor space index (FSI)** of 1.1 will be permitted. A concept plan for the entire property will be submitted by the applicant to ensure that the overall site development achieves an appropriate built form relationship, which defines the Dundas Street West frontage, and acceptable transitions in built form are established to the surrounding land uses.

### 16.6.5.6 Site 6



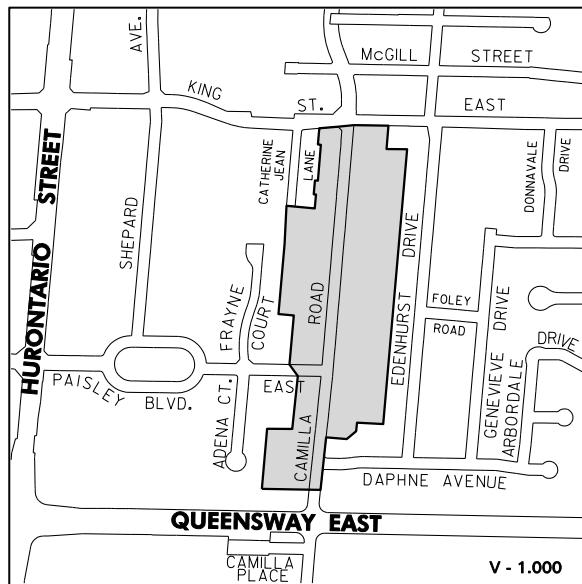
16.6.5.6.1 The lands identified as Special Site 6 are located at the northeast corner of North Service Road and Cliff Road.

16.6.5.6.2 Notwithstanding the Residential Medium Density, Residential High Density, Mixed Use and Convenience Commercial designations, the following additional policies will apply:

- The maximum **floor space index (FSI)** for the entire site shall not exceed 2.5 times the site area;
- A maximum 11 storey retirement dwelling having a maximum gross floor area of 10 702 m<sup>2</sup> shall be the only permitted use on lands identified as Area A;
- The maximum number of townhouse dwellings permitted on the lands identified as Area B shall not exceed 54 units; and
- A one storey commercial building permitting retail and personal service uses, having a maximum gross floor area of 1 075 m<sup>2</sup> shall be permitted on lands identified as Area C.



## 16.6.5.7 Site 7



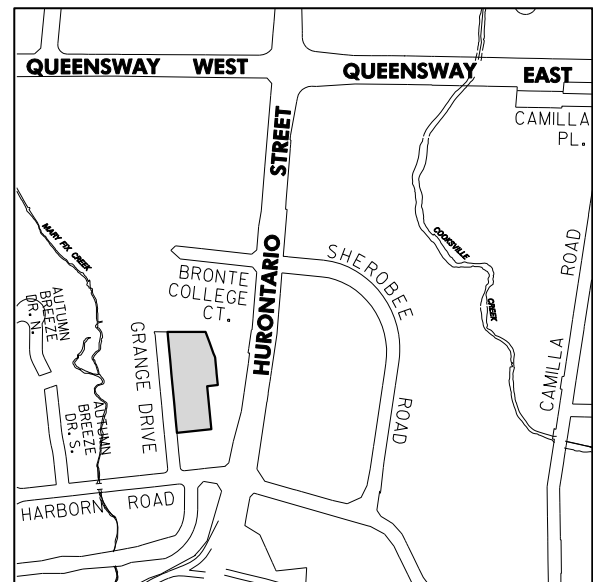
16.6.5.7.1 The lands identified as Special Site 7 are located on the east and west sides of Camilla Road between King Street East and Queensway East.

16.6.5.7.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

- the lotting, building mass, side yards and rear yards should respect and relate to those of adjacent lots;
- new lots should front onto existing public streets;
- existing grades and drainage conditions will be preserved unless modified by a City approved drainage plan;
- new housing will be encouraged to fit the scale and character of the surrounding development, and take advantage of the features of a particular site, e.g. topography, contours, mature vegetation;
- 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 discouraged;
- garages should be recessed or be located behind the main face of the house, or in the rear of the property;

- new development will have minimal impact on adjacent development with respect to shadowing and overlook;
- buildings will be encouraged 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, e.g. projecting dormers and bay windows;
- hard surface areas in the front yard will be less than half of the front yard; and
- existing high quality trees will be preserved to maintain the existing mature nature of the area.

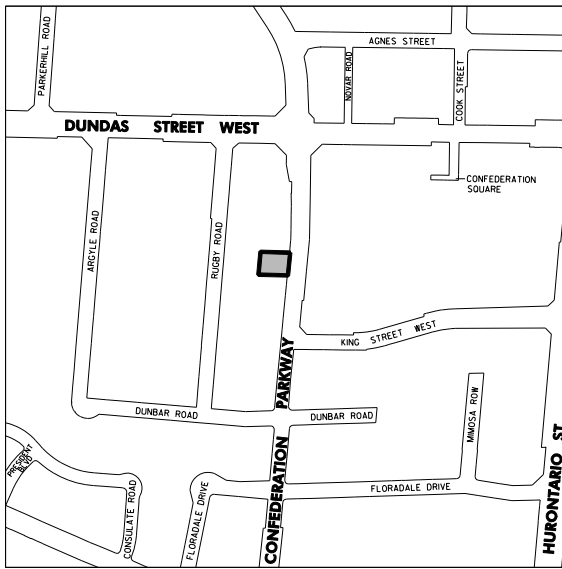
## 16.6.5.8 Site 8



16.6.5.8.1 The lands identified as Special Site 8 are located on the east side of Grange Drive, north of Harborn Road.

16.6.5.8.2 Notwithstanding the policies of this Plan, only horizontal multiple dwellings will be permitted.

### 16.6.5.9 Site 9

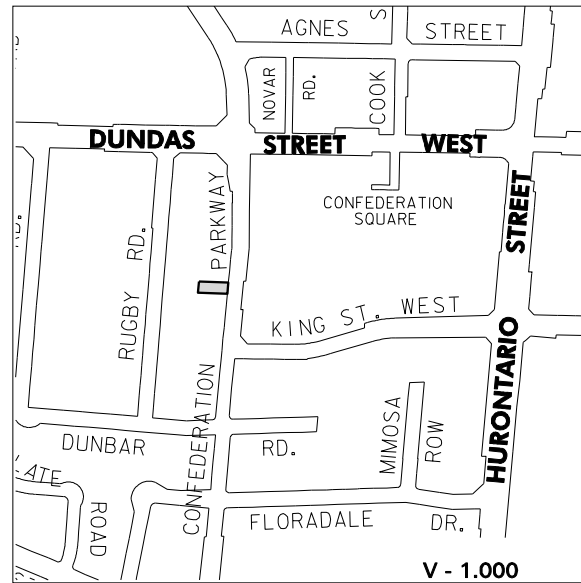


16.6.5.9.1 The lands identified as Special Site 9 are located south of Dundas Street West and on the west side of Confederation Parkway.

16.6.5.9.2 Notwithstanding the policies of this Plan, townhouses will be permitted on the subject land.

### 16.6.6 Exempt Site Policies

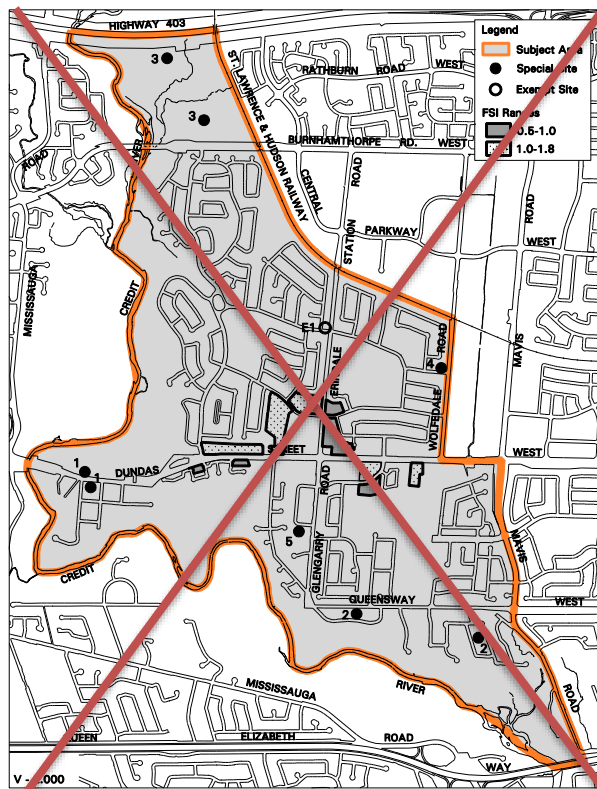
### 16.6.6.1 Site 1



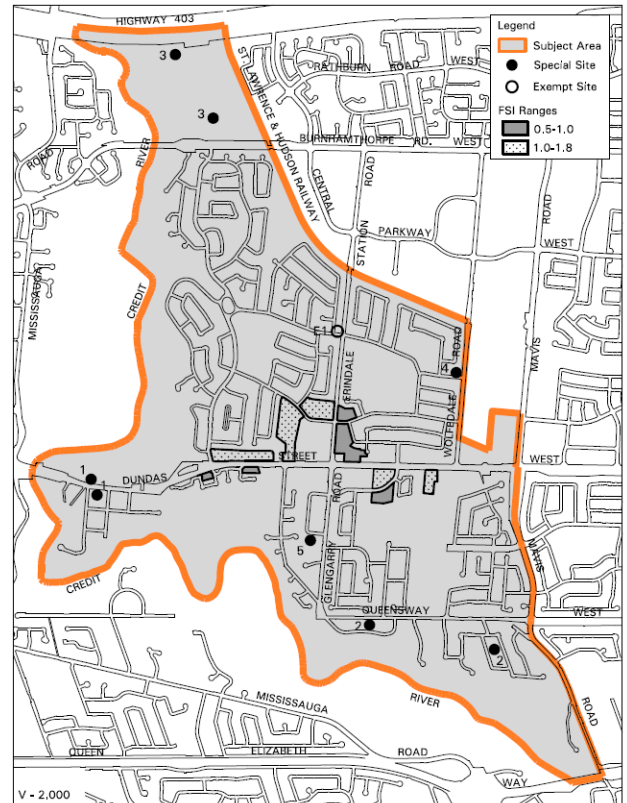
16.6.6.1.1 The lands identified as Exempt Site 1 are located on the west side of Confederation Parkway, south of Dundas Street West.

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

## 16.9 Erindale



Map 16-9: Erindale Neighbourhood Character Area



Map 16-9: Erindale Neighbourhood Character Area

### 16.9.1 Land Use

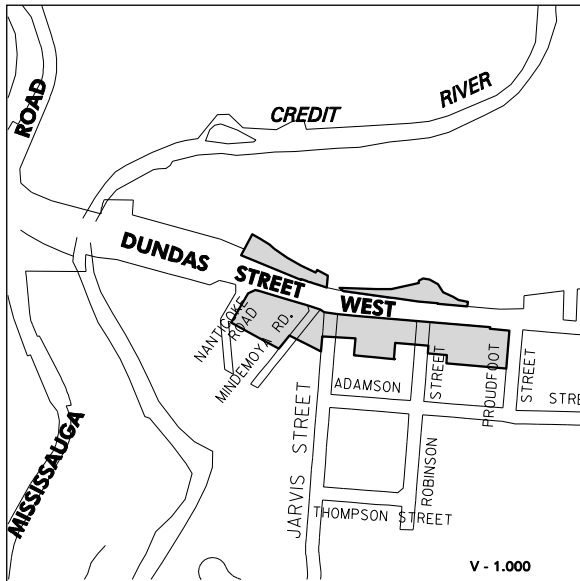
16.9.1.1 Notwithstanding the provisions of the Residential Low Density I designation, the Residential Low Density I designation permits only detached dwellings.

16.9.1.2 Notwithstanding the provisions of the Residential Medium Density designation, 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



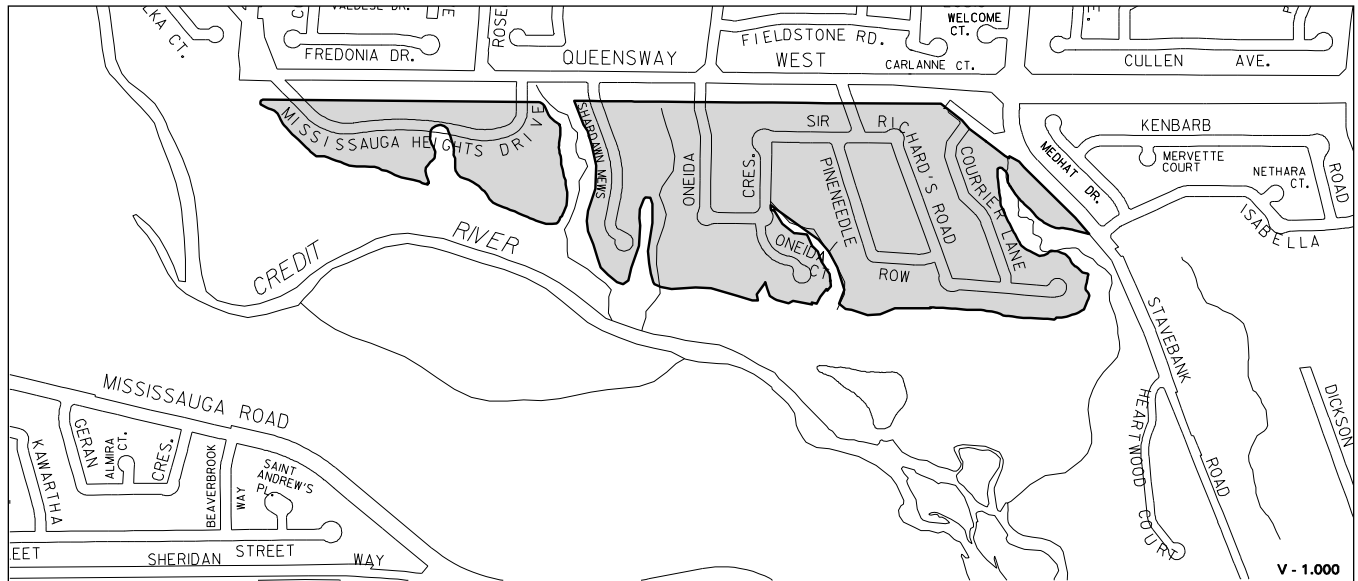
16.9.2.1.1 The lands identified as Special Site 1 are located along the north and south sides of Dundas Street West, east of the Credit River and extend easterly from Nanticoke Road to Proudfoot Street.

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

- 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;
- 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;
- minimal signage will be permitted and the design of such signage and external lighting will be compatible with the residential character of the area;

- 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;
- the closed road allowance for Nanticoke Road will provide access to parking and form part of a pedestrian walkway to the Credit River valley;
- notwithstanding the provisions of the Mixed Use designation, 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; and
- buildings should have a minimum of two storeys and a maximum of three storeys in height.

### 16.9.2.2 Site 2

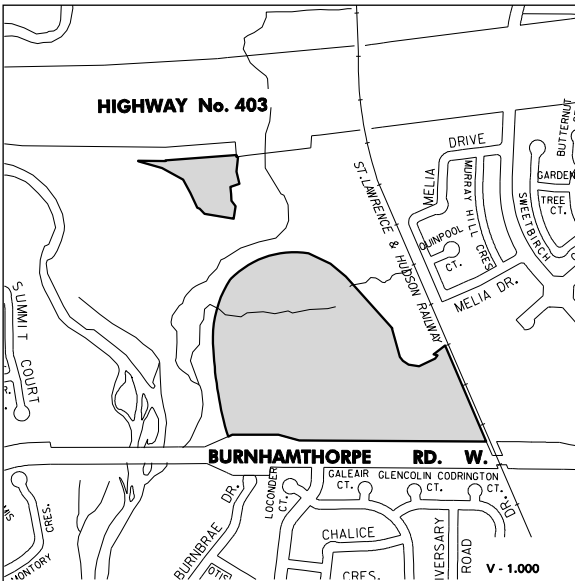


16.9.2.2.1 The lands identified as Special Site 2 are located south of Queensway West, west of Stavebank Road.

16.9.2.2.2 Notwithstanding the provisions of the Residential Low Density I designation, 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; and
- 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 m<sup>2</sup>.

### 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.

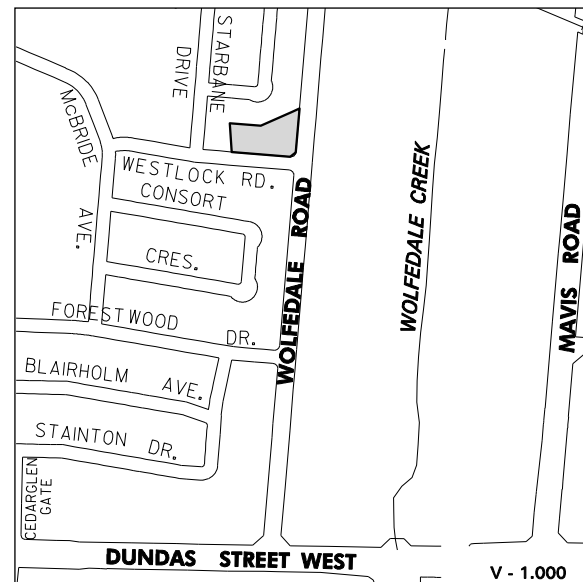
16.9.2.3.2 Notwithstanding the provisions of the Public Open Space and Greenlands designations, the following additional policies will apply:

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

- 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



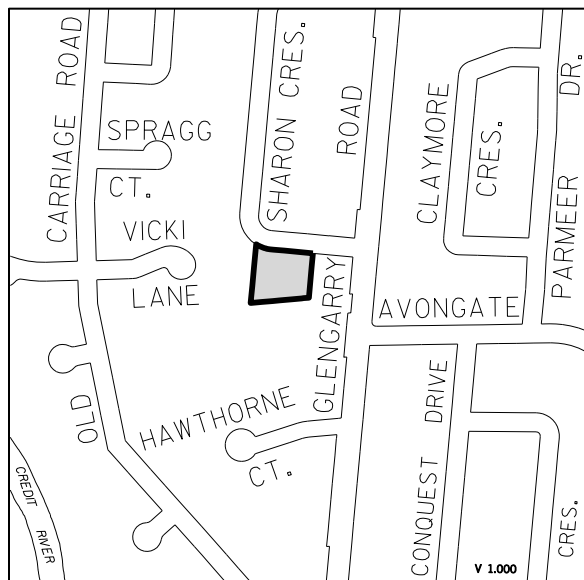
16.9.2.4.1 The lands identified as Special Site 4 are located at the northwest corner of Wolfedale Road and Westlock Road.

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

- a. townhouse dwellings; and
- b. motor vehicle rental facility.



### 16.9.2.5 Site 5

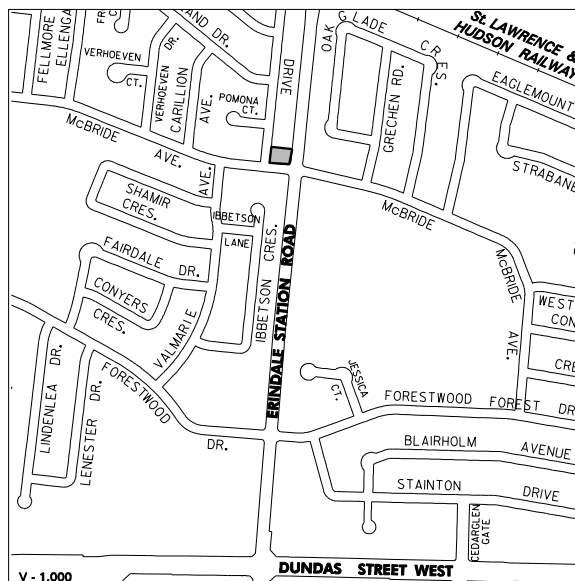


16.9.2.5.1 The lands identified as Special Site 5 are located on the south side of Sharon Crescent, west of Glengarry Road.

16.9.2.5.2 Notwithstanding the policies of this Plan, a maximum of three detached dwellings will be permitted.

### 16.9.3 Exempt Site Policies

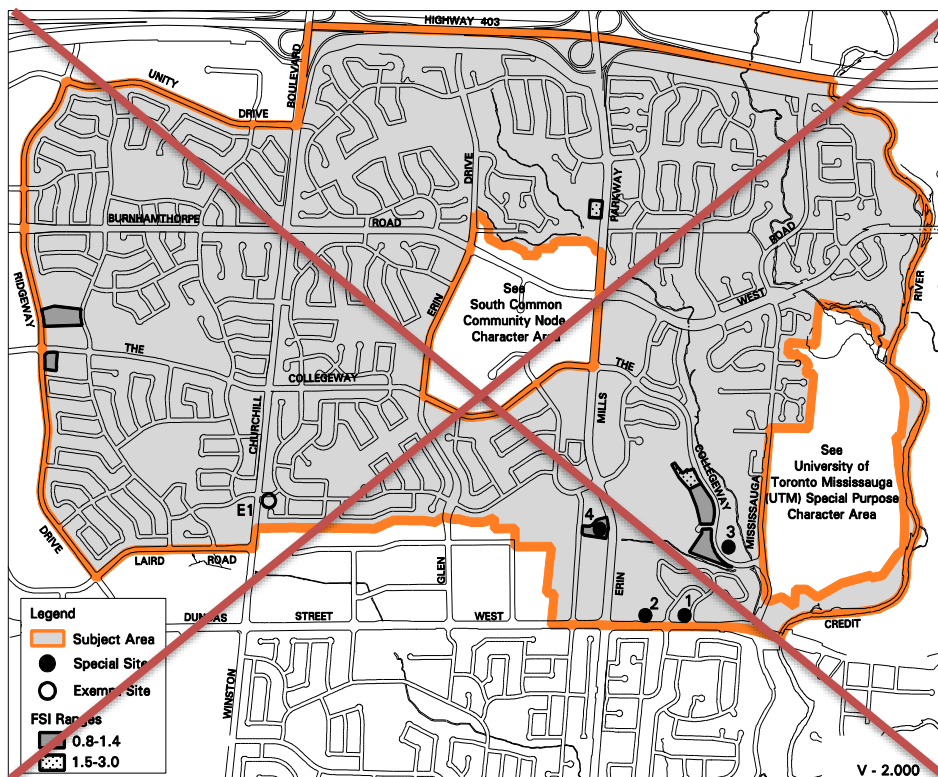
#### 16.9.3.1 Site 1



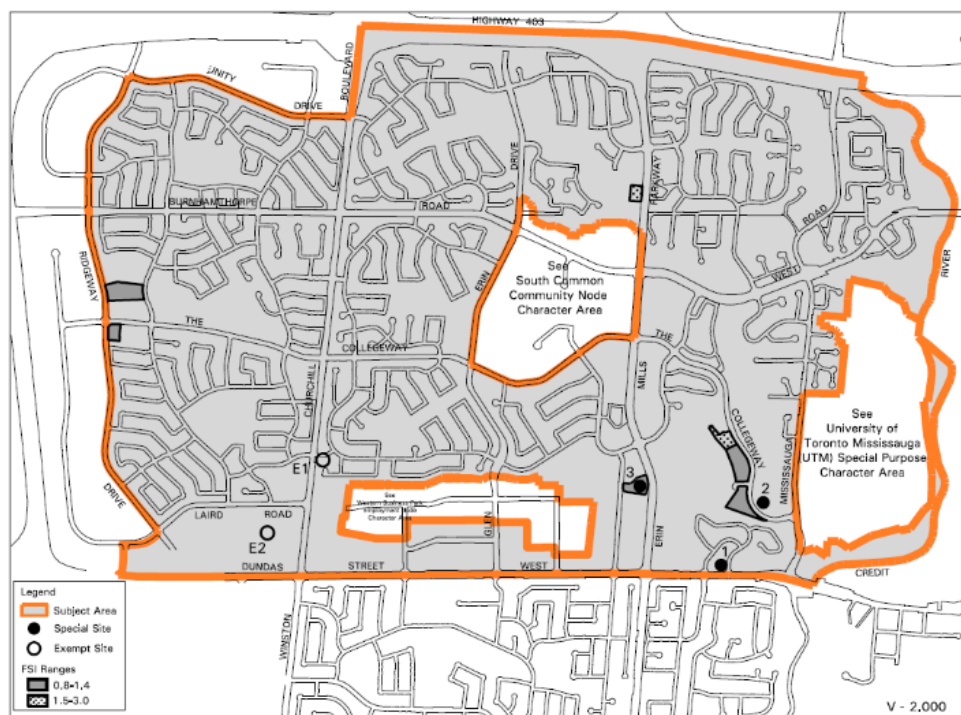
16.9.3.1.1 The lands identified as Exempt Site 1 are located at the northwest corner of Erindale Station Road and McBride Avenue.

16.9.3.1.2 Notwithstanding the provisions of the Residential Low Density II designation, medical offices will also be permitted.

## 16.10 Erin Mills



Map 16-10: Erin Mills Neighbourhood Character Area



Map 16-10: Erin Mills Neighbourhood Character Area

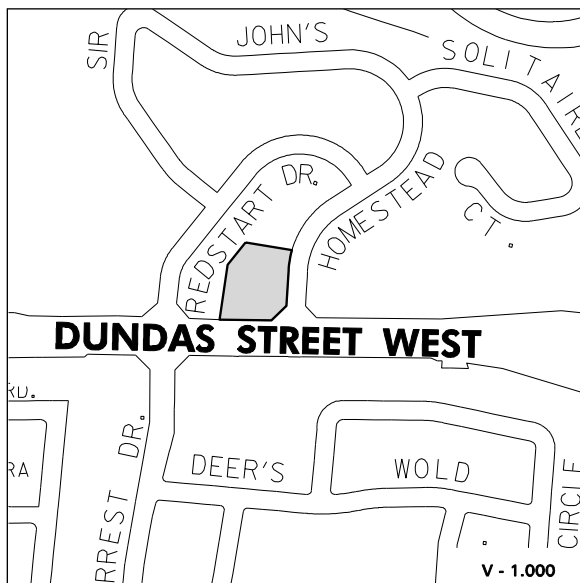
### 16.10.1 Land Use

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.

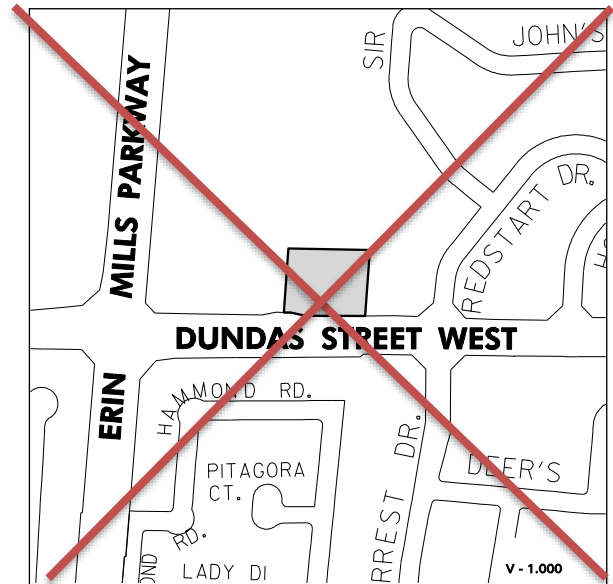
#### 16.10.2.1 Site 1



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 provisions of the Residential Low Density I designation, office uses will be permitted.

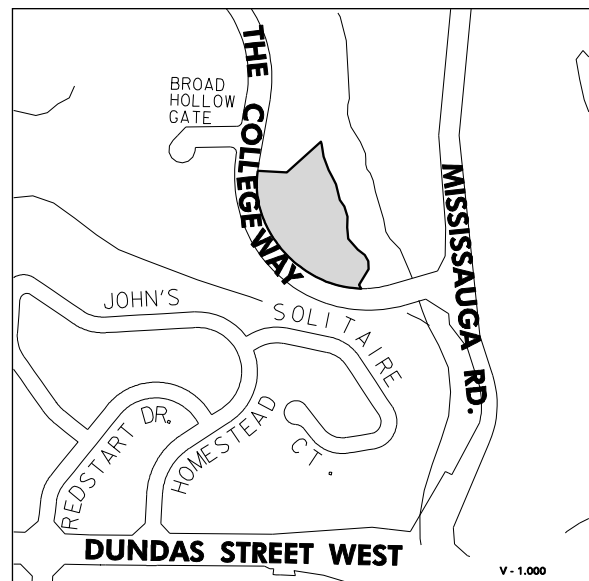
#### 16.10.2.2 Site 2



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.

#### 16.10.2.3 Site 3

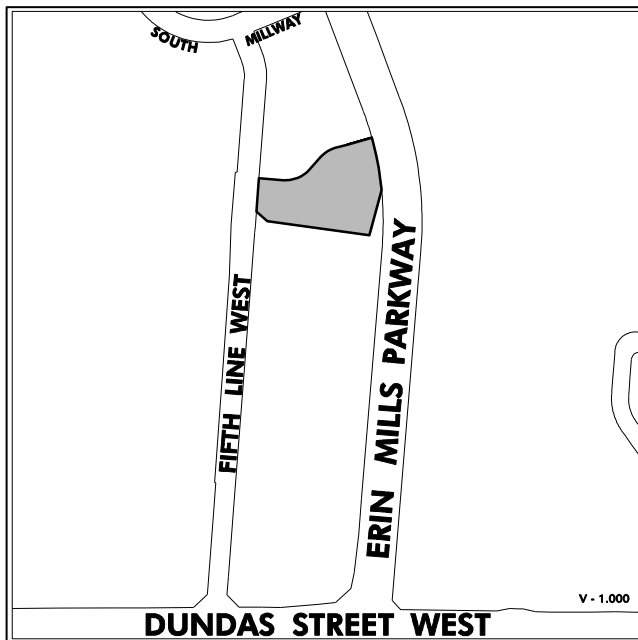


16.10.2.3.1 The lands identified as Special Site 3, are located on the north side of The Collegeway, west of Mississauga Road and contain a cultural heritage resource under the terms and conditions of Part IV of the *Ontario Heritage Act*.

a. Notwithstanding the provisions of the Mixed Use designation, uses will be limited to the following:

- overnight accommodation;
- restaurants;
- banquet halls;
- conference centres;
- spa;
- recreation facilities associated with overnight accommodation;
- residential apartment building with a maximum height of 22 storeys as measured from The Collegeway and a maximum **floor space index (FSI)** of 1.17; and
- the maximum **floor space index (FSI)** of all commercial uses shall not exceed 0.27.

#### 16.10.2.43 Site 43

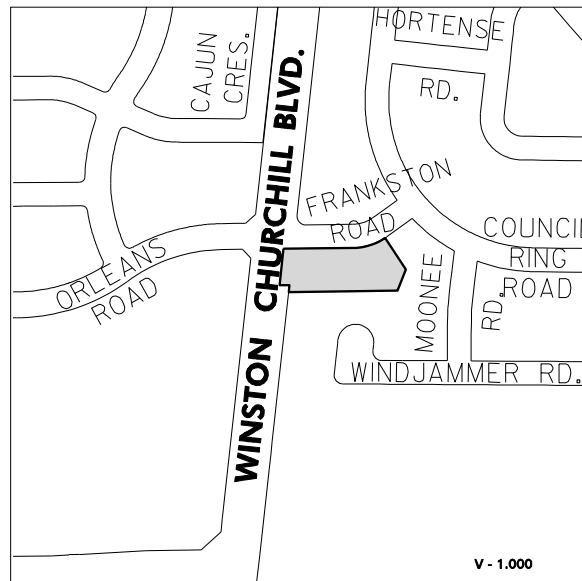


16.10.2.3.1 The lands identified as Special Site 43 are located south of South Millway, between Erin Mills Parkway and Fifth Line West.

16.10.2.3.2 Notwithstanding the policies of this Plan, a maximum height of five storeys will be permitted

### 16.10.3 Exempt Site Policies

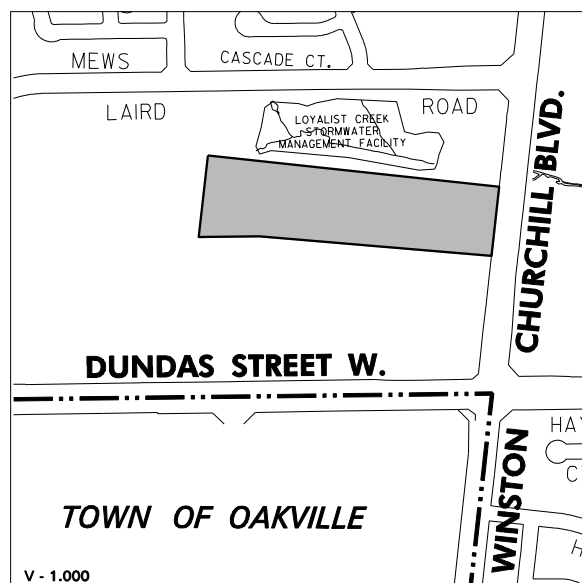
#### 16.10.3.1 Site 1



16.10.3.1.1 The lands identified as Exempt Site 1 are located at the southeast corner of Frankston Road and Winston Churchill Boulevard.

16.10.3.1.2 Notwithstanding the provisions of the Residential Low Density I designation, a garden centre will also be permitted.

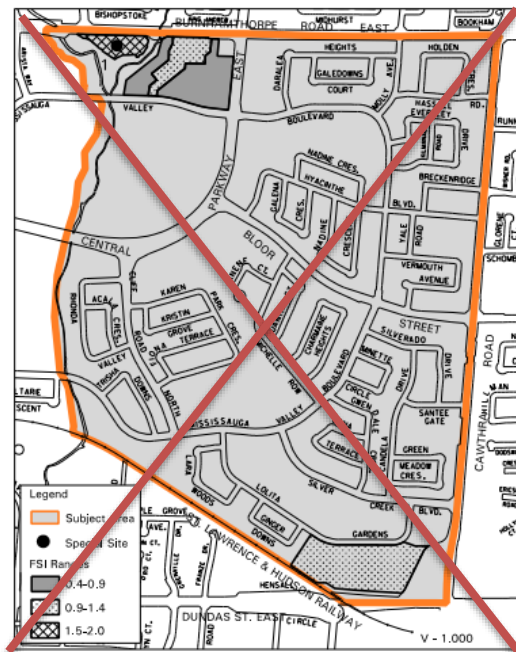
#### 16.10.3.2 Site 2



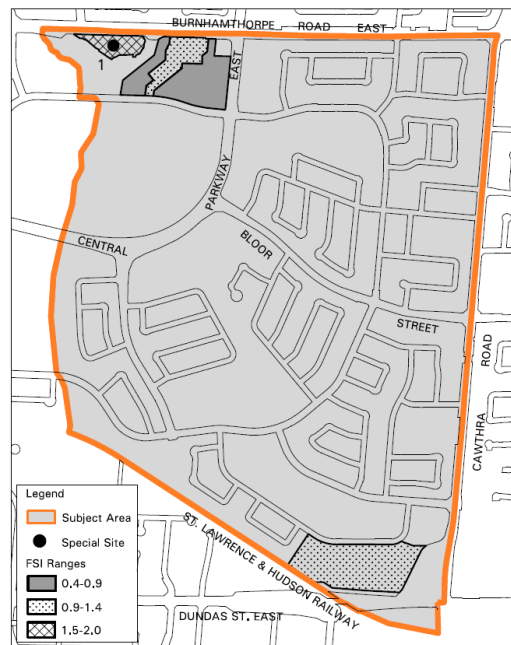
16.10.3.2.1 The lands identified as Exempt Site 2 are located south of Laird Road and west of Winston Churchill Boulevard.

16.10.3.2.2 Notwithstanding the provisions of the Mixed Use designation, housing for the elderly will also be permitted.

## 16.19 Mississauga Valleys



Map 16-19: Mississauga Valleys Neighbourhood Character Area



Map 16-19: 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 Land Use

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

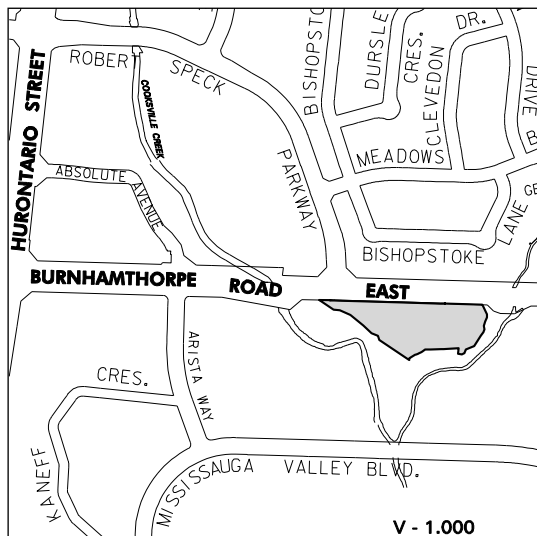
16.19.2.2 Lands designated Residential Medium Density will also permit low-rise apartment dwellings.

### 16.19.3 Special Site Policies

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



## 16.19.3.1 Site 1



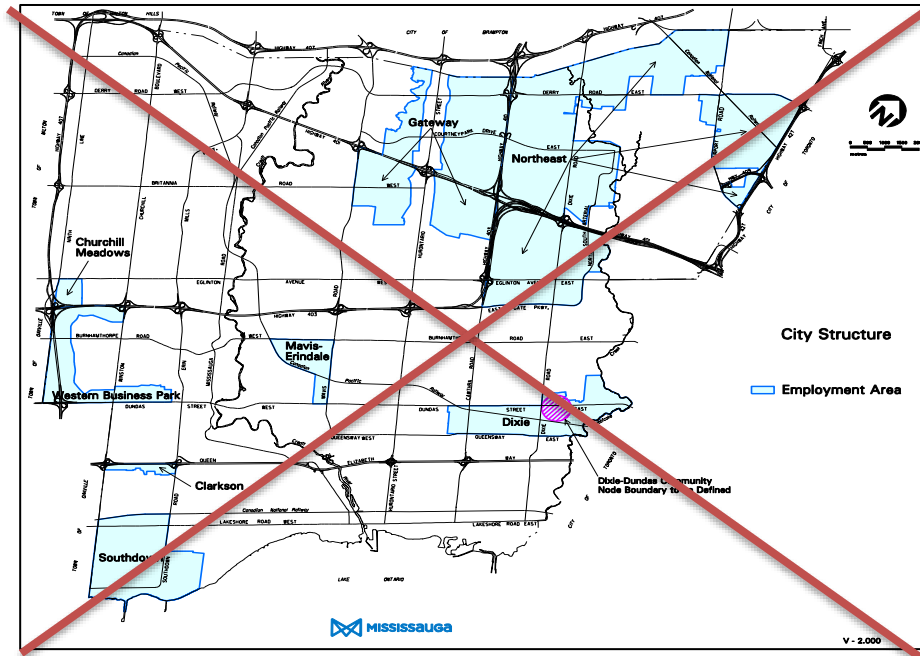
16.19.3.1.1 The lands identified as Special Site 1 are located on the south side of Burnhamthorpe Road East, west of Central Parkway East.

16.19.3.1.2 Notwithstanding the provisions of the Residential High Density designation, the maximum ***floor space index (FSI)*** will be 3.5.

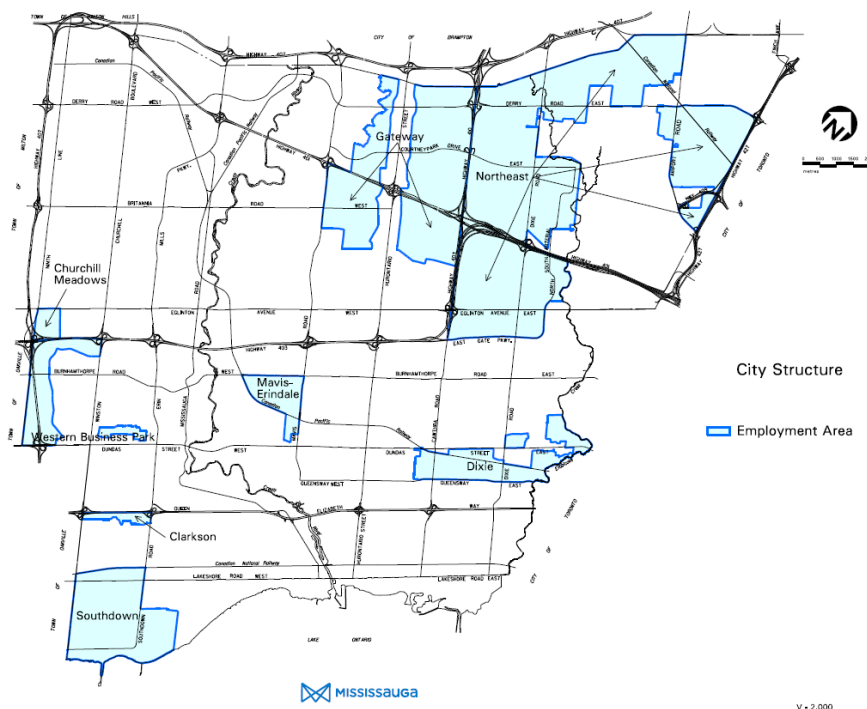
**Notes:**

Existing policies are shown in the black text; proposed new changes are shown in the red text; proposed deletions to existing policies are shown as ~~strike-outs~~; a blue box around the policies/maps means that they will be implemented through the City's Major Transit Station Area official plan amendment. Text shown in light blue has been relocated to a different section the Official Plan.

# 17 Employment Areas



Map 17-1: City Structure – Employment Areas



Map 17-1: City Structure - Employment Areas

## 17.1 Introduction

There are eight Employment Area Character Areas in Mississauga:

- Churchill Meadows;
- Clarkson;
- Dixie;
- Gateway;
- Mavis-Erindale;
- Northeast;
- Southdown; and
- Western Business Park.

This section identifies the modifications to the General Land Use designations in Chapter 11 that apply to all Employment Areas. Policies shown in a blue box are **Protected Major Transit Station Area** policies subject to the provisions of Subsection 16(16) of the *Planning Act*

### 17.1.1 General

17.1.1.1 Lands on a **Corridor** will not be subject to the two storey height minimum except along **Intensification Corridors** and within **Major Transit Station Areas**. Character Area policies may establish height requirements.

### 17.1.2 Utilities

17.1.2.1 Outdoor storage will be permitted accessory to a permitted land use adjacent to electric power rights-of-way.

### 17.1.3 Residential

17.1.3.1 Residential designations will not be permitted, except for permitted residential designations in the Dixie Employment Area in existence at the time this Plan comes into effect.

## 17.1.4 Mixed Use

17.1.4.1 Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted only in the Dixie, Gateway, Mavis-Erindale, Northeast, Southdown and Western Business Park Character Areas:

- a. Business Employment Uses; and
- b. Motor Vehicle Commercial Uses.

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

- c. Residential.

17.1.4.3 Notwithstanding the Mixed Use policies of this Plan, the maximum **floor space index (FSI)** for **secondary offices** is 1.0.

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

## 17.1.5 Offices

17.1.5.1 Notwithstanding the Office policies of this Plan, the following uses will not be permitted:

- a. Major office.

17.1.5.2 Notwithstanding 17.1.5.1, existing major office is permitted and major office will be permitted in **Major Transit Station Areas**.

17.1.5.3 Notwithstanding the Office policies of this Plan, the maximum **floor space index (FSI)** for **secondary offices** is 1.0.

## 17.1.6 Institutional

17.1.6.1 Institutional uses will not be permitted.

## 17.1.7 Convenience Commercial

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

a. Residential.

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

### **17.1.8 Business Employment**

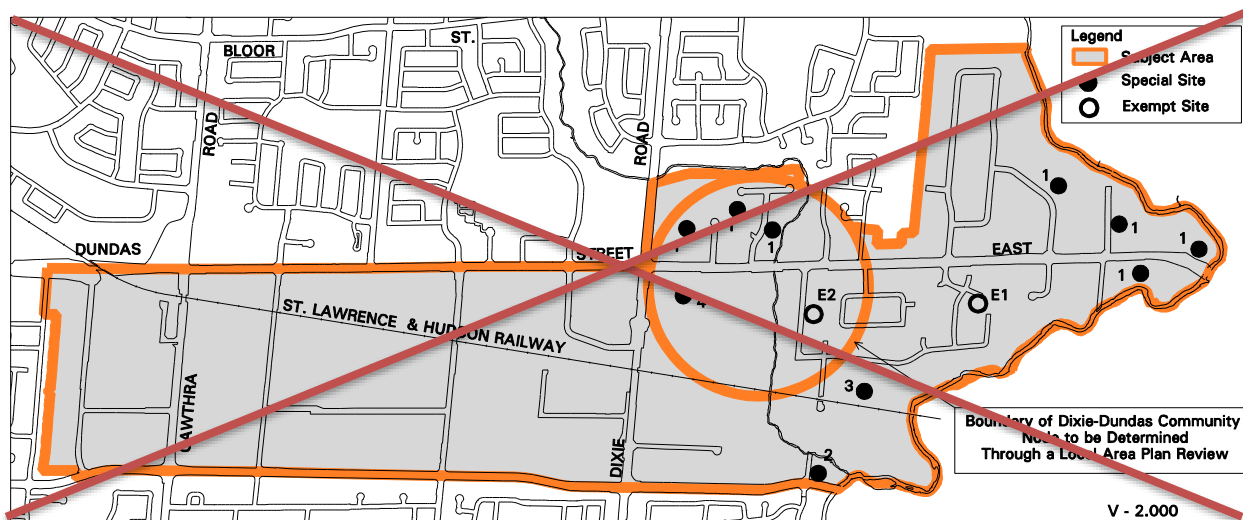
17.1.8.1 Notwithstanding the Business Employment policies of this Plan, existing major office will be permitted.

### **17.1.9 Industrial**

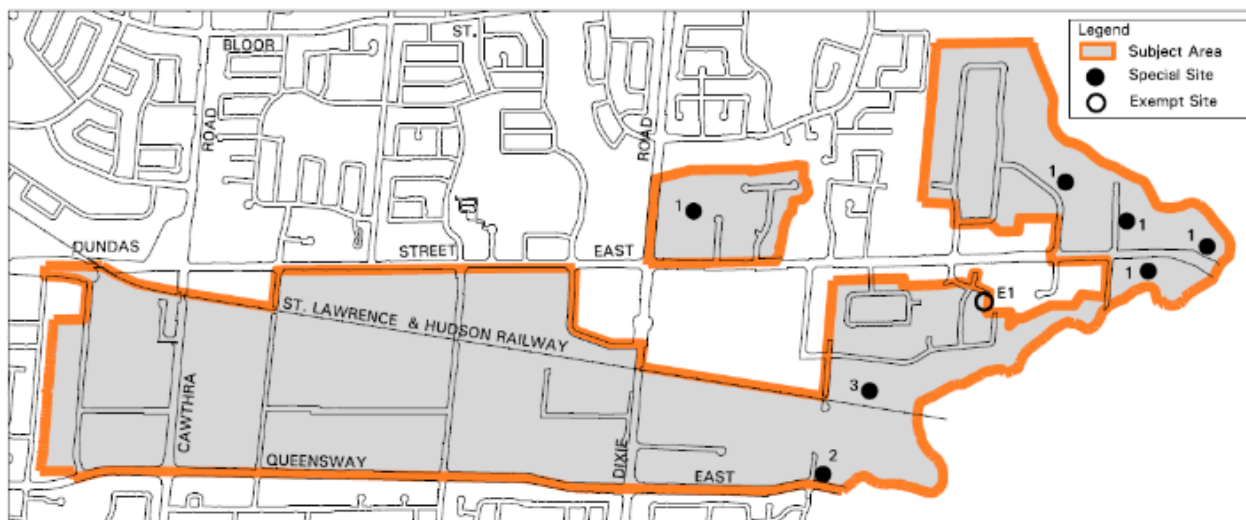
17.1.9.1 The Industrial designation will not be permitted in the following Character Areas:

- Churchill Meadows; and
  - Clarkson
-

## 17.4 Dixie



Map 17-4: Dixie Employment Area



Map 17-4: Dixie Employment Area

The Dixie Employment Area is a major employment cluster that provides significant employment. With access to rail and major transportation infrastructure, the range and scale of employment uses provides significant opportunities and benefits to the City. Existing and permitted employment uses within the area will be protected from non-compatible uses to ensure continued viability of the employment area.

### 17.4.1 Urban Design Policies Community Identity and Design

17.4.1.1 An appropriate gateway treatment should be created at the city boundaries at Dundas Street East and the Queensway East through the massing of buildings, landscape design, or the design of the

**streetscape.** A gateway treatment for Dundas Street East is outlined in the Special Site policies.

The Dundas Street East gateway will be comprised of development that incorporates a mix of transit supportive uses and an active street frontage.

Increased connectivity, multi-modal access and expanded parks and open space network will be encouraged to serve the anticipated growth along the corridor.

The Queensway East gateway should use adjacent Greenlands lands and the median on the Queensway East for feature landscaping to frame the entrance to the city.

17.4.1.2 The **streetscape** along Dundas Street East should be enhanced by the punctuation of built form with architectural interest at designated sites. These locations include the gateways at the city boundary and the intersections of Dundas Street with Dixie Road, Haines Road and Stanfield Road. These sites should be developed with a unique and/or significant built form along the street to act as orienting landmarks. The built form and site layout should punctuate the **streetscape** with architectural interest, which can be achieved by maximizing building heights, encouraging creative building massing solutions to break up the dominant rhythm of one storey structures, reducing front yard parking, emphasis on enhanced landscape treatment, and the inclusion of signage as an integral part of the overall architecture of the building(s).

17.4.1.3 Planting should be provided appropriate to the circumstances and existing vegetation will be preserved in order to maintain the character of the Character Area. Where continuous street planting along Dundas Street East is not possible, concentrated landscape planting may be required.

17.4.1.4 Development along Dixie Road between Dundas Street East and the GO Transit Station should attempt to encourage active pedestrian use, by minimizing building setbacks and the amount of parking between the building and the street. Development should be designed with a significant portion of the building mass located along the linear street frontage. The space between the front wall of the building and the streetline should be treated as a continuous landscape area with no parking or driveway areas. A pedestrian connection should be provided from the public sidewalk to the principal building entrance.

## 17.4.2 Land Use

17.4.2.1 Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted within enclosed buildings:

- a. manufacturing;
- b. research and development; and
- c. warehousing, distributing and wholesaling.

17.4.2.2 Notwithstanding the Mixed Use policies of this Plan, outdoor flea markets will not be permitted.

17.4.2.3 Notwithstanding the Business Employment policies of this Plan, existing industrial uses that require extensive outdoor processing and storage will be permitted, and may expand, except where adjacent to residentially designated lands.

## 17.4.3 Transportation

17.4.3.1 Access control will be emphasized along arterial roadways such as Dundas Street East, where High Occupancy Vehicle (HOV) lanes are currently in operation between Dixie Road and the Etobicoke Creek.

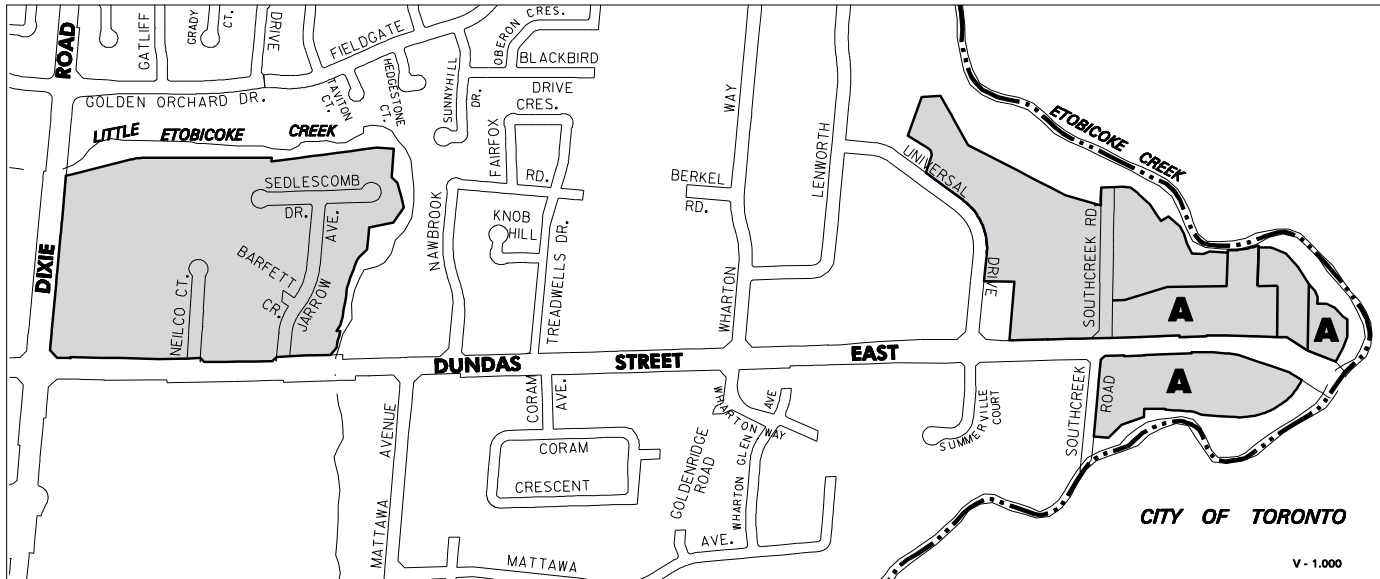
~~17.4.3.2 Mississauga will consider the extension of Mattawa Avenue westward to Dixie Road, and a connection of Jarow Avenue southward to the Mattawa Avenue extension.~~

## 17.4.4 Special Site Policies

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



### 17.4.4.1 Site 1



17.4.4.1.1 The following lands are identified as Special Site 1 are

- the lands on the northeast corner of Dixie Road and Dundas Street East, bounded by the Little Etobicoke Creek. This site is situated within a spill zone associated with the Regional Storm flood overtopping the south bank of the Little Etobicoke Creek channel; and
- the lands west of Etobicoke Creek at Dundas Street East. This site is entirely within the Regional Storm floodplain of the Etobicoke Creek. These lands are shown conceptually and are subject to further review by the Toronto and Region Conservation Authority.

Site 1 is a special policy area defined by Provincial Government criteria and as established by the Toronto and Region Conservation Authority.

Notwithstanding the policies of this Plan which relate to development within the Regional Storm floodplain, and the provisions of the Mixed Use, Business

Employment and Greenlands 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 appropriate Conservation Authority;
- development will not be permitted within the 100 year return storm floodplain;
- development outside the 100 year return storm floodplain will be permitted only on the basis of approvals by the City and the appropriate Conservation Authority;
- 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 the City may, in consultation with the appropriate Conservation Authority, consider a lesser level of protection. In no case, however,

will the minimum level of protection be less than the 350-year return storm floodplain;

- e. notwithstanding subsections c. and d. 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, the City or the appropriate Conservation Authority may require engineering studies related to flood frequency, velocity and depth of flood flows, appropriate flood damage reduction measures, and storm water 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 appropriate Conservation Authority;
- g. ingress and egress should be "safe" pursuant to Provincial Government flood proofing standards, and/or achieve the maximum level of flood protection determined to be feasible and practical based on existing infrastructure; and
- h. new development 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 flood proofing measures; and
  - associated with uses, such as hospitals, nursing 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 flood proofing 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 flood proofing measures; and
- i. where new development is not considered to pose an unacceptable risk to public safety, a higher level of flood protection and/or additional flood proofing precautions above the regulatory flood level, may still be required due to the sensitive nature of the development; and
- j. any amendment to the Zoning By-law will include provisions required by the City or the appropriate Conservation Authority to implement the Special Site Policies of this Plan.

17.4.4.1.2 The lands identified as Area A are located north and south of Dundas Street East, from Southcreek Road to the municipal boundary, Etobicoke Creek.

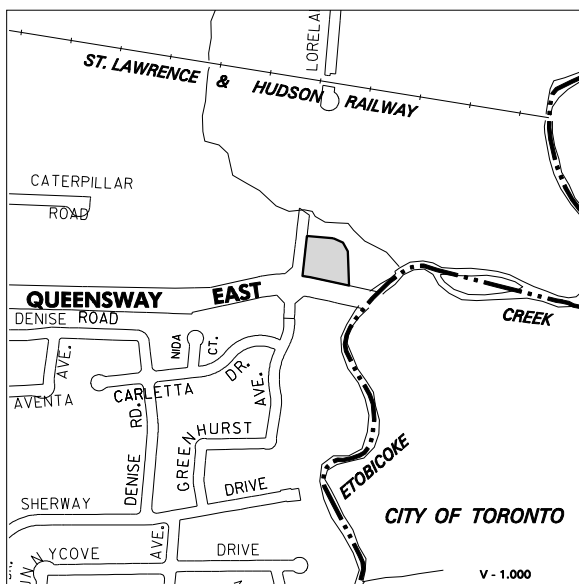
These lands function as the primary gateway into Mississauga from Toronto and areas to the east, and should promote distinctive built form, landscaping and street furniture elements as visual landmarks to identify the City entry and reinforce a quality image.

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

- a. motor vehicle sales and rentals and other commercial or industrial uses with outdoor storage, flea markets, and motor vehicle commercial uses will not be permitted;
- b. consolidation of vehicular entrances should be encouraged;

- c. active building frontages should be oriented to the public street, maximizing the linear street frontage occupied by the building;
- d. building definition is to be strengthened on the street façade by use of prominent roof forms, upper level window bands, architectural projections, and other design elements to accentuate the height and prominence of single storey buildings; and
- e. special formal street tree planting at regular intervals is encouraged along the frontage of the gateway properties.

#### 17.4.4.2 Site 2



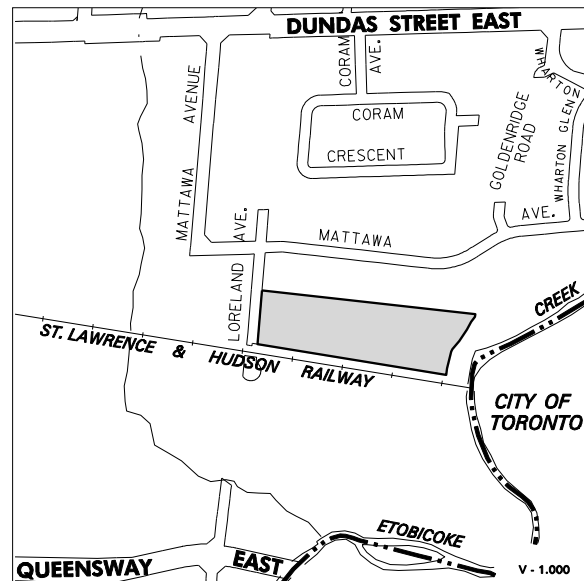
17.4.4.2.1 The lands identified as Special Site 2 are located on the north side of Queensway East, west of Etobicoke Creek.

17.4.4.2.2 These lands function as a gateway into Mississauga from Toronto and should promote distinctive built form and landscaping elements as visual landmarks to identify the City entry and reinforce a quality image.

17.4.4.2.3 Notwithstanding the Business Employment designation of the lands, the following additional policies will apply:

- a. 50% of the building's gross floor area is permitted to be used for retail commercial uses in addition to the uses permitted in the Business Employment designation; and
- b. built form should minimize setbacks from Queensway East and include enhanced landscape features to promote the building on site as a highly visible landmark structure.

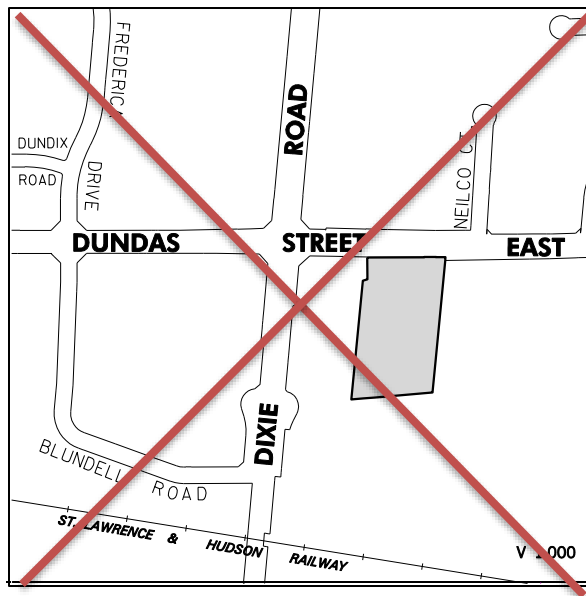
#### 17.4.4.3 Site 3



17.4.4.3.1 The lands identified as Special Site 3 are located on the east side of Loreland Avenue, south of Dundas Street East, at 2315 Loreland Avenue.

17.4.4.3.2 Notwithstanding the provisions of the Business Employment designation on the lands a **major power generating facility** will be permitted.

#### 17.4.4.4 Site 4



17.4.4.4.1 The lands identified as Special Site 4 are located on the south side of Dundas Street East and east of Dixie Road.

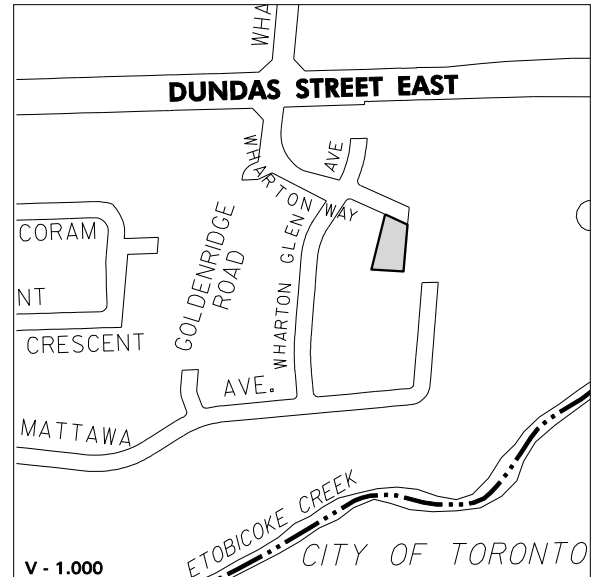
17.4.4.4.2 Notwithstanding the policies of this Plan, a minimum building height of two storeys or the equivalent building height in a single storey building massing will only be required for development adjacent to Dundas Street East.

17.4.4.4.3 A development master plan may be required that addresses matters such as:

- a. height, scale and location of proposed uses;
- b. community and physical infrastructure requirements (e.g. roads, transit stations); and
- c. transition and connectivity to surrounding development.

#### 17.4.5 Exempt Site Policies

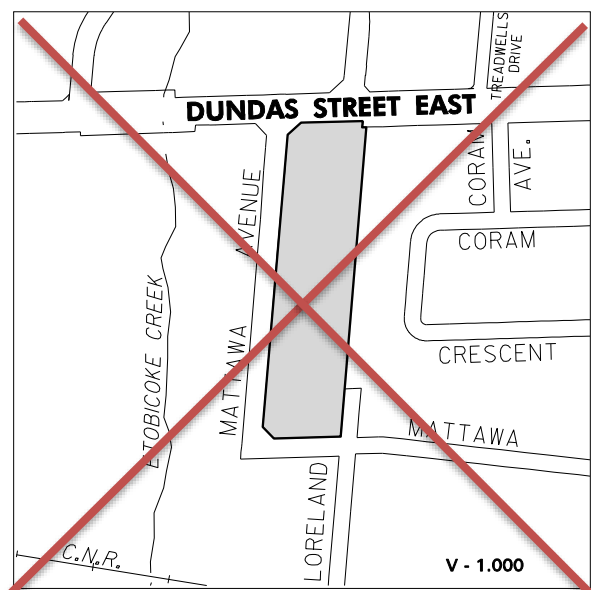
#### 17.4.5.1 Site 1



17.4.5.1.1 The lands identified as Exempt Site 1 are located on the south side of Wharton Way east of Wharton Glen Avenue, at 2001 Wharton Way.

17.4.5.1.2 Notwithstanding the provisions of the Business Employment designation, a food store will also be permitted with a maximum gross floor area of 320 m<sup>2</sup>.

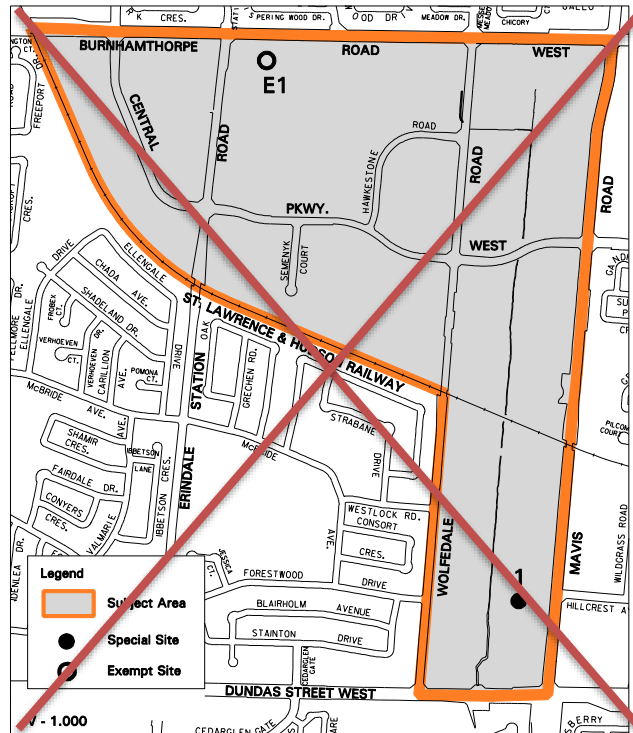
#### 17.4.5.2 Site 2



~~17.4.5.2.1 The lands identified as Exempt Site 2 are located at the southeast corner of Dundas Street East and Mattawa Avenue, at 1650 Dundas Street East.~~

~~17.4.5.2.2 Notwithstanding the provisions of the Mixed Use designation, residential uses will also be permitted on the second floor of the existing building, provided that they take the form of live/work units and are limited to a maximum of 42 units and 6 140 m<sup>2</sup>.~~

## 17.6 Mavis-Erindale



Map 17-6: Mavis-Erindale Employment Area

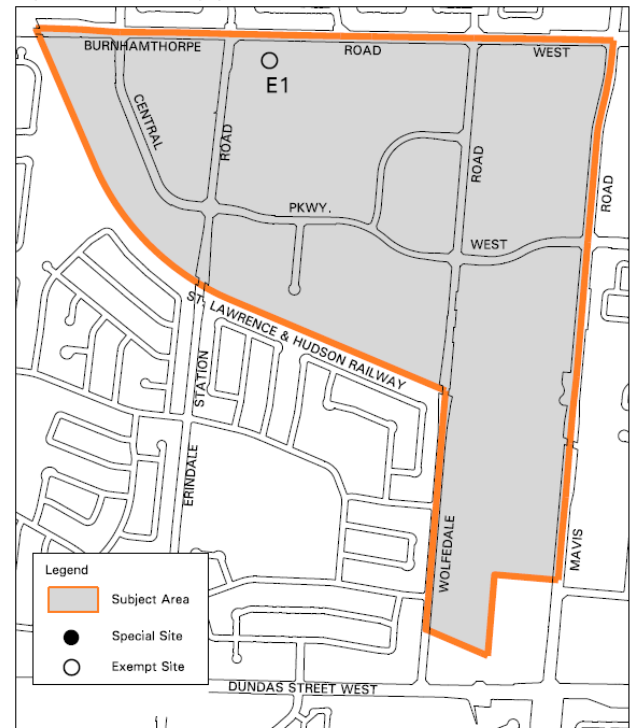
The Mavis-Erindale Employment Area is a major employment cluster that provides significant employment. With access to rail and major transportation infrastructure, the range and scale of employment uses provides significant opportunities and benefits to the City. Existing and permitted employment uses within the area will be protected from non-compatible uses to ensure continued viability of the employment area.

### 17.6.1 Urban Design Policies

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

- ~~a. redevelopment of the lands on the west side of Mavis Road across from the lands designated for residential purposes on the east side of Mavis Road, will require upgraded landscape and **streetscape** treatment; and~~

Map 17-6 ; Mavis-Erindale Employment Area



- ~~b. redevelopment of the lands on the east side of Wolfedale Road will require upgraded landscape and **streetscape** treatment in order to address the residential nature of the lands on the west side of Wolfedale Road, south of the St. Lawrence and Hudson Railway tracks.~~

### 17.6.2 Land Use

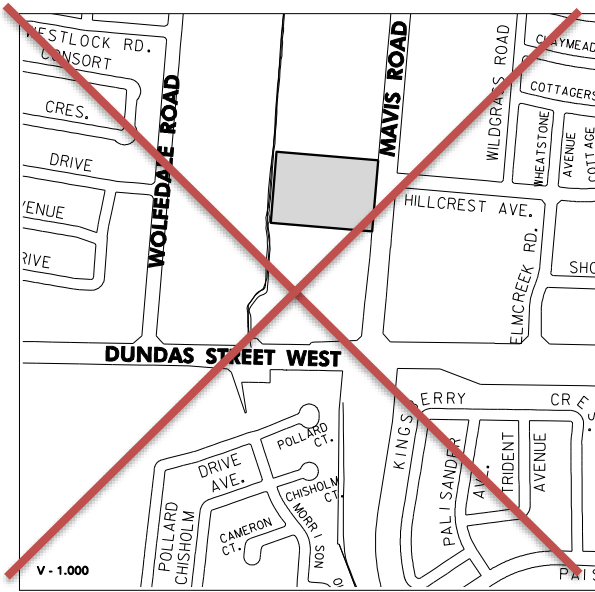
17.6.2.1 Notwithstanding the Business Employment policies of this Plan, existing manufacturing and warehousing, distributing, and wholesaling uses that require extensive outdoor processing and storage will be permitted, and may expand subject to the development objectives of this Plan and current site plan control requirements.

### 17.6.3 Special Site Policies

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



### 17.6.3.1 Site 1



~~17.6.3.1.1 The lands identified as Special Site 1 are located on the west side of Mavis Road, north of Dundas Street West.~~

~~17.6.3.1.2 Notwithstanding the provisions of the Mixed Use designation, the following additional policy will apply:~~

~~a. the following uses will not be permitted:~~

- ~~• a department store;~~
- ~~• a food supermarket;~~
- ~~• a drug store; and~~
- ~~• an automotive parts and accessories store.~~

## 17.6.4 Exempt Site Policies

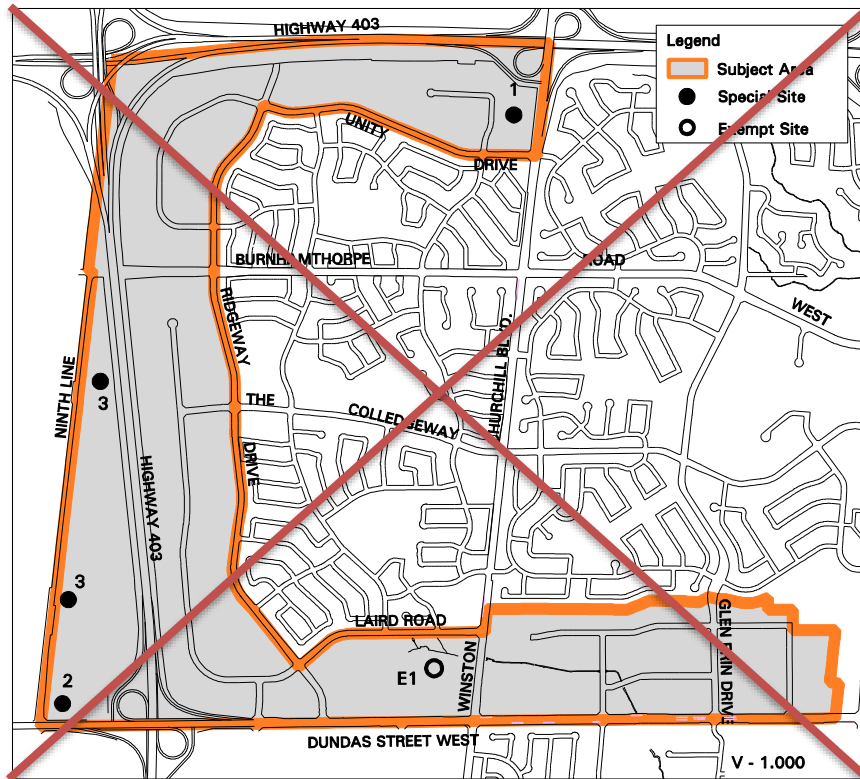
### 17.6.4.1 Site 1



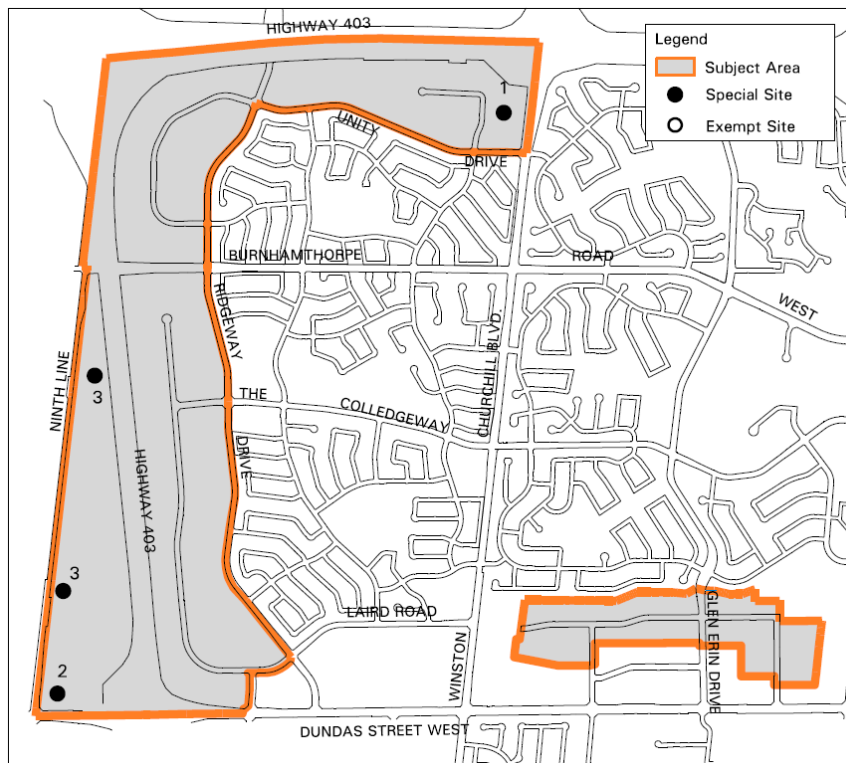
17.6.4.1.1 The lands identified as Exempt Site 1 are located on the south side of Burnhamthorpe Road West, east of Erindale Station Road.

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

## 17.9 Western Business Park



Map 17-9: Western Business Park Employment Area



Map 17-9: Western Business Park Employment Area

The Western Business Park Employment Area is a major employment cluster that provides significant employment. With access to major transportation infrastructure, the range and scale of employment uses provides significant opportunities and benefits to the City. Existing and permitted employment uses within the area will be protected from non-compatible uses to ensure continued viability of the employment area.

### 17.9.1 Urban Design Policies

17.9.1.1 For lands with direct exposure to Provincial Highway 403, the following design policies will be used to evaluate the design aspects of development proposals:

- limited parking will be permitted between the building and Provincial Highway 403 property line; and
- upgraded building elevations will be required for lots abutting Provincial Highway 403, Ridgeway Drive and Ninth Line.

17.9.1.2 Loading bays and **waste** collection areas should not face onto Provincial Highway 403, Ridgeway Drive, Winston Churchill Boulevard, Dundas Street West or Ninth Line.

17.9.1.3 Outdoor storage and display areas should not face onto Ridgeway Drive.

### 17.9.2 Land Use

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

- motor vehicle body repair facilities;
- trucking terminals; and
- waste processing stations** or **waste transfer stations** and composting facilities.

### 17.9.3 Special Site Policies

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

#### 17.9.3.1 Site 1



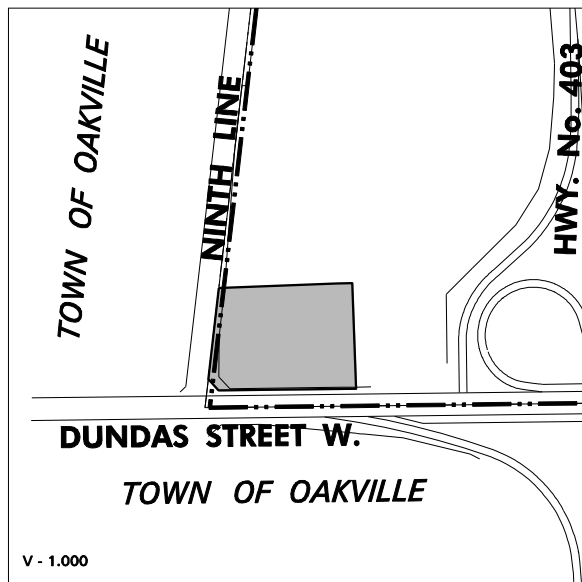
17.9.3.1.1 The lands identified as Special Site 1 are located in the northwest quadrant of the intersection of Winston Churchill Boulevard and Unity Drive.

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

- Mixed Uses, excluding motor vehicle commercial uses, will be permitted; and
- the preparation of a concept plan promoting the integrated development of the existing lots will be required in conjunction with any development applications. The concept plan will be required to address the following:
  - street access;
  - impacts on residential lands will be addressed in accordance with the Urban Design policies of this Plan; and
  - appropriate gateway treatment through the massing of buildings and landscape design.

## 17.9.3.2

## Site 2

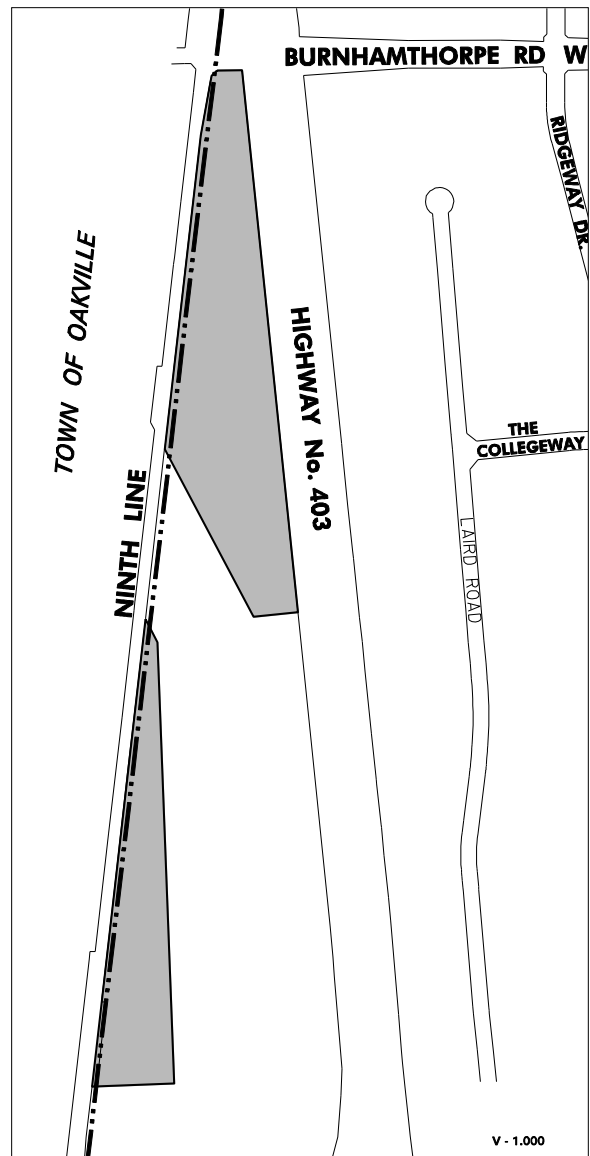


17.9.3.2.1 The lands identified as Special Site 2 are located on the north side of Dundas Street West, east of Ninth Line, and west of Provincial Highway 403.

17.9.3.2.2 Notwithstanding the provisions of the Business Employment designation, Mixed Uses and cemetery use will be permitted.

## 17.9.3.3

## Site 3

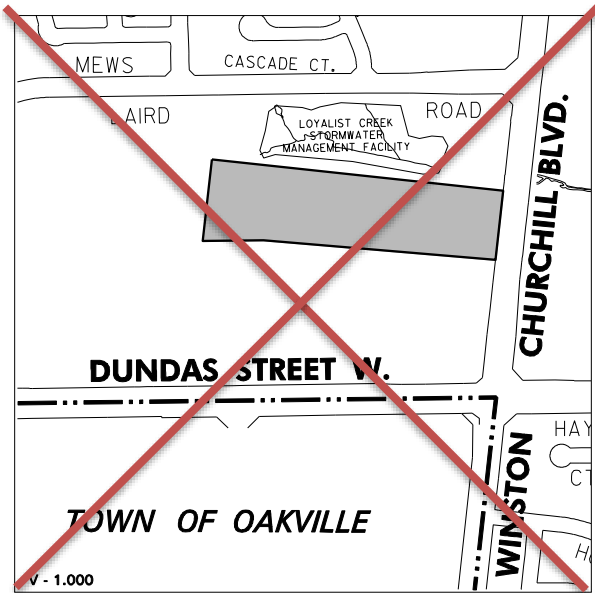


17.9.3.3.1 The lands identified as Special Site 3 are located on the east side of Ninth Line, south of Burnhamthorpe Road West.

17.9.3.3.2 Notwithstanding the provisions of the Business Employment designation, cemetery use will be permitted.

## 17.9.4 Exempt Site Policies

### 17.9.4.1 ~~Site 1~~



~~17.9.4.1.1 The lands identified as Exempt Site 1 are located south of Laird Road and west of Winston Churchill Boulevard.~~

~~17.9.4.1.2 Notwithstanding the provisions of the Mixed Use designation, housing for the elderly will also be permitted.~~