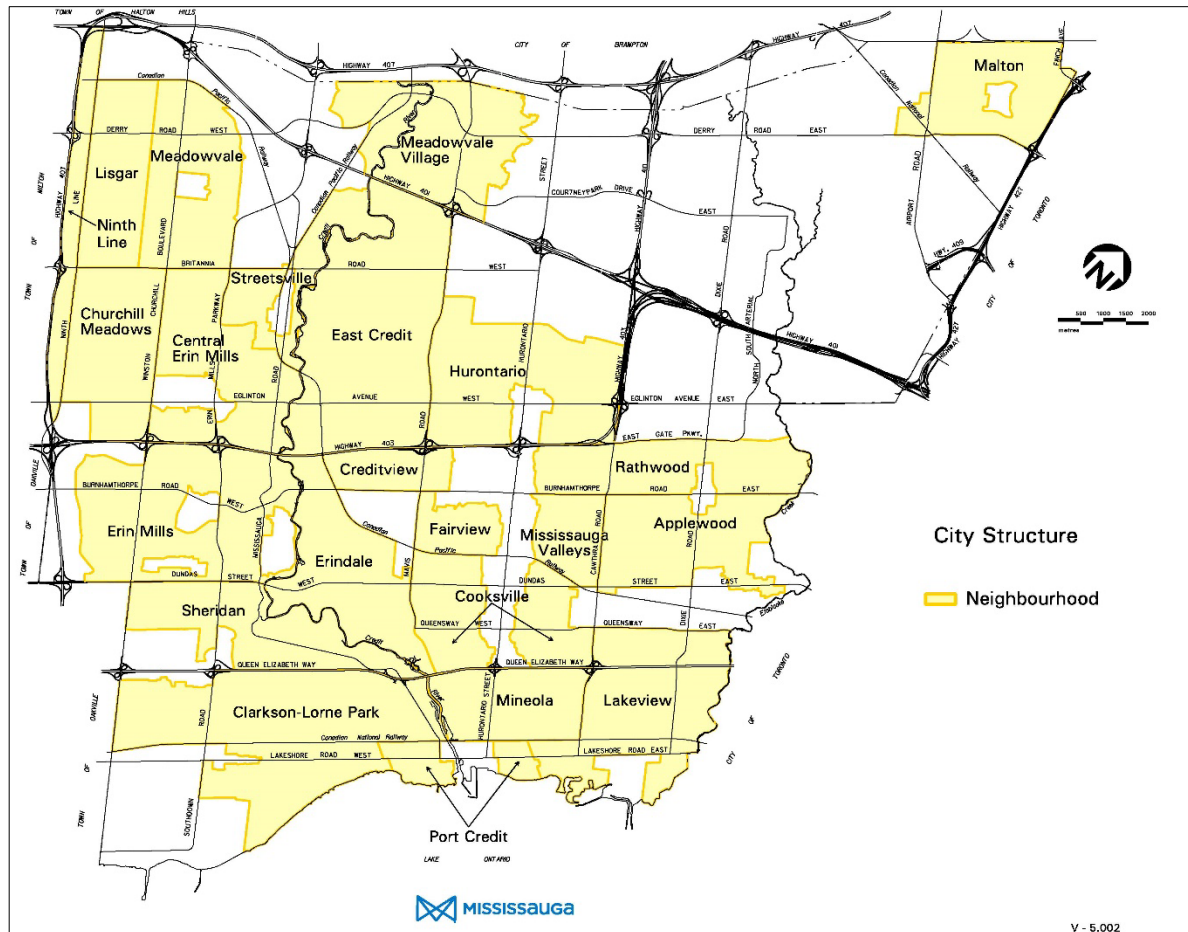


16 Neighbourhoods

16.1 Introduction



Map 16-1: City Structure

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.

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:

- an appropriate transition in heights that respects the surrounding context will be achieved;
- the development proposal enhances the existing or planned development;
- the City Structure hierarchy is maintained; and
- 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:

- 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;

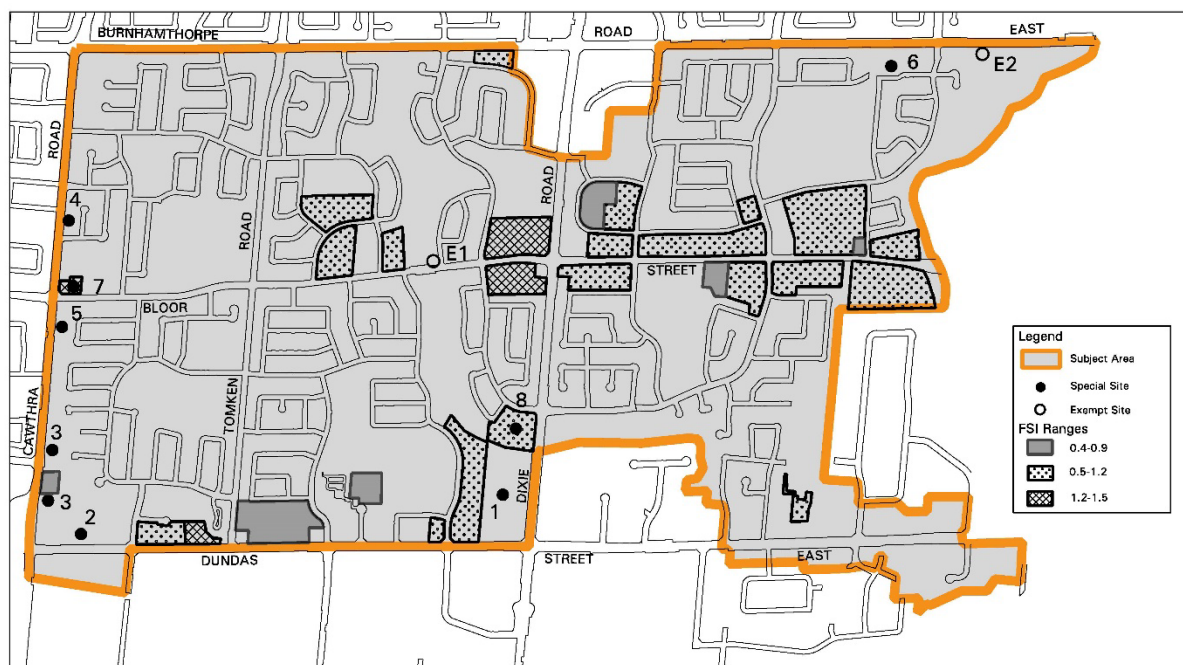
j. self storage facilities; and

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

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:

- a. 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
- b. 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 and an enhanced parks and open space system, as per the Dundas Corridor policies of this Plan.

16.2.3 Land Use

16.2.3.1 For development on Residential Medium Density and Residential High Density designated lands not located within a protected **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 Residential Low Density I and II.

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:

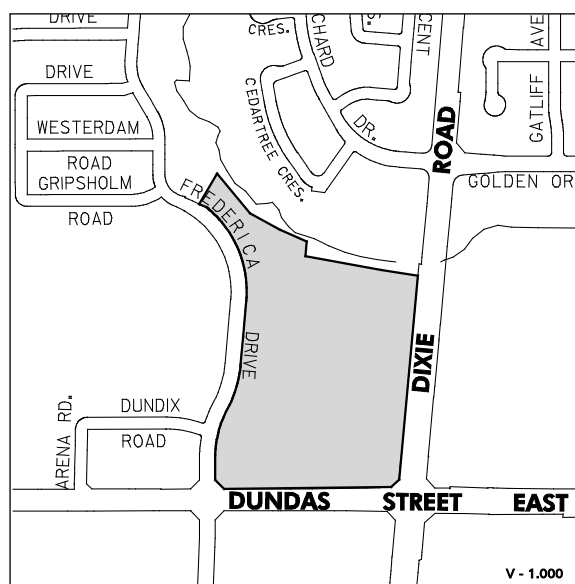
- a. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

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 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.

16.2.4.1.2 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 **watercourse**, will not be permitted within the special policy area without the approval of the Toronto and Region 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
- d. ideally, new buildings and structures will be protected from flooding under Regional Storm conditions. Where this level of protection is technically or economically not feasible, Mississauga may, in consultation with the TRCA, consider a lesser level of protection. In no case, however, will the minimum level of protection be less than the 350 year storm floodplain;
- e. notwithstanding subsections c. and d. above of this section, development, or additions will not be permitted, where, as a result of a flood event equal to or less than the Regulatory Flood, structures will be subject to flows which, due to velocity and/or depth, would present conditions of hazard to life or potential damage to structures;
- f. in support of any development application, Mississauga or the TRCA may require engineering studies related to flood frequency, velocity and depth of flood flows, appropriate flood damage reduction measures, and stormwater management techniques. Based on these studies and other information, Mississauga or the TRCA may specify that any approval of the application will be subject to certain design considerations related to location, structural integrity, setbacks, coverage, elevation of ground floor openings, and other matters as may be determined by the City or the TRCA:
 - ingress and egress should be "safe" pursuant to Provincial Government flood proofing standards, and/or achieve the maximum level of flood protection determined to be feasible and practical based on existing infrastructure;
 - new development will not be permitted to locate in the floodplain where the use is:
 - associated with the manufacture, storage, disposal and/or consumption of hazardous substances or the treatment, collection and disposal of sewage, which would pose an unacceptable threat to public safety if they were to escape their normal containment/use as a result of flooding or failure of flood proofing measures;
 - homes and schools, which would pose a significant threat to the safety of the inhabitants (e.g. the sick, the elderly, the disabled or the young), if involved in an emergency evacuation situation as a result of flooding or failure of flood proofing measures; and
 - 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

- 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
- g. any amendment to the Zoning By-law will include provisions required by the City or the TRCA to implement the Special Site 1 policies of this Plan.

16.2.4.2 Site 2

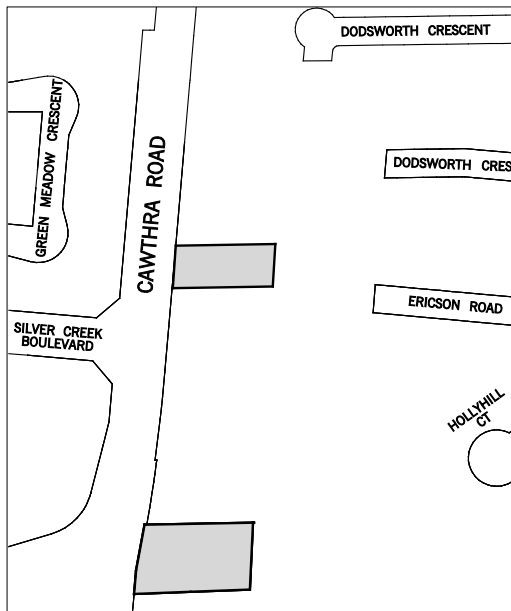


16.2.4.2.1 The lands identified as Special Site 2 are located on the north side of Dundas Street East, east of Cawthra Road.

16.2.4.2.2 Notwithstanding the policies of this Plan 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.

16.2.4.3 Site 3

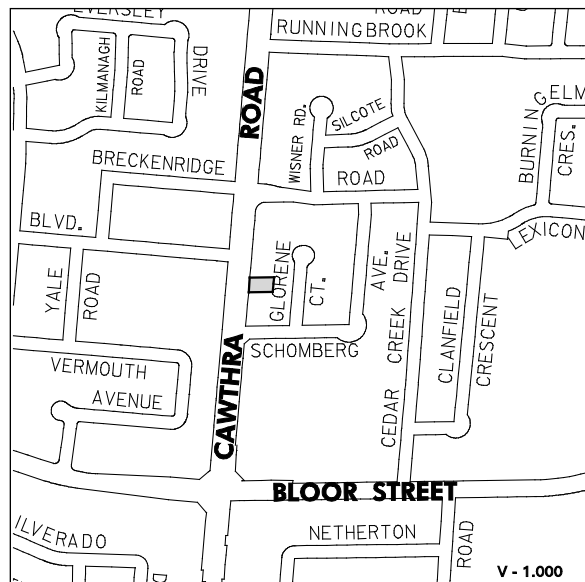


16.2.4.3.1 The lands identified as Special Site 3 are located along the east side of Cawthra Road, north of Dundas Street East.

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

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

16.2.4.4 Site 4



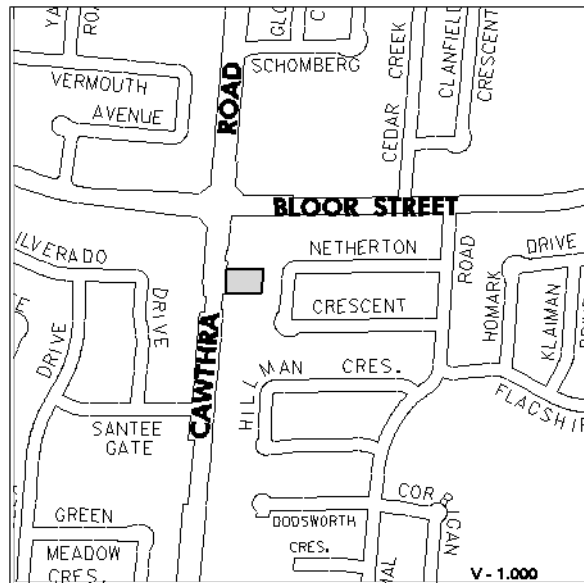
16.2.4.4.1 The lands identified as Special Site 4 are located on the east side of Cawthra Road, north of Schomberg Avenue.

16.2.4.4.2 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 m².

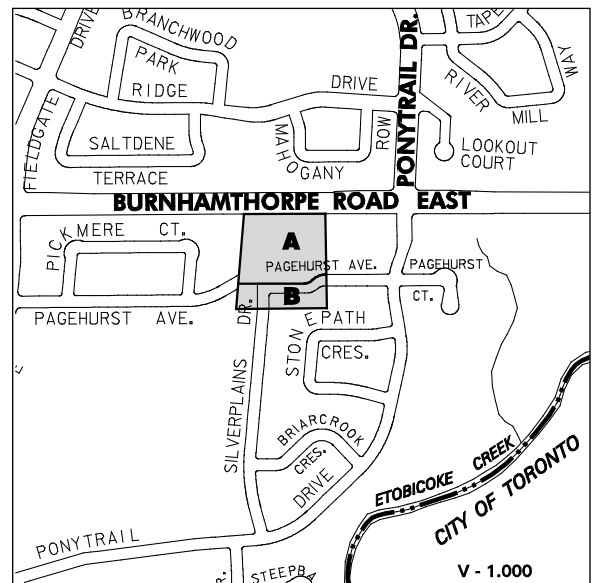
16.2.4.5 Site 5



16.2.4.5.1 The lands identified as Special Site 5 are located on the east side of Cawthra Road, south of Bloor Street.

16.2.4.5.2 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.

16.2.4.6 Site 6

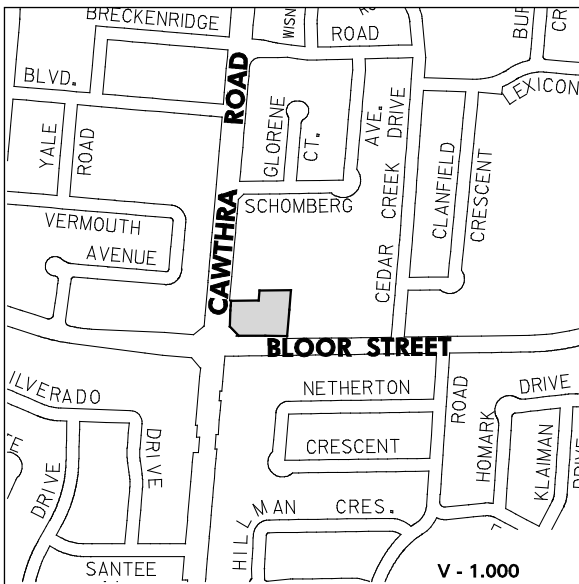


16.2.4.6.1 The lands identified as Special Site 6 are located on the south side of Burnhamthorpe Road East, west of Ponytrail Drive.

16.2.4.6.2 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.

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

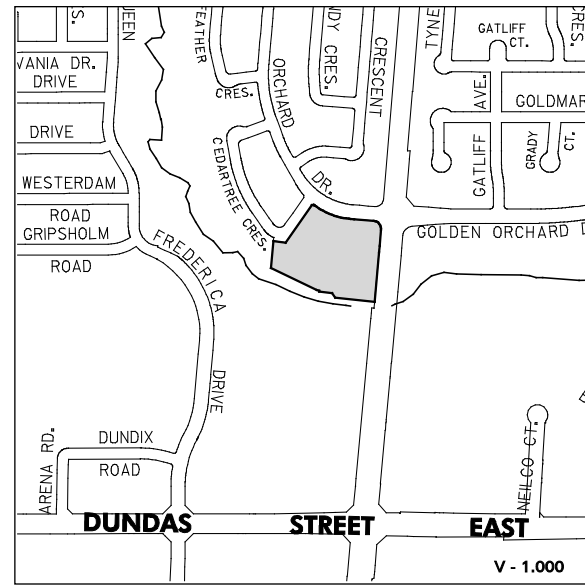
16.2.4.7 Site 7



16.2.4.7.1 The lands identified as Special Site 7 are located on the northeast corner of Bloor Street and Cawthra Road.

16.2.4.7.2 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.

16.2.4.8 Site 8



16.2.4.8.1 The lands identified as Special Site 8 are located on the southwest corner of Golden Orchard Drive and Dixie Road.

16.2.4.8.2 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;
- a. the maximum density will be 134 units per hectare; and
- a. the maximum building height of new development will be seven storeys.

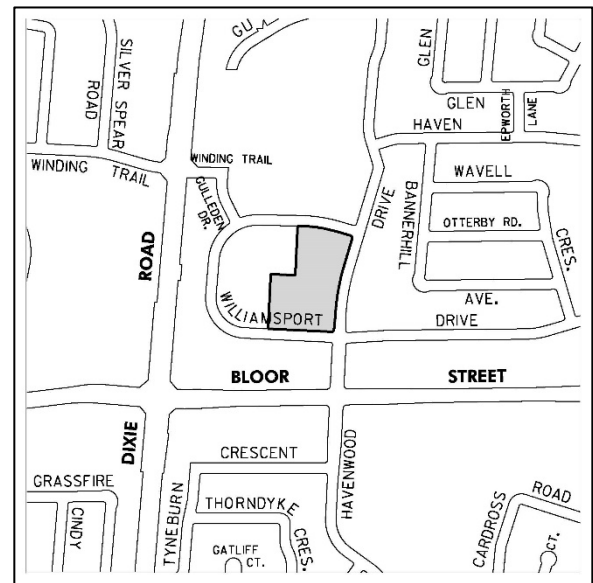
16.2.4.8.3 Townhouse development may be permitted subject to a rezoning application that addresses, among other matters, the location, number and design of units.

16.2.4.8.4 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

- b. within a gable roof form with dormer window accents;
- c. Site Layout - a landscaped forecourt will be provided at principal building entrances incorporating a vehicular drop-off, visitor parking and pedestrian areas;
- d. Architectural Integration - architectural details and materials of all new construction must complement the character of existing buildings on the site; and
- e. 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.

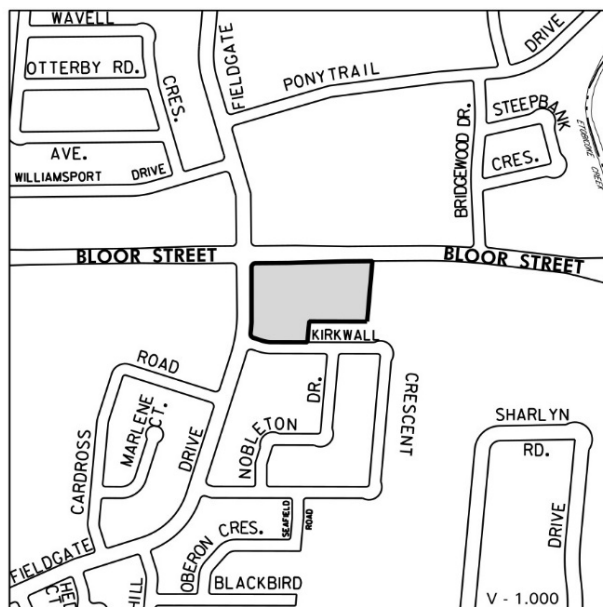
16.2.4.10 Site 10



16.2.4.10.1 The lands identified as Special Site 10 are located at the northwest corner of Williamsport Drive and Havenwood Drive.

16.2.4.10.2 Notwithstanding the policies of this Plan, a maximum **floor space index (FSI)** of 1.5 will be permitted for the subject lands.

16.2.4.9 Site 9



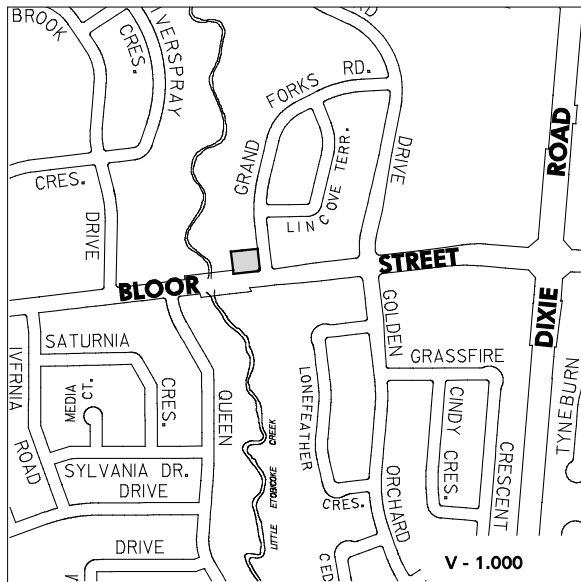
16.2.4.9.1 The lands identified as Special Site 9 are located at the southeast corner of Bloor Street and Fieldgate Drive.

16.2.4.9.2 Notwithstanding the policies of this Plan, two apartment dwellings with a maximum height of 11 storeys and one apartment dwelling with a maximum height of 15 storeys will be permitted.

16.2.5 Exempt Site Policies

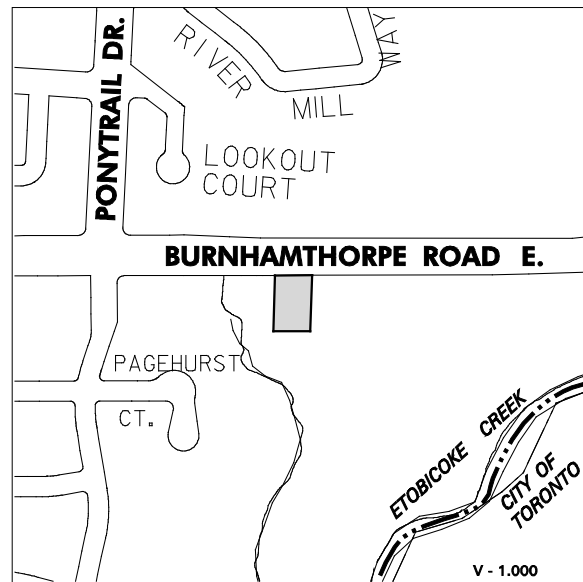
16.2.5.2 Site 2

16.2.5.1 Site 1



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

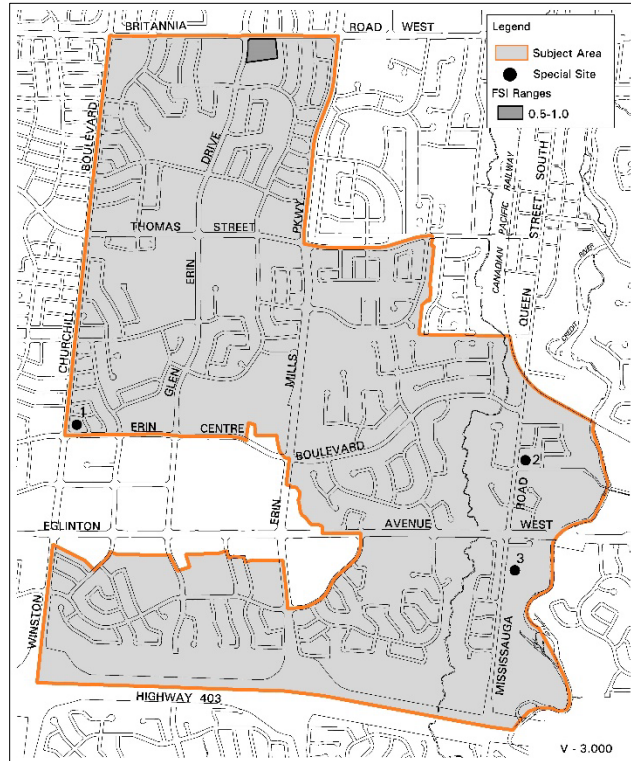
16.2.5.1.2 Notwithstanding the provisions of the Residential Low Density I designation, offices will also be permitted, subject to the requirement that the external appearance of the building be visually compatible with the adjacent low density residential development.



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

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

16.3 Central Erin Mills



Map 16-3: Central Erin Mills Neighbourhood Character Area

16.3.1 Special Site Policies

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

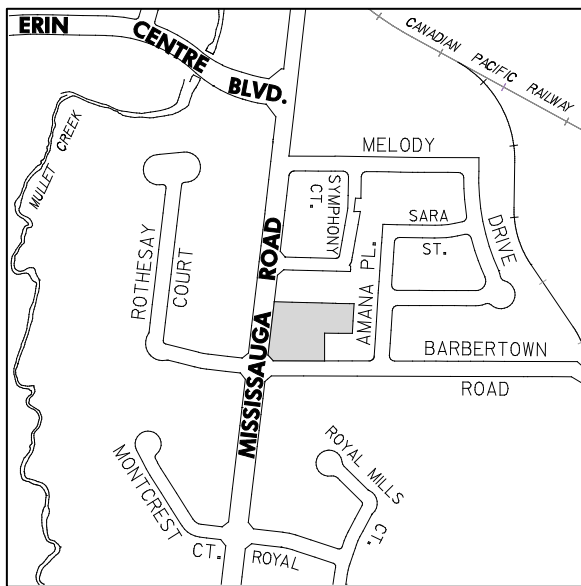
16.3.1.1 Site 1



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

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

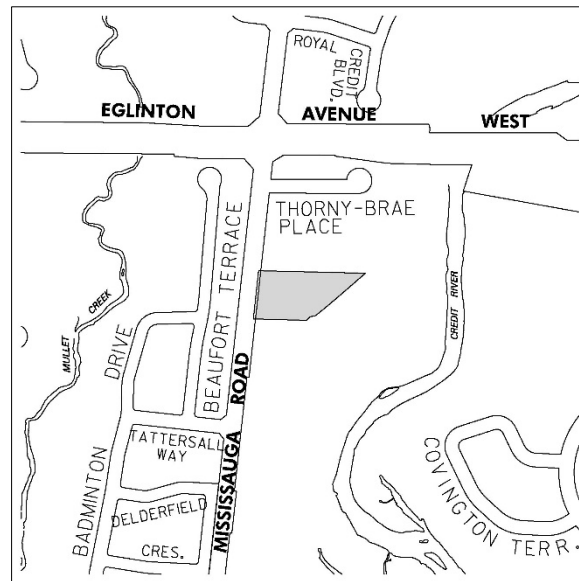
16.3.1.2 Site 2



16.3.1.2.1 The lands identified as Special Site 2 are located at the northeast corner of Mississauga Road and Barbertown Road.

16.3.1.2.2 Notwithstanding the policies of this Plan, detached and semi-detached dwellings will be permitted.

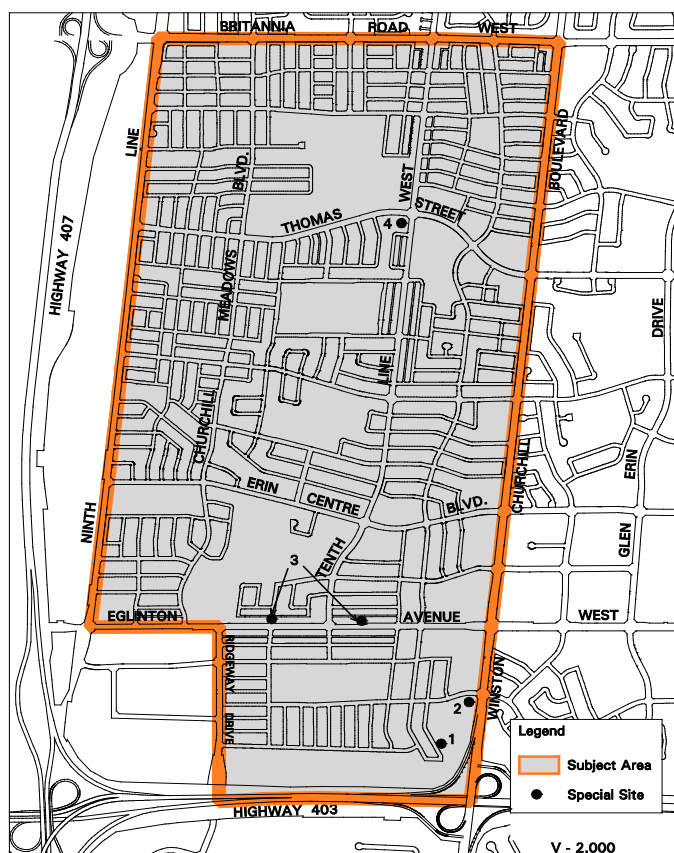
16.3.1.3 Site 3



16.3.1.3.1 The lands identified as Special Site 3 are located south of Eglinton Avenue West, on the east side of Mississauga Road.

16.3.1.3.2 Notwithstanding the policies of the Residential Medium Density designation, semi-detached dwellings will be permitted.

16.4 Churchill Meadows

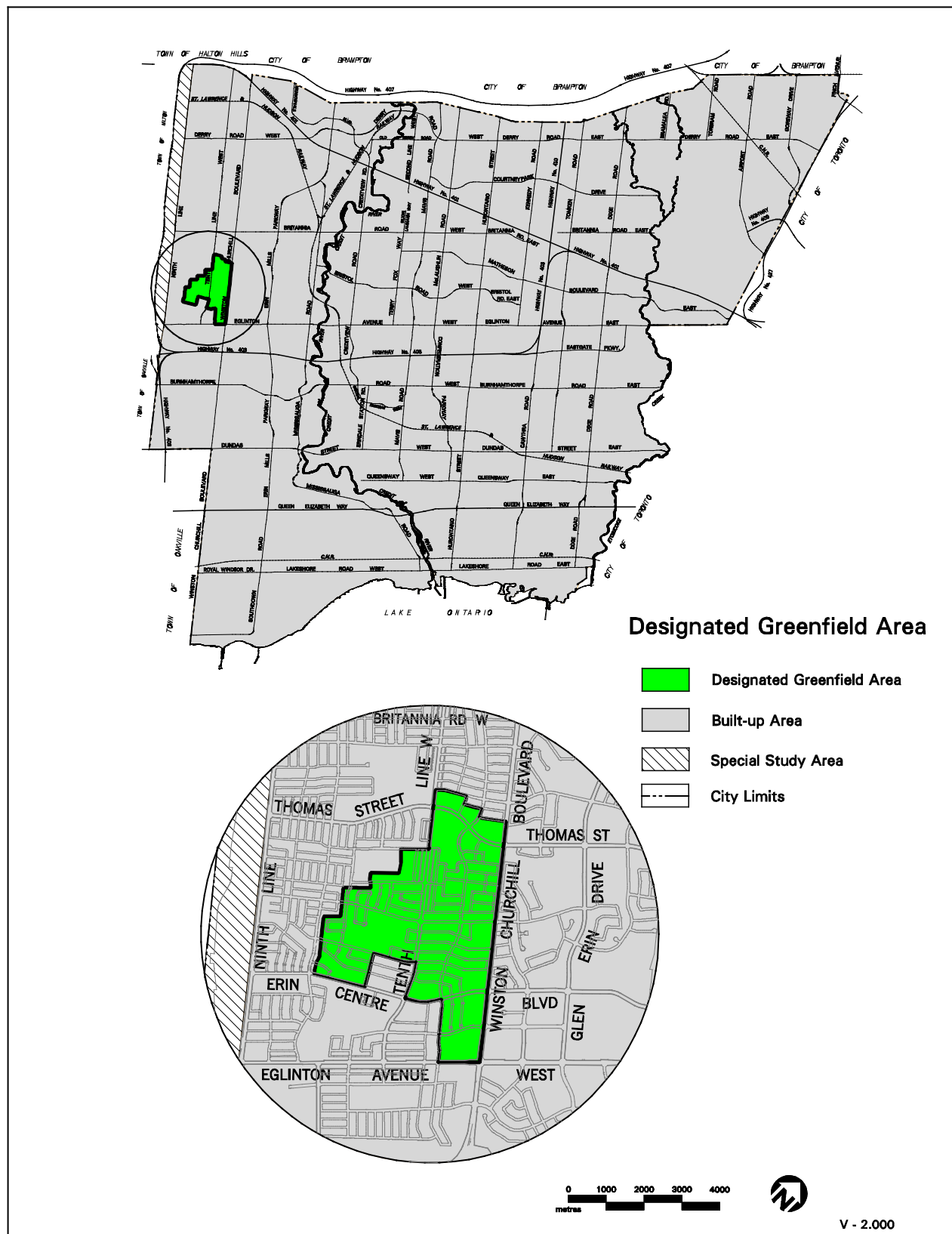


Map 16-4: Churchill Meadows Neighbourhood Character Area

16.4.1 Designated Greenfield Area

There are some lands in the Churchill Meadows Neighbourhood Area identified on Map 16-4.1 as a designated greenfield area pursuant to the Growth Plan for the Greater Golden Horseshoe.

16.4.1.1 The designated greenfield area will be planned to achieve a minimum density of 77 residents and jobs combined per hectare, excluding permitted environmental take-outs.



Map 16-4.1: Designated Greenfield Area

16.4.2 Urban Design Policies

16.4.2.1 Community Design

16.4.2.1.1 For the purpose of these policies, Churchill Meadows is composed of five residential Precincts, as identified on Map 16-4.2. The Community Design policies must be read in conjunction with the Land Use policies and all other Urban Design policies including the *Neighbourhood Concept Plan Principles and Urban Design Guidelines*, July 1997.

16.4.2.2 Community Focus (Precinct 1)

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

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

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

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

16.4.2.3 Winston Churchill Boulevard Linkage (Precinct 2)

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

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

16.4.2.4 Primary Community Gateway (Precinct 3)

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

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

16.4.2.5 Eglinton Avenue Linkage (Precinct 4)

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

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

to create continuous landscape areas between the building and the streetline;

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

16.4.2.6 City Entry Point (Precinct 5)

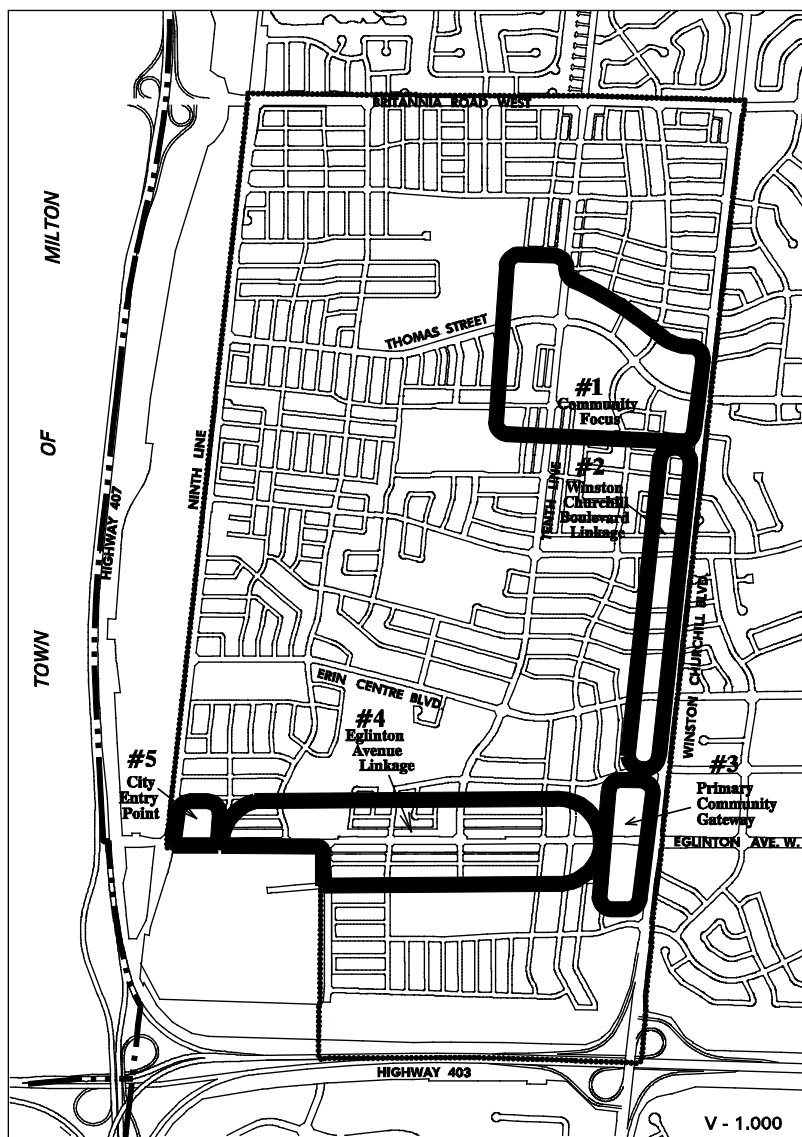
16.4.2.6.1 This area represents an entry point into the city and, therefore, will promote built form of high architectural and landscaping standards:

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

16.4.2.7 General

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

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



Map 16-4.2: Churchill Meadows Precincts

16.4.3 Land Use

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

16.4.4 Transportation

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

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

a right-of-way width of 17 m in direct frontage situations, and consideration will be given to reducing this right-of-way width to 15 m where there is no direct frontage. Public Lanes will have a minimum right-of-way width of eight metres.

16.4.5 Physical Services and Utilities

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

- g. Stormwater management facilities are located on the west side of Ninth Line, to accommodate post development runoff from those portions of Churchill Meadows drained by the Sixteen Mile Creek.

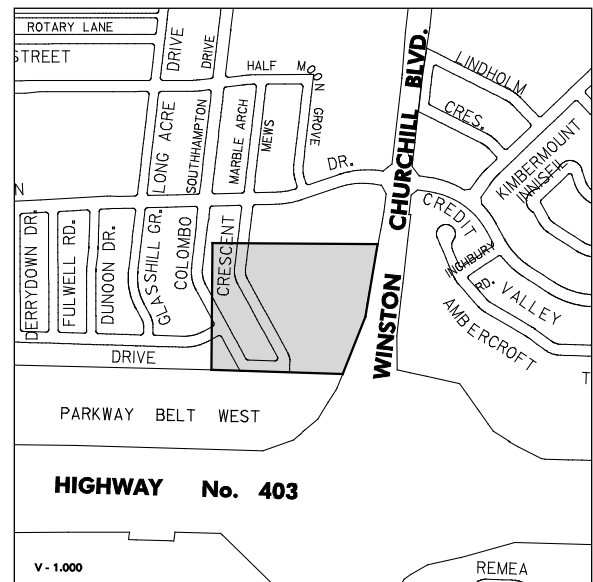
16.4.6 Implementation

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

16.4.7 Special Site Policies

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

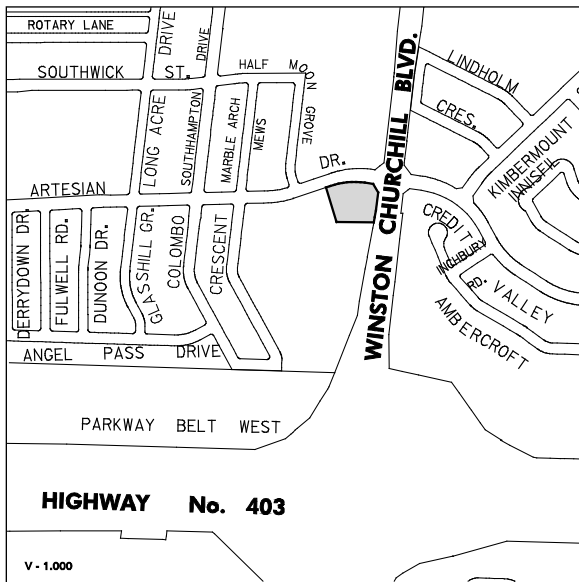
16.4.7.1 Site 1



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

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

16.4.7.2 Site 2

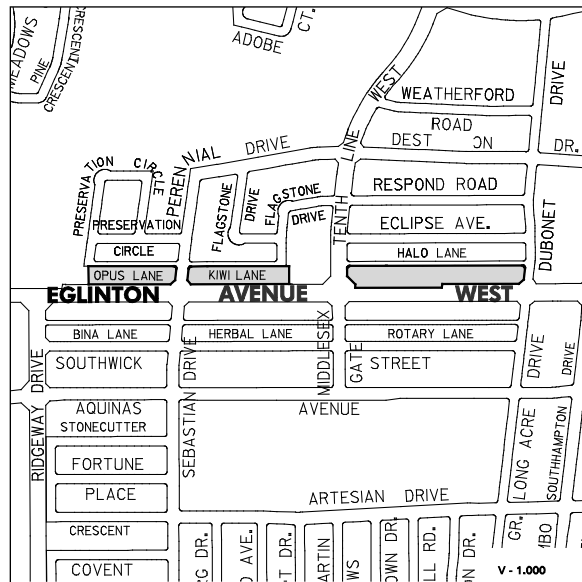


16.4.7.2.1 The lands identified as Special Site 2 are located at the southwest corner of Artesian Drive and Winston Churchill Boulevard.

16.4.7.2.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, the following additional policy will apply:

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

16.4.7.3 Site 3

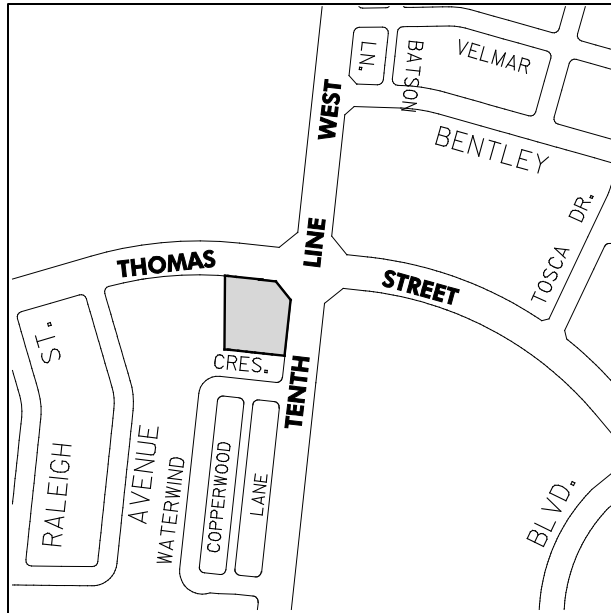


16.4.7.3.1 The lands identified as Special Site 3 are located on the north side of Eglinton Avenue West, west of Winston Churchill Boulevard.

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

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

16.4.7.4 Site 4

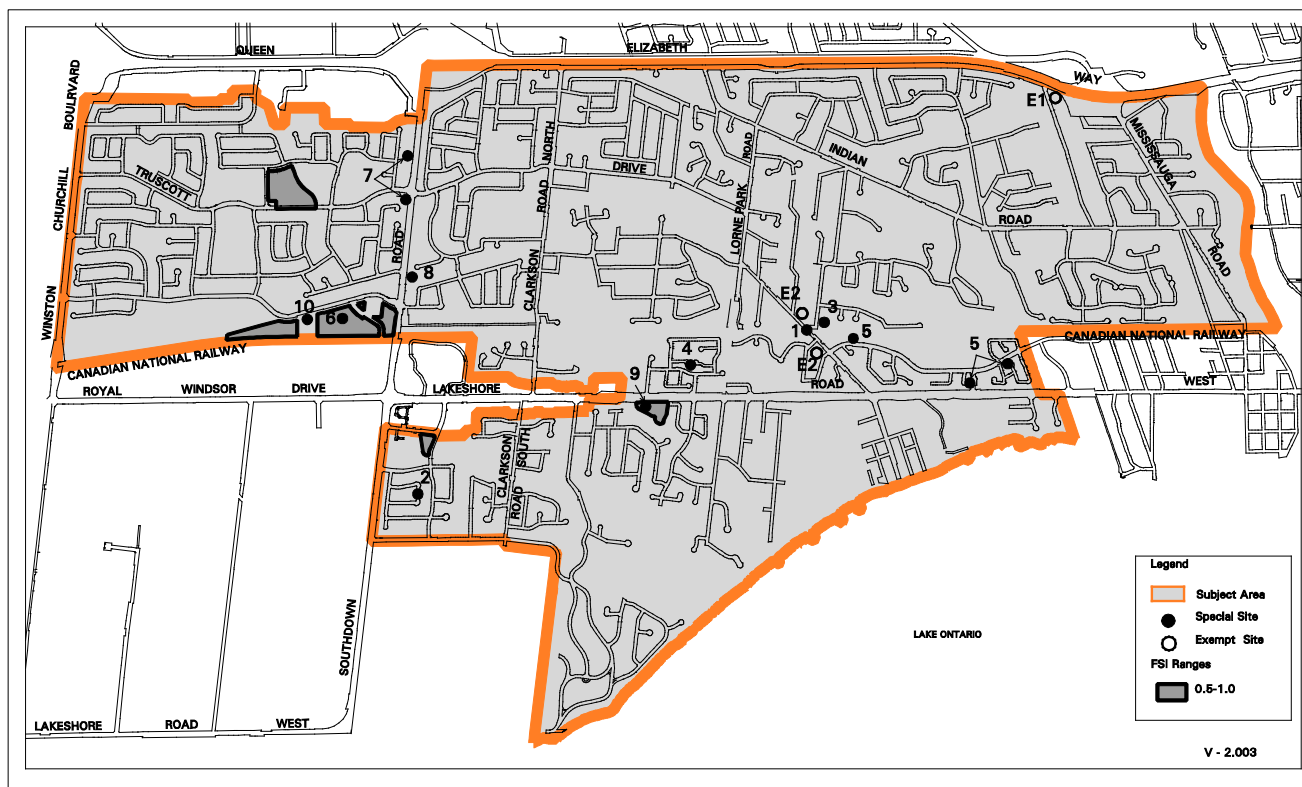


16.4.7.4.1 The lands identified as Special Site 4 are located at the southwest corner of Thomas Street and Tenth Line West.

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

- a. buildings on this site will have a built form located close to the street edge to achieve an urban character with a pedestrian friendly environment;
- b. parking facilities will be designed in a manner that is compatible with the mainstreet character of the area and will incorporate measures such as landscape space, planters or tree grates, or other elements which reinforce the urban street wall; and
- c. building height will be a maximum of four storeys.

16.5 Clarkson-Lorne Park



Map 16-5: Clarkson-Lorne Park Neighbourhood Character Area

16.5.1 Urban Design Policies

Community Identity and Focus

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

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

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

Infill Housing

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

- preserve and enhance the generous front, rear and side yard setbacks;
- ensure that existing grades and drainage conditions are preserved;
- 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;
- garages should be recessed or located behind the main face of the house. Alternatively,

garages should be located in the rear of the property;

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

16.5.2 Land Use

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

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

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

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

16.5.3 Natural Heritage System

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

16.5.4 Transportation

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

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

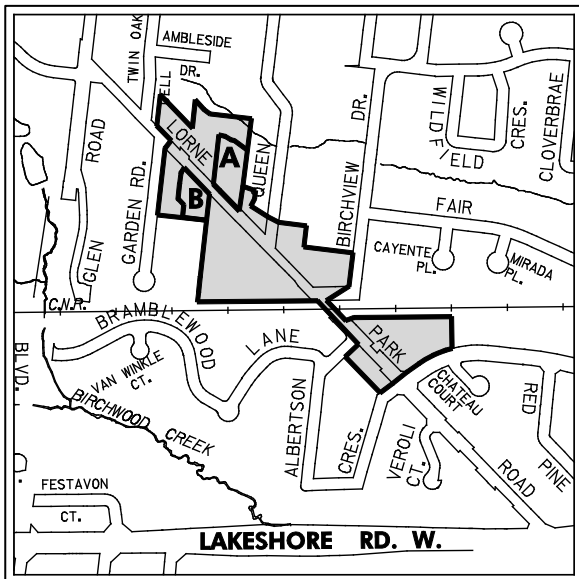
16.5.4.3 No approvals for development on the south side of South Sheridan Way, west of Southdown Road, will be given until the proponent has submitted an acceptable traffic impact study to the satisfaction of the City.

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

16.5.5 Special Site Policies

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

16.5.5.1 Site 1



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

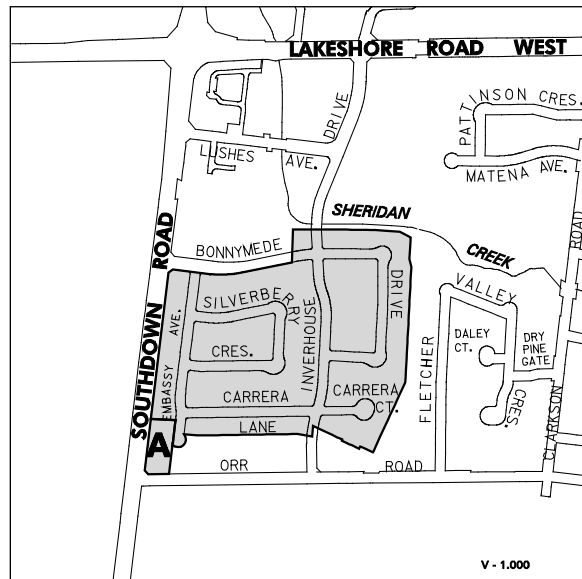
16.5.5.1.2 Notwithstanding the provisions of the Residential Low Density I and Mixed Use designations, the following policies will apply:

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

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

16.5.5.1.4 Notwithstanding the provisions of the Residential Low Density II designation, on lands identified as B, the subject lands may only be developed for four semi-detached and six townhouse dwellings.

16.5.5.2 Site 2

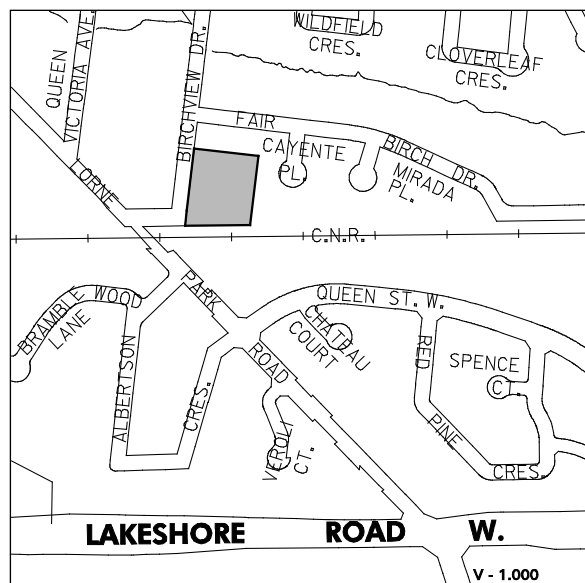


16.5.5.2.1 The lands identified as Special Site 2 are located east of Southdown Road, south of Bonnymede Drive.

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

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

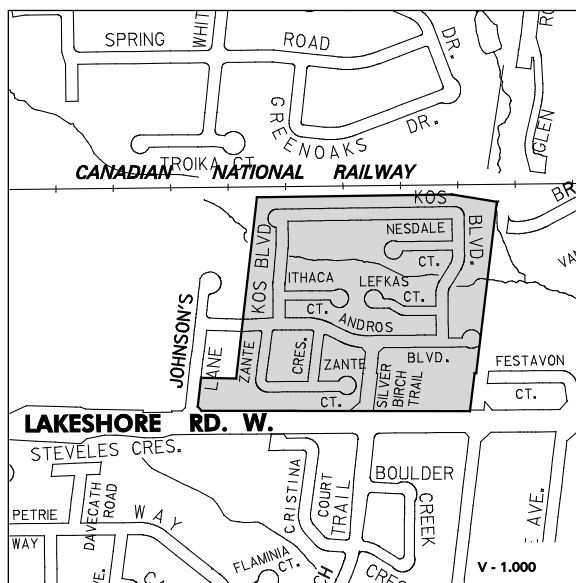
16.5.5.3 Site 3



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

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

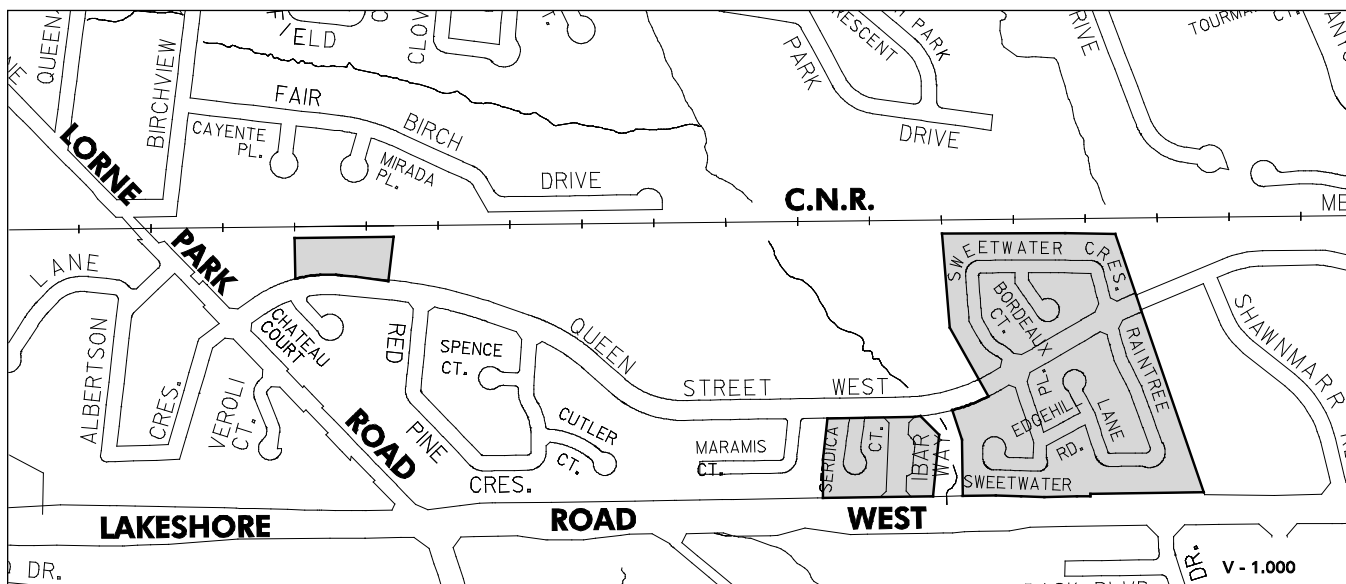
16.5.5.4 Site 4



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

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

16.5.5.5 Site 5



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

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

CANVEY ROAD

CRES. ROAD

IMBLER ROAD

CRES. ROAD

BRAYS CT.

NIGEL ROAD

EPTON COURT

LUDBROOK COURT

AMBRIDGE COURT

HINDHEAD DR.

HARTLAND

WALDEN

BRAYS CT.

WISEMAN ROAD

BROMSGROVE ROAD

SOUTHDOWN ROAD

CANVEY ROAD

C.N.R.

LAKE SHORE ROAD WEST

V - 1,000

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

Q.E.W.

NORTH SHERIDAN WAY

SOUTH SHERIDAN WAY

HOBBS CRES.

FONTWELL CRES.

AGAVANS CRES.

HARTINGTON COURT

THEFORD COURT

SOUTHDOWN ROAD

DAVEBROOK

DELANOME ROAD

FOXCRIFT AVE.

LENARTHUR DR.

INGLEDALE RD.

TRUSCOTT DRIVE

HAM DRIVE

ACORIA ROAD

COURT

MINNOW RD.

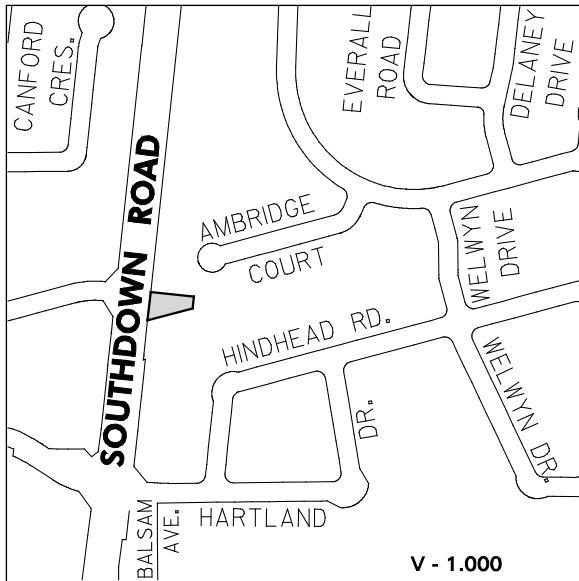
ROBILLARD SPRINGWELL ROAD

BOTHWELL AVE. RD.

V - 1,000

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

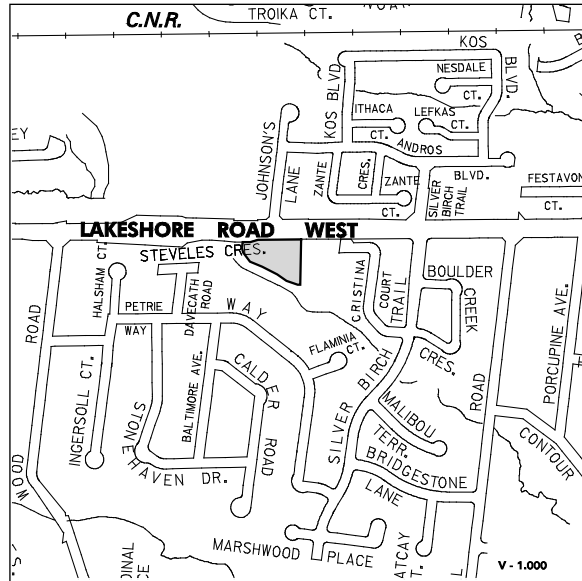
16.5.5.8 Site 8



16.5.5.8.1 The lands identified as Special Site 8 are located on the east side of Southdown Road, south of Truscott Drive.

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

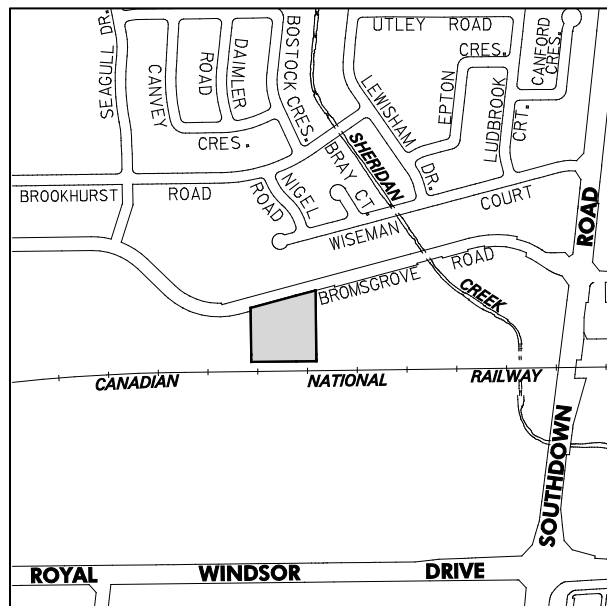
16.5.5.9 Site 9



16.5.5.9.1 The lands identified as Special Site 9 are located on the south side of Lakeshore Road West, west of Cristina Court.

16.5.5.9.2 Notwithstanding the provisions of the Residential High Density designation, retirement dwellings with a **floor space index (FSI)** of 1.3, to a maximum of three storeys, will be permitted.

16.5.5.10 Site 10



16.5.5.10.1 The lands identified as Special Site 10 are located on the south side of Bromsgrove Road, west of Southdown Road.

16.5.5.10.2 Notwithstanding the policies of this Plan, townhouse dwellings will be permitted.

16.5.6 Exempt Site Policies

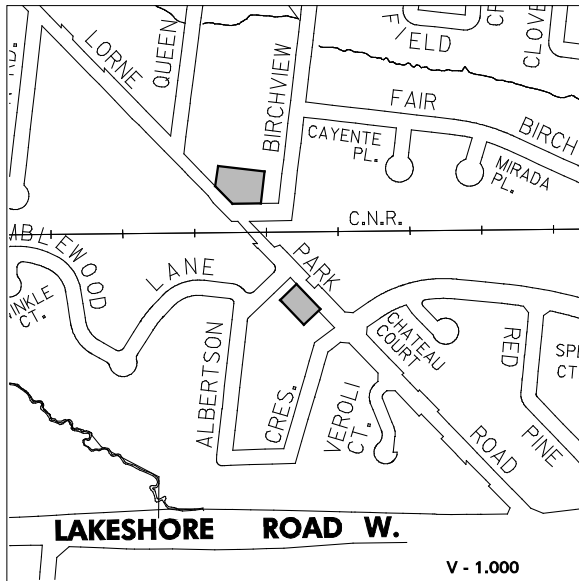
16.5.6.1 Site 1



16.5.6.1.1 The lands identified as Exempt Site 1 are located at the southeast corner of South Sheridan Way and Indian Grove.

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

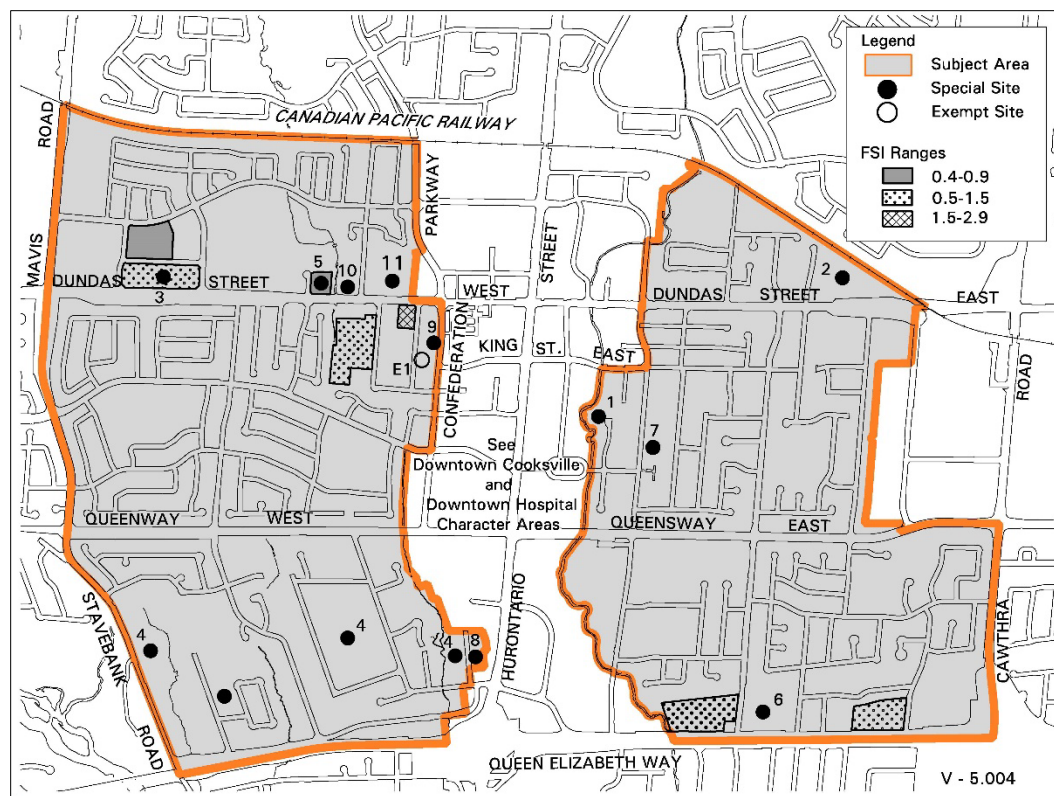
16.5.6.2 Site 2



16.5.6.2.1 The lands identified as Exempt Site 2 are located north of Lorne Park Road, west of Birchview Drive and south of Lorne Park Road, east of Albertson Crescent.

16.5.6.2.2 Notwithstanding the provisions of the Mixed Use designation, a motor vehicle repair garage will also be permitted.

16.6 Cooksville



Map 16-6: Cooksville Neighbourhood Character Area

16.6.1 Land Use

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

16.6.1.2 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

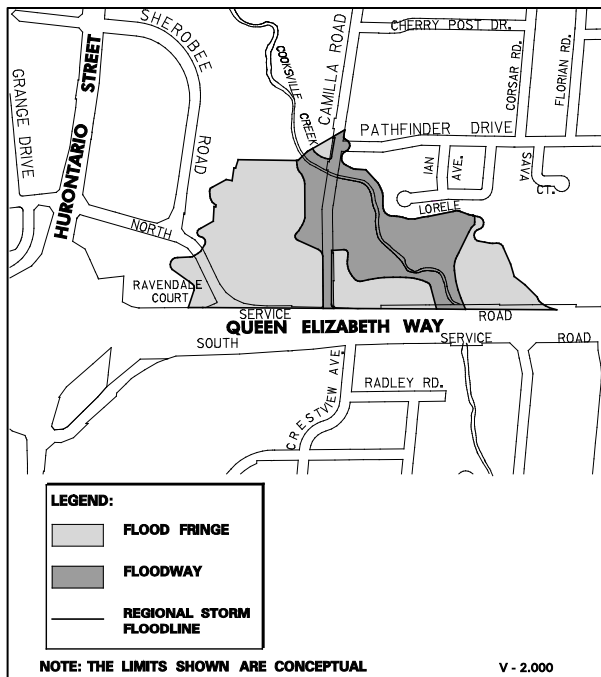
16.6.1.3 Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted:

- 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.

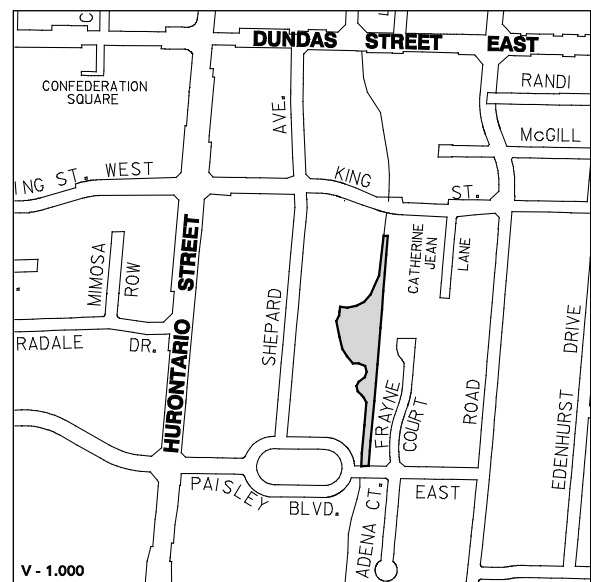
16.6.4.2 The City of Mississauga Parking Strategy, carried out in 1993, made recommendations on the short, medium and long term strategies to meet the parking requirements and to achieve urban design objectives. These recommendations will be

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:

- any proposal to alter the natural alignment of the Cookville 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

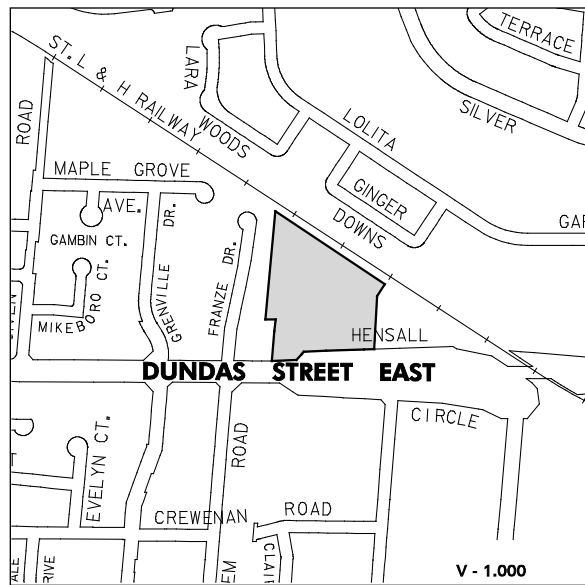
b. in the event that structural management options are not feasible and, subject to a detailed planning design and supporting engineering studies for the Special Site 1 lands, a **two-zone floodplain management concept**, or combination of a **two-zone floodplain management concept** and structural management 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

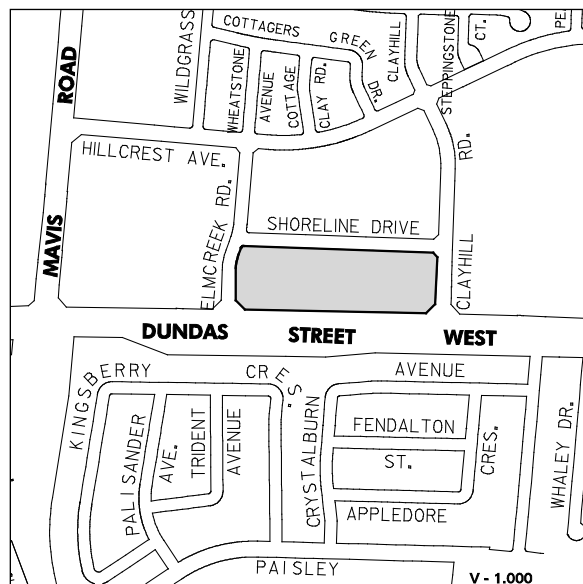


16.6.5.2.1 The lands identified as Special Site 2 are located north of Hensall Circle, abutting the CNR tracks.

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

- 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;
- 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
- 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

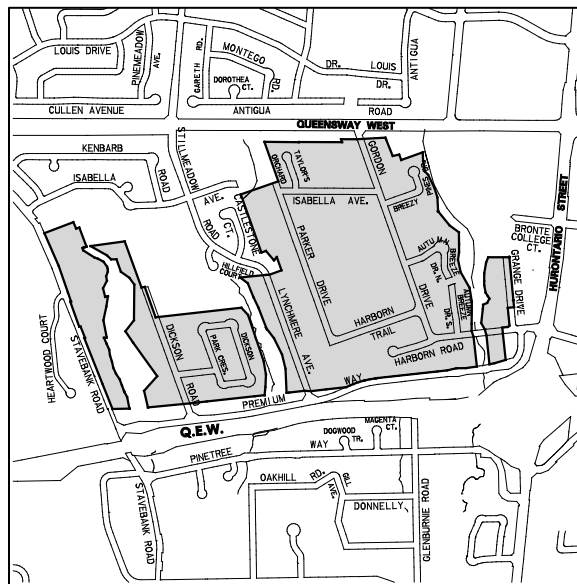


16.6.5.3.1 The lands identified as Special Site 3 are located on the north side of Dundas Street West, east of Mavis Road, in the former Canada Brick quarry site.

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



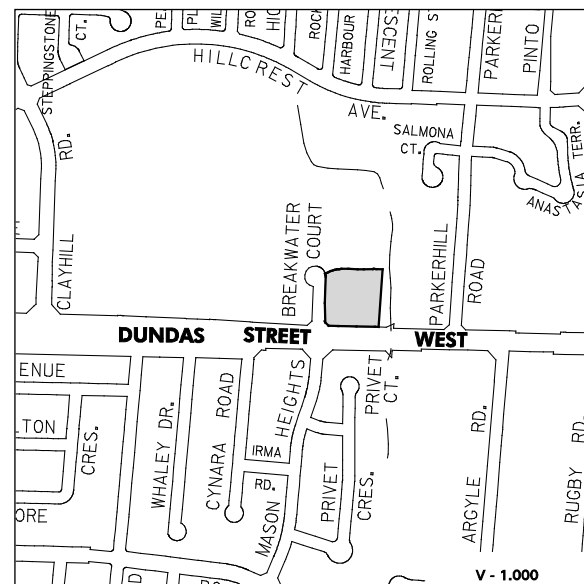
16.6.5.4.1 The lands identified as Special Site 4 are located west of Hurontario Street, south of Queensway West.

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.

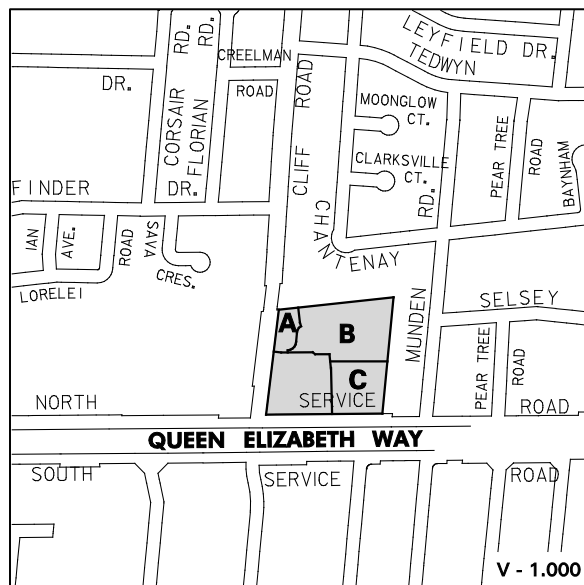
16.6.5.5 Site 5



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

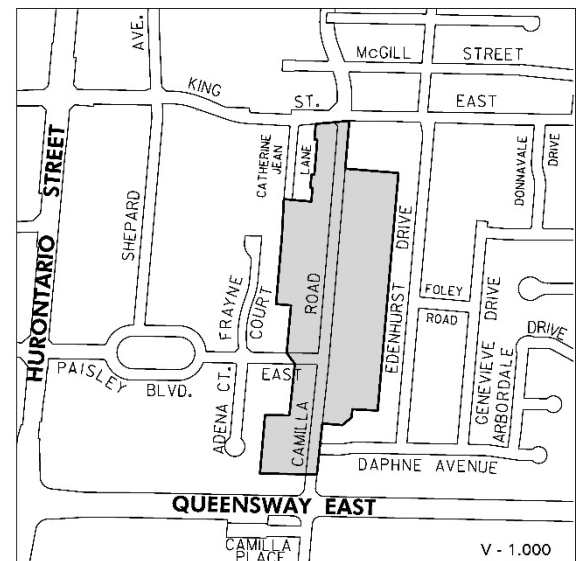


16.6.5.6.1 The lands identified as Special Site 6 are located at the northeast corner of North Service Road and Cliff Road.

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 m² 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 m² shall be permitted on lands identified as Area C.

16.6.5.7 Site 7

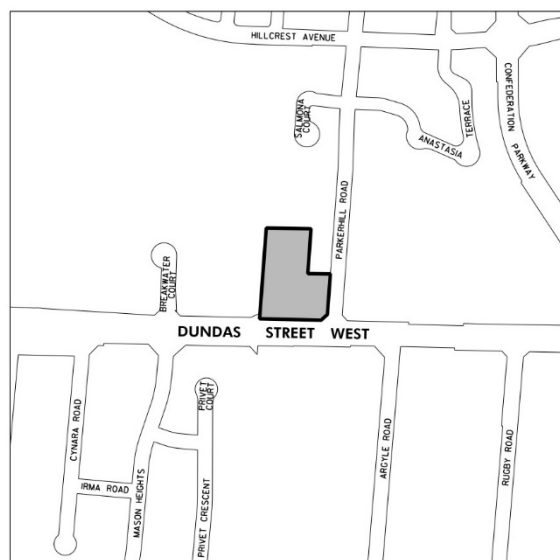


16.6.5.7.1 The lands identified as Special Site 7 are located on the east and west sides of Camilla Road between King Street East and Queensway East.

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;

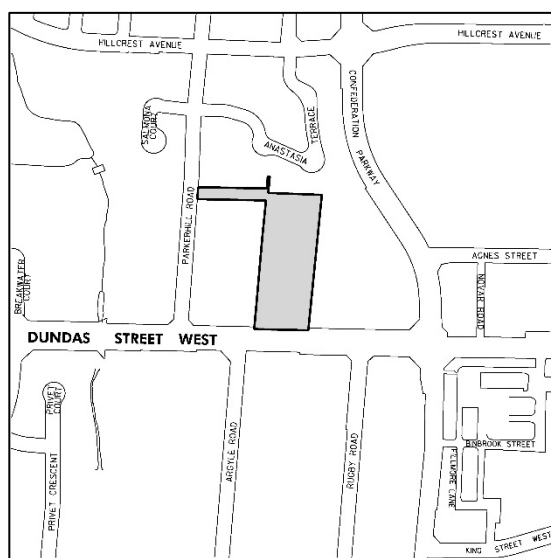
16.6.5.10 Site 10



16.6.5.10.1 The lands identified as Special Site 10 are located at the northwest corner of Dundas Street West and Parkerhill Road.

16.6.5.10.2 Notwithstanding the policies of this Plan, an apartment dwelling with a maximum height of 14 storeys will be permitted.

16.6.5.11 Site 11

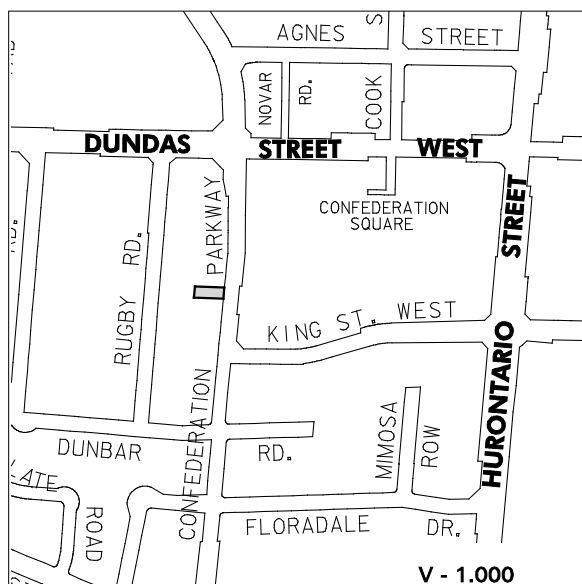


16.6.5.11.1 The lands identified as Special Site 11 are located on the north side of Dundas Street West, east of Parkerhill Road and west of Confederation Parkway with one contiguous lot that has frontage on Parkerhill Road.

16.6.5.11.2 Notwithstanding the policies of this Plan, an apartment dwelling with a maximum height of 25 storeys and a maximum **floor space index (FSI)** of 3.8 will be permitted.

16.6.6 Exempt Site Policies

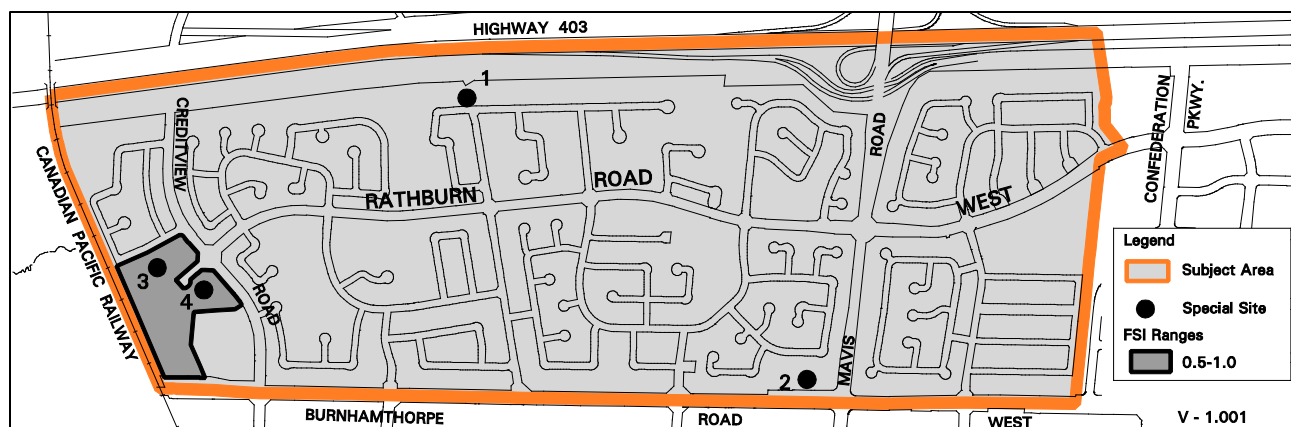
16.6.6.1 Site 1



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.

16.7 Creditview



Map 16-7: Creditview Neighbourhood Character Area

16.7.1 Urban Design Policies

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

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

16.7.2 Land Use

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

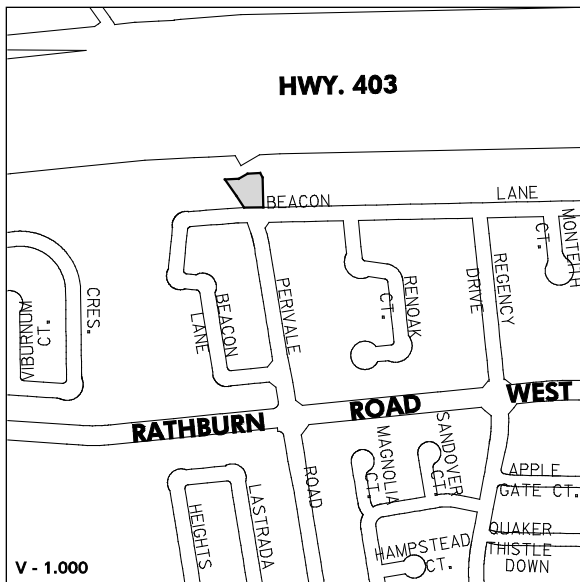
16.7.2.2 Lands designated Residential Low Density II will not permit the following uses:

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

16.7.3 Special Site Policies

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

16.7.3.1 Site 1

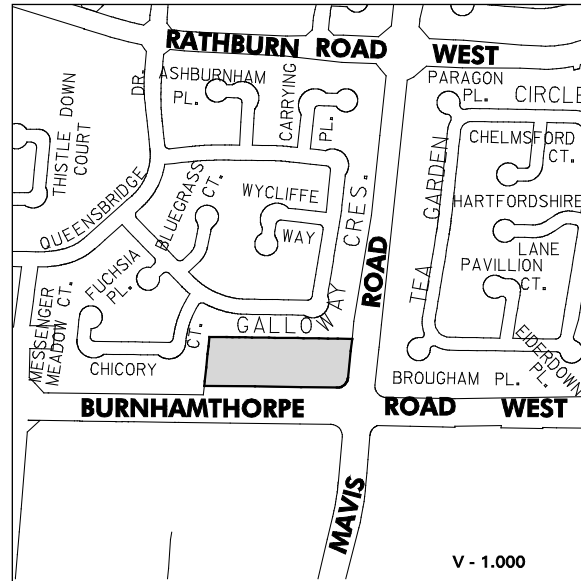


16.7.3.1.1 The property identified as Special Site 1 is located at 4265 Perivale Road and is referred to as the Crozier House. This house has been identified as a building worthy of preservation.

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

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

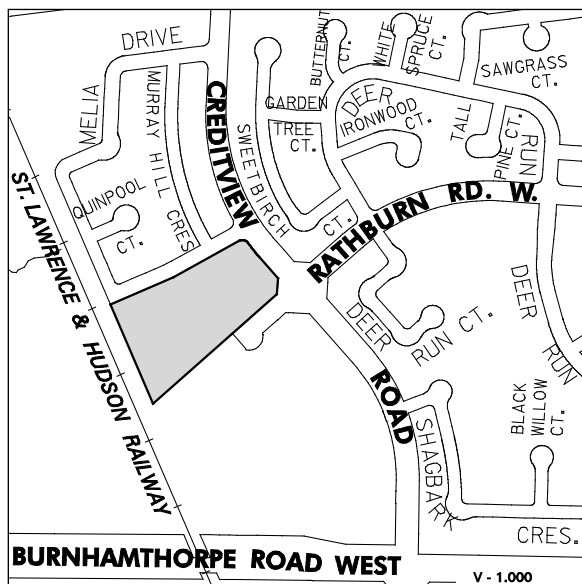
16.7.3.2 Site 2



16.7.3.2.1 The lands identified as Special Site 2 are located at the northwest corner of Burnhamthorpe Road West and Mavis Road.

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

16.7.3.3 Site 3



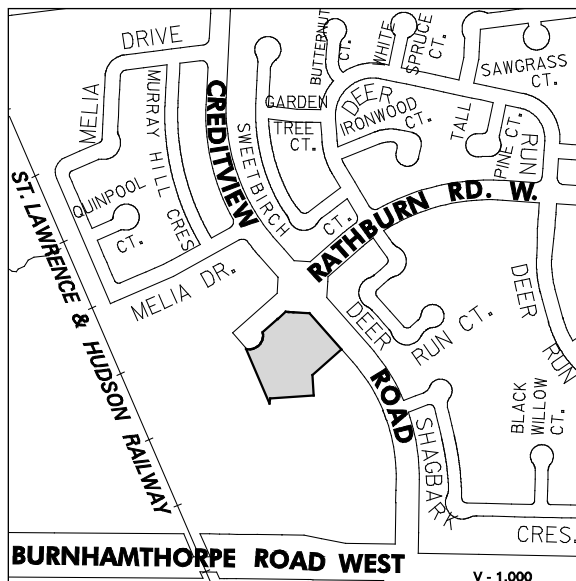
16.7.3.3.1 The lands identified as Special Site 3 are located on the west side of Creditview Road between Rathburn Road West and Melia Drive.

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

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

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

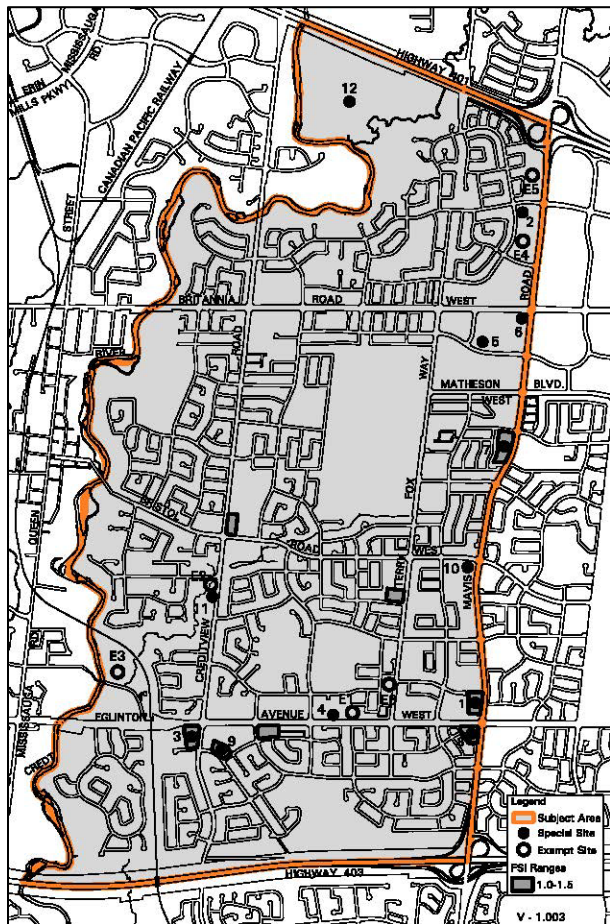
16.7.3.4 Site 4



16.7.3.4.1 The lands identified as Special Site 4 are located at the southwest corner of Rathburn Road West and Creditview Road.

16.7.3.4.2 Notwithstanding the provisions of the Residential High Density designation, development will be permitted up to a maximum **floor space index (FSI)** of 1.9. No building or structure will exceed a height of nine storeys, excluding any mechanical penthouse.

16.8 East Credit



Map 16-8: East Credit Neighbourhood Character Area

16.8.1 Urban Design Policies

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

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

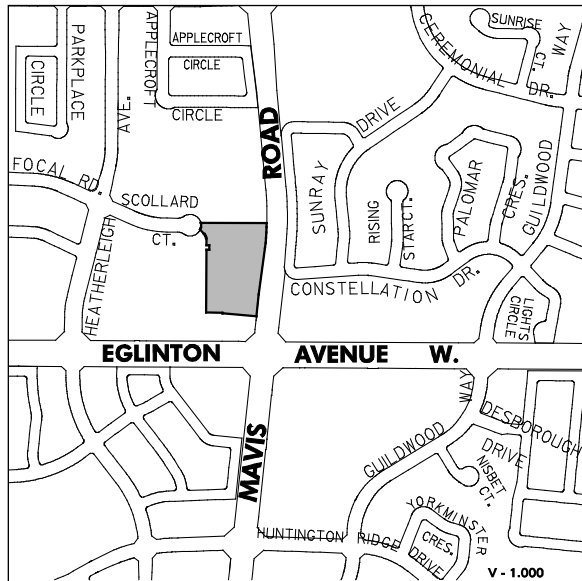
16.8.2 Transportation

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

16.8.3 Special Site Policies

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

16.8.3.1 Site 1

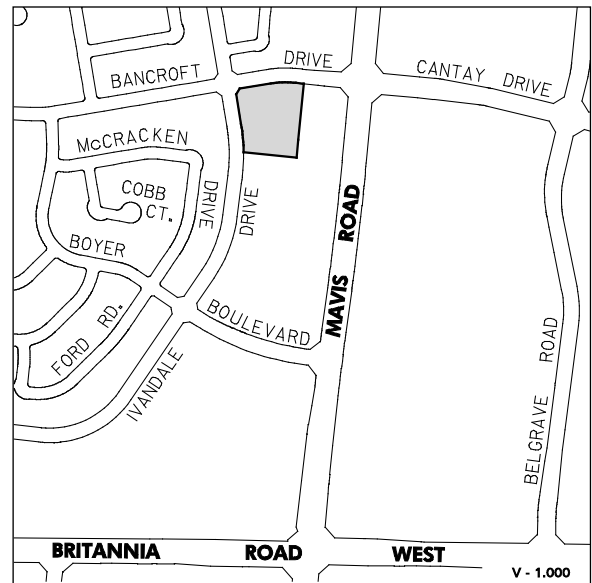


16.8.3.1.1 The lands identified as Special Site 1 are located on the west side of Mavis Road, north of Eglinton Avenue West.

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

- apartment buildings will be permitted up to a maximum **floor space index (FSI)** of 3.4;
- townhouses will be permitted; and
- the maximum apartment building height will be 18 storeys.

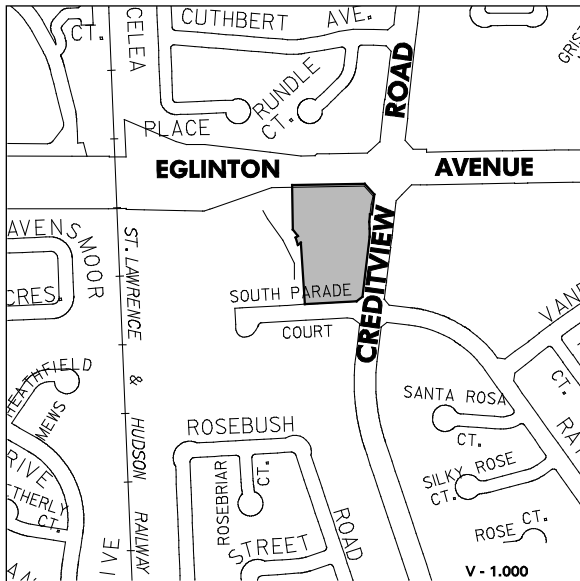
16.8.3.2 Site 2



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

16.8.3.2.2 Notwithstanding the policies of this Plan, motor vehicle sales, leasing, rental and repair will also be permitted.

16.8.3.3 Site 3

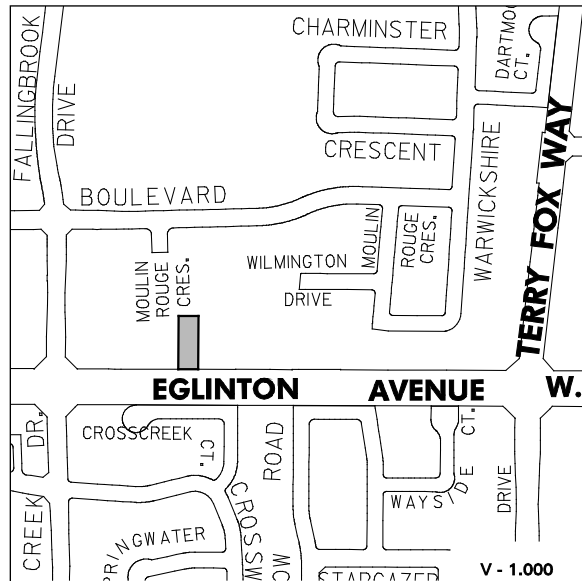


16.8.3.3.1 The lands identified as Special Site 3 are located at the southwest corner of Eglinton Avenue West and Creditview Road.

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

- a. townhouse dwellings will be permitted;
- b. the maximum apartment building height will be 12 storeys; and
- c. apartment dwellings at a maximum **floor space index (FSI)** of 1.77 will be permitted.

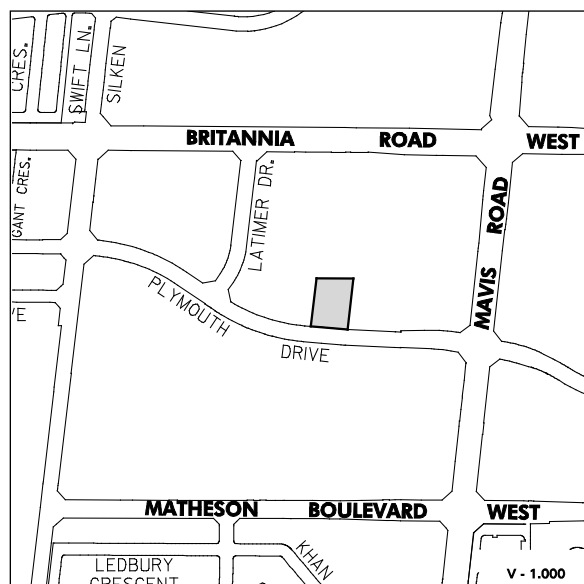
16.8.3.4 Site 4



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

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

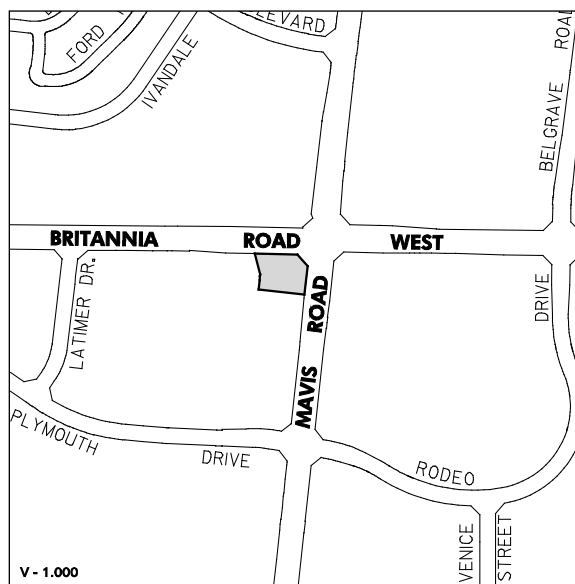
16.8.3.5 Site 5



16.8.3.5.1 The lands identified as Special Site 5 are located on the north side of Plymouth Drive, east of Latimer Drive.

16.8.3.5.2 Notwithstanding the provisions of the Mixed Use designation, a motor vehicle body repair facility will also be permitted.

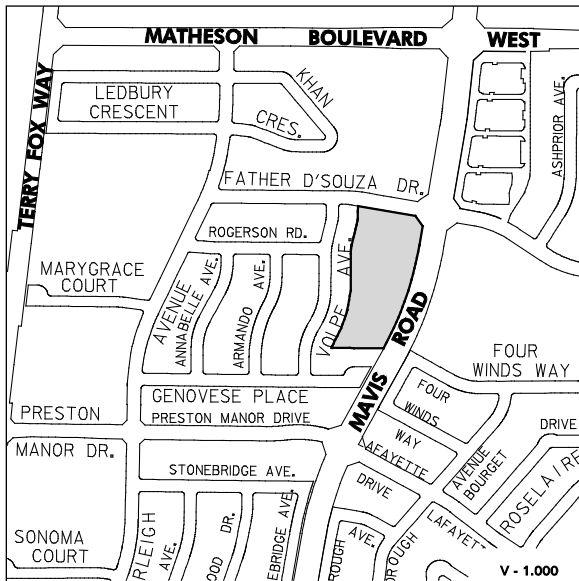
16.8.3.6 Site 6



16.8.3.6.1 The lands identified as Special Site 6 are located at the southwest corner of Britannia Road West and Mavis Road.

16.8.3.6.2 Notwithstanding the provisions of the Mixed Use designation, motor vehicle commercial uses will also be permitted.

16.8.3.7 Site 7

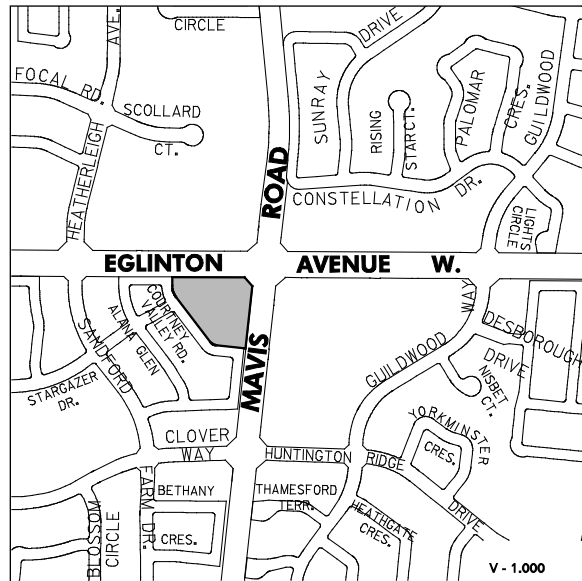


16.8.3.7.1 The lands identified as Special Site 7 are located on the southwest corner of Father D'Souza Drive and Mavis Road.

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

- development of the property will be permitted up to a maximum **floor space index (FSI)** of 2.40;
- one building with a maximum height of 18 storeys will be permitted, provided that the building is located at the northeast corner of the site and any portion of the development above 13 storeys will consist of one single building with a maximum floor plate size of 750 m²;
- one building with a maximum height of 13 storeys; and,
- offices, personal service establishment and a retail store shall be permitted accessory to the Residential High Density uses permitted on this site.

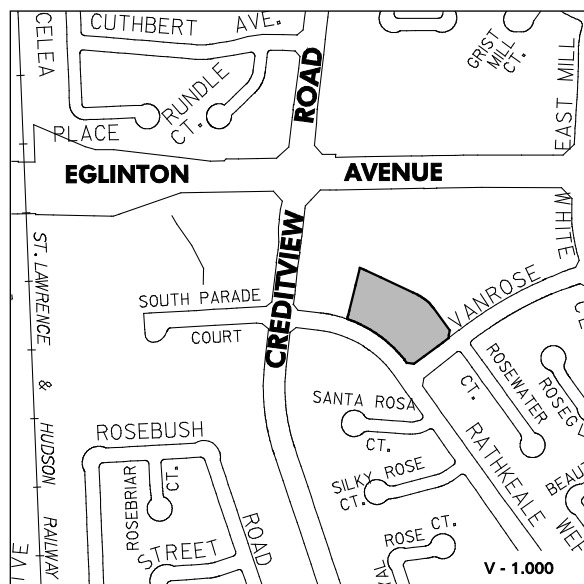
16.8.3.8 Site 8



16.8.3.8.1 The lands identified as Special Site 8 are located at the southwest corner of Eglinton Avenue West and Mavis Road.

16.8.3.8.2 Notwithstanding the policies of this plan, apartment dwellings and townhouse dwellings at a maximum **floor space index (FSI)** of 3.93 will be permitted.

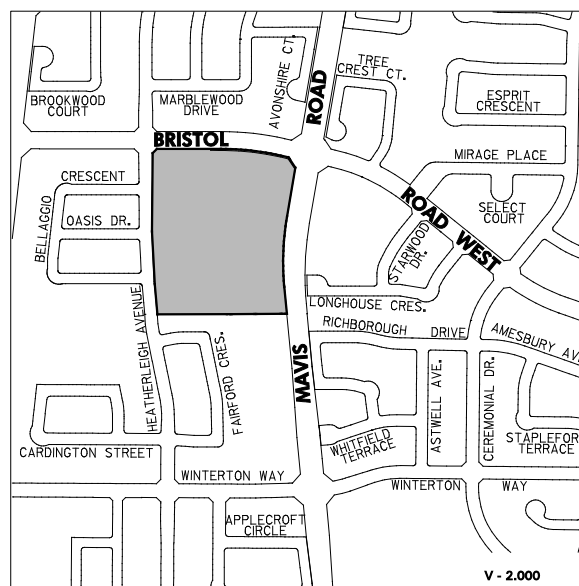
16.8.3.9 Site 9



16.8.3.9.1 The lands identified as Special Site 9 are located on the north side of Rathkeale Road, east of Creditview Road.

16.8.3.9.2 Notwithstanding the provisions of the Residential High Density designation, a maximum **floor space index (FSI)** of 2.1 will be permitted.

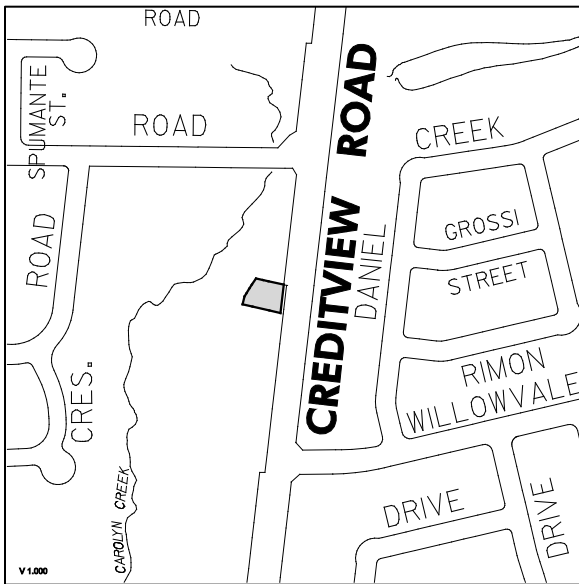
16.8.3.10 Site 10



16.8.3.10.1 The lands identified as Special Site 10 are located at the southwest corner of Bristol Road West and Mavis Road.

16.8.3.10.2 Notwithstanding the policies of this Plan, a service station, gas bar and car wash may be permitted.

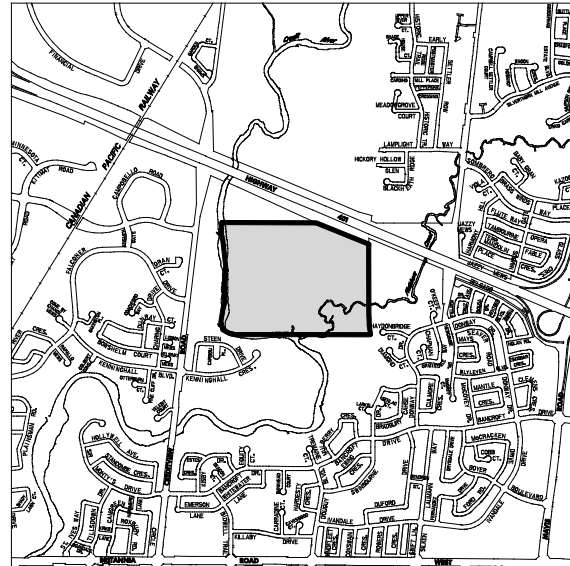
6.8.3.11 Site 11



16.8.3.11.1 The lands identified as special site 11 are located on the west side of Creditview Road, south of Carolyn Road.

16.8.3.11.2 Notwithstanding the policies of this Plan, an accessory office for a maximum of one non-resident physician, dentist, health professional or drugless practitioner, and maximum of three employees will be permitted.

6.8.3.12 Site 12

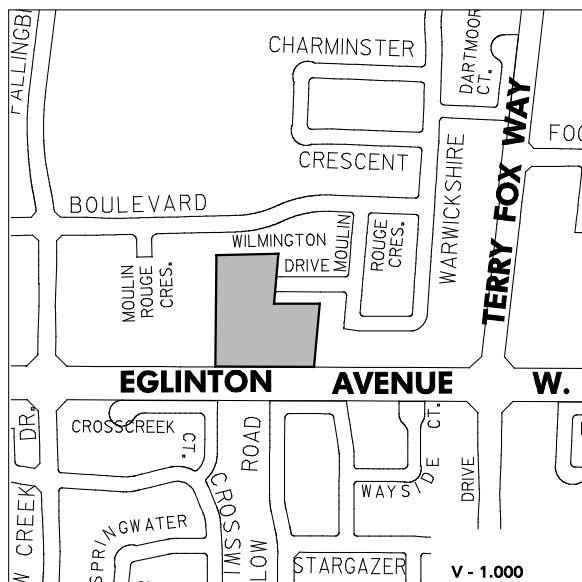


16.8.3.12.1 The lands identified as Special Site 12 are located at the southeast quadrant of Creditview Road and Highway 401.

16.8.3.12.2 Notwithstanding the policies of this Plan, outdoor markets, greenhouses with accessory uses and an education and training centre will also be permitted on lands designated Public Open Space.

16.8.4 Exempt Site Policies

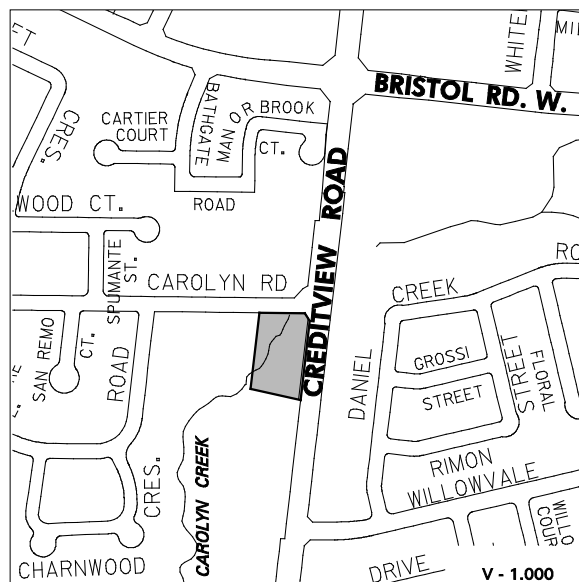
16.8.4.1 Site 1



16.8.4.1.1 The lands identified as Exempt Site 1 are located on the north side of Eglinton Avenue West, west of Terry Fox Way.

16.8.4.1.2 Notwithstanding the provisions of the Residential Medium Density designation, a garden centre including the sale and storage of firewood, Christmas trees and landscaping materials, excluding nursery stock, and residential accommodation accessory to the operation of the garden centre use will also be permitted for an interim period of time, until the lands are redeveloped in accordance with the Residential Medium Density I designation.

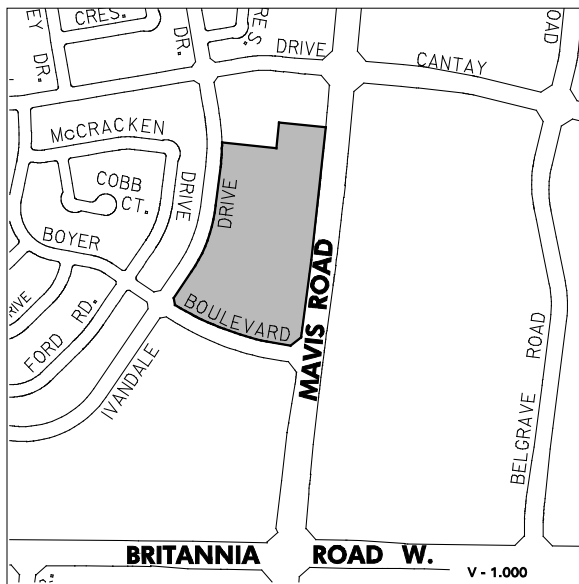
16.8.4.2 Site 2



16.8.4.2.1 The lands identified as Exempt Site 2 are located on the southwest corner of Creditview Road and Carolyn Road.

16.8.4.2.2 Notwithstanding the provisions of the Residential Low Density II and Greenlands designations, a veterinary clinic within the existing detached dwelling will be permitted and a bird sanctuary structure on public Greenlands accessory to the adjacent veterinary clinic will also be permitted.

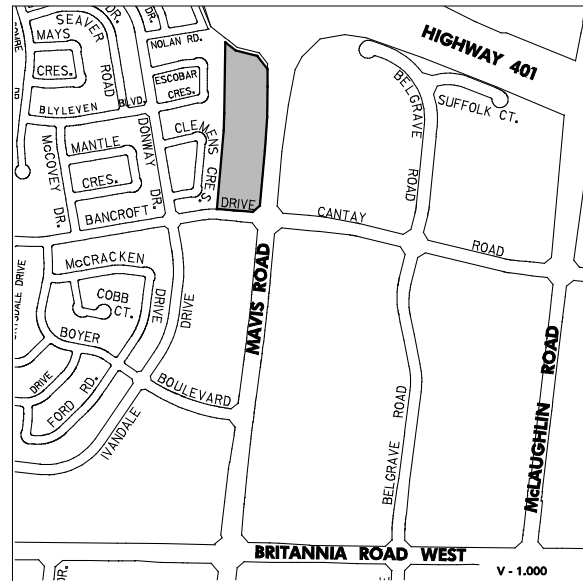
16.8.4.3 Site 3



16.8.4.3.1 The lands identified as Exempt Site 3 are located on the west side of Mavis Road, north of Boyer Boulevard.

16.8.4.3.2 Notwithstanding the provisions of the Business Employment designation, motor vehicle sales, rental and repair establishments and establishments for minor motor vehicle repairs will also be permitted. Entertainment, recreation and sports facilities as well as broadcasting, communication and public utility rights-of-way, will not be permitted. Noise sensitive land uses, as defined in the Provincial Policy Statement and this Plan, will not be permitted.

16.8.4.4 Site 4



16.8.4.4.1 The lands identified as Exempt Site 4 are located at the northwest corner of Mavis Road and Bancroft Drive.

16.8.4.4.2 Notwithstanding the provisions of the Business Employment designation, motor vehicle sales, service and repair establishments will also be permitted.

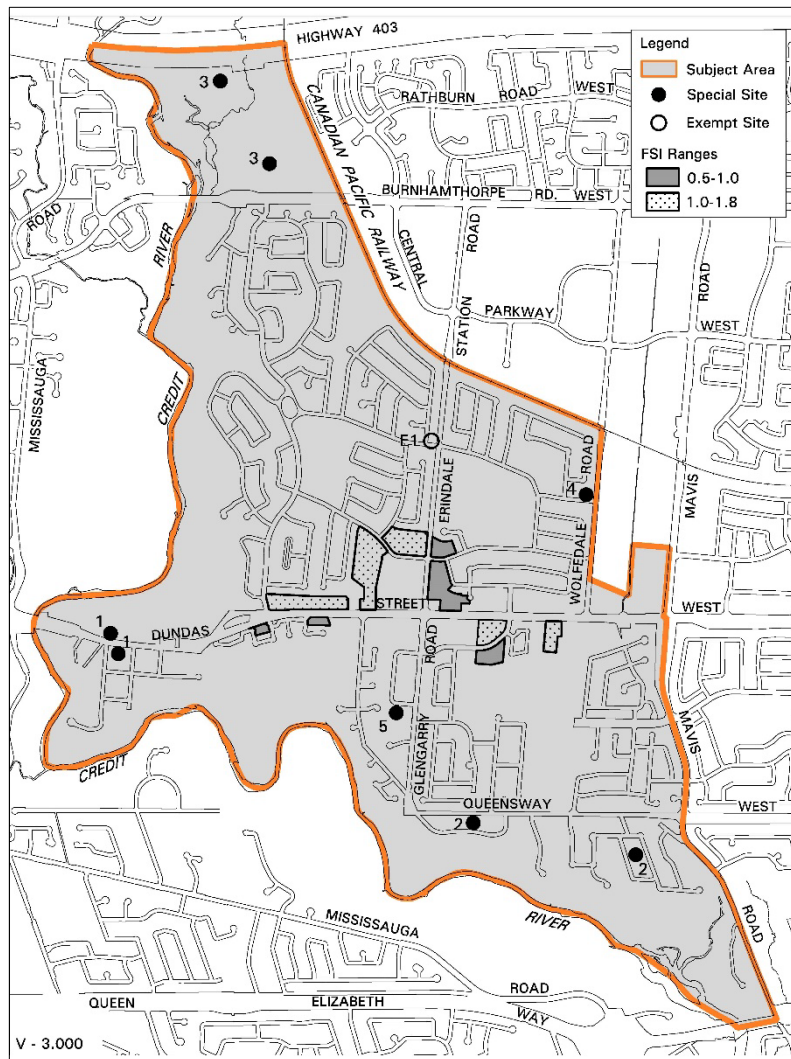
16.8.4.5 Site 5



16.8.4.5.1 The lands identified as Exempt Site 5 are located on the west side of Terry Fox Way, north of Eglinton Avenue West.

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

16.9 Erindale



Map 16-9: Erindale Neighbourhood Character Area

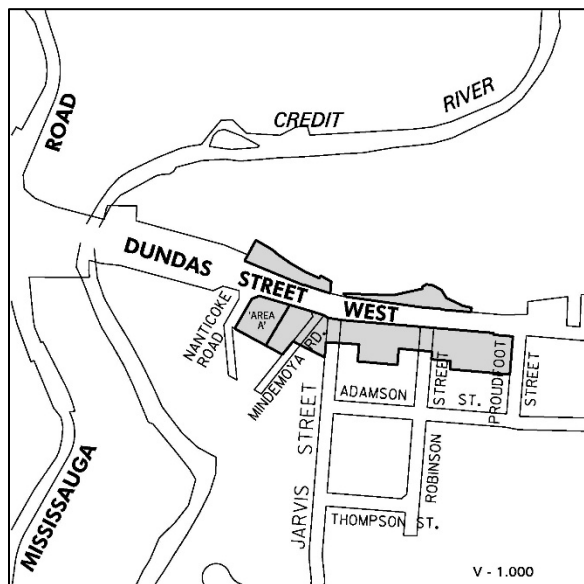
16.9.1 Land Use

16.9.1.1 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



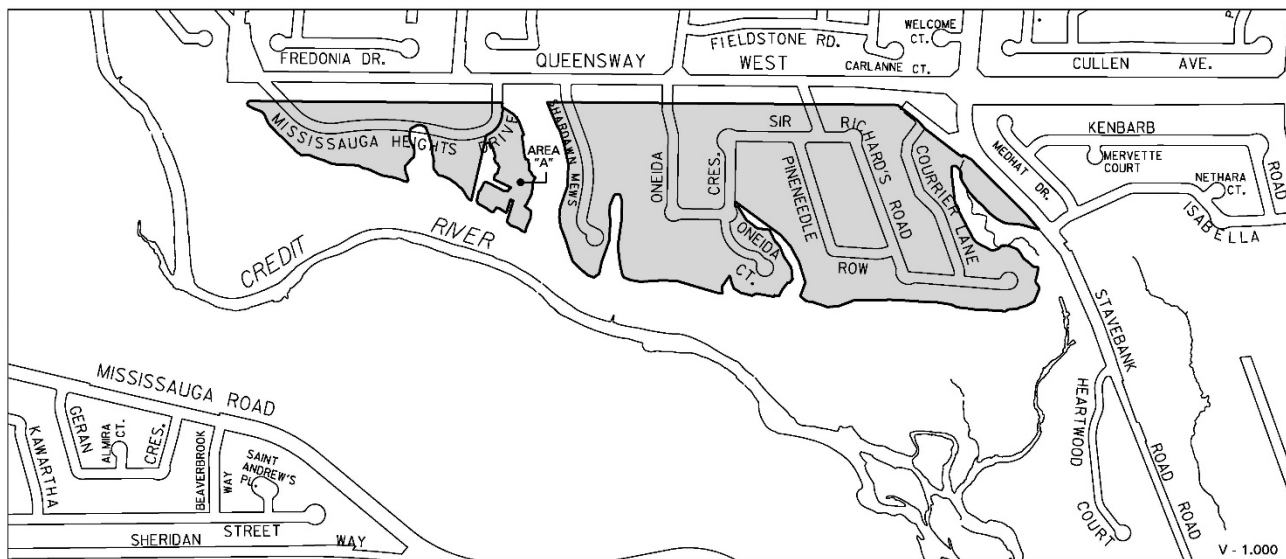
16.9.2.1.1 The lands identified as Special Site 1 are located along the north and south sides of Dundas Street West, east of the Credit River and extend easterly from Nanticoke Road to Proudfoot Street.

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

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

- d. for those properties east of Mindemoya Road, on-site parking will consist only of surface parking and will be provided in the rear yard only;
- e. the closed road allowance for Nanticoke Road will provide access to parking and form part of a pedestrian walkway to the Credit River valley;
- f. notwithstanding the 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;
- g. buildings should have a minimum of two storeys and a maximum of three storeys in height; and
- h. the lands identified as Area A will permit a maximum height of nine storeys.

16.9.2.2 Site 2

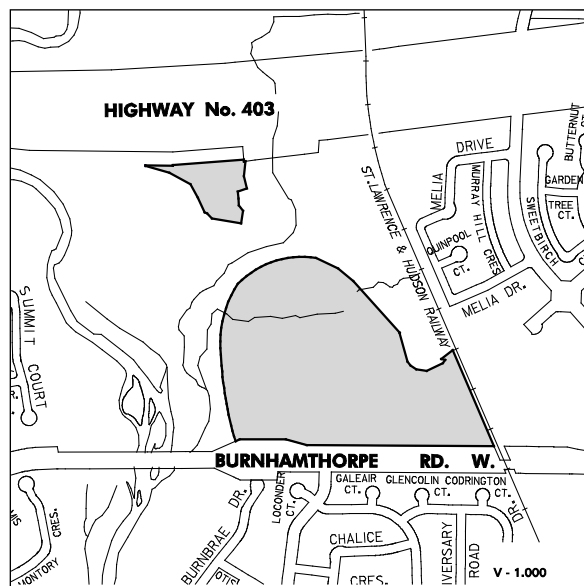


16.9.2.2.1 The lands identified as Special Site 2 are located south of Queensway West, west of Stavebank Road.

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 lands identified as Area A will permit detached dwellings on a common element (CEC) road

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.

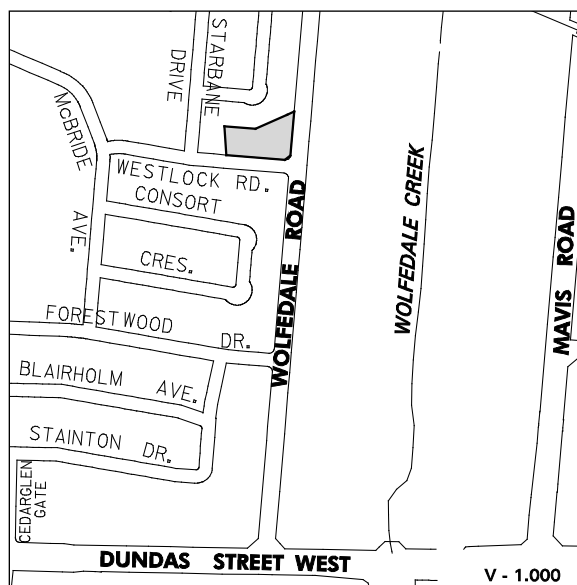
16.9.2.3.2 Notwithstanding the provisions of the Public Open Space and Greenlands designations, the following additional policies will apply:

- 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

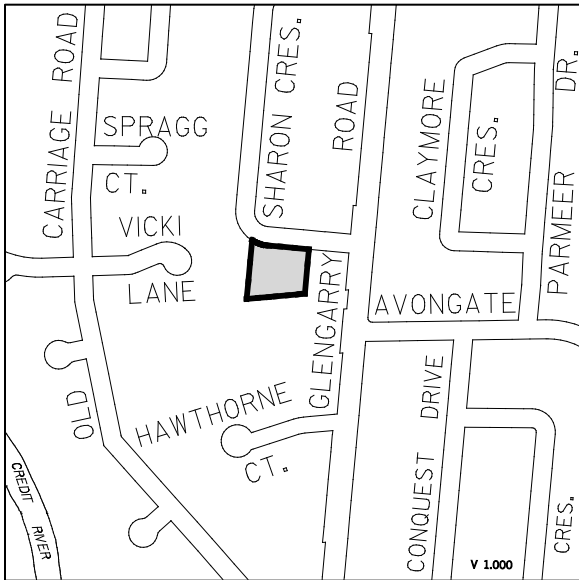


16.9.2.4.1 The lands identified as Special Site 4 are located at the northwest corner of Wolfedale Road and Westlock Road.

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

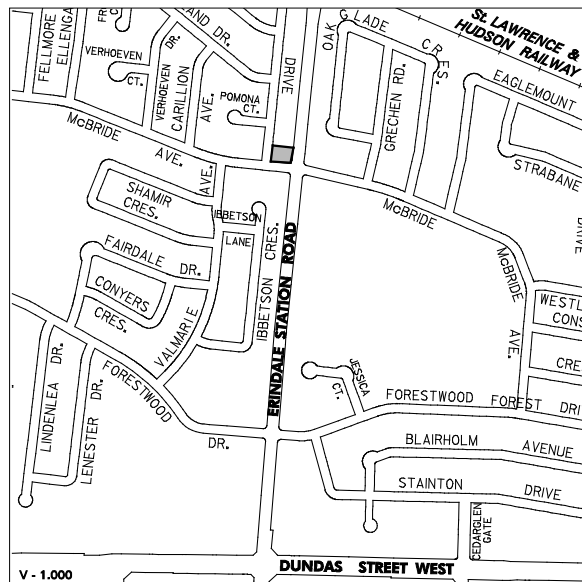


16.9.2.5.1 The lands identified as Special Site 5 are located on the south side of Sharon Crescent, west of Glengarry Road.

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

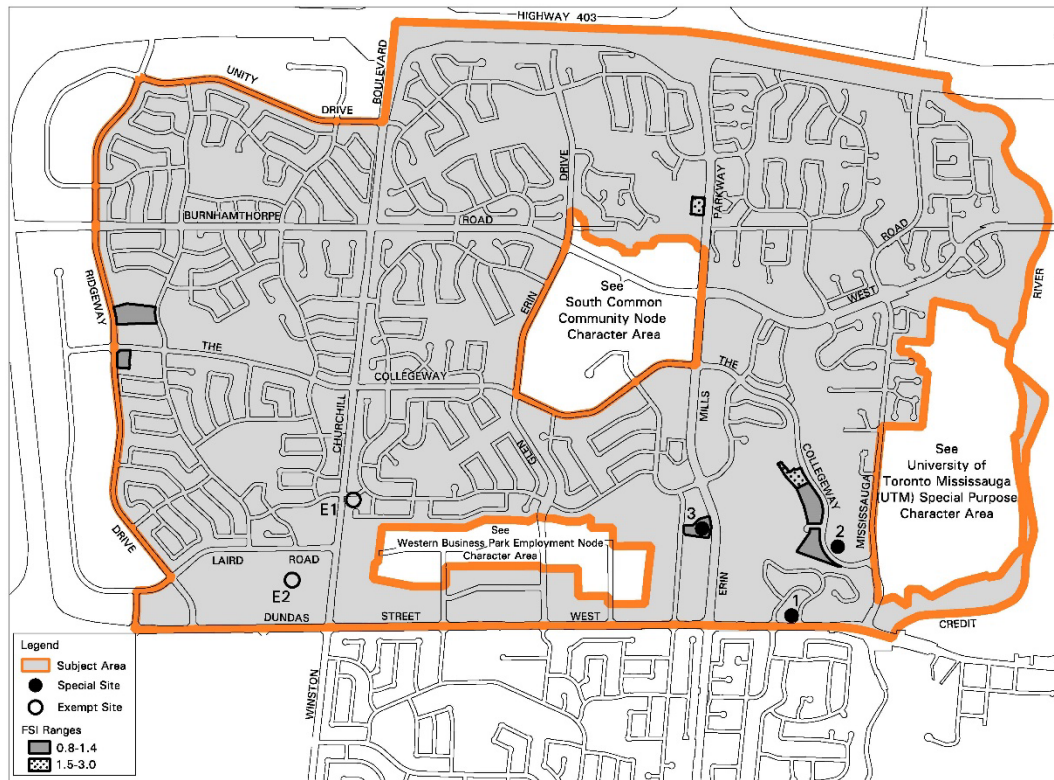
16.9.3.1 Site 1



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.

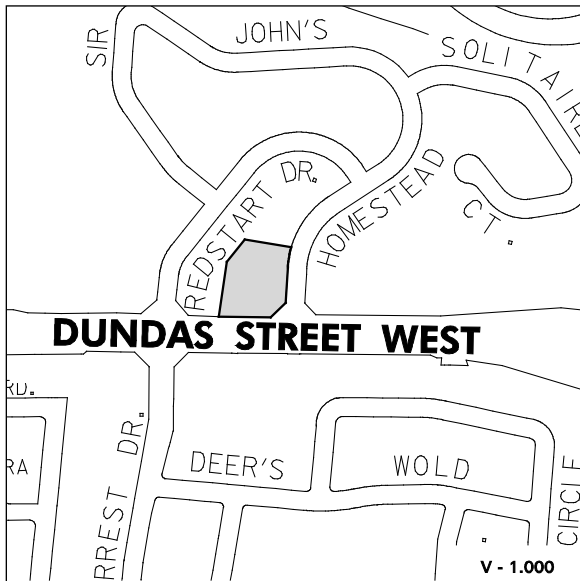
16.10 Erin Mills



16.10.2 Special Site Policies

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

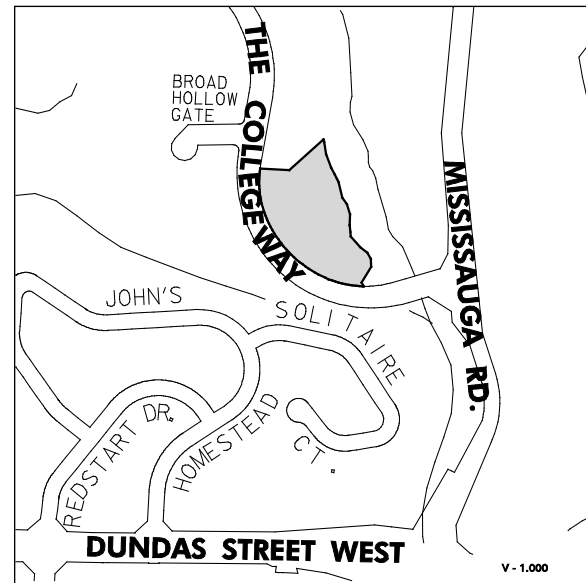
16.10.2.1 Site 1



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

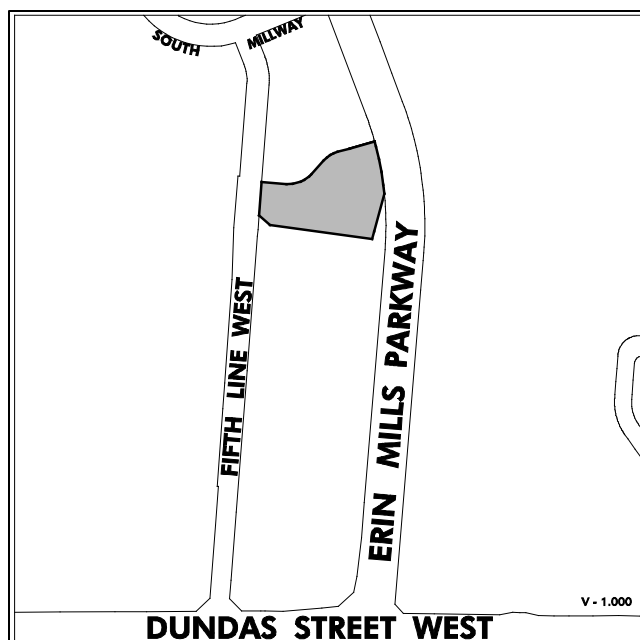


16.10.2.2.1 The lands identified as Special Site 2, are located on the north side of The Collegeway, west of Mississauga Road and contain a cultural heritage resource under the terms and conditions of Part IV of the *Ontario Heritage Act*.

16.10.2.2.2 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.

16.10.2.3 Site 3

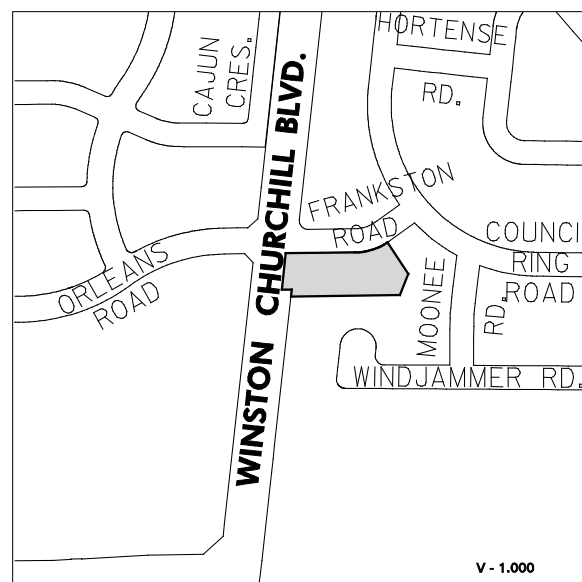


16.10.2.3.1 The lands identified as Special Site 3 are located south of South Millway, between Erin Mills Parkway and Fifth Line West.

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

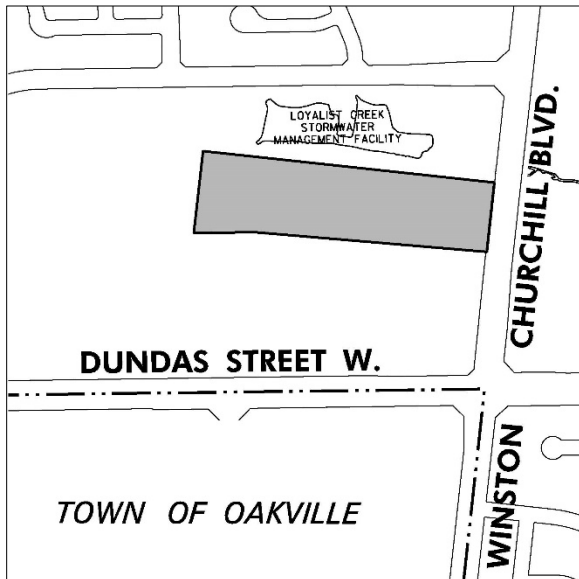
16.10.3.1 Site 1



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.

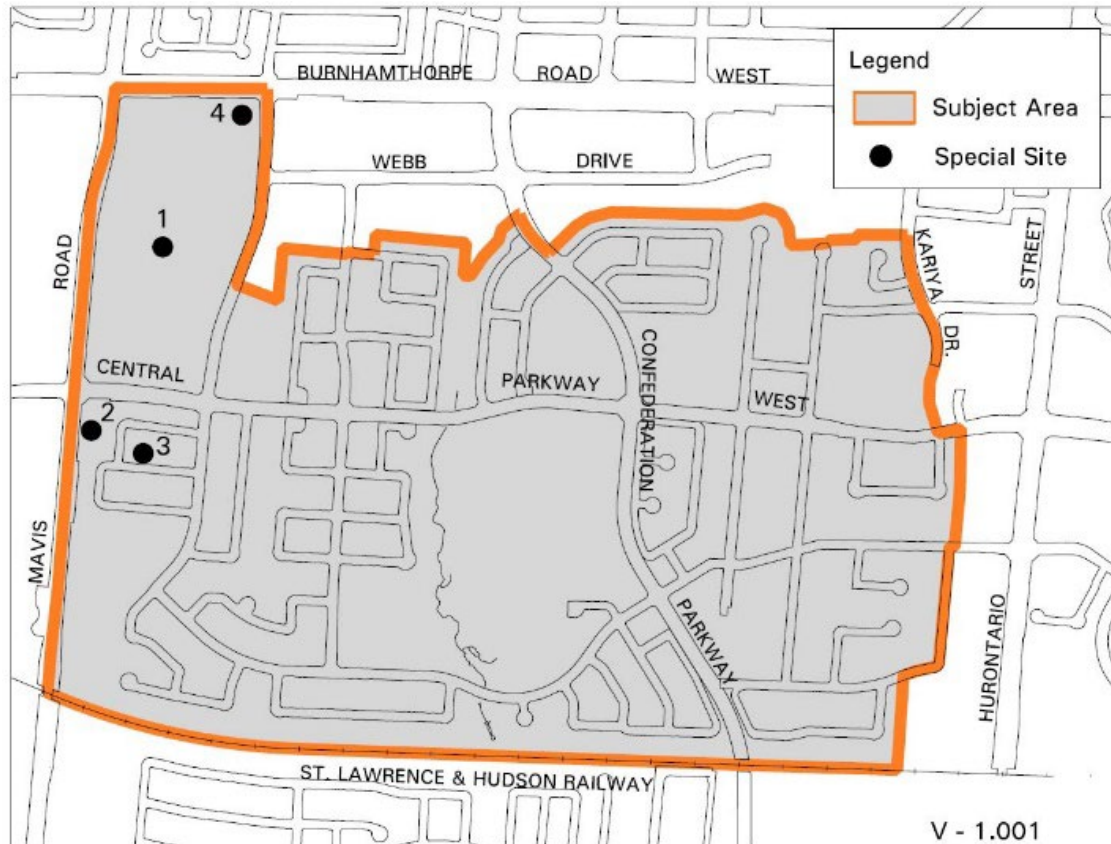
16.10.3.2 Site 2



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.

16.11 Fairview



Map 16-11: Fairview Neighbourhood Character Area

16.11.1 Land Use

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

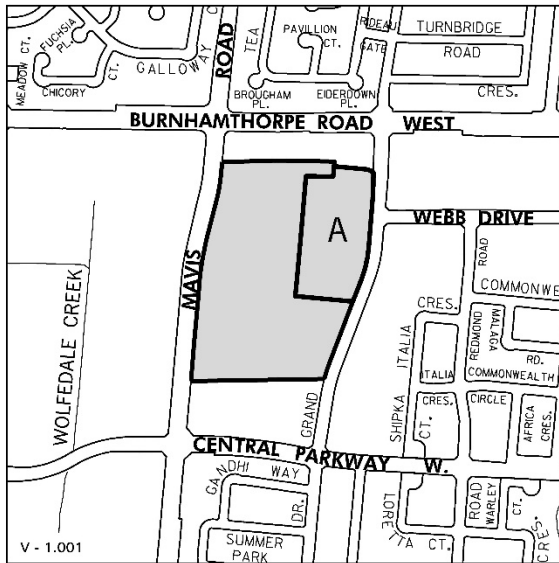
16.11.1.2 Owners/developers will be encouraged to advise all prospective purchasers or tenants occupying new residential units within the 600 m influence area of a chemical plant located on Mavis Road, south of Burnhamthorpe Road West, of the possibility of adverse odour emissions.

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

16.11.2 Special Site Policies

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

16.11.2.1 Site 1



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

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

- the redevelopment of the lands fronting Mavis Road should recognize industries on the west side of Mavis Road. Redevelopment of the lands fronting the east side of Mavis Road will be of a mixed commercial/residential nature and any permitted high density residential development will be located internally on the site and have an easterly orientation; and
- further to subsection a. above of this section, a concept plan for all of Site 1 will be required to address, among other matters, the following:
 - compatibility of building form and scale with existing and proposed surrounding land uses;

- acceptable ingress and egress arrangements for Mavis Road, Burnhamthorpe Road West, Grand Park Drive, and Central Parkway West;
- the provision of off-street parking; and
- landscaping and buffering of commercial uses proposed along Mavis Road.

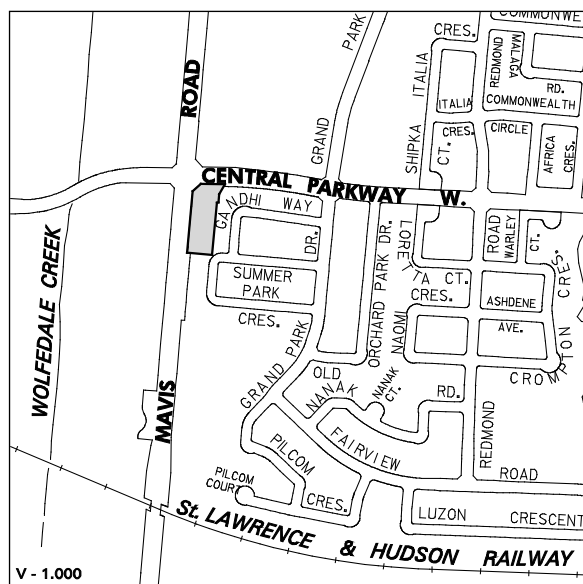
16.11.2.1.3 The Mixed Use designation applies to a large tract of land fronting the east side of Mavis Road, south of Burnhamthorpe Road West and north of Central Parkway West:

- The Mixed Use designation permits a mix of office, commercial and high density residential uses on this site;
- Office development will not exceed a **floor space index (FSI)** of 1.0;
- In addition to the **floor space index (FSI)** of 1.0 permitted for office uses, an additional **floor space index (FSI)** of 0.15 will be permitted for accessory street level commercial uses;
- In addition, Residential High Density development will be permitted to a maximum of 247 units per **net residential hectare** and will be oriented towards the interior and easterly boundary of this site;
- The Provincial Government restrictions regarding the buffering of new residential development from existing industrial development on Mavis Road will apply;
- A self storage facility will also be permitted;
- The lands may be used for the industrial operations and related accessory uses in existence at the time this policy comes into effect (2007 September 10). Minor alterations or additions to existing facilities, buildings and structures will be permitted; and

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

16.11.2.1.4 Notwithstanding the policies of this Plan, on the lands identified as Area A, no residential development will be permitted until the closure of the chemical plant located on Mavis Road, south of Burnhamthorpe Road West.

16.11.2.2 Site 2

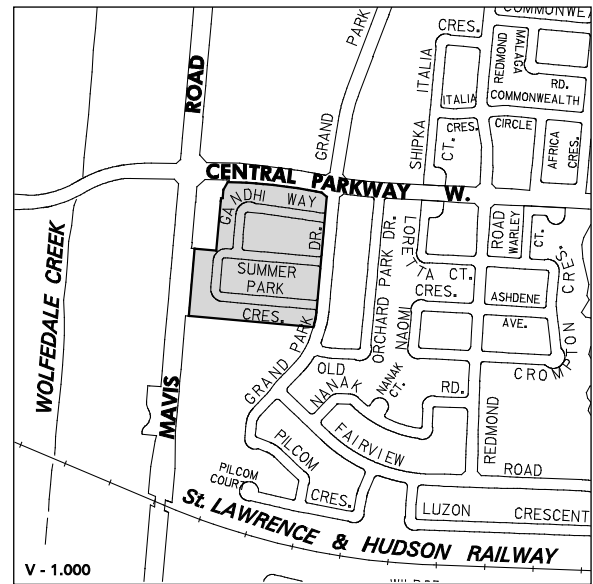


16.11.2.2.1 The lands identified as Special Site 2 are located at the southeast corner of Mavis Road and Central Parkway West.

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

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

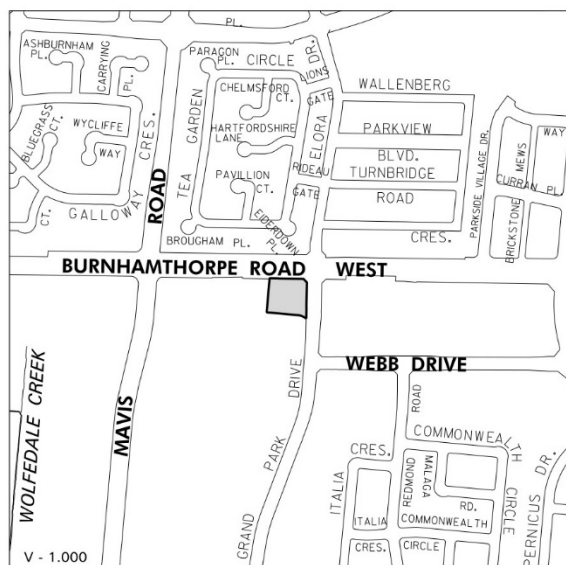
16.11.2.3 Site 3



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

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

16.11.2.4 Site 4

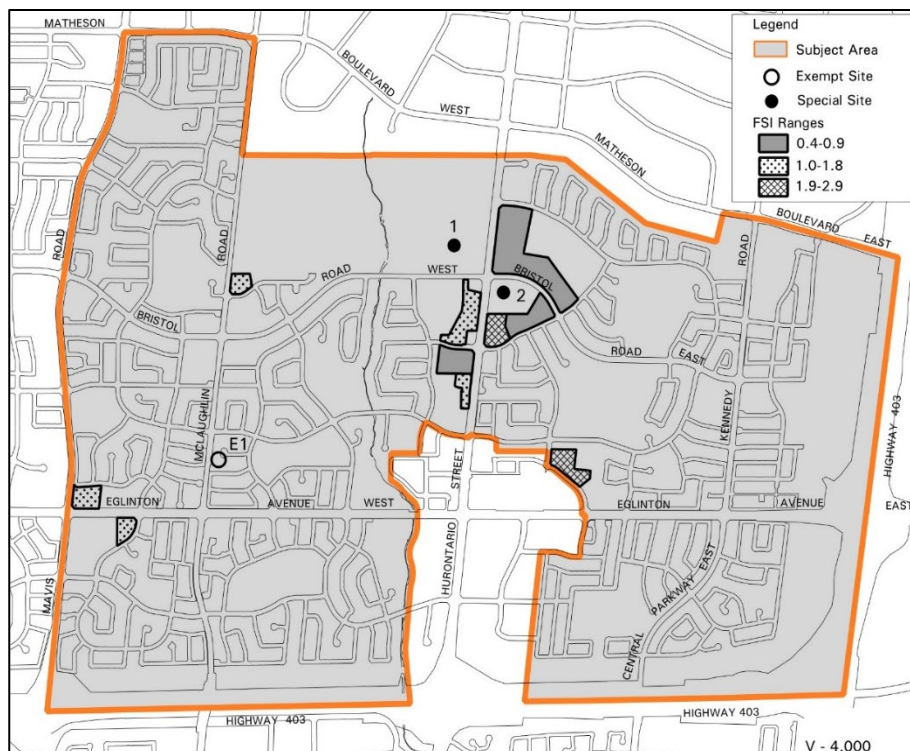


16.11.2.4.1 The lands identified as Special Site 4 are located at the southwest corner of Burnhamthorpe Road West and Grand Park Drive

16.11.2.4.2 Notwithstanding the policies of this Plan, an apartment dwelling with a maximum height of 25 storeys will be permitted.

16.11.2.4.3 Notwithstanding the policies of this Plan, non-residential uses will not be required above the ground level.

16.12 Hurontario



Map 16-12: Hurontario Neighbourhood Character Area

16.12.1 Urban Design Policies

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

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

- a. a graduated transition in development intensity and building scale; and
- b. orientation of buildings, related open spaces and service functions to minimize visual and functional conflicts on abutting lands.

16.12.2 Land Use

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

16.12.2.2 The Institutional designation recognizes the Britannia Farm which is owned and operated by the Peel District School Board and is a unique feature in the City. It has maintained its original rural character, and is used for agricultural and educational purposes. It will be developed in accordance with the Britannia Farm Master Plan, which recommends that the lands be developed for educational

purposes to provide students with experiences with agriculture, the environment, and the historic schoolhouse.

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

16.12.3 Transportation

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

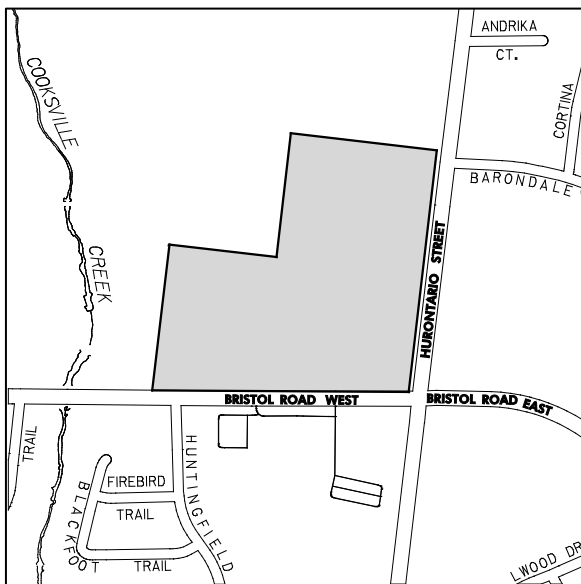
Mavis Road. In addition, ramp connections would be provided at Duke of York Boulevard and Confederation Parkway to provide access to and from the Downtown Core road network.

16.12.3.2 An overpass structure is planned for Provincial Highway 403 at Duke of York Boulevard.

16.12.4 Special Site Policies

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

16.12.4.1 Site 1



16.12.4.1.1 The lands identified as Special Site 1 are located at the northwest corner of Hurontario Street and Bristol Road West.

16.12.4.1.2 Notwithstanding the policies of this Plan, the following will also be permitted:

- a. major office

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

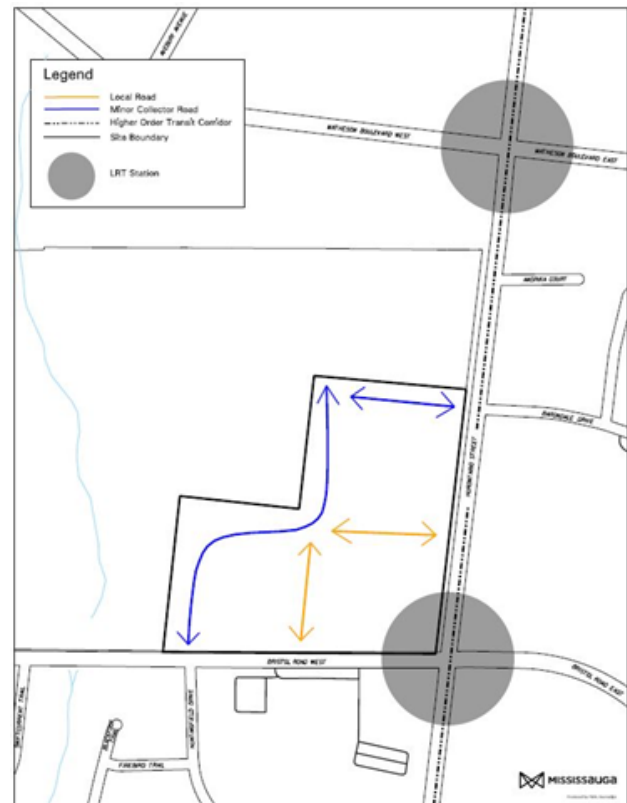
- a. motor vehicle rental;
- b. motor vehicle sales;

- c. along the Hurontario Street frontage, townhouses and ground floor residential uses;
- d. along the Bristol Road West frontage, townhouses within 250 m of Hurontario Street and residential uses within 50 m of Hurontario Street

16.12.4.1.4 Buildings with a maximum height of 20 storeys will be located in proximity to the Hurontario Street and Bristol Road West intersection.

16.12.4.1.5 Transportation

16.12.4.1.5.1 Future additions to the road network will be public roads. Minor collector roads and local roads are shown on Map 16-12.1. Location of the roads are shown conceptually and adjustment to the alignment may be made without further amendment to this plan. Additional local roads may be identified as part of the development master plan.



Map 16-12.1: Potential Opportunity for Road Connections

16.12.4.1.5.2 A north-south minor collector road illustrated in Map 16-12.1 will be designed and constructed to allow for a future connection to

Matheson Boulevard West, should the lands immediately north of Special Site 1 be developed.

16.12.4.1.5.3 A public open space will be located on the site having frontage onto public roads.

16.12.4.1.5.4 The Public Open Space network and the road system will be designed to create view **corridors** and connections to Britannia Farm.

16.12.4.1.5.5 All roads will be designed to accommodate pedestrians and cyclists as appropriate.

16.12.4.1.6 Implementation

16.12.4.1.6.1 A development master plan will be required to address matters including, but not limited to, the following:

- a. consider the appropriate built form and a high standard of architectural and landscape design around the Light Rail Transit stop planned at the intersection of Hurontario Street and Bristol Road West;
- b. demonstrate appropriate transition in building heights;
- c. have regard for other City plans, policies and reports, such as the Hurontario/Main Street Corridor Master Plan (2010);
- d. include provisions for a finer grain road pattern;
- e. provide a range of housing types and affordable housing;
- f. provide a model for sustainability within Mississauga;
- g. include the size and location of public open space (e.g. parks);
- h. address environmental requirements (e.g. stormwater management, flood protection);
- i. include provisions for public art;

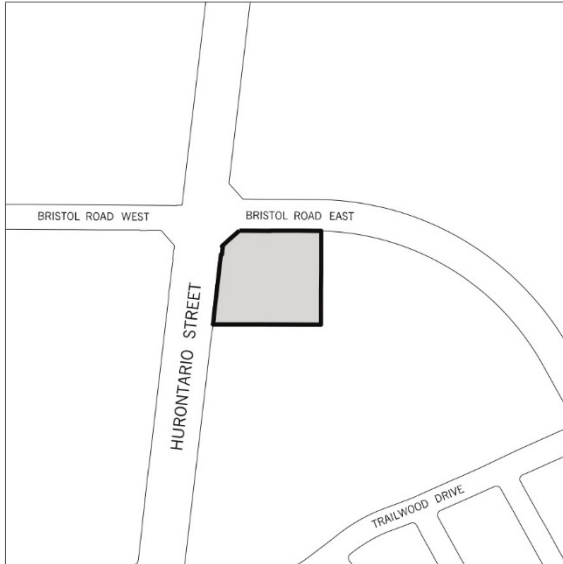
- j. outline how the envisioned population and employment will be achieved;
- k. address any relocation of the designated heritage buildings located within the development parcel;
- l. demonstrate how proposed built forms and landscaping adjacent to the Britannia Farm will respect the natural and heritage attributes and mitigate negative impacts on the Britannia Farm

16.12.4.1.6.2 In order to ensure the properly and orderly development in accordance with this Plan, development will occur by way of one or more plans of subdivision which will generally determine the detailed alignment of municipal roads, the location of parkland and conditions regarding development phasing.

16.12.4.1.6.3 In the event that there are multiple landowners, to ensure the appropriate and orderly development of the site and to ensure that the costs associated with development are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement has been executed to address distribution of costs and municipal and community infrastructure, lands and facilities associated with development in a fair and equitable manner. Individual developments will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement.

The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary for the purposes of facilitating a front end agreement, the City may utilize area specific development charge bylaws enacted pursuant to the Development Charges Act, 1998, as amended.

16.12.4.2 Site2



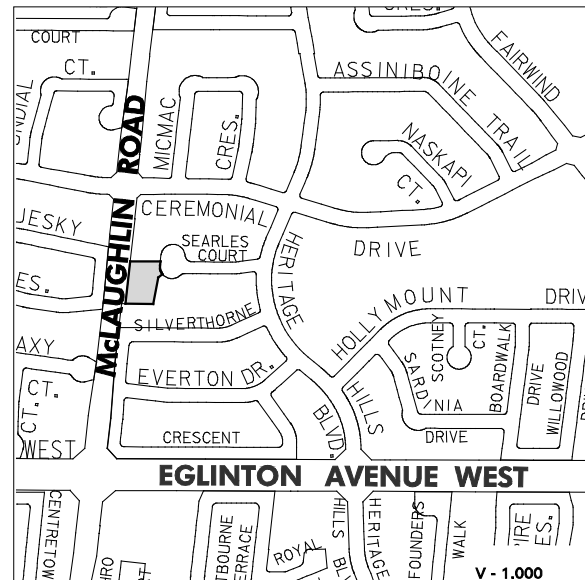
16.12.4.2.1 The lands identified as Special Site 2 are located at the southeast corner of Hurontario Street and Bristol Road East.

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

- a. two apartment buildings with maximum heights of 18 and 24 storeys will be permitted; and
- b. a commercial school will be permitted as an accessory use.

16.12.5 Exempt Site Policies

16.12.5.1 Site 1

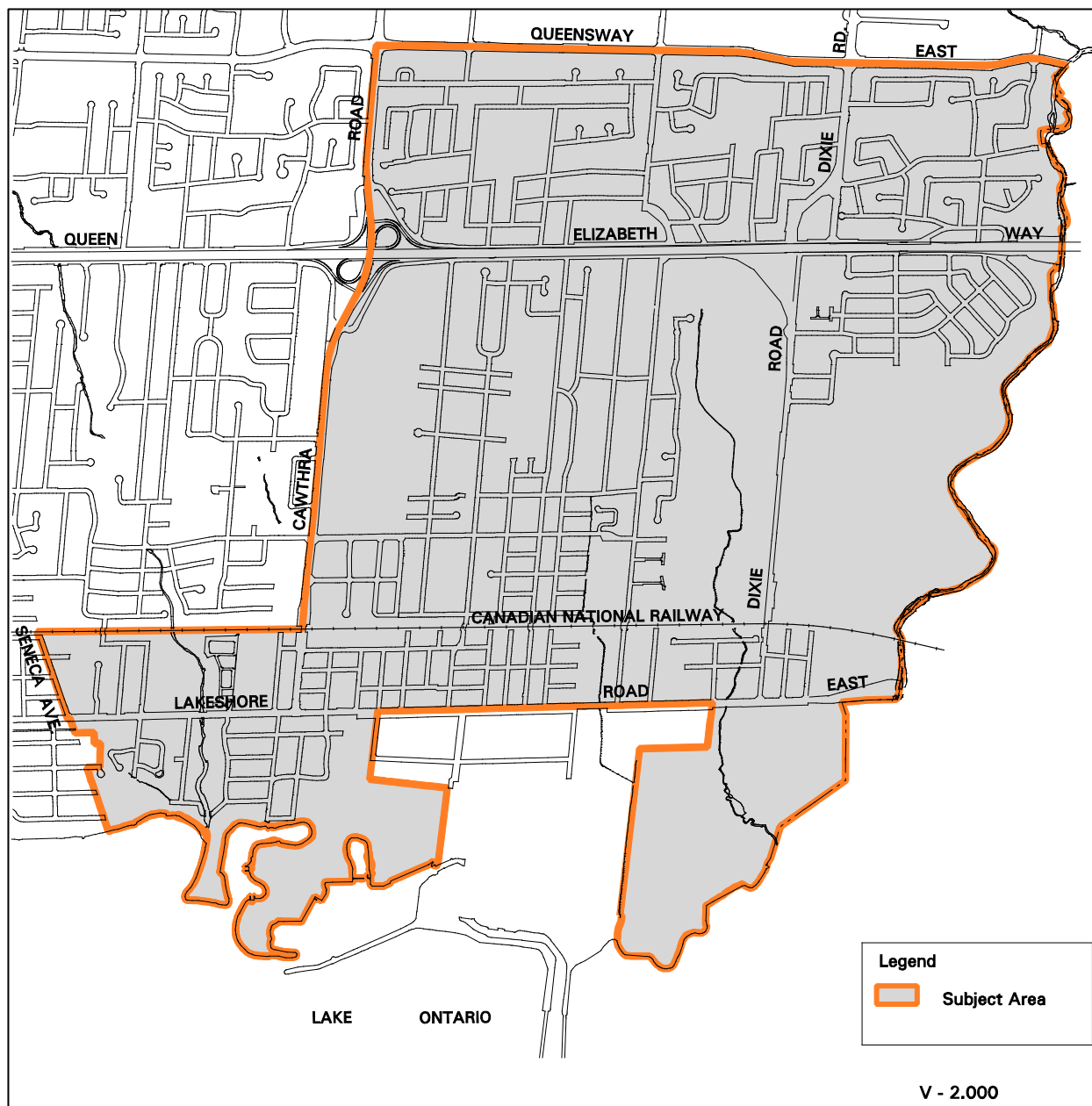


16.12.5.1.1 The lands identified as Exempt Site 1 are located on the east side of McLaughlin Road, north of Silverthorne Crescent.

16.12.5.1.2 Notwithstanding the provisions of the Residential Low Density II designation, an office for a maximum of two physicians, dentists or drugless practitioners will also be permitted.

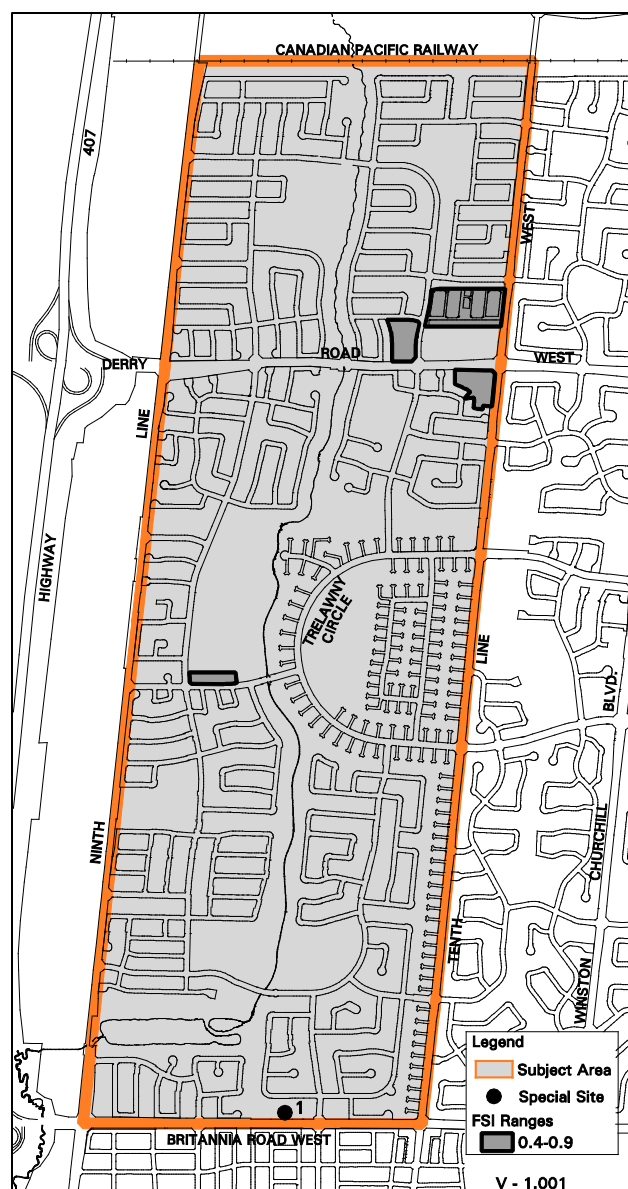
16.13 Lakeview

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



Map 16-13: Lakeview Neighbourhood Character Area

16.14 Lisgar



Map 16-14: Lisgar Neighbourhood Character Area

16.14.1 Urban Design Policies

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

16.14.2 Land Use

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

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

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

16.14.3 Transportation

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

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

16.14.3.3 Direct residential frontage and access for detached dwellings, semi-detached dwellings and street townhouses to Tenth Line West will not be permitted.

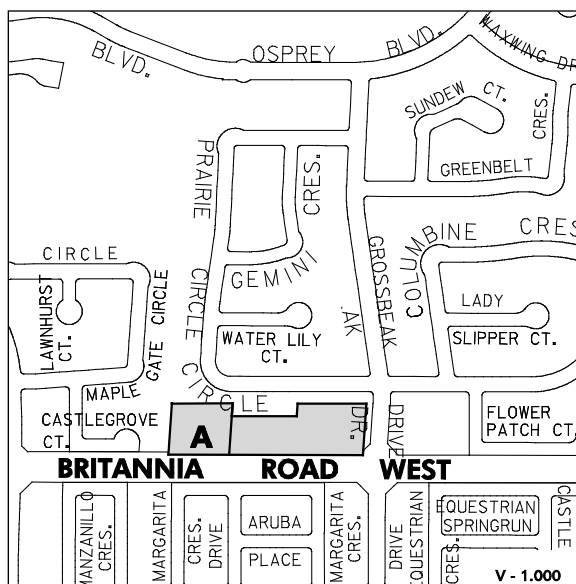
16.14.4 Physical Services and Utilities

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

16.14.5 Special Site Policies

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

16.14.5.1 Site 1



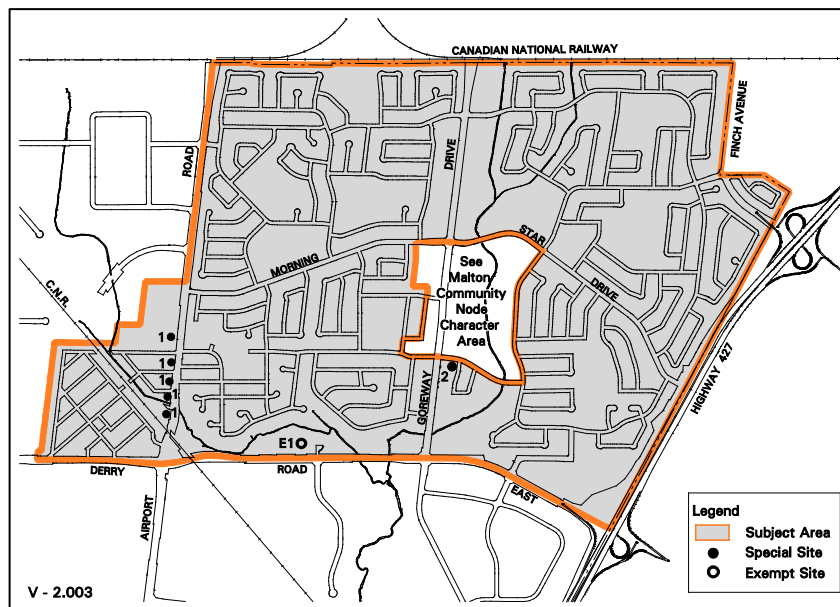
16.14.5.1.1 The lands identified as Special Site 1 consist of five existing detached dwellings located on the north side of Britannia Road West, west of Grossbeak Drive.

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

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

- c. provisions should be made in any redevelopment plans for assembly of additional lands to facilitate a pedestrian walkway connecting Prairie Circle to the Greenlands lands to the west; and
- d. for the land identified as Area A, a veterinary clinic, including indoor overnight boarding of animals, will be permitted.

16.15 Malton



Map 16-15: Malton Neighbourhood Character Area

16.15.1 Malton Community Vision

Malton will build on its greatest strength and reputation as an inclusive and welcoming community that respects and celebrates the diversity of its people. Malton will strive to create opportunities that allow families to prosper and young people to realize their fullest potential. Through reinvestment and redevelopment, the community will be revitalized, will be beautiful, and will offer a variety of activities for its residents.

The city supports continued revitalization efforts in the neighbourhood to contribute to achieving a complete community. Improvements to public and private open spaces, and providing active transportation to support walking and cycling will help create a place that becomes even more attractive for businesses to invest in and for people to reside.

The Vision is based on the following principle themes:

1. Revitalize and reinvest – continuous investment and improvements to make the community safer, more attractive and vibrant
2. Community gathering place – create vibrant gathering places to socialize, play and celebrate
3. Opportunity for youth – develop opportunities to help young people realize and fulfill their potential
4. Diversity of uses – create a variety of uses for retail, commercial and entertainment opportunities
5. Beautification – make improvements to places and spaces, including streetscapes, intersections, and signage

16.15.2 Urban Design Policies

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

- a. the provision of open space connections that link commercial developments with public parks and community facilities through use of walkways, underpasses, bridges, **streetscape** development, and enhancement of pedestrian and cyclist access to Greenlands, wherever possible;
- b. privately owned public space (POPS) may be incorporated into developments provided that:
 - the design of private open space will integrate seamlessly with the adjoining street network, pedestrian environment and overall open space system; and
 - the private open space interfaces with existing and/or proposed development in a legible and cohesive manner.
- c. the preservation and conservation of the former Village of Malton, bounded by Derry Road East to the south, Airport Road to the east, and Cattrick Street to the west, be maintained with respect to its housing character, street pattern and that all public works should enhance the heritage elements; and
- d. the conservation of the Victory War Time Housing cultural landscape, bounded by Victory Crescent on the north, Airport Road on the west, Meritt Avenue on the south and Lancaster Avenue on the east. The neighbourhood arose, as a planned community, out of the need for affordable housing for the thousands of employees in the adjacent airplane manufacturing plants and related industries at the beginning of World War II. There is a strong character of modest one to one and a half storey residential structures, mature trees and consistent setbacks.

16.15.3 Transportation Policies

16.15.3.1 Airport Road, from Derry Road East to the northern city limit, is an important goods movement corridor, however, it is also a commercial area that serves the surrounding community and is a regional destination shopping area. As such, the character and function of Airport Road should address the urban context and consider the following:

- a. accommodate pedestrian and cycling traffic;
- a. new buildings will be located close to the street with required parking provided to the rear of buildings;
- b. utilities should be located underground where feasible; and
- c. wider sidewalks should be incorporated into the streetscape to allow for storefront displays, spill-out zones, patios and space for street furniture while also maintaining a clear zone for pedestrian and cycling traffic, subject to approval by the Region of Peel.

16.15.3.2 Landscape buffers should be provided along Airport Road to separate street traffic from pedestrians and create a safe and pleasant public realm. These buffers may include, plant material including shrubs, trees, green infrastructure, special paving, and street lighting.

16.15.3.3 Interconnections between properties and the creation of a fine grain street network will be considered to provide greater connections into the Neighbourhood and to provide alternative routing options.

16.15.3.4 Active transportation improvements to Morning Star Drive to allow for safe pedestrian and cycling movement are encouraged and where feasible may, among other improvements, include the following:

- a. wider sidewalks at certain locations;
- b. dedicated bicycle lanes; and

- c. paved walkway connections from sidewalk areas of Morning Star Drive to connect with the Malton Greenway and surrounding community uses.

16.15.3.5 Pedestrian connections to adjacent properties are encouraged and should provide an enhanced pedestrian experience to allow for safe movement.

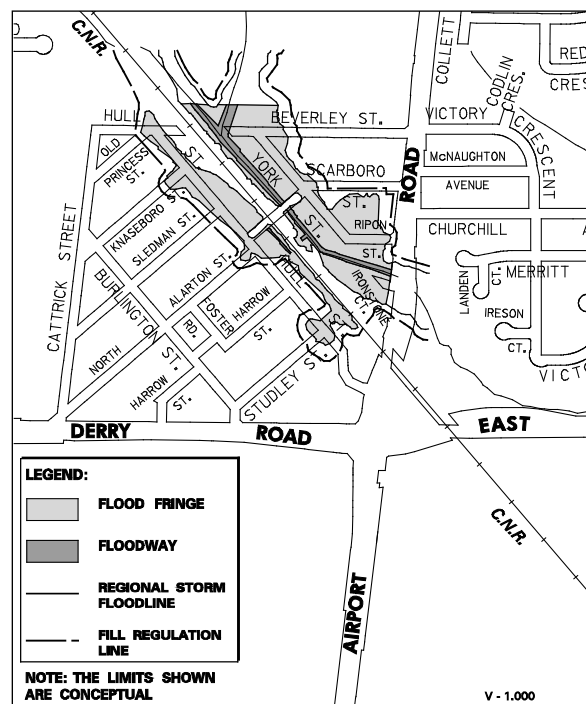
16.15.4 Land Use

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

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

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

16.15.5 Environmental Planning Area



Map 16-15.1: Mimico Creek Floodplain Management Concept

16.15.5.1 The lands within the Mimico Creek floodplain shown above are subject to the **two-zone floodplain management concept** which divides

the floodplain into two portions known as the floodway and flood fringe. The floodway contains the greatest depth and velocity and, therefore, development is restricted. The flood fringe may support development provided that regulatory flood protection is provided. The **two-zone floodplain management concept** approval procedures are based on the following principles:

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

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

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

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

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

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

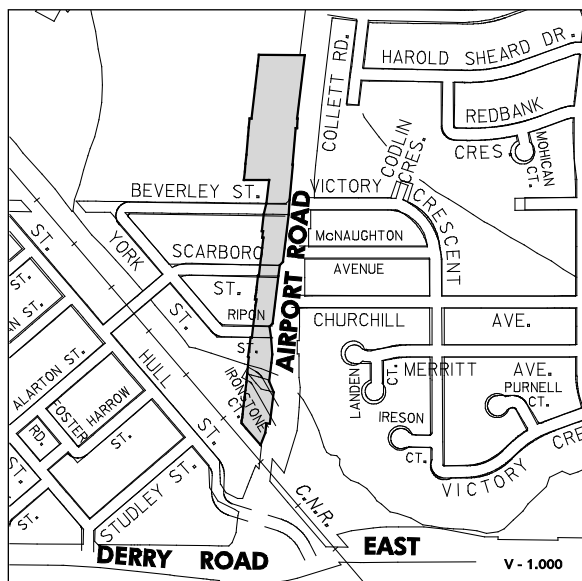
16.15.5.4 Written permission from the Toronto and Region Conservation Authority Executive Committee must be received prior to:

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

16.15.6 Special Site Policies

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

16.15.6.1 Site 1



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

16.15.6.1.2 Pedestrian connections to the commercial uses along Airport Road are vital to its role in the community. The following pedestrian links should be maintained and/or improved as part of any development application:

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

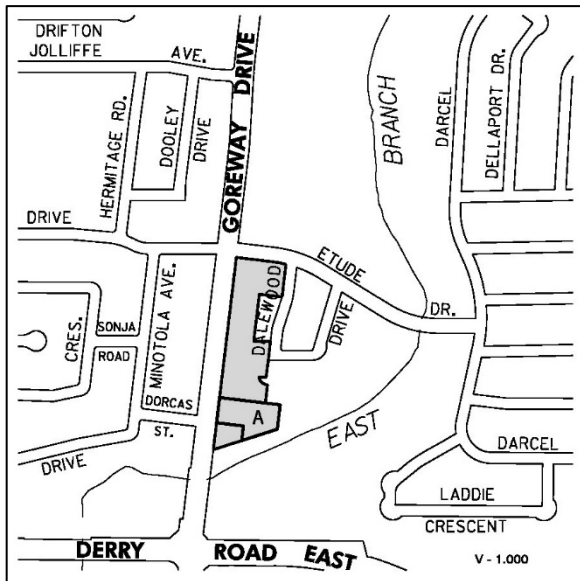
16.15.6.1.3 Parking for this area should be provided in small, distributed parking lots. Parking facilities should be located and designed to be compatible with the main street character of the area by including measures such as landscape space, planters, or other elements which reinforce the street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

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

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

16.15.6.1.6 Connections for pedestrians and cyclists are important in the community to support active transportation. The City will, as part of any development application, require an open space walkway linkage from Airport Road to the Malton Village Park.

16.15.6.2 Site 2



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

16.15.6.2.2 Notwithstanding the policies of this Plan, the following additional policies will apply.

Pedestrian Linkages

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

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

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

Parking Areas

16.15.6.2.5 Pedestrian links to parking areas for the commercial uses along the east side of Goreway Drive, south of Etude Drive are encouraged. These

links will facilitate the safe movement of pedestrians in the area, and create a sense of continuity between properties.

Building and Massing

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

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

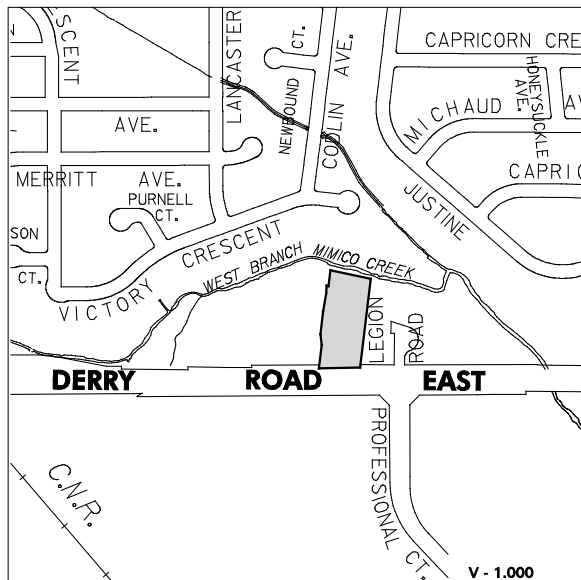
Land Uses

16.15.6.2.7 Notwithstanding the policies of this Plan, the existing drive-through facility at 7161 Goreway Drive will be permitted.

16.15.6.2.8 Notwithstanding the policies of this Plan, for lands identified as Area A, an apartment dwelling with a maximum height of 14 storeys will be permitted.

16.15.7 Exempt Site Policies

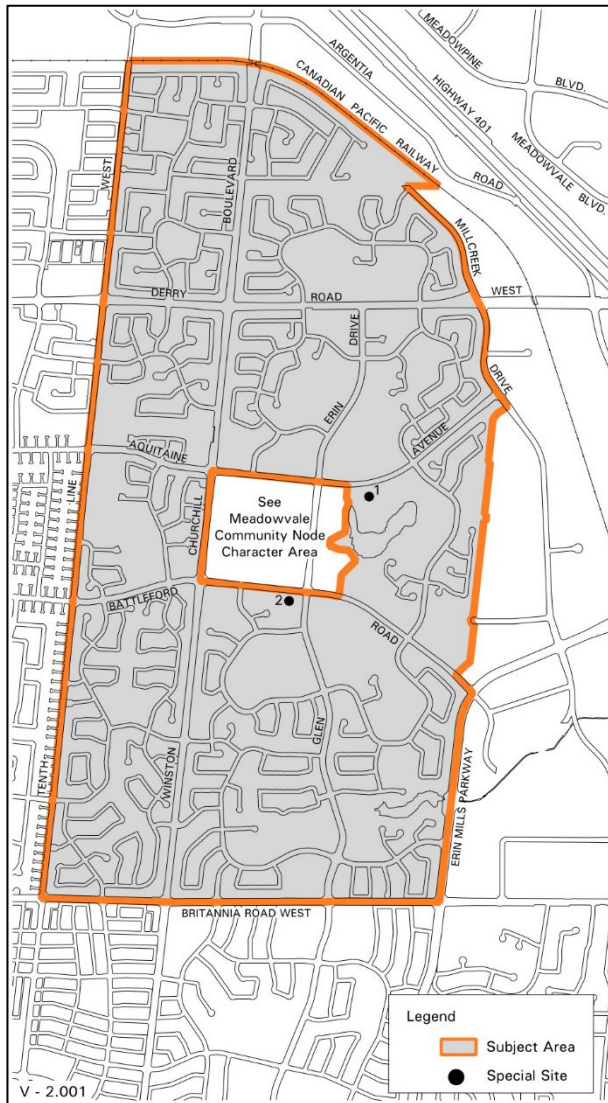
16.15.7.1 Site 1



16.15.7.1.1 The lands identified as Exempt Site 1 are located on the north side of Derry Road East, west of Legion Road.

16.15.7.1.2 Notwithstanding the provisions of the Mixed Use designation, the existing Malton Mobile Homes Park will also be permitted.

16.16 Meadowvale



Map 16-16: Meadowvale Neighbourhood Character Area

16.16.1 Vision

Meadowvale is a vibrant and complete community founded on the principles of generous and well-connected open spaces, a diversity of housing types, safe and convenient means of moving about, and access to sunlight and open skies. As Meadowvale grows from its roots as a master-planned community, it will continue to provide a mix of uses and housing options - including a range of

rental housing by type, unit size and affordability. New development shall respect, fit in with, and reinforce the qualities that make Meadowvale a unique place to live, work and play.

16.16.2 Land Use

16.16.2.1 Meadowvale will maintain its attributes as a master-planned community with a mix of uses connected by a network of streets, parks, open spaces and walkways.

16.16.2.2 Notwithstanding the policies of this Plan, building heights of up to 12 storeys may be permitted on lands designated Mixed Use and Residential High Density subject to the following requirement:

- a. new and existing buildings do not exceed a maximum **floor space index** (FSI) of 2.0.

16.16.2.3 Notwithstanding the policies of this Plan, building heights of up to eight storeys may be permitted on lands designated Residential Medium Density subject to the following requirements:

- a. the development is located in proximity to the Meadowvale Community Node, or immediately adjacent to lands designated Mixed Use;
- b. the development continues to integrate at least one type of permitted low-rise dwelling up to four storeys; and
- c. the development meets the height transition policies of Chapter 9: Build a Desirable Urban Form of Mississauga Official Plan.

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

16.16.3 Urban Design

16.16.3.1 The built form in Meadowvale will preserve an open and green character by:

- a. limiting the number of taller buildings above eight storeys to appropriate locations in the

Neighbourhood on lands designated Mixed Use and Residential High Density, with a focus near the Meadowvale Community Node;

- b. maintaining generous access to natural light, sky views and privacy with a minimum separation distance of generally 40 metres between portions of buildings that are greater than six storeys; and
- c. ensuring new buildings above four storeys relate to their surrounding context and achieve an appropriate transition in height generally consistent with a 45 degree angular plane to adjacent low rise residential areas.

16.16.3.2 Taller buildings between nine and 12 storeys will be required to incorporate podiums that are a minimum of three storeys and a maximum of six storeys. For the purposes of these policies, podium means the base of a building that is distinguished from the taller portion of the building by being set forward or articulated architecturally.

16.16.3.3 New buildings will be located and oriented to preserve views of the green network, with generous setbacks and transitions to parks and open spaces.

16.16.4 Transportation

16.16.4.1 Meadowvale will build on its existing network of walkways and trails. New development will be required to consider how improvements to the network can be made to:

- a. improve access to the existing walkway and trail network; and
- b. incorporate additional pedestrian connections to existing walkways, trails, transit routes, transit stops, roads, parks and open spaces.

16.16.4.2 Prior to giving consideration to any proposal to widen Tenth Line, City Council will require a neighbourhood traffic study be undertaken. This study should examine alternatives to widening

Tenth Line, including traffic management measures. In the event that a widening is required, its need and justification should be clearly documented in accordance with the requirements of the document entitled Class Environmental Assessment for Municipal Road Projects.

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

16.16.5 Housing

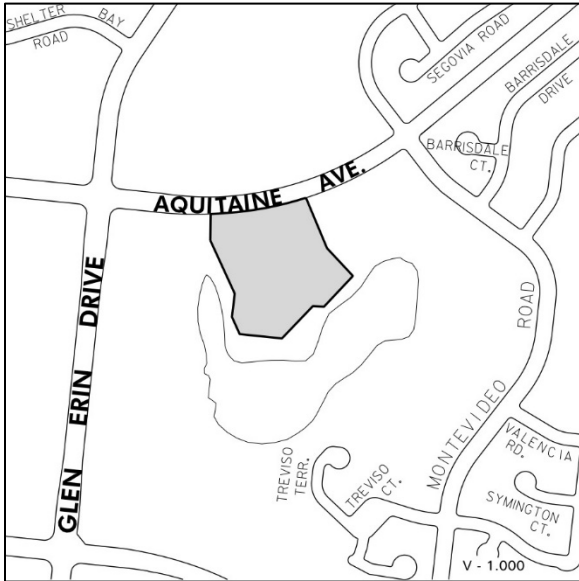
16.16.5.1 Meadowvale will expand on the range of housing options in new developments by:

- a. requiring a mix of housing forms;
- b. promoting housing options, including appropriately sized units, that meet the needs of young adults, older adults and families; and
- c. encouraging the provision of affordable housing.

16.16.6 Special Site Policies

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

16.16.6.1 Site 1

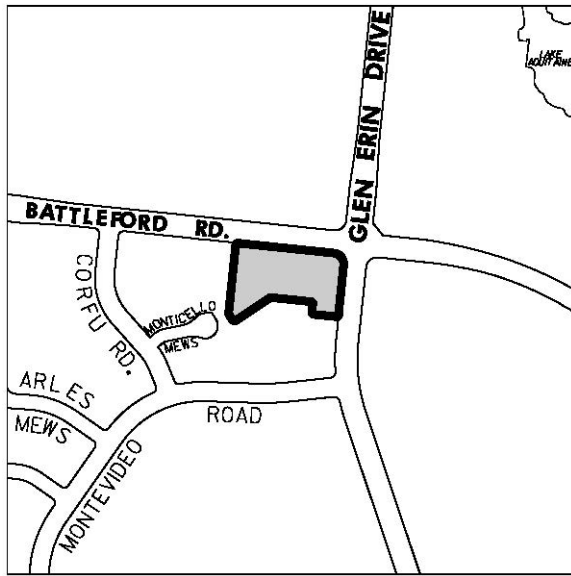


16.16.6.1.1 The lands identified as Special Site 1 are located on the south side of Aquitaine Avenue, east of Glen Erin Drive .

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

- a. townhouse dwellings will be permitted; and
- b. the maximum **floor space index (FSI)** will be 1.6.

16.16.6.2 Site 2

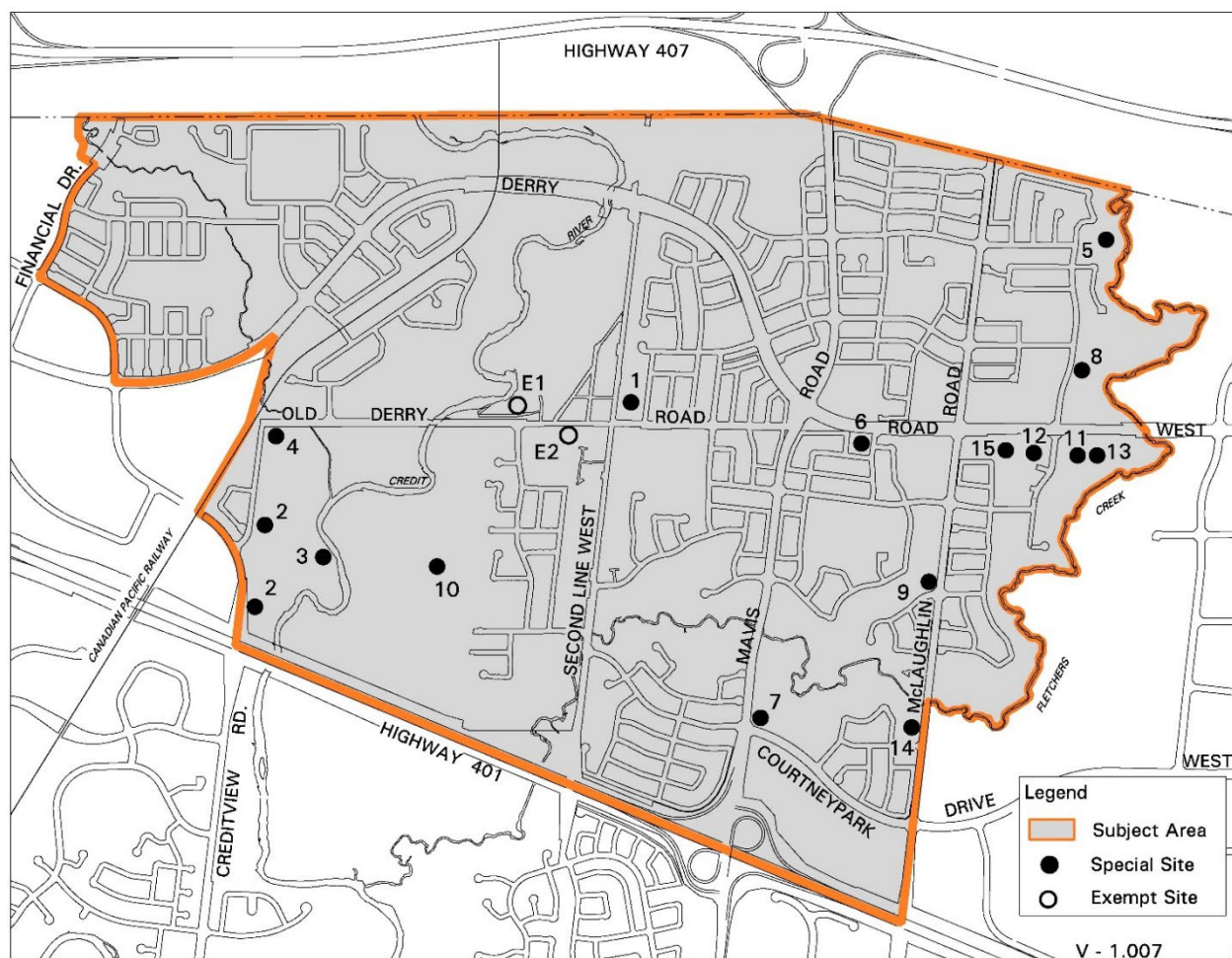


16.16.6.2.1 The lands identified as Special Site 2 are located at the southwest corner of Battleford Road and Glen Erin Drive.

16.16.6.2.2 Notwithstanding the policies of this Plan, two apartment dwellings, with maximum heights of 12 and 15 storeys, will be permitted.

16.17 Meadowvale Village

Meadowvale Village was first established as a



Map 16-17: Meadowvale Village Neighbourhood Character Area

16.17.1 Context

The Meadowvale Village Neighbourhood Character Area policies apply to both the Meadowvale Village Heritage Conservation District including the lands immediately *surrounding* the Village, and the majority of lands more removed from the Village that have been developed through residential plans of subdivision throughout the 1990's and 2000's.

European settlement circa 1819. Its location, adjacent the Credit River, with a natural and open meadow and shallow valley or vale, was a prime location for starting a saw mill and grist mill. Throughout the nineteenth century the mill, supported by local agrarian farming, built a strong economic community and social life for its inhabitants. In the late nineteenth century the rail lines were routed around the Village which led to its decline. The Village became the modest, small village that survived into the twentieth century. By the late 1960's, Meadowvale

Village was still a rural community with much of its nineteenth century character intact.

The *Ontario Heritage Act* was introduced in 1974 to provide municipalities with the means to protect and conserve their rural village communities. Meadowvale Village was Ontario's first Heritage Conservation District as approved by the Ontario Municipal Board in 1980. The establishment of the Meadowvale Village Heritage Conservation District officially recognized its historical associations and existing built form that makes it unique in Mississauga.

The Heritage Conservation District remains distinct within the City of Mississauga. It has retained its cultural heritage landscape and attributes due to concerned residents and its early designation as a Heritage Conservation District which has managed change over the past 30 years.

16.17.2 Urban Design Policies

The Urban Design Policies apply to all lands within the Meadowvale Village Neighbourhood Character Area. Urban design policies specific to the Heritage Conservation District and lands immediately surrounding the Village, are detailed in the Village Precinct policies.

16.17.2.1 New development will comply with the Heritage Conservation District Plan and integrate individual developments into a cohesive whole.

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

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

16.17.2.4 A concept plan may be required as part of the processing of any development application to illustrate the location of existing trees, the road and

lotting pattern and connections to adjacent developments. Appropriate land assembly may be encouraged to achieve the objectives of this Plan.

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

16.17.2.6 The development of these lands may include rolled curbs and gutters, fewer municipal sidewalks, and decorative street lighting – all of which differ from existing City standards.

16.17.2.7 Standards for street layout, parking and loading spaces, landscaping, commons, building height and location, size and dwelling unit design, including dwelling unit composition, form, massing, setbacks, and spatial relationship with adjacent buildings, site access, lighting, signage, and screening will meet the requirements of the Zoning By-law.

16.17.2.8 The design of the street right-of-way and the design of the lands along the street affect the **streetscape** and should have regard for the following:

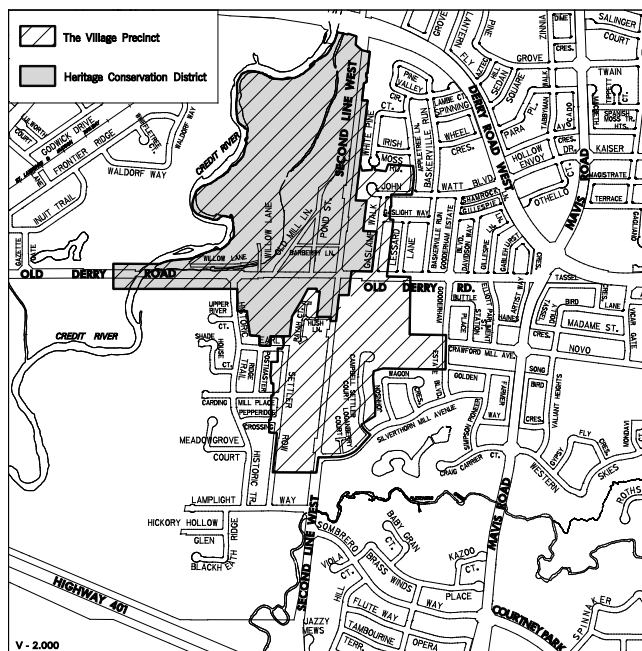
- a. vistas and views of the Heritage Conservation District, and into and along the valleys of the Credit River, Levi Creek, and Fletcher's Creek should be created, maintained and enhanced;
- a. the creation of individual entry features to subdivisions is discouraged to avoid the creation of enclaves within the community;
- b. adjacent to Provincial Highways and elsewhere where "reverse frontages" are unavoidable and acoustic protection is required, such acoustic protection should be provided through berming to the greatest extent possible, minimizing the use of noise attenuation walls; and
- c. reverse frontage development will be prohibited along the existing alignment of Old Derry Road.

16.17.2.9 In applying the following policies, the effect of buildings and spaces on the surrounding

environment should be considered equally with the function and aesthetic appeal of the site itself:

- a. the presence of garages should be minimized to create an attractive **streetscape**. Garages should not project substantially beyond the front face of any house. Garages that project beyond the front face of any house will be discouraged; small, recessed or detached garages are preferred. Additional measures may be required through the processing of development applications to ensure an acceptable **streetscape** is developed. Garages will not project beyond the face of any house located in areas designated Residential Low Density I; and
- b. reverse frontage lots may be permitted, providing the lots have a minimum depth of 45m.

16.17.2.10 The Village Precinct represents the lands in and around the Heritage Conservation District as shown on Map 16-17.1: Meadowvale Village Precincts.



Map 16-17.1: Meadowvale Village Precincts

16.17.2.11 The development of properties within the Heritage Conservation District and the Village Precinct will be subject to site plan control. For lands within the Heritage Conservation District,

substantive alterations to properties, as defined in the Meadowvale Village Heritage Conservation District Plan, will require consultation with the Heritage Advisory Committee (HAC).

16.17.2.12 The rural village character of the Heritage Conservation District must be maintained; for example, the small houses with complex massing, the generous front, rear and side setbacks, the many mature trees and the irregular topography. These provisions should also guide new development in close proximity to the Heritage Conservation District.

16.17.2.13 The horizontal and vertical road alignments of existing roads within the Heritage Conservation District should be preserved with no widenings or significant changes to existing grades to ensure the preservation of existing hedgerow trees and Village character.

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

16.17.2.15 Outside the Heritage Conservation District, the street pattern should be highly interconnected to extend the street fabric of the Village, such as through a grid or modified grid street pattern with small blocks.

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

16.17.2.17 Development will comply with and ensure the protection of the Village elements as stated in the Heritage Character Statement and Heritage Attributes as contained in the Heritage Conservation District Plan.

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

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

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

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

16.17.2.22 Limited land severances within the Heritage Conservation District that are in compliance with the applicable zoning regulations and respect the historic patterning of open space and their relationship to properties, structures and elements, will be permitted.

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

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

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

16.17.3 Land Use

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

16.17.3.2 Notwithstanding the Greenbelt policies of this Plan:

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

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

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

16.17.4 Transportation

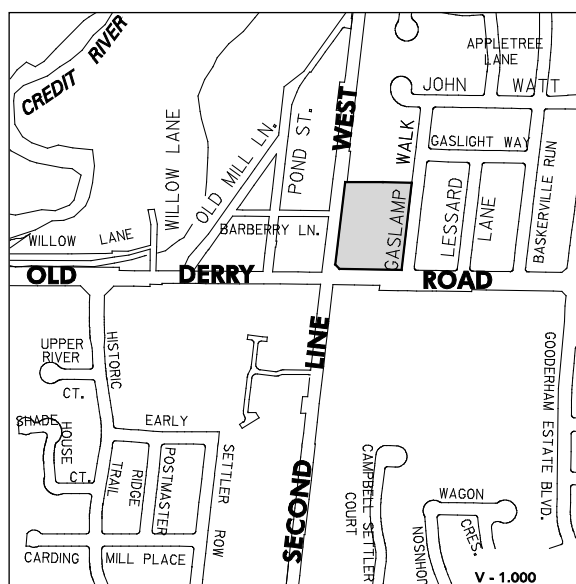
16.17.4.1 Public Lanes are considered part of the local road system and serve the rear of the properties that abut them. These Public Lanes, normally have rights-of-way less than 17 m, which will be determined during the development review process.

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

16.17.5 Special Site Policies

There are sites within the Character Area that merit special attention. Notwithstanding other policies of this Plan, any application for development of lands affected by a Special Site Policy will be subject to the provisions of this section and where applicable, consultation with the Mississauga Heritage Advisory Committee.

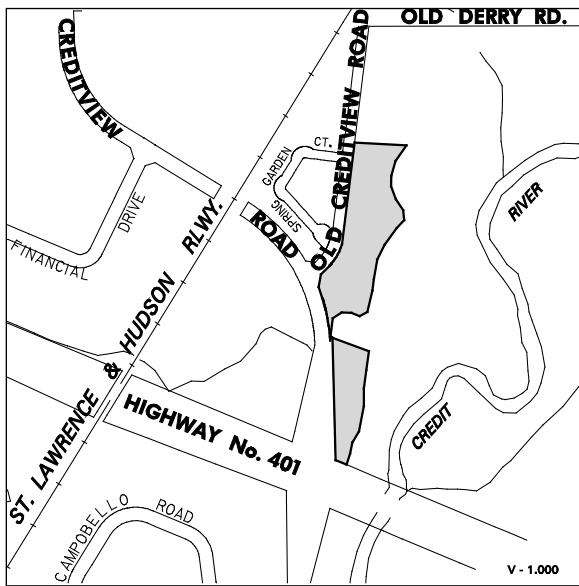
16.17.5.1 Site 1



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

16.17.5.1.2 Notwithstanding the provisions of the Residential Low Density I and Public Open Space designations, Special Site 1 may also include the integration of open space with existing buildings and structures to be used for public and/or private uses. Permitted uses within the existing building designated Residential Low Density may include but are not limited to, overnight accommodation, including bed and breakfast, restaurants, public and private community uses, an art gallery, and multiple unit housing.

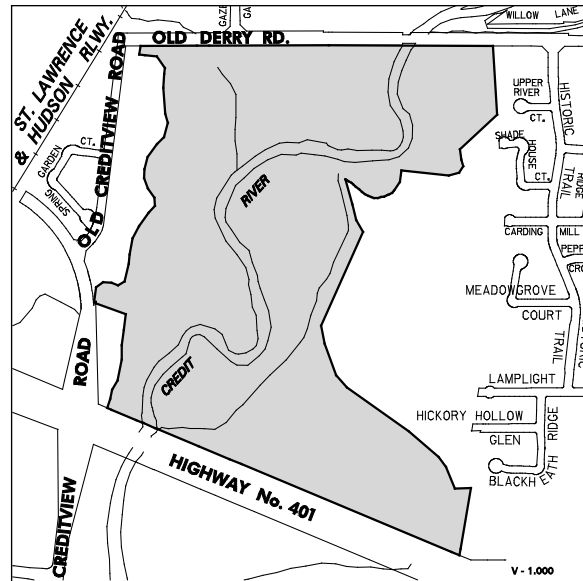
16.17.5.2 Site 2



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

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

16.17.5.3 Site 3



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

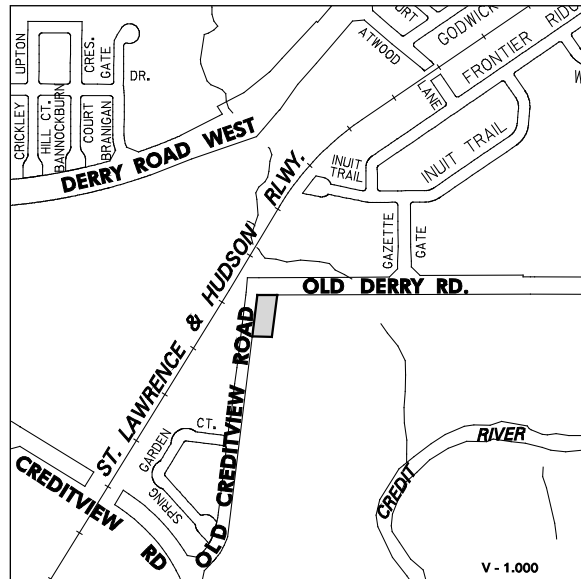
16.17.5.3.2 The lands are portions of the property known in 1995 as Sanford Farm and are designated Greenlands. Notwithstanding the Greenlands designation, these lands may be used for a golf course.

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

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

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

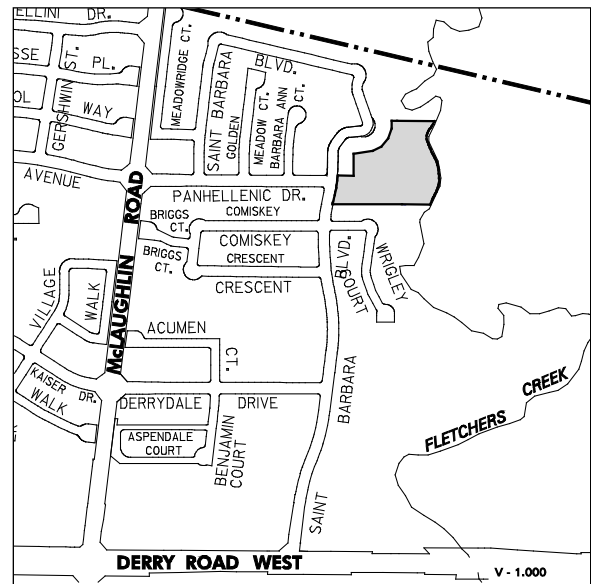
16.17.5.4 Site 4



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

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

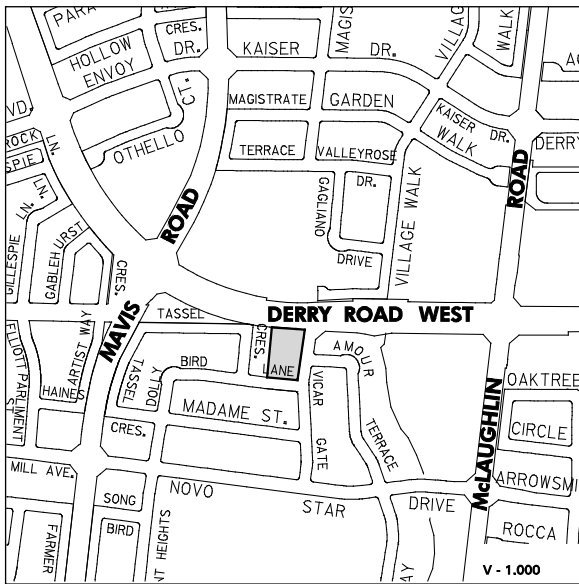
16.17.5.5 Site 5



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

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

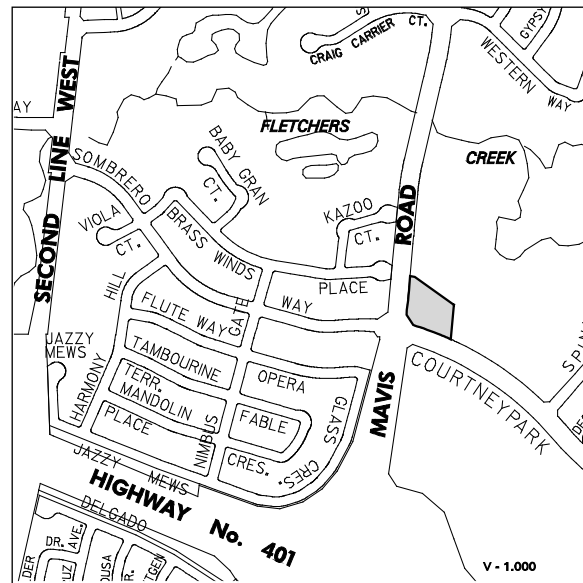
16.17.5.6 Site 6



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

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

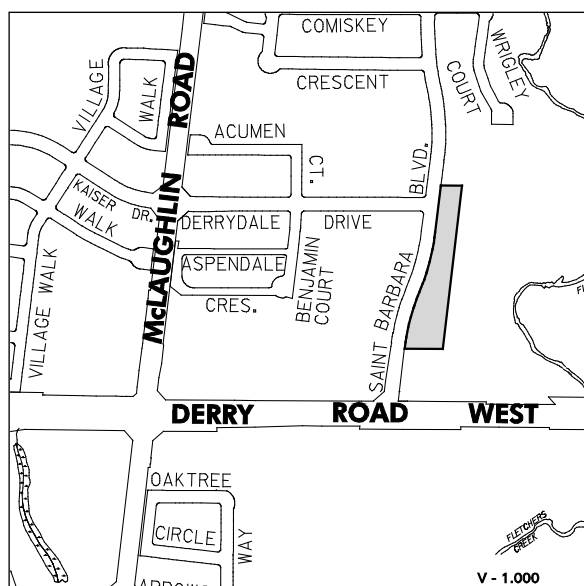
16.17.5.7 Site 7



16.17.5.7.1 The lands identified as Special Site 7 are located at the northeast corner of Courtneypark Drive and Mavis Road.

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

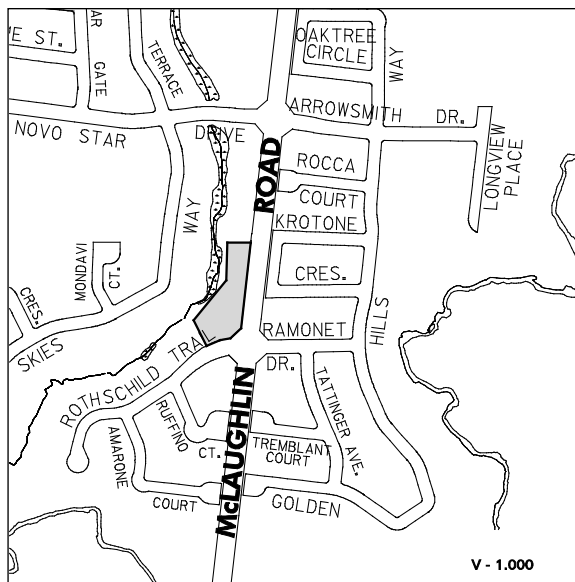
16.17.5.8 Site 8



16.17.5.8.1 The lands identified as Special Site 8 are located north of Derry Road West, east of McLaughlin Road.

16.17.5.8.2 Notwithstanding the provisions of the Business Employment designation, all community infrastructure will not be permitted.

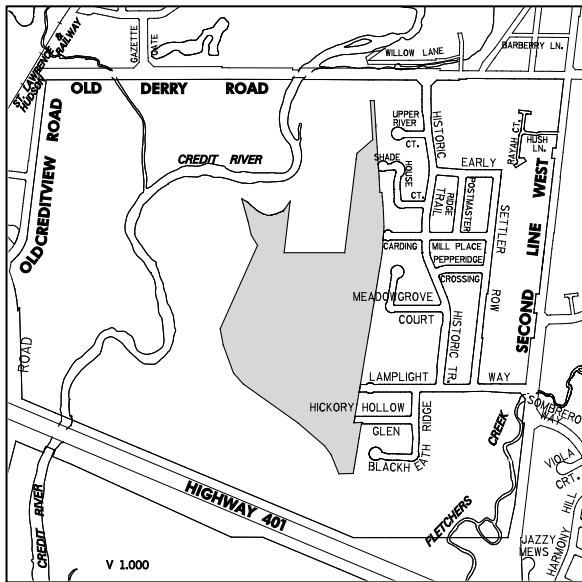
16.17.5.9 Site 9



16.17.5.9.1 The lands identified as Special Site 9 are located on the west side of McLaughlin Road, south of Derry Road West.

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

16.17.5.10 Site 10

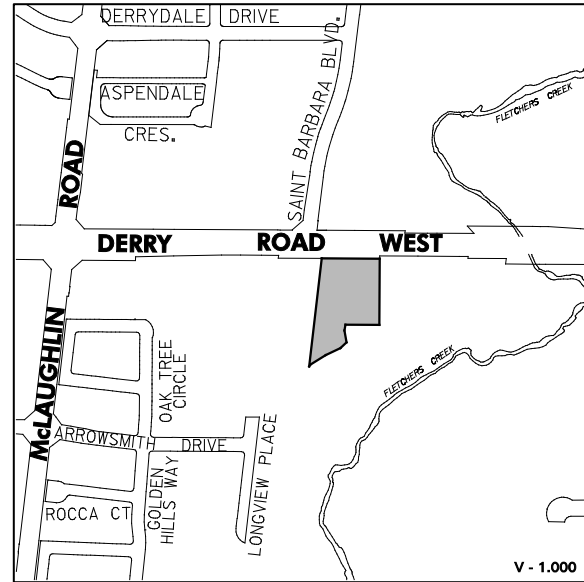


16.17.5.10.1 The lands identified as Special Site 10 are located on the south side of Old Derry Road, east of the Credit River.

16.17.5.10.2 Development will have regard for its relationship to the Meadowvale Village Heritage Conservation District and will be designed in a similar manner to the lands to the east of the site and incorporate similar design features.

16.7.5.10.3 A park with active recreational uses with an area approximately 0.5 hectares in size will be located within proximity to the Credit River Valley. The exact location and design of the park will be determined through the approval of development applications and will not require an amendment to this Plan.

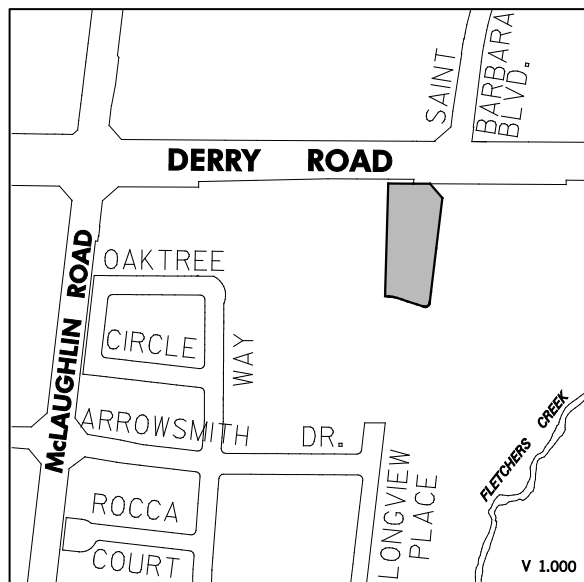
16.17.5.11 Site 11



16.17.5.11.1 The lands identified as Special Site 11 are located on the south side of Derry Road West, east of McLaughlin Road and west of Fletcher's Creek.

16.17.5.11.2 Notwithstanding the provisions of the Business Employment designation, overnight accommodation to a maximum of six storeys and a one-storey restaurant will be permitted.

16.17.5.12 Site 12

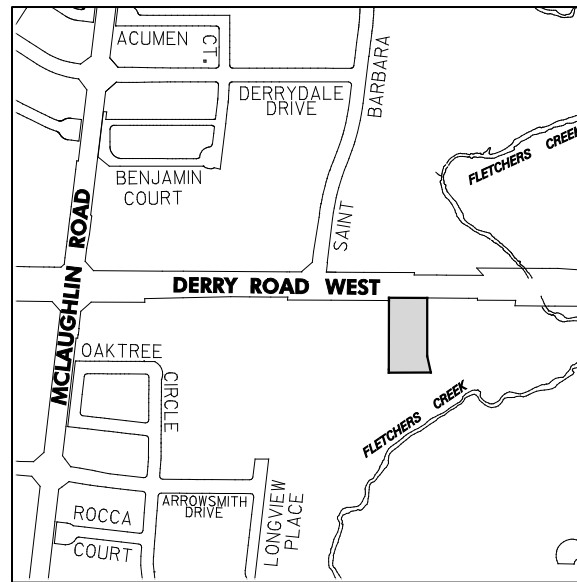


16.17.5.12.1 The lands identified as Special Site 12 are located on the south side of Derry Road West, east of McLaughlin Road.

16.17.5.12.2 Notwithstanding the policies of this Plan, only the following uses are permitted:

- a. animal boarding establishment, which may include outdoor facilities;
- b. banquet hall;
- c. commercial school;
- d. conference centre;
- e. entertainment, recreation and sports facilities;
- f. financial institution;
- g. restaurant;
- h. **secondary office**; and
- i. accessory uses.

16.17.5.13 Site 13

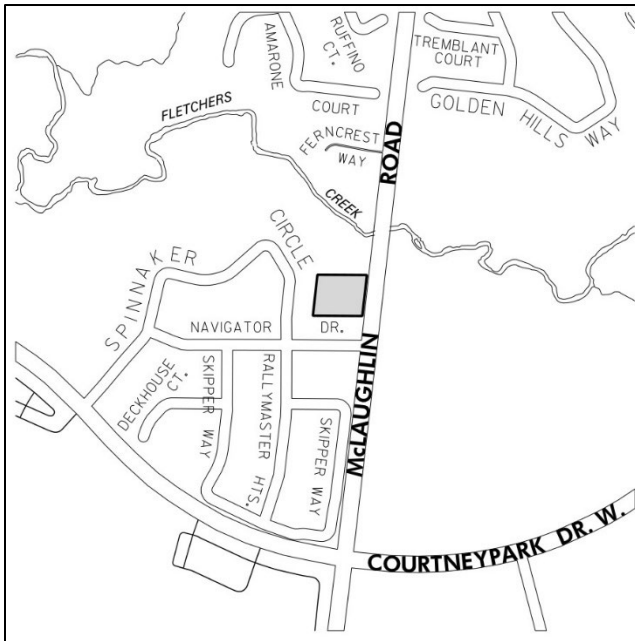


16.17.5.13.1 The lands identified as Special Site 13 are located on the south side of Derry Road West, east of McLaughlin Road.

16.17.5.13.2 Notwithstanding the policies of this Plan, only the following uses are permitted:

- a. banquet hall;
- b. conference centre;
- c. financial institution;
- d. funeral establishment;
- e. manufacturing;
- f. restaurant;
- g. **secondary office**;
- h. self storage facility;
- i. warehousing, distributing and wholesaling; and,
- j. Accessory uses.

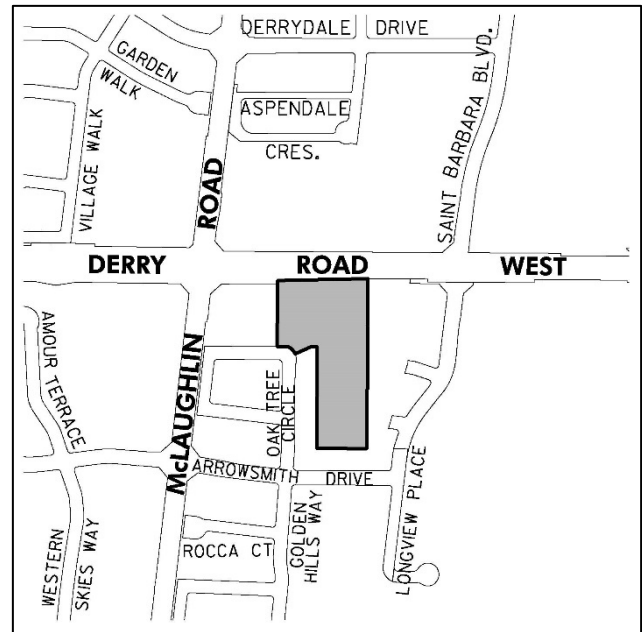
16.17.5.14 Site 14



16.17.5.14.1 The lands identified as Special Site 14 are located on the west side of McLaughlin Road, north of Navigator Drive.

16.17.5.14.2 Notwithstanding the policies of this Plan, an apartment dwelling with a maximum height of six storeys will be permitted.

16.17.5.15 Site 15



16.17.5.15.1 The lands identified as Special Site 15 are located on the south side of Derry Road West, east of McLaughlin Road.

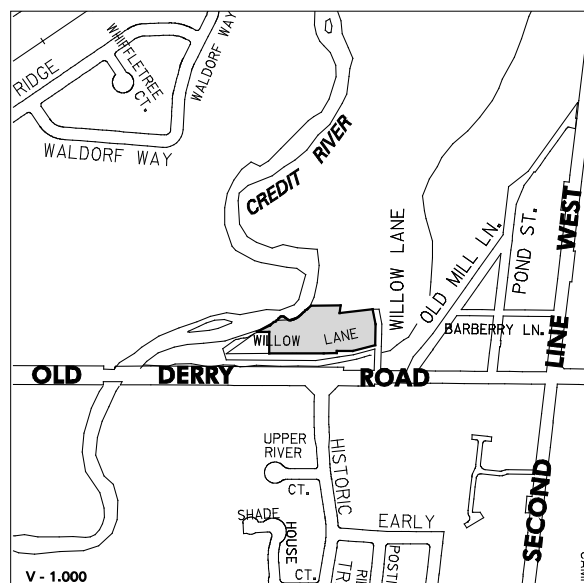
16.17.5.15.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. detached dwellings will also be permitted within the Residential Medium Density designation; and
- b. retail store, personal service establishment and office uses will be permitted within the Business Employment designation.

16.17.6 Exempt Site Policies

16.17.6.2 Site 2

16.17.6.1 Site 1

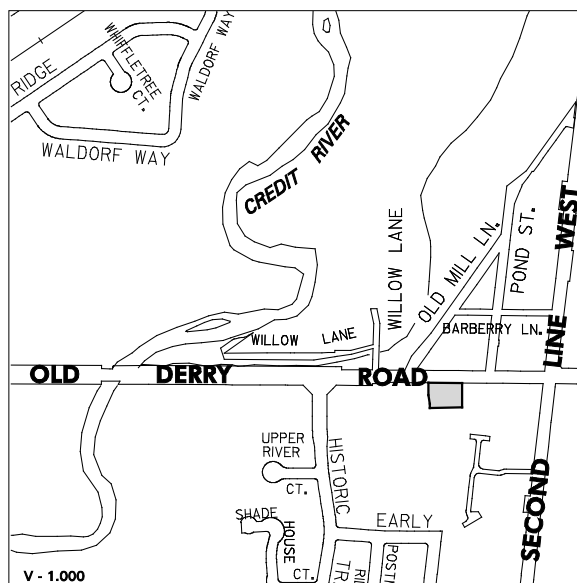


16.17.6.1.1 The lands identified as Exempt Site 1 are located on the north side of Willow Lane, and are subject to flooding from the Credit River.

16.17.6.1.2 Notwithstanding the provisions of the Greenlands designation, detached dwellings will also be permitted in accordance with the Residential Low Density I policies of this plan.

Development of the subject lands will also be subject to the following:

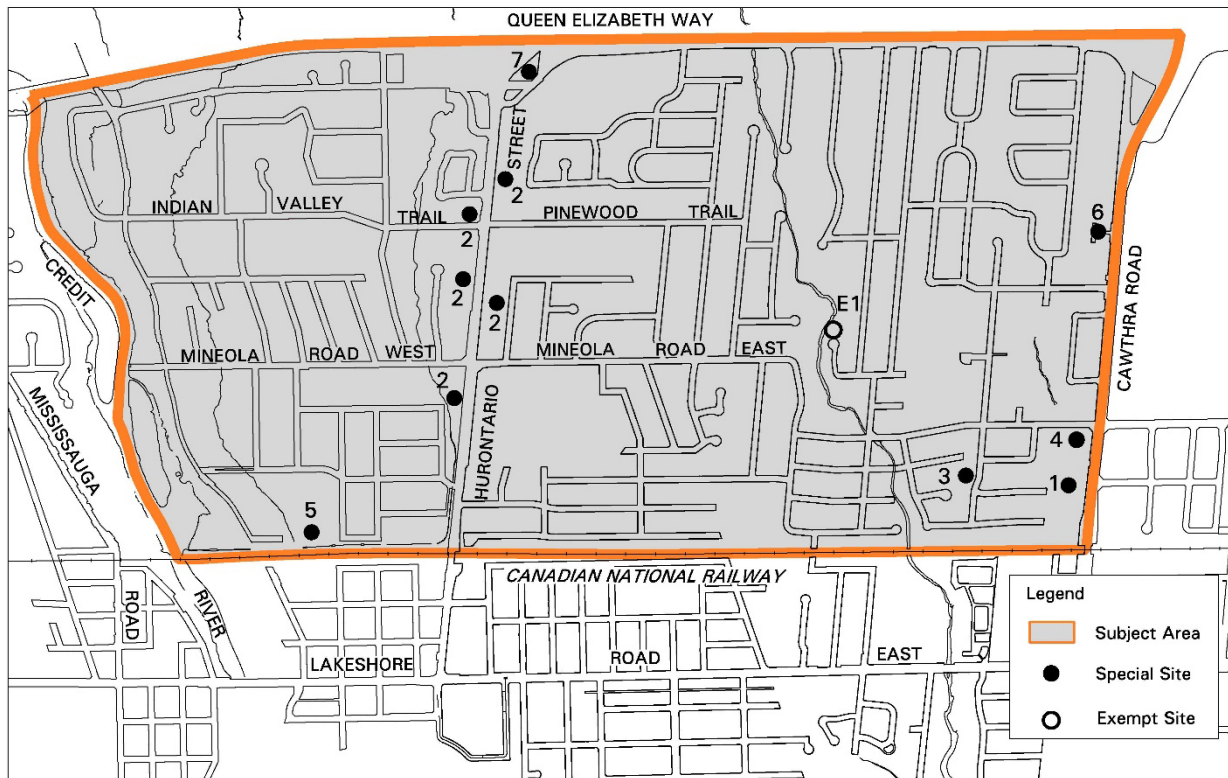
- compliance with Credit Valley Conservation's *Policies for Floodplain Management* to address concerns related to flooding hazards, flood conveyance, floodplain storage and ice jamming along the Credit River; and
- compliance with Credit Valley Conservation's Watercourse and Valleyland Protection Policies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



16.17.6.2.1 The lands identified as Exempt Site 2 are located on the south side of Old Derry Road, west of Second Line West.

16.17.6.2.2 Notwithstanding the provisions of the Convenience Retail Commercial designation, the existing motor vehicle service station, existing detached dwelling and the dwelling unit above a retail store in an existing detached dwelling will only be permitted, provided that it is in keeping with the historic character of the Meadowvale Village Heritage Conservation District Plan.

16.18 Mineola



Map 16-18: Mineola Neighbourhood Character Area

16.18.1 Urban Design Policies

Infill Housing

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

- a. preserve and enhance the generous front, rear and side yard setbacks;
- b. ensure that existing grades and drainage conditions are preserved;
- c. encourage new housing to fit the scale and character of the surrounding area, and take advantage of the features of a particular site, i.e. topography, contours, mature vegetation;
- d. garages should be recessed or located behind the main face of the house. Alternatively, 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. existing trees, large groupings or areas of vegetation and landscape features such as retaining walls, fences, hedgerows, etc
- i. should be preserved and enhanced, along with the maintenance of topographic features and drainage systems;
- j. large accessory structures will be discouraged, and any accessory structures will be located in side and rear yards only;
- k. house designs which fit with the scale and character of the local area, and take advantage of the particular site are encouraged. The use of standard, repeat designs is strongly discouraged; and
- l. the building mass, side yards and rear yards should respect and relate to those of adjacent lots.

Streetscape

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

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

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

16.18.2 Land Use

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

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

16.18.3 Environmental Areas

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

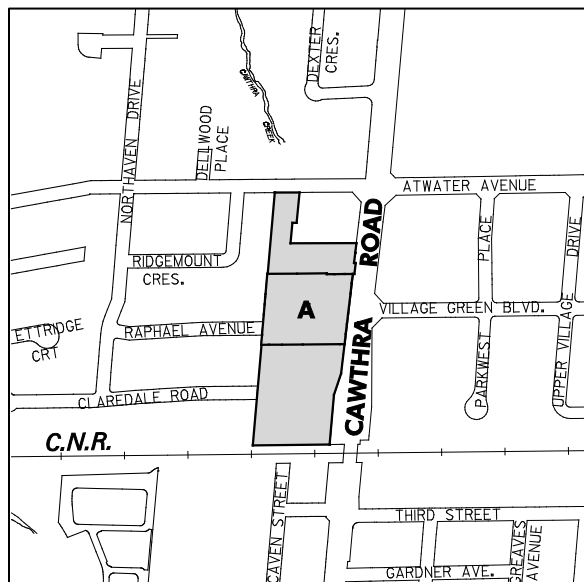
16.18.4 Transportation

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

16.18.5 Special Site Policies

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

16.18.5.1 Site 1

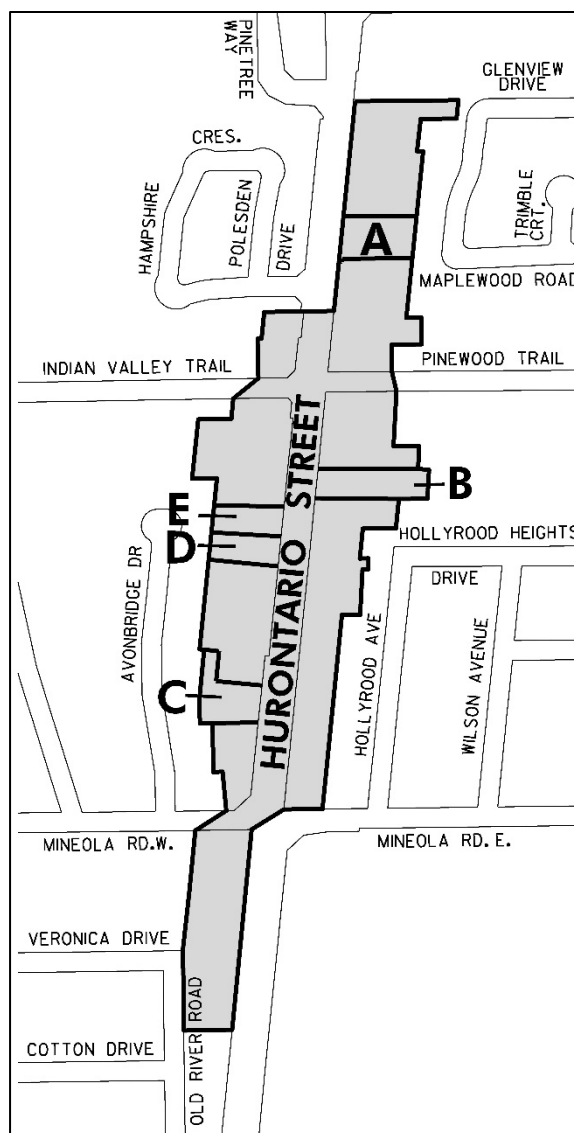


16.18.5.1.1 The lands identified as Special Site 1 are located on the west side of Cawthra Road, south of Atwater Avenue, and north of the CNR line.

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

16.18.5.1.3 Notwithstanding the provisions of the Residential Medium Density designation, for the lands identified as Area A, townhouse dwellings to a maximum density of 112 units per **net residential hectare** will also be permitted.

16.18.5.2 Site 2



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

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

- a. The following uses will also be permitted:
 - offices, provided that medical offices are used for the consultation, examination or therapeutic treatment by a physician,

- dentist, drugless practitioner or healthprofessional licensed by the Province of Ontario. Medical offices may not include hospitals or other accessory medical uses such as, laboratories, diagnostic facilities for medical and dental purposes, a drug and optical dispensary, nor a medical supply and equipment store; and
- a detached dwelling containing a maximum of one dwelling unit in combination with office uses; and
- b. commercial uses, which include personal service uses, will not be permitted as a primary or as an accessory use;
 - c. all buildings used for office or residential-office purposes, whether new or modified, will have a residential appearance which is compatible with the form, design, and scale of the surrounding residential area. All development will be designed so that it does not negatively impact abutting properties used for residential purposes, in terms of light, privacy, noise and rear yard amenity;
 - d. the use must be of a nature and intensity that results in a parking demand which does not negatively impact the function of Hurontario Street nor abutting local roads. In this regard, applicants for rezoning will be required to demonstrate, through the submission of traffic studies, parking justification studies and business operation information, that the proposed use is suitable for its location. Developments which result in a reduced parking demand are preferred;
 - e. all office related parking will be accommodated within the front and side yards only, with a minimal loss of vegetation or in underground facilities. Rear yard parking, with the exception of parking for residential dwellings, is not permitted. Surface parking areas are permitted to be constructed of permeable materials in order to achieve sustainable and urban design objectives and reduce impacts on drainage and grading systems. The portion of the access driveway within the road allowance is to be constructed of hard surface pavement;
 - f. where appropriate, mutual driveway access will be permitted between abutting property owners provided this arrangement is registered on title;
 - g. for developments located at intersections, access to the minor streets will be discouraged, and where technically feasible, access will be permitted on Hurontario Street;
 - h. street frontages are required to be enhanced with landscaping to reflect Hurontario Street's role as a gateway to the Mineola and Port Credit Character Areas. On-site parking areas should not dominate the **streetscape** and are required to be appropriately screened by vegetation and landscape treatments which are complementary to the character of the area. In this regard the following will also apply:
 - a minimum of 40% of the front yard of interior lots, will be landscaped open space. Landscaped open space may include pedestrian walkways but will exclude paved parking areas;
 - corner lots will provide a total minimum landscaped open space area of 40% of the lot;
 - a landscape buffer ranging from 4.5 m to 7.5 m in depth will be provided along the Hurontario Street frontage; and
 - a minimum landscape buffer of 4.5 m in depth will be provided along side street frontages adjacent to parking areas; and
 - i. New or modified office or residential-office buildings will not exceed:
 - 420 m² Gross Floor Area (GFA);
 - a maximum lot coverage of 25%; and
 - a maximum building height of two storeys and a 10.7 m mean height level between

- the eaves and the ridge of a sloped roof or 7.5 m to the highest point of the surface of a flat roof; and

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

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

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

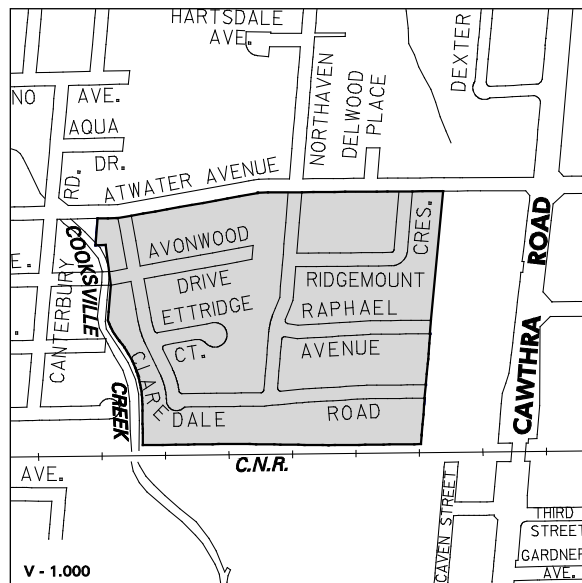
16.18.5.2.4 Notwithstanding subsection i. of this section, for the lands identified as Area B, an office building at 1443 Hurontario Street will not exceed 552 m² Gross Floor Area (GFA).

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

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

16.18.5.2.7 Notwithstanding subsection i. of this section, for the lands identified as Area E, for the building at 1430 Hurontario Street, the maximum Gross Floor Area (GFA) will not exceed 467 m². The GFA of an office will not exceed 365 m².

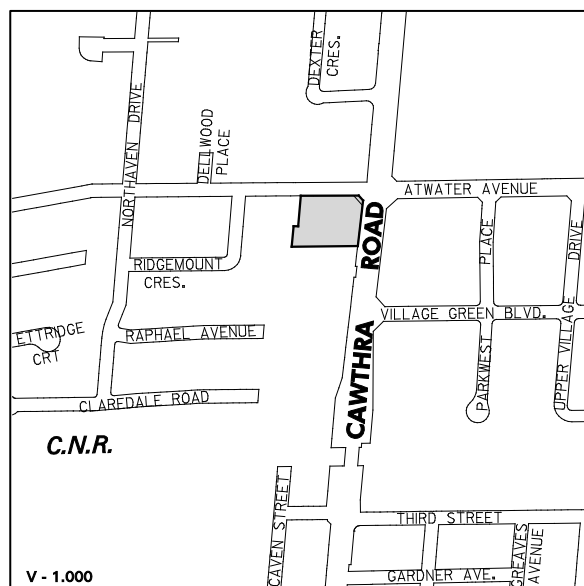
16.18.5.3 Site 3



16.18.5.3.1 The lands identified as Special Site 3 are located north of the Canadian National Railway right-of-way, south of Atwater Avenue, and east of the Cooksville Creek.

16.18.5.3.2 Notwithstanding the provisions of the Residential Low Density II designation, semi-detached dwellings will also be permitted.

16.18.5.4 Site 4

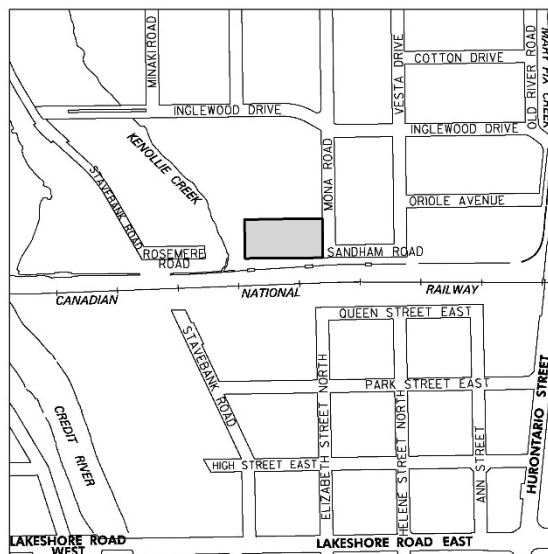


16.18.5.4.1 The lands identified as Special Site 4 are located at the southwest corner of Atwater Avenue and Cawthra Road.

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

- a. a maximum **floor space index (FSI)** of 1.46 will be permitted; and
- b. the maximum apartment building height will be four storeys.

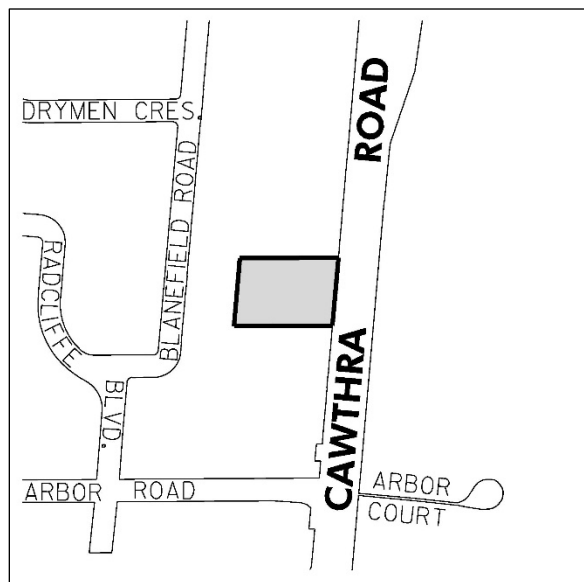
16.18.5.5 Site 5



16.18.5.5.1 The lands identified as Special Site 5 are located north of the Canadian National Railway right-of-way, on the west side of Mona Road.

16.18.5.5.2 Notwithstanding the policies of the Residential Low I designation, townhouse dwellings will also be permitted.

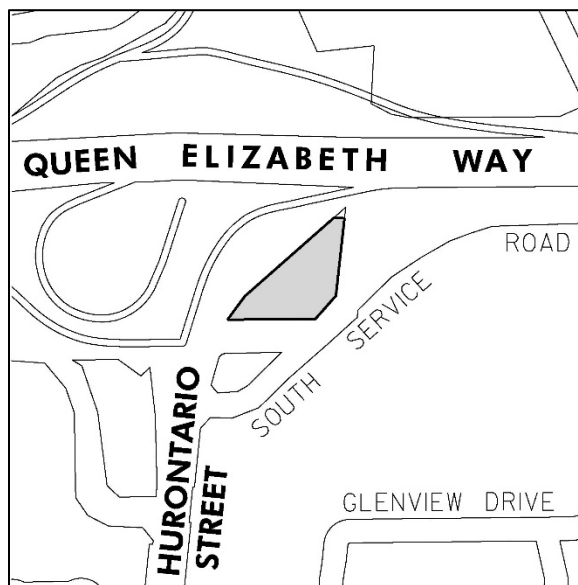
16.18.5.6 Site 6



16.18.5.6.1 The lands identified as Special Site 6 are located on the westside of Cawthra Road, north of Arbor Road.

16.18.5.6.2 Notwithstanding the policies of this Plan, detached dwellings will also be permitted.

16.18.5.7 Site 7



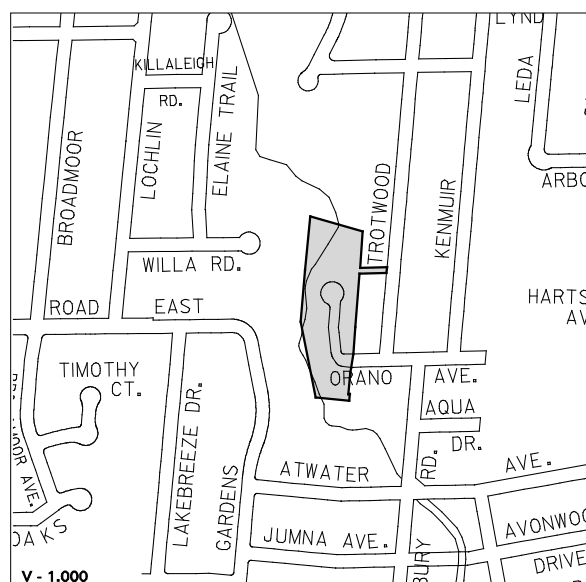
16.18.5.7.1 The lands identified as Special Site 7 are located on the northwest side of South Service Road, east of Hurontario Street.

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

- a. a maximum **floor space index (FSI)** of 4.9 will be permitted; and
- b. the maximum apartment building height will be 29 storeys.

16.18.6 Exempt Site Policies

16.18.6.1 Site 1

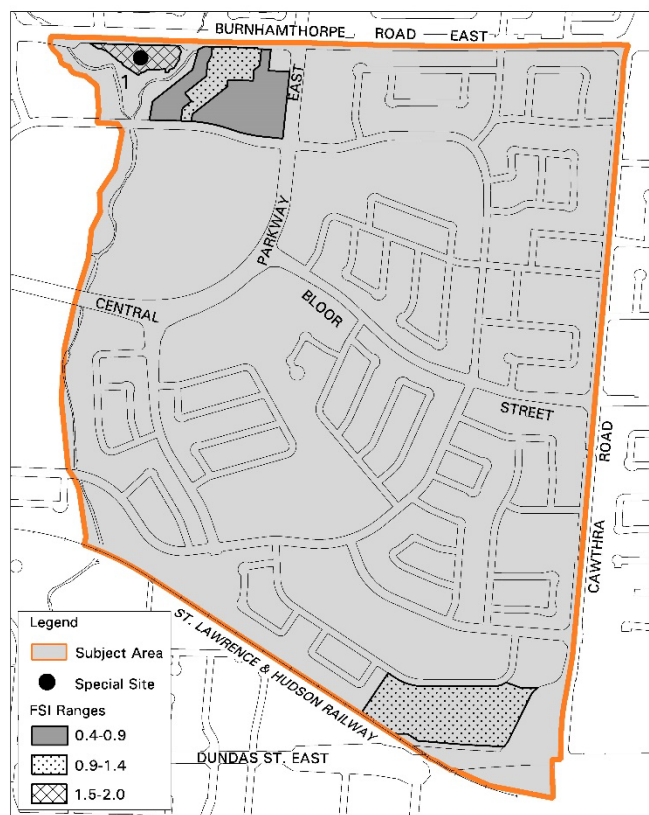


16.18.6.1.1 The lands identified as Exempt Site 1 are bounded by the rear lot lines of properties on Mineola Gardens and Willa Road to the west, and the rear lot lines of properties fronting on Trotwood Avenue to the east. Orano Avenue terminates near the southerly limit of the property. The subject site is traversed by Cooksville Creek, and is partially within the regulatory **floodplain** of Cooksville Creek.

16.18.6.1.2 Notwithstanding the Greenlands designation, detached dwellings will also be permitted subject to the Residential Low Density II policies. New lots which extend into the **floodplain** will not be permitted. Access to approved lots must be flood free or flood proofed. In addition, a significant setback is required to address channel bank erosion (21 m).

In addition to being in the **floodplain**, this site is located partially within a woodlot. Due to both of these environmental constraints, Mississauga may require that an Environmental Impact Study (EIS) be undertaken for any proposed development.

16.19 Mississauga Valleys



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.

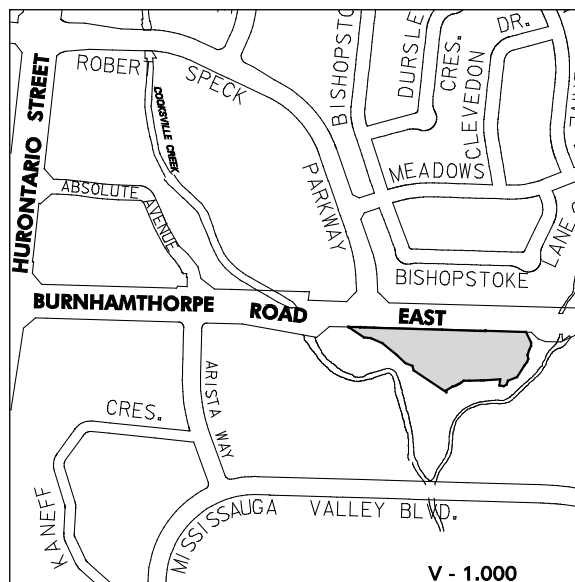
16.19.2 Land Use

16.19.2.1 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.

16.20 Ninth Line

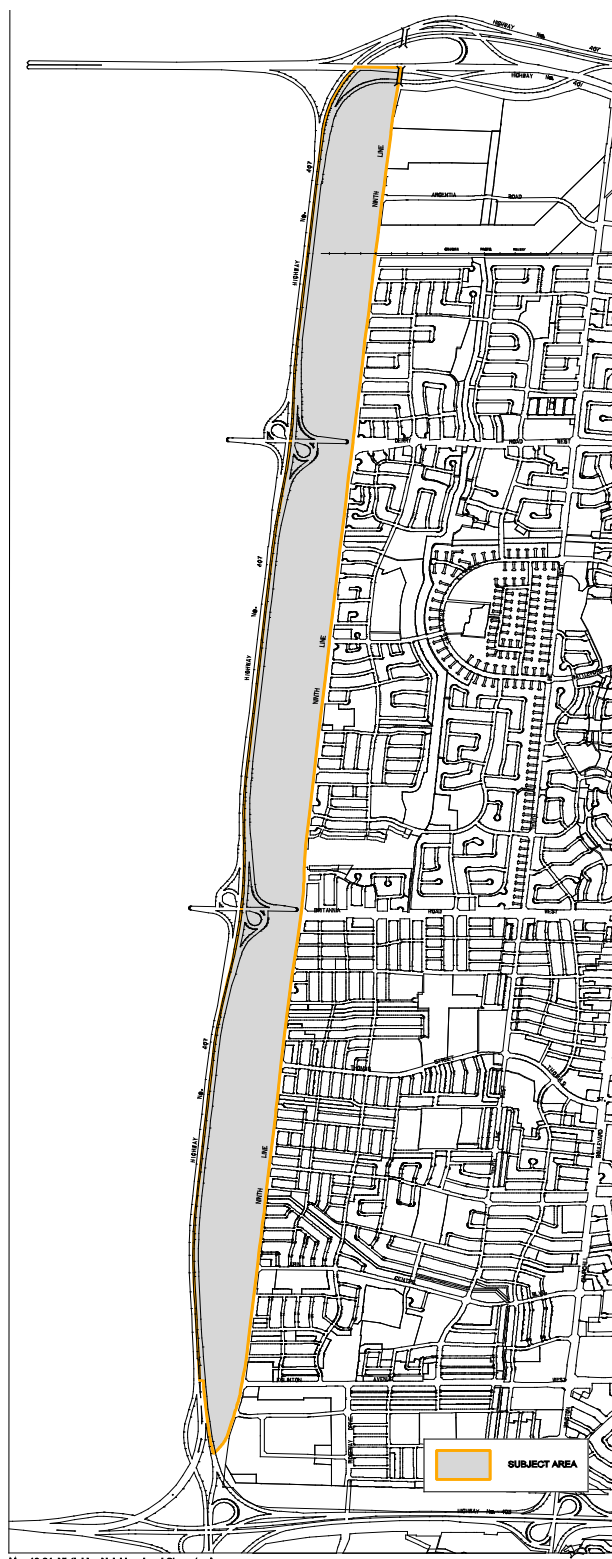


Figure 1: Neighbourhood Character Area`

16.20.1 Ninth Line Neighbourhood Character Area

16.20.1.1 The Ninth Line Neighbourhood Character Area will be planned to achieve a minimum density of 82 residents and jobs combined per hectare, on all lands where development is permitted.

16.20.1.2 The Ninth Line Neighbourhood Character Area, is intended to accommodate a variety of medium and high density housing, employment uses, and an extensive open space network. The planned 407 Transitway runs through the area in a north/south direction. Higher density development will be focused around the two **Major Transit Station Areas** located at Britannia Road West and Derry Road West.

16.20.2 Urban Design Policies

16.20.2.1 Vision

The Ninth Line Neighbourhood Character Area is the last remaining greenfield area in Mississauga. The area will be planned to support transit and the natural environment to create a healthy and complete community. Existing and future residents will have access to a well connected and sustainable natural heritage system, multi-use trails, parks and open spaces, **higher order transit**, community uses and facilities. A variety of housing choices and employment opportunities to meet their needs will also be accommodated.

16.20.2.2 Community Design

The Community Design policies must be read in conjunction with the Shaping Ninth Line Urban Design Guidelines, 2017.

16.20.2.2.1 Land Use and Built Form Planning in the area will be based on the following land use and built form principles:

a. provide a mix of housing to accommodate people with diverse housing preferences and socioeconomic needs. This also includes housing

which is affordable as outlined in the City's housing strategy;

b. provide a diversity of employment opportunities to meet current and future needs;

c. provide a diversity of community infrastructure and facilities to meet the daily needs of residents, employees and visitors;

d. work in collaboration with the school board (s) to determine the need for educational facilities. The location of these facilities will be determined through the development application process;

e. schools will be combined with another permitted use on the same lot to create a compact urban form;

f. recognize the significance of cultural heritage sites and landscapes including the natural heritage system;

g. support transit and **active transportation** as key components of the transportation network;

h. complement existing and future transportation facilities including taller, more compact mixed use buildings at the 407 Transitway Stations;

i. demonstrate distinct and appropriate design of all buildings, streets and open spaces; and

j. provide appropriate transition to neighbourhoods to the east.

16.20.2.2.2 Connections

Planning in the area will be based on a series of connections including:

a. a network of trails that link open spaces and key destinations, and trail networks beyond the Ninth Line Lands;

b. safe pedestrian crossings of Ninth Line;

c. key access points;

d. pedestrian supportive streets; and

e. integrated cycling lanes and/or multi-use routes on or adjacent to Ninth Line and other roads.

16.20.2.2.3 Parks, Open Spaces and Natural Heritage Planning in the area will be based on a series of parks, open spaces and a natural heritage system that:

a. creates a well connected and sustainable natural heritage system;

b. provides a variety of parks and open spaces for all ages and abilities including those which encourage passive and active use in all seasons, promote unique experiences and educational opportunities, and incorporate naturalized areas;

c. provides parks and open space in close proximity to adjacent neighbourhoods and employment areas; and

d. has regard for the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study.

16.20.2.3 Connectivity/Interface

16.20.2.3.1 Connections throughout the area will be supported by a modified grid system of public streets, public and privately owned public space, (POPS) as well as wayfinding and signage plans.

16.20.2.3.2 Trails and sidewalks should link 407 Transitway Stations, community facilities, parks and commercial and employment areas.

16.20.2.3.3 The layout and design of blocks, streets, and boulevards will support the use of transit, walking, and cycling.

16.20.2.3.4 Development fronting Ninth Line will be designed to provide appropriate transition to uses on the east side of the street.

16.20.2.3.5 Buildings will be designed and massed to frame streets and support an active public realm. Pedestrian comfort will be supported through the use of landscaping and other features.

16.20.2.4 Greenlands

16.20.2.4.1 Greenlands, both existing and restored, will be planned to protect and enhance the natural environment and establish a well connected and

sustainable natural heritage system, having regard for the Ninth Line Sixteen Mile Creek Scoped Subwatershed Study.

16.20.2.5 Public Open Space

16.20.2.5.1 Public Open Space should be located adjacent to Ninth Line and/or on lands designated Greenlands. Access to these areas will be maximized.

16.20.2.5.2 Public open spaces should include facilities for active and passive recreation.

16.20.2.6 Parkway Belt West

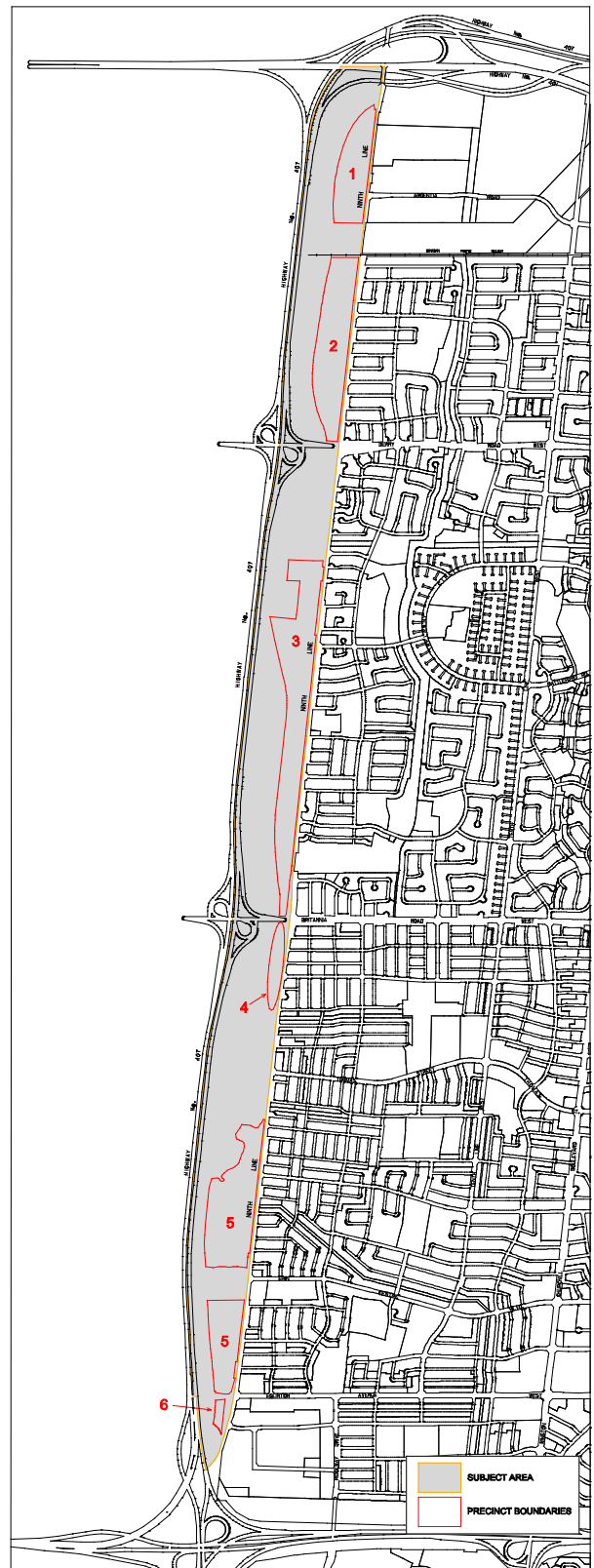
16.20.2.6.1 A significant amount of land in the Ninth Line area is designated Parkway Belt as per the Parkway Belt West Plan. Once the alignment of the 407 Transitway is finalized, lands no longer required for the Transitway may be removed from the Parkway Belt West Plan (PBWP) through amendment to the PBWP. Once the PBWP is amended, the land use designations shown on Reference Maps (M1-M3) will come into force and effect, without further amendment to this Plan.

16.20.3 Precincts

The Ninth Line Neighbourhood Character Area is subdivided into precincts in order to reflect differences in their planned function and character. The precincts include: a North Employment Area, the Derry 407 Transitway Station Area; the North Britannia Area; the Britannia 407 Transitway Station Area; the Community Park Residential Area; and a South Employment Area. The precincts are shown on Map 16-20.1, Ninth Line Neighbourhood Character Area Precincts.

16.20.3.1 North Employment Area (Precinct 1)

16.20.3.1.1 This area will form an extension of the employment area east of Ninth Line, north of the CP Railway. Lands in this precinct will be connected to the adjacent precinct to the south and lands to the east through the open space network.



Map 16-20.1: Ninth Line Neighbourhood Character Area Precincts

16.20.3.1.2 Buildings should front Ninth Line and other streets where possible to define the street edge and support a strong **streetscape** and public realm. Parking should be located at the rear of the property.

16.20.3.2 Derry 407 Transitway Station Area (Precinct 2)

16.20.3.2.1 Development in this area will be focused around the Derry 407 Transitway Station to create a vibrant, active node, comprised of mixed use **transit-supportive** development with seamless multi-modal connections.

16.20.3.2.2 Lands designated Mixed Use will permit heights ranging from 4 to 10 storeys.

16.20.3.2.3 Lands designated Residential Medium Density will permit heights ranging from 4 to 10 storeys. Some grade related residential development such as townhouses with a minimum height of three storeys may be permitted interior to the precinct.

16.20.3.2.4 This area will accommodate the greatest heights and densities for the entire Character Area.

16.20.3.2.5 Parking for the 407 Transitway Station will be encouraged to be located in structures or underground. However, if significant surface parking is proposed as an initial phase of development by a public agency, a design which allows for intensification of the site over time will be required.

16.20.3.3 North Britannia Area (Precinct 3)

16.20.3.3.1 This precinct includes a large flood protection area including hazard lands and open spaces. This precinct will be created through earth filling to manage hazard lands. The implementation of this feature will enable residential development adjacent Ninth Line. The ultimate configuration of this area will be subject to approval by the appropriate conservation authority.

16.20.3.3.2 Residential development will include a mix of housing forms such as townhouses and

midrise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 16-20.2: Ninth Line Neighbourhood Character Area Height Limits.

16.20.3.3.3 Notwithstanding policy 16.20.3.3.2 and 11.2.5.5, consideration may be given to ground related units such as semi-detached dwellings abutting Ninth Line between Doug Leavens Boulevard and Beacham Street. The overall density target for the entire Character Area must be maintained.

Map 16-20.1: Ninth Line Neighbourhood Character Area Precincts.

16.20.3.4 Britannia 407 Transitway Station Area (Precinct 4)

16.20.3.4.1 This area immediately surrounds the Britannia 407 Transitway Station. Development will be **transit-supportive** with a range of building heights from 4 to 10 storeys. Sites immediately adjacent the 407 Transitway Station will incorporate retail/commercial uses at grade to enable a vibrant and active public realm. Buildings will be designed to accommodate retail/commercial uses at grade.

16.20.3.4.2 Parking for the 407 Transitway Station will be encouraged to be located in structures or underground.

16.20.3.5 Community Park/Residential Area (Precinct 5)

16.20.3.5.1 The primary focus of this area will be the Community Park and related facilities to serve residents of the local and broader communities.

16.20.3.5.2 Development in the northwest quadrant of Eglinton Avenue West and Ninth Line will have a mix of housing forms such as townhouses and midrise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 16-20.2: Ninth Line Neighbourhood Character Area Height Limits.

16.20.3.6 South Employment Area (Precinct 6)

16.20.3.6.1 The South Employment Area is an entry point into the City and the Ninth Line Neighbourhood Character Area.

16.20.3.6.2 Buildings should front Ninth Line and other streets where possible to define the street edge and support a strong **streetscape** and public realm. Parking should be located at the rear of the property.

16.20.4 Land Use

16.20.4.1 Notwithstanding the Business Employment policies of this Plan, outdoor storage will not be permitted on lands adjacent to Provincial Highway 407.

16.20.4.1 Residential-Medium Density

16.20.4.1.1 Notwithstanding the Residential Medium Density policies of this Plan, low-rise and mid-rise apartment dwellings will also be permitted.

16.20.4.1.2 For lands fronting Ninth Line in Precincts 2 and 5, commercial uses will be permitted at grade.

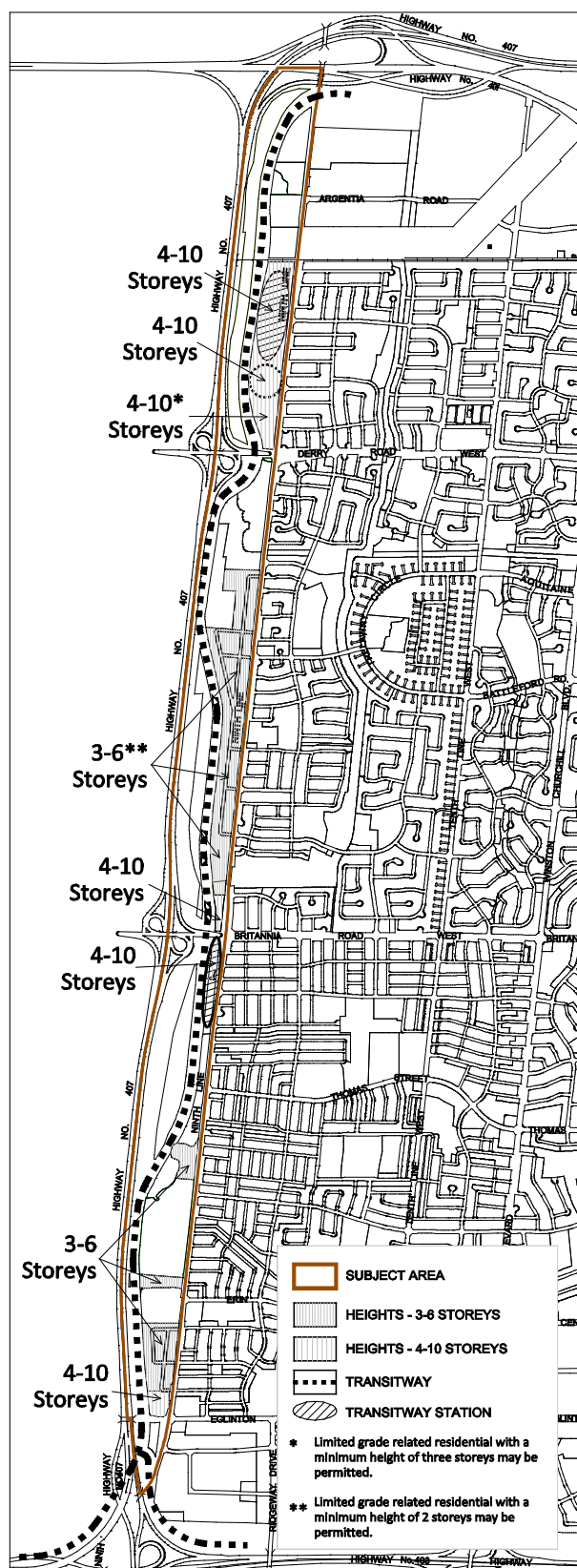
16.20.5 Transportation

16.20.5.1 The Ninth Line Neighbourhood Character Area is designed to encourage multi-modal transportation with an emphasis on transit and **active transportation** modes.

16.20.5.2 Mississauga will work with other levels of government, including Metrolinx and the private sector, to explore sustainable transportation solutions.

16.20.5.3 The road network will consist of a modified grid system of public streets.

16.20.5.4 All development in the Ninth Line Neighbourhood Character Area will be designed to protect for, and support, the 407 Transitway and any related facilities.



Map 16-20.1: Ninth Line Neighbourhood Character Area Height Limits

16.20.5.5 The City will encourage the Province and other public agencies to consider strategic parking management techniques at the 407 Transitway Stations. Parking should be optimized through the use of various transportation demand management tools.

16.20.5.6 Improvements to Ninth Line should incorporate a high level of design to accommodate transit, pedestrians, and cyclists.

16.20.5.7 Local roads will be designed to serve all modes of transportation including pedestrians, cyclists and to transit users.

16.20.6 Physical Services, Stormwater Management and Utilities

16.20.6.1 All development within the Ninth Line Neighbourhood Character Area will be subject to the Ninth Line Sixteen Mile Creek Scoped Subwatershed Study. The development of lands south of the woodlot (near Erin Centre Boulevard) will also be in accordance with the Sawmill Creek Subwatershed Plan.

16.20.7 Implementation

16.20.7.1 Development will generally occur by way of one or more master plans of subdivision which will determine detailed alignment of municipal streets, parkland and development phasing.

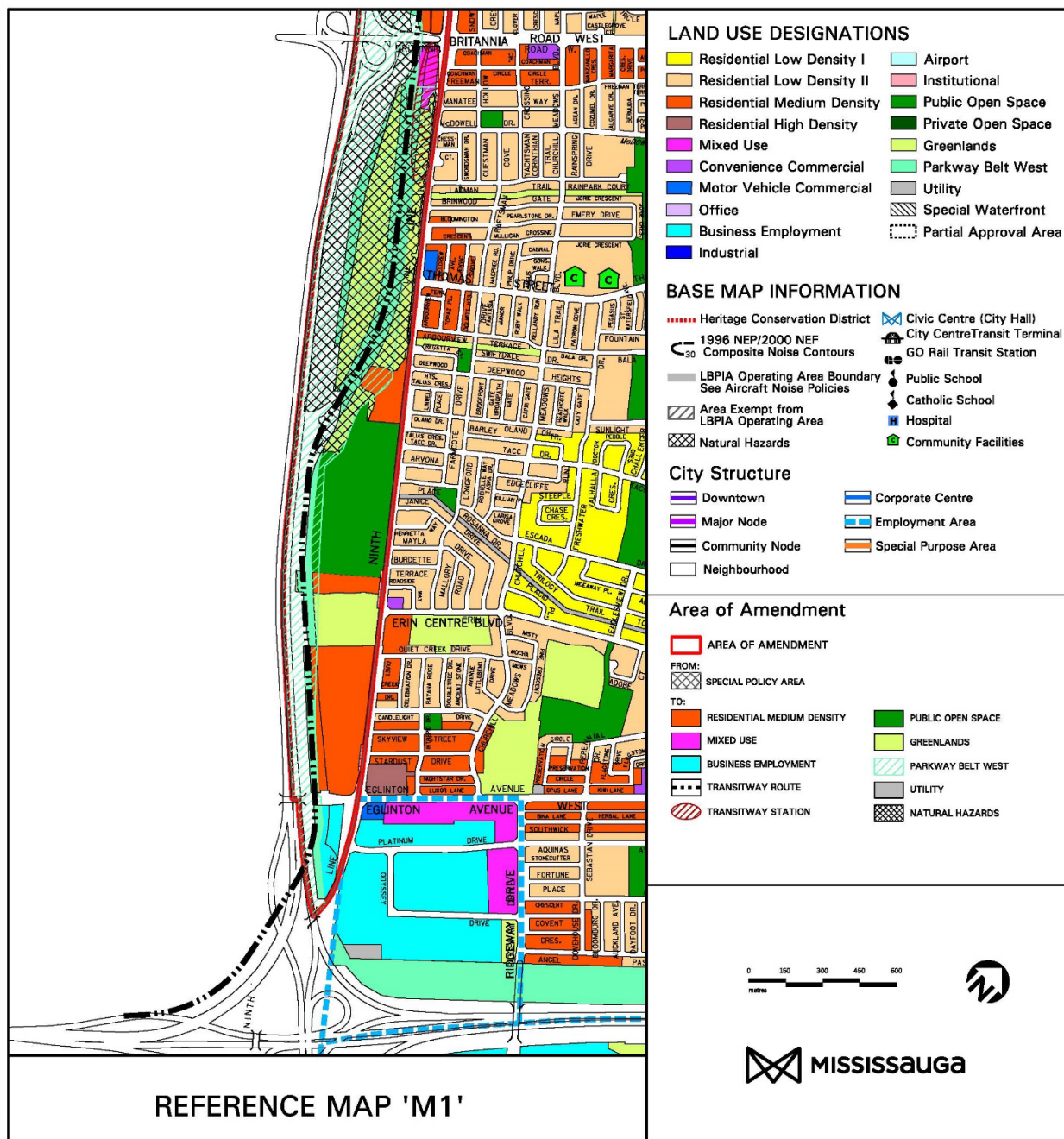
16.20.7.2 Development is to be phased to ensure servicing of development progresses in a financially responsible and environmentally sustainable manner.

16.20.7.3 In the event that there are multiple landowners, to ensure the appropriate and orderly development of the site and to ensure that the costs associated with development are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement has been executed to address distribution of costs for municipal and community infrastructure, lands and facilities associated with development in a fair and equitable manner.

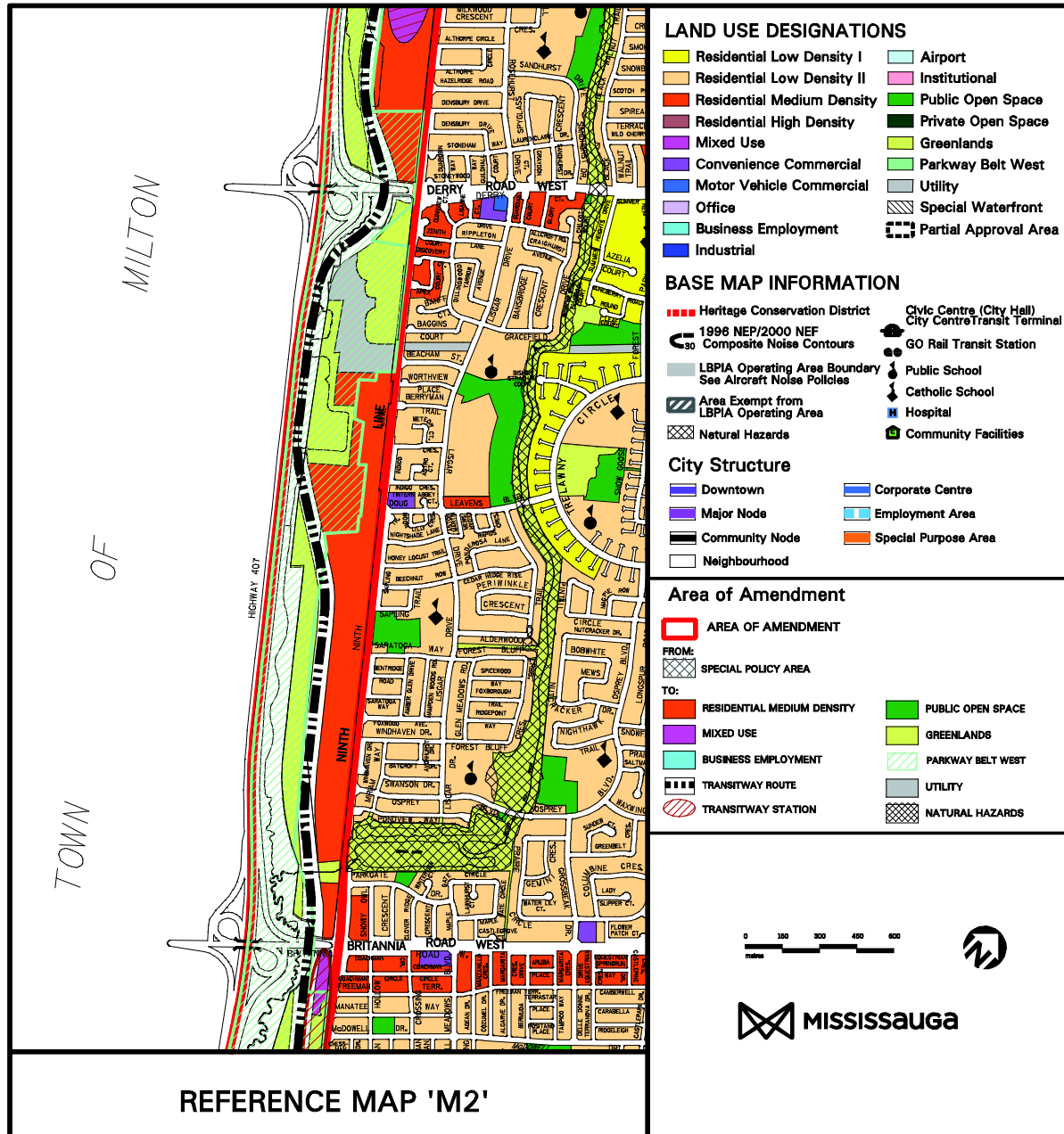
Individual developments will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement.

The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary, for the purposes of facilitating a front ending agreement, the City may utilize area specific development charge by-laws enacted pursuant to the Development Charges Act, 1998, as amended.

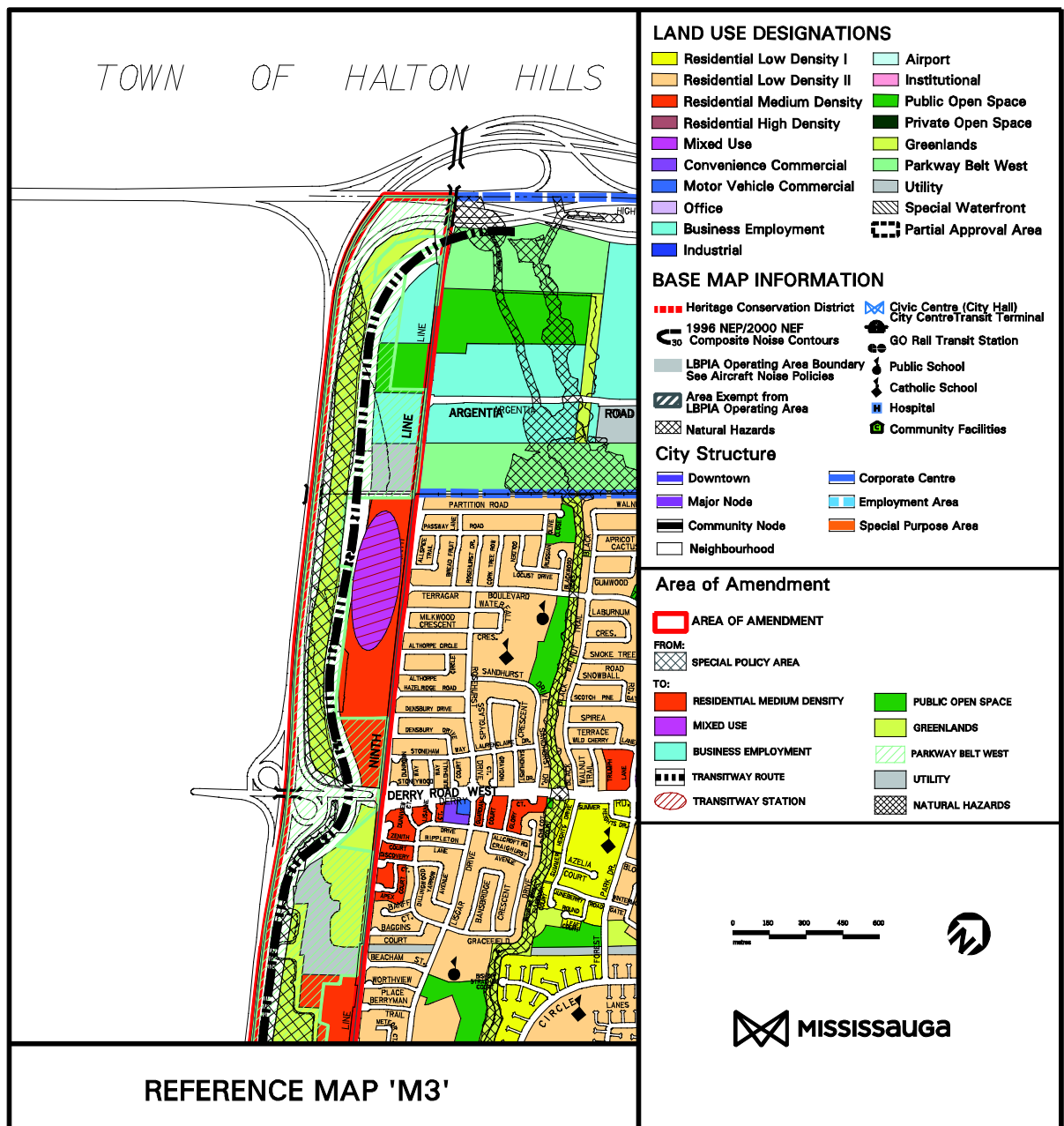
16.20.7.4 Development applications within the Northwest Greater Toronto Area Identification Study Area will not preclude or predetermine any further planning and/or implementation of the Study Area. The Study Area has been established by the Province of Ontario and replaces the now cancelled Greater Toronto West Corridor.



Map 16-20.3: Ninth Line Neighbourhood Character Area Reference Map 'M1'



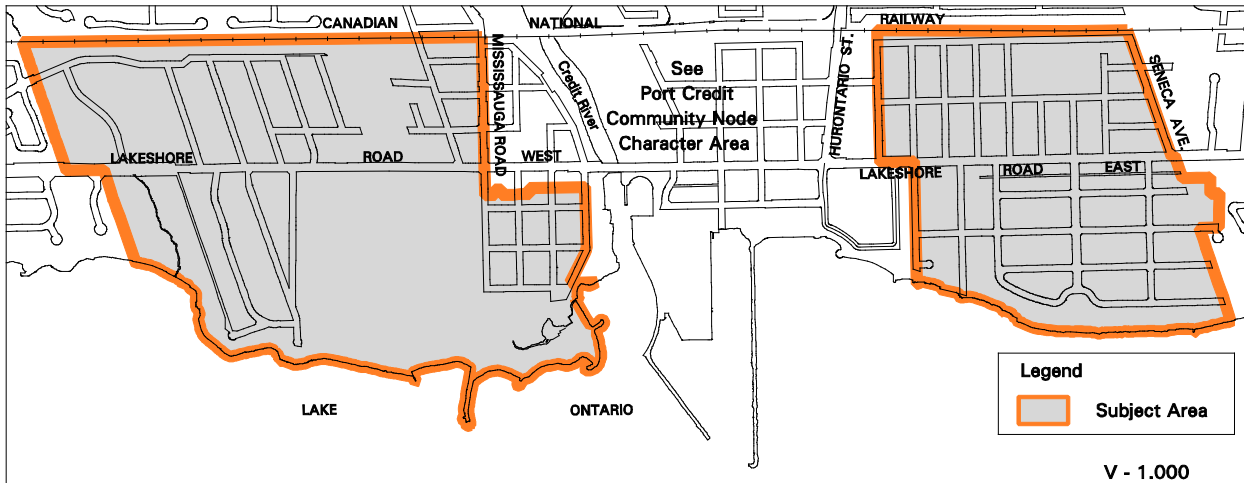
Map 16-20.4: Ninth Line Neighbourhood Character Area Reference Map 'M2'



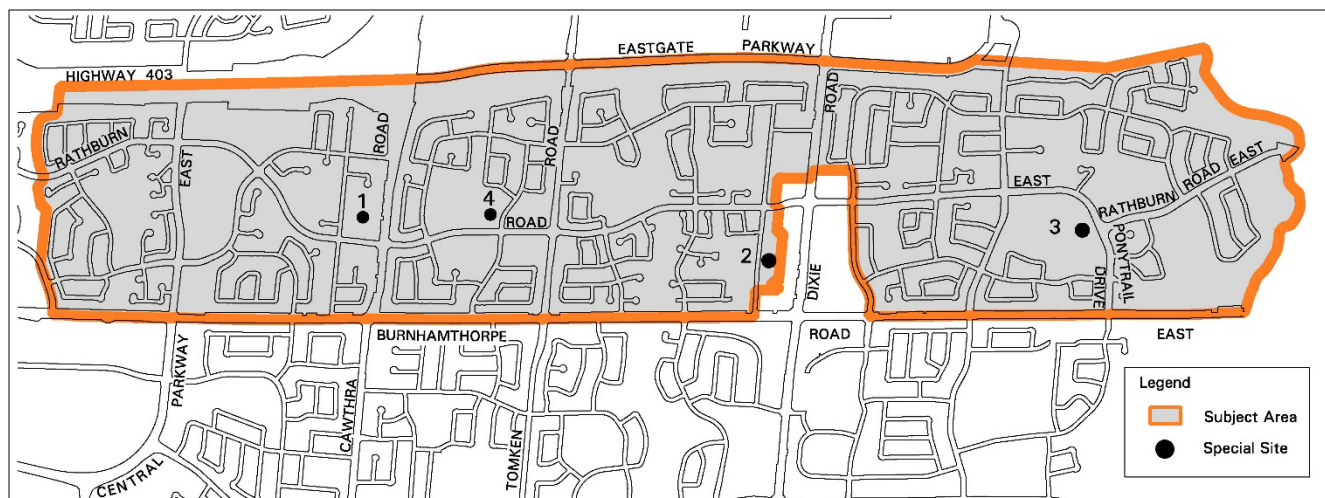
Map 16-20.5: Ninth Line Neighbourhood Character Area Reference Map 'M3'

16.21 Port Credit

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



Map 16-21: Port Credit Neighbourhood Character Area



Map 16-22: Rathwood Neighbourhood Character Area

16.22.1 Context

Rathwood is a mature and well-established neighbourhood consisting mainly of detached homes on large lots, built primarily between 1960 and 1980. Semi-detached, townhouse and apartment dwellings are predominantly located along the arterial and major roads. Retail and service uses are dispersed throughout the neighbourhood, with Rockwood Mall being the community's focal point.

Arterial roads such as Burnhamthorpe Road, Dixie Road, Cawthra Road, and major collector roads like Fieldgate Drive, Tomken Road, and Ponytrail Drive will be the focus of future low-rise and mid-rise mixed use development.

New apartment dwellings, retail, service and office uses 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.

The Rathwood-Applewood Community Node is anchored by Rockwood Mall. The Node will be encouraged to develop as a mixed use focal point for intensification, creating a central hub and destination for the community.

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.

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

16.22.2 Urban Design Policies

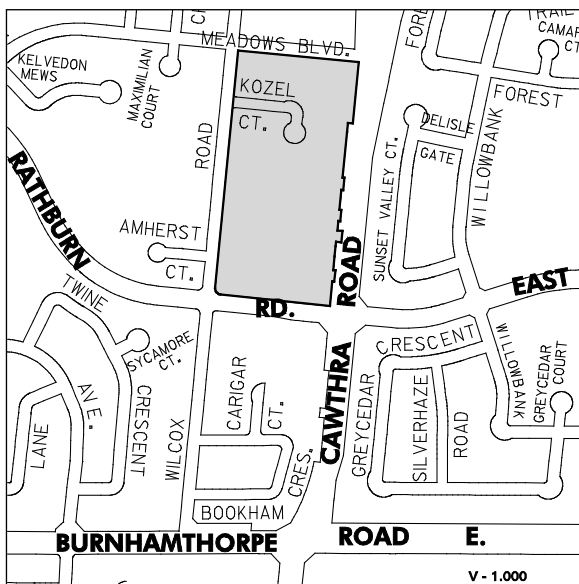
16.22.2.1 Mississauga encourages efforts to improve existing reverse frontage development along limited access roadways, particularly Burnhamthorpe Road East and Rathburn Road East,

through the use of landscaping and the promotion of a uniform and well maintained rear yard fencing system.

16.22.3 Special Site Policies

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

16.21.3.1 Site 1



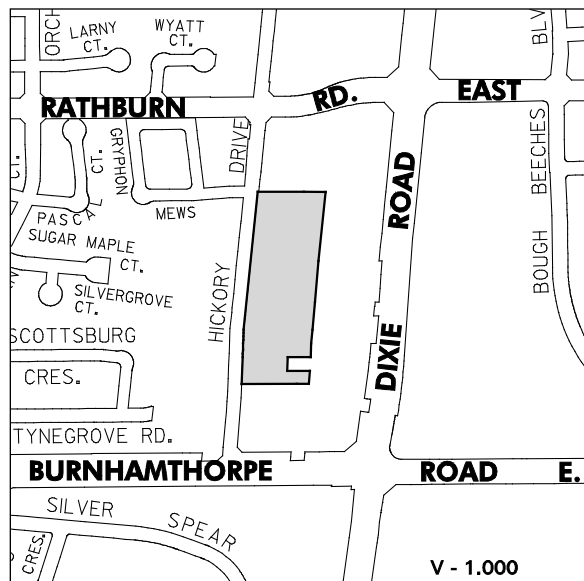
16.22.3.1.1 The lands identified as Special Site 1 are located west of Cawthra Road and north of Rathburn Road East.

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

- a. a concept plan for all or part of this site may be required and will address, among other matters, the following:
 - compatibility of building form and scale with existing surrounding land uses;

- convenient pedestrian access through this site to nearby transit service on Rathburn Road East, Cawthra Road and the future Mississauga Bus Rapid Transit (BRT) facility;
 - the potential to access all lands designated Residential Low Density I from Rathburn Road East;
 - traffic generated will not adversely affect the transportation system;
 - acceptable ingress and egress, off-street parking, landscaping and buffering; and
 - preservation of mature trees and other significant natural features; and
- b. the concept plan will be required to address, to the satisfaction of the City of Mississauga and the Region of Peel, matters relating to transportation and access onto Cawthra Road;
 - c. Mississauga will permit the severance of the rear portions of lots fronting on Wilcox Road to encourage the assembly and comprehensive redevelopment of all Residential Low Density I lands in Special Site 1;
 - d. individual frontages on the east side of Wilcox Road will be developed in keeping with lot frontages on the west side of Wilcox Road;
 - e. the redevelopment of all lands designated Residential Low Density I will minimize access points to Cawthra Road to preserve the integrity of Cawthra Road as a major arterial roadway; and
 - f. access to individual properties on the north side of Rathburn Road East will be discouraged.

16.22.3.2 Site 2



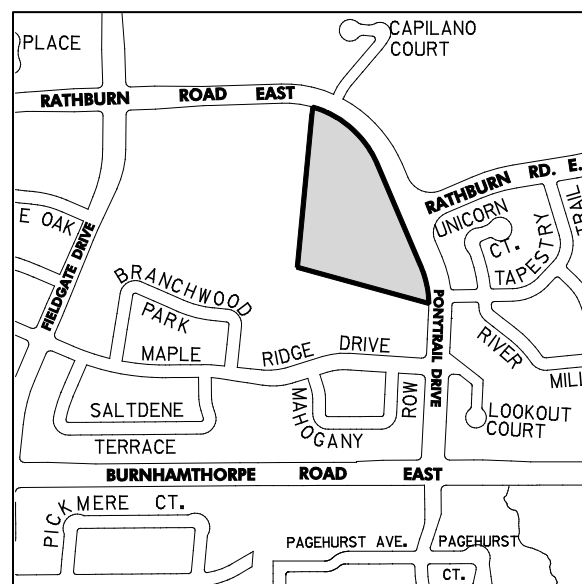
16.22.3.2.1 The lands identified as Special Site 2 are located west of Dixie Road and south of Rathburn Road East.

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

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

- b. a concept plan will be required to address, to the satisfaction of the City of Mississauga and the Region of Peel, matters relating to transportation.

16.22.3.3 Site 3

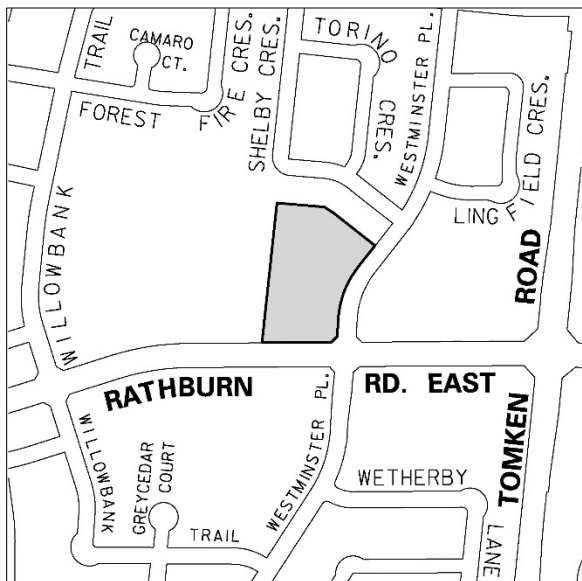


16.22.3.3.1 The lands identified as Special Site 3 are located west of the intersection of Rathburn Road East and Ponytrail Drive and north of Maple Ridge Drive.

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

- a. two apartment dwellings with a maximum height of 12 and 15 storeys will be permitted in addition to the two existing apartment dwellings of 18 storeys each.

16.22.3.4 Site 4

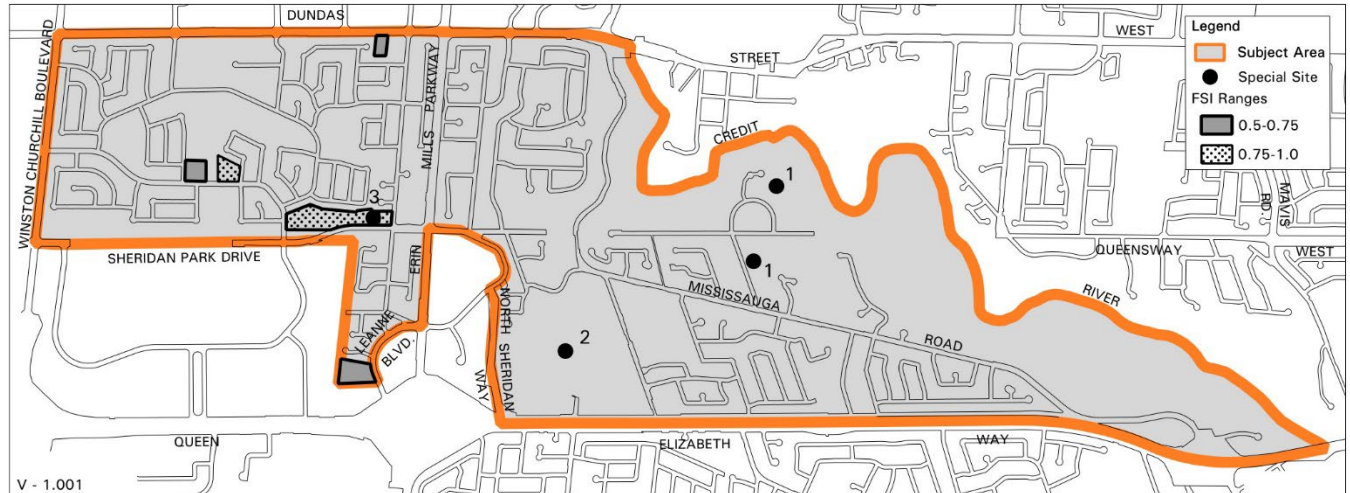


16.22.3.4.1 The lands identified as Special Site 4 are located at the northwest corner of Westminster Place and Rathburn Road East.

16.22.3.4.2 Notwithstanding the policies of the Rathwood Neighbourhood Character Area, a maximum **floor space index (FSI)** of 1.4 will be permitted.

16.22.3.4.3 Notwithstanding the policies of the Rathwood Neighbourhood Character Area, a maximum height of eight storeys will be permitted.

16.23 Sheridan



Map 16-23: Sheridan Neighbourhood Character Area

16.23.1 Land Use

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

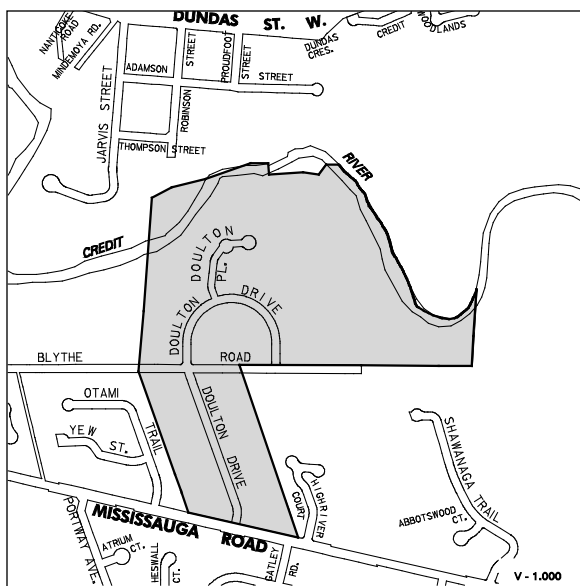
- a. triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

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

16.23.2 Special Site Policies

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

16.23.2.1 Site 1

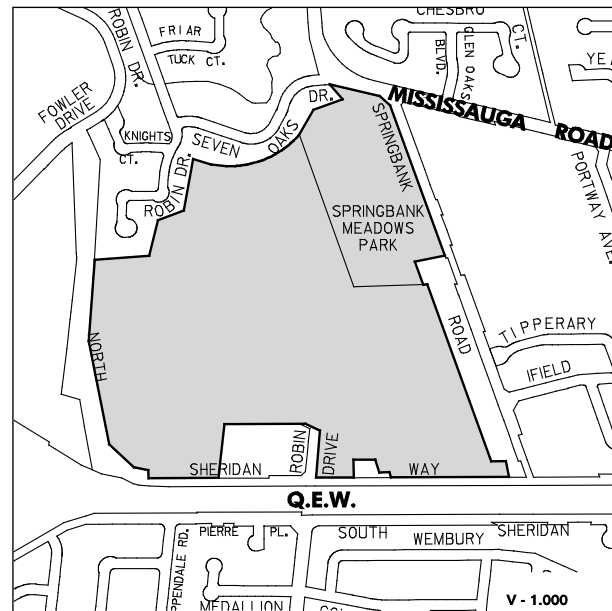


16.23.2.1.1 The lands identified as Special Site 1 are referred to as the Doulton Drive Lands.

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

- new development will be subject to site plan approval to ensure that site areas, building, landscaping and open space are all satisfactorily located and designed;
- any redevelopment may proceed on the basis of private sewage disposal systems subject to the applicable regulations; and
- comprehensive site and environmental analyses will be required in support of any divisions of land.

16.23.2.2 Site 2



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

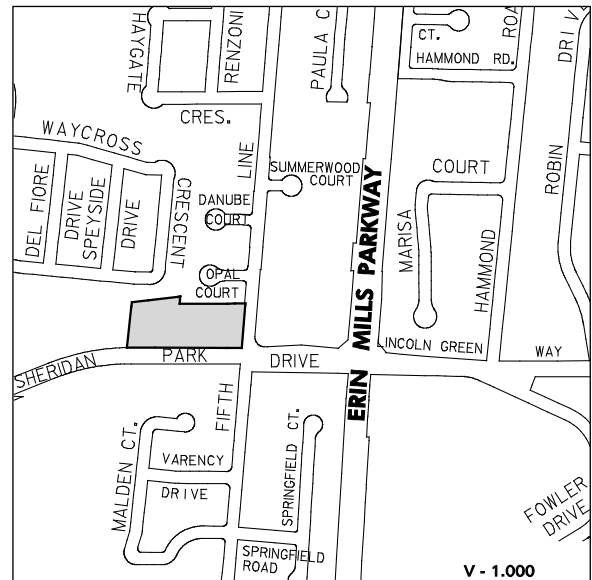
16.23.2.2.2 Notwithstanding the provisions of the Public Open Space designation, the following additional policies will apply:

- development within or adjacent to these lands will be restricted where such activity would constitute a hazard to human or ecosystem health;
- prior to the consideration of development proposals on, or in proximity to, these lands, a detailed study will be submitted by the applicant to determine the impact and area of influence of the **waste disposal site**. Where no information is available on the influence area of the site, a 500 m radius surrounding the **waste** cell is recommended by the Provincial Government. Any remediation that must be undertaken will

be in accordance with Provincial Government legislation and guidelines;

- c. development on lands formerly used for the disposal of **waste**, within a period of 25 years or less, requires approval of the Provincial Government;
- d. the site will be planned, designed, operated and maintained to the satisfaction of the City, the Region of Peel, and the Provincial Government in such a way as to ensure compatibility with adjacent, existing and future land uses, and to ensure minimal adverse impact on the natural environment;
- e. there should be no development permitted on the site until the long term care, maintenance and security of the gas control system is established by the Region of Peel;
- f. a buffer zone of 20 m must be established around the perimeter of the site to be used exclusively as a corridor for the gas control system;
- g. any use that would allow the accumulation of methane gas requires the approval of the City and the Region of Peel;
- h. engineering studies must accompany development applications to determine any hazards of development and damage that may result to the subject property and surrounding lands from methane gas, leachate and settling;
- i. development proposals must demonstrate that they will not interfere with the migration gas control system for the site; and
- j. land uses and activities that may have an adverse impact on adjacent, existing and future residential land uses in terms of noise, safety, and traffic generation should be discouraged.

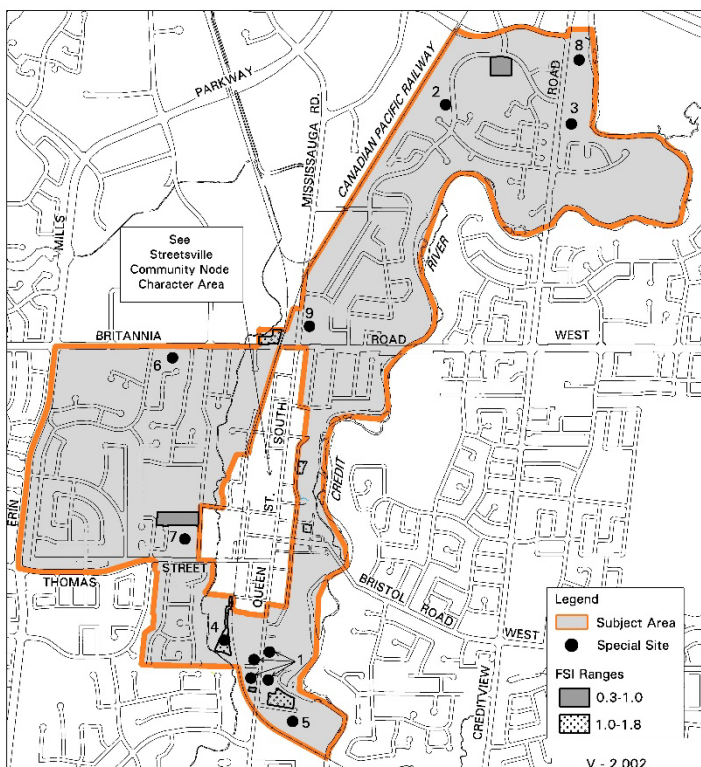
16.23.2.3 Site 3



16.23.2.3.1 The lands identified as Special Site 3 are located at the northwest corner of Sheridan Park Drive and Fifth Line West.

16.23.2.3.2 Notwithstanding the provisions of the Residential High Density policies, a **floor space index (FSI)** of 0.5 will be permitted.

16.24 Streetsville



Map 16-24: Streetsville Neighbourhood Character Area –

16.24.1 Urban Design Policies

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

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

16.24.1.3 The established residential character of the areas generally located along Main Street east of Church Street and along Queen Street South, south of Barry Avenue, will be maintained through appropriate building masses, setbacks, intensive landscaping, **streetscapes** with many mature trees, and a regular street grid pattern.

16.24.2 Land Use

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

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

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

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

16.24.3 Heritage

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

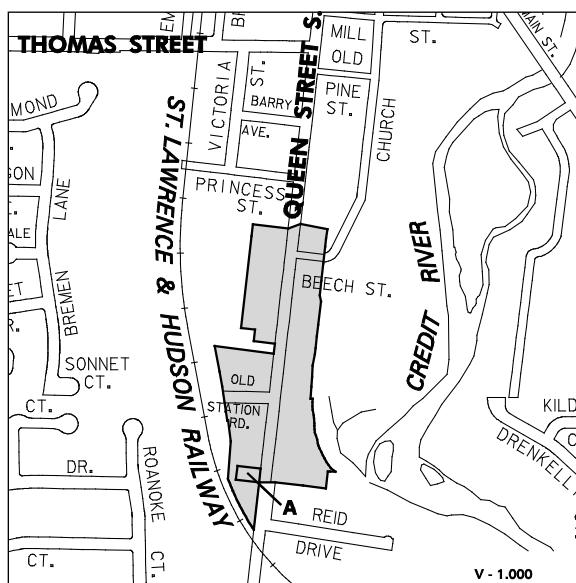
16.24.4 Stormwater Management

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

16.24.5 Special Site Policies

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

16.24.5.1 Site 1



16.24.5.1.1 Notwithstanding the provisions of the Low Density I and II designations, the lands identified as Special Site 1 which front onto Queen Street South, may also be used for offices.

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

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

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

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

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

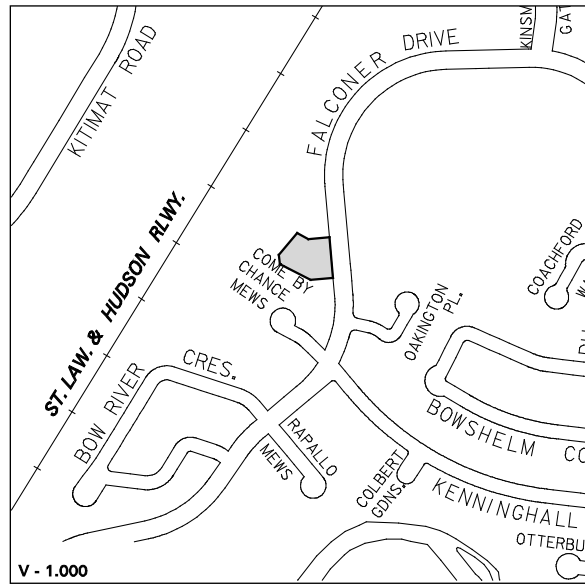
16.24.5.1.7 Minimal signage will be permitted. The design of such signage and external lighting should be compatible with the residential character of the area.

16.24.5.1.8 Existing lot sizes should be retained.

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

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

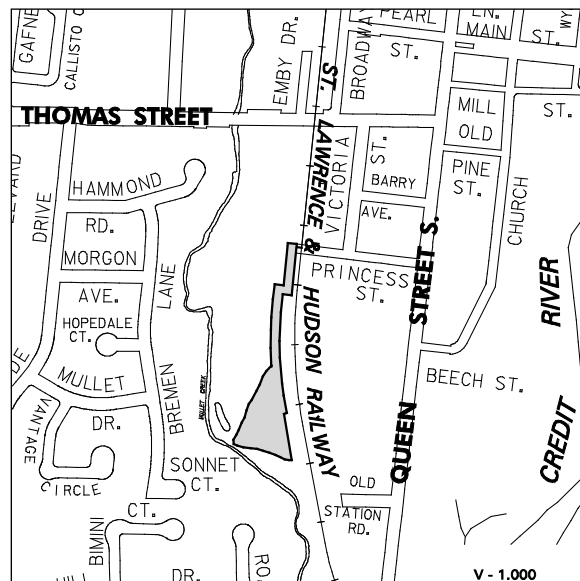
16.24.5.2 Site 2



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

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

16.24.5.4 Site 4



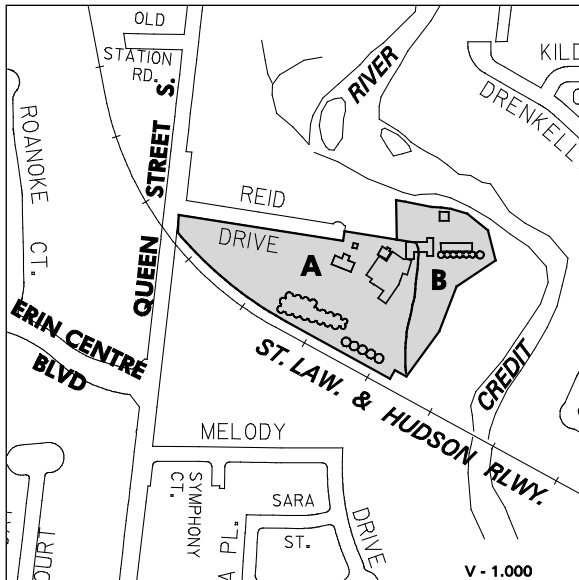
16.24.5.4.1 The lands identified as Special Site 4 are located south of Thomas Street, north of Old Station Road and west of the St. Lawrence and Hudson Railway.

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

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

- d. of the community park will be determined through the preparation of a parkland concept plan.

16.24.5.5 Site 5



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

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

- a. the lands identified as Area A, may be used for the existing flour mill operation, and related accessory uses, including accessory offices, outdoor storage located to limit its visibility to

Queen Street, Reid Drive and the Credit River valley, and the temporary storage of motor vehicles related to the primary use of the property. Any new construction will be limited to a construction envelope identified in the applicable implementing zoning by-law; and

- b. Amendments to the Official Plan and Zoning By-law will be required prior to the development of Area A for any purpose other than grain processing, grain milling, and related accessory uses.

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

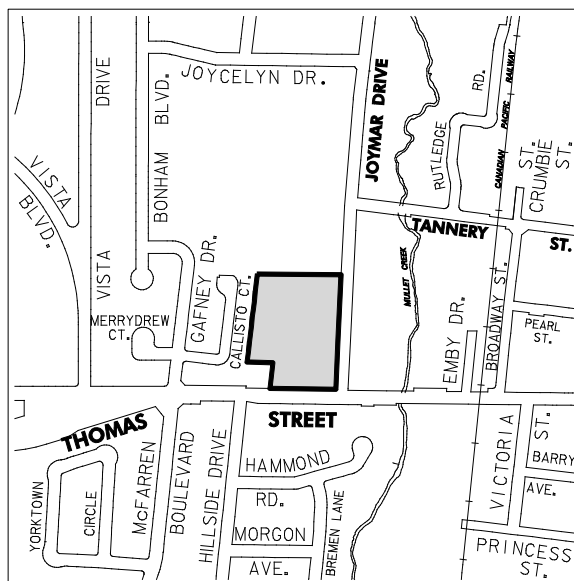
16.24.5.6 Site 6



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

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

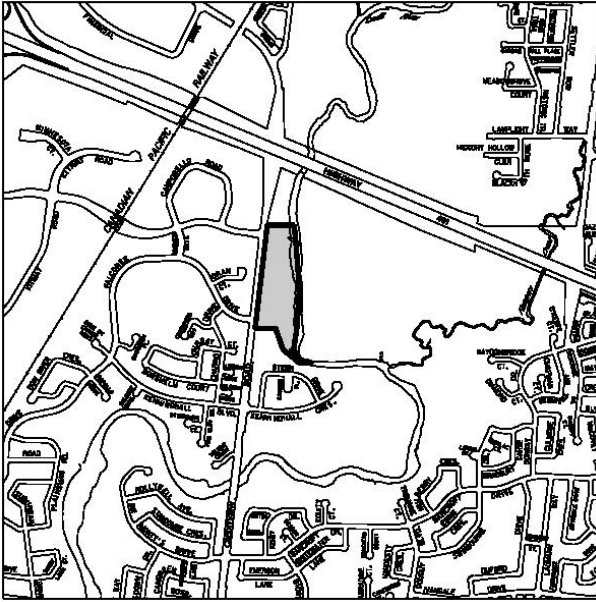
16.24.5.7 Site 7



16.24.5.7.1 The lands identified as Special Site 7 are located at the northwest corner of Thomas Street and Joymar Avenue in the City of Mississauga.

16.24.5.7.2 Notwithstanding the policies of this Plan, semi-detached dwellings will also be permitted.

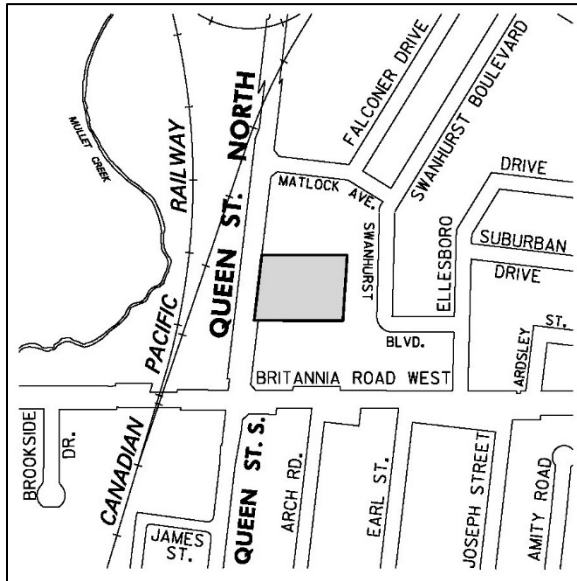
16.24.5.8 Site 8



16.24.5.8.1 The lands identified as Special Site 8 are located at the southeast quadrant of Creditview Road and Highway 401.

16.24.5.8.2 Notwithstanding the policies of this Plan, outdoor markets, greenhouses with accessory uses and an education and training

16.24.5.9 Site 9



16.24.5.9.1 The lands identified as Special Site 9 are located on the east side of Queen Street North, north of Britannia Road West.

16.24.5.9.2 Notwithstanding the policies of this Plan, an apartment dwelling with a maximum height of 10 storeys and a maximum FSI of 3.1 will be permitted.