

# 17 Employment Areas

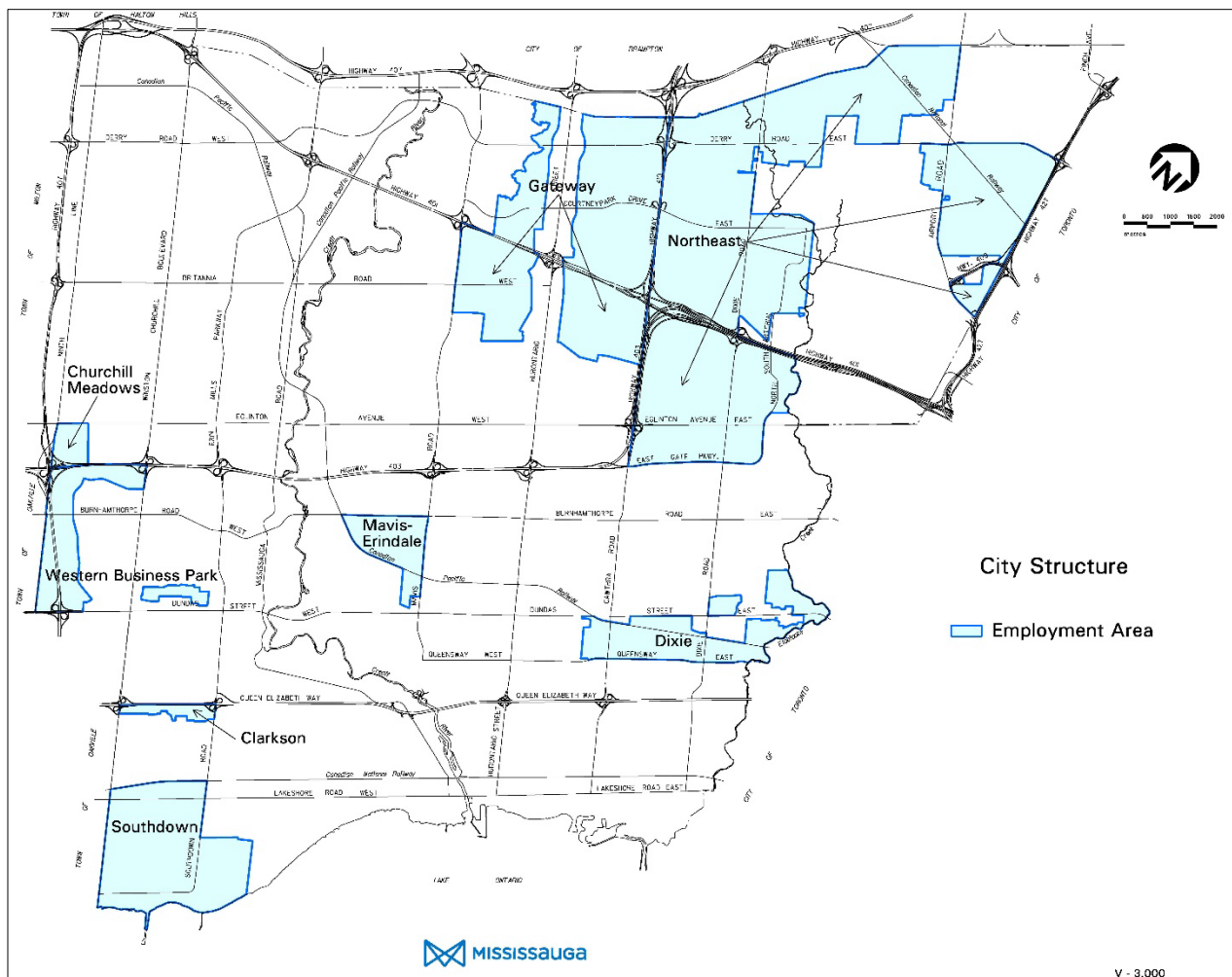
## 17.1 Introduction

There are eight Employment Area Character Areas in Mississauga:

- Churchill Meadows;
- Clarkson;
- Dixie;
- Gateway;

- Mavis-Erindale;
- Northeast;
- Southdown; and
- Western Business Park.

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



Map 17-1: City Structure – Employment Areas

## 17.1.1 General

17.1.1.1 Lands on a **Corridor** will not be subject to the two storey height minimum. Character Area policies may establish height requirements.

17.1.1.2 Within an **area of employment**, a land use that is excluded from the list of permitted uses for an **area of employment** is authorized to continue, provided the use has been lawfully established on the parcel of land before October 20, 2024.

## 17.1.2 Utilities

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

## 17.1.3 Residential

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

## 17.1.4 Mixed Use

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

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

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

- a. Residential.

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

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

## 17.1.5 Offices

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

- a. Major office.

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

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

## 17.1.6 Institutional

17.1.6.1 Institutional uses will not be permitted.

## 17.1.7 Convenience Commercial

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

- a. Residential.

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

## 17.1.8 Business Employment

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

## 17.1.9 Industrial

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

- Churchill Meadows; and
- Clarkson

## 17.2 Churchill Meadows



Map 17-2: Churchill Meadows Employment Area

### 17.2.1 Land Use

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

- a. adult entertainment establishments;
- b. animal boarding establishments which may include outdoor facilities;
- c. body rub establishments;
- d. motor vehicle body repair facilities;
- e. transportation facilities;

f. trucking terminals; and

g. **waste processing stations** or **waste transfer stations** and composting facilities.

### 17.2.2 Urban Design

17.2.2.1 Eglinton Avenue West represents an entry point into the city and, therefore, will promote built form of high architectural and landscaping standards.

17.2.2.2 Strong built form should be achieved along the street frontage with massing emphasis at corners, thus discouraging parking and loading areas at the streetlines.

17.2.2.3 Landscape treatments at corners and extending along Eglinton Avenue West should generally be complementary on either side of the street.

## 17.2.3 Transportation

17.2.3.1 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; and
- c. direct access will be permitted on Major Collectors, with 30 m rights-of-way. The access location will require the approval of the Transportation and Works Department.

## 17.2.4 Physical Services and Utilities

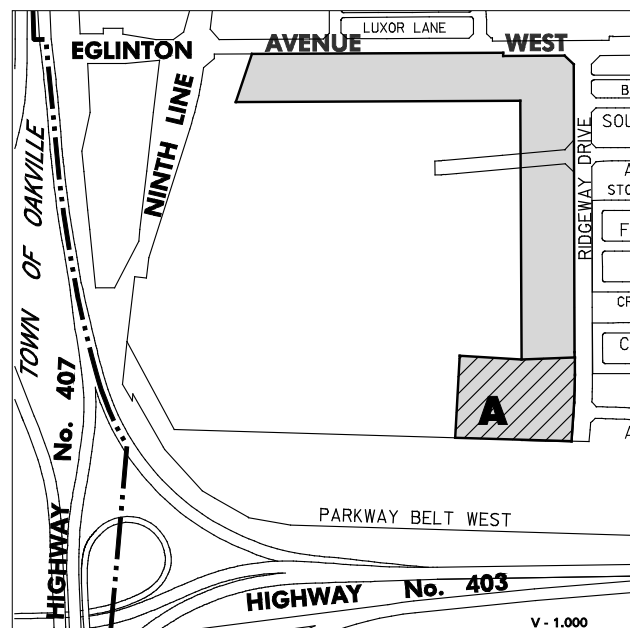
17.2.4.1 All development will be in accordance with the Sawmill Creek Sub-watershed Plan, and the Lisgar Region Water Quality Study.

17.2.4.2 Additional off-site lands associated with the construction of the stormwater management facilities recommended by the Sawmill Creek Sub-watershed Study may be needed.

## 17.2.5 Special Site Policies

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

### 17.2.5.1 Site 1



17.2.5.1.1 The lands identified as Special Site 1 are located south of Eglinton Avenue West and west of Ridgeway Drive.

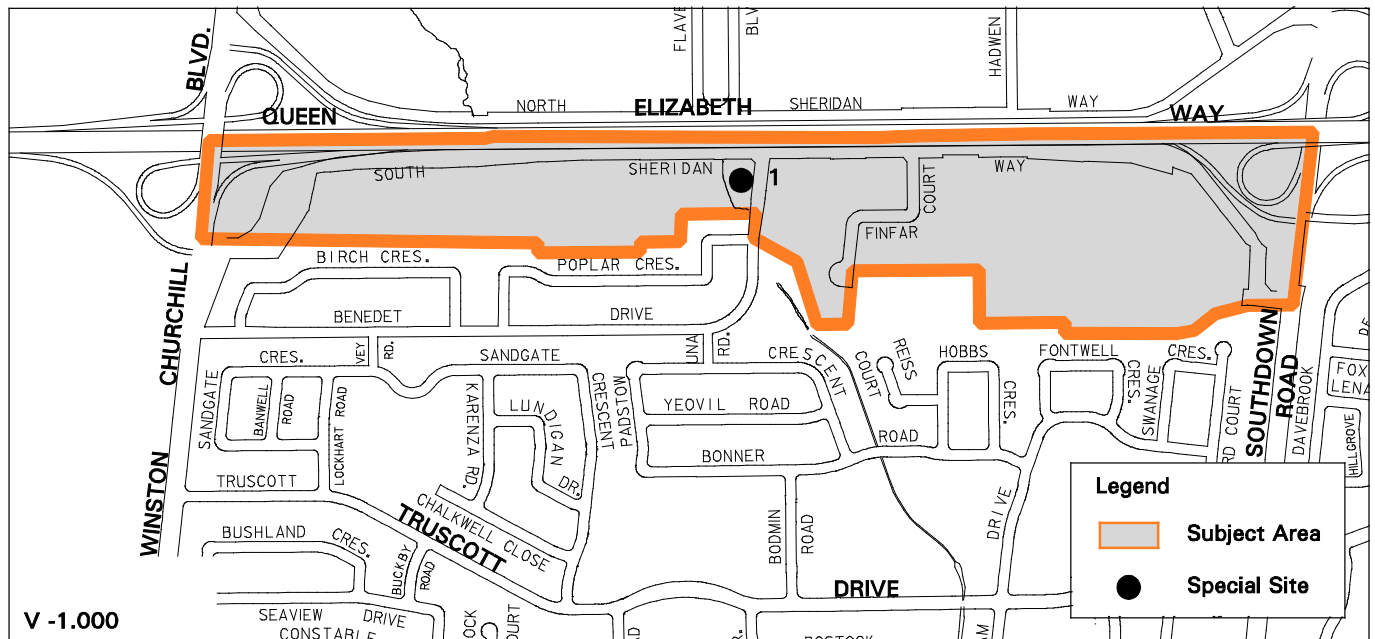
17.2.5.1.2 Notwithstanding the provisions of the Mixed Use designation, the following additional policies will apply:

- a. the following additional uses will be permitted:
  - broadcasting station;
  - communications and broadcasting establishment;
  - radio and television transmission facility;
  - telephone sales and service establishment; and
- b. retail warehouses will not be permitted.

17.2.5.1.3 Area A is located north of the utility corridor and west of Ridgeway Drive. Notwithstanding the Mixed Use designations, the following additional policy will apply:

- a. the physical integration of the Bus Rapid Transit (BRT) facility with adjacent development will be encouraged.

## 17.3 Clarkson



Map 17-3: Clarkson Employment Area

### 17.3.1 Land Use

17.3.1.1 Notwithstanding the Business Employment Policies of this Plan, only the following uses will be permitted:

- a. manufacturing;
- b. **secondary office**;
- c. warehousing, distributing and wholesaling; and
- d. accessory uses.

17.3.1.2 The maximum **floor space index (FSI)** of a **secondary office** is 0.5.

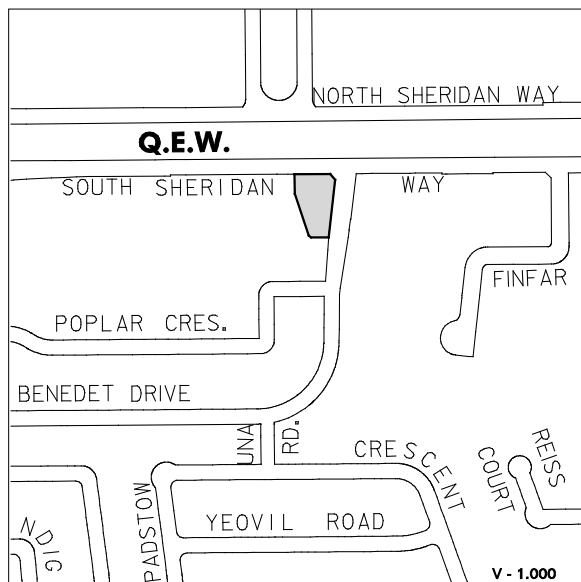
### 17.3.2 Transportation

17.3.2.1 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.

### 17.3.3 Special Site Policies

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

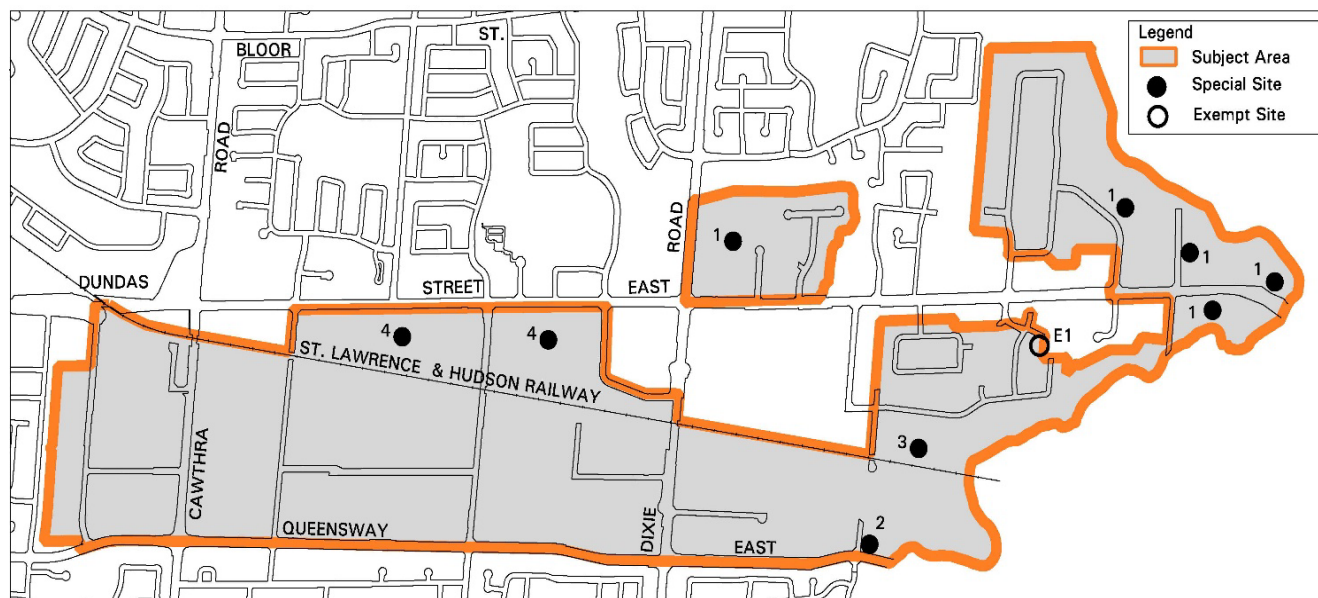
#### 17.3.3.1 Site 1



17.3.3.1.1 The lands identified as Special Site 1 are located at the southwest corner of South Sheridan Way and Benedet Drive.

17.3.3.1.2 Notwithstanding the provisions of the Motor Vehicle Commercial designation, only a gas bar will be permitted.

## 17.4 Dixie



Map 17-4: Dixie Employment Area

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

### 17.4.1 Urban Design Policies

17.4.1.1 An appropriate gateway treatment should be created at the city boundaries at Dundas Street East and the Queensway East through the massing of buildings, landscape design, or the design of the **streetscape**. The Dundas Street East gateway will be comprised of development that incorporates a mix of **transit-supportive** uses and an active street frontage. Increased connectivity, multi-modal access and expanded parks and open space network will be encouraged to serve the anticipated growth along the corridor.

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

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



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

## **17.4.2 Land Use**

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

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

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

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

## **17.4.3 Transportation**

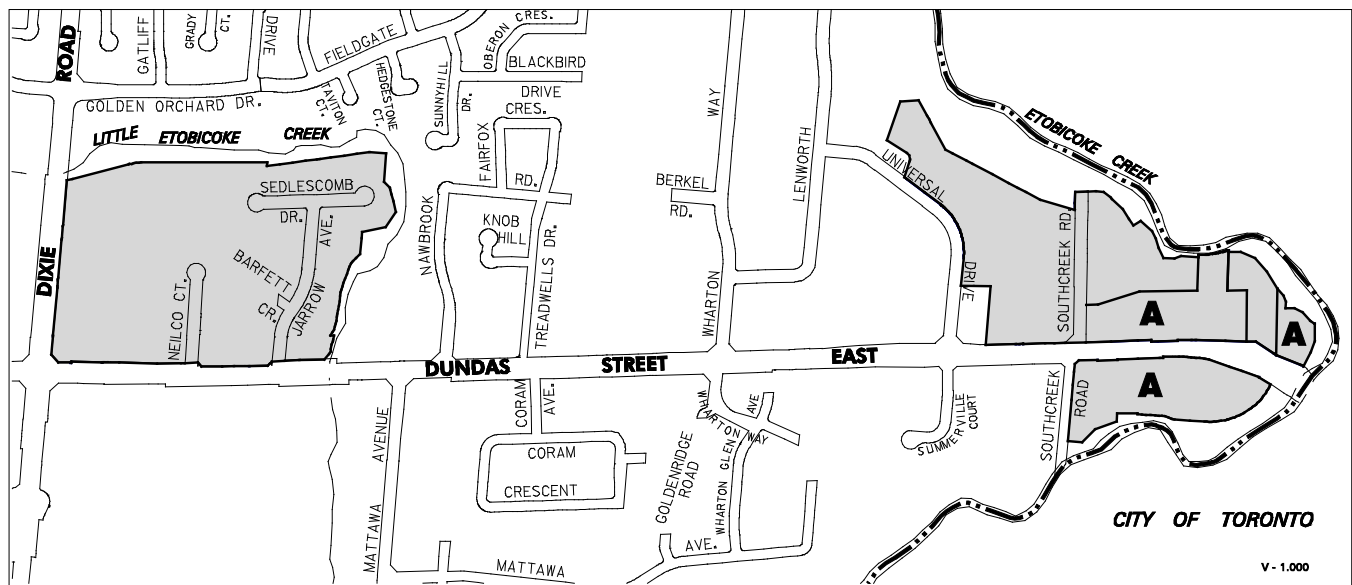
17.4.3.1 Access control will be emphasized along arterial roadways such as Dundas Street East, where High Occupancy Vehicle (HOV) lanes are currently in operation between Dixie Road and the Etobicoke Creek.

## **17.4.4 Special Site Policies**

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



### 17.4.4.1 Site 1



17.4.4.1.1 The following lands are identified as Special Site 1:

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

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

Notwithstanding the policies of this Plan which relate to development within the Regional Storm floodplain, and the provisions of the Mixed Use, Business Employment and Greenlands designations, the following policies will apply:

- the construction of any buildings or structures, including any additions to an existing building, and the placing or dumping of fill of any kind, or the alteration of any **watercourse**, will not be permitted within the special policy area without the approval of the appropriate Conservation Authority;
- development will not be permitted within the 100 year return storm floodplain;
- development outside the 100 year return storm floodplain will be permitted only on the basis of approvals by the City and the appropriate Conservation Authority;
- ideally, new buildings and structures will be protected from flooding under Regional Storm conditions. Where this level of protection is technically or economically not feasible, Mississauga may, in consultation with the appropriate Conservation Authority, consider a lesser level of protection. In no case, however, will the minimum level of protection be less than the 350-year return storm floodplain;
- notwithstanding subsections c. and d. of this section, development, or additions will not be permitted, where, as a result of a flood event

equal to or less than the Regulatory Flood, structures will be subject to flows which, due to velocity and/or depth, would present conditions of hazard to life or potential damage to structures;

f. in support of any development application, the City or the appropriate Conservation Authority may require engineering studies related to flood frequency, velocity and depth of flood flows, appropriate flood damage reduction measures, and storm water management techniques. Based on these studies and other information, Mississauga or the TRCA may specify that any approval of the application will be subject to certain design considerations related to location, structural integrity, setbacks, coverage, elevation of ground floor openings, and other matters as may be determined by the City or the appropriate Conservation Authority;

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

- new development not be permitted to locate in the floodplain where the use is:

- associated with the manufacture, storage, disposal and/or consumption of hazardous substances or the treatment, collection and disposal of sewage, which would pose an unacceptable threat to public safety if they were to escape their normal containment/use as a result of flooding or failure of flood proofing measures; and
- associated with uses, such as hospitals, nursing homes and schools, which would pose a significant threat to the safety of the inhabitants (e.g. the sick, the elderly,

the disabled or the young), if involved in an emergency evacuation situation as a result of flooding or failure of flood proofing measures;

- associated with services such as those provided by fire, police and ambulance stations and electrical substations, which would be impaired during a flood emergency as a result of flooding or failure of flood proofing measures; and

- 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 appropriate Conservation Authority to implement the Special Site Policies of this Plan.

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

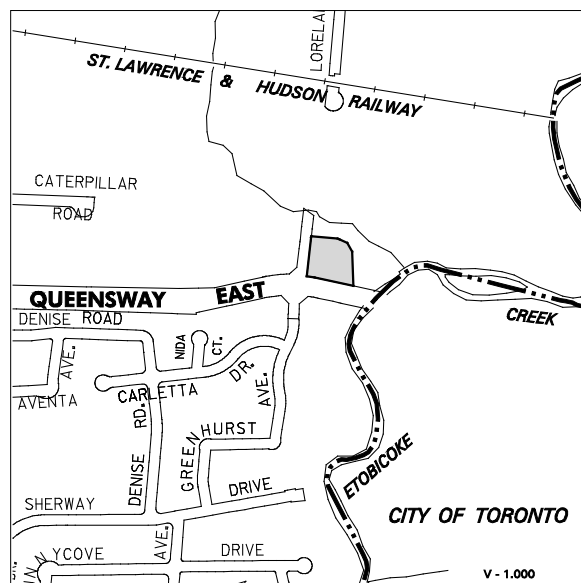
These lands function as the primary gateway into Mississauga from Toronto and areas to the east, and should promote distinctive built form, landscaping and street furniture elements as visual landmarks to identify the City entry and reinforce a quality image.

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

a. motor vehicle sales and rentals and other commercial or industrial uses with outdoor storage, flea markets, and motor vehicle commercial uses will not be permitted;

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

#### 17.4.4.2 Site 2



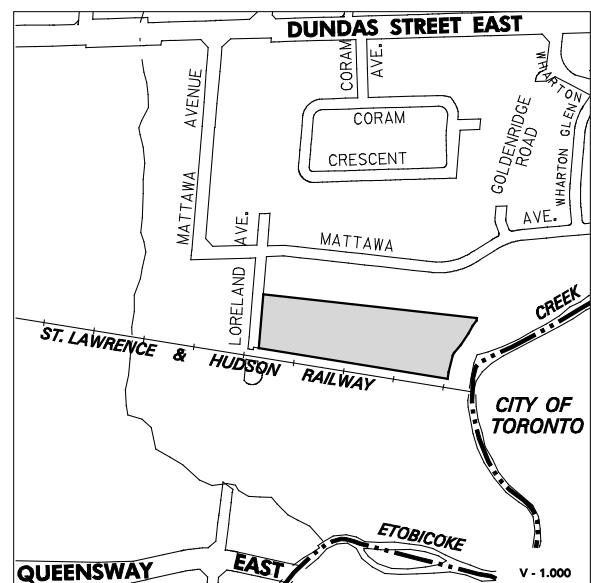
17.4.4.2.1 The lands identified as Special Site 2 are located on the north side of Queensway East, west of Etobicoke Creek.

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

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

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

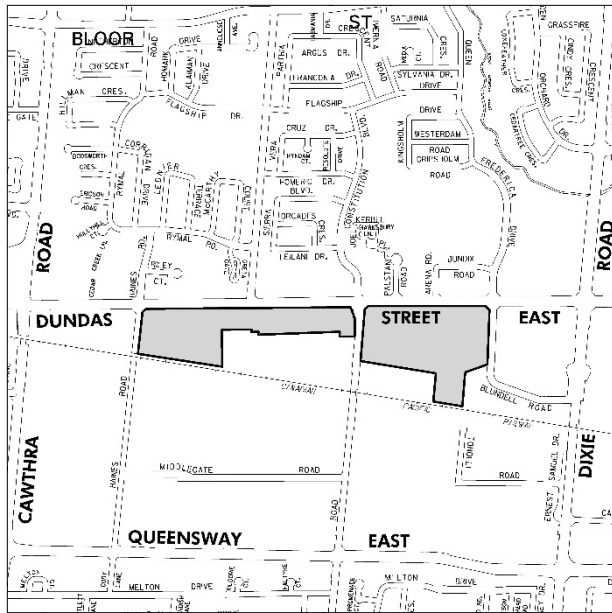
#### 17.4.4.3 Site 3



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

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

#### 17.4.4.4 Site 4

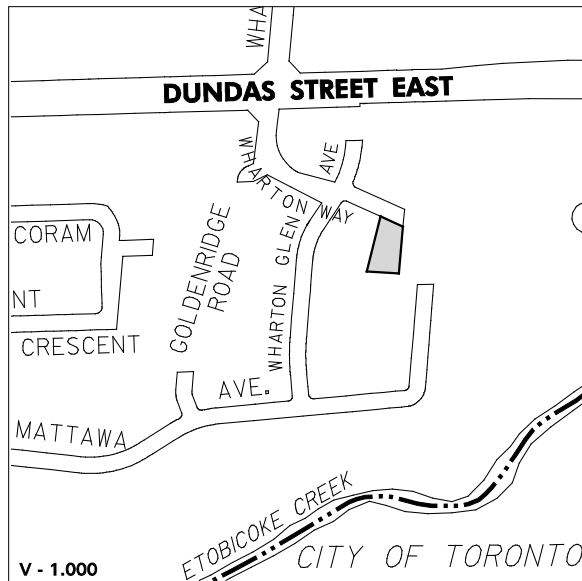


17.4.4.4.1 The lands identified as Special Site 4 are fronting the south side of Dundas Street East between Blundell Road in the east and Haines Road in the west.

17.4.4.4.2 Notwithstanding the policies of this plan, a change in land use permissions will be subject to the completion of a municipally led land use compatibility assessment and will occur through a City-initiated amendment to this plan.

## 17.4.5 Exempt Site Policies

### 17.4.5.1 Site 1



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

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

## 17.5 Gateway

designations without further amendment to this Plan.

17.5.1.3 Notwithstanding the Industrial policies of this Plan, the following use will also be permitted subject to a rezoning:

- a. **crematorium.**

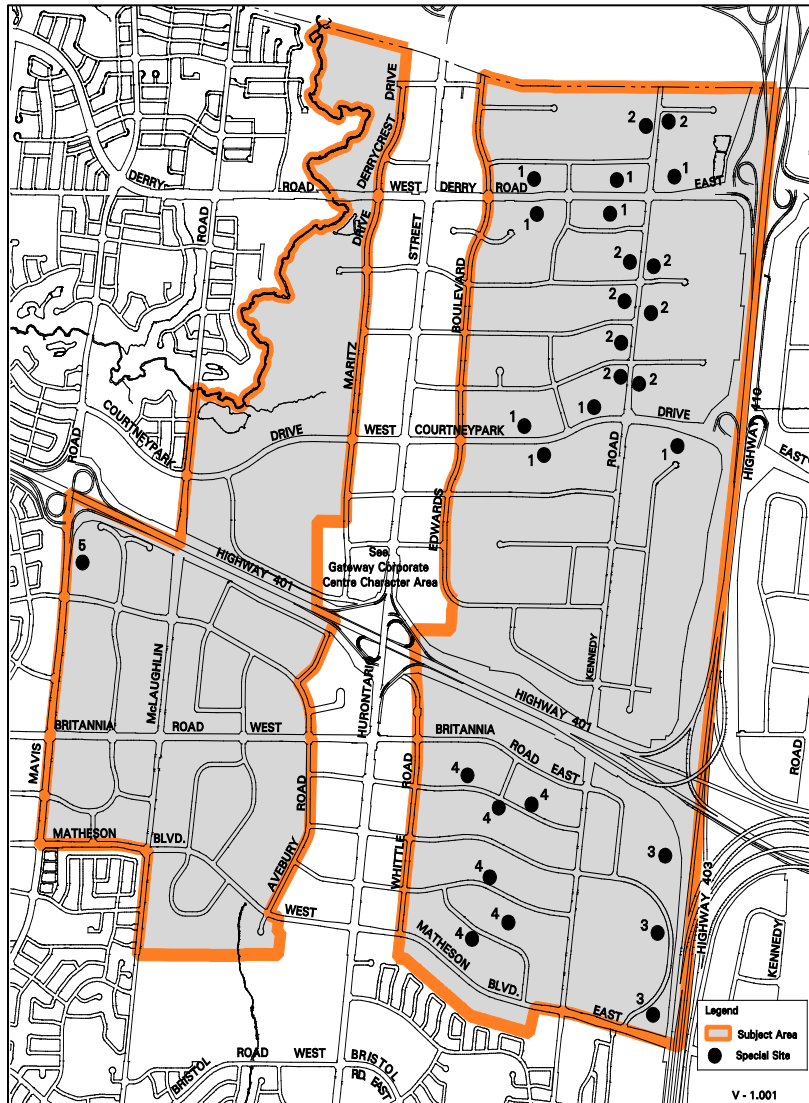
### 17.5.2 Transportation

17.5.2.1 Access to Mavis Road in general, will be limited to signalized intersections. Restricted right-in/right-out accesses along this arterial road may be permitted. These arterial access/intersection points will be assessed in more detail at the development review stage. The Transportation and Works Department may require development concept plans.

17.5.2.2 The following road connections may be constructed without further amendment to this Official Plan subject to appropriate studies and Provincial Government approval:

- the extension of Madill Boulevard to the Provincial Highway 401 westbound off-ramp at Hurontario Street;
- the extension of Belgrave Road to the Provincial Highway 401 eastbound off-ramp at Mavis Road;
- the extension of Whittle Road to the Provincial Highway 401 eastbound off-ramp at Hurontario Street; and
- the extension of Edwards Boulevard to the Provincial Highway 407 eastbound off-ramp at Hurontario Street (subject to approval by the City of Brampton).

This statement is intended to protect these potential ramp connections for future consideration and does not represent a commitment on the part of the Provincial Government.



Map 17-5: Gateway Employment Area

### 17.5.1 Land Use

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

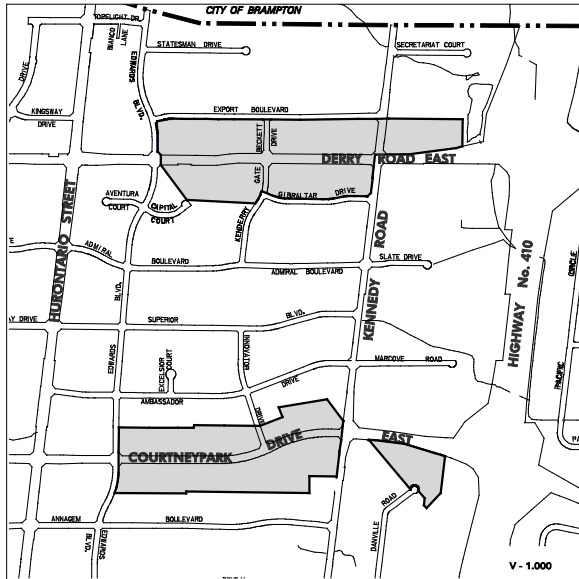
- a. motor vehicle body repair facilities.

17.5.1.2 Lands designated Motor Vehicle Commercial may be developed for the permitted uses of the abutting Business Employment

### 17.5.3 Special Site Policies

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

#### 17.5.3.1 Site 1



17.5.3.1.1 The lands identified as Special Site 1, are located on both sides of Derry Road East and Courtneypark Drive East between Provincial Highway 410 and Edwards Boulevard.

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

a. industrial uses which may have some outside storage, such as transportation related activities, and motor vehicle sales (including trucks and

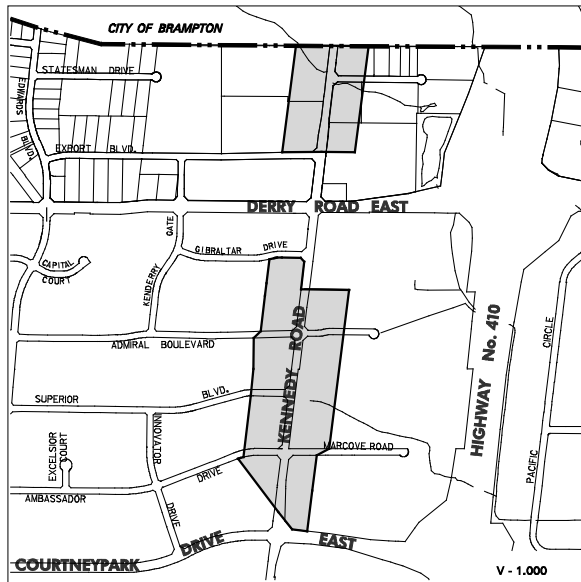
truck trailers), leasing, repairing and servicing, will be permitted; and

b. any site development plans will address the following built form expectations:

- that the principal built form model is one of enclosure (i.e. as viewed from Derry Road East and Courtneypark Drive East) of the major portion of materials/trucks/truck trailers storage, service and docking uses by buildings and/or wing walls (e.g. in a quadrangle, "U" shaped or "T" shaped footprint);
- that the street frontage, in linear terms, be defined by built form (i.e. buildings or projecting walls compatible with the architecture) to the greatest extent possible and maintaining a general consistent, and limited setback to relate the buildings both to each other and to the street edge (minimum guideline of at least two thirds of the linear street frontage is to be occupied by building walls with a setback range of four-and-a-half to thirteen (4.5-13) m);
- that street front building walls should be highly articulated by use of creative massing, entry features, fenestration, high quality materials and interesting roof form (unrelieved walls with no concession to the visual character of the street realm should be avoided); and
- that high profile locations such as intersections or gateway locations be recognized by the siting, design and height of respective buildings.



### 17.5.3.2 Site 2

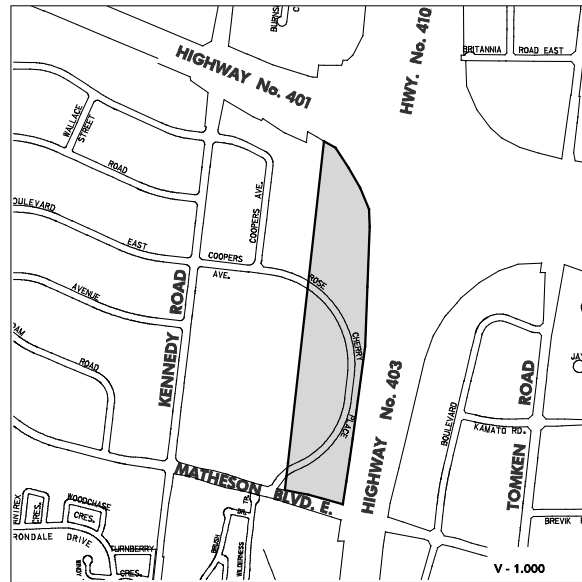


17.5.3.2.1 The lands identified as Special Site 2, are located on both sides of Kennedy Road, north and south of Derry Road East.

17.5.3.2.2 Notwithstanding the Business Employment designation on these lands, the following additional policy will apply:

- a. industrial uses which may have some outside storage, such as transportation related activities, and motor vehicle sales (including trucks and truck trailers), leasing, repairing and servicing, will be permitted.

### 17.5.3.3 Site 3

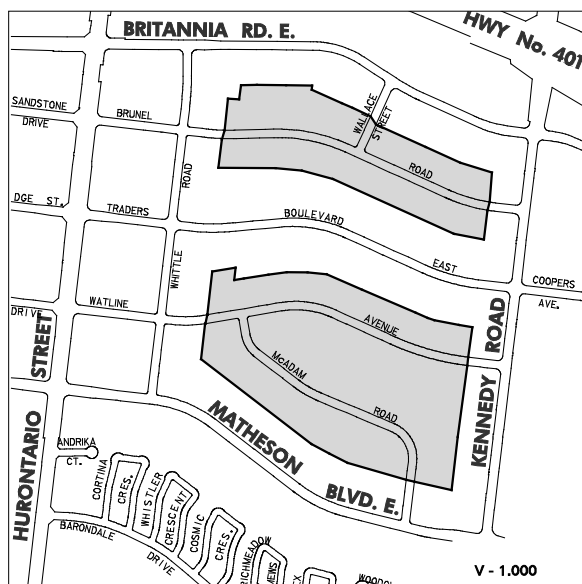


17.5.3.3.1 The lands identified as Special Site 3, known as the Hershey Centre, are located west of Provincial Highway 403, between Provincial Highway 401 and Matheron Boulevard East.

17.5.3.3.2 Notwithstanding the provisions of the Public Open Space designation, the following additional policy will apply:

- a. land uses permitted within Special Site 3 include entertainment, sports, recreational and spectator facilities such as, spectator arenas, outdoor stadiums, community arenas, and indoor sport complex, as well as complementary uses such as, but not limited to, retail commercial uses, restaurants, sports medical clinic, health and fitness centre, accessory offices, and overnight accommodations.

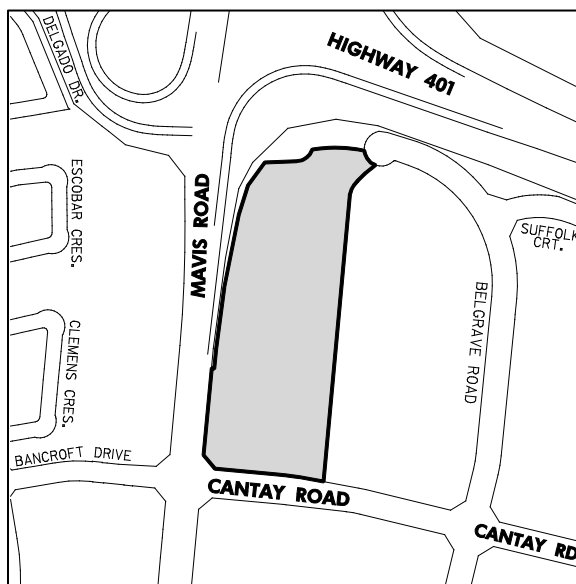
#### 17.5.3.4 Site 4



17.5.3.4.1 The lands identified as Special Site 4 are located on the north and south sides of Brunel Road, west of Kennedy Road and on the north and south sides of Watline Avenue and McAdam Road, west of Kennedy Road.

17.5.3.4.2 Notwithstanding the provisions of the Business Employment designation, all uses in existence at the time this policy comes into effect (2007 September 10), and outdoor storage will be permitted.

#### 17.5.3.5 Site 5



17.5.3.5.1 The lands identified as Special Site 5 are located south of Highway 401, east of Mavis Road and north of Cantay Road.

17.5.3.5.2 Notwithstanding the policies of this Plan, the following additional uses are permitted:

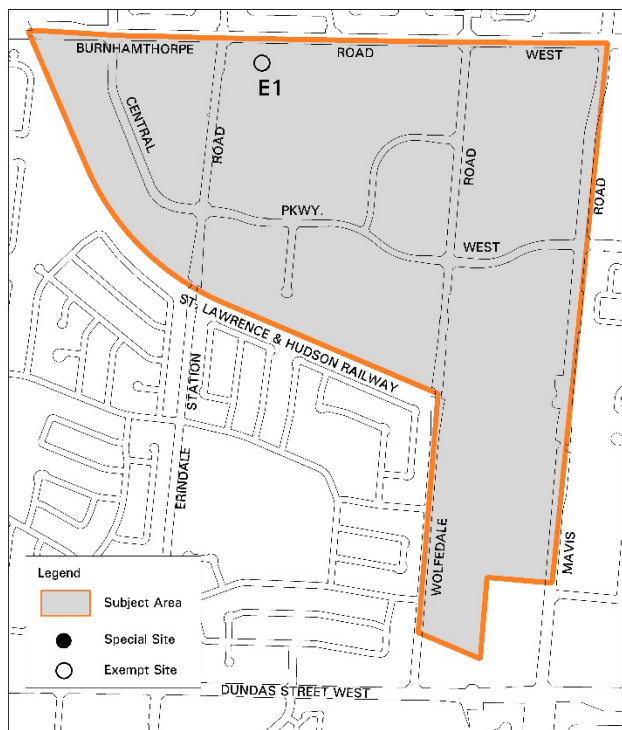
- a. outdoor storage and display of motor vehicles accessory to motor vehicle repair; and
- b. a maximum of 40% of the total gross floor area may be used for motor vehicle sales accessory to motor vehicle repair.

## 17.6 Mavis-Erindale

side of Wolfedale Road, south of the St. Lawrence and Hudson Railway tracks.

### 17.6.2 Land Use

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



Map 17-6: Mavis-Erindale Employment Area

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

### 17.6.1 Urban Design Policies

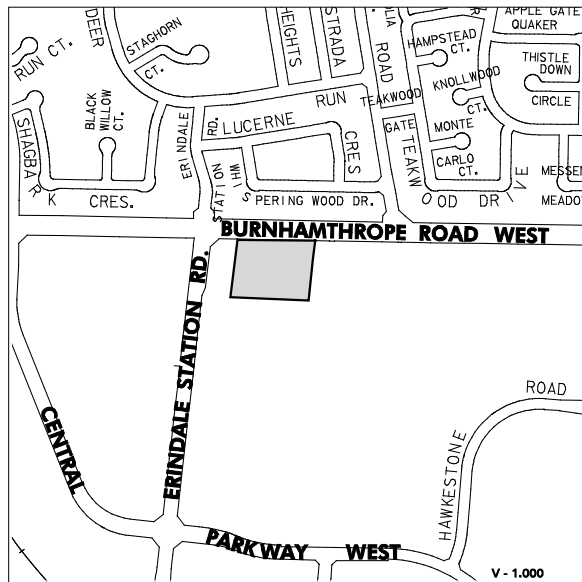
17.6.1.1 To achieve a high standard of building design, landscape and **streetscape**, the following design guidelines will be used to evaluate the design aspects of development proposals:

- a. redevelopment of the lands on the east side of Wolfedale Road will require upgraded landscape and **streetscape** treatment in order to address the residential nature of the lands on the west

### 17.6.3 Exempt Site Policies

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

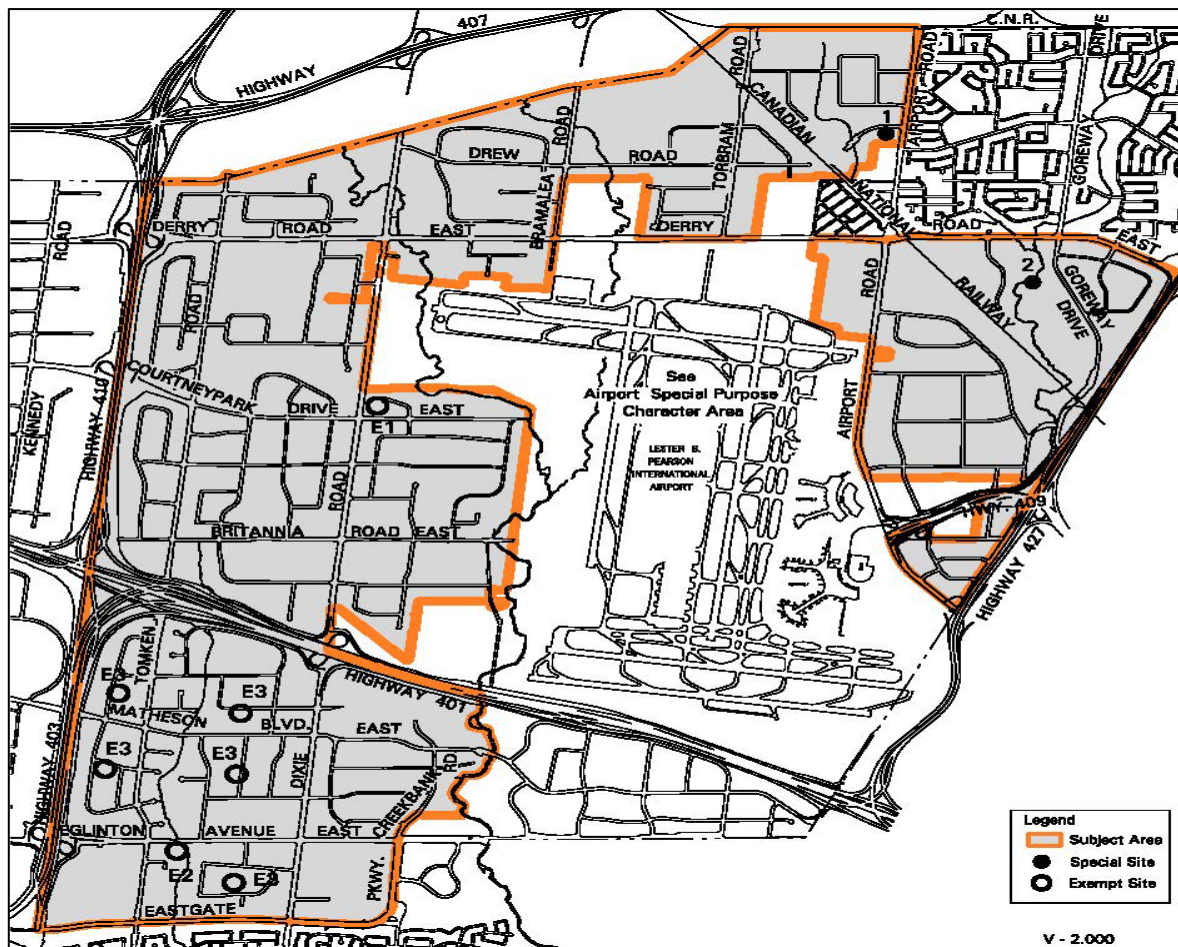
#### 17.6.3.1 Site 1



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

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

## 17.7 Northeast



Map 17-7: Northeast Employment Area

### 17.7.1 Land Use

17.7.1.1 Notwithstanding the Mixed Use and Business Employment policies of this Plan, existing industrial operations which have extensive outdoor processing or storage areas will be permitted to continue and expand in accordance with the policies of this Plan.

17.7.1.2 Notwithstanding the provisions of the Business Employment designation, for the lands fronting on Airport Road the following uses will not be permitted:

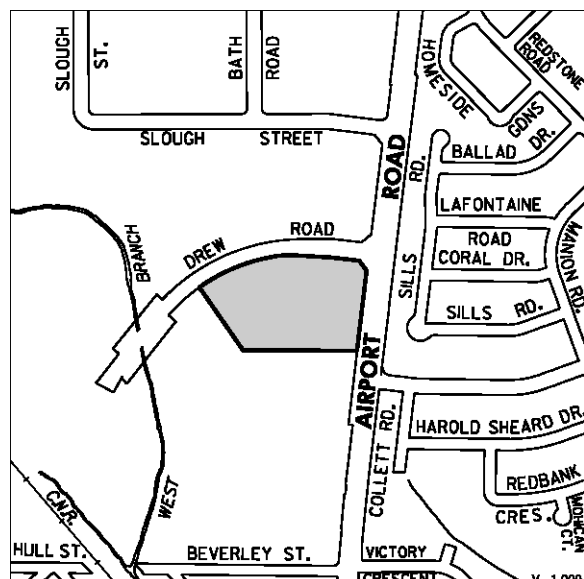
- a. broadcasting, communication, and utility rights-of-way;
- b. trucking terminals; and
- c. **waste processing stations** or **waste transfer stations** and composting facilities.

17.7.1.3 Notwithstanding the Industrial policies of this Plan, the following use will also be permitted on lands west of Airport Road subject to a rezoning:

- a. **crematorium**.

### 17.7.2.2 Site 2

### 17.7.2.1 Site 1



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

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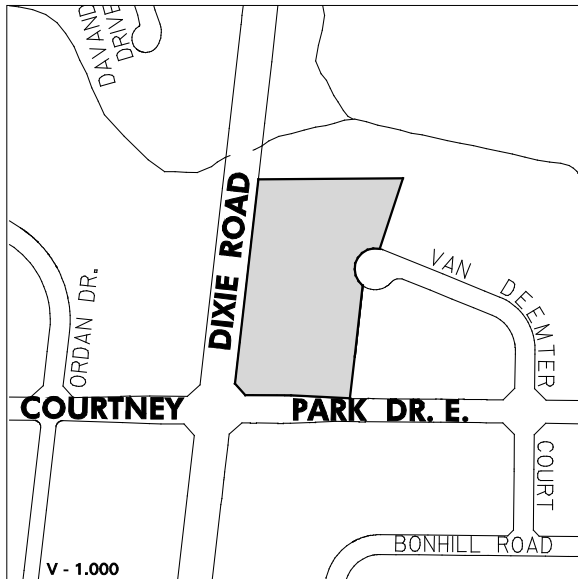
17.7.2.2.2 Notwithstanding the policies of this Plan, outdoor markets will be permitted on lands designated Public Open Space.



## 17.7.3 Exempt Site Policies

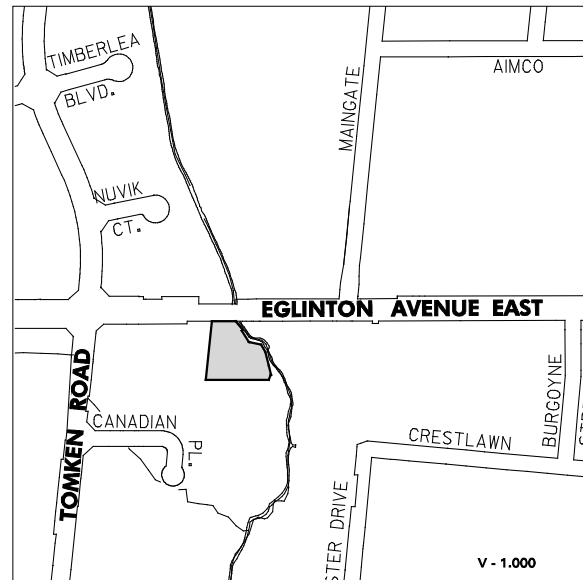
### 17.7.3.2 Site 2

#### 17.7.3.1 Site 1



17.7.3.1.1 The lands identified as Exempt Site 1 are located on the east side of Dixie Road north of Courtney Park Drive East.

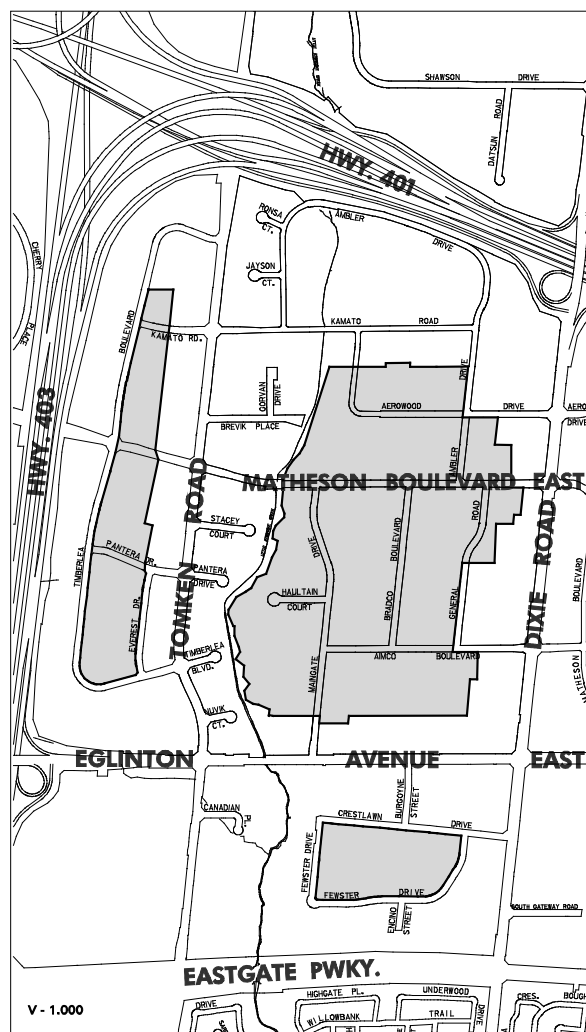
17.7.3.1.2 Notwithstanding the provisions of the Business Employment designation, retail commercial uses will also be permitted. Motor vehicle commercial uses including a truck detailing establishment and automobile sales and leasing accessory to an automobile repair garage will also be permitted. Private schools, places of religious assembly and day care centres will not be permitted.



17.7.3.2.1 The lands identified as Exempt Site 2 are located on the south side of Eglinton Avenue East, east of Tomken Road.

17.7.3.2.2 Notwithstanding the provisions of the Business Employment and Greenlands designations, housing for the elderly will also be permitted.



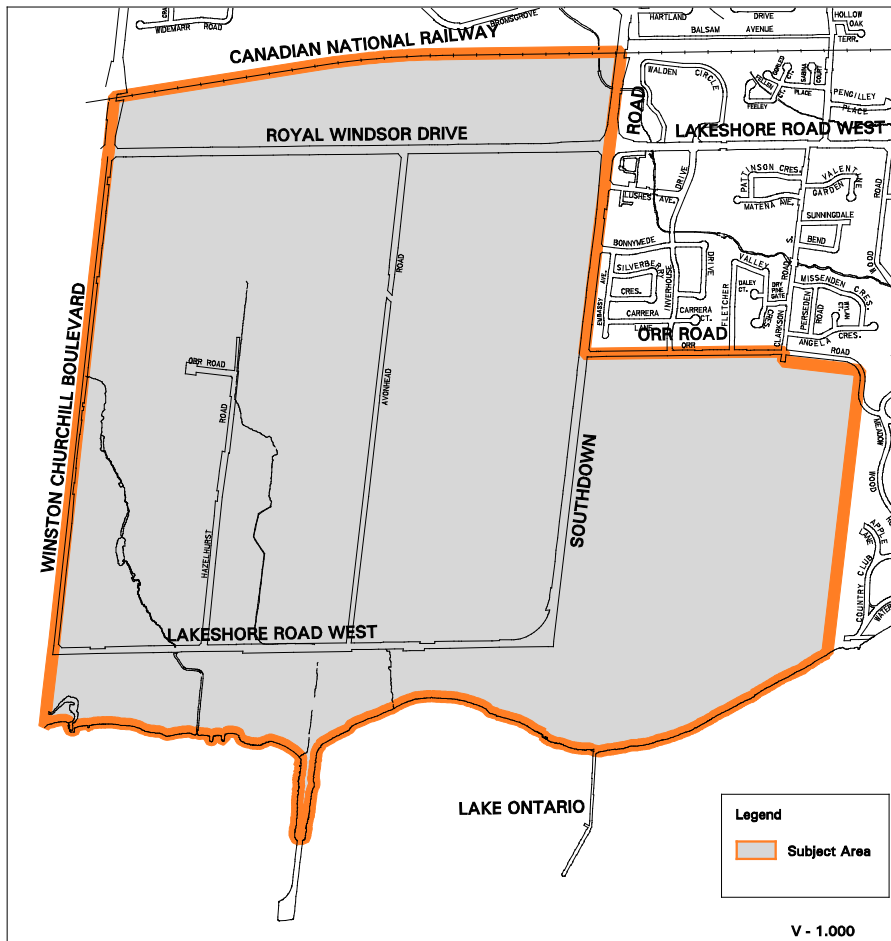


17.7.3.3.1 The lands identified as Exempt Site 3 are located north of Eastgate Parkway, west of Dixie Road, south of Highway 401, and east of Highway 403.

17.7.3.3.2 Notwithstanding the provisions of the Business Employment designation, all uses in existence as of September 10, 2007 and outdoor storage will also be permitted.

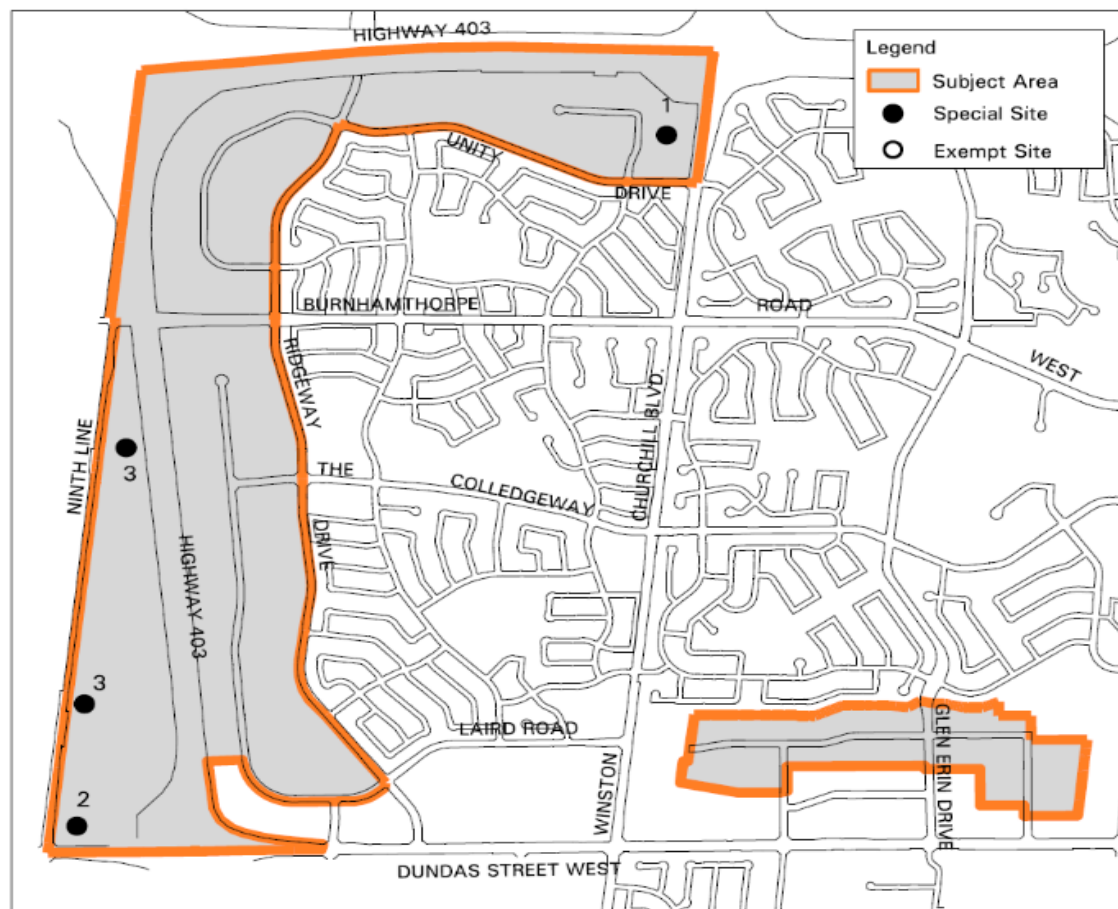
## 17.8 Southdown

Official Plan Policies for lands within the Southdown Employment Area are contained in the Southdown Local Area Plan.



Map 17-8: Southdown Employment Area

## 17.9 Western Business Park



Map 17-9: Western Business Park Employment Area

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

### 17.9.1 Urban Design Policies

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

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

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

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

## 17.9.2 Land Use

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

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

## 17.9.3 Special Site Policies

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

### 17.9.3.1 Site 1

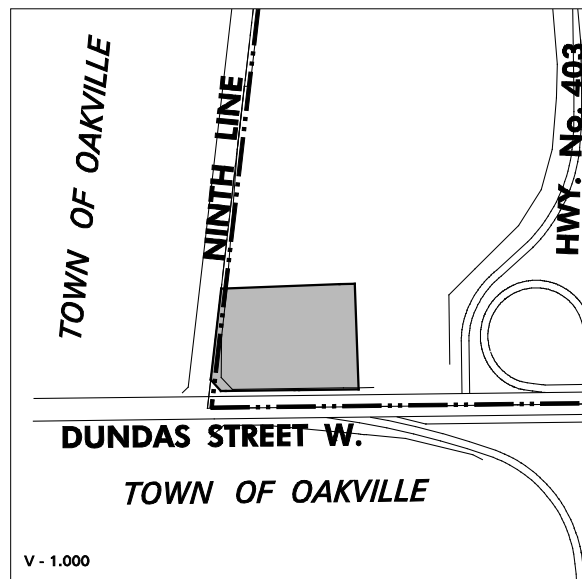


17.9.3.1.1 The lands identified as Special Site 1 are located in the northwest quadrant of the intersection of Winston Churchill Boulevard and Unity Drive.

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

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

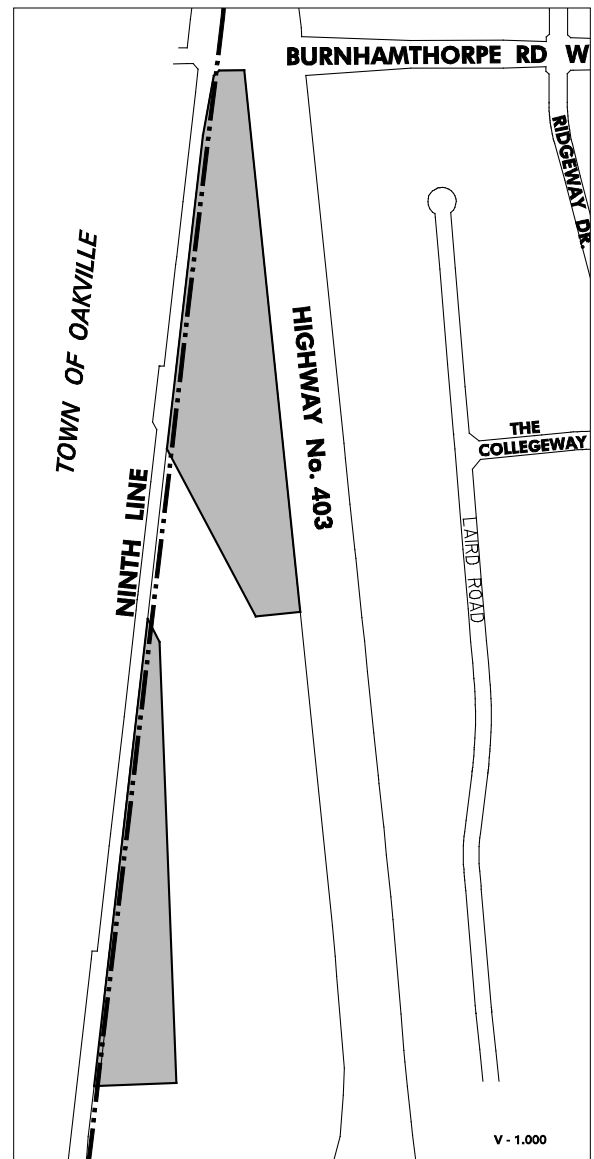
### 17.9.3.2 Site 2



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

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

### 17.9.3.3 Site 3



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

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