

CHAPTER

13

Growth Centres

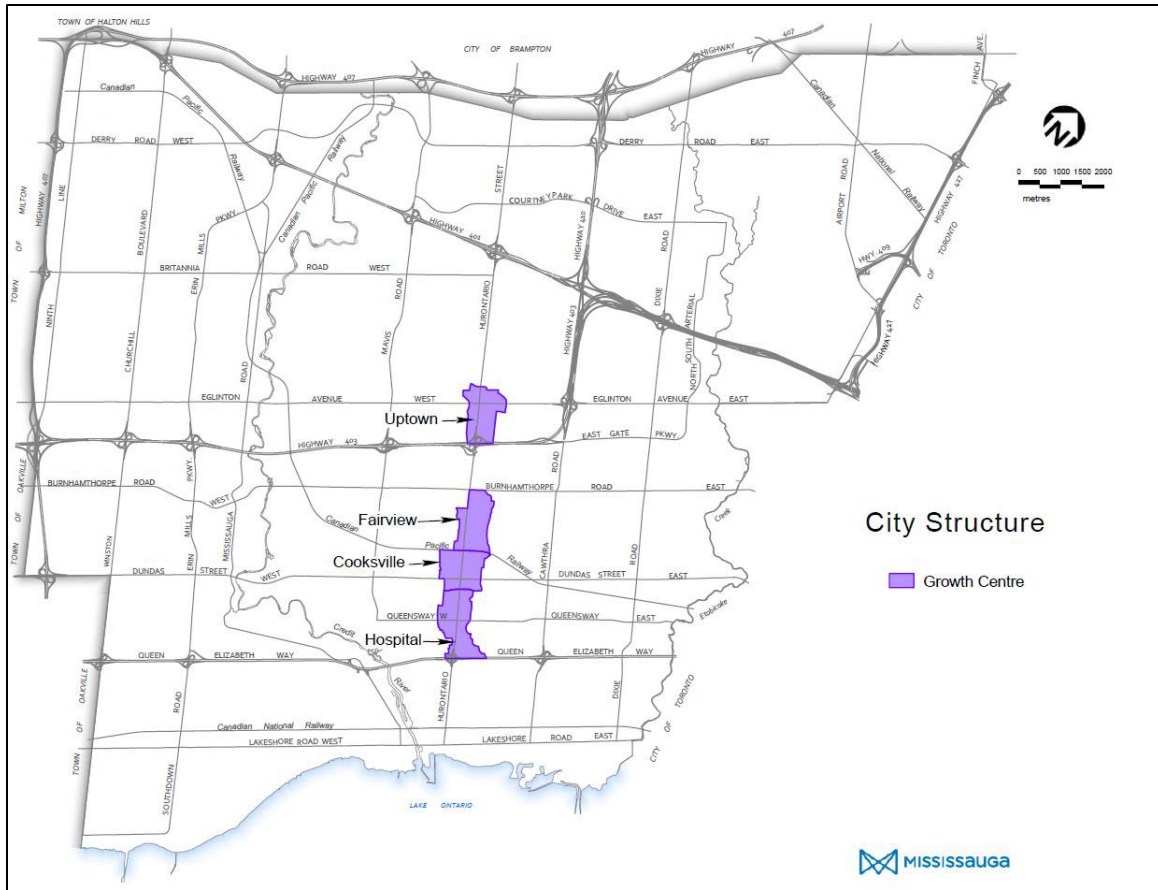


13.1 Introduction

Growth Centres represent unique areas within the City's *Strategic Growth Areas* where much of the city's future population and employment growth will locate. Growth Centres will serve as major employment centres that will attract significant employment uses, including *major office* developments. They will be connected to key regional and city destinations by an efficient local network of transportation and transit corridors and regional *higher order transit services*.

Growth Centres are evolving to be vibrant city and regional centres where residents are able to live, work and play. They are places where residents, workers and visitors gather in a mixed use environment, where development is pedestrian friendly and the public realm is inviting. Street networks support safe walking and cycling as convenient forms of transportation. Opportunities to enjoy high quality, inclusive and accessible urban open spaces and a variety of attractive parks that include trees and other natural elements will be provided. Major infrastructure investments including *higher order transit* and community and cultural facilities will be encouraged in Growth Centres.

Growth Centres are composed of four Character Areas: Uptown, Fairview, Cooksville, and Hospital.



Map 13-1.1: City Structure – Growth Centres

Growth Centres include 6 **Protected Major Transit Station Areas** as shown on Schedule 1: City Structure and identified on Schedule 8: **Protected Major Transit Station Areas**. The following **Major Transit Station Areas** are located in Growth Centres:

- Cooksville GO;
- Dundas;
- Eglinton;
- Fairview;
- North Service; and
- Queensway.

13.1.1 General

13.1.1.1 Growth Centres are comprised of the lands along Hurontario Street between Eglinton Avenue and the Queen Elizabeth Way, as shown on Schedule 1: City Structure.

13.1.1.2 Growth Centres *comprise* four Character Areas:

- a. Uptown;
- b. Fairview;
- c. Cooksville; and
- d. Hospital.

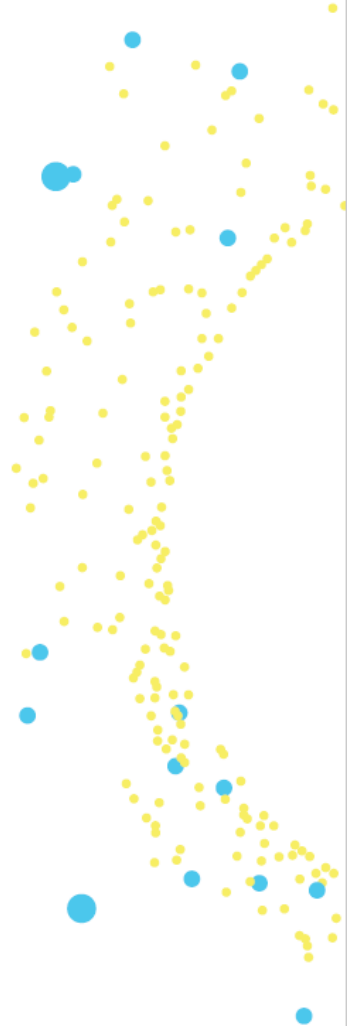
13.1.1.3 Growth Centres will be planned to:

- a. reflect their role in the City Structure hierarchy;
- b. accommodate significant population and employment growth and support opportunities for residents to work in Mississauga;
- c. develop as locations for significant mixed use development and contain a concentration and variety of uses second only to the Downtown Core;
- d. accommodate a balance of housing, retail, office, services and **community infrastructure** in proximity with each other;
- e. attract considerable employment, including **major offices**;
- f. achieve a high quality built form and urban environment;
- g. be a focal area for investment in *public service facilities*, **community infrastructure**, as well as institutional, commercial, recreational, educational, arts, cultural and entertainment uses;
- h. support a range of transportation options, including *higher order transit* and a safe and convenient *active transportation* network;
- i. encourage arts and cultural uses and the locations of public art;
- j. maximize the use of existing and planned infrastructure; and
- k. adapt to the impacts of climate change, improve resilience, reduce greenhouse gas emissions, and contribute to environmental sustainability.

13.1.1.4 Growth Centres will achieve a minimum gross density of residents and jobs combined per hectare as specified for each **Protected Major Transit Station Area**.

13.1.1.5 Development applications within Growth Centres proposing a change to the designated land use, which results in a significant reduction in the number of jobs that could be accommodated on the site, will not be supported.

13.1.1.6 Proponents of development applications within Growth Centres may be required to demonstrate how new development contributes to a concentration and mix of jobs as a key component of a mixed use *transit-supportive* development.



13.1.1.7 Development in Growth Centres will support the achievement of healthy sustainable *complete communities* that:

- a. provide a wide range of uses, including residential, **community infrastructure**, employment, services, commercial uses, entertainment uses, and offices, according to the permitted land uses in the policies of the Plan;
- a. supply a diverse range and mix of *housing options*, unit types and sizes, including *affordable* housing, to accommodate the needs of a diverse population, including people with disabilities, older adults, and families;
- b. deliver a compact built form and density that allow people to meet many of their needs locally and within walking distance, achieves a high quality urban environment, create a vibrant public realm, and support transit ridership;
- c. provide *active transportation* connections to the Light Rail Transit (LRT) line, transit routes/stops, trails, parks, open spaces and surrounding neighbourhoods;



Figure 13.1. Conceptual Rendering of Hurlontario Street showing active transportation connections alongside the Hazel McCallion LRT line (c. Metrolinx).

- d. contribute to the provision of **community infrastructure** and other services necessary to support residents and/or workers;
- e. supply convenient and safe, publicly accessible open spaces, parks, recreational facilities and other gathering spaces;
- f. support local food options, including access to *urban agriculture* and farmers markets; and

g. integrate green building design, *green infrastructure* and appropriate low impact development features.

13.1.1.8 Residential and/or employment density and mix of uses will be sufficiently high to support transit usage, according to the permitted land uses in the policies of the Plan. Low density development will be discouraged.

13.1.1.9 Growth Centres will be serviced and supported by local and *higher order transit* facilities that provide connections to all parts of the city and to neighbouring municipalities.

13.1.1.10 Pedestrian movement and access from transit routes and stops, and connections to the surrounding neighbourhoods will be a priority in Growth Centres.

13.1.1.11 Development will be phased in accordance with the provision of **community infrastructure** and necessary infrastructure servicing to support growth.

13.1.1.12 Arts and cultural uses are encouraged to concentrate in Growth Centres to add vibrancy to the area.

13.1.1.13 Strategies to encourage and support non-residential uses and the retention of local businesses in Growth Centres may be pursued including consideration of Community Improvement Plans and other incentives.

13.1.1.14 Partnerships and collaborations will be encouraged to identify community needs and develop **community infrastructure** such as schools, daycare facilities, open spaces or **community facilities** in Growth Centres. The City will explore the suitability of integrating **community infrastructure** within a building with other uses.

13.1.1.15 Prior to development within *flood plains*, the development proponent will assess impacts, identify flood management measures and mitigate flood hazards to the satisfaction of the City and the appropriate conservation authority.

13.1.2 Land Uses

Residential

13.1.2.1 The Residential Low-Rise I designation will not be permitted, except for lands designated Residential Low-Rise I at the time this Plan comes into effect.

13.1.2.2 Lands within Growth Centres that are designated Residential Mid-Rise will permit buildings up to 12 storeys, unless otherwise specified in Schedule 8: **Major Transit Station Area**. Mid-rise buildings will be designed in accordance with the applicable policies of this Plan.

Mixed Use

13.1.2.3 Lands within Growth Centres that are designated Mixed Use will also permit **major offices**.

Office

13.1.2.4 Lands within Growth Centres that are designated Office will also permit Post-secondary educational facilities.

13.1.2.5 Redevelopment of existing office buildings on lands that are designated Office that results in the loss of office floor space will not be permitted, unless the same amount of office space is retained or replaced through new development.

Motor Vehicle Commercial

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

Business Employment

13.1.2.7 The Business Employment designation will not be permitted.

Industrial

13.1.2.8 The Industrial designation will not be permitted.



Figure 13.2. Conceptual Drawing showing transitions, building separations, building configurations and *streetscape* design (c. BDP Quadrangle).

13.2 Uptown

13.2.1 Introduction

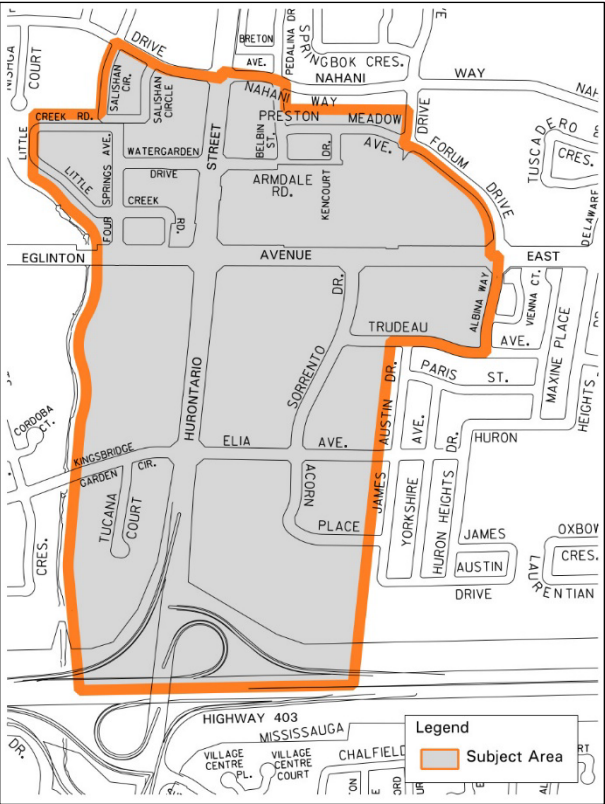
Uptown will evolve to be a connected community that supports walking, cycling, transit and vehicular options for people of all ages to get around.

Uptown will support a vibrant public and private realm with a mix of offices, retail uses and a range of employment opportunities, along with residential mid-rise and high-rise development.

Uptown will incorporate a high quality and well-designed network of parkland, and new development will consider environmental sustainability.

Uptown will also evolve with the support of innovative partnerships, where they will benefit the community.

The Uptown Growth Centre aligns with the Eglinton **Protected Major Transit Station Area** as shown on Schedule 1: City Structure and identified on Schedule 8: **Protected Major Transit Station Areas**.



Map 13-2.1: Uptown Growth Centre Character Area

13.2.2 Urban Design

13.2.2.1 Built form in the Uptown Growth Centre will create a sense of place, community and contribute to an improved quality of life.

13.2.2.2 The Uptown Growth Centre will be developed to:

- a. create a fine-grain grid network of urban scale blocks and streets;
- b. provide high quality design for streets and intersections that achieve definition, enclosure and comfort for pedestrians and street life;
- c. incorporate landscaping, street furniture, street trees, lighting systems and signage to animate streets and create a positive pedestrian, cycling and transit-oriented experience; and
- d. incorporate and integrate on-street parking into **streetscape** design, as appropriate, to balance the needs of all modes of transportation and the public realm that share the right-of-way.

13.2.2.3 Buildings within the Uptown Growth Centre will be designed to consider the street hierarchy and **streetscape**, as follows:

- a. high priority streets: High priority streets are major roads and streets that may front onto public amenities, open spaces or parks. High priority streets will have the

highest standard of design in the public and private realms, with a mixture of uses and pedestrian oriented built form. Building frontages on high priority streets will be developed to incorporate;

- b. commercial uses at grade, where appropriate;
- c. connections to parks, public spaces and retail uses at grade, where appropriate; and a substantial amount of transparent vision glass at grade, where appropriate;
- d. residential streets: Residential streets primarily support housing and local connectivity. Residential streets will be designed to ensure a quality pedestrian environment. Building frontages on residential streets will incorporate residential units at grade that provide direct access to the street, where appropriate. Buildings will contribute to a quality public and private realm; and
- e. service streets: Service streets will provide necessary access to parking facilities, loading, service and utility areas serving development blocks. Buildings will accommodate for service and vehicular access, and utilities along service streets.

13.2.3 Transportation

13.2.3.1 South of the Character Area between the utility corridor and Highway 403, a new east-west street is proposed to provide access to the Growth Centre area. The proposed Highway 403 North Collector would be connected to 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 street with grade separations at Hurontario Street, Duke of York Boulevard, Confederation Parkway, the Highway 403/Mavis Road westbound off-ramp, and Mavis Road.

13.2.4 Street Network

13.2.4.1 The street network identified in Map 13-2.2 will provide connectivity and a fine-grained *multimodal* network to encourage walking and cycling within the Node:

- a. all streets shown will be public;
- b. the design, access requirements and public/private responsibilities for street and pedestrian connections will be determined through the development application process; and
- c. adjustments to the street network may be made without amendment to Map 13-2.2 at the City's discretion to accommodate block development, while maintaining the goal of breaking up large blocks with streets and pedestrian easements.

13.2.4.2 Notwithstanding 13.2.5.1.a, a limited number of private roads may be considered subject to the provision of a required right-of-way widths for the classification of the street that is constructed.

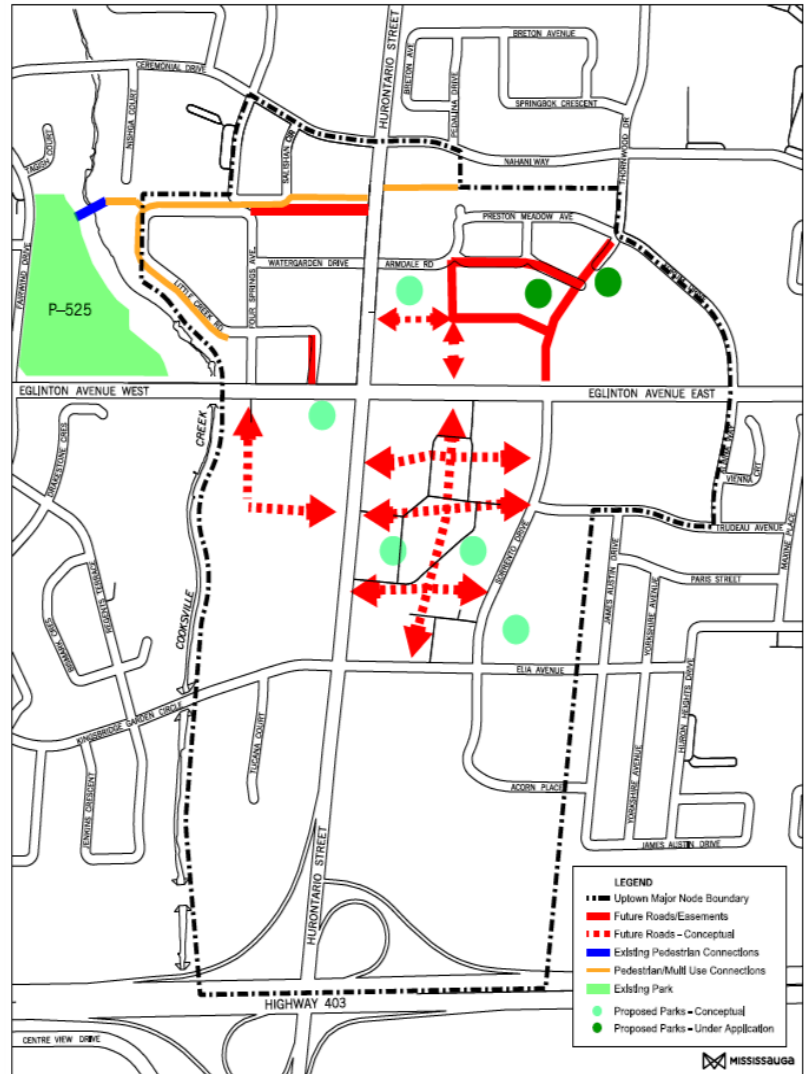
13.2.5 Open Space Network

13.2.5.1 The park network identified in Map 13-2.2 will form a connected parkland system that is green, safe, attractive, and supports a range of social and recreation activities. The location, configuration and size of the parkland block(s) will be determined in conjunction with the development application process.

13.2.5.2 Parkland should be designed and located to create a central focus for Uptown. Parkland may also provide gathering spaces and connections throughout Uptown, to existing and future open spaces, commercial developments, **community facilities** and to surrounding neighbourhoods.

13.2.5.3 Development that has frontage to a park will be built to maximize sun exposure onto parkland.

13.2.5.4 Notwithstanding 13.2.6.1 opportunities to obtain additional parkland and space for recreational and library services will be explored through purchase by the City, establishment of easements, land dedication, or future agreements with land owners, where appropriate, to ensure the adequate provision of community services.



Map 13-2.2: Uptown Node Block and Road Concept Plan

13.2.6 Implementation

13.2.6.1 Development master plans may be required for large scale developments. The need for a development master plan will be determined through the pre-application meeting and in consultation with staff prior to development application submission.

13.2.6.2 The development master plan should provide a link between Official Plan policies, and subsequent plans of subdivision, rezoning and site plan applications.

13.2.6.3 Development master plans and development applications will demonstrate how the proposal will contribute to the creation of a complete, healthy and connected

community in Uptown. This includes, but is not limited to, consideration for how the new proposal supports:

- a. small block sizes and a fine-grained street pattern;
- b. creation of the street network depicted in Map 13-2.2;
- c. creation of the park network identified in Map 13-2.2;
- d. provision of *affordable* housing;
- e. future provision of **community infrastructure**, where applicable; and
- f. high quality design outcomes for the public realm.

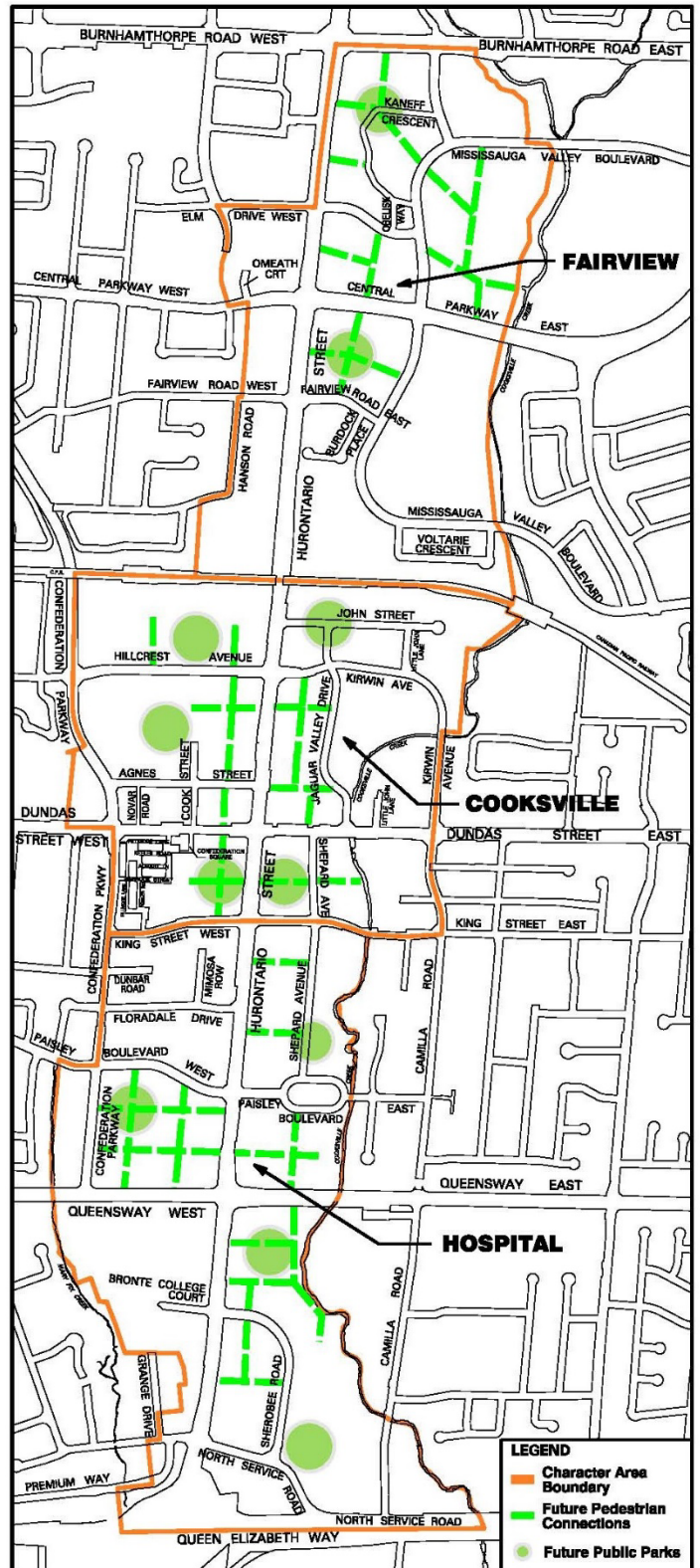
13.3 Fairview, Cooksville, and Hospital Growth Centres

The following additional policies apply to the Fairview, Cooksville, and Hospital Growth Centre Character Areas.

13.3.1 General

13.3.1.1 Partnerships and collaborations will be encouraged to identify community needs and develop **community infrastructure** such as integrating a school, a daycare facility or a **community facility** within a building with other uses.

13.3.1.2 Fairview, Cooksville, and Hospital Growth Centre Character Areas will develop with a high quality, well-designed and expanded network of public parkland and open space that is green, safe, attractive, and supports a range of social and recreation activities. Parkland may also provide gathering spaces and connections, to existing and future parks and open spaces, commercial developments, **community infrastructure** and to surrounding neighbourhoods.



Map 13-3.1: Future pedestrian connections and public parks network. These symbols represent the general location of new pedestrian connections, as well as public parkland in the vicinity

13.3.1.3 As part of the development application review process, the City will determine the location, configuration and size of new and/or expanded parkland blocks, and the requirement for land dedication. Opportunities to obtain parkland will also be explored for purchase by the City.

13.3.1.4 Through development applications, opportunities to increase the provision of open space will be explored. These open spaces will be complementary to the public parkland system.

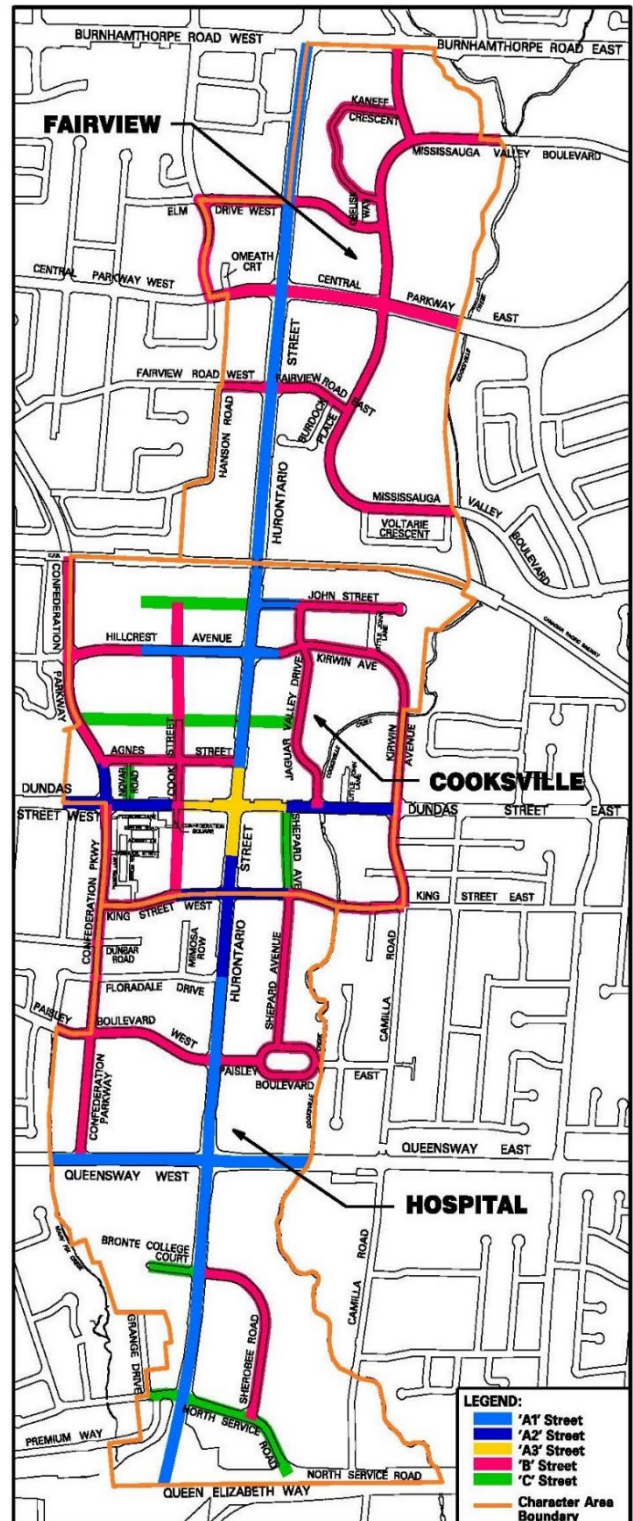
13.3.1.5 Strategies to support the retention of local businesses and increase employment uses may be pursued including Community Improvement Plans and other incentives.

13.3.2 Urban Design

13.3.2.1 Development in the Fairview, Cooksville and Hospital Growth Centres will:

- support a built form and density that achieves a high quality urban environment;
- locate buildings adjacent and parallel to public streets and public open spaces, to define their edges, frame streets and create a relationship with the public sidewalk;
- have a compatible massing and scale of built form that enhances the role and hierarchy of Growth Centres;
- consolidate access points and shared parking, service areas and driveway entrances, where feasible;
- contribute to an attractive public realm and generally be pedestrian oriented and street related;
- incorporate *active transportation* connections to transit, public realm, open spaces and surrounding neighbourhoods, where applicable; and
- provide publicly-accessible open space, including squares and plazas, appropriate to the size, location and type of the development.

13.3.2.2 Development on lands within the Fairview, Cooksville and Hospital Growth Centres, or immediately adjacent to, will be required to provide a



Map 13-3.2: Downtown Fairview, Cooksville and Hospital Growth Centres Street Types

transition in height and scale between the higher scale development within these Growth Centres and lower scale development in the surrounding area.

13.3.2.3 **Community infrastructure** is encouraged to adopt a compact form and be integrated within buildings with other permitted uses.

13.3.2.4 In appropriate locations, **tall buildings** will be required to incorporate **podiums** to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.

13.3.2.5 Underground parking and/or integrated above-grade structured parking are preferred in the Fairview, Cooksville and Hospital Growth Centres. Where integrated above grade parking structures are permitted, they will be screened in such a manner that vehicles are not visible from public view and have appropriate direction signage to the structure. Along prominent streets, parking structures should be screened by liner buildings that incorporate a mix of uses between the parking structure and the street.

13.3.2.6 Existing surface parking areas in the Fairview, Cooksville and Hospital Growth Centres will be replaced as part of a redevelopment by underground and/or integrated above-grade structured parking.

13.3.2.7 A limited amount of surface parking may be permitted to accommodate matters such as accessible parking spaces, car-share spaces and pick-up/drop-off point delivery services. Where permitted, surface parking should be located at the rear or side of buildings, use screening to minimize impacts, and provide safe *multimodal* amenities.

13.3.2.8 Parkland should be designed and located to create focus areas in the Fairview, Cooksville and Hospital Growth Centres. Parkland may also provide gathering spaces and linear connections throughout Growth Centres, to existing open spaces, commercial developments, **community infrastructure** and surrounding neighbourhoods.

13.3.2.9 Minor design interventions are encouraged to enliven the Fairview, Cooksville and Hospital Growth Centres on a temporary basis or to test ideas for long term changes.

13.3.3 Urban Form and Building Transition

13.3.3.1 New buildings will achieve a high quality urban design and built form, and will be designed and located to:

- a. create a transition in height generally consistent with a 45 degree angular plane that is measured from the property line adjacent to Residential Low-Rise I and II land use designations;
- b. generally maintain a minimum separation distance of 30 metres between portions of buildings that are greater than six storeys;
- c. add visual interest by varying the massing of buildings; and
- d. promote visibility and interest from the street through the use of high quality materials and architectural detailing in the design of the **podium**.

13.3.3.2 For larger developments where more than one tower is proposed, a variation in building heights will be achieved.

13.3.3.3 **Tall buildings** will incorporate **podiums** that are generally a minimum of three storeys and a maximum of six storeys.

13.3.3.4 The floorplate of buildings above the **podium** will vary in size depending on the height of the building. For **tall buildings**, the tower above the **podium** will have a smaller floorplate size.

13.3.3.5 Infill development on lands immediately adjacent to the Hurontario Street right-of-way will have buildings located along the street edge, where possible.

13.3.4 Street Frontage Provisions

The majority of existing and new roads in Fairview, Cooksville and Hospital Growth Centre Character Areas are categorized as 'A', 'B' or 'C' Streets and are shown on Map 13-3.1: Fairview, Cooksville and Hospital Growth Centre Character Areas' Street Types.

13.3.5 Provisions for 'A' Streets

13.3.5.1 'A1', 'A2' and 'A3' Streets will have a strong sense of place and a main street, pedestrian friendly character with active, mixed use building frontages. Buildings fronting these streets will reinforce a distinct, high quality built form, public realm, landscaping and pedestrian amenities.

13.3.5.2 Development abutting 'A1', 'A2' and 'A3' Streets will incorporate ground floor non-residential uses. Development will:

- a. promote a main street character with smaller retail units and frequent entrances accessible from the public sidewalk;
- b. frame and animate streets and public spaces, with active building frontages including storefronts, prominent entrances and residential lobbies linking the building and the sidewalk;
- c. provide a consistent streetwall with building indentations as visual relief;
- d. design non-residential units at street corner locations with animated frontages that wrap the corner;
- e. provide generous setbacks from the street to accommodate, among other things, landscaping, street furniture, wayfinding, bus shelters, pedestrian scaled lighting and outdoor patios;
- f. provide appropriate stepbacks between the edge of the **podium** and tower portion of the building; and
- g. coordinate private land abutting the sidewalk with the public boulevard to create an integrated design character and reinforce the main street context. Opportunities for the development of entry forecourts and plazas will be encouraged in order to create a varied **streetscape**.

13.3.6 Provisions for 'B' Streets

13.3.6.1 Development along 'B' Streets will primarily support housing and pedestrian access and movement. Although 'B' Streets are primarily residential in nature, development may include some non-residential uses on the ground floor. The design of the built form and **streetscape** along 'B' Streets will establish a unified character while ensuring adequate light and skyviews, and a seamless interface and transition between the public and private realms. Development will address the following:

- a. a consistent streetwall with building indentations will be provided as visual relief;
- b. generous setbacks from the street to accommodate, among other things, landscaping, terraces, bus shelters, and pedestrian scaled lighting;
- c. a high quality seamless interface and transition between the public sidewalk and principal building entrance to ensure adequate separation, definition and privacy; and
- d. appropriate stepbacks between the edge of the **podium** and tower portion of the building.

13.3.7 Provisions for 'C' Streets

13.3.7.1 Development along 'C' Streets will support a pedestrian environment and vehicular access to parking and other service areas such as deliveries, garbage pick-up, service and loading. 'C' Streets may also support residential, retail and service commercial uses. Development should address the following:

- a. opportunities to consolidate service, parking and loading to serve a number of buildings;
- b. ensure the visual impact of the parking, loading and service areas from the street is minimized and screened from view; and
- c. provide a secondary entrance for pedestrian access, where appropriate.

13.3.8 Transportation

13.3.8.1 Development will be required to provide pedestrian connections to the Light Rail Transit (LRT) line, transit routes/stops, trails, and parks and open spaces.

13.3.8.2 Public easements will be required where pedestrian connections are proposed on private lands.

13.3.8.3 Vehicular access from Hurontario Street and Dundas Street will be restricted and consolidated to minimize driveways and conflict with pedestrians, cyclists and transit.

13.3.8.4 Roads will be designed as complete streets, and incorporate *active transportation* and transit infrastructure.

13.3.8.5 Existing arterial and collector roads bisecting and surrounding the Character Areas will incorporate *active transportation* and transit infrastructure when redesigned, as appropriate.

13.4 Fairview

13.4.1 Introduction

Fairview Growth Centre Character Area is situated on the periphery of Mississauga’s Downtown Core and provides an area of transition to the Cooksville Growth Centre. Fairview Growth Centre contains a number of sub-areas, each with its own unique planned function and built form.

Along Mississauga Valley Boulevard, ‘tower in the park’ developments, with generally 20 to 24 storey apartment buildings are surrounded by large open space areas with connections to trails and the Cooksville Creek. The area at Hurontario Street and Elm Drive West contains the greatest densities in Fairview Growth Centre Character Area, with point towers as tall as 50 storeys. The townhouses located in the southern end of Fairview Growth Centre are the predominant built form.

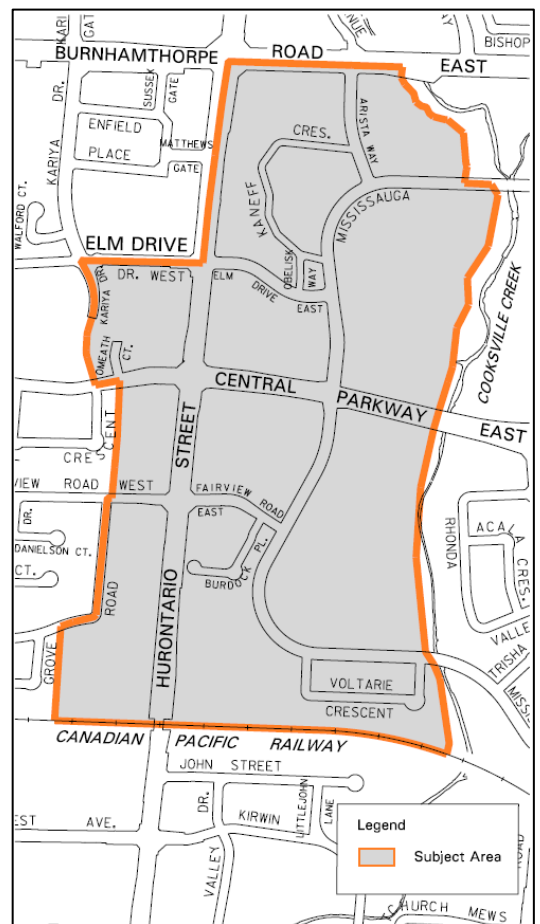
There are limited retail and commercial uses along Hurontario Street, however with planned *higher order transit*, new developments can transform the street into vibrant places to shop, work and visit. Anchored by a grocery store, the existing retail site located at the northeast corner of Central Parkway East and Mississauga Valley Boulevard provides convenient shopping for nearby residents.

The Cooksville Creek is a significant Natural Heritage Feature that runs north-south in Fairview Growth Centre and drains into Lake Ontario. Opportunities to enhance the ecological features of existing natural habitats and the urban forest will be encouraged.

The existing open space network is primarily concentrated adjacent to Cooksville Creek. To meet growth needs, opportunities for additional parks and improvements to existing parks will be pursued.

13.4.2 Vision

Fairview Growth Centre will be a distinct, walkable community that provides a transition to lower heights and densities from the Downtown Core. With more shops and amenities along Hurontario Street, Fairview Growth Centre will be an attractive place where people can access their daily needs within a short



Map 13-4.1: Fairview Growth Centre Character Area

distance from their homes and places of work. Mixed use development located at the northeast corner of Central Parkway East and Mississauga Valley Boulevard will serve the retail and commercial needs of the local community. The area along Mississauga Valley Boulevard will continue to be defined by existing towers in the park and beautiful green spaces, with improved connections to trails and Cooksville Creek.

An expanded pedestrian network will connect new development with nearby amenities and residential areas, and improve access to transit, parks and open spaces.

The vision is based on the following guiding principles:

1. Heights and densities that are appropriate to the planned context. The greatest heights will be located at Hurontario Street and Elm Drive West, with a transition to lower building heights and densities for new developments south along Hurontario Street and east towards Mississauga Valley Boulevard;
2. An attractive, walkable environment along Hurontario Street with a vibrant mix of shops, restaurants, cafes and service establishments;
3. Accessible public spaces for all, with enhanced connections for walking and cycling; and
4. A mix of housing forms and tenure with a range of *housing options* that meet the needs of a diverse community.

13.4.3 Building Height

13.4.3.1 The greatest building heights will be located at the existing and planned buildings at Elm Drive West and Hurontario Street as shown on Schedule 8: **Protected Major Transit Station Area** (Schedule 8k). Heights beyond this intersection should transition down to ensure the prominence of the Downtown Core.

13.4.3.2 On lands designated Residential High-Rise, the maximum permitted building height as shown on Schedule 8: **Protected Major Transit Station Area** (Schedule 8k) may be exceeded by up to three storeys without an amendment to this Plan, subject to meeting the building transition policies of this Plan, where a development provides additional non-residential uses, including **community infrastructure**. One additional storey in building height may be permitted for every 900 square metres of non-residential gross floor area (GFA) provided above the first storey. This does not include amenity space, above-grade parking or ground floor non-residential uses, where required by the policies of this Plan.

13.4.4 Land Use

Residential High-Rise

13.4.4.1 Notwithstanding the policies of this Plan, development along Hurontario Street will provide non-residential uses on the ground floor where the building is immediately adjacent to the Hurontario Street right-of-way.

Mixed Use

13.4.4.2 Notwithstanding the policies of this Plan, development along Hurontario Street:

- a. will provide non-residential uses on the ground floor where the building is immediately adjacent to Hurontario Street; and
- b. may consist of primarily residential uses above the ground floor.

13.5 Cooksville



Map 13-5.1: Cooksville Growth Centre Character Area

13.5.1 Introduction

Centred at Hurontario Street and Dundas Street, the Cooksville Growth Centre Character Area has a rich history as a destination for newcomers to Canada and as a place for entrepreneurs and small businesses to set up shop and thrive. The cultural diversity of the neighbourhood is reflected in the variety of shops, restaurants and services that are available in the area. Immigrant programs and services in Cooksville

Growth Centre provide an important function in helping families transition to a new country.

Hurontario Street and Dundas Street are generally characterized by retail plazas that are one to two storeys with residential and/or office uses above and surrounded with surface parking. There are a few office and residential buildings along the arterial streets that are generally of a low or mid-rise form.

With the potential for two way, all-day GO Transit service at Cooksville GO Station, planned Bus Rapid Transit (BRT) along Dundas Street and Light Rail Transit (LRT) along Hurontario Street, significant transit investments will strengthen its connection to the rest of Mississauga and beyond. These transit investments will increase access to employment, shopping, entertainment and other destinations, while also attracting more visitors. *Transit-supportive* development will ensure transit investments are supported with greater access to housing, jobs and services.

The Cooksville Creek is a *significant* Natural Heritage Feature in Cooksville Growth Centre. Cooksville Creek serves as a wildlife corridor and linkage to other features within and beyond Cooksville Growth Centre. This corridor is also used for recreation with opportunities for restoration, rehabilitation and hazard mitigation along the **watercourse**.

The existing open space network is primarily concentrated adjacent to Cooksville Creek. To meet growth needs, opportunities for additional parks and improvements to existing parks will be pursued.

13.5.2 Cooksville Growth Centre as a 15 Minute City

Cooksville Growth Centre will continue to reflect its welcoming and multicultural heritage while integrating key elements of a 15 minute city concept. Cooksville Growth Centre is walkable and liveable, where the basic needs of everyday life are accessible and can easily be reached within a 15 minute walk. It has amenities that serve the community – parks, groceries, jobs, medical clinics, pharmacies, schools, shops, restaurants, and more – that can be conveniently accessed without the use of a car.

13.5.3 Vision

Cooksville Growth Centre will be a walkable mixed use community with places for community amenities, culture and art. Hurontario and Dundas streets will be animated with storefronts and other active uses that support existing and future local businesses. Cooksville Growth Centre will continue to offer a diversity of local retailers and restaurants. The area immediately surrounding the intersection of Hurontario and Dundas Streets (Cooksville Corners) will be developed with a vibrant main street focus that includes a mix of uses and a human scaled built form. The Cooksville GO Station area will be a focal point for *transit-supportive* higher density development with a concentration and mix of residential, community, office, retail and service commercial uses.

The vision is based on the following guiding principles:

1. Establish a mixed use, vibrant community – create a range of local and unique businesses along Hurontario and Dundas streets, spaces for educational, cultural and community uses, a vibrant public realm, and a network of connected parks and open spaces;
2. Plan for more people and employment – provide a range of *housing options* both in type and affordability, and jobs with the greatest heights and densities located in proximity to the Cookville GO Station;
3. Achieve a walkable, connected community – promote a pedestrian oriented main street character along Hurontario and Dundas streets, public art and a vibrant public realm, and improve pedestrian and cycling infrastructure; and
4. Plan for high quality transit – provide convenient and efficient transit with seamless connections to local and *higher order transit* services.

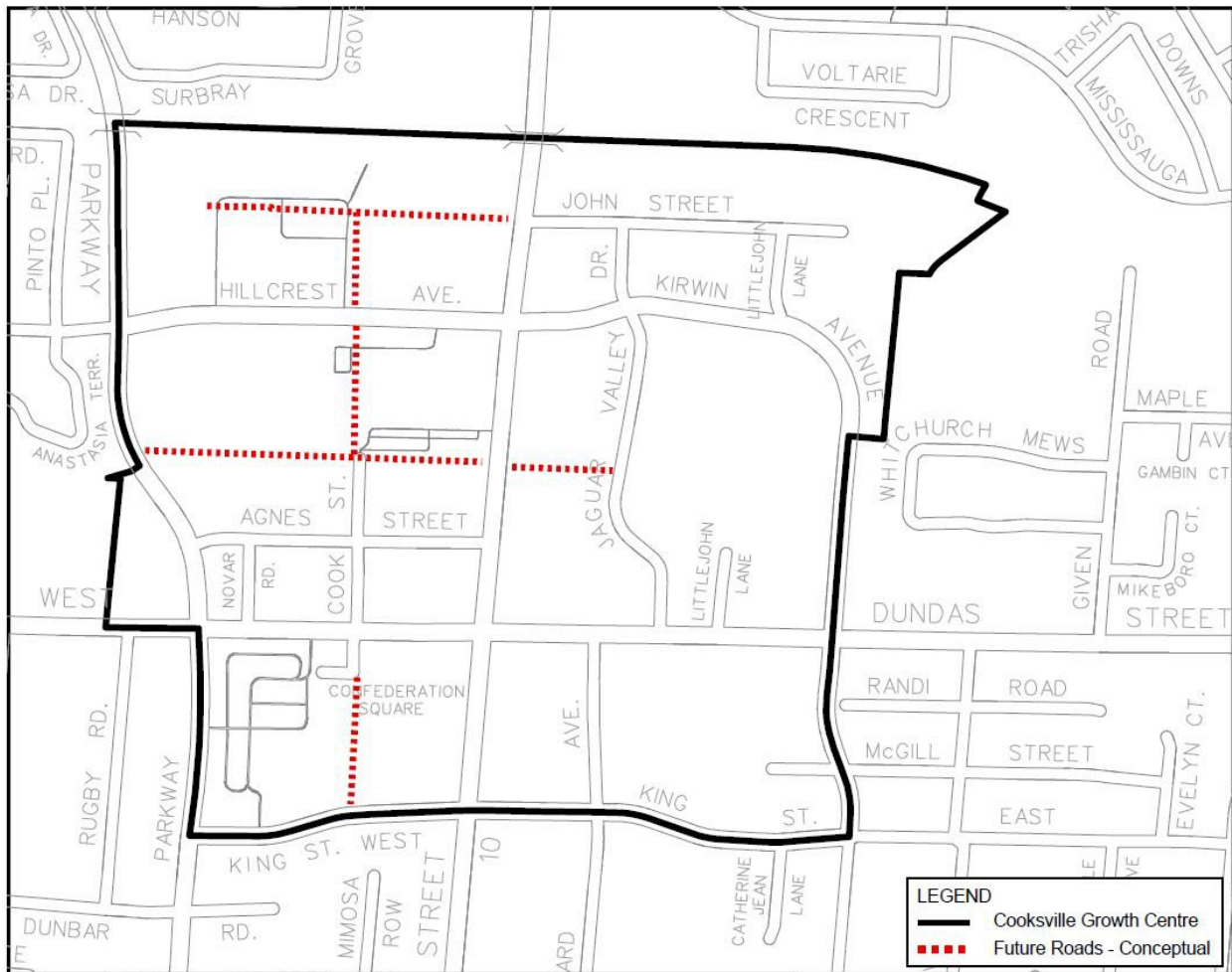
13.5.4 Building Height

13.5.4.1 The greatest building heights will be located in proximity to the Cooksville GO station as shown on Schedule 8: **Protected Major Transit Station Area** (Schedule 8I).

13.5.4.2 On lands designated Residential High-Rise and located outside of Special Site 115 in Cooksville Growth Centre, the maximum permitted building height as shown on Schedule 8: **Protected Major Transit Station Area** (Schedule 8I) may be exceeded by up to three storeys without an amendment to this Plan, subject to meeting the building transition policies of this Plan, where a development provides additional non-residential uses, including **community infrastructure**. One additional storey in building height may be permitted for every 900 square metres of non-residential gross floor area (GFA) provided above the first storey. This does not include amenity space, above-grade parking or ground floor non-residential uses, where required by the policies of this Plan.

13.5.5 Transportation

13.5.5.1 The street network identified on Map 13-5.2 will support improved connectivity within Cooksville Growth Centre for pedestrian and cycling movement and to transit.



Map 13-5.2: Cooksville Growth Centre Character Area Future Streets

13.5.5.2 Improvements to the street network will be achieved through development. Future additions to the street network include, but are not limited to the following:

- a. a new east-west road from Confederation Parkway to Jaguar Valley Drive on the southern boundary of T.L. Kennedy Secondary School and former Melissa Street, aligning with a new street on the east side of Hurontario Street;
- b. extension of Cook Street northerly from the southern boundary of T.L. Kennedy Secondary School to connect with John Street; and
- c. extension of Cook Street southerly from Dundas Street West to connect with King Street West.

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

- a. all streets will be public;

- b. the design and access requirements for roads will be determined through the development application review process; and
- c. minor adjustments to the street network may be made without an amendment to Map 13-5.2 at the City's discretion to accommodate development and break up large blocks with roads and pedestrian connections.

13.5.6 Land Use

Residential High-Rise

13.5.6.1 Notwithstanding the policies of this Plan, development will provide non-residential uses on the ground floor where the building is immediately adjacent to any of the following streets: Hurontario Street, Dundas Street, Hillcrest Avenue (Cook Street to Hurontario Street) and King Street (new Cook Street to Shepard Avenue).

Mixed Use

13.5.6.2 Notwithstanding the policies of this Plan, development along Hurontario Street, Dundas Street, Hillcrest Avenue (Cook Street to Hurontario Street) and King Street (new Cook Street to Shepard Avenue):

- a. will provide non-residential uses on the ground floor where the building is immediately adjacent to a street listed above; and
- b. may consist of primarily residential uses above the ground floor if not subject to a special site policy.

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

- a. banquet hall;
- b. conference centre; and
- c. entertainment, recreation and sports facilities.

13.6 Hospital



Map 13-6.1: Hospital Growth Centre Character Area

13.6.1 Introduction

The focal point of the Hospital Growth Centre Character Area continues to be the Mississauga Hospital, serving as one of Canada’s leading health centres with specialized regional programs. Hospital Growth Centre consists primarily of residential high density uses. Small pockets of low-rise dwellings are located on the edges of the Character Area. Office uses are located in the area surrounding the hospital along Hurontario Street and Queensway. Mixed commercial uses are clustered at three main intersections along Hurontario Street at King Street, Queensway and North Service Road.

Cooksville Creek is a *significant* Natural Heritage Feature and portions of the creek have been impacted by channelization associated with flood and erosion control and storm water management. Enhancements to the ecological features of existing natural habitats and the urban forest will be encouraged.

The existing open space network is primarily concentrated adjacent to Cooksville Creek. To meet growth needs, opportunities for additional parks and improvements to existing parks will be pursued.

13.6.2 Vision

Hospital Growth Centre will be developed as a health district, anchored by the hospital with a broad range of uses clustered around the Mississauga Hospital, supporting more retail and service commercial uses, research and development, health facilities, offices, parks and residential uses.

Transit-supportive development along Hurontario Street and Queensway with maximum heights of 35 storeys for new residential development will ensure greater access to housing, jobs and services.

The vision is based on the following guiding principles:

1. Support health care services – promote a range of health care services, supportive uses and research and development that create a healthier community; and
2. Create a more walkable and *transit-supportive* community – provide pedestrian connections to Hurontario Street and Queensway, and street related retail and service commercial uses along these corridors.



Figure 13.3. Conceptual Rendering of the Peter Gilgan Mississauga Hospital along Hurontario Street (c. *Mattamy Homes*).

13.6.3 Building Height

13.6.3.1 The greatest building heights will be located at the transit stop at Hurontario Street and Queensway as shown on Schedule 8I: **Protected Major Transit Station Area** Building Heights Schedule.

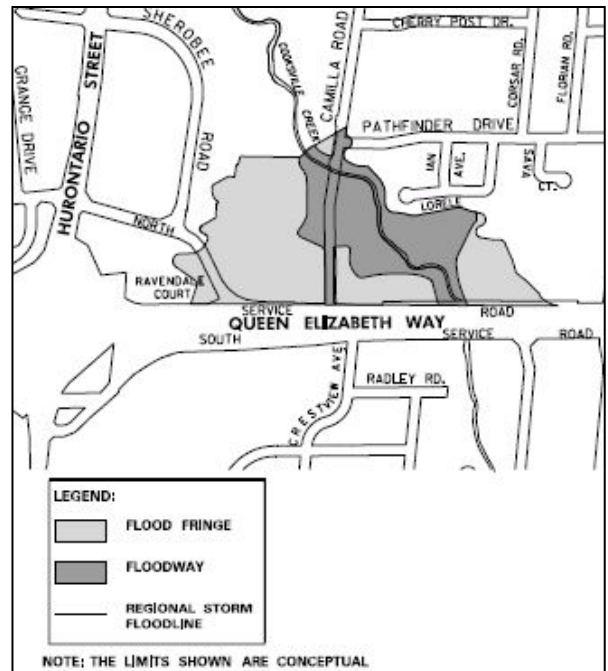
13.6.3.2 On lands designated Residential High-Rise and, the maximum permitted building height as shown on Schedule 8: **Protected Major Transit Station Area** (Schedule 8I) may be exceeded by up to three storeys without an amendment to this Plan, subject to meeting the building transition policies of this Plan, where a development provides additional non-residential uses, including **community infrastructure**. One additional storey in building height may be permitted for every 900 square metres of non-residential gross floor area (GFA) provided above the first storey. This does not include amenity space, above-grade parking or ground floor non-residential uses, where required by the policies of this Plan.

13.6.4 Environmental Planning Area

13.6.4.1 The lands identified on Map 13-6.2 are located generally between the North Service Road and where the Cooksville Creek crosses Camilla Road. The area subject to these policies within the Hospital Growth Centre Character Area, is generally located west of Cooksville Creek. The lands shown are subject to the two-zone *flood plain* management concept, which divides the regulatory *flood plain* 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.

13.6.4.2 Notwithstanding the **Natural Hazards** policies of this Plan, the following policies will apply to those lands within the regulatory *flood plain*:

- a. *floodway* lands will be zoned in an appropriate hazard category in the implementing Zoning By-law;
- b. *the* lands within the flood fringe are subject to their respective land use designations and the following additional policies:
 - i. development may be permitted provided the use, building or structure is flood proofed to the regulatory flood level as required by the conservation authority;
 - ii. 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 the conservation authority based on the depth and velocity factors;
 - iii. enclosed underground parking will be subject to the installation of stringent flood proofing measures to the elevation of the regulatory flood level; and
 - iv. the zoning of lands may utilize a Holding provision to ensure flood proofing and safe access are addressed prior to development to the satisfaction of the City and the conservation authority. 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, the conservation authority and the Ministry of Transportation.
- c. *the* following uses will not be allowed within the *flood plain*:
 - i. institutional services such as hospitals, nursing homes, and schools where there would be a significant threat to the safety of inhabitants involved in an



Map 13-6.2: Cooksville Creek *Flood plain* Management

emergency evacuation situation as a result of flooding or failure of flood proofing measures;

- ii. 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
- iii. 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.

13.6.5 Land Use

13.6.5.1 All Development proposals and applications containing a *tall building* in the Hospital Growth Centre will be circulated to Trillium Health Partners (Mississauga Hospital) and must demonstrate through a letter of satisfaction issued by Trillium Health Partners that new buildings and structures will comply with policies a. and b. below, and do not interfere or conflict with the planned or operational flight path and the functioning of the Mississauga Hospital heliport that is planned to be situated at 228.445 m above sea level (ASL). This may result in building heights that are lower than maximums otherwise permitted by this Plan. Additional requirements related to this policy are as follows:

- a. New buildings, structures, and associated rooftop mechanical elements within the planned helicopter flightpath area will not exceed the planned elevation of the future Mississauga Hospital heliport, unless an aeronautical review confirms to the satisfaction of Trillium Health Partners that there is no impact to emergency air access and to the safe use of the flight path and access to heliport. These structures and rooftop elements include but are not limited to anything that is erected, built or constructed or is joined together with a fixed location on the ground, or attached to something having a fixed location in or on the ground, whether permanent or temporary in nature, such as a wall, parapet, crane, flagpole, antenna or telecommunications equipment, lighting, signage, construction or maintenance equipment, or any other equipment or installation.
- b. Development approvals require confirmation that no construction phase equipment, including cranes, and hoisting apparatus, will interfere with the future Mississauga Hospital heliport flight path once commissioned and operational, unless any identified risks can be appropriately mitigated to the written satisfaction of Trillium Health Partners.

Residential High-Rise

13.6.5.2 Notwithstanding the policies of this Plan, development will provide non-residential uses on the ground floor where the building is immediately adjacent to any of the following streets: Hurontario Street, King Street (new Cook Street to Hurontario) and Queensway.

Mixed Use

13.6.5.3 Notwithstanding the policies of this Plan, development along Hurontario Street, King Street (new Cook Street to Hurontario Street) and Queensway:

- a. will provide non-residential uses on the ground floor where the building is immediately adjacent to a street listed above; and
- b. may consist of primarily residential uses above the ground floor if not subject to a special site policy.