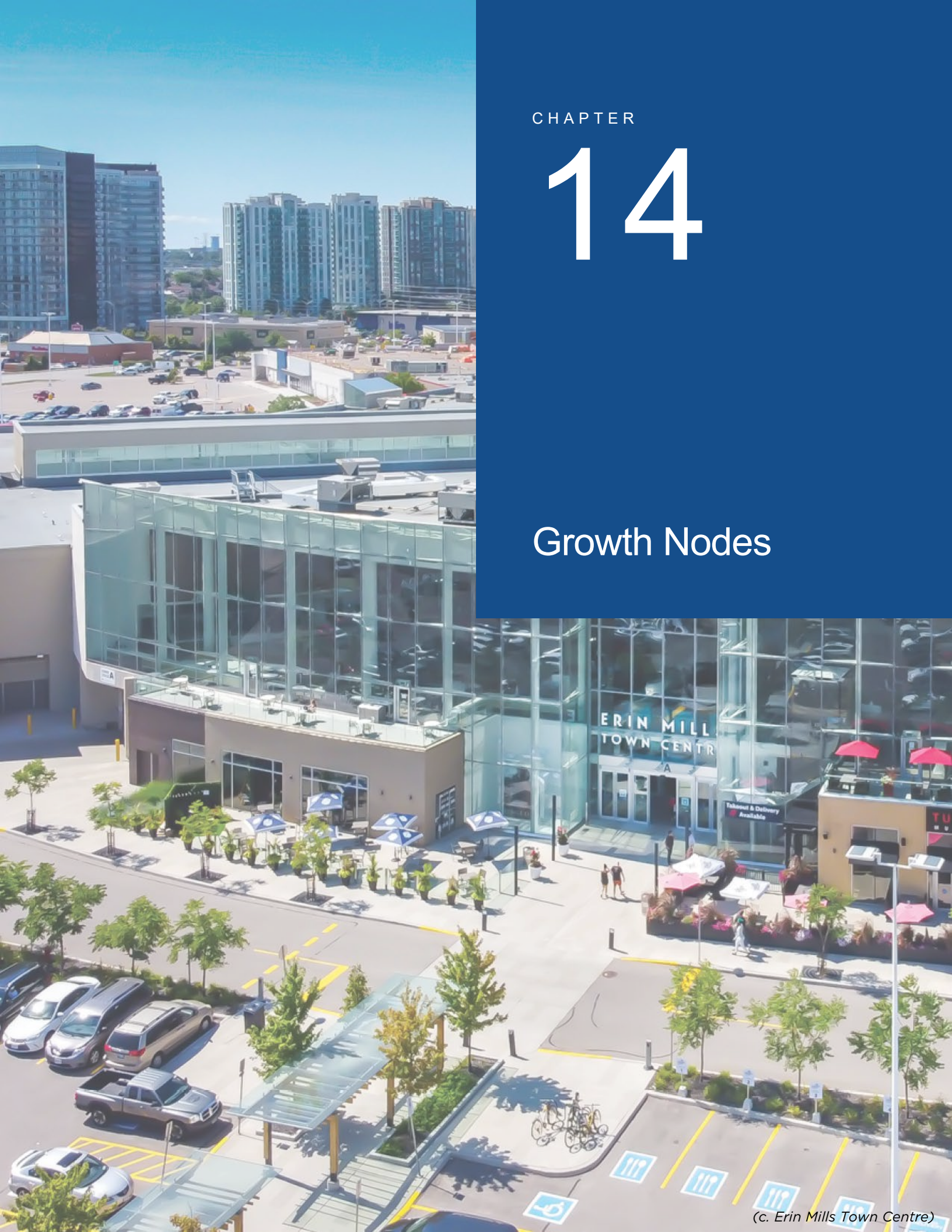
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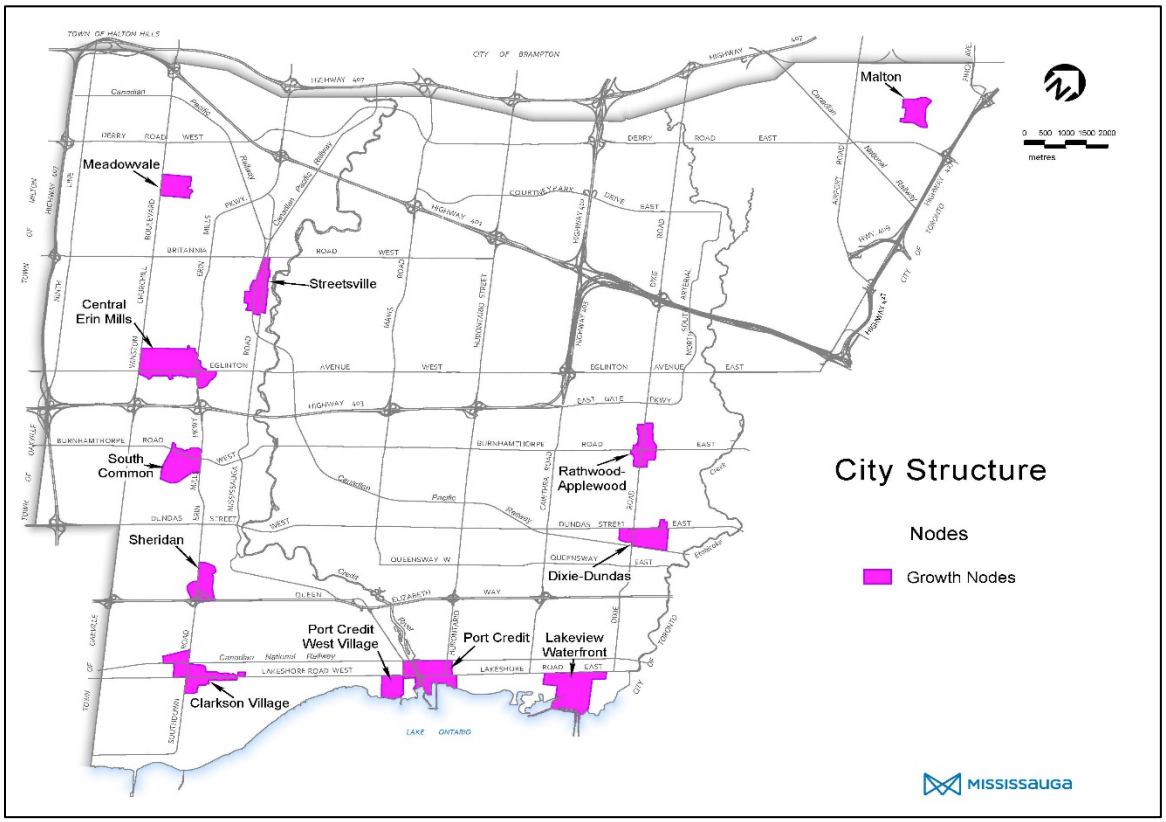
Growth Nodes



(c. Erin Mills Town Centre)

14.1 Introduction

Growth Nodes are a key component of Mississauga's *Strategic Growth Areas*. They are intended to accommodate future growth and development while making efficient use of land and infrastructure. Mississauga's Growth Nodes will be attractive mixed use areas, developed at densities that are sufficiently high to support *frequent transit* and a variety of services and amenities. Development in the Growth Nodes will support the achievement of *complete communities* with the provision of diverse employment opportunities, ample ***community infrastructure*, amenities, and a range of *housing options* where permitted by the policies of this Plan.**



Map 14.1: Growth Nodes

Growth Nodes comprise the following areas:

- Central Erin Mills;
- Clarkson Village;
- Dixie-Dundas;
- Lakeview Waterfront ;
- Malton;
- Meadowvale;
- Port Credit;
- Port Credit West Village;
- Rathwood-Applewood;
- Sheridan;
- South Common; and
- Streetsville.

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

14.1.1 General

14.1.1.1 Character Area, Local Area Plan, Special Site and ***Major Transit Station Area*** policies will establish how growth, development and mix of uses will be achieved within Growth Nodes.

14.1.1.2 Development in Growth Nodes will support the achievement of healthy, sustainable, *complete communities* that:

a. provide a wide range of uses, including residential, office, ***community infrastructure***, services, mixed-use buildings, and commercial uses, according to the permitted land uses in the policies of the Plan;

b. supply a mixture of residential built forms, unit types and sizes, where permitted by the policies of the Plan, with a varied range of *housing options* and affordability to accommodate the needs of a diverse population including people with disabilities, older adults, and families;

c. deliver a compact built form and density that allow people to meet many of their needs locally and within walking distance, achieve a high quality urban environment, create a vibrant public realm, and support transit ridership;

d. have access to a range of transportation options, including *higher order transit* and a safe and convenient *active transportation* network;

e. maximize the use of existing and planned infrastructure and contribute to the provision of ***community infrastructure*** and other services necessary to support residents and/or workers;

f. supply convenient and safe, publicly-accessible open spaces, parks, recreational facilities and other gathering spaces that promote physically active lifestyles;

g. support local food options, including access to *urban agriculture* and farmers markets; and

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

14.1.1.3 Development applications within Growth Nodes 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.

14.1.1.4 Proponents of development applications within a Growth Node may be required to demonstrate how new development contributes to the achievement of the resident and job density targets and provides for a concentration and mix of jobs as a key component of *transit-supportive* development.

14.1.1.5 A mix of mid-rise and high-rise housing, ***community infrastructure***, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged in all Growth Nodes. However, not all of these uses will be permitted in all areas.

14.1.1.6 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 generally discouraged.

14.1.1.7 ***Major office*** development and ***Secondary office*** development will be encouraged to locate within certain Growth Nodes.

14.1.1.8 Investments in ***community infrastructure***, as well as commercial, recreational, educational, arts, cultural, and entertainment uses, will be encouraged in all Growth Nodes.

14.1.1.9 Development will be required to contribute to the provision of ***community infrastructure***, transportation infrastructure, and other services necessary to support residents and or workers, as applicable.

14.1.1.10 Existing ***community infrastructure*** within Growth Nodes should be retained and, where appropriate, enhanced to meet the needs of the existing and planned residential population and/or employment of the Nodes and surrounding neighbourhoods, as applicable.

14.1.1.11 Mississauga will encourage partnerships and collaborations to identify community needs and develop ***community infrastructure***, such as schools, daycare facilities, open spaces and ***community facilities*** in Growth Nodes. The City will explore the suitability of integrating ***community infrastructure*** within a building with other uses.

14.1.1.12 Development will be phased in accordance with the provision of ***community infrastructure*** and necessary servicing.

14.1.1.13 *Active transportation* movement, access to and from transit routes and stops, and connections to the surrounding neighbourhoods will be a priority in all Growth Nodes.

14.1.1.14 Growth Nodes will be served by *frequent transit* services, including *higher order transit* facilities, which provide connections to destinations within the city and, where applicable, to neighbouring municipalities.

14.1.1.15 Growth Nodes will be planned to reflect their role in the City Structure hierarchy.

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

14.1.2 Land Use

Residential

14.1.2.1 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.

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

14.1.2.3 Proposals for additional development on lands with existing apartment buildings will, as a condition of approval, demonstrate the following:

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

Mixed Use

14.1.2.4 Lands within the Central Erin Mills Growth Node Character Area that are designated Mixed Use will also permit ***major office.***

Office

14.1.2.5 Lands within the Growth Nodes that are designated Office will also permit post-secondary educational facilities.

Motor Vehicle Commercial

14.1.2.6 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

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

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

a. adult entertainment establishment;
b. animal boarding establishment;
c. body rub establishment;
d. truck fuel dispensing;
e. composting facilities;

f. motor vehicle body repair facility;

g. Motor Vehicle Commercial;

h. outdoor storage and display areas related to a permitted manufacturing use;

i. transportation facilities;

j. trucking terminals;

k. self storage facilities; and

l. ***waste processing stations*** or ***waste transfer stations***.

Industrial

14.1.2.9 The Industrial designation will not be permitted except lands designated Industrial at the time this Plan comes into effect.

14.1.3 Urban Design

14.1.3.1 Development in Growth Nodes will:

a. support a built form and density that achieves a high quality urban environment;

b. locate and frame buildings adjacent and parallel to public streets and public open spaces, to define their edges and create a relationship with the public sidewalk;

c. have a compatible massing and scale of built form that enhances the function of the Growth Node;

d. consolidate access points and shared parking, service areas and driveway entrances, where feasible;

e. contribute to an attractive public realm and generally be pedestrian oriented and street related;

f. incorporate *active transportation* connections to transit, public realm, open spaces and surrounding neighbouhoods, where applicable; and

g. provide open space, including squares and plazas, appropriate to the size, location and type of the development.

14.1.3.2 Development on lands within Growth Nodes will be required to provide a transition in height and scale towards adjacent lower scale development in areas surrounding the Growth Node.

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

14.1.3.4 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.

14.1.3.5 Underground parking and/or integrated above-grade structured parking are preferred in Growth Nodes. 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.

14.1.3.6 Existing surface parking areas in the Growth Nodes will be replaced as part of a redevelopment by underground and/or integrated above-grade structured parking.

14.1.3.7 A limited amount of surface parking may be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off point delivery services. Where surface parking is permitted, its impact should be minimized by being located at the rear or side of buildings and by being designed in accordance with the applicable policies of this Plan.

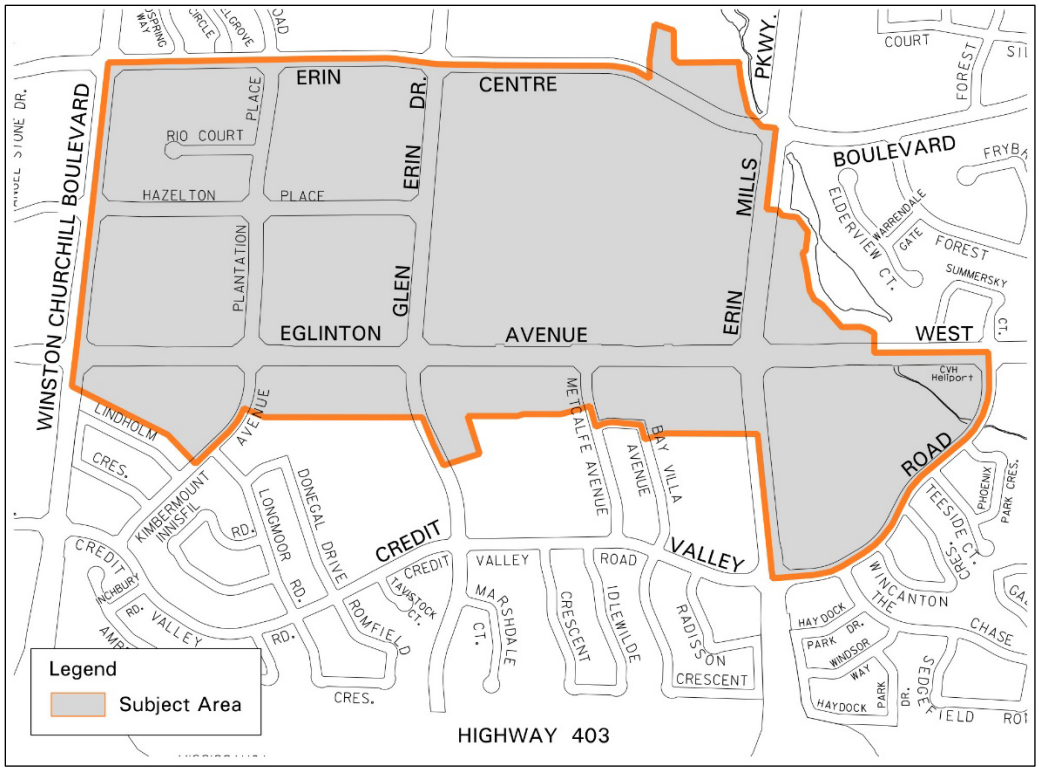
14.1.3.8 Parks should be designed and located to create a central focus for the Growth Nodes. Parks may also provide gathering spaces and linear connections throughout the Growth Nodes, to existing open spaces, commercial areas and ***community infrastructure***, and to surrounding neighbourhoods.

14.1.3.9 Minor design interventions are encouraged to enliven the Growth Nodes on a temporary basis or to test ideas for long term changes.

14.2 Growth Nodes

Growth Nodes are planned as prominent centres of mixed use activity with a variety of employment opportunities, such as office, retail and institutional jobs. It is also anticipated that Growth Nodes will provide a variety of higher density housing for people throughout the different phases of their lifecycle and for a variety of income groups. Many of the Growth Nodes are already developing into compact, mixed use, walkable communities. Each Growth Node has unique characteristics and will continue to evolve into healthy, sustainable *complete communities* with a more urban, and pedestrian-friendly form. The following sections contain policies that apply to each Growth Node.

14.2.1 Central Erin Mills



Map 14-2.1: Central Erin Mills Growth Node Character Area

The Central Erin Mills Growth Node has a concentration of retail and service commercial uses, ***community facilities*** and transit facilities that serve the existing and planned uses within the Node and the broader regional community.

Erin Mills Town Centre is a two storey indoor mall surrounded by large surface parking lots and vacant parcels of land. Other types of retail and service commercial uses located in the Node include single storey and large format stores and strip plazas. It is anticipated that the Erin Mills Town Centre will remain as the retail anchor of the Node. However, the surface parking areas serving the mall, vacant lands and the single storey retail uses have development and intensification potential. The existing transit facilities will remain with plans to improve customer amenities.

The area south of Eglinton Avenue West is located within the Erin Mills ***Protected Major Transit Station Area*** as shown on Schedule 1: City Structure and identified on Schedule 8: ***Protected Major Transit Station Areas***.

The Node is to evolve into a healthy sustainable *complete community* with:

a. its role as the centre of community life for persons of all abilities, incomes and ages preserved and enhanced through the provision of amenities, facilities, employment, social spaces and an attractive public realm;

b. its planned function as a focal point for retail and service commercial uses, ***community facilities*** and bus facilities retained;

c. the provision of a mixture of residential built forms and tenures suitable to a variety of income levels and household types including below market priced housing;

d. *active transportation* modes that are prioritized within the Node and connect to the surrounding residential neighbourhoods;

e. public transit that is prioritized over vehicular traffic and connects to the surrounding regional community;

f. densities and a mix of uses that allow people to meet many of their needs locally and within walking distance;

g. an attractive and well connected built environment that promotes physically active lifestyles; and

h. environmentally resilient development that includes the use of ***stormwater best management practices*** and *green infrastructure*.

14.2.1.2 General

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

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

14.2.1.2.3 A grocery store should be maintained within the Node.

14.2.1.3 Height and Density

14.2.1.3.1 A minimum building height of three storeys and a maximum building height of 25 storeys will apply. Buildings without a residential component may have a minimum height of one storey.

14.2.1.3.2 In order to guide the form, massing and density of proposed buildings, individual properties will be limited to a maximum ***floor space index (FSI)*** of 4.0.

14.2.1.3.3 A gross density of between 200 and 300 residents and jobs combined per hectare measured across the Node will be achieved unless otherwise specified by the ***Major Transit Station Area*** policies.

14.2.1.3.4 A combination of residential and commercial uses are encouraged.

14.2.1.4 Urban Design

14.2.1.4.1 Development will provide for a range of building types and heights, including mid-rise buildings to create diversity of urban form and housing choice.

14.2.1.4.2 Buildings will be designed and located to:

a. frame and animate streets and public spaces;

b. create a coherent built environment;

c. provide setbacks along internal roads that provide a generally consistent building edge and relate to the scale of other buildings and width of roads;

d. provide reduced building setbacks on internal roads with grade related retail and service commercial uses where appropriate;

e. provide significant and generally consistent setbacks along collector and arterial streets to promote landscape boulevards that enhance the pedestrian experience; and

f. create a street-wall along collector and arterial streets with appropriate openings for street-facing courtyards, where applicable, that provide usable landscape areas for residents and pedestrians.

14.2.1.4.3 ***Tall buildings*** should have ***podiums*** and be located along arterial or collector streets or near transit facilities.

14.2.1.4.4 In order to promote adequate natural light, sky views and privacy, the following will be required:

a. appropriate transitions between buildings, to open spaces and to adjacent neighbourhoods; and

b. a minimum separation distance of 30 metres between the tower portion of ***tall buildings*** to prevent clustering.

14.2.1.5 Residential Uses

14.2.1.5.1 Residential development that is permitted by any land use designation will encourage:

a. a minimum 10 percent of housing units that are below-market for each development application proposing more than 50 residential units. This will be comprised of units targeted for a range of middle income households. Approximately half of these units will be larger, family-sized dwellings containing more than one bedroom.

For the purposes of this section:

i. middle income is defined as Mississauga households with annual earnings between the lowest 40 to 60 percent of income distribution;

ii. below-market ownership housing means housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income; and

iii. below-market rental housing means a unit for which the rent does not exceed 30 percent of gross annual household income

14.2.1.5.2 *Affordable* housing for ***low-income households*** will be encouraged. It is recognized that *affordable* housing provision is subject to landowners being able to secure access to adequate funding and collaboration with the appropriate agencies.

14.2.1.5.3 Reduced parking requirements will be considered for the below-market and *affordable* housing units described in policies 14.2.1.5.1 and 14.2.1.5.2 as an incentive to encourage their development.

14.2.1.5.4 The below-market housing units described in Policy 14.2.1.5.1 are encouraged to be comprised of a mix of both below-market rental and below-market ownership housing when considered across the Node. Individual development applications are encouraged wherever possible to include a mix of both below-market rental and below-market ownership housing.

14.2.1.5.5 Land conveyance to a non-profit housing provider will be considered in lieu of the direct provision of some or all of the below-market housing units described in Policy 14.2.1.5.1. Land parcel size, configuration, location, estimated unit yield and adherence to all other policies of this Plan will be included in this consideration.

14.2.1.5.6 Any existing below-market rental housing units that are retained under the provisions of the City's Rental Housing Protection By-law will count towards the below-market housing unit direction described in Policy 14.2.1.5.1.

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

14.2.1.5.8 Notwithstanding the Residential Low-Rise II policies of this Plan, mid-rise buildings are also permitted.

14.2.1.6 Mixed Use Designation

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

14.2.1.6.2 Retail and service commercial uses should be located on the ground level to animate streets and public spaces.

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

14.2.1.6.4 Expansion of retail and service commercial uses are supported. Interim development that involves additions to or new stand-alone non-residential buildings is permitted as an interim condition.

14.2.1.7 Office Uses

14.2.1.7.1 Office development may be excluded from the calculation of maximum ***Floor Space Index (FSI)*** requirements without an amendment to this Plan.

14.2.1.8 Transportation

14.2.1.8.1 A well connected road system will be required in order to provide connectivity and encourage walking and cycling as the predominant modes of transportation within the Node.

14.2.1.8.2 Blocks will have a maximum perimeter of 520 metres. Roads surrounding blocks will be public and meet City right-of-way and design standards. Permeability will be provided within blocks through means such as pedestrian walkways, cycling paths, parks and other publicly accessible spaces and vehicular access and servicing routes.

14.2.1.8.3 Private streets may be permitted instead of public streets to facilitate underground services such as deliveries and parking, subject to the following:

a. public easements will be required;
b. required right-of-way widths will be provided; and
c. appropriate terminus may be required for maintenance and operations where a public street connects with a private street.

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

14.2.1.8.5 Transit stations and facilities will be incorporated into redevelopment plans adhering to MiWay standards.

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

14.2.1.9 Implementation

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

a. delineation of development blocks;
b. road alignment and characteristics;
c. distribution of density;
d. building heights and massing;
e. land uses and estimated number of people and jobs;
f. phasing plans;
g. relationship to surrounding areas;
h. servicing requirements;
i. a public realm plan, including parkland;
j. vehicular and *active transportation* circulation plan;
k. vehicular and bicycle parking;
l. animation at grade, particularly for retail focus areas and in proximity to transit services and along major roads;
m. environmentally sustainable measures;
n. existing and proposed transit infrastructure; and
o. pedestrian Network Plan

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

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

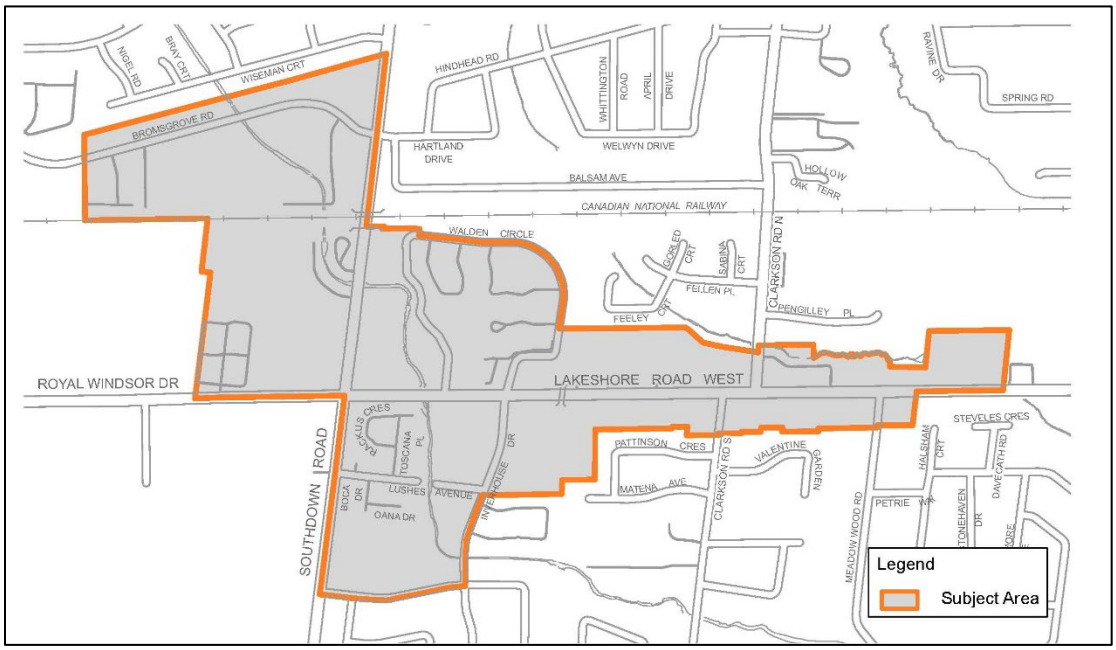
14.2.1.9.4 Where the redevelopment of retail and service commercial uses is proposed, phasing of development may be required to ensure that the planned function of the Node is maintained during redevelopment.

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

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

14.2.2 Clarkson Village

The Clarkson Village Growth Node, located in southwest Mississauga, is comprised of the East Gateway, Historic Village, and West Gateway Precincts. It also includes a portion of the Clarkson GO ***Protected Major Transit Station Area***.



Map 14-2.2: Clarkson Village Growth Node Character Area

14.2.2.1 Vision

14.2.2.1.1 Clarkson Village Growth Node is to transition into a pedestrian friendly and *transit-supportive* community full of activity places and gathering spaces, with a mainstreet atmosphere found amidst new, contemporary, mixed use, development paying tribute to the Village's heritage and character.

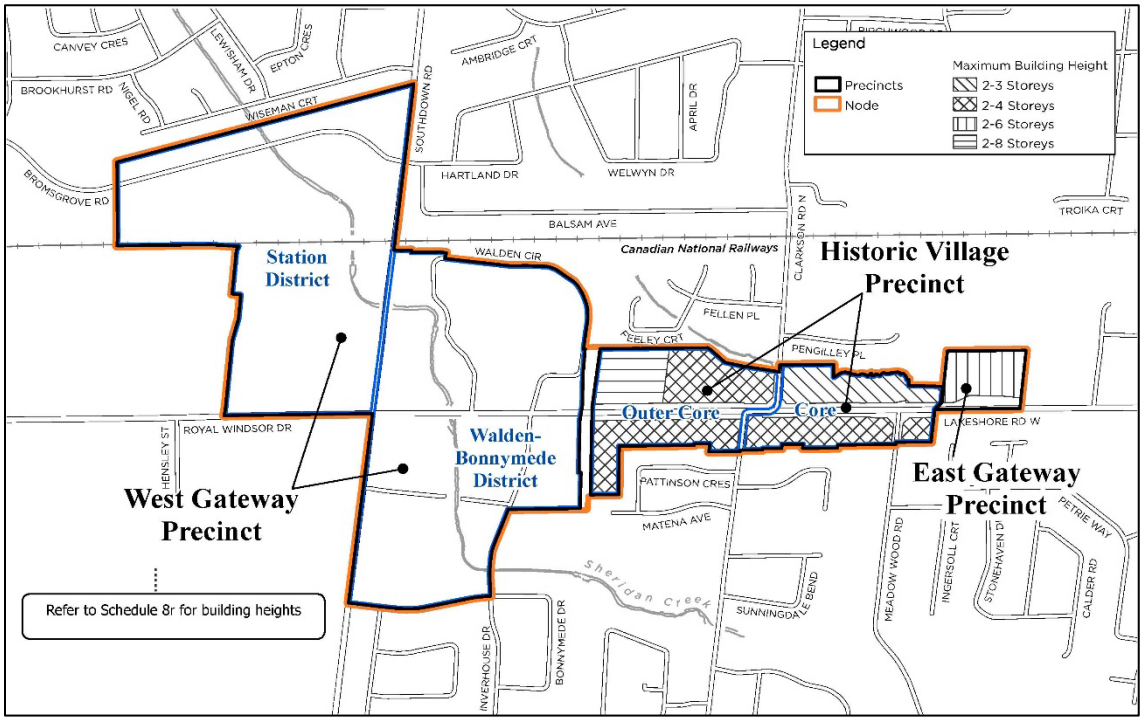
14.2.2.2 General Policies

14.2.2.2.1 The Clarkson Village Growth Node will be the focus of activity for the surrounding Clarkson-Lorne Park Neighbourhood, combining residential uses, cultural activities, shopping, dining, commerce and recreation.

14.2.2.2.2 The location, configuration and size of parks will be determined through the development application process.

14.2.2.2.3 Precincts have been identified as shown on Map 14-2.2.1: Clarkson Village Growth Node – Precinct Areas and Maximum Building Heights, to reflect the character of different areas and permitted heights within the Growth Node.

14.2.2.2.4 Development will be in accordance with minimum and maximum height limits as shown on Map 14-2.2.1: Clarkson Village Growth Node – Precinct Areas and Maximum Building Heights. Permitted heights within the West Gateway Precinct are as shown on Schedule 8r: ***Protected Major Transit Station Areas.***



Map 14-2.2.1: Clarkson Village Growth Node – Precinct Areas and Maximum Building Heights.

14.2.2.3 Precinct Areas

East Gateway Precinct

14.2.2.3.1 Mississauga will encourage a symbolic gateway feature on Lakeshore Road West, west of Johnson's Lane to define the entry and exit from the Clarkson Village Growth Node.

14.2.2.3.2 At grade, street related retail, commercial, restaurants and office uses are encouraged. Mixed use buildings will be located close to the street to ensure a pedestrian oriented environment.

Historic Village Precinct

14.2.2.3.3 Development will be compatible with and enhance the Village character as a distinct established community by integrating with and transitioning to the adjacent Clarkson-Lorne Park Neighbourhood.



Figure 14.1. The main street along Lakeshore Road West within Clarkson Village is host to a variety of retail stores, restaurants and services. (c. Tourism Mississauga)

14.2.2.3.4 New development will encourage a pedestrian oriented ***streetscape*** and a walkable community, preserve elements along the edge of Turtle Creek to connect to the parking areas and the shopping street and to encourage the visual enjoyment and surveillance of this natural creek feature.

14.2.2.3.5 Residential uses will not be permitted on the ground floor adjacent to Lakeshore Road West.

14.2.2.3.6 Large format retail development will be discouraged.

14.2.2.3.7 Lands located at the northwest corner of Lakeshore Road West and Clarkson Road North are encouraged to redevelop as a focal point of the Clarkson Village Growth Node.

14.2.2.3.8 Where an above-grade structure is provided, it will be located to the rear of an active building facade, will be no more than two storeys in height and will not be visible from public streets. Where above-grade parking structures are visible from adjacent lands, they will utilize appropriate finish materials and be of a high architectural quality.

West Gateway Precinct (Station and Walden-Bonnymede Districts)

The West Gateway Precinct is located entirely within the Clarkson GO ***Protected Major Transit Station Area*** and identified on Schedule 8: ***Protected Major Transit Station Areas***. It is adjacent to the Southdown Employment Area where a variety of industrial uses operate and are permitted. The introduction of new housing and other sensitive land uses will be balanced with maintaining the long-term economic viability of surrounding employment uses.

Vision and Guiding Principles

14.2.2.3.9 The West Gateway Precinct will transform into a vibrant, sustainable, complete and mixed-use community with an animated public realm centred around the Clarkson GO Transit Station. Living, working and playing will be supported and enhanced by new housing and employment opportunities, community facilities and a connected network of parks and open spaces that complement the natural environment.

A centrally located park and a new north-south main street will serve as a focal gathering place and provide access to services and amenities. The area will develop with a transit supportive built form and improved connectivity that makes walking and cycling safer and more convenient.

14.2.2.3.10 The development of the West Gateway Precinct is based on the following key guiding principles:

1. Establish a hierarchy of well-connected and accessible parks and public spaces to support cultural, civic and community life throughout the year.
2. Create vibrant and animated streets that support community life and all modes of transportation.
3. Develop a safe and convenient active transportation network that integrates within the existing network and provides connections to neighbourhoods, community destinations and the Clarkson GO Transit Station.
4. Promote a mix of jobs and uses, including a range of housing options and unit sizes, affordable housing and opportunities for retail, commercial, employment and community uses.
5. Protect and enhance natural features while broadening opportunities for public access, enjoyment, education and stewardship.

6. Design high-quality buildings that incorporate green building standards and best practices, and respect and complement the character of Clarkson Village. Parks, Trails and Walkways.

Parks, Trails and Walkways

14.2.2.3.11 A centrally located public park will be of sufficient size to serve as a key destination for the community and designed to:

a. be publicly accessible and support a range of recreational and social activities with frontage on Street 'A'; and

b. be developed as a contiguous element.

14.2.2.3.12 Future pedestrian connections will be well-designed and include naturalized features to improve the public realm and link new and existing neighbourhoods to community amenities and the Clarkson GO Transit Station.

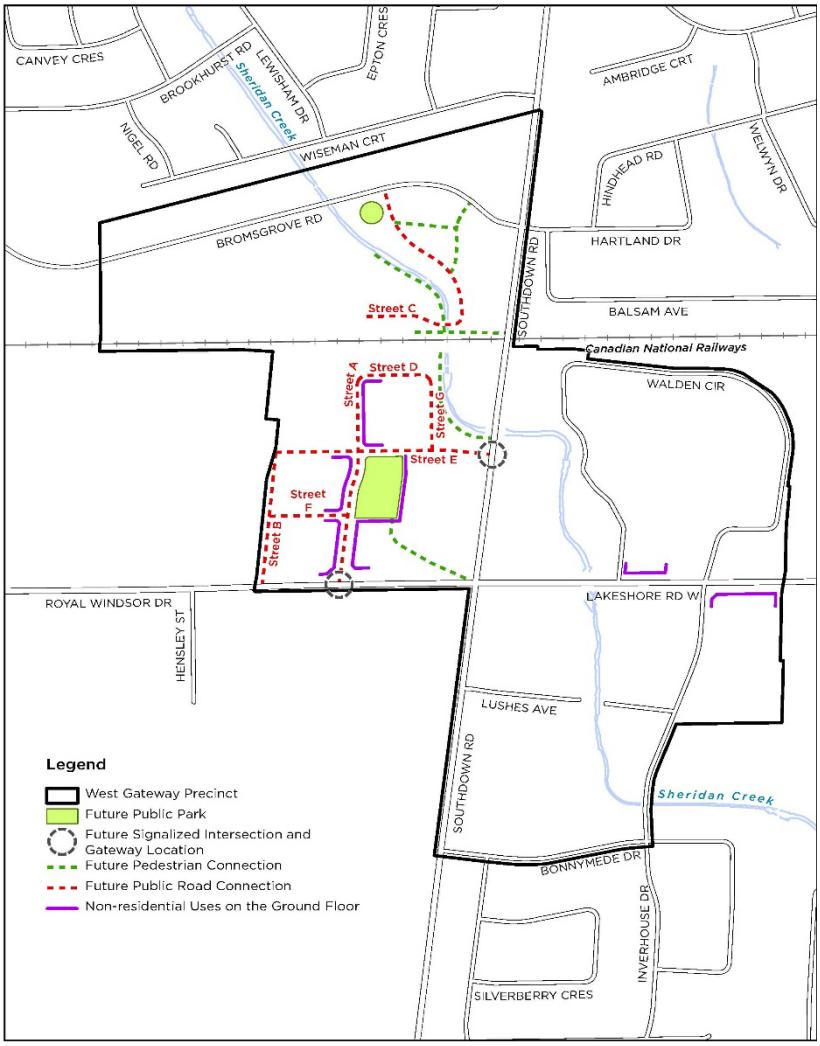
14.2.2.3.13 An extended pedestrian trail connection along Sheridan Creek south of the rail and hydro corridors to the Nine Creeks Trail will be explored to improve pedestrian connectivity and enhance the Sheridan Creek corridor as a natural feature with consideration for:

a. a widened, consistently paved, barrier free travel path;

b. pedestrian seating and viewing opportunities;

c. wayfinding or interpretive signage; and

d. enhanced edge plantings and naturalized creek edges.



Map 14-2.2.2: The West Gateway Precinct will include future signalized intersections and gateways, public parks, roads, pedestrian connections and non-residential uses on the ground floor.

14.2.2.3.14 Sheridan Creek is an important watershed in Mississauga that supports a warmwater fish habitat and is connected to upland woodlands. Development adjacent to Sheridan Creek should protect and enhance the corridor as a naturalized green space using measures such as native plant materials and non-invasive species.

Transportation

14.2.2.3.15 The future public street network identified on Map 14-2.2.2 will be achieved through development. Future additions to the street network will include:

a. Street 'A' (main street) that connects Royal Windsor Drive northerly to Street 'D';

b. Street 'B' that connects Royal Windsor Drive northerly to Street 'E';

c. Street 'C' that connects Bromsgrove Road to the north side of the railway;

d. Street 'D' that connects Street 'A' easterly to Street 'G';

e. Street 'E' that connects Street 'B' easterly to Southdown Road;

f. Street 'F' that connects Street 'B' easterly to Street 'A' (main street); and

g. Street 'G' that connects Street 'E' northerly to Street 'D'.

14.2.2.3.16 The exact location, configuration, design and access requirements for streets will be determined through the development application review process and in consultation with Metrolinx where applicable.

14.2.2.3.17 The existing bus transit terminal forms part of the interregional transportation system providing access to GO Transit service and multijurisdictional bus routes. To accommodate growth in ridership, a larger bus transit terminal will be required. The preferred location for an expanded bus transit terminal is north of the rail corridor and west of Southdown Road. The exact location of the bus transit terminal will be determined in consultation with Metrolinx.

14.2.2.3.18 A wider road right-of-way width of 20 m - 26 m will be required for portions of Street C that are planned to accommodate buses.

Urban Design

14.2.2.3.19 The greatest building heights will be located adjacent to the Clarkson GO Transit Station, west of Southdown Road, and north and south of the rail corridor. Heights will transition down to adjacent lower scale development and the Walden-Bonnymede District.

14.2.2.3.20 Mixed use buildings will be designed to contribute to a pedestrian oriented environment and create animated vibrant streets and public spaces.

14.2.2.3.21 Street 'A' will be developed as a walkable main street with a strong sense of place. Development will support a distinct, high quality built form, public realm, landscaping and pedestrian and cycling amenities.

14.2.2.3.22 On lands designated Mixed Use, development abutting Street 'A' and Lakeshore Road West will:

a. create continuous at-grade retail and service commercial frontages;

b. frame and animate streets and public spaces, with active building frontages including storefronts; and

c. provide principal entrances directly accessible from the public sidewalk.

14.2.2.3.23 Development with retail and service commercial uses should provide a mix of unit sizes to accommodate a variety of businesses.

14.2.2.3.24 Development adjacent to the centrally located park will:

a. have active frontages on the ground floor abutting the park;

b. locate parking, servicing and loading away from the park boundaries; and

c. maximize sun exposure onto the park.

14.2.2.3.25 Development should provide streetwall continuity and enclosure to the street while maximizing views onto parks and open spaces.

14.2.2.3.26 Buildings will be designed and located to incorporate a ***podium*** height of generally three to six storeys to achieve a pedestrian-oriented environment, create a human scale and height variation at the street level. Variations in ***podium*** heights and stepbacks should enrich the visual experience and provide a dynamic streetwall.

14.2.2.3.27 Symbolic gateway features will define a sense of arrival and place, in combination with public art and an enhanced public realm.

14.2.2.3.28 A landmark building located at the northwest corner of Royal Windsor Drive and Southdown Road should promote design excellence and integrate public art and signage.

Land Uses

14.2.2.3.29 Lands designated Mixed Use will:

a. permit ***major office***;

b. permit stand-alone residential and non-residential buildings; and

c. provide non-residential uses on the ground floor where the building is immediately adjacent to Street 'A', the centrally located public park and Lakeshore Road West, as identified on Map 14-2.2.2 and in accordance with Policy 10.2.6.4 of this Plan.

14.2.2.3.30 New sensitive land uses will be compatible, maintain appropriate separation distances and mitigate adverse impacts with surrounding employment uses.

14.2.2.3.31 Notwithstanding the policies of this Plan, development in the Station District proposing sensitive land uses with building heights greater than 25 storeys will be subject to an air quality evaluation to the satisfaction of the City.

Implementation

14.2.2.3.32 Development will occur by way of a plan of subdivision, where appropriate, to determine the provision and location of proposed parkland and the detailed alignment of public streets.

14.2.2.3.33 Development applications will include, among other items, a detailed phasing plan to ensure development occurs in a logical manner and provides for the timely delivery of infrastructure improvements to service growth.

14.2.2.3.34 Air quality studies, when required, will use the most technically advanced model approved by the Province.

14.2.2.4 Land Use

14.2.2.4.1 Notwithstanding the policies of this Plan, drive-through facilities will not be permitted.

14.2.2.5 Transportation, Access and Parking

14.2.2.5.1 No major changes to Clarkson Road will be undertaken except minor channelization, reconstruction, provision of cycling infrastructure, bus bay construction, and improvements of a similar nature.

14.2.2.5.2 Notwithstanding the classification of Clarkson Road, this street will be limited to no more than two through lanes.

14.2.2.5.3 Mississauga will encourage and promote better utilization of the existing parking inventory within the Clarkson Village Growth Node through discussions with the members of the Clarkson Village Business Improvement Area.

14.2.2.5.4 On-site parking will not be permitted between the streetwall and the street.

14.2.2.5.5 Mississauga will encourage on-street lay-by parking and the provision of well lit, on-site parking located at the rear of buildings with clear visibility and sight lines through to Lakeshore Road West.

14.2.2.5.6 Development within the Clarkson Village Growth Node will implement the general intent of Map 14.2.2.3: Access Management Plan - Clarkson Village Growth Node and will:

a. eliminate and/or consolidate vehicular access connections to and from Lakeshore Road West to reduce vehicle turning movements onto and direct traffic towards signalized intersections;
b. facilitate the creation of a publicly accessible laneway system by granting public use easements over internal driveways to facilitate access to and from abutting lands to the east and west and to consolidate vehicular access connections to Lakeshore Road West;
c. contribute a proportionate share towards the construction of a continuous centre median along Lakeshore Road West; and
d. where the ultimate condition cannot be accommodated, interim solutions will be accommodated to ensure that vehicular access rights are maintained and appropriate interim agreement will be executed to ensure the ultimate condition will be achieved.

14.2.2.5.7 Where surface parking is being provided at the rear of buildings, communal parking spaces accessed from the public laneway system will be encouraged.

14.2.2.5.8 Through the development review and approval process, developers will be responsible for the construction of on-street lay-by parking in accordance with the Council adopted Lakeshore West Clarkson Village Urban Design Guidelines.

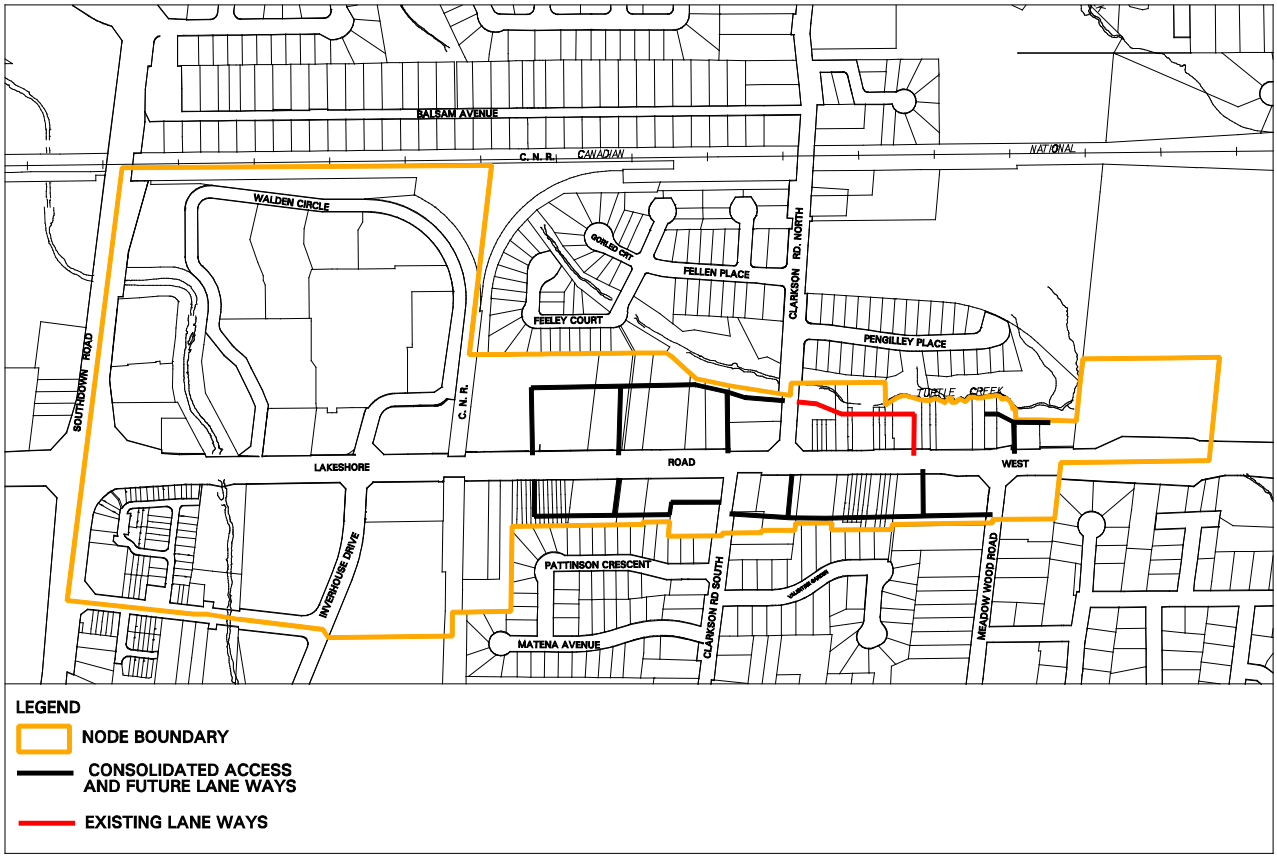
14.2.2.5.9 A dedicated cycling route will be provided along Lakeshore Road West.

14.2.2.6 Urban Design

14.2.2.6.1 Development will incorporate a high level of urban design, pedestrian amenity, landscaping and will be of a compact form to ensure a strong sense of place, a high quality ***streetscape*** and reinforce the Clarkson Village Growth Node as the centre of activity for the area.

14.2.2.6.2 Built form will be located close to the street, with a two to three storey streetwall. Where additional height is permitted, it will be stepped back from the street wall to minimize shadowing, maximize skyviews, maintain a desirable ***streetscape*** and ensure new development is consistent and compatible with the existing building fabric.

14.2.2.6.3 New development along Lakeshore Road West will be located close to the street and promote a continuous street wall.



Map 14-2.2.3: Access Management Plan-Clarkson Village Growth Node Character Area

14.2.3 Dixie-Dundas

14.2.3.1 Introduction

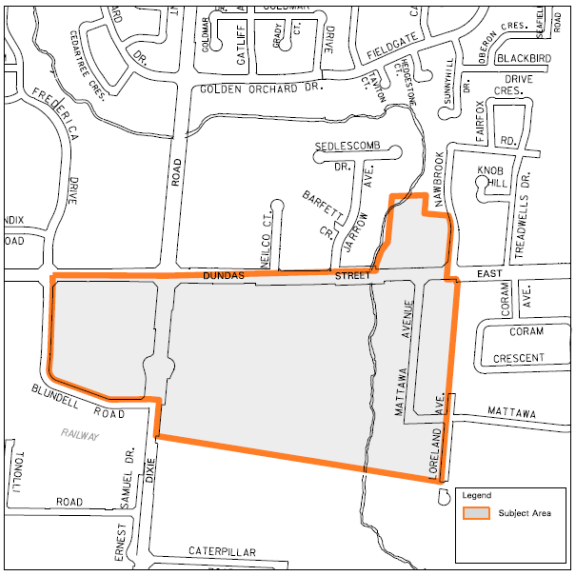
The Dixie-Dundas Growth Node is located within the Dundas Street Corridor and encompasses the major intersection of Dundas Street East and Dixie Road. It forms part of the Wharton and Dixie GO ***Protected Major Transit Station Areas***.

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

14.2.3.2 Vision

The Dixie-Dundas Growth Node will evolve to be a unique mixed-use community that is well served by *higher order transit*, such as the Dixie GO Station and the Dundas Bus Rapid Transit. It will include diverse employment, commercial, and residential uses. A range of *housing options*, forms and tenure will be provided to meet the needs of a diverse and growing community. The natural heritage of the Little Etobicoke Creek will be protected and enhanced by expanding the existing parks and open space system and enhancing the existing trail network.

Growth will be compatible with surrounding employment and residential uses supported by *multimodal* connections to nearby amenities.



Map 14-2.3: Dixie-Dundas Growth Node Character Area

14.2.3.3 Land Use

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

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

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

14.2.3.3.4 Conditions to be met prior to the removal of a holding provision set out in 14.3.3.3, include but are not limited to the following:

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

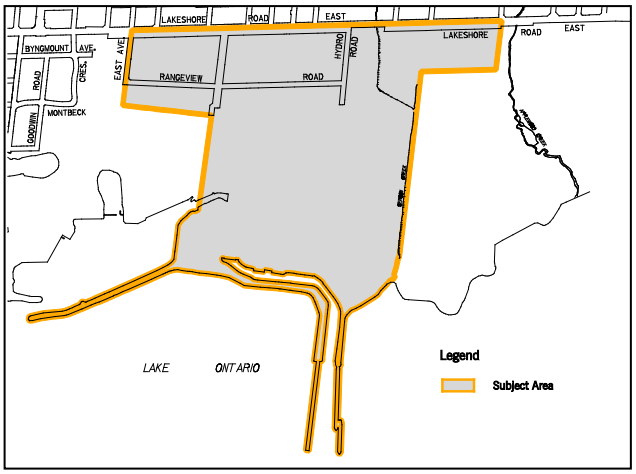
14.2.3.4 Heights

14.2.3.4.1 Buildings with the greatest heights will be located at the intersection of Dundas Street and Dixie Road as shown on Schedule 8: ***Protected Major Transit Station Areas***.

14.2.4 Lakeview Waterfront

14.2.4.1 Introduction

The Lakeview Waterfront Growth Node Character Area ("Lakeview Waterfront") aligns with the Haig ***Protected Major Transit Station Area*** as shown on Schedule 1: City Structure and identified on Schedule 8: ***Protected Major Transit Station Areas***.



Map 14-2.4: Lakeview Waterfront Growth Node Character Area

Inspiration Lakeview Master Plan

The Lakeview Waterfront policies are based on the Inspiration Lakeview Master Plan ("Master Plan"), dated June 2014, which was first inspired by a citizen driven project known as the "Lakeview Legacy." Creating the Master Plan was a collaborative process with community and stakeholder input including representation from the Province of Ontario and Ontario Power Generation (OPG) through a series of consultation events beginning in 2010.



Figure 14.2. A western view of Lakeview Village, overlooking the Jim Tovey Lakeview Conservation Area. *(c. My Lakeview Village)*

The outcome of the process culminated in a collective community vision and a Master Plan document that visualizes the transformation of the Lakeview Waterfront area from an industrial area into a new mixed use waterfront community.

Historical and Current Context

The Lakeview lands are an important part of Mississauga's history. Prior to nineteenth century settlement by the Europeans, the area was home to ***indigenous peoples*** for

thousands of years. The last ***indigenous peoples*** to occupy and live off the lands were the Mississauga of the Anishinabek Nation. Over the past two hundred years, the site has been transformed from rural pastoral lands to an aerodrome, rifle range, wartime barracks, small arms manufacturing facility and postwar temporary housing, to its forty-year lifespan as the OPG coal burning Lakeview Generating Station and current light industrial uses.

Lands surrounding the Lakeview Waterfront include:

- to the east - the G.E. Booth Wastewater Treatment Facility (WWTF);
- to the west - the Lakeview Water Treatment Facility (LWTF) and residential neighbourhood;
- to the north - residential neighbourhood and mixed uses along the frontage of Lakeshore Road East; and
- along the waterfront - parkland (Douglas Kennedy Park, Lakefront Promenade, and A.E. Crooks Parks).

In addition, the naturalized waterfront area extending from the former OPG lands to Marie Curtis Park and new conservation and *wetland* areas will provide a migratory stop over for birds and butterflies, and a waterfront trail will be constructed along the shoreline for public access.

The existing street network consists of the following east-west street connections: Lakeshore Road East and Rangeview Road. The north-south street connections are: East Avenue, Lakefront Promenade, and Hydro Road.

Given current and historic uses, there is a potential for contamination in some areas of the Lakeview Waterfront lands. All future development will address any contamination issues and appropriate mitigation.

On May 12, 2023, the Ministry of Municipal Affairs and Housing issued a Ministerial Zoning Order (MZO) for Lakeview Village. This Plan has been updated to reflect the MZO as required by provincial policies.

14.2.4.2 Vision

The Vision for the Lakeview Waterfront area is to be a model green, sustainable and creative community on the waterfront. It will be a mixed use community with a vibrant public and private realm including generous open spaces, cultural and recreational amenities, and employment opportunities.

Guiding Principles

14.2.4.2.1 The Vision is based on the following Guiding Principles:

1. **Link:** connect the city and the water, including the provision of a continuous waterfront park system along the shores of Lake Ontario;
2. **Open:** open the site with accessible public spaces for all, with a public realm of different sizes and function, working together to provide a distinctive cultural and ecological community landscape. Create green, public open spaces with enhanced ***streetscapes***;
3. **Green:** promote a green sustainable innovative model community that may include integrated, water features that provide aesthetic, pedestrian connections and stormwater functions in both the public and private realm (e.g. water themed open

spaces, walkways, and stormwater spines). Explore opportunities for innovative ***waste***/recycling collection (e.g. vacuum collection) and energy production systems that promote conservation;

4. **Vibrant:** create a mixed use community, affordable and welcoming to all, including cultural uses, housing, retail, office and community amenities. Develop an urban village at a human-scale, near the waterfront that will be a focal point for the community. Provide a range of building typologies with an emphasis on mid-rise development, orient buildings for optimal exposure, microclimate and maximize at grade light. Enable improved health and wellbeing through provision of affordable and accessible public transportation and housing;

5. **Connect:** provide multiple ways to get around - walk, cycle, transit and vehicles. Design a safe, convenient mobility system that encourages all transportation modes and innovative parking solutions. A new street and block pattern including multi-use pathways and mews will connect various neighbourhoods and precincts and create a permeable community. Enhanced transit will bring residents, employees, and visitors into the area and support long term sustainability and vitality;

6. **Destination:** create a special place to draw visitors where people can enjoy cultural areas with unique venues, waterfront attractions and opportunities for expression. Provide incubator space to promote cultural and creative industries;

7. **Remember:** commemorate history while creating a new legacy. This will be reflected in public art and other opportunities to interpret the area's history; and

8. **Viable:** balance public and private investment to be economically sustainable. Explore opportunities for flexible and creative approaches to infrastructure planning. Encourage and facilitate safe redevelopment to be protective of human health and the environment to ensure the environmental conditions are suitable for the proposed use.

Provide for a sustainable economic centre that will attract people. Promote a smart community including the use of innovative technology (e.g. fibre optic network), green industry that incorporates research and development type jobs, and a post-secondary institutional campus.



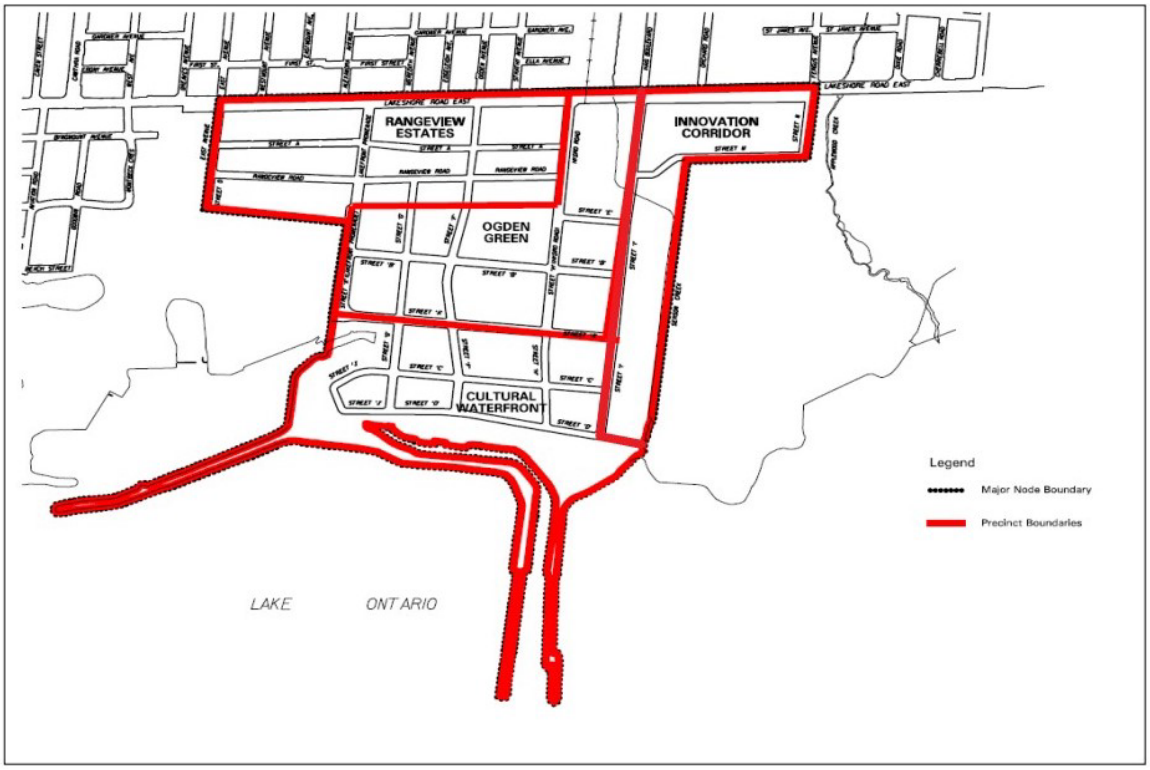
Figure 14.3. Eight guiding principles developed with the community through City initiated Inspiration Lakeview visioning. *(c. City of Mississauga)*

14.2.4.3 Population and Employment Growth

The Lakeview Waterfront is a Growth Node and is intended to accommodate a variety of housing, employment, cultural activities, and an extensive open space network that provides access to Lake Ontario.

The lands adjacent to Lakeshore Road East are part of a planned *higher order transit* corridor, with a future transit route also planned to extend into the site to support a transit oriented community. Lands adjacent to Lake Ontario are within the City's Green System and will play an important role in the ecological, economic, and social well-being of the area.

The area is divided into precincts in order to reflect differences in the planned function and character and consists of: Rangeview Estates; Ogden Green; the Innovation Corridor Employment Area; and the Cultural Waterfront; as shown on Map 14-2.4.1: Lakeview Waterfront Growth Node Character Area Precincts.



Map 14-2.4.1: Lakeview Waterfront Growth Node Character Area Precincts.

The Growth Node, among other things, is intended to:

a. be an area of intensification including a mix of uses such as housing, retail, office, culture, institutional, and recreational uses;

b. provide opportunities to draw people from a broader area to take advantage of unique uses such as cultural space, innovative employment and institutional uses and waterfront activities along the waterfront;

c. achieve a targeted gross density of 300 residents plus jobs combined per hectare;

d. provide a range of building typologies predominately of a mid-rise in height;

e. provide a pedestrian oriented environment and promote *active transportation* and ensure transit is convenient;

f. provide a variety of housing choices including *affordable*, assisted and *additional needs housing*; and

g. strive to be a sustainable community and incorporate green development standards such as Leadership in Energy and Environmental Design (LEED) or other custom green development standards.

At full build out there will be a total of 21,300 units resulting in a population in excess of approximately 43,000 people.

14.2.4.4 Innovation Corridor Employment Area

The Innovation Corridor Employment Area Precinct is located at the eastern limit of the Lakeview Waterfront area and is intended to be a research and development and high-tech green campus.

14.2.4.4.1 The Innovation Corridor Employment Area Precinct is an *employment area* that accommodates business employment uses, research and development activities and associated office and institutional uses. Residential uses, ***major retail*** developments and the industrial designation will not be permitted in the Innovation Corridor Employment Area.

14.2.4.5 Natural Environment and Climate Response

The Lakeview Waterfront is planned to be an innovative, green model community that incorporates sustainable best practices for buildings and neighbourhoods.

Some of the innovative and sustainable elements may exceed typical development standards, and will require stakeholder collaboration, potential coordination across multiple properties (e.g. district energy, integrated stormwater management throughout public realm), and innovative financing arrangements.

Given current and historic uses, remediation will be required prior to redevelopment. Remediation will be addressed through the development review process.

14.2.4.5.1 Development will incorporate sustainable measures in their design and will strive to meet LEED or other custom green *development* standards for all buildings.

14.2.4.5.2 The development of a district energy system will be encouraged in the area. Where a district energy system cannot be provided, all development will be encouraged to include on-site *renewable* or *alternative energy systems*.

An interconnected network of open spaces will provide linkages, both within and to surrounding areas. This network includes parks, trails, and ***natural hazard lands***.

The current Serson Creek and the Lake Ontario shoreline flood and *erosion hazard* limits need to be confirmed through future study and/or review of development applications.



Figure 14.4. An example of a stormwater management approach in Portland, Oregon. *(c. City of Mississauga)*

14.2.4.5.3 The limits of Serson Creek, as determined through further study, may impact the alignment of future streets in the creek's vicinity.

14.2.4.6 Housing, Community Infrastructure and Cultural Heritage

Lakeview Waterfront is planned as a sustainable new community with public access to the waterfront. The area is anticipated to draw people from within and beyond Mississauga.

A mixed use focal point is planned for the southeast quadrant of the community, where cultural commercial, office, institutional, and recreational open spaces converge. The area is envisioned as a vibrant, pedestrian oriented space with outdoor cafes, unique retail, attractive street furniture and sitting areas. The area may accommodate special events and uses, waterfront attractions, and art and culture incubator space.

Cove View and the adjacent linear public open spaces represent an important north-south green corridor. This central area is where a public realm of different sizes and functions work together to provide a distinctive landscape that is safe, attractive and inviting with direct access and views to the waterfront. The area provides opportunities for physical fitness, leisure, and social interaction in order to promote healthy and active lifestyles. Adjacent land uses and built form will support this key element of the community.

Lakefront Promenade, Jim Tovey Boulevard, and Illumination Way are important corridors that provide access from Lakeshore Road East to the waterfront and will incorporate enhanced ***streetscape***.

Activities that benefit from being near the shoreline, parks and the Waterfront Trail are also envisioned for the area.

14.2.4.6.1 *Affordable* housing will be required in accordance with Inclusionary Zoning Regulations.

14.2.4.6.2 A minimum of 5 percent of the overall units will be *affordable* housing units, or equivalent satisfactory provisions, as deemed acceptable by the City.

14.2.4.6.3 The City will 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.

14.2.4.6.4 The City will encourage partnerships and collaboration with the local community, professional artists, arts organizations and creative enterprises to further develop the cultural amenities in the Cultural Waterfront Precinct, including creative industries and commercial opportunities.

14.2.4.6.5 The Cultural Waterfront Precinct will be the preferred location for cultural uses with the potential for a museum, artist supportive housing and galleries, festival and creative urban spaces, and artist studios. Buildings providing flexible floorplates that are amenable to a variety of cultural uses and ground level incubator space, including ***makerspace*** will be encouraged.

14.2.4.6.6 Development within the Cultural Waterfront Precinct will create a unique identity by providing distinctive architecture, high quality public art and ***streetscape***, and cultural infrastructure and spaces that will reinforce, where appropriate, the history of the site.

14.2.4.6.7 The City will continue to pursue public uses on the waterfront lands, including parkland and a waterfront trail connection along the water's edge, and public access to the pier. The City will work in collaboration with other levels of government and agencies to achieve these public uses.

14.2.4.6.8 Public parks will front onto a public street to maximize street frontage and accessibility.

14.2.4.6.9 The City, in consultation with Credit Valley Conservation (CVC), will investigate the extent to which the lands along the shoreline can be developed for a vibrant destination space at the water's edge.

14.2.4.7 Transportation

The Lakeview Waterfront community is designed to encourage *multimodal* transportation with emphasis on transit and *active transportation*, to reduce traffic delays, congestion, energy consumption and pollution. The community will have a highly connected network of streets and routes for *active transportation* to support walking and cycling.

As the area develops and site specific applications are submitted, the City will monitor implementation of the *multimodal* network to ensure transit and *active transportation* are incorporated and the overall network functions efficiently. As development in the Lakeview Waterfront community progresses, increased traffic delays may be experienced if the complementary improvements and/or investments to the overall network are not made.

The City will continue to work with partners from other levels of government, including Metrolinx and the private sector, to explore sustainable transportation solutions. The area's proximity to existing and expanded all day two-way GO Rail transit service, proposed *higher order transit* along Lakeshore Road East and future transit into the site will provide increased levels of service in the future.

Future transit comprises the provision of a range of transit services and infrastructure based on demand.

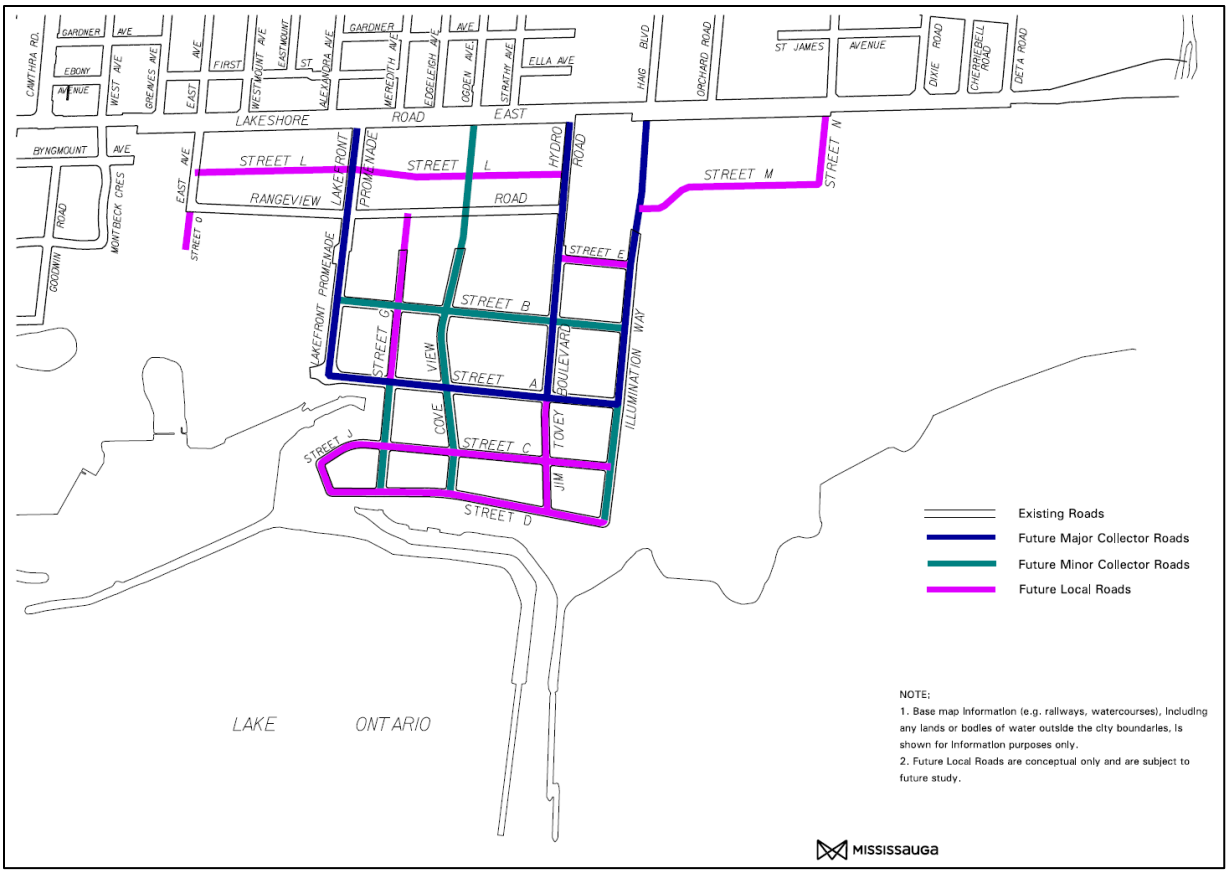
As a fully realized community, transit and *active transportation* are intended to be viable alternatives to vehicular use and will help shape and support the future development of the Lakeview Waterfront area.

The existing and future conceptual street network is shown on Schedule 3: Long Term Road Network. A future *higher order transit* corridor along Lakeshore Road East and a future transit route extending into the site is identified on Schedule 4: Long Term Transit Network. The City Council-endorsed Lakeshore Connecting Communities Transportation Master Plan sets out a long term vision for Lakeshore Road corridor improvements and transit enhancements that will support future development. The Master Plan recommended the implementation of Bus Rapid Transit (BRT) for the Lakeshore Road segment between Cawthra Road and the Toronto border and the completion of *multimodal* road improvements (including pedestrian and cycling networks).

Bringing transit into the site is considered fundamental to implementing the Vision and Guiding Principles for Lakeview Waterfront. An assessment of the preferred transit solution to service the interior of the Lakeview Waterfront Growth Node, including its alignment and overall street network, will be subject to further study.

Street, Transit and Active Transportation Network

14.2.4.7.1 The Lakeview Waterfront area will be developed with a fine-grain network of streets and connections that will support *active transportation* and create a well connected and healthy community.



Map 14-2.4.2: Lakeview Waterfront Growth Node Character Area Future Roads.

14.2.4.7.2 Streets will be designed to provide connectivity within and between precincts in the Lakeview Waterfront area and ensure that adequate street right-of-way widths are maintained for municipal servicing, utilities, and a desirable public realm.

14.2.4.7.3 Streets will be designed to incorporate *active transportation* and provide views to the waterfront. Lakefront Promenade, Illumination Way, Jim Tovey Boulevard, and Cove View will be designed with enhanced ***streetscapes*** that may include among other things, wide sidewalks, street trees, planting, furniture.

14.2.4.7.4 The City may acquire and protect for a public transit right-of-way for an enhanced transit route (Schedule 4: Long Term Transit Network) where the creation of a public transit right-of-way separate from, adjacent to, or in addition to, a street right-of-way is deemed appropriate.

14.2.4.7.5 The City will, through the review of development applications, eliminate and/or consolidate vehicular ingress/egress locations and turning movements to and from Lakeshore Road East and direct traffic towards signalized intersections, where appropriate.

14.2.4.7.6 The final detailed alignment of the street network will be reflected in plan(s) of subdivision.

14.2.4.7.7 Future additions to the street network will be public streets, unless arrangements for private streets are made that are satisfactory to the City. Private street may be considered subject to the following:

a. public easements will be required;

b. required right-of-way widths will be provided; and,

c. appropriate terminus may be required for maintenance and operations where a public street connects with a private street.

14.2.4.7.8 The City may consider alternative street design standards to achieve community design objectives.

14.2.4.7.9 The City may expropriate for streets if necessary, with the costs recovered through landowner cost sharing agreements.

Connectivity

14.2.4.7.10 Development applications will demonstrate how the proposal will contribute to the creation of a permeable and connected community for *active transportation* (for pedestrians and cyclists) in order to promote healthy communities. Connectivity may be provided in a number of ways, including but not limited to the following:

a. small block sizes;

b. fine-grain street patterns;

c. multi-use paths;

d. pedestrian mews;

e. frequent intersections; and

f. development framing parks or privately owned spaces.

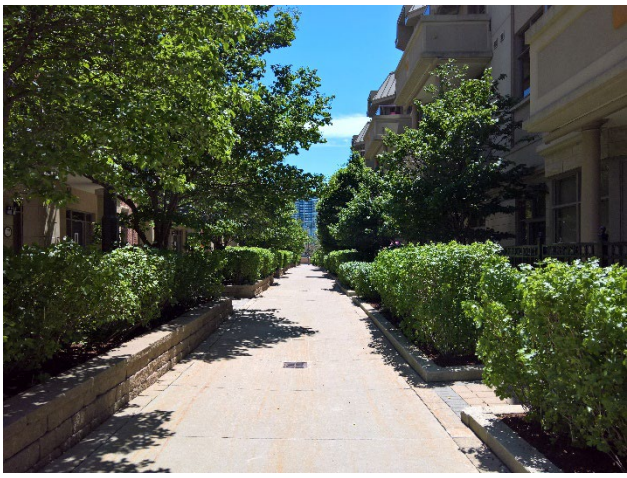


Figure 14.5. An example of a pedestrian mews. *(c. City of Mississauga)*

14.2.4.7.11 *Active transportation* connections will be confirmed through the Lakeview Waterfront Transportation Study.

14.2.4.7.12 Public easements will be required where connections are proposed on private lands. Where appropriate, connections should also accommodate innovative ***stormwater best management practices*** including low impact development techniques.

Parking

14.2.4.7.13 Parking will be provided as follows:

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

b. underground parking will be encouraged on all sites, however, a limited amount of surface parking may be considered on a site by site basis;

c. underground and/or integrated above-grade structured parking will be required for residential development exceeding four storeys and all mixed use developments;

d. surface parking may be considered for:

   i. townhouse dwellings;

   ii. low-rise apartment dwellings not exceeding four storeys;

   iii. cultural, recreational and institutional uses; and

   iv. Innovation Corridor Employment Area Precinct.

e. freestanding and above-grade structured parking will incorporate elevated design elements (e.g., façade wraps, integrated into buildings). Structures will be compatible with the surrounding area and will be encouraged to incorporate active uses at ground level in order to reduce *negative impacts* on the public realm.

14.2.4.8 Urban Form and Design

The Rangeview Development Master Plan represents the development master plan for the Rangeview Estates Precinct. Development within this precinct will generally be in keeping with the layout, built form and principles outlined in the Rangeview Development Master Plan.

The Rangeview Sustainability Strategy forms part of the endorsed Rangeview Development Master Plan. Development proposals shall incorporate sustainability measures in keeping with the recommendations outlined in the Rangeview Sustainability Strategy in order to ensure that new development implements environmentally responsible practices.

Built form will be human scaled, create places that reinforce a sense of community, foster innovation, and contribute to an improved quality of life. The community is envisioned to:

a. have a built form that is predominantly mid-rise in scale;

b. provide opportunities for ground related housing (e.g. all types of townhouses);

c. ensure design excellence that incorporates sustainable design (e.g. LEED or custom green development standards); and

d. a connected and well-designed open space system that provides opportunities for public gathering and passive outdoor recreation.

General Policies

14.2.4.8.1 A distribution of height and density will achieve the following:

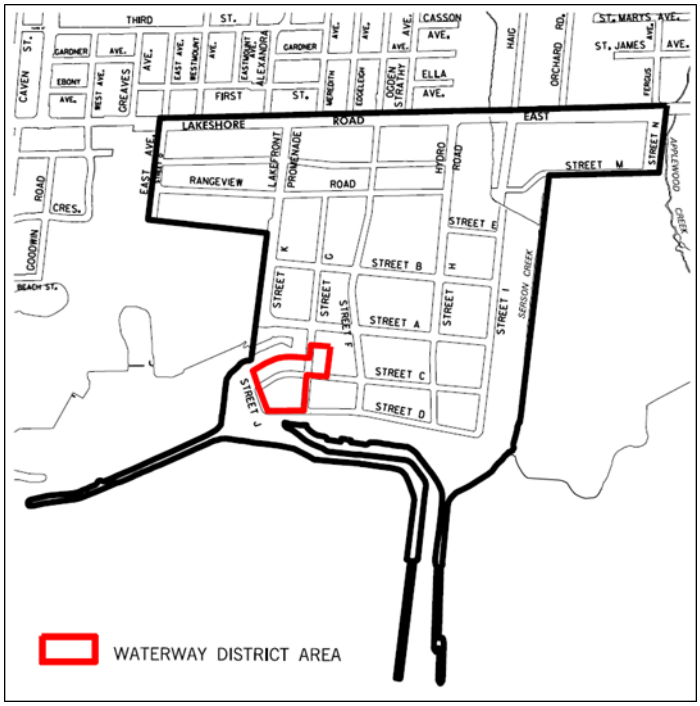
a. gradual transition to existing adjacent residential neighbourhoods;

b. reinforce a pedestrian scale along Lakeshore Road East;

c. protect and enhance view corridors along 'Lakefront Promenade', the linear park along Cove View, Jim Tovey Boulevard, and Illumination Way;

d. greatest heights and densities will be located at the southwestern edge of the community as identified on Map 14-2.4.3 Waterway District Area, and will include select, architecturally significant buildings, subject to an architectural competition;

e. buildings located in the Waterway District Area will provide an appropriate transition in height to adjacent development in surrounding areas;



Map 14-2.4.3: Waterway District Area

f. provide a pedestrian scale with appropriate step backs that includes a transition towards adjacent parks and the waterfront;

g. provide appropriate transition between private development and public open space;

h. ensure permeability and views towards the waterfront; and

i. ensure a variety of built forms to create a varied skyline that promotes views to Lake Ontario.

14.2.4.8.2 Development within the Ogden Green and Cultural Waterfront Precincts will be guided by the Lakeview Village Design Guidelines.

Precincts

Lakeview Waterfront will be predominantly mid-rise in form but will include some lower and taller buildings to provide a variety of building types.

14.2.4.8.3 Permitted building heights will range as follows:

a. townhouses (all types) ranging from 2 to 4 storeys;

b. low-rise apartment buildings up to 4 storeys;

c. mid-rise apartment buildings from 5 to 8 storeys; and

d. taller buildings from 9 to 15 storeys.

14.2.4.8.4 Notwithstanding policy 14.2.4.8.3, a limited number of buildings from 16 to 25 storeys in height may be permitted in the Rangeview Estates Precinct, subject to a Height Study(s). Development master plans will demonstrate how a range of heights from 9 to 15 storeys will be maintained across these precincts.

14.2.4.8.5 A Height Study will address among other things:

a. appropriate height;

b. floorplate size;

c. number and location of buildings;

d. appropriate separation distance including siting to preserve view corridors;

e. transition to adjacent development; and

f. Variations in height to create visual interest.

14.2.4.8.6 ***Podiums*** of ***Tall buildings*** should provide appropriate transition to adjoining low to mid-rise buildings

14.2.4.8.7 Development master plans will identify key locations where taller buildings (9 to 15 storeys) may be considered. These buildings, in addition to tall buildings up to 25 storeys, may be considered at the following locations:

- in proximity to transit stations on Lakeshore Road East, taller buildings will be located behind a mid-rise building;
- along the future enhanced transit route;
- along the central north-south park along Ogden Avenue; and
- at the northeast corner of East Avenue and Street 'L'.

Rangeview Estates Precinct

The Rangeview Estates Precinct will primarily be a residential neighbourhood with a mix of townhouses and mid-rise buildings. Taller buildings may be considered based on the criteria for taller building heights. Commercial uses will be directed to Lakeshore Road East.

14.2.4.8.8 Taller buildings set back from Lakeshore Road East may be connected to mid-rise buildings fronting Lakeshore Road East, provided they are set back a minimum of 25 metres.

Table 1: DISTRIBUTION OF HOUSING AND UNIT TARGETS FOR RANGEVIEW ESTATES

Precinct	Total Residential Units	Built Form					
		Townhouses (All Types)[1]		Mid-Rise Buildings (5-8 storeys)		Taller Buildings (9-15 storeys)[2]	
		Maximum Number of Units	% of Townhouses	Maximum Number of Units	% of Mid-Rises	Maximum Number of Units	% of Taller Buildings
Rangeview Estates[3]	5,300	700	10-15%	1,650	25-40%	3,000	45-60%

[1]Townhouses (all types) and low-rise apartments up to 4 storeys

[2]Taller buildings up to 25 storeys may be considered in the Rangeview Estate Precinct in accordance with Policy 13.3.8.3.10

[3]The maximum number of units by built form in Rangeview Estates may be altered by up to 5% provided the overall maximum does not exceed 5300 units.

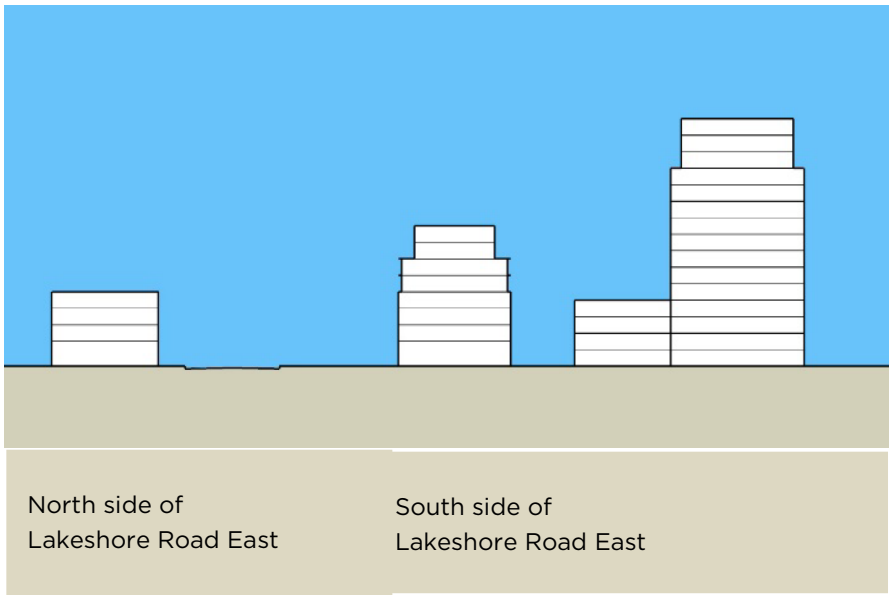


Figure 14.6. Development in the Lakeview Waterfront area along Lakeshore Road East with an 8 storey building and a 15 storey building behind. *(c. City of Mississauga)*

14.2.4.8.9 Buildings fronting onto Lakeshore Road East are to have their street wall setback a minimum of 6 metres from the Lakeshore Road East property line.

14.2.4.8.10 Driveways constructed onto Lakeshore Road East are to be shared, where feasible, and designed for future conversion to pedestrian walkways, with the driveways onto Lakeshore Road East closed once access to Street 'L' is available.

14.2.4.8.11 The Peel District School Board (PDSB) has identified the need for a public school within the Rangeview Estates Precinct. Through the development application review process, the PDSB will advise the City and the landowner whether a school will be required as part of such application.

Until such time as the PDSB has satisfied itself that the vertical integration of a school within a mixed use building is a feasible option, PDSB's compact urban school model contemplates a stand-alone school building on an approximate 4 acre site.

For the purposes of this policy, the term "mixed use" refers to a building that is designed to provide for a school above which are residential units and counts towards any non-residential requirement of the applicable designation.

A school does not count towards the maximum height, except when located adjacent to Lakeshore Road East.

14.2.4.8.12 Development within the Rangeview Estates Precinct is encouraged to connect all buildings to a district energy system and/or on-site renewable energy source, if available at costs comparable to other energy sources.

14.2.4.8.13 Mid-rise buildings will be required to front Lakeshore Road East and encouraged along future enhanced transit route and along Cove View.

14.2.4.8.14 Commercial uses are permitted along Lakeshore Road East and will be required between Lakefront Promenade and Hydro Road.

Innovation Corridor Employment Area Precinct

The Innovation Corridor Employment Area Precinct is intended to have a concentration of high tech, research and innovation businesses, often in facilities exhibiting high architectural and urban design standards.

14.2.4.8.15 Mid-rise buildings with underground parking or screened parking structures will be encouraged.

Cultural Waterfront Precinct

The Cultural Waterfront Precinct is located along the Lake Ontario shoreline. This precinct provides direct public access to the waterfront. A broad mix of uses including residential, commercial, institutional, open space, community and cultural uses will create a vibrant character. A mixed use focal point of a pedestrian scale is envisioned with generous public realm including attractive street furniture, patios and public art.

14.2.4.8.16 The building at the eastern terminus of the central east-west park will be subject to an architectural competition to ensure architectural excellence, appropriate contextual integration and the creation of an appropriate terminating vista along the park.

14.2.4.8.17 Taller buildings should be designed with ***podiums*** distinct from the tower in order to emphasize the mid-rise character of the community. The tower component should step back from the ***podium*** in order to help achieve this distinction.

14.2.4.8.18 Built form will provide a generous public realm and promote an active and vibrant waterfront respecting the relationship to the water e.g. public access and views.

14.2.4.8.19 Buildings in the Waterway District will demonstrate an appropriate transition in height, particularly to the waterfront park along the west and south sides, with the tallest being located the furthest away from the waterfront park. The buildings will be in keeping with the configuration identified in the Lakeview Waterfront Development Master Plan and will provide generous setbacks from the waterfront park.

14.2.4.8.20 An architectural competition will be required for the Waterway District to ensure a high level of architectural excellence and to ensure the sensitive integration of height adjacent to the waterfront park. The architectural competition will take into account the concept derived through the Lakeview Waterfront Development Master Plan.

14.2.4.8.21 Institutional buildings (e.g., postsecondary institutional campus) will be innovatively designed to take advantage of its location along Lake Ontario.

14.2.4.9 Economic Growth

The Lakeview Waterfront area has historically been home to a range of employment uses. Due to its waterfront location, the area could be better utilized for a mixture of residential, commercial, office and other employment generating land uses at a higher density.

It is recognized that existing businesses may remain in the area until such time as redevelopment occurs. Although existing businesses may relocate, a range of employment uses is essential to achieving the vision for the area. New employment uses are planned for the area and the primary location for these jobs will be in the Innovation Corridor Employment Area Precinct.



Figure 14.7. The Lakeview Waterfront can provide an active and vibrant waterfront and opportunities for cultural activities such as Vancouver's Granville Island. *(c. Dialog)*

14.2.4.9.1 Commercial space providing employment opportunities as well as serving residents and people attracted to destination uses in the area, will be directed to the following locations:

a. Lakeshore Road East between Lakefront Promenade and Cove View; and

b. Cultural Waterfront Precinct.

14.2.4.9.2 The Innovation Corridor Employment Area Precinct is intended to be the location of the greatest number of light industrial jobs and associated office uses. The amount of space and any required incentives to attract major employers will be determined through the Inspiration Lakeview Innovation Corridor Feasibility Study.

14.2.4.9.3 The City will work with the Province to attract post-secondary institutional uses to the Lakeview Waterfront area.

14.2.4.9.4 A study that will identify opportunities to incorporate cultural infrastructure and creative spaces into the community may be undertaken.

14.2.4.9.5 Strategies to encourage and support employment uses may be pursued including Community Improvement Plans and other incentives.

14.2.4.10 Land Use Designations

General

14.2.4.10.1 Notwithstanding the land use designation policies, remediation of any contaminated lands will have to be addressed to ensure that it is suitable for the intended uses.

14.2.4.10.2 Alternative ***waste*** collection infrastructure (e.g. vacuum pipes, chutes, disposal points) will be permitted in all land use designations. A central ***waste*** collection terminal associated with an alternative ***waste*** collection system will only be permitted in the Business Employment land use designation.

Residential High-Rise

14.2.4.10.3 For lands fronting Lakeshore Road East or Cove View, commercial uses will be permitted on the ground level of buildings.

Mixed Use

14.2.4.10.4 Notwithstanding the Mixed Use policies of this Plan, the following will apply:

a. commercial uses will be required on the ground level of buildings fronting Lakeshore Road East and Jim Tovey Boulevard;

b. single use residential buildings may be considered on lands not fronting Lakeshore Road East or Jim Tovey Boulevard; and

c. science and technology facilities, creative industry incubator spaces, cultural infrastructure facilities, and banquet and conference centres will be permitted in the Cultural Waterfront Precinct. These spaces may be located in stand-alone buildings or in conjunction with other uses.

14.2.4.10.5 In addition to the Mixed-Use policies of this Plan, the following will apply:

a. residential uses shall not be permitted on the ground floor frontage of buildings along Lakeshore Road East between Lakefront Promenade and Jim Tovey Boulevard, with exceptions for:

   i. residential lobby up to 25% of the front wall;

   ii. a combination of residential lobby and private amenity space up to 30% of the front wall.

14.2.4.11 Contamination and Land Use Compatibility

In addition to the policies of the Plan, the following provide further guidance on issues of contamination and site remediation.

14.2.4.11.1 Development applications may be required to undertake a study to assess contamination in the area in accordance with Provincial Government regulations and standards and City policies.

14.2.4.11.2 If the study indicates potential for soil or ground water contamination, an assessment of the conditions will be required. If contamination is confirmed, a remedial action plan in accordance with Provincial Government regulations and standards appropriately addressing ***contaminated sites*** will be required. Constraints with respect to proposed land uses will be identified.

14.2.4.11.3 Environmental site assessments will be required to confirm existing site conditions and if contamination has been identified, all requirements for remediation to ensure lands can be redeveloped for their intended land uses.

14.2.4.11.4 Provincial Government restrictions regarding the buffering of new residential uses will apply to the redevelopment of lands in proximity to existing industries and the wastewater treatment plant.

14.2.4.11.5 Land use compatibility assessments are to be undertaken for new residential and other *sensitive land uses* at the time of a development application. This is necessary in order to determine whether such uses are compatible with remaining employment uses, and to identify what mitigation measures, if any, are required in order to ensure the operational viability of these remaining businesses. In these circumstances, the onus of responsibility for mitigation will fall on new residential and/or other *sensitive land uses*.

12.2.4.12 Planning and Financing Tools

14.2.4.12.1 Prior to any residential development applications from a landowner within the Rangeview Estates Precinct being deemed complete, the Rangeview Landowners Group Trustee ("the Trustee") will be required to submit a certificate confirming that the development proponent is a participating landowner and is in good standing with the Rangeview Landowners Group.

14.2.4.12.2 Prior to final approval of a rezoning application, or removal of a holding provision from the zoning by-law, or registration of a plan of subdivision for any residential development applications, as required, within the Rangeview Estates Precinct, the Trustee will be required to submit a certificate confirming that the development proponent is in good standing with the Rangeview Landowners Group and has entered into the required agreements, including the Rangeview Landowners Cost Sharing Agreement, and the Trustee must have signed the Master Development Agreement, required in Policy 14.2.4.12.5 to ensure the orderly and coordinated development in accordance with the Rangeview Development Master Plan.

14.2.4.12.3 In addition to the use of a holding provision set out in this Plan, Council may impose a holding provision to require the development proponent to enter into the Rangeview Landowners Cost Sharing Agreement and the Master Development Agreement to ensure implementation of Policy 14.2.4.12.5, and shall not remove the holding provision without confirmation from the Trustee confirming that the development proponent has entered into the Rangeview Landowners Cost Sharing Agreement.

14.2.4.12.4 The Rangeview Landowners Cost Sharing Agreement shall be administered by the Trustee and the City shall receive certification from the Trustee confirming the development proponent has satisfied their obligation under the agreement. The Rangeview Landowners Cost Sharing Agreement should address matters including, without limitation, the equitable sharing of costs associated with the conveyance, design and construction of public infrastructure, including City and Regional roads, road improvements, servicing and ***streetscape*** works, and community facilities, including parks.

14.2.4.12.5 The Trustee will enter into a Master Development Agreement, or agreements, on behalf of the Rangeview Landowners Group to ensure the orderly and coordinated development of the Rangeview Estates Precinct in accordance with the Rangeview Development Master Plan. The Master Development Agreement, or agreements, will address matters, to the satisfaction of the City, the Region and the Rangeview Landowners Group, including:

a. functional engineering design of public infrastructure including all roads and road widenings, complete streets, intersections, water and wastewater servicing, and necessary interim conditions that outline the staging design of municipal servicing;

b. the conveyance of lands for public roads;

c. the calculation of parkland requirements and conveyance of parkland in an amount, location and configuration consistent with the Rangeview Development Master Plan;

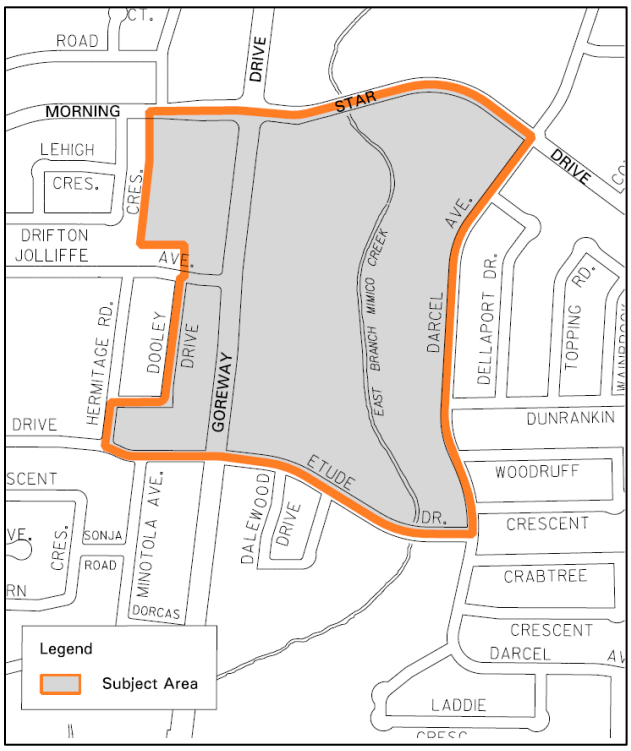
d. the allocation of responsibility between the landowners for the construction of ultimate and interim works, including approval of detailed engineering submissions and posting of required securities;

e. the district energy system infrastructure, or other on-site renewable energy source infrastructure, if applicable;

f. the timing and/or project milestones triggering the requirements associated with matters a. to e. to the satisfaction of the Rangeview Landowners Group, City and Region; and

g. identification of any subsequent agreements, approvals or processes required to implement the matters a. to f.

14.2.5 Malton



Map 14-2.5: Malton Growth Node Character Area

14.2.5.1 Introduction

The Malton Growth Node will evolve into a healthy sustainable *complete community* with:

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

b. the planned function as a focal point for retail and service commercial uses, ***community facilities*** and transit facilities retained;

c. the provision of a mixture of residential built forms and tenures suitable to a variety of income levels and household types including below-market priced housing;

d. *active transportation* modes that are prioritized within the Node and connect to the surrounding residential neighbourhoods;

e. public transit that is prioritized over vehicular traffic and connects to the surrounding regional communities;

f. densities and a mix of uses that allow people to meet many of their needs locally and within walking distance;

g. attractive and well connected built environments that promote physically active lifestyles; and

h. environmentally resilient development that includes the use of ***stormwater best management practices*** and *green infrastructure*.

14.2.5.2 General

14.2.5.2.1 ***Community infrastructure*** within the Malton Growth Node should be retained and, where appropriate, enhanced to meet the needs of the existing and planned residential population of the Growth Node and surrounding neighbourhoods.

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

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

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

14.2.5.2.5 Privately owned public spaces that enhances and connects the public open space system are encouraged.

14.2.5.2.6 Design interventions are encouraged to enliven the Node on a temporary basis or to test ideas for long term changes.

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

14.2.5.2.8 A grocery store should be maintained within the Node.

14.2.5.2.9 The requirements of these policies, including the retention and enhancement of ***community infrastructure***, the design and redesign of new and existing streets, and the enhancement of transit infrastructure will be delivered in accordance with the applicable legislative framework.

14.2.5.3 Height and Density

14.2.5.3.1 A minimum building height of three storeys will apply for buildings with a residential component.

14.2.5.3.2 A maximum building height of 18 storeys will apply.

14.2.5.3.3 Development with heights in excess of 18 storeys may be considered through a site specific Official Plan Amendment application, subject to demonstrating the following:

a. the overall intent, goals, objectives and policies of the Plan are achieved;
b. the type and scale of the development proposal is compatible with the immediate context and planned character of the area;
c. provision of an appropriate transition to adjacent land uses and buildings, including built form design and massing that provides for adequate sky views and limits visual impact, shadows, overlook and wind;
d. the City Structure hierarchy is maintained; and

e. the capacity, timing and delivery of engineering services, street network, ***community infrastructure*** and *multimodal transportation systems* is sufficient to support the development.

14.2.5.3.4 In order to guide the form, massing and density of proposed buildings, individual properties will generally be limited to a maximum ***floor space index (FSI)*** of 3.75.

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

14.2.5.3.6 A combination of residential and commercial uses are encouraged.

14.2.5.4 Urban Design

14.2.5.4.1 Development will provide for a range of building types and heights, including mid-rise buildings to create diversity of urban form and housing choice.

14.2.5.4.2 Buildings will be designed and located to:

a. frame and animate streets and public spaces;

b. create a coherent built environment;

c. provide setbacks along internal roads that provide a generally consistent building edge and relate to the scale of buildings and width of roads;

d. provide reduced building setbacks on internal roads with grade; related retail and service commercial uses, where appropriate;

e. provide significant and generally consistent setbacks along collector and arterial streets to promote landscape boulevards that enhance the pedestrian experience; and

f. create a street-wall along collector and arterial streets with appropriate openings for street-facing courtyards, where applicable, that provide usable landscape areas for residents and pedestrians

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

14.2.5.4.4 In order to promote adequate natural light, sky views and privacy, the following will be required:

a. appropriate transitions between buildings, to open spaces and to adjacent neighbourhoods; and

b. a minimum separation distance of 30 metres between the tower portion of ***tall buildings*** to prevent clustering;

14.2.5.5 Residential Uses

14.2.5.5.1 *Affordable* housing for ***low-income households*** will be encouraged. It is recognized that *affordable* housing provision is subject to landowners being able to secure access to adequate funding and collaboration with the appropriate agencies.

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

14.2.5.5.3 Notwithstanding the Residential Low-Rise II policies of this Plan, mid-rise apartment buildings are also permitted.

14.2.5.6 Mixed Use Designation

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

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

14.2.5.6.3 At least a portion of the ground floor of buildings on lands designated Mixed Use will consist of spaces that activate the public realm, such as retail and service commercial uses.

14.2.5.6.4 Official plan amendments for the re-designation of lands designated Mixed Use may be considered provided the planned function of the Mixed Use designation is maintained.

14.2.5.6.7 Interim development that involves additions to or new stand-alone non-residential buildings is permitted as an interim condition. Policies 14.2.5.9.12 and 14.2.5.9.13 do not apply to such interim development.

14.2.5.7 Office Uses

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

14.2.5.8 Environment

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

a. designing and orienting buildings to be “solar ready” and to take advantage of passive heating and cooling;
b. connecting to district energy systems, where available;
c. using ***renewable energy*** sources such as solar or geothermal energy;
d. managing stormwater runoff through innovative methods including ***stormwater best management practices*** and *green infrastructure*; and
e. installing green roofs or white roofs on new residential buildings.

14.2.5.9 Transportation

14.2.5.9.1 A well connected street system will be required in order to encourage walking and cycling as the predominate modes of transportation within the Nodes.

14.2.5.9.2 Blocks will generally have a maximum perimeter of 520 metres. Permeability will be provided within blocks through means such as pedestrian walkways, cycling paths, parks and other publicly accessible spaces and vehicular access and servicing routes.

14.2.5.9.3 Private streets may be permitted instead of a public street to facilitate underground services such as deliveries and parking, subject to the following:

a. public easements will be required;
b. required right-of-way widths will be provided; and

c. appropriate terminus may be required for maintenance and operations where a public street connects with a private street.

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

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

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

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

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

14.2.5.9.9 Transit services will be enhanced as ridership demands increase. Transit stations and facilities will be incorporated into redevelopment plans adhering to MiWay standards.

14.2.5.9.10 Private bicycle parking will be required and will be located throughout the Nodes and at transit facilities.

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

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

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

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

14.2.5.10 Implementation

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

a. delineation of development blocks;

b. street alignment and characteristics;

c. distribution of density;

d. building heights and massing;

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

f. phasing plans;

g. relationship to surrounding areas;

h. servicing requirements;

i. a public realm plan, including parkland;

j. vehicular and *active transportation* circulation plan;

k. vehicular and bicycle parking;

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

m. environmentally sustainable measures;

n. existing and proposed transit infrastructure; and

o. pedestrian network plan.

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

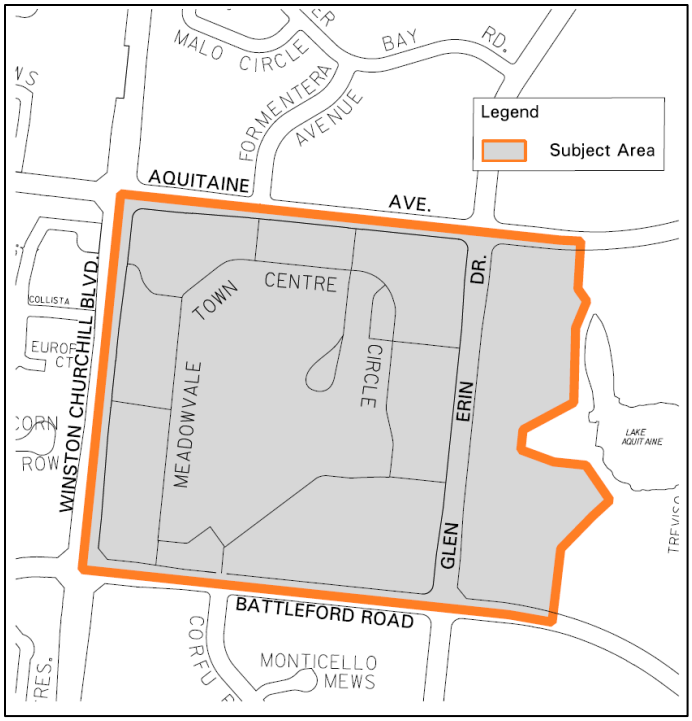
14.2.5.10.3 The City may require a retail and service needs assessment study when development applications propose a reduction of existing commercial space. The study will address how the planned function of the Node as the focal point for retail and service commercial uses and ***community facilities***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

14.2.5.10.4 Where the redevelopment of retail and service commercial uses is proposed, phasing of development may be required to ensure that the planned function of the Node is maintained during redevelopment.

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

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

14.2.6 Meadowvale



Map 14-2.6: Meadowvale Growth Node Character Area

14.2.6.1 Introduction

The Meadowvale Growth Node will evolve into healthy sustainable *complete community* with:

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

b. the planned function as a focal point for retail and service commercial uses, ***community facilities*** and transit facilities retained;

c. the provision of a mixture of residential built forms and tenures suitable to a variety of income levels and household types including below-market priced housing;

d. *active transportation* modes that are prioritized within the Node and connect to the surrounding residential neighbourhoods;

e. public transit that is prioritized over vehicular traffic and connects to the surrounding regional communities;

f. densities and a mix of uses that allow people to meet many of their needs locally and within walking distance;

g. attractive and well connected built environments that promote physically active lifestyles; and

h. environmentally resilient development that includes the use of ***stormwater best management practices*** and *green infrastructure*.

14.2.6.2 General

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

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

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

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

14.2.6.2.5 Privately owned public spaces that enhances and connects the public open space system are encouraged.

14.2.6.2.6 Design interventions are encouraged to enliven the Node on a temporary basis or to test ideas for long term changes.

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

14.2.6.2.8 A grocery store should be maintained within the Node.

14.2.6.2.9 The requirements of these policies, including the retention and enhancement of ***community infrastructure***, the design and redesign of new and existing streets, and the enhancement of transit infrastructure will be delivered in accordance with the applicable legislative framework.

14.2.6.3 Height and Density

14.2.6.3.1 A minimum building height of three storeys will apply for buildings with a residential component.

14.2.6.3.2 A maximum building height of 18 storeys will apply.

14.2.6.3.3 Development with heights in excess of 18 storeys may be considered through a site specific Official Plan Amendment application, subject to demonstrating the following:

a. the overall intent, goals, objectives and policies of the Plan are achieved;
b. the type and scale of the development proposal is compatible with the immediate context and planned character of the area;
c. provision of an appropriate transition to adjacent land uses and buildings, including built form design and massing that provides for adequate sky views and limits visual impact, shadows, overlook and wind;
d. the City Structure hierarchy is maintained; and

e. the capacity, timing and delivery of engineering services, street network, ***community infrastructure*** and *multimodal transportation systems* is sufficient to support the development.

14.2.6.3.4 In order to guide the form, massing and density of proposed buildings, individual properties will generally be limited to a maximum ***floor space index (FSI)*** of 3.75.

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

14.2.6.3.6 A combination of residential and commercial uses are encouraged.

14.2.6.4 Urban Design

14.2.6.4.1 Development will provide for a range of building types and heights, including mid-rise buildings to create diversity of urban form and housing choice.

14.2.6.4.2 Buildings will be designed and located to:

a. frame and animate streets and public spaces;

b. create a coherent built environment;

c. provide setbacks along internal roads that provide a generally consistent building edge and relate to the scale of buildings and width of roads;

d. provide reduced building setbacks on internal roads with grade; related retail and service commercial uses, where appropriate;

e. provide significant and generally consistent setbacks along collector and arterial streets to promote landscape boulevards that enhance the pedestrian experience; and

f. create a street-wall along collector and arterial streets with appropriate openings for street-facing courtyards, where applicable, that provide usable landscape areas for residents and pedestrians

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

14.2.6.4.4 In order to promote adequate natural light, sky views and privacy, the following will be required:

a. appropriate transitions between buildings, to open spaces and to adjacent neighbourhoods; and

b. a minimum separation distance of 30 metres between the tower portion of ***tall buildings*** to prevent clustering;

14.2.6.5 Residential Uses

14.2.6.5.1 Residential development permitted by any land use designation is encouraged to include:

a. minimum 10 percent of housing units that are below-market for each development application proposing more than 50 residential units within the Meadowvale Growth Node. This should be comprised of units targeted for a range of middle income households.

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

i. middle income is defined as Mississauga households with annual earnings between the lowest 40 to 60 percent of income distribution;

ii. below-market ownership housing means housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income; and

iii. below-market rental housing means a unit for which the rent does not exceed 30 percent of gross annual household income.

14.2.6.5.2 *Affordable* housing for ***low-income households*** will be encouraged. It is recognized that *affordable* housing provision is subject to landowners being able to secure access to adequate funding and collaboration with the appropriate agencies.

14.2.6.5.3 Reduced parking requirements will be considered for the below-market and *affordable* housing units described in policies 14.2.6.5.1 and 14.2.6.5.2 and as an incentive to encourage their development.

14.2.6.5.4 The below-market housing units described in policy 14.2.6.5.1 should be comprised of a mix of both below-market rental and below-market ownership housing when considered across the Node. Individual development applications are encouraged wherever possible to include a mix of both below-market rental and below-market ownership housing.

14.2.6.5.5 Land conveyance to a non-profit housing provider such as the Region of Peel will be considered in lieu of the direct provision of some or all of the below-market housing units described in policy 14.2.6.5.1. Land parcel size, configuration, location, estimated unit yield and adherence to all other polices of this Plan will be included in this consideration.

14.2.6.5.6 Any existing below-market rental housing units that are retained under the provisions of the City's Rental Housing Protection By-law will count towards the below-market housing unit requirements described in Policy 13.3.3.4.1.

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

14.2.6.5.8 Notwithstanding the Residential Low-Rise II policies of this Plan, mid-rise apartment buildings are also permitted.

14.2.6.6 Mixed Use Designation

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

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

14.2.6.6.3 At least a portion of the ground floor of buildings on lands designated Mixed Use will consist of spaces that activate the public realm, such as retail and service commercial uses.

14.2.6.6.4 Official plan amendments for the re-designation of lands designated Mixed Use may be considered provided the planned function of the Mixed Use designation is maintained.

14.2.6.6.5 Interim development that involves additions to or new stand-alone non-residential buildings is permitted as an interim condition. Policies 14.2.6.9.12 and 14.2.6.9.13 do not apply to such interim development.

14.2.6.7 Office Uses

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

14.2.6.8 Environment

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

a. designing and orienting buildings to be "solar ready" and to take advantage of passive heating and cooling;

b. connecting to district energy systems, where available;

c. using ***renewable energy*** sources such as solar or geothermal energy;

d. managing stormwater runoff through innovative methods including ***stormwater best management practices*** and *green infrastructure*; and

e. installing green roofs or white roofs on new residential buildings.

14.2.6.9 Transportation

14.2.6.9.1 A well connected street system will be required in order to encourage walking and cycling as the predominate modes of transportation within the Node.

14.2.6.9.2 Blocks will generally have a maximum perimeter of 520 metres. Permeability will be provided within blocks through means such as pedestrian walkways, cycling paths, parks and other publicly accessible spaces and vehicular access and servicing routes.

14.2.6.9.3 Private streets may be permitted instead of a public street to facilitate underground services such as deliveries and parking, subject to the following:

a. public easements will be required;

b. required right-of-way widths will be provided; and

c. appropriate terminus may be required for maintenance and operations where a public street connects with a private street.

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

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

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

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

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

14.2.6.9.9 Transit services will be enhanced as ridership demands increase. Transit stations and facilities will be incorporated into redevelopment plans adhering to MiWay standards.

14.2.6.9.10 Private bicycle parking will be required and will be located throughout the Nodes and at transit facilities.

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

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

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

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

14.2.6.10 Implementation

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

a. delineation of development blocks;
b. street alignment and characteristics;
c. distribution of density;
d. building heights and massing;
e. land uses and estimated number of people and jobs;
f. phasing plans;
g. relationship to surrounding areas;
h. servicing requirements;
i. a public realm plan, including parkland;
j. vehicular and *active transportation* circulation plan;
k. vehicular and bicycle parking;
l. animation at grade, particularly for retail focus areas and in proximity to transit services and along major roads;
m. environmentally sustainable measures;
n. existing and proposed transit infrastructure; and

o. pedestrian network plan.

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

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

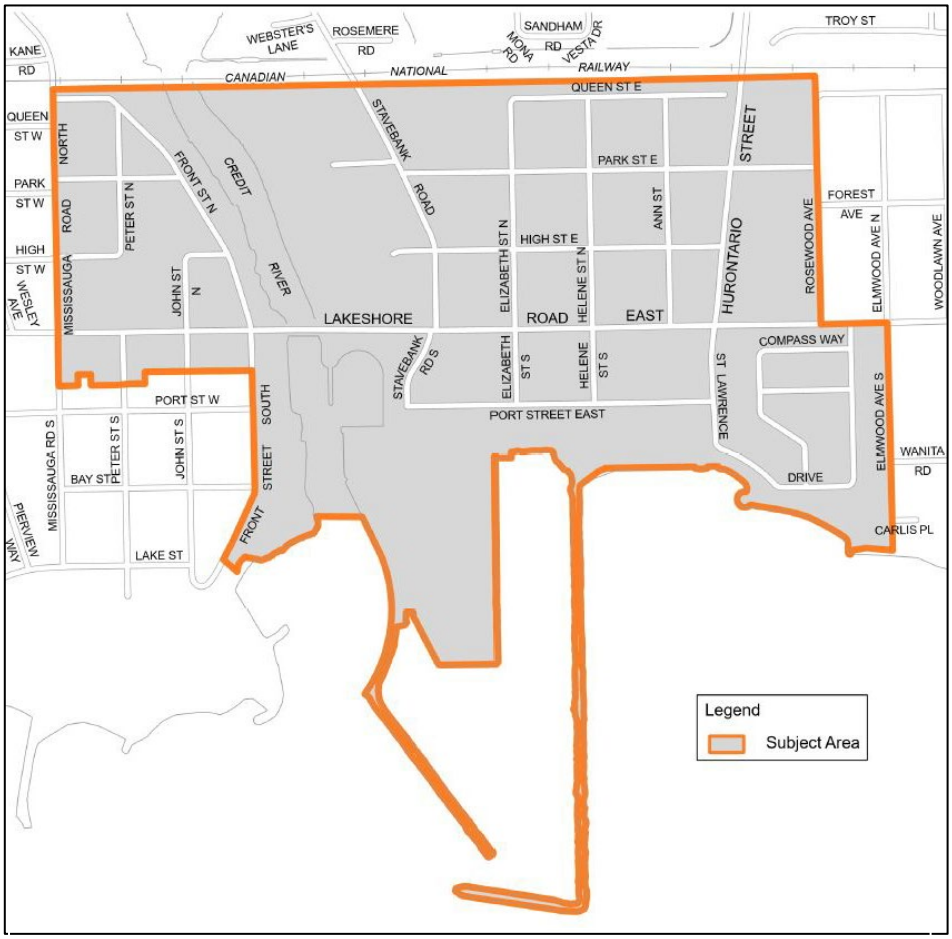
14.2.6.10.4 Where the redevelopment of retail and service commercial uses is proposed, phasing of development may be required to ensure that the planned function of the Node is maintained during redevelopment.

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

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

14.2.7 Port Credit

Official Plan policies for lands within the Port Credit Growth Node are to be read in conjunction with those contained in the Port Credit Local Area Plan.



Map 14-2.7: Port Credit Growth Node Character Area

14.2.7.1 General Policies

The Port Credit Growth Node has been identified as a *Strategic Growth Area* as shown on Schedule 1: City Structure. Its boundaries align with the Port Credit ***Protected Major Transit Station Area***. It includes the Port Credit GO station and the future Hurontario Light Rail Transit station, located adjacent to the GO station.

This Area Plan aligns with the planned function and position of Growth Nodes within the City's hierarchy, while also reflecting the existing and planned context of Port Credit. As such, permitted building heights for new development in the Growth Node will support the Vision as an urban waterfront village and have regard for the existing context.

Development has been primarily residential, however, the Growth Node requires additional employment in order to ensure a balanced land use pattern. Attracting and accommodating employment uses is a priority but also a significant challenge. While Port Credit can benefit from some additional residential intensification, care needs to be taken to ensure that it is not done at the expense of protecting opportunities for employment uses and creating a balanced *complete community*.

The Growth Node has the potential to reach the targeted density of 200 residents and jobs combined per hectare for the Port Credit ***Protected Major Transit Station Area.***

14.2.7.1.1 The City will monitor the gross density in the Growth Node and will assess its ability to meet the target density for the Port Credit ***Protected Major Transit Station Area***.

14.2.7.1.2 Development in the Growth Node will contribute towards the achievement of a balanced residents to jobs ratio of 2:1.

14.2.7.1.3 Development will contribute towards the creation of employment opportunities on lands designated mixed use, which can accommodate a range of establishments including: retail, restaurants, and offices.

14.2.7.1.4 Development applications will be required to address, to the City's satisfaction, the appropriate range and amount of employment uses on the following sites:

a. GO Station Parking Lot and vicinity (land at the four corners of Ann Street and Park Street East);
b. Port Credit Harbour Marina (1 Port Street East); and
c. Port Credit West Village Precinct (south side of Lakeshore Road West located between Mississauga Road South and Pine Avenue South).

14.2.7.1.5 Mississauga will encourage redevelopment within the Mainstreet Precinct to accommodate employment uses on the second and third floors.

14.2.7.1.6 Strategies to encourage and support employment uses may be pursued including consideration of Community Improvement Plans.

14.2.7.1.7 Intensification will address matters such as:

a. contribution to a *complete community*;
b. providing employment opportunities;
c. sensitivity to existing and planned context and contribution to the village mainstreet character;
d. respecting heritage; and
e. protecting views and access to the waterfront.

14.2.7.2 Urban Form

The Growth Node Character Area will exhibit high standards of urban design that reinforce and enhance the identity of Port Credit as a vibrant and memorable urban place. Additional development is anticipated, however, the form and scale will vary within the node in accordance with the various precincts.

14.2.7.2.1 The policies are intended to reflect a number of objectives, including among other things:

a. to ensure that the greatest height and density will be in close proximity to the GO station and LRT transit stop at Hurontario Street and Park Street;
b. to ensure building heights will reflect an appropriate transition towards the Credit River, Lake Ontario Shoreline, the mainstreet area, and surrounding neighbourhoods;
c. to provide for a variety of building heights and massing that are well spaced to provide skyviews and an articulated skyline;

d. to recognize the waterfront as an important attribute where public access will be provided and views protected;

e. to provide for a village mainstreet environment that is characterized by low-rise mixed use development with a high quality public realm along Lakeshore Road (east and west);

f. to recognize key locations in the vicinity of the GO station and waterfront that require additional study prior to redevelopment; and

g. to ensure development will be sensitive to the existing context, heritage resources and planned character of the area.

14.2.7.2.2 The overall development of the Node will be at a scale that reflects its role in the urban hierarchy.

14.2.7.2.3 Floorplate size for buildings over six storeys will decrease as building height increases, to address, among other matters:

a. overall massing (reduce "wall effect");

b. visual impact of buildings;

c. protect skyviews; and

d. limit shadow impact.

14.2.7.2.4 Buildings over six storeys will maintain distance separations that, amongst other matters, address the following:

a. existing distance separations between buildings;

b. overcrowding of skyviews and skyline;

c. protection of view corridors; and

d. privacy and overlook of occupants.

14.2.7.2.5 New development will provide for landscape areas that, amongst other matters, address the following:

a. landscaped character of existing properties and the planned function of the precinct;

b. provide buffer between uses;

c. incorporate ***stormwater best management practices***;

d. enhance the aesthetic quality of the area; and

e. provide opportunities to enhance the tree canopy.

14.2.7.2.6 ***Streetscape*** will address, among other matters, the following:

a. setbacks and side yards to reflect the planned function;

b. minimize vehicular access points; and

c. creating an attractive public realm.

14.2.7.2.7 Opportunities for lake dependent or waterfront retail commercial activities, including activities such as marinas, and facilities in support of recreational sport fishing, will be promoted along the portion of the waterfront located within the Growth Node.

14.2.7.3 Central Residential Precinct

This precinct contains a significant concentration of apartment buildings with potential for intensification, primarily in the immediate vicinity of the GO station and will have the highest building heights in Port Credit. The existing planned context of the area will generally be maintained, particularly the mature trees and the well landscaped front yards.

14.2.7.3.1 Building heights will generally decrease towards the east and west of the precinct, reflecting proximity of either the Credit River Valley or established residential neighbourhoods.

14.2.7.3.2 Building heights on lots adjacent to the Mainstreet Precinct will demonstrate an appropriate transition.

14.2.7.3.3 The Port Credit GO Station Southeast Area Master Plan will be used in the review of development applications on lands designated Mixed Use or Utility in the vicinity of the GO Station.

14.2.7.4 Mainstreet Node Precinct

This precinct includes part of Port Credit's traditional mainstreet which generally extends a half block north and south of Lakeshore Road (east and west). In many cases this coincides with the alignment of a public lane; where it does not, the limit of the area is defined by an extension of a line from the public lane.

14.2.7.4.1 This precinct will contain street related commercial uses with a rhythm of closely spaced storefronts lining the street in order to encourage and foster an active pedestrian street.

14.2.7.4.2 Single use residential buildings are not permitted.

14.2.7.4.3 The Mainstreet Node Precinct will meet both the day-to-day needs of local residents as well as those visiting the area.

14.2.7.4.4 For the portion of the Mainstreet Node Precinct on the south side of Lakeshore Road West, between Mississauga Road and the Credit River, the Old Port Credit Village Heritage Conservation District Plan also applies.

14.2.7.5 Harbour Mixed Use Precinct

This precinct has potential for intensification and is intended to contain a mixture of uses and densities. Development will be at a lower overall scale than the Central Residential Precinct and will step down towards Lake Ontario, except for landmark sites identified in this Area Plan.

Marina uses are recognized as important elements of the Harbour Mixed Use Precinct and Port Credit. It is recognized that the waterfront will be more urban in nature, with a wider range of uses and activities that help reinforce the elements of a waterfront setting.

14.2.7.5.1 The scale of development will be supportive of an urban waterfront village theme.

14.2.7.5.2 Provision of public access and additional public lands along the waterfront will be a priority consideration in any redevelopment of properties on the waterfront.

14.2.7.5.3 Development will maintain existing view corridors to Lake Ontario.

14.2.7.5.4 For the portion of the Harbour Mixed Use Precinct, on the south side of Lakeshore Road West, between Front Street South and the Credit River, the Old Port Credit Village Heritage Conservation District Plan applies.

14.2.7.5.5 The lands located south of Port Street East and east of the Credit River will be redeveloped in a manner that recognizes the site's rich marine history and waterfront location. It is envisioned to be a mid-rise, mixed use area with residential, office, retail and recreational uses that will animate and activate the site throughout the day and year. The site will be a city wide and regional destination that offers recreational and leisure activities with public access and views to the waterfront. A key attraction will be a marina, marina-related facilities and waterfront parks. At the water's edge a building that exemplifies high design and draws people to the water is envisioned.

The site will feature high quality design and prioritize pedestrians and cyclists. Innovative sustainable design and green building technologies will be showcased and the site's natural and cultural heritage resources will be protected and enhanced.

The site should achieve the following:

a. is woven into the fabric of Port Credit and the city;
b. supports the overall vision of Port Credit as an evolving waterfront village;
c. celebrates the site's urban waterfront context;
d. provides for a mix of uses including, residential, office, retail, indoor and outdoor markets, and ***makerspaces***;
e. links the marine and cultural history of the site together; and
f. draws people to the water's edge to live, work, make, learn, shop and play.

The Inspiration Port Credit 1 Port Street East Comprehensive Master Plan was undertaken for these lands, which included extensive public consultation. This master plan is the basis of the policies for this area and informs how these policies can be achieved.

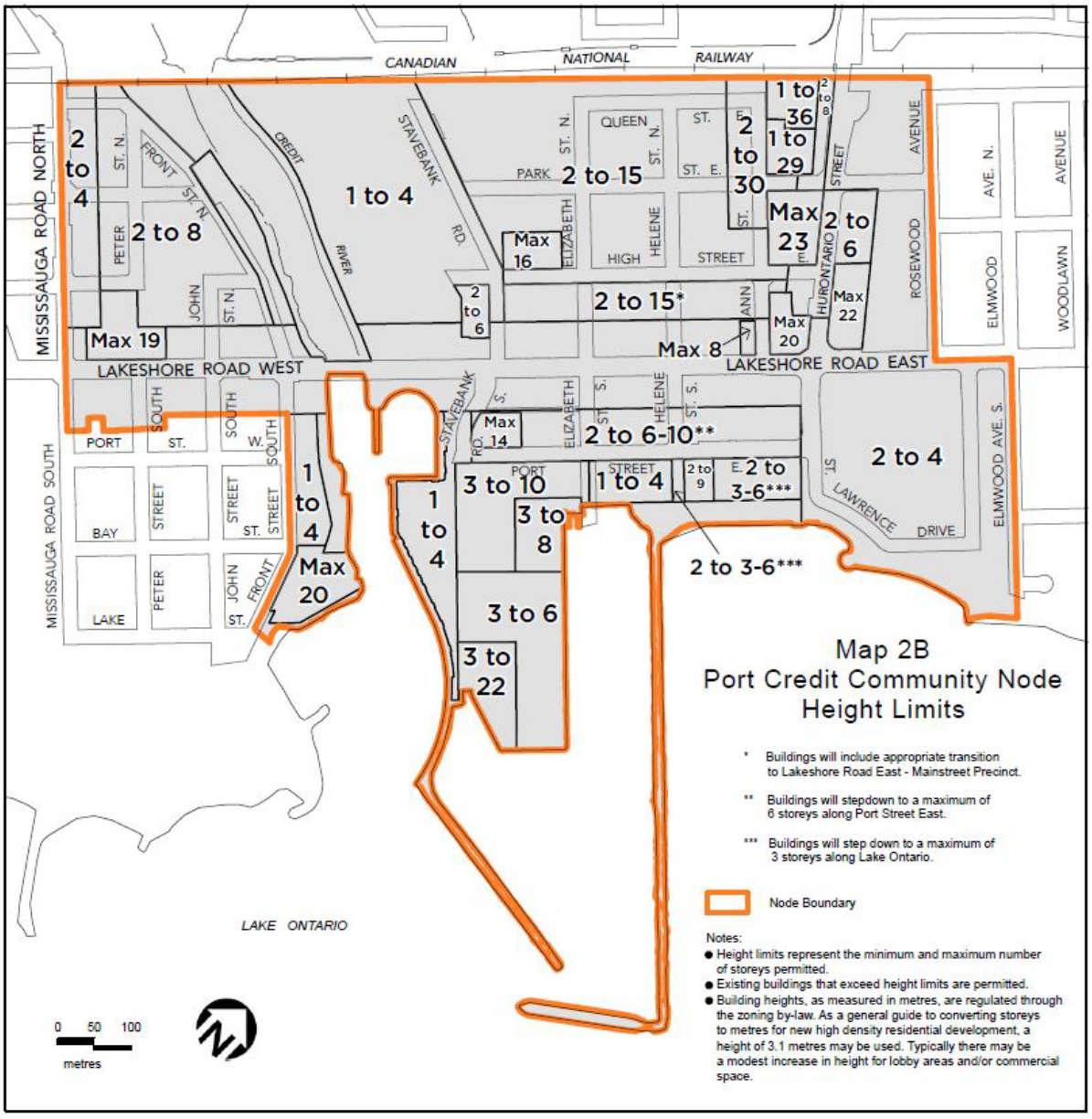
14.2.7.6 Riverside Precinct

This precinct is intended to provide a transition between the taller building heights in the Central Residential Precinct and the low-rise building heights in the North Residential Neighbourhood.

14.2.7.6.1 New development will demonstrate an appropriate transition to the Credit River valley, and the Mainstreet Precinct.

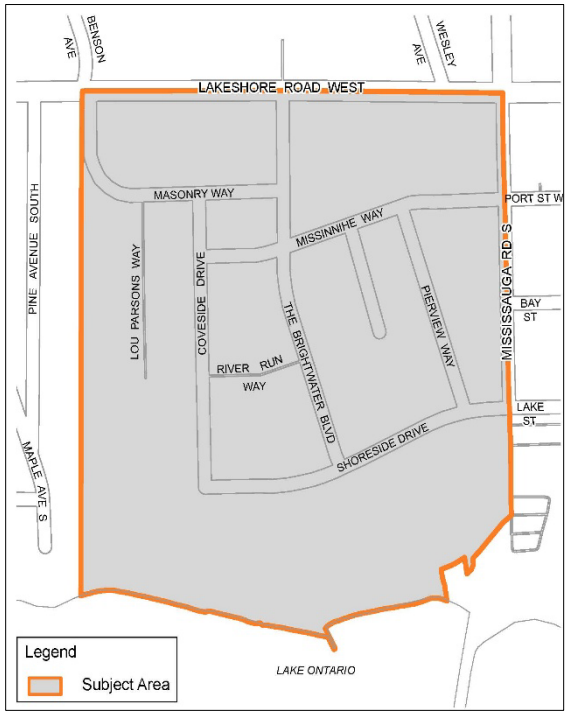
14.2.7.6.2 Any redevelopment along Mississauga Road North will consider its character as a ***scenic route.***

14.2.7.6.3 Pedestrian open spaces will be planned to visually and physically extend Port Credit Memorial Park West into this neighbourhood along High Street West through to Front Street West, and along Park Street West.



Map 14-2.7.1: Port Credit Growth Node Character Area Heights.

14.2.8 Port Credit West Village



Map 14-2.8: Port Credit West Village Growth Node Character Area

14.2.8.1 Introduction

The Port Credit West Village Growth Node consists of a property formerly used as a refinery that is undergoing a significant revitalization through remediation and redevelopment. It will be transformed into a *complete community* supporting a mix of residential, commercial, institutional and open space uses. A range of housing types and building heights will be developed across the site in a way that is compatible with and enhances the character of the surrounding area.

A new sizable Waterfront Park is among the public realm amenities that will benefit new residents as well as the larger Port Credit community. The precinct policies and Growth Node policies provide additional direction regarding the future development of these lands.

14.2.8.1.1 This mixed use community will consist of:

a. new parks, including those that will contribute to a vibrant, animated waterfront that will be a regional destination;

b. connections with existing parks and open space;

c. a fine-grain street network that is integrated into the broader community;

d. *multimodal* mobility options, including *active transportation*;

e. a diversity of built form and housing types for all ages and incomes;

f. design and architectural excellence;

g. sustainable development including innovative infrastructure where feasible;

h. a high quality public realm and other community gathering spaces;

i. ***placemaking*** and cultural vibrancy; and

j. a legacy for future generations.

14.2.8.1.2 Land uses, built form and public open spaces will provide appropriate transitions to the adjacent South Residential and Old Port Credit Heritage Conservation District Precincts.

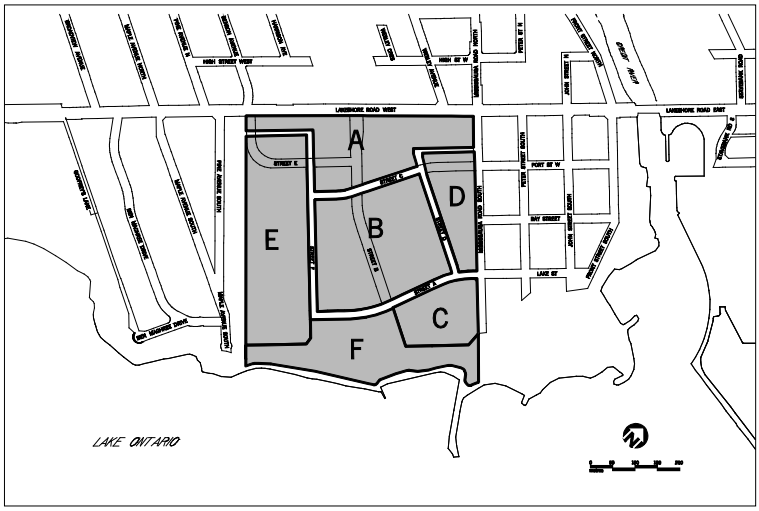
14.2.8.1.3 Development will provide view corridors to Lake Ontario, where appropriate.

14.2.8.1.4 Extensive remediation will be completed prior to development.

Official Plan policies for lands within the Port Credit West village Growth Node are to be read in conjunction with those contained in the Port Credit Local Area Plan.

14.2.8.2 General Policies

14.2.8.2.1 The lands identified as the Port Credit West Village Growth Node are located on the south side of Lakeshore Road West, between Mississauga Road South and the rear yards of residential home fronting onto Pine Avenue South.



Map 14-2.8.1: Port Credit West Village Growth Node Policy Areas

14.2.8.2.2 The City will require a mix of housing unit types, sizes and tenure to accommodate changes in community needs over time.

14.2.8.2.3 A maximum of 3,893 residential units and a maximum gross ***floor space index (FSI)*** of 1.45 will be permitted for the entire site, excluding the 0.3 hectare parcel of land at the northwest quadrant of Mississauga Road South and Port Street West that will be developed for *affordable* housing. Roads, parks and hazard lands will be included for gross ***floor space index (FSI)*** calculation purposes.

14.2.8.2.4 The Public Open Space network and the street system will be designed to create view corridors and *active transportation* connections from Lakeshore Road West to Lake Ontario and the shoreline.

14.2.8.2.5 A diverse range of local and destination open spaces will be incorporated into the development and will connect the built form and natural area elements. This network will include public parks, trails, privately owned public space (POPS) and ***natural hazard lands***.

14.2.8.2.6 In order to ensure proper and orderly development in accordance with this Plan, development will occur by way of one or more plans of subdivision which will determine the alignment of municipal roads, the location of parks and conditions respecting development phasing.

14.2.8.2.7 Development in the Port Credit West Village Growth Node will be in accordance with the minimum and maximum height limits as shown on Map 14-2.8.2: Port Credit West Village – Height Limits

The appropriate heights within this range will be determined by the other policies of this Plan and the Port Credit Local Area Plan.

14.2.8.2.8 Heights in excess of the limits identified on Map 14-2.8.2: Port Credit West Village – Height Limits within the Port Credit West Village Growth Node may be considered through a site specific Official Plan Amendment application, subject to demonstrating, among other matters, the following:

a. The achievement of the overall intent, goals, objectives of this Plan;
b. Appropriate site size and configuration;
c. Appropriate built form that is compatible with the immediate context and planned character of the area;
d. Appropriate transition to adjacent land uses and buildings, including built form design that will maximize sky views and minimize visual impact, overall massing, shadow and overlook;
e. Particular design sensitivity in relation to adjacent heritage buildings; and
f. Measures to limit the amount of additional vehicular and traffic impacts on the Port Credit transportation network.

14.2.8.3 Area A (West Village Square)

14.2.8.3.1 West Village Square is the gateway to the site from Lakeshore Road West and contains its primary access point. It will contain a multiseasonal public square on private lands that will serve as a gathering space for residents and visitors of all ages and abilities. It will feature retail, personal service and office uses to serve the needs of the neighbourhood and will also incorporate residential uses.

14.2.8.3.2 Development on the Lakeshore Road West frontage will consist of low to mid-rise commercial buildings and mixed use residential/commercial buildings.

14.2.8.3.3 While minimum building heights fronting Lakeshore Road West will be two storeys, small portions of buildings may be one storey with a two storeys height to allow for minor architectural variations. Buildings or portions of buildings that do not

front directly onto Lakeshore Road West may be one storey in height if they are behind buildings that are at least two storeys.

14.2.8.4 Area B (The Promenade)

14.2.8.4.1 The Promenade is located in the centre of the site. A linear park leading from West Village Square to the Waterfront Park and the Campus will form the central spine of this precinct and will be the dominant public realm feature. A public street will be located along the western edge of the linear park. Together, the linear park and public street will create views and connections south to Lake Ontario and the Waterfront Park.

14.2.8.4.2 This precinct will contain a variety of housing forms and will contain the highest densities and tallest buildings on the site.

14.2.8.5 Area C (The Campus)

14.2.8.5.1 The Campus is located at the southeast portion of the site, beside the Waterfront Park. This precinct will act as a catalyst to attract movement into and through the site throughout the day and year and will contain a mix of uses. Integration of privately owned public space (POPS) with the abutting public Waterfront Park should be prioritized.

14.2.8.5.2 Only non-residential uses are permitted in the first storey of all buildings and may include a range of community, cultural, recreational, educational, institutional, retail, office uses, and other non-residential uses. Amenity areas provided for residential uses are also permitted on the first storey of all buildings.

14.2.8.5.3 The lowest building heights will be at the northeast corner of The Campus and will be a maximum of five storeys.

14.2.8.5.4 The maximum building height is 16 storeys at the southwest corner of the Campus abutting the Waterfront Park.

14.2.8.5.5 Surface parking lots are not permitted.

14.2.8.6 Area D (Old Port Transition)

14.2.8.6.1 The Old Port Transition precinct is along the eastern edge of the site and provides a transition to the adjacent Old Port Credit Village Heritage Conservation District. A mix of residential, school and park uses will be designed to ensure built form and land use compatibility.

14.2.8.6.2 The public park identified by the Public Open Space designation may be moved to the south without amendment to this Plan. The relocation of the park block will be required should a public school be developed within the Old Port Transition precinct.

14.2.8.7 Area E (Parkside)

14.2.8.7.1 Parkside is located along the west boundary of the site and provides an appropriate transition to the existing Cranberry Cove neighbourhood by incorporating a

linear landscaped public trail, built form massing, additional landscape treatments and compatible land uses.

14.2.8.7.2 While this precinct will be primarily comprised of low-rise townhouses, a mid-rise residential building is permitted abutting the Waterfront Park. The west portion and majority of this building will not exceed six storeys in height to ensure appropriate built form massing adjacent to the Cranberry Cove neighbourhood. The east portion of the building will have a maximum height of 12 storeys.

14.2.8.8 Area F (Waterfront Park)

14.2.8.8.1 A new Waterfront Park will incorporate the existing Waterfront Trail and contribute to this are becoming a regional waterfront destination. It will integrate ecological habitats and programmable space.

14.2.8.9 Transportation

14.2.8.9.1 The street and block pattern will be integrated into the surrounding neighbourhood context. A street network with multiple connection points will be designed for several modes of transportation. A high quality, pedestrian focused ***streetscape*** is to be provided.

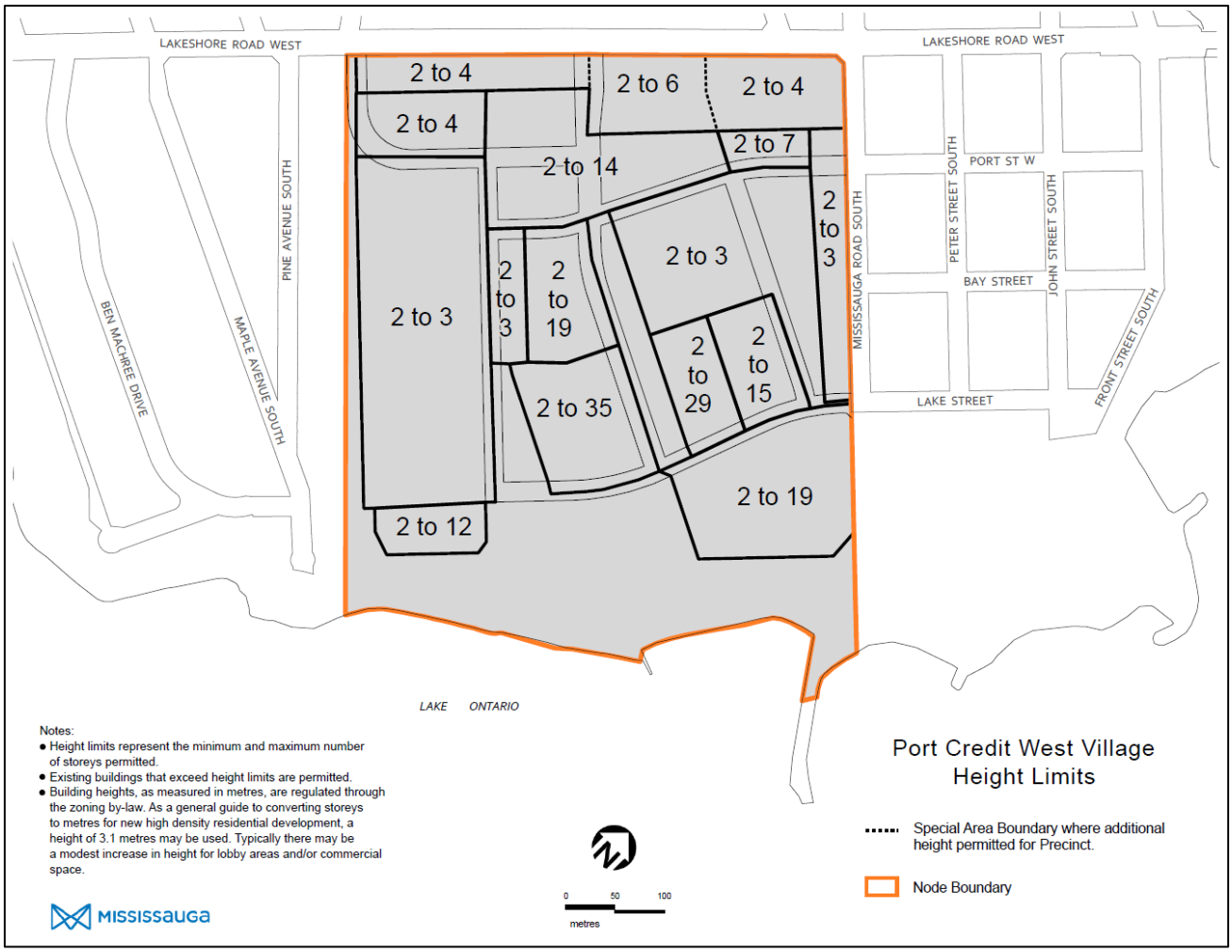
14.2.8.9.2 The street network will be comprised of public streets, unless arrangements for private streets are made that are satisfactory to the City.

14.2.8.9.3 ***Stormwater best management practices*** are encouraged to be integrated into design of the streets.

14.2.8.10 Environment

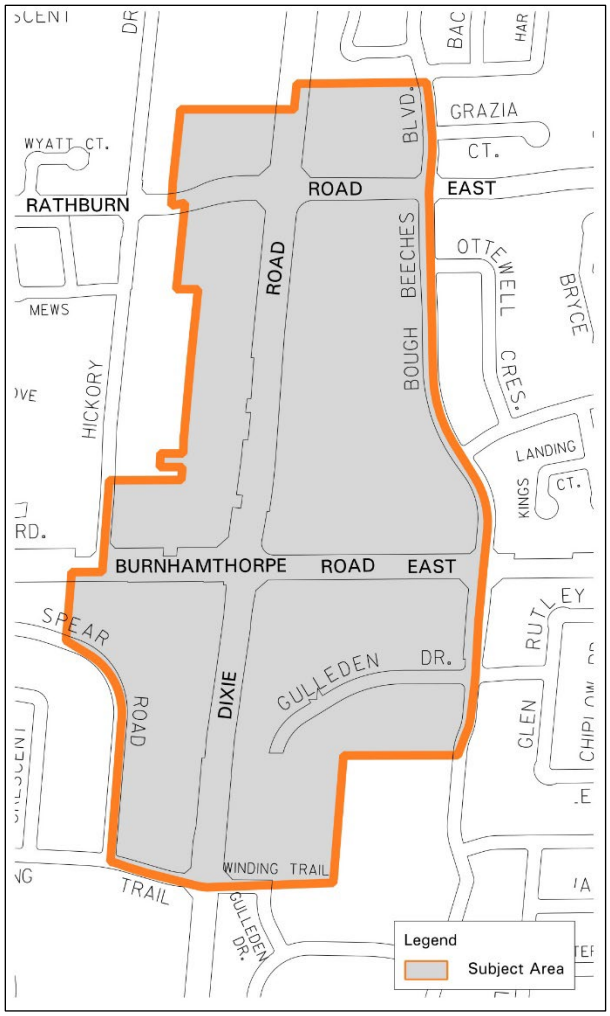
14.2.8.10.1 The development of a district energy system will be encouraged. Where a district energy system is not provided, development is encouraged to include on-site *renewable energy systems.*

14.2.8.10.2 A ***cogeneration*** facility will be permitted as an accessory use within the Residential High-Rise Density designation.



Map 14-2.8.2: Port Credit West Village – Height Limits

14.2.9 Rathwood-Applewood



Map 14-2.9: Rathwood-Applewood Growth Node Character Area

14.2.9.1 Introduction

The Rathwood-Applewood Growth Node will evolve into healthy sustainable *complete community* with:

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

b. the planned function as a focal point for retail and service commercial uses, ***community facilities*** and transit facilities retained;

c. the provision of a mixture of residential built forms and tenures suitable to a variety of income levels and household types including below-market priced housing;

d. *active transportation* modes that are prioritized within the Node and connect to the surrounding residential neighbourhoods;

e. public transit that is prioritized over vehicular traffic and connects to the surrounding regional communities;

f. densities and a mix of uses that allow people to meet many of their needs locally and within walking distance;

g. attractive and well connected built environments that promote physically active lifestyles; and

h. environmentally resilient development that includes the use of ***stormwater best management practices*** and *green infrastructure*.

14.2.9.2 General

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

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

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

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

14.2.9.2.5 Privately owned public spaces that enhances and connects the public open space system are encouraged.

14.2.9.2.6 Design interventions are encouraged to enliven the Node on a temporary basis or to test ideas for long term changes.

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

14.2.9.2.8 A grocery store should be maintained within the Node.

14.2.9.2.9 The requirements of these policies, including the retention and enhancement of ***community infrastructure***, the design and redesign of new and existing streets, and the enhancement of transit infrastructure will be delivered in accordance with the applicable legislative framework.

14.2.9.3 Height and Density

14.2.9.3.1 A minimum building height of three storeys will apply for buildings with a residential component.

14.2.9.3.2 A maximum building height of 18 storeys will apply.

14.2.9.3.3 Development with heights in excess of 18 storeys may be considered through a site specific Official Plan Amendment application, subject to demonstrating the following:

a. the overall intent, goals, objectives and policies of the Plan are achieved;
b. the type and scale of the development proposal is compatible with the immediate context and planned character of the area;
c. provision of an appropriate transition to adjacent land uses and buildings, including built form design and massing that provides for adequate sky views and limits visual impact, shadows, overlook and wind;
d. the City Structure hierarchy is maintained; and
e. the capacity, timing and delivery of engineering services, street network, ***community infrastructure*** and *multimodal transportation systems* is sufficient to support the development.

14.2.9.3.4 In order to guide the form, massing and density of proposed buildings, individual properties will generally be limited to a maximum ***floor space index (FSI)*** of 3.75.

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

14.2.9.3.6 A combination of residential and commercial uses are encouraged.

14.2.9.4 Urban Design

14.2.9.4.1 Development will provide for a range of building types and heights, including mid-rise buildings to create diversity of urban form and housing choice.

14.2.9.4.2 Buildings will be designed and located to:

a. frame and animate streets and public spaces;
b. create a coherent built environment;
c. provide setbacks along internal roads that provide a generally consistent building edge and relate to the scale of buildings and width of roads;
d. provide reduced building setbacks on internal roads with grade; related retail and service commercial uses, where appropriate;
e. provide significant and generally consistent setbacks along collector and arterial streets to promote landscape boulevards that enhance the pedestrian experience; and

f. create a street-wall along collector and arterial streets with appropriate openings for street-facing courtyards, where applicable, that provide usable landscape areas for residents and pedestrians.

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

14.2.9.4.4 In order to promote adequate natural light, sky views and privacy, the following will be required:

a. appropriate transitions between buildings, to open spaces and to adjacent neighbourhoods; and

b. a minimum separation distance of 30 metres between the tower portion of ***tall buildings*** to prevent clustering.

14.2.9.5 Residential Uses

14.2.9.5.1 *Affordable* housing for ***low-income households*** will be encouraged. It is recognized that *affordable* housing provision is subject to landowners being able to secure access to adequate funding and collaboration with the appropriate agencies.

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

14.2.9.5.3 Notwithstanding the Residential Low-Rise II policies of this Plan, mid-rise apartment buildings are also permitted.

14.2.9.6 Mixed Use Designation

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

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

14.2.9.6.3 At least a portion of the ground floor of buildings on lands designated Mixed Use will consist of spaces that activate the public realm, such as retail and service commercial uses.

14.2.9.6.4 Official plan amendments for the re-designation of lands designated Mixed Use may be considered provided the planned function of the Mixed Use designation is maintained.

14.2.9.6.5 Interim development that involves additions to or new stand-alone non-residential buildings is permitted as an interim condition. Policies 14.2.9.9.12 and 14.2.9.9.13 do not apply to such interim development.

14.2.9.7 Office Uses

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

14.2.9.8 Environment

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

a. designing and orienting buildings to be "solar ready" and to take advantage of passive heating and cooling;
b. connecting to district energy systems, where available;
c. using ***renewable energy*** sources such as solar or geothermal energy;
d. managing stormwater runoff through innovative methods including ***stormwater best management practices*** and *green infrastructure*; and
e. installing green roofs or white roofs on new residential buildings.

14.2.9.9 Transportation

14.2.9.9.1 A well connected street system will be required in order to encourage walking and cycling as the predominate modes of transportation within the Node.

14.2.9.9.2 Blocks will generally have a maximum perimeter of 520 metres. Permeability will be provided within blocks through means such as pedestrian walkways, cycling paths, parks and other publicly accessible spaces and vehicular access and servicing routes.

14.2.9.9.3 Private streets may be permitted instead of a public street to facilitate underground services such as deliveries and parking, subject to the following:

a. public easements will be required;
b. required right-of-way widths will be provided; and
c. appropriate terminus may be required for maintenance and operations where a public street connects with a private street.

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

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

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

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

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

14.2.9.9.9 Transit services will be enhanced as ridership demands increase. Transit stations and facilities will be incorporated into redevelopment plans adhering to MiWay standards.

14.2.9.9.10 Private bicycle parking will be required and will be located throughout the Nodes and at transit facilities.

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

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

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

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

14.2.9.10 Implementation

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

a. delineation of development blocks;
b. street alignment and characteristics;
c. distribution of density;
d. building heights and massing;
e. land uses and estimated number of people and jobs;
f. phasing plans;
g. relationship to surrounding areas;
h. servicing requirements;
i. a public realm plan, including parkland;
j. vehicular and *active transportation* circulation plan;
k. vehicular and bicycle parking;

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

m. environmentally sustainable measures;

n. existing and proposed transit infrastructure; and

o. pedestrian network plan.

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

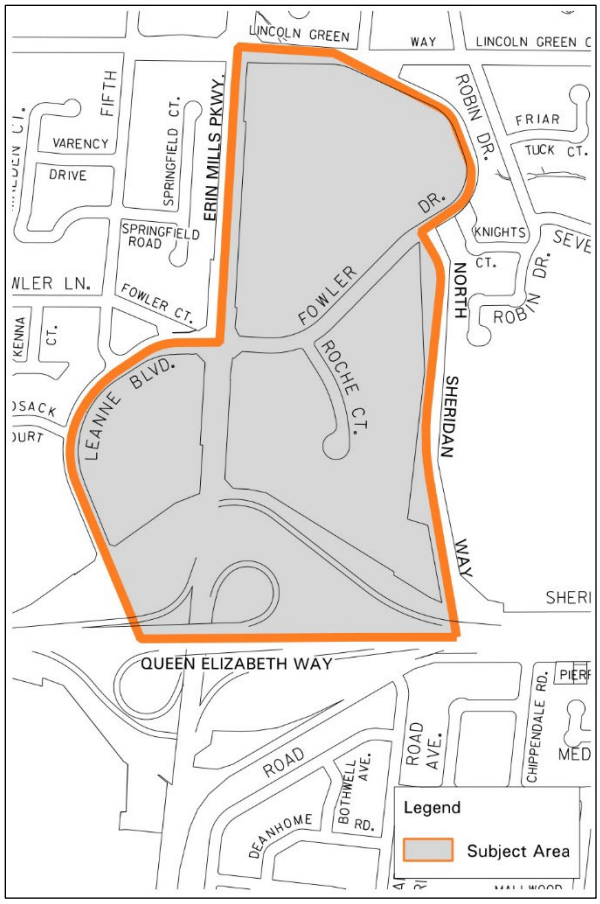
14.2.9.10.3 The City may require a retail and service needs assessment study when development applications propose a reduction of existing commercial space. The study will address how the planned function of the Node as the focal point for retail and service commercial uses and ***community facilities***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

14.2.9.10.4 Where the redevelopment of retail and service commercial uses is proposed, phasing of development may be required to ensure that the planned function of the Node is maintained during redevelopment.

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

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

14.2.10 Sheridan



Map 14-2.10: Sheridan Growth Node Character Area

14.2.10.1 Introduction

The Sheridan Growth Node will evolve into healthy sustainable *complete community* with:

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

b. the planned function as a focal point for retail and service commercial uses, ***community facilities*** and transit facilities retained;

c. encouraging the provision of a mixture of residential built forms and tenures suitable to a variety of income levels and household types including below-market priced housing;

d. *active transportation* modes that are prioritized within the Nodes and connect to the surrounding residential neighbourhoods;

e. public transit that is prioritized over vehicular traffic and connects to the surrounding regional communities;

f. densities and a mix of uses that allow people to meet many of their needs locally and within walking distance;

g. attractive and well connected built environments that promote physically active lifestyles; and

h. environmentally resilient development that includes the use of ***stormwater best management practices*** and *green infrastructure*.

14.2.10.2 General

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

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

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

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

14.2.10.2.5 Privately owned public spaces that enhances and connects the public open space system are encouraged.

14.2.10.2.6 Design interventions are encouraged to enliven the Node on a temporary basis or to test ideas for long term changes.

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

14.2.10.2.8 A grocery store should be maintained within the Node.

14.2.10.2.9 The requirements of these policies, including the retention and enhancement of ***community infrastructure***, the design and redesign of new and existing streets, and the enhancement of transit infrastructure will be delivered in accordance with the applicable legislative framework.

14.2.10.3 Height and Density

14.2.10.3.1 A minimum building height of three storeys will apply for buildings with a residential component.

14.2.10.3.2 A maximum building height of 18 storeys will apply.

14.2.10.3.3 Development with heights in excess of 18 storeys may be considered through a site specific Official Plan Amendment application, subject to demonstrating the following:

a. the overall intent, goals, objectives and policies of the Plan are achieved;
b. the type and scale of the development proposal is compatible with the immediate context and planned character of the area;
c. provision of an appropriate transition to adjacent land uses and buildings, including built form design and massing that provides for adequate sky views and limits visual impact, shadows, overlook and wind;
d. the City Structure hierarchy is maintained; and
e. the capacity, timing and delivery of engineering services, street network, ***community infrastructure*** and *multimodal transportation systems* is sufficient to support the development.

14.2.10.3.4 In order to guide the form, massing and density of proposed buildings, individual properties will generally be limited to a maximum ***floor space index (FSI)*** of 3.75.

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

14.2.10.3.6 A combination of residential and commercial uses are encouraged.

14.2.10.4 Urban Design

14.2.10.4.1 Development will provide for a range of building types and heights, including mid-rise buildings to create diversity of urban form and housing choice.

14.2.10.4.2 Buildings will be designed and located to:

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

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

14.2.10.4.4 In order to promote adequate natural light, sky views and privacy, the following will be required:

a. appropriate transitions between buildings, to open spaces and to adjacent neighbourhoods; and

b. a minimum separation distance of 30 metres between the tower portion of ***tall buildings*** to prevent clustering.

14.2.10.5 Residential Uses

14.2.10.5.1 Residential development permitted by any land use designation is encouraged to include:

a. minimum 10 percent of housing units that are below-market for each development application proposing more than 50 residential units within the Sheridan Growth Node. This should be comprised of units targeted for a range of middle income households; and

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

    i. middle income is defined as Mississauga households with annual earnings between the lowest 40 to 60 percent of income distribution

    ii. below-market ownership housing means housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income

    iii. below-market rental housing means a unit for which the rent does not exceed 30 percent of gross annual household income

14.2.10.5.2 *Affordable* housing for ***low-income households*** will be encouraged. It is recognized that *affordable* housing provision is subject to landowners being able to secure access to adequate funding and collaboration with the appropriate agencies.

14.2.10.5.3 Reduced parking requirements will be considered for the below-market and *affordable* housing units described in policies 14.2.10.5.1 and 14.2.10.5.2 and as an incentive to encourage their development.

14.2.10.5.4 The below-market housing units described in policy 14.2.10.5.1 should be comprised of a mix of both below-market rental and below-market ownership housing when considered across the Node. Individual development applications are encouraged wherever possible to include a mix of both below-market rental and below-market ownership housing.

14.2.10.5.5 Land conveyance to a non-profit housing provider such as the Region of Peel will be considered in lieu of the direct provision of some or all of the below-market housing units described in policy 14.2.10.5.1. Land parcel size, configuration, location,

estimated unit yield and adherence to all other policies of this Plan will be included in this consideration.

14.2.10.5.6 Any existing below-market rental housing units that are retained under the provisions of the City's Rental Housing Protection By-law will count towards the below-market housing unit requirements described in Policy 14.2.10.5.1.

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

14.2.10.5.8 Notwithstanding the Residential Low-Rise II policies of this Plan, mid-rise apartment buildings are also permitted.

14.2.10.6 Mixed Use Designation

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

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

14.2.10.6.3 At least a portion of the ground floor of buildings on lands designated Mixed Use will consist of spaces that activate the public realm, such as retail and service commercial uses.

14.2.10.6.4 Official plan amendments for the re-designation of lands designated Mixed Use may be considered provided the planned function of the Mixed Use designation is maintained.

14.2.10.6.5 Interim development that involves additions to or new stand-alone non-residential buildings is permitted as an interim condition. Policies 14.2.10.9.12 and 14.2.10.9.13 do not apply to such interim development.

14.2.10.7 Office Uses

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

14.2.10.8 Environment

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

a. designing and orienting buildings to be "solar ready" and to take advantage of passive heating and cooling;
b. connecting to district energy systems, where available;
c. using ***renewable energy*** sources such as solar or geothermal energy;
d. managing stormwater runoff through innovative methods including ***stormwater best management practices*** and *green infrastructure*; and

e. installing green roofs or white roofs on new residential buildings.

14.2.10.9 Transportation

14.2.10.9.1 A well connected street system will be required in order to encourage walking and cycling as the predominate modes of transportation within the Nodes.

14.2.10.9.2 Blocks will generally have a maximum perimeter of 520 metres. Permeability will be provided within blocks through means such as pedestrian walkways, cycling paths, parks and other publicly accessible spaces and vehicular access and servicing routes.

14.2.10.9.3 Private streets may be permitted instead of a public street to facilitate underground services such as deliveries and parking, subject to the following:

a. public easements will be required;

b. required right-of-way widths will be provided; and

c. appropriate terminus may be required for maintenance and operations where a public street connects with a private street.

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

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

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

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

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

14.2.10.9.9 Transit services will be enhanced as ridership demands increase. Transit stations and facilities will be incorporated into redevelopment plans adhering to MiWay standards.

14.2.10.9.10 Private bicycle parking will be required and will be located throughout the Nodes and at transit facilities.

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

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

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

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

14.2.10.10 Implementation

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

a. delineation of development blocks;
b. street alignment and characteristics;
c. distribution of density;
d. building heights and massing;
e. land uses and estimated number of people and jobs;
f. phasing plans;
g. relationship to surrounding areas;
h. servicing requirements;
i. a public realm plan, including parkland;
j. vehicular and *active transportation* circulation plan;
k. vehicular and bicycle parking;
l. animation at grade, particularly for retail focus areas and in proximity to transit services and along major roads;
m. environmentally sustainable measures;
n. existing and proposed transit infrastructure; and
o. pedestrian network plan.

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

14.2.10.10.3 The City may require a retail and service needs assessment study when development applications propose a reduction of existing commercial space. The study

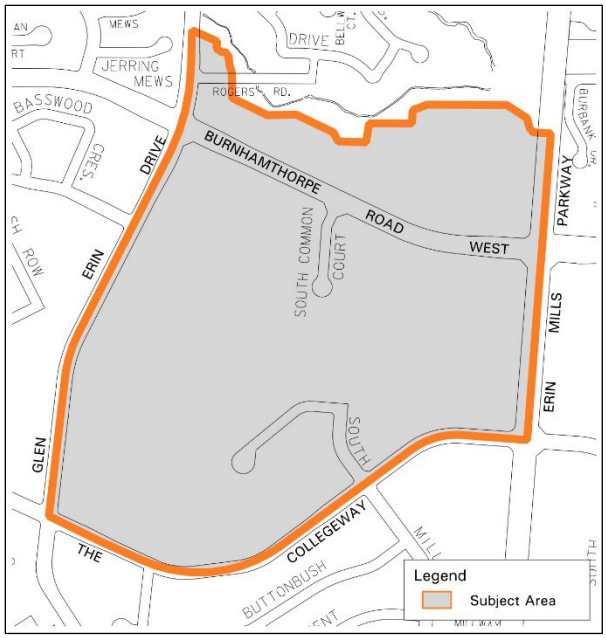
will address how the planned function of the Node as the focal point for retail and service commercial uses and ***community facilities*** for existing and planned residents of the Node and surrounding neighbourhoods is retained.

14.2.10.10.4 Where the redevelopment of retail and service commercial uses is proposed, phasing of development may be required to ensure that the planned function of the Node is maintained during redevelopment.

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

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

14.2.11 South Common



Map 14-2.11: South Common Growth Node Character Area

14.2.11.1 Introduction

The South Common Growth Node will evolve into healthy sustainable *complete community* with:

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

b. the planned function as a focal point for retail and service commercial uses, ***community facilities*** and transit facilities retained;

c. encouraging the provision of a mixture of residential built forms and tenures suitable to a variety of income levels and household types including below-market priced housing;

d. *active transportation* modes that are prioritized within the Node and connect to the surrounding residential neighbourhoods;

e. public transit that is prioritized over vehicular traffic and connects to the surrounding regional communities;

f. densities and a mix of uses that allow people to meet many of their needs locally and within walking distance;

g. attractive and well connected built environments that promote physically active lifestyles; and

h. environmentally resilient development that includes the use of ***stormwater best management practices*** and *green infrastructure*.

14.2.11.2 General

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

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

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

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

14.2.11.2.5 Privately owned public spaces that enhances and connects the public open space system are encouraged.

14.2.11.2.6 Design interventions are encouraged to enliven the Node on a temporary basis or to test ideas for long term changes.

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

14.2.11.2.8 A grocery store should be maintained within the Node.

14.2.11.2.9 The requirements of these policies, including the retention and enhancement of ***community infrastructure***, the design and redesign of new and existing streets, and the enhancement of transit infrastructure will be delivered in accordance with the applicable legislative framework.

14.2.11.3 Height and Density

14.2.11.3.1 A minimum building height of three storeys will apply for buildings with a residential component.

14.2.11.3.2 A maximum building height of 18 storeys will apply.

14.2.11.3.3 Development with heights in excess of 18 storeys may be considered through a site specific Official Plan Amendment application, subject to demonstrating the following:

a. the overall intent, goals, objectives and policies of the Plan are achieved;

b. the type and scale of the development proposal is compatible with the immediate context and planned character of the area;

c. provision of an appropriate transition to adjacent land uses and buildings, including built form design and massing that provides for adequate sky views and limits visual impact, shadows, overlook and wind;

d. the City Structure hierarchy is maintained; and

e. the capacity, timing and delivery of engineering services, street network, ***community infrastructure*** and *multimodal transportation systems* is sufficient to support the development.

14.2.11.3.4 In order to guide the form, massing and density of proposed buildings, individual properties will generally be limited to a maximum ***floor space index (FSI)*** of 3.75.

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

14.2.11.3.6 A combination of residential and commercial uses are encouraged.

14.2.11.4 Urban Design

14.2.11.4.1 Development will provide for a range of building types and heights, including mid-rise buildings to create diversity of urban form and housing choice.

14.2.11.4.2 Buildings will be designed and located to:

a. frame and animate streets and public spaces;

b. create a coherent built environment;

c. provide setbacks along internal roads that provide a generally consistent building edge and relate to the scale of buildings and width of roads;

d. provide reduced building setbacks on internal roads with grade; related retail and service commercial uses, where appropriate;

e. provide significant and generally consistent setbacks along collector and arterial streets to promote landscape boulevards that enhance the pedestrian experience; and

f. create a street-wall along collector and arterial streets with appropriate openings for street-facing courtyards, where applicable, that provide usable landscape areas for residents and pedestrians

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

14.2.11.4.4 In order to promote adequate natural light, sky views and privacy, the following will be required:

a. appropriate transitions between buildings, to open spaces and to adjacent neighbourhoods; and

b. a minimum separation distance of 30 metres between the tower portion of ***tall buildings*** to prevent clustering;

14.2.11.5 Residential Uses

14.2.11.5.1 Residential development permitted by any land use designation is encouraged to include:

a. minimum 10 percent of housing units that are below-market for each development application proposing more than 50 residential units within the South Common Growth Node. This should be comprised of units targeted for a range of middle income households;

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

c. middle income is defined as Mississauga households with annual earnings between the lowest 40 to 60 percent of income distribution;

d. below-market ownership housing means housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income; and

e. below-market rental housing means a unit for which the rent does not exceed 30 percent of gross annual household income.

14.2.11.5.2 *Affordable* housing for ***low-income households*** will be encouraged. It is recognized that *affordable* housing provision is subject to landowners being able to secure access to adequate funding and collaboration with the appropriate agencies.

14.2.11.5.3 Reduced parking requirements will be considered for the below-market and *affordable* housing units described in policies 14.2.11.5.1 and 14.2.11.5.2 and as an incentive to encourage their development.

14.2.11.5.4 The below-market housing units described in policy 14.2.11.5.1 should be comprised of a mix of both below-market rental and below-market ownership housing when considered across the Node. Individual development applications are encouraged wherever possible to include a mix of both below-market rental and below-market ownership housing.

14.2.11.5.5 Land conveyance to a non-profit housing provider such as the Region of Peel will be considered in lieu of the direct provision of some or all of the below-market housing units described in policy 14.2.11.5.1. Land parcel size, configuration, location, estimated unit yield and adherence to all other polices of this Plan will be included in this consideration.

14.2.11.5.6 Any existing below-market rental housing units that are retained under the provisions of the City's Rental Housing Protection By-law will count towards the below-market housing unit requirements described in Policy 14.2.11.5.1.

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

14.2.11.5.8 Notwithstanding the Residential Low-Rise II policies of this Plan, mid-rise apartment buildings are also permitted.

14.2.11.6 Mixed Use Designation

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

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

14.2.11.6.3 At least a portion of the ground floor of buildings on lands designated Mixed Use will consist of spaces that activate the public realm, such as retail and service commercial uses.

14.2.11.6.4 Official plan amendments for the re-designation of lands designated Mixed Use may be considered provided the planned function of the Mixed Use designation is maintained.

14.2.11.6.5 Interim development that involves additions to or new stand-alone non-residential buildings is permitted as an interim condition. Policies 14.2.11.9.12 and 14.2.11.9.13 do not apply to such interim development.

14.2.11.7 Office Uses

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

14.2.11.8 Environment

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

a. designing and orienting buildings to be “solar ready” and to take advantage of passive heating and cooling;
b. connecting to district energy systems, where available;
c. using ***renewable energy*** sources such as solar or geothermal energy;
d. managing stormwater runoff through innovative methods including ***stormwater best management practices*** and *green infrastructure*; and
e. installing green roofs or white roofs on new residential buildings.

14.2.11.9 Transportation

14.2.11.9.1 A well connected street system will be required in order to encourage walking and cycling as the predominate modes of transportation within the Nodes.

14.2.11.9.2 Blocks will generally have a maximum perimeter of 520 metres. Permeability will be provided within blocks through means such as pedestrian walkways, cycling

paths, parks and other publicly accessible spaces and vehicular access and servicing routes.

14.2.11.9.3 Private streets may be permitted instead of a public street to facilitate underground services such as deliveries and parking, subject to the following:

a. public easements will be required;

b. required right-of-way widths will be provided; and

c. appropriate terminus may be required for maintenance and operations where a public street connects with a private street.

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

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

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

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

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

14.2.11.9.9 Transit services will be enhanced as ridership demands increase. Transit stations and facilities will be incorporated into redevelopment plans adhering to MiWay standards.

14.2.11.9.10 Private bicycle parking will be required and will be located throughout the Nodes and at transit facilities.

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

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

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

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

14.2.11.10 Implementation

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

a. delineation of development blocks;
b. street alignment and characteristics;
c. distribution of density;
d. building heights and massing;
e. land uses and estimated number of people and jobs;
f. phasing plans;
g. relationship to surrounding areas;
h. servicing requirements;
i. a public realm plan, including parkland;
j. vehicular and *active transportation* circulation plan;
k. vehicular and bicycle parking;
l. animation at grade, particularly for retail focus areas and in proximity to transit services and along major roads;
m. environmentally sustainable measures;
n. existing and proposed transit infrastructure; and
o. pedestrian network plan.

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

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

14.2.11.10.4 Where the redevelopment of retail and service commercial uses is proposed, phasing of development may be required to ensure that the planned function of the Node is maintained during redevelopment.

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

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

14.2.12 Streetsville

14.2.12.1 Land Use

14.2.12.1.1 For lands designated Residential Mid-Rise and Residential High-Rise a maximum building height of seven storeys is permitted.

14.2.12.1.2 For lands designated Mixed Use the permitted height of new buildings will be at least two storeys but not more than three storeys in height.

14.2.12.1.3 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.

14.2.12.2 Urban Design Policies

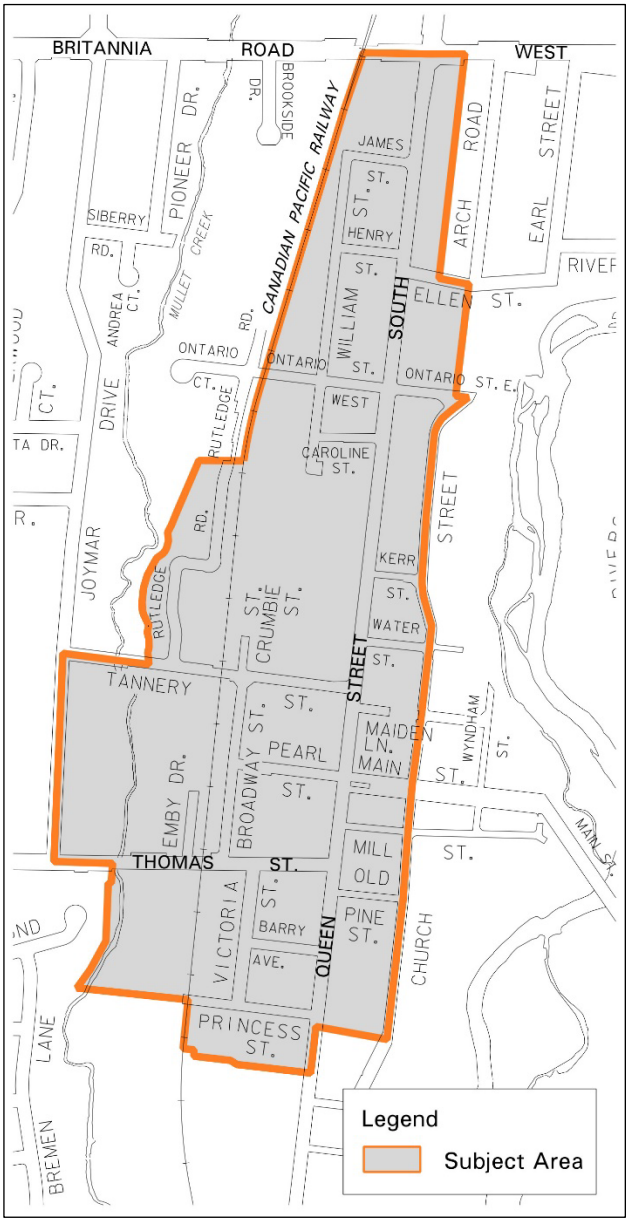
Community Identity and Focus

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

14.2.12.2.2 Development with a high level of urban design, pedestrian amenity, landscaping and compact built form will be encouraged to create a strong sense of place and reinforce the role of the Growth Node as the centre of activity for the surrounding community.

14.2.12.2.3 Queen Street South will remain the focus of the commercial core within the Streetsville Growth Node.

14.2.12.2.4 The development of symbolic gateways to define entry to and exit from the Streetsville Growth Node will be encouraged.



Map 14-2.12: Streetsville Growth Node Character Area

Historic Character

14.2.12.2.5 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.

14.2.12.2.6 Designs for new buildings and additions will enhance the historic character and heritage context of the Streetsville Growth Node through appropriate height, massing, architectural pattern, proportions, set back and general appearance.

14.2.12.2.7 Commercial signs will reflect the historic village character in the Streetsville Growth Node. Hand painted wooden signs, projecting signs as permitted by municipal by-laws and other signs which reflect late nineteenth or early twentieth century practices will be encouraged.



Figure 14.8. Streetsville is home to the largest number of historic buildings within the City, drawing many visitors and residents year-round. *(c. Destination Ontario)*

14.2.12.2.8 The established residential character of the areas generally located 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.

14.2.12.2.9 The following will apply to lands designated Mixed Use:

a. development with a mix of residential and office uses on upper floors and street related commercial uses in closely spaced storefronts lining the street, will be encouraged along the principal streets in the Streetsville Growth Node to promote an active pedestrian environment;
b. building additions will not be more than three storeys in height and will be generally harmonious in style and massing with the buildings to which they are attached;
c. the apparent height of new buildings will be reduced through massing and design;
d. new development will be encouraged to reflect the original lot pattern and setback dimensions of surrounding properties. The front setback of new buildings should match the setback of adjacent buildings so as to create a uniform street wall. Where the building setbacks on either side are not equal, the lesser setback should be used;
e. integrated parking opportunities, which may include rear lane access to combined parking areas and the development of private pay parking lots, will be encouraged where appropriate; and
f. development which enhances the ***streetscape*** through landscaping and the provision of pedestrian amenities will be encouraged along the principal streets within the Streetsville Growth Node.

Public Realm

14.2.12.2.10 The placement of parking areas to the rear of buildings and the consolidation of driveways will be encouraged along principal street frontages in the Streetsville Growth Node to increase the area available for planting and public amenity.

14.2.12.2.11 The rear façades of developments which back onto places accessible to the public, including parking areas or laneways, should be designed to provide a level of detail, fenestration, and direct access appropriate to their role as secondary frontages.

14.2.12.3 Heritage

14.2.12.3.1 Heritage resources will include those properties listed on the City's Heritage Register but, will not be restricted to the list.

14.2.12.4 Transportation

14.2.12.4.1 The maximum pavement width of Queen Street South, from Britannia Road West to the St. Lawrence and Hudson Railway, will not exceed a basic two lane cross-section, except for bus bays, on-street parking lanes, turning lanes at intersections and bicycle and pedestrian routes.

14.2.12.4.2 Main Street between Queen Street South and Church Street will not be widened to accommodate additional through traffic lanes. Minor modifications to this street for on-street parking, safety or maintenance will be permitted, however, major modifications which would have an adverse effect on the character of the street, will require an amendment to this Plan.

14.2.12.4.3 The City will continue to encourage and promote better utilization of the existing and future parking inventory through discussions with the members of the Streetsville Business Improvement Area (BIA), with a goal of developing a self-sufficient parking operation through measures such as parking charges.