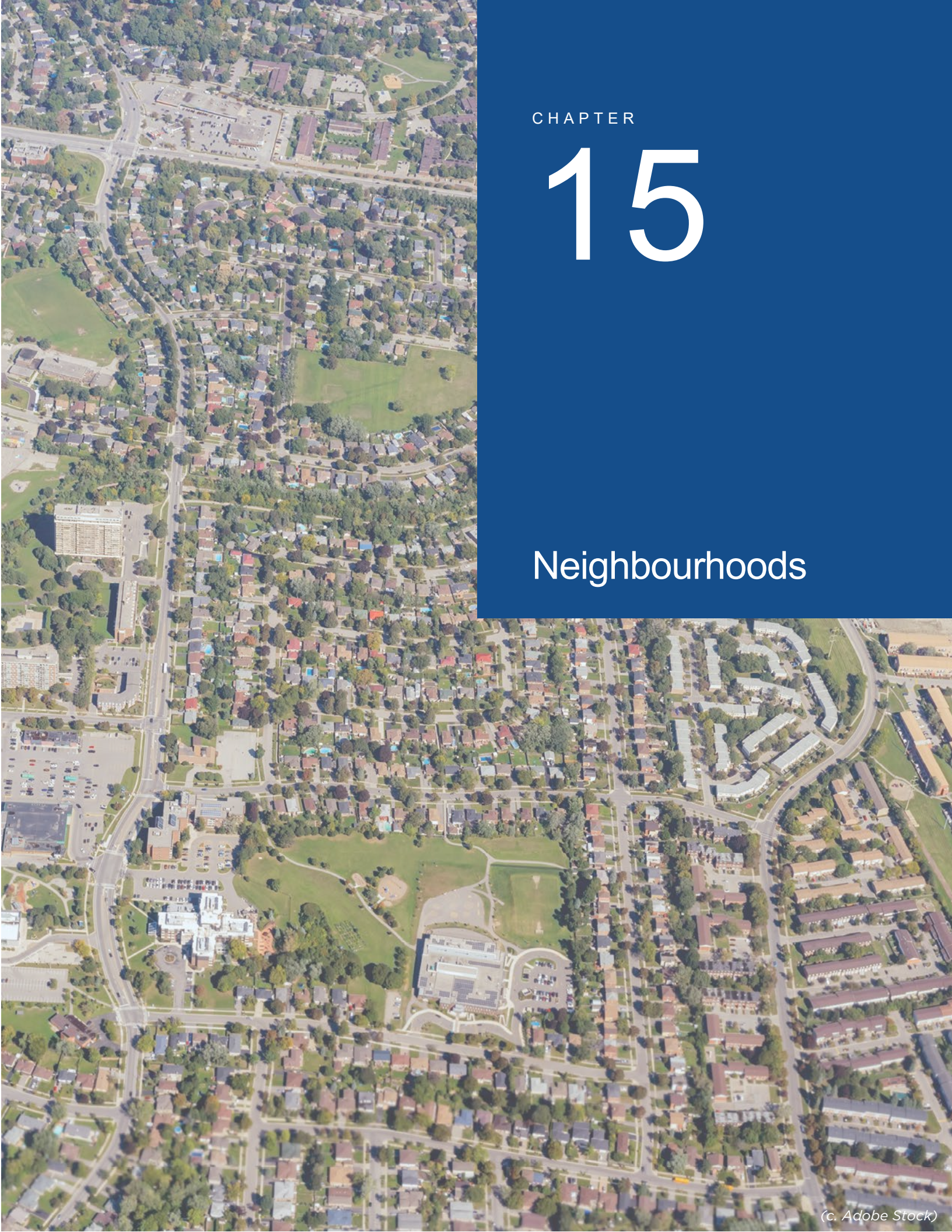
CHAPTER

15

Neighbourhoods



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15.1 Introduction

Mississauga is home to diverse neighbourhoods where many live, learn and play. Neighbourhoods accommodate a variety of building types, forms and uses that support *complete communities*.

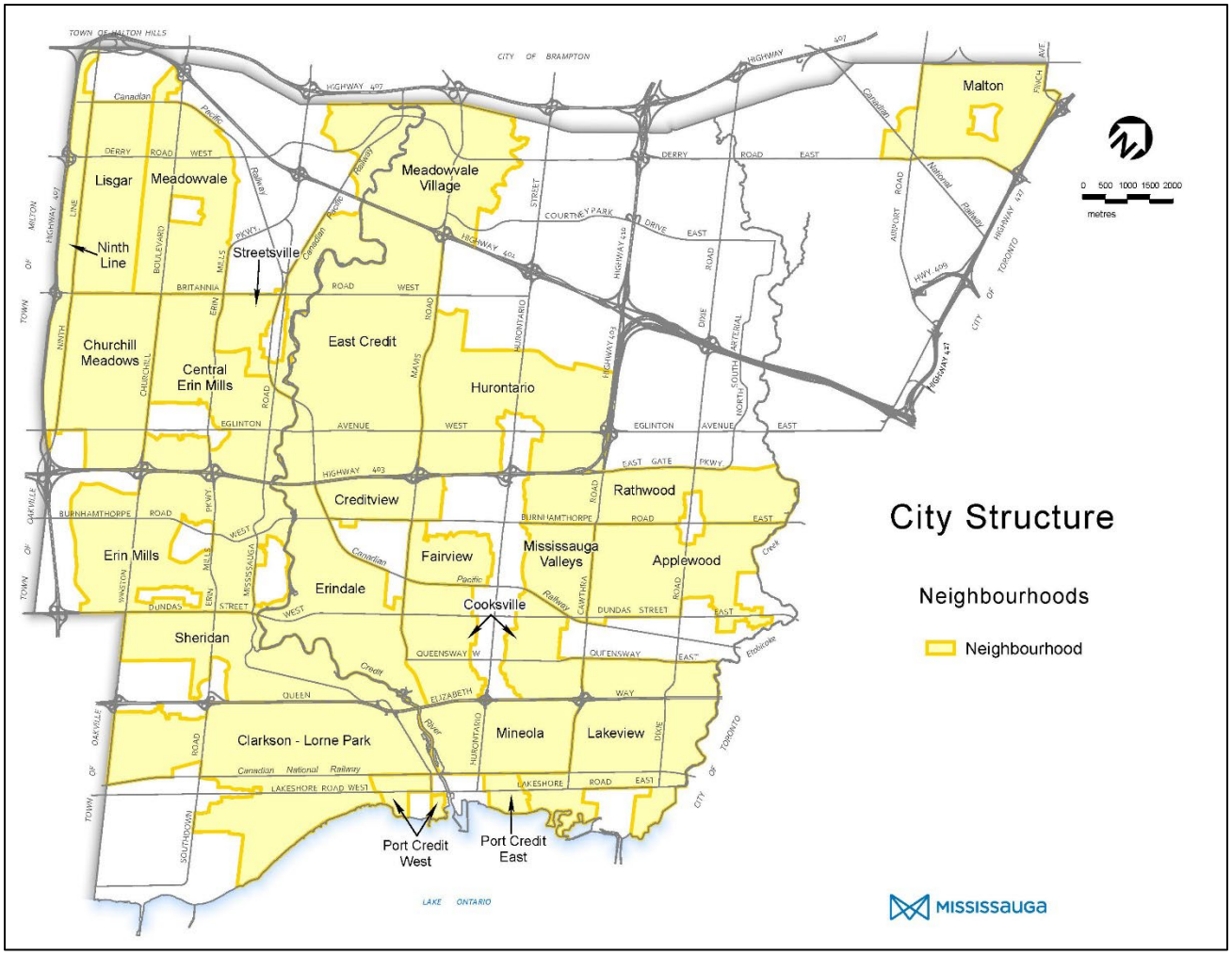
Mississauga's neighbourhoods are predominantly low in scale with the majority of their built form in the low-rise category. There are many areas with thriving high-rise apartment communities within these neighbourhoods. The policies of this Plan acknowledge the existing neighbourhood built form and encourage the creation of a variety of other forms that support the growing need for *affordable* and accessible *housing options*.

Mississauga's neighbourhoods will continue to develop in a manner that protects and promotes residential-compatible and supportive uses such as small scale retail. Theses uses are important to provide much needed services such as access to healthy food, healthcare support and other community spaces within walking distances. The provision of such uses within neighbourhoods supports the city's efforts towards equity, resilience and food security.

Mississauga's neighbourhoods are:

- Applewood;
- Central Erin Mills;
- Churchill Meadows;
- Clarkson-Lorne Park;
- Cooksville;
- Creditview
- East Credit;
- Erindale;
- Erin Mills;
- Fairview;
- Hurontario;
- Lakeview;
- Lisgar;
- Malton;
- Meadowvale;
- Meadowvale Village;
- Mineola;
- Mississauga Valleys;
- Ninth Line;
- Port Credit;
- Rathwood;
- Sheridan; and
- Streetsville.

Areas subject to Special Sites have been consolidated and can be found in Chapter 17.



Map 15-1: Neighbourhood Character Areas

This section identifies the modifications to the General Land Use designations in Chapter 10 that apply to all Neighborhoods.

15.1.1 General

15.1.1.1 For lands within a Neighbourhood, a maximum building height as prescribed by the applicable Land Use Designation will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.

15.1.1.2 Lands within a Neighbourhood that are located in a ***Protected Major Transit Station Area*** are subject to height, density and land use provisions as prescribed by the applicable ***protected Major Transit Station Area*** policies and as shown in the applicable ***protected Major Transit Station Area*** Schedule.

15.1.1.3 For lands within a Neighbourhood that are not subject to a Residential Land Use Designation, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.

15.1.1.4 The City will support the provision of a full range of *housing options*, built forms and compatible uses within neighbourhoods that:

a. Promote a variety of residential built forms and arrangements that respond to the needs of the City's current and future residents and that prioritizes *affordable* and barrier free units;
b. Direct neighbourhood-appropriate higher density uses to locate within existing apartment sites and commercial centres, along Neighbourhood Arterials or as directed by Character Area policies;
c. Ensure development provides appropriate transitions in height, built form and density to the surrounding lands; and
d. Protect existing local services that support *complete communities*, including compatible small-scale retail and service uses, in accordance with permitted uses in this Plan.

15.1.1.5 Neighbourhoods will not be the focus for major intensification and should be regarded as predominantly residential areas supported by compatible retail and services.

15.1.1.6 Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.

15.1.1.7 Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

15.1.1.8 Development along Neighbourhood Arterials and Region of Peel Arterials adjacent to Neighbourhoods should be compact, transit friendly and appropriate to the context of the surrounding Neighbourhood.

15.1.1.9 Land use and design policies for areas along Neighbourhood Arterials, select Major Collectors and Region of Peel Arterials will be determined through local area reviews.

15.1.1.10 Local area reviews will consider the appropriateness of *transit-supportive* uses for areas along Neighbourhood Arterials, select Major Collectors and Region of Peel Arterials and at their intersections. Local area policies may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.

15.1.1.11 Owners/developers will be encouraged to advise all prospective purchasers or tenants occupying new residential units within the 600 metre influence area of a

chemical plant located on Mavis Road, south of Burnhamthorpe Road West, of the possibility of adverse odour emissions.

15.1.2 Mixed Use

15.1.2.1 Residential intensification within Neighbourhoods will generally occur through infilling.

15.1.3 Residential

15.1.3.1 Low-rise apartment dwellings permitted under the Low-Rise II policies of this Plan will be encouraged to locate along Neighbourhood Arterials.

15.1.3.2 Existing detached and semi-detached dwellings on lands designated Residential Low-Rise II are deemed to conform to the Residential Low-Rise II designation and policies of this Plan.

15.1.3.3 New development located within Residential Mid-Rise and High-Rise designated areas and on lands not within a ***Protected Major Transit Station Area*** will not exceed the height of any existing buildings on the property, and will be further limited in height so as to form a gradual transition in massing when located adjacent to lands designated Residential Low-Rise.

15.1.3.4 For development of principal dwellings on lots within the Residential Low-Rise I designation, the following will apply:

a. achieve front, rear and side yard setbacks that are compatible with what is found on adjacent lots;
b. maintain similar grades and drainage conditions on the lot;
c. maintain patterns of streets, blocks and lanes, parks and public building sites;
d. encourage new housing to have similar height, mass and scale of buildings found in the surrounding area, and to carefully incorporate existing features of a particular site, i.e. topography, contours, mature vegetation;
e. garages should be recessed or located behind the main face of the house. Alternatively, garages should be located in the rear of the property;
f. ensure that new development has minimal impact on its adjacent neighbours with respect to overshadowing and overlook;
g. encourage the reuse existing building materials and/or foundations as well as sustainable building materials;
h. maximizing contiguous soft landscaping within front and rear yard setbacks that is supportive of maintaining and expanding the urban tree canopy;
i. preserve and enhance the existing tree canopy and protect mature high quality trees; and
j. discourage the use of standard, repeat designs.

15.1.3.5 Development in areas designated High-Rise will contribute to the quality of life by:

a. locating and massing new buildings to provide a transition between areas of different development intensities and scales, in accordance with the policies and requirements of this Plan, and by using means such as angular planes, separation distances, providing setbacks from, and/or a stepping down of heights towards, lower-scale areas;

b. locating and massing new buildings to limit shadow impacts on adjacent lower-scale properties, particularly during the spring and fall equinoxes;

c. locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;

d. providing indoor and outdoor amenity areas for building residents in every multi-unit residential development;

e. providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and

f. providing buildings that conform to the principles of ***universal design***, and contain units that are accessible or adaptable for persons with physical disabilities.

15.1.4 Office

15.1.4.1 Notwithstanding the Office policies of this Plan, the following use will not be permitted:

a. ***Major office***.

15.1.5 Institutional

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

15.1.6 Business Employment

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

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

a. adult entertainment establishments;

b. animal boarding establishment;

c. bodyrub establishment;

d. truck fuel dispensing;

e. motor vehicle body repair facility;

f. Motor Vehicle Commercial;

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

h. transportation facilities;

i. trucking terminals;

j. self storage facilities; and

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

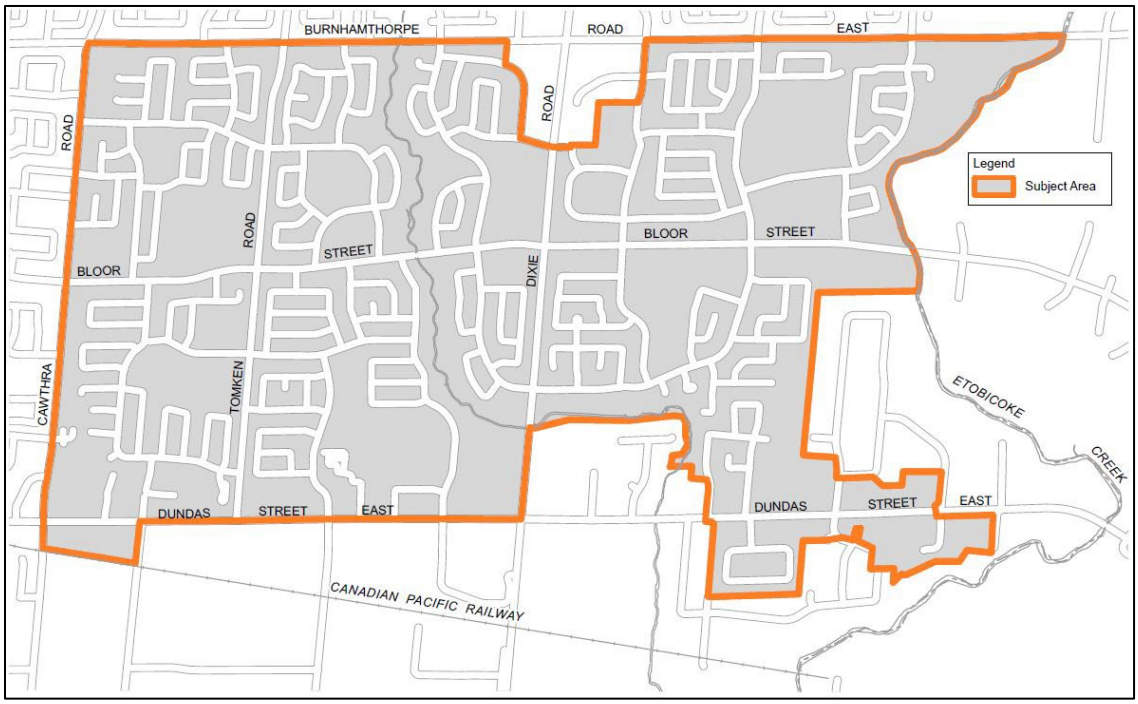
15.1.7 Industrial

15.1.7.1 The Industrial designation will not be permitted.

Neighbourhood Specific Policies

The following sections identify policies applicable to each Neighbourhood area. Some Neighbourhoods have more specific policies than others as a result of recent studies or specific characteristics. Neighbourhoods without specific policies do not have their own section.

15.2 Applewood



Map 15-2: Applewood Neighbourhood Character Area

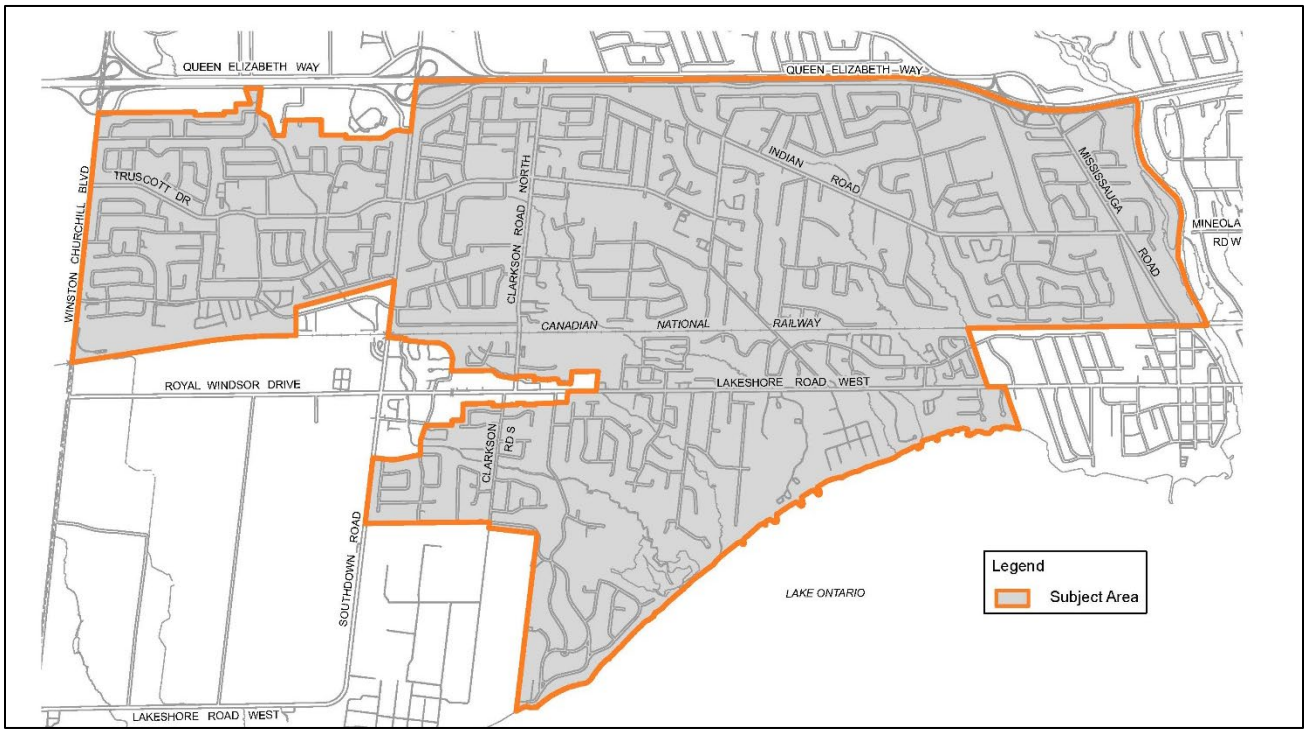
15.2.1 Context

Applewood is a mature neighbourhood with a mix of detached, semi-detached, townhouse and apartment dwellings. Apartments are predominantly located along Neighbourhood Arterials and Major Collectors and are an important piece of the overall housing stock. Retail and service uses are dispersed throughout the neighbourhood.

Neighbourhood Arterials such as Burnhamthorpe Road, Dixie Road, Cawthra Road, and Dundas Street East and major collectors like Bloor Street and Tomken Road are the focus of future height appropriate mid-rise mixed use development.

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

15.3 Clarkson-Lorne Park

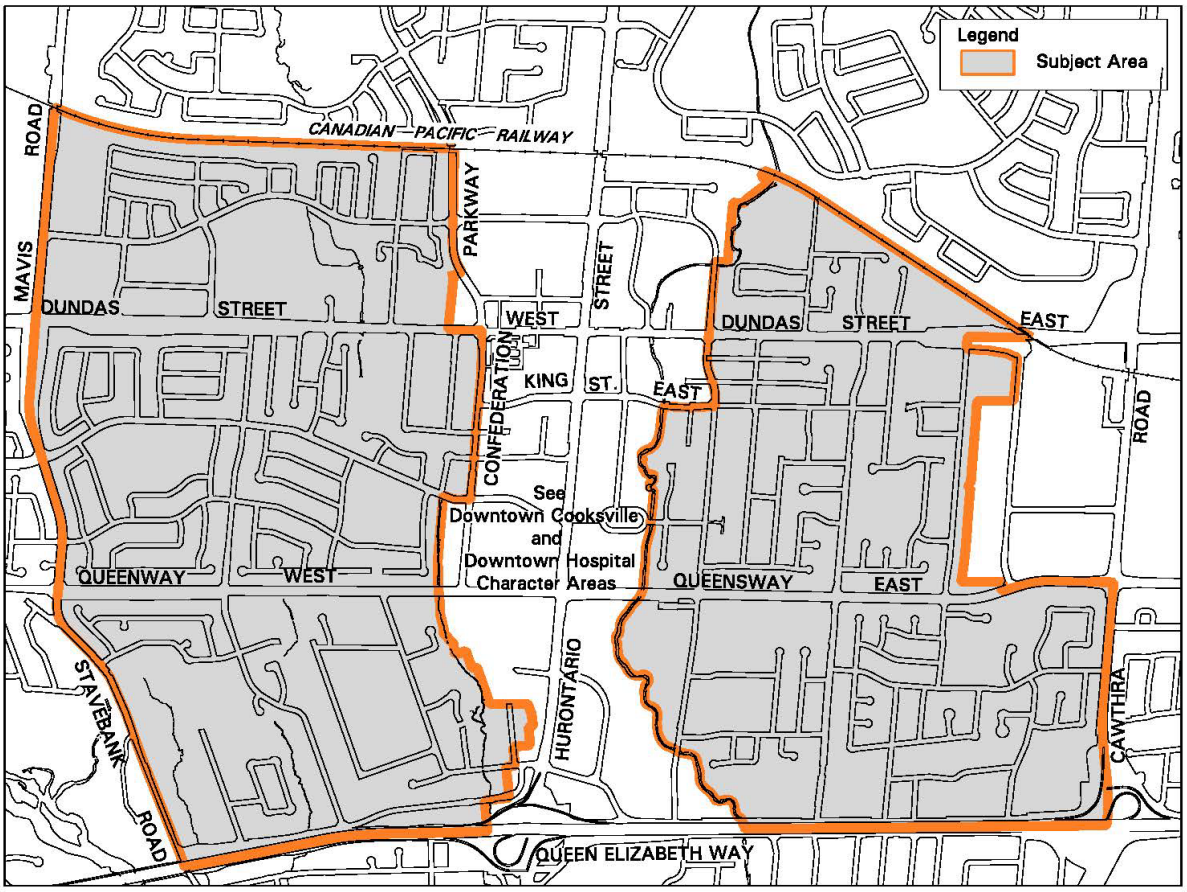


Map 15-3: Clarkson-Lorne Park Neighbourhood Character Area

15.3.1 Policies

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

15.4 Cooksville



Map 15-4: Cooksville Neighbourhood Character Area

15.4.1 Policies

15.4.1.1 The lands within the Cooksville Creek flood plain shown above are located generally between the North Service Road and where the Cooksville Creek crosses Camilla Road. The area subject to these policies within the Cooksville Neighbourhood, is generally located east of Cooksville Creek. The lands shown are subject to the *two zone flood plain* management concept, which divides the regulatory *flood plain* into two portions known as the *floodway* and the flood fringe. The limits of the flood fringe and the *floodway* are conceptual, the exact limits of which will be determined through further study.

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

a. the lands within the *floodway* are designated Residential Mid-Rise, Office, Greenlands and Utility. Notwithstanding the Residential Mid-Rise, Office, Greenlands and Utility policies of this Plan, the following uses will be permitted within the *floodway* subject to the satisfaction of the City:

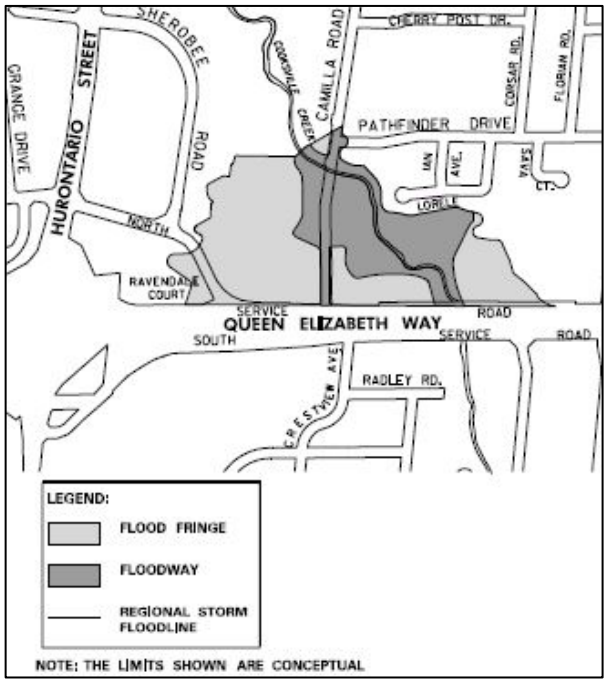
   i. flood and/or erosion works;

   ii. *facilities* which by their nature must locate near water or traverse ***watercourses*** (i.e. bridges, storm sewer outlets and stormwater management facilities); and

   iii. *passive* recreation activities.

b. *floodway* lands will be zoned in an appropriate hazard category in the implementing zoning by-law;

c. the lands within the flood fringe are subject to their respective land use designations and the following additional policies:



Map 15-4.1: Cooksville Creek *Flood plain* Management Concept

   i. development may be permitted provided the use, building or structure is flood proofed to the regulatory flood level as required by Credit Valley Conservation;

   ii. ingress/egress for all development located in the flood fringe will be such that emergency vehicular and pedestrian movement is not prevented during times of flooding in order that safe access/evacuation is ensured. The determination of safe access shall be made by Credit Valley Conservation based on the depth and velocity factors;

   iii. enclosed underground parking will be subject to the installation of stringent flood proofing measures to the elevation of the regulatory flood level; and

   iv. the zoning of lands may utilize a holding zone to provide direction as to future permitted uses while ensuring flood proofing and safe access are addressed prior to development to the satisfaction of the City and Credit Valley Conservation. The Zoning By-law will be amended to remove the holding symbol when the requirements for flood proofing, the provision of safe access to the proposed development and a detailed spill assessment and a financing agreement for the reconstruction of the culvert at the QEW has been completed to the satisfaction of the City, Credit Valley Conservation and the Ministry of Transportation.

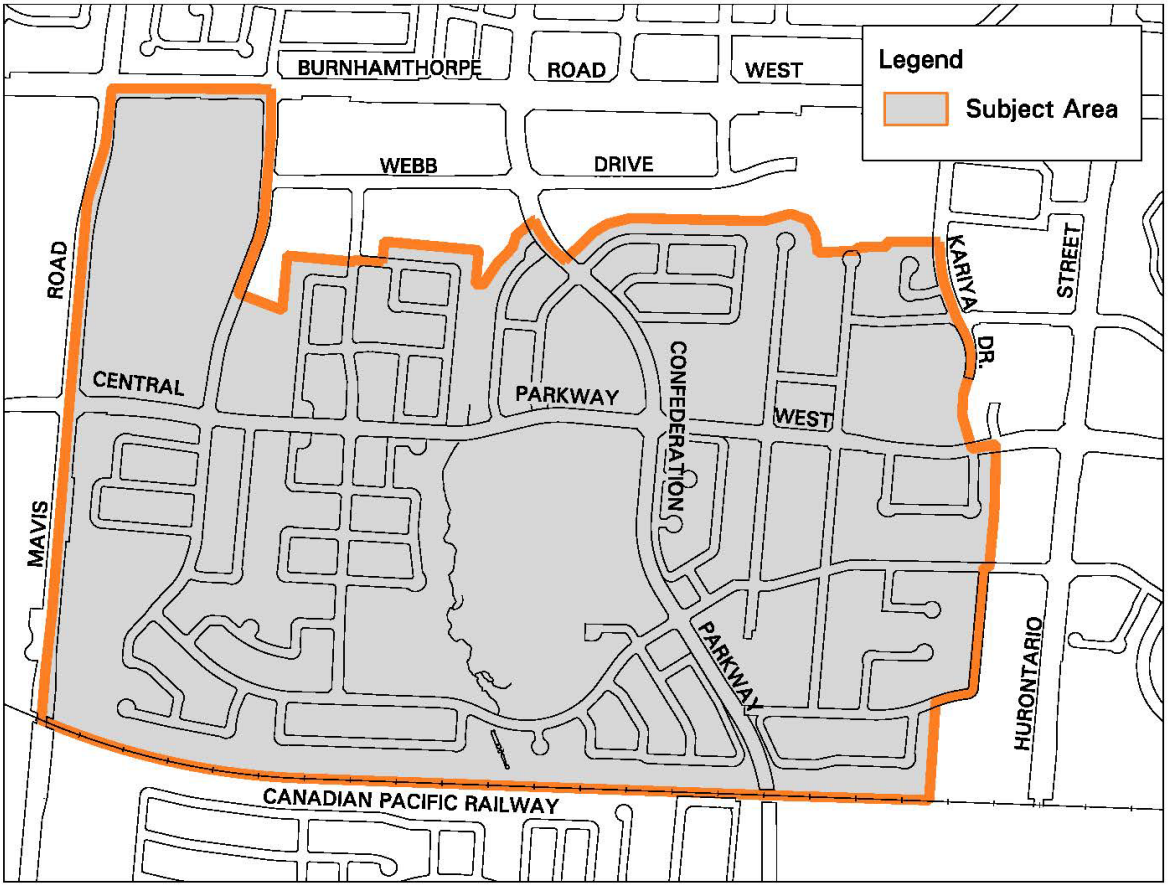
d. the following uses will not be allowed within the *flood plain*:

   i. institutional services such as hospitals, nursing homes, and schools where there would be a significant threat to the safety of inhabitants involved in an emergency evacuation situation as a result of flooding or failure of flood proofing measures;

   ii. new uses associated with the manufacturing, storage, disposal and/or consumption of hazardous substances or the treatment, collection and disposal of sewage, which would pose an unacceptable threat to public safety if they were to escape their normal containment/use as a result of flooding or failure of flood proofing measures; and

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

15.5 Fairview

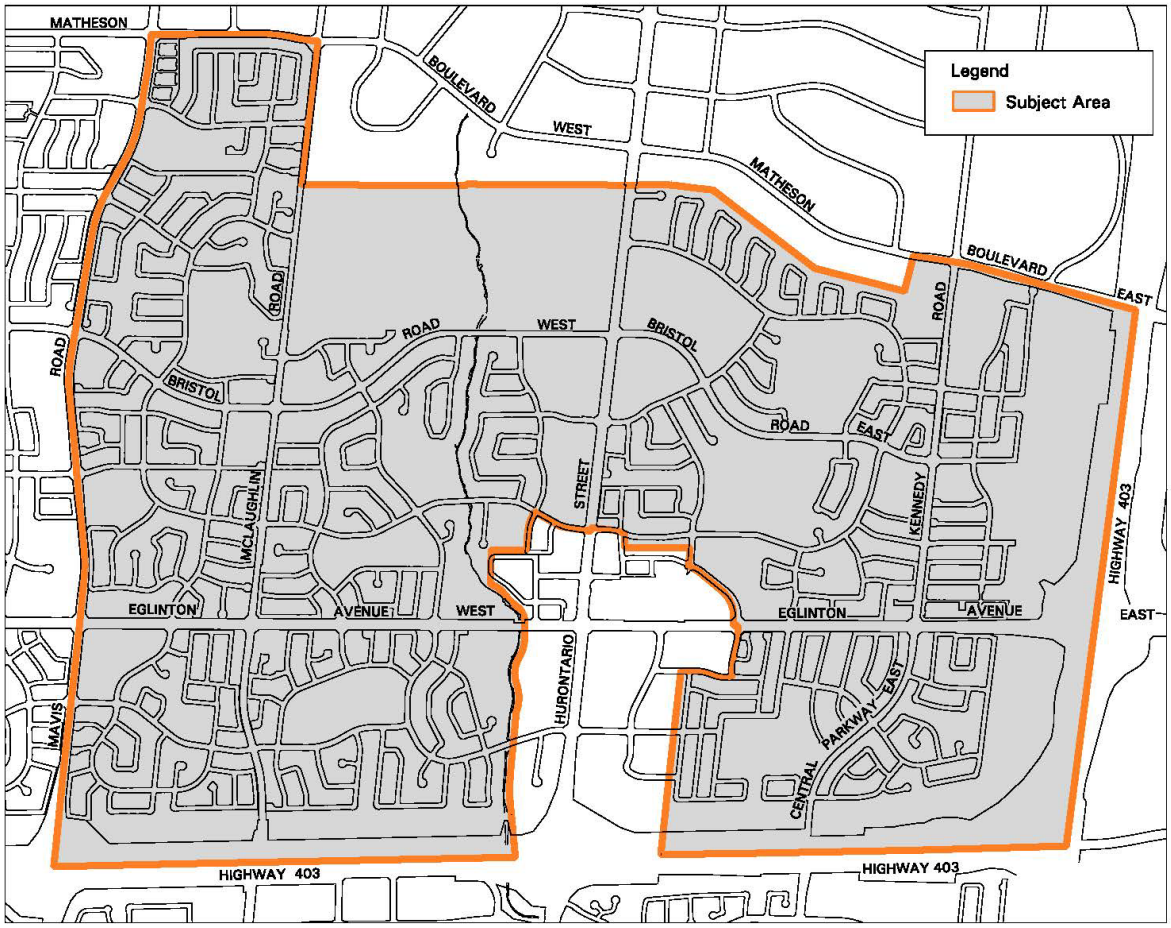


Map 15-5: Fairview Neighbourhood Character Area

15.5.1 Policies

15.5.1.1 No new residential development will be permitted within the 300 metre influence area of a chemical plant located on Mavis Road, south of Burnhamthorpe Road West, until the closure of the plant, or when emission levels acceptable for residential development have been demonstrated to the City's satisfaction.

15.6 Hurontario



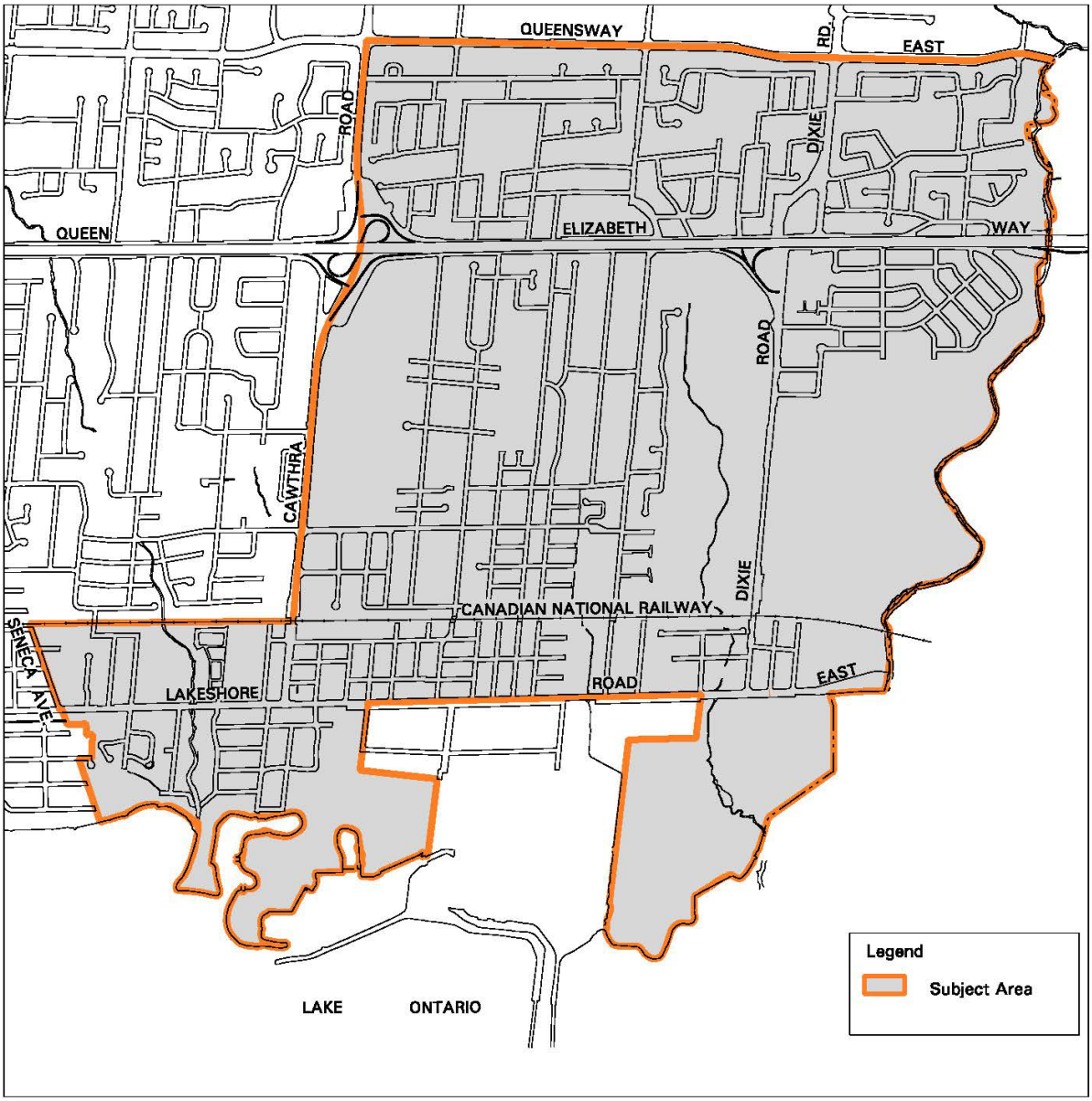
Map 15-6: Hurontario Neighbourhood Character Area

15.6.1 Policies

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

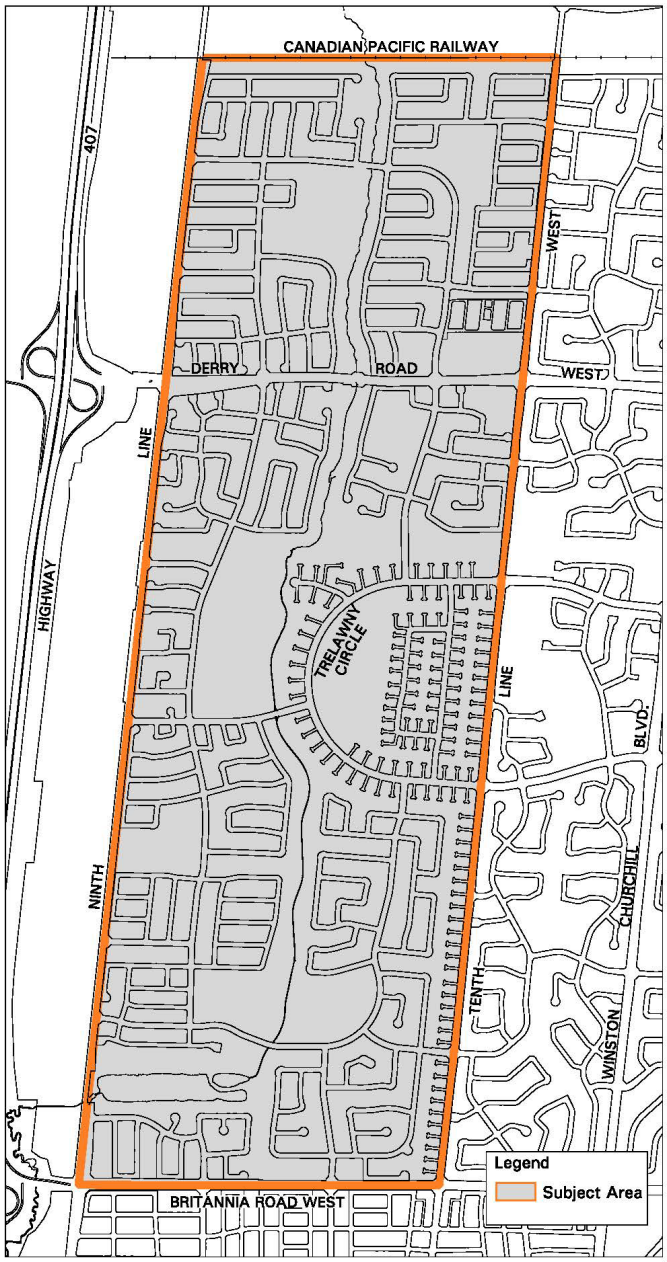
15.7 Lakeview

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



Map 15-7: Lakeview Neighbourhood Character Area

15.8 Lisgar

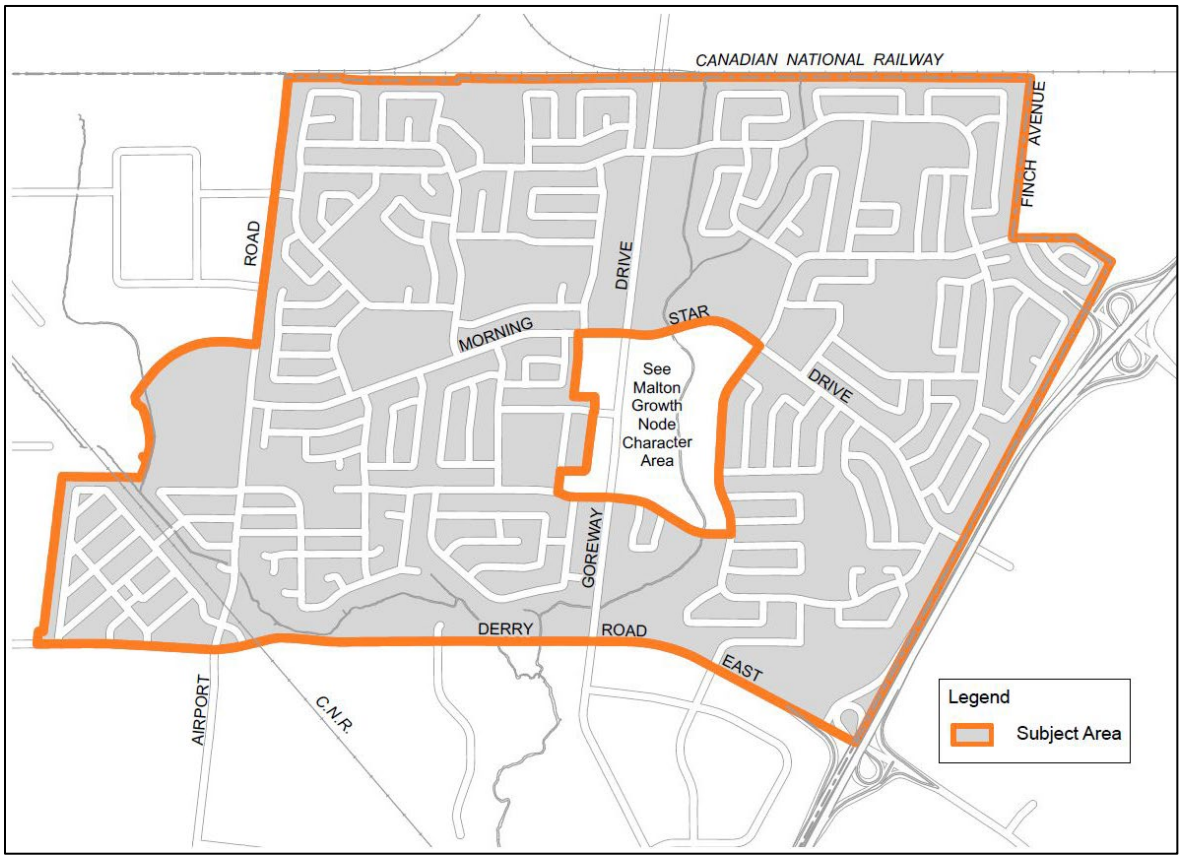


Map 15-8: Lisgar Neighbourhood Character Area

15.8.1 Policies

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

15.9 Malton



Map 15-9: Malton Neighbourhood Character Area

15.9.1 Context

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

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

The Vision is based on the following principle themes:

1. Revitalize and reinvest – continuous investment and improvements to make the community safer, more attractive and vibrant;

2. Community gathering place – create vibrant gathering places to socialize, play and celebrate;
3. Opportunity for youth – develop opportunities to help young people realize and fulfill their potential;
4. Diversity of uses – create a variety of uses for retail, commercial and entertainment opportunities; and
5. Beautification – make improvements to places and spaces, including ***streetscapes***, intersections, and signage.

15.9.2 Policies

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

a. the preservation and conservation of the former Village of Malton, bounded by Derry Road East to the south, Airport Road to the east, and Cattrick Street to the west, be maintained with respect to its housing character, street pattern and that all public works should enhance the heritage elements; and
b. the conservation of the Victory War Time Housing cultural landscape, bounded by Victory Crescent on the north, Airport Road on the west, Meritt Avenue on the south and Lancaster Avenue on the east. The neighbourhood arose, as a planned community, out of the need for *affordable* housing for the thousands of employees in the adjacent airplane manufacturing plants and related industries at the beginning of World War II. There is a strong character of modest one to one and a half storey residential structures, mature trees and consistent setbacks.

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

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

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

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

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

a. wider sidewalks at certain locations;

b. dedicated bicycle lanes; and

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

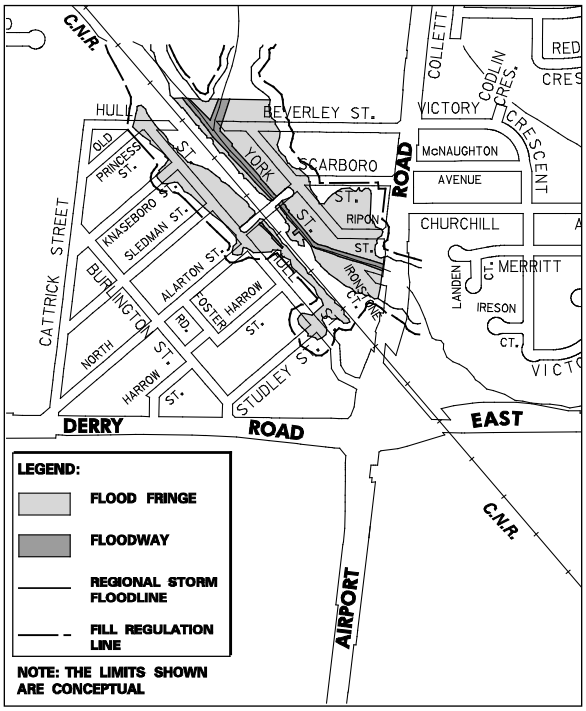
15.9.2.6 Pedestrian connections to adjacent properties are encouraged and should provide an enhanced pedestrian experience to allow for safe movement.

15.9.2.7 The lands within the Mimico Creek flood plain shown above are subject to the *two zone flood plain management concept* which divides the *flood plain* into two portions known as the *floodway* and flood fringe. The *floodway* contains the greatest depth and velocity and, therefore, development is restricted. The flood fringe may support development provided that regulatory flood protection is provided. The *two zone flood plain management concept* approval procedures are based on the following principles:

a. development will be restricted to areas of the *flood plain* where the depth of flooding and velocities are non-life threatening and property damage can be minimized (flood fringe);

b. *regulatory* flood protection will be sought for new development; and

c. approval pursuant to requirements under the *Conservation Authorities Act*.



Map 15-9.1: Mimico Creek *Flood plain* Management Concept

15.9.2.8 Notwithstanding the ***Natural Hazard*** policies of this Plan, the following polices will apply to those lands within the flood fringe of the regulatory *flood plain* and outside the *floodway*:

a. development must be flood protected to the level of the Regulatory Flood as defined by TRCA;

b. in all instances, ingress and egress will be safe, pursuant to Provincial Government flood proofing standards. In addition, the maximum level of flood protection determined to be feasible, will be considered;

c. flood damage reduction measures will be carried out by the proponent of development to achieve the required level of flood protection. The selection of flood damage reduction measures will be based on the following alternatives, listed in order of priority:

   i. dry, passive flood proofing measures will be implemented to the extent technically and/or practically feasible;

   ii. wet flood proofing measures may be permissible to minimize flood risk and/or to meet the level of flood protection required; and

   iii. dry, active flood proofing measures may be permissible to minimize flood risk.

d. The following uses will not be allowed within the *flood plain*:

   i. uses such as hospitals, nursing homes, long-term care homes, retirement homes, daycares and schools which would pose a significant threat to the safety of the inhabitants involved in an emergency evacuation situation as a result of flooding or failure of flood proofing measures;

   ii. uses associated with the manufacture, storage, disposal and/or consumption of hazardous substances or the treatment, collection and disposal of sewage, which would pose an unacceptable threat to public safety if they were to escape their normal containment/use as a result of flooding or failure of flood proofing measures; and

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

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

a. the development would be subjected to a water velocity or depth which would create an unacceptable hazard to life; or

b. the development would be susceptible to major structural damage as a result of a flood less than or equal to the Regulatory Flood; or

c. the necessary flood protection measures would have a *negative impact* on adjacent properties.

15.9.2.10 Written permission from the Toronto and Region Conservation Authority (TRCA) must be received prior to:

a. the construction of any buildings or structures within the Regional Storm (Regulatory Flood) *flood plain*;

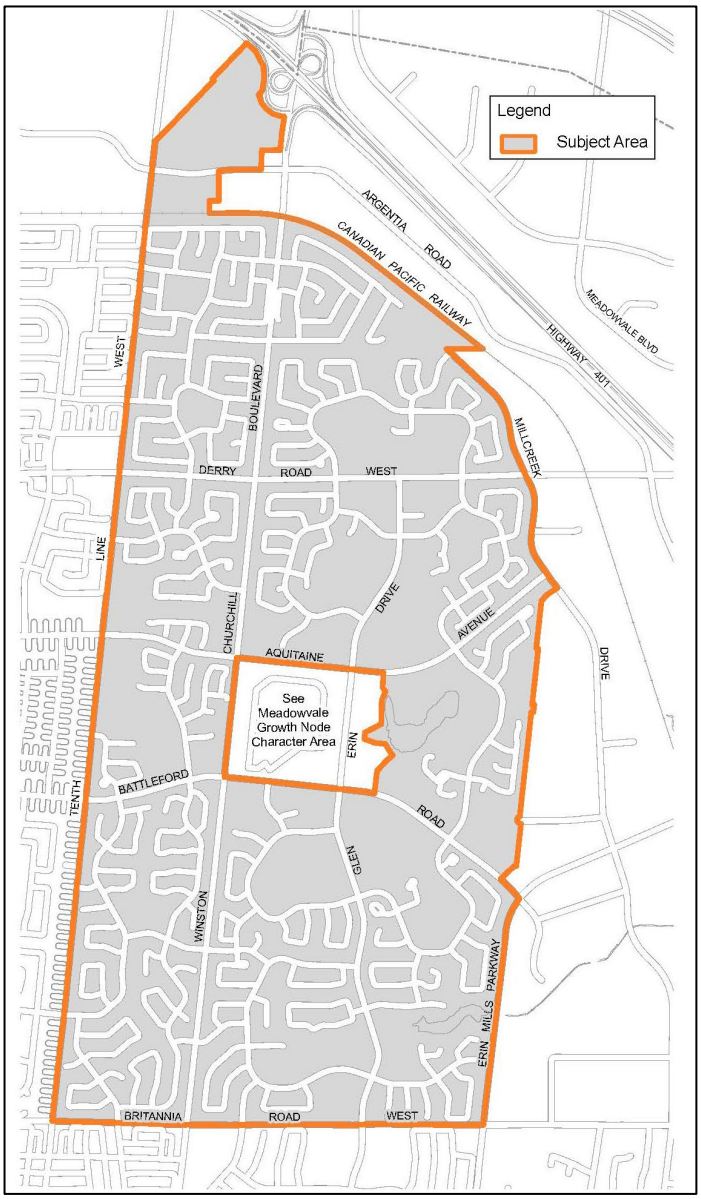
b. the placement or dumping of fill within the regulated area; and

c. the straightening, changing, diversion or interference in any way with the existing channel of a river, creek, stream or ***watercourse***.

15.10 Meadowvale

15.10.1 Context

Meadowvale is a vibrant and *complete community* founded on the principles of generous and well connected open spaces, a diversity of housing types, safe and convenient means of moving about, and access to sunlight and open skies. As Meadowvale grows from its roots as a master-planned community, it will continue to provide a mix of uses and *housing options* - including a range of rental housing by type, unit size and affordability. New development shall respect, fit in with, and reinforce the qualities that make Meadowvale a unique place to live, work and play.



Map 15-10: Meadowvale Neighbourhood Character Area

15.10.2 Policies

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

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

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

15.10.2.3 Notwithstanding the policies of this Plan, building heights of up to eight storeys may be permitted on lands designated Residential Low-Rise II subject to the following requirements:

a. the development is located in proximity to the Meadowvale Growth Node, or immediately adjacent to lands designated Mixed Use;

b. the development continues to integrate at least one type of permitted low-rise dwelling up to four storeys; and

c. the development meets the height transition policies of this Plan.

15.10.2.4 Sites where development was permitted in accordance with 15.10.2.3 will be designated Residential Mid-Rise.

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

a. limiting the number of taller buildings above eight storeys to appropriate locations in the Neighbourhood on lands designated Mixed Use and Residential High Rise, with a focus near the Meadowvale Growth Node;

b. maintaining generous access to natural light, sky views and privacy with a minimum separation distance of generally 40 metres between portions of buildings that are greater than six storeys; and

c. ensuring new buildings above four storeys relate to their surrounding context and achieve an appropriate transition in height to adjacent low-rise residential areas through the use of tools such as angular planes.

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

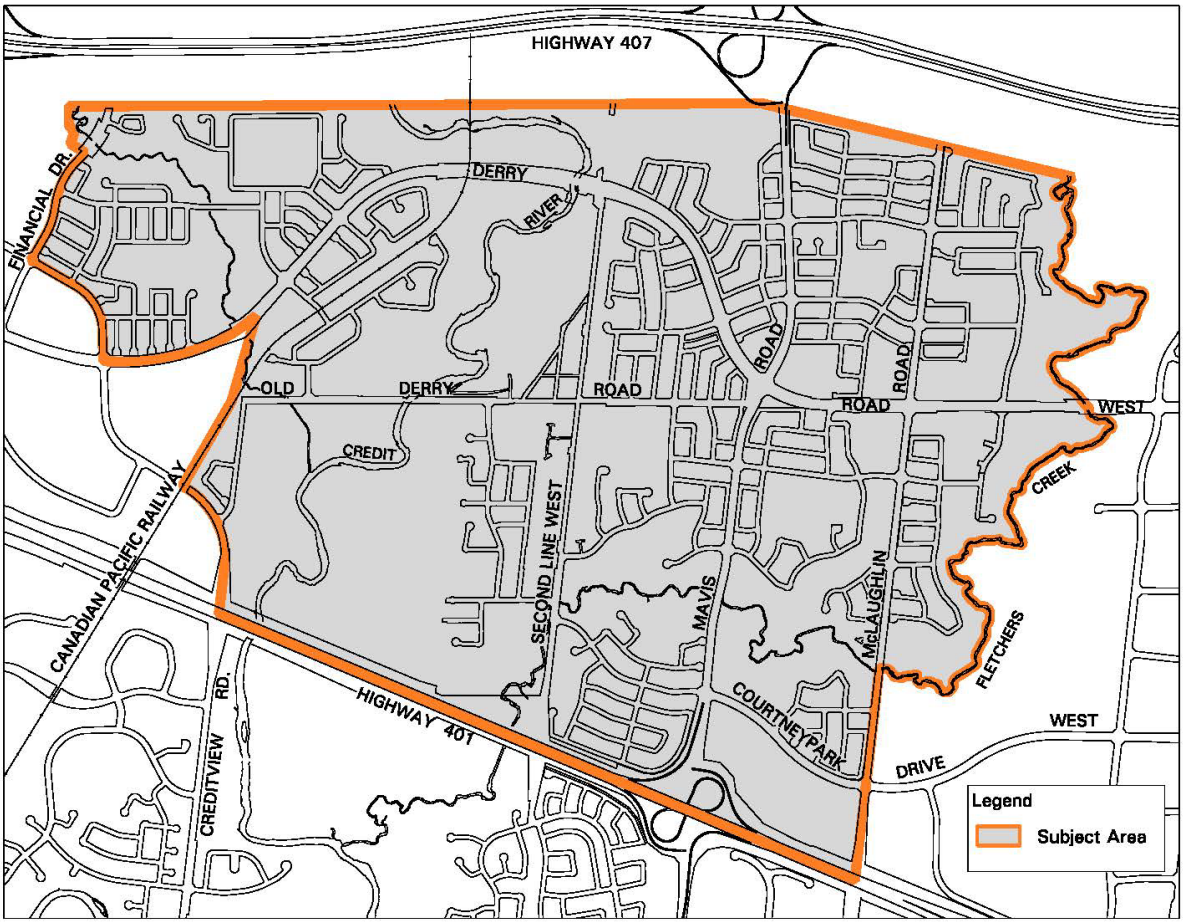
15.10.2.7 New buildings will be located and oriented to preserve views of the green network, with generous setbacks and transitions to parks and open spaces.

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

a. improve access to the existing walkway and trail network; and

b. incorporate additional pedestrian connections to existing walkways, trails, transit routes, transit stops, roads, parks and open spaces.

15.11 Meadowvale Village



Map 15-11: Meadowvale Village Neighbourhood Character Area

15.11.1 Context

Meadowvale Village was Ontario's first Heritage Conservation District as approved by the Ontario Municipal Board in 1980. The establishment of the Meadowvale Village Heritage Conservation District officially recognized its historical associations and existing built form that makes it unique in Mississauga.

The Heritage Conservation District remains distinct within the City of Mississauga. It has retained its *cultural heritage landscape* and attributes due to concerned residents and its early designation as a Heritage Conservation District.

The Meadowvale Village Neighbourhood Character Area policies apply to both the Meadowvale Village Heritage Conservation District including the lands immediately surrounding the Village, and the majority of lands more removed from the Village that

have been developed through residential plans of subdivision throughout the 1990's and 2000's.

15.11.2 Policies

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

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

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

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

15.11.2.4 A concept plan may be required as part of the processing of any development application to illustrate the location of existing trees, the road and lotting pattern and connections to adjacent developments. Appropriate land assembly may be encouraged to achieve the objectives of this Plan.

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

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

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

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

a. vistas and views of the Heritage Conservation District, and into and along the valleys of the Credit River, Levi Creek, and Fletcher's Creek should be created, maintained and enhanced;

b. the creation of individual entry features to subdivisions is discouraged to avoid the creation of enclaves within the community;

c. adjacent to Provincial Highways and elsewhere where "reverse frontages" are unavoidable and acoustic protection is required, such acoustic protection should be provided through berming to the greatest extent possible, minimizing the use of noise attenuation walls; and

d. reverse frontage development will be prohibited along the existing alignment of Old Derry Road.

15.11.2.9 In applying the following policies, the effect of buildings and spaces on the surrounding environment should be considered equally with the function and aesthetic appeal of the site itself:

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

b. reverse frontage lots may be permitted, providing the lots have a minimum depth of 45m.

15.11.2.10 The Village Precinct represents the lands in and around the Heritage Conservation District as shown on Map 15-11.1: Meadowvale Village Precincts.

15.11.2.11 The development of properties within the Heritage Conservation District and the Village Precinct will be subject to site plan control. For lands within the Heritage Conservation District, substantive alterations to properties, as defined in the Meadowvale Village Heritage Conservation District Plan, will require consultation with the Heritage Advisory Committee (HAC).

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

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

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

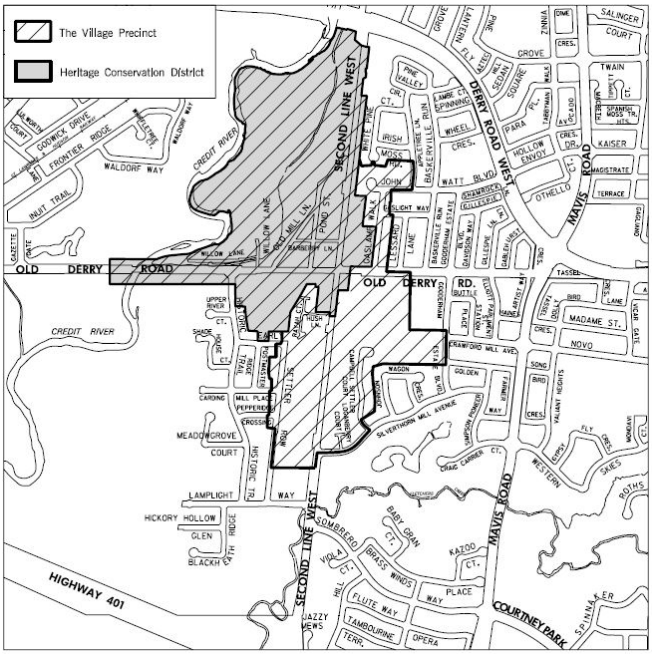
15.11.2.15 Outside the Heritage Conservation District, the street pattern should be highly interconnected to extend the street fabric of the Village, such as through a grid or modified grid street pattern with small blocks.

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

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

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

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



Map 15-11.1: Meadowvale Village Precincts

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

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

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

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

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

15.11.2.25 Notwithstanding the Greenland policies of this Plan:

a. agricultural operations will be permitted; and

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

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

a. banquet hall;

b. conference centre;

c. financial institution;

d. funeral establishment;

e. manufacturing;

f. restaurants;

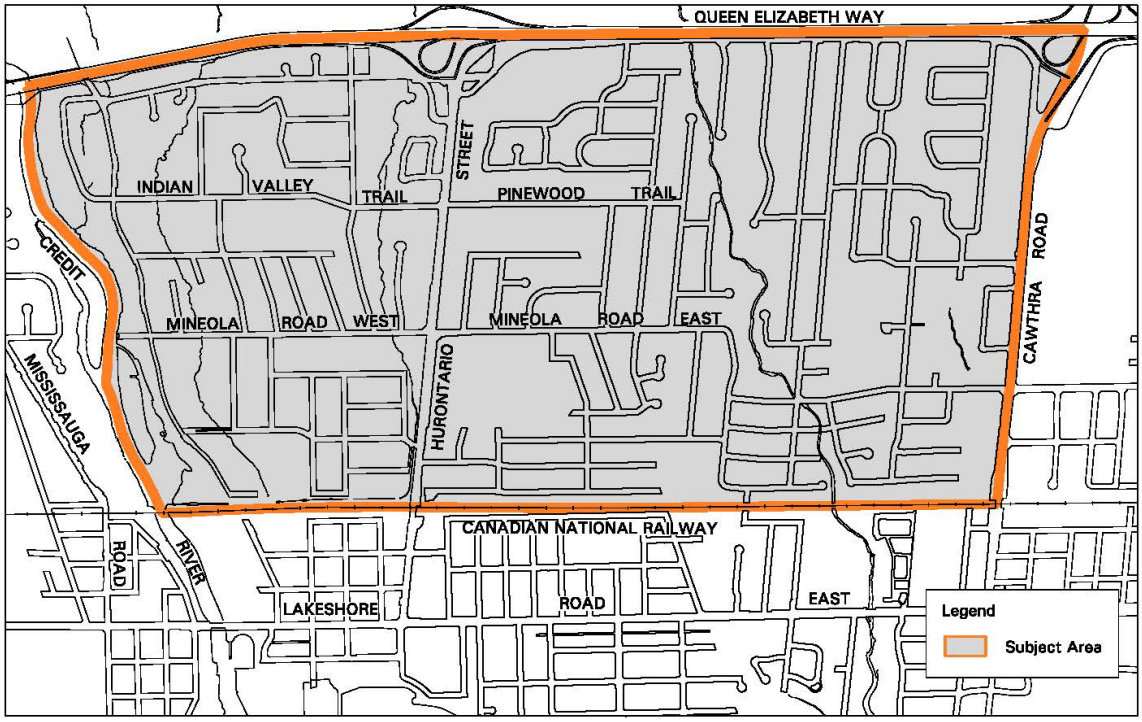
g. ***secondary office***;

h. self storage facility; and

i. warehousing, distributing and wholesaling.

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

15.12 Mineola



Map 15-12: Mineola Neighbourhood Character Area

15.12.1 Policies

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

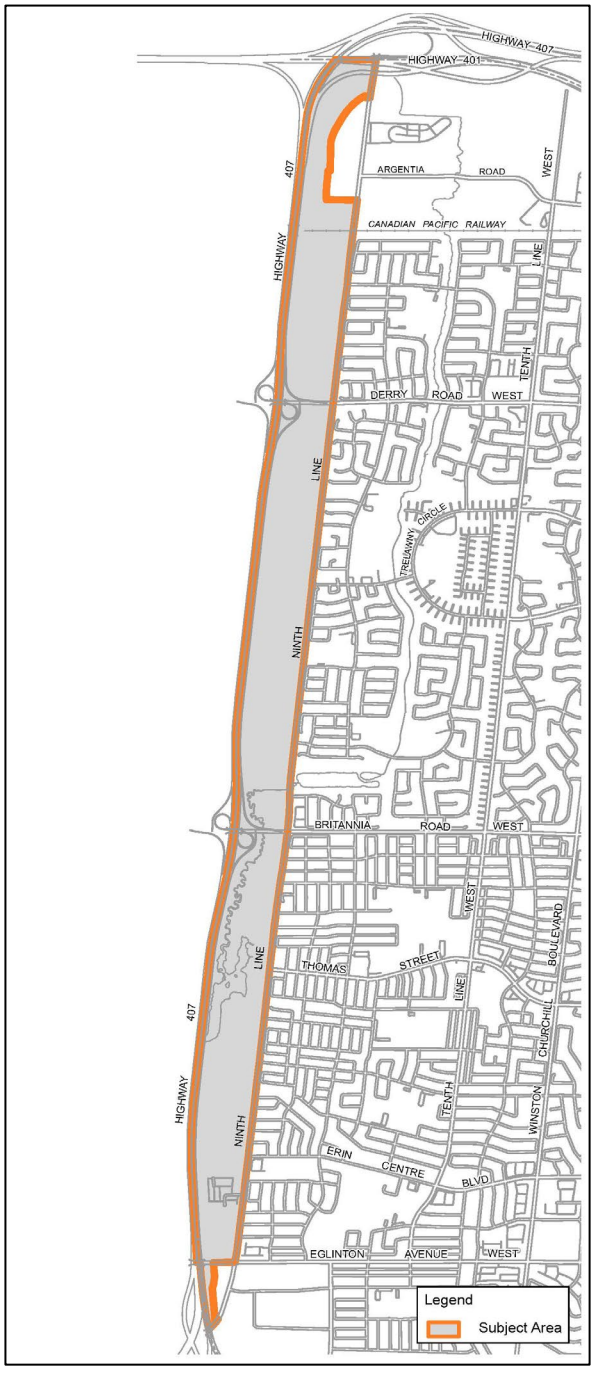
15.12.1.2 On Mineola Road East and West, consideration should be given to additional tree planting.

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

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

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

15.13 Ninth Line



Map 15-13.1: Ninth Line Neighbourhood Character Area

15.13.1 Context

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

15.13.2 Policies

15.13.2.1 The Ninth Line Neighbourhood Character Area will be planned to achieve a minimum density of 87 residents and jobs combined per hectare, on all lands where development is permitted.

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

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

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

a. provide a mix of housing to accommodate people with diverse housing preferences and socioeconomic needs. This also includes housing which is *affordable* as outlined in the City's housing strategy;
b. provide a diversity of employment opportunities to meet current and future needs;
c. provide a diversity of ***community infrastructure*** and facilities to meet the daily needs of residents, employees and visitors;
d. work in collaboration with the school board (s) to determine the need for educational facilities. The location of these facilities will be determined through the development application process;
e. schools will be combined with another permitted use on the same lot to create a compact urban form;
f. recognize the significance of cultural heritage sites and landscapes including the Natural Heritage System;
g. support transit and *active transportation* as key components of the transportation network;
h. complement existing and future transportation facilities including taller, more compact mixed use buildings at the 407 Transitway Stations;
i. demonstrate distinct and appropriate design of all buildings, streets and open spaces; and
j. provide appropriate transition to neighbourhoods to the east.

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

a. a network of trails that link open spaces and key destinations, and trail networks beyond the Ninth Line Lands;
b. safe pedestrian crossings of Ninth Line;
c. key access points;
d. pedestrian supportive streets; and
e. integrated cycling lanes and/or multi-use routes on or adjacent to Ninth Line and other roads.

15.13.2.6 Parks, Open Spaces and Natural Heritage Planning in the area will be based on a series of parks, open spaces and a Natural Heritage System that:

a. creates a well connected and sustainable Natural Heritage System;

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

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

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

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

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

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

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

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

15.13.2.12 Greenlands, both existing and restored, will be planned to protect and enhance the natural environment and establish a well connected and sustainable Natural Heritage System, having regard for the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study.

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

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

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

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

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

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

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

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

15.13.2.20 The Highway 413 Focused Analysis Area ('FAA') and the Northwest Greater Toronto Area Transmission Corridor Study Narrowed Area of Interest ('NAI'), as shown on Schedules 3, 7 and 7A of this Plan, will be planned for and protected. Development applications within the FAA and NAI will not preclude or predetermine any further planning and/or implementation of the Highway 413 and the Northwest GTA Transmission Corridor Study. Proposed developments within the FAA and NAI that could preclude or negatively affect the use of the FAA and NAI for the purpose(s) for which it was identified will not be permitted. Development approvals, whether draft or final, shall only be granted where written confirmation is received from the Ministry of Transportation and the Ministry of Energy and Mines that the FAA and NAI no longer apply to the lands subject to the application(s). The FAA and NAI have been established by Ministry of Transportation, and the Independent Electricity System Operator and the Ministry of Energy and Mines, respectively.

15.13.3 Precincts

The Ninth Line Neighbourhood Character Area is subdivided into precincts in order to reflect differences in their planned function and character. The precincts include: a North Employment Area, the Derry 407 Transitway Station Area; the North Britannia Area; the Britannia 407 Transitway Station Area; the Community Park Residential Area; and a South Employment Area. The precincts are shown on Map 15-13.2, Ninth Line Neighbourhood Character Area Precincts.

North *Employment Area* (Precinct 1)

Policies related to Precinct 1 are found in Chapter 16, section 16.13.1.

Derry 407 Transitway Station Area (Precinct 2)

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

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

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

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

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

North Britannia Area (Precinct 3)

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

15.13.3.7 Residential development within lands designated Mid-Rise will include a mix of housing forms such as townhouses and midrise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 15-13.3: Ninth Line Neighbourhood Character Area Height Limits.

15.13.3.8 Notwithstanding policy 15.13.3.9 and 10.2.5.8, consideration may be given to ground related units such as semi-detached dwellings abutting Ninth Line between Doug Leavens Boulevard and Beacham Street. The overall density target for the entire Character Area must be maintained.



Map 15-13.2: Ninth Line Neighbourhood Character Area Precincts

Britannia 407 Transitway Station Area (Precinct 4)

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

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

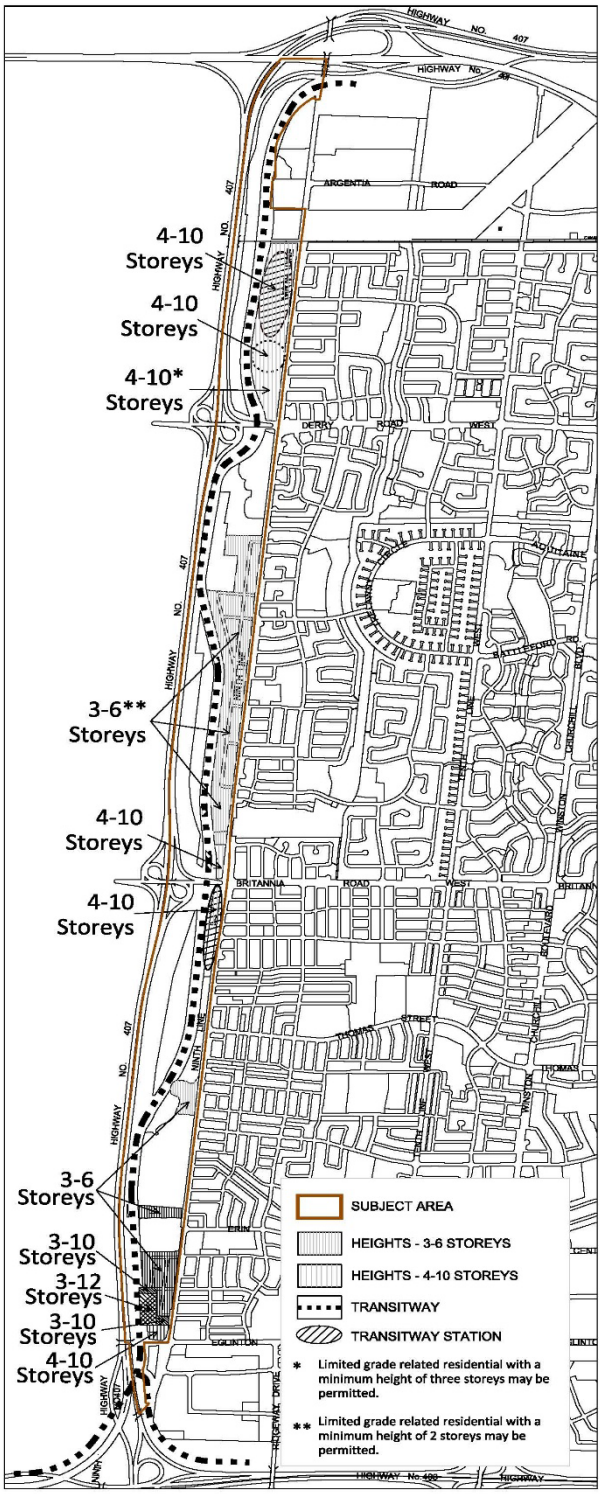
Community Park/Residential Area (Precinct 5)

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

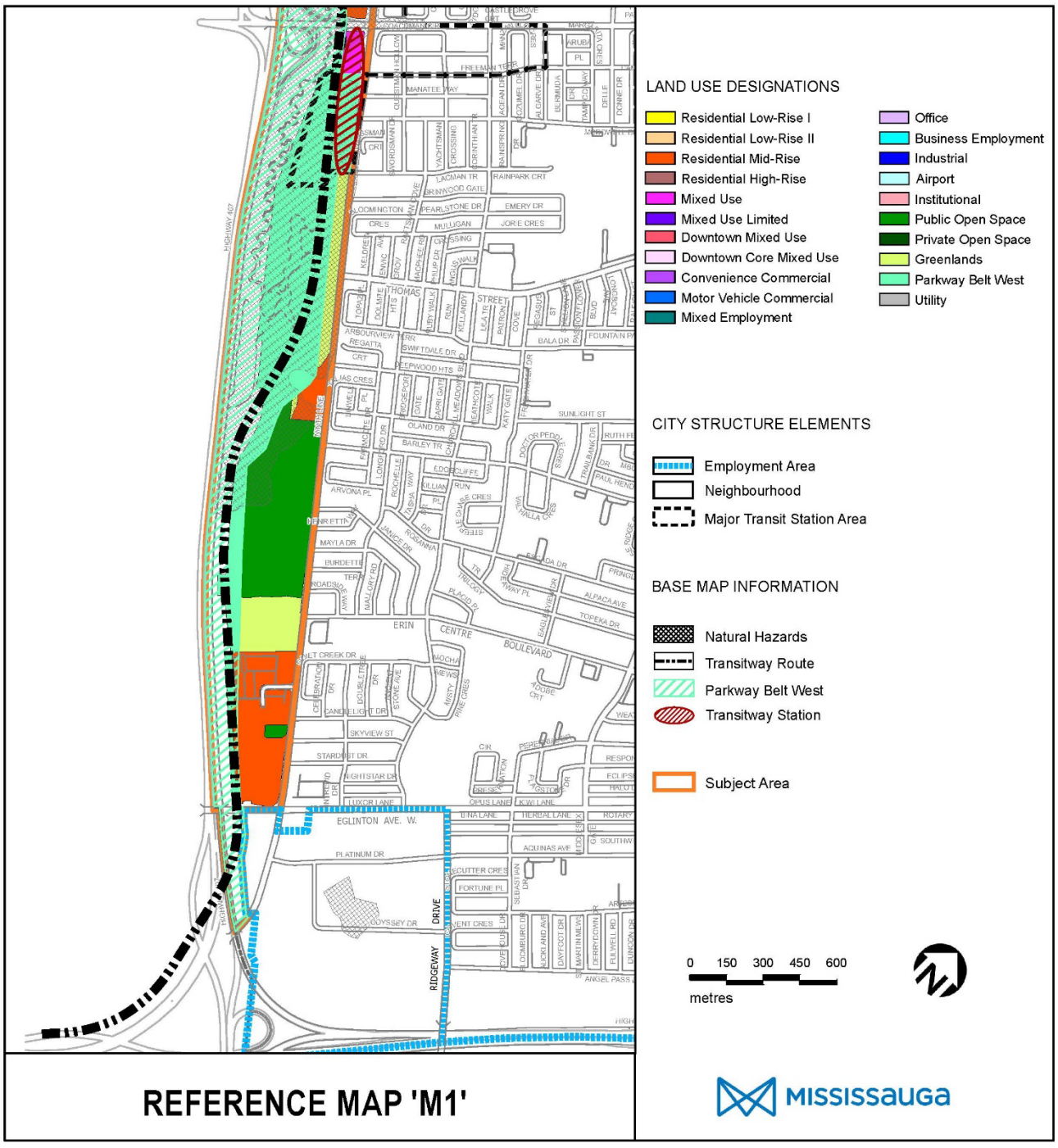
15.13.3.12 Development in the northwest quadrant of Eglinton Avenue West and Ninth Line will have a mix of housing forms such as townhouses and midrise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 15-13.3: Ninth Line Neighbourhood Character Area Height Limits.

South Employment Area (Precinct 6)

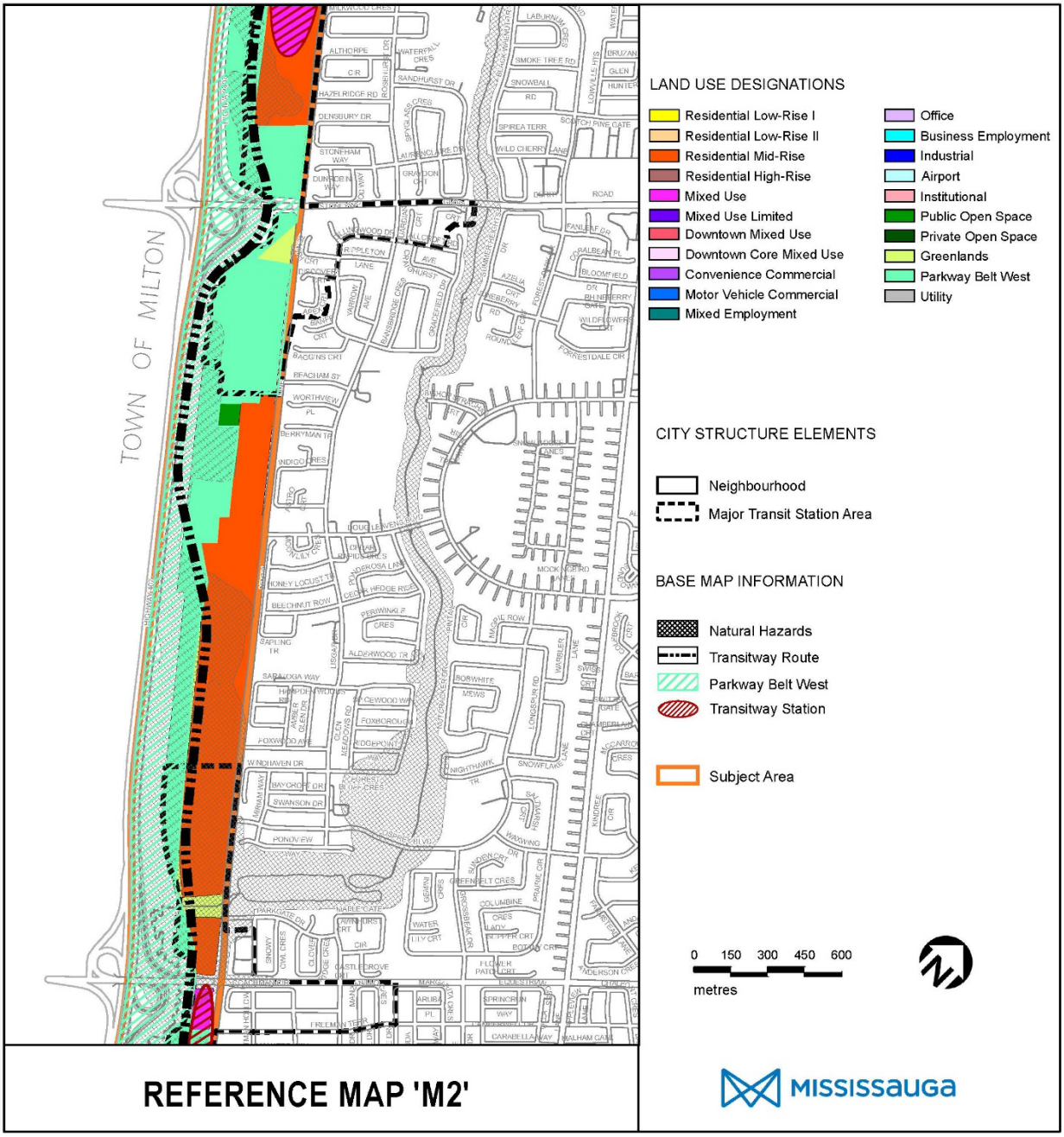
Policies related to Precinct 6 are found in Chapter 16, section 16.6.2.



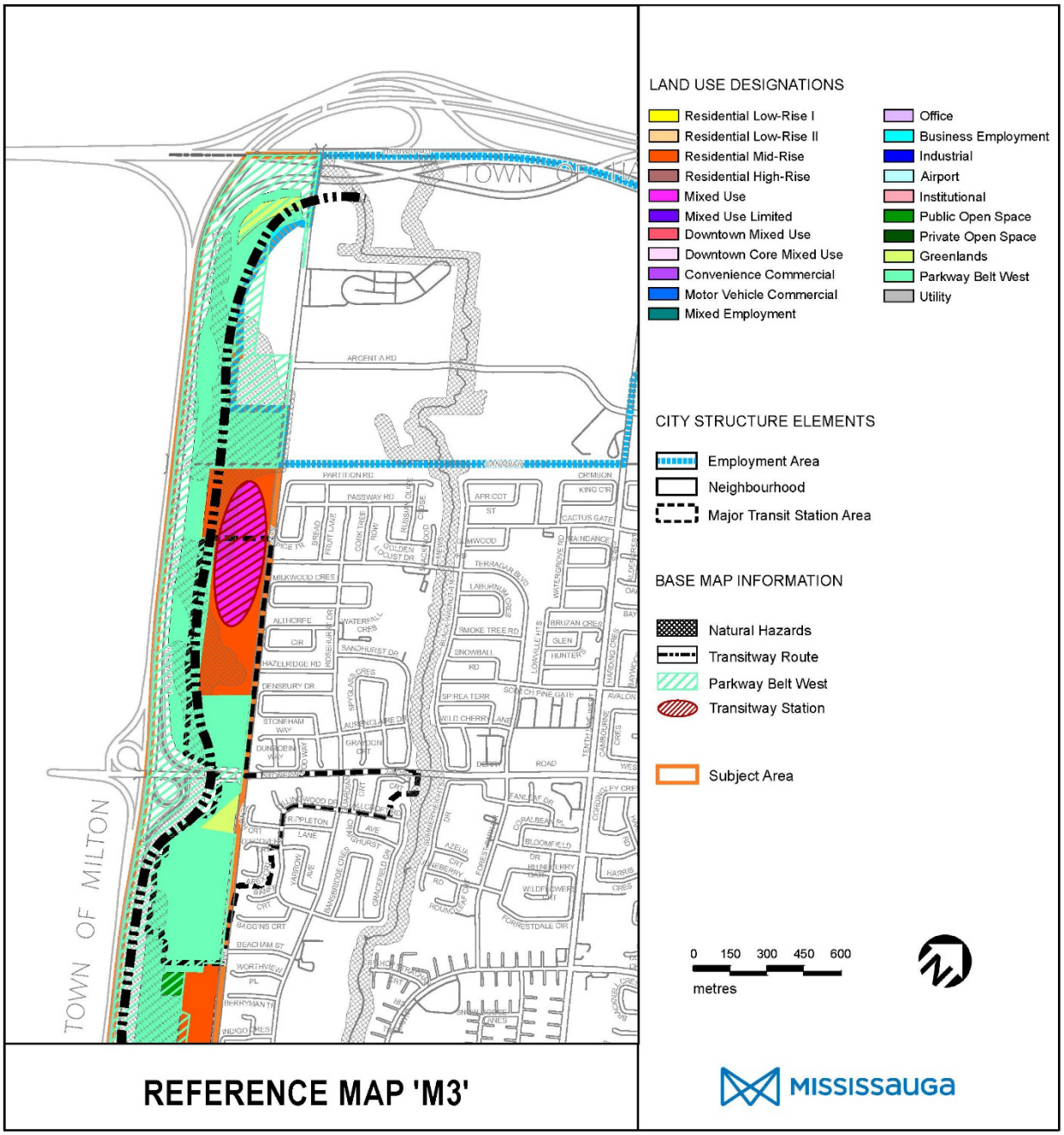
Map 15-13.3: Ninth Line Neighbourhood Character Area Height Limits



Map 15-13.4: Ninth Line Neighbourhood Character Area Reference Map 'M1'



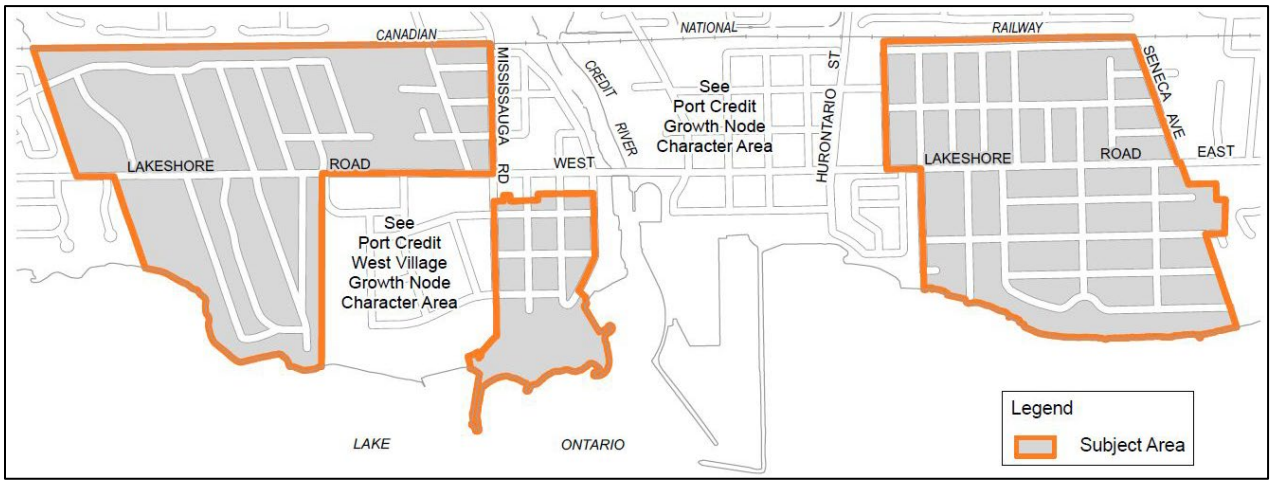
Map 15-13.5: Ninth Line Neighbourhood Character Area Reference Map 'M2'



Map 15-13.6: Ninth Line Neighbourhood Character Area Reference Map 'M3'

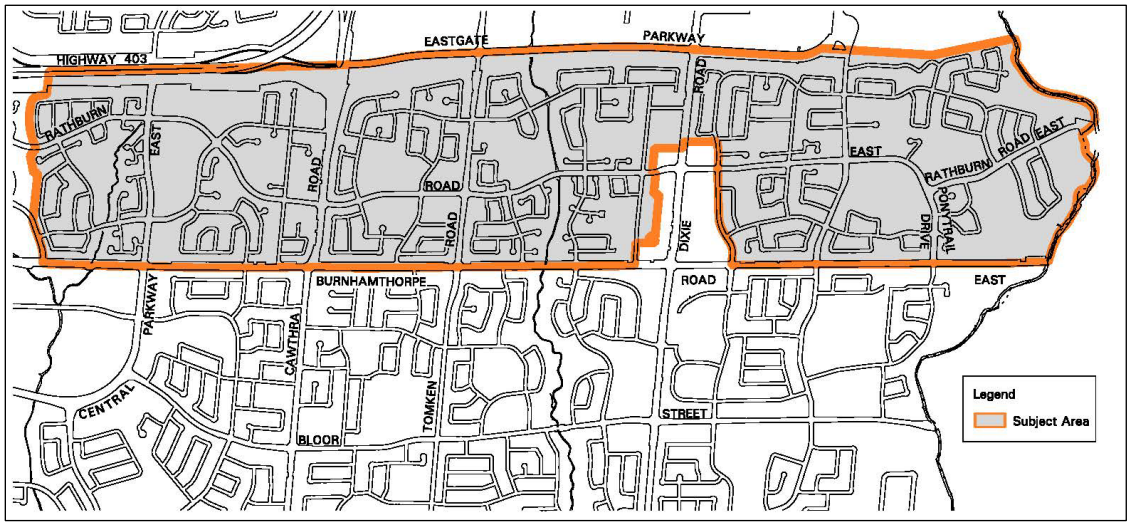
15.14 Port Credit

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



Map 15-14: Port Credit Neighbourhood Character Area

15.15 Rathwood



Map 15-15: Rathwood Neighbourhood Character Area

15.15.1 Context

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

New apartment dwellings, retail, service and office uses will be directed to these streets to reinforce a sense of place and create a complete, healthy community. New development within the neighbourhood will respect the existing lotting and street pattern, height, scale and building typology.

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

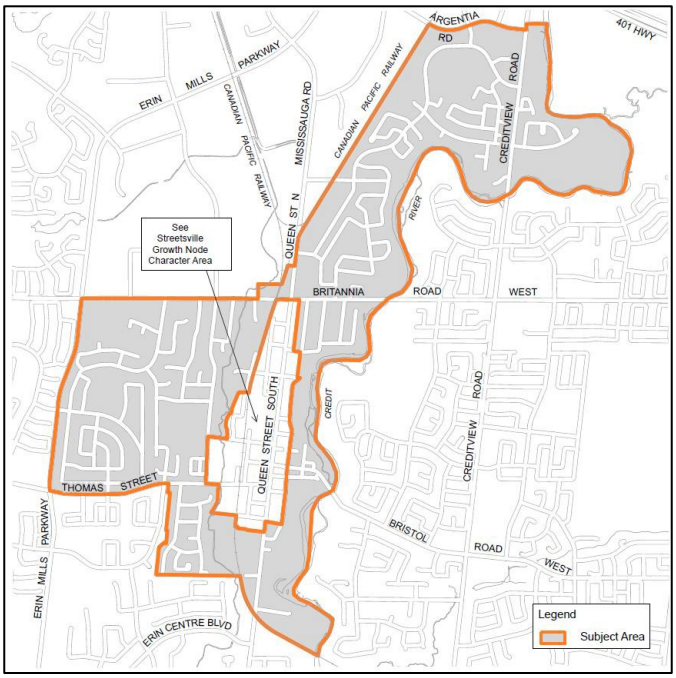
15.15.2 Policies

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

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

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

15.16 Streetsville



Map 15-16: Streetsville Neighbourhood Character Area

15.16.1 Policies

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

15.16.1.2 Heritage resources will include those properties listed on the City's Heritage Register, but will not be restricted to the list. There are heritage characteristics throughout Streetsville that are defined in the Streetsville Heritage Conservation District Plan.

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