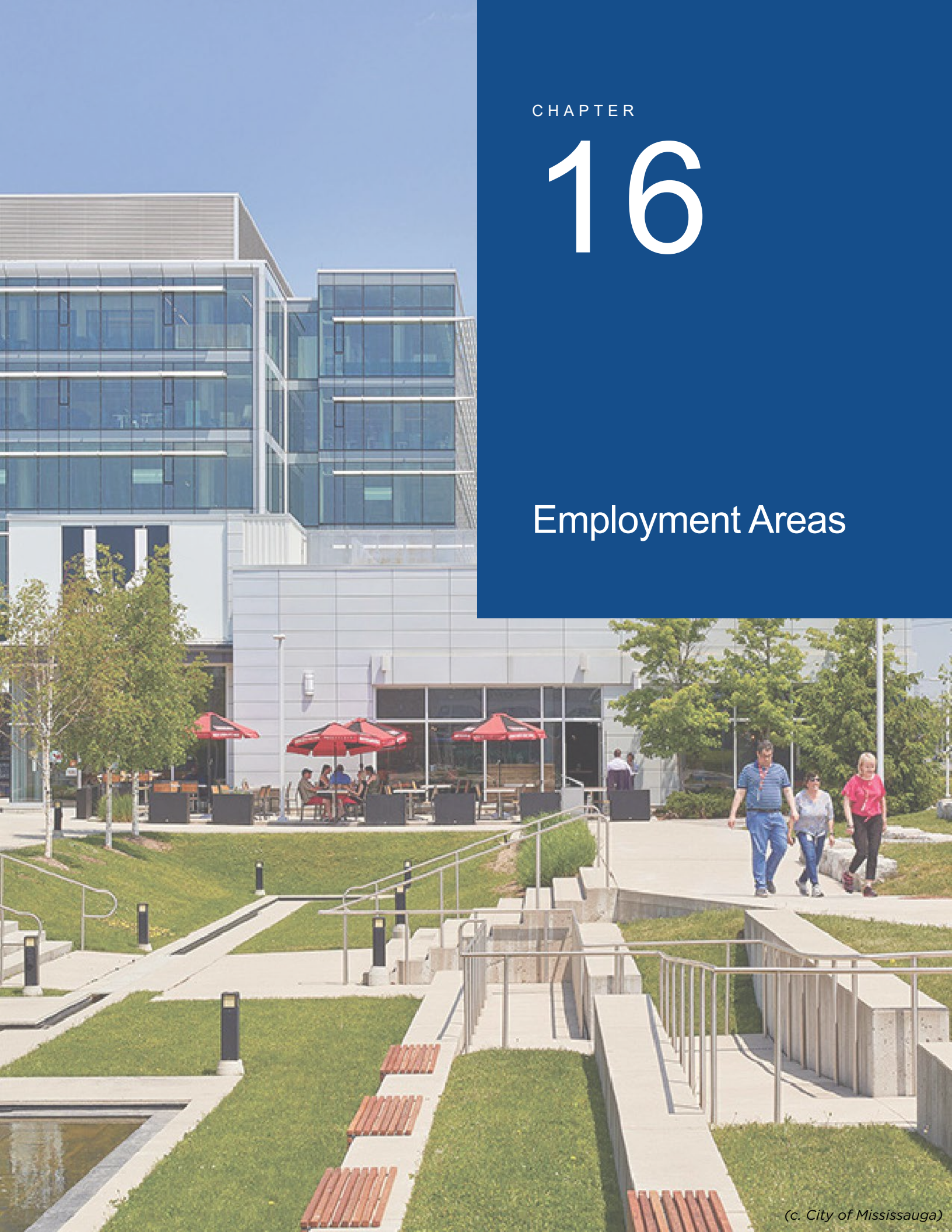
CHAPTER

16

Employment Areas



(c. City of Mississauga)

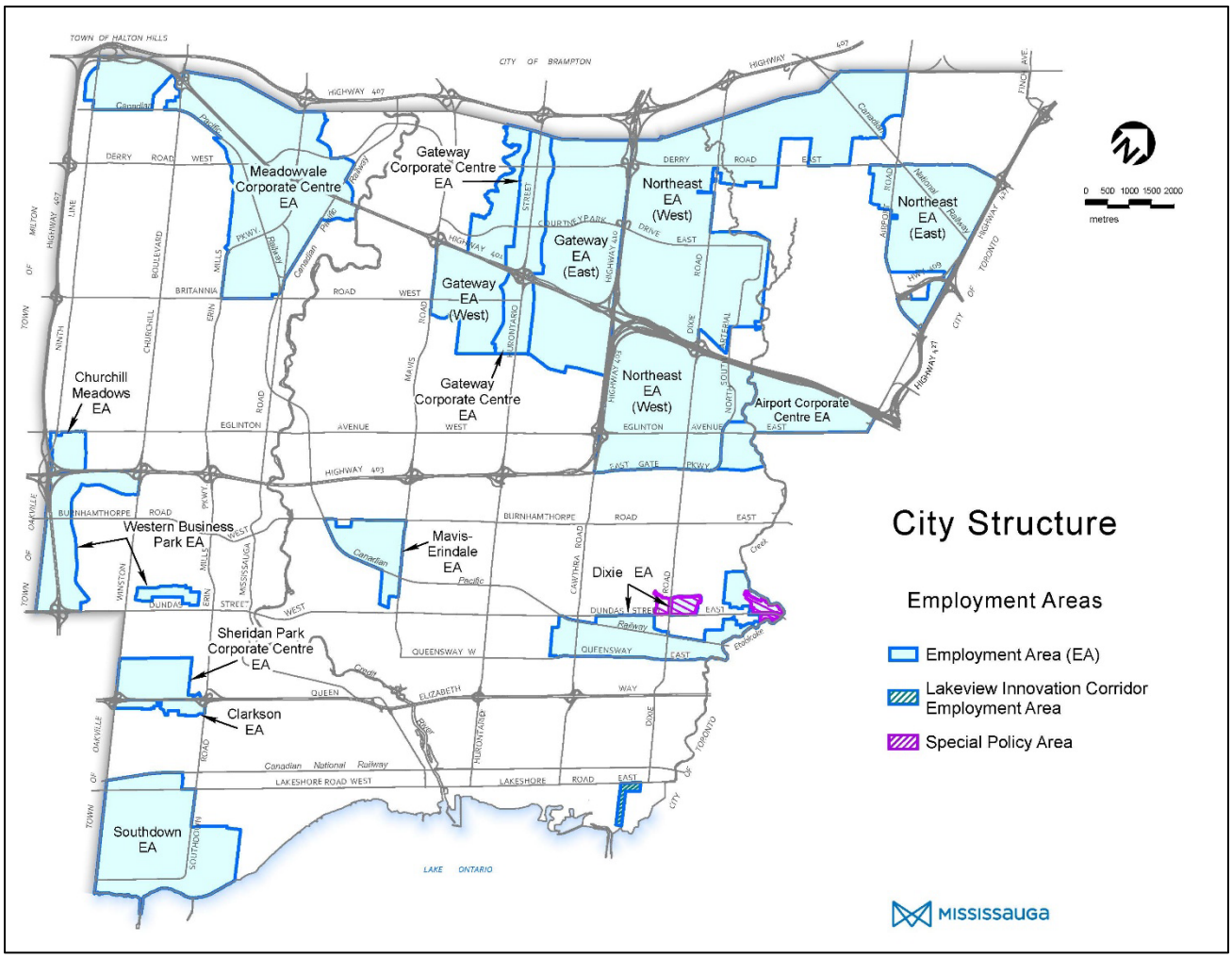
16.1 Introduction

There are 13 *Employment Area* Character Areas in Mississauga:



Employment Areas are important city assets that support a vibrant and sustainable local and regional economy. In order to further the economic development goals of the City, support its growth and to contribute to *complete communities*, *Employment Areas* will be encouraged to achieve 45 jobs per hectare, and to contribute to the City's forecasts set out in Table 3.1 of this Plan.

Employment Areas, as shown on Map 16.1 and Schedule 1 – City Structure are areas designated in this Plan for clusters of business and economic uses including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. These lands constitute an ***Area of Employment*** even if they include one or more parcels of land that are subject to Mississauga Official Plan 2051 policies authorizing the continuation of a use that is excluded from the definition of *Employment Area*, provided that the use was lawfully established on the parcel of land before October 20, 2024.



Map 16-1: Employment Areas

16.1.1 Corporate Centre Employment Areas

Four of the 13 Employment Area Character Areas are Corporate Centre Employment Areas:

- Airport Corporate Centre Employment Area;
- Gateway Corporate Centre Employment Area;
- Meadowvale Corporate Centre Employment Area; and
- Sheridan Park Corporate Centre Employment Area.

These Corporate Centre Employment Areas represent major employment concentrations outside of the Downtown Core, with a mix of higher density employment uses and have attracted a concentration of ***major offices***. Corporate Centre Employment Areas are also where many prestigious research and advanced

manufacturing businesses are found, often in facilities exhibiting high architectural and urban design standards.

16.1.1.1 Corporate Centre Employment Areas will include a mix of higher density employment uses.

16.1.1.2 Character Area policies will address the mix of business uses and density requirements within each Corporate Centre Employment Area located outside ***Protected Major Transit Station Areas***. These policies may result in the establishment of minimum employment and building densities, building heights, urban design standards or transportation policies, among other matters.

16.1.1.3 For lands abutting an arterial street in a Corporate Centre Employment Area, all accessory uses must be in the same building as the principal use.

16.1.2 Lakeview Innovation Corridor Employment Area

The Lakeview Innovation Corridor Employment Area is intended to be a research and development and high-tech green campus that will accommodate research and development activities and associated office and institutional uses. Official Plan policies for lands in the Lakeview Innovation Corridor Employment Area are contained in Chapter 14: Growth Nodes, of this Plan.

16.2 Land Uses

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

16.2.1 General

16.2.1.1 Pursuant to subsections 1 (1.1) and (1.2) of the *Planning Act*, within an ***area of employment***, a land use that is excluded from the list of permitted uses for an ***area of employment*** in subsection 1(1) of the *Planning Act*, is authorized to continue, provided the use has been lawfully established on the parcel of land before October 20, 2024.

16.2.1.2 Development within 300 metres of *Employment Areas* shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long term economic viability of employment uses within existing or planned *Employment Area*s, in accordance with provincial guidelines.

16.2.2 Utilities

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

16.2.3 Convenience Commercial

16.2.3.1 The Convenience Commercial designation will not be permitted, except for uses lawfully established before October 20, 2024.

16.2.4 Motor Vehicle Commercial

16.2.4.1 The Motor Vehicle Commercial designation will not be permitted, except for uses lawfully established before October 20, 2024.

16.2.5 Business Employment

16.2.5.1 Where uses permitted in the Business Employment land use designation were not lawfully established on parcels of land prior to October 20, 2024, only the following uses are permitted:

a. manufacturing;
b. research and development associated with manufacturing;
c. warehousing, distribution and wholesaling;
d. transportation facilities;
e. trucking terminals;
f. offices associated with the permitted uses above;
g. ***waste processing stations*** or ***waste transfer stations*** and composting facilities; and
h. accessory uses.

16.2.5.2 Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted in Corporate Centre Employment Areas:

a. adult entertainment establishment;
b. animal boarding establishment which may include outdoor facilities;
c. body rub establishment;
d. truck fuel dispensing facility;
e. composting facilities;
f. motor vehicle body repair facilities;
g. Motor Vehicle Commercial;
h. Outdoor storage and display areas not related to a permitted manufacturing use;
i. transportation facilities;
j. trucking terminals;
k. self storage facility; and
l. ***waste processing stations*** or ***waste transfer stations*** and composting facilities.

16.2.6 Industrial

16.2.6.1 Where uses permitted in the Industrial land use designation were not lawfully established on parcels of land prior to October 20, 2024, only the following uses are permitted:

a. manufacturing;
b. research and development associated with manufacturing;
c. warehousing, distribution and wholesaling;
d. transportation facilities;
e. trucking terminals;
f. offices associated with the permitted uses above;
g. ***waste processing stations*** or ***waste transfer stations*** and composting facilities;
h. ***major power generating facility***; and
i. accessory uses.

16.2.6.2 The Industrial designation will not be permitted in the following Character Areas, except for on lands designated Industrial at the time this Plan comes into effect:

a. Airport Corporate Centre Employment Area;
b. Churchill Meadows Employment Area;
c. Clarkson Employment Area;
d. Gateway Corporate Centre Employment Area;
e. Meadowvale Corporate Centre Employment Area; and
f. Sheridan Park Corporate Centre Employment Area.

16.2.7 Mixed Employment

16.2.7.1 Lands designated Mixed Employment represent areas where employment supportive uses such as retail, service and restaurants were established as stand-alone uses to serve workers in the *Employment Area.*

16.2.7.2 The Mixed Employment designation will not be permitted, except for uses lawfully established before October 20, 2024.

16.2.7.3 In addition to uses permitted by the Mixed Employment policies of this Plan, the following uses will be permitted only in the Dixie, Gateway, Mavis-Erindale, Northeast, Southdown and Western Business Park Employment Area Character Areas:

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

16.3 Employment Area Land Removal

16.3.1 The removal of lands from the *Employment Area* will be discouraged to protect their integrity and to promote their economic development and competitiveness, and to maintain land use compatibility in accordance with provincial standards.

16.3.2 Employment Areas that are located in proximity to *major goods movement facilities and corridors*, including facilities and corridors identified in provincial transportation plans, will be protected for the uses that require those locations.

16.3.3 The removal of lands from *Employment Areas,* as shown on Schedule 1 - City Structure may be permitted only where it has been demonstrated that:

a. there is an identified need for the removal and the land is not required for *Employment Area* uses over the long term;

b. Mississauga has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan;

c. existing or planned infrastructure and *public service facilities* are available to accommodate the proposed uses; and

d. the proposed uses would not negatively impact the overall viability of the *Employment Area* by:

    1. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned *Employment Area* uses in accordance with provincial standards; and

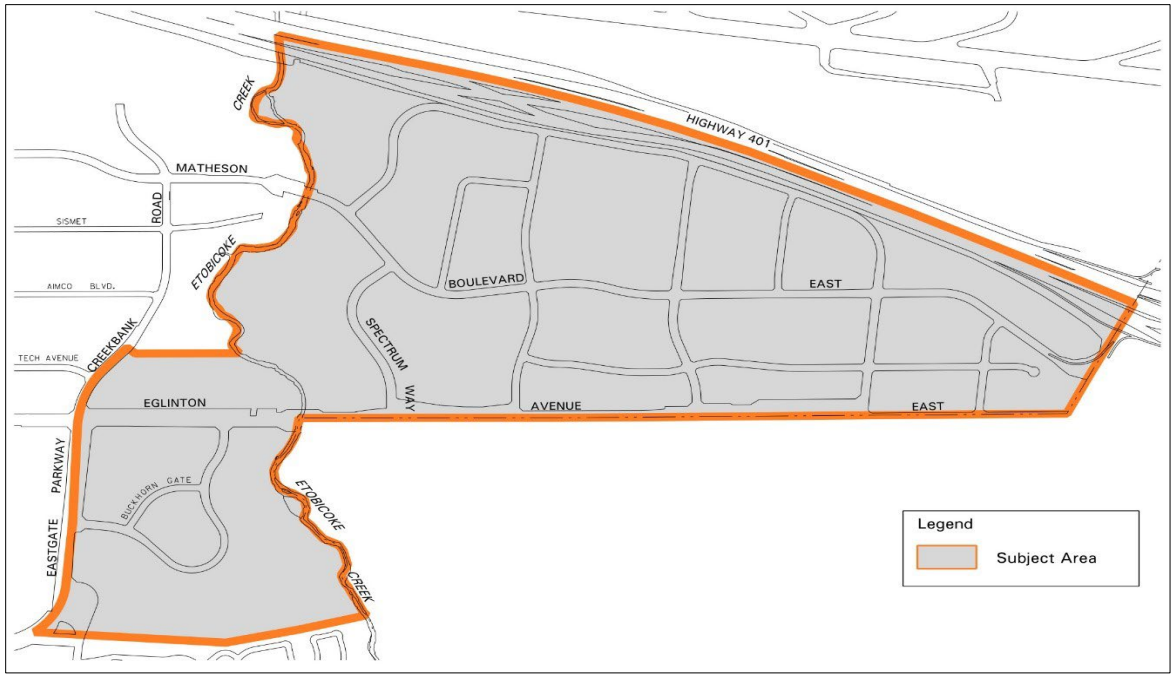
    2. maintaining access to *major goods movement facilities and corridors*.

16.4 Densities

16.4.1 *Employment Areas* are encouraged to be planned to achieve a minimum employment density of 45 jobs per hectare.

16.4.2 Notwithstanding the policies of this Plan, new development will be planned for, in conjunction with existing development densities, to achieve the minimum jobs per hectare as specified for each ***Protected Major Transit Station Area***.

16.5 Airport Corporate Centre



Map 16-2: Airport Corporate Centre Employment Area

The Airport Corporate Centre Employment Area includes the Spectrum, Orbitor and Renforth ***Protected Major Transit Station Areas*** as shown on Schedule 1: City Structure and identified on Schedule 8: ***Protected Major Transit Station Areas***.

16.5.1 Land Use

16.5.1.1 Notwithstanding the Business Employment policies of this Plan, research and development facilities will be permitted exclusively within enclosed buildings.

16.5.1.2 Notwithstanding the Business Employment policies of this Plan, warehousing, distributing and wholesaling will be prohibited north of Eglinton Avenue East, south of Matheson Boulevard East, east of the Etobicoke Creek, to Explorer Drive and all lands east of Explorer Drive.

16.5.2 Urban Design Policies

16.5.2.1 Where they are related, multistorey buildings should be linked together with a ***podium***.

16.5.2.2 Where building side or rear elevations are exposed to streets, these elevations should be similar to front elevations with respect to details, trim, and the orderly placement of windows, roof forms, and architectural elements.

16.5.2.3 In order to achieve a continuous street wall, it is intended that as development occurs over time, a minimum of 70 percent of any lot frontage along the Bus Rapid Transit (BRT) corridor, Skymark Avenue, Commerce Boulevard and Citation Place, should be occupied with a building or buildings. In the case of lots with multiple street frontages, priority will be given to establishing a continuous wall along Commerce Boulevard and the BRT corridor.

16.5.2.4 Development will promote pedestrian movements to and from transit stations through the local streets and publicly accessible private pedestrian connections or private open space areas (plazas). The location, size and character of the publicly accessible connections will be determined during the site plan review process having regard for the following:

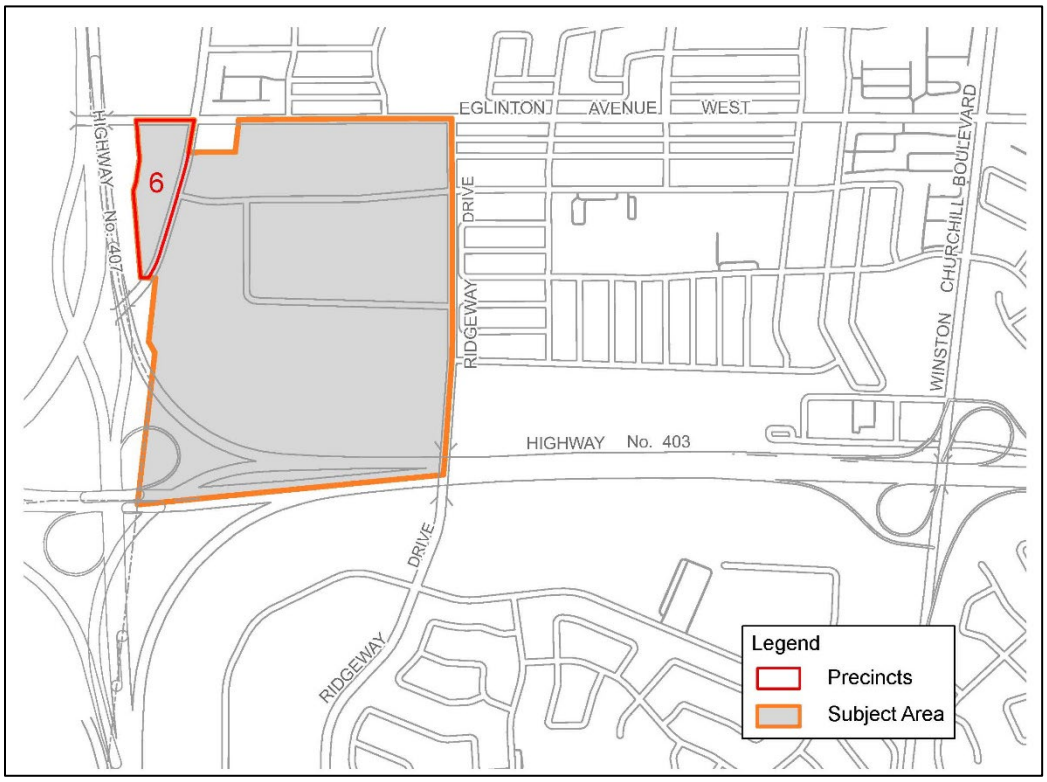
a. sidewalks will be provided on both sides of all streets and form a connected system of pedestrian access to and from BRT stations;

b. concentrated landscape treatment will be provided where continuous street planting is not possible due to the location of utilities or other constraints;

c. pedestrian easements will be provided through the site plan review for the achievement of a continuous pedestrian promenade adjacent to the BRT corridor; and

d. no parking will be provided between the building and the streetline or BRT corridor on principal building frontages. In cases of lots with multiple street frontages, priority will be given to not allowing parking along the BRT corridor and Commerce Boulevard.

16.6 Churchill Meadows



Map 16-3: Churchill Meadows Employment Area

16.6.1 Land Use

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

a. adult entertainment establishments;

b. animal boarding establishments which may include outdoor facilities;

c. body rub establishments;

d. motor vehicle body repair facilities;

e. transportation facilities;

f. trucking terminals; and

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

16.6.2 Urban Design

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

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

South Employment Area (Precinct 6)

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

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

16.6.3 Transportation

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

a. Mississauga will be pursuing other possible opportunities for improving Provincial Highway access to Churchill Meadows. A further detailed study will be required, involving the approval of appropriate agencies, to determine the feasibility and timing of these improvements; and

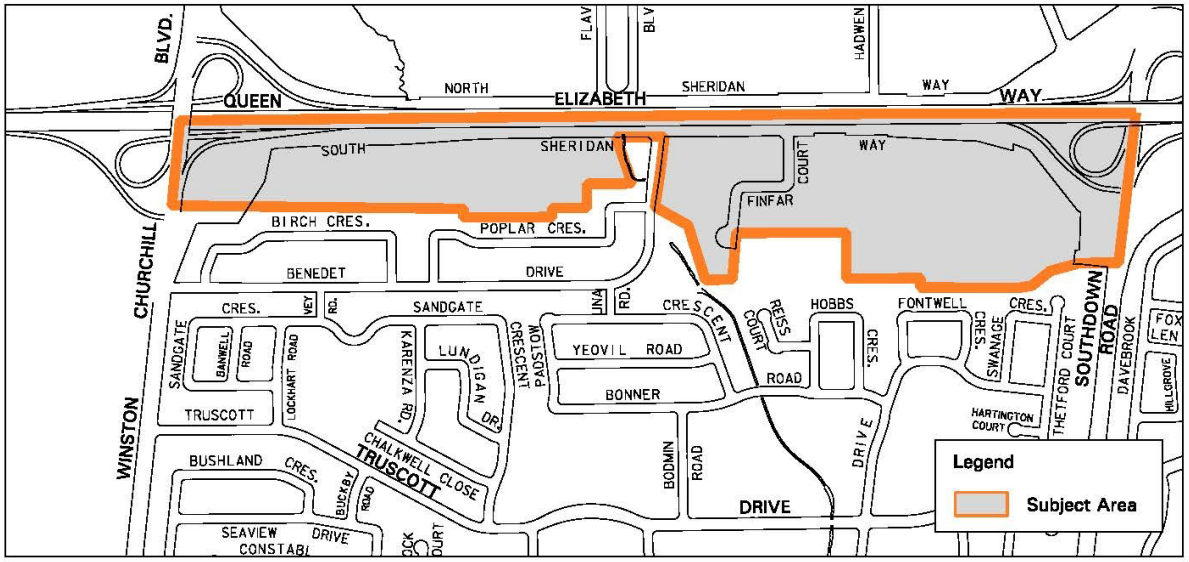
b. direct access will be permitted on Major Collectors, with 30 metre rights-of-way. The access location will require the approval of the City.

16.6.4 Physical Services and Utilities

16.6.4.1 All development will be in accordance with the Sawmill Creek Sub-watershed Plan.

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

16.7 Clarkson



Map 16-4: Clarkson Employment Area

16.7.1 Land Use

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

a. manufacturing;

b. research and development;

c. ***secondary office*** associated with an ***Area of Employment*** permitted use;

d. warehousing, distribution and wholesaling; and

e. accessory uses.

16.7.2 Transportation

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

16.8 Dixie



Map 16-5: Dixie Employment Area

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

The Dixie Employment Area has lands that are within a storm *flood plain*. A *special policy area* defined by Provincial Government criteria and established by the Toronto and Region Conservation Authority (TRCA) places restrictions on the development of these lands. Policy for this area is located in Chapter 17, Special Sites, of this Plan.

16.8.1 Urban Design Policies

16.8.1.1 An appropriate gateway treatment should be created at the city boundaries at Dundas Street East and the Queensway East through the massing of buildings, landscape design, or the design of the ***streetscape.*** The Dundas Street East gateway will be comprised of development that incorporates a mix of *transit-supportive* uses and an active street frontage. Increased connectivity, *multimodal* access and an expanded parks and open space network will be encouraged to serve the anticipated growth along the corridor. The Queensway East gateway should use adjacent Greenlands lands and the median on the Queensway East for feature landscaping to frame the entrance to the city.

16.8.1.2 The ***streetscape*** along Dundas Street East should be enhanced by the punctuation of built form with architectural interest at designated sites. These locations include the gateways at the city boundary and the intersections of Dundas Street with Dixie Road, Haines Road and Stanfield Road. These sites should be developed with a unique and/or significant built form along the street to act as orienting landmarks. The

built form and site layout should punctuate the ***streetscape*** with architectural interest, which can be achieved by maximizing building heights, encouraging creative building massing solutions to break up the dominant rhythm of one storey structures, reducing front yard parking, emphasis on enhanced landscape treatment, and the inclusion of signage as an integral part of the overall architecture of the building(s).

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

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

16.8.2 Land Use

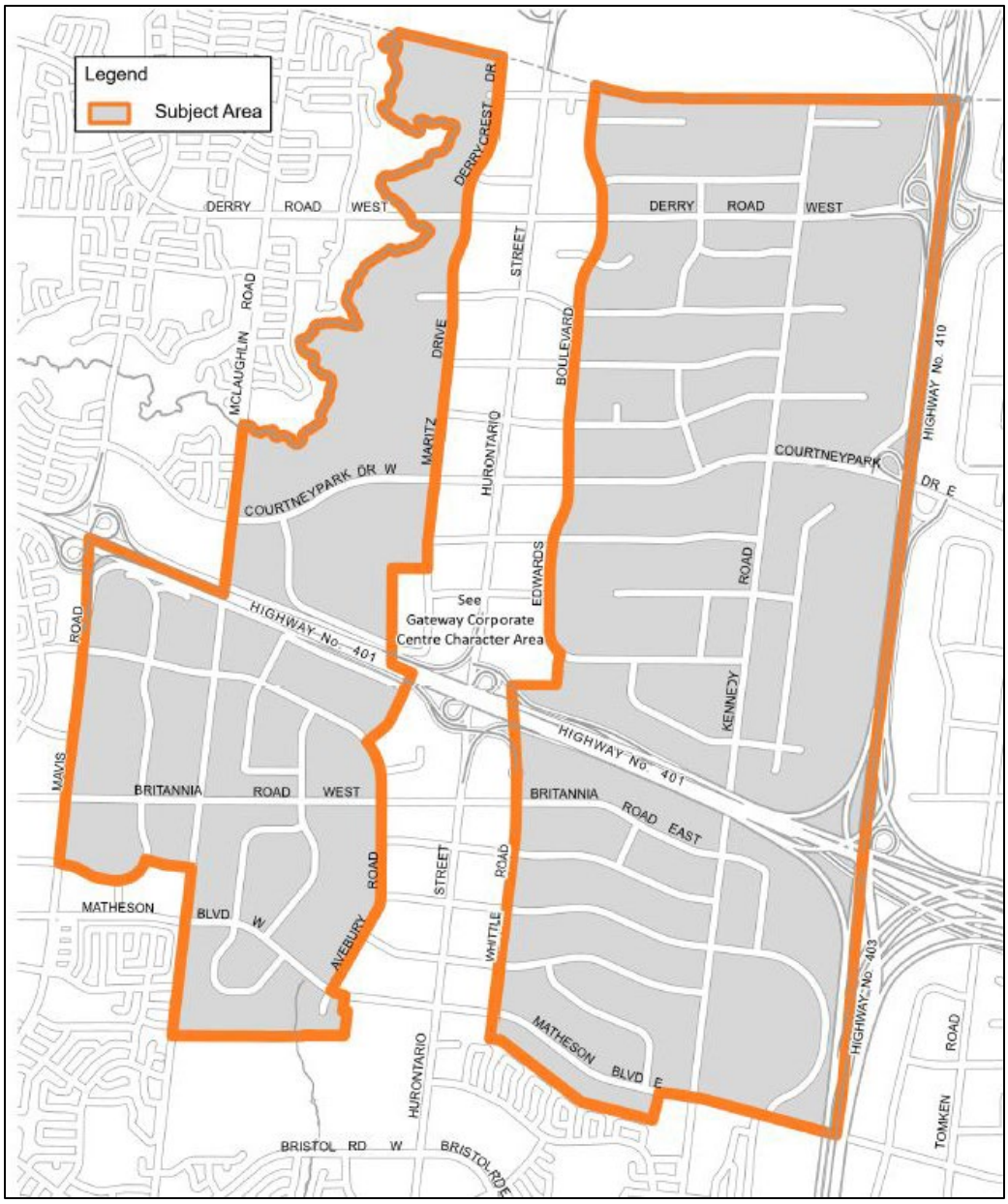
16.8.2.1 Notwithstanding the Mixed Employment policies of this Plan, outdoor flea markets will not be permitted.

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

16.8.3 Transportation

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

16.9 Gateway



Map 16-6: Gateway Employment Area

16.9.1 Land Use

16.9.1.1 Lands designated Motor Vehicle Commercial may be developed for the permitted uses of the abutting Business Employment designations without further amendment to this Plan.

16.9.1.2 Notwithstanding the Industrial policies of this Plan, a ***crematorium*** use will also be permitted subject to a rezoning.

16.9.2 Transportation

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

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

a. the extension of Belgrave Road to the Provincial Highway 401 eastbound off-ramp at Mavis Road; and

b. the extension of Edwards Boulevard to the Provincial Highway 407 eastbound off-ramp at Hurontario Street (subject to approval by the City of Brampton).

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

16.10 Gateway Corporate Centre

Gateway Corporate Centre *Employment Area* includes the Matheson, Britannia, Courtney Park, Derry and Highway 407 ***Protected Major Transit Station Areas*** as shown on Schedule 1: City Structure and identified on Schedule 8: ***Protected Major Transit Station Areas***.

16.10.1 Urban Design Policies

16.10.1.1 The focus of these policies is to promote high quality urban design and built form. These policies are also intended to reinforce and enhance the image of Hurontario Street as the main north-south corridor through the city.

Hurontario Street Corridor Development Policies

16.10.1.2 The purpose of the following urban design policies is to define principles for the physical form and character of Hurontario Street:

a. encourage a high quality urban design in the built form which is distinctive and urban in character, and which contributes to the identity of Hurontario Street as a principal city thoroughfare and *higher order transit* corridor;

b. encourage a high standard of public and private realm ***streetscape*** design that is coordinated and comprehensive, which may include street furniture, public art, building forecourts, open space, transit shelters, bicycle parking, tree planting, and the sensitive placement of utilities with consideration for the public and private realm;

c. buildings will be street related with main building entrances, active building elevations, and fenestration forming an integrated link between the building and the sidewalk. Active building features should be oriented to major street frontages and the light rail transit system;

d. encourage the development of a unique Hurontario Street character, and enhance its image through the creation of ***streetscape*** design, prominent intersections, built form features, an integrated public and private realm and gateway features;

e. orient the most active and architecturally detailed building façade to the public street by use of main entrances and a large percentage of fenestration addressing the ***streetscape***;



Map 16-7: Gateway Corporate Centre Employment Area Character Area

f. accessory retail commercial uses incorporating transparent windows will be encouraged at grade for buildings directly fronting Hurontario Street;

g. locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street. As sites develop/redevelop, parking should be structured and preferably, underground. *Transportation demand management* (TDM) measures will be encouraged;

h. design buildings with sufficient height, mass and width of street frontage to define and frame the street;

i. complete the street system to improve cyclist and pedestrian movement, vehicular and servicing access, and to create usable and accessible development parcels;

j. integrate the principal and the accessory uses, within individual buildings;

k. encourage the continued development of varied and innovative prestige buildings;

l. encourage development that provides a safe and convenient pedestrian environment that reinforces Hurontario Street as a major transit corridor;

m. minimize building setbacks from the streetline(s) while balancing continuous landscaping between the building and the street and pedestrian linkages to the public sidewalk;

n. encourage the appropriate transition of built form between buildings;

o. provide for safe, pleasant and convenient pedestrian movement from the public sidewalk and on-site parking areas to the principal building entrance(s);

p. discourage the fragmentation of land parcels that will inhibit the eventual development of employment uses. Encourage land consolidation, in particular at the principal intersections to facilitate useable development parcels;

q. priority will be given to pedestrian movement when accommodating both pedestrian and vehicular traffic. Design efficient parking facilities to avoid circuitous routes and dead end aisles;

r. encourage built form (outside the gateway and main intersection areas) to incorporate a high level of physical continuity, cohesion and linkage between buildings, from block to block, and from street to street;

s. create a sense of prominence at intersections along Hurontario Street by integrating features such as: more distinctive buildings located close to the street, unique landscape and ***streetscape*** treatment, transit amenities, elevated and distinguishing rooflines;

t. new development will have a continuous street wall along Hurontario Street and wrap around the corner at major intersections. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Hurontario Street;

u. internalize, screen and minimize visual impacts of the service and loading facilities from the ***streetscape,*** public view, pedestrian walkways, and abutting uses;

v. the submission of a concept plan will be required for all development applications to demonstrate how the urban design policies will be implemented; and

w. Development should provide the ease of movement between the built form and transit facilities and *active transportation*. The design of buildings will improve connections and accessibility for transit users and *active transportation* and reinforce Hurontario Street as a major transit corridor.

16.10.2 Land Use

16.10.2.1 Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted for lands shown on Map 16-7.1 as Special Permissions Areas:

a. Office (only on parcels of land where this use was lawfully established prior to October 20, 2024);

b. manufacturing;

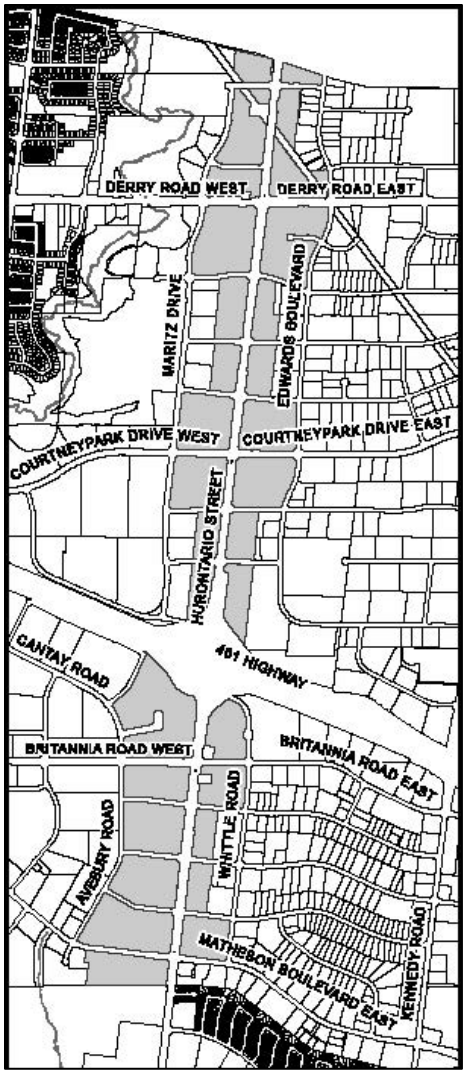
c. overnight accommodation (only on parcels of land where this use was lawfully established prior to October 20, 2024);

d. research and development (only on parcels of land where this use was lawfully established prior to October 20, 2024);

e. office and research and development associated with manufacturing; and

f. accessory uses.

16.10.2.2 Existing buildings that do not meet the built form policies will be encouraged to redevelop in keeping with the vision for the Hurontario Street corridor.



Map 16-7.1: Gateway Corporate Centre Employment Area Special Permissions Areas (gray tone)

16.11 Lakeview Innovation Corridor



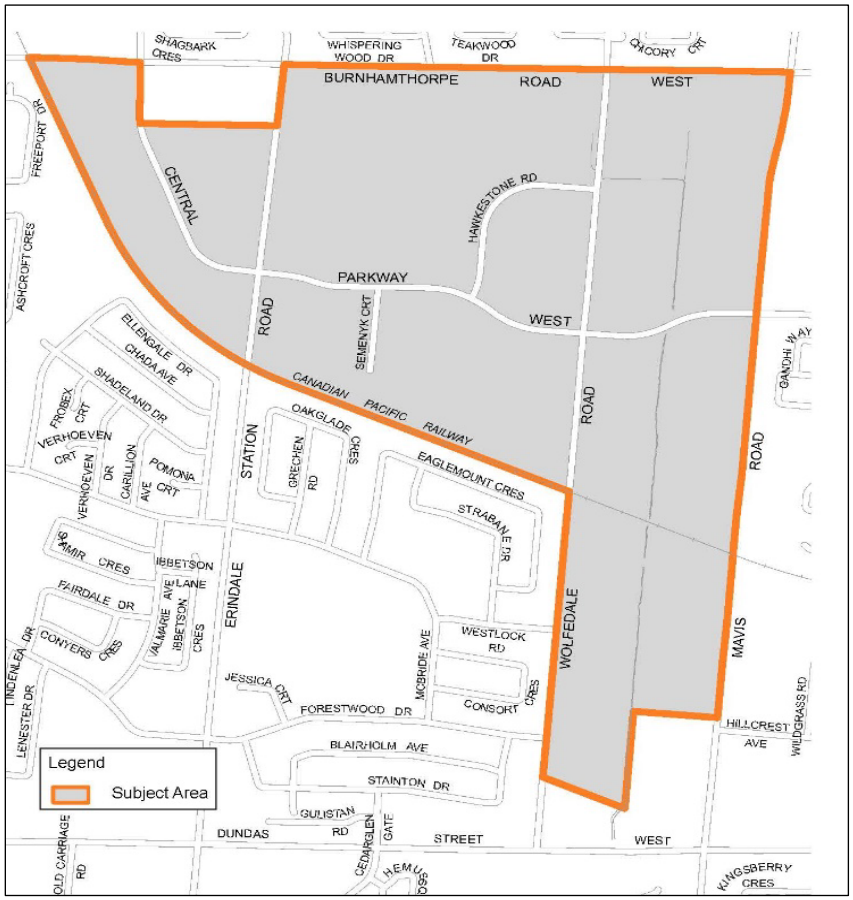
Map 16-8: Lakeview Innovation Corridor Employment Area

The Lakeview Innovation Corridor Employment Area is one of the Precincts located in the Lakeview Waterfront Growth Node. It is intended to be a research and development and high-tech green campus, exhibiting high architectural and urban design standards.

Official Plan policies for lands within the Lakeview Innovation Corridor Employment Area are contained in Chapter 14: Growth Nodes of this Plan.

16.12 Mavis-Erindale

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



Map 16-9: Mavis-Erindale Employment Area

16.12.1 Urban Design Policies

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

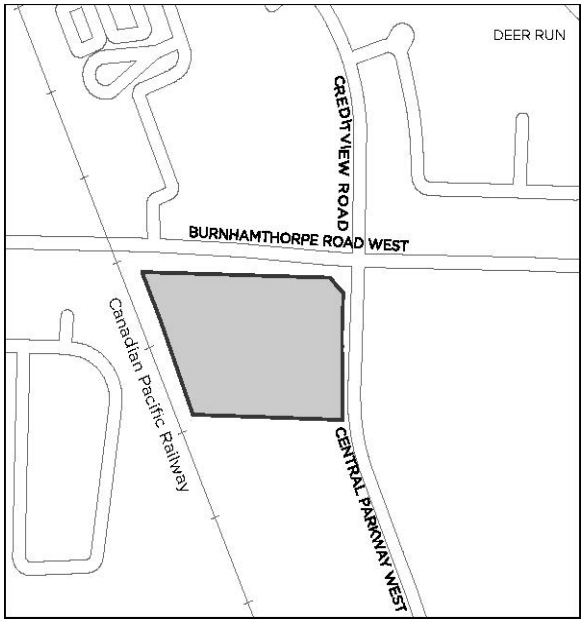
a. redevelopment of the lands on the east side of Wolfedale Road will require upgraded landscape and ***streetscape*** treatment in order to address the residential nature of the lands on the west side of Wolfedale Road, south of the St. Lawrence and Hudson Railway tracks.

16.12.2 Land Use

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

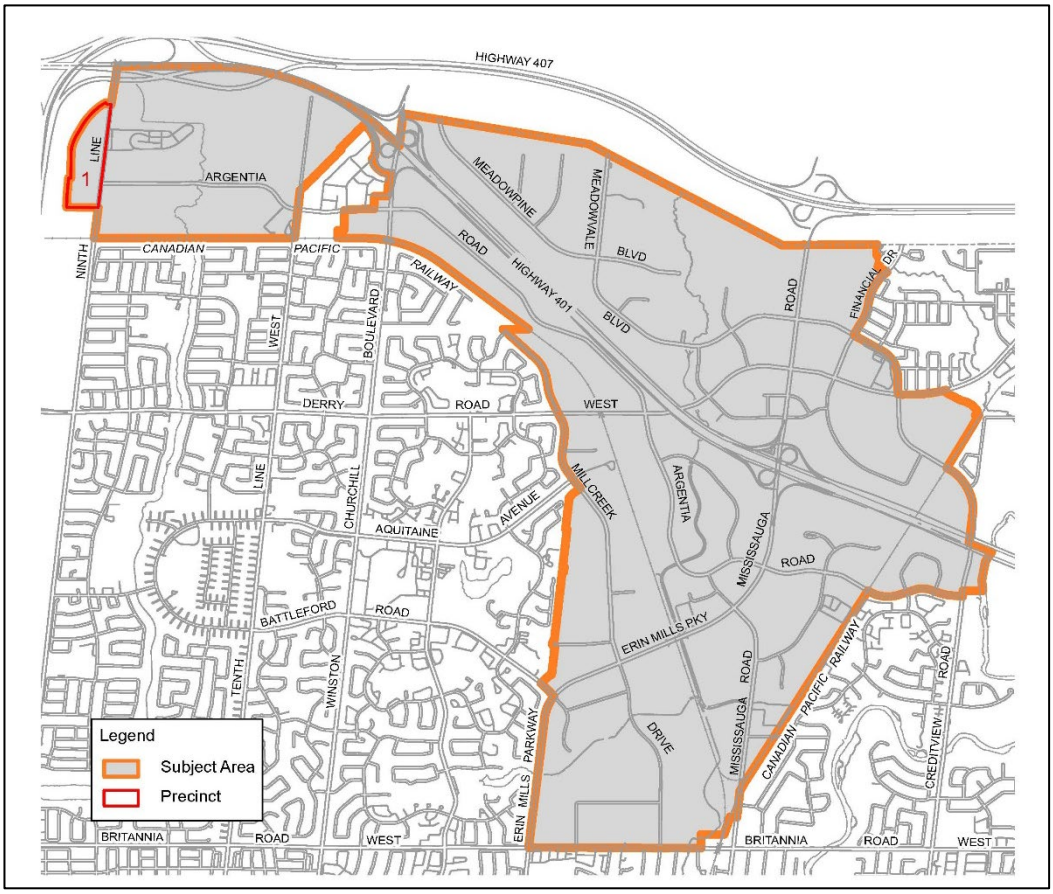
16.12.2.2 Notwithstanding the Business Employment policies of this Plan, only the following uses will be permitted for lands shown on Map 16-11:

a. Office



Map 16-9.1: Mavis-Erindale Employment Area Special Permissions Areas (gray tone)

16.13 Meadowvale Corporate Centre



Map 16-10: Meadowvale Corporate Centre Employment Area

16.13.1 Urban Design Policies

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

a. existing natural features, particularly significant forested areas, the Mullet Creek valley and tributaries of the Credit River will be recognized as opportunities for urban design and will be incorporated with development in a manner which will not impair their visual or ecological integrity; and

b. in order to firmly establish the prestige image of the area, special attention will be given to site planning, building design and landscaping along arterial and major collector streets, at major street intersections and at other highly visible locations.

16.13.1.2 Business Employment lands that are located directly adjacent to residential lands will require acoustical barriers and landscape buffers in order to achieve adequate noise attenuation, distance separation, and landscaping between the land uses. The

sensitive residential *land uses* must be buffered from the loading, service and parking areas associated with the Business Employment lands.

16.13.1.3 Proposals for Business Employment and Industrial uses adjacent to residential will be designed to minimize overlook conditions, be compatible with adjacent grading conditions and minimize overshadowing to any adjacent properties, and will be subject to special design controls in order to ensure upgraded building elevations and landscaped buffers.

North *Employment Area* (Precinct 1)

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

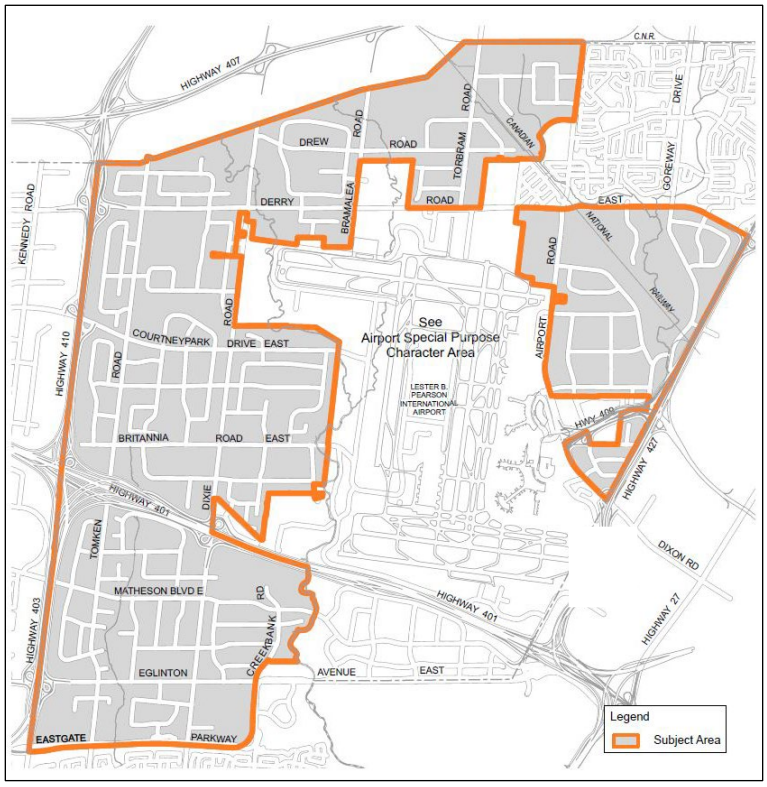
16.13.1.5 Buildings should front Ninth Line and other streets where possible to define the street edge and support a strong ***streetscape*** and public realm. Parking should be located at the rear of the property.

16.13.2 Land Use

16.13.2.1 Outdoor storage adjacent to Provincial Highway 401, an arterial street, a park, lands designated Greenlands or residential areas will not be permitted.

16.13.2.2 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.

16.14 Northeast



Map 16-11: Northeast Employment Area

16.14.1 Land Use

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

16.14.1.2 In addition to the uses not permitted in *Employment Areas* under the Business Employment designation, the following uses will not be permitted for the lands fronting on Airport Road:

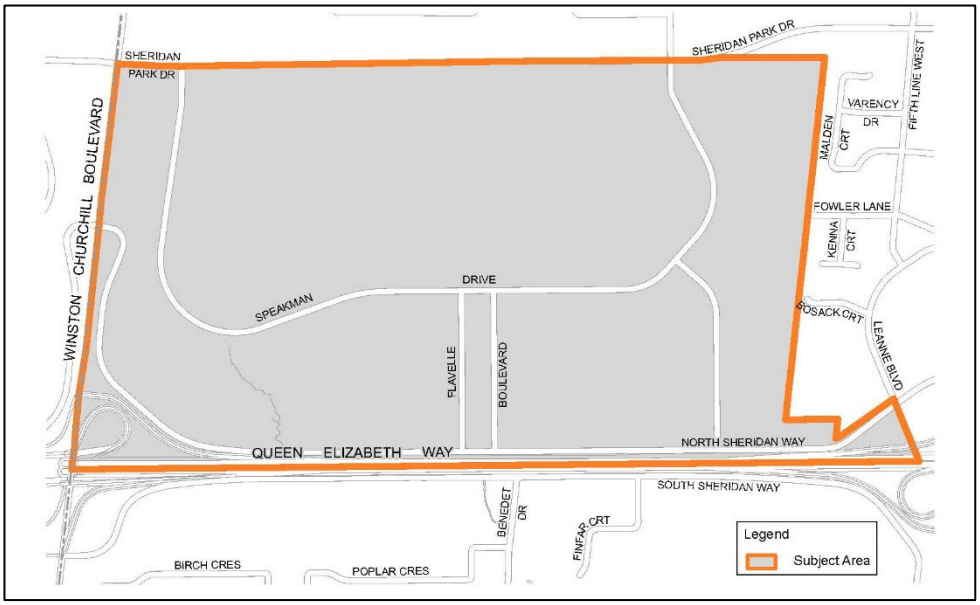
a. broadcasting, communication, and utility rights-of-way;

b. trucking terminals; and

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

16.14.1.3 Notwithstanding the Industrial policies of this Plan, a ***crematorium*** will also be permitted on lands west of Airport Road subject to a rezoning.

16.15 Sheridan Park Corporate Centre



Map 16-12: Sheridan Park Corporate Centre Employment Area

16.15.1 Context

Sheridan Park Corporate Centre Employment Area Character Area (Sheridan Park) was originally developed as a research park in the 1960's, and retains much of the characteristics of an industrial development of that era.

The objectives of the policies are to reinforce and grow Sheridan Park as a unique science and technology park; facilitate the growth and evolution of the existing businesses; encourage the development of vacant and under-utilized sites and the full occupancy of buildings; and, encourage complementary accessory uses that support businesses and provide amenities for employees.

Additional objectives of the policies are to protect and enhance the natural areas and other open spaces, and to ensure that private landscaped open spaces contribute to an interconnected green space network and an attractive setting for development. Sheridan Park also contains ***significant natural areas***, including the headwaters of the Sheridan Creek and large woodlots.

Sheridan Creek is a 1 035 ha *watershed* that drains into Rattray Marsh and Lake Ontario. Rattray Marsh is designated as an ***Environmentally Significant Area***, Provincially Significant *Wetland* and Significant *Area of Natural and Scientific Interest* (*ANSI*). It represents one of the last remaining baymouth bar *coastal wetlands* on the western end of Lake Ontario. There are opportunities to restore and create unique natural features that were lost when the Sheridan Creek Watershed became urbanized, without compromising the economic value of the land.

16.15.2 Urban Design Policies

Community Identity and Design

16.15.2.1 A business park within a natural setting creates the identity of Sheridan Park Corporate Centre that distinguishes it from other office parks. The campus like setting is achieved by a combination of public and private open spaces of various sizes, forms and functions. To achieve the City's urban design objectives for Sheridan Park Corporate Centre, development proposals should address the following:

a. the appropriate balance of revitalization and intensification to ensure that public and private open spaces are prominent features;

b. building forms that are sensitive to the existing character;

c. the location and orientation of buildings to form clearly defined frontages and entry points facing onto public streets;

d. a well connected pedestrian/bicycle network that links developments to the overall City network;

e. the layout, design and screening for parking, loading and service areas to minimize the visual impact on the public streets;

f. the natural features will be protected from development and promoted as amenities for employees and the broader community; and

g. a ***Streetscape*** Master Plan will be prepared to coordinate street tree planting and right-of-way design.

Buildings and Landscape

16.15.2.2 To achieve and enhance the campus like setting, the following design guidelines will be used to evaluate development proposals:

a. buildings should be set back from streets to maintain generous landscaped areas in the front and to preserve vistas to the building entrances by strategically located landscape elements;

b. main entrances will be located facing the street frontage with highly transparent windows to engage the landscape and public realm around the building;

c. the preservation and integration of Natural Heritage Systems and their *ecological functions* will be achieved by minimizing alterations to the existing topography, natural drainage patterns and vegetation;

d. landscape design should incorporate the following:

e. ***stormwater best management practices***:

   i. native plants with low maintenance requirements;

   ii. a consistent pattern of trees lining the streets to unite the elements of the open space system and refresh the green identity within Sheridan Park Corporate Centre;

iii. interconnecting and barrier free pedestrian pathways, open spaces between buildings, and wayfinding features;

iv. well defined vehicular routes with proper signage;

v. accessible outdoor amenity spaces with comfortable microclimates and a proper balance of sun and shade year-round provided by structural shelters and/or planting; and

vi. clear visual and spatial identification of publicly accessible areas on private lands.

f. large expanses of surface parking will be softened by landscaped islands with canopy trees;

g. an identifiable street edge will be encouraged on lands visible from Winston Churchill Boulevard and the Queen Elizabeth Way;

h. a high standard of building materials will be used for the architectural treatment of all facades; and

i. buildings will be oriented and designed with best practices of green architecture to provide a higher level of comfort and minimize energy consumption.

16.15.3 Environmental Areas

16.15.3.1 The City and Credit Valley Conservation will work collaboratively to develop a Master Drainage Plan for all, or portions of Sheridan Park Corporate Centre Employment Area and the Sheridan Creek sub-watershed, to explore opportunities to mitigate flood hazards, flood risks, erosion and/or impacts to water quality, and may identify additional lands as Greenlands. An official plan amendment would be required for the redesignation of lands as determined by the Master Plan.

16.15.4 Land Use

16.15.4.1 Business Employment

16.15.4.1.1 Notwithstanding the Business Employment policies of this Plan, lands designated Business Employment will only be used for the following uses:

a. scientific and engineering research and development facilities, including: laboratories, pilot plants and prototype production facilities;

b. advanced manufacturing, including the production of high-value, high technology products;

c. education and training facilities and post-secondary education facilities associated with uses in 16.17.4.11.a, but excluding a public school or private school used for elementary or secondary level education and training;

d. data processing centres;

e. engineering and professional design services;

f. office associated with ***Area of Employment*** permitted uses;

g. broadcasting, communication and information technology facilities; and

h. daycare, commercial and manufacturing accessory uses.

16.15.4.1.2 Advanced manufacturing and accessory manufacturing activities will:

a. be located within enclosed buildings;

b. achieve design, built form and land use compatibility with the surrounding campus like setting; and

c. not result in emissions of odours, fumes, noise, vibration, dust, ash or soot.

16.15.4.1.3 A freestanding building with commercial uses intended to serve the employees in the Sheridan Park Corporate Centre Employment Area Character Area will be permitted, the location of which is to be determined. An official plan amendment will be required for the redesignation of lands to accommodate commercial uses. ***Major retail*** uses will not be permitted.

16.15.4.1.4 Development will be subject to the following policies:

a. operations must be carried out within enclosed buildings and structures; and

b. private landowners will be encouraged to provide opportunities for active and passive forms of outdoor recreation.

16.15.5 Transportation Policies

16.15.5.1 Development along Queen Elizabeth Way may be impacted by planned improvements to the highway by the Ministry of Transportation, including a potential realignment of North Sheridan Way.

16.15.5.2 Where it is not feasible to construct a sidewalk or multi-use trail on municipal property, private/public partnerships will be promoted to create internal pedestrian and cycling connections.

16.15.5.3 Linkages across Greenlands are encouraged to create connections within Sheridan Park Corporate Centre Employment Area, with specific focus on north-south connections from Speakman Drive to the extension of Sheridan Park Drive and to transit routes.

16.15.5.4 Speakman Drive will be identified as a Secondary Cycling Route, as defined in the Cycling Master Plan.

16.16 Southdown



Map 16-13: Southdown Employment Area

Southdown provides a vital and necessary economic role for the City of Mississauga as a long-standing area for industrial operations. The Southdown Employment Area policies advance a continuation of this role with the intent to also improve the appearance and relationship of the area with the surrounding residential communities in a sustainable and environmentally-sensitive manner.

Key to the urban design policies is recognizing the role of industrial heritage, inclusive of its natural resources, in forming the future physical character of Southdown over the next generation of urban development.

Vision

The vision for Southdown is to continue to provide a place of employment (inclusive of current land uses) and to evolve in the long term, to embrace other employment uses such as a mix of manufacturing, research and development, laboratories, and ancillary

offices. The vision contemplates a denser grid of streets and blocks, an improved public realm and land uses that recognize the distinct location, its proximity to neighbouring residential areas, and as an important gateway into the City of Mississauga.

These Policies are also intended to address the interface between the employment and residential communities, as well as the visual and functional impact of development by:

a. promoting a distinctive urban form and ***streetscape***;

b. limiting development which may require extensive outdoor storage and/or processing; and

c. limiting transportation and other related uses.

To do so, these policies encourage new development as well as redevelopment to accommodate a mix of industrial activities primarily within enclosed buildings. To achieve a high quality business image, specific design policies apply along arterial roads with Royal Windsor Drive and Lakeshore Road West functioning as gateways into Mississauga.

The vision also acknowledges the importance of the Lake Ontario waterfront. It advocates a high quality environment with improved urban design consisting of pedestrian and *transit-supportive* development which is environmentally-sensitive and sustainable.

The waterfront parks, Lakeside Park and Harding Waterfront Estate are identified as priority parks for which a concept plan will be developed to outline potential linkages, cultural heritage resources, features and uses. As such, specific urban design policies apply to Winston Churchill Boulevard and Southdown Road to provide a connection to the waterfront parks as well as Lake Ontario.

Existing industrial operations, which may have extensive outdoor processing or storage areas, will be permitted to continue, however, the long term vision is to develop certain of the vacant lands in accordance with this vision.

The proposed Orr Road extension from Southdown Road to Winston Churchill Boulevard and the proposed Avonhead Road extension from Royal Windsor Drive to Lakeshore Road West will improve accessibility within the area. Such future improvements are expected to stimulate the development of vacant lands.

All development should ensure that there is minimal impact on adjacent residential lands.

Natural Environment

Southdown, consisting of approximately five and a half square kilometres, contains an abundance of environmental features. The area is defined by the ***sub-watersheds*** of Avonhead Creek, Clearview Creek, Joshua's Creek, Lakeside Creek, Sheridan Creek and Lake Ontario and is subject to the Southdown District Master Drainage Plan.

Joshua Creek has been identified as an ***Environmentally-Sensitive Area*** by the Region of Halton and is considered largely undisturbed and provides warmwater *fish habitat*.

Portions of Avonhead Creek, Lakeside Creek and Clearview Creek have been channelized within the area. Clearview Creek supports a warmwater *fish habitat* and is connected to several upland *woodlands*. It also serves as a wildlife corridor and linkage to other features within and beyond Southdown, including Lake Ontario, Joshua Creek and the Town of Oakville.

Lake Ontario retains much of its original shoreline with the exception of a prominent pier element protruding out from the shoreline built to move cement products from ships harbouring alongside it. The shoreline is characterized by a natural beach west of the Petro Canada lands, which includes some of the last remaining cobble beaches along Lake Ontario. Shoreline erosion protection works are located east of the Petro Canada lands. The lands along Lake Ontario are partially within the Regulatory Shoreline as defined by the 100 year *flood plain*, including wave uprush, the 100 year erosion limit and the *dynamic beach hazards*. A variety of *fish habitat* is provided in the near shore areas of Lake Ontario.

The shoreline at the Mississauga/Oakville municipal boundary is also characterized by a ***plantation*** *woodland*, which is considered the last remaining *woodland* of any size along the Mississauga shoreline. The *woodland* is also associated with the valley corridor of Joshua Creek.

Built Environment

Existing development consists of low-rise buildings, multi-unit developments, office uses and industrial uses that require outdoor processing or storage, including two large land extensive users, Petro Canada and St. Lawrence Cement. There are retail commercial uses at Royal Windsor Drive and Southdown Road, and residential development bordering the area on the north and east sides.

There are attractive views of the lake from Lakeshore Road West. Walkways and bike paths connect the two waterfront parks, providing public access to the lake and a framework for an active waterfront system connected to the rest of Mississauga. The St. Lawrence Cement Company conveyor bridge spans Lakeshore Road West and is a significant component of the area's landscape.

Urban Design Strategy

This section provides detailed guidance with respect to how the Vision may be achieved through new development and redevelopment of existing sites.

These principles establish priorities for community identity and guide site organization, built form and landscaping qualities, with an emphasis on development that is transit and pedestrian supportive. Emphasis is also placed on the importance of connectivity to the waterfront with overall enhancement of the pedestrian environment, encouraging accessibility, direct linkages and area vibrancy. The following statements assist in guiding the Vision:

a. encourage public accessibility and reinforce the character, vitality and recreational nature of the Lake Ontario waterfront as an important amenity for Southdown, adjacent residential areas, and the city and the region as a whole. Further, enhance connectivity for pedestrians and bicycles, where possible, and reinforce view corridors connecting to the waterfront;

b. create a permeable network of streets and blocks, among the introduction of new streets;

c. provide a pedestrian and cycling environment that allows safe and comfortable movement through the area while having regard for industrial operations;

d. encourage and facilitate transit trips among employment buildings, neighbouring residential areas, the Lake Ontario waterfront and other area amenities;

e. create community identity and character by promoting distinctive built form, a high quality public realm and landscaping that define the image of the community. This would include provision for significant gateways on Royal Windsor Drive and Lakeshore Road West through built form and/or landscape components. Enhance Southdown Road and Winston Churchill Boulevard as both visual and physical connections to Lake Ontario and the waterfront parks by means of ***streetscape***, scenic views, focal points, view corridors and improve pedestrian and cycling access;

f. development should have regard for heritage resources and features, including those with industrial significance, to form the evolving basis of a distinct community character and identity;

g. mature trees and vegetation should be recognized for providing important environmental benefits and contributing to aspects of roadside character along Royal Windsor Drive, Lakeshore Road West and the presentation of the Lake Ontario waterfront.

16.16.1 Urban Design Policies

Based on the foregoing Urban Design Strategy, the following urban design policies implement the vision for Southdown and focus on the arterial corridors.

16.16.1.1 Community Pattern

Streets, Blocks and Circulation:

a. a streets and blocks network should be created to accommodate future industrial and/or business employment development, taking into consideration the needs of truck transport and related activities;

b. continuous sidewalks and open spaces should be provided on new public streets that link into the greater arterial road network and the Waterfront Trail located along the edge of Lake Ontario;

c. new streets should support a pedestrian and transit friendly environment connected to the Waterfront Trail, where possible;

d. at entry locations, encourage development to form gateways that are substantial in built form with landmark architectural character and quality and special landscape treatment;

e. a ***streetscape*** master plan should be undertaken to coordinate treatments for the public realm;

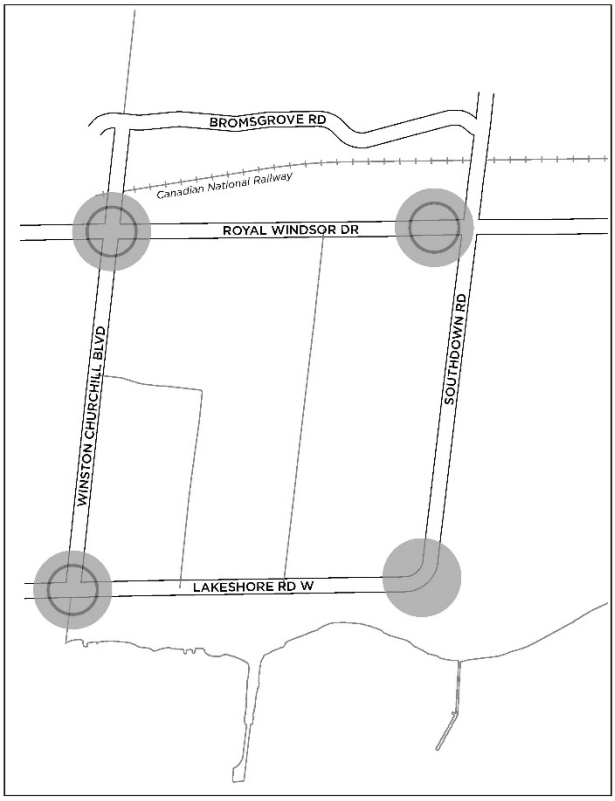


Figure 16.1. Major intersections are considered Gateway locations and should have substantial built form with landscape treatments and landmark quality architecture. *(c. City of Mississauga)*

Cultural Heritage Resources:

a. development will be compatible with cultural heritage properties by respecting their massing, scale, built form qualities and setbacks, and by providing ample buffer areas with appropriate urban design, architectural and landscape treatments necessary to preserve important aspects of a property's setting and sense of place;

b. develop environmentally-sensitive means to connect into the system of ***watercourses***, such as Avonhead and Clearview Creeks, to encourage public awareness regarding sensitivity of these mature natural settings and ecosystems. Provide continuous pedestrian walkway systems along these ***watercourses***, where appropriate;

c. opportunities to express forms of interpretation of local cultural heritage resources should be explored as development occurs on or adjacent to properties of cultural heritage value; and

Sustainable Design:

a. build upon the unique qualities of the existing streets where distinctive green elements and sustainable features such as swales and *wetlands* are already present. Enhance and reinforce these attributes and integrate them into proposed new development sites.

16.16.1.2 Site Organization

a. buildings should be oriented to have a strong relationship to the street with most of the required parking located at the rear or the sides of the building(s);

b. a generous amount of landscape treatment should be promoted between the building's face and the edge of the right-of-way. The allocation of parking within this setback area should be limited to visitor's parking, and parceled into small areas with well landscaped islands and pedestrian walkways connecting to principal building entrances;

c. encourage the use of shared access points between adjacent properties to minimize conflicts with public sidewalks while promoting continuous and attractive ***streetscapes.*** Consider shared truck service routes and common points of site entry that lead to rear service areas, and which minimize conflicts with pedestrian movement;

d. main building entrances should be oriented to the street, and clearly articulated and linked to pedestrian walkway systems, in particular, the public sidewalk. The design of building entrances should reinforce building identification and articulation of the exterior form. Large manufacturing, warehousing and industrial facilities are encouraged to orient associated office components to address the public street;

e. buildings should provide for pedestrian comfort through the incorporation of such elements as canopies, arcades and colonnades at ground level;

f. prestigious buildings should be located on corner sites with the highest order of buildings located at the major intersection corners;

g. buildings on corner sites should incorporate special architectural treatment along both street frontages with offices and entrance elements located directly at corners;

Royal Windsor Drive:

a. new buildings along Royal Windsor Drive should support a transit and pedestrian environment to create a strong and continuous street edge that has regard for adjacent community patterns. New development should contain uses and spaces that encourage pedestrian activity and animate the street. Parking areas should be allocated to rear, sides or below-grade to achieve ***streetscape*** objectives; and

Parking and Loading Areas:

a. parking lots should have defined pedestrian circulation systems leading conveniently to main and employee entries.

16.16.1.3 Building Mass and Articulation

a. buildings brought forward to the street should be a minimum of two storeys in height and contain administrative/office and retail functions associated with manufacturing, warehousing and industrial uses;

b. façades visible to the street should have upgraded elevations and active frontages with sufficient window fenestration and door entrances to animate the street edge. Buildings should also be designed with prominent roof forms, elaborated parapets, upper level window bands, architectural projections, canopies or shading devices, enhanced exit doors and changes in materials;

c. notwithstanding the placement of the main entrances and *major office* components, equal attention to detail and quality of materials should be given to arterial and local street elevations to establish a consistent and quality image; and

d. buildings, landscape elements and plantings should screen views of facility operations and storage areas from the street(s). As an alternative, in situations where such activity and operations are visual features of the area, consideration should be given to developing a visual foreground that softens and enhances those features.

16.16.1.4 Pedestrian Environment

Public Sidewalks, Bicycle Facility, and Private Walkways:

a. continuous sidewalks should be provided along all streets. Comfortable and barrier free walkways should be provided from buildings to public sidewalks and transit stops. In situations where there are no public sidewalks within the public street allowance, provide walkway connections to the public roadway. Walkways should be uninterrupted by parking or drive aisles and consist of paving materials other than asphalt;

b. along arterials roads, consideration will be given to providing sidewalks on both sides of the street;

c. transit stops and stations should also include places for seating and weather protective areas;

d. consideration should be given to providing a second continuous pedestrian system of walkways, lighting and other amenities located completely within development that connects to adjacent properties, particularly in instances where multiple units are proposed along the street frontage;

Landscaping:

a. planting should visually enhance individual sites, screen parking and loading areas, while enabling views of buildings and creating a consistent landscape treatment along streets. It should be appropriate to the ***streetscape*** while improving the appearance of parking areas and internal roads. Landscaping should contribute to the visual continuity of the street edge;

b. shade tree planting and landscaped areas should be provided on the site to break up the parking areas, and in areas where pavement is not required;

c. encourage environmental revitalization and restoration of sites through planting and other landscape treatments;

d. appropriately scaled and landscaped outdoor amenity areas should be provided in an area suitable for users within the development, and should include an area that is protected from the elements;

e. opportunities for strategic ***streetscape*** and landscape improvements along Lakeshore Road West with significant preservation of trees and vegetation, and for enhancement and additional greening along this route should be explored as development occurs;

Pedestrian Amenity:

a. development should provide for the storage of bicycles on-site to encourage the use of alternative modes of transportation to, and within the area. These areas need to be protected from the natural elements, in addition to providing clear and safe access to the bicycle path network;

b. the inclusion of public art is encouraged in areas of social gathering, as part of built form expression, or adjacent to the public right-of-way. Such installations should be encouraged to contribute to the development of a distinctive character while drawing upon the unique qualities of the Southdown Character Area in theme;

Signage & Lighting:

a. a continuous system of pedestrian lighting should be investigated to illuminate sidewalks and multipurpose trails to ensure safe access to and along the waterfront. Particular attention should be given to the development of a pedestrian lighting system along major streets, inclusive of major traffic corridors, to be attractive, distinct and separate from roadway lighting;

b. lighting should be provided on pedestrian paths and outdoor amenity areas on private lands. Landscape lights should be placed to avoid spill-over on adjacent properties;

c. the design and location of way finding and building signage should be coordinated throughout the site, and integrated with its landscape treatment and building façade(s) through appropriate scale, colour, materials and consistency; and

d. the design and location of entry features and waterfront park signage should be coordinated and integrated into the ***streetscape*** design.

16.16.2 Land Use

16.16.2.1 A local area review, initiated by the City, should be undertaken if there are significant changes in the mix of businesses in the Southdown Employment Character Area.

Employment Area

16.16.2.2 Business Employment

a. existing industrial operations, including existing outdoor storage areas, will be permitted to continue;

b. outdoor storage of raw materials such as, but not limited to, salt and sand, will be within enclosed containers, a structure with a minimum of three sides and a roof, or otherwise covered to mitigate the effects of dust or particulate matter that may be detrimental to other businesses or neighbouring areas. Expansions to the outdoor storage areas will be permitted in accordance with the Business Employment Policies; and

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

   i. trucking terminals;

   ii. outdoor storage of motor vehicles exceeding 3,000 kg in weight; and

   iii. ***waste processing station*** or ***waste transfer stations*** and composting facilities.

16.16.2.3 Industrial

a. existing industrial operations, including existing outdoor processing and outdoor storage will be permitted to continue;

b. in addition to the uses not permitted in *Employment Areas* under the Industrial designation, the following uses will not be permitted:

   i. trucking terminals;

   ii. ***waste processing station*** or ***waste transfer stations*** and composting facilities; and

   iii. expansions to or new outdoor processing.

c. outdoor storage of materials, except extracted resources, such as, but not limited to, salt and sand, will be within enclosed containers, a structure with a minimum of three sides and a roof, or otherwise covered to mitigate the effects of dust or particulate matter that may be detrimental to other businesses or neighbouring areas.

16.16.2.4 Prohibited Uses

Notwithstanding the Business Employment and Industrial policies of this Plan, for the lands fronting on Royal Windsor Drive, Lakeshore Road West, Winston Churchill Boulevard and Southdown Road, the following uses will not be permitted:

a. adult entertainment establishments;
b. Body rub establishments;
c. truck fuel dispensing facilities;
d. motor vehicle storage, commercial motor vehicle storage, truck tractors and/or tractor trailer storage;
e. motor vehicle body repair facility;
f. contractor service shop;
g. contractors yard; and
h. vehicle pound facility.

16.16.2.5 Sensitive Land Uses

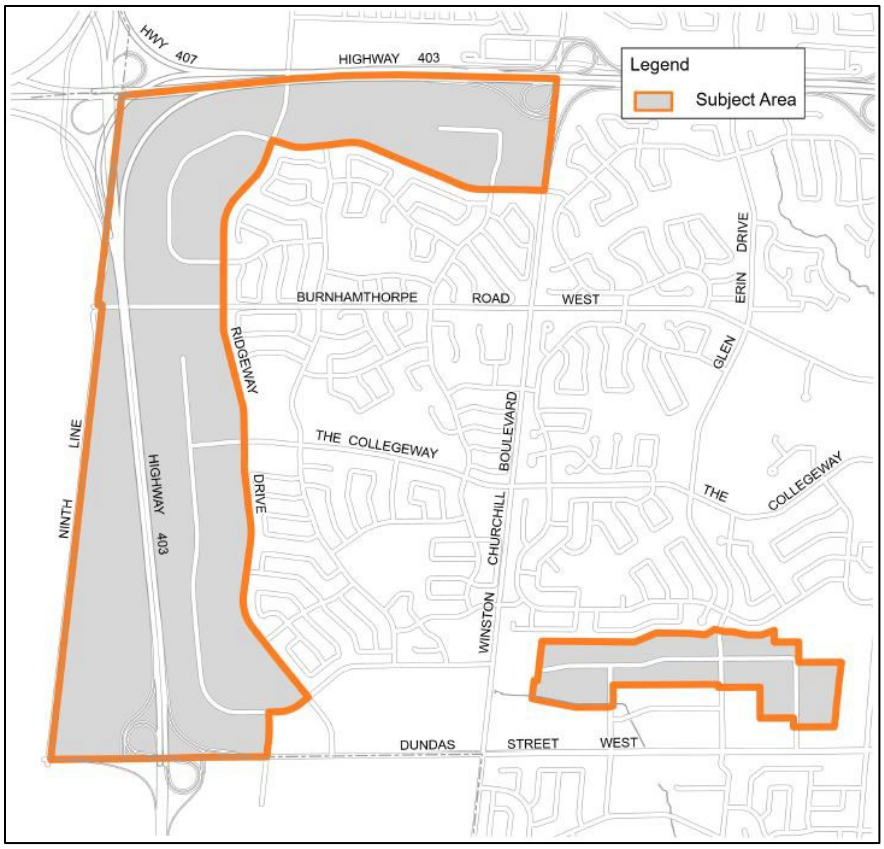
Development applications proposing the removal of lands from the Southdown Employment Area to permit sensitive land uses will be required to submit, amongst other studies, a land use compatibility assessment and air quality study in accordance with the policies of this Plan and to the satisfaction of the City. Air quality studies will use the most technically advanced model approved by the Province.

16.16.3 Transportation

16.16.3.1 Street System

a. The intersection of the proposed Orr Road extension at Southdown Road will be designed in such a manner as to restrict through traffic from Southdown to the residential community to the east;
b. The location of the proposed Orr Road extension from Southdown Road to Hazelhurst Road will be determined during the processing of development applications; and
c. The width of the proposed Orr Road extension from Southdown Road to Winston Churchill Boulevard will be a minimum of 24 metres.

16.17 Western Business Park



Map 16-14: Western Business Park Employment Area

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

16.17.1 Urban Design Policies

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

a. limited parking will be permitted between the building and Provincial Highway 403 property line; and

b. upgraded building elevations will be required for lots abutting Provincial Highway 403, Ridgeway Drive and Ninth Line.

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

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

16.17.2 Land Use

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

a. motor vehicle body repair facilities;

b. trucking terminals; and

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