

NOTE:

THE POLICIES IN THIS DOCUMENT ARE SPECIFIC TO THE GATEWAY PLANNING DISTRICT OF MISSISSAUGA PLAN, AND MUST BE READ IN CONJUNCTION WITH ALL THE POLICIES OF MISSISSAUGA PLAN

PLEASE REFER TO MISSISSAUGA PLAN FOR ADDITIONAL CITY-WIDE POLICIES WHICH APPLY TO THIS DISTRICT.

THE GATEWAY DISTRICT POLICIES OF MISSISSAUGA PLAN CAME INTO EFFECT 2003 MAY 05, EXCEPT FOR THE AREAS MARKED AND OUTLINED IN THIS PLAN THAT HAVE BEEN APPEALED TO THE OMB.

M I S S I S S A U G A

P L A N



SECTION 4.15 GATEWAY DISTRICT POLICIES OF MISSISSAUGA PLAN

2012 November

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

OFFICE CONSOLIDATION

This is an office consolidation of the Gateway District Policies of Mississauga Plan (Official Plan), as amended, prepared for the purpose of convenience only. For accurate reference, the "originals" should be consulted.

The number in brackets and italics, eg. (*MPA-123*), at the end of a section, subsection, paragraph, subparagraph, etc., is the number of the Amendment or By-law amending the Gateway District Policies of Mississauga Plan (Official Plan).

The following text and map, attached hereto, constitute the Gateway District Policies of Mississauga Plan (Official Plan), being an office consolidation of the Gateway District Policies of Mississauga Plan (Official Plan), modified and approved by the Region of Peel, 2003 May 05, save and except certain parts that were appealed to the Ontario Municipal Board.

	SECTION	DATE	STATUS	APPROVED BY
Mississauga Plan	Gateway District Policies and District Land Use Map	2003 May 05	Partially approved with modifications and appeals to OMB	Region of Peel
Gateway District Policies subsequently further amended by:				
AMENDED BY	SECTION	DATE	STATUS	APPROVED BY
Amendment 10	District Land Use Map	2003 Nov. 05	All approved	City of Mississauga
Mississauga Plan	Appeal B4 - District Policies and District Land Use Map	2004 Mar. 29	Further approval Appeal dismissed	Ontario Municipal Board Order No. 0662
Mississauga Plan	Appeal B12 - District Policies and District Land Use Map	2004 Mar. 29	Further approval Appeal dismissed	Ontario Municipal Board Order No. 0662
Mississauga Plan	Appeal B18 - District Land Use Map	2004 July 12	Further approval Appeal dismissed	Ontario Municipal Board Order No. 1169
Mississauga Plan	Appeal B18 - District Policies and District Land Use Map	2004 Nov. 10	Further approval Appeal dismissed	Ontario Municipal Board Order No. 1766
Amendment 32	District Land Use Map	2005 June 22	All approved	City of Mississauga
Amendment 25	District Policies and District Land Use Map	2007 Sept. 10	All approved Except for Site Specific appeal to OMB	Ontario Municipal Board Order No. 2622 Issued 2007 Oct. 01
Amendment 40	District Policies and District Land Use Map	2008 Mar. 24	All Approved Except for two (2) appeals to the OMB <i>“Retail”</i> of term <i>“retail commercial”</i> - Appealed	City of Mississauga
Amendment 25	District Policies and District Land Use Map	2008 May 05	All Approved	Ontario Municipal Board Case No.: PL070625 File No.: O070098
Amendment 87	District Policies (Housekeeping Amendment)	2008 Oct. 08	All approved	City of Mississauga

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

	SECTION	DATE	STATUS	APPROVED BY
Amendment 40	District Policies and District Land Use Map	2009 Dec. 01	<p>All Approved Except for two (2) site specific appeals to the OMB</p> <p>Term “<i>retail</i> commercial” is no longer under appeal</p> <p>(-Derry-Ten Ltd -Orlando Corp. and Heartland (Seven) Ltd Appeals consolidated under OMB Case No. PL080347 and OMB File No. PL080347)</p>	City of Mississauga
Amendment 95	District Policies and District Land Use Map	2010 Jan. 07	<p>Partial Approval All Appealed to the OMB</p> <p>(Azuria Group, Gemini Urban Design (Cliff) Corp., Orlando Corp., Solmar Dev. Corp. and Berkley Homes [current owners: Hush Homes] – as it relates to lands at 1745, 1765, 1775 Thorny Brae Place)</p>	Region of Peel
Amendment 40	District Policies and District Land Use Map	2010 May 05	<p>Approved as Modified for Orlando Corporation and Heartland (Seven) Ltd.</p> <p>[Outstanding Appeal remains for Derry-Ten OMB File No.: PLO030305 OMB Case No.: PL030441/ PL080347]</p>	<p>Ontario Municipal Board Case No. PL080347 File No. PL080347 (Orlando Corp. & Heartland (Seven) Ltd.)</p> <p>Issue Date: 2010 May 05</p>
Amendment 95	District Policies and District Land Use Map	2011 Feb. 25	<p>Partial Approval All Appealed to the OMB</p> <p>(Azuria Group, Gemini Urban Design (Cliff) Corp., Orlando Corp., Solmar Dev. Corp. and Berkley Homes – as it relates to lands at 1745, 1765, 1775 Thorny Brae Place)</p>	<p>Region of Peel</p> <p>Withdrawn: Berkley Homes – as it relates to lands at 1745, 1765, 1775 Thorny Brae Place)</p> <p>2011 Feb. 25</p> <p>Case No. PL101408 File No. PL100111</p>

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

	SECTION	DATE	STATUS	APPROVED BY
Amendment 95	District Policies and District Land Use Map	2011 May 09	Partial Approval All Appealed to the OMB (Azuria Group, Gemini Urban Design (Cliff) Corp.-as it relates to the lands located at 2021-2041 Cliff Road, Orlando Corp., Solmar Dev. Corp.	Region of Peel Withdrawn: Solmar Dev. Corp., 2011 May 09 Case No. PL101408 File No. PL100111
Amendment 95	District Policies and District Land Use Map	2011 Dec. 13	Partial Approval All Appealed to the OMB (Azuria Group, Gemini Urban Design (Cliff) Corp.-as it relates to the lands located at 2021-2041 Cliff Road, Orlando Corp.	Region of Peel Withdrawn: Azuria Group Inc., 2011 Dec. 13 Case No. PL101408 File No. PL100111
Amendment 95	District Policies and District Land Use Map	2012 Apr. 25	Partial Approval Site Specific Appeal to the OMB Gemini Urban Design (Cliff) Corp.-as it relates to the lands located at 2021-2041 Cliff Road Orlando Corp.	Region of Peel Withdrawn: Orlando Corp., 2012 Apr. 25 Case No. PL101408 File No. PL100111
Amendment 95	District Policies and District Land Use Map	2012 Nov. 20	All Approved	Region of Peel Withdrawn: Gemini Urban Design (Cliff) Corp.-as it relates to the lands located at 2021-2041 Cliff Road 2012 Nov. 20 Case No. PL101408 File No. PL100111

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Gateway District Policies of Mississauga Plan

PREFACE

The adopting By-laws and Region of Peel approval certificate for Mississauga Plan (Official Plan) is on file in the Planning and Building Department.

CITY OF MISSISSAUGA APPROVAL

Mississauga Plan (Official Plan) for the City of Mississauga, except for the Commercial Policies and Commercial Land Use Designations, was adopted by By-law Number 0317-2002 by *City* Council on the 10th day of July, 2002. The Commercial Policies, Commercial Land Use Designations and modifications for Mississauga Plan (Official Plan) were adopted by By-law Number 0085-2003 by *City* Council on the 26th day of February, 2003.

REGION OF PEEL APPROVAL

Pursuant to sections 17(35) of the *Planning Act*, the Region of Peel made a Decision on 2003 March 31, to modify and approve part of Mississauga Plan (Official Plan) for the City of Mississauga Planning Area as adopted by By-laws 0317-2002 and 0085-2003

Dated at Brampton this 31st day of March, 2003.

"NICK TUNNACLIFFE"
Commissioner of Planning
Region of Peel

The Notice of Decision was issued 2003 April 14 with the Last Date of Appeal being 2003 May 04.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

ONTARIO MUNICIPAL BOARD APPEALS

MISSISSAUGA PLAN (OFFICIAL PLAN)
CAME INTO EFFECT 2003 MAY 05,
EXCEPT FOR THE FOLLOWING WHICH
HAVE BEEN APPEALED TO THE
ONTARIO MUNICIPAL BOARD.

Pursuant to section 17(42) of the *Planning Act*, the Region of Peel is forwarding to the Ontario Municipal Board the following parts of Mississauga Plan (Official Plan), which have been appealed as set out in Part B, and indicated in Mississauga Plan (Official Plan) text and on the Schedules and Land Use Maps and labelled as B#.

THE FOLLOWING PARTS OF
MISSISSAUGA PLAN HAVE BEEN
APPEALED:

- B4.** The following in their entirety (Greater Toronto Airports Authority):
- Section 4.15, Gateway District Policies:
 - Section 4.15.3.3, Commercial, Land Use;
 - District Land Use Map, the Commercial Land Use Designations.

APPEAL DISMISSED

OMB Order No. 0662 - 2004 Mar. 29

- B6.** The following as it applies only to the lands bounded by Derry Road West, Hurontario Street, Skyway Drive and Maritz Drive (Derry-Ten Limited):
- Section 4.15, Gateway District Policies:
 - Section 4.15.5, Special Site Policies, the request for the addition of a new Special Site;
 - District Land Use Map, the Business Employment Designation.

- B12.** The following in their entirety (Canadian Petroleum Products Institute):
- Section 4.15, Gateway District Policies:
 - Section 4.15.3.2, Business Employment, Land Use;
 - District Land Use Map, the Business Employment Land Use Designations.

APPEAL DISMISSED

OMB Order No. 0662 - 2004 Mar. 29

- B12.** The following as it applies to the lands located at the southwest and southeast corners of Hurontario Street and Derry Road West/Derry Road East (Canadian Petroleum Products Institute):
- Section 4.15, Gateway District Policies:
 - Section 4.15.5.3, Site 2, Special Site Policies;
 - District Land Use Map, the Business Employment Land Use Designation.

APPEAL DISMISSED

OMB Order No. 0662 - 2004 Mar. 29

- B18.** The following as it applies to the lands located in the southeast quadrant of Mavis Road and Highway 401 (Orlando Corporation):
- Section 4.15, Gateway District Policies:
 - District Land Use Map, the request for the addition of a new Node Boundary.

APPEAL DISMISSED

OMB Order No. 1169 - 2004 July 12

- B18.** The following as it applies to the lands located in the northwest quadrant of Hurontario Street and Highway 401 (Orlando Corporation):
- Section 4.15, Gateway District Policies:
 - Section 4.15.4, Transportation, the roads and transit concept and the right-of-way widths;
 - District Land Use Map, the roads and transit concept.

APPEAL AMENDED

OMB Order No. 1169 - 2004 July 12

APPEAL DISMISSED

OMB Order No. 1766 - 2004 Nov. 10

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

- OPA 40.** The following as it applies to:
- Deleting and replacing lands identified as Special Site 4, located on both sides of Hurontario Street, north of Provincial Highway 401;
 - Deleting and replacing provisions for lands identified as Special Site 12, located on the east side of Hurontario Street, south of Provincial Highway 401;
 - Adding provisions for lands identified as Special Site 13, located on the west side of Hurontario Street, south of Provincial Highway 401;
 - Adding provisions for lands identified as Special Site 14, located at the northwest corner of Sandstone Drive and Hurontario Street;
 - Adding provisions for lands identified as Special Site 15, located at the southwest corner of Sandstone Drive and Hurontario Street.

APPEAL APPROVED AS MODIFIED

OMB Case No. PL080347

OMB File No. PL080347

2010 May 05

"MARK H. KLUGE"

Principal Planner

Development Planning Services

Region of Peel

NOTE:

FOR THOSE PARTS OF MISSISSAUGA PLAN (OFFICIAL PLAN) THAT ARE NOT APPROVED, THE RELEVANT PARTS OF CITY PLAN (OFFICIAL PLAN) APPROVED 1997 JULY 08, AND SUBSEQUENTLY AMENDED, WILL APPLY UNTIL THE MATTERS IN QUESTION HAVE BEEN DECIDED.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

4.15 GATEWAY

4.15.1 Planning Context

The Gateway District is located in the north-central part of Mississauga. The Official (Primary) Plan, approved by the Ministry of Housing on April 16, 1981 designated the area Prestige Industrial, Mixed Industrial and Commercial, General Industrial, Major Institutions, District Centre, Residential and Major Open Space.

City Plan, approved in 1997, establishes the boundaries of the Gateway District and identifies it as an Employment District, which contains primarily employment uses, as well as some retail commercial uses. (MPA-40)

There is a large retail commercial centre located on the east side of Mavis Road, north and south of Britannia Road West, and other smaller retail commercial centres throughout the District. (MPA-40)

The majority of the District is developed with the exception of some lands along Hurontario Street which are either vacant or are partially developed for offices and other employment uses. The internal area of the District is mainly composed of small scale single and multi-tenant industrial buildings dispersed with large scale buildings that serve as industrial/distribution centers. The Hershey Centre and the associated community uses are located in the south-east corner of the District.

The District, and in particular the Hurontario Street Corridor, exhibits desirable attributes for the development of employment uses:

- large vacant serviced land with little development constraints;
- proximity to Lester B. Pearson International Airport;
- access to the arterial roads network;
- access to Highways 401, 403, 407 and 410;
- visibility from Highway 401 (MPA - 40)

The Gateway District includes the following *sub-watersheds*: the Fletcher's Creek, the Etobicoke Creek, the Little Etobicoke Creek, the Cooksville Creek and the Carolyn Creek. Collectively, these areas constitute portions of the Credit River and the Etobicoke Creek *watersheds*.

The Fletcher's Creek is the most defined large scale feature within the District. The *threatened* fish *species*, Redside Dace, has been confirmed at two locations within the Fletcher's Creek.

Also within the District are two areas of mineral resource potential, where extraction is neither feasible nor advisable. Although these resources exist, other land use considerations prevail.

Two (2) sites with potential contamination have been identified: one (1) west of Kennedy Road and south of Courtneypark Drive East, and the other in the northeast quadrant of Provincial Highway 401 and Kennedy Road.

NOTE:

All terms listed in Section 7, Glossary, where used, are ***bolded and italicised*** throughout the text. (MPA-25)

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

4.15.2 Development Concept

The District Policies are intended to encourage prestige development, accommodating a mix of manufacturing, distribution, research and development and office uses to take advantage of the system of highways and major roads and proximity to the airport. Limited retail commercial development is also permitted, but is directed to designated retail commercial centres. (MPA - 40)

There are two (2) large retail commercial facilities: one (1) located on the east side of Mavis Road, north and south of Britannia Road West, and the other at the northeast corner of Matheson Boulevard East and Hurontario Street. (MPA-40)

The District Policies are intended to encourage prestige development, accommodating a mix of manufacturing, distribution, research and development, and office uses to support a higher-order transit facility planned along Hurontario Street, and to take advantage of the system of highways, major roads and proximity to the airport. (MPA - 40)

The Hurontario Street Corridor represents the focus of these policies and the central development activity for the District. These policies will maintain and enhance the prestige image of the District by concentrating offices, research and development and manufacturing/distribution facilities along the corridor. Urban design policies and guidelines approved in 2000, "Upper Hurontario Corridor: A design Mandate for Excellence", envisions prominent buildings located at the intersection nodes, the gateways and along the urban corridor. (MPA - 40)

Limited retail commercial development is also permitted, but is directed to designated retail commercial centres. Accessory retail commercial uses are also permitted to serve the daily needs of employees and employers provided they are subordinate to the main use, as they are not intended to be a principal retail use providing for destination shopping. (MPA - 40)

Forested areas serve an important function by attenuating and modifying surface flows, including providing opportunities for **ground water recharge**. They also serve as areas for habitat and visual amenities in an urban setting.

The Fletcher's Creek valley and adjacent vegetation, including tableland **woodlands**, are considered valuable as part of a greenways system. Particularly given the District's vicinity to Brampton, this system could be considered as a municipal connection. Greenways have many

environmental benefits including wildlife movement corridors and **wildlife habitat**, flood and erosion management and temperature modulation. Public access may be permitted where it does not threaten the viability of the area. However, the actual visual presence of such features is beneficial to urban residents.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

4.15.3 Urban Design Policies (MPA - 40)

4.15.3.1 General

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.

4.15.3.2 Hurontario Street Corridor Development Policies

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.
- b. Encourage a high standard of public and private realm streetscape design that is coordinated and comprehensive which includes street furniture, public art, building forecourts, open space, bus shelters, tree planting, and the sensitive location of utilities.
- c. Ensure buildings are street-related with pedestrian entrances, active building elevations, and fenestration forming an integrated link between the building and the sidewalk.
- 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.
- f. Locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street.
- g. Design buildings with sufficient height, mass and width of street frontage to define and frame the street.
- h. Complete the road system to improve cyclist and pedestrian movement, vehicular and servicing access, and to create usable and accessible development parcels.
- i. Integrate the principal and the accessory uses, within individual buildings.
- j. Encourage the continued development of varied and innovative prestige buildings.
- k. Encourage development that provides a safe and convenient pedestrian environment that promotes the use of Hurontario Street as a major transit corridor.
- l. Minimize building setbacks from the streetline(s) while balancing continuous landscaping between the building and the street and pedestrian linkages to the public sidewalk.
- m. Encourage the appropriate transition of built form between buildings.
- n. Provide for safe, pleasant and convenient pedestrian movement from the public sidewalk and on-site parking areas to the principal building entrance(s).
- o. 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.
- p. 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.
- q. 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.
- r. Create a sense of prominence at the intersections of Hurontario Street, in addition to those subject to Special Site Policies, by integrating features such as, tall, more distinctive buildings located close to the street, unique landscape and streetscape treatment, elevated and distinguishing rooflines.
- s. Internalize, screen and minimize visual impacts of the service and loading facilities from the streetscape(s), public view, pedestrian walkways, and abutting uses.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

- t. The submission of a concept plan will be required for all development applications to demonstrate how the urban design policies will be implemented.
- u. Development applications will also have regard for the urban design guidelines in the urban design manual entitled *Upper Hurontario Corridor-A Design Mandate For Excellence*.

4.15.4 Land Use (MPA - 40)

4.15.4.1 Business Employment

4.15.4.1.1 Notwithstanding the Business Employment Policies of this Plan, the following uses will not be permitted on land adjacent to Hurontario Street:

- a. waste processing or transfer stations, and composting facilities;
- b. trucking terminals;
- c. drive-throughs which are not substantially screened from Hurontario Street by a building in place at the time of development;
- d. single-storey financial institutions and free-standing restaurants of all types which are not substantially screened from Hurontario Street by a building in place at the time of development;
- e. outdoor storage of materials;
- f. car washes

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

- a. motor vehicle body repair facilities.

4.15.4.1.3

Notwithstanding Section 4.15.4.1, existing single-storey financial institutions, free-standing restaurants and drive-throughs, which are not substantially screened from Hurontario Street by a building, will be permitted as they exist on the day these policies come into effect provided, however, that the reconstruction or alteration of these uses may be permitted if the proposal results in a visual or functional improvement of the site which achieves the intent and policies of the Gateway District Policies.

4.15.4.2 Retail Commercial

4.15.4.2.1 Motor Vehicle Commercial

If the lands designated Motor Vehicle Commercial are not used for motor vehicle commercial uses, these lands may be developed for the permitted uses of the abutting Business Employment designations without further amendment to this Plan

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

4.15.5 Transportation

4.15.5.1 Road Classification

The transportation system for the District is illustrated on the Gateway District Land Use Map, and described in Table 1, Basic Road Characteristics, Gateway District.

TABLE 1: BASIC ROAD CHARACTERISTICS, GATEWAY DISTRICT				
ROAD TYPE	NAME	SECTION	JURISDICTION	RIGHTS-OF-WAY*
PROVINCIAL HIGHWAY	Provincial Highway 401	Mavis Road to Provincial Highways 403/410	Province of Ontario	
	Provincial Highway 410	North <i>City</i> boundary to Provincial Highway 401	Province of Ontario	
	Provincial Highway 403	Provincial Highway 401 to Matheson Boulevard East	Province of Ontario	
ARTERIAL	Derry Road East/Derry Road West	Fletcher's Creek to Provincial Highway 410	Region of Peel	45 m
	Courtneypark Drive East/Courtneypark Drive West	McLaughlin Road to Provincial Highway 410	City of Mississauga	35 m
	Britannia Road West	Mavis Road to Hurontario Street	Region of Peel	43.5 m
	Mavis Road	Provincial Highway 401 to Matheson Boulevard West	City of Mississauga	40 m
	Hurontario Street	North <i>City</i> boundary to approximately 160 m south of Matheson Boulevard East/Matheson Boulevard West (south limit of the Plan)	City of Mississauga	45 m
	MAJOR COLLECTOR	Belgrave Road	Provincial Highway 401 at Mavis Road interchange right-of-way to Cantay Road	City of Mississauga
	McLaughlin Road	Fletcher's Creek to Matheson Boulevard West	City of Mississauga	30 m
	McLaughlin Road (<i>Scenic Route</i>)	Matheson Boulevard West to approximately 200 m north of Ceremonial Drive (south limit of the Plan)	City of Mississauga	26 m
	Derrycrest Drive Extension/Maritz Drive/Kateson Drive (<i>MPA-25</i>)	Topflight Drive Extension to Capston Drive (<i>MPA-25</i>)	City of Mississauga	30 m
	Edwards Boulevard	North <i>City</i> boundary to World Drive	City of Mississauga	26 m
	Whittle Road	Provincial Highway 401 at Hurontario Street interchange right-of-way to Matheson Boulevard East	City of Mississauga	26 m

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

TABLE 1: BASIC ROAD CHARACTERISTICS, GATEWAY DISTRICT				
ROAD TYPE	NAME	SECTION	JURISDICTION	RIGHTS-OF-WAY*
MAJOR COLLECTOR	Kennedy Road	North <i>City</i> boundary to Matheson Boulevard East	City of Mississauga	30 m
	Topflight Drive	Hurontario Street to Edwards Boulevard (MPA-25)	City of Mississauga	26 m
	Topflight Drive Extension (MPA-25)	Derrycrest Drive Extension to Hurontario Street (MPA-25)	City of Mississauga	30 m (MPA-25)
	World Drive	Hurontario Street to Edwards Boulevard (MPA-25)	City of Mississauga	26 m
	Capston Drive (MPA-25)	Kateson Road to Hurontario Street (MPA-25)	City of Mississauga	26 m (MPA-25)
	Cantay Road/Avebury Road	Mavis Road to Matheson Boulevard West	City of Mississauga	30 m
	Britannia Road East	Hurontario Street to Kennedy Road	City of Mississauga	26 m
	Abilene Drive/Britannia Road East (Future Major Collector – conceptual) (MPA-25)	Kennedy Road to Provincial Highway 410 (MPA-25)	City of Mississauga	26 m (MPA-25)
	Matheson Boulevard East/Matheson Boulevard West	Mavis Road to Provincial Highway 403	City of Mississauga	30 m
	Madhill Boulevard Extension	Madhill Boulevard/Kateson Drive intersection to Hurontario Street (MPA-87)	City of Mississauga	23-26 m (MPA 87)
MINOR COLLECTOR	As shown on District Land Use Map		City of Mississauga	24-27 m
LOCAL ROAD	As shown on District Land Use Map		City of Mississauga	20-24 m

* These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate bus bays, transit stations along *Higher Order Transit* Corridors, *Bus Rapid Transit* facility, *Bus Rapid Transit* stations, auxiliary lanes, side slopes, bicycle paths, *streetscape* works, etc. (MPA-25) (MPA-95 assoc. with OMB File No.: PL100111)

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

4.15.5.2 Road System

- a. Access to Hurontario Street and Mavis Road, in general will be limited to signalized intersections. Restricted right-in/right-out accesses along these arterial roads may be permitted. These arterial access/intersection points will be assessed in more detail at the *development* review stage. The Transportation and Works Department may require *development* concept plans.
- b. The following road connections may be constructed without further amendment to this Official Plan subject to appropriate studies and Provincial Government approval:
- the extension of Madill Boulevard to the Provincial Highway 401 westbound off-ramp at Hurontario Street;
 - the extension of Belgrave Road to the Provincial Highway 401 eastbound off-ramp at Mavis Road;
 - the extension of Whittle Road to the Provincial Highway 401 eastbound off-ramp at Hurontario Street;
 - 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.

(MPA-25) (OMB File No. 0070098)

Specific policies in this section must be read in conjunction with all the policies in this Plan.

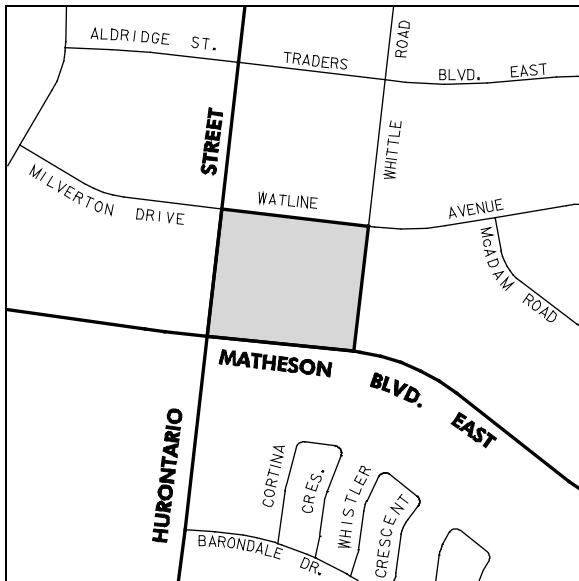
Gateway District Policies of Mississauga Plan

4.15.6 Special Site Policies

4.15.6.1 Introduction

There are sites within the District which merit special attention and are subject to the following policies.

4.15.6.2 Site 1

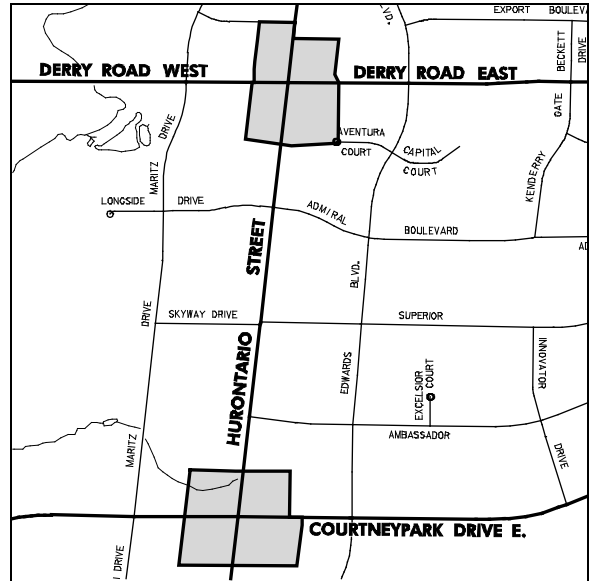


The lands identified as Special Site 1 are bounded by Matheson Boulevard East, Hurontario Street, Watline Avenue and Whittle Road.

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

- a. all forms of retail commercial uses, including free standing restaurants and financial institutions will be permitted, except the following:
 - motor vehicle commercial uses;
 - drive-throughs (MPA – 40)

4.15.6.3 Site 2



The lands identified as Special Site 2 are located at the four corners of Hurontario Street and Derry Road East/Derry Road West, and Hurontario Street and Courtneypark Drive East/Courtneypark Drive West.

Notwithstanding the Business Employment designation and the Urban Design Policies in Section 4.15.3.2 for these lands, the following additional policies will apply: (MPA – 40)

- a. existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street are recognized, but are encouraged to be redeveloped for other permitted uses;
- b. expansion of the existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street will be permitted. As part of the expansion of the existing gas bar at the southeast corner of Derry Road East and Hurontario Street, a car wash will also be permitted.

The reconstruction or alteration of the existing car wash at the south-east corner of Hurontario Street and Derry Road East may be permitted if the proposal results in a visual or functional improvement of the site which achieves the intent and policies of the Gateway District Policies. (MPA – 40)

- c. accessory retail commercial uses will generally be limited to a maximum of 30% of the total Gross Floor Area (GFA). (MPA-40)

Free-standing accessory retail commercial uses will not be permitted. Accessory retail

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

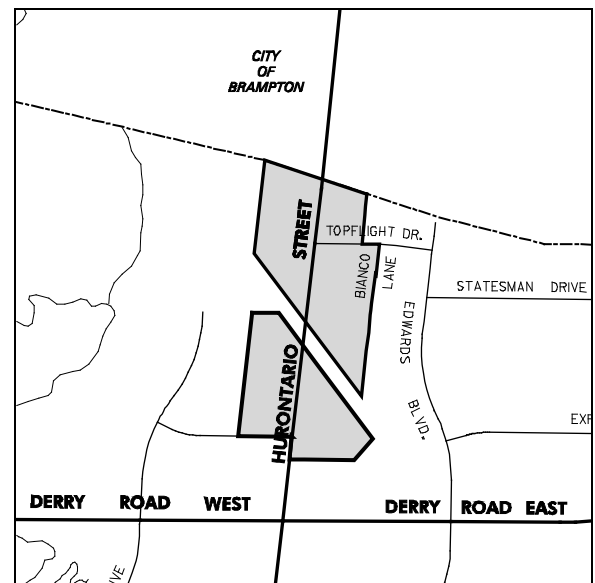
commercial uses must be contained within the same building as the principal use. (MPA – 40)

- d. assembly of lands at the Hurontario/Derry intersection is encouraged;
- e. prior to *development* of the lands at the Hurontario/Derry intersection, an internal access concept will be prepared to the satisfaction of the Transportation and Works Department;
- f. these lands represent the principal intersections along the Hurontario corridor north of Provincial Highway 401 (Derry Road East/Derry Road West and Courtneypark Drive East/Courtneypark Drive West). *Development* abutting the intersections should highlight these locations as focal points within the *streetscape*, given their high profile and visibility.

In addition to the Urban Design Policies in Section 4.15.3.2, these lands will be subject to the following:

- built form at the corners of the intersections should have prominence, occupy a majority of the streetline and be a minimum of three (3) storeys. The reconstruction of the service stations at the south east and south west corners of Hurontario Street and Derry Road East/West for motor vehicle commercial purposes may be permitted if it results in an improvement of the site by meeting the spirit and intent of this Plan by providing, for example, the massing, height and built form of a two (2) storey mezzanine building.
- buildings with minimal frontal setbacks with active street-oriented elevations, main front doors and fenestration integrated with the streetscape; (MPA – 40)
- g. regard will be given to the design guidelines as outlined in the urban design manual entitled *Upper Hurontario Corridor - a Design Mandate for Excellence* during the processing of *development* applications.

4.15.6.4 Site 3



The lands identified as Special Site 3, also known as the City Wide Gateway, are located on both sides of Hurontario Street, south of the northerly municipal boundary.

Notwithstanding the Business Employment designation and the Urban Design Policies in Section 4.15.3.2 for these lands, the following additional policies will apply: (MPA – 40)

- a. expansion of the existing gas bar site on the east side of Hurontario Street, north of the electric transmission lines will not be permitted;
- b. a motor vehicle service centre will be permitted on the east side of Hurontario Street south of the electric transmission lines;
- c. prior to a development proposal, the applicant will provide a concept plan demonstrating internal traffic and pedestrian circulation to the satisfaction of the City; (MPA – 40)
- d. Special Site 3 should function as the primary "gateway" into Mississauga from Brampton and areas to the north. A "gateway" should promote distinctive built form, landscaping and street furniture elements as visual landmarks to identify the *City* entry and reinforce a quality image.

This location is the prime opportunity to initiate a "gateway" into a civic boulevard of this calibre over the longer term. The achievement of this goal will rely on distinctive elements in both the public boulevard (i.e. feature planting, signage and decorative elements) as well as abutting *development*.

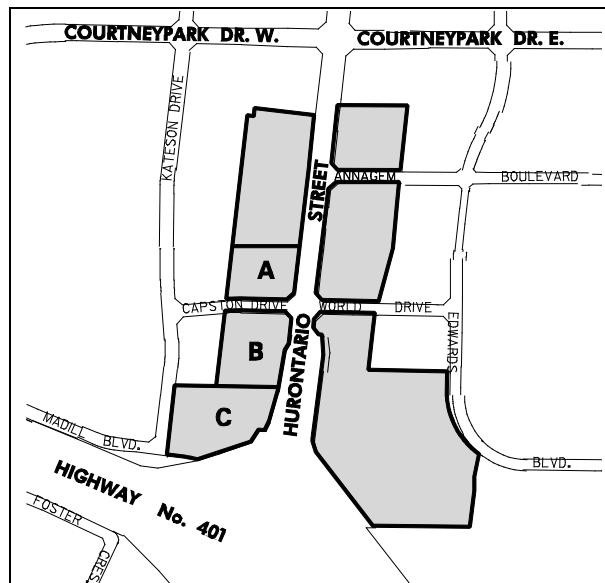
Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

Built form in this location should not be seen as "background" *development* but should create distinctive landmarks by creative use of building massing, architectural features, higher buildings and integrated built form as a "signature" for Mississauga. Further, a transition should be provided between the highway scale of Provincial Highway 407 and the more urban scale of the street corridor through graduated change in setback, *character* and attention to design detail;

- e. regard will be given to the design guidelines as outlined in the urban design manual entitled *Upper Hurontario Corridor - a Design Mandate for Excellence* during the processing of *development* applications.

4.15.6.5 Site 4 (MPA – 40) (OMB File No. PL080347)



The lands identified as Special Site 4, also known as the District Gateway, are located on both sides of Hurontario Street, north of Provincial Highway 401.

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

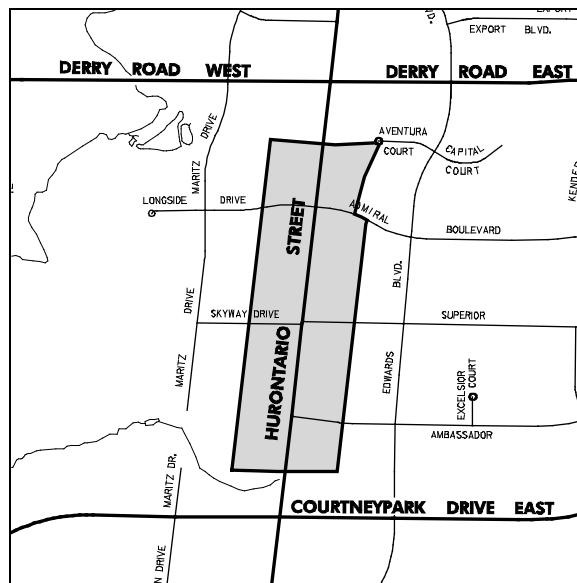
- a. the District Gateway should provide the principal entry feature into the abutting Business Employment areas from Provincial Highway 401 and areas to the south. Development in this area should promote a quality image for this business community and reinforce its upscale image as a corporate address and destination. Opportunities for secondary landmark buildings should be promoted in order to highlight the entry point and provide orientation points. Built form should provide for a transition in scale from the broad expanses of Provincial Highway 401 to the more contained urban corridor appropriate to Hurontario Street;
- b. regard will be given to the design guidelines as outlined in the urban design manual entitled *Upper Hurontario Corridor – A Design Mandate for Excellence* during the processing of development applications.
- c. For the lands identified as 4A, Section 4.15.3.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
 - the building(s) be designed with a pedestrian street entrance facing Hurontario Street; and

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

- a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage.
- d. for the lands identified as 4B and 4C, Sections 4.15.3.2(e), (f) and (l), Hurontario Street Corridor Development Policies shall not apply and are replaced with the following:
- an access aisle between the building(s) and Hurontario Street, will be permitted;
 - a generous landscape buffer be incorporated along the Hurontario Street frontage to screen vehicle parking areas;
 - for lands identified as 4B;
 - one row of parking between the building(s) and Hurontario Street for all permitted uses except office will be permitted;
 - the building(s) be located close to the Hurontario Street frontage on lands identified as 4B;
 - the building(s) be designated with a pedestrian street entrance facing Hurontario Street on lands identified as 4B; and
 - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage on lands identified as 4B.
- (OMB File No. PL080347)

4.15.6.6 Site 5



The lands identified as Special Site 5, also known as the urban corridor of Hurontario Street, are located on both sides of Hurontario Street south of Derry Road East/Derry Road West.

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

- a. from an urban design perspective, **development** along the connecting urban corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

The urban corridor of Hurontario Street should provide the common denominator of built form **character** linking the special features outlined above within a strong overall theme. Buildings along the urban corridor should have a consistent setback, height and building street frontage. These same elements of consistency should also provide a defined scale for the street and a visual frame for the street as a foundation for a quality image; (MPA – 40)

- b. the following general principles should apply to the urban corridor of Hurontario Street:
- broader streetline setback range on **development** with substantial landscape area;
 - substantial building coverage oriented to streetline;
 - active building frontages oriented to the public street by use of pedestrian entrances and fenestration to make the

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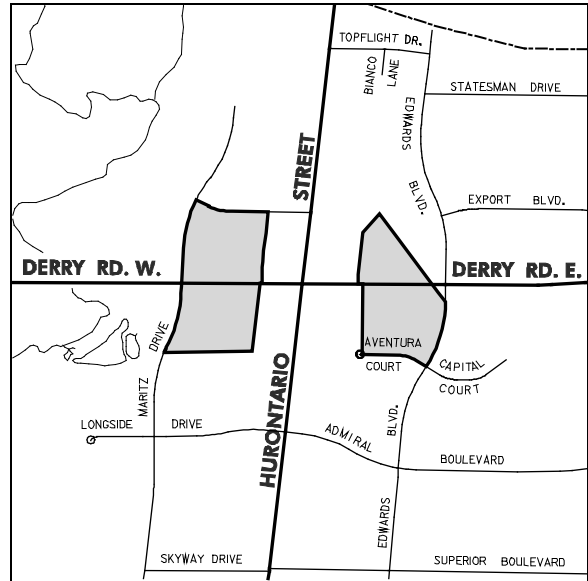
Gateway District Policies of Mississauga Plan

building activities an integral part of the street;

- encourage consolidation of vehicular entrances;
- "background" architecture to create a unified street frame;
- signage limited in scale and integrated with architecture (detailed guidelines have regard for *Hurontario Streetscape Guidelines - south of Highway 401*);

- c. regard will be given to the design guidelines as outlined in the urban design manual entitled *Upper Hurontario Corridor - a Design Mandate for Excellence* during the processing of *development* applications.

4.15.6.7 Site 6



The lands identified as Special Site 6, also known as the urban corridor of Derry Road East/Derry Road West, are located on both sides of Derry Road East/Derry Road West, east and west of Hurontario Street.

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

- a. from an urban design perspective, *development* along the connecting urban corridors should establish a continuity of the urban fabric along the street and a defined "edge" and "frame" for the street volume.

The urban corridor of Derry Road East/Derry Road West should provide the common denominator of built form *character* linking the special features outlined above within a strong overall theme. Buildings along the urban corridor should have a consistent setback, height and building street frontage. These same elements of consistency will also provide a defined scale for the street and a visual frame for the street as a foundation for a quality image; (MPA – 40)

- b. the following general principles should apply to the urban corridor of Derry Road East/Derry Road West:
- broader streetline setback range on *development* with substantial landscape area;
 - substantial building coverage oriented to streetline;
 - active building frontages oriented to the public street by use of pedestrian

Specific policies in this section must be read in conjunction with all the policies in this Plan.

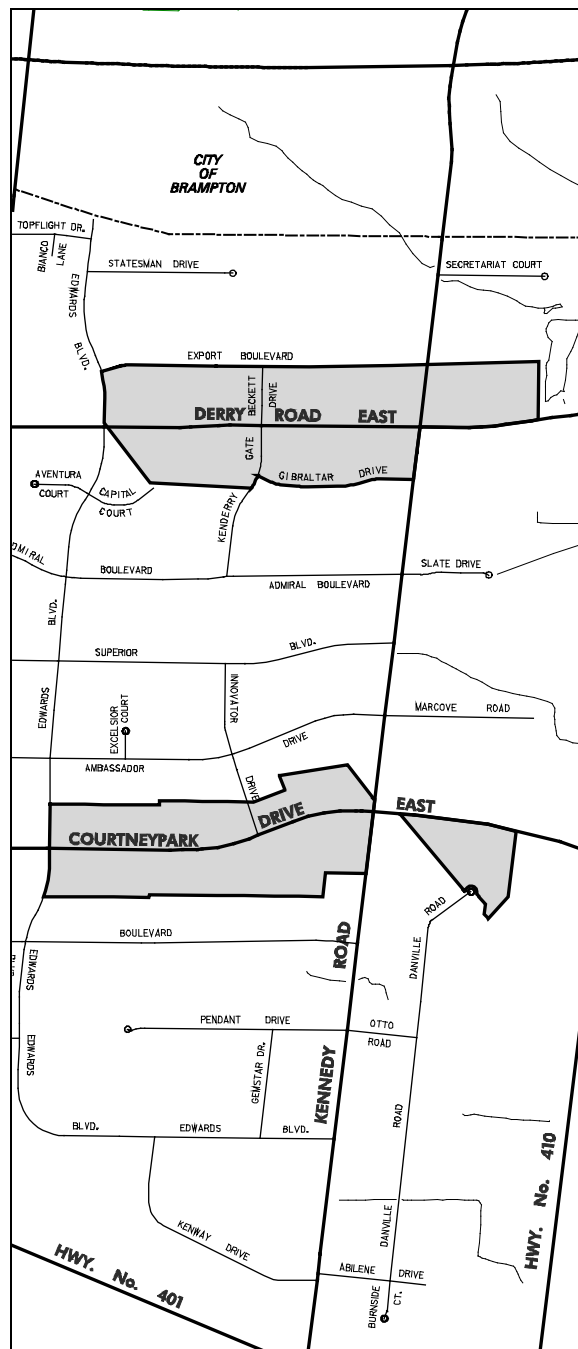
Gateway District Policies of Mississauga Plan

entrances and fenestration to make the building activities an integral part of the street;

- encourage consolidation of vehicular entrances;
- "background" architecture to create a unified street frame;
- signage limited in scale and integrated with architecture (detailed guidelines have regard for *Hurontario Streetscape Guidelines - south of Highway 401*);

c. regard will be given to the design guidelines as outlined in the urban design manual entitled *Upper Hurontario Corridor - a Design Mandate for Excellence* during processing of the *development* applications.

4.15.6.8 Site 7



The lands identified as Special Site 7, are located on both sides of Derry Road East and Courtney Park Drive East between Provincial Highway 410 and Edwards Boulevard. (MPA-25)

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

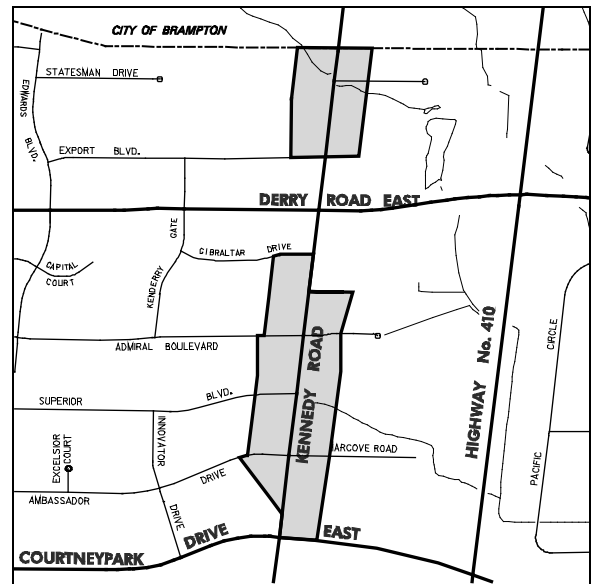
- industrial uses which may have some outside storage, such as transportation related activities, and motor vehicle sales (including trucks and truck trailers), leasing, repairing and servicing, will be permitted;
- any site *development* plans will address the following built form expectations:

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

- that the principal built form model is one of enclosure (i.e. as viewed from Derry Road East and Courtneypark Drive East) of the major portion of materials/trucks/truck trailers storage, service and docking uses by buildings and/or wing walls (e.g. in a quadrangle, "U" shaped or "T" shaped footprint);
- that the street frontage, in linear terms, be defined by built form (i.e. buildings or projecting walls *compatible* with the architecture) to the greatest extent possible and maintaining a general consistent, and limited setback to relate the buildings both to each other and to the street edge (minimum guideline of at least two-thirds (2/3) of the linear street frontage is to be occupied by building walls with a setback range of four-and-a-half to thirteen (4.5-13) m);
- that street front building walls should be highly articulated by use of creative massing, entry features, fenestration, high quality materials and interesting roof form (unrelieved walls with no concession to the visual *character* of the street realm should be avoided);
- that high profile locations such as intersections or gateway locations be recognized by the siting, design and height of respective buildings.

4.15.6.9 Site 8



The lands identified as Special Site 8, are located on both sides of Kennedy Road, north and south of Derry Road East.

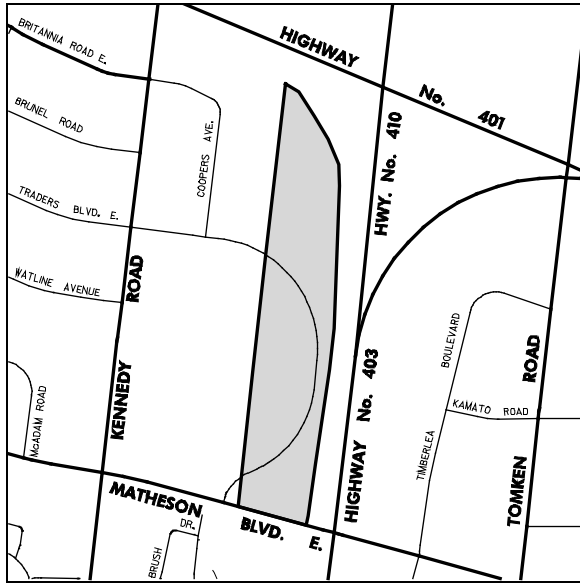
Notwithstanding the Business Employment designation on these lands, the following additional policy will apply:

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

Specific policies in this section must be read in conjunction with all the policies in this Plan.

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4.15.6.10 Site 9 (MPA-25)



The lands identified as Special Site 9, known as the Hershey Centre, are located west of Provincial Highway 403, between Provincial Highway 401 and Matheson Boulevard East.

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

- a. land uses permitted within Special Site 9 include recreational and spectator facilities such as, spectator arenas, outdoor stadiums, community arenas, and indoor sport complex, as well as complimentary uses such as, but not limited to, retail commercial uses, restaurants, sports medical clinic, health and fitness centre, accessory *offices*, and overnight accommodations. (MPA-40)

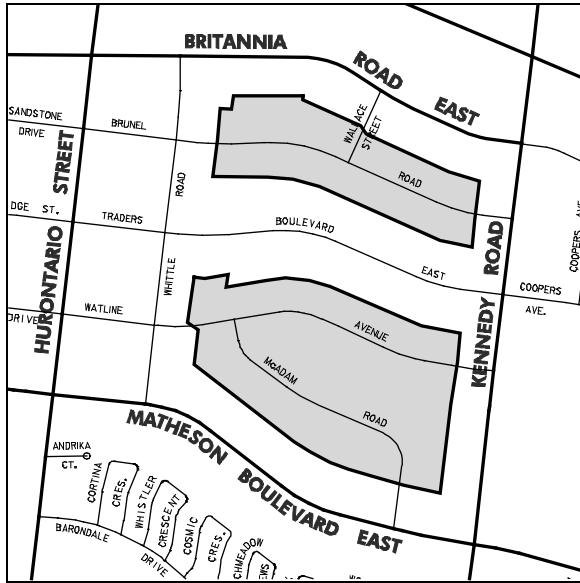
4.15.6.11 Site 10

Deleted by Amendment No. 25. (MPA-25)

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

4.15.6.12 Site 11 (MPA-25)



The lands identified as Special Site 11 are located on the north and south sides of Brunel Road, west of Kennedy Road and on the north and south sides of Watline Avenue and McAdam Road, west of Kennedy Road.

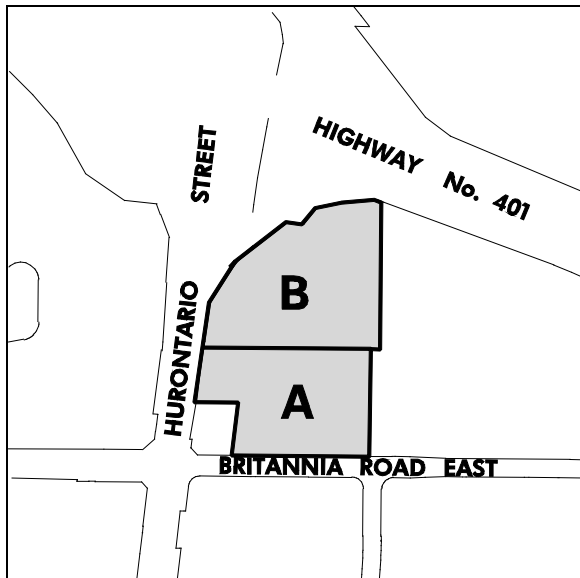
Notwithstanding the provisions of the Business Employment designation, all uses in existence at the time this policy comes into effect (2007 September 10), and outdoor storage will be permitted.

APPEAL B6.
SECTION 4.15.5, SPECIAL SITE POLICIES, THE REQUEST FOR THE ADDITION OF A NEW SPECIAL SITE HAS BEEN APPEALED TO THE OMB
 As it applies only to the lands bounded by Derry Road West, Hurontario Street, Skyway Drive and Maritz Drive.
 (Derry-Ten Limited).

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

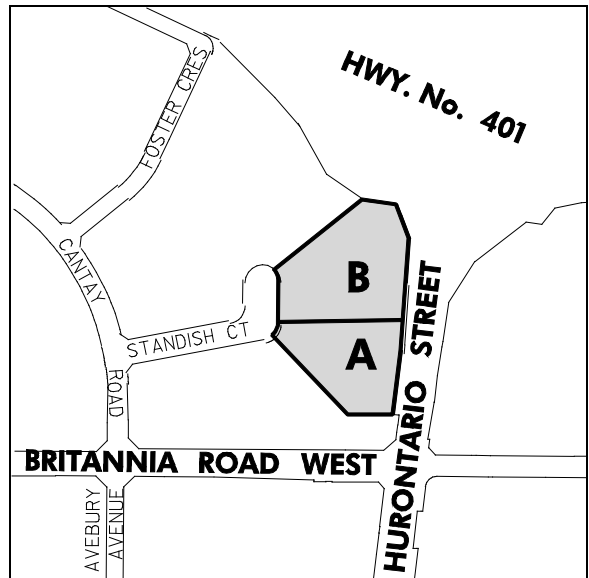
4.15.6.13 Site 12 (MPA – 40) (OMB File No. PL080347)



The lands identified as Special Site 12 are located on the east side of Hurontario Street, south of Provincial Highway 401.

- a. for the lands identified as 12A, Section 4.15.3.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
 - the building(s) be designated with a Pedestrian street entrance facing Hurontario Street; and
 - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage.
- b. For the lands identified as 12B, Section 4.15.3.2(e), (f) and (l), Hurontario Street Corridor Development Policies shall not apply and are replaced with the following:
 - two rows of parking between the building(s) and Hurontario Street, will be permitted;
 - an access aisle between the building(s) and Hurontario Street, will be permitted;
 - a generous landscape buffer be incorporated along the Hurontario Street frontage to screen vehicle parking areas.

4.15.6.14 Site 13 (MPA – 40) (OMB File No. PL080347)



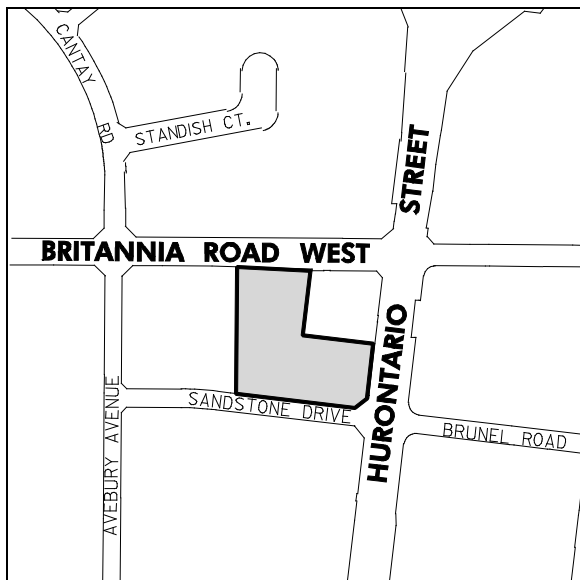
The lands identified as Special Site 13 are located on the west side of Hurontario Street, south of Provincial Highway 401.

- a. For the lands identified as 13A, Section 4.15.3.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
 - the building(s) be designated with a pedestrian street entrance facing Hurontario Street; and
 - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage.
- b. For the lands identified as 13B, Section 4.15.3.2(e), (f) and (l), Hurontario Street Corridor Development Policies shall not apply and are replaced with the following:
 - an access aisle between the building(s) and Hurontario Street, will be permitted;
 - a generous landscape buffer be incorporated along the Hurontario Street frontage to screen vehicle parking areas.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

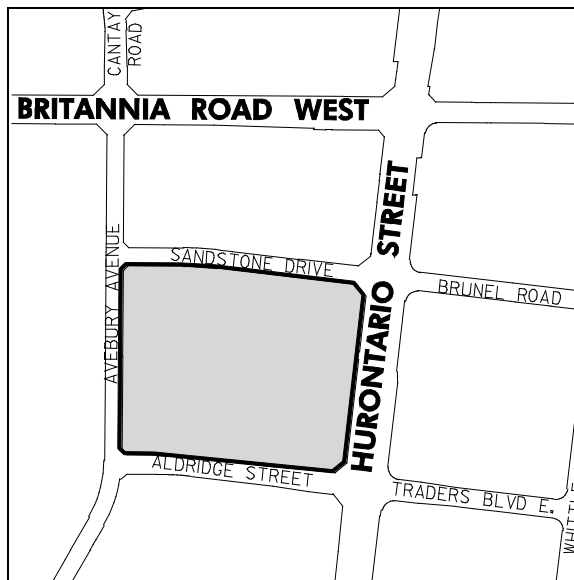
4.15.6.15 Site 14 (MPA – 40) (OMB File No. PL080347)



The lands identified as Special Site 14 are located at the northwest corner of Sandstone Drive and Hurontario Street.

- a. Section 4.15.3.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
- the building(s) be designated with a pedestrian street entrance facing Hurontario Street; and
 - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage.

4.15.6.16 Site 15 (MPA -40) (OMB File No. PL080347)



The lands identified as Special Site 15 are located at the southwest corner of Sandstone Drive and Hurontario Street.

- a. Section 4.15.3.2(e), Hurontario Street Corridor Development Policies shall not apply and is replaced with the following:
- the building(s) be designated with a pedestrian street entrance facing Hurontario Street; and
 - a visual and functional pedestrian link be incorporated between such building entrance and the public sidewalk to encourage transit usage.
- b. Section 4.15.3.2(f) and (l), Hurontario Street Corridor Development Policies shall not apply if the existing building is expanded.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

Gateway District Land Use Map

Amended by:

APPEAL B6.
SECTION 4.15, GATEWAY DISTRICT LAND USE MAP, THE "BUSINESS EMPLOYMENT" DESIGNATION HAS BEEN APPEALED TO THE OMB
 As it applies only to the lands bounded by Derry Road West, Hurontario Street, Skyway Drive and Maritz Drive.
 (Derry-Ten Limited).

Amendment 10

- Amend – the road classification of Statesman Drive from a "Minor Collector" to a "Local Road" and of Export Boulevard from a "Local Road" to a "Minor Collector".

Appeal B4 (OMB Order No. 0662)

- The OMB has dismissed the appeal of the "Commercial" Land Use Designations (Greater Toronto Airports Authority).

Appeal B12 (OMB Order No. 0662)

- The OMB has dismissed the appeal of the "Business Employment" Land Use Designations (Canadian Petroleum Products Institute).

Appeal B12 (OMB Order No. 0662)

- The OMB has dismissed the appeal of the "Business Employment" designation as it applies to the lands located at the southwest and southeast corners of Hurontario Street and Derry Road West/Derry Road East (Canadian Petroleum Products Institute).

Appeal B18 (OMB Order No. 1169)

- The OMB has dismissed the appeal of the request for the addition of a new "Node Boundary" as it applies to the lands located in the southeast quadrant of Mavis Road and Highway 401 (Orlando Corporation).

Appeal B18 (OMB Order No. 1766)

- The OMB has dismissed the appeal of the roads and transit concept as it applies to the lands located in the northwest quadrant of Hurontario Street and Highway 401 (Orlando Corporation).

Amendment 32

- Amend – Land Use Designation of the lands at the southeast quadrant of Matheson Boulevard East and Hurontario Street from "Business Employment" to "General Commercial".

Amendment No. 25

- Amend – Land Use Designation of the lands located east of Kennedy Road, north and south of Slate Drive from "Business Employment" to "Industrial";
- Amend Land Use Designations – add "Industrial";
- Amend – Land Use Designation of the lands located as follows:
 - at the northeast corner of Cantay Road and Mavis Road;
 - at the northeast corner of Britannia Road West and McLaughlin Road;
 - at the southeast corner of Matheson Boulevard East and Hurontario Street;
 - at the northeast corner of Matheson Boulevard East and Kennedy Road;
 - at the southwest corner of Derry Road East and Kennedy Road;
 - at the northeast corner of Derry Road East and Kennedy Road;
 from "Motor Vehicle Commercial" to "Business Employment";
- Amend – northwest and southeast quadrant Hurontario Street/Highway 401 ramps; (Orlando Corporation)
OMB File No. 0070098
- Add – Britannia Road East/Abilene Drive Future Major Collector (conceptual) from Tomken Road to Kennedy Road;
- Amend Transportation Legend – add Future Major Collector (conceptual);
- Amend Land Use Designations – from "Open Space" to "Public Open Space";
- Amend – Topflight Drive "Minor Collector" to "Major Collector" Hurontario Street to Edwards Boulevard;
- Amend – Land Use Designation of the lands located at the southwest corner of Hurontario Street and World Drive from "Motor Vehicle Commercial" to "Business Employment";
- Amend – Land Use Designation of the lands located on the east side of Hurontario Street, south of Britannia Road East, from "Business Employment" to "Private Open Space - Cemetery";
- Amend Land Use Designations – add "Private Open Space";
- Amend – Land Use Designation of the lands located north of Matheson Boulevard West, east of Falbourne Street, to coincide with the park limits from "Open Space" to "Business Employment" and from "Business Employment" to "Public Open Space";
- Amend – Belgrave Road and Whittle Road "Major Collectors" to extend to the property line;
- Amend – Land Use Designation of the lands located east of McLaughlin Road, south of Matheson Boulevard West from "Business Employment" to "Public Open Space";

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Gateway District Policies of Mississauga Plan

Amendment No. 95

- Amend – Land Use Map by removing Eglinton Avenue as a Major Transit Corridor.
(MPA-95 assoc. with OMB File No.: PL100111)

Amendment No. 40

(OMB File No. PL080347 – 2010 May 05)

- Amend – Land Use Map by adding revised Special Site 4, located on both sides of Hurontario Street, north of Provincial Highway 401;
- Amend – Land Use Map by adding revised Special Site 12, located on the east side of Hurontario, south of Provincial Highway 401.
- Amend – Land Use Map by adding Special Site 13, located on the west side of Hurontario Street, south of Provincial Highway 401
- Amend – Amend Land Use Map by adding Special Site 14, located at the northwest corner of Sandstone Drive and Hurontario Street.
- Amend – Land Use Map by adding Special Site 15, located at the southwest corner of Sandstone Drive and Hurontario Street.