

**NOTE:**

**THE POLICIES IN THIS DOCUMENT ARE SPECIFIC TO THE  
SOUTHDOWN 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.**



**AMENDMENT NO. 63  
TO MISSISSAUGA PLAN  
SECTION 4.31  
SOUTHDOWN DISTRICT POLICIES  
OF MISSISSAUGA PLAN**

**2008 September**





Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

## 1. INTRODUCTION

### 1.1 STATUTORY PROVISIONS

#### 1.1.1 Adopting By-law

This Amendment No. 63, Southdown District Policies of Mississauga Plan for the City of Mississauga Planning Area, was adopted by By-law No. 0287-2008 dated 2008 August 06.

#### 1.1.2 Amendment Approval

A decision, in accordance with sections 17 and 22 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, was made to approve all of Amendment No. 63, Southdown District Policies of Mississauga Plan for the City of Mississauga as adopted by By-law No. 0287-2008. The decision of the City of Mississauga is final if a Notice of Appeal is not received on or before the date of appeal noted below.

Date of Decision - 2008 August 06.

Date of Notice – 2008 August 20.

Last Date of Appeal - 2008 September 09.

The decision in respect of the above-noted matter was made on 2008 August 06 when By-law No. 0286-2008 was enacted and that notice required by subsection 17 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, was given on 2008 August 20.

Six (6) appeals to the Ontario Municipal Board of the decision in respect of the above-noted matter was received under subsection 17 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, within the time specified for submitting an appeal.

Dated at the City of Mississauga this 10<sup>th</sup> day of September, 2008.

"BARBARA A. McEWAN"

Deputy City Clerk  
Office of the City Clerk  
Corporate Services Department  
City of Mississauga

#### NOTE:

THE ADOPTING BY-LAW AND CITY OF MISSISSAUGA APPROVAL CERTIFICATE FOR THE SOUTHDOWN DISTRICT POLICIES (AMENDMENT NO. 63) OF MISSISSAUGA PLAN IS ON FILE IN THE PLANNING AND BUILDING DEPARTMENT, STRATEGIC PLANNING AND BUSINESS SERVICES DIVISION AND THE CORPORATE SERVICES DEPARTMENT, OFFICE OF THE CITY CLERK.

Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

## ONTARIO MUNICIPAL BOARD APPEALS

**SOUTHDOWN DISTRICT POLICIES (AMENDMENT NO. 63) CAME INTO EFFECT 2008 SEPTEMBER 10, EXCEPT FOR THE FOLLOWING WHICH HAVE BEEN APPEALED TO THE ONTARIO MUNICIPAL BOARD.**

Pursuant to section 17(42) of the *Planning Act*, the City of Mississauga is forwarding to the Ontario Municipal Board the following parts of the Southdown District Policies (Amendment No. 63), which have been appealed and are indicated in the Southdown District Policies (Amendment No. 63) text and on the Land Use Maps and labelled as A#.

**THE FOLLOWING PARTS OF THE SOUTHDOWN DISTRICT POLICIES (AMENDMENT NO. 63) OF MISSISSAUGA PLAN HAVE BEEN APPEALED:**

- A1.** The following as it applies only to the lands located on the west side of Southdown Road, south of Royal Windsor Drive (Petro-Canada Inc.):
  - Southdown District Land Use Map, the "Business Employment" land use designation.
  
- A2.** The following as it applies only to the lands located on the east side of Winston Churchill Boulevard, south of Royal Windsor Drive (817985 Ontario Inc.):
  - Southdown District Land Use Map, the "Business Employment" land use designation.
  
- A3.** The following as it applies to the Southdown District Policies, in its entirety (Ashland Canada Corp; South West Mississauga Industrial Association, SWMIA; Rego Developments and Construction Ltd; CertainTeed Gypsum)

## NOTE:

**FOR THOSE PARTS OF THE SOUTHDOWN DISTRICT POLICIES (AMENDMENT NO. 63) OF MISSISSAUGA PLAN THAT ARE NOT APPROVED, THE RELEVANT PARTS OF THE SOUTHDOWN DISTRICT POLICIES OF MISSISSAUGA PLAN, APPROVED 2007 SEPTEMBER 10, 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.  
Southdown District Policies of Mississauga Plan

## **1.2 AMENDMENT TO MISSISSAUGA PLAN**

### **1.2.1 Purpose**

The purpose of this Amendment is to replace the Southdown District Policies of Mississauga Plan (Official Plan).

### **1.2.2 Location**

The lands affected by this Amendment are located in the Southdown Planning District, in Mississauga Plan.

### **1.2.3 Basis**

The Southdown District Policies have been reviewed and updated to be consistent with changing local circumstances and recent Provincial planning initiatives. The policies have also been revised to eliminate duplication of policies which are included in the General Policies of Mississauga Plan.

### **1.2.4 Details of the Amendment and Policies Related Thereto**

Details regarding this Amendment to the Southdown District Policies of Mississauga Plan (Official Plan) are contained in the Planning and Building Report dated June 3, 2008.

### **1.2.4 Implementation**

Upon the approval of this Amendment by the City of Mississauga, the Zoning By-law applicable to the subject lands will be amended to the appropriate classification, in accordance with this Amendment.

Provisions will be made through the rezoning of the lands subject to this Amendment, for development to occur, subject to approved subdivision and site development plans, in accordance with this Amendment.

### **1.2.5 Interpretation**

The provisions of Mississauga Plan (Official Plan), as amended from time to time regarding the interpretation of that Plan, shall apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Plan (Official Plan).

Upon approval of this Amendment, Section 4.31 the Southdown District Policies and Southdown District Land Use Map of Mississauga Plan (Official Plan), will be amended in accordance with this Amendment, subject to technical revisions being permitted to this Amendment without official plan amendments with respect to : changing the numbering, cross-referencing and arrangement of the text, tables, schedules and maps; altering punctuation or language for consistency; and correcting grammatical, dimensional and boundary, mathematical or typographical errors, provided that the purpose, effect, intent, meaning and substance of this Amendment are in no way affected. The appendices are included as background information, and do not constitute part of the Official Plan.

Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

## **2. DISTRICT POLICIES AND LAND USE MAP**

### **4.31 Southdown**

#### **4.31.1 Introduction**

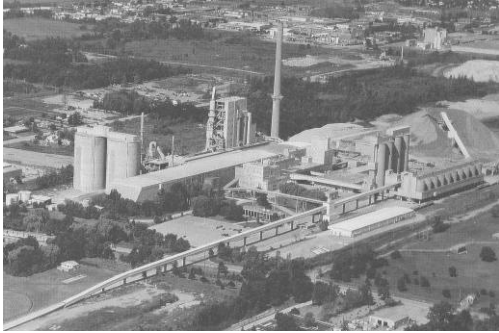
The Southdown Employment District provides a vital and necessary economic role for the City of Mississauga. It has been a long-standing area for industrial operations offering both employment and needed services. The policies contained in this document advance a continuation of this role with the intent to also improve the appearance and relationship of the district with the surrounding residential communities in a sustainable and environmentally sensitive manner.

In addition, the district policies must recognize that Lake Ontario represents one of the great natural features in Mississauga and needs to be elevated in profile and promoted as an important place for public gathering.

##### **4.31.1.1 Purpose**

The purpose of the District Policies is to provide clear direction for development and to address the unique circumstances within the area and adjacent communities. The District Policies should be read in conjunction with all the policies of Mississauga Plan.

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Southdown District Policies of Mississauga Plan



The St. Lawrence Cement Company commenced operations in 1957 with the intent of becoming one of the most technically innovative industries of its kind in the world.



In 1995, the Mississauga leg of the Waterfront Trail System, extending from the Niagara Region to Gananoque, was opened.

#### 4.31.1.2 Historical Summary

Following the York (Toronto) purchase of land in 1805 from the Mississaugans, rural development officially commenced in the region. Over the course of the next 50 years, farming communities were established across the newly formed Toronto Township including the area in the southwest corner of the township, known today as the Southdown District. By the mid-19<sup>th</sup> Century, industrial landscapes, such as a major shipping dock and the completion of the Great Western Railway Line began to alter the direction of the quiet rural economies of Southdown and Clarkson.

Today, Southdown maintains a strong industrial character including long-standing industries such as the Petro Canada refinery which opened in the early 1940s as the British American Oil Company. 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 District over the next generation of urban development. Appendix A to the Southdown District Policies provides a detailed historical overview.

#### 4.31.1.3 Planning Context

The Official (Primary) Plan, approved in 1981, and the Clarkson-Lorne Park Secondary Plan approved in 1986, established the current configuration of the Southdown District.

City Plan, approved in 1997, established Southdown as an Employment District which contains industrial and business employment uses. Some of the existing industrial operations are major facilities with extensive amounts of outdoor storage (e.g. Petro Canada, St. Lawrence Cement).

The district is well served by a network of spur lines from the CNR mainline and accessibility to the Queen Elizabeth Way.

Southdown is a well-established, stable Employment District and is primarily designated for industrial uses. Of the approximately 670 hectares of land in Southdown, 380 hectares are designated Industrial, 180 hectares are designated Business Employment and 20 hectares are designated General Commercial.

Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan



A defining aspect of Southdown's character is its industrial heritage (shown above: the St. Lawrence Cement Company).



The waterfront trail along Lakeshore Road West offers public access and use of Lake Ontario.

According to the 2008 Vacant Lands report, there are 177 hectares of vacant land, representing 24% of all land in the district. Over half of the approximately 20 vacant parcels are less than two hectares. However, there are six larger parcels between eight to 20 hectares and three parcels that are between 20 to 40 hectares. Of the 290 business sites, there are 25 vacancies, consisting of vacant units, buildings or floors.

The 2007 Employment Profile indicates there are 6,200 employees in Southdown, employed in approximately 270 businesses. Southdown's business profile is dominated by small businesses. Forty-one percent of all businesses employ fewer than five people. Firms with fewer than five employees represent only 4% of total employment, with almost 50% of employment found in businesses that employ between 20 to 299 people, a mid-range firm size.

There are many types of business activities in the district. However, approximately 80% of the businesses are within the manufacturing and wholesaling trade sector. Other business sectors represented include construction, transportation and warehousing, and waste management and remediation services.

The role of Southdown District, to date, has been to provide a variety of employment opportunities. However, it is unique in that it abuts residential areas as well as the Lake Ontario Shoreline, resulting in both opportunities and constraints due to its location.

The impact of industrial operations on air quality has long been of concern to the surrounding residents. Extensive trucking operations have resulted in noise and traffic impacts, as well as contributing to the taxed air shed. Extensive outdoor processing and storage activity has detracted from achieving quality urban design within the area. A power generating facility, approved in 2001, is located on the east side of Winston Churchill Boulevard, south of Royal Windsor Drive.

The City's Waterfront Parks Strategy has identified Lakeside Park and Park 389 as priority parks, where detailed concept plans will be developed to outline potential uses and features.

The district also contains a number of contaminated or potentially contaminated sites and closed or current waste disposal sites.

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Southdown District Policies of Mississauga Plan



Clearview Creek as seen from Lakeshore Road West

#### 4.31.1.4 Natural Environment

The Southdown District, consisting of approximately five and a half square kilometres, contains an abundance of environmental features shown on Schedule 3: Environmental Areas, and the *Mississauga Natural Areas Survey*. The district 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 district. 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 the district, 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 along side 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 floodplain, 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.

Few original woodlots remain from pre-land clearing days, however, new ones have grown in areas where industrial activity and uses have not been established. This is evident along Winston Churchill Boulevard, the waterfront area south of Lakeshore Road West (also known as Highway 2), and the interior of the district. The most significant of the woodland areas is the red maple-red oak forest located south of existing Orr Road.

These Policies designate the three watercourses and the length of the Lake Ontario shoreline as "Greenbelt".

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#### 4.31.1.5 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. Retail commercial uses are located at the northwest and southwest corners of Royal Windsor Drive and Southdown Road, including Clarkson Crossing Commercial Centre. Residential development borders the district on the north and east sides, along with industrial/commercial uses and vacant lands to the west, in the Town of Oakville. The Clarkson GO station is located at the CNR tracts and Southdown Road, supporting both the residential and employment communities.

The buildings offer minimal street enclosure and parking is generally located in the front, with some landscaping. In some areas, the streets do not have sidewalks, pedestrian amenity and sufficient streetscape treatment to support and encourage walking and cycling.

Both Southdown Road and Winston Churchill Boulevard provide connections to Lake Ontario. This natural connection is reinforced by the existing nurseries, agricultural uses, open fields, trees and other landscape features.

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.

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 Southdown District Policies of Mississauga Plan



Southdown will continue to be a place of employment, evolving in the longer term to include a range of other compatible land uses.

**APPEAL A-3  
 SECTIONS 4.31.2 TO 4.31.7 HAVE BEEN  
 APPEALED TO THE OMB**

The following as it applies to the Southdown District Policies, in its entirety (Ashland Canada Corp; South West Mississauga Industrial Association, SWMIA; Rego Developments and Construction Ltd; CertainTeed Gypsum)

### 4.31.2 District Vision

The vision for the Southdown District 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 and 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.

The District 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:

- promoting a distinctive urban form and streetscape;
- limiting development which may require extensive outdoor storage and/or processing; and
- limiting transportation and other related uses.

To do so, these policies encourage new development as well as redevelopment to accommodate industrial activities consisting of a mix of manufacturing, research and development and office uses 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 Park 389 (not yet named), 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 district. Hazelhurst Road may be extended northerly across the CNR spur line. 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.

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 Southdown District Policies of Mississauga Plan



New development should support a pedestrian and transit friendly environment along key corridors and intersections in Southdown District, as illustrated above.



Major traffic corridors should be complemented, where possible, by rows of street trees, well designed sidewalks and coordinated streetscape treatment help to create a pedestrian friendly environment.



Buildings which are carefully articulated and massed to promote distinctive character and community identity are encouraged, as illustrated above.

### 4.31.3 Urban Design Strategy

This section provides detailed guidance with respect to how the District 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 District Vision:

- a. Encourage public accessibility and reinforce the character, vitality and recreational nature of the Lake Ontario waterfront as an important amenity for the district, 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, including the north and south extensions to Hazelhurst and Avonhead Roads, 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;

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Southdown District Policies of Mississauga Plan

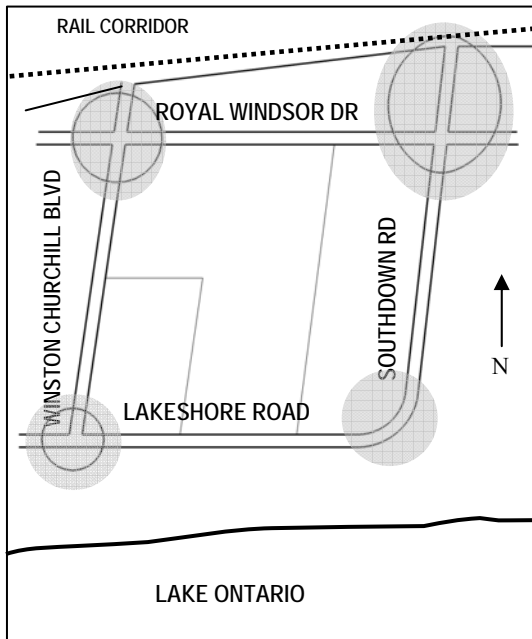


Green Roofs ameliorate the urban heat island effect and support natural habitat.

- h. Development will consider adjacent residential communities regarding scale and built-form, and provide appropriate landscape buffers and interfaces between uses; and
- i. Development should consider sustainable building practices (i.e. green roofs and development performance standards), environmentally enhanced construction standards, energy efficiency and site development strategies to reduce storm-water run-off, hard-surface pavement and the heat island effect.

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Gateway Locations



Development at Major Intersections should have substantial built-form, with landscape treatments and landmark quality architecture.



The Robertson Farm (located north of Lakeshore Road West and east of Winston Churchill Boulevard) is an example of agricultural heritage in Southdown and is listed on the City's Heritage Register as a heritage designated property.

## 4.31.4 Urban Design Policies

Based on the foregoing Urban Design Strategy, the following urban design policies implement the District Vision.

### 4.31.4.1 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 (see key plan: Gateway Locations);
- e. A streetscape masterplan should be undertaken to coordinate treatments for the public realm;

#### Cultural Heritage Resources:

- f. 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;
- g. 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 eco-systems. Provide continuous pedestrian walkway systems along these watercourses, where appropriate;
- h. 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;

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 Southdown District Policies of Mississauga Plan



Attractive and well-landscaped connections from principle building entrances to public sidewalks help to support a pedestrian and transit friendly environment.



Buildings should have a strong relationship to the street with most parking located at the rear or sides of the buildings.



Development located at the intersection of two roads require upgraded elevations with office components located to reinforce corner conditions and overall presentation to the street.

### Sustainable Design:

- i. 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.

### **4.31.4.2 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. 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 parcelled 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;

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 Southdown District Policies of Mississauga Plan



Development along Royal Windsor Drive should have regard for existing pedestrian contexts, and contribute positively to the streetscape through animated facades that engage the street and support transit, as illustrated above.



Buildings in Southdown should engage street frontages with upgraded elevations and materials to encourage visual interest and direct connections to the public sidewalk.



Buildings brought forward to the street should be a minimum of two storeys in height and contain administrative office or retail functions associated with manufacturing, warehousing and industrial uses, as illustrated above.



Provide architectural screening around roof-mounted mechanical equipment to minimize the visual impact from the street.

### Royal Windsor Drive:

- h. 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;

### Parking and Loading Areas:

- i. Parking lots should have defined pedestrian circulation systems leading conveniently to main and employee entries;

### **4.31.4.3 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 district image;
- 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;

### **4.31.4.4 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;

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A transit stop conveniently located to an adjacent office building provides weather protection and seating.



Generous pedestrian sidewalks and a double row of trees provide rhythm, structure and comfort for pedestrians, and helps screen adjacent industrial operations.



Boulevards in parking areas should incorporate soft landscape materials and shade trees with design elements and systems that mitigate storm water run-off.



Opportunities for environmental restoration and landscaping of sites should be considered in new development, as illustrated above.

- 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

- e. 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;
- f. 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;
- g. Encourage environmental revitalization and restoration of sites through planting and other landscape treatments;
- h. 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;
- i. 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

- j. 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;
- k. 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 District in theme;

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On-site bicycle storage provides choices for alternative modes of transportation.



Pedestrian scale lighting provides illumination for public amenity areas, sidewalks and pathways, as illustrated above.

## Signage & Lighting

- l. A continuous system of pedestrian lighting should be investigated to illuminate sidewalks and multi-purpose 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;
- m. 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;
- n. 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;
- o. The design and location of entry features and waterfront park signage should be coordinated and integrated into the streetscape design;

Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

## **4.31.5 Land Use**

### **4.31.5.1 Business Employment**

- a. Existing industrial operations, including existing outdoor storage areas, will be permitted to continue.
- b. Outdoor storage of materials will be within enclosed containers. Expansions to the outdoor storage areas will be permitted in accordance with the Business Employment Policies.
- c. Notwithstanding the Business Employment policies of this Plan, the following uses will not be permitted:
  - trucking terminals;
  - outdoor storage of motor vehicles exceeding 3,000 kg in weight; and
  - waste processing or transfer stations and composting facilities.

### **4.31.5.2 Industrial**

- a. Existing industrial operations, including existing outdoor processing, will be permitted to continue.
- b. Notwithstanding the Industrial policies of this Plan, the following uses will not be permitted:
  - trucking terminals;
  - outdoor storage of motor vehicles exceeding 3,000 kg in weight;
  - waste processing or transfer stations and composting facilities;
  - expansions to or new outdoor processing; and contractors and bulk storage yards.
- c. Outdoor storage of materials, except extracted resources, will be within enclosed containers.

### **4.31.5.3 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:

- adult entertainment establishments;
- body rub establishments;
- cardlock fuel dispensing facilities;
- motor vehicle storage, commercial motor vehicle storage, truck tractors and/or tractor trailer storage;
- motor vehicle body repair facility;
- contractor service shop;
- contractors yard; and
- vehicle pound facility.

Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

## 4.31.6 Transportation

### 4.31.6.1 Road Classification

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

TABLE 1: BASIC ROAD CHARACTERISTICS, SOUTHDOWN DISTRICT				
ROAD TYPE	NAME	SECTION	JURISDICTION	RIGHTS-OF-WAY*
ARTERIAL	Royal Windsor Drive	Winston Churchill Boulevard to Southdown Road	City of Mississauga	35 m
	Lakeshore Road West	Winston Churchill Boulevard to Southdown Road	City of Mississauga	35 m
	Winston Churchill Boulevard	CN Railway tracks to Lakeshore Road West	Region of Peel Region of Halton	36 m
	Southdown Road	CN Railway tracks to Lakeshore Road West	City of Mississauga	35 m
MINOR COLLECTOR	As shown on District Land Use Map		City of Mississauga	26 m
LOCAL ROAD	As shown on District Land Use Map		City of Mississauga	17-20 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 Major Transit Corridors, Bus Rapid Transit stations, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.

### 4.31.6.2 Road 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 the Southdown District 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.

Notwithstanding the provisions of subsection 4.31.6.1 of this section, the width of the proposed Orr Road extension from Southdown Road to Winston Churchill Boulevard will be a minimum of 24 m.

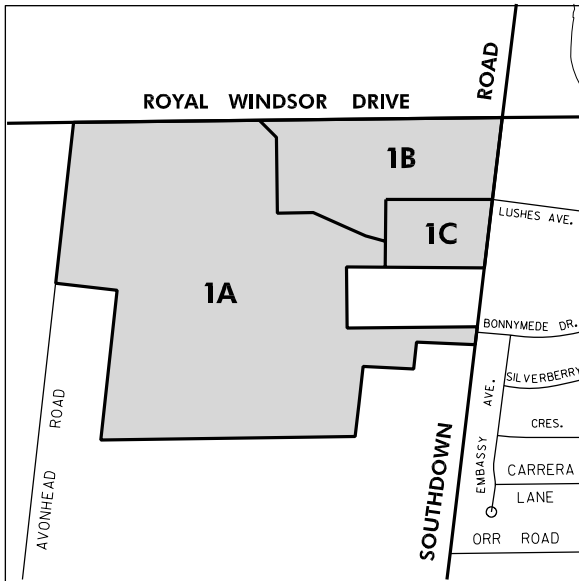
Specific policies in this section must be read in conjunction with all the policies in this Plan.  
 Southdown District Policies of Mississauga Plan

## 4.31.7 Special Site Policies

### 4.31.7.1 Introduction

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

### 4.31.7.2 Site 1



#### 4.31.7.2.1 Area 1A

The lands identified as Area 1A are located on the south side of Royal Windsor Drive and west of Areas 1B and 1C.

Notwithstanding the Business Employment designation, the uses permitted on the lands will be subject to the following additional policies:

- a. access will be available to Southdown Road opposite Bonnymede Drive and to Royal Windsor Drive opposite the City Works yard access; and further additional points to Royal Windsor Drive, Southdown Road and Avonhead Road may be considered by the City at the time of site plan approval when the ultimate development plan has been determined;
- b. prior to site plan approval for any part of Area 1A, a concept plan may be required to indicate how adjacent lands could be developed with respect to ensuring that all lands have adequate access and parking, and that traffic and pedestrian circulation is adequately provided.

#### 4.31.7.2.2 Area 1B

The lands identified as Area 1B are located at the immediate southwest corner of Royal Windsor Drive and Southdown Road.

Notwithstanding the General Commercial designation, the following additional policies will apply:

- a. development at the intersection of Royal Windsor Drive and Southdown Road is encouraged to have generous open spaces with landscaping to enhance the streetscape;
- b. access will be available to Royal Windsor Drive opposite the City Works yard access. Additional access points to Royal Windsor Drive may be considered by the City at the time of site plan approval.

#### 4.31.7.2.3 Area 1C

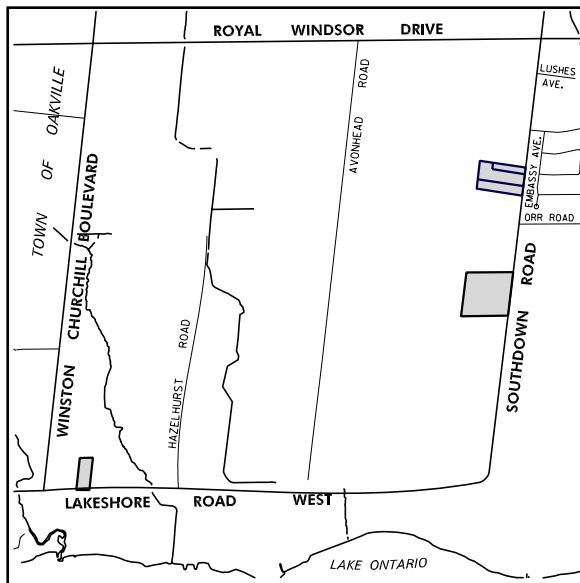
The lands identified as Area 1C are located on the west side of Southdown Road, immediately to the south of Area 1B.

Notwithstanding the provisions of the General Commercial designation, the following additional policies will apply:

- a. permitted uses will only include retail warehouses, which generally consist of home furnishings, home accessories and an automotive centre;
- b. in addition to the above, community uses and all types of restaurants, except for convenience restaurants, will be permitted;
- c. business employment uses;
- d. uses not permitted within this designation include department stores, supermarkets and drug stores, and other commercial uses which, either individually or collectively, could create an impact on commercial centres;
- e. outdoor storage and display areas should not be visible from major roads, parks, greenbelt or residential lands. Appropriate setbacks, screening and buffering will be required to lessen the visual impact of the facility. Display areas are to be an integral part of the overall site design and evaluated based on their visual impact on the streetscape.

Specific policies in this section must be read in conjunction with all the policies in this Plan.  
 Southdown District Policies of Mississauga Plan

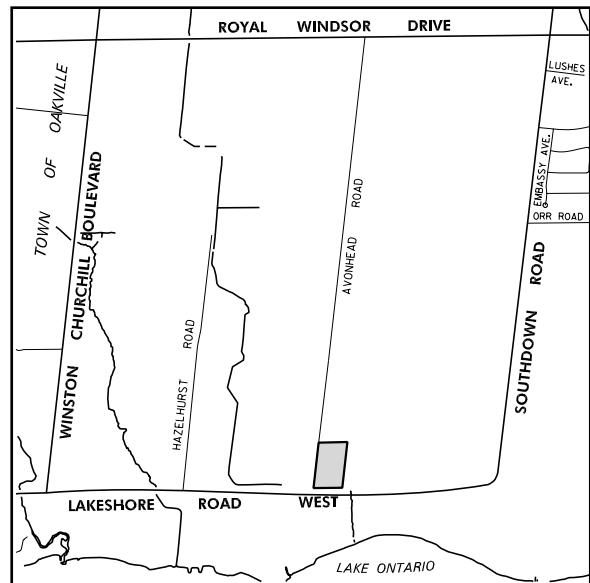
### 4.31.7.3 Site 2



The lands identified as Special Site 2 consists of three areas, two are located on the west side of Southdown Road, south of Royal Windsor Drive and the other is located on the north side of Lakeshore Road West, east of Winston Churchill Boulevard.

Notwithstanding the Business Employment designation, the lands may also be used for a garden centre.

### 4.31.7.4 Site 3

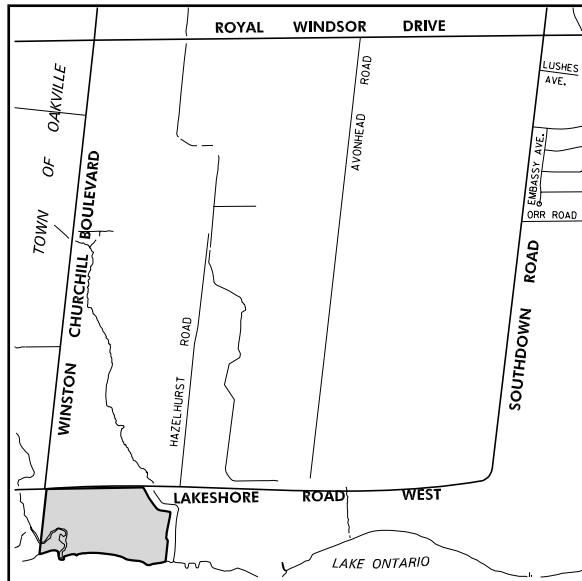


The lands identified as Special Site 3 are located on the north side of Lakeshore Road West, west of Southdown Road.

Notwithstanding the provisions of the Utility designation, the lands may also be developed for a Community Recycling Centre with outdoor storage and an accessory retail store for reusable goods.

Specific policies in this section must be read in conjunction with all the policies in this Plan.  
 Southdown District Policies of Mississauga Plan

### 4.31.7.5 Site 4

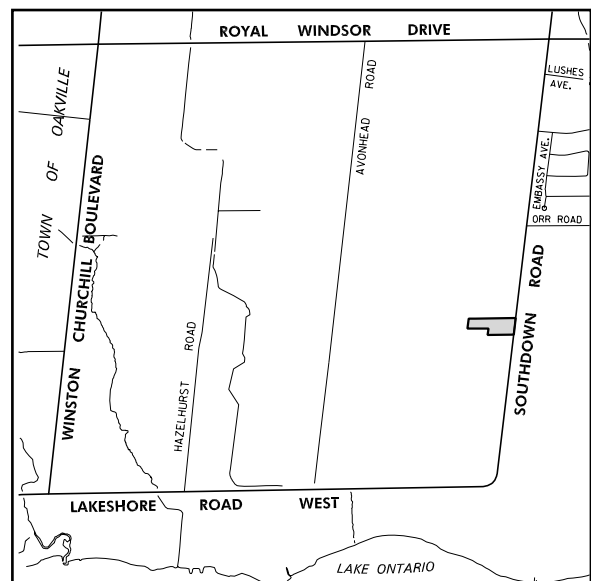


The lands identified as Special Site 4 are located on the south side of Lakeshore Road West, east of Winston Churchill Boulevard.

Notwithstanding the provisions of the Public Open Space designation on these lands, the following additional policies will apply:

- a. in addition to the uses permitted in the Public Open Space designation, the following uses will also be permitted within the existing structure:
  - offices;
  - commercial uses that are accessory to the park;
  - conference centre;
  - banquet hall
  - conservatory/greenhouse complex;
  - commercial school;
  - restaurant;
- b. any proposed structure will be limited in size and to a design compatible with the existing structures and will be designed and located in a manner that minimizes the removal of forest cover.

### 4.31.7.6 Site 5



The lands identified as Special Site 5 are located on the west side of Southdown Road at 566 Southdown Road.

Notwithstanding the provisions of the Business Employment designation, the lands may also be used for a gas processing operation including outdoor processing activities and outdoor storage and may include the temporary parking of commercial motor vehicles.

Specific policies in this section must be read in conjunction with all the policies in this Plan.  
 Southdown District Policies of Mississauga Plan

## Appendix A

The following concepts demonstrate how change could be accommodated along principal arterial roads which define the Southdown District over a 25-year time frame. Each illustration takes into consideration a number of staged improvements geared to supporting transit, pedestrians, alternative modes of transportation such as cycling, a coordinated public realm, and a streetscape treatment with an articulated built-form to define street edges. Also shown are improved amenities and accessibility to the Lake Ontario waterfront. These changes result in improved image and presentation of the Southdown District

### 1. Evolution of Southdown Road



#### Commentary:

##### Existing Condition

The view shown in Figure (1) is looking south to Lake Ontario, from Orr Road, on the east side of Southdown Road. This portion exists as a two-lane road (with a left-turning lane in the middle), curbed boulevards, and a conventional 1.5 m sidewalk on the east side only. A right-turn lane services Orr Road with unsheltered bus stops located on both sides of Southdown Road. Power wires are overhead, but all other utilities are buried underground, or located at the rear of properties.

##### Ten-to-Fifteen Year Condition

The early phase of re-development within the Southdown Road right-of-way should consist of modest boulevard upgrades including (Figure 2):

- soft landscape improvements, a bicycle facility within the right-of-way and additional transit stops to encourage transportation alternatives;
- private development brought closer to the street edge with a generous landscape setback; and
- new development with front doors and windows oriented to the streets, and visitor's parking minimized along frontages with appropriate landscape screening.

##### Twenty-Five Year Vision

The long-term vision should include significant changes in both the public and private realms (Figure 3):

- overhead utility lines relocated to below grade (and the utility poles should be removed), with new street lighting;
- designated bicycle facilities extended in each direction of the roadway, and transit shelters strategically positioned at high volume bus stops;
- boulevards planted with street trees in a soft landscape permeable surface;
- generous sidewalks to accommodate pedestrians and phased-in, on-street parking for convenience, and to help mitigate travel speeds for an improved pedestrian environment;
- on private lands, two-to-three storey buildings with harmonized setbacks creating consistent streetscape;
- buildings engaging the public realm with active, high quality facades through front entries and windows to support a vibrant public realm; and
- buildings addressing the street with an appropriate setback, a public realm coordinated with high quality streetscape, street furniture, pedestrian amenities, way-finding signage, street trees and pedestrian-scale lighting to augment the district's character.

Specific policies in this section must be read in conjunction with all the policies in this Plan.  
 Southdown District Policies of Mississauga Plan

## 2. Evolution of Lakeshore Road West



### Commentary:

#### Existing Condition

The view shown in figure (4 ) is looking west toward Oakville on Lakeshore Road West:

- the existing two-lane road (left-turn lane in middle), has been planted with continuous rows of trees on both sides of street;
- on the south side, west from the access drive into Lakeside Park, continuous engineered curb (sodded boulevard) three-foot wide splash pad;
- on north side, soft gravel shoulder, shallow ditch and indigenous grass and ornamental front yards, and right-turning lanes servicing several intersecting streets; and
- no pedestrian sidewalk in the ROW, but a bike and foot path runs on south side parallel to Lakeshore Road West behind the continuous rows of trees.

#### Ten-Fifteen Year Condition

The early phase of re-development within the Lakeshore Road West ROW should consist of the following (Figure 5):

- significant boulevard upgrades including soft landscape improvements, bicycle facilities and lay-by parking within the roadway and more sheltered bus stops to facilitate transit use and travel to lakefront;
- relocated overhead wiring to below-grade, new streetlighting combining pedestrian-scaled lighting, coordinated street furniture and enhanced landscape treatment to transform the area into an attractive destination;
- significant private development is not anticipated along the corridor, but, where possible, place it closer to street edge in order to provide definition, enclosure and a streetscape supporting street activity and attractive public spaces; and
- highest quality architecture with active facades and front entrances and windows oriented to street, placing visitor parking at sides or rear of buildings.



#### Twenty-Five Year Vision

In the long-term, Lakeshore Road West should change considerably (Figure 6);

- greater intensification of streetscape amenities should reinforce the pedestrian function;
- continuous rows of boulevard trees planted in a soft landscape permeable surface, with sidewalks constructed on both sides of the street to accommodate increased pedestrian traffic;
- further beautify the street with landscape features such as a landscaped median to help slow traffic speeds and make pedestrians primary street users;
- new development to consist of two-to-three storey buildings along north side to frame, enclose and reinforce a consistent pedestrian scaled streetscape;
- increased front doors, principal window fenestration and high-quality elevation design; and
- buildings minimally setback, with landscape that integrates with streetscape character, and consider at-grade retail to support future pedestrian activity.



Specific policies in this section must be read in conjunction with all the policies in this Plan.  
 Southdown District Policies of Mississauga Plan

### 3. Evolution of Royal Windsor Drive



#### Commentary:

##### Existing Condition

The view shown in figure (7) is looking west to Oakville, from Avonhead Road, on the south side of Royal Windsor Drive:

- five-lane road (left-turn lane in middle), curb-lined on both sides, grass boulevards, narrow 1.5 m wide sidewalk on north side and 0.75 m wide concrete splash pad on south side;
- grass swales, overhead power lines, varying industrial building types dominating street character; and
- right-turn lane located at intersecting streets, with unsheltered bus stops on both sides.

##### Ten-Fifteen Year Condition

If Royal Windsor Drive is to evolve into a pedestrian ‘main street’ character within an industrial park theme, the following should proceed (Figure 8):

- upgraded public realm with wide pedestrian sidewalks and landscape improvements such as landscaped medians, transit shelters, benches, etc.;
- bicycle facility within roadway encouraging transit alternatives, overhead wiring replaced by attractive street lighting;
- phase in parallel service road across development frontages to form continuous network, with some parking in front of buildings, in an attractive manner;
- new two-to-three storey buildings reinforcing future service road street edge on both sides, to occur incrementally transforming street into more pedestrian one, with more walking and cycling; and
- significantly high quality of architecture with front doors and principal windows oriented to streets.

##### Twenty-Five Year Vision

Royal Windsor Drive should continue to transform, with significant changes occurring within the public and private realms (Figure 9):

- attractive streetscapes that promote pedestrian environments common to ‘typical’ main streets;
- additional landscape to augment public boulevards with continuous street trees, horticultural displays in planter boxes, decorative fencing and array of street furnishings supporting pedestrian usage;
- provide wide sidewalks and plant street trees in a continuous raised beds;
- consider a central landscaped median to beautify and visually narrow street, slowing down traffic and creating a pedestrian oriented street; and
- continue new two-to-three storey buildings at edge of service road to providing street definition, and active facades with principal front entrances, transparent window fenestration and high-quality elevation design.

Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

## 4. Evolution of Winston Churchill Boulevard



### Commentary:

#### Existing Condition

The view shown in figure (10) is looking north along Winston Churchill Boulevard towards Royal Windsor Drive. Winston Churchill Boulevard holds a unique place within the Southdown District. It defines the border between the Town of Oakville and the City of Mississauga at its western edge. The road has a distinctive rural profile, measuring two-lanes in width, with soft shoulders and drainage ditches on both sides containing tall grasses and other natural plant material. Overhead power lines exist on the east side of the road. A range of building types such as 19<sup>th</sup> Century houses and barns, to industrial and residential buildings (Oakville side) also form a part of the street character. While the street has limited capacity to accommodate bicycles, it does not encourage pedestrian uses.

#### Ten-Fifteen Year Condition

A number of subtle interventions should be introduced in this phase (Figure 11):

- important elements include enhanced bicycle lanes and pedestrian sidewalks designed to encourage recreational access to the Lake Ontario waterfront. These improvements should be modest in nature with a view to enhancing the street character; and
- landscape enhancements should reinforce the rural quality of the area, particularly at the roadway edges, utilizing native plant materials and plantings that augment the pastoral quality of Winston Churchill Boulevard.

#### Twenty-five Year Vision

Winston Churchill Boulevard should continue to evolve in the long-term along the Mississauga interface, with some modest development that integrates with its pastoral landscape character (Figure 12):

- a different urban design is recommended that encourages subtle variation in setbacks for buildings in order to compliment the pastoral street character and provide visual interest;
- parking should be located on the side or at the rear of buildings to establish a thematic frontage condition along the street through generous landscaped buffers along individual property frontages;
- landscaping should incorporate sustainable native species, with designs that reinforce the street profile, compliment the architecture of buildings, and the rural quality of Winston Churchill Boulevard; and
- all overhead wiring and poles should be relocated underground, and replaced with appropriate street lighting.

Specific policies in this section must be read in conjunction with all the policies in this Plan.  
 Southdown District Policies of Mississauga Plan

## Appendix B: Historical Overview of Southdown



“The Anchorage”, built circa 1840 by Captain John Skynner, is an example of Ontario Regency Architecture. It was relocated in 1978 to the Bradley Museum Grounds.



Southdown Road (formerly 5<sup>th</sup> Line) looking north of Royal Windsor Drive circa 1850.



The Robertson House, located on the first grant allotment (Gable Allotment) was built circa 1851. The structure, barn and farmstead layout exists today at northeast corner of Winston Churchill Boulevard and Lakeshore Road West.

In 1805, the Government of York (Toronto) bought 34,000 hectares of land called the Mississauga Tract, and proclaimed it “open for settlement”. Mississauga purportedly means “river of the north with many mouths”.

The area identified as the Southdown District was first settled between 1807 and 1815 through government allotments of large parcels of land, typically for farming purposes to the original settlers. Due to early land grants, additional allotments, and the continuous acquisition of lands by early settlers, land assemblies evolved to include large areas held by prominent landowners. In addition to the farming community, a major shipping dock was located in proximity to the lands known as Lakeside Park, which was used for shipping grain to England.

The northern boundary of the district was defined around 1853 by the Great Western Railway which formed a portion of the new province’s first major railway corridor. As the railway was constructed, the quiet rural economy that existed in the Southdown and Clarkson areas was expanded as railway workers moved into the area.

The transition from rural farming to an industrial area began in the early 1900s when George Gooderham and his son introduced the idea of mass production to this area, including mass production for agricultural uses. The industrial nature of the Gooderham’s operation helped define the future of Southdown as one of industrial prominence. Also of note, in the early 1900s, the greenhouses that have characterized the west side of Southdown Road, including Herridge’s Farm Fresh Market, Sheridan Nurseries and Clairgreen Greenhouses, were established.

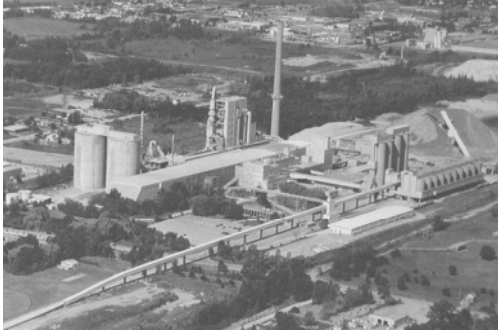
The transition to an industrial area was furthered by the establishment of the British American Oil Company and its waterfront refinery in the early 1940s. Eventually, through amalgamations and take-overs, the British American Oil Company became Petro-Canada in 1985.



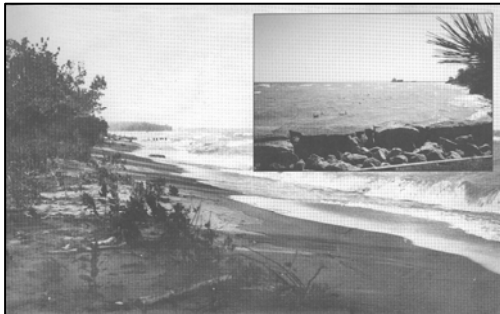
The British American Oil Company commenced building its facilities in 1944 at the edge of Lake Ontario.

The St. Lawrence Cement Company, another notable industrial establishment in this area, was introduced in the 1950s and is known for its conveyor belt that arcs Lakeshore Road West. The conveyor belt is a prominent landmark and is one representation of Southdown’s industrial heritage.

Specific policies in this section must be read in conjunction with all the policies in this Plan.  
 Southdown District Policies of Mississauga Plan



The St. Lawrence Cement Company commenced operations in 1957.



In 1995, the Mississauga leg of the Waterfront Trail System, extending from the Niagara Region to Gananoque, was opened.

Since the early 1800s, the area now known as the Southdown District has transformed from a quiet rural farming community to an employment and industrial area. It is envisioned that this area will intensify and continue to provide employment in the form of office, manufacturing and industrial uses while recognizing and respecting the important heritage and natural features of this area in accordance with the District Policies.



Lakeshore Road was one of the first highways constructed in 1914-22, of concrete in the country. Public protests resulted in Lakeshore Road being re-routed south along Southdown Road (formerly 5<sup>th</sup> Line) rather than slicing diagonally through south Clarkson.



Historical maps showing early settlement patterns and property ownership in the Southdown District.

Specific policies in this section must be read in conjunction with all the policies in this Plan.  
Southdown District Policies of Mississauga Plan

## Southdown District Land Use Map

Amended by:

**APPEAL A-1**  
**SOUTHDOWN DISTRICT LAND USE MAP**  
**HAS BEEN APPEALED TO THE OMB**  
As it applies only to the lands located on the west side of Southdown Road, south of Royal Windsor Drive, designated "Business Employment".  
(Petro-Canada. Inc.)

**APPEAL A-2**  
**SOUTHDOWN DISTRICT LAND USE MAP**  
**HAS BEEN APPEALED TO THE OMB**  
As it applies only to the lands on the east side of Winston Churchill Blvd, south of Royal Windsor Drive, designated "Business Employment"  
(817985 Ontario Inc.)

- Amend Land Use Map and Land Use Legend – by indicating Special Site Areas by outline and number with a note to see Special Site Policies.