

NOTE:

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

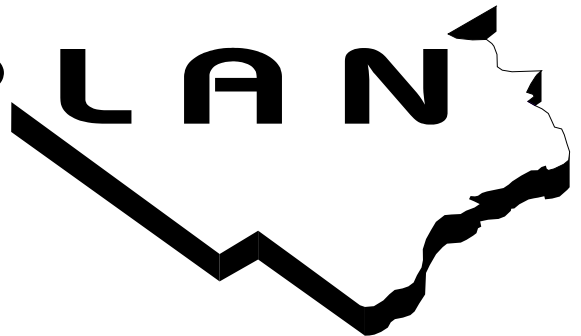
PLEASE REFER TO MISSISSAUGA PLAN FOR ADDITIONAL CITY-WIDE POLICIES WHICH APPLY TO THIS DISTRICT.

THE AIRPORT CORPORATE 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.

ALL APPEALS HAVING BEEN SETTLED, THE AIRPORT CORPORATE DISTRICT POLICIES OF MISSISSAUGA PLAN ARE IN FULL FORCE AND EFFECT.

M I S S I S S A U G A

P L A N



SECTION 4.2 AIRPORT CORPORATE DISTRICT POLICIES OF MISSISSAUGA PLAN

2013 June

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

Airport Corporate District Policies of Mississauga Plan

OFFICE CONSOLIDATION

This is an office consolidation of the Airport Corporate 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 Airport Corporate District Policies of Mississauga Plan (Official Plan).

The following text and map, attached hereto, constitute the Airport Corporate District Policies of Mississauga Plan (Official Plan), being an office consolidation of the Airport Corporate 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	Airport Corporate District Policies and District Land Use Map	2003 May 05	Partially approved with modifications and appeal to OMB	Region of Peel
Airport Corporate District Policies subsequently further amended by:				
AMENDED BY	SECTION	DATE	STATUS	APPROVED BY
Mississauga Plan	Appeal B12 - District Policies and District Land Use Map	2004 Mar. 29	Further approval Appeal dismissed All approved	Ontario Municipal Board Order No. 0662
Amendment 25	District Policies and District Land Use Map	2007 Sept. 10	All approved	Ontario Municipal Board Order No. 2622 Issued 2007 Oct. 01
Amendment 40	District Policies	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 87	District Land Use Map (Housekeeping Amendment)	2008 Oct. 08	All approved	City of Mississauga
Amendment 102	District Policies and District Land Use Map	2009 Nov. 20	All Approved Except for Site Specific Appeal to the OMB OMB Case No.: PL081540 OMB File No.: PL091081 (UBE Airport Dev. Ltd.)	City of Mississauga
Amendment 40	District Policies and District Land Use Map	2009 Dec. 01	All Approved Except for two (2) appeals to the OMB Term <i>“retail commercial”</i> is no longer under appeal	City of Mississauga

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Airport Corporate District Policies of Mississauga Plan

	SECTION	DATE	STATUS	APPROVED BY
Amendment 95	District Policies and District Land Use Map	2010 Jan. 07	All Appealed to the OMB (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)	Region of Peel
Amendment 102	District Policies and District Land Use Map	2010 May 10	Approved as Modified All Approved	Ontario Municipal Board OMB Case No.: PL081540 OMB File No.: PL091081 Issue Date: 2010 May 10
Amendment 95	District Policies and District Land Use Map	2011 Feb. 25	All Appealed to the OMB (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))	Region of Peel Withdrawal Berkley Homes – as it relates to lands at 1745, 1765, 1775 Thorny Brae Place) 2011 Feb. 25 Case No. PL101408 File No. PL100111
Amendment 95	District Policies and District Land Use Map	2011 May 09	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	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	Site Specific Appeal to the OMB Gemini Urban Design (Cliff) Corp.-as it relates to the lands located at 2021-2041 Cliff Road	Region of Peel Withdrawn: Orlando Corp., 2012 Apr. 25 Case No. PL101408 File No. PL100111

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Airport Corporate District Policies of Mississauga Plan

	SECTION	DATE	STATUS	APPROVED BY
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
Amendment 133	District Policies	2013 June 18	All Approved	City of Mississauga

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Airport Corporate 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.

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:

- B12.** The following in their entirety (Canadian Petroleum Products Institute):
- Section 4.2, Airport District Policies:
 - Section 4.2.4.1, Business Employment, Land Use;
 - District Land Use Map, the Business Employment Land Use Designations.

APPEAL DISMISSED

OMB Order No. 0662 - 2004 Mar. 29

"MARK H. KLUGE"
Principal Planner
Development Planning Services
Region of Peel

ALL APPEALS HAVING BEEN SETTLED, THE AIRPORT CORPORATE DISTRICT POLICIES OF MISSISSAUGA PLAN ARE IN FULL FORCE AND EFFECT.

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Airport Corporate District Policies of Mississauga Plan

4.2 AIRPORT CORPORATE

4.2.1 Planning Context

Prior to 1957, the Airport Corporate District was part of the Malton Planning Area. The Township of Toronto Planning Area was extended in 1957 to include this area with land use designations for industrial and greenbelt uses. The Official (Primary) Plan approved April 16, 1981, designated most of the lands within this District as Prestige Industrial and Greenbelt. The Airport South (Prestige Industrial) Secondary Plan was approved in 1984.

Previous land uses were mainly agricultural until the mid-eighties. Since then, *development* has consisted of corporate head *offices*, distribution centres and business services. Retail Commercial uses within the District are generally located on the ground floor of existing *office* buildings.

The District is drained by the Etobicoke Creek which forms the westerly boundary of the area and constitutes the most significant topographic feature in the District. The Etobicoke Creek has a well-defined valley system with forested banks and provides a greenway connection to Toronto and Brampton.

The Mississauga Bus Rapid Transit System (BRT) will be constructed on the north side of Eglinton Avenue and is considered a *Bus Rapid Transit* Corridor. Transit stations are proposed at Spectrum Way, Orbitor Drive and west of Renforth Drive. The Spectrum and Orbitor stations are Bus Rapid Transit Stations and the Renforth Station is identified as a Gateway Mobility Hub in the Regional Transportation Plan. (MPA-102-OMB File No.PL091081)

The lands along the BRT are considered to be within an **Intensification Corridor**. (MPA-102-OMB File No.PL091081)

NOTE:

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

4.2.2 *Development Concept* (MPA-102)

The Airport Corporate District is identified as a Node in recognition of the existing high quality office development and its visibility, access and location. The District will continue as a location primarily for corporate head offices, manufacturing, research and development and accessory commercial.

With the introduction of the Mississauga Bus Rapid Transit along the southern border of the District, the area will continue to evolve as a transit-oriented hub, with a greater mix of uses, high quality public realm including pedestrian friendly streets and new open spaces. Buildings will define street edges, public spaces and intersections through appropriate building siting. In support of the investment in BRT, new buildings will be higher density and contribute to an attractive pedestrian area. In addition, lands within 800 metres of Renforth Station are identified in the Regional Transportation Plan as a Gateway Mobility Hub. The development and employment density should be substantial in order to support levels of ridership for the BRT. (OMB File No.PL091081)

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

Airport Corporate District Policies of Mississauga Plan

4.2.3 Urban Design Policies

4.2.3.1 The following will be used to evaluate the design aspects of *development* proposals:

- a.** the development to a continuous street frontage through the orientation of buildings parallel to the street, and the placement of significant building mass adjacent to the street edge with transparent facades at-grade will be encouraged; *(MPA-102-OMB File No. PL091081)*
- b.** where they are related, multi-storey buildings should be linked together with a podium; *(MPA-102-OMB File No. PL091081)*
- c.** blank walls should be avoided along the street line in favour of building entrance features, fenestration, and architectural detailing;
- d.** main building entrances will be clearly articulated and linked to pedestrian walkway systems to provide convenient access for pedestrians to public transit. Active building entrances should be orientated to major street frontages and the BRT. *(MPA-102-OMB File No. PL091081)*
- e.** where building side or rear elevations are exposed to roadways these elevations should be similar to front elevations with respect to details, trim, and the orderly placement of windows, roof forms, and architectural elements;
- f.** where continuous street planting is not possible, concentrated landscape treatment may be required;
- g.** through the site planning and *development* processes adequate provision should be made for landscaping and design throughout the District including the area adjacent to the Parkway Belt West and related easement north of Eglinton Avenue West, both with regard to existing uses and in the context of the ultimate use of these lands for transit purposes.

4.2.4 Land Use

4.2.4.1 Business Employment

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

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

Airport Corporate District Policies of Mississauga Plan

4.2.5 Transportation

4.2.5.1 Road Classification

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

TABLE 1: BASIC ROAD CHARACTERISTICS, AIRPORT CORPORATE DISTRICT				
ROAD TYPE	NAME	SECTION	JURISDICTION	RIGHTS-OF-WAY*
PROVINCIAL HIGHWAY	Provincial Highway 401	Etobicoke Creek to the East <i>City</i> boundary	Province of Ontario	
ARTERIAL	Eglinton Avenue West	Etobicoke Creek to the East <i>City</i> boundary	City of Toronto	50 m
MAJOR COLLECTOR	Matheson Boulevard East	Etobicoke Creek to the East <i>City</i> boundary	City of Mississauga	30 m
MINOR COLLECTOR	As shown on District Land Use Map		City of Mississauga	26-30 m
LOCAL ROAD	As shown on District Land Use Map		City of Mississauga	22-26 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)

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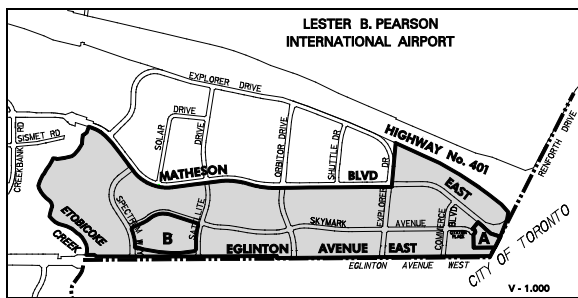
Airport Corporate District Policies of Mississauga Plan

4.2.6 Special Site Policies (MPA-102-OMB File No. PL091081)

4.2.6.1 Introduction

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

4.2.6.2 Site 1 (MPA-133)



The lands identified as Special Site 1 are located north of Eglinton Avenue West, south of Matheson Boulevard East, east of the Etobicoke Creek, to Explorer Drive and all lands east of Explorer Drive.

- a. Notwithstanding the provisions of the Business Employment designation, the following uses will not be permitted:
- new industrial uses including manufacturing, assembling, processing, fabricating, repairing, warehousing, distributing and wholesaling, outdoor storage uses;
 - free-standing retail commercial uses and financial institutions.

However, existing industrial uses will be permitted to continue and expand.

- b. Notwithstanding the Business Employment designation, the following additional policies will apply:
- buildings will be a minimum of four storeys within 500 m of the limits of Renforth BRT station;
 - buildings will be a minimum of two storeys within 500 m of the limits of Spectrum and Orbitor stations;
 - development will have a minimum FSI of 0.5. In calculating FSI on large sites with multi-phase development, regard may be had to the size of individual development parcels;
 - prior to site plan approval, it will be demonstrated by the proponent that sites

have the ability to achieve a minimum FSI of 1.0 over time by demonstrating the capacity of the site to accommodate additional development having regard to parking, servicing, access and landscaping;

- the provision of retail commercial uses with display windows in the at-grade level is encouraged. Buildings closest to the BRT station should have active uses along most of their ground floor frontage facing public streets and/or BRT corridor;
- where it is not feasible to include retail commercial uses, the at-grade level should include windows, lobbies and entrances so as to avoid blank walls facing public streets;
- in order to achieve a continuous street wall, it is intended that as development occurs over time, a minimum of 70 percent of any lot frontage along the BRT corridor, Skymark Avenue, Commerce Boulevard and Citation Place, should be occupied with a building or buildings. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Commerce Boulevard and the BRT corridor.

c. Pedestrian Connections

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

- sidewalks will be provided on both sides of all streets and form a connected system of pedestrian access to and from BRT stations;
- streetscape improvements will be coordinated and well designed, including trees, pedestrian-scale lighting, special paving and street furniture on sidewalks, boulevards and important pedestrian and publicly accessible open space areas and walkways;
- parking areas will have appropriate landscape treatments, including trees and lighting, throughout parking lots and along their edges, in order to

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

Airport Corporate District Policies of Mississauga Plan

improve the appearance of the parking areas, to contribute to the visual continuity of the street edge. Parking areas should also incorporate defined pedestrian routes for safe and convenient pedestrian movement to building entrances and other destinations to encourage the safe use of these spaces;

- concentrated landscape treatment will be provided where continuous street planting is not possible due to the location of utilities or other constraints;
- private open space areas will be high quality, usable, and physically and visually linked to streets, park and mid-block pedestrian routes;
- pedestrian easements will be provided through the site plan review for the achievement of a continuous pedestrian promenade adjacent to the BRT corridor.

d. Parking and Servicing

- new developments will demonstrate that they have a Transportation Demand Management (TDM) strategy in place as a condition of site plan approval;
- prestige offices will be encouraged to provide at least one level of below grade parking below the building;
- no parking will be provided between the building and the streetline or BRT corridor on principal building frontages. In cases of lots with multiple street frontages, priority will be given to not allowing parking along the BRT corridor and Commerce Boulevard;
- surface parking should incorporate pedestrian and environmental features including: pathways and plantings to break up large expanses of asphalt, permeable surfaces, storm-water management, clear pathways for enhanced pedestrian access, and defined future development blocks;
- loading and garbage storage areas should be located at the rear of buildings, integrated or screened from primary pedestrian routes and publicly visible areas;
- shared parking and driveways between developments will be encouraged;
- site plans will demonstrate the ability

for shared servicing access with adjacent developments;

- new development will provide secure bicycle parking for employees.

4.2.6.2.1 Area 1A

The lands identified as Area 1A are located at the easterly limits of Citation Place, south of Matheson Boulevard East and north of Eglinton Avenue West.

Notwithstanding Section 4.2.6.2 b), on the lands known municipally as 2950 Citation Place, the City may consider through a site specific zoning amendment an initial phase consisting of a minimum two story building on the eastern portion of the property provided:

- at least half of the site is reserved for a future phase(s) which consists of one or more building that will each be a minimum four storeys in height;
- the future phase(s) is located on the western portion of the property;
- the initial phase meets all other provisions of the Official Plan including a minimum FSI of 0.5 on the portion of the property proposed for the initial phase;
- a site specific zoning amendment and a site plan application are submitted which delineate the initial phase and the lands reserved for a future phase;
- the site plan application includes a plan which illustrates how the site will function through future phased development; how the individual buildings of the initial and future phase(s) will relate and integrate with one another; how the site will meet the design requirements of the Official Plan in subsequent phase(s); and how the site will achieve an FSI of 1.0 over time; and
- the site specific zoning amendment places a hold on the western portion of the site subject to a site plan application being submitted for that portion of the site which meets the requirements of the Official Plan and zoning by-law.

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Airport Corporate District Policies of Mississauga Plan

4.2.6.2.2 For the lands identified as Area 1B, located north of Eglinton Avenue East, between Spectrum Way and Satellite Drive, notwithstanding Section 4.2.6.2 (a), second bullet point and (b), second bullet point, six free-standing, single storey restaurant buildings shall be provided.

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Airport Corporate District Policies of Mississauga Plan

Airport Corporate District Land Use Map

Amended by:

Appeal B12 (OMB Order No. 0662)

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

Amendment No. 25

- Amend – Future Arterial alignment from Courtneypark Drive East to Eglinton Avenue East;
- Add – Highway 401 westbound off-ramp from Future Arterial east of Dixie Road;
- Amend – from Airport Old Terminal 1 to Airport New Terminal 1;
- Amend Transportation Legend – from "Future Arterial (conceptual)" to "Future Arterial";
- Amend Transportation Legend – from "GTA Transit Airport Connections" to "Transit Airport Connections";
- Amend Transportation Legend – from "Transitway" and "Transitway Station" to "Bus Rapid Transit Corridor" and "Bus Rapid Transit Station";
- Amend Land Use Designations – from "Open Space" to "Public Open Space";
- Amend – Land Use Designation of the lands located west of Explorer Drive south of Highway 401 from "Business Employment" to "Greenbelt".

Amendment No. 87

- Amend – Land Use Designations by changing the location of the Greenbelt and Node boundaries and,
- Amend – Land Use Designations by redesignating the lands located west of Explorer Drive, north of Matheson Boulevard East from "Greenbelt" to "Business Employment".

Amendment No. 102

- Amend – Land Use Map by adding Special Site 1, located north of Eglinton Avenue West, south of Matheson Boulevard East, east of the Etobicoke Creek, to Explorer Drive and all lands east of Explorer Drive, designated "Business Employment".
- Amend – Land Use Map by adding Area 1A, Special Site 1, municipally known as 2950 Citation Place, lands which are located south of Matheson Boulevard East, west of Renforth Drive and north of Eglinton Avenue West.

(UBE Airport Development Limited)

OMB Case No. PL081540

OMB File No. PL091081

2010 May 10

Amendment No. 95

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

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Airport Corporate District Policies of Mississauga Plan