

## **NOTE:**

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

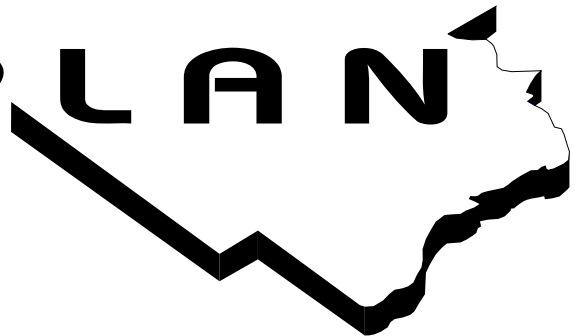
**PLEASE REFER TO MISSISSAUGA PLAN FOR ADDITIONAL CITY-WIDE POLICIES WHICH APPLY TO THIS DISTRICT.**

**THE CITY CENTRE 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 CITY CENTRE 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 4.6 CITY CENTRE DISTRICT POLICIES OF MISSISSAUGA PLAN**

**2010 April**



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

## City Centre District Policies of Mississauga Plan

### OFFICE CONSOLIDATION

This is an office consolidation of the City Centre 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 City Centre District Policies of Mississauga Plan (Official Plan).

The following text and map, attached hereto, constitute the City Centre District Policies of Mississauga Plan (Official Plan), being an office consolidation of the City Centre 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	City Centre District Policies and District Land Use Map	2003 May 05	Partially approved with modifications and appeal to OMB	Region of Peel
City Centre District Policies subsequently further amended by:				
AMENDED BY	SECTION	DATE	STATUS	APPROVED BY
Mississauga Plan	Appeal B15 - District Policies	2004 Mar. 30	Further approval with modification All approved	Ontario Municipal Board Order No. 0671
Amendment 23	District Policies	2004 Oct. 27	All approved	City of Mississauga
Amendment 42	District Policies and District Land Use Map	2005 Dec. 02	All approved	City of Mississauga
Amendment 43	District Policies and District Land Use Map	2006 Jan. 06	All approved	City of Mississauga
Amendment 52	District Policies and District Land Use Map	2006 Apr. 26	All approved	City of Mississauga
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	<b>All Approved Except for two (2) appeals to the OMB</b>  <b><i>“Retail”</i> of term <i>“retail commercial”</i> - Appealed</b>	City of Mississauga
Amendment 40	District Policies and District Land Use Map	2009 Dec. 01	<b>All Approved Except for two (2) appeals to the OMB</b>  Term <i>“retail commercial”</i> is no longer under appeal	City of Mississauga

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### City Centre District Policies of Mississauga Plan

Amendment 95	District Policies and District Land Use Map	2010 Jan. 07	<p><b>Partial Approval All Appealed to the OMB</b></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

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

## City Centre 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 10<sup>th</sup> 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 26<sup>th</sup> 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 31<sup>st</sup> 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.

### 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:**

- B15.** The following as it applies to the lands located at the northeast corner of Burnhamthorpe Road East and Hurontario Street (Fernbrook Homes [Burnhamthorpe] Limited):
- Section 4.6, City Centre District Policies:
    - Section 4.6.5.2.2, Road System, Transportation;
    - District Land Use Map, the Minor Collector road designation.

**APPROVED AS MODIFIED  
OMB Order No. 0671 - 2004 Mar. 30**

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

**ALL APPEALS HAVING BEEN SETTLED,  
THE CITY CENTRE DISTRICT POLICIES  
OF MISSISSAUGA PLAN ARE IN FULL  
FORCE AND EFFECT.**

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## City Centre District Policies of Mississauga Plan

### 4.6 CITY CENTRE

#### 4.6.1 Planning Context

Since 1953, when the Township of Toronto Official Plan designated most of City Centre lands Residential, there have been studies prepared and Official Plan amendments and Secondary Plans approved identifying more specifically, the City Centre Area and establishing planning and *development* policies for it. The most recent was the City Centre Secondary Plan, approved in 1992, and retitled as the City Centre District Plan when City Plan came into effect in July 1997.

About half of the lands within City Centre have been developed for a mix of civic, *office*, residential, retail commercial and entertainment uses. (MPA-40)

A Civic/Community focus consisting of the YMCA, Mississauga Central Library, Civic Centre and the Living Arts Centre stretches north from Burnhamthorpe Road West, west of Duke of York Boulevard.

Residential High Density *development* is concentrated near the perimeter of the District with many apartment buildings located south of the District Boundary in the Fairview and Mississauga Valleys Districts.

Square One Shopping Centre is the dominant retail commercial focus for the District, the *City* and *Region*. A mix of retail commercial, entertainment and restaurant uses occupy lands on the north side of Rathburn Road West opposite Square One. (MPA-40)

*Office development* is centred on the Hurontario Street and Burnhamthorpe Road corridors. A six storey *office* building is under construction at the southeast corner of Hurontario Street and Sherwoodtowne Boulevard.

Large vacant land holdings remain at the northeast corner of Hurontario Street and Burnhamthorpe Road East; on the south side of Burnhamthorpe Road West, west of Confederation Parkway; and west of Duke of York Boulevard, north of Burnhamthorpe Road West. Smaller vacant parcels exist throughout the District.

Most of the District is within the Cooksville Creek *sub-watershed* while a small portion located south of Burnhamthorpe Road West just east of Confederation Parkway falls within the Mary Fix Creek *sub-watershed*.

The *watercourses* have been channelized within the District. The Cooksville Creek corridor east of Hurontario Street supports limited vegetation along its banks.

**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.

## City Centre District Policies of Mississauga Plan

### 4.6.2 Development Concept

**4.6.2.1** The focus of these policies is to promote a high quality of urban design and an urban built form by integrating the public realm and private *development*. These policies are also intended to reinforce and *enhance* the image of City Centre as a destination and a major regional centre. Mixed use *development* is encouraged in City Centre so that its position as an employment, retail commercial and civic centre will be balanced by residential *development*, entertainment, and facilities for business visitors and tourists. These policies encourage and facilitate the dynamic growth and change of City Centre as it matures. (MPA-40)

#### 4.6.2.2 Development Objectives

- a. Encourage a high quality of urban design in the built form which is unique and pedestrian-friendly, and which contributes to the unique identity and prominence of City Centre.
- b. The location of streets, high standard of urban and *streetscape* design, and the *development* and *enhancement* of a comprehensible public/private system of pathways and open space, including public art will:
  - integrate retail commercial, *office*, civic and other facilities;
  - facilitate pleasant and safe pedestrian and cyclist movement throughout City Centre;
  - provide opportunities for passive outdoor recreation within City Centre;
  - provide access to and from the Cooksville Creek Greenbelt;
  - reinforce and expand the role of City Centre as the focus of *City*-wide cultural, community and civic activities. (MPA-40)
- c. Encourage street-related *development*, with particular attention to pedestrian access and amenities.
- d. Encourage the *development* of a unique City Centre *character*, and *enhance* its image through the creation of view corridors and gateway features, and visibility of the Civic Centre and public gathering places.
- e. Complete the City Centre road system, as illustrated on the City Centre District Land Use Map, to improve vehicular, cyclist and pedestrian movement, and to create usable *development* parcels.
- f. Encourage the *development* of parking facilities which will be sensitive to pedestrian-friendly and active *streetscapes* throughout the District, and discourage the creation of structures with no pedestrian interest or protection at the sidewalk level.
- g. Encourage a mix of uses throughout City Centre, within buildings and along individual streets.
- h. Encourage residential *development* throughout City Centre. Require appropriate transition of built form adjacent to existing low density residential areas.
- i. Foster the continued *development* of a variety of entertainment activities within City Centre which will contribute to activity both day and night.
- j. Encourage *development* and activities that *enhance* City Centre as a destination.
- k. Encourage *development* which will expand tourism in City Centre and the *Region*.
- l. Maintain the prominence of City Centre as a retail commercial centre. (MPA-40)
- m. Facilitate vehicular and transit access to and from City Centre to Lester B. Pearson International Airport and inter-regional transit facilities, such as the Cooksville GO Transit station.
- n. Encourage pedestrian related *development* that is accessible to all, including those with disabilities. (MPA-25)

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

## City Centre District Policies of Mississauga Plan

### 4.6.3 Urban Design

#### 4.6.3.1 General

a. The intent of the urban design policies is to define principles for the management of the physical form and *character* of City Centre. In this respect, urban design policy is intended to:

- promote a distinctive image for City Centre which is predominantly urban in *character*;
- promote the highest standard of urban design in both the public and private realm;
- promote a recognition of a sense of entry into a special area by encouraging gateway treatments such as taller, more prominent buildings located close to the street, distinctive landscape and *streetscape* treatment, entry signage, distinctive *character* areas and skyline elements;
- encourage built form which has a high level of physical continuity, cohesion and linkage between buildings, from block to block, and from street to street;
- reinforce and extend the public realm - streets, public open spaces, and boulevards - as a significant public resource of the highest design standard which encourages a sense of place, civic identity, and physical continuity in the built environment; (MPA-25)
- promote urban scale land blocks, streets and built form appropriate to a pedestrian core;
- promote elements of linkage to the abutting communities while ensuring positive integration of building scale and vehicular traffic;
- promote a balance of vehicular traffic and pedestrian priorities with features and amenities critical to pedestrian comfort, convenience and safety for all, including those with disabilities; (MPA-25)
- generally discourage above-grade parking structures, blank building walls abutting the street, surface parking and loading areas between buildings and street edges, and extensive surface

parking. Site specific circumstances may warrant alternative design solutions;

- recognize utility corridors required for hard service components.
- b. Urban form in City Centre will develop incrementally. The submission of a concept plan will be required for all *development* applications and must demonstrate how the urban design policies will be implemented. *Development* applications will have regard for the *City Centre Urban Design Guidelines*.
- c. The design of the built environment should recognize that the City Centre will mature over time and flexible built form conditions should aim at the end product.

#### 4.6.3.2 Urban Design Components

The urban form of City Centre is created by both the public realm - streets, boulevards and public open spaces - and the private *development* abutting their edges. The integrated *development* of these components is critical to the *development* of City Centre based on the following. (MPA-25)

##### 4.6.3.2.1 The Design of the Public Realm

#### a. Streets

In addition to providing routes for vehicular and pedestrian travel, streets are a significant public resource within City Centre. The design of street space should:

- promote a high level of urban design in all components;
- promote pedestrian amenity, comfort, convenience and safety for all, including those with disabilities; (MPA-25)
- promote minimal visual width and scale of the street;
- promote design and functional elements which reduce traffic speed;
- encourage on-street parking in public rights-of-way, where operationally feasible;
- incorporate co-ordinated street furniture and lighting systems;

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

## City Centre District Policies of Mississauga Plan

- provide co-ordinated traffic signage which is designed in scale and *character* with City Centre *streetscape* elements;
- provide for a proposed north/south bicycle route along the public right-of-way of Confederation Parkway.

### b. Edge Boulevards

In addition to providing corridors for utilities, boulevards provide the framework for public amenity on City Centre streets and integrate diverse areas of *character*. The design of boulevards should:

- promote consistent design themes, materials and landscaping throughout City Centre;
- be designed as active public spaces integrating and linking *development*;
- should facilitate pedestrian linkage between the curb and abutting private lands;
- promote enclosure and definition of the street space;
- encourage the provision of places to meet, sit and socialize;
- should promote pedestrian comfort, weather protection and safety, particularly at transit stops;
- provide for east/west bicycle routes along the north side of Burnhamthorpe Road and a proposed route along the south side of Rathburn Road.

### c. Public Open Spaces (MPA-25)

Parks and related public open space provide urban amenities for City Centre. These features should: (MPA-25)

- be passive in nature and oriented to urban activities;
- promote a sense of identity and place;
- provide pedestrian connection between the public sidewalk, significant buildings and features;
- ensure connection and linkage between the active face of abutting *development* and the public street;

- frame a view, a significant building or terminate a vista, where appropriate.

### 4.6.3.2.2 The Design of the Private Realm

Individual *development* projects define many of the critical design elements and characteristics of the public streets and open spaces in City Centre. This includes the framing of the street space, the definition of scale, the *character* of space and the level of comfort for the pedestrian. In this regard, *development* in City Centre should demonstrate attention to the following principles.

#### a. The Design of Built Form in the Streetscape

The design, location and *character* of built form should encourage:

- built form as the most dominant visual element on the public street;
- building activities and functions focussed on the public street;
- significance at corner and intersection locations;
- continuity of *character*, form, and street scale with abutting buildings;
- roof form having visual interest, identity and *character*;
- screening of roof-top mechanical equipment from grade level;
- screening of service facilities from the street;
- scale and enclosure of the public street.

#### b. Landscape Design and Public Art in the Streetscape

The design, location and *character* of landscape features should encourage:

- connection and linkage with the public street;
- formal landscape elements respective of the urban setting;
- continuity with the design elements of the public boulevard;
- public art as an integral component of the street providing visual interest and a sense of place;

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

## City Centre District Policies of Mississauga Plan

- architectural and landscape features reinforcing common objectives;
- fencing and walls contributing to a high quality street image and limit the potential for graffiti by minimizing readily accessible, large smooth, blank surfaces.

### c. Transit in the Streetscape

The design of built form and landscape elements should encourage:

- integration of transit stations and bus stops with *development*;
- weather protection in waiting areas;
- walkways from transit stops to principal building entrance(s);
- visibility of transit stops from the public street and abutting *development*.

### d. Pedestrians in the Streetscape

The design of built form and landscape elements should encourage:

- integration of spaces between the building wall and the streetline with the public boulevard for design continuity;
- protection from the effects of built form on wind and overshadowing;
- identification of principal building entrances from the street and linkage to the sidewalk;
- integral pedestrian comfort and weather protection;
- integration of vehicular and pedestrian circulation areas to promote pedestrian safety and comfort;
- identification of internal building spaces and exterior courtyards accessible to the public from the public street;
- ease of pedestrian movement and minimal grade changes through the site integrating with the public *streetscape*;
- access for all, including those with disabilities, to and from building entrances and the public sidewalk, parking areas, and open spaces, where appropriate. (MPA-25)

### e. Parking and Garage Design in the Streetscape

The design and location of parking facilities should encourage:

- parking to be located to minimize any negative visual impact from the street and on-site *development* having regard for personal safety;
- walkways, traffic islands and pedestrian refuges as integral components of parking facilities;
- identified access to parking facilities from the public street;
- below grade structured parking;
- street walls of parking garages designed as positive architectural elements;
- integration of parking on abutting sites;
- safe vehicular circulation and orientation within the parking areas.

### f. Vehicular Access and Facilities in the Streetscape

The design of facilities for vehicular access to properties should encourage:

- clarity, safety and internal overlook opportunities to properties;
- limited driveway access points to the public street and crossings of the sidewalk;
- recognition of the needs of pedestrians and cyclists.

### g. Signage in the Built Environment

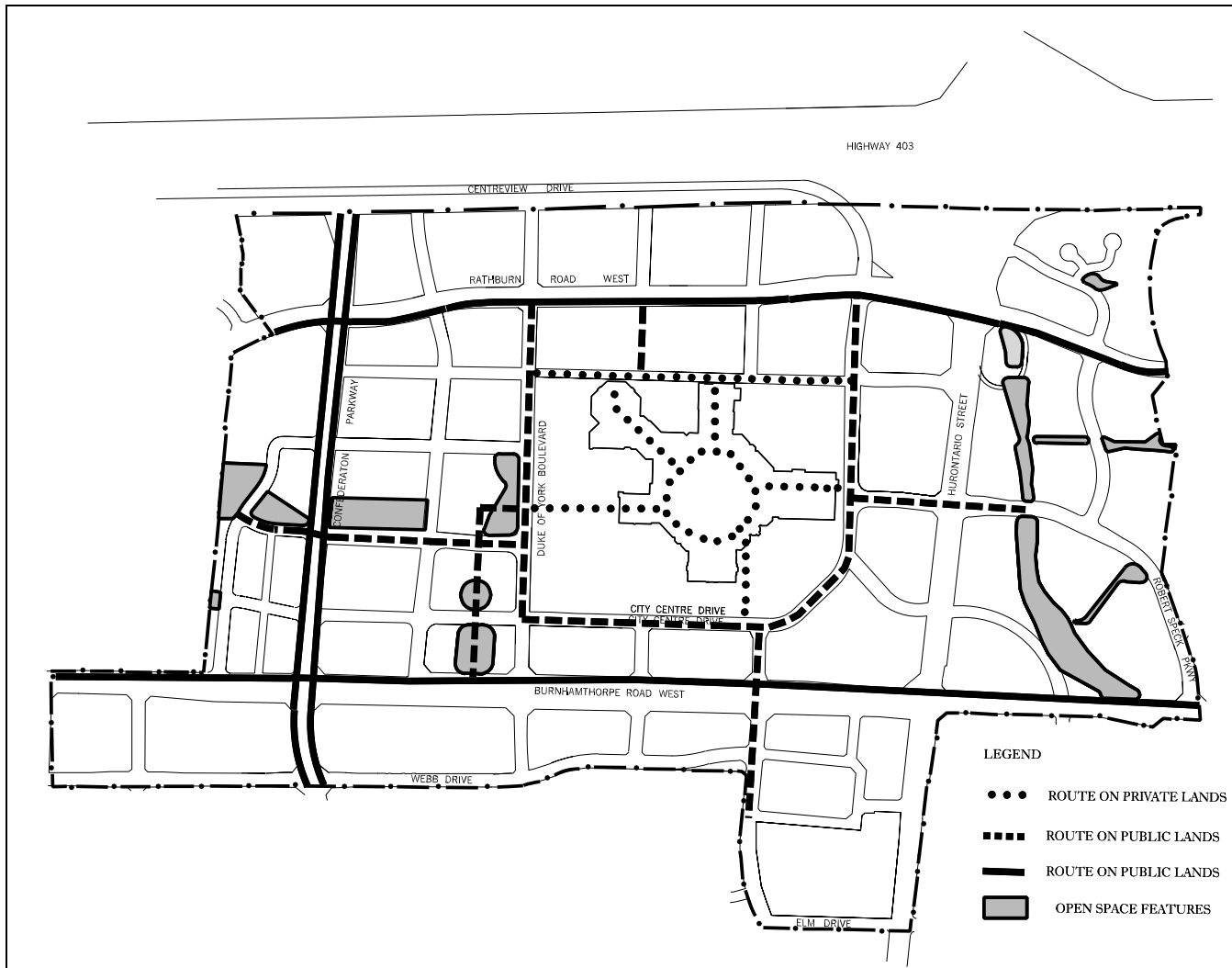
The design, location, size and *character* of signs should encourage:

- visual integration of signage with the architectural components of the built form;
- compatibility of scale and *character* of the signage with the building and the context of the site;
- clear identification of the site address for all, including those with disabilities. (MPA-25)

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

## City Centre District Policies of Mississauga Plan

### 4.6.3.2.3 Central Pedestrian System (MPA-42), (MPA-43), (MPA-52), (MPA-25)



a. Priority locations are identified for pedestrian linkages and connections to core area functions such as the civic buildings, transit terminal, major retail commercial locations and open space features. (MPA-40)

b. This system will focus on the public street and its boulevards, having an upgraded boulevard treatment, an identifiable theme, a continuous treatment, and integrated public/private landscaping. *Development* abutting this route should reinforce a quality pedestrian scaled street through architectural treatment such as:

- defined building base;
- street edge definition;
- visually interesting and active building walls.

c. *Development* abutting these routes will be encouraged to:

- promote features such as pedestrian plazas and courtyards which are publicly accessible and promote amenities including public art;
- promote a strong street orientation by having building entrances oriented to the public street;
- promote a weather protected pedestrian environment incorporating features such as arcades or architectural canopies;
- avoid blank walls abutting streets;
- locate uses at grade that encourage visual interest and street activity.

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

## City Centre District Policies of Mississauga Plan

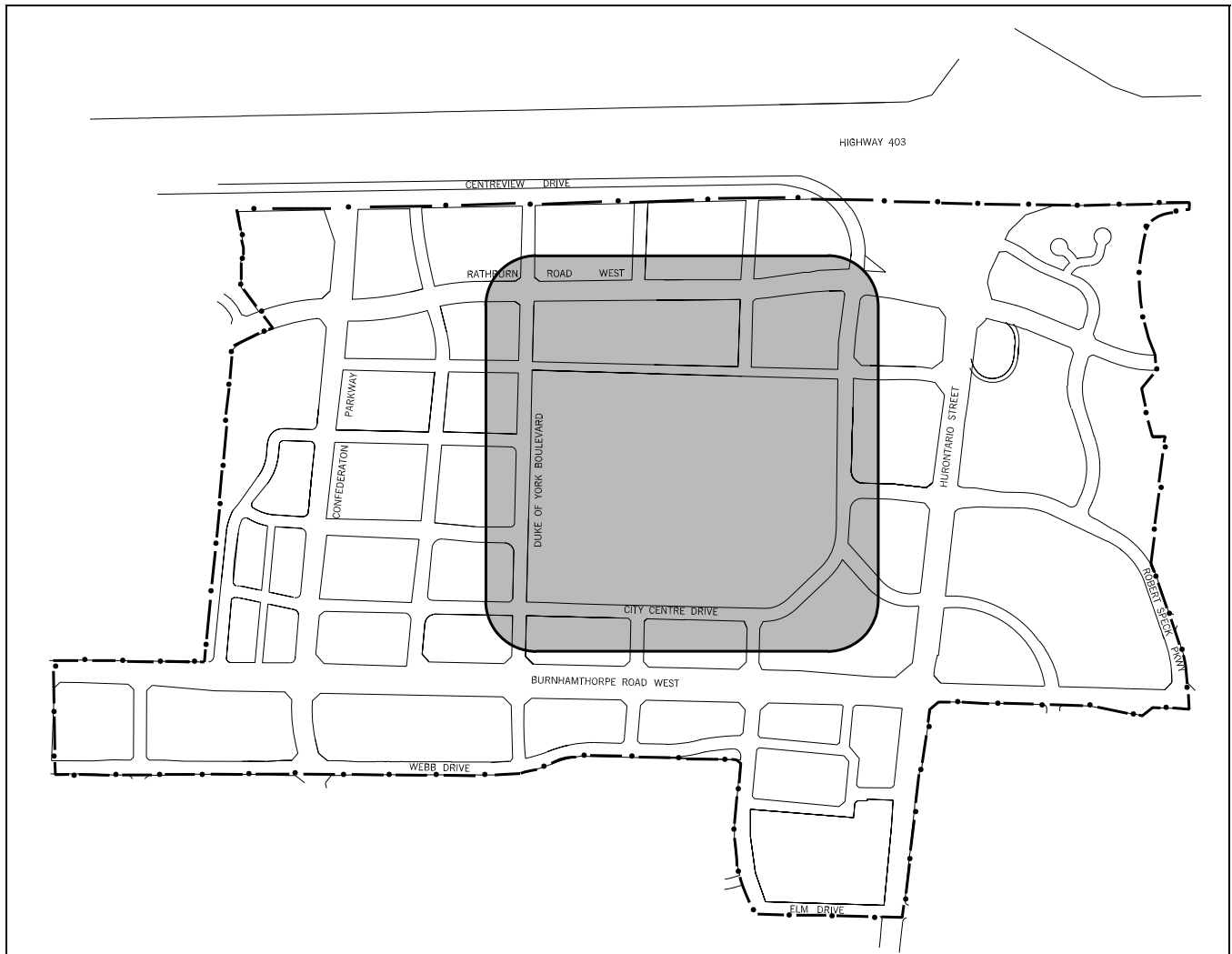
### 4.6.3.3 Character Areas

**Character** Area policies articulate in greater detail the Urban Design policies for specific areas of City Centre. These policies apply to the built form, public boulevard and *streetscape* elements and are intended to realize an urban form and *character* which supports the *Development* Concept and preceding Urban Design policies for the District.

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

## City Centre District Policies of Mississauga Plan

### 4.6.3.3.1 Central Urban Core (MPA-42), (MPA-43)



#### a. Urban Design Vision

The Central Urban Core contains the major retail commercial facility for the *City* and the City Centre Transit Terminal. (MPA-40)

The design of the built environment should encourage:

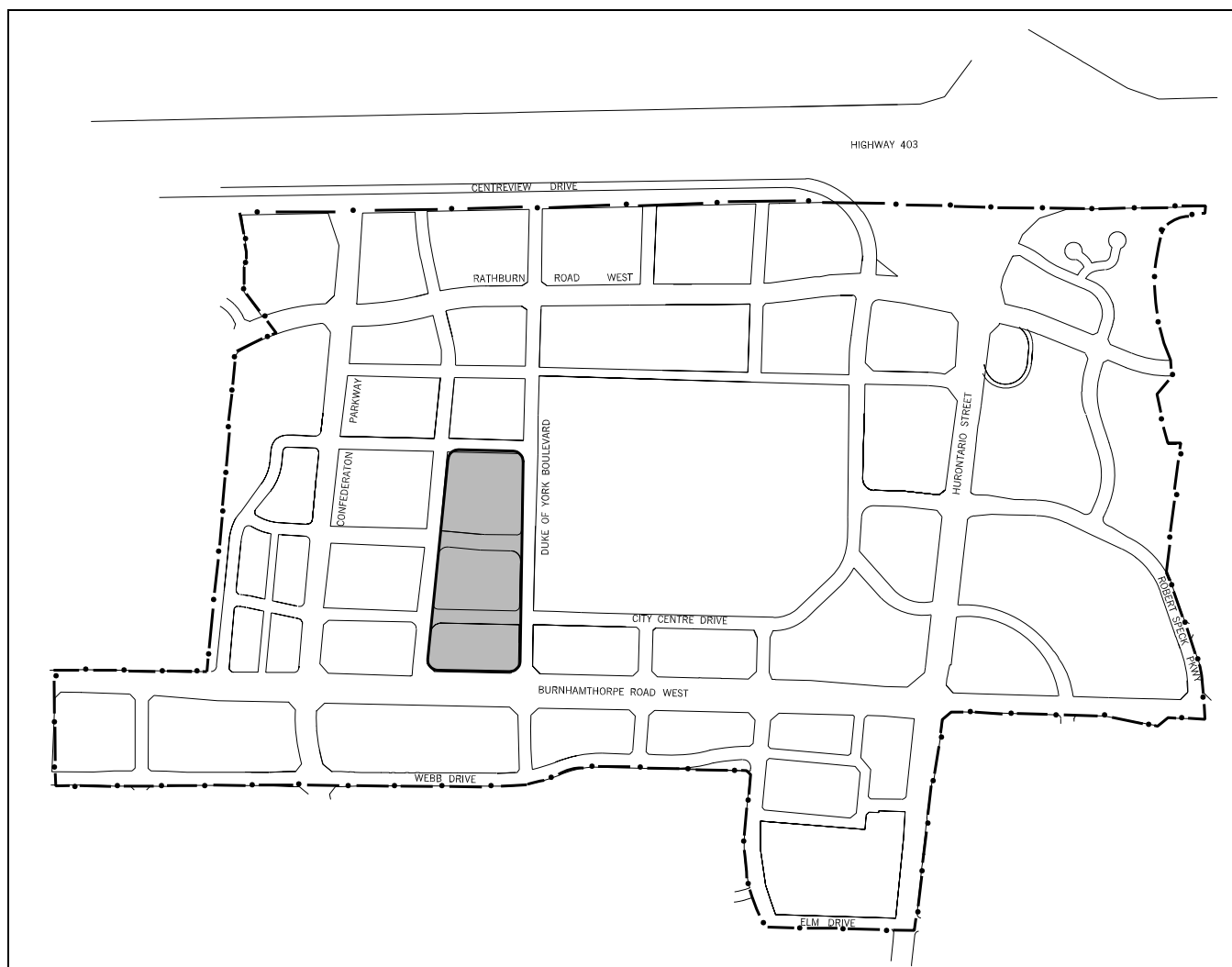
- intensive pedestrian/public environments, including pedestrian corridor linkages from perimeter roads to the retail commercial core; (MPA-40)
- high animation;
- frequent through access and public roads, as illustrated on the City Centre District Land Use Map;
- smaller, more urban blocks/parcels;

- *development* that reinforces a quality pedestrian scaled street through architectural treatment such as, a defined building base and street edge definition;
- street-related built form;
- continuity of built form;
- unified boulevard design and related amenities;
- formal landscaping and boulevard treatment;
- pocket landscape parks (parkettes/open space/plazas);
- public art;
- on-street/metered parking;
- structured parking integrated with building and landscaped area and active edges where oriented to street.

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

## City Centre District Policies of Mississauga Plan

### 4.6.3.3.2 Civic Centre Precinct (MPA-42), (MPA-43)



#### a. Urban Design Vision

The Civic Centre Precinct contains the Living Arts Centre, Civic Centre and Central Library which function as the principal civic destination and landmark in the *City*. To *enhance* the civic *character* and sense of continuity of built form and open space.

The design of the built environment should encourage:

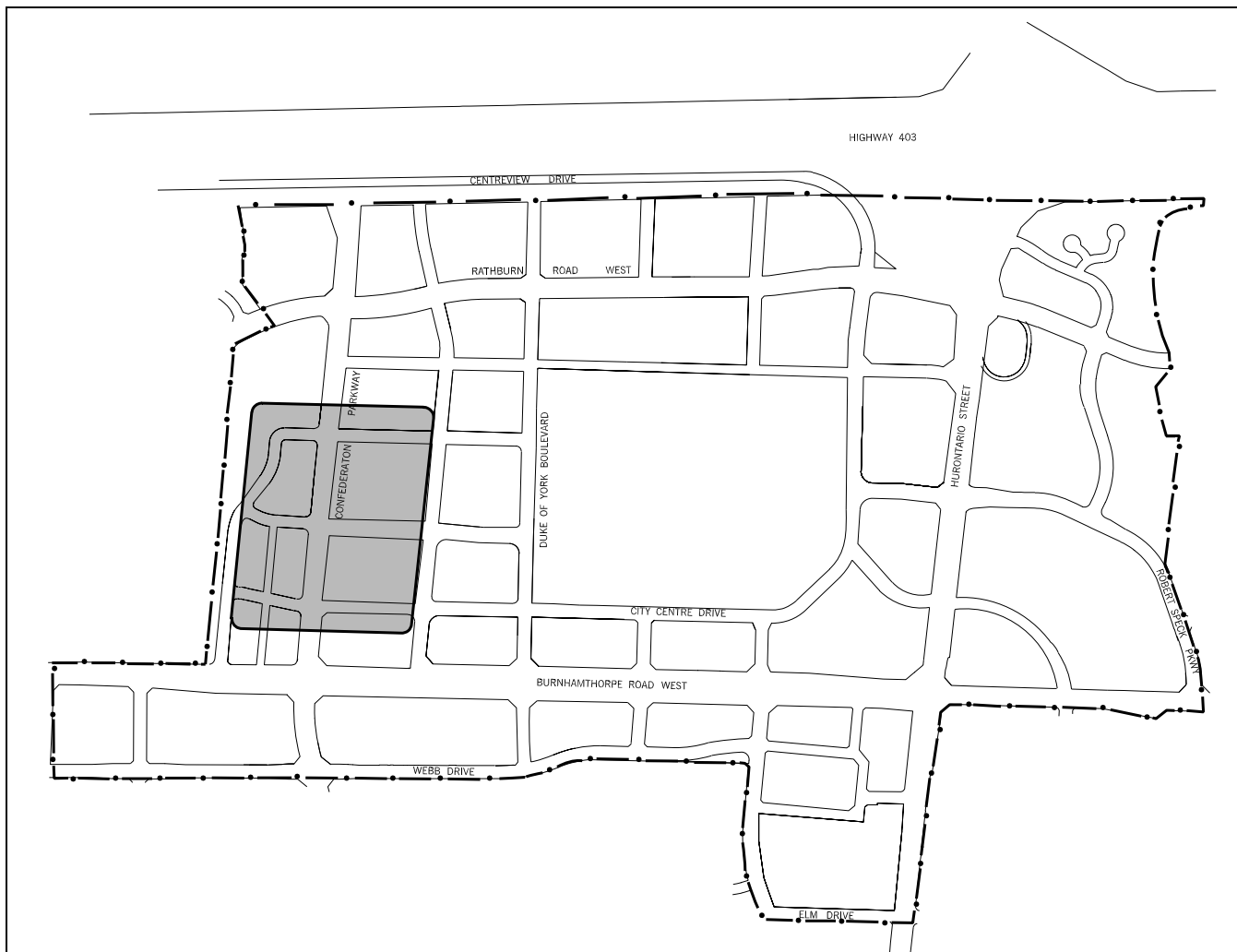
- built form defining the majority of the streetline;
- *development* that reinforces a quality pedestrian scaled street through architectural treatment such as, a defined building base and street edge definition;
- strong pedestrian inter-connection - with frequent and convenient pedestrian links;

- visual openness - maintain visual corridors from public streets to buildings;
- *development* of the Central Pedestrian System;
- introduction of active uses at the street edge.

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

## City Centre District Policies of Mississauga Plan

### 4.6.3.3 Confederation Parkway Area (MPA-42), (MPA-43)



#### a. Urban Design Vision

*Development* in the Confederation Parkway Area will promote a distinct and unique place with combination of high and medium scale built form together with an emphasis of medium scale form adjacent to existing low-rise *development* immediately to the west of the City Centre District. Along the length of Confederation Parkway a proposed 1.5 m bicycle path will be located within the public right-of-way along both sides of the road. (MPA-43)

The design of the built environment should encourage:

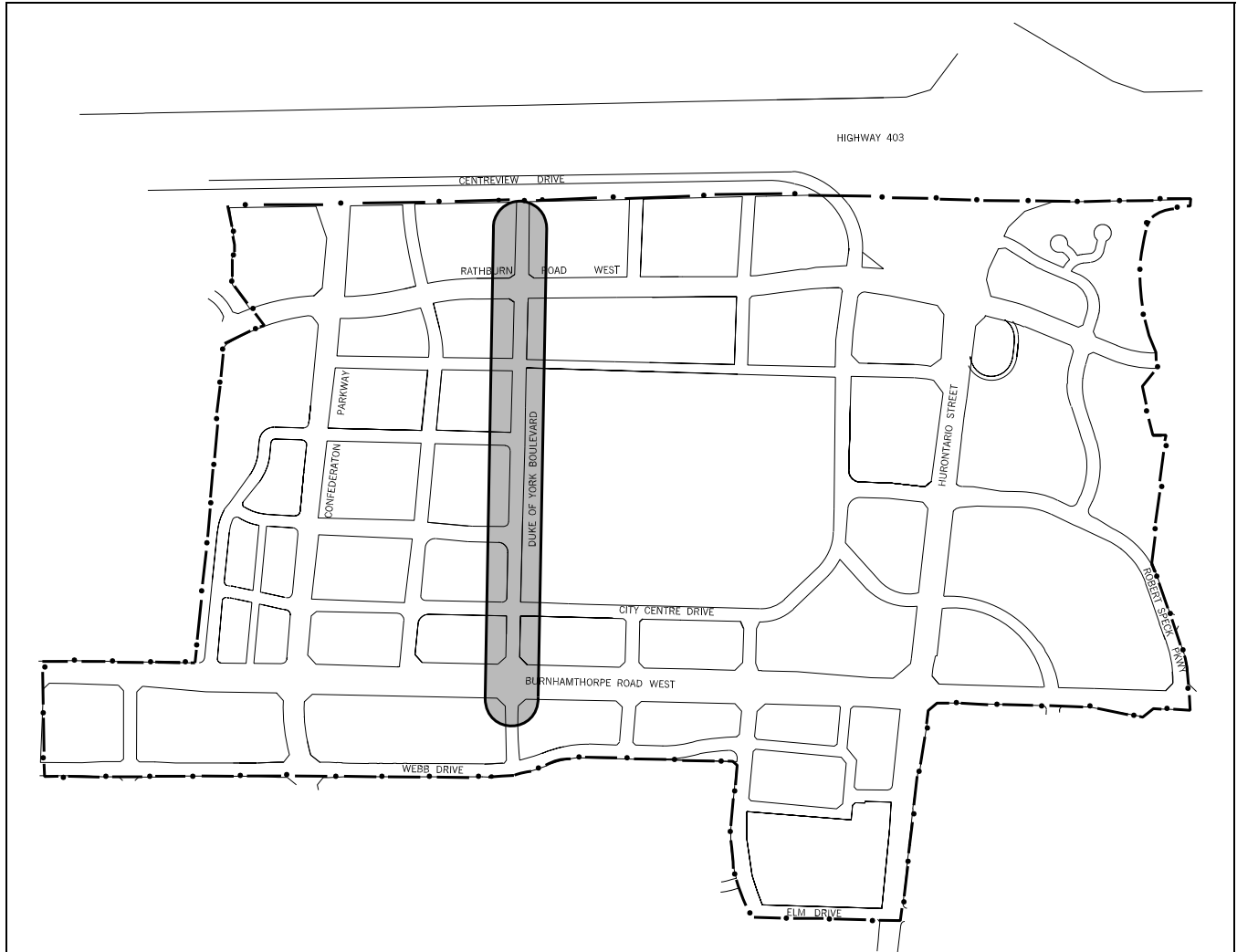
- a distinctive sense of place, a focal point, and an orientation point for the District;
- *development* of the Central Pedestrian System;
- public art;
- vistas to the Civic Centre Precinct;
- built form defining the street edge;

- minimal building setbacks;
- smaller scale urban blocks;
- continuity of built form;
- visually interesting and active building walls;
- high and medium scale coverage *development* abutting streets and public spaces. (MPA-43)

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

## City Centre District Policies of Mississauga Plan

### 4.6.3.3.4 Duke of York Boulevard Corridor (MPA-42), (MPA-43)



#### a. Urban Design Vision

**Development** abutting Duke of York Boulevard will promote the principal ceremonial and active pedestrian corridor in the District.

The design of the built environment should encourage:

- vistas to the Civic Centre Precinct;
- entrance features at Burnhamthorpe Road West and Centre View Drive;
- high pedestrianization;
- a high standard of public amenity;
- public art;
- **development** that reinforces a quality pedestrian scaled street through architectural treatment such as, a defined building base and street edge definition;
- street-related built form;

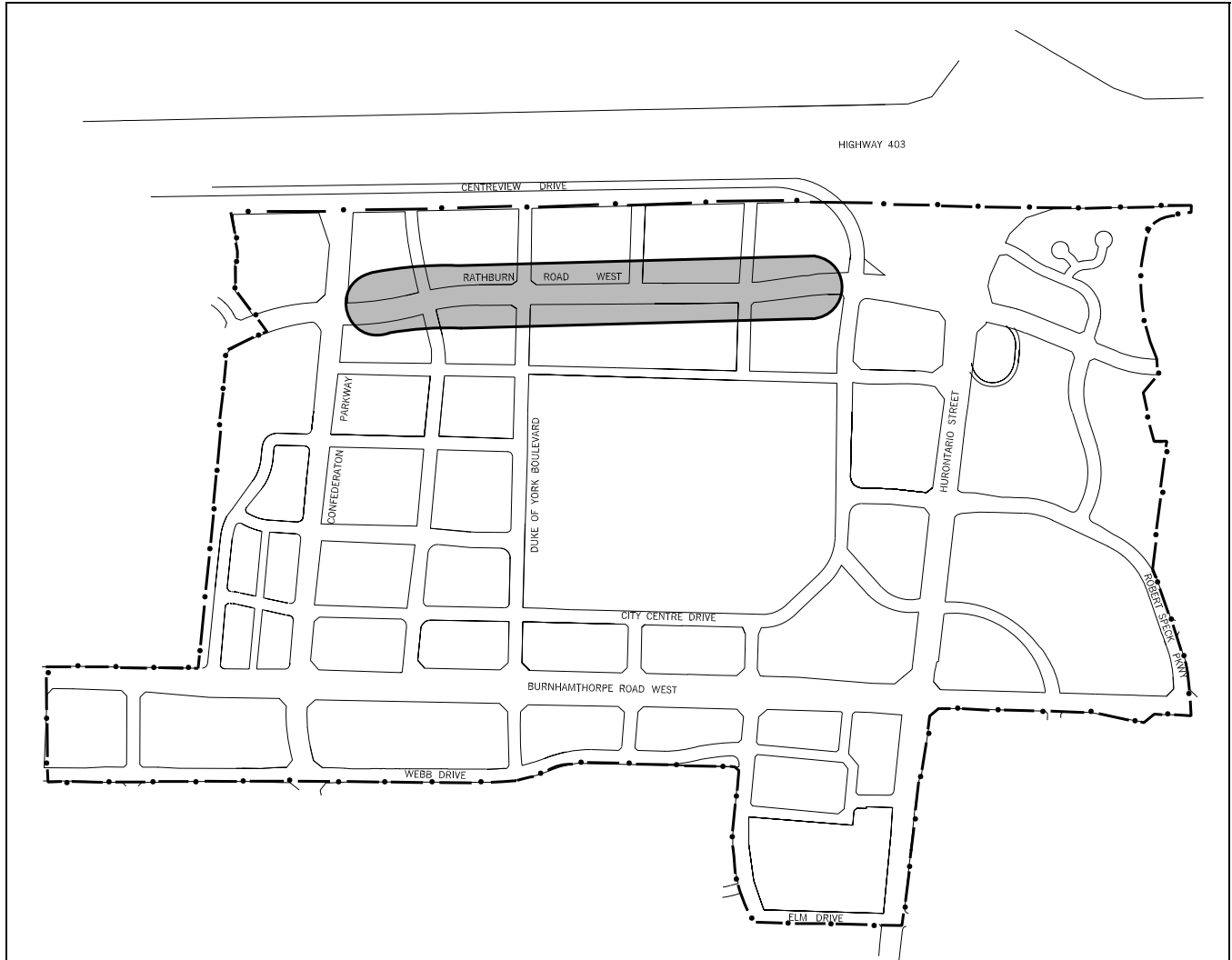
- visually interesting and active building walls;
- orient principal entrances and principal facades to Duke of York Boulevard and orient rear building facades or service areas away from Duke of York Boulevard;
- an integrated **character**;
- **development** of the Central Pedestrian System.

**b.** In the event of conflict between these **Character** Area policies and those of any other **Character** Area, these policies will take precedence.

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

## City Centre District Policies of Mississauga Plan

### 4.6.3.3.5 Rathburn Road Corridor (MPA-42), (MPA-43)



#### a. Urban Design Vision

The Rathburn Road Corridor recognizes the City Centre Transit Terminal as a key element to the future of this area and Rathburn Road West as an important east-west pedestrian street and transition area to the future high-rise **development** on Centre View Drive. The portion of this corridor from Duke of York Boulevard to City Centre Drive will be more active and pedestrianized. Along the length of the south side of Rathburn Road a proposed 3.5 m bicycle path will be located within the existing public right-of-way.

The design of the built environment should encourage:

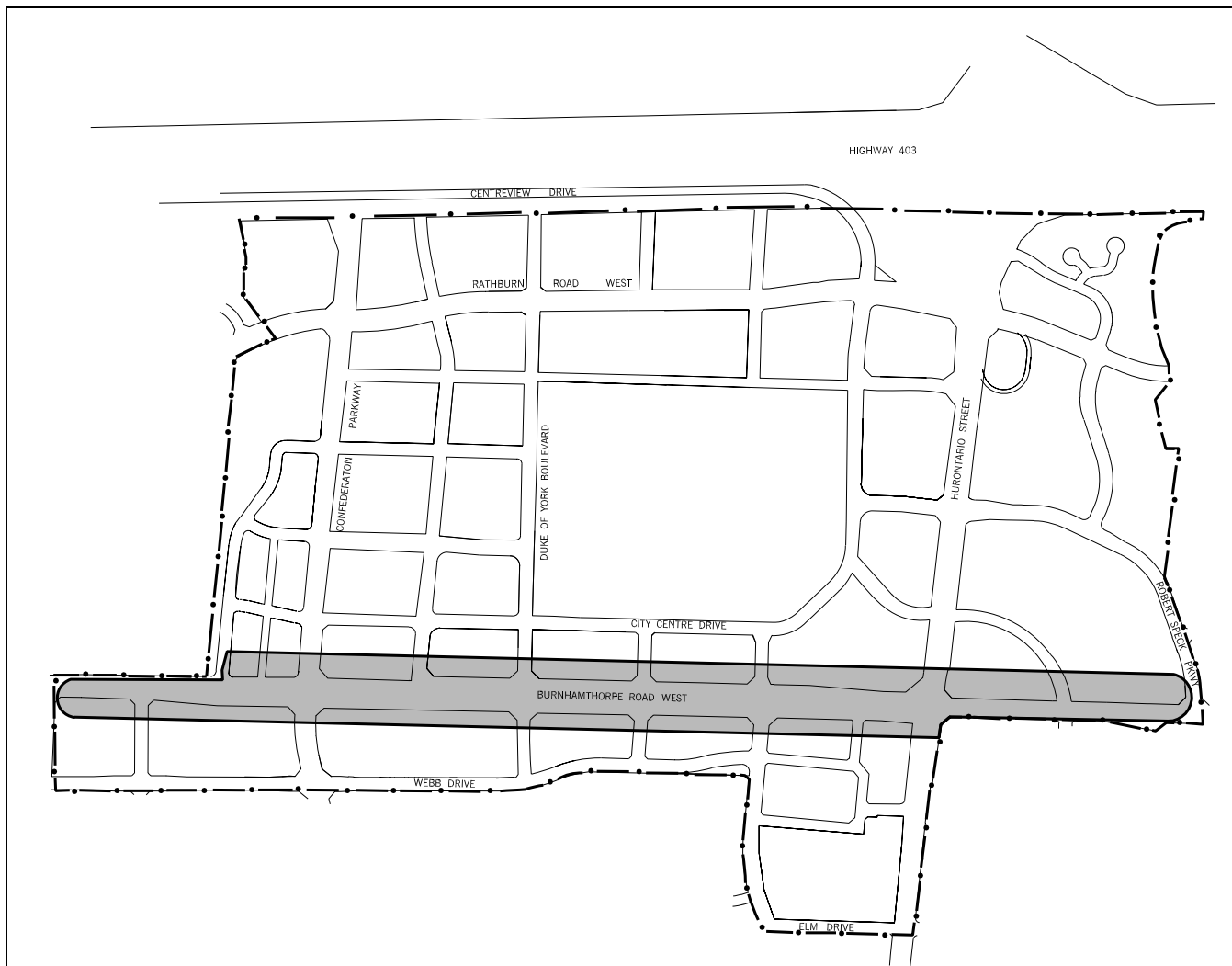
- pedestrian scale **development** fronting Rathburn Road West;
- street-related activity;
- low to medium scale **development**;
- continuity of built form;

- pedestrian linkages;
- an improved sense of connection to the east;
- **development** of the Central Pedestrian System.

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

## City Centre District Policies of Mississauga Plan

### 4.6.3.3.6 Burnhamthorpe Road Corridor (MPA-42), (MPA-43)



#### a. Urban Design Vision

The Burnhamthorpe Road Corridor is the principal east-west urban boulevard, functioning as a destination and providing entries to City Centre. It promotes a focus and sense of place for the civic buildings, and will integrate *development* north and south of Burnhamthorpe Road. Along the length of the north side of Burnhamthorpe Road a 3.5 m bicycle path will be located within the designated public right-of-way.

The design of the built environment should encourage:

- *development* that reinforces a quality pedestrian scaled street through architectural treatment such as, a defined building base and street edge definition;
- pedestrian amenities at principal entrances;
- predominantly medium scale, street-related *development* rising to higher buildings at Hurontario Street;
- a combination of high and medium scale, street related *development* on the north side of Burnhamthorpe Road West, west of Confederation Parkway; (MPA-43)

- urban *development* at main intersections (eg. block between Hurontario Street and Kariya Drive);
- additional mid-block road connections;
- major landscaped boulevard and centre median, presenting a prestige image.

#### Across from Civic Plaza:

- *development* that reinforces a quality pedestrian scaled street through architectural treatment such as, a defined building base and street edge definition;
- minimal building setbacks;
- formal landscaped plaza.

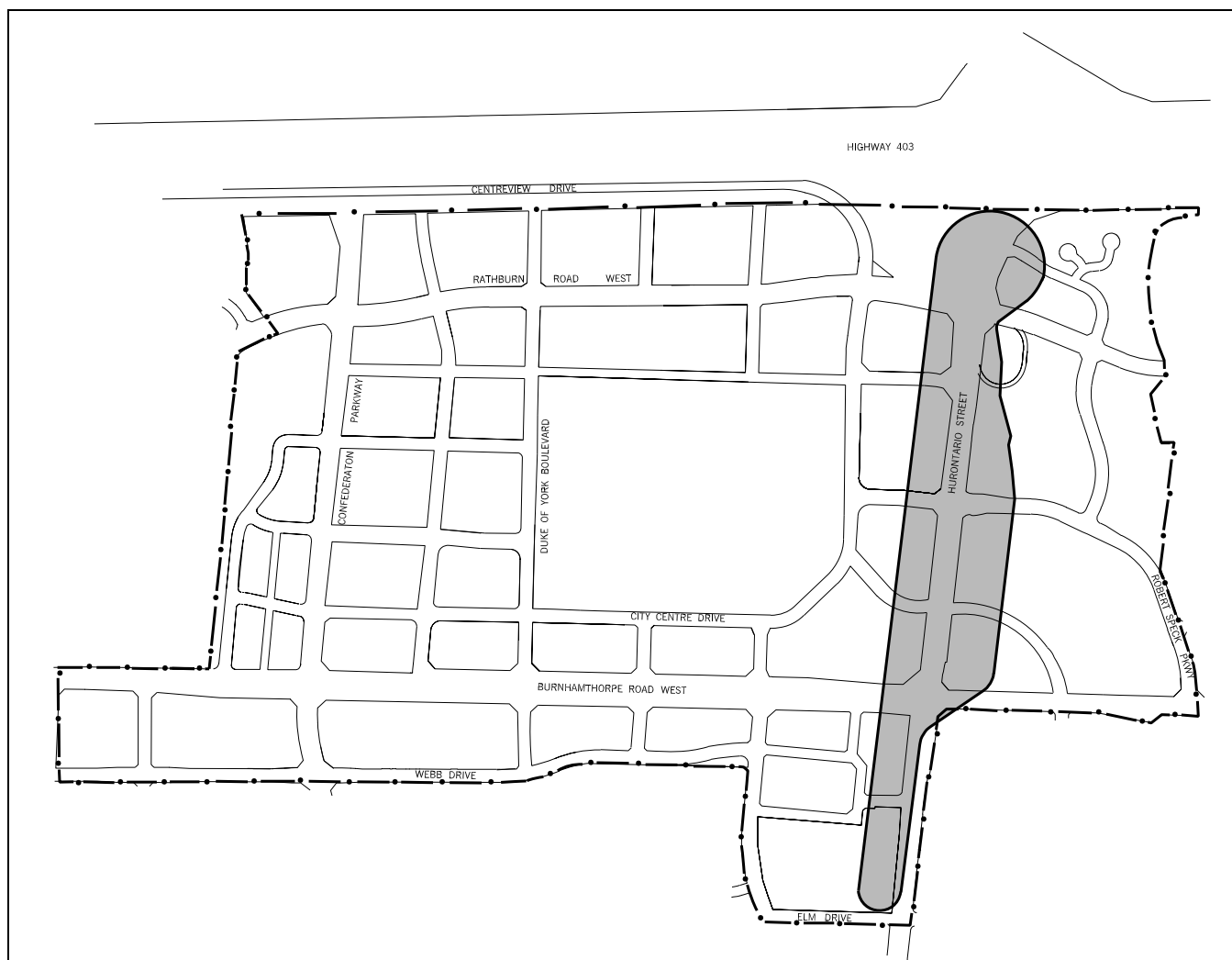
#### South side:

- landscaped promenade/forecourt;
- at intersections, buildings should be located close to the streetline;
- visually interesting and active building walls;
- principal entry doors oriented to street.

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

## City Centre District Policies of Mississauga Plan

### 4.6.3.3.7 Hurontario Street Corridor (MPA-42), (MPA-43)



#### a. Urban Design Vision

The Hurontario Street Corridor is the principal north-south urban boulevard, functioning as a destination and providing major vehicular entrances to City Centre. It projects a high profile, distinctive image with prominent buildings and extensive landscaping in a park-like setting.

The design of the built environment should encourage:

- prestige buildings and dramatic landscaping;
- moderate setback range consistent with the park-like setting;
- continuous landscaping between building and street;
- urban *development* at main intersections, with buildings closer to the streetline;
- pedestrian linkages to public sidewalks and intersections;

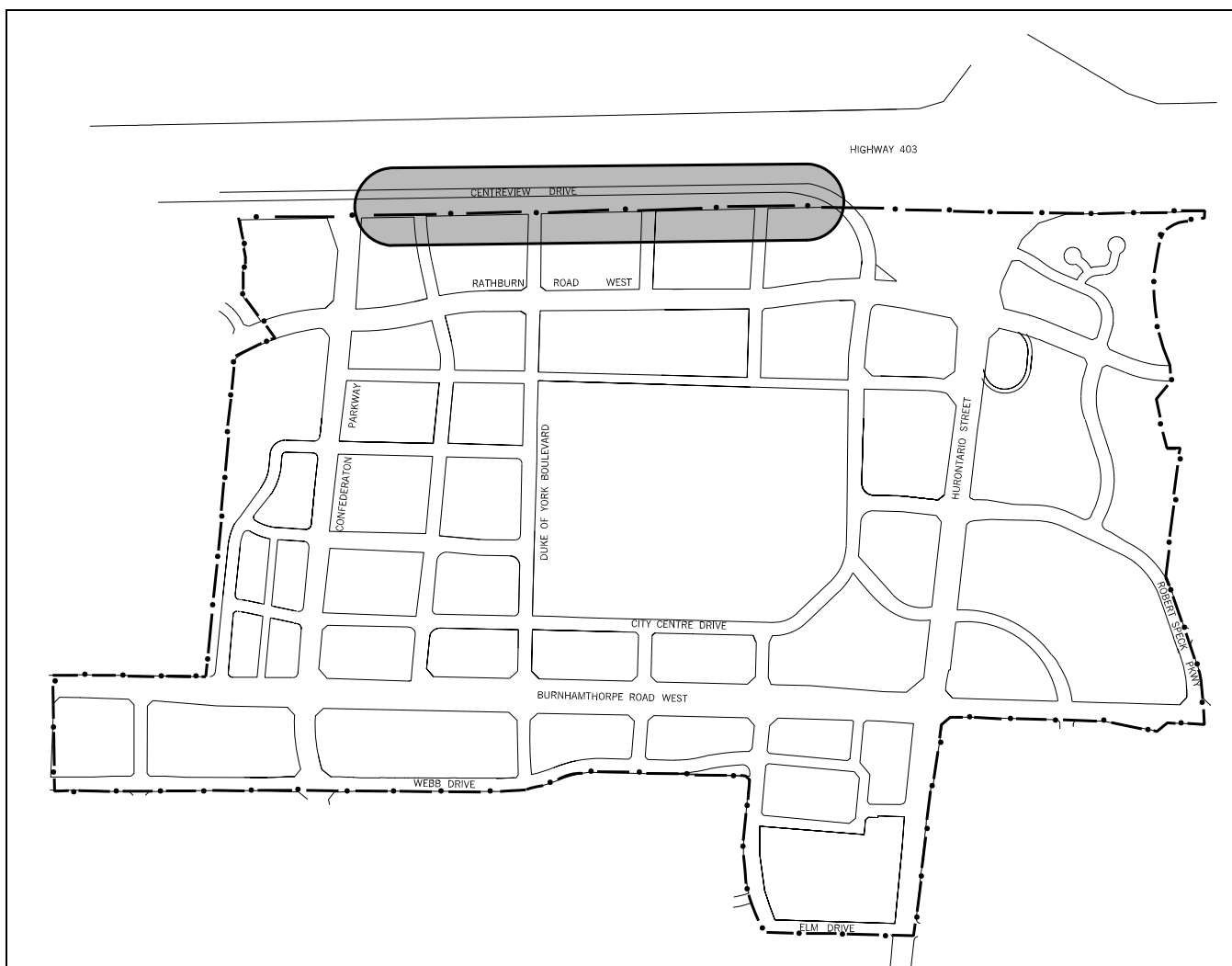
- pedestrian amenities at principal entrances;
- structured parking fully integrated with building form and landscaping;
- additional mid-block road connections;
- more intersections, as illustrated on the City Centre District Land Use Map;
- central landscaped median.

b. In the event of conflict between these *Character* Area policies and those of any other *Character* Area, these policies will take precedence.

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

## City Centre District Policies of Mississauga Plan

### 4.6.3.3.8 Provincial Highway 403 Frontage (MPA-42), (MPA-43)



#### a. Urban Design Vision

*Development* along the Provincial Highway 403 Frontage will promote a high profile skyline, projecting a distinctive identity and recognizable image for City Centre. Visibility to parking will be minimized and properly screened from Centre View Drive and no service areas will be exposed to Provincial Highway 403. Parking and service areas that cannot be located elsewhere shall be screened so as to prevent negative visual impacts.

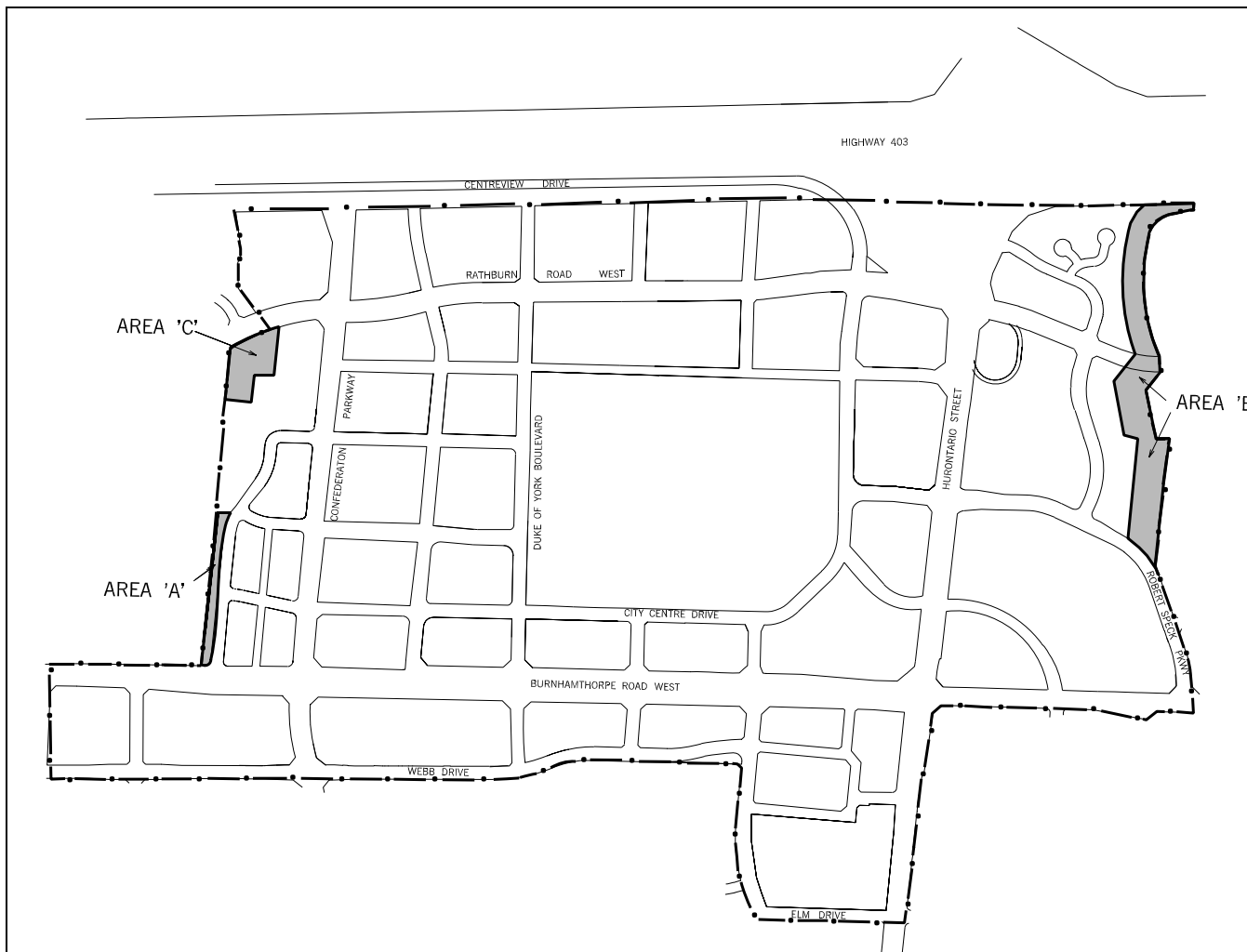
The design of the built environment should encourage:

- a high profile skyline, projecting a distinctive identity and recognizable image for City Centre;
- prominent, prestige buildings and extensive landscaping.

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

## City Centre District Policies of Mississauga Plan

### 4.6.3.3.9 Transition Areas (MPA-42), (MPA-43)



#### a. Urban Design Vision

The Transition Areas will promote positive integration of building scale and intensity of **development** between City Centre and abutting communities.

The design of the built environment should encourage:

- mid-rise built form adjacent to City Centre boundaries and north of Burnhamthorpe Road West, with height transitions to a maximum of five storeys, on lands shown as Area 'A'; (MPA-43)
- low-rise built form adjacent to City Centre boundaries, with height transitions from a maximum of two storeys at City Centre boundaries to a maximum of eight storeys at the inner edge of the Transition Areas for lands abutting the easterly limit of the City Centre District, shown as Area 'B' and lands immediately south of Rathburn Road West, show as Area 'C'; (MPA-43)

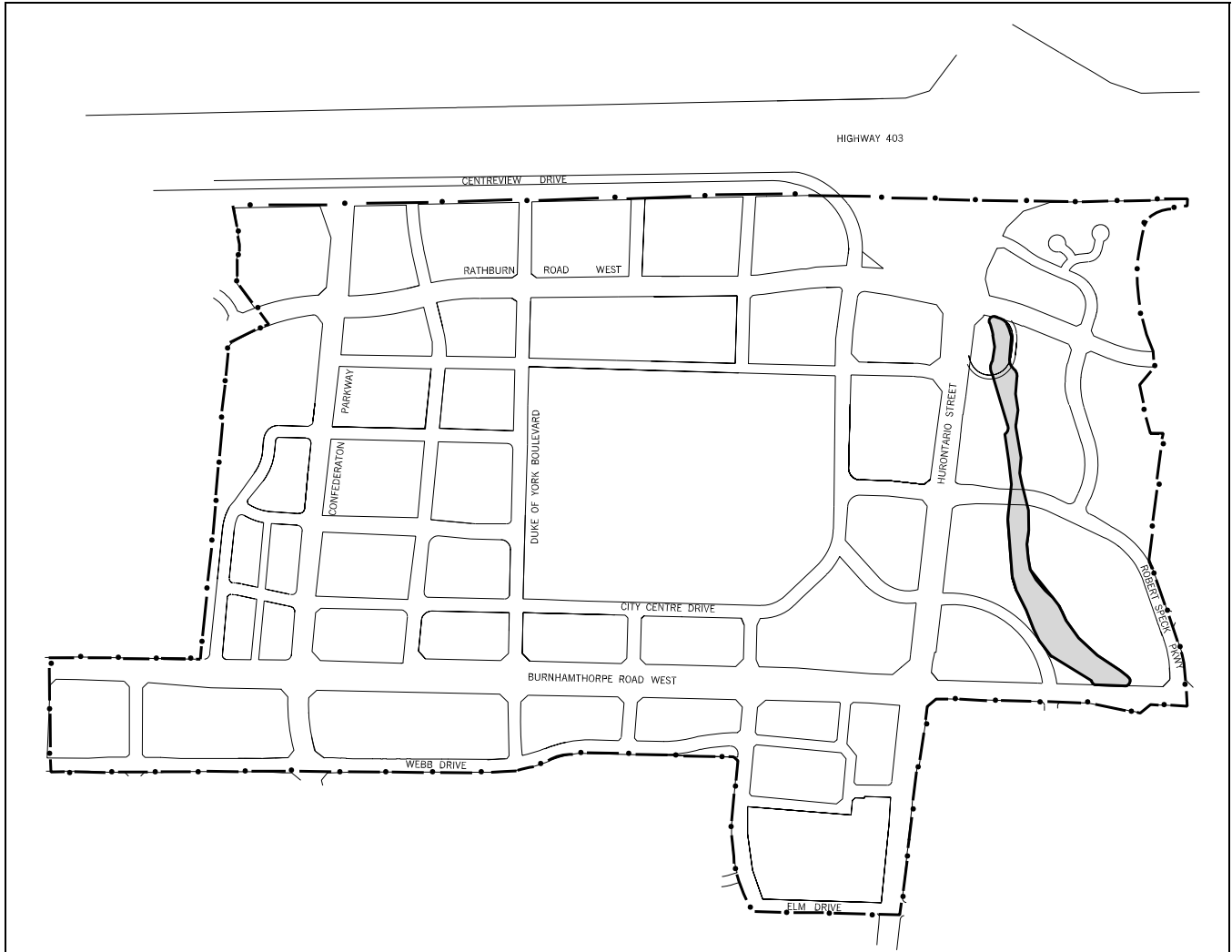
- orientation of buildings enabling a sensitive integration with adjacent low density **development**;
- internalized service areas and parking to minimize impact on adjacent residential;
- pedestrian and bicycle links to adjacent communities;
- appropriate setbacks and landscaping adjacent to the existing walkways.
- appropriate building interface including setbacks and landscaping, within the public open space block at the terminus of City Centre Drive within lands shown as Area 'A'; (MPA-43), (MPA-25)
- appropriate building interface with the public open space linear park to the west of lands shown as Area 'A'. (MPA-43), (MPA-25)

- b.** In the event of conflict between these **Character Area** policies and those of any other **Character Area**, these policies will take precedence.

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

## City Centre District Policies of Mississauga Plan

### 4.6.3.3.10 Cooksville Creek Corridor (MPA-42), (MPA-43)



#### a. Urban Design Vision

The Cooksville Creek Corridor is recognized as a public amenity and resource. To *preserve* and *enhance* this natural feature, the design of the built environment should encourage:

- appropriate setback of buildings from corridor (landscaping only);
- improved visibility, access and linkage to the corridor from *development* parcels and public streets;
- views/informal surveillance to the corridor;
- integration of public/private open space and landscape areas;
- positive relationship between built form and the corridor;
- parking structures designed and located to complement the corridor.

The fencing of the edge of property abutting this corridor is discouraged.

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

## City Centre District Policies of Mississauga Plan

### 4.6.4 Land Use

#### 4.6.4.1 Mixed Use

- a. Lands designated Mixed Use permit a wide range of land uses and activities. These uses may be grouped either within a **development** parcel or an individual building.
- b. Owners/developers will be encouraged to advise all prospective purchasers or tenants occupying new residential units within the six-hundred (600) m influence area of a chemical plant located on Mavis Road, south of Burnhamthorpe Road West, of the possibility of adverse odour emissions.

##### 4.6.4.1.1 Permitted Uses

- a. All forms of high density residential **development**. Townhouses will only be permitted in the Transition Areas. Detached and semi-detached dwellings will not be permitted.
- b. Uses permitted in accordance with the general Residential policies of this Plan.
- c. **Offices**.
- d. Civic/cultural facilities.
- e. Hotel and conference facilities, all types of restaurants, and entertainment facilities, except in the Transition Areas.
- f. Retail Commercial uses, except those with a drive-through facility, motor vehicle sales, **motor vehicle commercial uses**, motor vehicle body repair uses, motor vehicle wrecking and truck washes. (MPA-23), (MPA-40)
- g. Community facilities and open space. (MPA-25)

##### 4.6.4.1.2 Policies

- a. Driveway access to individual residential units will not be permitted from a public street.
- b. Retail Commercial uses, including restaurants, will be limited to a maximum of 20% of the total Gross Floor Area (GFA). (MPA-40)

### 4.6.4.2 Retail Core Commercial

**4.6.4.2.1** Lands designated Retail Core Commercial will accommodate the highest concentration of retail commercial activities in the **City** in addition to a mix of other land uses. (MPA-40)

#### 4.6.4.2.2 Permitted Uses

- a. Retail Commercial uses, except those with a drive-through facility, motor vehicle sales, **motor vehicle commercial uses**, motor vehicle body repair uses, motor vehicle wrecking and truck washes. (MPA-23), (MPA-40)
- b. All types of restaurants.
- c. **Offices**.
- d. Residential apartments.
- e. Hotel and conference facilities.
- f. Entertainment, community and recreational facilities, and park and open space.
- g. Civic/cultural facilities.

### 4.6.4.3 Public Open Space (MPA-25)

**4.6.4.3.1** Notwithstanding the Public Open Space policies of this Plan, lands designated Public Open Space in the Civic Centre Precinct and Special Site 3 will be urban in **character** and may accommodate parking and a variety of programs, such as music and theatre events, displays and exhibitions, festivals and other special events. (MPA-25)

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

## City Centre District Policies of Mississauga Plan

### 4.6.5 Transportation

#### 4.6.5.1 Road Classification

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

TABLE 1: BASIC ROAD CHARACTERISTICS, CITY CENTRE DISTRICT				
ROAD TYPE	NAME	SECTION	JURISDICTION	RIGHTS-OF-WAY*
PROVINCIAL HIGHWAY	Provincial Highway 403	Approximately 225 m west of Confederation Parkway to approximately 450 m east of Hurontario Street	Province of Ontario	
ARTERIAL	Burnhamthorpe Road West	Elora Drive/Grand Park Drive to Confederation Parkway	City of Mississauga	50 m
	Burnhamthorpe Road West	Confederation Parkway to Hurontario Street	City of Mississauga	60 m
	Burnhamthorpe Road East	Hurontario Street to Arista Way	City of Mississauga	60 m
	Burnhamthorpe Road East	Arista Way to Robert Speck Parkway	City of Mississauga	50 m
	Hurontario Street	Provincial Highway 403 to Elm Drive	City of Mississauga	50 m
MAJOR COLLECTOR	Centre View Drive	Approximately 225 m west of Confederation Parkway to Station Gate Road (MPA-25)	City of Mississauga	50 m (MPA-25)
	Centre View Drive (MPA-25)	Station Gate Road to Rathburn Road West (MPA-25)	City of Mississauga	30 m-50 m (MPA-25)
	Rathburn Road West	Approximately 50 m east of Elora Drive to Station Gate Road (MPA-25)	City of Mississauga	40 m
	Rathburn Road West (MPA-25)	Station Gate Road to Centre View Drive (MPA-25)	City of Mississauga	55 m (MPA-25)
	Rathburn Road West (MPA-25)	Centre View Drive to Hurontario Street (MPA-25)	City of Mississauga	40 m (MPA-25)
	Rathburn Road East	Hurontario Street to approximately 150 m east of Shipp Drive	City of Mississauga	40 m
	Confederation Parkway**	Provincial Highway 403 to Webb Drive	City of Mississauga	40 m
	Duke of York Boulevard	Provincial Highway 403 to Webb Drive	City of Mississauga	27.5 m
MINOR COLLECTOR	As shown on District Land Use Map		City of Mississauga	26 m*** (Appeal B15 - OMB Order No. 0671)

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

## City Centre District Policies of Mississauga Plan

TABLE 1: BASIC ROAD CHARACTERISTICS, CITY CENTRE DISTRICT				
ROAD TYPE	NAME	SECTION	JURISDICTION	RIGHTS-OF-WAY*
LOCAL ROAD	As shown on District Land Use Map		City of Mississauga	20 m*** (Appeal B15 - OMB Order No. 0671)

### AMENDMENT NO. 95 HAS BEEN APPEALED TO THE OMB

#### In its entirety by

Azuria Group, Gemini Urban Design (Cliff) Corp., Orlando Corporation, Solmar Dev. Corp.

#### And by

Berkley Homes (Mississauga RD) Inc. (current owner: Hush Homes)-as it applies only to the lands located at 1745, 1765, 1775 Thorny Brae Place

**Table 1: Basic Road Characteristics is hereby amended by deleting the reference to *Major Transit Corridors* and replacing it with *Higher Order Transit Corridors*.**

\* 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~~, *Higher Order Transit Corridors*, *Bus Rapid Transit* facility, *Bus Rapid Transit* stations, auxiliary lanes, side slopes, bicycle paths, *streetscape* works, etc. (MPA-25)

\*\* Daylighting triangles of fifteen (15) m will be required.

\*\*\* The basic rights-of-way for minor collector roads and local roads may be reduced without an amendment to this Plan subject to the *City* being satisfied that the role and function of such roads are maintained. (Appeal B15 - OMB Order No. 0671)

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

## City Centre District Policies of Mississauga Plan

### 4.6.5.2 Road System

**4.6.5.2.1** Consideration will be given to reducing or eliminating parking requirements during the implementation of the City Centre District Policies.

**4.6.5.2.2** All roads shown on the City Centre District Land Use Map will be public.

**4.6.5.2.3** The proposed east-west road alignment from Confederation Parkway to Hurontario Street, south of Rathburn Road West will be subject to a functional design review, to identify the following: potential traffic signal requirements along this road; intersection geometric design requirements to support the proposed intersections at Confederation Parkway, City Centre Drive and Hurontario Street; right-of-way requirements for this road; and, the intersection spacing along Confederation Parkway, City Centre Drive and Hurontario Street to support the new east-west road. This spacing review may impact the alignment of this minor collector road. In addition, this functional study is to also include the potential relocation of Park Block 18 in Registered Plan 43M-1010. (MPA-42)

**4.6.5.2.4** The transit system will expand as the City Centre is developed; bus service will be the predominant transit mode for a considerable period of time.

As part of the proposed Mississauga **Bus Rapid Transit (BRT)** facility, the existing transit terminal may be expanded to serve future **development** growth and to connect with the **BRT** facility. In the long term, an additional **BRT** station is also proposed near Hurontario Street, between Rathburn Road West and Provincial Highway 403. (MPA-25)

Transit facilities will be designed to accommodate the **City**-wide transit network; an internal transit service operating on the perimeter roadway around Square One; the east-west **BRT** facility in the Provincial Highway 403 corridor, inter-urban transit systems; and the pedestrian system linking **office** concentrations, Square One and cultural activities. (MPA-25)

As traffic volumes increase, preferential transit lanes consisting of a single curbside lane in each direction and intended to serve transit vehicles and right-turning vehicles may be necessary.

**4.6.5.2.5** Access to City Centre to and from Provincial Highway 403 will be provided by the existing interchanges at Mavis Road and Hurontario Street and by the proposed Provincial Highway 403 North Collector and Centre View Drive. Both of the parallel roads will be connected to Provincial Highway 403 east of Hurontario Street and west of Mavis Road.

The proposed Provincial Highway 403 North Collector, located north of City Centre, will be developed within the Parkway Belt West as a one-way westbound two-lane roadway with grade-separations at Hurontario Street, Duke of York Boulevard, Confederation Parkway, the Provincial Highway 403 westbound off-ramp at Mavis Road. In addition, ramp connections will be provided at Duke of York Boulevard and Confederation Parkway to provide access to and from the City Centre road network.

Centre View Drive will be developed within the Parkway Belt West and will operate predominately as a basic four-lane two-way roadway (with turning lanes), with grade-separations at Mavis Road, Confederation Parkway, Duke of York Boulevard, the Provincial Highway 403 eastbound off-ramp at Hurontario Street and Hurontario Street. In addition, five (5) at-grade signalized intersections will provide access to the City Centre road network. The two-way section of this road will be connected to Provincial Highway 403 via a two-lane one-way link extending from the eastbound off-ramp at Mavis Road and a one-way eastbound roadway joining Provincial Highway 403 east of City Centre Drive. The City Centre Land Use Map shows a conceptual alignment on how this one-way eastbound roadway is proposed to connect to Provincial Highway 403. (MPA-25)

All roads in the network will be public roadways. The preliminary designs of the proposed connections/interfaces of these new roads to the adjacent Provincial Highway 403 have been endorsed in principle by the Provincial Government. The detailed design of these facilities is subject to the review and approval of the Ministry of Transportation to ensure all aspects, including safety, operations and level of service and capacity for Provincial Highway 403 are not compromised.

The placement of structures over and under public roadways consistent with this Plan will be permitted. Such structures may include, but are not necessary limited to, open and enclosed pedestrian bridges and elevated pedestrian plazas.

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

## City Centre District Policies of Mississauga Plan

### 4.6.6 Physical Services and Utilities

**4.6.6.1** Any retail commercial, *office*, industrial, community or high density residential land *development* within the Cooksville Creek *watershed* will require the implementation of on-site stormwater management techniques to control the post-*development* stormwater discharge to pre-*development* levels for the 2-year and 5-year storm events. These controls are subject to the approval of the *City*, in accordance with Council adopted policies. (MPA-40)

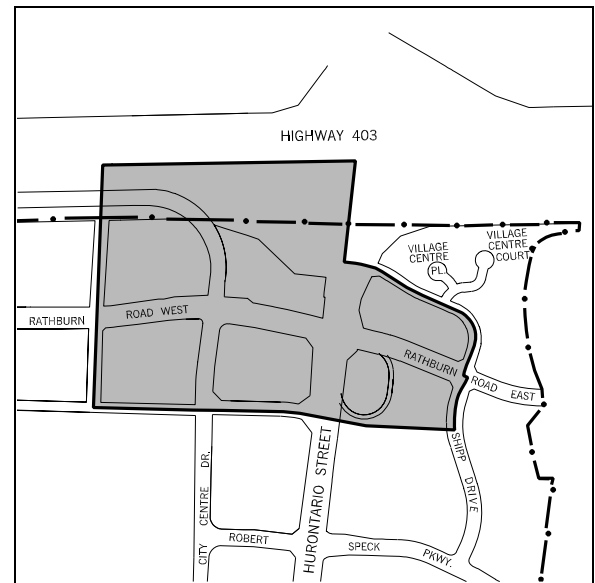
**4.6.6.2** Construction of centralized stormwater management control facilities is proposed at two locations, both of which are outside the City Centre District. These facilities will control the 100-year post-*development* flows to pre-*development* levels and will contain appropriate erosion and quality control measures. One facility will be sited at the outlet of the City Centre District where it discharges to the Cooksville Creek, immediately north of Central Parkway East. A second facility will be situated just north of Provincial Highway 403, east of Mavis Road.

### 4.6.7 Special Site Policies

#### 4.6.7.1 Introduction

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

#### 4.6.7.2 Site 1



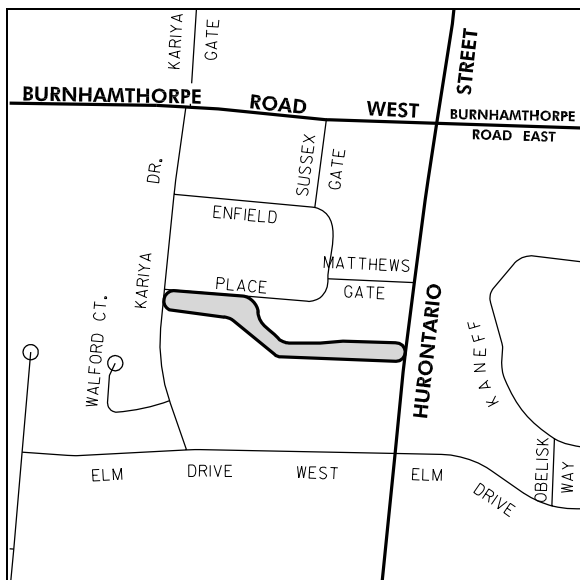
The lands identified as Special Site 1 are located in the four quadrants adjacent to the Hurontario Street and Rathburn Road intersection. (MPA-42)

Prior to the finalization of the road network for this site area, the appropriate transportation studies will be carried out in conjunction with the Provincial Government and the Region of Peel.

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

## City Centre District Policies of Mississauga Plan

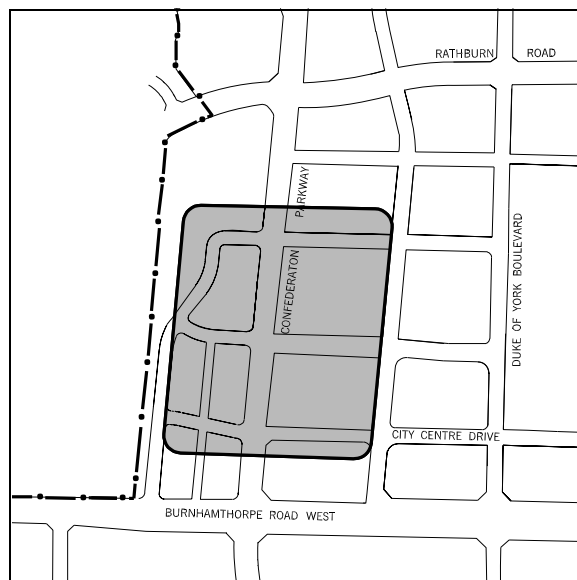
### 4.6.7.3 Site 2



The lands identified as Special Site 2 are located south of Enfield Place between Hurontario Street and Kariya Drive.

This tributary to the Cooksville Creek and its related valley feature will remain open and will be incorporated as a landscape element into the design of future *development*.

### 4.6.7.4 Site 3



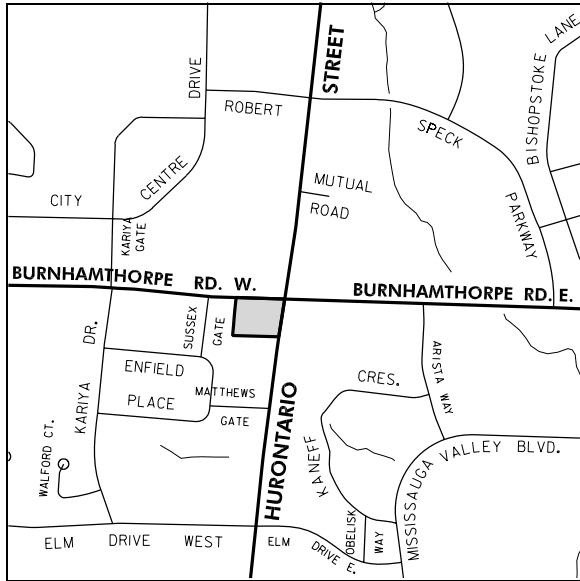
The lands identified as Special Site 3 are defined as the Confederation Parkway Area. (MPA-43)

Special Site 3 will accommodate one or more areas of public parkland. The location, number and size of the park(s) block(s) shall be determined in conjunction with the *development* of the lands in this Area. In order to achieve parkland of acceptable size, configuration and location, Mississauga will encourage consolidation of parkland dedication requirements of multiple sites within the Area. Prior to the approval of any draft plan of subdivision, severance, or any other *development* application within this Area, property owners shall demonstrate to the satisfaction of the *City* how the *City's* parkland objectives within this Area will be satisfied, through the provision of *development* and parkland concept plans. Prior to final approval of any severance, subdivision or any other *development* application within this Area, property owners shall dedicate sufficient parkland or enter into appropriate agreements with the *City* and other owners of lands to secure the provision of adequate parkland from other *development* parcels within the Area.

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

## City Centre District Policies of Mississauga Plan

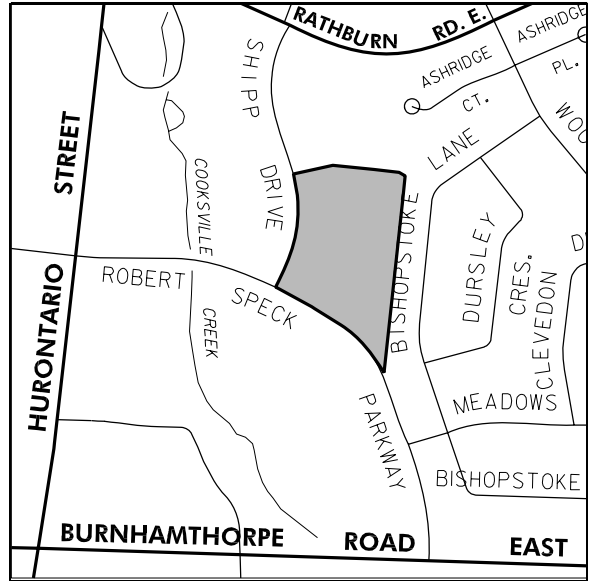
### 4.6.7.5 Site 4



The lands identified as Special Site 4 are located at the southwest corner of Burnhamthorpe Road West and Hurontario Street.

Notwithstanding the provisions of the Mixed Use designation, a motor vehicle service station will be permitted. (MPA-25)

### 4.6.7.6 Site 5 (MPA-52)



The lands identified as Special Site 5 are located at the northeast quadrant of Robert Speck Parkway and Shipp Drive.

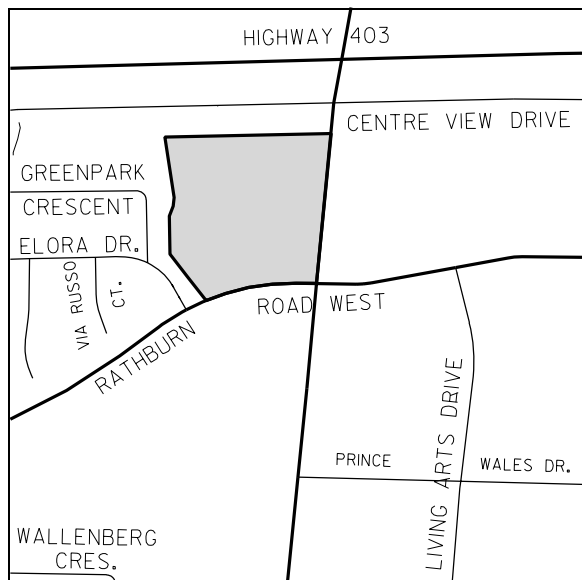
Notwithstanding the provisions of the Mixed Use designation, the following additional policy will apply:

- a. townhouses will be permitted on the entire site.

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

## City Centre District Policies of Mississauga Plan

### 4.6.7.7 Site 6 (MPA-25)



The lands identified as Special Site 6 are located north of Rathburn Road, west of the Confederation Parkway extension.

Notwithstanding the provisions of the Mixed Use designation, townhouse dwellings will be permitted.

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

## City Centre District Policies of Mississauga Plan

### City Centre District Land Use Map

Amended by:

#### *Appeal B15 (OMB Order No. 0671)*

- The OMB has dismissed the appeal of the "Minor Collector" road designation as it applies to the lands located at the northeast corner of Burnhamthorpe Road East and Hurontario Street (Fernbrook Homes [Burnhamthorpe] Limited).

#### *Amendment No. 42*

- Amend – Land Use Designation of the lands located east of Hurontario Street south of Rathburn Road West from "Mixed Use" to "Retail Core Commercial";
- Delete – the proposed "Minor Collector" road located south of Rathburn Road East between Hurontario Street and Shipp Drive.

#### *Amendment No. 43*

- Amend – Land Use Designation of the lands located west of Confederation Parkway from "Residential Low Density II" and "Open Space - Community Park" [Creditview District] and "Mixed Use" [City Centre District] to "Mixed Use" and "Open Space";
- Amend – the District boundary between the "City Centre District" and the "Creditview District" to follow the rear lot boundary of the Public Open Space lands east of Wallenberg Crescent.

#### *Amendment No. 52*

- Amend – Land Use Designation of the lands located north of Robert Speck Parkway east of Shipp Drive from "Mixed Use" to "Open Space".

#### *Amendment No. 25*

- Amend – Bus Rapid Transit Corridor alignment and Confederation Parkway ramp changes with Bus Rapid Transit Corridor alignment;
- Delete – Option 2 reference from Land Use Map and legend and renumber Option 3 reference to Option 2;
- Amend Land Use Map and Transportation Legend – Bus Rapid Transit Station from dashed circle to dashed oval circle and add City Centre Transit Terminal as solid circle;
- 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 on the north side of Princess Royal Drive, east of Confederation Parkway from "Mixed Use" to "Public Open Space";

#### ***Amendment No. 95***

#### ***Has Been Appealed To The OMB***

#### **In its entirety by**

Azuria Group, Gemini Urban Design (Cliff) Corp., Orlando Corporation, Solmar Dev. Corp.

#### **And by**

Berkley Homes (Mississauga RD) Inc. (current owner: Hush Homes)-as it applies only to the lands located at 1745, 1765, 1775 Thorny Brae Place)

- Amend – Land Use Map by deleting from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor.

- 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.

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

## **City Centre District Policies of Mississauga Plan**