



Corporate Report

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CD.03.SOU
(2007)

DATE: April 10, 2007

TO: Chair and Members of Planning and Development Committee
Meeting Date: April 30, 2007

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Draft Southdown District Policies**

RECOMMENDATION: That a public meeting be held by the Planning and Development Committee to consider the Draft Southdown District Policies attached, under separate cover, to the report titled "*Draft Southdown District Policies*" dated April 10, 2007, from the Commissioner of Planning and Building and further, that the Draft Southdown District Policies be placed on public display and circulated to City Departments, agencies and stakeholders for review and comment.

BACKGROUND: The Primary Plan (Official Plan), approved by the Minister of Housing on April 16, 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 primarily heavy industrial uses that may require extensive outdoor storage and processing. The Southdown District Policies of Mississauga Plan were adopted by the Region of Peel on May 5, 2003.

In 2000, the Ministry of the Environment (MOE) initiated the Clarkson Air Shed Study in response to local community complaints concerning poor air quality, and the MOE's historical monitoring data indicating elevated levels of inhalable particulate matter and nitrogen oxides. Phase I and II of the study have been released, with the key finding that the Clarkson Air Shed Study Area, of which Southdown is

a part, is considered a “taxed” air shed with respect to respirable particulates. Respirable particulates are a health concern as they are small enough to penetrate deep into the lung tissue, carrying toxic pollutants with them. The MOE is proceeding on Phase III and IV, to identify major pollution emission sources within and outside of the study area and developing pollution abatement and industry self-monitoring programs.

On October 26, 2005, City Council enacted Interim Control By-law 0403-2005, which applies to most of the lands within the Southdown Planning District. The interim control by-law was enacted to allow a comprehensive review of the Southdown District Policies, taking into consideration the Clarkson Air Shed Study findings. In October, 2006 the Interim Control By-law was extended for an additional year to allow the completion of the district policies review.

COMMENTS:

Southdown is a well established, stable Employment District and is one of the last remaining areas in Mississauga designated for heavy industrial uses. Of the approximately 700 hectares (1,700 acres) of land in Southdown, 450 hectares (1,100 acres) are designated Industrial, 120 hectares (300 acres) are designated Business Employment and 40 hectares (90 acres) are designated General Commercial, comprising the major land use designations.

The Southdown District Policies have been reviewed and updated to be consistent with changing local circumstances and to address issues related to air quality, transportation, compatibility with adjacent residential uses as well as recent provincial planning initiatives such as the Provincial Policy Statement and the Provincial Growth Plan. The policies have also been revised to eliminate duplication of policies which are already included in the General Policies of Mississauga Plan.

The vision for Southdown is to continue to provide a place of employment, which will slowly change from heavy industrial operations to light manufacturing uses with improved urban design and land uses in recognition of the District’s location as an entrance to Mississauga, adjacent to well established residential communities and the Lake Ontario Waterfront.

The objectives in developing the draft policies were to address the interface between the residential and employment communities, improve air quality as well as the visual and functional impact of development by promoting a distinctive urban design and streetscape, limiting activities which may require extensive outdoor storage and/or processing and limiting transportation and other related uses.

To accomplish these objectives, the policies encourage new business employment development as well as redevelopment to accommodate light industrial activities consisting of a mix of manufacturing, research and development and office uses primarily within enclosed buildings. Specific urban design policies are proposed along arterial roads within the district to achieve a high quality business image. To this end, it is intended that Royal Windsor Drive and Lakeshore Road West function as gateways into Mississauga. In conjunction with the review process, the intention is to further develop the urban design policies to address both the existing character, and new development along Royal Windsor Drive, Lakeshore Road West, Winston Churchill Boulevard and Southdown Road, and the interface with existing land use.

The City's Waterfront Parks Strategy has identified Lakeside Park and Fusion Site-park 389 (park not yet named) as priority parks, where a detailed master plan will be developed to outline potential uses and features. To support this strategy, urban design policies are proposed for Winston Churchill Boulevard and Southdown Road to provide a connection to Lake Ontario and the city's waterfront parks.

Existing industrial operations which may have extensive outdoor processing or storage areas are recognized in the plan.

The draft policies have been prepared to address preliminary comments on planning issues received from, among others, representatives of area residents associations and City Departments. The first in a series of focus group meetings was held in February to discuss opportunities and concerns, with additional meetings to follow.

The Draft Southdown District Policies are attached under separate cover. Appendix 1, and the accompanying map, is a summary of the proposed redesignations.

A statutory public meeting in accordance with the *Planning Act* is required to be held to incorporate the Draft District Policies into Mississauga Plan through an Official Plan amendment. Prior to the public meeting, a public display will be organized by staff in May to present the proposed changes to the Southdown District Policies and to answer any questions on the draft policies.

Following the consultation process described above, Planning and Building Department staff will report back to City Council on all the comments received, including submissions made at the public meeting, with revised recommendations, where appropriate.

FINANCIAL IMPACT: Not Applicable.

CONCLUSION: A statutory public meeting, in accordance with the *Planning Act*, is required to be held to consider the Draft Southdown District Policies.

ATTACHMENTS:

APPENDIX 1:	Southdown District Policies Review- Proposed Redesignations (March 2007) and Draft Southdown District Land Use Map Revisions
Under Separate Cover:	Draft Southdown District Policies

Original Signed By:

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Susan Tanabe, Planner, Policy Planning Division

**Southdown District Policies Review – Proposed Redesignations
(March 2007)**







Map No.	Location	Existing Land Use Designation	Proposed Land Use Designation	Purpose of Revision/Comments
1.	South side of Royal Windsor Drive between Winston Churchill Boulevard and Avonhead Road.	Industrial	Business Employment	<p>As a gateway into the City of Mississauga, encourage a range of business employment uses, primarily within enclosed buildings and limit uses that may affect air quality in consideration of the findings of the Clarkson Air Shed Study.</p> <p>Provide urban design policies to encourage a high quality business image along this corridor.</p>
2.	Lands south of Lakeshore Road West, east of Winston Churchill Boulevard (formerly the Fusion site).	Business Employment	Open Space Greenbelt	Based on recommendations from the Waterfront Parks Strategy for a new interactive city park and in keeping with existing policies in Mississauga Plan and proposed policies in Official Plan Amendment 25 (OPA 25).
3.	Lands south of Lakeshore Road West, east of Clearview Creek.	Industrial	Business Employment	<p>Redesignate lands to provide for the development of complementary land uses to the city parks and compatibility with waterfront uses.</p> <p>Also limit the uses permitted within the designation that may affect air quality in consideration of the findings of the Clarkson Air Shed Study.</p>
4.	Lands south of Lakeshore Road West, west of Lakeside Park.	Industrial	Business Employment	<p>Redesignate lands to provide for the development of complementary land uses to the city parks and compatibility with waterfront uses.</p> <p>Also limit the uses permitted within the designation that may affect air quality in consideration of the findings of the Clarkson Air Shed Study.</p>

**Southdown District Policies Review – Proposed Redesignations
(March 2007)**








Map No.	Location	Existing Land Use Designation	Proposed Land Use Designation	Purpose of Revision/Comments
5.	Lands on the west and east side of Hazelhurst Road, north of Lakeshore Road West.	Industrial	Business Employment	Redesignate lands to encourage a range of business employment uses, primarily within enclosed buildings and limit uses that may affect air quality in consideration of the findings of the Clarkson Air Shed Study.
6.	Lands on the west side of Southdown Road, north of Lakeshore Road West.	Industrial	Business Employment	<p>Redesignate lands to encourage a range of business employment uses, primarily within enclosed buildings and limit uses that may affect air quality in consideration of the findings of the Clarkson Air Shed Study. The proposed redesignation would promote compatibility with residential uses on the east side of Southdown Road, north of Orr Road.</p> <p>As Southdown Road also provides a connection to Lake Ontario and the city's waterfront parks, specific urban design policies are proposed for this corridor.</p>
7.	Lands along the Lake Ontario shoreline.	Business Employment Industrial Open Space	Greenbelt	Proposed redesignation is in conformity with the Provincial Policy Statement and with the Lake Ontario Shoreline policies in Section 3.12.3, Natural Hazards, Mississauga Plan.

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LAND USE DESIGNATIONS

-  General Commercial
-  Business Employment
-  Industrial
-  Open Space
-  Greenbelt
-  Utility

TRANSPORTATION LEGEND

-  Provincial Highway and Interchange
-  Arterial
-  Major Collector
-  Minor Collector
-  Local Road
-  Existing Commuter Rail
-  GO Transit Station

LAND USE LEGEND

-  - Proposed Stormwater Management Facility
-  - Planning District
-  Special Sites Areas (See Special Site Policies)

Note:
Refer to Schedule 3, Environmental Areas for the location of Natural Areas and environmental features and Section 3.12, Environment for related policies.

NOTE:
ANY PART OF THE ROAD NETWORK SHOWN OUTSIDE THE CITY BOUNDARIES IS SHOWN FOR INFORMATION PURPOSES ONLY.

THIS MAP TOGETHER WITH THE TEXT
CONSTITUTES AMENDMENT No. 63

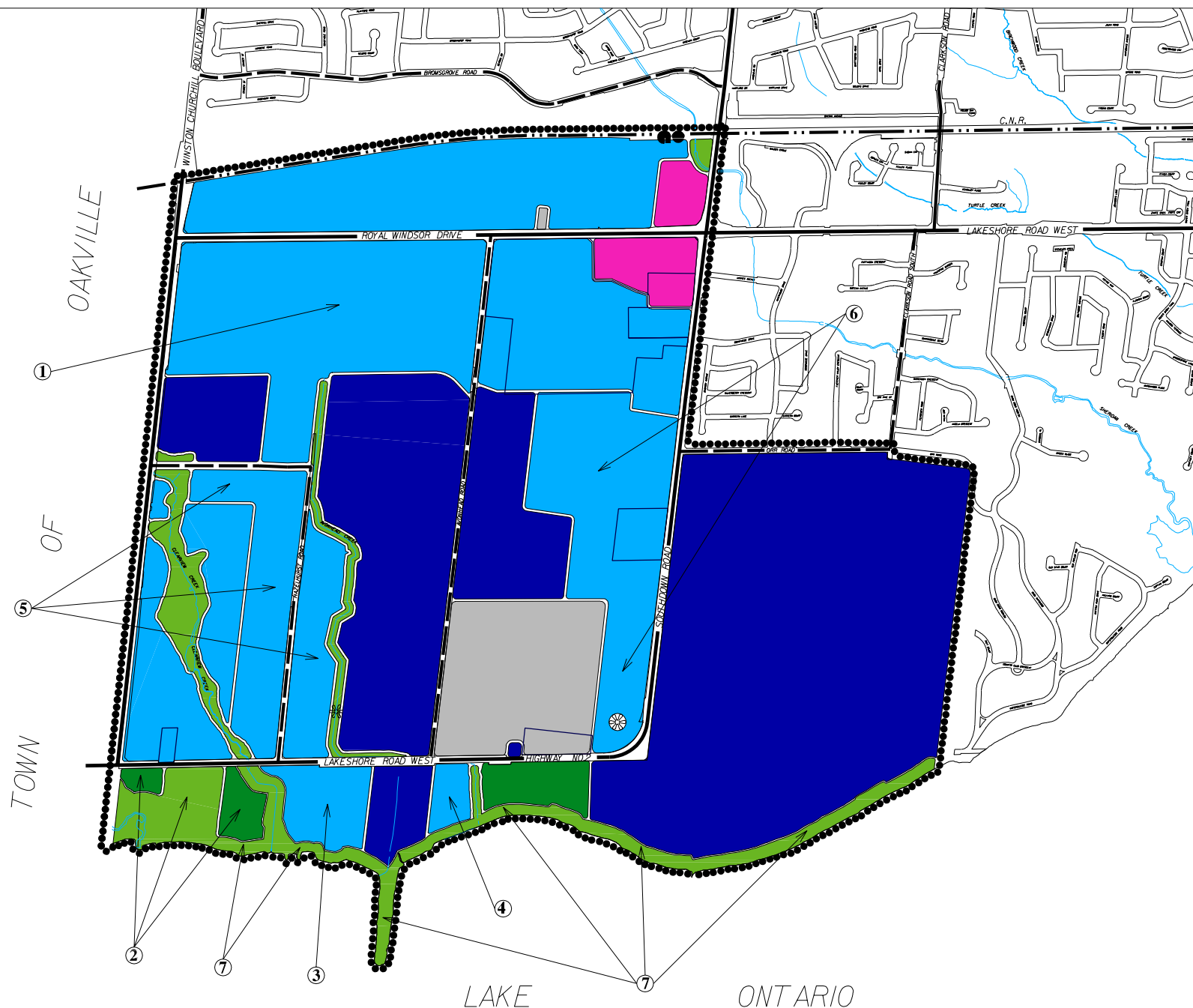
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Draft Southdown District Land Use Map Revisions

This Consolidation Includes Latest Approved Amendment –
OMB Order No. 0662 2004 March 29

City of Mississauga 2007 March



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
DRAFT SOUTHDOWN
DISTRICT POLICIES
OF
MISSISSAUGA PLAN***

2007 March



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

Southdown District Policies of Mississauga Plan

INSERT ADOPTING BY-LAW



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, to Mississauga Plan for the City of Mississauga Planning Area, was adopted by By-law, as attached hereto (previous page).

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, to Mississauga Plan (Official Plan) for the City of Mississauga as adopted by By-law No. _____. 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

Date of Notice

Last Date of Appeal

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 already 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 March 27, 2007.

1.2.5 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 the intent of 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 the intent of the Amendment.

1.2.6 Interpretation

The provisions of Mississauga Plan (Official Plan), as amended from time to time regarding the interpretation of that Plan, will 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 replaced in accordance with the intent of this Amendment.

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 DISTRICT LAND USE MAP

4.31 SOUTHDOWN

4.31.1 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 heavy industrial and business employment uses. Some of the existing industrial operations are major facilities with extensive amounts of outdoor storage (e.g. Petro Canada Refinery, 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 one of the last remaining areas in Mississauga designated for heavy industrial uses. Of the approximately 700 hectares of land in Southdown, 450 hectares are designated Industrial, 120 hectares are designated Business Employment and 40 hectares are designated General Commercial, comprising the major land use designations.

According to the 2007 Vacant Lands report, there are 180 hectares of vacant land, representing 24% of all land in the District. The majority of the approximately 20 parcels of vacant land are less than 2 hectares. However, there are some larger parcels: 6 are between 8 to 20 hectares, while 3 are between 20 to 40 hectares. Of the 300 business sites, there are 40 vacancies, consisting of vacant units, buildings or floors.

The 2006 Employment Profile indicates there are 5,800 employees in Southdown, employed in approximately 260 businesses. Southdown's business profile is dominated by small businesses. Forty-six percent of all businesses in this district employ fewer than five employees. However they do not constitute a large portion of total employment. Firms with fewer than five employees represent 5% of total employment, with over 50% of employment found in businesses that employ between 100 to 499 employees, or mid-range firms.

In terms of the types of business activities occurring in this area, approximately 80% of the businesses are within the manufacturing and wholesaling trade sector. Other business sectors represented in Southdown 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, largely for heavy industrial development. It is unique, however, 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 heavy 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 has detracted from urban design within this area, and may also adversely affect air quality. The power generating facility approved in 2001 (located on the east side of Winston Churchill Boulevard, south of Royal Windsor Drive) in proximity to a residential community, has also contributed to the need to review the planning vision for the District.

The City's Waterfront Parks Strategy has identified Lakeside Park and Fusion Site-park 389 (park not yet named) as priority parks, where a detailed master plan will be developed to outline potential uses and features. The existing Industrial designation of lands adjacent to the entire Waterfront, particularly the Parks, permits industrial and other land uses inconsistent with the vision contained in the Waterfront Parks Strategy. To further support this strategy, urban design policies are required for Winston Churchill Boulevard and Southdown Road to provide a connection to Lake Ontario and the City's Waterfront Parks.

In addition to the foregoing, the amount of vacant land designated Industrial, the lack of development activity, and the number of business sites suggests that the planning policy for the District should be reconsidered.

The vision for Southdown is to continue to provide a place of employment, which will slowly change from heavy industrial operations to light manufacturing uses with improved urban design and land uses in recognition of the District's location as an entrance to Mississauga, adjacent to well established residential communities and the Lake Ontario Waterfront

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

Southdown District Policies of Mississauga Plan

The District contains an abundance of environmental features that are shown on Schedule 3: Environmental Areas, and the *Mississauga Natural Areas Survey*. The Southdown District is within the watersheds of Conservation Halton and Credit Valley Conservation and is defined by the sub-watersheds of the Joshua Creek, Clearview Creek, Avonhead Creek, Lakeside Creek and Sheridan Creek and Lake Ontario. The drainage divide between the two Conservation Authorities is within the plantation woodlands which is adjacent to the Lake Ontario shoreline, south of Lakeshore Road West.

Joshua Creek has been identified as an Environmentally Sensitive Area by Conservation 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 provides 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.

The Lake Ontario shoreline is characterized by a natural beach, west of the Petro Canada lands, which includes some of the last remaining cobble beaches along the Lake Ontario shoreline. 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.

There are a number of remnant woodlands within the District. The most significant of the woodland areas is the red maple-red oak forest located south of existing Orr Road.

There is an operational quarry for the manufacturing of cement located at the northwest corner of Lakeshore Road West and Avonhead Road.

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

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

Southdown District Policies of Mississauga Plan

4.31.2 Development Concept

Existing development in the Southdown District consists of low-rise buildings, multi-unit developments, office uses and heavy industrial uses that require outdoor processing or storage, including two large land extensive users, Petro Canada and St. Lawrence Cement. Vacant lands within the District are located on the east side of Winston Churchill Boulevard and internal to the District, between Southdown Road and Avonhead Road.

The District Policies are intended to address the interface between the residential and employment communities, improve the local air shed 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 business employment development as well as redevelopment to accommodate light 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 within the District with Royal Windsor Drive and Lakeshore Road West functioning as gateways into Mississauga.

The waterfront parks in the Southdown District, Lakeside Park and park 389 (not yet named), are identified as priority parks for which a master plan will be developed to outline potential linkages, 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, given the concern regarding air quality in this area, the long term vision is to redevelop these lands for uses that do not further impact the air shed.

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. 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.

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

Southdown District Policies of Mississauga Plan

4.31.3 Urban Design Policies

4.31.3.1 Community Identity and Design

The properties adjacent to Royal Windsor Drive and Lakeshore Road West function as a gateway into Mississauga from Oakville, and should promote distinctive built form and landscaping standards as visual landmarks to identify the City entry and reinforce a quality image.

Southdown Road and Winston Churchill Boulevard function as both a visual and physical connection to Lake Ontario, the City’s waterfront parks (Lakeside Park and park 389 – not yet named) and the Waterfront Trail. Thus, it is important to enhance the streetscape and promote scenic views and vistas along these two corridors.

4.31.3.2 For all properties with exposure to Royal Windsor Drive, Lakeshore Road West, Southdown Road or Winston Churchill Boulevard, the following urban design policies apply:

- a. development abutting the intersection of two arterial roads should highlight these locations as focal points with high profile architecture;
- b. in some locations buildings will have minimal setbacks from the street with limited or no parking between the front façade of the building and the street;
- c. large manufacturing and warehousing facilities will be encouraged to locate associated office components to address the public street and introduce limited parking between the front façade and the street;
- d. buildings will be oriented to, and have a strong relationship with the street with at least 60% of the linear frontage occupied by built form. Main building entrances should be oriented to the street and be clearly articulated and linked to pedestrian walkway systems;
- e. for façades visible to the street, upgraded building elevations will be required. Building definition is to be strengthened on the street façade by use of prominent roof forms, upper level window bands, architectural projections, and other design elements to accentuate the height and prominence of buildings. Blank walls will not be permitted;

- f. where continuous street planting is not possible between the front wall of buildings and the street, concentrated landscape treatment will be required;
- g. the design and location of signage should be integrated with the site layout and building façade treatment;
- h. where the side or rear elevation of a building is exposed to roadways, public open spaces or greenbelts, these elevations should be similar to front elevations with respect to details, trim, and the orderly placement of windows, roof forms, and architectural elements;
- i. loading bays, waste collection areas, and outdoor storage and/or display areas will not be permitted adjacent to the street and will be located behind the buildings and not visible from the street.

4.31.3.3 Several properties have been identified as part of the City’s Cultural Heritage Landscape. Development adjacent to these lands will have regard for these heritage sites by providing buffers, with appropriate landscape treatment, adjacent to them.

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

Southdown District Policies of Mississauga Plan

4.31.4 Land Use

4.31.4.1 Business Employment

- a. Existing industrial operations which have extensive outdoor processing or storage areas will be permitted to continue provided that there are no expansions to the outdoor processing or storage areas.
- b. 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.
- c. Notwithstanding the Business Employment policies of this Plan, for the lands fronting on Royal Windsor Drive, Lakeshore Road West and Southdown Road, north of the proposed Orr Road extension, the following uses will not be permitted:
 - adult entertainment establishments;
 - body rub establishments;
 - cardlock fuel dispensing facilities;
 - motor vehicle storage compound;
 - motor vehicle body repair facility.

4.31.4.2 Industrial

- a. 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.



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 Transportation

4.31.5.1 Road Classification

The transportation system for the District 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.

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

Southdown District Policies of Mississauga Plan

4.31.5.2 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.

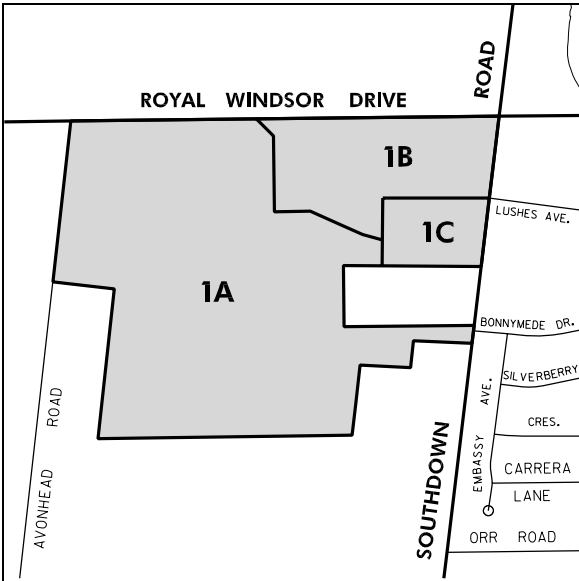
Notwithstanding the provisions of subsection 4.31.5.1 of this section, the width of the proposed Orr Road extension from Southdown Road to Winston Churchill Boulevard will be a minimum of 24 m.

4.31.6 Special Site Policies

4.31.6.1 Introduction

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

4.31.6.2 Site 1



4.31.6.2.1 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.

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

Southdown District Policies of Mississauga Plan

4.31.6.2.2 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.

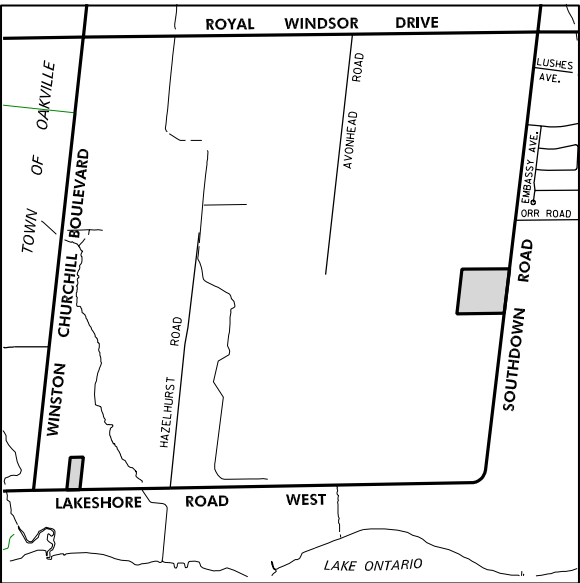
4.31.6.2.3 Area 1C

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.

4.31.6.3 Site 2



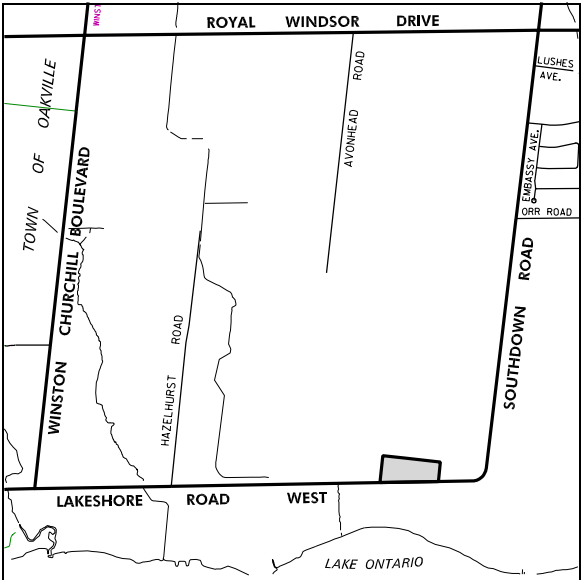
The lands identified as Special Site 2 consists of two areas, one is located on the west side of Southdown Road, south of Royal Windsor Drive and the other is located on the north side of Lakeshore Road West, east of Winston Churchill Boulevard.

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

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

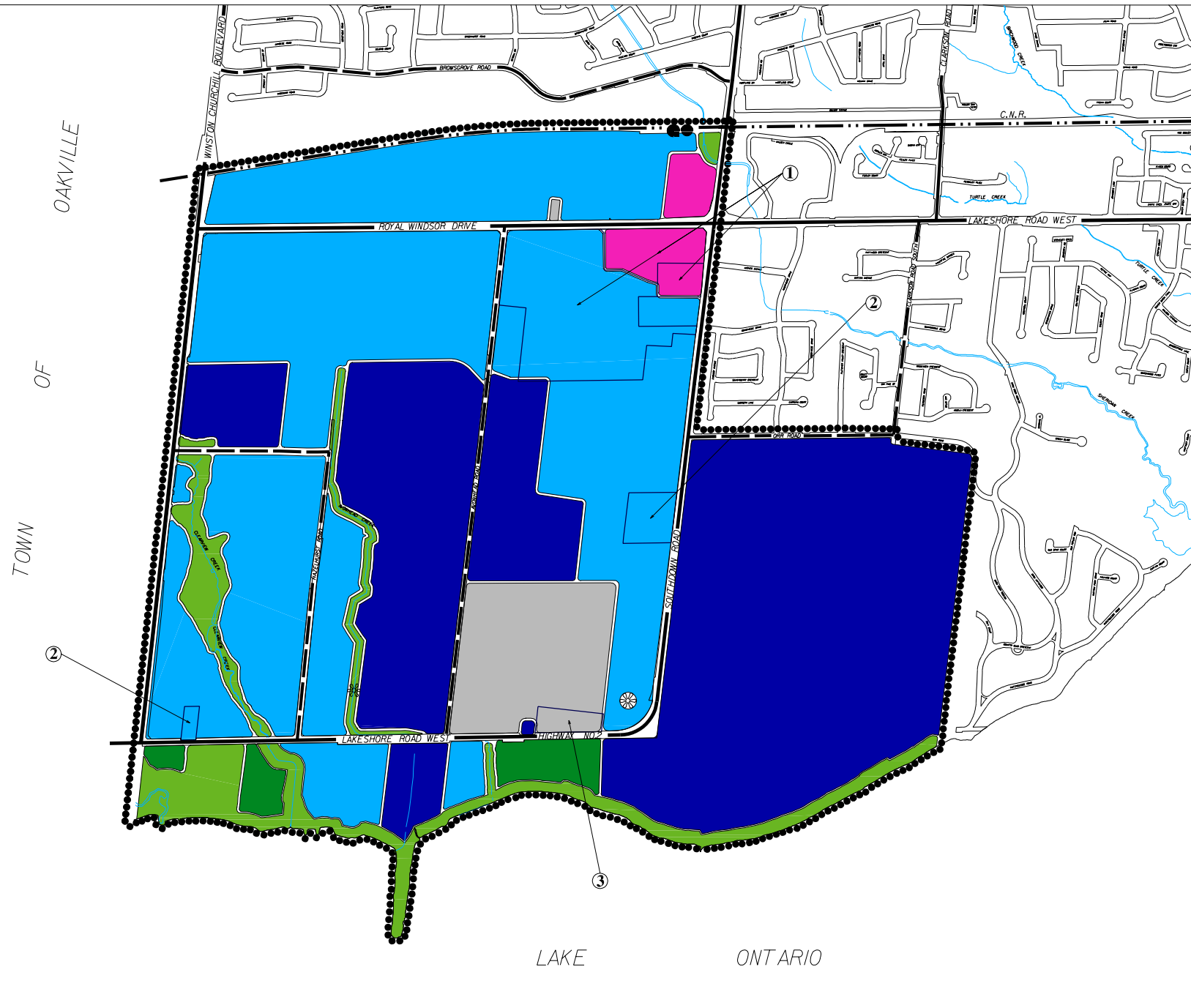
Southdown District Policies of Mississauga Plan

4.31.6.4 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.



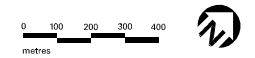
- LAND USE DESIGNATIONS**
- General Commercial
 - Business Employment
 - Industrial
 - Public Open Space
 - Greenbelt
 - Utility
- TRANSPORTATION LEGEND**
- Provincial Highway and Interchange
 - Arterial
 - Major Collector
 - Minor Collector
 - Local Road
 - Existing Commuter Rail
 - GO Transit Station

- LAND USE LEGEND**
- Special Sites Areas (See Special Site Policies)
 - Proposed Stormwater Management Facility
 - Planning District

Notes:
Refer to Schedule 3, Environmental Areas for the location of Natural Areas and environmental features and Section 3.12, Environment for related policies.

NOTE:
ANY PART OF THE ROAD NETWORK SHOWN OUTSIDE THE CITY BOUNDARIES IS SHOWN FOR INFORMATION PURPOSES ONLY.

THIS MAP TOGETHER WITH THE TEXT
CONSTITUTES AMENDMENT No. 63



Draft
**Southdown District
Land Use Map**