

## A. POLICIES OF OTHER LEVELS OF GOVERNMENT

As part of a four level government structure, the City of Mississauga is subject to the policies of the other three levels and their agencies.

### FEDERAL GOVERNMENT

Federal Government policies affect Mississauga through its general economic policies and specific planning policies. Some examples of Federal Government policies with direct impact on planning in Mississauga are those concerning land use in the vicinity of the airport. Canadian Transport Commission, housing, and the location of Federal Government office space may also affect Mississauga.

### PROVINCIAL GOVERNMENT

The Provincial Government influences Mississauga through regulatory authority, financial policies, transportation and land use planning.

Regulatory authority is exercised primarily by the Ontario Municipal Board (OMB). Development applications may be given approval by the OMB and all or part of rezoning by-laws, plans of subdivision, official plans, or amendments thereto, may be appealed to the OMB for approval.

In addition, the OMB sets the upper limit on the debt that municipalities may incur and, therefore, affects the capability of the City to accommodate new development.

The financial policies of the Provincial Government not only affect the general economic climate, but also determine the capacity of the City to accommodate new development. Since the municipal sources of revenue (property tax and development charges) do not meet the demand for funds, Mississauga is dependent on Provincial

Government assistance. The amount of Provincial Government assistance is a significant factor in determining both the service levels provided and the rate and amount of development that can be accommodated.

Since transportation facilities are affected by land use patterns, Provincial Government transportation policies are an important aspect of planning and development in the city. The Provincial Government mainly exercises jurisdiction over those roads designated as Provincial Highways.

The Provincial Government is responsible for commuter rail (Lakeshore, Georgetown, and Milton facilities) and bus commuter services which run through the city, as well as the bus facilities which connect the city to points beyond its boundaries.

Map 1 - Transportation Facilities (attached), shows the commuter rail and Provincial Highway facilities under the jurisdiction of the Provincial Government.

During the past 10 years, the Provincial Government has engaged in various planning initiatives for the Greater Golden Horseshoe. The Office of the Greater Toronto Area was established by the Provincial Government to prepare a Strategic Action Plan, including an implementation process.

Subsequently, the Ministry of Public Infrastructure Renewal prepared the Growth Plan for the Greater Golden Horseshoe, which took effect June 16, 2006. The Growth Plan, to which all local municipal plans must conform, provides a framework for implementing the Provincial Government's vision for managing growth in this region to 2031.

Other Provincial initiatives include the Greenbelt Plan, *Planning Act* reform and the Provincial Policy Statement 2005.

## REGIONAL AUTHORITIES

### Region of Peel

Mississauga is a constituent municipality of the Region of Peel. As established by legislation, the Region has jurisdiction over police services, ambulance services, certain health and welfare services (including day nurseries and senior citizen housing), water supply, sanitary sewers, and waste disposal and recycling collection facilities. Part of the road system within Mississauga is also under Regional jurisdiction. The Region of Peel has adopted a Regional Official Plan to which Mississauga Plan has to conform. The Region is also the approval authority for Mississauga Official Plan and amendments.

The Region has delegated to Mississauga the authority to approve plans of subdivision and condominium, as well as consents. The Region may also exempt, from its approval, the approval of local official plan amendments.

The Region, under agreement with the Provincial Government, provides sanitary sewer and potable water supply facilities, as shown schematically on Map 2 - South Peel Sanitary Sewer and Water Supply Facilities. Both the location and capacity of water supply and sanitary sewer facilities constitute an important influence on development.

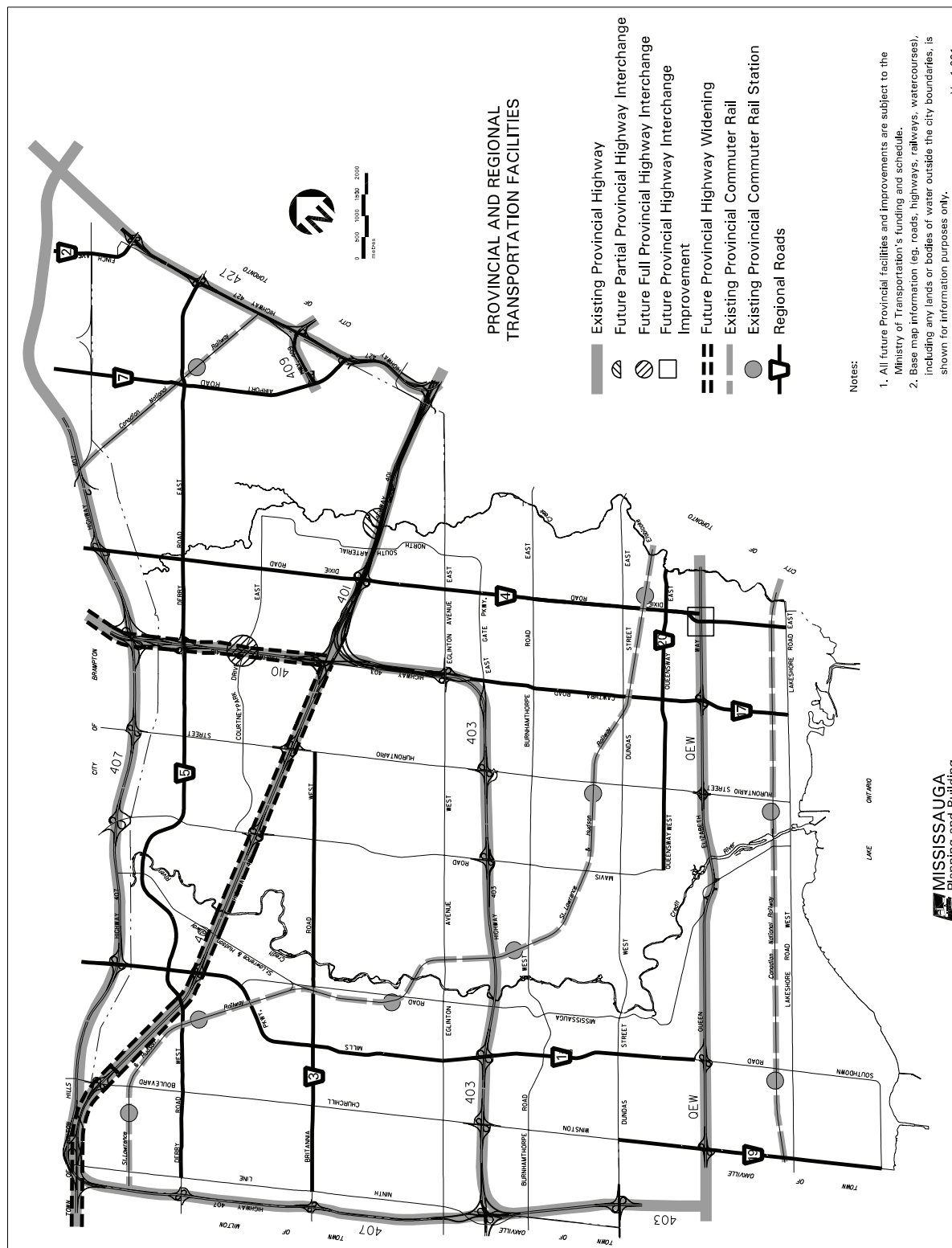
### Other Regional Authorities

In addition to Regional Government, there are three Conservation Authorities responsible for areas within Mississauga as shown on Map 3 - Jurisdiction of Conservation Authorities. These authorities comment on development applications in the interests of flood control and conservation within the sub-watershed under their jurisdiction, as shown on Map 4 - Sub-Watershed Limits.

Mississauga is also served by four School Boards: the Dufferin-Peel Roman Catholic Separate School Board; the Peel District School Board, French District Catholic School Board and Le Conseil Scolaire Public de District de Centre-Sud-Ouest.

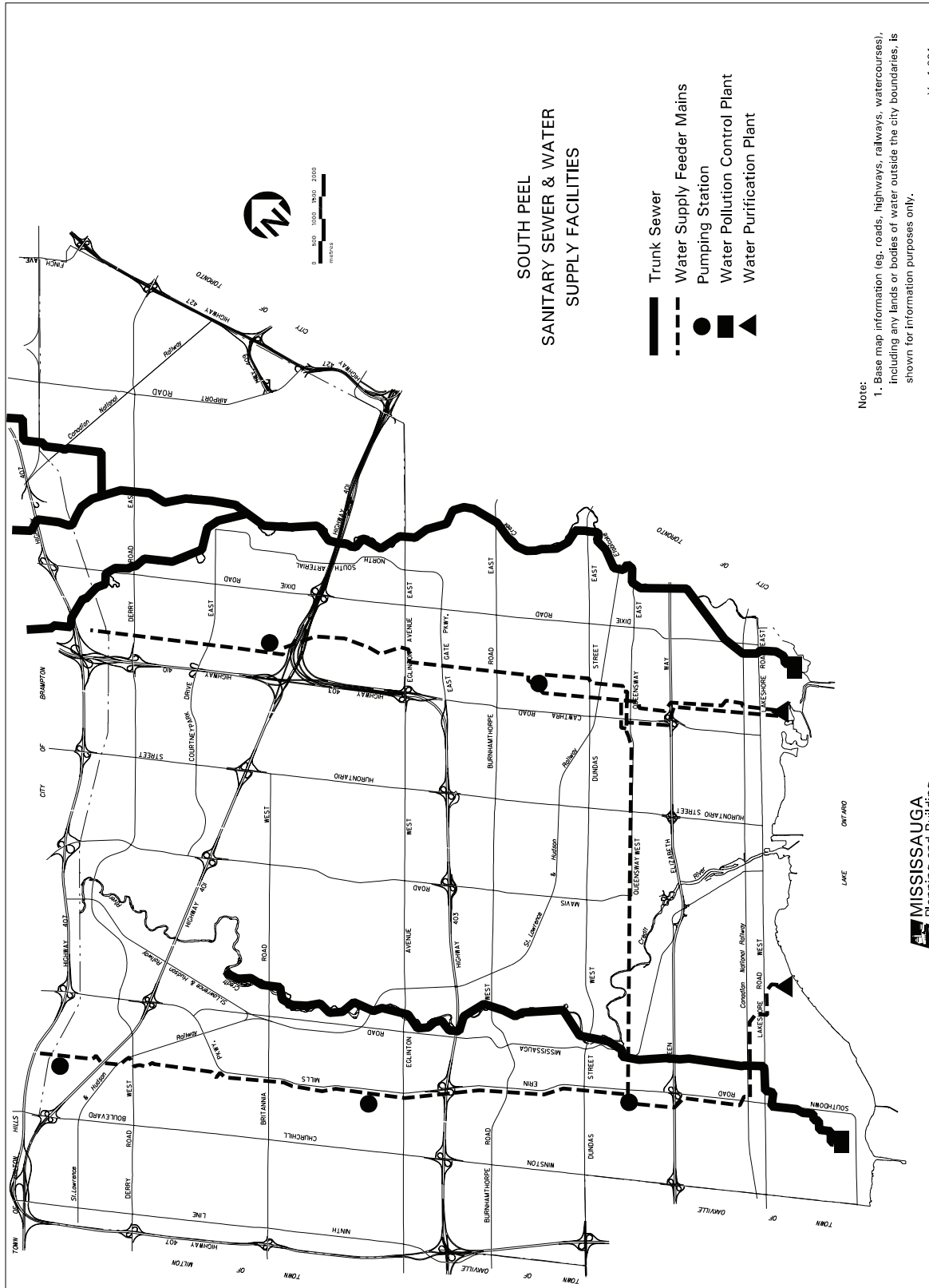
# POLICIES OF OTHER LEVELS OF GOVERNMENT –

## Map 1 – Provincial and Regional Transportation Facilities



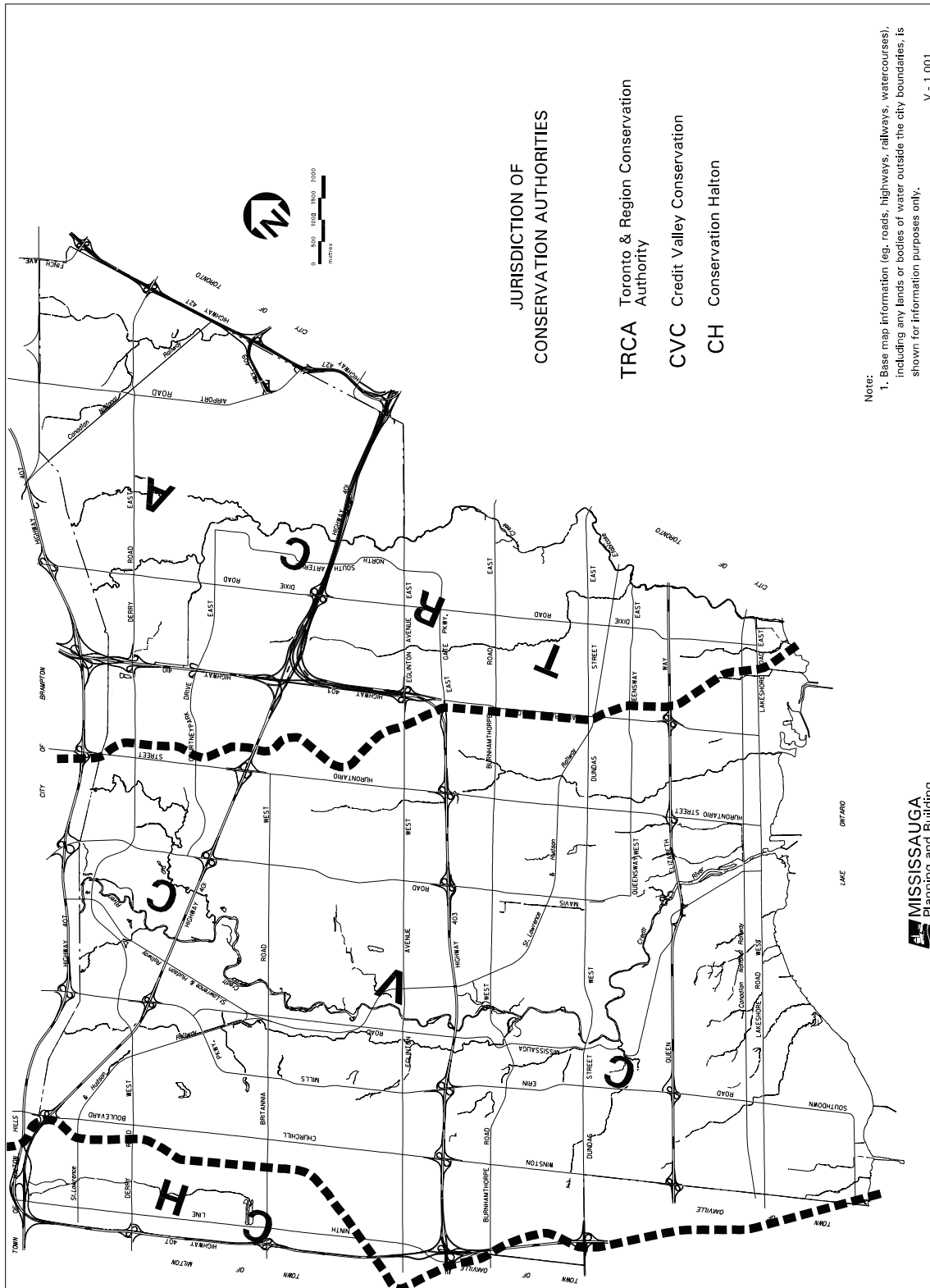
# POLICIES OF OTHER LEVELS OF GOVERNMENT -

## Map 2 - South Peel Sanitary Sewer & Water Supply Facilities



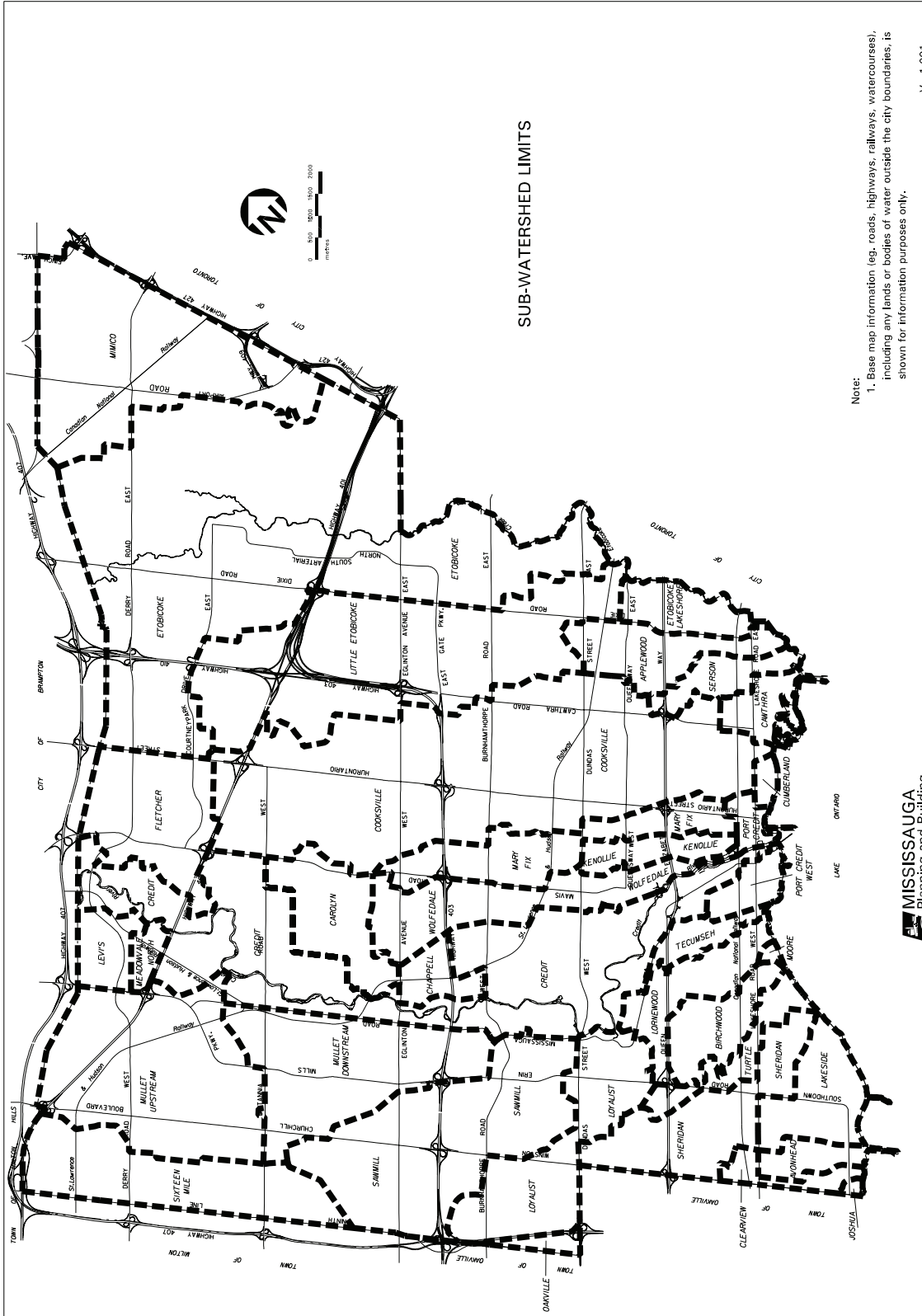
# POLICIES OF OTHER LEVELS OF GOVERNMENT -

## Map 3 - Jurisdiction Of Conservation Authorities



# POLICIES OF OTHER LEVELS OF GOVERNMENT -

## Map 4 - Sub-Watershed Limits



Note:  
 1. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

**MISSISSAUGA**  
 Planning and Building

V - 1.001

## B. TORONTO-LESTER B. PEARSON INTERNATIONAL AIRPORT

Airport Zoning Regulations are imposed by the Minister of Transport under authority of the *Federal Aeronautics Act* to ensure aviation safety and protection to the public and to maintain the operational integrity of the airport. The Toronto – Lester B. Pearson International Airport Zoning Regulations were revised and registered on titles of affected land parcels in the appropriate Land Titles Offices and Land Registry Offices of the Province of Ontario on March 27, 2000.

Airport Zoning Regulations are enacted to:

- Limit the height of buildings, structures and objects, including objects of natural growth, in the area surrounding the airport;
- Restrict the dumping of waste materials which might attract birds on lands adjacent to the airport; and
- Protect lands which house and are affected by navigational aids such as radar and communications equipment and prevent off-airport development that could potentially interfere with signals or communications from airport facility equipment.

### DEFINITIONS OF TERMS:

(See **Airport Obstacle Limitation Surfaces**):

#### Airport Reference Point

The designated point or points on an airport normally located near the geometric centre of the runway complex that:

- establishes the geographical location of an airport for charting purposes; and
- establishes the locus of the radius or radii of the outer surface.

#### Obstacle Limitation Surface

A surface that establishes the limit to which objects may project into the airspace associated with an aerodrome so that aircraft operations at the aerodrome may be conducted safely. Obstacle Limitation Surfaces include a takeoff surface, an approach surface, a transitional surface and an outer surface.

#### Outer Surface

A surface located in a horizontal plane above an aerodrome and its environs. The outer surface is required for the protection of aircraft conducting a circling procedure or manoeuvring in the vicinity of an aerodrome.

#### Runway Strip

A defined area including the runway and stopway, intended to reduce the risk of damage to aircraft running off a runway and to protect aircraft flying over it during takeoff or landing operations.

#### Takeoff/Approach Surface

An inclined plane beyond the end of a runway and preceding the threshold of a runway.

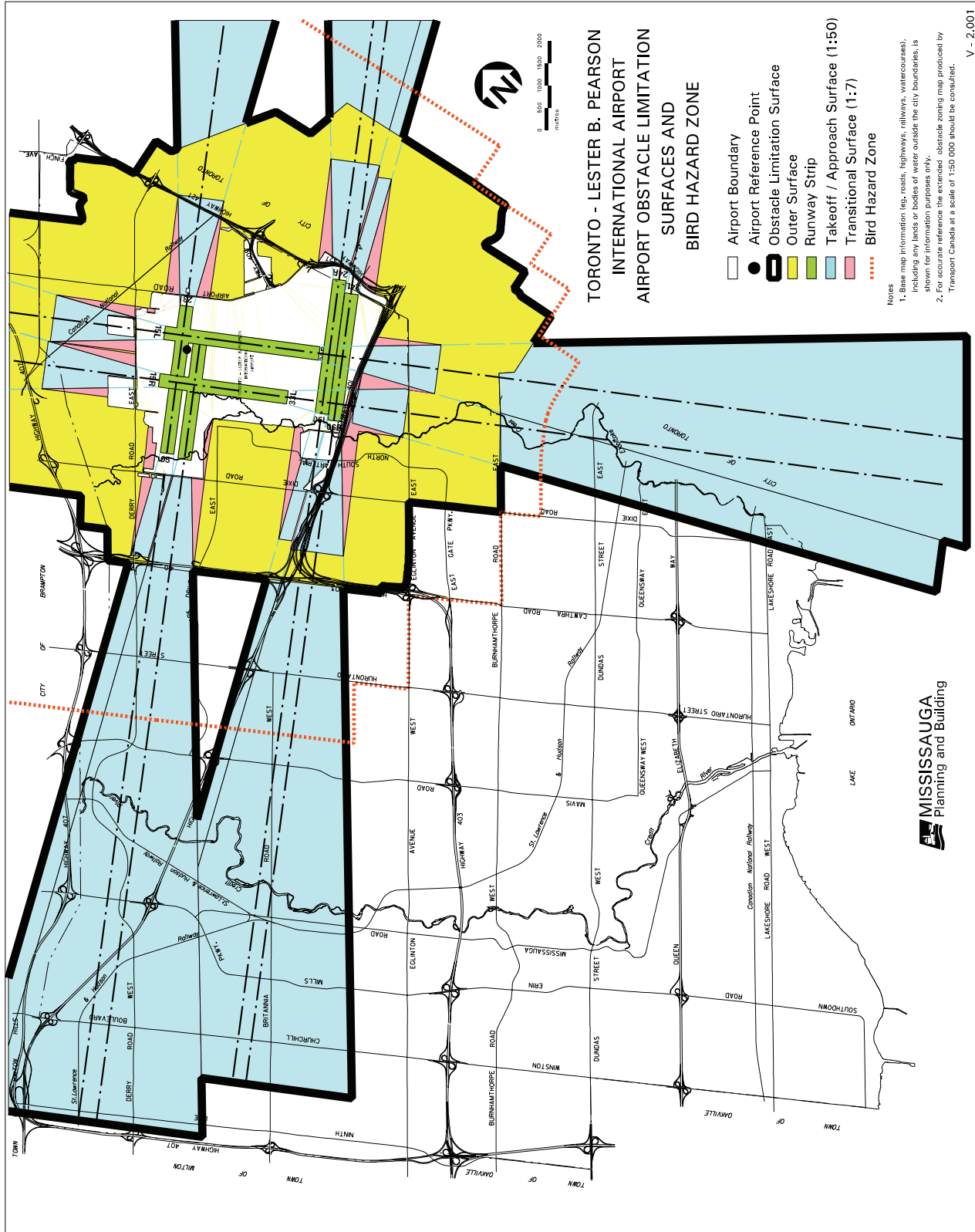
#### Transitional Surface

A complex surface along the side of the runway strip and part of the side of the approach surface, that slopes upwards and outwards to the outer surface. Its purpose is to ensure the safety of aircraft at low altitudes displaced from the centre line in the approach or missed approach phase.



# TORONTO-LESTER B. PEARSON INTERNATIONAL AIRPORT

## Map 1 – Airport Obstacle Limitation Surfaces and Bird Hazard Zone





## C. Transit Oriented Development

Transit Oriented Development (TOD) refers to moderate to high density development, located within an easy walk of a major transit station. It is comprised of a mix of uses and is designed with pedestrians in mind.

High density in proximity to transit that is not mixed use and not designed for pedestrians is referred to as Transit Adjacent Development (TAD) and will not optimize use of the transit system. To be a successful Transit Oriented Development, all four “D”s – density, distance, diversity and design - must be present.

### The Four “D”s of Transit Oriented Development

#### Density

- Create a compact development with sufficient density to support transit ridership.
- Densities should be as high as possible within the context of the particular location and surrounding community.
- Highest densities should be located closest to the station, to optimize transit rider convenience.
- Density should be planned to increase over time. Consider how vacant lots, surface parking lots and existing low intensity uses should change over time.

#### Distance

- Locate transit supportive land uses as close to transit as possible.
- Create convenient pedestrian connections.

- Walking distances to and from the transit station should be short - 400 to 600 metres.
- Access is direct. Sidewalks connect to stations and building entrances; routes are as short as possible.
- Minimal grade changes will ensure that people are at street level.

#### Diversity

- Ensure transit supportive uses.
- Discourage non-transit supportive uses.
- Encourage a mix of uses.
- Encourage a variety of housing types.
- Make each development unique.

#### Transit supportive land uses:

- Multi-dwelling residential
- Affordable housing
- Offices
- Hotels
- Health care facilities
- Medical clinics
- High schools, colleges and universities
- Daycare facilities
- Cultural facilities
- Entertainment, recreational and sports facilities
- Health clubs
- Personal services
- Retail stores

- Restaurants
- Grocery stores
- Coffee shops
- Local pubs
- Outdoor cafes
- Financial institutions
- Dry cleaners
- Neighbourhood oriented businesses

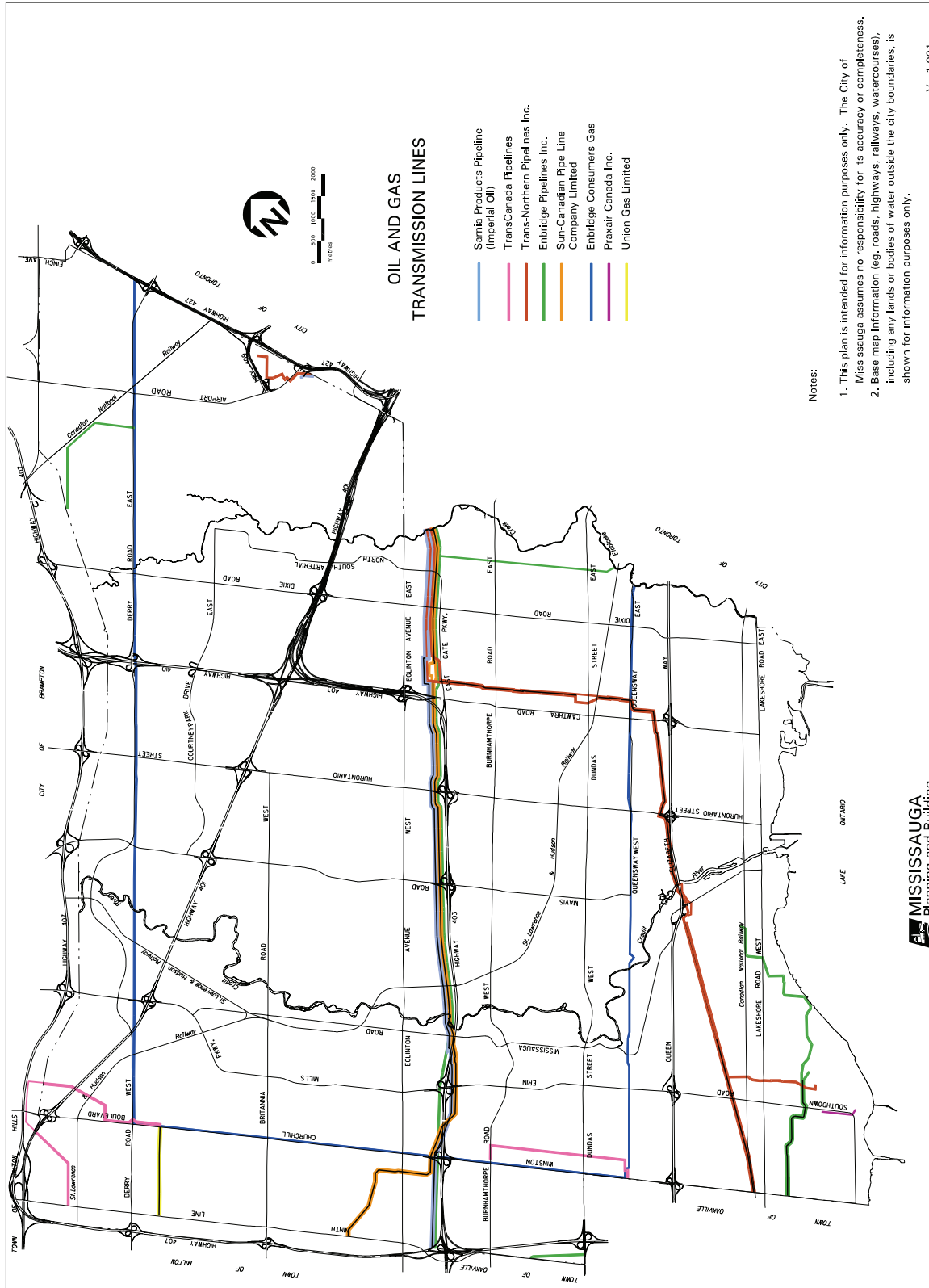
#### Non-transit supportive land uses:

- Automotive services & repair
- Car washes
- Large format/warehouse retail
- Large format food stores
- Drive-in/drive-through services
- Warehouse distribution
- Outdoor storage
- Regional places of religious assembly
- Surface parking lots
- Low density single-family housing
- Low intensity industrial uses

## Design

- Compact, fine grained street network.
- Create high quality streets.
- Cluster buildings.
- Make each station a “place”.
- Orient buildings to the street.
- Make the most of architecture – beautiful, interesting buildings.
- Include public open spaces.
- Consider lighting and signs as part of design.
- Incorporate all season design, including all season landscaping.
- Focus on convenience and comfort for pedestrians.
- Have regard for sightlines and views.
- Ensure compatibility and connectivity to surrounding neighbourhoods.
- Separate vehicular and pedestrian/cycling functions.
- Provide bicycle parking and amenities.

# D. OIL AND GAS TRANSMISSION LINES



V - 1.001

**MISSISSAUGA**  
Planning and Building

## E. REGIONAL STORM FLOODLINE – SPECIAL POLICY AREAS

Provincial Government floodplain management policies specify that, in most circumstances, the Regulatory Flood (generated by the Regional Storm event as defined by the appropriate Conservation Authority) will represent the minimum level of protection for new development. Pursuant to the Provincial Policy Statement, the Toronto and Region Conservation Authority (TRCA) has adopted a One Zone approach to floodplain management whereby new development is prohibited or restricted. The Provincial Government policy, which is implemented for the Etobicoke Creek watershed by the TRCA, also recognizes that this level of protection is not realistic or practicable in situations where development has historically occurred in a floodplain, and infill development cannot reasonably be prohibited. Accordingly, Provincial Government policy provides for the establishment of Special Policy Areas for which Provincial Government standards for floodplain management are relaxed to recognize certain exceptional situations.

Two types of Special Policy Areas are recognized:

- where floodproofing to the regulatory level is not provided; and
- where development is proposed in the floodway.

Special Policy Area status will be approved only in circumstances where the two-zone concept of floodplain management cannot be reasonably applied (i.e. development in the flood fringe cannot be flood-proofed to the level of the Regulatory Flood) and where a compelling rationale for this status is established in terms of specific criteria.

The following criteria apply to the definition of a Special Policy Area within a floodplain:

- existing development represents an integral component of the community and contributes to municipal, economic and social viability (e.g. designated for development in Mississauga Plan, municipal investment in services); and
- degree of flood hazard (e.g. depth of flooding, velocity of flow, upstream and downstream effects, frequency of ice jams).

For spill zones or situations where shallow flooding occurs at low velocity of flow, the following criteria apply:

- depth of flood water (generally, 1 m or less);
- velocity of flow (generally, 1 m/second or less); and
- site conditions (emergency access to flood-proofed structures, protection of utilities and services).

Two sites in Mississauga satisfy Provincial Government criteria for designation as Special Policy Areas; the sites are also designated as Special Policy Areas by the TRCA. The site at the intersection of Dundas Street East and Etobicoke Creek is situated within the floodplain of Etobicoke Creek. Most of the lands have been developed for industrial and commercial uses and are designated General Retail Commercial and Business Employment. Potential exists for some infill and development. The site east of Dixie Road and north of Dundas Street East represents a spill zone associated with the Regional Storm floodplain overtopping the south bank of Little Etobicoke Creek. There are mixed industrial and commercial uses east of Dixie Road.