

MISSISSAUGA



2013 July

OFFICE CONSOLIDATION

s is an office consolidation 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 Mississauga Plan (Official Plan).

The following text, schedules and maps, attached hereto, constitute Mississauga Plan (Official Plan) for the City of Mississauga Planning Area, being an office consolidation of the original Mississauga Plan (Official Plan), modified and approved by the Region of Peel, 2003 May 05, save and except certain parts of the Plan where a decision was withheld and other parts of the Plan that were appealed to the Ontario Municipal Board.

	SECTION	DATE	STATUS	APPROVED BY
Mississauga Plan	Mississauga Plan Policies, Schedules, District Policies, District Land Use Maps and Appendices	2003 May 05	Partially approved with modifications, withheld decisions and appeals to OMB	Region of Peel
Mississauga Plan text or specific District Policies subsequently further approved or amended by:				
AMENDED BY	SECTION	DATE	STATUS	APPROVED BY
Mississauga Plan	Appeal B17 - Schedule 3: Environmental Areas	2003 June 11	Further approval	Appeal withdrawn
Amendment 5	Sheridan District Policies	2003 July 23	All approved	City of Mississauga
Amendment 6	Clarkson-Lorne Park District Policies	2003 July 23	All approved	City of Mississauga
Amendment 3	Fairview District Policies	2003 Sept. 10	All approved	City of Mississauga
Amendment 4	Hurontario District Policies	2003 Sept. 10	All approved	City of Mississauga
Amendment 7	Port Credit District Policies	2003 Sept. 10	All approved	City of Mississauga
Amendment 9	Streetsville District Policies	2003 Sept. 10	All approved	City of Mississauga
Amendment 8	Cooksville District Policies	2003 Oct. 22	All approved	City of Mississauga
Amendment 10	Gateway District Policies	2003 Nov. 05	All approved	City of Mississauga
Mississauga Plan	Appeal B16 - Hurontario District Policies	2003 Nov. 06	Further approval	Appeal withdrawn
Mississauga Plan	Appeal B11 - Cooksville District Policies	2003 Dec. 02	Further approval with modifications	Ontario Municipal Board Order No. 1608
Amendment 12	Rathwood District Policies	2004 Feb. 20	All approved	City of Mississauga
Mississauga Plan	Appeal B1 - Lakeview District Policies	2004 Mar. 17	Further approval with modifications	Ontario Municipal Board Order No. 0562 (Consolidated with City Plan appeal CPA-141)

	SECTION	DATE	STATUS	APPROVED BY
Mississauga Plan	Appeal B8 - Schedule 2: Urban Form Concept; - General Policies; - Schedule 3: Environmental Areas; - Schedule 6: Planning Districts; - Meadowvale Business Park District Policies; - Streetsville District Policies; - Implementation	2004 Mar. 25	Further approval	Appeal withdrawn
Mississauga Plan	Appeal B3 - Meadowvale Business Park District Policies	2004 Mar. 29	Further approval with modifications	Ontario Municipal Board Order No. 0662
Mississauga Plan	Appeal B4 - Schedule 2: Urban Form Concept; - General Policies; - East Credit District Policies; - Malton District Policies; - Meadowvale Village District Policies	2004 Mar. 29	Further approval with modifications	Ontario Municipal Board Order No. 0662
Mississauga Plan	Appeal B5 - General Policies; - Port Credit District Policies	2004 Mar. 29	Further approval with modifications	Ontario Municipal Board Order No. 0662
Mississauga Plan	Appeal B12 - General Policies; - Gateway District Policies	2004 Mar. 29	Further approval with modifications	Ontario Municipal Board Order No. 0662
Amendment 14	Applewood District Policies Churchill Meadows District Policies East Credit District Policies Erin Mills District Policies Malton District Policies Streetsville District Policies	2004 Mar. 29	All approved	Ontario Municipal Board Order No. 0662
Mississauga Plan	Appeal B15 - City Centre District Policies; - Implementation	2004 Mar. 30	Further approval with modifications	Ontario Municipal Board Order No. 0671
Mississauga Plan	Appeal B10 - Mississauga Valleys District Policies	2004 Apr. 05	Further approval	Appeal withdrawn
Amendment 11	Streetsville District Policies	2004 May 13	All approved	City of Mississauga
Mississauga Plan	Withheld Decision A1 - Port Credit District Policies	2004 May 21	Further approval	Region of Peel
Mississauga Plan	Withheld Decision A2 - Port Credit District Policies	2004 May 21	Further approval with modification	Region of Peel
Amendment 2	General Policies; Schedule 3: Environmental Areas; Cooksville District Policies; Lakeview District Policies; Implementation	2004 June 23	All appealed to OMB	City of Mississauga

MISSISSAUGA PLAN



	SECTION	DATE	STATUS	APPROVED BY
Mississauga Plan	Appeal B18 - Introduction; - Schedule 2: Urban Form Concept; - General Policies; - District Policies; - Gateway District Policies; - Interpretation	2004 July 12	Further approval with modifications	Ontario Municipal Board Order No. 1169
Amendment 18	Port Credit District Policies	2004 July 23	All appealed to OMB	City of Mississauga
Amendment 16	Streetsville District Policies	2004 July 30	All approved	City of Mississauga
Amendment 20	Southdown District Policies	2004 July 30	All approved	City of Mississauga
Mississauga Plan	Appeal B7 - Schedule 2: Urban Form Concept; - General Policies; - Meadowvale Business Park District Policies	2004 July 30	Further approval with modifications	Ontario Municipal Board Order No. 1271
Amendment 21	Port Credit District Policies	2004 Sept. 16	All approved	City of Mississauga
Amendment 22	East Credit District Policies	2004 Sept. 16	All approved	City of Mississauga
Amendment 13	Streetsville District Policies	2004 Oct. 14	All approved	City of Mississauga
Amendment 17	Mississauga Valleys District Policies	2004 Oct. 14	All approved	City of Mississauga
Amendment 23	City Centre District Policies	2004 Oct. 27	All approved	City of Mississauga
Mississauga Plan	Appeal B18 – Schedule 4: Road and Transit Network Long Term Concept; – Schedule 5: Designated Right-of-Way Widths; - Gateway District Policies; - Implementation	2004 Nov. 10	Further approval Appeal dismissed	Ontario Municipal Board Order No. 1766
Amendment 19	Applewood District Policies	2004 Dec. 17	All approved	City of Mississauga
Amendment 26	East Credit District Policies	2005 Jan. 07	All approved	City of Mississauga
Amendment 15	Appeal B2 - Creditview District Policies	2005 Jan. 28	Further approval with modification All approved	Ontario Municipal Board Order No. 0173
Mississauga Plan	Appeal B19 - Schedule 3: Environmental Areas - Meadowvale Business Park District Policies	2005 Mar. 03	Further approval	Appeal withdrawn
		2005 Mar. 21	Appeal dismissed	Ontario Municipal Board Order No. 0666
Amendment 2	General Policies; Schedule 3: Environmental Areas; Cooksville District Policies; Lakeview District Policies; Implementation	2005 Mar. 10	All approved with modifications	Ontario Municipal Board Order No. 0550
Mississauga Plan	Appeal B9 - Meadowvale Business Park District Policies	2005 Mar. 21	Further approval with modifications	Ontario Municipal Board Order No. 0666
Mississauga Plan	Appeal B14 - Meadowvale Business Park District Policies	2005 Mar. 21	Further approval with modifications	Ontario Municipal Board Order No. 0666

	SECTION	DATE	STATUS	APPROVED BY
Amendment 27	Meadowvale Business Park District Policies	2005 Apr. 01	All approved	City of Mississauga
Amendment 32	Gateway District Policies	2005 June 22	All approved	City of Mississauga
Amendment 31	Schedule 4: Road and Transit Network Long Term Concept; Schedule 5: Designated Right-of-Way Widths; Meadowvale Business Park District Policies.	2005 June 30	All approved	City of Mississauga
Amendment 35	Cooksville District Policies	2005 June 30	All approved	City of Mississauga
Amendment 18	Port Credit District Policies	2005 July 15	All approved with modifications	Ontario Municipal Board Order No. 1847
Amendment 33	Schedule 2: Urban Form Concept; Erindale District Policies; Erin Mills District Policies	2005 July 19	All approved	City of Mississauga
Amendment 34	Applewood District Policies	2005 July 19	All approved	City of Mississauga
Amendment 36	East Credit District Policies	2005 July 29	All approved	City of Mississauga
Amendment 37	Northeast District Policies	2005 July 29	All approved	City of Mississauga
Mississauga Plan	Appeals B6, B7, B12, B13 and B18 - Implementation	2005 Aug. 03	Further approval with modifications	Ontario Municipal Board Order No. 2016
Amendment 41	Hurontario District Policies	2005 Sept. 07	All approved	City of Mississauga
Mississauga Plan	Appeals B6, B7, B12, B13 and B18 - Implementation	2005 Sept. 13	Amending Ontario Municipal Board Order No. 2016	Ontario Municipal Board Order No. 2394
Amendment 39	Churchill Meadows District Policies	2005 Oct. 13	All approved	City of Mississauga
Amendment 44	Applewood District Policies	2005 Nov. 11	All approved	City of Mississauga
Amendment 42	City Centre District Policies	2005 Dec. 02	All approved	City of Mississauga
Amendment 46	Fairview District Policies	2005 Dec. 08	All approved	City of Mississauga
Amendment 43	Schedule 6: Planning Districts; City Centre District Policies; Creditview District Policies	2006 Jan. 06	All approved	City of Mississauga
Amendment 45	Meadowvale Business Park District Policies	2006 Jan. 06	All approved	City of Mississauga
Amendment 47	Streetsville District Policies	2006 Feb. 16	All approved	City of Mississauga
Amendment 51	Lakeview District Policies	2006 Mar. 07	All approved	City of Mississauga
Amendment 24	Erin Mills District Policies	2006 Mar. 13	All approved with modifications	Ontario Municipal Board Order No. 0757
Amendment 48	General Policies; Hurontario District Policies; Glossary	2006 Apr. 05	All appealed to OMB	City of Mississauga
Amendment 52	City Centre District Policies	2006 Apr. 26	All approved	City of Mississauga
Amendment 53	Northeast District Policies	2006 Apr. 26	All approved	City of Mississauga

	SECTION	DATE	STATUS	APPROVED BY
Amendment 54	Meadowvale Business Park District Policies	2006 May 24	All appealed to OMB	City of Mississauga
Mississauga Plan	Appeal B9 - Meadowvale Business Park District Policies - General Policies	2006 May 30	Further approval with modifications Appeal withdrawn All Approved	Ontario Municipal Board Order No. 1598
Amendment 55	Meadowvale Business Park District Policies	2006 June 23	All approved	City of Mississauga
Amendment 56	Mavis-Erindale District Policies	2006 July 19	All approved	City of Mississauga
Amendment 29	Cooksville District Policies	2006 July 27	All approved	City of Mississauga
Amendment 57	Clarkson-Lorne Park District Policies	2006 July 27	All approved	City of Mississauga
Amendment 38	Malton District Policies	2006 Aug. 24	All approved	City of Mississauga
Amendment 60	Meadowvale Village District Policies	2006 Aug. 24	All appealed to OMB	City of Mississauga
Amendment 60	Meadowvale Village District Policies	2006 Aug. 24	Further approval Appeals Withdrawn 2007 Sept. 14 All approved	Ontario Municipal Board Case No.: PL060813 File No.: O060148 Issued 2008 Jan. 30
Amendment 54	Meadowvale Business Park District Policies	2006 Sept. 05	Appeal dismissed All approved	Ontario Municipal Board Order No. 2493
Mississauga Plan	Appeal B6 - General Policies - Gateway District Policies	2006 Sept. 15	Further approval	Part of appeal withdrawn and modified
Amendment 48	General Policies; Hurontario District Policies; Glossary	2006 Oct. 03	Appeal dismissed in part All approved, except for lands located at 2315 Loreland Avenue (Dixie District) Site Specific appeal to OMB	Ontario Municipal Board Order No. 2794
Amendment 61	Applewood District Policies	2006 Oct. 11	All approved	City of Mississauga
Amendment 58	General Policies; Implementation Schedule 7	2006 Oct. 26	All approved Except for two (2) Site Specific appeals to OMB	City of Mississauga
Amendment 49	Streetsville District Policies	2006 Nov. 02	All approved Except for two (2) Site Specific appeals to OMB	City of Mississauga
Amendment 59	Clarkson-Lorne Park District Policies	2006 Nov. 02	All approved	City of Mississauga
Amendment 64	East Credit District Policies	2007 Mar. 13	All approved	City of Mississauga
Amendment 68	Cooksville District Policies	2007 Apr. 24	All approved	City of Mississauga

	SECTION	DATE	STATUS	APPROVED BY
Amendment 66	Central Erin Mills District Policies Clarkson-Lorne Park District Policies East Credit District Policies Lakeview District Policies Malton District Policies Mississauga Valleys District Policies	2007 May 23	All approved	City of Mississauga
Amendment 69	Applewood District Policies	2007 May 23	All approved	City of Mississauga
Amendment 67	Streetsville District Policies	2007 June 12	All approved	City of Mississauga
Amendment 70	Clarkson-Lorne Park District Policies	2007 Aug. 24	All approved	City of Mississauga
Amendment 25	All of Mississauga Plan: - Introduction, - Goals and Objectives, - General Policies, - Schedules, - District Policies, - District Land Use Maps - Implementation, - Glossary - Appendices	2007 Sept. 10	All approved Except for thirteen (13) Site Specific appeals to OMB Eleven (11) Site Specific appeals to OMB remaining as of 2007 Sept. 14	Ontario Municipal Board Order No. 2622 Issued 2007 Oct. 01
Amendment 25	Mineola District Policies	2007 Sept. 10	Further approval Appeal dismissed All approved	Ontario Municipal Board Case No.: PL070625 File No.: O070100 Issued November 19, 2008
Amendment 25	Meadowvale Village District Policies	2007 Sept. 14	Further approval	Appeals withdrawn
Amendment 72	Churchill Meadows District Policies	2007 Oct. 10	All approved	City of Mississauga
Amendment 71	East Credit District Policies	2007 Oct. 25	All approved	City of Mississauga
Amendment 75	East Credit District Policies	2007 Nov. 22	All approved	City of Mississauga
Amendment 76	Port Credit District Policies	2007 Dec. 20	All approved	Ontario Municipal Board Case No.: PL070157 File No.: O070025 Issued 2008 Mar. 19
Amendment 79	Hurontario District Policies	2008 Jan. 09	All approved	City of Mississauga
Amendment 80	Streetsville District Policies	2008 Jan. 09	All approved	City of Mississauga
Amendment 81	Meadowvale Village District Policies	2008 Jan. 09	All approved	City of Mississauga
Amendment 74	East Credit District Policies	2008 Jan. 09	All approved	City of Mississauga
Amendment 25	Meadowvale Business Park District Policies	2008 Apr. 29	All approved	Ontario Municipal Board Case No.: PL070625 File No.: O070104 Issued 2008 Jan. 21

	SECTION	DATE	STATUS	APPROVED BY
Amendment 40	Gateway District Policies All of Mississauga Plan: - Introduction, - Goals and Objectives, - General Policies, - District Policies, - Implementation, - Glossary - Appendices	2008 Mar. 24	All Approved Except for two (2) appeals to the OMB “<u>Retail</u>” of term “<u>retail commercial</u>” – Appealed (-Derry Ten Ltd. -Orlando Corp. and Heartland (Seven) Ltd.)	City of Mississauga
Amendment 77	Applewood District Policies	2008 Mar. 27	All approved	Ontario Municipal Board Case No. PL060571 Ontario Municipal Board File No. O060110
Amendment 84	Central Erin Mills District Policies	2008 April 22	All approved	Ontario Municipal Board Case No. PL070455 Ontario Municipal Board File No. O070067 Oral Decision Date: 2008 March 31
Amendment 25	Gateway District Land Use Map Road and Transit Network- Long Term Concept, Schedule 4 Designated Right-of-Way Widths, Schedule 5	2008 May 05	Partial Approval All approved except for two (2) Site Specific Appeals to the OMB (O070098-Orlando Corporation) (O070098-David Harris)	Ontario Municipal Board Case No.: PL070625 File No.: O070098
Amendment 83	Cooksville District Polices	2008 May 06	All approved	City of Mississauga
Amendment 62	Mineola District Policies	2008 May 06	All approved	City of Mississauga
Amendment 25	Port Credit District Policies	2008 May 08	Further approval Appeal Withdrawn All approved	Ontario Municipal Board Case No.: PL070625 File No.: O070124
Amendment 65	Mississauga Valleys District Policies	2008 May 15	All approved	Ontario Municipal Board Case No.: PL051245 File No.: O060015
Amendment 82	Sheridan Park District Policies	2008 May 23	All approved	City of Mississauga
Amendment 73	Implementation	2008 May 28	All approved	City of Mississauga
Amendment 86	Clarkson-Lorne Park District Policies	2008 Sept. 03	All approved	City of Mississauga
Amendment 88	Hurontario District Policies	2008 Sept. 03	All approved	City of Mississauga
Amendment 63	Southdown District Policies	2008 Sept. 15	All appealed to OMB	City of Mississauga

	SECTION	DATE	STATUS	APPROVED BY
Amendment 87	Airport Corporate District Policies Gateway District Policies Hurontario District Policies Implementation, Section 5 Interpretation, Section 6 Glossary, Section 7 Schedules (Housekeeping Amendment)	2008 Oct. 08	All approved	City of Mississauga
Amendment 85	Streetsville District Policies	2008 Nov. 26	All approved	City of Mississauga
Amendment 89	Rathwood District Policies	2009 Jan. 08	All approved	City of Mississauga
Amendment 25	Applewood District Policies	2009 Feb. 04	All approved	Ontario Municipal Board Case No.: PL070625 File No.: O070122 Oral Decision Date: 2009 Jan. 23
Amendment 49	Streetsville District Policies	2009 Feb. 12	All Approved Except for one (1) Site Specific appeal to the OMB	Ontario Municipal Board Case No.: PL061100 File No.: O060211
Amendment 48	Dixie District Policies	2009 Mar. 17	Approved for lands located at 2315 Loreland Avenue, Dixie District	Ontario Municipal Board Case No.: PL060319 File No.: O060063 (Consolidated with MPA 25, Case No.: PL070625, File No.: O070123)
Amendment 25	Dixie District Policies	2009 Mar. 17	Approved for lands located at 2315 Loreland Avenue, Dixie District	Ontario Municipal Board Case No.: PL070625 File No.: O070123 (Decision-MPA 48, PL060319, O0060063)
Amendment 78	Dixie District Policies	2009 Mar. 17	All Approved	Ontario Municipal Board (Decision MPA 48, Case No.: PL060063, File No.: O060063) (Consolidated with Ontario Municipal Board MPA 25, Case No.: PL070625, File No.: O070123)
Amendment 93	Churchill Meadows District Policies	2009 May 06	All approved	City of Mississauga
Amendment 91	Clarkson-Lorne Park District Policies	2009 May 08	All approved	City of Mississauga
Amendment 90	Clarkson-Lorne Park District Policies	2009 May 20	All approved	City of Mississauga
Amendment 94	East Credit District Policies	2009 May 20	All approved	City of Mississauga
Amendment 99	Churchill Meadows District Policies	2009 June 09	All approved	City of Mississauga
Amendment 100	Fairview District Policies	2009 July 28	All approved	City of Mississauga
Amendment 97	Sheridan District Policies	2009 Aug. 05	All approved	City of Mississauga
Amendment 98	Sheridan District Policies	2009 Aug. 05	All approved	City of Mississauga



	SECTION	DATE	STATUS	APPROVED BY
Amendment 96	Hurontario District Policies	2009 Sept. 01	All approved	City of Mississauga
Amendment 104	Mississauga Valleys District Policies	2009 Oct. 14	All approved	City of Mississauga
Amendment 102	Airport District Policies	2009 Nov. 20	Appealed to OMB (UBE Airport Dev. Ltd) OMB Case No.: PL081540 OMB File No.: PL091081	City of Mississauga
Amendment 101	Lakeview District Policies	2009 Nov. 24	All approved	City of Mississauga
Amendment 40	Gateway District Policies	2009 Dec. 01	2 Site Specific Appeals to the OMB Term “ <i>retail commercial</i> ” no longer under appeal (-Derry Ten Ltd. -Orlando Corp. and Heartland (Seven) Ltd.) <i>-Derry-Ten Appeals, PL030441, associated but not consolidated with PL080347</i> <i>-Orlando’s Appeals, specific to Gateway Policies, PL070625 are consolidated with PL080347</i> <i>OMB Case No. PL080347</i> <i>OMB File No. PL080347</i> <i>Issue Date: 2009 Dec. 01</i>	City of Mississauga
Amendment 49	Streetsville District Policies	2009 Dec. 15	Appeal Withdrawn OMB Case No.: PLO060211 OMB File No.: O060211 (David Harris) All approved	City of Mississauga

	SECTION	DATE	STATUS	APPROVED BY
Amendment 25	General Policies Section 3.9, Greenbelt	2009 Dec. 24	Appeal Withdrawn 2009 Dec. 24 OMB Case No.: PL070625 OMB File No.: O070099 (David Harris) As of December 24, 2009, one (1) of the original thirteen (13) appeals remain: OMB Case No.: PL070625 OMB File No.: O070098 Orlando Corporation [Daycare Issue]	Ontario Municipal Board Order No. 2622 Issue Date: 2007 Oct. 01
Amendment 92	Cooksville District Policies	2010 Jan. 05	All approved	City of Mississauga
Amendment 95	City-wide	2010 Jan. 07	Partial Approval All Appealed to the OMB (Azuria Group, Gemini Urban Design (Cliff) Corp., Orlando Corp., Solmar Dev. Corp. and Berkley Homes – as it relates to lands at 1745, 1765, 1775 Thorny Brae Place)	Region of Peel
Amendment 103	Meadowvale Business Park	2010 Mar. 26	All Approved	City of Mississauga
Amendment 106	Streetsville District Polices	2010 Apr. 29	All Approved	City of Mississauga
Amendment 40	Gateway District Policies	2010 May 05	Approved as Modified for Orlando Corporation and Heartland (Seven) Ltd. [Outstanding Appeal remains for Derry-Ten OMB File No.:PLO030305 OMB Case No.:PL030441/ PL080347] <i>N.B.: Appeal also cited in Sections 3.3, Business Employment and 3.5.2, General Commercial Policies</i>	Ontario Municipal Board Case No. PL080347 File No. PL080347 (Orlando Corp. & Heartland (Seven) Ltd.) Issue Date: 2010 May 05
Amendment 102	Airport Corporate District Policies	2010 May 10	Approved as Modified All Approved	Ontario Municipal Board Case No. PL081540 File No. PL091081 Issue Date: 2010 May 10

	SECTION	DATE	STATUS	APPROVED BY
Amendment 63	Southdown District Policies	2010 May 17	Partially Approved [Except for 1 appeal 2424 Lakeshore Road and adjacent lands to the east owned by CertainTeed Gypsum Canada Inc.]	Ontario Municipal Board Case No. PL081164 File No. PL081164 Issue Date: 2010 May 17
Amendment 110	Applewood District Polices	2010 Jul. 21	All Approved	City of Mississauga
Amendment 108	Central Erin Mills District Policies	2010 Aug. 04	All Approved	City of Mississauga
Amendment 112	Meadowvale Business Park District Policies	2010 Oct. 07	All Approved	City of Mississauga
Amendment 63	Southdown District Policies	2010 Nov. 30	Approved as Modified All Approved [Outstanding Appeal by CertainTeed Gypsum-Withdrawn]	Ontario Municipal Board Case No. PL081164 File No. PL081164 Issue Date: 2010 Nov. 30
Amendment 111	Fairview District Policies	2010 Dec. 21	All Approved	City of Mississauga
Amendment 95	City Wide	2011 Feb. 25	Partial Approval All Appealed to the OMB (Azuria Group, Gemini Urban Design (Cliff) Corp., Orlando Corp., Solmar Dev. Corp. and Berkley Homes – as it relates to lands at 1745, 1765, 1775 Thorny Brae Place)	Region of Peel Withdrawal Berkley Homes – as it relates to lands at 1745, 1765, 1775 Thorny Brae Place) 2011 Feb. 25 Case No. PL101408 File No. PL100111
Amendment 115	East Credit District Policies	2011 Mar.08	All Approved	City of Mississauga
Amendment 95	City Wide	2011 May 09	Partial Approval All Appealed to the OMB (Azuria Group, Gemini Urban Design (Cliff) Corp., Orlando Corp., Solmar Dev. Corp.	Region of Peel Withdrawal of Solmar Dev. Corp., May 9, 2011 Case No. PL101408 File No. PL100111
Amendment 113	Port Credit District Policies	2011 May 10	All Approved	City of Mississauga
Amendment 116	Applewood District Policies	2011 June 21	All Approved	City of Mississauga
Amendment 109	Hurontario District Policies	2011 Aug. 12	All Approved [Pinnacle International (Ontario) Limited]	Ontario Municipal Board Order No. PL100047 File No. PL100047 Issue Date: 2011 Aug 12
Amendment 120	Lakeview District Policies	2011 Sept. 16	All Approved [Weldan Properties (Haig) Inc.]	Ontario Municipal Board Order No. PL100291 File No. PL100425 Issue Date: 2011 Sep. 16

	SECTION	DATE	STATUS	APPROVED BY
Amendment 95	City Wide	2011 Dec. 13	Partial Approval All Appealed to the OMB (Azuria Group, Gemini Urban Design (Cliff) Corp., Orlando Corp.	Region of Peel Withdrawal of Azuria Group Inc., 2011 Dec. 13 Case No. PL100111 File No. PL101408
Amendment 119	Clarkson Lorne Park District Policies	2012 Jan. 06	All Approved	City of Mississauga
Amendment 118	Streetsville District Policies	2012 Feb. 22	All Approved	City of Mississauga
Amendment 117	Northeast District Policies	2012 Mar. 06	All Approved	City of Mississauga
Amendment 122	Churchill Meadows District Policies	2012 Mar. 29	All Approved	City of Mississauga
Amendment 95	City Wide	2012 Apr. 25	Partial Approval All Appealed to the OMB Gemini Urban Design (Cliff) Corp., Orlando Corp.	Region of Peel Withdrawal of Orlando Corp., 2012 Apr. 25 Case No. PL100111 File No. PL101408
Amendment 124	Cooksville District Policies Designated Right-of-Way Widths, Schedule 5	2012 May 08	All Approved	City of Mississauga
Amendment 58	General Policies; Implementation Schedule 7	2012 July 03	All approved Except for one (1) Site Specific appeal to OMB Remaining Appeal: Gemini Urban Design (Cliff) Corp. –as it applies only to the lands located at 2021- 2041 Cliff Road <i>Case No: PL061029</i>	City of Mississauga Withdrawal of Appeal by: Berkley Homes (Mississauga RD) Inc [New owner: Hush Homes] 2012 July 03 <i>Case No: PL090561</i>
Amendment 127	East Credit District Policies	2012 July 17	All Approved	City of Mississauga
Amendment 123	Rathwood District Policies	2012 July 31	Appealed to the OMB [Beverley Homes Holding Corp.] <i>Adopted by City of Mississauga on 2012 July 31</i>	Ontario Municipal Board Case No. PL120913 File No. PL120913
Amendment 129	Erin Mills District Policies	2012 Oct. 10	All Approved	City of Mississauga
Amendment 58	General Policies Implementation Schedule 7	2012 Nov. 20	All Approved	City of Mississauga Withdrawal of Appeal by: Gemini Urban Design (Cliff) Corp 2012 Nov. 20 <i>Case No: PL061029 File No.: PLO060192</i>



	SECTION	DATE	STATUS	APPROVED BY
Amendment 95	City-Wide	2012 Nov. 20	All Approved	Region of Peel Withdrawal of Appeal by: Gemini Urban Design (Cliff) Corp 2012 Nov. 20 <i>Case No: PL101408</i> <i>File No: PL100111</i>
Amendment 133	Airport District Policies	2013 June 18	All Approved	City of Mississauga
Amendment 130	East Credit District Policies	2013 July 16	All Approved	City of Mississauga

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The Appendices are included as background information, but do not constitute part of the Official Plan.



APPROVALS

PREFACE

The adopting By-laws and the Region of Peel approval certificate for Mississauga Plan (Official Plan) and copies of the Ontario Municipal Board decisions and orders regarding the various appeals are on file in the Planning and Building Department, Administration and Technology Division and in the Corporate Services Department, Office of the City Clerk.

CITY OF MISSISSAUGA APPROVAL

Mississauga Plan (Official Plan) for the City of Mississauga, except for the Commercial Policies and Commercial Land Use Designations, was adopted by By-law Number 0317-2002 by City Council on the 10th day of July, 2002. The Commercial Policies, Commercial Land Use Designations and modifications for Mississauga Plan (Official Plan) were adopted by By-law Number 0085-2003 by City Council on the 26th day of February, 2003.

REGION OF PEEL APPROVAL

Pursuant to sections 17(35) of the *Planning Act*, the Region of Peel made a Decision on 2003 March 31, to modify and approve part of Mississauga Plan (Official Plan) for the City of Mississauga Planning Area as adopted by By-laws 0317-2002 and 0085-2003, save and except for the following as set out in Part A, and indicated in Mississauga Plan (Official Plan) and labelled as A#, for which a decision is being withheld.

A1. Section 4.27, Port Credit District Policies, for the lands bounded by Hurontario Street, CNR right-of-way, Rosewood Avenue and Park Street East, pending the issuance of the final order by the Ontario Municipal Board (case file no. PL020496). Pending the issuance of the OMB Order, the policies and Land Use Designations in the Port Credit District Policies of City Plan will continue to apply for these lands.

- Amending Section 4.27.3.1.5.a, Central Residential, Community Design, Urban Design Policies, page 8;
- Amending Section 4.27.6.5, Site 4, Special Site Policies, page 16;

- Amending Section 4.27.6.5.2, first paragraph, Area 4B, Site 4, Special Site Policies, page 22;
- Amending Section 4.27.6.5.2.2.a, Residential, Development Objectives, Area 4B, Site 4, Special Site Policies, page 22;
- Amending Section 4.27.6.5.2.3.a, second bullet point, Central Residential Character Area, Community Design, Urban Design Policies, Area 4B, Site 4, Special Site Policies, page 22;
- Amending Section 4.27.6.5.2.4.a, Residential, Land Use, Area 4B, Site 4, Special Site Policies, page 23;
- Amending Section 4.27.6.5.2, Concept Plan - Block Layout (North Property), Area 4B, Site 4, Special Site Policies, page 24;
- Amending Section 4.27.6, Special Site Policies, page 29, addition of Section 4.27.6.14, Site 13;
- Amending Port Credit District Land Use Map.

APPROVED
Region of Peel - 2004 May 21

A2. Section 4.27, Port Credit District Policies, for the lands municipally known as 9 Ben Machree Drive, pending the issuance of the final order by the Ontario Municipal Board (case file no. PL000459). Pending the issuance of the OMB Order, the policies in the Port Credit District Policies of City Plan will continue to apply for these lands.

- Amending Section 4.27.6, Special Site Policies, page 29, addition of Section 4.27.6.15, Site 14.

APPROVED AS MODIFIED
Region of Peel - 2004 May 21

Dated at Brampton this 31st day of March, 2003.

"NICK TUNNACLIFFE"
Commissioner of Planning
Region of Peel

The Notice of Decision was issued 2003 April 14 with the Last Date of Appeal being 2003 May 04.

FURTHER APPROVAL

1. Pursuant to sections 17(34) and 35) of the *Planning Act*, a Decision was made on 2004 Mar. 26 to approve part of the Mississauga Plan (Official Plan) for the Corporation of the City of Mississauga. This decision is in regard to policy modifications and land use designation modifications in the Port Credit District Policies of Mississauga Plan, for the lands bounded by Hurontario Street, CNR right-of-way, Rosewood Avenue and Park Street East, pending the issuance of the final order of the Ontario Municipal Board (case file no. PL020496, issued 2004 March 26 - Decision/Order No. 0650).

Section 4.27, Port Credit District Policies, are modified as follows insofar as it applies to **A1**:

- Amending Section 4.27.3.1.5.a, Central Residential, Community Design, Urban Design Policies, page 8;
- Amending Section 4.27.6.5, Site 4, Special Site Policies, page 16;
- Amending Section 4.27.6.5.2, first paragraph, Area 4B, Site 4, Special Site Policies, page 22;
- Amending Section 4.27.6.5.2.2.a, Residential, Development Objectives, Area 4B, Site 4, Special Site Policies, page 22;
- Amending Section 4.27.6.5.2.3.a, second bullet point, Central Residential Character Area, Community Design, Urban Design Policies, Area 4B, Site 4, Special Site Policies, page 22;
- Amending Section 4.27.6.5.2.4.a, Residential, Land Use, Area 4B, Site 4, Special Site Policies, page 23;
- Amending Section 4.27.6.5.2, Concept Plan - Block Layout (North Property), Area 4B, Site 4, Special Site Policies, page 24;
- Amending Section 4.27.6, Special Site Policies, page 29, addition of Section 4.27.6.14, Site 13;
- Amending Port Credit District Land Use Map.

Dated at Brampton this 30th day of April 2004.

"NICK TUNNACLIFFE"

Commissioner of Planning
Planning Department
Regional Municipality of Peel

The Notice of Decision was issued 2004 Apr. 30 with the Last Day of Appeal being 2004 May 20.

2. Pursuant to sections 17(34) and 35) of the *Planning Act*, a Decision was made on 2004 Apr. 23 to approve part of the Mississauga Plan (Official Plan) for the Corporation of the City of Mississauga. This decision is in regard to policy modifications and land use designation modifications in the Port Credit District Policies of Mississauga Plan, for the lands municipally known as 9 Ben Machree Drive, pending the issuance of the final order of the Ontario Municipal Board (case file no. PL000459, issued 2004 April 23 - Decision/Order No. 0806).

Section 4.27, Port Credit District Policies, are modified as follows insofar as it applies to **A2**:

- Amending Section 4.27.6, Special Site Policies, page 29, addition of Section 4.27.6.15, Site 14.

Dated at Brampton this 30th day of April 2004.

"NICK TUNNACLIFFE"

Commissioner of Planning
Planning Department
Regional Municipality of Peel

The Notice of Decision was issued 2004 Apr. 30 with the Last Day of Appeal being 2004 May 20.

ONTARIO MUNICIPAL BOARD APPEALS

**MISSISSAUGA PLAN (OFFICIAL PLAN)
CAME INTO EFFECT 2003 MAY 05,
EXCEPT ALSO 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:

- B1.** The following as it applies to the lands located at 1619, 1623 and 1635 Northmount Avenue and Lots 15 and 16 Registered Plan 308, east side of Northmount Avenue, south of South Service Road 1518554 Ontario Limited):
- Section 4.17, Lakeview District Policies:
 - District Land Use Map, the Residential Low Density II Land Use Designation.

**APPROVED AS MODIFIED
OMB Order No. 0562 - 2004 Mar. 17
(Consolidated with City Plan appeal
CPA-141)**

- B2.** The following as it applies to the lands located at the northwest corner of Rathburn Road West and Creditview Road (Elia Corporation):
- Section 4.9, Creditview District Policies:
 - Section 4.9.6, Special Site Policies, the request for the addition of a new Special Site.
 - Section 4.9, Creditview District Policies:
 - District Land Use Map, the Residential High Density I Land Use Designation.

**APPROVED AS MODIFIED
OMB Order No. 0173 - 2005 Jan. 28**

- B3.** The following as it applies to the lands located on the south side of Argentia Road, east of Winston Churchill Boulevard (Home Depot Canada):
- Section 4.22, Meadowvale Business Park District Policies:
 - Section 4.22.6.5, Site 4, Special Site Policies.

**APPROVED AS MODIFIED
OMB Order No. 0662 - 2004 Mar. 29**

- B3.** The following as it applies to the lands located on the south side of Argentia Road, east of Winston Churchill Boulevard (Home Depot Canada):
- Section 4.22, Meadowvale Business Park District Policies:
 - District Land Use Map, the Business Employment Land Use Designation.

**APPEAL DISMISSED
OMB Order No. 0662 - 2004 Mar. 29**

- B3.** The following as it applies to the lands located on the south side of Argentia Road, east of Winston Churchill Boulevard (Home Depot Canada):
- Section 4.22, Meadowvale Business Park District Policies:
 - District Land Use Map, the limit of the Node Boundary.

**APPROVED AS MODIFIED
OMB Order No. 0662 - 2004 Mar. 29**

- B4.** The following in their entirety (Greater Toronto Airports Authority):
- Section 1, Introduction:
 - Schedule 2: Urban Form Concept, as it does not identify the LBPIA Operating Area.
 - Section 3, General Policies:
 - Section 3.5, Commercial;
 - Section 3.14.10, Airport, Transportation.

**APPROVED AS MODIFIED
OMB Order No. 0662 - 2004 Mar. 29**

- B4.** The following in their entirety (Greater Toronto Airports Authority):
- Section 4, District Policies:
 - All District Land Use Maps, the Commercial Land Use Designations.

**APPEAL DISMISSED
OMB Order No. 0662 - 2004 Mar. 29**

B4. The following as it applies to the lands located between Mavis Road and Terry Fox Way, north and south of Britannia Road West (Greater Toronto Airports Authority):

- Section 4.11, East Credit District Policies:
 - District Land Use Map, the Area Exempt From LBPIA Operating Area and the General Commercial Land Use Designation.

APPEAL DISMISSED

OMB Order No. 0662 - 2004 Mar. 29

B4. The following as it applies to the lands located between Goreway Drive and the westerly District Boundary, north of Derry Road West (Greater Toronto Airports Authority):

- Section 4.19, Malton District Policies:
 - District Land Use Map, the General Commercial Land Use Designation.

APPEAL DISMISSED

OMB Order No. 0662 - 2004 Mar. 29

B4. The following as it applies to the lands located south of Old Derry Road, west of Second Line West and the lands located north of Derry Road West, west of McLaughlin Road (Greater Toronto Airports Authority):

- Section 4.23, Meadowvale Village District Policies:
 - District Land Use Map, the General Commercial Land Use Designation.

APPEAL DISMISSED

OMB Order No. 0662 - 2004 Mar. 29

B5. The following as it applies to the lands located at 10 Front Street North, west side of Front Street North, north of Lakeshore Road West 487345 Ontario Incorporated):

- Section 3, General Policies:
 - Section 3.2.1, Permitted Uses, Residential.

APPEAL DISMISSED

OMB Order No. 0662 - 2004 Mar. 29

B5. The following as it applies to the lands located at 10 Front Street North, west side of Front Street North, north of Lakeshore Road West 487345 Ontario Incorporated):

- Section 4.27, Port Credit District Policies:
 - Section 4.27.6, Special Site Policies, the request for the addition of a new Special Site.

APPROVED AS MODIFIED

OMB Order No. 0662 - 2004 Mar. 29

B5. The following as it applies to the lands located at 10 Front Street North, west side of Front Street North, north of Lakeshore Road West 487345 Ontario Incorporated):

- Section 4.27, Port Credit District Policies:
 - District Land Use Map, the Residential Medium Density I Land Use Designation.

APPEAL DISMISSED

OMB Order No. 0662 - 2004 Mar. 29

B6. The following as it applies only to the lands bounded by Derry Road West, Hurontario Street, Skyway Drive and Maritz Drive (Derry-Ten Limited):

- Section 3, General Policies:
 - Section 3.3.1, Permitted Uses, Business Employment;
 - Sections 3.5.2.4 and 3.5.2.5, Policies, Commercial;
- Section 4.15, Gateway District Policies:
 - Section 4.15.5, Special Site Policies, the request for the addition of a new Special Site;
 - District Land Use Map, the Business Employment Land Use Designation.

APPEAL MODIFIED

By Applicant - 2006 Sept. 15

B6. The following in their entirety (Derry-Ten Limited):

- Section 3, General Policies:
 - Sections 3.5.2.4 and 3.5.2.5, Policies, Commercial.

APPEAL WITHDRAWN

By Applicant - 2006 Sept. 15

B6. The following in their entirety (Derry-Ten Limited):

- Section 5, Implementation:
 - Sections 5.3.2.1.a and .b, Criteria for Site Specific Official Plan Amendments, Development Applications.

APPROVED AS MODIFIED

OMB Order No. 2016 - 2005 Aug. 03

B7. The following as it applies to the lands located on the south side of Argentia Road, east of Tenth Line West (W.C./401 Developments Limited):

- Section 4.22, Meadowvale Business Park District Policies:
 - District Land Use Map, the Business Employment Land Use Designation.

APPROVED AS MODIFIED

OMB Order No. 1598 - 2006 May 30

B7. The following as it applies to the lands located on the south side of Argentia Road, east of Tenth Line West (W.C./401 Developments Limited):

- Section 3, General Policies:
 - Section 3.10.3, Nodes, City Centre and Nodes, the request for the addition of a new policy.
- Section 4.22, Meadowvale Business Park District Policies:
 - District Land Use Map, the Future Commuter Rail Station symbol.

APPROVED AS MODIFIED

OMB Order No. 1271 - 2004 July 30

B7. The following in their entirety (W.C./401 Developments Limited):

- Section 3, General Policies:
 - Sections 3.5.2.4 and 3.5.2.5, Policies, Commercial;

APPEAL WITHDRAWN

OMB Order No. 1598 - 2006 May 30

B7. The following in their entirety (W.C./401 Developments Limited):

- Section 5, Implementation:
 - Sections 5.3.2.1.a and .b, Criteria for Site Specific Official Plan Amendments, Development Applications.

APPROVED AS MODIFIED

OMB Order No. 2016 - 2005 Aug. 03

B7. The following in their entirety (W.C./401 Developments Limited):

- Section 1, Introduction:
 - Schedule 2: Urban Form Concept, specifically the Node symbol at the intersections of Highway 401 and Winston Churchill Boulevard.
- Section 4.22, Meadowvale Business Park District Policies:
 - District Land Use Map, the Node Boundary.

APPROVED AS MODIFIED

OMB Order No. 1271 - 2004 July 30

B8. The following as it applies to the lands located at the northeast corner of Britannia Road West and Erin Mills Parkway (Jannock Properties Limited):

- Section 1, Introduction:
 - Schedule 2: Urban Form Concept, the Employment pattern.
- Section 3, General Policies:
 - Sections 3.8.2.10, Policies, Open Space;
 - Schedule 3: Environmental Areas, the Licensed Quarries symbol.
- Section 4, District Policies:
 - Schedule 6: Planning Districts, the District Boundary limit between Meadowvale Business Park Employment District and the Streetsville Residential District.

• Section 4.22, Meadowvale Business Park District Policies:

- Sections 4.22.1, last paragraph, Planning Context;
- Sections 4.22.2, second last paragraph, Development Concept;
- Sections 4.22.3.4, Urban Design Policies.

• Section 4.22, Meadowvale Business Park District Policies:

- District Land Use Map, the Business Employment Land Use Designation and the District Boundary limit.

• Section 4.32, Streetsville District Policies:

- Section 4.32.6, Special Site Policies, the request for the addition of new Special Sites.

• Section 4.32, Streetsville District Policies:

- District Land Use Map, the addition of appropriate Land Use Designations and the District Boundary limit.

APPEAL WITHDRAWN

By Applicant - 2004 Mar. 25

B8. The following in their entirety (Jannock Properties Limited):

- Section 5, Implementation:
 - Section 5.3.2, Criteria for Site Specific Official Plan Amendments, Development Applications.

APPEAL WITHDRAWN

By Applicant - 2004 Mar. 25

B9. The following as it applies to the lands located on the east side of Millcreek Drive, south of Erin Mills Parkway (Loblaw Properties Limited and National Grocers Limited):

- Section 4.22, Meadowvale Business Park District Policies:
 - District Land Use Map, the Business Employment Land Use Designation.

APPROVED AS MODIFIED

OMB Order No. 0666 - 2005 Mar. 21

B9. The following as it applies to the lands located 500 m south of the property limit of the Jannock Properties Limited lands from the lands located on the east side of Millcreek Drive, south of Erin Mills Parkway (Loblaw Properties Limited and National Grocers Limited):

- Section 4.22, Meadowvale Business Park District Policies:
 - District Land Use Map, the Business Employment Land Use Designation.

APPEAL DISMISSED

OMB Order No. 0666 - 2005 Mar. 21

B10. The following as it applies to the lands located at 3670 Cawthra Road, the southwest corner of Cawthra Road and Burnhamthorpe Road East (Daraban Holdings Limited):

- Section 4.25, Mississauga Valleys District Policies:
 - District Land Use Map, the Motor Vehicle Commercial Land Use Designation.

APPEAL WITHDRAWN

By Applicant - 2004 Apr. 05

B11. The following as it applies to the lands located at 2264 Gordon Drive, on the west side of Gordon Drive, south of Queensway West (Regency Rowe Incorporated):

- Section 4.8, Cooksville District Policies:
 - Section 4.8.

APPROVED AS MODIFIED

OMB Order No. 1608 - 2003 Dec. 02

B11. The following as it applies to the lands located at 2264 Gordon Drive, on the west side of Gordon Drive, south of Queensway West (Regency Rowe Incorporated):

- Section 4.8, Cooksville District Policies:
 - District Land Use Map, the Residential Low Density I Land Use Designation.

APPEAL DISMISSED

OMB Order No. 1608 - 2003 Dec. 02

B12. The following in their entirety (Canadian Petroleum Products Institute):

- Section 3, General Policies:
 - Section 3.3.1, Permitted Uses, Business Employment;
 - Section 3.4.1, Permitted Uses, Industrial.

APPROVED AS MODIFIED

OMB Order No. 0662 - 2004 Mar. 29

B12. The following in their entirety (Canadian Petroleum Products Institute):

- Section 4, District Policies:
 - All District Land Use Maps, the Business Employment Land Use Designations.
 - All District Land Use Maps, the Industrial Land Use Designations.

APPEAL DISMISSED

OMB Order No. 0662 - 2004 Mar. 29

B12. The following in their entirety (Canadian Petroleum Products Institute):

- Section 5, Implementation:
 - Section 5.3.2, Criteria for Site Specific Official Plan Amendments, Development Applications.

APPROVED AS MODIFIED

OMB Order No. 2016 - 2005 Aug. 03

B12. The following as it applies to the lands located at the southwest and southeast corners of Hurontario Street and Derry Road West/Derry Road East (Canadian Petroleum Products Institute):

- Section 4.15, Gateway District Policies:
 - Section 4.15.5.3, Site 2, Special Site Policies.
- Section 4.15, Gateway District Policies:
 - District Land Use Map, the Business Employment Land Use Designation.

APPEAL DISMISSED

OMB Order No. 0662 - 2004 Mar. 29

B13. The following as it applies to the lands located at the northeast corner of Hurontario Street and Lakeshore Road East (Fram Building Group and Slokker Canada Corporation):

- Section 5, Implementation
 - Section 5.3.2, Criteria for Site Specific Official Plan Amendments, Development Applications.

APPROVED AS MODIFIED

OMB Order No. 2016 - 2005 Aug. 03

B14. The following as it applies to the lands located on the west side of Mississauga Road, north of Britannia Road West, (Canadian Pacific Railway Company):

- Section 4.22, Meadowvale Business Park District Policies:
 - District Land Use Map, the Business Employment Land Use Designation.

APPROVED AS MODIFIED

OMB Order No. 0666 - 2005 Mar. 21

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.

APPROVED AS MODIFIED

OMB Order No. 0671 - 2004 Mar. 30

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:
 - District Land Use Map, the Minor Collector road designation.
- Section 5, Implementation:
 - Section 5.3.3.1.d, Holding Zone, Zoning, Development Applications.

APPEAL DISMISSED

OMB Order No. 0671 - 2004 Mar. 30

B16. The following as it applies to the lands located at 715 to 745 Matheson Boulevard West, the southeast corner of Matheson Boulevard West and Mavis Road 1299276 Ontario Limited):

- Section 4.16, Hurontario District Policies:
 - District Land Use Map, the Residential High Density I Land Use Designation.

APPEAL WITHDRAWN

By Applicant - 2003 Nov. 06

B17. The following as it applies to the lands located along the north side of Britannia Road West between Bidwell Trail and Douguy Boulevard (Fitzwood Investments Limited):

- Section 3, General Policies:
 - Schedule 3: Environmental Areas, the non-deletion of the Natural Area symbol.

APPEAL WITHDRAWN

By Applicant - 2003 June 11

B18. The following in their entirety (Orlando Corporation):

- Section 3, General Policies:
 - Section 3.15.3.3, Places, Urban Design;
 - Section 3.15.7.5, Spaces, Urban Design;
- Section 6, Interpretation:
 - Section 6.

APPROVED AS MODIFIED

OMB Order No. 1169 - 2004 July 12

B18. The following in their entirety (Orlando Corporation):

- Section 1, Introduction:
 - Section 1.1, Purpose and Structure of Mississauga Plan.
- Section 3, General Policies:
 - Section 3.3.1.1, Permitted Uses, Business Employment, the request for the addition of a permitted use;
 - Section 3.3.1.1.e, Permitted Uses, Business Employment;
 - Section 3.10.3.4.a, Nodes, City Centre and Nodes;
 - Section 3.14.10.2.1.g, Policies, Aircraft Noise, Airport, Transportation;
 - Section 3.15.1.2, Introduction, Urban Design;
 - Section 3.15.3.1, Places, Urban Design;
 - Sections 3.15.5.2, 3.15.5.6, 3.15.5.10 and 3.15.5.16, Streetscape, Urban Design;
 - Section 3.15.7.3, Spaces, Urban Design;
 - Section 3.15.9.2, Scale, Urban Design;
- Section 4, District Policies:
 - Section 4.1, Introduction.

APPEAL DISMISSED

OMB Order No. 1169 - 2004 July 12

B18. The following in their entirety (Orlando Corporation):

- Section 5, Implementation:
 - Section 5.3.2, Criteria for Site Specific Official Plan Amendments, Development Applications.

APPROVED AS MODIFIED

OMB Order No. 2016 - 2005 Aug. 03

B18. The following as it applies to the lands located in the southeast quadrant of Mavis Road and Highway 401 Orlando Corporation):

- Section 1, Introduction:
 - Schedule 2: Urban Form Concept, the request for the addition of new Node symbol.
- Section 4.15, Gateway District Policies:
 - District Land Use Map, the request for the addition of a new Node Boundary.

APPEAL DISMISSED

OMB Order No. 1169 - 2004 July 12

B18. The following as it applies to the lands located in the northwest quadrant of Hurontario Street and Highway 401 Orlando Corporation):

- Section 3, General Policies:
 - Schedule 4: Road and Transit Network Long Term Concept, the roads and transit concept;
 - Schedule 5: Designated Right-of-Way Widths, the right-of-way widths.
- Section 4.15, Gateway District Policies:
 - Section 4.15.4, Transportation, the roads and transit concept and the right-of-way widths;
 - District Land Use Map, the roads and transit concept.
- Section 5, Implementation:
 - Section 5.3.1.5, General Policies, Development Applications.

APPEAL AMENDED

OMB Order No. 1169 - 2004 July 12

APPEAL DISMISSED

OMB Order No. 1766 - 2004 Nov. 10

B19. The following as it applies to Sixteen Mile Creek north of Derry Road West, east of Ninth Line (Conservation Halton):

- Section 3, General Policies:
 - Schedule 3: Environmental Areas, the Natural Area not being identified.

APPEAL WITHDRAWN

By Applicant - 2005 Mar. 03

APPEAL DISMISSED

OMB Order No. 0666 - 2005 Mar. 21

B19. The following as it applies to Sixteen Mile Creek north of the Argentia Road extension, east of Ninth Line (Conservation Halton):

- Section 4.22, Meadowvale Business Park District Policies:
 - District Land Use Map, the Greenbelt Land Use Designation not being identified.

APPEAL WITHDRAWN

By Applicant - 2005 Mar. 03

APPEAL DISMISSED

OMB Order No. 0666 - 2005 Mar. 21

"MARK H. KLUGE"

Principal Planner

Development Planning Services

Region of Peel



NOTE:

FOR THOSE PARTS OF MISSISSAUGA PLAN (OFFICIAL PLAN) THAT ARE NOT APPROVED, THE RELEVANT PARTS OF CITY PLAN (OFFICIAL PLAN) APPROVED 1997 JULY 08, AND SUBSEQUENTLY AMENDED, WILL APPLY UNTIL THE MATTERS IN QUESTION HAVE BEEN DECIDED.

1. INTRODUCTION

1.1 PURPOSE AND STRUCTURE OF MISSISSAUGA PLAN

Mississauga Plan (Official Plan), hereafter also referred to as "this Plan" or "the Plan" will have a maximum time frame of 20 years.

Sections 1-7 constitute the approved parts of Mississauga Plan.

Appendices provide background information for interpretation and assistance to the implementation of policies, but are not part of Mississauga Plan.

THERE ARE SOME INSTANCES WHEN THE POLICIES AND SCHEDULES CONTAINED IN SECTIONS 3 TO 7 DO NOT ADDRESS ALL CIRCUMSTANCES PARTICULAR TO INDIVIDUAL DISTRICTS. IN THESE INSTANCES, DISTRICT POLICIES AND THEIR LAND USE MAPS, SPECIFIC TO EACH DISTRICT, PROVIDE CLARIFICATION.

NOTE:

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

1.2 CONTEXT

Mississauga is a major Canadian City and part of the Greater Toronto Area (GTA) which consists of Toronto, the Regions of Durham, York, Peel and Halton and the municipalities contained therein as described on Schedule 1: The Greater Toronto Area (GTA).

Schedule 2: Urban Form Concept, describes the generalized **development** pattern and structure that Mississauga ultimately will achieve.

Most of the Employment lands are concentrated in the northern part of Mississauga, reflecting the high levels of aircraft noise from Lester B. Pearson International Airport "the Airport". Consistent with the Economic Development Strategy, adopted by **City** Council, Mississauga will have a strong economic base having a diversity of business activities, capability for growth and a wide range of employment activities.

Lands shown as Residential will be developed for not only housing, but also include related residential activities such as schools, places of religious assembly, parks, retail commercial areas, and some lower density employment uses. A variety of housing types will be developed to encourage employees to work and live in Mississauga. (MPA-40)

There will be three (3) significant linear major open space systems:

- Credit River Valley;
- Etobicoke Creek;
- Lake Ontario Waterfront.

In addition, the Major Open Space System includes Cawthra Woods, the Britannia Sanitary **Landfill Site** and Mimico Creek.

The Airport not only exercises influence over the **development** pattern but also contributes to the economy of Mississauga through the employment at the Airport itself and the businesses that are attracted to Mississauga by its presence.

The urban form is based on a hierarchy of City Centre, Nodes and Corridors, as identified on Schedule 2: Urban Form Concept, each with varying levels of intensity of use. The City Centre is the focal point of the urban form hierarchy and should contain the highest level of **development** in terms of density and height. Nodes and Corridors will provide a focus for high intensity uses for residential, retail commercial, employment and other activities. Density and height should be less than the general levels in the City Centre and greater than the surrounding districts to reflect

transit-supportive **development**. Other sites, such as, transit stations and entry points also provide suitable locations for higher levels of **development**, in terms of density and height, subject to compatibility with surrounding land uses and a suitable transition of built form to the surrounding area. The remainder of the **City** will generally be developed for medium and low rise uses. (MPA-25) (MPA-40)

Mississauga is served by three **commuter rail** lines (Lakeshore, Milton and Georgetown) and seven expressways (401, 403, 407, 409, 410, 427 and the QEW). **Higher Order Transit** Corridors are located on Hurontario Street, Dundas Street and an inter-regional **Bus Rapid Transit** (BRT) Corridor being developed to provide connections to transit facilities east and west of Mississauga. (MPA-95 assoc. with OMB File No.: PL100111)

AMENDMENT NO. 95 HAS BEEN
APPEALED TO THE OMB BY:

Gemini Urban Design (Cliff) Corp., as it applies
only to the lands located at 2021-2041 Cliff
Road
OMB Case No.: PL101408
OMB File No.: PL100111

Section 1.2, Paragraph 10 is hereby deleted
and replaced by the following:

~~By mid year 2005, Mississauga had a population
of 695 000 persons and 425 000 employment
opportunities. Mississauga is a net importer of
labour. By 2011, Mississauga expects to have
725 000 persons and 470 000 employment
opportunities. By 2021 there should be 750 000
persons and 495 000 employment opportunities.
Population and employment projections are
reviewed on a regular basis and adjusted
accordingly. (MPA-25)~~

*By mid-year 2008, Mississauga had a
population of 723,000 persons and 450,000
employment opportunities. Mississauga is a net
importer of labour. By 2011, Mississauga
expects to have 738,000 persons and 455,000
employment opportunities. By 2021 there
should be 775,000 persons and 500,000
employment opportunities. By 2031 there
should be 812,000 persons and 519,000
employment opportunities. Population and
employment projections are reviewed on a
regular basis and adjusted accordingly.*

Section 1.2, Paragraph 1 of Amendment No.
95 (shaded, italicized text) is Not Approved
by the Region of Peel

The population and employment forecasts are
premised on the adequacy of services and
infrastructure to support growth in the
appropriate locations. Coordination between
development and planned infrastructure is
essential to the viability of Mississauga's
communities and critical to the quality of life for
residents and the economic competitiveness of
local businesses and to ensure the efficient and
effective delivery of services and infrastructure.
As such, development will be directed to
appropriate locations to support existing or
planned infrastructure and may not be permitted
to proceed prior to satisfactory arrangements
being made for the provision of the necessary
services and infrastructure needed to support
growth, such as, engineering services, transit
services and community infrastructure. A
development proposal may be phased or refused
if existing or planned servicing and/or
infrastructure is inadequate to support the
additional population and employment that
would be generated.
A significant portion of Mississauga's future
growth has been directed to the Urban Growth
Centre based on the transit infrastructure

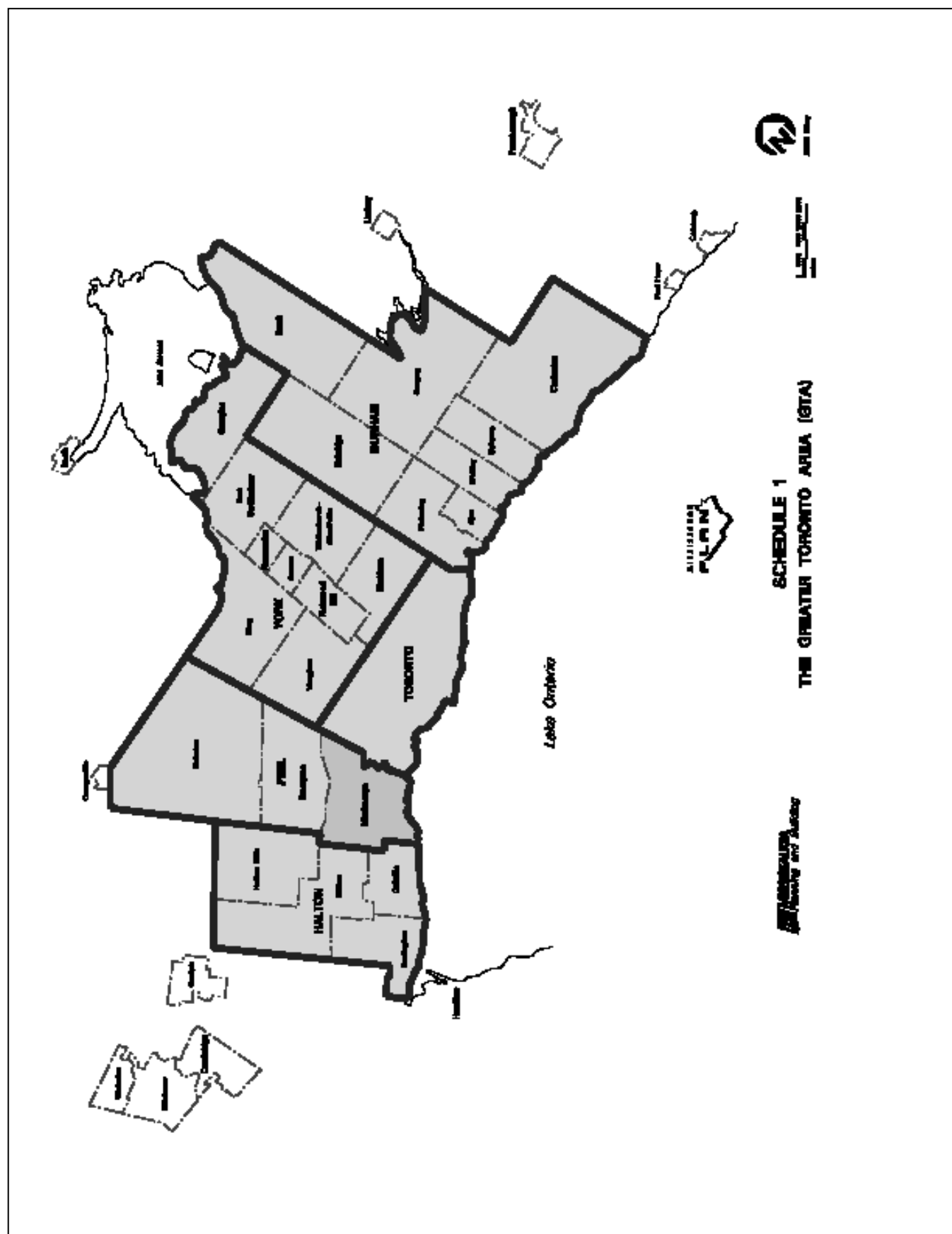
investments planned for this area. This included
Bus Rapid Transit in the Highway 403/Eglinton
Avenue corridor and higher-order transit along
Hurontario Street and Dundas Street. Bus Rapid
Transit in the Highway 403/Eglinton Avenue
corridor is scheduled for operation in 2012
whereas higher-order transit along Hurontario
Street and Dundas Street is in the planning
phase. Development in the Urban Growth
Centre, or in other areas of the city to be
serviced by these transit investments, will not be
permitted to exceed the capacity of the planned
transportation system and only development that
can be adequately be serviced by transit in
operation will be allowed to proceed. If
satisfactory arrangements for the
implementation of higher-order transit currently
being planned are not made, the population and
employment forecasts may be reduced in
accordance with the capacity of the
transportation system.

In order to meet the future challenges, this Plan
establishes the means for Mississauga to achieve
the following:

- identification, protection, and enhancement
of the *Natural Areas System*;
- promotion of design which creates an
interesting built environment, and reflects
the unique *character* of communities;
- establishment of an urban form which is
compact, efficient, comfortable, and
supportive of transit;
- continued application of sound financial
practices.

MISSISSAUGA PLAN

Schedule 1: The Greater Toronto Area (GTA)



Schedule 2: Urban Form Concept

Amended by:

Appeal B8 (Withdrawn by applicant)

- The applicant has withdrawn the appeal to the OMB of the "Employment" pattern, as it applies to the lands located at the northeast corner of Britannia Road West and Erin Mills Parkway (Jannock Properties Limited).

Appeal B4 (OMB Order No. 0662)

- The non-identification of the "LBPIA Operating Area" appealed to the OMB has been amended by identifying the "LBPIA Operating Area" (Greater Toronto Airports Authority).

Appeal B18 (OMB Order No. 1169)

- The OMB has dismissed the appeal for the addition of a new "Node symbol", as it applies to the lands located in the southeast quadrant of Mavis Road and Highway 401 (Orlando Corporation).

Appeal B7 (OMB Order No. 1271)

- The "Node symbol" at the intersection of Highway 401 and Winston Churchill Boulevard appealed to the OMB has been modified to apply to the lands east of Winston Churchill Boulevard (W.C./401 Developments Limited).

Amendment No. 33

- Amend – the "Development Pattern" on the lands located north of Burnhamthorpe Road West, west of the St. Lawrence and Hudson Railway from "Parkway Belt West" to "Major Open Space".

Amendment No. 25

- Amend – Future Arterial Road alignment from Courtneypark Drive East to Eglinton Avenue East;
- Amend – Transitway alignment in City Centre area;
- Add – illustration of Ninth Line as Arterial south of Eglinton Avenue West to Dundas Street West;
- Amend – from Airport Old Terminal 1 to Airport New Terminal 1;
- Amend Legend – from "Transitway" to "Bus Rapid Transit Corridor";
- Amend Legend – from "GTA Transit Airport Connections" to "Transit Airport Connections";
- Delete – "Lands Exempt from LBPIA Operating Area" hatching on the lands indicated as "Employment" between Terry Fox Way/Silken Laumann Way and Mavis Road, north and south of Britannia Road West;
- Delete – "Lands Exempt from LBPIA Operating Area" hatching on the lands indicated as "Residential" and "Major Open Space" north and south of Derry Road West

between the 35 NEP/NEF noise contour;

- Amend – the lands indicated as "Residential" north and south of Derry Road West between the 35 NEP/NEF noise contour to "Employment".

Amendment No. 95

- Amend – by changing the reference to Major Transit Corridor to Higher Order Transit Corridor and by removing Eglinton Avenue as a Major Transit Corridor.
(MPA-95 assoc. with OMB File No.: PL100111)





2. GOALS AND OBJECTIVES

2.1 INTRODUCTION

Goals and Objectives establish the general direction of planning and *development* in Mississauga. Goals are defined as ideal conditions towards which policies are directed. Objectives are elaborations of the goals, qualifying and clarifying their scope. Goals and Objectives will be considered collectively.



2.2 URBAN FORM AND COMMUNITY IDENTITY

2.2.1 Goals

2.2.1.1 Mississauga will develop a compact and orderly urban form.

2.2.1.2 Mississauga will have an urban form based on the urban form hierarchy of Centres, Nodes and Corridors. The City Centre will be the main focal point in terms of intensity of uses (density and height of *development*) followed by Nodes and Corridors and recognizable communities. (MPA-25)

2.2.1.3 Mississauga will be a well-designed *City* with high quality architecture and a strong downtown core, complemented by communities that retain their own identity, yet contribute to an overall strong *City* identity.

2.2.1.4 Mississauga will strengthen the identity of the *City*, appropriate to its role as a regional centre within the GTA.

2.2.2 Objectives

2.2.2.1 To strengthen the role and identity of City Centre as downtown Mississauga.

2.2.2.2 To strengthen the role of urban design in the achievement of the urban form of the *City*.

2.2.2.3 To maintain a distinct identity for each local community by encouraging common design themes and compatibility in scale and *character* of the built environment.

2.2.2.4 To maintain the established historic *character*, living environment and sense of community through the preservation and protection of existing residential neighbourhoods.

2.2.2.5 To develop and locate Nodes, within the context of the urban form hierarchy of Centres, Nodes and Corridors, with a greater intensity of housing, employment, retail commercial, and community facilities that are accessible and provide a focus for the people they serve. (MPA-25) (MPA-40)

2.2.2.6 To achieve an urban form which will support a high level of transit usage.

2.2.2.7 To provide flexibility in land use and building form to address *development*.



2.3 POPULATION AND EMPLOYMENT

2.3.1 Goal

2.3.1.1 Mississauga will encourage a range of *employment opportunities* reflective of the skills of the *resident labour force*.

2.3.2 Objectives

2.3.2.1 To continue to be a net importer of labour.

2.3.2.2 To increase *office* employment.

2.3.2.3 To encourage the provision of appropriate services, facilities and housing, that support the population living and working in Mississauga.

2.3.2.4 To accommodate changing conditions for *development* and employment needs.

2.3.2.5 To facilitate the operation and expansion of existing businesses permitted by this Plan.

2.3.2.6 To provide for a wide range of employment activities including industrial, *office* and limited accessory retail commercial uses. (MPA-40)



2.4 HOUSING

2.4.1 Goals

2.4.1.1 Mississauga will ensure that the housing mix can accommodate persons with diverse social and economic characteristics, needs, and desires.

2.4.1.2 Mississauga will ensure that housing is provided in a manner which maximizes the use of community and *engineering services* while meeting the needs and desires of Mississauga residents.

2.4.2 Objectives

2.4.2.1 To provide opportunities for the *development* of a range of housing choices in terms of type, tenure and price.

2.4.2.2 To provide opportunities for the production of a variety of affordable dwelling types for both the ownership and rental markets.

2.4.2.3 To provide opportunities for the production of housing for those with specialized needs.

2.4.2.4 To encourage *compatible* residential *intensification*.

2.4.2.5 To ensure that the existing housing stock is maintained both qualitatively and quantitatively.

2.4.2.6 To ensure that housing is provided in a manner that fully implements the intent of the Provincial Government housing policies.



2.5 COMMUNITY USES

2.5.1 Goal

2.5.1.1 Mississauga will provide opportunities to meet the civic, cultural, educational, recreational, religious, social, and emergency service needs of the residents, employees and the travelling public, in co-operation with the appropriate public and private agencies and other levels of government.

2.5.2 Objectives

- 2.5.2.1 To provide sufficient locations for fire and library services and facilities.
- 2.5.2.2 To assist other levels of government and public and private agencies to provide sufficient locations for other *community uses*, such as schools, places of religious assembly, and day care facilities, consistent with changing needs.
- 2.5.2.3 To locate facilities of *City*-wide significance in the City Centre.



2.6 PHYSICAL SERVICES AND UTILITIES

2.6.1 Goal

2.6.1.1 Mississauga will ensure, in co-operation with other levels of government, appropriate agencies and the private sector, that adequate water, sanitary sewer, storm sewer services, *waste* management and utilities are provided.

2.6.2 Objectives

- 2.6.2.1 To ensure that capital cost, maintenance cost, and environmental impact are minimized.
- 2.6.2.2 To provide a reliable and consistent level of service to all residents.
- 2.6.2.3 To maintain and establish programs for renewal of physical services and utilities.

2.7 ENVIRONMENT

2.7.1 Goals

2.7.1.1 Mississauga will: protect and maintain significant natural heritage systems; promote pollution prevention and reduction; ensure land use compatibility; protect people and property from hazards; and conserve and re-use natural resources.

2.7.1.2 Mississauga will promote an *ecosystem approach* to planning.

2.7.1.3 Mississauga will promote and be proactive in the management and protection of its natural areas and features.

2.7.2 Objectives

2.7.2.1 To identify and promote the preservation, enhancement, remediation and restoration of the *Natural Areas System*.

2.7.2.2 To protect people and property where such areas constitute a hazard.

2.7.2.3 To promote education awareness, community involvement and commitment to community stewardship for the protection and enhancement of the environment.

2.7.2.4 To ensure that *development* proposals recognize and *enhance* the viability of natural areas.

2.7.2.5 To promote environmentally sound *watershed* management through planning decisions based on a broad *ecosystem approach*.

2.7.2.6 To minimize the environmental impacts of urban drainage by reducing, where possible, components such as impervious surfaces and structured channels.

2.7.2.7 To require that potential soil and ground water contamination issues are identified and cleaned up by the proponent of *development*, in accordance with Provincial Government standards and guidelines, prior to *development*.

2.7.2.8 To ensure incompatible land uses such as *sensitive land uses* and those uses that are sources of noise, odour and dust are separated and/or nuisances are mitigated so they do not interfere with each other.

2.7.2.9 To promote the conservation and re-use of energy, water, and other natural resources and encourage *waste* reduction, re-use of materials and recycling, to reduce *waste*.

2.7.2.10 To encourage energy conservation and reduce air pollution and greenhouse gas emissions through site and community design, which supports alternative forms of transportation such as, transit, cycling and walking.

2.7.2.11 To promote pollution prevention in order to help protect the quality of the *City's* water resources.

2.8 PUBLIC OPEN SPACE
(MPA-25)

2.8.1 Goal

2.8.1.1 Mississauga will provide a range of active and passive recreational activities in the public open space network having regard for the features and functions of the *Natural Areas System*. (MPA-25)

2.8.2 Objectives

2.8.2.1 To establish a public open space system with a diversity of recreational and natural environment experiences, some of which are designed for *special use groups*. (MPA-25)

2.8.2.2 To provide a system of multi-use recreational trails that will link residential areas, employment areas, public parkland, the Lake Ontario waterfront and major valley systems in Mississauga, having regard for the *Mississauga Multi-Use Recreational Trail Study* and other broader studies including *watershed* and *sub-watershed* studies. In providing for the network of multi-use recreational trails, Mississauga will consult with the adjacent municipalities to identify the need for inter-municipal trail connections.

2.8.2.3 To provide a system of public open space areas which can adapt to changing public needs and preferences for recreational facilities and opportunities. (MPA-25)

2.8.2.4 To provide recreational opportunities and public open space areas which will complement facilities provided by other agencies and organizations. (MPA-25)

2.8.2.5 To provide opportunities for a choice of recreational activities including:

- a. a variety of indoor and outdoor experiences;
- b. athletic challenge and stimulation;
- c. observation and appreciation of nature;
- d. relaxation and refuge;
- e. social contact.

2.8.2.6 To co-ordinate the design, function, and location of parks with *adjacent land* uses.

2.8.2.7 To ensure that the design of recreational facilities and the public open space system addresses safety considerations and accessibility. (MPA-25)

2.8.2.8 To recognize the restricted recreation potential of the *Natural Areas System* when incorporating these areas into the public open space system by allowing only passive recreation which is *compatible* with their long term viability. (MPA-25)

2.8.2.9 To encourage the private sector to provide recreational facilities.

2.9 LAKE ONTARIO
WATERFRONT

2.9.1 Goal

2.9.1.1 Mississauga will create a waterfront with physical and visual access; *enhanced natural forms, functions, and linkages*; a diversity of appropriate and *compatible* activities related to the water; and *enhanced heritage resources*; having regard for the *Mississauga Waterfront Plan* and the need to protect people and property from natural hazards.

2.9.2 Objectives

2.9.2.1 To ultimately achieve continuous physical public access along the waterfront area.

2.9.2.2 To facilitate both physical and visual access to the Lake Ontario Waterfront, having regard for the viability of the *Natural Areas System* and the need to protect people and property from natural hazards.

2.9.2.3 To develop a strategy of priorities and alternatives for the municipal acquisition of waterfront properties.

2.9.2.4 To promote and encourage *development* of lake-dependent and lake-enhanced uses which contribute to public use and enjoyment of Port Credit Harbour and the Lake Ontario Waterfront, while having regard for the natural hazards and natural environment associated with these areas.

2.9.2.5 To create and distribute centres of activity along the Lake Ontario Waterfront, recognizing the Port Credit area as a focus of waterfront, recreation and tourism/economic *development* while maintaining its established *character*.

2.9.2.6 To provide appropriate integration of *heritage resources* within the Lake Ontario Waterfront context.

2.9.2.7 To promote *development* of the Lake Ontario *shoreline* and Port Credit Harbour having regard for the principles established in the *Port Credit Harbour Transition Master Plan* and *Mississauga Waterfront Plan* while recognizing the Lake Ontario *shoreline* as an important element of the regional *ecosystem*. (MPA-25)

2.10 TRANSPORTATION

2.10.1 Goal

2.10.1.1 Mississauga will develop in conjunction with other levels of government and the appropriate agencies an integrated transportation system for safe and efficient movement of people and goods within and beyond the *City*.

2.10.2 Objectives (MPA-25)

2.10.2.1 To develop a transportation system to support the urban form.

2.10.2.2 To develop a transportation system that will support *development* in accordance with District Land Use Maps and Policies, while maintaining and enhancing existing neighbourhood *character*.

2.10.2.3 To plan and manage a balance of transportation choices to reduce the reliance upon any single mode and promotes transit, cycling and walking. (MPA-95 assoc. with OMB File No.: PL100111)

Section 2.10.2.4 is hereby deleted. (MPA-95 assoc. with OMB File No.: PL100111)

2.10.2.5 To improve road network efficiency.

2.10.2.6 To promote road safety.

2.10.2.7 To develop a *multi-modal* transportation network. (MPA-95 assoc. with OMB File No.: PL100111)

2.10.2.8 To encourage the integration of Mississauga’s transportation system with neighbouring systems and those under regional and provincial jurisdictions. (MPA-95 assoc. with OMB File No.: PL100111)

Section 2.10.2.9 is hereby deleted. (MPA-95 assoc. with OMB File No.: PL100111)

2.10.2.10 To promote a transportation system that is accessible to all, including those with disabilities.

Section 2.10.2.11 is hereby deleted. (MPA-95 assoc. with OMB File No.: PL100111)

2.10.2.12 To encourage the provision of parking *compatible* with urban form, land use, and transit policy.

2.10.2.13 To promote improved access to Lester B. Pearson International Airport.

2.11 URBAN DESIGN

2.11.1 Goals

2.11.1.1 Mississauga will achieve high quality and innovative urban design represented by its civic spaces, public parks, *development*, architecture and landscape architecture.

2.11.1.2 Mississauga will create a strong sense of place that achieves a recognizable identity and distinct *character* of natural and manmade elements.

2.11.1.3 Mississauga will promote a built environment that integrates historic features, natural heritage, community *character* and *streetscape* of the *City* in a complementary form.

2.11.1.4 Mississauga will ensure that *development* contributes to a built form, reflective of the urban form hierarchy of Centres, Nodes and Corridors, giving prominence to the City Centre. (MPA-25)

2.11.2 Objectives

2.11.2.1 To respect the existing built context, community vernacular and *streetscape* in the design, placement and scale of *development*.

2.11.2.2 To promote the creation of distinctive places and locales, including the City Centre, Nodes and Corridors and high profile locations such as entry points to the *City* and communities. (MPA-25)

2.11.2.3 To promote innovative and diverse urban form and design.

2.11.2.4 To ensure that pedestrian and vehicular systems - street grid, Provincial Highways, bikeways and transit systems - achieve a high standard of urban design and are an integral component of the *City's* visual image.

2.11.2.5 To promote pedestrian and bicycle activity and amenity as an integral component of the built environment, *streetscape* and public open space systems. (MPA-25)

2.11.2.6 To promote built form reflective of the urban form hierarchy that relates to the public street and defines its scale. (MPA-25)

2.11.2.7 To promote public open space design that is fully integrated with the urban design and built form of the community. (MPA-25)

2.11.2.8 To ensure that buildings and structures relate to human scale and reinforce the scale of the community.

2.11.2.9 To promote special design elements in built form and *streetscapes* that improve the visual image of the *City*.

2.11.2.10 To promote the *development* of identifiable civic buildings, structures and spaces as community and *City* focal points.

2.11.2.11 To ensure that urban form, street patterns and public open space systems are coherent, orderly and legible. (MPA-25)

2.11.2.12 To promote a physical environment that achieves a safe living, recreational and working environment.

2.11.2.13 To encourage a physical and built environment that is accessible to all, including persons with disabilities, and that has regard for *universal design principles*, where appropriate. (MPA-25)



2.12 HERITAGE

2.12.1 Goal

2.12.1.1 Mississauga will protect and *enhance* resources of heritage significance.

2.12.2 Objectives

2.12.2.1 To recognize the significance of and act responsibly in the identification, protection, and enhancement of structures, sites, *cultural heritage landscapes*, environments, artifacts, traditions, and *streetscapes* of historical, architectural or archaeological significance. (MPA-25)

2.12.2.2 To prevent demolition, destruction or inappropriate alteration or reuse of *heritage resources*.

2.12.2.3 To provide and maintain locations and settings for *heritage resources* which are *compatible* with and *enhance* the *character* of the *heritage resource*.

2.12.2.4 To encourage other levels of government to enact legislation and develop programs that promote the preservation and rehabilitation of *heritage resources*.

2.12.2.5 To encourage private and public support and financial resources for the preservation and rehabilitation of *heritage resources*.

2.12.2.6 To foster public awareness of, and commitment to, the protection and enhancement of *heritage resources*.





3. GENERAL POLICIES

3.1 INTRODUCTION

General Policies, which are applied *City*-wide, establish the means by which the Goals and Objectives are implemented and provide the basis for District Policies and District Land Use Maps.

3.2 RESIDENTIAL

Lands designated Residential permit all forms of dwellings as well as other uses associated with residential *development*.

3.2.1 Permitted Uses (MPA-25)

3.2.1.1 Residential dwellings.

3.2.1.2 *Special needs housing*, such as: housing for the elderly and shelters.

3.2.1.3 Accessory *offices* for physicians, dentists, health professionals, and drugless practitioners in their principal private residences.

3.2.1.4 Home occupations in detached dwellings.

3.2.1.5 Other uses associated with residential *development*, such as: parks and *community uses*.

3.2.1.6 A convenience retail commercial facility may be permitted in areas designated Residential High Density I and II provided that: (MPA-40)

- a. it forms an integral part of the building;
- b. it is oriented to pedestrian use;
- c. there is no outdoor signage.

3.2.1.7 Secondary suites within detached dwellings will be permitted, where appropriate. Regulations for secondary suites will be determined through the preparation of an affordable housing strategy. The affordable housing strategy will be developed in consultation with the community and will consider, among other matters, zoning provisions, licensing requirements and health, safety and property standards. (MPA-95 assoc. with OMB File No.: PL100111)

3.2.2 Designations (MPA-25)

3.2.2.1 These policies provide the principles and framework on which residential designations will be based in District Policies. Designations as defined by built form and density range for each District will be determined by consideration of community *character* and scale specific to each District.

3.2.2.2 Residential *development* will occur within one (1) of the following:

- a. **Low Density I and II** - permits detached, semi-detached, duplex, and other forms of low-rise dwellings, such as, triplexes and on-street townhouse dwellings. Low density residential *development* will generally be located along local roads and collector roads.
- b. **Medium Density I, II and III** - permits *development* of townhouse dwellings, all forms of horizontal multiple dwellings and low-rise apartment dwellings. Medium density *development* will be located generally along transit routes, near or in Nodes; and in areas that serve as a transition between low and high density residential *development*.
- c. **High Density I and II** - permits apartment dwellings, housing for the elderly and shelters. High density *development* in terms of density and height will be located generally in the City Centre; in Nodes and Corridors; along arterial and major collector roads; or in proximity to **Higher Order Transit Corridors**, the **Bus Rapid Transit (BRT)** or GO Transit stations. (MPA-95 assoc. with OMB File No.: PL100111)

3.2.2.3 In addition to the uses permitted in the Low and Medium Density categories, in the individual Planning Districts, the following uses will also be permitted:

- a. housing for the elderly;
- b. shelters.

3.2.3 Policies

3.2.3.1 Residential lands will be developed to achieve a compact, orderly urban form generally characterized by lower densities in the interior of communities and higher densities along major roads and near concentrations of retail commercial, community, and transportation facilities. (MPA-40)

3.2.3.2 High quality and innovative residential design will be promoted in a form which reinforces and *enhances* the local community *character*, respects its immediate context and creates a quality living environment. Innovative housing types and zoning standards will be encouraged. Design issues related to built form, scale, massing, orientation, parking, overshadowing, and the quantity and quality of open space will be priorities in assessing the merits of residential *development*. Broader urban design issues related to the creation of an urban street *character*, developing a sense of gateway into a community and highlighting district focal points will also be considered in assessing residential *development*.

3.2.3.3 The onus will be placed on the applicant/developer to address Provincial Government housing requirements.

3.2.3.4 Reduction of residential densities will be discouraged.

3.2.3.5 Mississauga will evaluate annually the contribution which can be made to current housing needs by housing programs of other levels of government and will seek to maximize the use of those programs which meet the *City's* housing objectives.

3.2.3.6 Mississauga will directly assist all levels of government in the provision of rental housing by:

- a. supporting the efforts of the *Region* and other local not-for-profit housing organizations in providing low and moderate income rental housing and accommodation for those with specialized needs;
- b. assisting the *development* of new rental units through the promotion of, and participation in, programs aimed at producing rental housing;
- c. supporting the preservation of the rental housing stock.

3.2.3.7 Appropriate levels of government will be requested to consult with the *City* when making assisted housing allocations within the *City* to ensure an equitable distribution of assisted housing to and throughout Mississauga.

3.2.3.8 Deleted by Amendment 58.
(MPA-58 associated with OMB Case No. PL090562)

3.2.3.9 Permitted uses must be *compatible* with the surrounding *development*. (MPA-25)

3.2.3.10 Mississauga will work with the *Region* to develop a housing strategy which will establish and implement *affordable* housing targets. (MPA-95 assoc. with OMB File No.: PL100111)

3.2.3.11 Residential *intensification* will be permitted subject to meeting the policies and intent of this Plan. (MPA-95 assoc. with OMB File No.: PL100111)



Section 3.2.4 Residential Intensification (Interim Policies), Residential, and Section 3.13, City Centre, Nodes and Corridors, of Mississauga Plan (Official Plan), are hereby deleted and replaced by OPA 95-Section 3.13, Intensification.

(MPA-95 assoc. with OMB File No.: PL100111)

See Section 3.13 Intensification Areas
(MPA 95)

Section 3.2.4 Residential Intensification (Interim Policies), Residential, and Section 3.13, City Centre, Nodes and Corridors, of Mississauga Plan (Official Plan), are hereby deleted and replaced by OPA 95-Section 3.13, Intensification. (MPA-95 assoc. with OMB File No.: PL100111)

Text that was added by MPA – 58 , 3.2.4, deleted by OPA 95.



3.3 BUSINESS EMPLOYMENT

Lands designated Business Employment permit an integrated mix of business activities that operate mainly within enclosed buildings. Business Employment activities along *City* boundaries, major roads, and adjacent to park, greenbelt or residential lands will, through design, siting and landscaping, present a higher standard of building, landscape and *streetscape* design. Outdoor storage areas will be located to limit their visibility from *City* boundaries, major roads, and park, greenbelt and residential lands.

APPEAL B6.
OLD SECTION 3.3.1, PERMITTED USES, BUSINESS EMPLOYMENT, HAS BEEN APPEALED TO THE OMB
As it applies only to the lands bounded by Derry Road West, Hurontario Street, Skyway Drive and Maritz Drive.
(Derry-Ten Limited)
*OMB Case No.: PL030441**
OMB File No.: PL030305
**Associated but not consolidated with OMB Case No. PL080347 – [Issue Date: Dec. 01 2009]*

3.3.1 Permitted Uses

3.3.1.1 Uses permitted by the Business Employment designation are:

- a. industrial uses, including, manufacturing, assembling, processing, fabricating, research and development, sales and service, warehousing, distributing and wholesaling;
- b. uses accessory to the permitted use;
- c. outdoor storage and display areas related to permitted industrial uses;
- d. offices;
- e. community uses, provided that public and private schools, day care facilities, hospitals, and nursing homes will not be permitted as a principal or accessory use within the LBPIA Operating Area;
- f. entertainment, recreation and sports facilities;
- g. transportation facilities;
- h. waste processing or transfer stations and composting facilities;
- i. trucking terminals;
- j. broadcasting, communication, and utility

rights-of-way;

- k. hotels, motels, and conference centres;
- l. financial institutions;
- m. all types of restaurants, including banquet halls;
- n. motor vehicle body repair facilities;
- o. motor vehicle rental facilities;
- p. motor vehicle commercial uses, only in Employment Districts, but not in Nodes.
(Appeal B12 - OMB Order No. 0662)

3.3.1.2 Deleted by OMB Order No. 0662 - Appeal B12.

3.3.1 Permitted Uses (MPA-48) (MPA-25) (MPA-78)

3.3.1.1 Industrial uses, including, manufacturing, assembling, processing, fabricating, research and development, accessory sales and service, warehousing, distributing and wholesaling.

3.3.1.2 Accessory uses.

3.3.1.3 All types of restaurants, including banquet halls.

3.3.1.4 Broadcasting, communication, and utility rights-of-way.

3.3.1.5 Cardlock fuel dispensing facilities.

3.3.1.6 Commercial schools.

3.3.1.7 Entertainment, recreation and sports facilities.

3.3.1.8 Financial institutions.

3.3.1.9 Funeral establishments.

3.3.1.10 *Offices.*

3.3.1.11 Outdoor storage and display areas related to permitted industrial uses.

3.3.1.12 Overnight accommodations and conference centres.

3.3.1.13 Self-storage facilities.

3.3.1.14 Adult entertainment establishments, only in Employment Districts, but not in Nodes.

3.3.1.15 Animal boarding establishments which may include outdoor facilities, only in Employment Districts, but not in Nodes.

3.3.1.16 Body rub establishments, only in Employment Districts, but not in Nodes.

3.3.1.17 Motor vehicle body repair facilities, only in Employment Districts, but not in Nodes.

3.3.1.18 *Motor Vehicle Commercial uses,* only in Employment Districts, but not in Nodes.
(Appeal B12 - OMB Order No. 0662)

3.3.1.19 Motor vehicle rental facilities, only in Employment Districts, but not in Nodes.

3.3.1.20 Transportation facilities, only in Employment Districts, but not in Nodes.

3.3.1.21 Trucking terminals, only in Employment Districts, but not in Nodes.

3.3.1.22 *Waste processing or transfer stations and composting facilities,* only in Employment Districts, but not in Nodes.

(OMB File No. 0060063) (OMB File No. 0070123-Consolidated Decision assoc. with OPA 25 & 78)

3.3.2 Policies

3.3.2.1 Activities are to occur primarily within enclosed buildings.

3.3.2.2 The maximum *Floor Space Index (FSI)* for *offices* not located in Nodes is 1.0.

3.3.2.3 Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area (GFA).

3.3.2.4 Industrial buildings should be of a low-rise, horizontal built form.

3.3.2.5 All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use. (MPA-25)

3.3.2.6 Free-standing restaurants, and banks or other financial institutions will be designed to locate buildings next to the street edge, where possible.

3.3.2.7 Outdoor storage and display areas should not be visible from *City* boundaries, major roads, parks, greenbelt or residential lands. Appropriate setbacks, screening, buffering and consideration of the street-edge 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*.



3.4 INDUSTRIAL

Lands designated Industrial permit industrial operations that may have extensive outdoor processing and storage areas, and provide for a mix of employment activities that may require outdoor processing or storage areas including industrial, *office*, limited accessory retail uses, trucking operations, *waste processing or transfer stations* and existing resource extraction uses.

3.4.1 Permitted Uses (MPA-48) (MPA-25) (MPA-78)

3.4.1.1 Industrial uses including manufacturing, assembling, processing, fabricating, warehousing, distributing, and wholesaling that require extensive outdoor processing or storage, and may be obnoxious due to outdoor activities, noise, odour, and visual aesthetics.

3.4.1.2 Accessory uses.

3.4.1.3 Adult entertainment establishments.

3.4.1.4 Animal boarding establishments which may include outdoor facilities.

3.4.1.5 Body rub establishments.

3.4.1.6 Broadcasting, communication, and utility rights-of-way.

3.4.1.7 Cardlock fuel dispensing facilities.

3.4.1.8 Commercial schools.

3.4.1.9 Entertainment, recreation and sports facilities.

3.4.1.10 Financial institutions.

3.4.1.11 Funeral establishments.

3.4.1.12 Motor vehicle body repair facilities.

3.4.1.13 *Motor Vehicle Commercial uses.* (Appeal B12 - OMB Order No. 0662)

3.4.1.14 Motor vehicle rental facilities.

3.4.1.15 *Offices.*

3.4.1.16 Overnight accommodations and conference centres.

3.4.1.17 *Power generating facilities.* (MPA-48) (OMB File No. 0060063)

3.4.1.18 Existing resource extraction.

3.4.1.19 All types of restaurants, including banquet halls.

3.4.1.20 Self-storage facilities.

3.4.1.21 Transportation facilities.

3.4.1.22 Trucking terminals.

3.4.1.23 Utility installations.

3.4.1.24 *Waste processing or transfer stations and composting facilities.*

(OMB File No. 0060063) (OMB File No. 0070123-Consolidated Decision assoc. with OPA 25 & 78)

3.4.2 Policies

3.4.2.1 The maximum *Floor Space Index (FSI)* for *offices* not located in Nodes is 0.5. (MPA-25)

3.4.2.2 Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area (GFA). (MPA-25)

3.4.2.3 All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use. (MPA-25)

3.4.2.4 Outdoor storage and display areas should not be visible from *City* boundaries, major roads, parks or greenbelt 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*. (MPA-25)

3.5 COMMERCIAL

3.5.1 Permitted Uses

3.5.1.1 Commercial uses are generally defined as establishments for the sale of goods and services, recreation, entertainment and accommodation to the general public. Residential, community and *office* uses will also be permitted. Residential uses will not be permitted in Employment Districts, in combination with **Motor Vehicle Commercial uses**, or on any lands designated for retail commercial uses within Residential Districts with the LBPIA Operating Area. (*Appeal B4 - OMB Order No. 0662*) (MPA-40)

3.5.1.2 Mainstreet Retail Commercial (MPA-40)

Mainstreet Retail Commercial refers to pedestrian-oriented street-related commercial areas. (MPA-40)

3.5.1.2.1 Compatible development is encouraged which recognizes the scale and *enhances* the form and *character* of Mainstreet Retail Commercial areas. (MPA-25) (MPA-40)

3.5.1.2.2 Infilling is the preferred form of pedestrian-oriented street-related retail commercial *development*, including the combination of retail commercial and residential uses. (MPA-25) (MPA-40)

3.5.1.2.3 Motor Vehicle Commercial uses, motor vehicle sales and rentals, motor vehicle body repair uses, motor vehicle wrecking, retail commercial uses with drive-through facilities, self storage facilities and detached and semi-detached dwellings, will not be permitted. These uses which exist in areas designated Mainstreet Retail Commercial at the time this Plan is approved (2004 March 29) will be permitted until such time as they cease operation. (MPA-25) (MPA-40)

3.5.1.3 General Retail Commercial (MPA-25) (MPA-40)

3.5.1.3.1 General Retail Commercial refers to retail commercial *development* located primarily on major roads. *Development* of General Retail Commercial uses will be encouraged through *infilling* to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas. Residential uses must be combined with retail commercial uses. Retail commercial uses need not be combined with residential uses. **Motor Vehicle Commercial uses** will only be permitted in Employment Districts, but not in Nodes. Motor vehicle sales and rental facilities will be

permitted. Motor vehicle body repair, motor vehicle wrecking and self-storage facilities will not be permitted. (MPA-40)

3.5.1.3.2 Lands designated General Retail Commercial within Employment Districts may be developed for Business Employment uses. (MPA-40)

3.5.1.4 Convenience Retail Commercial (MPA-25) (MPA-40)

3.5.1.4.1 Convenience Retail Commercial refers to *development* in designated commercial areas, not exceeding 2 000 m² Gross Floor Area (GFA). **Motor Vehicle Commercial uses**, motor vehicle body repair uses, motor vehicle wrecking, self-storage facilities, overnight accommodations and motor vehicle sales and rentals will not be permitted. Gas bars will be permitted, provided they are adjacent to an arterial road. Residential uses must be combined with retail commercial uses. (MPA-40)

3.5.1.5 Motor Vehicle Commercial

3.5.1.5.1 Lands designated Motor Vehicle Commercial permit only gas bars and motor vehicle service stations; motor vehicle washes; establishments for minor motor vehicle repairs; and retail commercial uses of a convenience nature, including an accessory take-out restaurant which may include a drive-through facility, in conjunction with other **Motor Vehicle Commercial uses**. (MPA-25) (MPA-40)

3.5.1.5.2 Retail Commercial uses of a convenience nature, including an accessory take-out restaurant which may include a drive-through facility, will be permitted in conjunction with fuel dispensing and **Motor Vehicle Commercial uses**, subject to, among other matters, compatibility with surrounding land uses, especially residential, a satisfactory on-site internal traffic circulation study and ingress/egress arrangements, and a suitable design, including adequate screening, buffering, personal safety, sufficient parking, acceptable access arrangements, and signage. (MPA-40)

3.5.2 Policies

3.5.2.1 Amendments to Mississauga Plan or rezoning applications for new retail commercial *development* or major extensions to existing retail commercial *development* will be required to submit a concept plan for suitable access points, parking areas, landscaping, setbacks, and other buffering measures on the subject lands and on adjacent properties.
(MPA-40)

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

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

APPEAL B6.
SECTIONS 3.5.2.4 AND 3.5.2.5, POLICIES, COMMERCIAL, HAVE BEEN APPEALED TO THE OMB
As it applies only to the lands bounded by Derry Road West, Hurontario Street, Skyway Drive and Maritz Drive.
(Derry-Ten Limited)
OMB Case No. PL030441*
OMB File No. 0030305
*Associated but not consolidated with PL080347 - [Issue Date: Dec. 1, 2009]

3.5.2.4 Commercial *development* will be directed to designated commercial areas.

3.5.2.5 The dispersion of retail uses beyond designated commercial areas will be discouraged.

3.5.2.6 *Motor Vehicle Commercial uses* will be encouraged to locate at intersections, except where such locations are important or sensitive in terms of *City* image, area *character*, *streetscape*, or significant natural features.

3.5.2.7 Generally more than one (1) gas bar and/or *Motor Vehicle Commercial use* at any intersection will be discouraged. However, a maximum of two gas bars and/or *Motor Vehicle Commercial uses* may be permitted at any intersection. Gas bars and/or *Motor Vehicle Commercial uses* along the same street are encouraged to locate on alternate sides of the street. When two gas bars and/or *Motor Vehicle Commercial uses* locate at the same intersection they are encouraged to locate at diagonally opposite corners, where feasible.

3.5.2.8 Gas bars and/or *Motor Vehicle Commercial uses* will be discouraged as single uses at important intersections and should be integrated with other commercial *development*.



3.6 OFFICE

Lands designated *Office* will accommodate small concentrations of *office* space, and may be permitted throughout the *City*.

3.6.1 Permitted Uses (MPA-25)

3.6.1.1 *Offices*.

3.6.1.2 Accessory uses.

3.6.2 Policies

3.6.2.1 For lands designated *Office*, the permitted maximum *Floor Space Index (FSI)* will be 0.5.

3.6.2.2 Accessory uses will generally be limited to a maximum of 20% of the total Gross Floor Area (GFA).

3.6.2.3 Activities, buildings and landscaping will be situated and designed so as to encourage pedestrian circulation within *Office* sites.

3.6.2.4 All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use. (MPA-25)



3.7 INSTITUTIONAL

Institutional uses generally occupy large sites on major roadways and transit routes, generate significant employment, and are of **City**-wide and/or **Region**-wide significance.

3.7.1 Permitted Uses (MPA-25)

3.7.1.1 Hospitals.

3.7.1.2 Post-secondary educational facilities, such as universities and community colleges.

3.7.1.3 Major cultural or government facilities.

3.7.1.4 Accessory uses.

3.7.1.5 **Residential dwellings** associated with institutional uses.

3.7.1.6 **Cogeneration facility** as an accessory use. (MPA-48)

3.7.2 Policies

3.7.2.1 Institutional uses will be located and planned so that the adverse effects on adjoining residential areas are minimized.

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

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

3.7.2.4 All accessory uses should be on the same lot and clearly subordinate to and directly related to the functioning of the permitted use. (MPA-25)

3.8 OPEN SPACE

3.8.1 Introduction (MPA-25)

3.8.1.1 The Open Space network consists of two (2) designations:

- a. Public Open Space;
- b. Private Open Space.

3.8.1.2 Natural areas acquired by Mississauga will be designated either Public Open Space or Greenbelt. Their recreation potential will be restricted to protect their viability.

3.8.1.3 The provision of recreational facilities within city parks and community parks will be responsive to identifiable needs and in general conformity with the guidelines contained in the *Future Direction* document.

3.8.2 Policies

3.8.2.1 Mississauga recognizes the Lake Ontario Waterfront as a vibrant area of lake-dependent and lake-enhanced activities, with natural habitat areas *restored* and *heritage resources* incorporated. Through land acquisition, capital works, and the review of proposals, Mississauga will endeavour to ensure this vision is realized.

3.8.2.2 Where lands defined as Public Open Space by this Plan are privately owned, it is not intended that they be free and open to the general public nor that they will be necessarily acquired by the *City* or any other public agency. Consideration will be given, however, to public acquisition of these lands through the *development* approval process. (MPA-25)

3.8.2.3 Where Public Open Space contains or abuts the *Natural Areas System*, the policies for the *Natural Areas System* will apply. The potential for Public Open Space areas to expand or connect the *Natural Areas System* will be encouraged to ensure that sensitive areas particularly *woodlands*, be maintained and avoided in being considered for uses such as stormwater facilities. (MPA-25)

3.8.2.4 Significant treed areas throughout Mississauga will, wherever possible, be incorporated into the Public Open Space network. Where appropriate, these areas will be retained in a natural condition or be permitted to regenerate to assume a natural state. Active recreation will be restricted to lands which have been specifically acquired and developed for such purposes. (MPA-25)

3.8.2.5 The Public Open Space network will be designed to allow access for all, including those with disabilities, to a variety of complementary activities through interconnections of pathways, a multi-use recreational trail, and the Public Open Space network; and, to provide a safe and accessible environment through *development* of clear sight-lines, openness, visible entrances, and facilities for local events. (MPA-25)

3.8.2.6 Stormwater retention and stormwater quality ponds are generally not appropriate uses for public parkland; however, in some instances overland flow pond stormwater facilities may be accommodated in public parkland.

3.8.2.7 A park containing major recreational and sport facilities serving an area greater than Mississauga, may be established.

3.8.2.8 Public parkland will contain unstructured or landscaped areas for sedentary uses.

3.8.2.9 Mississauga will negotiate with the appropriate authorities for the use of rights-of-way to accommodate public open space uses. (MPA-25)

3.8.2.10 Land conveyed to Mississauga for use as public parkland and/or greenbelt will be in a condition that is acceptable to Mississauga.

3.8.2.11 *Cemeteries* will be permitted in either Public Open Space or Private Open Space and will be subject to the following: (MPA-25)

- a. as *cemeteries* constitute an open space use, consideration will be given to public *cemeteries* being used for passive open space purposes. However, *cemeteries* that are privately owned are not intended to be open to the public;
- b. future and proposed *cemeteries and related facilities* will be located to minimize conflict with existing and future land use and transportation;
- c. *crematoria, columbaria*, and mausolea will be located only in *cemeteries*;
- d. *cemeteries* will recognise, reflect and integrate all *heritage resources* within and/or adjacent to *cemetery* property.

3.8.3 Public Open Space (MPA-25)

3.8.3.1 Permitted Uses

- a. Lands designated Public Open Space will either be used for public parkland or a public *cemetery*. Accessory uses will be permitted and should generally be limited to a maximum of twenty percent (20%) of the total Gross Floor Area (GFA) and should be on the same lot, clearly subordinate to and directly related to the functioning of the permitted use.

3.8.3.2 Public Parkland

- a. The classification of public parkland expresses two distinct parkland functions which occur at various scales and levels of accessibility: city parks and community parks. The different park classifications are further described and their locations identified in the *Future Directions* document.
- b. Each level may incorporate components of the *Natural Areas System* to provide opportunities for enjoyment, appreciation, and protection of nature.
- c. Additional public parkland may be acquired by the *City* through the processing of *development* applications or by way of purchase.
- d. Mississauga will own, lease, operate, maintain, and administer public parkland and facilities to meet the recreational, cultural, educational and social needs of citizens.
- e. Parks should generally be accessible for residents within eight-hundred (800) m of their homes and be as centrally located within a residential neighbourhood as possible.
- f. Parkland provision should be 1.2 ha per one-thousand (1 000) population for Residential Districts.



3.8.4 Greenbelt

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

(See Section 3.9, Greenbelt)

3.8.5 Cemeteries

3.8.5.1 *Cemeteries and related facilities* form part of the Open Space network. As *cemeteries* constitute an open space use, consideration will be given to public *cemeteries* being used for passive open space purposes. However, *cemeteries* that are privately owned are not intended to be open to the public.

3.8.5.2 Future and proposed *cemeteries and related facilities* will be located to minimize conflict with existing and future land use and transportation.

3.8.5.3 *Crematoria, columbaria,* and mausolea will be located only in *cemeteries*.

3.8.5.4 *Cemeteries* will recognise, reflect and integrate all *heritage resources* within and/or adjacent to *cemetery* property.

3.8.6 Private Open Space

3.8.6.1 Private Open Space uses are generally non-intensive outdoor uses, such as: private *cemeteries*; conservation; nursery gardening; golf courses; agriculture; and recreation.

3.8.6.2 The *development* of private parks may be permitted subject to the following conditions being met:

- a.** adequate access;
- b.** compatibility with adjacent uses;
- c.** preservation, enhancement, and restoration of the *Natural Areas System*;
- d.** an approved site plan, where applicable.

3.9 GREENBELT (MPA-25)

Lands designated Greenbelt are generally associated with natural hazards or significant natural areas where **development** is restricted to protect people and property from damage and to provide for the conservation of natural heritage features and areas. These policies are to be read in conjunction with the policies for Natural Heritage and Natural Hazards.

3.9.1 Permitted Uses (MPA-25)

3.9.1.1 The following uses will be permitted subject to the satisfaction of the appropriate Conservation Authority and the **City**, and other appropriate approval agencies:

- a. flood and/or erosion works;
- b. conservation;
- c. other uses which complement the principal conservation functions;
- d. facilities which by their nature must locate near water or traverse **watercourses** (i.e. bridges, storm sewer outlets and stormwater management facilities);
- e. passive recreation activities where they are **compatible** with the viability of the natural area, while respecting appropriate buffers from **watercourses** and valley slopes;
- f. existing legal non-conforming facilities, buildings, and structures;
- g. piped services and related facilities used for water, **waste**-water and stormwater provided that an Environmental Assessment has been completed in conformity with the *Environmental Assessment Act* or a satisfactory **Environmental Impact Study (EIS)** has been approved by the appropriate Conservation Authority and the **City**, and other appropriate approval agencies. If an Environmental Assessment is not required under the *Environmental Assessment Act*, the **Environmental Impact Study (EIS)** shall evaluate all options available;
- h. accessory facilities to an **adjacent land** use which are of a passive, non-structural nature and do not adversely affect the ability of the **floodplain** to pass flood waters.

3.9.2 Policies (MPA-25)

3.9.2.1 Greenbelt is determined on a site by site basis and is defined by the greater of the "regulatory storm" **floodplain**, the "**top of bank**" and/or combined influence of the stable slope line/stable slope allowance, erosion allowance, and the average annual recession rate, including the hazards associated with Lake Ontario, where applicable, and the limits of identified natural features. These parameters are determined in consultation with the **City** and appropriate Conservation Authority and/or through studies completed by the proponent to the satisfaction of the **City** and the appropriate Conservation Authority.

3.9.2.2 Greenbelt lands will be conveyed to the **City** or other public agency. Such lands will not be accepted as part of the dedication of land for park or other public recreational purposes contribution or credited against any cash-in-lieu for park or other public recreational purposes or be included in the calculation of density for building coverage.

3.9.2.3 Prior to conveyance of Greenbelt lands, the proponent may be requested to conduct a Phase 1 Environmental Site Assessment (ESA) in accordance with the latest standards of the Canadian Standards Association. Should the Phase 1 ESA indicate that further investigation is required, the proponent may be requested to conduct further investigation, perform site clean-up and provide the appropriate environmental documentation. The conveyance of the Greenbelt lands will occur after the proponent has completed all requirements to the satisfaction of the **City**.

3.9.2.4 (MPA-48) (MPA-25) (MPA-78) **Development** adjacent to Greenbelt lands will be subject to the delineation of the natural features, buffers and setbacks by the **City** in consultation with the appropriate Conservation Authority. Dedication and/or restrictive zoning of buffers to Greenbelt may also be required by the **City** in consultation with the appropriate Conservation Authority.
(OMB File No. 0060063) (OMB File No. 0070123-Consolidated Decision assoc. with OPA 25 & 78)

3.9.2.5 The Greenbelt designation applies to both public and privately owned lands. Where Greenbelt land is privately owned, this Plan does not imply that it is free and open to the general public or that it will be acquired by the **City** or any other public agency. Consideration will be given, however, to public acquisition of these areas.

3.9.2.6 For existing lots of record, *development* will not be permitted to extend within the "regulatory storm" *floodplain* or *hazard lands* associated with a *valley or watercourse corridor* if there are lands suitable for *development* on the property beyond the *hazard lands*.

3.9.2.7 Lands may be zoned Greenbelt within any land use designation.

3.9.2.8 Reconstruction, minor additions, and maintenance of legal non-conforming facilities, buildings, and structures may be permitted. With respect to reconstruction, the *development* should be relocated to an area that is least susceptible to natural hazards.



3.10 PARKWAY BELT WEST

(MPA-25)

Lands designated Parkway Belt West on individual District Land Use Maps will be governed by the provisions of the Parkway Belt West Plan, 1978 July, as amended. In case of any discrepancy between the Parkway Belt West Plan and this Plan, the provisions of the Parkway Belt West Plan will prevail.

3.11 AIRPORT (MPA-25))

Lands designated Airport represent the lands directly associated with the operation of Lester B. Pearson International Airport (LBPIA).

3.11.1 Policies (MPA-25)

3.11.1.1 It is recognized that the impacts of LBPIA operations, particularly noise, extend far beyond its geographic boundaries. This is a permanent circumstance which this Plan acknowledges.

3.11.1.2 Because of the economic importance of LBPIA to the City of Mississauga, Region of Peel, and Province of Ontario, *development* should be either complementary or *compatible* with airport operations and allow the airport to function at maximum efficiency to achieve full economic potential having regard for:

- a. existing and future industry;
- b. business and *employment opportunities*;
- c. the interests of existing and future residents.

3.11.1.3 Where appropriate, improvements and enhancements of LBPIA will be supported, recognizing the concerns of the existing and future residents and the role of LBPIA in the City of Mississauga, Region of Peel and Province of Ontario.

3.11.1.4 The importance of the Airport as a major transportation facility is recognized and its integration with other transportation modes is promoted subject to the provision of adequate ground access facilities and services to accommodate trips to and from the Airport on Provincial Highways and inter-regional transit facilities is encouraged.

3.11.1.5 The *City* will coordinate and integrate its own transportation plans with the Greater Toronto Airports Authority (GTAA).

3.11.1.6 Appendix H illustrates Airport Obstacle Limitation Surfaces at Lester B. Pearson International Airport.

3.11.2 Aircraft Noise (MPA-25)

There are areas of Mississauga which are subject to high levels of aircraft noise. As a result, policies are required which set out the restrictions on *development* within the areas subject to high levels of aircraft noise.

These policies are based on no major second airport being built in the GTA in the foreseeable future.

3.11.2.1 Policies

3.11.2.1.1 The policies of this Plan are based on a six-runway configuration of the Airport.

3.11.2.1.2 The *City* will cooperate with the Federal Government, or successors, to ensure that new construction within the area of influence of the Airport is *compatible* with the requirements of the Airport for:

- a. protection of navigational aids and telecommunications;
- b. protection from wildlife hazards;
- c. visibility;
- d. height limitations.

3.11.2.1.3 New residential *development* and *redevelopment*, and *infilling* which increases the number of dwelling units will not be permitted within the Lester B. Pearson International Airport (LBPIA) Operating Area outlined on Schedule 2: Urban Form Concept, and the following affected District Land Use Maps: Airport Corporate, East Credit, Gateway, Malton, Meadowvale Village and Northeast. (*Appeal B4 - OMB Order No. 0662*)

3.11.2.1.4 Notwithstanding Section 3.11.2.1.3, within the area inside the LBPIA Operating Area identified on Schedule 2: Urban Form Concept, as "Exempt Area", *development* applications for residential *development*, *redevelopment* or *infilling* (being Official Plan amendments, Zoning By-law amendments, plans of subdivision, minor variance or consent applications, site plans) may be processed for approval provided that all of the following are satisfied: (*Appeal B4 - OMB Order No. 0662*)

- a. appropriate conditions relating to airport noise are included in the approval;
- b. the application was filed prior to 1997 February 01, or the lands were designated Residential prior to 1997 February 01;
- c. the site is located below the 35 *NEP/NEF composite noise contour*;

d. the **redevelopment** or **infilling** has a density not greater than the highest density of immediately adjacent existing residential **development** located within the LBPIA Operating Area.

3.11.2.1.5 Notwithstanding Section 3.11.2.1.3, **redevelopment** or **infilling** which does not significantly increase the number of dwelling units within the Malton District may be permitted, provided the site is below the 35 **NEP/NEF composite noise contour** and has a density not greater than the highest density of immediately adjacent existing residential **development** located within the LBPIA Operating Area. (*Appeal B4 - OMB Order No. 0662*)

3.11.2.1.6 New **development** and **redevelopment** or **infilling** for hospitals, nursing homes, daycare facilities and public and private schools within the LBPIA Operating Area will not be permitted as a principal or accessory use.

AMENDMENT NO. 25, SECTION 3.11.2.1.7 HAS BEEN APPEALED TO THE OMB

Appeal does not reference the Gateway District Node.

(Orlando Corporation)

OMB Case No.: PL070625

OMB File No.: O070098

3.11.2.1.7 Notwithstanding Section 3.11.2.1.6, **redevelopment** or **infilling** for hospitals, nursing homes, daycare facilities and public and private schools within the Malton, Meadowvale Village and East Credit Districts may be permitted inside the LBPIA Operating Area on an individual basis below the 35 **NEP/NEF composite noise contour**.

3.11.2.1.8 For residential land uses, passive use parks, public and private schools, day care facilities, libraries, places of religious assembly, theatres, auditoria, hospitals, and nursing homes, affected by an **NEP/NEF** of 25 or greater, as shown on Appendix J: 1996 **NEP/2000 NEF Composite Noise Contours**, and if otherwise permitted by this Plan, a noise study will be undertaken by a qualified acoustical consultant in accordance with Provincial Government policy to the satisfaction of the **City** prior to **development** approval to determine appropriate acoustic design criteria.

3.11.2.1.9 For hotels, motels, retail or service commercial uses, **office** uses, athletic fields, playgrounds, or outdoor swimming pools affected by an **NEP/NEF** of 30 or greater, as shown on Appendix J: 1996 **NEP/2000 NEF Composite Noise Contours**, and if otherwise permitted by this Plan, a noise study will be undertaken by a qualified acoustical consultant in accordance with Provincial Government policy to the satisfaction of the **City** prior to **development** approval to determine appropriate acoustic design criteria.

3.11.2.1.10 For industrial, warehousing, or arena uses affected by an **NEP/NEF** of 35 or greater, as shown on Appendix J: 1996 **NEP/2000 NEF Composite Noise Contours**, and if otherwise permitted by this Plan, a noise study will be undertaken by a qualified acoustical consultant in accordance with Provincial Government policy to the satisfaction of the **City** prior to **development** approval to determine appropriate acoustic design criteria.

3.11.2.1.11 For the purposes of this Section, **redevelopment** means an application for approval under the *Planning Act* for:

- a. the creation of one (1) or more new lots;
- b. the creation of one (1) or more new dwelling units;
- c. a change in land use; or
- d. the construction of buildings or structures.

and where the subject lands have or previously had one (1) or more buildings erected thereon.

3.11.2.1.12 For the purposes of this Section, **infilling** means an application for approval under the *Planning Act* for:

- a. the creation of one (1) or more new lots;
- b. the creation of one (1) or more new dwelling units;
- c. a change in land use; or
- d. the construction of buildings or structures.

and where the subject lands comprise less than two (2) ha and the lands have no buildings erected thereon and are located in an area having existing uses of the same or similar **character** as the use proposed.

3.11.2.1.13 Mississauga will require tenants and purchasers to be notified when the proposed **development** or **redevelopment** is located between the **NEP/NEF composite noise contours** of 25 and under 30, as shown on Appendix J: 1996 **NEP/2000 NEF Composite Noise Contours**. Notice is also to be provided regarding the requirement for the provision for central air conditioning.

3.11.2.1.14 Mississauga will require tenants and purchasers to be notified when the proposed **development** or **redevelopment** is located at the **NEP/NEF composite noise contours** of 30 and above, as shown on Appendix J: 1996 **NEP/2000 NEF Composite Noise Contours**. Notice is also to be provided regarding the requirement for the installation of central air conditioning.



3.12 UTILITIES (MPA-25)

Lands designated Utility permit utility rights-of-way and larger above ground facilities.

3.12.1 Permitted Uses (MPA-25)

3.12.1.1 Pumping stations, water and sewage treatment plants, electric transformer and distributing stations, electric transmission lines and cabled services, except when the lands are identified as a Provincially Significant *Wetland*.

3.12.1.2 Public Open Space.

3.12.1.3 Greenbelt.

3.12.1.4 Parking.

3.12.1.5 Outdoor storage areas will be permitted in electric power rights-of-way in Employment Districts.

3.12.2 Policies (MPA-25)

3.12.2.1 When public works not subject to the *Environmental Assessment Act* are planned to traverse, coincide with, or otherwise affect the *Natural Areas System*, an *Environmental Impact Study (EIS)* will be required to be submitted to and approved by the *City* and the appropriate Conservation Authority. Terms of Reference are available from the *City*.

3.12.2.2 (MPA-48) (MPA-25) (MPA-78) Electric power facilities, except for a *power generating facility* will be permitted in any Land Use Designation. *Power generating facilities* will be permitted only in lands designated Industrial. (OMB File No. 0060063) (OMB File No. 0070123-Consolidated Decision assoc. with OPA 25 & 78)

Section 3.2.4 Residential Intensification (Interim Policies), Residential, and Section 3.13, City Centre, Nodes and Corridors, are hereby deleted and replaced by the following (MPA-95 assoc. with OMB File No.: PL100111):

3.13 INTENSIFICATION

3.13.1 Intensification Areas

3.13.1.1 *Intensification areas* will be the Urban Growth Centre, as shown in Figure 1, nodes, *intensification corridors* and *major transit station areas*.

3.13.1.2 The Urban Growth Centre is comprised of the lands along Hurontario Street between Highway 403 and the Queen Elizabeth Way, and is Mississauga's Downtown. The Urban Growth Centre includes the City Centre Planning District, which will be the Downtown Core; lands within the Cooksville Planning District, including the Cooksville Node; and lands within the Fairview Planning District.

3.13.1.3 Nodes are identified on the Planning District Land Use Maps.

3.13.1.4 *Intensification corridors* will be Hurontario Street, north of the Queen Elizabeth Way, and Dundas Street East.

3.13.1.5 *Major transit station areas* are the areas surrounding the stations as shown on Schedule 4.

3.13.1.6 The focus for *intensification* will be within *intensification areas*.

3.13.2 Urban Growth Centre

3.13.2.1 The Urban Growth Centre is planned to achieve a minimum gross density of two-hundred (200) residents and jobs combined per hectare by 2031. The Urban Growth Centre will strive to achieve a gross density of between three-hundred (300) to four-hundred (400) residents and jobs combined per hectare.

3.13.2.2 A minimum building height of three (3) storeys is required on lands within the Urban Growth Centre. Where the right-of-way width exceeds twenty (20) metres a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width. District policies may specify maximum building height requirements. Alternative minimum building heights may be established for existing areas with low density residential *development*.

3.13.2.3 The Urban Growth Centre will be planned to achieve an average population to employment ratio of 1:1, measured as an average across the entire Urban Growth Centre.

3.13.2.4 Proponents of *development* applications within the Urban Growth Centre may be required to demonstrate how the new *development* contributes to the achievement of the residents and jobs density target and the population to employment ratio.

3.13.2.5 Reduction in densities within the Urban Growth Centre will not be permitted unless considered through a municipal comprehensive planning study.

3.13.2.6 Built form within the Urban Growth Centre should provide for the following characteristics of *development*:

- a. creation of a sense of gateway to the core area by prominent built form and streetscaping (including street trees) located close to the street;
- b. creation of a sense of place within the Urban Growth Centre by distinctive architecture, landscaping, and cultural heritage recognition.

3.13.2.7 Lands immediately adjacent to or within the Urban Growth Centre should provide both a transition between the higher density and height of *development* within the Urban Growth Centre and lower density and height of *development* in the surrounding area.

3.13.2.8 The Urban Growth Centre will develop as a major regional centre and the primary location for mixed use *development*. The Urban Growth Centre will contain the greatest concentration of activities and variety of uses including the highest residential and employment densities and building height and the largest commercial component in the *City*.

3.13.2.9 On streets within the Urban Growth Centre which, through the processing of *development* applications or other studies, are identified as desirable locations for active uses, ground-floor retail commercial is encouraged to achieve an animated *streetscape*.

3.13.2.10 Within the Urban Growth Centre, on lands designated Mixed Use, Retail Core Commercial, Mainstreet Commercial, General Commercial, Convenience Commercial or *Office*, ground-floor retail commercial or *office* uses will be provided.

3.13.2.11 The Urban Growth Centre will be planned as a focal area for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses.

3.13.2.12 Major *office development* will be encouraged to locate within the Urban Growth Centre.

3.13.2.13 The Urban Growth Centre will be served by *higher order transit* facilities which provide connections to neighbouring municipalities.

3.13.3 Nodes

3.13.3.1 The Central Erin Mills Node and Hurontario Node are planned to achieve a gross density of between two-hundred (200) and three-hundred (300) residents and jobs combined per hectare by 2031.

3.13.3.2 For lands within the Central Erin Mills Node and the Hurontario Node a minimum building height of two (2) storeys to a maximum building height of twenty-five (25) storeys will apply unless District policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of District policies.

3.13.3.3 The Clarkson-Lorne Park Node, Erin Mills Node, Malton Node, Meadowvale Node, Port Credit Node, Rathwood/Applewood Node, Sheridan Node and Streetsville Node are planned to achieve a gross density of between one-hundred (100) and two-hundred (200) residents and jobs combined per hectare by 2031.

3.13.3.4 For lands within the Clarkson-Lorne Park Node, Erin Mills Node, Malton Node, Meadowvale Node, Port Credit Node, Rathwood/Applewood Node, Sheridan Node and Streetsville Node a minimum building height of two (2) storeys to a maximum building height of four (4) storeys will apply unless District policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of District policies.

3.13.3.5 Where there is no restriction on the heights of buildings in the Residential District Policies, any change to heights in excess of four (4) storeys will only be considered where it can be demonstrated that an appropriate transition in heights that respects the surrounding context will be achieved and that *development* proposals *enhance* the existing or planned *development* and are consistent with the policies of this Plan.

3.13.3.6 Residential Planning District nodes will be planned to achieve an average population to employment ratio between 2:1 to 1:2, measured as an average across the entire area of each node.

3.13.3.7 Proponents of *development* applications within Residential Planning District nodes may be required to demonstrate how the new *development* contributes to the achievement of the residents and jobs density target and the population to employment ratio.

3.13.3.8 Reductions in densities within a Node and in the transition area adjacent to the Node will not be permitted unless considered through a municipal comprehensive planning study.

3.13.3.9 Built form within Nodes should provide for the following characteristics of *development*:

- a. creation of a sense of gateway to the core area by prominent built form and landscaping located close to the street;
- b. creation of a sense of place within the Node by distinctive architecture, streetscaping (including street trees), and cultural heritage recognition.

3.13.3.10 Lands immediately adjacent to or within a Node should provide both a transition between the higher density and height of *development* within the Node and lower density and height of *development* in the surrounding area.

3.13.3.11 A high quality, compact and urban built form will be encouraged to reduce the impact of extensive parking areas, *enhance* pedestrian circulation for all, including those with disabilities, complement adjacent uses, and distinguish the significance of the Nodes from surrounding areas.

3.13.3.12 Nodes will act as a focus of activity for the surrounding areas at locations which are afforded good accessibility, visibility and a relatively high level of existing and potential transit service.

3.13.3.13 Pedestrian convenience and safety will be a priority in determining location and design of transit facilities, and buildings within a Node.

3.13.3.14 Pedestrian and cycling convenience and safety will be priorities in the design and *development* of Nodes and abutting areas. Walkways and cycling routes should be visually prominent, accessible to all, including those with disabilities, link principal destinations with the abutting community, and be oriented to, and an integral part of, active building facades and spaces.

3.13.3.15 Residential and employment density in the Node should be sufficiently high to support transit usage.

3.13.3.16 Community, cultural and recreational facilities and opportunities should be encouraged to locate in Nodes.

3.13.3.17 *Major office development* will be encouraged to locate within the Hurontario

Node, Central Erin Mills Node and all nodes in Employment Districts.

3.13.3.18 Within Nodes in Employment Districts the following uses will not be permitted:

- a. outdoor storage and display areas;
- b. transportation facilities, except public transportation facilities;
- c. *waste processing or transfer stations and composting facilities*;
- d. trucking facilities;
- e. *Motor Vehicle Commercial uses*;
- f. motor vehicle body repair facilities.

3.13.4 Intensification Corridors and Major Transit Station Areas

3.13.4.1 Intensification corridors and major transit station areas will be planned to achieve:

- a. increased residential and employment densities that support and ensure the viability of existing and planned transit service levels;
- b. a mix of residential, office, institutional, and commercial development, wherever appropriate.

3.13.4.2 Major office development will be encouraged to locate within intensification corridors and major transit station areas.

3.13.4.3 Major transit station areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.

3.13.4.4 Planning studies may delineate the boundaries of intensification corridors and major transit station areas and identify appropriate densities, land uses, and building heights.

3.13.4.5 Where there is no restriction on the heights of buildings in the Residential District Policies, any consideration to heights in excess of four (4) storeys will only be considered where it can be demonstrated that an appropriate transition in heights that respects the surrounding context will be achieved and that development proposals enhance the existing or planned development and are consistent with the policies of this Plan.

3.13.4.6 Intensification will be encouraged within major transit station areas, provided it is compatible with surrounding planned residential areas.

3.13.4.7 Low density residential development is discouraged from locating within intensification corridors and major transit station areas.

3.13.5 Outside Intensification Areas

3.13.5.1 Lands designated for residential purposes, outside intensification areas, will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.

3.13.5.2 Residential intensification outside intensification areas will generally occur through infilling.

3.13.5.3 Intensification outside intensification areas may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.

3.13.5.4 Where there is no restriction on the heights of buildings in the Residential District Policies, any consideration to heights in excess of four (4) storeys will only be considered where it can be demonstrated that an appropriate transition in heights that respects the surrounding context will be achieved and that development proposals enhance the existing or planned development and are consistent with the policies of this Plan.

3.13.5.5 Lands located inside the designated greenfield area, as shown in Figure 2, will be planned to achieve a minimum density target that is not less than fifty (50) residents and jobs combined per hectare.

3.13.6 Policies

The following policies apply to lands inside and outside of *intensification areas*, unless the policy is specifically directed to *intensification areas*.

3.13.6.1 Development within *intensification areas* should promote the qualities of *complete communities*.

3.13.6.2 A mix of medium and high density housing, employment, and commercial uses, including mixed use residential/commercial buildings and *offices* will be encouraged to locate in *intensification areas*. However, not all of these uses will be permitted in all *intensification areas*.

3.13.6.3 Intensification areas will accommodate a greater variety and concentration of uses than their surrounding areas and will:

- a. reflect their role in the urban form hierarchy;
- b. act as a focus for more compact, mixed use and higher intensity transit oriented *development*;
- c. provide a community focus and identity;
- d. maximize the use of existing infrastructure;
- e. provide access for more people to a wider variety of community and commercial services and facilities, and *employment opportunities*;
- f. protect the stability of existing neighbourhoods;
- g. enhance the use of transit, walking, and cycling.

3.13.6.4 Built form within *intensification areas* should provide for the following characteristics of *development*:

- a. high quality urban design, streetscaping (including street trees) and pedestrian amenity;
- b. built form should be closely related to, and integrated with, the streetline, with minimal building setbacks, to provide spatial enclosure and street-related activity;
- c. *compatible* building bulk, massing and scale of built form to provide an integrated *streetscape*;

- d. retail uses should be encouraged along main street frontages with direct access to the public sidewalk;
- e. no parking lots/areas should be provided between the building and the streetline on principal street frontages, with the exception of on-street parking;
- f. blank building walls should be avoided facing principal street frontages and intersections;
- g. service, loading and garbage storage should be accessed from rear or side lanes;
- h. front building facades should be parallel with the street and provided with periodic indentations for visual relief and features such as urban squares;
- i. signage should integrate with the scale and *character* of built form;
- j. continuity of built form from one (1) property to the next with minimal gaps between buildings.

3.13.6.5 Intensification areas will be planned and designed to provide a high quality public realm with site design and urban design standards that create attractive and vibrant places.

3.13.6.6 Pedestrian movement and access for all, including those with disabilities, from major transit routes should be a priority in *intensification areas*.

3.13.6.7 Intensification areas will be served by transportation corridors containing roads and transit, and may contain *higher order transit* facilities.

3.13.6.8 Development within *intensification areas* will be phased in accordance with the provision of *community infrastructure* and other infrastructure.

3.13.6.9 As part of the review of *development* applications, area-wide or site specific transportation studies may be required to be carried out to identify necessary transportation improvements and the need for staging to ensure that the *development* does not precede necessary transportation improvements. Further, the requirement for additional minor collector roads and local roads may be identified during the review of *development* applications.

3.13.6.10 For projects that will be phased, applications shall be accompanied by a detailed phasing plan.

3.13.6.11 Proposed *development* will take into account the availability and location of existing and planned *community infrastructure* so that *community infrastructure* can be provided efficiently and effectively and tailored to meet the needs of the population in each community.

3.13.6.12 The proponent of an *intensification* project may be required to provide a Community Infrastructure Impact Study. A Community Infrastructure Impact Study will, among other things, assess the proximity to and adequacy of existing *community infrastructure*, human services and emergency services to meet increased demand caused by proposed *intensification*. A Community Infrastructure Impact Study will identify necessary *community infrastructure* and the need for staging to ensure that *development* does not precede necessary *community infrastructure* improvements. A Community Infrastructure Impact Study will require the approval of the *City* and other appropriate approval agencies.

3.13.6.13 *Development* will be required to consider the creation of an attractive public realm and provision of *community infrastructure*, transportation infrastructure, and other services required for the achievement of a *complete community*.

3.13.6.14 The *development* should maintain or improve public parkland; pedestrian, cycling and vehicular access; and connections to surrounding neighbourhoods.

3.13.6.15 *Redevelopment* may not be permitted on sites identified as *heritage resources*.

3.13.6.16 *Development* should be *compatible* with the scale and *character* of a planned area by having regard for the following elements:

- a. natural environment;
- b. natural hazards (flooding and erosion);
- c. natural heritage features/*Natural Areas System*;
- d. lot frontages and areas;
- e. street and block patterns;
- f. building height;
- g. coverage;
- h. massing;
- i. architectural *character*;

- j. *streetscapes*;
- k. heritage features;
- l. setbacks;
- m. privacy and overview;
- n. the pedestrian environment;
- o. parking;
- p. cycling connections;
- q. parkland needs;
- r. community service provisions;
- s. view corridors;
- t. trees/tree canopy/vegetation that do not fall within the *Natural Area System*.

3.13.6.17 *Development* proposals will demonstrate compatibility and integration with surrounding land uses by ensuring that an effective transition in built form is provided between areas of different *development* densities and scale. Transition in built form will act as a buffer between the proposed *development* and planned uses, and should be provided through appropriate height, massing, *character*, architectural design, siting, setbacks, parking, and public and private open space and amenity space.

3.13.6.18 *Development* proposals may be required to submit micro-climate studies to demonstrate how negative impacts on the public streets, public parkland, pedestrian environments and adjacent residential areas have been ameliorated with regard to the following environmental elements:

- a. sun;
- b. wind;
- c. noise;
- d. light;
- e. odour.

3.13.6.19 *Development* applications should complete connections and existing *development* patterns.

3.13.6.20 *Development* should be located on public roads.

3.13.6.21 For multiple unit *development*, shared road access is encouraged to minimize disruption to pedestrian activity.

3.13.6.22 Multiple pedestrian entries are encouraged to reduce the mass of buildings and promote pedestrian activity.

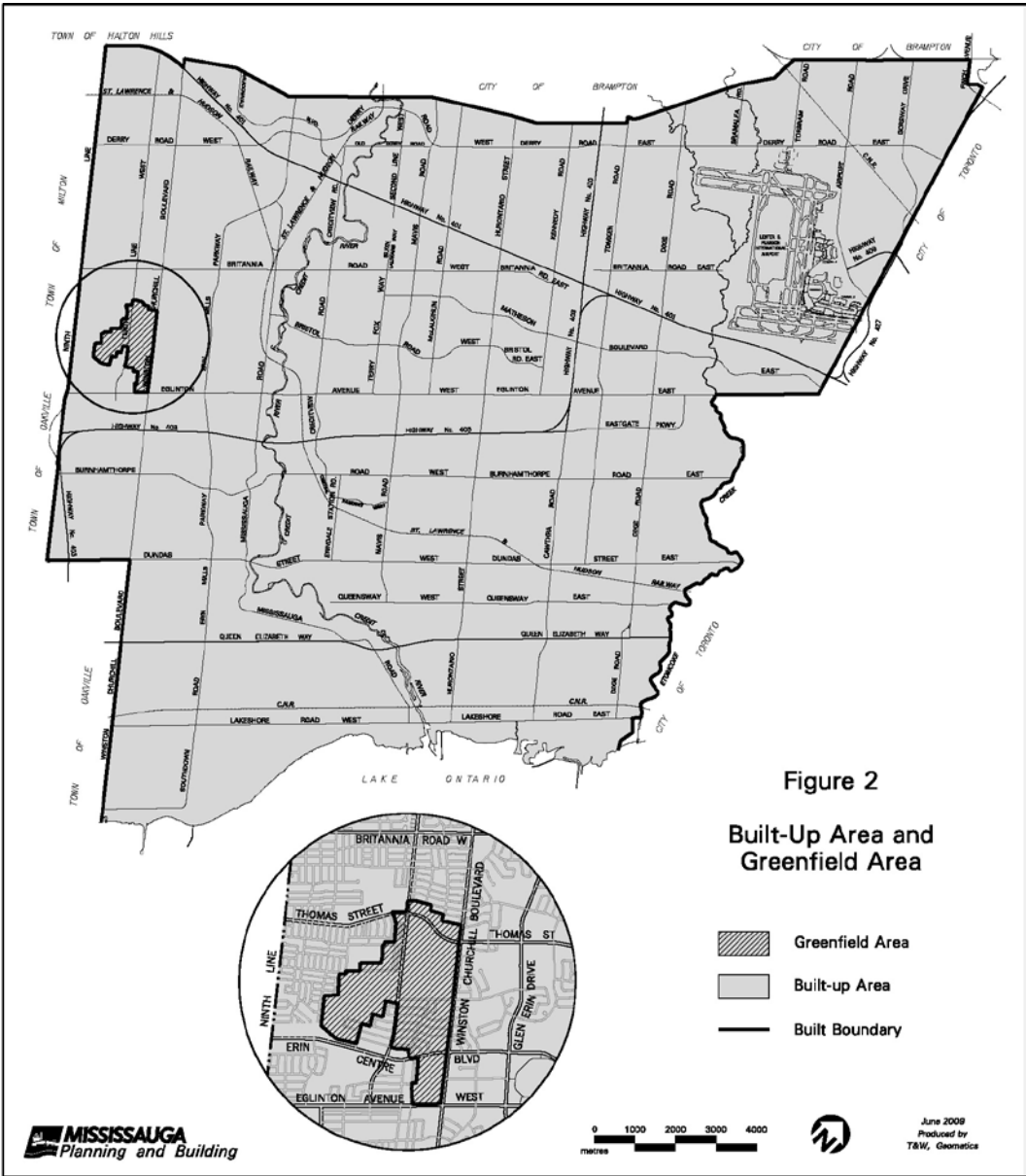
3.13.6.23 The *development* should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to provide for surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or *office* uses.

3.13.6.24 Shared parking is encouraged.

3.13.6.25 The proponent of an *intensification* project will be required to provide a Stormwater Management Study. This study may, among other things, be required to include the following:

- a. verification that the existing storm drainage system has the capacity to convey the increased stormwater flow due to *intensification* in accordance with current *City* standards;
- b. identification of any impact on the upstream and downstream *valley and watercourse corridor* through erosion and/or flooding and impacts on water quality;
- c. recommendations for any remediation works;
- d. identification of the limits of allowable *intensification* by demonstrating that unacceptable impact on the upstream and downstream *valley and watercourse corridor*, water quality and infrastructure will not occur.

2012 November



(MPA-95 assoc. with OMB File No.: PL100111)

3.14 PHYSICAL SERVICES

(MPA-48) (MPA-25) (MPA-78)

This section sets out the policies of the *City* with respect to the provision of natural gas and oil pipelines; electric power, telephone, and other cabled service; which are permitted in all Land Use Designations except Greenbelt.

Piped services and related facilities used for water, *waste*-water and stormwater are permitted in all Land Use Designations, including Greenbelt, only if other options are not feasible, subject to the satisfaction of the appropriate Conservation Authority and the *City*.

3.14.1 Policies (MPA-25)

3.14.1.1 All *development* will have adequate water, sanitary, and storm drainage facilities.

3.14.1.2 Where possible, the existing conditions should be augmented by the re-establishment of native vegetation and the preservation of existing landforms, vegetation and drainage patterns. All efforts to this effect should be guided by the appropriate environmental agencies according to all Provincial Government, Regional Government and municipal regulations.

3.14.1.3 When public works not subject to the *Environmental Assessment Act* are planned to traverse, coincide with, or otherwise affect the *Natural Areas System*, an *Environmental Impact Study (EIS)* will be required to be submitted to and approved by the *City* and the appropriate Conservation Authority. Terms of Reference are available from the *City*.

3.14.1.4 Electric power facilities, except for a *power generating facility* will be permitted in any Land Use Designation. *Power generating facilities* will be permitted only in lands designated Industrial.

(OMB File No. 0060063) (OMB File No. 0070123-Consolidated Decision assoc. with OPA 25 & 78)

3.14.2 Storm Sewer Services

(MPA-48) (MPA-25) (MPA-78)

3.14.2.1 Appropriate storm sewer facilities will be installed for the safety of residents, with due regard to the need to protect *watercourses* and associated *ecosystems* from any possible destructive effects of stormwater runoff.

3.14.2.2 The sizing of storm sewer facilities will be based on the ultimate *development* pattern within the various drainage areas.

3.14.2.3 *Development* proposals will be subject to the recommendations of *watershed* studies to assess potential effects of these proposals on receiving *watercourses*. In addition, *development* will be required to implement stormwater management strategies in accordance with the most current stormwater management guidelines prepared by the *City*, the appropriate Conservation Authority and the Provincial Government.

3.14.2.4 Any Stormwater Quality/Quantity Facilities within Greenbelt lands must have regard for the viability of natural features and functions, and will be subject to naturalization efforts to the satisfaction of the *City* and the appropriate Conservation Authority, as a part of *development*.

3.14.2.5 Storm sewer services policies are to be read in conjunction with urban drainage policies.

(OMB File No. 0060063) (OMB File No. 0070123-Consolidated Decision assoc. with OPA 25 & 78))

3.14.3 Natural Gas and Oil Pipelines

(MPA-48) (MPA-25) (MPA-78)

3.14.3.1 The design standards used in the construction of any natural gas or oil transmission pipeline through undeveloped areas within Mississauga will take into account ultimate urbanization near or adjacent to that pipeline.

3.14.3.2 Setbacks of a residence, place of work, or public assembly to an oil or gas easement or associated structure, and an appropriate building design, will be determined based on the type of pipeline, stress level of the pipeline and shall take into consideration the *Guidelines for Development in the Vicinity of Oil and Gas Pipeline Facilities* prepared by the Technical Standards Safety Authority.

3.14.3.3 Existing or new easements accommodating gas and/or oil pipelines should be incorporated into *development* plans as public open space, walkways or bicycle paths but not be incorporated into individual lots. In some cases, in consultation with the pipeline operator, certain other uses, such as vehicle parking, may be considered, if it forms an integral part of the *development*. (MPA-25)

3.14.3.4 Appendix K indicates Oil and Gas Transmission Lines.

(OMB File No. 0060063) (OMB File No. 0070123-Consolidated Decision assoc. with OPA 25 & 78)

3.14.4 Local Service Power Lines, Telephone and Other Cabled Services

(MPA-48) (MPA-25) (MPA-78)

3.14.4.1 Local service power lines, telephone, and other cabled services will be located underground, where feasible and desirable.

3.14.4.2 Telecommunication facilities, including buildings and related structures, satellite dishes and cellular antennas should be designed and located to minimize visual impact in high profile and sensitive areas.

3.14.4.3 To ensure the integration of utilities in future subdivision designs, wherever feasible, services will be located in road rights-of-way. Where this standard location is not possible, the provision of utility easements will be such that:

- a. the land use pattern of the area in which the easement is to be placed is minimally affected;
- b. the environmental policies of this Plan are observed.

(OMB File No. 0060063) (OMB File No. 0070123-Consolidated Decision assoc. with OPA 25 & 78)

3.15 ENVIRONMENT (MPA-25)

3.15.1 Introduction (MPA-25)

3.15.1.1 The Environment policies are divided into three categories: Natural Heritage, Natural Hazards and Environmental Issues. *Development* applications must take into account the environmental policies as well the respective land use policies.

3.15.1.2 The Natural Heritage policies address the protection of the *Natural Areas System* by providing general direction for decisions regarding *development* so that every opportunity will be taken to maintain the quality of air, land, water and biota, maintain *biodiversity compatible* with indigenous natural systems and to promote the protection and preservation of natural links and corridors.

3.15.1.3 The Natural Hazard policies address the physical hazards and the ecological issues associated with *valley and watercourse corridors* and the Lake Ontario waterfront.

3.15.1.4 The Environmental Issues policies address mineral resources, sites with potential soil or ground water contamination, pollution prevention and reduction, environmental compatibility, urban drainage, *waste* management, *renewable energy*, energy conservation and noise sources and levels. (MPA-25)

3.15.2 Natural Heritage (MPA-25)

3.15.2.1 Introduction

- a. Natural heritage features and areas of the *City* are known as the *Natural Areas System*. The *Natural Areas System* will consist of Significant Natural Sites, Natural Sites, Natural Green Space; Special Management Areas; Linkages; and *Residential Woodlands* and are defined below.
- b. Although some of the natural areas are of higher quality than others, a fundamental premise is that all remnant natural areas are part of a system, and the total or partial loss of any one of them diminishes the entire system. Therefore, the health and connection of areas should be maintained to the highest possible degree.
- c. The location and extent of all of these areas are conceptually illustrated on Schedule 3: Environmental Areas. For illustrative purposes, Significant Natural Sites, Natural Sites and Natural Green Spaces have been grouped together and shown as Natural Areas. The exact limits of these areas will be determined through the processing of *development* applications.

3.15.2.2 Policies

- a. Significant Natural Sites are areas that meet one (1) or more of the following criteria:
 - all *Areas of Natural and Scientific Interest (ANSI's)*, *Environmentally Sensitive or Significant Areas* and other areas designated for outstanding ecological features;
 - all areas with a *Floristic Quality Index (FQI)* of greater than or equal to forty (40);
 - all areas with a mean *Floristic Co-efficient* greater than or equal to 4.5;
 - all *woodlands* greater than or equal to ten (10) ha;
 - all areas that support Provincially significant *species* or "*species at risk*" listed as Special Concern, *Threatened species* or *Endangered species*; (MPA-25)
 - all *woodlands* with the potential to provide interior conditions;

- all **woodlands** that support old growth trees (greater than or equal to one-hundred (100) years old);
 - all Provincially and Locally Significant **Wetlands** and all other **wetlands** greater than two (2) ha;
 - the Credit River and Etobicoke Creek valleys.
- b.** Natural Sites are areas that meet one (1) or more of the following criteria:
- all **woodlands** greater than or equal to two (2) ha but less than ten (10) ha (**woodland** being defined as forests which support appropriate understorey as well as woody canopy species);
 - all **woodlands** composed of uncommon (in the context of Mississauga) canopy species;
 - all areas that represent uncommon vegetation associations in the **City**; (MPA-25)
 - all areas that support regionally significant plant or animal species; (MPA-25)
 - all areas with a **Floristic Quality Index (FQI)** of 25 to 39.99;
 - all areas with a mean **Floristic Co-efficient** of 3.5 to 4.49;
 - all areas that include natural (i.e. not engineered) landscape features including but not limited to valley lands, **watercourses**, unusual landform features.
- c.** Natural Green Space are areas that meet one (1) or more of the following criteria:
- all **watercourses** that have some riparian vegetation other than mowed grass, even if they are predominantly engineered;
 - all wooded areas that are less than 2 ha and do not fulfill any of the criteria for Significant Natural Sites or Natural Sites;
 - Lake Aquitaine and Lake Wabukayne.
- d.** Special Management Areas are those areas adjacent or close to existing natural areas, and which have the potential for restoration, or which should be planned or managed specially due to their proximity to a natural area.

- e.** Linkages are areas which serve to link two or more of the components of the **Natural Areas System** within the **City**, or to natural areas outside of the **City** boundaries. Linkages include, but are not limited to the following:
- stormwater management facilities including ponds and **watercourses**;
 - designated public open space (MPA-25);
 - rights-of-way;
 - greenspace along major arterial roads providing there is an adequate barrier between the linkage and the roadway.
- f.** **Residential Woodlands** are areas that support trees with mature, fairly continuous canopy, but the native understorey is generally absent or degraded, usually through maintenance of residential lawns and landscaping. These still serve some functions such as: providing habitat for tolerant canopy birds, both in migration and for breeding; facilitating **ground water recharge** owing to the high proportion of permeable ground cover. These areas are generally located in older residential areas, with large lots and are almost completely in private ownership.
- g.** The maintenance of the long term ecological integrity of the remnant Natural Areas (including Significant Natural Sites, Natural Sites and Natural Green Space) will be a critical consideration in all decisions regarding **development**.
- No new building **development**, roadways or linear utility corridors should be allowed within Significant Natural Sites, Natural Sites, Natural Green Space or Linkages. Essential services such as water and sewer systems or road crossings will only be permitted if other alternatives are studied and are determined to be not feasible and that the impacts are determined to be acceptable.
- h.** **Development** applications within or adjacent to Natural Areas, Special Management Areas, and Linkages, must submit an **Environmental Impact Study (EIS)** to the satisfaction of the **City** in consultation with the relevant Conservation Authority to evaluate the appropriateness of the **development** proposal and to demonstrate that **ecological function** is being maintained or **enhanced** by the following:

- preservation, enhancement, restoration and remediation of *natural forms and ecological functions and linkages*;
- minimizing impacts on the site and *adjacent lands*.

The *EIS* will document existing conditions including establishing the limits of the Natural Area and establish appropriate protection measures. Terms of reference are available from the *City*. The *EIS* must be approved in the early stages of a proposal's consideration.

- The long-term protection and preservation of natural areas will be promoted through the following measures:

- placing those areas identified for protection and preservation through *development* applications in the appropriate zoning to ensure their long term protection;
- discouraging the fragmentation of ownership of natural areas and buffers;
- using native materials and species, and reducing and/or eliminating existing non-native plant species to improve ecological value;
- retaining areas in a natural condition and/or allowing them to regenerate to assume a natural state;
- controlling activities which may be incompatible with the retention of *natural forms, functions and linkages*;
- the promotion of stewardship within privately owned natural areas;
- regulation of encroachment by the public and control of non-native plant species.

- Development* proposals in *Residential Woodlands* should seek to *preserve* the existing tree canopy.

- Where appropriate, Special Management Areas and Linkages should be *restored* to natural systems with the eventual aim of reclassifying them as Natural Green Space or Natural Sites.

- Mississauga will establish a program of protection alternatives for the *Natural Areas System*. This may include but will not be limited to information/education programs, stewardship or management agreements, facility watch, land trusts or conservation easements.

- Where the Public Open Space network contains or abuts the *Natural Areas System*, the policies for the *Natural Areas System* will apply. The expansion or connection of the *Natural Areas System* will be encouraged. Where appropriate, natural areas and buffers will be incorporated with public parkland and will be managed in accordance with adopted *Natural Areas System* policies. Where appropriate, *woodlands* will be incorporated as focal points of parks. (MPA-25)

In natural areas, recreation potential is restricted in order to protect their sustainability; however, formalized passive uses may be a means of lessening the impacts of uncontrolled public access.

- The preservation of *woodlands* on either public or private lands may contribute to landscape aesthetics, urban form, and on-site open space for passive recreation. Public use of forested areas will be restricted to lands which have been specifically acquired for public use.

- Mississauga may require ecologically based *woodland* management plans of the owner prior to municipal acquisition.

- Where lands defined as *Natural Areas System* by this Plan are privately owned, it is not intended that they be free and open to the general public nor that they necessarily will be acquired by the *City* or any other public agency. Consideration will be given, however, to public acquisition of these areas through the *development* approval process.

- No *development*, site alteration or new utilities will be permitted in Provincially or Locally Significant *Wetlands* or *wetlands* over two (2) ha in size. Conservation, education, and nature appreciation activities may be allowed subject to review by the *City* and Provincial Government and appropriate Conservation Authority.

- The uses permitted on the *adjacent lands* to a Provincially Significant *Wetland*, within one-hundred and twenty (120) m, will include all the uses permitted within a *wetland* and existing agricultural activities. Consideration of *development* proposals requiring an approval under the *Planning Act* or new structures on vacant lots, will require the completion of a full or scoped site *EIS*, satisfactory to the *City* and the appropriate Conservation Authority.

- s. No *development* or site alteration will be permitted within the significant portions of the habitats of Vulnerable, *Threatened species* or *Endangered species*.
- t. Areas of *fish habitat* and potential *fish habitat*, listed in Appendix B: Areas of *Fish Habitat* and Potential *Fish Habitat* (Identified by the Provincial Government), will be protected from *development*. There are a number of options available for the protection of *fish habitat* such as the use of setbacks or vegetative buffers. Setbacks and buffers will be determined by the *EIS* which shall conform with approved fisheries management plans. (MPA-25)

3.15.3 Natural Hazards (MPA-25)

3.15.3.1 Introduction

- a. Areas of natural hazards are generally associated with *valley and watercourse corridors* and the Lake Ontario *shoreline*. These areas are generally unsafe for *development* due to naturally occurring processes such as flooding and erosion and are designated Greenbelt on the District Land Use Maps.
- b. In addition to the physical hazards associated with these areas, *valley and watercourse corridors* and the Lake Ontario *shoreline* are critical to the *Natural Areas System* due the *ecological function* they provide. Of particular concern within *valley and watercourse corridors* and the Lake Ontario waterfront is the preservation and enhancement of *fish habitat* not only as an indicator of a healthy environment but also for leisure activity and tourism.
- c. To sustain the health of *shoreline* and *watershed ecosystems*, the local physical and ecological processes should be retained in an undisturbed state to the greatest extent possible and, where feasible, *restored*. Effective natural hazards management can only occur on a comprehensive *shoreline* or *watershed/sub-watershed* basis. Therefore, site-specific *development* activities need to be evaluated in the context of their potential impact on the overall physical and ecological processes occurring within the defined *shoreline* or *watershed* management area. *Development* activities that properly address the physical processes, yet threaten or pose adverse ecological impacts or vice versa are not in keeping with the Provincial Government interest of protecting the health and integrity of the *shoreline* and/or *watershed ecosystems*. The primary use will, therefore, be conservation. Although physical hazards may be addressed through mitigative measures, *development* may still not be permitted on the basis of the *ecological functions* such areas may possess.

3.15.3.2 Policies

- a. *Deleted by Amendment No. 25. (MPA-25)*
- b. Mississauga, in consultation with the appropriate Conservation Authority, will consider a program for the restoration of *urbanized watercourses and shorelines*, including the use of native materials and buffer strips, where feasible, to improve ecological value.

- c. *Deleted by Amendment No. 25. (MPA-25)*
- d. **Development** will generally be subject to the **One-Zone Floodplain Concept**, except areas where the **Special Policy Area Floodplain Concept** and **Two Zone-Floodplain Concept** have been approved.
- e. The lands identified as being within the Regulatory **Floodplain** on District Land Use Maps have been identified by the respective Conservation Authorities as being subject to flooding. There are a number of structures within the Regulatory **Floodplain** as a result of historic **development**. Notwithstanding the historic **development** that has occurred, or any land use designations shown on the District Land Use Maps, **development** on these lands is subject to the Natural Hazard policies of this Plan which generally prohibit **development** on lands subject to flooding. If through detailed studies, and subject to satisfying the **City** and the appropriate Conservation Authority, any portion of these lands are determined to not be within the **floodplain**, or if **development** can proceed in accordance with policies for Natural Hazards, then the underlying land use designation will apply.
- f. *Deleted by Amendment No. 25. (MPA-25)*
- g. The construction of buildings or structures permitted in or adjacent to the **floodplain** will be protected to the elevation of the Regulatory Flood. Additional flood protection measures to be implemented relative to individual **development** applications, will be determined by the appropriate Conservation Authority and the **City**.
- h. Access for **development** adjacent to or within the **floodplain** will be subject to the appropriate Conservation Authority **floodproofing standards** and the policies of the **City**.
- i. *Deleted by Amendment No. 25. (MPA-25)*
- j. *Deleted by Amendment No. 25. (MPA-2) (MPA-25)*
- k. Generally, the **natural forms, functions, and linkages** of the Lake Ontario Waterfront require restoration which will be incorporated into proposals, where possible. Modifications to the existing **shoreline** should contribute to healthy functioning of coastal processes and include the creation and enhancement of aquatic habitat.
- l. *Deleted by Amendment No. 25. (MPA-25)*

- m. *Deleted by Amendment No. 25. (MPA-25)*
- n. As a condition of **development** application approval for any lands designated Industrial, immediately **adjacent lands** to the **shoreline** of Lake Ontario, for any use other than industrial, all regulatory **shoreline** lands will be zoned Greenbelt and may be acquired by the **City**. Prior to any such acquisition, the applicant will be required to determine what **shoreline** protection works are required, if any, and will be encouraged to install such works to the satisfaction of the **City**, the appropriate Conservation Authority and other public agencies which have jurisdiction over the Lake Ontario Waterfront.
- o. In recognition of the strategic location of the Credit River and Etobicoke Creek connecting Mississauga with Brampton and Toronto, emphasis should be placed on partnerships among the municipalities to improve the long term viability of the valleys. Stewardship of these systems should improve their ability to function as a greenway given their scale and relationship to Lake Ontario.

3.15.4 Environmental Issues (MPA-25)

3.15.4.1 Areas of Mineral Resource

3.15.4.1.1 Introduction

- a. Existing licensed quarries are permitted uses within the Zoning By-law and are identified on Schedule 3: Environmental Areas, of this Plan. These areas will operate in compliance with legislation of the Provincial Government and the following policies.

3.15.4.1.2 Policies

- a. The influence area of a quarry will be determined by the proponent subject to the approval of the Provincial Government and the **City**: considering the size and type of quarry; location, type, and intensity of surrounding uses; implications of the quarry on surface and ground water, noise, vibration, dust; and other matters.
- b. Applications to expand existing quarries must determine the influence area and other additional information deemed necessary by **City Council**.
- c. Progressive rehabilitation of excavated pits and quarries will proceed toward a **compatible** after-use for the site in accordance with approved site **development** and rehabilitation plans approved by the **City** and Provincial Government.
- d. Processing of excavated materials and related activities must occur within, or contiguous to, the area licensed.
- e. Except in areas of existing **development** or within the **Natural Areas System, wayside pits and quarries** and portable asphalt plants will be permitted in all designations and all zoning categories without requiring an amendment to the Plan or Zoning By-law.
- f. Prior to the consideration of **development** proposals within the area of influence of quarry operations, it will be demonstrated that there will be no adverse impacts on the **development** from the quarry that would make it incompatible with the quarry operation so as not to preclude the continued use of the quarry operation.

3.15.4.2 Sites with Potential Contamination

- a. Mississauga will endeavour to ensure that developing or re-developing sites do not represent a hazard to human or **ecosystem** health by:
- requiring that the owners of lands proposed for **development** complete a questionnaire which will identify the potential for contamination of their lands;
 - requiring that landowners consider other potential sources of contamination such as disposal of **waste** materials, raw material storage, residues left in containers, maintenance activities, and spills and may also include some commercial properties, such as, gas bars, motor vehicle service stations, motor vehicle repair garages, and dry cleaning plants;
 - **development** approval or approval of amendments to this Plan by the **City** for known or potentially **contaminated sites** will be deferred until the proponent of **development** undertakes a study assessing the potential for contamination in accordance with the Provincial Government guidelines and addresses all concerns of the **City**;
 - if the study indicates potential for soil or ground water contamination, a remedial action plan in accordance with Provincial Government guidelines for the clean-up of **contaminated sites** will be required. Recommendations contained within the clean-up plan will be implemented by way of conditions to **development** approval.
- b. If a **contaminated site** cannot be remediated to the land use designations shown on the District Land Use Maps, the land use designation will be reviewed based on the remediation plan.
- c. Policies regarding **contaminated sites** should not be construed as a commitment by the **City** to identify all **contaminated sites**; rather they should be regarded as an effort by the City to responsibly obtain and utilize available information as part of the planning process.

3.15.4.3 Pollution Prevention and Reduction

- a. Pollution concerns may affect land, water, and air quality. Mississauga will support the other levels of government in their efforts to monitor land, water, air quality, and, where feasible, to establish programs to screen proposals for their impacts in this regard.
- b. Mississauga will support and encourage initiatives and programs to prevent and reduce the causes and impacts of pollution.
- c. Mississauga will work with the **Region** to develop policies to encourage air quality protection. (*MPA-95 assoc. with OMB File No.: PL100111*)

3.15.4.4 Environmental Compatibility

- a. Determining compatibility between land uses, from the perspective of maintaining quality of life, will consider odours, air particulates, noise and other contaminants that may impact to the **development** application. Effective control is required at the source through appropriate site and building design, buffers and/or separations from major facilities such as: airports; transportation corridors; sewage treatment facilities; **waste** sites; industries and aggregate activities; to prevent adverse effects from these facilities on uses such as: residences; day care; education; or health facilities. If not capable of mitigation, such facilities will not be permitted adjacent to **sensitive land uses**. Similarly, **sensitive land uses** will not be permitted adjacent to existing major facilities such as: the airport; transportation corridors; sewage treatment facilities; **waste** sites; industrial and aggregate activities; if adverse effects from these facilities cannot be mitigated.
- b. In accordance with the Provincial Government guidelines, in those cases where a **sensitive land use** is proposed within the influence area or potential influence area of a facility, or a facility which is likely to generate contaminant discharges is proposed, a feasibility study will be submitted. The study will evaluate the impacts, both before and after any proposed mitigation measures are applied and identify options for mitigation both at the source or elsewhere.

3.15.4.5 Urban Drainage

3.15.4.5.1 Introduction

- a. The degradation of water resources ultimately leads to the degradation of natural features, functions and aquatic life.

Areas of **ground water recharge** and discharge will be identified and a means of protection determined in future studies, if necessary. The following policies apply to protecting surface water and stormwater management.

3.15.4.5.2 Policies

- a. Given the level of existing urban **development, sub-watershed** plans may not be feasible for all parts of the **City**. However, where feasible, drainage proposals will be assessed using the principles of a broad **ecosystem approach**. Appendix D: **Sub-Watershed** Limits, indicates the limits of the **sub-watersheds** within Mississauga.
- b. **Development** will be subject to the **City's** Stormwater Quality Study which addresses the need for water quality control facilities for new **development** on a **City-wide** basis.
- c. Both **sub-watershed** plans and the **City's** Stormwater Quality Study require a consideration of ground water, base flow, recharge and discharge. Protective measures should be developed and implemented for **ground water recharge** and discharge areas where appropriate.
- d. Mississauga may require that **development** applications be supported with stormwater management plans which identify specific **best management practices**. The plans must be approved by the appropriate authorities.
- e. Surface drainage facilities and associated **floodplain** will be designated Greenbelt on District Land Use Maps. Where possible, surface drainage facilities should be designed in a manner which **restores** natural habitat links or buffers natural areas. The location of these facilities will not be detrimental to existing natural features.

- f. Any proposal for *development* which includes a surface drainage feature or associated *floodplain* will be subject to the requirements of drainage plans prepared to the satisfaction of the *City* and the appropriate Conservation Authority.
- g. *Development* on lands within the Cooksville Creek *watershed* will be subject to the Cooksville Creek Rehabilitation Study. Any commercial, industrial, community or high density residential *development* within the Cooksville Creek *watershed* will require on-site stormwater management to control the post *development* stormwater discharge to pre-*development* levels in accordance with *City* Council adopted policies.
- h. Mississauga will establish, where appropriate, measures for various on-site stormwater management, such as, grading and vegetation, to protect and *enhance* the receiving *watercourse*.
- i. Mississauga will work together with other municipalities and levels of government to ensure that water quality and quantity in Lake Ontario and its associated watercourses are maintained or improved. (MPA-95 assoc. with OMB File No.: PL100111)
- j. Mississauga supports *development*, including *redevelopment* and *intensification*, which implement measures and activities to reduce stormwater flows, improve water quality and facilitates groundwater infiltration and flow using innovative stormwater management practices. (MPA-95 assoc. with OMB File No.: PL100111)
- k. Mississauga will manage storm drainage infrastructure and services to support future growth. The scale of change will vary depending on infrastructure needs and development goals. (MPA-95 assoc. with OMB File No.: PL100111)

3.15.4.6 Waste Management

- a. Mississauga will continue to support and promote reduction, re-use, and recycling of *waste* in private and public sector operations.
- b. Mississauga will establish site design standards to ensure adequate flexibility in *waste* handling for *development* proposals. Standards should address a range of *waste* management options including on-site material separation, multiple *waste* streams, and composting.

c. *Waste transfer stations, waste processing stations, and composting facilities* are permitted in Business Employment and Industrial areas subject to meeting the following criteria:

- the location and operation of *waste transfer stations, waste processing stations, and composting facilities* must comply with all Municipal, Regional, and Provincial Government requirements including, where applicable, certification under the *Environmental Protection Act*;
- the sites for such facilities will be located, planned, designed, operated, and maintained in such a way as to ensure:
 - compatibility with adjacent, existing, and future land uses;
 - environmental impact, within applicable standards;
 - mitigation of dust, odour, health and safety concerns, noise, and visual impacts, within applicable standards.

d. Restrictions are placed on the *development* of closed *landfill sites* and the *adjacent lands* of closed sites. Closed *landfill sites* have limited capability to support certain land uses and *development* will be restricted where such activity would constitute a hazard to human or *ecosystem* health.

The size and extent of the *landfill's* influence area is dependent on many factors and is determined by site specific and detailed studies prepared by the applicant of *development* proposed within the potential influence area. These studies will be prepared to the specifications of the Provincial Government.

Where no information is available on the influence area of the site, Provincial Government standards identify a five-hundred (500) m radius surrounding the **waste** cell for assessing potential impacts from the **waste** site.

- e. **Development** on lands formerly used for the disposal of **waste**, within a period of twenty-five (25) years or less, requires approval of the Provincial Government.
- f. Mississauga will work with the **Region** to develop an integrated **waste** management strategy. (MPA-95 assoc. with OMB File No.: PL100111)

3.15.4.7 Energy and Water Conservation

- a. Mississauga will promote efficient use of energy through the following actions and initiatives:
 - encourage **development** that is compact and **compatible** with existing **development**;
 - encourage **infilling** and **development**, where appropriate;
 - encourage the location of public transit facilities and areas of medium and high density **development** in proximity to each other;
 - encourage mixed-use **development** which reduces travel needs by integrating residential, retail commercial, employment, community, and recreational land uses, where permitted; (MPA-40)
 - provide services and facilities which are accessible to pedestrians and cyclists;
 - encourage incorporation of appropriate energy and water conservation features in building design and construction; (MPA-95 assoc. with OMB File No.: PL100111)
 - review parking standards and consider means to discourage provision of parking in excess of minimum requirements;
 - encourage use of alternative modes of transportation such as transit, cycling, and walking, in an effort to reduce air pollution and greenhouse gases.

- b. Mississauga will encourage the Provincial Government, the **Region**, public and private utilities to **enhance** and expand their energy conservation initiatives.
- c. Mississauga will continue to pursue energy conservation in its corporate operations.
- d. Mississauga will work with the **Region** to strengthen policies on energy conservation and develop water conservation policies. (MPA-95 assoc. with OMB File No.: PL100111)

3.15.4.8 Stationary Noise Sources

- a. In order to discourage the encroachment of land uses sensitive to noise on existing industrial noise sources, a Noise Impact Study will be submitted prior to approval in principle of the new use. This will identify options for mitigation at the source and at the proposed **development** site.
- b. New industrial, commercial, or utility **development** will generally not be permitted where the noise transmitted to existing or proposed residential areas, or other noise sensitive use, exceeds the mitigated outdoor or plane of window noise criteria established by the Provincial Government.
- c. The sound levels anticipated on the site of a proposed **development** will be established on the basis of a predictable "worst case" scenario using only methods acceptable to the Provincial Government.
- d. **Development** that includes outdoor passive recreation areas will generally not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed the limits specified by the Provincial Government in Appendix E: Outdoor and Plane of Window Sound Level Criteria - Stationary Noise Sources.
- e. **Development** with a residential component such as dwellings, or any **development** which includes bedrooms, sleeping quarters, or reading rooms, and other noise sensitive uses which will be subject to high levels of noise from a stationary noise source, will only be permitted if noise mitigation measures are implemented at the source of the noise or if the **development** contains mitigative measures which will result in noise levels that comply with the Appendix E: Outdoor and Plane of Window Sound Level Criteria - Stationary Noise Sources.

3.16 LAKE ONTARIO WATERFRONT DEVELOPMENT (MPA-25)

These policies are based on the *Mississauga Waterfront Plan* which contains further detail regarding the extent of the policy area, mapping, policies, and guidelines.

3.16.1 Policies (MPA-25)

3.16.1.1 Port Credit harbour will be the focus for tourism and economic *development* on the Mississauga Waterfront. The function and image of Port Credit as a centre for retail commercial activity and tourism will be *enhanced* and promoted. In addition, promotion of the entire waterfront will identify complementary opportunities available at other areas of activity. (MPA-40)

3.16.1.2 Public access will have regard for the following:

- a. the *Multi-Use Recreational Trail Study*;
- b. potential to provide linkages for other trail systems, public access nodes, and *natural forms and functions*;
- c. opportunities for *enhanced* views of the lake;
- d. opportunities for nature appreciation.

3.16.1.3 Public ownership of waterfront lands will be continuously pursued. All publicly owned land should be retained by the *City* or other levels of government, and contribute to public use and enjoyment of the Lake Ontario Waterfront.

3.16.1.4 The review of applications for *development* along the Lake Ontario Waterfront and the mouth of the Credit River, will have regard for the principles expressed in the *Port Credit Harbour Transition Master Plan* and the *Mississauga Waterfront Plan*, as well as the following: (MPA-25)

- a. provision of public views of the lake from within and throughout the property. Maintain existing or create new view corridors to the lake and along the *shoreline*;
- b. recognition, reflection, and integration of *heritage resources*;
- c. provision of public access to and along the water's edge;
- d. design of *shoreline* forms which do not pose physical barriers to the water;
- e. compatibility between land uses;
- f. mix of appropriate uses;

- g. form and scale appropriate to the Lake Ontario Waterfront location;
- h. ensure that public open space adjacent to the *shoreline* should be, and clearly seen to be, open to the public;
- i. dedication of patent water lots to the *City* or appropriate public agency;
- j. provision of a variety of appropriate uses and activities which are lake-dependent and lake-enhanced;
- k. contributions by the proponent to *development* of public *shoreline* parkland and the provision of associated recreational facilities.

3.16.1.5 Public Open Space and *development* adjacent to the Lake Ontario Waterfront Trail should be designed to *enhance* the trail *users* experience of Lake Ontario by maximizing views of Lake Ontario and by creating a varied, visually stimulating, comfortable and human-scaled edge to the Waterfront Trail.

3.16.1.6 The implementation of *development* proposals should *enhance* and promote the image and identity of Mississauga as a waterfront city with a unique waterfront advantage for *development* that will consider, among other uses, recreation, retail and tourism activities.

3.17 TRANSPORTATION (MPA-25)

3.17.1 Introduction (MPA-25)

3.17.1.1 The transportation system supports the policies of this Plan.

3.17.1.2 The Plan recognizes the contributions of other levels of government and agencies to the transportation system for the **City**. The Greater Toronto Airports Authority (GTAA) is responsible for the Airport. Mississauga is traversed by a series of Provincial Highways and GO Transit lines which are the responsibility of the Provincial Government. The **Region** has jurisdiction for some roads in the **City**. The Federal Government is responsible for inter-city rail services.

3.17.1.3 The **development** of the transportation system is subject to the availability of financial resources at all levels of government.

3.17.2 Policies (MPA-25)

3.17.2.1 Mississauga will develop an efficient transportation network through the provision of transportation infrastructure and services, and by encouraging a greater emphasis on **Transportation Demand Management** (TDM) solutions and the use of new technologies to support a more sustainable approach to transportation. (MPA-95 assoc. with OMB File No.: PL100111)

3.17.2.2 Mississauga will work with other levels of government to further inter-regional transit plans which include proposals for **Rapid Transit, Commuter Rail**, GTA Transit Corridors and GTA Transportation Centres. Notwithstanding that Airport Road has not been designated as a **Higher Order Transit** Corridor on Schedule 4: Road and Transit Network - Long Term Concept, Mississauga recognizes this roadway as an important transit link to the airport and will work with the City of Brampton and the Region of Peel in addressing this issue. (MPA-25) (MPA-95 assoc. with OMB File No.: PL100111)

3.17.2.3 Mississauga will encourage appropriate land uses and transit-supportive **development** densities especially along **Higher Order Transit** Corridors. (MPA-25) (MPA-95 assoc. with OMB File No.: PL100111)

3.17.2.4 Mississauga will develop a safe transportation network through roadway and boulevard design. (MPA-25)

3.17.2.5 Mississauga will develop and monitor transit ridership targets. (MPA-25)

3.17.2.6 Priority for transit and more efficient roadway infrastructure use through measures such as the implementation of **Reserved Bus (RB) lanes** or **High Occupancy Vehicle (HOV) lanes** will be introduced, where appropriate. (MPA-25)

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

3.17.3 Transit (MPA-25)

3.17.3.1 Transit is an essential component in creating a **multi-modal** transportation system and will be designed to contribute to the implementation of the policies of this Plan. (MPA-95 assoc. with OMB File No.: PL100111)

3.17.3.2 Deleted by Amendment No. 95. (MPA-95 assoc. with OMB File No.: PL100111)

3.17.3.3.1 Accessible transit facilities and passenger amenities, such as, bus bays, bus loops, bus stop platforms, and shelters, will be acquired through the processing of **development** applications, where appropriate. (MPA-25)

3.17.3.4 Deleted by Amendment No. 95.
(MPA-95 assoc. with OMB File No.: PL100111)

3.17.3.5 Mississauga will implement alternative transit service options and delivery concepts to conventional grid transit services including the implementation of community shuttles and GO Transit Station shuttle services.

3.17.3.6 The use of transit will be supported through *transit priority measures*, such as express services, new technologies, fare integration and service coordination with GO Transit and neighbouring transit systems. (MPA-25)

3.17.3.7 *Transit priority measures* will be encouraged in the vicinity of the City Centre Transit Terminal, in the *Higher Order Transit* Corridors and as warranted in other areas of the transportation system to facilitate transit services. (MPA-95 assoc. with OMB File No.: PL100111)

3.17.3.8 The City Centre will be the main hub for *City* and inter-regional transit services. Transit terminals utilized by Mississauga Transit within the *City* are shown in Appendix L: Transit Terminals. (MPA-25)

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

3.17.3.10 Access to the GO Transit *commuter rail* system at GO Transit stations will be promoted through the provision of transit and adequate commuter parking facilities including improved and alternative transit delivery options, and the potential for *development* and structured parking.

3.17.3.11 A Rail Link between Toronto Union Station and Lester B. Pearson International Airport is being proposed. City of Mississauga staff will continue to work with stakeholders through the environmental assessment process for the project. (MPA-95 assoc. with OMB File No.: PL100111)

3.17.3.12 Mississauga supports an inter-regional transit hub on the Bloor-Danforth subway corridor. Relocation of the existing facilities at Islington would be subject to appropriate studies and cost sharing arrangements with relevant stakeholders. The extension of the Bloor-Danforth subway corridor into Mississauga will be subject to further studies. (MPA-25)

3.17.3.13 The *City* supports *development* of the Highway 407 Transitway as part of an inter-regional *Bus Rapid Transit (BRT)*

network, subject to completion of an environmental assessment study which will examine alternative alignments and station locations within the corridor. (MPA-25)

3.17.3.14 The Long Term Transit Network Concept is shown on Schedule 4: Road and Transit Network Long Term Concept which includes:

- a. Hurontario Street and Dundas Street are identified as *Higher Order Transit* Corridors for the provision of transit services and their potential for the implementation of *transit priority measures*; (MPA-95 assoc. with OMB File No.: PL100111)
- b. a *Bus Rapid Transit (BRT)* facility is being developed in the Highway 403/Eglinton Avenue corridor to link major *development* areas such as the City Centre and employment areas around the Airport with Residential Districts and to connect with the GTA Transit network extending into the Region of Halton and the City of Toronto. *Development* of the *BRT* facility will be based on passenger demand and available funding with initial services and *transit priority measures* phased in as appropriate. Portions of the *BRT* alignment are protected by the Province through the Parkway Belt West Plan; (MPA-25)
- c. the City of Mississauga supports the *development* of a transit connection between the Airport and the inter-regional *BRT* network; (MPA-25)
- d. GO Transit has plans to improve *commuter rail* service on the Milton, Lakeshore, and Georgetown corridors. Mississauga supports giving priority to the Milton GO Rail service improvements, including a new rail station west of Tenth Line. (MPA-25)

3.17.4 Roads (MPA-25)

3.17.4.1 The policies of this Plan apply to roads under the jurisdiction of the City of Mississauga. Roads which are under the jurisdiction of the Region of Peel are identified on Appendix A: Map 1 – Transportation Facilities Other Jurisdictions. (MPA-95 assoc. with OMB File No.: PL100111)

3.17.4.2 Schedule 4: Road and Transit Network Long Term Concept, shows the major road network. The road network will have regard for the importance of urban design and land use considerations and the needs of all road **users** including pedestrians, cyclists, buses, trucks and automobiles. (MPA-95 assoc. with OMB File No.: PL100111)

3.17.4.3 Deleted by Amendment No. 95. (MPA-95 assoc. with OMB File No.: PL100111)

3.17.4.4 The functional road classification of this Plan pertains to Provincial Highways, arterials, and major collectors, as shown on Schedule 4: Road and Transit Network Long Term Concept. The necessary rights-of-way, as shown on Schedule 5: Designated Right-of-Way Widths, will be reserved to achieve the road pattern as indicated on Schedule 4: Road and Transit Network Long Term Concept. (MPA-25)

Minor collectors and local roads are shown on District Land Use Maps and their right-of-way widths are identified in the District Policies.

3.17.4.5 Where the road classification or right-of-way at the municipal boundary is different from the neighbouring municipality an appropriate transition shall be determined and accommodated in consultation with the municipalities involved. (MPA-95 assoc. with OMB File No.: PL100111)

3.17.4.6 Deleted by Amendment No.95. (MPA-95 assoc. with OMB File No.: PL100111)

3.17.4.7 As part of the review of **development** applications, Mississauga may require area-wide or site specific transportation studies to be carried out to identify necessary transportation improvements and the need for staging to ensure that **development** does not precede necessary transportation improvements. (MPA-25)

3.17.4.8 The design of roads may vary to suit local conditions, such as a distinctive natural or built environment. This Plan will establish the location of such roads and policies to ensure that their design is **compatible** with the surrounding **development**. (MPA-25)

3.17.4.9 Road/rail grade separations may be required for various locations, to support the achievement of a safe and efficient transportation system, and to maintain an adequate level of service on the road network. The following have been identified as priority needs:

- a. Torbram Road and Canadian National Railway (CNR) (north);
- b. Torbram Road and CNR (south);
- c. Goreway Drive and CNR;
- d. Drew Road Extension and CNR;
- e. Erindale Station Road and St. Lawrence and Hudson Railway;
- f. Wolfedale Road and St. Lawrence and Hudson Railway;
- g. Ninth Line and St. Lawrence and Hudson Railway;
- h. Tenth Line and St. Lawrence and Hudson Railway.

Mississauga will continue to seek financial assistance from other levels of government for the provision of road/rail grade separations.

(MPA-95 assoc. with OMB File No.: PL100111)

3.17.4.10 Deleted by Amendment No. 95. (MPA-95 assoc. with OMB File No.: PL100111)

3.17.4.11 Eastgate Parkway from Cawthra Road to Eglinton Avenue East will not be built in excess of four lanes excluding turning lanes, unless it can be demonstrated that additional lanes will not result in a major deterioration of the neighbouring environment. The implementation of such major roadway modifications will also require an amendment to this Plan. (MPA-25)

3.17.4.12 Mississauga will ensure that any maintenance or physical modification of **scenic routes** reinforces or **enhances** the **scenic route** qualities of roadways so classified. Standard road improvements or general road maintenance that are necessary to support traffic safety will not be precluded. If major modifications are expected to have an adverse impact on the **scenic route** qualities of classified **scenic routes**, an amendment to this Plan will be required. (MPA-25)

3.17.4.13 Road Noise (MPA-25)

3.17.4.13.1 Introduction (MPA-25)

- a. Where residential and other land uses sensitive to noise, are proposed in close proximity to Provincial Highways, it may be necessary to mitigate noise impact, in part, by way of the subdivision design. A Noise Impact Feasibility Study will be submitted prior to approval-in-principle of such land uses located within fifty (50) m of arterial and major collector rights-of-way and within one-hundred (100) m of a Provincial Highway right-of-way, or as required by the *City* or *Region*.
- b. Residential *development* or *development* that includes outdoor living areas will not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed limits specified in Appendix F: Outdoor and Indoor Sound Level Limits - Road and Rail, by five (5) *dba* or more. A detailed noise study will be required to demonstrate that every effort has been made to achieve the sound level criteria specified in Appendix F: Outdoor and Indoor Sound Level Limits - Road and Rail, for an outdoor living area and the noise study shall prove to the satisfaction of the *City* that the noise level in the outdoor living area, after applying attenuation measures, is the lowest level aesthetically, technically, administratively and economically practical. The attenuated outdoor noise criteria may be exceeded by five (5) *dba* if a warning (consistent with Provincial Government Guidelines) regarding noise levels, is provided to prospective residents of the *development* area.

3.17.4.13.2 Policies (MPA-25)

- a. *Development* with a residential component such as dwellings, or any *development* which includes bedrooms, sleeping quarters, living rooms, or reading rooms which will be subject to high levels of traffic noise, will only be permitted if it includes structural features which result in interior noise levels that comply with the indoor standards specified in Appendix F: Outdoor and Indoor Sound Level Limits - Road and Rail.
- b. Areas which may require noise analysis are indicated in Appendix G: Noise Sensitive Areas. Such areas will be analysed using recognized noise measurement and prediction techniques acceptable to the

Provincial Government. Owners and/or Developers of proposed *sensitive land use development* within three-hundred (300) m of a Provincial Highway will be required to undertake detailed noise studies delineating mitigative noise measures required to meet Provincial Government noise criteria prior to *development* approval. The recommendations of the approved reports are to be implemented as approved.

- c. Where the acoustical analysis indicates that anticipated sound levels in the outdoor living area would exceed the outdoor sound level limits stipulated in Appendix F: Outdoor and Indoor Sound Level Limits - Road and Rail, by up to five (5) *dba*, Mississauga will require tenants and purchasers to be notified of such. Notice will also be required when the noise from road, rail, or aircraft necessitates central air-conditioning or the provision for central air-conditioning to achieve the indoor noise levels limits stipulated in Appendix F: Outdoor and Indoor Sound Level Limits - Road and Rail.
- d. Detailed noise reports prepared to analyse the impacts of road noise on a *development* are to incorporate the ultimate Annual Average Daily Traffic (AADT) for the road.
- e. As a condition of approval of *development* applications, notice will be given by the developer to the purchasers and tenants, of existing and potential impacts of the right-of-way and the maintenance of the required abatement measures.

3.17.5 Road Classification (MPA-25)

3.17.5.1 Each road in the system has an order of importance based on its traffic function. The resulting road hierarchy is used for administrative, planning, design, and traffic control purposes. Schedule 4: Road and Transit Network, Long Term Concept shows Provincial Highways, arterials and major collector roads. Minor collectors and local roads are shown on District Land Use Maps.

- a. Provincial Highways will be designed to accommodate long distance and inter-regional traffic. Intersections with other roadways will be grade separated. Direct access from abutting *development* will not be permitted. Prior to any construction/grading being undertaken adjacent to any Provincial Highway, approval must be obtained from the Ministry of Transportation.
- b. Arterials will be designed to be the *City's* major traffic routes. Direct access from abutting *development* will be discouraged. Arterials will serve as transit routes and truck routes. Sidewalks will be provided as required.
- c. Major Collectors will be designed to accommodate inter-district and neighbourhood traffic, and may carry arterial traffic during peak hours. Direct access will be discouraged. Major Collectors will serve as transit routes and truck routes. Sidewalks will be provided as required.
- d. Minor Collectors will be designed to accommodate intra-neighbourhood traffic. Direct access will be controlled. Minor Collectors may serve as transit routes, and as truck routes in employment areas. Sidewalks will be provided as required.
- e. Local Roads will be designed primarily to provide property access. Sidewalks will be provided where local roads intersect with collectors and arterials.

3.17.5.2 "Designated right-of-way widths" are considered the basic required rights-of-way along roadway sections. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate bus bays, transit stations along *Higher Order Transit* Corridors, *Bus Rapid Transit (BRT)* facility, *BRT* stations, auxiliary lanes, side slopes, bicycle paths, *streetscape* works, etc. (MPA-95 assoc. with OMB File No.: PL100111)

These right-of-way widths are intended to accommodate the *Higher Order Transit*

Corridors, *BRT* facility and *BRT* stations shown schematically on Schedule 4: Road and Transit Network Long Term Concept, as well as transit stations along *Higher Order Transit* Corridors, automobile, truck and other vehicular movements. Where, as a result of further studies the land areas required to accommodate these rights-of-way are deemed to be insufficient, the *City* may acquire additional rights-of-way in excess of the basic right-of-way widths shown on Schedule 5: Designated Right-of-Way Widths. Portions of the *BRT* facility are protected under the Parkway Belt West Plan. (MPA-95 assoc. with OMB File No.: PL100111)

In addition, the *City* may acquire lands for a public transit right-of-way along *Higher Order Transit* Corridors and the *BRT* Corridor where the creation of a public transit right-of-way separate from, adjacent to, or in addition to a road right-of-way is deemed appropriate. (MPA-95 assoc. with OMB File No.: PL100111)

3.17.5.3 Right-of-way widths, which fall outside of the range for Minor Collector roads, for other reasons than noted above, will be noted in the various District Policies.

3.17.5.4 Minor adjustments to the basic right-of-way widths and alignments for roads may be made without further amendment to this Plan, subject to the *City* being satisfied that the role and function of such roads are maintained. (MPA-25)

3.17.5.5 Additional minor collector roads and local roads may be identified during the review of *development* applications.

3.17.6 Cycling and Walking (MPA-25)

3.17.6.1 The multi-use recreational trail network is intended to fulfill the need for recreational walking and cycling. The provision of these routes will be in accordance with, but not limited to, the *Multi-Use Recreational Trail Study*, dated 2001 June. These routes as well as associated facilities are subject to the following policies:

- a. multi-use recreational trails as shown in the *Multi-Use Recreational Trail Study* dated 2001 June, will be required as a condition of **development** application approval. Those routes that fall within the right-of-way, a Class II or Class III, are considered to be part of the transportation system;
- b. the multi-use recreational trail network will be developed by the **City** in conjunction with the appropriate public agencies and as part of the subdivision approvals process, Mississauga will consult with the adjacent municipalities to identify the need for inter-municipal trail connections;
- c. the multi-use recreational trail network is to be designed to ensure that it conforms with the latest safety guidelines in order to minimize conflicts;
- d. where multi-use recreational trails cross lands, which are not in the jurisdiction of the **City**, the nature and location regarding the location of the trail, will be negotiated with the appropriate land owner.

3.17.6.2 Mississauga will ensure that pedestrian and cycling facilities are integrated into the transportation network to:

- a. provide safe, comfortable travel for pedestrians and cyclists within existing communities and new **development**;
- b. provide linkages between **intensification areas**, adjacent neighbourhoods, and transit stations, including facilities for cyclists on the major road network as determined through future studies. .

(MPA-95 assoc. with OMB File No.: PL100111)

3.17.6.3 Design standards for roadways will be reviewed to identify opportunities for encouraging the use of bicycles.

3.17.6.4 The private sector will be encouraged to provide facilities to promote cycling.

3.17.6.5 Access and parking facilities for cyclists will be incorporated into the design of all buildings, as appropriate.

3.17.6.6 Secure parking facilities for bicycles may be provided for existing **developments**, and as a condition for **development**.

3.17.6.7 Walking routes will be planned to ensure that they conform to the latest safety standards, in accordance with the following policies:

- a. circulation will be generally on sidewalks adjacent to roadways and along paths within public parks, greenbelt lands, and other natural areas;
- b. routes will be provided in new **development** linking centres of activity; for example, **offices**, shopping areas, and schools;
- c. the provision of efficient access to and from public transit.

3.17.6.8 When reviewing **development** applications, regard will be given to allow for adequate rights-of-way for the **development** of a pedestrian and bicycle path system.

3.17.7 Parking (MPA-25)

3.17.7.1 Consideration will be given to reducing parking requirements for new *development* as a means of encouraging the greater use of transit, cycling and walking, subject to the following:

- a. access to transit;
- b. level of transit service;
- c. traffic generation;
- d. impact on the surrounding area.

3.17.7.2 More efficient use of parking facilities will be encouraged by the *City*.

3.17.7.3 Adequate and accessible parking facilities will be provided for *special user groups*.

3.17.7.4 Appropriate landscaping, buffering, and design considerations should be taken into account to ensure compatibility of parking areas with surrounding land uses.

3.17.7.5 Off-street parking facilities will be provided in conjunction with all new *development*:

- a. parking facilities will be designed to provide safe and efficient access from the road network so that ingress and egress movements minimize conflicts with road traffic and pedestrian movements.

3.17.7.6 Shared use of parking and off-site parking will be encouraged.

3.17.7.7 *City* Council may consider receiving a cash payment-in-lieu of all, or part, of the Zoning By-law requirements for parking, having regard for the following: (MPA-25)

- a. the existing parking supply in the surrounding area can accommodate the on-site parking deficiency;
- b. the presence of site constraints that prevent the provision of the required number of parking spaces;
- c. the use of the property is not considered over-*development* of the site.

3.17.8 Trucking (MPA-25)

3.17.8.1 The movement of goods on the road network by truck will continue to be a vital element of transportation services in Mississauga. (MPA-25)

3.17.8.2 Mississauga will develop a transportation network to support the significant role the *City* has as a goods movement hub. This will be achieved through:

- a. identifying and supporting priority truck routes through road design;
- b. encouraging strategic linkages to inter-modal facilities, gateways, and 400-series highways to facilitate the efficient movement of goods;
- c. within the Northeast District, priority will be for road improvements which support goods movement;
- d. facilitating the efficient movement of goods through opportunities to create a denser road grid in employment areas.

(MPA-95 assoc. with OMB File No.: PL100111)

3.17.8.3 To support the 400-series highways as part of the provincial goods movement network, Mississauga will work with the province to pursue opportunities to provide additional connections at interchanges and necessary highway improvements at key locations including:

- a. Hurontario Street and Provincial Highway 401;
- b. Hurontario Street and Provincial Highway 407;
- c. Mavis Road and Provincial Highway 401;
- d. Centreview Drive and Provincial Highway 403;
- e. Provincial Highway 401 E/B off-ramp (west of Etobicoke Creek).
- f. widen Provincial Highway 401 from its interchange with Provincial Highway 410 to the western limit of Mississauga;
- g. widen Provincial Highway 410 from its interchange with Provincial Highway 401 to the northern limit of Mississauga;
- h. complete partial interchange at Courtneypark Drive and Provincial Highway 410, to provide access to and from the north;
- i. construct partial interchange at Provincial

Highway 401 in the vicinity of the Etobicoke Creek, to service the area to the north;

- j. improve interchanges along the Queen Elizabeth Way (QEW) at Hurontario Street and Dixie Road.

3.17.9 Rail (MPA-25)

3.17.9.1 Mississauga recognizes that rail services are an important element of people and goods movement in the Greater Golden Horseshoe. Accordingly, rail facilities for the movement of goods and people are subjected to the following policies. Mississauga will:

- a. cooperate with the appropriate authorities to provide adequate provision for safety, **multi-modal** access in the planning, design, and operation of rail facilities;
- b. cooperate with other levels of government and the railway companies in locating, planning, and designing new freight and passenger terminals to ensure that such facilities are **compatible** with the transportation network and landuse;
- c. urge that an adequate supply of automobile and truck parking be provided at existing freight and passenger terminals so that public and private parking areas are not unduly burdened.

(MPA-95 assoc. with OMB File No.: PL100111)

3.17.9.2 Rail Noise, Safety, and Vibration

Where residential and other land uses sensitive to noise are proposed in close proximity to rail lines, it may be necessary to mitigate noise impacts, in part by way of the subdivision design. A Noise Impact Study will be submitted prior to approval-in-principle of such lands located within fifty (50) m of major rail lines.

Residential **development** or any **development** that includes outdoor, passive and recreational areas will generally not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed the limits specified in Appendix F: Outdoor and Indoor Sound Level Limits - Road and Rail, by five (5) **dBA** or more. A detailed noise study will be required to demonstrate that every effort has been made to achieve the outdoor sound level criteria specified in Appendix F: Outdoor and Indoor Sound Level Limits - Road and Rail, and the noise study shall prove to the satisfaction of the **City** that the noise level in the outdoor living area, after applying attenuation measures, is the lowest level aesthetically, technically, administratively and economically practical.

- a. **Development** with a residential component such as dwellings, or any **development** which includes bedrooms, sleeping quarters, living rooms, reading rooms, and other noise sensitive uses which will be subject to high levels of railroad noise, will only be permitted if it includes structural features which result in interior noise levels that comply with the indoor standards

specified in Appendix F: Outdoor and Indoor Sound Level Limits - Road and Rail.

- b. Noise and vibration sensitive areas are considered to be those areas of land lying within three-hundred (300) m of rail lines for noise and seventy-five (75) m of rail lines for vibration, having a **development** component that includes outdoor recreation areas; and/or a residential component such as dwellings; and/or bedrooms, sleeping quarters, living rooms, reading rooms, **offices**, and other noise sensitive uses.
- c. Mississauga will require tenants and purchasers to be notified where the analysis indicates that anticipated sound levels in the outdoor living area would exceed the outdoor sound level limits stipulated in Appendix F: Outdoor and Indoor Sound Level Limits - Road and Rail, by up to five (5) **dB**A. Notice will also be required when road or rail noise necessitates central air-conditioning or the provision for central air-conditioning to achieve the indoor noise levels limits stipulated in Appendix F: Outdoor and Indoor Sound Level Limits - Road and Rail.
- d. Prior to the approval of **development** within three-hundred (300) m of a railway right-of-way, Mississauga will require that the owner/developer engage a consultant to undertake an analysis of noise and vibration and to recommend abatement measures to the satisfaction of the **City** in consultation with the Provincial Government and the appropriate rail company.
- e. All **development** applications and noise and vibration analysis in the areas identified by the appendices of this Plan, will be circulated to the appropriate rail company for comment with regard to the recommended noise and vibration attenuation measures.
- f. As a condition of approval of **development** applications, notice will be given by the developer to purchasers and tenants, of existing and potential impacts of rail use and operations, and the maintenance of the required abatement measures.
- g. **Development** applications for dwellings, significant additions thereto, and places of public assembly will incorporate an appropriate safety setback as determined by the **City** in consultation with the appropriate railway company which takes into account berms, topography, intervening structures, and the surrounding pattern of **development**.
- h. **Development** applications may be required to incorporate security fencing to prevent trespassing on the railway right-of-way.

3.17.10 Airport

Deleted by Amendment No. 25. (Appeal B4 - OMB Order No. 0662), (MPA-25)

(See Section 3.11, Airport)

3.18 URBAN DESIGN (MPA-25)

3.18.1 Introduction (MPA-25)

3.18.1.1 Consideration must be given to the specific circumstances of each Planning District for the application of these general design policies.

3.18.1.2 District Policies may contain more specific policies and references to design guidelines listed in Appendix N: Planning Guidelines and Studies, which will address particular circumstances within Districts. Design guidelines will be prepared from time to time to clarify and expand upon these policies.

3.18.1.3 The following principles will be applied in a flexible manner based on the individual design merits of each *development* application.

3.18.2 Context (MPA-25)

3.18.2.1 The most prominent, most intensive and highest built form in terms of density and height will be encouraged in the City Centre. (MPA-25)

3.18.2.2 Road and lotting patterns will retain and incorporate established patterns of *development* and *heritage resources*.

3.18.2.3 *Heritage resources* should be *conserved* and incorporated into community design and new *development* in a manner that *enhances* the *heritage resources* and makes them focal points for the community.

3.18.2.4 Building and site design will be *compatible* with site conditions, the surrounding context, features and surrounding landscape and the intended *character* of the area.

3.18.2.5 Building, landscaping and site design will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.

3.18.2.6 Building, landscaping and site design will minimize the effects of noise, unattractive views, other negative impacts and will buffer *adjacent land* uses.

3.18.2.7 Proposals for buildings higher than three (3) storeys will be designed to minimize overlook conditions, obstructions of grade level vistas and overshadowing of any adjacent properties. In this regard, sun and shadow studies, view studies and micro-climatic studies may be required to determine the impacts of the proposal. For the purpose of this policy, the above-noted studies generally would not be required for *adjacent lands* used for industrial purposes.

3.18.2.8 Where employment and commercial uses are adjacent to noise sensitive uses, adequate acoustic protection and buffering, preferable at the source of the noise must be provided to ensure compatibility and acceptable noise levels.

3.18.3 Places (MPA-25)

3.18.3.1 An appropriate gateway treatment should be created at **City** boundaries and major Provincial Highway interchanges through the massing of buildings, landscaping and **streetscape**. Built form should be located close to the street with active and visually interesting ground floors.

3.18.3.2 Urban **character** will be achieved within the City Centre, Nodes and Corridors and elsewhere as identified in this Plan in accordance with the urban form hierarchy. (MPA-25)

3.18.3.3 Special attention should be given to major intersections to create a sense of enclosure and identity, as well as heightened architectural interest. Enclosure means having built form along the street edge to heights appropriate to the context of the intersection. (*Appeal B18 - OMB Order No. 1169*)

3.18.3.4 Employment Districts should achieve a high quality business image, particularly along **City** boundaries, major roads and adjacent to park, greenbelt and residential lands.

3.18.3.5 High quality prestigious **development** should be located at points of entry to provide distinctive gateways for communities.

3.18.3.6 Buildings and **streetscapes** will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping and signage.

3.18.3.7 A distinct **character** for each community will be created or **enhanced** through the road pattern, building massing and height, **streetscape** elements, preservation and incorporation of heritage buildings and prominent placement of institutions and open spaces.

3.18.4 Urban Form (MPA-25)

3.18.4.1 Areas of high and medium density residential buildings should manifest a broad range of building types and forms.

3.18.4.2 Mississauga will be receptive to design solutions that **enhance** housing affordability while maintaining appropriate functional and aesthetic quality.

3.18.4.3 Building and site designs which conserve energy and water will be encouraged. Energy conservation will be addressed at the **development** application stage and during the preparation of building and site designs. Buildings should, wherever possible, be designed, constructed, oriented and landscaped to minimize interior heat loss and to capture and retain solar heat energy in winter and to minimize solar heat penetration in summer.

3.18.5 Streetscape (MPA-25)

3.18.5.1 The design of major roads and their *streetscapes* will create a safe, comfortable and attractive environment for pedestrians, cyclists and other non-motorized *users* through measures such as reducing the width of roads, where appropriate, providing streetscaping to reduce the apparent width of the roads, buffering sidewalks and bikeways from motorized traffic and minimizing the distance of road-crossings for sidewalks and bikeways. Road patterns will be coherent, legible and orderly.

3.18.5.2 Buildings should address the street with main entrances facing the street, with strong pedestrian connections and landscape treatments that connect buildings to the street.

3.18.5.3 On abutting lands, the interconnection and integration of vehicular access is encouraged to facilitate safe and efficient traffic movement to and from the public road network. In this regard, the following will be encouraged:

- a. reduce the number of access points to and from arterial and major collector roads;
- b. facilitate traffic to signalized locations;
- c. provide continuity of the *streetscape* and minimize visual clutter.

3.18.5.4 Where direct vehicular access to *development* is not permitted along major roads, the buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from side street, service roads or lanes.

3.18.5.5 Building and site designs will integrate signage having regard for the *character* of the building, landscape and context. Signage should not only identify and inform, but should also complement and enliven the *streetscape*. Signage should be designed to minimize visual clutter and the size of signage should be determined by the need for identification.

3.18.5.6 Buildings with direct exposure to Provincial Highways and major roads will be subject to special design controls in order to ensure upgraded building elevations and landscaping.

3.18.5.7 Frontage service roads will be encouraged as a means of improving noise abatement and quality of *streetscape* aesthetics. Where service roads are not appropriate or cannot be achieved, reversed frontage lots may be permitted.

3.18.5.8 Reverse frontage lots should be avoided, but may be considered for *infill development* where a street pattern has already been established.

3.18.5.9 Building and site designs will integrate roof-top mechanicals and appurtenances into building design.

3.18.5.10 Building and site designs will locate and design parking, loading and storage areas to minimize their presence from the street.

3.18.5.11 Landscaping and planting will be designed to establish and *enhance* a varied but cohesive street image.

3.18.5.12 Landscaping and planting will be designed to define and *enhance* bicycle, pedestrian and vehicular routes and accent entrances.

3.18.5.13 Loading, service and garbage storage areas should not be exposed to the street or to adjacent outdoor amenity areas. Adverse effects on adjacent properties should be minimized by the location and orientation of functions and by adequate buffering through spatial separation, berming and landscape buffering.

3.18.5.14 For new residential *development* abutting major roads, appropriate measures will be taken to protect the *development* from traffic noise and to ensure the attractiveness of the thoroughfare. These measures will be established at the time of approval of specific *development* applications.

3.18.5.15 Major roads and their *streetscapes* should create spaces which are integral parts of the adjacent communities thus serving to link communities rather than creating barriers between them.

3.18.5.16 Lands which have double exposure to both Provincial Highways or major roads and local industrial roads will be designed with upgraded elevations facing all public streets and Provincial Highways.

3.18.5.17 Where possible, *development* abutting major roads should focus on the street to ensure that the street becomes a space which belongs to the community. Where it is not appropriate to have *development* directly related to arterial roads, an alternate approach should be taken which uses generous landscaped buffer blocks to provide a visual separation between the arterial road and adjacent residential *development*.

3.18.6 Pedestrian Activity (MPA-25)

3.18.6.1 The design of buildings, spaces and *streetscapes* will ensure pedestrian amenity, climatic comfort and safety in all publicly accessible spaces and will encourage active use of the sidewalks and public spaces for all, including those with disabilities. (MPA-25)

3.18.6.2 Proposed *development* patterns should encourage public open space connections that link public parks and community facilities through the use of walkways, bikeways and bridges. (MPA-25)

3.18.6.3 Building and site designs will provide facilities for bicycles or the capability to accommodate bicycle storage.

3.18.6.4 An attractive and comfortable environment for pedestrians, including those with disabilities, will be created through the use of landscaping, the screening of unattractive views, protection from the elements, as well as the buffering of parking, loading and storage areas. (MPA-25)

3.18.6.5 Where buildings and structures are separated from roadways by parking lots, efforts to upgrade pedestrian access for all, including those with disabilities, to buildings through landscaping, site design and the *development* of street-related frontages are encouraged. (MPA-25)

3.18.6.6 Residential areas will be planned to preserve privacy and comfort and will provide easy and safe pedestrian access for all, including those with disabilities, to commercial and community facilities. (MPA-25)

3.18.7 Spaces (MPA-25)

3.18.7.1 Built form relates to the public street and defines its scale.

3.18.7.2 Urban form - *development* blocks, road patterns and public open space - should create spaces that are distinctive parts of communities. (MPA-25)

3.18.7.3 Building and site designs should create a sense of enclosure, pedestrian scale and identity. Enclosure means having built form along the street edge with heights appropriate to its context.

3.18.7.4 Front building facades should be parallel with the street and provided with periodic indentation for visual relief and features such as urban plazas.

3.18.7.5 Building and site designs will provide adequate outdoor amenity spaces to suit the needs of building *users*. (Appeal B18 - OMB Order No. 1169)

3.18.8 Landscaping and Planting (MPA-25)

3.18.8.1 Landscaping and planting will be designed to provide the following characteristics:

- a. promote a diversity of native species in an effort to provide *wildlife habitat*;
- b. stabilize slopes and reduce soil erosion;
- c. provide summer shade and protection from winter winds.

3.18.8.2 Landscaping and planting should be used to promote the enhancement and operation of stormwater management facilities (water quality in regards to preventing erosion, increases in temperature and evaporation).

3.18.9 Scale (MPA-25)

3.18.9.1 The location and siting of major buildings and the distribution of building heights and massing should create human scale.

3.18.9.2 Where an urban *character* is appropriate, buildings should be located close to and aligned with the street, to enclose the street space. Gaps in the street wall should be limited.

3.18.9.3 Buildings and site designs will be in harmony with the scale, proportion, continuity, rhythms and texture of adjacent buildings and streets.

3.18.9.4 Building height and site design will create a gradual scale transition to adjacent buildings.

3.18.10 Visual Interest (MPA-25)

3.18.10.1 Vistas and views of significant natural and man-made features should be created, maintained and *enhanced* where appropriate.

3.18.10.2 Special care will be taken with *development* along *scenic routes* to *preserve* and complement the scenic or historical *character* of the street.

3.18.10.3 Buildings and site designs will establish appropriate opportunities for overlook and create clear visual and spatial distinction between publicly accessible and private open space.

3.18.10.4 Public art should be promoted as an integral component of public works, land *development* and open space planning.

3.18.11 Civic Spaces (MPA-25)

3.18.11.1 Civic buildings and spaces should be a strong focus of community design.

3.18.11.2 Urban Design at intersections and on streets and boulevards should be of a high quality, recognizing that these are important civic spaces and linkages.

3.18.12 Safety (MPA-25)

3.18.12.1 The design of the physical environment should apply Crime Prevention Through Environmental Design (CPTED) concepts and principles with the objective of promoting safe living and working environments.

3.18.12.2 The public street environment should be maintained at a level that *enhances* the public perception of safety.

3.18.12.3 Buildings, landscaping and site designs, will be designed to *enhance* personal safety on-site and on adjacent streets.

3.18.13 Accessibility (MPA-25)

3.18.13.1 The design of the physical and built environment should have regard for accessibility for those with disabilities. (MPA-25)

3.18.13.2 The physical and built environment should be designed in such a manner that it is accessible to all, including those with disabilities, and should have regard for *universal design principles*, where appropriate. (MPA-25)

3.18.14 Specific Areas (MPA-25)

3.18.14.1 Mississauga Road (MPA-25)

Lands abutting the Mississauga Road right-of-way between the St. Lawrence & Hudson Railway and Lakeshore Road West (frontage, flankage and rear yards) will be subject to the following:

- a. direct frontage lots with direct access or flankage lots with buildings that have front doors facing Mississauga Road will be encouraged;
- b. service road and reverse frontage lot *development* will be discouraged;
- c. existing lot frontages in the range of fifteen (15) m to thirty-three (33) m on residential lands abutting Mississauga Road, as determined through the existing zoning standards, will be retained;
- d. building massing, design and setback along Mississauga Road (including garages) should be consistent with buildings on surrounding lots and maintain the appropriate hazard and *development* setbacks related to *valley and watercourse corridors*;
- e. projecting garages will be discouraged;
- f. tree preservation on private lands that front onto Mississauga Road will be encouraged;
- g. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged, to reduce reverse movements and the number of driveway entrances. Circular driveways will be evaluated on an individual basis;
- h. preservation of existing landscape features (retaining walls, fences, hedgerows) will be encouraged;
- i. the location of utilities should be such that the impact on existing landscape features is minimized.

3.19 COMMUNITY USES (MPA-25)

3.19.1 Introduction (MPA-25)

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

3.19.1.2 Most of these services are the responsibilities of other agencies or levels of government: the Provincial Government and Regional School Boards, for education; the Federal, Provincial and Regional Governments, for health and welfare; and the Regional Government, for police services and facilities, and ambulance services. Some **community uses**, such as, private schools or places of religious assembly, will be provided by private agencies.

3.19.1.3 Mississauga has limited jurisdiction in these matters - principally for fire protection services and facilities, community centres and libraries. However, Mississauga plays an important role in identifying locations for other facilities through the planning process.

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

3.19.2 Policies (MPA-25)

3.19.2.1 **Community uses** are permitted in all land use designations, except Greenbelt. Notwithstanding the forgoing, **development**, **infilling** and **redevelopment** for public and private schools, day care facilities and hospitals, will not be permitted as a principal or accessory use within the LBPIA Operating Area except for those parts of the East Credit, Malton and Meadowvale Village Districts within the LBPIA Operating Area below the 35 **NEP/NEF Composite Noise Contour**, subject to the aircraft noise policies of this Plan. (MPA-25)

3.19.2.2 Accessory uses will be permitted and should generally be limited to a maximum of 20% of the total Gross Floor Area (GFA).
(MPA-25)

3.19.2.3 Accessory uses should be on the same lot, clearly subordinate to and directly related to the functioning of the permitted use.
(MPA-25)

3.19.2.4 Mississauga will co-operate and assist other levels of government and public and private agencies, in providing those **community uses** that are not within the jurisdiction of the **City**. (MPA-25)

3.19.2.5 The type of **community use** permitted at any location may be limited to ensure compatibility with adjacent existing and future **development**. (MPA-25)

3.19.2.6 **Development** or expansion of **community uses** will be permitted provided that:
(MPA-25)

- a. the **community use** can be located to minimize any adverse effects on surrounding land uses;
- b. uses with the potential to generate significant amounts of traffic are located on minor collector, major collector, or arterial roads.

3.19.2.7 **Community uses** generally occupy sites on arterial or collector roads, along transit routes, and serve immediate or surrounding District needs. (MPA-25)

3.19.3 School Sites (MPA-25)

3.19.3.1 School sites will be used for public, private or separate schools.

3.19.3.2 School site areas will be determined during the processing of *development* applications having regard to the site policies established by the School Boards.

3.19.3.3 Private school sites should be located on arterial, major collector and minor collector roads, preferably at their intersections.

3.19.4 Places of Religious Assembly (MPA-25)

3.19.4.1 To ensure that there are adequate opportunities for the establishment of suitably located Places of Religious Assembly, the following policies will apply:

- a.** Places of Religious Assembly will be permitted provided that they fulfill all the following criteria:
 - sites should be located on arterial and major collector roads, preferably at their intersections;
 - provision for adequate on-site parking;
 - acceptable ingress and egress arrangements;
 - adequate landscaping and buffering;
 - sufficient capacity in the transportation network;
 - adequate *engineering services*;
 - compatibility with surrounding land uses;
 - a design harmonious with adjacent *development*.
- b.** Places of Religious Assembly will be encouraged to share parking facilities, wherever possible.

3.20 **HERITAGE RESOURCES** (MPA-25)

3.20.1 **Introduction** (MPA-25)

3.20.1.1 Heritage planning is the responsibility of the Provincial Government and the *City*. A citizen's advisory committee has been established to advise *City* Council on matters pertaining to heritage.

3.20.1.2 The Heritage policies of this Plan are based on two principles:

- a. heritage planning will be an integral part of the planning process;
- b. *heritage resources* of significant value will be identified, protected, and preserved.

3.20.1.3 The identity, category, location, and status of *heritage resources* will be contained in the *Mississauga Heritage Register*. (MPA-25)

3.20.2 **Policies** (MPA-25)

3.20.2.1 Mississauga will designate *heritage resources* in accordance with the *Ontario Heritage Act*, and the following categories:

- a. *Heritage Sites*;
- b. *Heritage Conservation District*;
- c. Archaeological Protection Areas.

3.20.2.2 Applications for *development* involving *heritage resources* will be required to include a *Heritage Impact Statement* which will be prepared to the satisfaction of the *City* and other appropriate authorities having jurisdiction.

3.20.2.3 Any construction, *development*, or property alteration which might adversely affect a listed or designated *heritage resource* or which is proposed adjacent to a *heritage resource* may be required to submit a *Heritage Impact Statement*, prepared to the satisfaction of the *City* and other appropriate authorities having jurisdiction.

3.20.2.4 Public works will be undertaken in a way which minimizes detrimental impacts on *heritage resources*.

3.20.2.5 Mississauga will maintain a *City*-wide inventory of structures and sites which should be preserved as *heritage resources*. The *heritage resources* in this inventory will be assessed, based on their architectural and historic value, environmental context, architectural integrity, and archaeological significance including the aggregation of both natural and cultural *heritage resources*.

3.20.2.6 *Heritage resources* must be maintained in a manner that prevents deterioration and protects the heritage qualities of the resource.

3.20.2.7 *Heritage resources* will be integrated with *development* proposals.

3.20.2.8 Mississauga will regulate use and other matters, as appropriate, for heritage preservation through Zoning By-laws.

3.20.2.9 Mississauga will acquire *heritage easements*, apply restrictive covenants, and enter into *development* agreements, as appropriate, for the preservation of *heritage resources*.

3.20.2.10 Mississauga recognizes the Credit River and Etobicoke Creek valley as heritage corridors with both prehistoric and historical significance.

3.20.3 *Heritage Sites* (MPA-25)

3.20.3.1 Policies

- a. A ***Heritage Site*** will have one (1) or more of the following characteristics:
- contribution to the identity of a community or landscape;
 - association with an historic event or person;
 - distinguishing architectural, artistic, or cultural value;
 - substantial remaining original materials, workmanship, and siting;
 - significant context within a community;
 - areas of natural and ***cultural heritage landscapes***. (MPA-25)

3.20.3.2 *Heritage Sites*

- a. District policies may suggest ways to protect ***heritage resources*** of major significance by prohibiting uses or ***development*** which would have a deleterious effect on the ***heritage resource***, and encouraging uses and ***development*** that preserves, maintains, and ***enhances*** the ***heritage resource***.
- b. Programs for the selective acquisition of ***Heritage Sites*** by the ***City*** will be considered. Assistance from the Federal and Provincial Governments will be requested in realizing these programs.
- c. Prior to demolition or alteration of ***Heritage Sites***, documentation of the site to the satisfaction of the ***City***, and any appropriate advisory committee, will be required.
- d. ***Development*** adjacent to a ***Heritage Sites*** is encouraged to be ***compatible*** with the ***Heritage Site***.
- e. Properties designated under the *Ontario Heritage Act* will be required to have regard for the preservation of the significant architectural features and not detract or destroy any of the heritage features or architectural elements in keeping with the *Guiding Principles in the Conservation of Heritage Properties*, Ministry of Culture. (MPA-25)

3.20.4 *Heritage Conservation Districts* (MPA-25)

3.20.4.1 *Heritage Conservation Districts* will be designated by the ***City*** in accordance with the *Ontario Heritage Act* and the following criteria:

- a. a majority of the structures or heritage elements, in a grouping, that have a unique ***character*** and reflect some aspect of the heritage of the community or are of historic, architectural, natural, or cultural significance; or
- b. an environment that should be ***preserved*** because of its cultural heritage or scenic significance.

3.20.4.2 *Heritage Conservation District Plans* will be prepared and periodically reviewed and revised by the ***City*** in consultation with the Provincial Government in accordance with the provisions of the *Ontario Heritage Act*. ***Heritage Conservation District Plans*** will contain the following elements:

- a. delineation of the area designated;
- b. reason for designation;
- c. inventory of existing resources;
- d. elements to be protected or ***restored***;
- e. guidelines for ***development***;
- f. funding programs available;
- g. background and historical context.

3.20.4.3 Applications for ***development*** within a ***Heritage Conservation District*** will be required to include a ***Heritage Impact Statement***, which will be prepared to the satisfaction of the ***City*** and the appropriate authority having jurisdiction.

3.20.5 Archaeological Protection Areas (MPA-25)

3.20.5.1 Policies

- a. Mississauga will co-operate with the Provincial Government to designate Archaeological Sites in accordance with the *Ontario Heritage Act*.
- b. Removal of artifacts from an archaeological site will be prohibited except in accordance with the requirements of the *Ontario Heritage Act*, the Provincial Government and the *City*.
- c. Any archaeological or other artifacts of heritage significance discovered on properties during the **development** of privately owned land will be deeded gratuitously to the appropriate authority.
- d. As a condition of **development**, the *City* in consultation with the Provincial Government, may require that an archaeological assessment be undertaken. Should any significant archaeological remains be discovered, an appropriate mitigation strategy will be developed. Any salvage excavation of archaeological remains will be conducted to the satisfaction of the *City* and the Provincial Government.
- e. Programs for the survey and excavation of Archaeological Protection Areas will be considered. Assistance from the Federal and Provincial Governments will be requested in realizing these programs.
- f. Any report on surveys or excavations in Mississauga must be filed with the *City* at the time the report is filed with the Provincial Government.
- g. To protect against the inappropriate removal of artifacts, Mississauga may keep confidential the existence and location of Archaeological Protection sites.
- h. Mississauga will investigate establishing and maintaining an inventory of Archaeological Sites and reporting to the Provincial Government all known sites.
- i. Mississauga will consider the use of public open space for conserving Archaeological Protection Area sites. (MPA-25)
- j. Sites of archaeological value and interest of major significance to the history and identity of the *City*, worthy of preservation and possible *City* acquisition, are categorized Archaeological Protection Areas.
- k. Archaeological Protection Areas should be designated Archaeological Sites by the Provincial Government in accordance with the *Ontario Heritage Act*.
- l. Mississauga will endeavour to **preserve** Archaeological Sites of major significance by prohibiting, in cooperation with the Provincial Government, uses or **development** on Archaeological Protection Areas which would have a deleterious effect on the Archaeological Site.
- m. Sites of lesser archaeological value and interest but still representing an important contribution to the history and identity of the *City*, worthy of documentation and study, may be subject to an archaeological assessment and mitigation.
- n. Mississauga will endeavour to protect the archaeological heritage of the *City* by identifying Archaeological Sites and encouraging documentation.
- o. Prior to the proposed **development** of an Archaeological Protection Area site, the owner will carry out an **archaeological survey** and rescue excavation of any significant archaeological remains found on the site to the satisfaction of the Provincial Government and the *City*.

Schedule 3: Environmental Areas

Amended by:

Appeal B17 (Withdrawn by applicant)

- The applicant has withdrawn the appeal to the OMB of the non-deletion of the "Natural Area symbol" as it applies to the lands located along the north side of Britannia Road West between Bidwell Trail and Douguy Boulevard (Fitzwood Investments Limited).

Appeal B8 (Withdrawn by applicant)

- The applicant has withdrawn the appeal to the OMB of the "Licensed Quarries symbol" as it applies to the lands located at the northeast corner of Britannia Road West and Erin Mills Parkway (Jannock Properties Limited).

Appeal B19 (Withdrawn by applicant)

- The applicant has withdrawn the appeal to the OMB of the "Natural Area" not being identified as it applies to Sixteen Mile Creek north of Derry Road West, east of Ninth Line (Conservation Halton).

Amendment No. 2 (OMB Order No. 0550)

- The appeal to the OMB of the addition of a "Two-Zone Floodplain Regulations symbol" to Cooksville Creek between Queensway East and Queen Elizabeth Way, has been dismissed (Eight Acres Limited), the "Two-Zone Floodplain Regulations symbol" is added.

Amendment No. 25

- Amend – Future Arterial Road alignment from Courtneypark Drive East to Eglinton Avenue East;
- Add – illustration of Ninth Line as Arterial south of Eglinton Avenue West to Dundas Street West;
- Amend – from Airport Old Terminal 1 to Airport New Terminal 1;
- Extend – the "Special Management Area" and "Natural Area" located south of Lakeshore Road West, west of Southdown Road, easterly;
- Delete – "Natural Area" located south of Lakeshore Road East, west of Elmwood Avenue South;
- Add Note 4 – Provincially Significant ***Wetlands*** and ***Areas of Natural and Scientific Interest*** - Provincial Significance are determined by the Ministry of Natural Resources.



Schedule 4: Road and Transit Network Long Term Concept

Amended by:

Appeal B18 (OMB Order No. 1766)

- The OMB has dismissed the appeal of the roads and transit concept, as they apply to the lands located in the northwest quadrant of Hurontario Street and Highway 401 (Orlando Corporation).

Amendment No. 31

- Delete – the extension of Meadowpine Boulevard, "Major Collector", from Mullet Creek to Mississauga Road.

Amendment No. 25

- Amend – Argentia Road "Major Collector" alignment west of Tenth Line;
- Delete – Meadowpine Boulevard "Major Collector" extension from Meadowvale Boulevard to Mullet Creek;
- Add – Ninth Line as "Arterial" south of Eglinton Avenue West to Dundas Street West;
- Amend – Hurontario Street and Highway 401 ramps; (Orlando Corporation)
(OMB File No. 0070098)
- Add – Britannia Road East/Abilene Drive "Future Major Collector (conceptual)" from Tomken Road to Kennedy Road;
- Add – Confederation Parkway ramp changes in City Centre (BRT alignment);
- Add – Highway 401 westbound off-ramp from Future Arterial east of Dixie Road;
- Relocate – Ridgeway Transitway Station to east side of Ridgeway Drive;
- Amend – "Future Arterial" alignment from Courtneypark Drive East to Eglinton Avenue East;
- Amend – from Airport Old Terminal 1 to Airport New Terminal 1;
- Amend Legend – from "Future Arterial (conceptual)" to "Future Arterial";
- Amend Legend – Add "Future Major Collector (conceptual)";
- Amend Legend – from "Transitway" and "Transitway Station" to "Bus Rapid Transit Corridor" and "Bus Rapid Transit Station";
- Amend Legend – from "GTA Transit Airport Connections" to "Transit Airport Connections";
- Add Note 2 – The Britannia Road East link from Tomken Road to Kennedy Road is conceptual and is subject to further study;
- Add Note 3 – Roads shown on the map are not all under Mississauga jurisdiction;
- Delete – Mavis Road Transitway Station;
- Amend – Transitway alignment in City Centre area;
- Add – Topflight Drive as a "Major Collector" Hurontario Street to Edwards Boulevard;
- Extend – Belgrave Road and Whittle Road "Major Collectors" to the property lines.

- Amend – by changing the reference to Major Transit Corridor to Higher Order Transit Corridor and by removing Eglinton Avenue as a Major Transit Corridor. (MPA-95 assoc. with OMB File No.: PL100111)



Schedule 5: Designated Right-of-Way Widths

Amended by:

Appeal B18 (OMB Order No. 1766)

- The OMB has dismissed the appeal of the "Right-of-Way Widths", as they apply to the lands located in the northwest quadrant of Hurontario Street and Highway 401 (Orlando Corporation).

Amendment No. 31

- Delete – the extension of Meadowpine Boulevard, "30 m ROW Width", from Mullet Creek to Mississauga Road.

Amendment No. 25

- Amend – Argentia Road alignment west of Tenth Line;
- Delete – Meadowpine Boulevard "30 m ROW Width" extension from Meadowvale Boulevard to Mullet Creek;
- Add – Ninth Line "35 m ROW Width" south of Eglinton Avenue West to Dundas Street West;
- Amend – Hurontario Street and Highway 401 ramps;
(OMB File No. 0070098)
- Add – Britannia Road East/Abilene Drive conceptual link "26 m ROW Width" from Tomken Road to Kennedy Road;
- Add – Confederation Parkway ramp changes in City Centre (BRT alignment);
- Amend – Highway 401 westbound off-ramp east of Dixie Road;
- Amend – Future Arterial alignment from Courtney Park Drive East to Eglinton Avenue East;
- Amend – Dundas Street West "35 m ROW Width" to "42 m ROW Width" Ninth Line to Highway 403;
- Amend Legend – Add "42 m ROW Width";
- Amend – Centre View Drive "30 m ROW Width" to "30 m-50 m ROW Width" Station Gate Road to Rathburn Road West;
- Amend Legend – Add "30 m-50 m ROW Width";
- Amend – Centre View Drive "30 m ROW Width" to "50 m ROW Width" western boundary of City Centre District to Station Gate Road;
- Amend – Rathburn Road West "40 m ROW Width" to "55 m ROW Width" Station Gate Road to Centre View Drive;
- Amend Legend – Add "55 m ROW Width";
- Amend – from Airport Old Terminal 1 to Airport New Terminal 1;
- Add Note 5 – "Designated Right-of-Way Widths" shown on the map are not all under Mississauga jurisdiction;

- Amend Note 1 to – 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 (BRT)** facility, **BRT** stations, auxiliary lanes, side slopes, bicycle paths, **streetscape** works, etc.;
- Amend Note 2 to – These right-of-way widths are intended to accommodate the **Major Transit Corridors**, **BRT** facility and **BRT** stations shown schematically on Schedule 4, as well as transit stations along **Major Transit Corridors**, automobile, truck and other vehicular movements. Where as a result of further studies the land areas required to accommodate these rights-of-way are deemed to be insufficient, the **City** may acquire additional rights-of-way in excess of the basic right-of-way widths shown on Schedule 5. Portions of the **BRT** facility are protected under the Parkway Belt West Plan.

In addition, the **City** may acquire lands for a public transit right-of-way along **Major Transit Corridors** and the **BRT** Corridor where the creation of a public transit right-of-way separate from, adjacent to, or in addition to a road right-of-way is deemed appropriate;

- Add – Topflight Drive "26 m ROW Width" Hurontario Street to Edwards Boulevard;
- Amend – Topflight Drive Extension "26 m ROW Width" to "30 m ROW Width" from Maritz Drive Extension to Hurontario Street;
- Amend – Thomas Street "30 m ROW Width" to "20 m-26 m ROW Width" McFarren Boulevard/Gafney Drive to Queen Street South;
- Amend Legend – Add "20 m-26 m ROW Width";
- Extend – Belgrave Road and Whittle Road "Right-of-Way Widths" to the property lines;
- Amend – Mississauga Road (Scenic Route) "26 m ROW Width" to "23 m-26 m ROW Width" between Indian Road to Canadian National Railway tracks;
- Amend Legend – Add "23 m-26 m ROW Width".
- Amend – by changing the references to Major Transit Corridors to Higher Order Transit Corridors. (MPA-95 assoc. with OMB File No.: PL100111)





INSERT
Schedule 3: Environmental Area



INSERT
Schedule 4: Road and Transit Network Long
Term Concept



INSERT
Schedule 5: Designated Right-of-Way Widths





4. DISTRICT POLICIES

4.1 INTRODUCTION

Mississauga is divided into Planning Districts which consist of the City Centre, Residential Districts, and Employment Districts, as shown on Schedule 6: Planning Districts.

THERE ARE SOME INSTANCES WHEN THE POLICIES AND SCHEDULES CONTAINED IN SECTIONS 3 TO 7 DO NOT ADDRESS ALL CIRCUMSTANCES PARTICULAR TO INDIVIDUAL DISTRICTS. IN THESE INSTANCES, DISTRICT POLICIES AND THEIR LAND USE MAPS, SPECIFIC TO EACH DISTRICT, PROVIDE CLARIFICATION.

The community *character* areas, land use designations, special site areas, natural areas, and transportation system are conceptual and may be adjusted to a minor extent without further amendment to this Plan, provided the general intent of the Plan is maintained.

Land use designations shown on individual District Land Uses Maps are specific to that District.

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



Schedule 6: Planning Districts

Amended by:

Appeal B8 (Withdrawn by applicant)

- The applicant has withdrawn the appeal to the OMB of the District boundary limit between "Meadowvale Business Park Employment District" and the "Streetsville Residential District" as it applies to the lands located at the northeast corner of Britannia Road West and Erin Mills Parkway (Jannock Properties Limited).

Amendment No. 43

- Amend – the District boundary between the "City Centre District" and the "Creditview Residential District" to follow the rear lot boundary of the Community Park lands east of Wallenberg Crescent.

Amendment No. 25

- Amend – Future Arterial alignment from Courtneypark Drive East to Eglinton Avenue East;
- Add – illustration of Ninth Line as Arterial south of Eglinton Avenue West to Dundas Street West;
- Amend – from Airport Old Terminal 1 to Airport New Terminal 1;
- Amend – "Lester B. Pearson International Airport" lands added to "Northeast Employment District";
- Delete – "Lester B. Pearson International Airport" from Legend.





INSERT
Schedule 6: Planning Districts

