

NOTE:

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

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

THE MALTON DISTRICT POLICIES OF MISSISSAUGA PLAN CAME INTO EFFECT 2003 MAY 05, EXCEPT FOR THE AREAS MARKED AND OUTLINED IN THIS PLAN THAT HAVE BEEN APPEALED TO THE OMB.

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

M I S S I S S A U G A

P L A N



SECTION 4.19 MALTON DISTRICT POLICIES OF MISSISSAUGA PLAN

2010 April

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

Malton District Policies of Mississauga Plan

OFFICE CONSOLIDATION

This is an office consolidation of the Malton District Policies of Mississauga Plan (Official Plan), as amended, prepared for the purpose of convenience only. For accurate reference, the "originals" should be consulted.

The number in brackets and italics, eg. (*MPA-123*), at the end of a section, subsection, paragraph, subparagraph, etc., is the number of the Amendment or By-law amending the Malton District Policies of Mississauga Plan (Official Plan).

The following text and map, attached hereto, constitute the Malton District Policies of Mississauga Plan (Official Plan), being an office consolidation of the Malton District Policies of Mississauga Plan (Official Plan), modified and approved by the Region of Peel, 2003 May 05, save and except certain parts that were appealed to the Ontario Municipal Board.

	SECTION	DATE	STATUS	APPROVED BY
Mississauga Plan	Malton District Policies and District Land Use Map	2003 May 05	Partially approved with modifications and appeals to OMB	Region of Peel
Malton District Policies subsequently further amended by:				
AMENDED BY	SECTION	DATE	STATUS	APPROVED BY
Mississauga Plan	Appeal B4 - District Land Use Map	2004 Mar. 29	Further approval Appeal dismissed	Ontario Municipal Board Order No. 0662
Mississauga Plan	Appeal B12 - District Policies and District Land Use Map	2004 Mar. 29	Further approval Appeal dismissed All approved	Ontario Municipal Board Order No. 0662
Amendment 14	District Land Use Map	2004 Mar. 29	All approved	Ontario Municipal Board Order No. 0662
Amendment 38	District Policies and District Land Use Map	2006 Aug. 24	All approved	City of Mississauga
Amendment 66	District Policies	2007 May 23	All approved	City of Mississauga
Amendment 25	District Policies and District Land Use Map	2007 Sept. 10	All approved	Ontario Municipal Board Order No. 2622 Issued 2007 Oct. 01
Amendment 40	District Policies	2008 Mar. 24	All Approved Except for two (2) appeals to the OMB <i>“Retail”</i> of term <i>“retail commercial”</i> - Appealed	City of Mississauga
Amendment 40	District Policies and District Land Use Map	2009 Dec. 01	All Approved Except for two (2) site specific appeals to the OMB Term <i>“retail commercial”</i> is no longer under appeal	City of Mississauga

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

Malton District Policies of Mississauga Plan

	SECTION	DATE	STATUS	APPROVED BY
Amendment 95	District Policies	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 [current owners: Hush Homes] – as it relates to lands at 1745, 1765, 1775 Thorny Brae Place)	Region of Peel

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Malton District Policies of Mississauga Plan

PREFACE

The adopting By-laws and Region of Peel approval certificate for Mississauga Plan (Official Plan) is on file in the Planning and Building Department.

CITY OF MISSISSAUGA APPROVAL

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

REGION OF PEEL APPROVAL

Pursuant to sections 17(35) of the *Planning Act*, the Region of Peel made a Decision on 2003 March 31, to modify and approve part of Mississauga Plan (Official Plan) for the City of Mississauga Planning Area as adopted by By-laws 0317-2002 and 0085-2003

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

"NICK TUNNACLIFFE"
Commissioner of Planning
Region of Peel

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

ONTARIO MUNICIPAL BOARD APPEALS

MISSISSAUGA PLAN (OFFICIAL PLAN) CAME INTO EFFECT 2003 MAY 05, EXCEPT FOR THE FOLLOWING WHICH HAVE BEEN APPEALED TO THE ONTARIO MUNICIPAL BOARD.

Pursuant to section 17(42) of the *Planning Act*, the Region of Peel is forwarding to the Ontario Municipal Board the following parts of

Mississauga Plan (Official Plan), which have been appealed as set out in Part B, and indicated in Mississauga Plan (Official Plan) text and on the Schedules and Land Use Maps and labelled as **B#**.

THE FOLLOWING PARTS OF MISSISSAUGA PLAN HAVE BEEN APPEALED:

- B4.** The following in their entirety (Greater Toronto Airports Authority):
- Section 4.19, Malton District Policies:
 - District Land Use Map, 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 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

- B12.** The following in their entirety (Canadian Petroleum Products Institute):
- Section 4.19, Malton District Policies:
 - Section 4.19.4.2, Business Employment, Land Use;
 - District Land Use Map, the Business Employment Land Use Designations.

APPEAL DISMISSED

OMB Order No. 0662 - 2004 Mar. 29

"MARK H. KLUGE"

Principal Planner
Development Planning Services
Region of Peel

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

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

Malton District Policies of Mississauga Plan

4.19 MALTON

4.19.1 Planning Context

The area subject to the Malton District Policies was originally part of the Malton Secondary Plan, Amendment No. 179 to the Official Plan for the Township of Toronto Planning Area, was approved by the Ministry of Municipal Affairs in 1966.

On July 8, 1997 City Plan came into effect and retitled the Malton Secondary Plan, as amended, as the Malton District Plan.

Most of the lands within the District have been developed and consists of a mix of low density detached and semi-detached units, medium density townhouses and high density apartments.

The District is drained by Mimico Creek which crosses the boundary between Mississauga and the City of Toronto. Mimico Creek has been channelized within the District and is in poor condition due to lack of vegetation along the creek. However, it provides a linkage function to areas to the north and south of the District. Portions of existing *development* along the creek are flood prone and require special consideration to maintain the viability of the existing area by allowing only conditional *development* within the *floodplain*.

NOTE:

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

4.19.2 *Development Concept*

The Malton District is generally a stable, established area with a few sites remaining to be developed. The focus of these Policies is on preserving the *character* of existing neighbourhoods, facilitating *infilling* and *redevelopment* that is *compatible* with the *character* of the existing neighbourhoods, maintaining and *enhancing* environmental features and processes, and improving the transportation system.

Commercial *development* will continue to be concentrated in the existing areas along Airport Road and Goreway Drive. New commercial *development* outside of these areas will be discouraged.

The area around Westwood Mall is intended to function as a Node. This Node should be strengthened by concentrating future retail commercial, residential and *community uses* within it, and by improving its vehicular, pedestrian, cycling and visual connections with the surrounding area, in particular the retail commercial uses to the south. This is consistent with the intent to concentrate future retail commercial *development* in the District's existing commercial areas. (MPA-40)

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

Malton District Policies of Mississauga Plan

4.19.3 Urban Design Policies

4.19.3.1 Community Design

For the purpose of this Plan, Malton is considered to be composed of two (2) retail commercial *Character* Areas. The location of these *Character* Areas is shown on Figure 1, *Character* Areas - Malton District. Each *Character* Area includes a variety of retail commercial land use designations. The Community Design policies must be read in conjunction with the Land Use Policies and all other Urban Design Policies of this Plan; together they are intended to encourage an urban form and *character* which supports the *Development* Concept in this Plan. (MPA-40)

4.19.3.1.1 Community Identity and Design

The following principles should be encouraged during the evaluation of any *development* proposal:

- a. the provision of open space connections that link retail commercial *developments* with public parks and community facilities through use of walkways, underpasses, bridges, *streetscape development*, and *enhancement* of pedestrian and cyclist access to greenbelt lands, wherever possible; (MPA-40)
- b. the preservation and conservation of the former Village of Malton, bounded by Derry Road East to the south, Airport Road to the east, and Cattrick Street to the west, be maintained with respect to its housing *character*, street pattern and that all public works should *enhance* the heritage elements.

4.19.3.1.2 Goreway Drive *Character* Area

a. Pedestrian Linkages

Pedestrian connections to the retail commercial uses along Goreway Drive are vital to their role in the community. The following pedestrian links should be maintained and/or improved as part of any *development* application: (MPA-40)

- open space walkway linkages to the following parks: Elmcreek Park, Malton Greenway, and Derry Greenway;
- mid-block connection to Jolliffe Avenue;
- linkages to the Malton Community Centre, the Transit Terminal and Westwood Secondary School

(emphasizing safety).

Where pedestrian linkages from the Greenbelt and Residential Community exist, they are to be strengthened.

b. Focal Points

A focal point in the Goreway Drive *Character* Area, on the north side of Westwood Mall, should be developed:

- to strengthen the pedestrian connection from the corner of Goreway Drive and Morning Star Drive and from the Transit Terminal to Westwood Mall;
- to improve the building massing edge treatment, parking lot circulation, and *streetscape development* at the south-east corner of Goreway Drive and Morning Star Drive.

The main entrance to Westwood Mall from Goreway Drive, opposite Jolliffe Avenue, should be improved to contribute to the identity of the site through the use of built form, landscaping, directional signs and/or lighting.

c. Parking Areas

Parking areas around Westwood Mall should be clearly defined to facilitate the safe movement of pedestrians, cyclists and vehicles through the site. Parking areas should be improved by ensuring adequate sight lines, incorporating landscape islands that define vehicular routes throughout the site, and providing sidewalk and lighting.

Pedestrian links to parking areas for the retail commercial uses along the east side of Goreway Drive, south of Etude Drive are encouraged. These links will facilitate the safe movement of pedestrians in the area, and create a sense of continuity between properties. (MPA-40)

d. Building and Massing

Should additional *development* occur along the Goreway Drive frontage the following items should be addressed:

- no parking or driveway areas should be provided between the buildings and the street line;

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

Malton District Policies of Mississauga Plan

- blank walls should be avoided along the street in favour of windows, building entrances and architectural detailing;
- service, loading, and garbage storage areas should be located on the internal side of the *development*, away from public streets, and should be screened from view by means of built form and landscaping;
- all building entrances should be clearly articulated and linked to pedestrian walkway connections.

4.19.3.1.3 Airport Road Character Area

a. Pedestrian Linkages

Pedestrian connections to the retail commercial uses along Airport Road are vital to its role in the community. The following pedestrian links should be maintained and/or improved as part of any *development* application: (MPA-40)

- walkway linkages to the Derry Greenway Park;
- mid-block connection in the vicinity of Churchill Avenue which may also incorporate a link to the *City* bicycle and pedestrian route system (recreational trail);
- strong pedestrian linkages along both sides of Airport Road between Morning Star Drive and Derry Road East the municipal sidewalk to adjacent retail commercial *development*. (MPA-40)

b. Parking Areas

Parking for this area should be provided in small, distributed parking lots. Parking facilities should be located and designed to be *compatible* with the main street *character* of the area by including measures such as landscape space, planters, or other elements which reinforce the street wall and *enhance* public amenity.

Redevelopment of parking areas should not have an adverse impact upon adjacent residential uses.

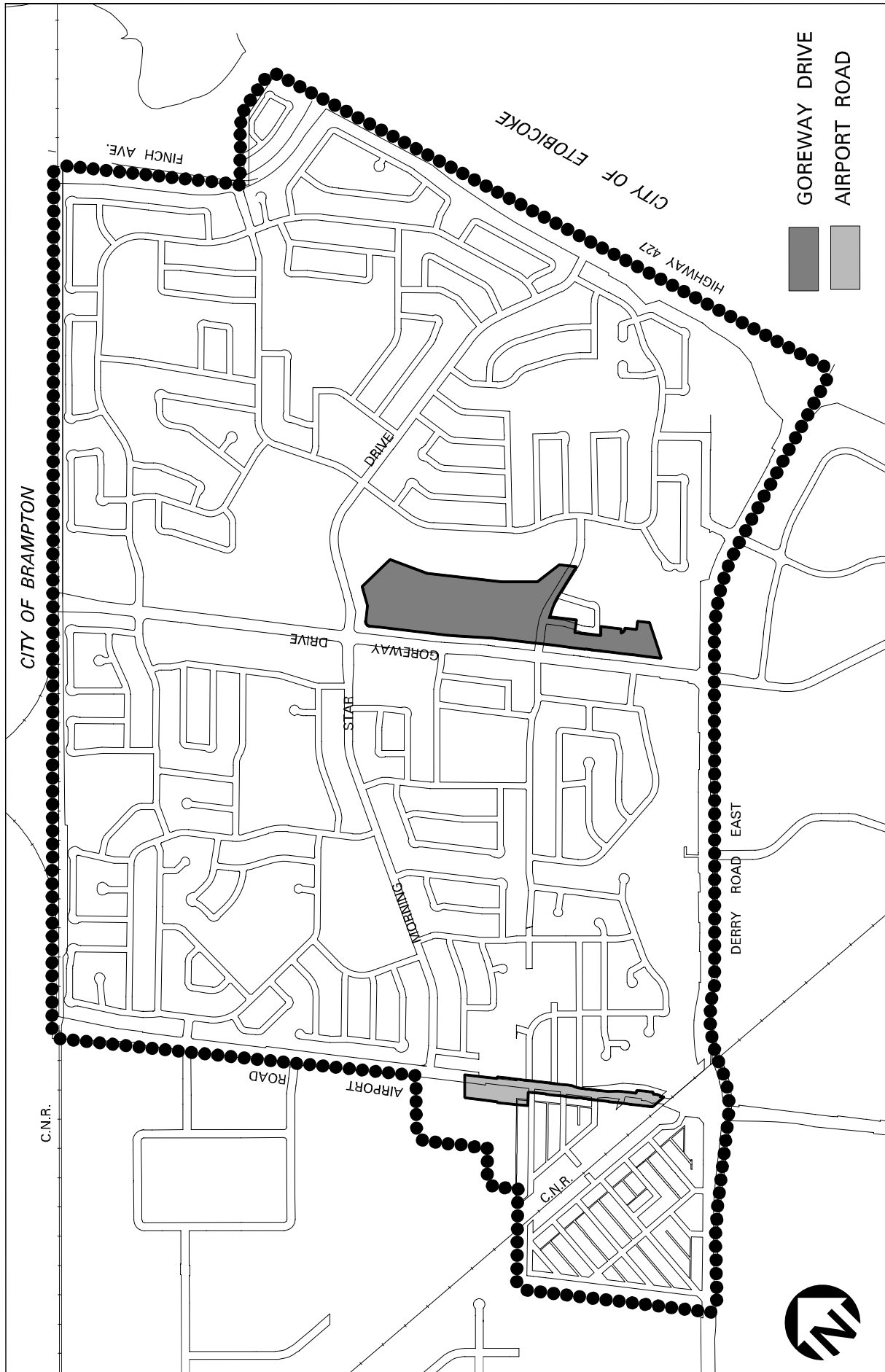
c. Building Massing

While recognizing that parking is located between the buildings and the street in retail commercial *development* of the sort found along Airport Road, *development* in this area should strive to achieve a rhythm of closely spaced storefronts, in order to foster an attractive and active pedestrian environment along the roadway. Building designs, window treatment and awnings, signs, and landscape treatment, including crossovers from the municipal sidewalk to the storefronts, should act to diminish the apparent separation between buildings and the roadway, and contribute to the overall aesthetic value of the *streetscape*. (MPA-40)

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

Malton District Policies of Mississauga Plan

Figure 1: Character Areas - Malton District



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

Malton District Policies of Mississauga Plan

4.19.4 Land Use

4.19.4.1 Residential

4.19.4.1.1 Residential Low Density I

The Residential Low Density I designation permits detached, semi-detached and duplex dwellings to a maximum density of 17 units per *net residential hectare*.

4.19.4.1.2 Residential Low Density II

The Residential Low Density II designation permits detached, semi-detached and duplex dwellings, within a net density range of 18-30 units per *net residential hectare*.

4.19.4.1.3 Residential Medium Density I

The Residential Medium Density I designation permits townhouse dwellings, as well as all forms of horizontal multiple dwellings, within a net density range of 25-45 units per *net residential hectare*.

4.19.4.1.4 Residential Medium Density II

The Residential Medium Density II designation permits townhouse dwellings and all forms of horizontal multiple dwellings as well as apartment dwellings at a *Floor Space Index (FSI)* of 0.4-0.9. (MPA-25)

4.19.4.1.5 Residential High Density I

The Residential High Density I designation permits apartment dwellings at a *Floor Space Index (FSI)* of 0.5-1.0.

4.19.4.1.6 Residential High Density II

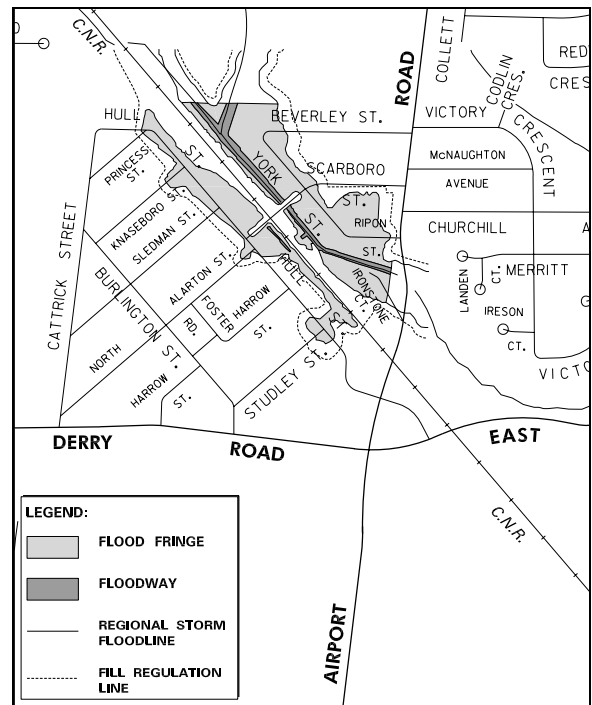
The Residential High Density II designation permits apartment dwellings at a *Floor Space Index (FSI)* of 1.0-1.5.

4.19.4.2 Business Employment

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

4.19.5 Environmental Planning Areas

4.19.5.1 Mimico Creek Two-Zone Concept



4.19.5.1.1 The lands shown above are subject to the *Two-Zone Concept* which divides the *floodplain* into two (2) portions known as the *floodway* and *flood fringe*. The *floodway* contains the greatest depth and velocity and, therefore, *development* is restricted. The *flood fringe* may support *development* provided that regulatory flood protection is provided. The *Two-Zone Concept* approval procedures are based on the following principles:

- a. *development* will be restricted to areas of the *floodplain* where the depth of flooding and velocities are non life threatening and property damage can be minimized (*flood fringe*);
- b. regulatory flood protection will be sought for new *development*;
- c. approval pursuant to the Toronto and Region Conservation Authority's (TRCA) Fill, Construction and Alternation to Waterways regulation is granted at the discretion of the Authority's Executive Committee.

4.19.5.1.2 Notwithstanding the Natural Hazard policies of this Plan, the following policies will apply to those lands within the *flood fringe* of the regulatory *floodplain* and outside the *floodway*:

- a. *development* must be flood protected to the level of the Regulatory Flood as defined by TRCA;

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

Malton District Policies of Mississauga Plan

- b. in all instances, ingress and egress will be safe, pursuant to Provincial Government ***floodproofing standards***. In addition, the maximum level of flood protection determined to be feasible, will be considered;
- c. flood damage reduction measures will be carried out by the proponent of ***development*** to achieve the required level of flood protection. The selection of flood damage reduction measures will be based on the following alternatives, listed in order of priority:
 - dry, passive floodproofing measures will be implemented to the extent technically and/or practically feasible;
 - wet floodproofing measures may be permissible to minimize flood risk and/or to meet the level of flood protection required;
 - dry, active floodproofing measures may be permissible to minimize flood risk.

4.19.5.1.3 The following uses will not be allowed within the ***floodplain***:

- a. uses such as hospitals, nursing homes, and schools which would pose a significant threat to the safety of the inhabitants involved in an emergency evacuation situation as a result of flooding or failure of floodproofing measures;
- b. uses associated with the manufacture, storage, disposal and/or consumption of hazardous substances or the treatment, collection and disposal of sewage, which would pose an unacceptable threat to public safety if they were to escape their normal containment/use as a result of flooding or failure of floodproofing measures;
- c. emergency services such as those provided by fire, police, and ambulance stations and electrical sub-stations, which would be impaired during a flood emergency as a result of flooding or failure of floodproofing measures.

4.19.5.1.4 Notwithstanding the above, no ***development*** will be permitted if:

- a. the ***development*** would be subjected to a water velocity or depth which would create an unacceptable hazard to life;

or

- b. the ***development*** would be susceptible to major structural damage as a result of a flood less than or equal to the Regulatory Flood;

or

- c. the necessary flood protection measures would have a negative impact on adjacent properties.

4.19.5.1.5 Written permission from the Toronto and Region Conservation Authority Executive Committee must be received prior to:

- a. the construction of any buildings or structures within the Regional Storm (Regulatory Flood) ***floodplain***;
- b. the placement or dumping of fill within the fill regulation area;
- c. the straightening, changing, diversion or interference in any way with the existing channel of a river, creek, stream or ***watercourse***.

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

Malton District Policies of Mississauga Plan

4.19.6 Transportation

4.19.6.1 Road Classification

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

TABLE 1: BASIC ROAD CHARACTERISTICS, MALTON DISTRICT				
ROAD TYPE	NAME	SECTION	JURISDICTION	RIGHTS-OF-WAY*
ARTERIAL	Derry Road East	Approximately 100 m west of Cattrick Street to Provincial Highway 427	Region of Peel	45 m
	Airport Road	Canadian National Railway to Derry Road East	Region of Peel	45 m
	Finch Avenue	Canadian National Railway to Provincial Highway 427	Region of Peel	36 m
MAJOR COLLECTOR	Morning Star Drive	Airport Road to Provincial Highway 427	City of Mississauga	26 m
	Goreway Drive	Canadian National Railway to Derry Road East	City of Mississauga	35 m
MINOR COLLECTOR	As shown on District Land Use Map		City of Mississauga	20-26 m
LOCAL ROAD	As shown on District Land Use Map		City of Mississauga	17-20 m

AMENDMENT NO. 95 HAS BEEN APPEALED TO THE OMB

In its entirety by

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

And by

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

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

* These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate bus bays, transit stations along ~~Major Transit Corridors~~, *Higher Order Transit Corridors*, *Bus Rapid Transit* facility, *Bus Rapid Transit* stations, auxiliary lanes, side slopes, bicycle paths, *streetscape* works, etc. (MPA-25)

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

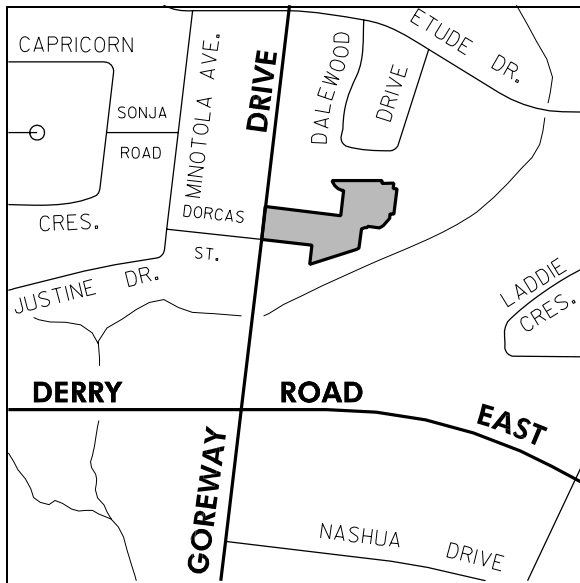
Malton District Policies of Mississauga Plan

4.19.7 Special Site Policies

4.19.7.1 Introduction

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

4.19.7.2 Site 1

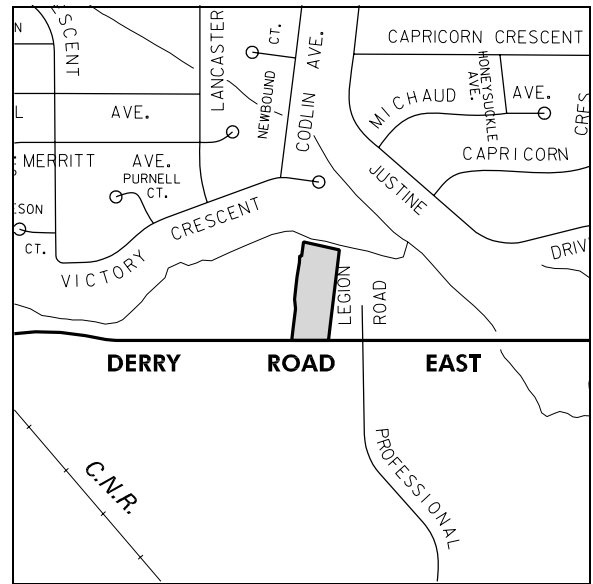


The lands identified as Special Site 1 are located south of Etude Drive and east of Goreway Drive.

Notwithstanding the General Retail Commercial and Greenbelt designation and the Natural Hazard policies of this Plan, the following additional policy will apply: (MPA-40)

- a. three-hundred and sixty-one (361) m² of land designated Greenbelt will permit parking below the *top-of-bank* of the Mimico Creek in flood vulnerable lands, in order to provide for a more efficient parking layout.

4.19.7.3 Site 2



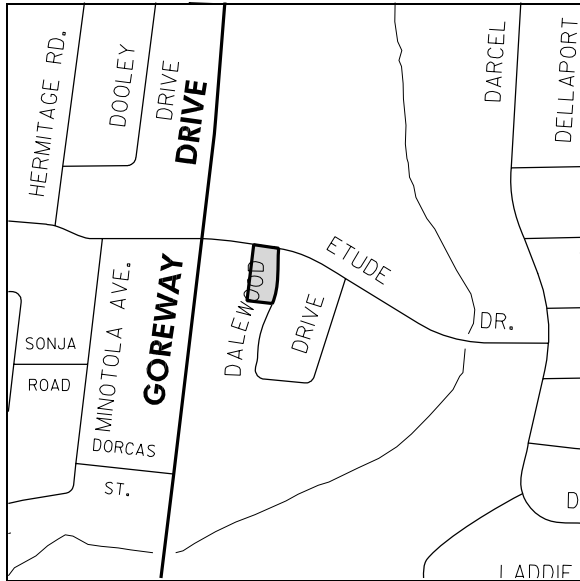
The lands identified as Special Site 2 are located on the north side of Derry Road East, west of Legion Road.

Notwithstanding the General Retail Commercial designation of this Plan, the existing Malton Mobile Homes Park will be permitted. (MPA-40)

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

Malton District Policies of Mississauga Plan

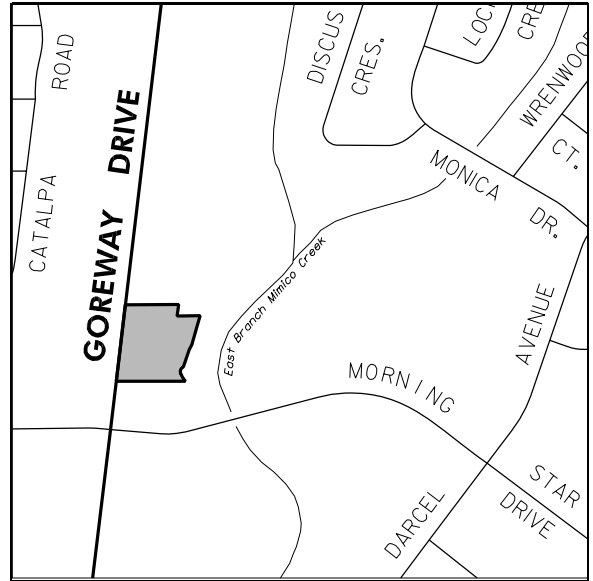
4.19.7.4 Site 3 (MPA-25)



The lands identified as Special Site 3 are located at the southwest corner of Etude Drive and Dalewood Drive.

Notwithstanding the provisions of the Mainstreet Retail Commercial designation, a motor vehicle repair garage will be permitted. (MPA-40)

4.19.7.5 Site 4 (MPA-38)



The lands identified as Special Site 4 are located on the east side of Goreway Drive, north of Morning Star Drive.

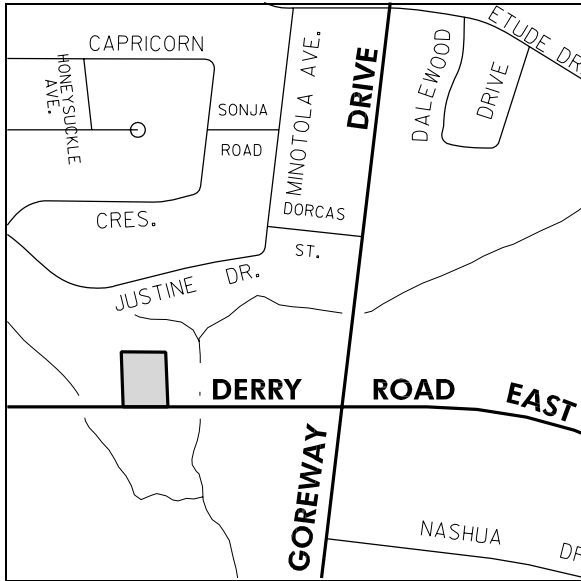
Notwithstanding the provisions of the Residential High Density II designation, the following additional policies will apply: (MPA-66)

- a. a maximum **Floor Space Index (FSI)** of 1.6 will be permitted; (MPA-66)
- b. the maximum apartment building height will be seven (7) storeys. (MPA-66)

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

Malton District Policies of Mississauga Plan

4.19.7.6 Site 5 (MPA-25)



The lands identified as Special Site 5 are located on the north side of Derry Road East, west of Goreway Drive.

Notwithstanding the provisions of the General Retail Commercial designation, **motor vehicle commercial uses** will be permitted. (MPA-40)

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

Malton District Policies of Mississauga Plan

Malton District Land Use Map

Amended by:

Appeal B4 (OMB Order No. 0662)

- The OMB has dismissed the appeal of the "Commercial" Land Use Designations (Greater Toronto Airports Authority).

Appeal B4 (OMB Order No. 0662)

- The OMB has dismissed the appeal of the "General Commercial" designation as it applies to the lands located between Goreway Drive and the westerly District Boundary, north of Derry Road West (Greater Toronto Airports Authority).

Appeal B12 (OMB Order No. 0662)

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

Amendment No. 14

- Amend – Land Use Designation of the lands located at the northeast corner of Derry Road East and Rexwood Road, from "Business Employment" to "Residential Medium Density I".

Amendment No. 38

- Amend – Land Use Designation of the lands located on the east side of Goreway Drive, north of Morning Star Drive from "Residential High Density I" to "Residential High Density II".

Amendment No. 25

- Amend – Land Use Designation of the lands located north of Derry Road East, east of Rexford Road, from "Business Employment" to "Residential Medium Density II";
- Amend Land Use Designations – delete "Business Employment";
- Amend – Land Use Designation of the lands located on the east side of Victory Crescent, across from McNaughton Avenue, from "Residential Low Density II" to "Public Open Space";
- Amend – Land Use Designation of the lands located on the north side of Derry Road East, west of Goreway Drive, from "Convenience Commercial" to "General Commercial";
- Amend – Land Use Designation of the lands located as follows:
 - on the north side of Derry Road East, east of Airport Road;
 - at the northeast corner of Derry Road East and North Alarton Street; from "General Commercial" to "Motor Vehicle Commercial";

- Amend Land Use Designations – from "Open Space" to "Public Open Space";
- Amend Land Use Map and Land Use Legend – by changing the "LBPIA Operating Area Boundary" from an "orange solid line" to a "dark grey dashed line";
- Amend – Land Use Designation of the lands located north of Roselle Crescent, east of Priory Crescent, from "Residential Low Density II" to "Public Open Space";
- Amend – Land Use Designation of the lands located west of Anaka Drive, north of Brandon Gate Drive, from "Open Space" to "Residential Low Density II";
- Amend – Land Use Designation of the lands located north of Derry Road East, west of Rexwood Road, from "Motor Vehicle Commercial" to "Public Open Space";
- Amend Land Use Map and Land Use Legend – by indicating Special Site Areas by outline and number with a note to see Special Site Policies.