

# City of Mississauga

## Draft Official Plan 2051 – Bundle I

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Enclosed are the proposed draft changes to the October 21, 2021 consolidation of the City of Mississauga Official Plan for review and comment. The following constitutes Bundle I:

- Summary of proposed changes
- Draft Table of Content
- Chapter 1 Introduction
- Chapter 2 Vision
- Chapter 3 City Structure
- Chapter 4 Natural Environment and Climate Response
- Chapter 8 Urban Form and Design
- Chapter 15 Implementation
- Schedule 1 – City Structure
- Draft new and modified Glossary definitions related to the above chapters.

### Legend:

Black: Existing unchanged text.

~~Red-Strikethrough~~ : Existing text being deleted.

Blue: Draft proposed text.

**Bundle #1 Summary Table**

New Chapter	Old Chapter in MOP	Key Changes Proposed
Chapter 1 (Introduction)	Chapter 1 (Background); Chapter 2 (Policy Context); Chapter 3 (Promote Collaboration)	<ul style="list-style-type: none"> <li>• Incorporates Land Acknowledgement</li> <li>• Strategic Plan section shortened to a brief summary</li> <li>• “Exempt” sites removed as a category; these will be converted to Special Sites where still warranted</li> <li>• Clearer wording added regarding permissions for existing buildings and uses; they are deemed to conform to the Plan</li> <li>• Defined terms on pages 11 to 15 removed; will be placed in the Glossary (Chapter 16)</li> <li>• Updated summaries of relevant provincial policies and legislation</li> <li>• New policy regarding Indigenous Peoples engagement protocol</li> </ul>
Chapter 2 (Vision)	Chapter 4 (Vision)	<ul style="list-style-type: none"> <li>• Substantial re-write of the Vision Statement</li> <li>• More concise summary of city’s historical context; includes updated references to Indigenous Peoples and the history of the name “Mississauga”</li> <li>• Significant revisions to current context, guiding principles and means to achieve these principles based on evolving priorities</li> <li>• Reduction of redundancy and unnecessary wording; more plain language used</li> </ul>
Chapter 3 (City Structure)	First part of Chapter 5 (Direct Growth)	<ul style="list-style-type: none"> <li>• The intent of this chapter is to present a high level overview of the City Structure and its urban hierarchy</li> <li>• New introduction</li> <li>• Incorporation of new population and employment forecasts</li> <li>• A multi-faceted rationale is included on why it is important to maintain the City Structure if growth management is to be successful; this includes why building heights need to conform to the City Structure</li> <li>• Many pages of detailed policies pertaining to the specific City Structure elements have been removed; they will be updated and moved to the appropriate chapter later in the OP (i.e. Strategic Growth Areas, General Employment Areas, Neighbourhoods chapters)</li> </ul>

New Chapter	Old Chapter in MOP	Key Changes Proposed
Chapter 4 (Natural Environment & Climate Response)	Chapter 6 (Value the Environment)	<ul style="list-style-type: none"> <li>• Many edits focus on reducing redundant and unnecessary wording, as well as simplifying sections to improve readability by making them more succinct and using plain language</li> <li>• Indigenous Peoples stewardship of the lands is recognized</li> <li>• A Climate Response section is new; there are other new policies related to climate change throughout the chapter (and the OP) and incorporate recommendations of the City’s Climate Change Action Plan</li> <li>• New policies related to water system management and conservation</li> <li>• Updated policies addressing gaps highlighted by the legal audits such as broadening the protection of all woodlands, strengthening the OP’s buffer framework and better defining criteria around the requirement for environmental assessments.</li> <li>• Simplification of language by moving definitions to the glossary</li> <li>• New excess soil management policies</li> </ul>
Chapter 8 (Urban Form & Design)	Chapter 9 (Build a Desirable Urban Form)	<ul style="list-style-type: none"> <li>• Consolidation of similar and removal of redundant policies (e.g. similar policies for intensification vs. non-intensification areas)</li> <li>• New Introduction</li> <li>• New description of low, mid and high-rise buildings</li> <li>• New policies related to Green Development Standards</li> <li>• Addition of language related to accessibility, removing barriers through design and inclusion</li> <li>• Updated policies related to building transition and separation between buildings</li> <li>• Increased usage of the word “will” instead of “shall”</li> </ul>
Chapter 15 (Implementation)	Chapter 19 (Implementation)	<ul style="list-style-type: none"> <li>• New policy indicating the intent of the OP is that minimum and maximum heights are to be maintained where identified and adhered to as part of site-specific development applications</li> <li>• Addition of new</li> <li>• Site-specific OPA policies clarified and integrated into general development application review policies; conformity to City Structure policies is required</li> <li>• Development Master Plan policies updated</li> </ul>

New Chapter	Old Chapter in MOP	Key Changes Proposed
		<ul style="list-style-type: none"><li>• Updates to the complete application list of required studies – pending recommendations for the ROPA37 conformity</li><li>• Pending updates related to the CBC and parkland conveyance bylaws.</li></ul>

**Table of Contents – Mississauga Official Plan 2051**

**PART 1: OVERVIEW AND CITY WIDE POLICIES**

1. Introduction ..... **Bundle 1**  
 2. Vision ..... **Bundle 1**  
 3. City Structure ..... **Bundle 1**  
 4. Natural Environment and Climate Response ..... **Bundle 1**  
 5. Housing and Community Infrastructure ..... **Bundle 3**  
 6. Heritage and Culture ..... **Bundle 2**  
 7. Transportation ..... **Bundle 2**  
 8. Urban Form and Design ..... **Bundle 1**  
 9. Economy ..... **Bundle 2**

**PART 2: LAND USE AND AREA SPECIFIC POLICIES**

10. Land Use Designations ..... **Bundle 3**  
 11. Strategic Growth Areas ..... **Bundle 3**  
     • Urban Growth Centre  
     • MTSAs  
     • Major Nodes  
     • Community Nodes  
     • Office Centre Employment Areas  
 12. General Employment Areas ..... **Bundle 2**  
 13. Neighbourhoods ..... **Bundle 3**  
 14. Special Site Policies ..... **Bundle 3**

**PART 3: IMPLEMENTATION & GLOSSARY**

15. Implementation ..... **Bundle 1**  
 16. Glossary ..... **Bundles 1, 2 & 3**

**PART 4: SCHEDULES**

1. City Structure ..... **Bundle 1**  
 2. Natural System ..... **Bundle 2**  
 3. Long Term Road Network ..... **Bundle 3**  
 4. Long Term Transit Network ..... **Bundle 3**  
 5. Long Term Cycling Routes ..... **Bundle 3**  
 6. Designated Right-of-Way Widths ..... **Bundle 3**  
 7. Land Use Designations ..... **Bundle 3**  
 8. Conditional Building Height Permissions ..... **Bundle 3**

# 1 Introduction

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## Land Acknowledgement and Statement of Reconciliation

We acknowledge the lands which constitute the present-day City of Mississauga as being part of the Treaty and Traditional Territory of the Mississaugas of the Credit First Nation, The Haudenosaunee Confederacy the Huron-Wendat and Wyandot Nations. We recognize these peoples and their ancestors as peoples who inhabited these lands since time immemorial. The City of Mississauga is home to many global Indigenous Peoples.

As a municipality, the City of Mississauga is actively working towards reconciliation by confronting our past and our present, providing space for Indigenous peoples within their territory, to recognize and uphold their Treaty Rights and to support Indigenous Peoples. We formally recognize the Anishinaabe origins of our name and continue to make Mississauga a safe space for all Indigenous peoples.

## Background

Mississauga is a city in transition. The decades-long rapid development of rural lands has slowed and given way to infill and redevelopment. Future growth will continue to follow this pattern, with a focus on strategic locations throughout the city such as near transit stations and concentrations of existing community amenities. While the city's many neighbourhoods will not be the focus for growth, they will benefit from increased housing options. ~~is at a decisive moment in its history—most of its greenfield lands have been developed and much of its infrastructure is in place. New growth will take place primarily through infilling and redevelopment in appropriate areas, which can benefit from growth and change, such as the Hurontario Street Corridor. Many areas, such as existing stable residential Neighbourhoods, will experience little change in the future.~~

Mississauga Official Plan 2051 provides a new policy framework ~~to protect, enhance, restore and expand the Natural Heritage System,~~ to direct growth to where it will result in the greatest and most equitable benefits for its residents and workers, ~~benefit the urban form,~~ protect, enhance and restore the natural environment, support a strong public transportation system, and contribute to ~~address~~ the long term sustainability and resilience of the city. Mississauga Official Plan 2051 will be an important instrument in city building. All change within the urban environment will be considered for its capacity to create ~~successful~~ equitable places where people, businesses and the natural environment will collectively thrive.

The City is required to review the Official Plan on a regular basis, as directed by the *Planning Act*. The Official Plan Review process was initiated to establish policies that will guide Mississauga through its next stage of growth and to align with the legislative and policy initiatives set out by the Province of Ontario and the Region of Peel.

~~In recent years, there has been a shift particularly at the Provincial level towards the promotion of development that is sustainable, supportive of public transit and oriented towards pedestrian-based communities. The vision and planning direction that the City of Mississauga supports is consistent with recent Provincial policy initiatives.~~

~~The City will fulfill the Federal government requirements of an Integrated Community Sustainability Plan through its different municipal plans and policies, including Mississauga Official Plan.~~

### ~~1.1.1~~ 1.1 Mississauga Strategic Plan

On April 22, 2009, following the comprehensive public engagement process “Our Future Mississauga – Be part of the conversation”, which connected with over 100,000 people, City Council approved a new Strategic Plan comprised of a Vision Statement and five Strategic Pillars for Change. Within the Strategic Plan, each Strategic Pillar for Change is connected with specific action items that will ~~move~~ ~~propel~~ the Strategic Plan forward. ~~Listed below are the five Strategic Pillars and associated direction statements:~~

- ~~Developing a Transit Oriented City: Our Future Mississauga is a city where people can get around without a vehicle, and where transit will directly influence and shape the form of the city. Transit will be a desirable choice that connects people to destinations, and will underpin an environmentally responsible, inclusive, vibrant and successful city.~~
- ~~Ensuring Youth, Older Adults and New Immigrants Thrive: Our Future Mississauga is a city where people can spend their entire lives – where teenagers want to be, where young professionals choose to locate, where immigrants are welcomed and their cultures become a visible part of the city’s fabric; and where people can age-in-place gracefully.~~
- ~~Completing Our Neighbourhoods: Our Future Mississauga is a beautiful, sustainable city with safe neighbourhoods that support a strong, connected and vibrant community – a place where all can live, work and prosper. People can play as a child, walk to meet a friend, fall in love, raise a family and grow old.~~
- ~~Cultivating Creative and Innovative Businesses: Our Future Mississauga is a global hub of creative and innovative activity where talent and business thrive.~~
- ~~Living Green: Our Future Mississauga is a city that coexists in harmony with its ecosystems, where natural areas are enhanced, forests and valleys are~~

protected, the waterfront connects people to Lake Ontario, and communities are nurtured so that future generations enjoy a clean, healthy lifestyle.

~~These key action items are outlined in the Strategic Plan's Action Plan—a complementary document that includes key indicators, targets, actions and funding options for each Strategic Pillar for Change.~~

~~The Strategic Plan provides a long-term vision to guide Mississauga as it embarks upon the next stage of its development. The City's first Strategic Plan was written to provide direction during a period of rapid greenfield development. Mississauga's history to date has been shaped by a pattern of suburban growth, strong service delivery, and prudent fiscal management. The city has grown from a collection of cherished villages to Ontario's third largest city, and the sixth largest in Canada. Mississauga is now entering a new stage in its evolution—one of intensification and urbanization. New challenges have arisen as Mississauga has grown and the Strategic Plan was updated to guide the city through the next phase of growth.~~

~~The Vision Statement articulated in the Strategic Plan depicts what the city will resemble in 40 years: "Mississauga will inspire the world as a dynamic and beautiful global city for creativity and innovation, with vibrant, safe, and connected communities; where we celebrate the rich diversity of our cultures, our historic villages, Lake Ontario, and the Credit River Valley. A place where people choose to be."~~

~~The Strategic Plan has identified five Strategic Pillars for Change, intended to provide guidance towards the creation of a city for the 21st century. Each Strategic Pillar for Change has its own unique direction statement and principle, along with specific strategic goals to ensure that the vision is achieved. They are described below.~~



#### ~~Developing a Transit-Oriented City~~

~~Direction: Our Future Mississauga is a city where people can get around without a vehicle, and where transit will directly influence and shape the form of the city. Transit will be a desirable choice that connects people to destinations, and will underpin an environmentally responsible, inclusive, vibrant and successful city.~~

~~Principle: Mississauga is a city that values clean air and healthy lifestyles through the promotion of transit as a preferred, affordable, and accessible choice.~~

#### ~~Strategic Goals:~~

- ~~● Develop Environmental Responsibility~~
- ~~● Connect our City~~
- ~~● Build a Reliable and Convenient System~~
- ~~● Increase Transportation Capacity~~



- ~~Direct Growth~~

### ~~Ensuring Youth, Older Adults and New Immigrants Thrive~~



~~Direction: Our Future Mississauga is a city where people can spend their entire lives — where teenagers want to be, where young professionals choose to locate, where immigrants are welcomed and their cultures become a visible part of the city's fabric; and where people can age in place gracefully.~~

~~Principle: Mississauga is a city that thrives on its social and cultural diversity.~~

#### ~~Strategic Goals:~~

- ~~Ensure Affordability and Accessibility~~
- ~~Support Aging in Place~~
- ~~Attract and Retain Youth~~
- ~~Attract Post-Secondary Institutions~~
- ~~Nurture Diverse Cultures~~
- ~~Integrate Places of Religious Assembly~~



### ~~Completing Our Neighbourhoods~~

~~Direction: Our Future Mississauga is a beautiful, sustainable city with safe neighbourhoods that support a strong, connected and vibrant community — a place where all can live, work and prosper. People can play as a child, walk to meet a friend, fall in love, raise a family and grow old.~~

~~Principle: Mississauga is a city that nurtures a unique quality of life within each neighbourhood, where residents value the beauty and variety of the natural environment, engage in *active transportation*, and support a rich, healthy, and prosperous social and cultural mosaic through all stages of the life cycle.~~

#### ~~Strategic Goals:~~

- ~~Develop Walkable, Connected Neighbourhoods~~
- ~~Build Vibrant Communities~~
- ~~Create Great Public Spaces~~
- ~~Celebrate our Community~~
- ~~Provide Mobility Choices~~
- ~~Build and Maintain Infrastructure~~

- ~~Nurture “Villages”~~
- ~~Maintain a Safe City~~
- ~~Create a Vibrant Downtown~~



#### ~~Cultivating Creative and Innovative Businesses~~

~~Direction: Our Future Mississauga is a global hub of creative and innovative activity where talent and business thrive.~~

~~Principle: Mississauga is a city that values a strong global business future, fostering a prosperous and sustainable economy that attracts and grows talent.~~

#### ~~Strategic Goals:~~

- ~~Develop Talent~~
- ~~Attract Innovative Business~~
- ~~Meet Employment Needs~~
- ~~Strengthen Arts and Culture~~
- ~~Create Partnerships for Innovation~~



#### ~~Living Green~~

~~Direction: Our Future Mississauga is a city that coexists in harmony with its ecosystems, where natural areas are enhanced, forests and valleys are protected, the waterfront connects people to Lake Ontario, and communities are nurtured so that future generations enjoy a clean, healthy lifestyle.~~

~~Principle: Mississauga is a city that values its shared responsibility to leave a legacy of a clean and healthy natural environment.~~

#### ~~Strategic Goals:~~

- ~~Lead and Encourage Environmentally Responsible Approaches~~
- ~~Conserve, Enhance and Connect Natural Environments~~
- ~~Promote a Green Culture~~

The City of Mississauga ~~will~~ uses the Strategic Plan to define ~~its~~ ~~the city's~~ priorities, processes ~~and~~ short and long term plans as well as ~~to~~ prioritize budget and resource allocations.

Mississauga Official Plan 2051 ~~is the document for~~ implements<sup>ing</sup> the actions identified in the Strategic Plan with respect to land development.

## ~~1.1.2~~ 1.2 Mississauga Official Plan 2051: Purpose

Mississauga Official Plan 2051 provides direction for ~~the next stage of~~ the city's growth and articulates a vision for a future Mississauga ~~through specific guidance~~ for both the public and private sectors in the ongoing evolution of the city. Mississauga Official Plan 2051 provides planning policies to guide the city's development to the year 2051~~34~~, as required by Provincial legislation.

Mississauga Official Plan 2051 provides policies to manage and direct ~~land use and~~ the physical change of the city ~~and sets the context for the review and approval of~~ development applications.

Mississauga Official Plan 2051 policies address important parts of city-building that affect everyone that lives and works in Mississauga, including transportation, housing, urban design, culture and heritage, the environment, and the economy. ~~the effects of such change on the social, economic, cultural and natural environment. It also forms the basis for detailed land use designations and urban design policies,~~

Mississauga Official Plan 2051:

### ~~1.1.2~~ 1.2.1 Organization and Structure

Mississauga Official Plan 2051 is organized as follows:

Part 1 – ~~Overview and City Wide Policies~~ ~~Introduction, Policy Context and Promote Collaboration~~

This section identifies relevant background policies, primarily through a review of the Provincial, Regional and City policy context that have provided general direction for ~~the~~ Mississauga Official Plan 2051. It also includes policies to promote collaboration in the planning process. ~~Additionally, Part 1 provides a vision for the future and key policy directions for~~ ~~of the city. articulated and key policy directions are established.~~ It introduces an overview of the City Structure, and then presents comprehensive citywide policies that are organized by themes.

~~Part 2 – City Wide Policies~~

~~The city wide policy framework for Mississauga Official Plan is contained in this section.~~

Part ~~3~~ 2– Land Use and Area Specific Policies ~~Designations~~

~~The directions in Part 2 are implemented in this section.~~ This section contains specific directions that outline land use designations and identify ~~it presents the city structure and identifies~~ additional Character Areas policies for certain areas of the city. ~~Where~~

~~applicable. Moreover, Special Site Policies provide additional provisions for certain areas and properties within the city. for each Character Area describe the unique condition and identity of different areas within the city. Special Site Policies also describe exceptions in the policy framework and the policies that apply to these sites.~~

### Part 3 – Implementation and Glossary

This section sets out implementation related policies, strategies, regulations, and monitoring mechanisms to achieve the vision. The Glossary defines terms used throughout Mississauga Official Plan 2051.

#### Schedules

Schedules form part of this Plan and must be read in conjunction with Parts 2 and 3 of this Plan.

#### ~~Appendices~~

~~Appendices are provided for information and are not part of this Plan.~~

#### ~~Local Area Plans~~

~~Local Area Plans are also part of Mississauga Official Plan. Local area plans address unique circumstances particular to a specific area and must be read in conjunction with Parts 1 to 4 and the schedules of this document. Local area plans may be made up of all or part of one or more Character Areas.~~

### ~~1.1.4~~ 1.2.2 How to Read Mississauga Official Plan 2051

To understand the planning rationale and policy objectives of Mississauga Official Plan 2051, also referred to as “Official Plan”, “the Plan” or “this Plan”, it should be read in its entirety and all relevant text, tables, and schedules are to be applied to each situation. The uses listed in Part ~~3~~ 2 of this Plan will be permitted provided that all other policies of this Plan are met.

The vision articulated in Mississauga Official Plan 2051 is contingent on an understanding of the city as a complex, urban place where sometimes ~~competing priorities conflicting considerations~~ must be effectively balanced ~~to achieve equitable outcomes, and~~ so that the city can move forward with planning approaches that align with larger city building objectives.

Mississauga Official Plan 2051 replaces the 2012~~03~~ Mississauga Official Plan. The following provides guidance for the interpretation of this document:

- a. Mississauga Official Plan 2051 document includes text, tables, schedules, figures and associated captions ~~and appendices~~. The text, tables, maps and schedules are the policies of Mississauga Official Plan 2051 and must be read together. The figures and associated captions ~~and the appendices~~ have been included for information and illustration purposes only and are not policy. The text, tables,

maps and schedules will be amended through an official plan amendment. Figures and associated captions ~~and appendices~~ may be modified without an amendment to this Plan.

- b. The location of boundaries and symbols are approximate and they are not intended to define the exact locations except where they coincide with major roads, railways, transmission lines, major *watercourses*, or other bodies of water, and other clearly recognizable physical features. Future roads and public transit systems are shown in approximate locations only. ~~Numbers are approximations, except designated rights-of-way widths.~~ Where a land use designation coincides with a property line, the property line will generally be interpreted as the boundary of the land use designation. Where a property is adjacent to a road, the land use designation is interpreted to extend to the centre line of the road right-of-way.
- c. Mississauga may undertake or require a number of studies to address planning matters including the following:
- ~~a municipal comprehensive review is~~ an official plan ~~review or update is~~ an official plan amendment, initiated by the City, ~~as prescribed under the *Planning Act*, that has city wide policy implications. This includes, among other matters, changes to the *urban City sStructure or conversion of employment lands.*~~ ~~A review is also necessary to ensure that the official plan:~~
    - (a) conforms with provincial plans or does not conflict with them;
    - (b) has regard to the matters of provincial interest; and
    - (c) is consistent with policy statements issued under the *Planning Act*.
  - a local area review may be undertaken for all or part of one or more Character Areas. It may develop a vision for the study area as well as address a variety of matters such as land use, transportation, environment or urban design. While a local area review would generally result in an amendment to Character Area policies ~~which may be contained within a Local Area Plan~~, it may also identify a need for amendments to city wide policies. These reviews are typically undertaken by or on behalf of the City. An official plan amendment would be required to implement the results of a local area review;
  - a development master plan is prepared by a development proponent at the direction of the City and to the City's satisfaction to assist with the evaluation of development applications ~~until such time as a local area review has been completed;~~ and
  - planning studies may address a variety of Official Plan policies including matters relating to land use, transportation, environment, or urban design that are limited in scope or geography. These reviews are typically undertaken by or on behalf of the City and may or may not result in an amendment to this Plan.

- d. Interpretation of the intent of Mississauga Official Plan 2051, or any part thereof, will be made by City Council on the advice of staff. Where terms such as “acceptable” or “appropriate” are used, the determination of compliance will be made by City Council on the advice of staff.
- e. Where there is a conflict between the policies relating to ~~the~~ natural and cultural heritage and the rest of this Plan, the direction that provides more protection to ~~the~~ natural and cultural heritage elements will prevail.
- f. There are sites within Character Areas that merit special attention. While special sites are areas with unique circumstances, their policy provisions generally complement and support the long term vision of the Plan. Once the applicable lands are fully developed, it is the intent that special sites will be considered for removal from the Plan during an official plan update, local area reviews or other planning studies. ~~As such, they are to be read in conjunction with the general land use policies and all other applicable policies of the Plan. Unless otherwise stated, the lands may be developed in accordance with their land use designation and/or the uses permitted by the special site. It is intended that special sites will be reviewed during the preparation of local area reviews or other planning studies.~~
- ~~g. There are sites in Mississauga identified in Part 3 as “exempt”. Exempt sites reflect unique circumstances that are not representative of the vision, direction and planning policies of the Plan, but nonetheless are recognized because they contain established land uses. Generally such uses will be encouraged to relocate to lands appropriately designated. “Exempt sites” will be reviewed during the preparation of local area reviews or other planning studies. It is intended that these lands will eventually be redeveloped in accordance with the underlying designation. In the interim, lands zoned to permit such uses or buildings are deemed to be in conformity with the provisions of the Plan. The lands may be developed in accordance with their land use designation and/or the uses permitted by the individual exempt site.~~
- h. Mississauga Official Plan 2051 ~~will not be interpreted to prevent~~ permits the use of any land or building on a site for a purpose that ~~is contrary to the Plan, if such uses or buildings~~ lawfully existed on the date of the approval of the Plan, even if such use or building is otherwise contrary to the provisions of the Plan. Limited expansions on these lands may be permitted on a site specific basis subject to consideration of matters including compatibility and urban design. While they are permitted and deemed to conform to the Plan, these lands and buildings are encouraged, where appropriate, to redevelop in accordance with the underlying land use designations and associated policies of the Plan.
- i. Provided that the purpose, effect, intent, meaning, and substance are in no way affected, the following technical revisions to the Plan are permitted without an official plan amendment:

- changing the numbering, cross referencing, and arrangement of the text, tables, maps and schedules, figures and associated captions, ~~or appendices;~~
  - revising base map information; altering punctuation or language for consistency; and
  - correcting grammatical, dimensional and boundary, mathematical or typographical errors.
- j. The indication of any proposed services or infrastructure, roads, or parks in text or on maps or schedules is not a commitment by City Council to provide such services within a given time period unless otherwise stated in the Plan and is subject to budgetary and other applicable approvals.
- k. Singular terms include the plural and plural terms include the singular.
- ~~l. "Airport" means the Toronto Lester B. Pearson International Airport.~~
- ~~m. "character" means the aggregate of the features including the attributes of the physical, natural and social dimensions of a particular area or neighbourhood.~~
- ~~n. "City", when capitalized, means The Corporation of the City of Mississauga.~~
- ~~o. "city", when not capitalized, means the geographic area of the City of Mississauga.~~
- ~~p. "community facility" means a facility operated by or on behalf of a public authority for the provision of community activities such as, but not limited to recreation, libraries, arts, crafts, museums, social and charitable activities. This includes pools, outdoor rinks and arenas. Private facilities such as gyms, banquet halls/conference centres or convention centres are not considered community facilities.~~
- ~~q. "community infrastructure" means lands, buildings, and structures that support the quality of life for people and communities by providing public schools, private schools, emergency services, private clubs, community facilities, daycare/day program and places of religious assembly. Private club means a social, cultural, athletic or recreational club or fraternal organization that is not operated for profit.~~
- ~~r. "compatible" means development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.~~
- ~~s. "conform to" means to comply with or be in agreement with a policy or requirement of the Plan.~~
- ~~t. "conserve" means the identification, protection, use and/or management of cultural, heritage and archaeological resources in such a way that their heritage~~

- ~~values, attributes, and integrity are retained. This may be addressed through a conservation plan or heritage impact assessment.~~
- ~~u. “consistent with” means to be in agreement or not in conflict with a policy or requirement of the Plan.~~
- ~~v. “current” means most recently approved practices and standards or policies that are in effect.~~
- ~~w. “discourage” means not permitted unless it can be demonstrated that compliance with the policy:~~
- ~~● is not possible; or~~
  - ~~● would not result in good planning; or~~
  - ~~● does not meet the overall intent of this Plan.~~
- ~~x. “density” means the intensity of use permitted on a property or the concentration of jobs or people within a defined area. When referring to development, density means the floor space of a building(s) or number of units in relation to a given area of land.~~
- ~~y. “Downtown” corresponds to the “Urban Growth Centre” as defined in the Growth Plan for the Greater Golden Horseshoe 2006 and refers to the city structure element.~~
- ~~z. “encourage” means to carefully consider or take into account.~~
- ~~aa. “enhance” means to complement and assist in furthering the aesthetic and intrinsic value of a neighbourhood, site, or structure. As applied to the environmental policies of the Plan, enhance means intensifying components of a natural area through management measures to increase stability, *biodiversity*, and long term viability.~~
- ~~bb. “existing” includes built and approved development at the time this Plan is adopted by City Council.~~
- ~~cc. “may” means a discretionary, but not a mandatory policy or requirement of the Plan.~~
- ~~ddd. “Neighbourhood”, when capitalized, refers to the city structure element.~~
- ~~eee. “neighbourhood”, when not capitalized, refers to an undefined geographic area containing primarily residential dwellings.~~
- ~~ff. “pedestrian” means a person who travels by foot or with a mobility assisted device, —e.g. a wheelchair, and matters pertaining to pedestrian movement including universal accessibility.~~



- ~~gg. “preserve” when referring to Natural Areas, means maintaining a natural area by protecting the stability, *biodiversity* and long term viability of its components. When referring to heritage resources, preservation includes both short term and interim measures to protect or stabilize the area or feature, as well as long term actions to retard deterioration or prevent damage so that the area or feature can be kept serviceable through routine maintenance and minimal repair, rather than extensive replacement and new construction.~~
- ~~hh. “Region”, when capitalized, means the Region of Peel.~~
- ~~ii. “region”, when not capitalized, refers to the geographic area of the Region of Peel and surrounding area.~~
- ~~jj. “restore” means developing components of a natural area through the re-creation or reinstatement of conditions previously associated with stability, *biodiversity*, and long term viability.~~
- ~~kk. “should” means to carefully consider or take into account.~~
- ~~ll. “sustainable” means development that meets the needs of the present without compromising the ability of future generations to meet their own needs.~~
- ~~mm. “will” denotes a mandatory requirement of the Plan. “Will” used in conjunction with a permitted land use means the use is permitted if all other policies of this Plan are met.~~
- ~~nn. Italicized terms throughout the text do not appear in the Glossary. These correspond to specific documents and policies when identified by their title (e.g., *Planning Act*).~~
- ~~oo. Italicized and bolded terms throughout the text are defined in the Glossary. The definition of the following terms are as defined in the Provincial Policy Statement or the Growth Plan for the Greater Golden Horseshoe:~~
- ~~● Affordable~~
  - ~~● Areas of natural and scientific interest — (ANSI)~~
  - ~~● Built up area~~
  - ~~● Built boundary~~
  - ~~● Coastal wetlands~~
  - ~~● Complete communities~~
  - ~~● Cultural heritage landscape~~
  - ~~● Designated greenfield area~~
  - ~~● Development~~

- ~~Dynamic beach hazard~~
- ~~Ecological function~~
- ~~Endangered species~~
- ~~Erosion hazard~~
- ~~Fish habitat~~
- ~~Flood fringe~~
- ~~Flooding hazard~~
- ~~Flood plain~~
- ~~Flood proofing standard~~
- ~~Floodway~~
- ~~Green infrastructure~~
- ~~Ground water feature~~
- ~~Habitat of endangered species and threatened species~~
- ~~Hydrologic function~~
- ~~Infrastructure~~
- ~~Intensification~~
- ~~Major office~~
- ~~Mineral aggregate operations~~
- ~~Modal share~~
- ~~Multi modal~~
- ~~Oil, gas and salt hazards~~
- ~~One hundred year flood~~
- ~~Petroleum resource operations~~
- ~~Quality and quantity of water~~
- ~~Redevelopment~~
- ~~Regional market area~~
- ~~Sensitive~~
- ~~Sensitive land uses~~
- ~~Site alteration~~
- ~~Special needs~~

- ~~Special policy area~~
- ~~Threatened species~~
- ~~Transportation corridor~~
- ~~Transportation Demand Management~~
- ~~Valleylands~~
- ~~Watershed~~
- ~~Wetlands~~
- ~~Wildlife habitat~~

~~For convenience, Appendix A provides the definition of the terms listed above. If there is a discrepancy between the definition in Appendix A and the Provincial Policy Statement or the Growth Plan for the Greater Golden Horseshoe, the definition in the Provincial Policy Statement or the Growth Plan for the Greater Golden Horseshoe will apply.~~

~~The meaning of a term not defined in the Glossary or included in the above list of terms defined in the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe, will be as defined in the Canadian Oxford Dictionary, 2nd edition.~~

~~pp. Metric measurements are used in this Plan.~~

## 1.2 Policy Context

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Mississauga Official Plan 2051 must conform with a hierarchy of policy and legislation at the federal, provincial, regional and municipal levels. In particular, provincial policy initiatives provide a strong direction for the growth management and development strategies found herein. This ~~section~~ ~~chapter~~ provides information regarding the policies and responsibilities of other levels of government.

### ~~2.1~~ Provincial Documents

#### ~~1.2.1~~ 2.1 *Planning Act*

The *Planning Act, R.S.O. 1990, c.P.13, as amended*, is the provincial legislation that defines the policy framework for land use planning in Ontario. The *Planning Act* enables and directs municipalities to prepare Official Plans, in order to establish

planning goals and policies that will coordinate growth, guide future land use, and manage ~~and direct~~ physical change.

The *Planning Act* ~~has been established to:~~

- promotes sustainable economic development in a healthy natural environment within a provincial policy framework;
- provides for a land use planning system led by provincial policy;
- integrates matters of provincial interest into municipal planning decisions;
- provides for planning processes that are fair by making them open, accessible, timely and efficient;
- encourages cooperation and coordination among various interests; and
- recognizes the decision making authority and accountability of municipal councils in planning.

Mississauga Official Plan 2051 implements the *Planning Act* at the local level. It provides a framework for comprehensive, integrated, and long term planning that reflects the principles and requirements of the *Planning Act*.

### ~~2.1.2~~ 2.2 Provincial Policy Statement

The current Provincial Policy Statement (PPS) came into effect on ~~May 1, 2020 April 30, 2014~~. The PPS was issued under Section 3 of the *Planning Act* and it provides direction on matters of provincial interest related to land use planning and development.

The PPS is a consolidated statement of the government's policies on land use planning. It gives policy direction on key provincial land use planning issues that affect communities, such as:

- efficient use and management of land and infrastructure
- the provision of sufficient housing to meet changing needs, including affordable housing
- the promotion of opportunities for long-term economic prosperity and development
- the appropriate transportation, water, sewer and other infrastructure needed to accommodate current and future needs
- the protection of people, property and community resources by directing development away from natural or human-made hazards and by building resilience to the changing climate.

~~The PPS promotes Ontario's long term prosperity and social well-being by:~~

- ~~• wisely managing change and promoting efficient land use and development patterns;~~
- ~~• protecting natural heritage, water, agriculture, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits; and~~
- ~~• reducing the potential for public cost or risk to Ontario residents from natural or human hazards.~~

### ~~2.1.3~~ 2.3 Provincial Growth Plan

Prepared under the *Places to Grow Act 2005*, the Growth Plan for the Greater Golden Horseshoe ~~2006~~ is the centrepiece of a regional growth management strategy. The Growth Plan 2019 took effect on May 16, 2019 ~~June 16, 2006~~ while Amendment 1 to The Growth Plan took effect on August 28, 2020.

The Growth Plan vision is grounded in the following principles that provide the basis for guiding decisions on how land is developed, resources are managed and public dollars are invested:

- support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime ~~build compact, vibrant and complete communities;~~
- provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource based sectors ~~plan and manage growth to support a strong and competitive economy~~
- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including public transit.
- Support a range and mix of housing options, including additional residential units and *affordable* housing, to serve all sizes, incomes, and ages of households
- Protect and enhance the long-term viability and productivity of agriculture by protecting *prime agricultural areas* and the *agri-food network*
- Conserve and promote *cultural heritage resources* to support the social, economic, and cultural well-being of all communities, including Indigenous peoples.
- Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and *infrastructure* – that are adaptive to the impacts of a changing climate – and moving towards environmentally

sustainable communities by incorporating approaches to reduce greenhouse gas emissions.

- ~~• protect, conserve, enhance and wisely use the valuable natural resources of land, air and water for current and future generations;~~
- ~~• optimize the use of existing and new infrastructure to support growth in a compact, efficient form;~~
- ~~• provide for different approaches to manage growth that recognizes the diversity of communities in the Greater Golden Horseshoe; and~~
- ~~• promote collaboration among all sectors—government, private and non-profit—and residents, to achieve the vision.~~

#### ~~2.1.4~~ 2.4 Parkway Belt West Plan

The Parkway Belt West Plan, prepared under the *Parkway Belt Planning and Development Act 1973* was approved on July 19, 1978. The Parkway Belt West Plan was deemed to be a development plan under the *Ontario Planning and Development Act, 1994*. The Parkway Belt West Plan was originally introduced as part of the development framework for the Toronto-Centred Region. The Parkway Belt West Plan defines a contiguous multipurpose corridor extending from Markham across to Hamilton.

The purposes of the Parkway Belt West Plan are:

- to separate and define the boundaries of urban areas in the western Greater Toronto Area;
- to link urban areas by providing space for the movement of people, goods, energy and information;
- to provide a land reserve for future linear facilities (including major transportation, communication, and utility facilities) and for unanticipated activities; and
- to provide a linked system of open space and recreational facilities.

Some lands originally within the Parkway Belt West have since been removed through amendment.

#### ~~2.1.5~~ 2.5 Greenbelt Plan

The Greenbelt Plan [2017](#) was established under the *Greenbelt Act, 2005*. Ontario's Greenbelt is a broad band of permanently protected land that extends from the Niagara River to the eastern end of the Oak Ridges Moraine. The Greenbelt Plan protects environmentally sensitive land and farmland in Ontario's Greater Golden Horseshoe area from urban development. The Greenbelt Plan identifies where major urban

growth cannot take place and provides direction to municipalities for the long-term protection and enhancement of these external connections.

Updates to the Greenbelt plan were made to provide for the inclusion of publicly owned lands in urban river valleys that were not in the Greenbelt at the time the Plan was approved in 2005. These lands, while not part of the Protected Countryside, are part of the Greenbelt and assist in recognizing the importance of connections to Lake Ontario and other areas in southern Ontario. These lands include natural and open space along ~~Mississauga is not located within the Greenbelt area and, as such, the Greenbelt Act, 2005 does not apply in Mississauga. However, the Greenbelt Plan recognizes that the natural heritage systems contained in the Greenbelt are connected to systems beyond the Greenbelt. Two of the external connections identified from the Greenbelt to Lake Ontario are~~ the Credit River and Etobicoke Creek, which flow through Mississauga. Both valley systems are designated as Urban River Valleys in the Greenbelt Plan. This designation aims to prioritize the protection of natural and open space lands along river valleys in urban areas which will assist in ecologically connecting the rest of the Greenbelt Area to the Great Lakes and other inland lakes.

### ~~2.1.6~~ 2.6 Regional Transportation Plan

The mandate to create a Regional Transportation Plan (RTP) is embodied in the *Greater Toronto Transportation Authority Act, 2006*, which established Metrolinx and directed it to create a long term strategic plan for an integrated, multi-modal, regional transportation system. ~~As defined by the Act, this is to be a transportation plan that:~~

- ~~• takes into account all modes of transportation;~~
- ~~• makes use of intelligent transportation systems;~~
- ~~• promotes the integration of local transit systems with each other and with the GO Transit system;~~
- ~~• works toward easing congestion and commute times, and reducing transportation related emissions of smog precursors and greenhouse gases; and~~
- ~~• promotes transit supportive development and the viability and optimization of transit infrastructure.~~

~~This Plan titled The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area was adopted by the Metrolinx Board of Directors on November 28, 2008. Metrolinx will use this Plan to provide input to major Regional and local planning exercises including significant development applications that may have an effect on the Regional Transportation System.~~

2041 Regional Transportation Plan For the Greater Toronto and Hamilton Area (2041 RTP) was adopted by the Metrolinx Board of Directors on March 8, 2018. Metrolinx

will use this Plan to provide input to major Regional and local planning exercises with strategies that include:

- complete the delivery of current regional transit projects
- connect more of the region with frequent rapid transit
- optimize the transportation system
- integrate transportation and land use
- prepare for an uncertain future

## ~~1.2.2~~ 2.7 Region of Peel Official Plan

The Region of Peel Official Plan (ROP) was adopted by Regional Council ~~on July 11, 1996 and approved by the Minister of Municipal Affairs and Housing on October 22, 1996~~. Subsequent amendments have revised ROP, including a series of amendments to bring it into conformity with the Growth Plan for the Greater Golden Horseshoe 2006. ~~< this paragraph will be amended once the current Municipal Comprehensive Review of the Regional Plan is completed >~~

The ROP is a long term plan to manage the Region's growth and development. The *Planning Act* requires that the Official Plan of Mississauga must conform to the Region of Peel's Official Plan. ~~The Planning Act requires that the Official Plans of lower tier municipalities conform to the Official Plans of their respective upper tier municipalities.~~

The Province has delegated approval authority of Mississauga Official Plan 2051 and official plan amendments to the Region of Peel.

## ~~3.1~~ 3 Promote Collaboration ~~Introduction~~

Mississauga promotes participation, collaboration, education and partnerships with the public, businesses, institutions, cultural industries, *Indigenous Peoples*, and all levels of government in the planning process.

~~3.1.1~~ 3.1 Mississauga encourages all individuals and groups to take an active interest in the planning of the city.

3.2 Mississauga will develop an engagement protocol with the intent to consult with and increase representation of Indigenous Peoples in the city's land use planning and environmental stewardship efforts. The city will consider the values, traditional knowledge and culture of Indigenous Peoples as part of the city-building process.



~~3.1.2~~ 3.3 Mississauga will ensure ongoing engagement ~~consultation~~ with the public and stakeholders on the implementation of this Plan, including reducing communication barriers faced by equity deserving groups.

~~3.1.3~~ 3.4 Mississauga will ~~take into consideration~~ make every effort to accommodate the needs of people with disabilities in its engagement ~~the consultation~~ with the public.

~~3.1.4~~ 3.5 Mississauga will develop a community engagement ~~public participation~~ program as part of any Official Plan review. Engagement ~~Public participation~~ programs will be designed to increase public awareness, encourage active public involvement in the planning process, and, where appropriate, facilitate consultation and joint planning.

~~3.1.5~~ 3.6 Planning policies and reports will be made available to encourage continuing public awareness and input into the process and to assist in preparing briefs, submissions and responses to planning activities.

~~3.1.6~~ 3.7 When ~~In the consideration of proposed~~ official plan amendment, zoning by-law amendment and plan of subdivision development applications are submitted to the city ~~to amend the official plan, the zoning by-law and plans of subdivision~~, adequate information will be made available to the public. This will include the on-site placement of signs by applicants outlining the proposed land use. ~~will be erected on site by development applicants and a~~ At least one public meeting will be held, for which the minimum statutory notice requirements under the Planning Act will be met. At the discretion of the Ward Councillor, mobile signs may also be used to provide additional notification.

~~3.1.7~~ ~~Statutory notice of the public meeting will be given by advertisement in a local newspaper. This method may be augmented by individual notice forwarded to owners and occupants of land within 120 m of the lands subject to a development application as shown on the last revised assessment roll or tax roll, and to those people who have requested notice. Public notice must be given 14 days prior to the holding of a public meeting by Planning and Development Committee and 30 days prior to the meeting of City Council. At the discretion of the Ward Councillor, mobile signs may also be used to provide additional notification.~~

~~3.1.8~~ ~~If an open house is required by the Planning Act, notice will be given by advertisement in a local newspaper.~~

~~3.1.9~~ 3.8 The public meeting will be held by Planning and Development Committee, which is a standing Committee of City Council, or by City Council.

~~3.1.10~~ 3.9 If the meeting is held by the Planning and Development Committee, the recommendation will be considered by City Council at a meeting open to the public. Any person may arrange to appear before Planning and Development Committee or City Council by contacting the Office of the City Clerk. Consideration of Planning and

Development Committee recommendations by City Council for matters requiring a public meeting under the *Planning Act*, will not occur until 30 days from the date when notice of public meeting was given. In unusual circumstances - for example, when an Ontario ~~Land Tribunal~~ ~~Municipal Board~~ hearing has been scheduled or when no City Council meeting is scheduled because of a holiday period - Planning and Development Committee recommendations may be brought forward for the consideration of City Council prior to the expiry of the 30 day period.

~~3.1.11~~ 3.10 Should a proposed plan of subdivision, official plan amendment and/or a proposed amendment to the zoning by-law change significantly subsequent to the public meeting, City Council may hold a second public meeting. If the change is not significant and still reflects the intent of the recommendation of City Council, a further public meeting may not be required prior to approval of the application by City Council.

~~3.1.12 Mississauga will develop a consultation protocol with members of Aboriginal communities on planning matters that affect their interests.~~

## ~~3.2 Community Planning~~

~~Mississauga is committed to an ongoing process to undertake local area reviews. An integral part of this process is the engagement of the local community to ensure that their needs, desires and aspirations are addressed.~~

~~3.2.1 The public and other stakeholders will be engaged throughout the local area review process. This may include but not be limited to, the development of a vision for the study area, the preparation of a directions report to form the basis of the local area review, and the formulation of policies and revisions based on comments received from stakeholders.~~

~~3.2.2 The City may consider establishing a Local Advisory Panel as input to the local area review.~~

## 4 2 Vision

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### 4.1 2.1 Vision Statement Introduction

~~The vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources, particularly the Lake Ontario waterfront, Credit River and other valley corridors, and its established, stable neighbourhoods. The City will plan for a strong, diversified economy supported by a range of mobility options and a variety of housing and community infrastructure to create distinct, complete communities. To achieve this vision the City will revitalize its infrastructure, conserve the environment and promote community participation and collaboration in its planning process.~~

As the City looks 30 years into the future, it acknowledges that for thousands of years, ancestors of the Anishinaabe, Haudenosaunee, Wendat and other Indigenous Peoples have lived, travelled and been stewards of the lands now known as Mississauga. With a spirit of stewardship, Mississauga will continue to be a livable, inclusive and beautiful city known for its cultural diversity, healthy neighbourhoods, inspiring waterfront and vibrant Downtown. It will be a place for everyone, including historically disadvantaged communities. Mississauga will support a dynamic economy, expand housing and transportation choices, protect its diverse cultural heritage and natural environment, increase resilience to climate change, cultivate inviting public spaces, and prioritize design excellence.

~~Mississauga is strategically located at the heart of the Greater Golden Horseshoe— one of the largest and fastest growing urbanized regions in North America. The region’s economic output accounts for over half of the provincial gross domestic product and represents two thirds of Ontario’s population, with most residing within a 100 km radius of Mississauga’s Downtown Core.~~

~~Mississauga is located on the shores of Lake Ontario and as a waterfront community, the lake is a significant element of the city’s identity. In addition to the Lake Ontario shoreline, Mississauga has a Natural Heritage System that is characterized by many river valley systems and natural areas. Protection, enhancement and restoration of these features are essential to the City’s vision for the future.~~

~~Mississauga is known for its safe, high quality neighbourhoods, excellent schools and valued community amenities. It is a location of choice for employers and citizens. During the Our Future Mississauga community visioning exercise, thousands agreed that Mississauga is a great place to live, learn, work and play. The objective of this Plan is to build upon our successes and guide future development so that Mississauga will continue to be a great place.~~

## 4.2 2.2 Historical Context

~~Incorporated in 1974, Mississauga is a comparatively young city, but its long and rich history provides a context for better understanding the city's past and future. Since time immemorial, Indigenous peoples have lived, travelled and been stewards of the lands now known as Mississauga. The City of Mississauga is home to many global Indigenous Peoples. The lands which constitute the present-day City of Mississauga are part of the Treaty Lands and Traditional Territory of the Mississaugas of the Credit First Nation, The Haudenosaunee Confederacy and the Huron-Wendat and Wyandot Nations.~~

There are many different interpretations of how the name “Mississauga” came to exist, and it is most likely a European pronunciation for an Ojibwa word, Misswezhaging, meaning ‘(river) of many mouths’. The City of Mississauga thanks and acknowledges the Anishnaabe peoples who came to be known as the Mississaugas of the Credit for our name.

~~The name “Mississauga”, believed to mean ‘river of the north of many mouths’, is reminiscent of the Aboriginal peoples who once occupied the land. In the 1600s, European traders who encountered the Ojibwa tribe in the area around the Credit River Valley, named them ‘Mississaugas’ after the Mississagi River on the northwestern shore of Lake Huron. The Credit River continued to provide important functions for trading, transportation and fisheries.~~

Prior to the City of Mississauga’s incorporation in 1974, the first French and English settlements date back to the early 1800’s. Government officials from York, now known as Toronto, bought 34 000 hectares of the Mississauga Tract in 1805, and on August 2, 1805 this region was formed into Toronto Township. ~~Some of the settled communities include Clarkson, Cooksville, Dixie, Erindale (called Springfield until 1890), Lorne Park, Malton, Meadowvale, Port Credit, Streetsville and Summerville.~~ Many of the smaller existing communities were located near natural resources, waterways for industry and fishing, and routes leading into York. Most early villages served the farming community or local industries that processed natural resources including lumber, grain and farm products.

In 1820, the Crown made a second purchase and additional settlements were established. This led to the eventual displacement of the Mississaugas, who were relocated in 1847 to a reserve in the Grand River Valley near present day Hagersville.

In light of the continued growth seen in this area, the Toronto Township Council was formed in 1873 to oversee the affairs of the various villages, which were unincorporated at that time.

~~Throughout much of the 19th and first half of the 20th century, most of present day Mississauga, except for small villages, was agricultural land that included fruit growing orchards. By the 1880’s, cottages were being constructed along Lake Ontario as~~

~~weekend getaway houses for city dwellers. After World War I, these became year-round residences from which to commute.~~

The majority of growth in Mississauga occurred in ~~post-World~~ post-World War II following the establishment of an extensive regional highway network., ~~including the Queen Elizabeth Way and Highways 401, 427 and 403. These major transportation projects significantly improved access to different settlements and markets within the region.~~ GO Train service was added along the Lakeshore Road railway line in 1967, but most of the communities created during this period were car oriented.

Port Credit and Streetsville became towns in 1961 and 1962, respectively. In 1968, the township settlements of Lakeview, Cooksville, Lorne Park, Clarkson, Erindale, Sheridan, Dixie, Meadowvale Village and Malton were amalgamated to form the Town of Mississauga.

Growth and development generally moved north and west from southern Mississauga with large scale developments such as in Meadowvale and Erin Mills being built in the 1960's and 1970's. In 1974, the Town of Mississauga amalgamated with Port Credit, Streetsville and portions of the Townships of Toronto and Trafalgar to form the City of Mississauga.

~~In 1974, the Town of Mississauga amalgamated with Port Credit, Streetsville and portions of the Townships of Toronto and Trafalgar to form the City of Mississauga.~~

~~As the population grew from 33,000 in 1951, infrastructure improvements, residential expansion, and industrial and commercial development ensued. Lands were no longer developed into small town scaled parcels but instead large tracts of land were planned for residential and industrial subdivisions. In general, residential and industrial/employment uses were separated in the city.~~

~~In the postwar period, as cars became the dominant mode of transportation, the economic and social function of main streets as the hub of commercial and social interaction was diminished. The primary function of major roads became the rapid movement of cars and trucks, resulting in higher traffic volumes and faster driving speeds. Many primary corridors became unfriendly environments for pedestrians and cyclists. Gradually, community designs focused on separating cars and noise from people. The resulting network of curvilinear local roads would present challenges for transit planners.~~

~~Over the past two centuries, Mississauga evolved from an agrarian society to one of the most multiculturally diverse and economically successful cities. It quickly became a popular and affordable place to live and invest.~~

~~The physical legacies of Mississauga's rapid expansion period are evident today and pose planning challenges in becoming the sustainable urban community envisioned by this Plan.~~

### 4.3 2.3 Current Context

As one of Canada's ~~sixth~~ largest ~~city~~ cities, Mississauga has been one of the fastest growing and most economically successful cities in the country. People of diverse backgrounds, ages and abilities have chosen to live, work and invest in Mississauga. Not only do Mississauga's residents want to raise their families in the community, they also want to spend their senior years in neighbourhoods that offer appealing amenities and healthy, urban lifestyle options. ~~In 1976, the city had a population of approximately 250 000 and supported more than 130 000 jobs. In 2009 these figures increased to 730 000 people and 453 000 jobs.~~

~~In terms of population and housing, Mississauga is ranked as the third most densely developed municipality in the region after Toronto and Hamilton. The Provincial Growth Plan for the Greater Golden Horseshoe projects that an additional 3.7 million people will live in the region by 2031, accompanied by the creation of 1.8 million new jobs. During this time Mississauga's population and employment is expected to increase to approximately 805 000 people and 510 000 jobs.~~

~~People of diverse backgrounds, ages and abilities are choosing to live, work and invest in Mississauga. They not only want to raise their families in the community but they also want to spend their senior years in communities that offer appealing amenities and healthy, urban lifestyle options.~~

~~At a city level, there is a wide range of housing choice in Mississauga. Given that the city is at the end of its greenfield growth phase, new residential development is expected to be accommodated in already developed areas in compact forms such as townhouses and apartments.~~

While there is a range of housing choices in Mississauga, opportunities to expand this range must be pursued and should include innovative options. New residential development is expected to be accommodated in already developed areas and in compact forms such as additional residential units, duplexes, triplexes, townhouses and apartment buildings. Efforts are necessary to ensure a diverse range of tenures as well as affordable options are created within Mississauga.

With a thriving and diverse economy, ~~Mississauga boasts more than 60 "Fortune 500" companies representing a variety of employment sectors. Employment continues to remain strong, and Mississauga is expected to maintain its current role as a net importer of labour in the Greater Golden Horseshoe. After Toronto, Mississauga is the leading player in the Greater Golden Horseshoe office market. While office growth is burgeoning and expected to maintain pace for years to come, it is necessary to maintain a stable inventory of industrial lands to preserve and attract a wide range of employment.~~ Mississauga has successfully grown over recent decades and will continue to support its employment. The City is part of one of the world's fastest growing major city economies, with a growing network of public and active transportation and one of the best-connected international airports. Mississauga has

the opportunity to grow by cultivating new start-ups and attracting investment across key industry sectors for its established larger businesses and smaller enterprises. The City will continue to work with its residents, workforce, institutions and businesses to ensure Mississauga maintains a competitive edge.

~~Mississauga's sustained population and employment growth will continue to present both challenges and opportunities that need to be addressed through an appropriate growth management strategy. In accordance with the Provincial Policy Statement, Provincial Growth Plan, and Region of Peel Official Plan, Mississauga will embrace sustainability in its future growth and land use decisions.~~

#### 4.4 2.4 Guiding Principles

The goals, objectives and policies of Mississauga Official Plan 2051 align with the Provincial Policy Statement (PPS), the Growth Plan and the Region of Peel's Official Plan. It focuses on planning for vibrant, resilient communities, a healthy environment and a versatile, competitive economy. Furthermore, Mississauga Official Plan 2051 aligns with the City's Strategic Plan and emphasizes appropriate long term land use, growth and development policies.

~~Mississauga Official Plan has been prepared to assist in the implementation of the long term vision formulated through a comprehensive public engagement process known as, "Our Future Mississauga – Be Part of the Conversation" that resulted in a new Strategic Plan. The goals, objectives and policies of Mississauga Official Plan align with the City's Strategic Plan and focus specifically on the long term land use, growth and development plans for Mississauga.~~

~~Mississauga will become a resilient city that proactively plans for and has the capacity to respond to challenges and stresses to its natural and built environment.~~

Mississauga Official Plan 2051 will guide the physical evolution of the city through the management of growth and land development to 2051 ~~2031 and beyond~~. It reflects the aspirations, changing needs and opportunities of the city. This latest Plan seeks to provide greater certainty in policy direction, removes redundant and obsolete policies and integrates best practices and policy innovation in an effort to optimize planning outcomes. ~~The Official Plan adopts a new approach to land use planning in Mississauga, with a focus on the strategic management of growth and change through the integration of land use, transportation and design objectives. It includes promoting growth in locations where it is financially sustainable and where it can be developed in compact efficient forms, supported by existing and planned infrastructure. This approach also includes the protection and enhancement of stable areas including the city's natural and cultural heritage resources and residential neighbourhoods.~~

In order to protect what is valuable and shape change responsibly, Mississauga Official Plan 2051 subscribes to the following key guiding principles for land use:

- Mississauga will make land use and development decisions that are free from racial bias and that do not negatively impact Indigenous and equity deserving groups but instead promotes civic and community inclusion of all peoples.
- Mississauga will support sustainable and climate resilient actions including green building and design practices and low impact development to help adapt to climate risks and reduce greenhouse emissions;
- Mississauga will promote development decisions that support the ~~preservation, enhancement and restoration~~—sustainability of our Natural Heritage System and Water Resource System and enhance the quality of life for our present and future generations;
- Mississauga will identify, protect, enhance and where possible restore distinct natural features, areas and linkages, including their ecological functions, particularly those associated with the Lake Ontario waterfront and the city's river and valley corridor system;
- Mississauga will enhance the ~~preserve the character~~, cultural heritage and livability of our communities;
- Mississauga will ~~maintain and~~ promote a strong ~~and sustainable~~ diversified economy that provides a range of connections to global markets and employment opportunities for residents and attracts lasting investment to secure financial stability;
- Mississauga will provide a range of mobility options (e.g., walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts;
- Mississauga will plan for a wide range of housing options, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life;
- Mississauga will support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression and inclusiveness; and
- ~~Mississauga will be a city that promotes the participation and collaboration of all sectors including residents, employees, entrepreneurs, government, business, education and non-profit, to achieve this vision.~~



## 4.5 2.5 Achieving the Guiding Principles

Mississauga Official Plan 2051 will implement the guiding principles through the following strategic actions:

### ~~Direct Growth~~ Manage Growth

As Mississauga continues to evolve, growth will be strategically managed by determining the appropriate arrangement and balance of land uses, including population and employment densities. Growth will be directed to key locations to support existing and planned transit and other infrastructure investments. *These areas will have higher densities, a mixture of uses, be designed for walking, cycling and be close to local services and amenities. Additional moderate growth will take place within neighbourhoods and Employment Areas which will support the creation of complete communities throughout the city. ~~Growth will not be directed to areas of the city that need to be preserved and protected (e.g. stable residential areas, Natural Heritage System and cultural heritage resources).~~*

~~Mississauga will direct growth by:~~

- ~~• focusing on locations that will be supported by planned and *higher order transit*, higher density, pedestrian oriented development and community infrastructure, services and facilities;~~
- ~~• protecting stable areas and natural and cultural heritage; and~~
- ~~• achieving balanced population and employment growth.~~

### ~~Value the Environment~~ Natural Environment and Climate Change

Mississauga has natural areas of exceptional beauty and quality. Mississauga will serve as a steward of the environment by *identifying*, protecting, enhancing, restoring and expanding its Natural Heritage System and Water Resource System, thus further growing and connecting its Green System. The city will work collaboratively with the Region of Peel and Conservation Authorities to ensure that watershed planning is undertaken to support a comprehensive, integrated, and long-term approach to the protection, enhancement, or restoration of the quality and quantity of water within the City's watersheds.

The city will make use of sustainable green infrastructure and ~~preserving and preserving~~ protect and grow its tree canopy in order to respond to climate risks. It will work to reduce greenhouse gas emissions and increase resilience to climate change events by adopting mitigation policies such as compact, mixed-use, transit supportive communities and promoting energy conservation and efficiency.

~~Mississauga will value the environment by:~~

- ~~● promoting public and private community stewardship of the environment for present and future generations;~~
- ~~● protecting, enhancing and restoring Mississauga's Natural Heritage System and its functions;~~
- ~~● protection of life and property; and~~
- ~~● promoting a culture of conservation and sustainable healthy lifestyles that minimize the impact on the environment through pollution prevention, public health and safety.~~

### Housing and Community Infrastructure ~~Complete Communities~~

Mississauga will contain healthy, vibrant communities that provide residents with a range ~~and diversity~~ of housing options, including a greater diversity of housing types, living arrangements and tenure for individuals of all ages, abilities and social statuses. Achieving increased housing affordability will be prioritized. Compatible infill housing options will be encouraged within neighbourhoods. Communities will have access to important local infrastructure including schools, libraries, recreation centers, daycares, places of religious assembly and emergency services. ~~types and mobility choices; the ability to engage in healthy, safe and active lifestyles; access to daily needs within close proximity to where they live, work, study, shop, play and congregate; and a sense of belonging and community pride.~~ Mississauga will complete communities by:

- ~~● promoting an urban form and development that supports public health and active living;~~
- ~~● ensuring that communities include or provide easy access to a range of uses and services required to meet all or most of the daily needs of residents through all stages of their lives; e.g., housing, transportation, employment, recreation, social interaction and education;~~
- ~~● promoting expressions of art, culture and design to foster a distinct sense of community identity; and~~
- ~~● preserving the Natural Heritage System and cultural resources to retain a connection to the past.~~

### Heritage and Culture

Mississauga will promote expressions of art, culture and design to foster a distinct sense of community identity, stimulate inclusivity and create lively, richly textured places where people want to live and visit. Celebrating and ~~preserving~~ ~~conserving~~ our cultural heritage resources to maintain a connection to the past will be a priority of the City.

### Transportation ~~Create a Multi-Modal City~~

~~Mississauga will integrate land use and transportation planning and sustainable design so that new development is directed to locations that support existing and planned transit and active transportation facilities. The needs of all road users will be considered in the design and management of transportation infrastructure. To ensure that Mississauga is well served by efficient and higher order regional transit services, Mississauga will capitalize on provincial transit service initiatives to minimize dependency on cars for commuting.~~

Mississauga's expected future growth and its existing traffic congestion provide the urgency for increasing people's travel options. The needs of all travelers will be considered in the design and management of transportation infrastructure, with emphasis on sustainable transportation modes and reduction of car dependence. Safety is a priority on the street network. Mississauga is a Vision Zero city with the goal of zero fatalities and serious injuries from collisions on city streets. Future growth in the city will be focused around transit, with a full and integrated range of transit options, including local bus services, express bus services, Bus Rapid Transit (BRT), Light Rail Transit (LRT), and regional bus and rail services. Active transportation connections to transit will be a priority. New and improved pedestrian walkways, crossings and sidewalks can bring more destinations within comfortable walking distance and make walking regularly more attainable. People's desire to cycle can be developed by ensuring bicycle networks that are safe, comfortable, connected and convenient.

~~Mississauga will create a multi-modal city by:~~

- ~~• developing and promoting an efficient, safe and transportation system for all users;~~
- ~~• promoting a transportation network that connects nodes with a range of transportation modes, to reduce dependency on cars for local trips;~~
- ~~• promoting transit as a priority for moving people;~~
- ~~• implementing a viable and safe active transportation network for cyclists and pedestrians of all abilities;~~
- ~~• encouraging transportation demand management (TDM) practices;~~
- ~~• exploring and promoting the opportunities for the efficient movements of goods;~~
- ~~• exploring and promoting opportunities to improve multi-modal connections between the city's transportation network and the Airport to facilitate movement of goods to key markets and border crossings; and~~
- ~~• developing an integrated and seamless network of mobility transportation hubs and higher order transit stations.~~

~~Build a Desirable Urban Form~~ Urban Form and Design

Mississauga will promote a strong civic identity by ensuring that the urban form and design of the city (e.g. buildings, streets, streetscapes, landscapes, parks, infrastructure) contribute positively to everyday living in Mississauga. Placemaking initiatives will be used to support active living and improved public health, comfort and social interaction. ~~and city of experiences that celebrate the attractive and vibrant waterfront, the Downtown and communities, the rich history and cultural diversity, high architectural standards and quality public art.~~ Mississauga will ~~implement~~ ~~promote~~ green development building standards and technologies to address challenges related to climate change.

~~Mississauga will build a desirable urban form by:~~

- ~~• ensuring that the urban form of the city (e.g., buildings, streets, streetscapes, landscapes, public spaces such as parks and squares, infrastructure) contributes positively to everyday living in Mississauga;~~
- ~~• promoting an urban form that will address the live, learn, work and play needs of present and future generations;~~
- ~~• creating vibrant mixed-use communities; and~~
- ~~• using placemaking initiatives to support active living and improved public health, comfort and social interaction in the city.~~

#### ~~Foster a Strong~~ Economy

Mississauga has a progressive and diversified economy. Maintaining its current strength, while further diversifying its base by providing the opportunity for people of all ages and backgrounds to thrive, will be important for its future success. The City will foster innovative and creative businesses by capitalizing on a dynamic downtown, attractive office centres and hi-tech infrastructure, and by enabling the efficient movement of goods. It will maintain an adequate supply of employment lands to meet future needs. The city will work to provide an appropriate mix of jobs and services to support the creation of thriving and connected complete communities.

~~Mississauga has a progressive and diversified economy. Maintaining its current strength, while further diversifying its base by affording the opportunity for people of all ages and backgrounds to thrive, will be important for its future success. The City will foster innovative and creative businesses by capitalizing on a dynamic downtown, attractive corporate centres and hi-tech infrastructure, and by enabling the efficient movement of goods.~~

~~Mississauga will foster a strong economy by:~~

- ~~• continuing to support existing businesses and attract a diverse range of new employment opportunities including green businesses, particularly to accommodate those living in Mississauga;~~

- ~~• continuing to be a net importer of talent;~~
- ~~• supporting existing and future office, industrial, institutional and commercial businesses;~~
- ~~• maintaining an adequate supply of employment lands to meet future needs;~~
- ~~• ensuring there is adequate infrastructure to support development;~~
- ~~• promoting new office development in strategic locations; and~~
- ~~• attracting post secondary educational facilities to stimulate investment and the development of talent to meet the needs of future employment opportunities~~

### Promote Collaboration

Mississauga will facilitate participation, ~~and~~ collaboration, education and partnerships among all with Indigenous Peoples, sectors residents and employees, and with stakeholders including government, business, education and non-profit groups. ~~by providing opportunities to participate in shaping the city and neighbourhoods.~~ Mississauga will work to remove barriers to ensure that everyone is given opportunities to participate in the land use planning process that shapes the city and its neighbourhoods. Land use decisions will consider the results of engagement with the community and Indigenous Peoples and potential impacts on the city's most vulnerable, including equity-deserving groups. ~~Mississauga is committed to a multidisciplinary decision-making process to achieve desirable, meaningful outcomes.~~

~~Mississauga will promote collaboration by:~~

- ~~• ensuring that all stakeholders are afforded opportunities to participate in the land use planning process; and~~
- ~~• encouraging participation, collaboration, education and partnerships with stakeholders in the implementation of this Official Plan.~~

### Conclusion

~~Although there may be some variation to the sequence and approach to the implementation of the Strategic Plan as expressed through Mississauga Official Plan, the city vision and key guiding principles, upon which the Plan is based, will continue to remain intact. Through the sustainable management of growth and land, Mississauga Official Plan will guide the physical evolution of Mississauga where present and future generations will continue to thrive.~~

# ~~5 Direct Growth~~ 3. City Structure

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## ~~5.1~~ 3.1 Introduction

~~The ability to manage change wisely and direct growth to key strategic locations is critical for Mississauga's continued success and prosperity.~~ As the city grows and urbanizes, the wise use of its resources and infrastructure becomes critical to its success and resilience. It is important that Mississauga adopt an integrated approach to land use, environmental and infrastructure planning, in accordance with provincial directions, in order to optimize the use of land, resources and infrastructure. Such approach supports the establishment of a strong city structure composed of a hierarchy of Strategic Growth Areas, each dedicated to accommodating a percentage of growth in accordance with its capacity. Within these Strategic Growth Areas, communities will have access to employment, transit, public services and, where permitted, a range of housing options.

This chapter describes the City Structure ~~Urban System~~ that will be used as the framework for determining where population and employment growth will be ~~directed~~ towards ~~encouraged~~ and, conversely, those areas of the city ~~where change will be more gradual and limited.~~ ~~that are expected to remain relatively stable.~~ As such, this chapter also indicates ~~at a high level~~ where major infrastructure investments will be located ~~directed~~.

## 3.2 Growth Forecast

Mississauga's population and employment growth prospects are expected to remain strong over the next ~~30~~ ~~25~~ years. Mississauga has sufficient land to accommodate projected growth to 2051~~31~~ and beyond. ~~As Mississauga is now at the end of its greenfield growth phase,~~ ~~n~~ New growth will ~~continue to be~~ ~~will be~~ accommodated primarily through redevelopment and intensification within developed areas.

~~Mississauga's population and employment growth will be encouraged in areas with existing and proposed service and infrastructure capacity, particularly transit and community infrastructure. Housing and job growth will be balanced and phased to ensure that required services and amenities keep pace with development. Existing stable neighbourhoods, valuable cultural heritage resources and the Natural Heritage System will be protected.~~

~~Over time, the city will evolve to include a vibrant Downtown, a number of mixed use Major Nodes and Community Nodes, several prestigious Corporate Centres, stable residential Neighbourhoods and diverse Employment Areas. The Airport and the University of Toronto Mississauga are unique destinations. All these areas will coexist with a healthy system of green spaces and be connected by a network of Corridors that support high levels of transit use and mobility options.~~

Encouraging compact, mixed use development in appropriate locations will provide greater opportunities to live and work in Mississauga and reduce the need for extensive travel to fulfill the needs of day-to-day living. Directing growth to *Major Transit Station Areas (MTSAs)* ~~locations~~ with existing or planned higher order ~~or express~~ transit service and enhancing opportunities for walking and cycling will allow for competitive alternatives to vehicular travel, which will minimize impacts on our environment and promote public health.

~~Mississauga will promote future development patterns that are sustainable—those that “meet the needs of the present without compromising the ability of future generations to meet their own needs.” (Brundtland Report, 1987) To achieve this, Mississauga will integrate environmental, land use, urban design and transportation planning objectives.~~

~~Where the review of a Character Area, Corridor or Major Transit Station Area has not been completed within five years of a development application being submitted, or where such a review is underway, a development proponent may be required to prepare a development master plan in support of a development application. A development master plan will be prepared at the discretion of the City and to the City’s satisfaction. A terms of reference that delineates the area of study and identifies matters to be addressed, will be provided by the City. The development master plan will be used to guide all development proposals until such time as the policies for the Character Area, Corridor or Major Transit Station Area have been reviewed and updated by a local area review.~~

~~Mississauga’s Urban System is comprised of the following distinct, yet, interconnected components which collectively serve the needs of those dependent upon them:~~

- ~~● Green System;~~
- ~~● City Structure; and~~
- ~~● Corridors.~~

~~These are shown comprehensively on Schedule 1: Urban System and individually on Schedule 1a: Green System, Schedule 1b: City Structure, and Schedule 1c: Corridors.~~

~~5.1.1~~ 3.2.1 The population and employment forecasts for Mississauga are shown in Table 3.1 ~~5.1.~~

Table 3.1 ~~5-1~~: Population and Employment Forecasts

Year	Population	Households	Employment
2041 <del>2009</del>	920,000 <del>730-000</del>	314,000	560,000 <del>453-000</del>
2051 <del>2011</del>	995,000 <del>738-000</del>	344,000	590,000 <del>455-000</del>
<del>2021</del>	<del>768-000</del>		<del>500-000</del>
<del>2031</del>	<del>805-000</del>		<del>510-000</del>

~~5.1.2~~ 3.2.2 Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth to 2051.

~~5.1.3~~ 3.2.3 Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable and equitable manner to:

- a. protect ecological functions, public health and safety;
- b. optimize the use of ~~utilize~~ existing and proposed services and infrastructure such as transit and community infrastructure;
- c. minimize environmental and social impacts;
- d. meet long term needs;
- e. build strong, livable, universally accessible, climate resilient communities; and
- f. promote economic prosperity.

~~5.1.4~~ 3.2.4 Most of Mississauga's future growth will be directed to Strategic Growth Intensification Areas, which are the Urban Growth Centre, Major Nodes, Community Nodes, Office Centre Employment Areas and Major Transit Station Areas.

~~5.1.5~~ 3.2.5 Mississauga will ensure that the City's natural, environmental, and cultural resources are maintained for present and future generations.

~~5.1.6~~ 3.2.6 Mississauga encourages compact, mixed use development that is transit and active transportation supportive, in appropriate locations, to provide a range of local live/work opportunities.

~~5.1.7~~ 3.2.7 Mississauga will permit a range of housing options within low-rise ~~protect and conserve the character of stable residential~~ Neighbourhoods.

~~5.1.8~~ 3.2.8 Mississauga will protect employment lands to allow for a diversity of employment uses.

~~5.1.9~~ 3.2.9 The population and employment forecasts are premised on the adequacy of services and infrastructure, including higher order transit, to support growth in appropriate locations. New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure.



3.1.10 Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated. ~~Alternatively, development proposals may~~ ~~or~~ be phased to coordinate with the provision of services and infrastructure.

~~5.1.10 The population and employment forecasts are premised on the adequacy of services and infrastructure to support growth in the appropriate locations. This includes the Mississauga Bus Rapid Transit corridor and higher order transit along Hurontario Street and Dundas Street. 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.~~

## ~~5.2 — Green System~~

~~The natural environment sustains all life and is vital to the ecological, economic, social and spiritual well-being of the city. In an urban setting such as Mississauga, the built environment must be integrated with the natural environment in a manner that protects and enhances natural systems and provides the city's inhabitants a multitude of opportunities to connect with nature.~~

~~The Green System as shown on Schedule 1a, is composed of:~~

- ~~• the Natural System, which includes lands within the Natural Heritage System;~~
- ~~• lands subject to Natural Hazards; and~~
- ~~• Parks and Open Spaces. These include lands designated Public and Private Open Space, Greenlands, Parkway Belt West and open space associated with educational facilities (e.g., school yards) and utilities as shown on Schedule 4: Parks and Open Spaces.~~

~~The Green System provides many important functions and services and provides the fundamental necessities of life — clean air, land and water. It provides habitat for trees, flora, fauna and aquatic life; recharges ground water; cleans the air and water and limits the damage that may result from flooding and erosion. The Green System provides opportunities for passive and active recreation, entertainment and social interaction, as well as for respite and appreciation of nature. It plays a role in preserving and enhancing the city's cultural, archaeological and natural heritage for residents, employees and tourists. The waterfront, the Credit River and the former Lake Iroquois Shoreline are among the many natural features associated with the city's past and contribute to its unique identity. The Green System is essential in creating a beautiful and comfortable city that supports the physical and social well-being of its inhabitants.~~

~~The Green System is the first layer of the Urban System. It is essential to building a strong community and a competitive economy and must be considered in all land use~~

~~and planning decisions. A robust Green System ensures the health of the natural ecosystem and is an essential contributor to quality of life.~~

~~5.2.1 Mississauga will establish strategies that protect, enhance and expand the Green System and will include a target for the lands within the city that will be included in the Green System. The City's strategy for protecting, enhancing and restoring the Green System consists of initiatives in the following areas:~~

- ~~a. establishing an appropriate planning framework in strategic planning documents;~~
- ~~b. information management and monitoring;~~
- ~~c. regulation and compliance;~~
- ~~d. land securement;~~
- ~~e. stewardship;~~
- ~~f. promotion and education;~~
- ~~g. naturalization/restoration; and~~
- ~~h. management of natural areas.~~

~~5.2.2 Mississauga will promote and encourage the restoration of natural forms, functions and linkages.~~

~~5.2.3 Mississauga will seek to enhance opportunities for the appreciation and enjoyment of the Green System.~~

## ~~5.3~~ 3.3 City Structure

The City Structure recognizes that various areas of the city perform different functions. For example, the Urban Growth Centre ~~Downtown~~ contains a mix of uses whereas, ~~in other areas~~, residential or employment uses predominate ~~in other areas~~. The City Structure organizes the city into functional areas to establish the framework for planning policies that will guide development. ~~This framework serves as the basic foundation for the Official Plan and is the basis for more detailed policies that will shape the city over the coming decades.~~ Schedule 1b: ~~Urban System~~ City Structure, identifies the following elements of the City Structure:

- Urban Growth Centre ~~Downtown~~;
- *Major Transit Station Areas*;
- Major Nodes;
- Community Nodes;
- Office Centre Employment Areas ~~Corporate Centres~~;

- General Employment Areas; and
- Neighbourhoods;
- ~~Employment Areas; and~~
- ~~Special Purpose Areas.~~

The various elements of the City Structure will play a unique role in accommodating development. Some will be areas where growth is focused and directed, while others will accommodate some development, but will not be the primary location for future growth. Detailed City Structure policies, including land use, height and density provisions, are found in Chapters 11, 12 and 13 of this Plan.

~~For example, in the Downtown, major new development is expected in conjunction with transit investment while Neighbourhoods will experience little change.~~

### 3.4 Urban Hierarchy

The City Structure is the basis of the following urban hierarchy:

- The ~~Downtown~~ Urban Growth Centre which includes Downtown Core and the Fairview, Cooksville and Hospital Downtowns. Downtown Core will contain the highest densities, tallest buildings and greatest mix of uses. Fairview, Cooksville and Hospital Downtowns will provide for a diverse mix of uses, but with lesser densities and heights than the Downtown Core;
- Major Transit Station Areas are intended to be developed as high density, mixed-use, transit-supportive neighbourhoods. They include the area around any existing or planned higher order transit station or stop within the City of Mississauga as defined in Chapter 11 and Schedule X of the this Plan.
- Major Nodes will generally provide for a mix of population and employment uses at densities and heights less than the Urban Growth Centre ~~Downtown~~, but greater than elsewhere in the city;
- Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights;
- Office Centre Employment Areas ~~Corporate Centres~~ will provide for a focus on office employment uses at densities and heights similar to Major Nodes or Community Nodes;
- Neighbourhoods and General Employment Areas will typically accommodate the lowest densities and building heights. Neighbourhoods will focus on residential uses and associated services and facilities. General Employment Areas will accommodate a diverse mix of employment uses, but will not permit residential uses; and
- Special Purpose Areas are unique areas of the city. Densities, building heights and mix of uses will relate to the unique role these areas play within the city.

The urban hierarchy is a critical feature of the City Structure as it identifies distinctly delineated areas within the city that are planned for a development intensity along a spectrum, from greatest to least. Each hierarchy level has similar height, density and land use requirements. Planning for these areas is informed by their location and is coordinated with their capacity as well as existing and planned infrastructure. The city structure and urban hierarchy help set the foundation for local Character Area land use policies across the City.

3.4.1 It is the intent of this Plan that the policies associated with the urban hierarchy and City Structure will be maintained and reinforced as the city continues to develop. Changes to the urban hierarchy will not be permitted unless considered through an Official Plan update or review ~~municipal comprehensive review~~. The reasons for this include the following:

- a. the Growth Plan for the Greater Golden Horseshoe requires all municipalities to identify the appropriate type and scale of development in *Strategic Growth Areas* and transition of built form to adjacent areas. This directive recognizes that there are to be distinct policy approaches in allocating development height and intensity among different types of *Strategic Growth Areas*. Context sensitivity is to play a role in this determination. The approval of development applications that are not consistent with the urban hierarchy may lead to its destabilization over time and may weaken the Growth Plan's intent as it applies to Mississauga.
- b. Official plan updates and reviews constitute the appropriate process for the evaluation and potential revisions of height, density and other growth related policies that have city-wide repercussions because of their holistic and extensive nature. Official plan updates and reviews allow for a comprehensive and integrated approach to land use, environmental and infrastructure planning as directed by the Growth Plan for the Greater Golden Horseshoe. While it is recognized that minor height adjustments may be determined to be acceptable as part of the development application review process, individual development applications are poorly suited to fully assess broad and cumulative implications. Instead, they can lead to precedent-setting consequences which may impact the integrity of the urban hierarchy.
- c. Erosion of the development intensity policies through ongoing site-specific amendments may lead to cumulative negative impacts on local services, *community infrastructure* and transportation facilities. While individual development approvals that are out of scale with the urban hierarchy may not display these impacts immediately, they may present aggregate effects over time. The optimal allocation of financial resources, infrastructure and service levels to match community need requires long term planning that is predictable and location-specific. This may be negatively impacted when the planned urban hierarchy is not maintained and scale of development is unduly affected by market conditions.

- d. Land price stability can be affected when development expectations diverge from municipal land use planning permissions. This can happen when development applications set maximum building height assumptions rather than comprehensive planning policy related to the urban hierarchy. This may lead to speculation and higher land prices, which can hurt development viability and/or increase the cost of housing. Greater certainty will make Mississauga a more attractive location for investment as prospective land purchasers and developers can make their decisions based on a known and consistent set of rules. These are important principles for competitive real estate markets.

City Structure Element <del>location</del>		Height in Storeys		Density Range (residents and jobs combined per gross hectare)	Population to Employment Ratio
		Minimum	Maximum		
Urban Growth Centre	Downtown Core	3	Not Specified; greatest heights in the city	<del>200 by 2031;</del> strive for 300 to 400	1:1
	Fairview, Cooksville and Hospital	3	25		
Major Nodes		2	25	200 to 300	<del>2:1 to 1:2</del>
Community Nodes	Malton, Meadowvale, Rathwood-Applewood, Sheridan and South Common	2	15	150 to 250	<del>2:1 to 1:2</del>
	Clarkson Village, Dixie-Dundas, Port Credit and Streetsville	2	Generally low to mid-rise but varies depending on Character Area height maps and policies	100 to 200	<del>2:1 to 1:2</del>
Office Centre Employment Areas <del>Corporate Centres</del>		2 in MTSA's and intensification corridors	Not Specified	-	-
Neighbourhoods		2 in MTSA's	Per land use designation/ Character Area	-	-
General Employment Areas		2 in MTSA's and intensification corridors	Not Specified	-	-
Major Transit Station Areas (MTSAs)		Per City Structure Element/Character Area	Per City Structure Element/Character Area	Minimum specified for each MTSA	-
<del>Designated Greenfield Area</del>		-	-	<del>Minimum 50</del>	-

Figure xx: A summary of height, density and population to employment ratio requirements for the City Structure elements. Land use designation, Character Area and Special Site policies may establish alternative heights and must be reviewed to determine requirements for specific properties.

< Sections below will be updated and moved to proposed chapter 11 – Strategic Growth Areas >

~~5.3.1 Downtown~~

~~The Downtown represents a unique area within the City Structure. Much of the city's new population and employment growth will locate in the Downtown. It is the civic and cultural centre of the city and a destination within the Greater Toronto and Hamilton Area. The Downtown will be connected to key regional and city destinations by an efficient local network of transportation and transit corridors and regional *higher order transit* services.~~

~~The Downtown will be a vibrant city and regional centre where residents are able to live, work and play. It is also where employees, shoppers, tourists, theatergoers and students gather in a mixed use environment, where development is pedestrian friendly, the public realm is inviting and the street network is supportive of walking and cycling as viable and convenient forms of transportation. Opportunities to enjoy nature in a variety of urban open spaces that include trees and other natural elements will be provided. Major infrastructure investments including *higher order transit* and community and cultural facilities will be encouraged in the Downtown.~~

~~The Downtown is Mississauga's Urban Growth Centre as identified in the Provincial Growth Plan.~~

~~5.3.1.1 The Downtown is comprised of the lands along Hurontario Street between Highway 403 and the Queen Elizabeth Way, as identified on Schedule 1b: Urban System—City Structure and Schedule 9: Character Areas.~~

~~5.3.1.2 The Downtown will be divided into four Character Areas:~~

- ~~a. Downtown Core;~~
- ~~b. Downtown Fairview;~~
- ~~c. Downtown Cooksville; and~~
- ~~d. Downtown Hospital.~~

~~5.3.1.3 The Downtown is an Intensification Area.~~

~~5.3.1.4 The Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare by 2031. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare in the Downtown.~~

~~5.3.1.5 Development applications within the Downtown proposing a change to the designated land use, which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review.~~

~~5.3.1.6 The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown.~~

~~5.3.1.7 Character Area policies will establish how the density and population to employment targets will be achieved within the Downtown.~~

~~5.3.1.8 The Downtown will support opportunities for residents to work in Mississauga.~~

~~5.3.1.9 The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses.~~

~~5.3.1.10 The Downtown will be planned as a focal area for investment in community infrastructure, as well as institutional, commercial, recreational, educational, cultural and entertainment uses.~~

~~5.3.1.11 Development in the Downtown will be in a form and density that achieves a high quality urban environment.~~

~~5.3.1.12 The Downtown will be served by frequent transit services, including *higher order transit* facilities, which provide connections to all parts of the city and to neighbouring municipalities.~~

~~5.3.1.13 The Downtown will be developed to support and encourage *active transportation* as a mode of transportation.~~

### ~~5.3.2 Major Nodes~~

~~Major Nodes will be planned as prominent centres of mixed use activity with a variety of employment opportunities, such as office and institutional jobs and regional shopping services that draw people beyond the adjacent neighbourhoods. It is also anticipated that Major Nodes will provide a variety of higher density housing for people throughout the different phases of their lifecycle and for a variety of income groups.~~

~~Major Nodes have considerable existing or planned capacity to accommodate both residential and employment uses and as such could have a positive effect on travel demand. They are located close to planned *higher order transit* – the Uptown Node is located directly on the proposed *higher order transit* facility on the Hurontario Street Corridor and the Central Erin Mills node is located in proximity to the Bus Rapid Transit corridor and the Lakeview~~

~~Waterfront node is located on the proposed *higher order transit* corridor on Lakeshore Road.~~

~~5.3.2.1 There are three Major Nodes in Mississauga:~~

~~a. Central Erin Mills;~~

~~b. Lakeview Waterfront; and~~

~~c. Uptown~~

~~5.3.2.2 Local area reviews will confirm or determine detailed boundaries for Major Nodes.~~

~~5.3.2.3 Major Nodes are Intensification Areas.~~

~~5.3.2.4 The Major Nodes will achieve a gross density of between 200 and 300 residents and jobs combined per hectare.~~

~~5.3.2.5 Development applications within a Major Node proposing a change to the designated land use which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review.~~

~~5.3.2.6 Major Nodes will achieve an average population to employment ratio of between 2:1 to 1:2, measured as an average across the entire area of each node.~~

~~5.3.2.7 Character Area policies will establish how the density and population to employment targets will be achieved within Major Nodes.~~

~~5.3.2.8 Major Nodes will develop as city and regional centres and be a primary location for mixed use development.~~

~~5.3.2.9 Investments in community infrastructure, as well as commercial, recreational, educational, cultural and entertainment uses, will be encouraged in Major Nodes.~~

~~5.3.2.10 Major Nodes are intended to serve as older adult clusters where community infrastructure, services, and programs to serve the needs of older adults will be directed.~~

~~5.3.2.11 Development in Major Nodes will be in a form and density that achieves a high quality urban environment.~~

~~5.3.2.12 Major Nodes will be served by frequent transit services, including *higher order transit* facilities, which provide connections to destinations within the city and to neighbouring municipalities.~~

~~5.3.2.13 Major Nodes will be developed to support and encourage *active transportation* as a mode of transportation.~~

### ~~5.3.3 Community Nodes~~

~~Community Nodes provide access to a multitude of uses that are required for daily living — local shops and restaurants, community facilities, cultural, heritage and entertainment uses, schools, parks, open space as well as a diverse housing stock that meets housing needs of the adjacent population as they move through their lifecycle.~~

~~Community Nodes such as Port Credit and Streetsville already exhibit many of the desirable characteristics of an established Community Node — compact, mixed use development, pleasant, walkable streets and a strong sense of place and community identity.~~



~~Although developed around indoor shopping malls, other Community Nodes contain a variety of community infrastructure such as, recreational facilities, libraries, police stations and places of religious assembly. These Nodes provide valued community benefits, but often in a form that is characterized by large blocks, surface parking, and single storey buildings with an internal focus. As these Community Nodes redevelop they will be expected to take on a more urban, pedestrian friendly form.~~

~~The Dixie Dundas Node is an emerging Node that has a commercial base but requires new community infrastructure and a more pedestrian friendly approach to development.~~

~~5.3.3.1 There are nine Community Nodes in Mississauga:~~

- ~~a. Clarkson Village;~~
- ~~b. Dixie Dundas;~~
- ~~c. Malton;~~
- ~~d. Meadowvale;~~
- ~~e. Port Credit;~~
- ~~f. Rathwood/Applewood;~~
- ~~g. Sheridan;~~
- ~~h. South Common; and~~
- ~~i. Streetsville.~~

~~5.3.3.2 Local area reviews will confirm or determine detailed boundaries for Community Nodes.~~

~~5.3.3.3 Community Nodes are Intensification Areas.~~

~~5.3.3.4 Community Nodes will achieve a gross density of between 100 and 200 residents and jobs combined per hectare.~~

~~5.3.3.5 Development applications within a Community Node proposing a change to the designated land which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review.~~

~~5.3.3.6 Community Nodes will achieve an average population to employment ratio between 2:1 to 1:2, measured as an average across the entire area of each node.~~

~~5.3.3.7 Character Area policies will establish how the density and population to employment targets will be achieved within Community Nodes.~~

~~5.3.3.8 Community Nodes will develop as centres for surrounding Neighbourhoods and be a location for mixed use development.~~

~~5.3.3.9 Investments in community infrastructure, as well as commercial, recreational, educational, cultural and entertainment uses, will be encouraged in Community Nodes.~~

~~5.3.3.10 Community Nodes are intended to serve as older adult clusters where community infrastructure, services, and programs to serve the needs of older adults will be directed.~~

~~5.3.3.11 Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes.~~

~~5.3.3.12 Community Nodes will be served by frequent transit services that provide city wide connections. Some Community Nodes will also be served by *higher order transit* facilities, which provide connections to neighbouring municipalities.~~

~~5.3.3.13 Community Nodes will be developed to support and encourage *active transportation* as a mode of transportation.~~

#### ~~5.3.4 Corporate Centres~~

~~Corporate Centres represent major employment concentrations outside of the Downtown. Corporate Centres contain a mix of high density employment uses with a focus on major office development. Corporate Centres are also where many prestigious research and manufacturing businesses are found, often in facilities exhibiting high architectural and urban design standards. Interior locations of Corporate Centres may include a broader, lower density mix of employment uses.~~

~~5.3.4.1 There are four Corporate Centres in Mississauga:~~

- ~~a. Airport Corporate;~~
- ~~b. Gateway Corporate;~~
- ~~c. Meadowvale Business Park; and~~
- ~~d. Sheridan Park.~~

~~5.3.4.2 Local area reviews will confirm or determine detailed boundaries for Corporate Centres.~~

~~5.3.4.3 Corporate Centres are Intensification Areas.~~

~~5.3.4.4 Corporate Centres will include a mix of higher density employment uses. Residential uses and new *major retail* developments will not be permitted in Corporate Centres.~~

~~5.3.4.5 Corporate Centres will support opportunities for the resident labour force to work in Mississauga.~~

~~5.3.4.6 Conversion of lands within Corporate Centres to non-employment uses will only be permitted through a municipal comprehensive review.~~

~~5.3.4.7 Character Area policies will address the mix of business uses and density requirements within each Corporate Centre. These policies may result in the establishment of minimum employment and building densities, building heights, urban design standards or transportation policies, among other matters.~~

~~5.3.4.8 Corporate Centres will be planned to achieve compact transit supportive development at greater employment densities, particularly near *higher order transit* stations.~~

~~5.3.4.9 Land uses permitted by this Plan that support commuter needs and support the use of nearby *higher order transit* facilities in off-peak travel times will be encouraged.~~

~~5.3.4.10 Development will be required to create an attractive public realm and provision of community infrastructure, transportation infrastructure, and other services required to support employees.~~

### ~~5.3.5 Neighbourhoods~~

~~Mississauga has a variety of Neighbourhoods reflecting the various stages of its development. Some of these Neighbourhoods surround historic centres that date back to the 1800s, however, most of Mississauga's Neighbourhoods were built in the latter decades of the 20th century. As such, most of Mississauga's housing stock is quite new and in a good state of repair.~~

~~Neighbourhoods are characterized as physically stable areas with a character that is to be protected. Therefore, Mississauga's Neighbourhoods are not appropriate areas for significant intensification. This does not mean that they will remain static or that new development must imitate previous development patterns, but rather that when development does occur it should be sensitive to the Neighbourhood's existing and planned character.~~

~~Some community infrastructure will be provided within Neighbourhoods, however, most services for day-to-day living will be provided in Major Nodes or Community Nodes in close proximity to Neighbourhoods.~~

~~5.3.5.1 Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.~~

~~5.3.5.2 Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.~~

~~5.3.5.3 Where higher density uses are proposed, they should be located on sites identified by a local area review, along *Corridors* or in conjunction with existing apartment sites or commercial centres.~~

~~5.3.5.4 Intensification of commercial sites that results in a significant loss of commercial floor space will be discouraged.~~

~~5.3.5.5 Intensification within Neighbourhoods 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.~~

~~5.3.5.6 Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.~~

~~5.3.5.7 Transportation planning within Neighbourhoods will give priority to active transportation modes.~~

### ~~5.3.6 Employment Areas~~

~~Employment Areas are stable areas containing diverse industrial and business employment operations. Some uses require extensive land resources and have low employment densities. Examples include logistics, warehousing and storage yards. Employment Areas also include small and mid-size office developments either in stand-alone buildings or in conjunction with other uses. In key locations, such as those with excellent transportation services, large office developments will be found. Retail, service or infrastructure uses that support the employment base are also located in Employment Areas.~~

~~In order to protect lands for employment uses, uses intended to serve the city's residential population will be discouraged from locating in Employment Areas. Exceptions may be made for residential serving uses that would create land use conflicts with residential uses or are uses identified as beneficial to the City that cannot be accommodated in residential areas. Some examples are large scale sporting venues, places of religious assembly, or colleges and universities.~~

~~Many businesses within Employment Areas rely on the delivery of goods and services by truck. As such, goods movement infrastructure within Employment Areas is necessary in order for businesses to remain competitive within the regional economy.~~

~~5.3.6.1 Mississauga will maintain an adequate supply of lands for a variety of employment uses to accommodate existing and future employment needs.~~

~~5.3.6.2 Mississauga will maintain a sustainable, diversified employment base by providing opportunities for a range of economic activities.~~

~~5.3.6.3 Employment uses that support opportunities for residents to work in Mississauga will be encouraged.~~

~~5.3.6.4 Mississauga will provide the necessary infrastructure to support existing and planned employment uses.~~

~~5.3.6.5 Conversion of lands within Employment Areas will only be permitted through a municipal comprehensive review.~~

~~5.3.6.6 Infrastructure in Employment Areas will be planned to support land uses with a goods movement focus.~~

~~5.3.6.7 Where feasible and appropriate, development will be encouraged to be transit supportive and minimize surface parking.~~

~~5.3.6.8 Land uses serving the residential population of the city will be discouraged and only permitted where a use is beneficial to the city and cannot locate in a residential area due to land use conflicts or the unavailability of a suitable site. Acceptable locations for these uses will be identified through a municipal comprehensive review and local area plans.~~

~~5.3.6.9 Higher density employment uses, such as office, will be required within Major Transit Station Areas.~~

~~5.3.6.10 Additional development within Employment Areas will be permitted 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.~~

### ~~5.3.7 Special Purpose Areas~~

~~Special purpose areas are unique destinations of city and regional significance. They have some or all of the following characteristics:~~

- ~~• specialized land uses and planning needs;~~
- ~~• serve a large number of users;~~
- ~~• substantial transportation demands;~~
- ~~• play a significant role in the economy;~~
- ~~• impact surrounding land uses and land use patterns;~~
- ~~• generate significant employment;~~
- ~~• specialized infrastructure needs; and~~
- ~~• are land extensive.~~

~~To date, two special purpose areas have been identified. The City may identify additional special purpose areas as they emerge.~~

~~5.3.7.1 Special Purpose Areas are:~~

- ~~a. the University of Toronto Mississauga (UTM); and~~
- ~~b. the Airport.~~

~~5.3.7.2 The City may, through amendment of this Plan, add Special Purpose Areas.~~

~~5.3.7.3 Planning studies will be prepared for Special Purpose Areas as needed.~~

~~5.3.7.4 Infrastructure to meet the needs of Special Purpose Areas will be a priority.~~

~~5.3.7.5 The City will collaborate with UTM, the Airport and proponents of new Special Purpose Areas, as appropriate.~~

## ~~5.4 Corridors~~

~~Mississauga was planned with a grid of arterials, which have historically served as the chief conduits for moving cars and freight. This grid now forms the basis of a system of *Corridors*.~~

~~*Corridors* connect various elements of the city to each other. Over time, many of these *Corridors* will evolve and accommodate multi-modal transportation and become attractive public places in their own right with complementary land uses. *Corridors* are important elements of the public realm, as they link communities and are locations where people experience the city on a day to day basis.~~

~~Some *Corridors* have been identified as appropriate locations for intensification. Additional policies have been developed for *Intensification Corridors* to recognize their development potential.~~

~~5.4.1 A *Corridor* is generally comprised of the road right of way as well as the lands on either side of the road. The *Corridors* are shown conceptually on Schedule 1c: Urban System *Corridors*.~~

~~5.4.2 Where *Corridors* run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence.~~

~~5.4.3 *Corridors* that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the *Corridor*.~~

~~5.4.4 Development on *Corridors* should be compact, mixed-use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.~~

~~5.4.5 Where higher density uses within Neighbourhoods are directed to *Corridors*, development will be required to have regard for the character of the Neighbourhoods~~

~~and provide appropriate transitions in height, built form and density to the surrounding lands.~~

~~5.4.6 Land use and design policies and the delineation of *Corridor* boundaries will be determined through local area reviews.~~

~~5.4.7 Land uses and building entrances will be oriented to the *Corridor* where possible and surrounding land use development patterns permit.~~

~~5.4.8 *Corridors* will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along *Intensification Corridors* and within *Major Transit Station Areas*, the minimum building height requirement will not apply to Employment Areas.~~

~~5.4.9 Transit services infrastructure will utilize *Corridors* to connect Intensification Areas.~~

~~5.4.10 Local area reviews will consider the appropriateness of transit supportive uses at the intersection of two *Corridors*. Local area policies may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.~~

~~5.4.11 Hurontario Street and Dundas Street have been identified as *Intensification Corridors*. These are Intensification Areas. Additional *Intensification Corridors* may be identified in the future.~~

~~5.4.12 Not all segments of *Intensification Corridors* are appropriate for intensification. Planning studies for *Intensification Corridors* will identify appropriate locations for intensification and the appropriate densities, land uses and building heights.~~

~~5.4.13 Low density residential development will be discouraged from locating within *Intensification Corridors*.~~

~~5.4.14 The Hurontario Street Intensification Corridor is comprised of lands along Hurontario Street from Lake Ontario in Port Credit to the city's limit to the north as shown on Map 5-1: Hurontario Street Intensification Corridor.~~

~~5.4.15 A number of Light Rail Transit Stations, which will be located along the Hurontario Street Intensification Corridor to serve the proposed light rail transit system are a form of *Major Transit Station Areas*. The *Major Transit Station Areas* are identified on Schedule 2: Intensification Areas and the Light Rail Transit Stations are identified on Schedule 6: Long Term Transit Network.~~

## ~~5.5 — Intensification Areas~~

~~Future growth will primarily be directed to Intensification Areas. Other areas of the city, such as Neighbourhoods, will receive modest additional growth in keeping with established land use patterns and their existing or planned character. Employment Areas are expected to continue to build out with a similar mix and density of uses as currently exists.~~

~~Intensification Areas will be attractive mixed-use areas, developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities. It is expected that more efficient use of land within Intensification Areas will occur as single-storey buildings and surface parking lots are replaced with multistorey developments and structured parking facilities.~~

~~More than three-quarters of the city's growth in population and employment to 2031 will be accommodated in Intensification Areas. Considerable development capacity exists within Intensification Areas to accommodate growth to 2031 and beyond.~~

~~5.5.1 The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, *Intensification Corridors* and *Major Transit Station Areas*, as shown on Schedule 2: Intensification Areas.~~

~~5.5.2 Local area reviews for the Downtown, Major Nodes, Community Nodes and Corporate Centres will determine appropriate locations for intensification within these areas.~~

~~5.5.3 Planning studies will delineate the boundaries of *Intensification Corridors* and *Major Transit Station Areas* and identify appropriate densities, land uses and building heights.~~

~~5.5.4 Intensification Areas will be planned to reflect their role in the City Structure hierarchy.~~

~~5.5.5 Development will promote the qualities of complete communities.~~

~~5.5.6 Development applications within Intensification Areas proposing a change to the designated land use, which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review.~~



~~5.5.7 A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.~~

~~5.5.8 Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.~~

~~5.5.9 Intensification Areas will be planned to maximize the use of existing and planned infrastructure.~~

~~5.5.10 Major office development will be encouraged to locate within the Downtown, Major Nodes, Corporate Centres, *Intensification Corridors* and *Major Transit Station Areas*. *Secondary office* development will be encouraged within Community Nodes.~~

~~5.5.11 Where there is a conflict between the Intensification Area policies and policies regarding the Natural Heritage System and heritage resources, the policies of the Natural Heritage System and heritage resources will take precedence.~~

~~5.5.12 Development will be phased in accordance with the provision of community infrastructure and other infrastructure.~~

~~5.5.13 *Major Transit Station Areas* will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.~~

~~5.5.14 Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.~~

~~5.5.15 Intensification Areas will be served by transportation Corridors containing transit and active transportation and may contain higher order transit facilities.~~

~~5.5.16 *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.~~

~~5.5.17 For existing buildings that do not meet the policies of this Plan, applications for condominium ownership will be discouraged within Intensification Areas and along *Corridors*.~~

## ~~5.6 Designated Greenfield Area~~

~~There are lands in the Churchill Meadows Neighbourhood Character Area and in the Ninth Line Neighbourhood Character Area that are identified as a designated greenfield area pursuant to the Growth Plan for the Greater Golden Horseshoe.~~

~~5.6.1 Character Area policies may specify alternative density requirements, provided the total designated greenfield area in the Region will achieve a minimum density target of 50 residents and jobs combined per hectare, excluding environmental take-outs.~~

# ~~6 Value the Environment~~

## 4 Natural Environment and Climate Response

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### Introduction

Mississauga is located on the shore of Lake Ontario, part of the largest system of freshwater lakes in the world. Mississauga contains watersheds of the Credit River, Etobicoke Creek, [the western edge of the Humber River](#) and other *watercourses* that form part of the Great Lakes drainage basin. ~~Mississauga is partially within the Carolinian Forest Ecoregion, Canada's most biologically diverse ecological region. This region contains~~ The city is home to some of Canada's most rare and endangered plants and animals, and is [within](#) the most threatened ecological region in Ontario. [Protecting this unique yet fragile environment is a priority for the city, its residents and the Indigenous Peoples that have treaty rights to and ongoing stewardship of the lands, water and resources in Mississauga.](#)

The city's steady growth and intensification continues to put pressure on its natural environment, causing the fragmentation and potential loss of Natural Heritage Features and their valuable ecological functions and services. It is therefore essential ~~The City's Strategic Plan identifies "Living Green" as one of the five pillars of the strategic vision for the city. Living Green involves implementing measures that are sensitive to, and complement, the natural environment. As the city continues to grow, it is imperative that~~ [planning for growth protects](#) ~~does not compromise~~ the natural environment, ~~including the climate and considers that directing growth accounts have regard for impacts of the changing climate~~ [the impacts of climate change.](#) ~~The health of~~ [Protecting and enhancing](#) the natural environment is critical to human and economic vitality and the overall well-being of society. It provides the fundamental necessities of life – clean water, air and land and is an essential

component of the fabric and character of communities. ~~Further, climate change affects land use policies and transportation choices that can contribute to improving the quality of the environment and lead to developing a sustainable city. These policies are the subject of this chapter.~~

~~Promoting transit as a form of transportation supported by transit supportive uses, which employ compact design principles, will assist in addressing the issues that are negatively impacting the environment. Other chapters of this Plan address these matters and support the Living Green pillar of the Strategic Plan.~~

~~There are many opportunities for all lands within the city to contribute to the health of the natural environment.~~ The City of Mississauga has adopted a system-based approach to the protection and enhancement of its natural environment. The Green System in Mississauga, consisting of the Natural Heritage System, *Natural Hazard Lands*, the Urban Forest and Parks and Open Spaces, contributes to a valuable natural environment in the city and makes our community more resilient to our changing climate. These areas provide habitats for flora and fauna to thrive and although not all of these areas are within the Natural Heritage System, they serve to support and connect the Natural Heritage System. These areas also provide locations for residents, employees and visitors to recreate and enjoy nature. The Urban Forest, comprising of trees on public and private properties in the city, also contributes to a healthy and sustainable city, and should be protected, and enhanced, restored and expanded where possible.

~~Water, air and land are essential elements of the environment affected by human activity. Issues such as stormwater, air quality, contaminated sites, waste generation and noise have a significant impact on the environment and require mitigation and management to reduce their impacts. Sustainably managing land means directing growth to protect and enhance the natural environment, maximize public benefit and contribute to the economy. It means that development is integrated into the community, while negative impacts to the Green System, ecological functions and biological diversity are avoided. It also means protecting,~~

~~enhancing and, where possible, restoring and expanding the Natural Heritage System.~~

~~The rehabilitation and development of brownfield sites presents an opportunity to remediate existing contamination and provide opportunities for community improvement. The generation of **waste** and how it is managed is another critical factor in creating a healthy environment. Noise is a common occurrence in an urban environment. Traffic and aircraft noise as well as noise generated by various land use activities needs to be managed and mitigated in order to create a comfortable living and working environment.~~

~~6.1.1 Mississauga will:~~

- ~~a. protect, enhance, restore and expand the Natural Heritage System;~~
- ~~b. encourage the stewardship and enhancement of other areas within the Green System, particularly where it contributes to the function and linkage of the Natural Heritage System;~~
- ~~c. protect life and property from natural and human-made hazards;~~
- ~~d. promote pollution prevention, reduction of natural resource consumption and increased use of **renewable energy**;~~
- ~~e. ensure land use compatibility; and~~
- ~~f. develop monitoring and information/education programs.~~

~~6.1.2 Mississauga will promote an **ecosystem approach** to planning.~~

~~6.1.3 Mississauga will protect the quality and integrity of its water, air, land and biota for current and future generations.~~

~~6.1.4 Mississauga will promote pollution prevention in order to help protect the quality of water, air, and land.~~

~~6.1.5 Mississauga will promote education, awareness, community involvement and commitment to community stewardship for the protection and enhancement of the environment.~~

~~6.1.6 (Note: Policy moved to 4.6.1)~~

~~6.1.7 Mississauga will work with other jurisdictions and levels of government, industries, businesses and the community to address climate change mitigation and adaptation, and to build a resilient city.~~

~~6.1.8 (Note: Policy moved to 4.6.2)~~

~~6.1.9 (Note: Policy moved to 4.6.3)~~

~~6.1.10 (Note: Policy moved to 4.6.4)~~

~~6.1.11 Mississauga will consider the impacts of climate change that may increase risks to the city. Mississauga will develop policies on climate change that will:~~

~~a. (Note: Policy moved to chapter 8)~~

~~b. promote and protect green infrastructure; and~~

~~c. minimize adverse impacts from a changing climate and consider the ecological benefits provided by nature.~~

~~6.1.12 Mississauga will consider the potential impacts of climate change that may increase the risk associated with *natural hazard lands*.~~

## ~~6.1. Living Green~~

### 4.1 Climate Response

~~To create a sustainable environment, everyone should aspire to “live green”. The integration of green development techniques contribute to the environment in a variety of ways. For example, landscaped areas can be naturalized, trees can be planted, stormwater can be managed on-site and green roofs can be constructed.~~

Climate change is one of the most pressing issues of our time. The increase in greenhouse gases emitted locally and globally is warming our earth and is the cause of more frequent and extreme events such as ice storms, flooding and droughts. Many of these events are increasingly occurring in Mississauga. It is therefore necessary to consider ~~Climate change is a daunting issue that requires the collective actions of many. While no individual development or municipality can solve the issue of climate change, it is necessary to consider~~ the climate and environmental impacts of every development proposal and planning decision, and to adopt appropriate mitigation measures to avoid environmental harm and adapt to changing environmental conditions.

Climate change has been identified as a danger to human health and wellbeing. It is regarded as the greatest health challenge of this century that will affect many lives including those of Mississauga's residents. This effect will be felt disproportionately by those with lower socioeconomic statuses as well as the city's most vulnerable populations. This highlights the urgency and importance to address climate change through this Plan.

While this chapter explores the important role the natural environment plays in building the city's resilience to climate change, other chapters of this Plan address creating an urban structure that directs growth to Strategic Growth ~~Intensification~~ Areas where compact, mixed use ~~areas~~ communities will be supported by transit and micromobility and where walking and cycling will be viable modes of transportation. This is essential to ~~creating an environmentally sustainable city~~ reducing greenhouse gas emissions and preserving and enhancing the city's Natural Heritage System which is key to mitigating the effects of climate change. Furthermore, ~~This Plan also contains policies regarding the Natural Heritage System. In addition to preserving and enhancing the Natural Heritage System,~~ *stormwater best management practices* and green infrastructure for new development will be encouraged ~~can also be employed~~ to support the city's response to severe weather events. Use of green development standards such as Leadership in Energy & Environmental Design (LEED), ~~Green Globes or other customized standards~~ and

adherence to the City of Mississauga green development standard can do much to ensure that new development or existing development is low carbon and environmentally sustainable.

~~Individual sites and portions of the public realm can contribute to the health of the environment by incorporating measures such as:~~

- ~~• orienting buildings to be “solar ready” to take advantage of passive heating and cooling;~~
- ~~• connecting to district energy systems;~~
- ~~• using **renewable energy** sources such as solar or geothermal energy;~~
- ~~• managing stormwater runoff using **stormwater best management practices**;~~
- ~~• naturalizing landscapes with native, non-invasive species;~~
- ~~• planting trees;~~
- ~~• installing green roofs or white roofs;~~
- ~~• supporting urban agriculture;~~
- ~~• preventing and reducing pollution; and~~
- ~~• considering the impact of development on sensitive land uses.~~

4.1.1 ~~6.2.1~~ — Mississauga will strive to ~~be a leader in sustainable development to mitigate, manage and adapt to climate change~~ become a resilient low-carbon city. This will be achieved by reducing greenhouse gas emissions through mitigation efforts in buildings and transportation.

4.1.2 Mississauga will support efforts to protect against the impacts of the changing climate with adaptation measures that make our community more resilient to extreme weather events.

4.1.3 ~~6.2.2~~ Mississauga will build communities that are compact, low-carbon and transit-supportive. The city will promote renewable energy, energy conservation and



efficient design. These initiatives ~~environmentally sustainable and encourage sustainable ways of living~~ will reduce greenhouse gases and help the city achieve its emission targets.

4.1.4 Mississauga will protect, enhance and restore the Natural Heritage System and Water Resource System to improve ecosystem structure, functions, and services including biodiversity habitat, heat resilience, and protection against flooding and storms through water absorption ~~protect natural systems, features and functions, and promote renewable energy, energy conservation and efficient design.~~

4.1.5 Mississauga will collaborate with all levels of government to undertake community energy and greenhouse gas emissions reduction planning. This will include developing energy use and greenhouse gas inventories for local community emissions, establishing emission reduction targets, objectives or scenarios, and recommending strategies and actions to reduce emissions and promote low carbon energy alternatives.

~~4.1.6-6.2.3 Mississauga will develop a green development strategy to enhance environmental sustainability.~~ Development will be designed to assist the City in meeting its environmental sustainability policies, programs and goals such as, greenhouse gas emissions targets, climate change actions, green development standards, tree management and the Private Tree Protection Bylaw, cycling infrastructure and stormwater initiatives.

~~6.2.4 Mississauga may develop incentive programs to encourage green development.~~

~~4.1.7-6.2.5~~ Mississauga will encourage the retrofitting of existing buildings and developed sites to be more environmentally sustainable and energy efficient.

~~6.2.6~~ (Note: Policy moved to 4.2.5)

~~4.1.8-6.2.7~~ Mississauga will require development proposals to account for the impacts of the changing climate when addressing the management of stormwater using *stormwater best management practices* and green infrastructure.

~~4.1.9-6.2.8~~ Mississauga will encourage the use of ~~green~~ innovative nature-based solutions and low impact development technologies and design to assist in ~~minimizing the impacts of development on the health of the environment~~ reducing greenhouse gas emissions and adapting to the changing climate.

~~6.2.9~~ (Note: Policy moved to 4.6.5)

~~6.2.10~~ Mississauga will support and encourage initiatives and pollution prevention programs to prevent and reduce the causes and impacts of pollution.

~~6.2.11~~ (Note: Policy moved to 4.6.6)

~~4.1.10-6.2.12~~ Mississauga will encourage tree planting on public and private lands and ~~will strive to~~ increase the Urban Forest canopy in order to reduce the urban heat island effect, increase carbon sequestration, protect against flooding and storms through water absorption, and maintain and increase biodiversity.

4.1.11 Mississauga will support small scale urban agriculture opportunities to aid in mitigating and adapting to the effects of climate change and to provide food security, build a greater sense of community, and foster positive health and wellbeing.

## ~~4.2~~ ~~6.3~~ Green System

The Green System makes up close to a quarter ~~almost 23 percent~~ of total land cover in Mississauga and is composed of:

- Natural Heritage System;
- The Urban Forest;
- *Natural Hazard Lands*, and
- Parks and Open Spaces.

The principal components of the Green System, as listed above, are part of a broader urban ecosystem that includes other green infrastructure (e.g., trees on boulevards, landscaping on private property) and should be viewed within the

context of a single, inter-related system of green spaces. As shown in Figure XXX these components are not mutually exclusive.

Adopting a system approach to environmental protection and enhancement through the Green System ~~is a response~~ allows the City ~~to the challenge of achieving~~ maintain and improve ~~a high level of ecological function and~~ connectivity of *natural heritage features* within an urban environment, in order to maximize their ecological functions and benefits. ~~Natural heritage features which are important for their environmental and social values as a legacy of Mississauga's natural landscape are recognized within the Natural Heritage System.~~

As the city continues to urbanize ~~Given the city's urbanized setting,~~ lands with trees and vegetation in parks, valleylands and landscaped ~~open~~ green spaces ~~in other components of the Green System are also important for~~ are necessary for providing connections ~~between~~ ~~among~~ *natural heritage features* thus reducing the fragmentation of the natural landscape and contributing to hydrologic and ecological functions. Connections may be direct, as when a city park is situated between two features within the Natural Heritage System, or may be indirect by providing "stepping stones" that allow temporary refuge for species that are moving between features. The health and integrity of the Green System is important to the city's resilience. Features and natural areas provide multiple functions such as rain water absorption, curbing heat island effects and carbon sequestration, which help the city better adapt to future severe weather events.

~~Lands within the Natural Heritage System perform an essential ecological function. They sustain biodiversity by providing habitat for plants and animals and they clean the air and water. The connectivity of the Natural Heritage System is important for maintaining native vegetation communities and providing corridors for urban wildlife. Preserving and enhancing these lands in their natural state is essential to the overall health and functioning of the natural environment. As such, Mississauga will promote and be proactive in the management of its Natural Heritage System.~~

The Urban Forest includes all the trees within the City of Mississauga on both public and private lands, within the Natural Heritage System as well as along streets, in parks, in yards and on a wide range of open spaces and other land uses. The Urban Forest, as a whole, contributes to the city's health and the quality of life for those who live, work and play here. As such, the City of Mississauga will promote and be proactive in the sustainable management of its Urban Forest.

~~Watercourse~~ corridors and the Lake Ontario shoreline, including the physical hazards associated with these areas, are critical to the Natural Heritage System due to the ecological functions, including linkage function, that they provide. Of particular concern within ~~valley and watercourse corridors~~ is the preservation and enhancement of fish habitat as an indicator of a healthy environment and for leisure activity and tourism. Lands in southern Mississauga serve an important ecological function related to the migration of birds and butterflies.

Parks and Open Spaces within the Green System, as shown on Schedule 4: Parks and Open Spaces, have primary uses such as recreational, educational, cultural and utility services. These lands contain a significant amount of open space such as landscaped areas, lawns and sports fields. These areas have the potential to be managed in a manner that supports and enhances the Natural Heritage System, particularly by providing linkages between ~~natural heritage features~~.

While the city's Natural Heritage System focuses on the protection of ~~natural heritage features~~, areas and linkages, the conservation authorities may identify additional lands that could assist in the achievement of ecological targets to protect and enhance biological diversity. The City recognizes the value of these lands which are part of the city's broader Green System. Restoration, enhancement, management and stewardship of these additional areas is encouraged where feasible.

4.2.1 ~~6.3.1~~ Mississauga will give priority to actions that identify, protect, enhance, restore and expand the Green System ~~for the benefit of existing and future generations~~ and its components and linkages in accordance with watershed plans,

sub-watershed plans, other city plans and strategies, and *Environmental Impact Studies* or other required studies.

4.2.2-6.3.2 The City will ~~promote~~ prioritize the protection and enhancement of the Green System ~~to public and private stakeholders~~, throughout the planning approval process, as it is ~~being~~ integral to protecting the city's *natural heritage features*, particularly its role in supporting biodiversity and providing ecological linkages, functions and ecosystem services.

4.2.3 The City will work towards expanding, enhancing and restoring its Natural Heritage System and Urban Forest through the development process in order to meet targets set out in the city's plans and strategies.

~~6.3.3 The City, in partnership with conservation authorities, will seek to initiate a landowner contact program to encourage stewardship on privately owned lands in the Green System and support partnerships for the naturalization of these lands where feasible.~~

4.2.4-6.3.4 The City will work with the conservation authorities to encourage protection, restoration, enhancement, stewardship and management of lands identified within by the conservation authorities' ~~as part of their~~ natural heritage systems.

4.2.5-6.2.6 Mississauga will encourage naturalized landscaped areas using native, non-invasive species, especially on lands within the Green System.

4.2.6 6.3.5 The City will, where feasible, explore and consider opportunities to naturalize City owned lands, particularly where they abut or directly connect areas within the Natural Heritage System.

~~6.3.6 (Note: Policy moved to 4.2.40)~~

4.2.7 6.3.7 Buffers which are vegetated protection areas that provide a physical separation of development from the limits of *natural heritage features* and *Natural Hazard Lands*, will be provided to perform the following:

- maintenance of slope stability and reduction of erosion on valley slopes;
- attenuation of stormwater runoff;
- reduction of human intrusion into *natural heritage features* and allowance for predation habits of pets, such as cats and dogs;
- protection of tree root zones to ensure survival of vegetation;
- provision of a safety zone for tree fall next to *woodlands*;
- enhancement of woodland interior and edge areas through native species plantings;
- enhanced wildlife habitat and corridors for wildlife movement;
- provision of a naturally vegetated riparian areas to maintain and improve fish habitat; and
- opportunities for passive recreational activities, in appropriate locations.

4.2.8 ~~6.3.8~~ Buffers shall be determined on a site specific basis as part of an *Environmental Impact Study* or other similar study, to the satisfaction of the City and appropriate conservation authority.

4.2.9 Determining the appropriate buffer width must take into consideration the following criteria:

- sensitivity and significance of the *Natural Heritage Features* and *Natural Hazard Lands*;
- sensitivity and significance of species utilizing the *Natural Heritage Features* and *Natural Hazard Lands* for important life cycle functions;
- habitat requirements of species utilizing the *Natural Heritage Features* and *Natural Hazard Lands*;
- proposed land uses and risks of potential impacts to the *Natural Heritage Features* and *Natural Hazard Lands*;
- land use context (i.e., surrounding land uses and existing form);
- natural heritage system targets set out in the city's plans and strategies;
- provision of additional buffer width where passive recreation and/or other approved development is proposed within a buffer; and

- current best practices and science-based evidence to support recommended buffer widths.

## Natural Heritage System

The Natural Heritage System is made up of natural heritage features and areas, and linkages intended to provide connectivity and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. The Natural Heritage System can include natural areas (e.g., meadows, fish and wildlife habitats), *woodlands*, wetlands and *valley and watercourse corridors*. ~~These areas represent the pre-settlement landscape, remnant parcels of native vegetation and areas that have been restored to a natural state through naturalization or successional growth.~~ Lands within the Natural Heritage System perform an essential ecological function. They sustain *biodiversity* by providing habitat for plants and animals and they clean the air and water. The connectivity of the Natural Heritage System is important for maintaining native vegetation communities and providing corridors for urban wildlife. Preserving, enhancing and restoring these lands in their natural state is essential to the overall health and functioning of the natural environment. Although some *natural heritage features* are of higher quality than others, it is a fundamental premise that the loss of any portion of the system diminishes the entire system.

The location and extent of the Natural Heritage System is conceptually illustrated on Schedule XXX: ~~3 Natural System~~. Not all Natural Heritage Features are shown on Schedule XXX. Additional features are identified through the development approval process and through watershed planning.

4.2.10 ~~6.3.9~~ Mississauga's Natural Heritage System is composed of the following:

- *Significant Natural Areas;*
- *Natural Green Spaces;*

- Special Management Areas;
- Residential Woodlands; and
- Linkages.

4.2.11 ~~6.3.23~~ Mississauga will have regard for the maintenance of the long term function ecological integrity of the Natural Heritage System in all decisions regarding development and site alteration.

4.2.12 ~~6.3.10~~ The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an *Environmental Impact Study*.

4.2.13 ~~6.3.11~~ Minor refinements to the boundaries of the Natural Heritage System may occur through *Environmental Impact Studies*, updates of the Natural Heritage System, or other appropriate studies accepted by the City without amendment to this Plan. Major boundary changes require an amendment to this Plan.

4.2.14 ~~6.3.24~~ The Natural Heritage System will be identified, protected, enhanced, restored and expanded to improve ecosystem and watershed health through the following measures:

- a. ensuring that development in or adjacent to the Natural Heritage System protects and maintains *natural heritage features* and their ecological functions through such means as appropriate buffers, tree preservation, appropriate location of building envelopes, grading, landscaping, and parking and amenity area locations;
- b. placing those areas identified for protection, enhancement, restoration and expansion in public ownership, where feasible;
- c. using native plant materials and non-invasive species, and reducing and/or eliminating existing invasive, non-native plant species to improve ecological value and the sustainability of indigenous vegetation, where appropriate;
- d. retaining areas in a natural condition and/or allowing them to regenerate to assume a natural state;



- e. the promotion of stewardship within privately and publicly owned lands within the Natural Heritage System;
- f. ensuring that development in or adjacent to the Natural Heritage System identifies areas for natural heritage system expansion and new or improved linkage;
- g. controlling activities that may be incompatible with the retention of the Natural Heritage System and associated ecological functions; and
- h. regulation of encroachment into the Natural Heritage System and other public open spaces.

4.2.15 ~~6.3.25~~ The city will not support ~~N~~new lots created by land division or units or parcels of tied land (POTLs) created by condominium that will have the effect of extending into or fragmenting the ownership of *Significant Natural Areas, Natural Green Spaces*. Residential Woodlands and buffers, ~~will generally be discouraged and will be supported by an~~ in the absence of a supporting *Environmental Impact Study* to the satisfaction of the city.

4.2.16 ~~6.3.28~~ Notwithstanding the policies of this Plan, development and site alteration will not be permitted in the following areas:

- a. provincially *significant wetlands* or Provincially *significant coastal wetlands* ~~which are or meet the criteria of a *Significant Natural Area*~~;
- b. habitat of endangered species and threatened species, except in accordance with Provincial and Federal requirements;
- c. fish habitat, except in accordance with Provincial and Federal requirements; and
- d. Core Areas of the Greenlands System as defined in the Region of Peel Official Plan, except in accordance with Regional requirements.

4.2.17 ~~6.3.29~~ Development and site alteration on lands adjacent to a Provincially *significant wetland*, Provincially *significant coastal wetland* and habitat of endangered species and threatened species or other *Significant Natural Area* will

require an *Environmental Impact Study*, demonstrating no *negative impact* to the *natural heritage features* or on their ecological function, to the satisfaction of the City and appropriate conservation authority.

4.2.18 ~~6.3.30~~ Conservation, education, trails and nature appreciation activities may be allowed in Provincially significant wetlands and Provincially significant coastal wetlands subject to review and approval by the City and appropriate conservation authority.

4.2.19 ~~6.3.31~~ Setbacks and buffers adjacent to fish habitat areas will be determined by an *Environmental Impact Study*, which will conform to approved fisheries management plans.

4.2.20 ~~6.3.32~~ Development and site alteration will not be permitted within or adjacent to *Natural Green Spaces*, Linkages and Special Management Areas unless it has been demonstrated that there will be no *negative impact* to the *natural heritage features* and their ecological functions and opportunities for their protection, restoration, enhancement and expansion have been identified. This will be demonstrated through a study in accordance with the requirements of the *Environmental Assessment Act*. When not subject to the *Environmental Assessment Act*, an *Environmental Impact Study* will be required.

4.2.21 ~~6.3.33~~ Environmental Impact Studies will delineate the area to be analysed, describe existing physical conditions, identify environmental opportunities and constraints, and evaluate the ecological sensitivity of the area in relation to a proposal. It will also outline measures to protect, enhance, restore and expand the Natural Heritage System and associated ecological functions. Environmental Impact Studies will be prepared to the satisfaction of the City and appropriate conservation authority.

4.2.22 ~~6.3.34~~ The requirement for an *Environmental Impact Study* may be waived at the discretion of the City in consultation with the appropriate conservation authority, subject to the following:

- a. where the impacts of the proposed development or site alteration are expected to be limited in area or scope;
- b. it is determined through a site visit that development will not likely result in *negative impacts* on the *natural heritage feature* or its ecological functions; and
- c. where site specific studies fulfill the requirement of an *Environmental Impact Study*.

4.2.23 ~~6.3.35~~ The expansion and connection of the Natural Heritage System will be encouraged. Where appropriate, *Significant Natural Areas*, *Natural Green Spaces*, Linkages, Special Management Areas and buffers will be incorporated with public parkland and will be managed in accordance with Natural Heritage System policies.

4.2.24 ~~6.3.36~~ In *Significant Natural Areas* and *Natural Green Spaces*, recreation potential will be restricted to protect the *natural heritage feature* and its ecological function. Formalized passive recreational uses such as trails may be permitted to minimize the impacts of uncontrolled public access.

4.2.25 ~~6.3.37~~ Mississauga, in consultation with the appropriate conservation authority, will continue to improve the ecological function of *watercourses* and the Lake Ontario shoreline through means such as:

- a. naturalization with native non-invasive plants;
- b. establishment of buffer areas; and
- c. *watercourse* and shoreline restoration and protection, where appropriate.

4.2.26 ~~6.3.38~~ Privately owned lands in the Natural Heritage System are not intended to be open to the public. Consideration will be given to public acquisition of these areas through the development approval process or through the City's land securement program.

### **Significant Natural Areas**

~~6.3.12 Significant Natural Areas are areas that meet one or more of the following criteria:~~

~~provincially or regional significant life science areas of natural and scientific interest (ANSI);~~

~~**environmentally sensitive or significant areas;**~~

~~habitat of threatened species or endangered species;~~

~~fish habitat;~~

~~**significant wildlife habitat;**~~

~~**significant woodlands** are those that meet one or more of the following criteria:~~

~~**woodlands**, excluding **cultural savannahs**, greater than or equal to four hectares;~~

~~**woodlands**, excluding **cultural woodlands** and **cultural savannahs**, greater than or equal to two hectares and less than four hectares;~~

~~any **woodland** greater than 0.5 hectares that:~~

~~supports old growth trees (greater than or equal to 100 years old);~~

~~supports a significant linkage function as determined through an Environmental Impact Study approved by the City in consultation with the appropriate conservation authority;~~

~~is located within 100 metres of another Significant Natural Area supporting a significant ecological relationship between the two features;~~

~~is located within 30 metres of a watercourse or significant wetland; or~~

~~supports **significant species or communities**;~~

~~**significant wetlands** are one of the following:~~

~~Provincially **significant coastal wetlands**;~~

~~Provincially **significant wetlands**;~~

~~Coastal wetlands;~~

~~**other wetlands** greater than 0.5 hectares; and~~

~~significant valleylands are associated with the main branches, major tributaries and other tributaries and watercourse corridors draining directly to Lake Ontario including the Credit River, Etobicoke Creek, Mimico Creek and Sixteen Mile Creek.~~

4.2.27 ~~6.3.26~~ Lands identified as or meeting the criteria of a *Significant Natural Area*, as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation.

4.2.28 ~~6.3.27~~ Development and site alteration as permitted in accordance with the Greenlands designation as defined in xxx, within or adjacent to a *Significant Natural Area* will not be permitted unless all reasonable alternatives have been considered and any *negative impacts* minimized. Any *negative impact* that cannot be avoided will be mitigated through restoration and enhancement to the greatest extent possible. This will be demonstrated through a study in accordance with the requirements of the *Environmental Assessment Act*. When not subject to the *Environmental Assessment Act*, an *Environmental Impact Study* will be required.

4.2.29 *Significant Woodlands* ~~Woodlands~~ may exclude treed communities which are dominated by invasive non-native tree or shrub species such as buckthorn (*Rhamnus Cathartica*) and Norway maple (*Acer plantanoides*) that threaten the ecological diversity of native communities, good forestry practices and environmental management. Such exceptions may be considered:

- when supported by site specific studies that demonstrate the degree of the threat posed, any potential positive and/or negative impacts on the ecological functions or biodiversity of nearby or adjacent native communities, and the projected natural succession of the community; and
- where native tree species comprise less than 10 percent of the tree crown cover and are represented by less than 100 stems of any size per hectare.

4.2.30 ~~6.3.13~~ When determining the size of a woodland, areas of *cultural savannahs* and *cultural woodlands* that are confirmed to have significant ecological value that contributes to the integrity and function of the woodland, will be included for the purpose of determining woodland size and included as a *Significant Natural Area*. This determination will be made through an *Environmental Impact Study* prepared to the satisfaction of the City and the appropriate conservation authority.

## Natural Green Spaces

~~6.3.14 Natural Green Spaces are areas that meet one or more of the following criteria:~~

- ~~a. woodlands greater than 0.5 hectares that do not fulfill the requirements of a significant woodland;~~
- ~~b. wetlands that do not fulfill the requirements of a *significant wetland*;~~
- ~~c. *watercourses* that do not fulfill the requirements of a significant valleyland, even if they are predominantly engineered; and~~
- ~~d. all natural areas greater than 0.5 hectares that have vegetation that is uncommon in the city.~~

## Special Management Areas

4.2.31 ~~6.3.15~~ Special Management Areas are lands adjacent to or near *Significant Natural Areas* or *Natural Green Spaces* and will be managed or restored to enhance and support the *Significant Natural Area* or *Natural Green Space*.

4.2.32 ~~6.3.16~~ Where Special Management Areas are on private lands, the City working with the conservation authorities will encourage landowners to promote stewardship and enhancement of their lands.

## Residential Woodlands

4.2.33 ~~6.3.17~~ Residential Woodlands are areas, generally in older residential areas, with large lots that have mature trees forming a fairly continuous canopy and minimal native understorey due to the maintenance of lawns and landscaping.

4.2.34 ~~6.3.18~~ Lands within Residential Woodlands will be subject to Site Plan Control and existing high quality trees will be preserved to maintain the existing mature nature of these areas.

4.2.35 ~~6.3.19~~ Development proposals and site alteration for lands within a Residential Woodland ~~will have regard for how shall existing tree canopy and~~

~~understorey are~~ protected, enhanced, restored and expanded the existing tree canopy and understorey. A site development plan ~~may be~~ is required to demonstrate how the following, among other matters, have been addressed:

- a. existing topography and drainage patterns;
- b. maintenance of a high proportion of permeable ground cover to facilitate *ground water recharge*;
- c. habitat for tolerant canopy birds (both in migration and for breeding);
- d. habitat for urban wildlife; and
- e. connections to other elements within the Green System.

4.2.36 ~~6.3.20~~ Character area policies may identify additional requirements to protect Residential Woodlands.

4.2.37 Notwithstanding the Natural Heritage System policies of this Plan concerning residential woodlands, sites characterized by native understorey that is in generally good condition, will be subject to a review of a tree preservation plan prior to consideration of proposed development. Existing high quality trees will be preserved to maintain the mature nature of these sites.

### Linkages

4.2.38 ~~6.3.21~~ Linkages are those areas that are necessary to maintain *biodiversity* and support ecological functions of *Significant Natural Areas* and *Natural Green Spaces* but do not fulfill the criteria of *Significant Natural Areas*, *Natural Green Spaces*, Special Management Areas or Residential Woodlands.

4.2.39 ~~6.3.22~~ Linkages will provide connections between and among other lands within the Green System, particularly the Natural Heritage System and Urban Forest

4.2.40 ~~6.3.6~~ The City will seek to enhance the connectivity of lands in the Green System by linking features in the Natural Heritage System through management initiatives on public lands and encouragement of stewardship on private lands.

4.2.41 The city, through the development approval process, will strive to identify, protect, restore, and enhance the health and integrity of the natural heritage system and its biodiversity, paying particular attention to opportunities to create new natural linkages between components of the natural heritage system and between the natural heritage system and other areas of the Green System.

4.2.42 The City will encourage the creation of terrestrial east-west linkages and the use of green infrastructure and nature-based solutions within linkage areas, such as utility corridors, urban parks and other urban areas.

### **Protecting the Natural Heritage System**

~~6.3.23~~ (Note: Policy moved to 4.2.11)

~~6.3.24~~ (Note: Policy moved to 4.2.14)

~~6.3.25~~ (Note: Policy moved to 4.2.15)

~~6.3.26~~ (Note: Policy moved to 4.2.27)

~~6.3.27~~ (Note: Policy moved to 4.2.28)

~~6.3.28~~ (Note: Policy moved to 4.2.16)

~~6.3.29~~ (Note: Policy moved to 4.2.17)

~~6.3.30~~ (Note: Policy moved to 4.2.18)

~~6.3.31~~ (Note: Policy moved to 4.2.19)

~~6.3.32~~ (Note: Policy moved to 4.2.20)

~~6.3.33~~ (Note: Policy moved to 4.2.21)

~~6.3.34~~ (Note: Policy moved to 4.2.22)

~~6.3.35~~ (Note: Policy moved to 4.2.23)

~~6.3.36~~ (Note: Policy moved to 4.2.24)

~~6.3.37~~ (Note: Policy moved to 4.2.25)



~~6.3.38~~ (Note: Policy moved to 4.2.26)**Urban Forest**

The Urban Forest means all the trees in the city, including those within and outside of the Natural Heritage System, and on public and private lands, as well as the soils that sustain them.

Trees are a fundamental component of a healthy city and sustainable community. As such, trees are a valuable asset to the city and contribute to community pride and cultural heritage. The Urban Forest within Mississauga consists of ~~2.1 million~~ over 2 million trees on both private and public property. This asset is especially important in helping the City mitigate climate change by reducing energy needs and removing carbon from the air while contributing to efforts to adapt to the changing climate.

~~Trees in the urban setting provide environmental, social and economic benefits such as:~~

- ~~• reducing air pollution by removing carbon, dust and airborne particles;~~
- ~~• improving overall air quality;~~
- ~~• reducing urban heat island effect;~~
- ~~• reducing energy needs for cooling and heating;~~
- ~~• assisting in mitigating climate change effects;~~
- ~~• intercepting rainfall to reduce runoff, increase **groundwater recharge** and prevent soil erosion;~~
- ~~• reducing noise pollution;~~
- ~~• creating wildlife habitat;~~
- ~~• enhancing flora and fauna diversity;~~
- ~~• assisting in improving public health; and~~
- ~~• contributing to the quality and character of the urban environment.~~

~~6.3.39 The Urban Forest is composed of wooded areas within the Natural Heritage System and individual trees on public and private property.~~

4.2.43 ~~6.3.40~~ Natural Heritage System policies are applicable to the Urban Forest. This includes policies regarding *Significant Natural Areas, Natural Green Spaces, Linkages, Special Management Areas and Residential Woodlands* and all related policies.

4.2.44 ~~6.3.41~~ The Urban Forest will be protected and managed with the goals of:

- maintaining and increasing the city's canopy cover;
- improving both species and structural diversity, as well as overall health; and
- being more evenly distributed across the city.

4.2.45 ~~6.3.42~~ Mississauga will protect, enhance, restore and expand the Urban Forest. This will be achieved by the following:

- ~~a. developing and implementing a strategic planting program, specific to distinct geographic areas within the city;~~
- ~~— developing and implementing a strategic pro-active maintenance program pertaining to trees on public land~~
- a. providing sustainable growing environments for trees by allocating adequate soil volumes and landscaped areas during the design of new development and infrastructure projects;
- b. developing and implementing consistent standards for tree protection and planting across the city;
- c. ensuring development and site alteration will not have *negative impacts* on the Urban Forest;

- d. increasing tree canopy coverage and diversity, by planting trees appropriate to the location and avoiding the use of non-native tree and shrub species that are invasive;
- e. regulating the injury and destruction of trees on public and private property;
- f. promoting the management and enhancement of the Urban Forest on public and private property;
- g. providing public education and encouraging stewardship;
- h. providing strategic partnerships with regulatory agencies and others to address invasive non-native species and diseases and other management challenges; and
- i. compliance with by-laws pertaining to tree preservation and protection.

4.2.46 ~~6.3.43~~ The preservation of trees and ~~woodlots~~ woodlands on public and private property that serve to connect and enhance the overall vegetative system and improve wildlife habitat will be encouraged.

4.2.47 ~~6.3.44~~ Development and site alteration will demonstrate that there will be no *negative impacts* to the Urban Forest. An arborist report and tree inventory that demonstrates tree preservation and protection both pre and post construction, and where preservation of some trees is not feasible, identifies opportunities for replacement, will be prepared to the satisfaction of the City in compliance with the City's ~~tree permit~~ applicable by-laws.

4.2.48 ~~6.3.45~~ Where tree replacement cannot be accommodated on-site, the City may require cash-in-lieu for replacement trees elsewhere or replacement plantings at a location approved by the City.

4.2.49 ~~6.3.46~~ Mississauga may require ecologically based woodland management plans of a landowner prior to municipal acquisition.

## Natural Hazard Lands

~~The health of the natural environment is intricately tied with conserving the stability and quality of land, soil and water. A priority for development and site alteration is to protect life and property and restore the health and stability of soil and land where it is compromised.~~

~~**Natural Hazard Lands** are generally unsafe and development and site alteration will generally not be permitted due to the naturally occurring processes of erosion and flooding associated with river and stream corridors and the Lake Ontario shoreline. **Natural Hazard Lands**, shown on Schedule 3: Natural System, will be designated Greenlands.~~

**Natural Hazard Lands** are generally associated with *valley and watercourse corridors* and the Lake Ontario shoreline. These areas tend to be unsafe for development due to naturally occurring processes such as flooding and erosion, which have been significantly accelerated by climate change.

Significant valleylands and the valley and *watercourses* are also **Significant Natural Areas** and form part of the city's Natural Heritage System. *Watercourse* corridors and the Lake Ontario shoreline, including the physical hazards associated with these areas, are critical to the Natural Heritage System due to the ecological functions, including linkage function, that they provide. Of particular concern within *valley and watercourse corridors* is the preservation and enhancement of fish habitat as an indicator of a healthy environment and for leisure activity and tourism. Lands in southern Mississauga serve an important ecological function related to the migration of birds and butterflies.

~~Proper management of the Lake Ontario shoreline, the *watercourses* and their riparian corridors is crucial to ecosystem health and diversity, sustainable living and the protection of human health and safety.~~

4.2.50 *Natural Hazard Lands* and buffers will be designated Greenlands and zoned to protect life and property. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation.

4.2.51 Mississauga will consider and address the impacts of a changing climate in the management of risks associated with natural hazards

### Valleylands

Valleylands are shaped and reshaped by natural processes such as flooding and erosion. In general, erosion hazards associated with valleylands include consideration for slope stability and *watercourse* erosion, which are also interrelated with the flood hazard. The degree and frequency with which the physical change occurs in these systems depends on many factors such as extent and type of vegetation present, soil/bedrock type, and the characteristics of the erosion and flood hazards present. [Climate change related severe weather events have significantly accelerated the rate and degree of physical changes along valleylands.](#)

Development adjacent to valleylands and *watercourse* features must incorporate measures to ensure public health and safety; protection of life and property; as well as enhancements [protection](#), enhancement, restoration and [expansion](#) of the Natural Heritage System.

4.2.52 ~~6.3.47~~ Development and site alteration will not be permitted within erosion hazards associated with valleyland and *watercourse* features. In addition, development and site alteration must provide appropriate buffer to erosion hazards, as established to the satisfaction of the City and appropriate conservation authority.

4.2.53 ~~6.3.48~~ Development adjacent to valleyland and *watercourse* features may be required to be supported by detailed slope stability and stream erosion studies and [assessments that define natural hazard limits](#), where appropriate.

4.2.54 ~~6.3.49~~ Development on lands containing a *watercourse* system will be subject to the recommendations of the applicable erosion rehabilitation study

where one has been established for that watershed. Where no such recommendations or study are in place, it shall be demonstrated by the proponents of development that the *watercourse* is stable, either with or without the installation of erosion protection works, to the satisfaction of the City and the appropriate conservation authority.

4.2.55 Small scale urban agriculture and urban agriculture-related uses may be permitted adjacent to valleylands and watercourses where demonstrated that there will be no negative impact on these natural areas and ecological function in accordance with the policies of this Plan.

### **Urban River Valley**

The Urban River Valley designation, under the Greenbelt Plan, provides protection for publicly owned lands that form important river valley linkages and corridors in an urban context between the Protected Countryside of the Greenbelt and Lake Ontario.

4.2.56 Urban River Valley designated public lands are shown on schedule X and are subject to the policies and objectives of the Urban River Valley designation under the Greenbelt Plan and the policies of this Plan.

4.2.57 ~~6.3.55~~ In recognition of municipal trans-boundary *watercourses* such as the Credit River and Etobicoke Creek, which are identified in the ~~Provincial~~ Greenbelt Plan as Urban River Valleys, as well as other *watercourses*, emphasis will be placed on partnerships among municipalities and conservation authorities to improve the ecosystem health of the *watercourse* corridors. Stewardship of these systems should improve their ability to function as a greenway given their scale and relationship to Lake Ontario.

### **Flood Plain**

Lands subject to flooding are a danger to life and property and, as such, development is generally prohibited. However, it is recognized that some historic

development has occurred within flood plains and may be subject to special flood plain policy consideration.

4.2.58 ~~6.3.50~~ Development in flood plains will be subject to the *one-zone concept* except where a special policy area or *two-zone floodplain management concept* has been approved.

4.2.59 ~~6.3.51~~ Development and site alteration is generally prohibited on lands subject to flooding.

4.2.60 ~~6.3.52~~ Where historic development has occurred in the flood plain, minor works may be permitted subject to detailed studies to the satisfaction of the City and appropriate conservation authority.

4.2.61 ~~6.3.53~~ The construction of buildings or structures permitted in or adjacent to the flood plain will be protected to the elevation of the Regulatory Flood and will not impact upstream or downstream properties. Additional flood protection measures to be implemented relative to individual development applications will be determined by the City and the appropriate conservation authority.

4.2.62 ~~6.3.54~~ Access for development adjacent to or within the flood plain will be subject to appropriate conservation authority policies and the policies of the City.

~~6.3.55~~ (Note: Policy moved to 4.2.55)

### Lake Ontario Shoreline

The Lake Ontario shoreline is an integral component of the Green System and is a key Provincial linkage due to the unique ecological functions and habitats it provides. In addition, it has an important role in leisure activity and tourism.

To sustain the health of shoreline and watershed ecosystems, the local physical and ecological functions should be retained in an undisturbed state to the greatest extent possible and, where deemed appropriate, enhanced and restored. Effective natural hazards management and ecological conservation can only occur on a comprehensive shoreline or watershed/*sub-watershed* basis.

4.2.63 ~~6.3.56~~ Where modifications to the existing Lake Ontario shoreline occur they should contribute to its restoration, the healthy functioning of coastal processes, and include opportunities for the creation and enhancement of aquatic and other wildlife habitat, where appropriate.

4.2.64 ~~6.3.57~~ Development and site alterations along the Lake Ontario shoreline will be evaluated in the context of their potential impact on the overall physical and ecological functions occurring within the defined shoreline or watershed management area.

4.2.65 ~~6.3.58~~ Mississauga will encourage the health and integrity of the Lake Ontario shoreline be protected, enhanced and, where possible, restored through development. Any mitigative measures to address natural hazards associated with the Lake Ontario shoreline will protect and enhance ecological functions.

4.2.66 ~~6.3.59~~ Development and site alteration will not be permitted within Hazardous Lands adjacent to the Lake Ontario shoreline, which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards, unless it meets the requirements of the appropriate conservation authority and the policies of the City.

4.2.67 ~~6.3.60~~ Development proposals may be required to ~~incorporate and/or restore~~ protect, enhance, restore and expand *natural heritage features* including their ecological functions, along the Lake Ontario shoreline.

4.2.68 ~~6.3.61~~ As a condition of development approval, lands adjacent to the Lake Ontario shoreline may be placed in public ownership for their long term protection. Prior to placing lands in public ownership, the applicant will be required to determine what shoreline protection works are required, if any, and will be required to install such works to the satisfaction of the City, the appropriate conservation authority and other public agencies that have jurisdiction over the Lake Ontario shoreline.



4.2.69 ~~6.3.62~~ Development and site alteration must comply with the City's Erosion and Sediment Control By-law to the satisfaction of the City and appropriate conservation authority, where applicable.

4.2.70 ~~6.3.63~~ An Erosion and Sediment Control Study may be required for development and site alteration, where appropriate.

## Parks and Open Spaces

Parks and Open Spaces have primary uses that include recreational, educational, cultural and utility services. These lands contain a significant amount of open space such as landscaped areas, lawns and sports fields. These areas have the potential to be managed in a manner that supports and enhances the Natural Heritage System, particularly by providing linkages between *natural heritage features*.

Parks and Open Spaces within the Green System include:

- Public Open Space
  - ~~City parks and trails;~~
  - ~~public golf courses;~~
  - ~~public cemeteries;~~
  - ~~stormwater management facilities;~~
  - ~~conservation;~~
  - ~~recreation; and~~
  - ~~urban agriculture.~~
- Private Open Space
  - ~~private parks;~~
  - ~~private golf courses;~~
  - ~~private cemeteries;~~
  - ~~conservation; and~~
  - ~~urban agriculture.~~
- Parkway Belt West

- Educational Facilities
- ~~open space associated with educational facilities e.g. school yards.~~
- Utilities
- ~~major utility and service corridors; and~~
- ~~other open space lands in public ownership, e.g. water reservoirs, pumping stations.~~

~~Public parkland is a vital component in the life of residents and contributes to the environmental, social and economic health of the city. City parks contribute to environmental sustainability and strengthen communities by making them more attractive places to live, work and play.~~

~~Access to parks allows for regular physical activity, which improves health, reduces the risk of a wide range of diseases and is important to social and mental health. In addition to the benefits of exercise, contact with the natural environment and opportunities for social interaction improves psychological health.~~

~~Parks also have a role in creating a complete community and strong economy. The availability of a park system is a factor for residents and businesses concerned about quality of life.~~

The city has an extensive system of public parks and trails, ~~comprised of over 2 700 hectares of public parkland.~~ Many of these parks are in Neighbourhoods and were acquired as residential areas were developed. ~~In the next phase of the city's development~~ As the city continues to grow and mature, it will be important to ~~develop~~ **prioritize development and provision of parks that are more urban in nature within the Strategic Growth Areas Downtown and Uptown Major Node.**

~~Public parkland expresses two distinct parkland functions that occur at various scales and levels of accessibility: destination parks and community parks. The different park classifications are further described and their locations identified in the Future Directions for Library, Recreation, Parks and Natural Areas Master Plan.~~

In addition to parks, open space includes such uses as golf courses, cemeteries, private open space, and lands associated with community centres, public schools and utility corridors. These spaces also include privately owned public spaces (POPS) which are spaces that are privately owned but appear and function as public spaces. These spaces must be designed and maintained to the standards established by the city, and remain open and accessible to the public, or on a schedule established by agreement with the city.

~~These lands have a variety of functions. Some such as golf courses and private open space, provide a recreational function, while others provide social, educational or utility services.~~

~~While it is understood that the open space portions of these lands must be maintained in a manner that accommodates their primary function, these lands can make a significant contribution to a healthy environment by employing environmentally sensitive management techniques and practices. Allowing portions of their lands to naturalize, limiting the use of fertilizers and pesticides by utilizing integrated best management practices, planting native trees and shrubs, and maximizing land area with pervious surfaces, are some methods that provide environmental benefits.~~

4.2.71 ~~6.3.64~~ Mississauga will value and ~~wisely~~ manage its parkland and open spaces in a manner that protects and enhances the natural environment.

4.2.72 ~~6.3.65~~ Mississauga will own, lease, operate, maintain and administer public parkland and facilities to meet the recreational, cultural, educational and social needs of residents.

4.2.73 ~~6.3.66~~ Public parkland will be designed to allow equitable access for a variety of complementary activities through interconnections of pathways, a multi-use recreational trail and the public parkland network; and to provide a safe and

accessible environment through development of clear sightlines, openness and visible entrances that can be achieved by maximizing street frontages, where possible.

4.2.74 ~~6.3.67~~ Public parkland will contain unstructured or landscaped areas for sedentary uses, where possible.

4.2.75 ~~6.3.68~~ Parks should ~~generally~~ be accessible for residents within 800 metres of their dwelling within neighbourhoods or 400 metres within Strategic Growth Areas and be located as centrally as possible within a residential area.

4.2.76 ~~6.3.69~~ The minimum ~~city-wide~~ parkland provision is ~~1.2 hectares per 1 000 population~~ equivalent to:

- 12% of the total area of the Strategic Growth Areas; or
- 1.2 hectares per 1 000 population in all other residential parts of the City

4.2.77 ~~6.3.70~~ A park containing major recreational and sport facilities serving an area greater than Mississauga may be established.

4.2.78 ~~3.74~~ The provision of recreational facilities within destination parks and community parks will be responsive to identifiable needs and in general conformity with the guidelines contained in the ~~Future Directions for Library, Recreation, Parks and Natural Areas~~ city's applicable ~~Master~~ Plans.

4.2.79 ~~6.3.72~~ Destination type parks should provide a higher level of accessibility to persons with disabilities.

4.2.80 ~~6.3.73~~ In addition to the parkland identified in ~~on Schedules 4: Parks and Open Spaces and 10 xx~~ Land Use Designations, additional public parkland may be acquired through the processing of development applications or through purchase.

4.2.81 ~~6.3.74~~ Land conveyed to Mississauga for use as public parkland and/or Greenlands will be in a condition that is acceptable to the city.

4.2.82 ~~6.3.75~~ Mississauga will negotiate with the appropriate authorities for the use of rights-of-way to accommodate public open space uses.

4.2.83 ~~6.3.76~~ Public parkland may incorporate components of the Natural Heritage System to provide opportunities for enjoyment, appreciation and protection of nature.

4.2.84 ~~6.3.77~~ Natural areas acquired by Mississauga will be designated in accordance with the policies of this Plan. Recreational activities will be restricted to protect the ecological viability of these areas.

4.2.85 ~~6.3.78~~ Where Public Open Space contains or abuts the Natural Heritage System, the policies for the Natural Heritage System will apply.

4.2.86 ~~6.3.79~~ The potential for Public Open Space areas to expand or connect the Natural Heritage System will be encouraged to ensure that sensitive areas, particularly *woodlands*, are maintained and enhanced.

4.2.87 ~~6.3.80~~ Stormwater retention and stormwater quality ponds are generally not appropriate *primary* uses for public parkland. ~~In some instances however, overland flow and stormwater facilities may be accommodated in public parkland.~~

4.2.88 ~~6.3.81~~ Wherever possible, significant treed areas throughout Mississauga will 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 that have been specifically acquired and developed for such purposes.

4.2.89 ~~6.3.82~~ Mississauga recognizes the Lake Ontario waterfront as a vibrant area of lake dependent and lake enhanced activities, with natural habitat areas protected, enhanced and restored and heritage resources incorporated. Through land acquisition, capital works and the review of proposals, Mississauga will endeavour to ensure this vision is realized.

4.2.90 ~~6.3.83~~ Mississauga will encourage open space landowners to employ *stormwater best management practices* and planting of native non-invasive species.

4.2.91 ~~6.3.84~~ Cemeteries will be permitted in Public Open Space and Private Open Space designations and will be subject to the following:

- a. as cemeteries constitute an open space use, consideration will be given to using public cemeteries for passive open space purposes. However, cemeteries that are privately owned are not intended to be open to the public;
- b. cemeteries and related facilities will be located to minimize conflict with existing and future land use and transportation; and
- c. cemeteries will recognize, reflect and integrate all natural and cultural heritage resources within and/or adjacent to cemetery property.

4.2.92 ~~6.3.85~~ Where lands are designated Private Open Space, 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 or through the City's land securement program.

4.2.93 ~~6.3.86~~ The development of private parks may be permitted subject to the following conditions being met:

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

## 4.3 Water

~~Many Ontarians, including the residents and businesses in Mississauga, depend on Lake Ontario for a safe and reliable source of drinking water. In addition, the Lake Ontario waterfront provides recreational opportunities for both residents of Mississauga and visitors.~~

~~Only one percent of the water in the Great Lakes Basin is renewed annually through rainfall and snowmelt.~~

Mississauga has access to rich ground and surface water resources which include Lake Ontario as well as a number of aquifers, ground water recharge and discharge areas, springs, rivers, streams, ponds and wetlands. These resources face increasing pressures from higher land use intensities and climate change threats. Therefore, it is imperative to conserve water use and to protect the quantity and quality of surface and groundwater resources.

### ~~6.4.1 Water Conservation~~

~~Water is a valuable resource.~~ Water conservation measures will ensure present and future generations have access to a safe and abundant water supply, which will sustain life and ensure economic prosperity.

~~4.3.1-6.4.1.1~~ Mississauga will work with the Region of Peel and the conservation authorities to protect, improve or restore the quality and quantity of water by evaluating, where applicable, the impact of development on the region's Water Resource System at the watershed level ~~promote conservation of water use through education and promotion initiatives, and through the development of policies, where appropriate.~~

4.3.2 Mississauga will work jointly with the Region of Peel and conservation authorities to implement the applicable recommendations and targets of the Great

Lakes Strategy, the Great Lakes Protection Act and applicable Source Water Protection Plans as well as coastal or waterfront planning initiatives.

4.3.3 Proposals for development and site alteration will incorporate appropriate restriction to protect municipal drinking water supplies, and to protect, improve or restore vulnerable surface and ground water, sensitive surface water features, sensitive ground water features, key hydrologic features and key hydrologic areas, and their functions.

4.3.4 ~~6.4.1.2~~ Water conservation measures will be implemented in development including the use of low impact development and green infrastructure to mitigate and adapt to the impacts of the changing climate.

4.3.5 ~~6.4.1.3~~ A water conservation plan or an equivalent ~~hydrological and hydrogeological~~ assessment will be required for development and site alteration proposing a large use of municipally treated and supplied water or having an immediate or cumulative impact on water resources. The Plan will consider alternatives to the use of water and evaluate mitigation measures to reduce the use of water, where technically feasible.

4.3.6 ~~6.3.5~~ Development will be subject to the recommendations of watershed studies, where applicable, to assess potential negative impacts on vulnerable surface and ground water features and their hydrological functions.

## Stormwater and Drainage

~~Stormwater management continues to evolve from a philosophy of providing drainage and protection from flooding, to recognizing and attempting to mitigate the impacts of urbanization on water quality and *watercourse* erosion, to a more current recognition of stormwater as a resource and the importance of implementing preventative approaches to stormwater management by minimizing runoff through *stormwater best management practices*.~~



The effective management of stormwater is vital in protecting life, property, infrastructure and the natural environment. The safe conveyance of storm flows, minimization of flood risks, enhancement of water quality, reduction of erosion and improvement of natural features and aquatic life and habitat will be a priority. Efforts will be made to preserve the natural hydrologic cycle using *stormwater best management practices* and green infrastructure. Stormwater management facilities may be part of the Green System.

4.3.7 Mississauga will recognize stormwater as a resource and will plan and manage stormwater in a manner that protects, improves or restores the health and quality of water resources, minimizes flooding and erosion, and considers the risks and impacts of climate change.

4.3.8 Mississauga will work jointly with the Region of Peel and conservation authorities to develop, where necessary, stormwater and drainage master plans that are informed by watershed planning.

4.3.9 ~~6.4.2.1~~ Mississauga will ~~use a water balance~~ approach ~~in~~ the management of stormwater by encouraging and supporting measures and activities that reduce stormwater runoff peak flow and volume, improve water quality, promote evapotranspiration and infiltration, and reduce erosion using *stormwater best management practices* and green infrastructure.

4.3.10 ~~6.4.2.2~~ Mississauga will require that development applications be supported by stormwater best management practices in accordance with relevant and contemporary plans, studies, development standards and policies. Additional measures may be specified by the City based on known concerns related to storm sewer capacity, pollution prevention, flood risk and erosion, and protection of the city's Natural Heritage System, including its ecological function. *Stormwater best management practices* must be approved by the city, appropriate conservation authority and Provincial Government, where applicable.

4.3.11 Mississauga will encourage lot-level stormwater controls in areas adjacent to key hydrologic features and key natural heritage features.

4.3.12 ~~6.4.2.3~~ The location and design of surface drainage and stormwater management facilities will respect the Natural Heritage System and will include naturalization to the satisfaction of the City and the appropriate conservation authority.

4.3.13 ~~6.4.2.4~~ Surface drainage and stormwater management facilities will be installed for the safety of residents and to protect infrastructure and property.

4.3.14 ~~6.4.2.5~~ The design of storm drainage and stormwater management facilities will consider interim and ultimate development conditions.

4.3.15 ~~6.4.2.6~~ The design of stormwater management facilities and *surface drainage facilities* must conform to City standards, policies and guidelines. A buffer may be required as determined by the City.

4.3.16 ~~6.4.2.7~~ At-source controls should be provided to reduce the need for new stormwater infrastructure. All efforts to this effect should be guided by the appropriate environmental agencies, according to all Provincial Government, Regional Government and municipal policies, guidelines and regulations.

4.3.17 ~~6.4.2.8~~ Protective measures should be developed and implemented, in consultation with the appropriate conservation authority and Provincial Government, for significant *ground water recharge* and discharge areas, where appropriate.

4.3.18 ~~6.4.2.9~~ The design of storm drainage and stormwater management facilities will enhance the natural and visual landscape and ecological functions and provide recreational opportunities, if appropriate.

## 4.4 Air Quality

Clean air is critical to human and environmental health. The most effective strategies to ensure air quality are to encourage and achieve complete communities with a compact urban form, including alternative modes of transportation such as walking, cycling and transit and ensuring the compatibility of land uses. It is equally important to protect, enhance and restore the Natural Heritage System and Urban Forest, which all assist in capturing carbon emissions, reducing the heat island effect and providing overall air quality benefits.

~~4.4.1-6.5.1~~ To improve air quality, Mississauga will:

- a. promote the use of alternative modes of transportation such as transit, cycling, ~~and~~ walking and electric vehicles;
- b. give preference to compact, mixed use and transit oriented development that reduces car dependency;
- c. direct growth to ~~Intensification Areas~~ Strategic Growth Areas ;
- d. encourage a balance of housing and jobs that provide opportunities for shorter commutes and *active transportation* modes; ~~and~~
- e. promote the use of the City's green building and development standards;
- f. promote residential indoor heating equipment retrofitting for improved air quality and efficiency;
- g. promote zero emission vehicles and equipment; and
- h. protect, enhance, restore and expand the Natural Heritage System and the Water Resource System.

~~6.5.2 — Mississauga recommends that the Ministry of Environment establish higher regulatory standards than are currently used by the Ministry, including establishing standards for emissions not currently regulated, and take into account the~~

~~cumulative effects of emissions, and background pollutant concentrations prior to approving applications for Certificates of Approval.~~

~~6.5.3~~ Mississauga will promote building and site design that improves indoor air quality, minimizes vehicular idling, energy consumption and maximizes the use of *renewable energy* and vegetative cover.

~~4.4.2-6.5.4~~ Appropriate techniques to mitigate odour and dust should ~~will be encouraged to~~ be incorporated in development.

~~4.4.3 6.5.5~~ When determining land use compatibility, regard will be given to odours, air particulates, noise and other contaminants, which may impact adjacent or nearby land uses and natural areas, as outlined in applicable provincial compatibility guidelines. Incompatible land uses such as sensitive land uses and those uses that are sources of noise, odour and dust will be separated and/or the nuisances will be mitigated, so they do not interfere with each other.

~~4.4.4 6.5.6~~ Development proposals for a *crematorium* may be considered subject to the following:

- air, noise, dust, odour and other fugitive emissions will be appropriately mitigated at the source in accordance with Provincial requirements;
- permitted land uses which may be subject to adverse effects arising from the proposed *crematorium* use are not located within the area of influence of the proposed *crematorium* as determined by appropriate studies acceptable to the City;
- there is no impact to the permitted land uses, planned function or viability of the surrounding lands;
- the proposed *crematorium* is not located within a multi-unit building;
- the scattering or interment of human remains is not permitted, except in cemeteries;

- the development is appropriately screened from adjacent uses and the public realm; and
- the site is appropriately buffered and landscaped.

## 4.5 Soil Conservation

Soil is vulnerable to erosion by wind and water, particularly during the construction process. Erosion affects water resources by reducing water quality and the condition of aquatic habitat through siltation. Reduced water quality in rivers, creeks and Lake Ontario also affects recreational opportunities such as fishing. Erosion can also damage vegetation by exposing roots, which assist in stabilizing soils. Loss of vegetation compromises the Natural Heritage System and Urban Forest. Eroded soils compromise the functionality of key infrastructure such as sewers and ditches, thereby increasing the frequency and severity of flooding. In addition, soil erosion, due to wind, causes dust and particulate matter, which affects human health.

Appropriate measures associated with development must be taken to safeguard public safety, protect property, enhance recreational opportunities and prevent damage to the environment due to erosion.

~~4.5.1-6.6.1~~ Proponents of development and site alteration will ensure there are no risks to life, safety, health, property and ecosystem health associated with soil erosion.

~~4.5.2 6.6.2:~~ Proposals for development and site alteration will incorporate appropriate buffers adjacent to *watercourses*, Natural areas and parks to protect against soil erosion and sediment impacts.

~~4.5.3 6.6.3~~ Topsoil will be protected by regulating and controlling construction, design and maintenance activities or any activity resulting in site alteration.

~~4.5.4 6.6.4~~ Maintaining vegetation to protect against erosion and degradation of topsoil will be required unless authorized by the City.

4.5.5 Mississauga will direct development proposals to follow Ontario applicable regulations for the management of excess soil generated and fill received during development or site alteration, including infrastructure development, to ensure that

- any excess soil is beneficially reused on-site or locally to the maximum extent possible and excess soil reuse planning is undertaken concurrently with development planning and design;
- any excess soil that is transported beyond the project site is tracked on the provincial excess soil registry to the final destination reuse site;
- appropriate sites for excess soil storage and processing or beneficial reuse sites are permitted in proximity to areas where proposed development is concentrated, where feasible and where permitted; and
- soil or fill quality received and soil/fill placement at a site will be sufficiently characterized by a Qualified Person such that it will meet the applicable standards set out under provincial regulations with regard to the current or proposed use of the property or the sites for excess soil storage and processing.

## 4.6 Land Use Compatibility

~~4.6.1-6.1.6~~ Mississauga will work with other jurisdictions and levels of government and encourage and support partnerships among the City, industries, businesses and the community to improve air quality, protect and enhance the natural environment, reduce energy use and manage *waste*.

4.6.2 ~~6.1.8~~ Sensitive land uses will not be permitted adjacent to existing major facilities such as the airport, transportation corridors, wastewater treatment plants, *waste* sites and industrial and aggregate activities, if adverse effects from these facilities cannot be mitigated.

4.6.3 ~~6.1.9~~ Sensitive land uses may be considered in proximity to major facilities such as the Airport, transportation corridors, wastewater treatment plants, *waste* sites, industries and aggregate activities only where effective control is provided through appropriate site and building design, buffers and/or separation distances to prevent adverse effects from these facilities.

4.6.4 ~~6.1.10~~ In accordance with the Provincial Compatibility guidelines, the development proponent will be required to undertake a feasibility study in those cases where:

- a. a sensitive land use is proposed within the area of influence of a facility that generates contaminant discharges; or
- b. a facility generates contaminated discharges or a proposed facility is likely to generate contaminated discharges.

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 to the satisfaction of the City and other appropriate approval authorities.

4.6.5 ~~6.2.9~~ Pollution concerns may affect water, air and land quality. Mississauga will support other levels of government in their efforts to monitor water, air and land quality and where feasible, to establish programs to screen proposals for their impacts in this regard.

4.6.6 ~~6.2.11~~ A Pollution Prevention Plan must be undertaken for development, which has the potential to generate pollutant discharges to a storm sewer system or to a water body prior to approval. The plan must consider the use of processes, practices, materials or technology that avoids or minimizes the creation of pollutant discharges to a storm sewer system or to a water body. The implementation of the recommended measures will be conditions of approval.

## 4.7 Brownfield Sites

The rehabilitation of brownfield sites supports the economic prosperity of the city, reduces the environmental risk posed by these properties and enhances the community in which they are located.

~~4.7.1-6.7.1~~ To ensure that *contaminated sites* are identified and appropriately addressed by the proponent of development, the following will be required:

- a. the owners of lands proposed for development will submit information as required by the City to identify the potential for contamination;
- b. landowners will consider all potential sources of contamination such as disposal of *waste* materials, *historic or currently present fuel storage tanks (including heating oil tanks), unknown fill quality*, raw material storage, residue left in containers, maintenance activities and spills and may also include contamination from adjacent commercial properties, such as, *but not limited to*, gas bars, motor vehicle service stations, motor vehicle repair garages and dry-cleaning facilities;
- c. the development approval or approval of amendments to this Plan 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 regulations and standards and City policies; and
- d. if the study indicates potential for soil or ground water contamination, an assessment of the soil and groundwater conditions will be required. If contamination is confirmed, a remedial action plan in accordance with Provincial Government regulations, ~~and~~ standards and City policies appropriately addressing *contaminated sites* will be required. Recommendations contained within the plan will be implemented by way of conditions to development approval.



4.7.2 ~~6.7.2~~ If a *contaminated site* cannot be remediated to the land use designation shown on Schedule 10: Land Use Designations, the land use designation will be reviewed based on the remediation plan and an alternative appropriate land use designation may be considered.

4.7.3 ~~6.7.3~~ 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.

4.7.4 ~~6.7.4~~ Mississauga will actively promote the redevelopment and clean up, if necessary, of brownfield sites.

4.7.5 ~~6.7.5~~ Mississauga will encourage the Provincial and Federal Governments to provide legislation and financial incentives that will facilitate the redevelopment of brownfield sites.

## 4.8 Human-Made Hazards

Human-made hazards may have potential adverse impacts on public safety and property and occur when sites have not been properly rehabilitated. They are generally associated with oil, gas and salt hazards and former mineral aggregate and petroleum resource operations.

4.8.1 ~~6.1.1.e~~ Mississauga will **strive to** protect life and property from human made hazards; ~~to the extent practical and where it has jurisdiction over such matters.~~

4.8.2 ~~6.8.1~~ Development will be directed away from human-made hazards **as much as possible**. Development may be permitted only if rehabilitation or mitigation of known or suspected hazards has been completed.

## 4.9 Waste Management

*Waste* management is the responsibility of everyone - government, industries, businesses, communities, and individuals at both the regional and city level. Effectively managing, collecting and disposing of *waste* facilitates human and environmental health.

The efficient use of materials and resources and minimizing *waste* generation through reduction, reuse and recycling is critical to the success of an integrated solid *waste* management system. In addition, the provision of *waste* disposal and treatment facilities is part of *waste* management.

The Region is responsible for the collection, processing, transfer and safe disposal of *waste* generated by residential uses. The collection and transportation of non-residential *waste* to *waste* disposal facilities operated by the Region is the responsibility of non-residential users.

4.9.1 ~~6.9.1~~ Mississauga will manage *waste* in a sustainable way.

4.9.2 ~~6.9.2~~ Mississauga will support and promote reduction, reuse and recycling of *waste* in private and public sector operations.

4.9.3 Mississauga will work with the Region of Peel to promote and support zero waste from residential sources and climate initiatives (e.g. reduced greenhouse gas emissions), from residential waste management, and the integration of the circular economy and waste management hierarchy (reduce, reuse, and recycle) into the purchases and decisions made by residents, consumers, businesses, and governments.

4.9.4 Mississauga will work with the Region of Peel to support the resource recovery and recycling of food and organic waste by encouraging eligible new developments and redevelopments including but not limited to residential buildings, retail establishments, and institutions, to include facilities for the collection and source

separation of food and organic waste that provide convenient access to waste collection vehicles.

4.9.5 ~~6.9.3~~ Mississauga will establish site design standards that allow adequate flexibility in *waste* handling for development proposals. Standards will address a range of *waste* management options including on-site material separation, multiple *waste* streams and composting.

4.9.6 ~~6.9.4~~ Mississauga will promote the reduction of *waste* generated through construction.

4.9.7 ~~6.9.5~~ *Waste transfer stations, waste processing stations* and composting facilities are permitted in Business Employment and Industrial areas subject to meeting the following criteria:

- a. 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*, and
- b. 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;
  - reduce environmental impact, within applicable standards; and
  - mitigate dust, odour, health and safety concerns, noise, and visual impacts, within applicable standards.

4.9.8 ~~6.9.6~~ 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 a *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 500 metre radius surrounding the *waste* cell for assessing potential impacts from the *waste* site.

~~4.9.9 6.9.7~~ Within a period of 25 years or less, development on lands formerly used for the disposal of *waste*, requires approval of the Provincial Government.

## 4.10 Noise

Although ambient noise levels are part of living in an urban environment, excessive noise levels can adversely impact quality of life and, in extreme circumstances, public health. The most common source of noise complaints in Mississauga is from aircraft and motorized vehicles on highways and local roadways. Rail and industrial activities are also a source of noise in the city.

Sound barriers should be avoided wherever possible and feasible. Where sound cannot be mitigated at its source, [the land use may not be appropriate, however](#) noise abatement measures such as appropriate site planning, spatial separation and building design techniques are preferred, wherever possible.

As the city continues to develop and intensify, particularly with mixed uses, noise will continue to be of concern. Special attention must be given to land use compatibility and the incorporation of noise attenuation methods.

The applicable Provincial Government environmental noise guideline for sound level limits is the Environmental Noise Guideline, Publication NPC-300 or its successor.

### ~~4.10.1 6.10.1~~ Stationary Noise

Natural gas pumping stations, roof top cooling units and a wide variety of industrial processes are all examples of stationary noise sources. Due to the unique nature of

this type of noise, it can be difficult to mitigate through the use of sound barriers. Instead, consideration must be given to appropriate land use planning and building design techniques when locating sensitive land uses in the vicinity of stationary noise sources. Conversely, existing and proposed noise sources near residential and other sensitive uses should incorporate mitigation measures at the source.

~~4.10.1.1-6.10.1.1~~ In order to discourage the encroachment of sensitive land uses on existing industrial noise sources, *a feasibility and/or detailed noise impact study* will be submitted prior to approval of development in proximity to an existing industrial noise source. This will identify options for mitigation at the source and at the proposed development site.

~~4.10.1.2-6.10.1.2~~ Industrial, commercial or utility development will not be permitted where the noise transmitted to existing or proposed residential areas, or other noise sensitive use, exceeds the mitigated outdoor and plane of window noise criteria established by the applicable Provincial Government environmental noise guideline.

~~4.10.1.3-6.10.1.3~~ The sound levels anticipated on the site of a proposed development will be established on the basis of the predictable worst case noise impact from the stationary source(s) in accordance with the applicable Provincial Government environmental noise guideline.

~~4.10.1.4-6.10.1.4~~ 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 applicable Provincial Government environmental noise guideline.

~~4.10.1.5-6.10.1.5~~ Development with a residential component such as dwellings, or any development that includes bedrooms, sleeping quarters or reading rooms and other noise sensitive uses that 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 limits specified by the applicable Provincial Government environmental noise guideline.

~~4.10.1.6~~ ~~6.10.1.6~~ The use of the Class 4 area classification, as specified in the applicable Provincial Government environmental noise guideline, is at the City's discretion. The introduction of a Class 4 area will require Council approval.

- a. The use of Class 4 will only be considered where it can be demonstrated that:
  - the development proposal is for a new noise sensitive land use in proximity to an existing, lawfully established stationary noise source;
  - the development proposal for a new noise sensitive use does not impair the long term viability and operation of an employment use;
  - it is in the strategic interest of the City, furthers the objectives of Mississauga Official Plan and supports community building goals; and
  - all possible measures of noise attenuation have been assessed for both the proposed development site and the stationary noise source, including, but not limited to, building design and siting options for the proposed new noise sensitive use;
- b. Notwithstanding the above conditions, the use of Class 4 will receive more favourable consideration if the stationary noise source is a temporary situation and it is expected that the stationary noise source will be removed through future redevelopment; and
- c. Mississauga will require that prospective purchasers be notified that the building is located in a Class 4 area and informed of any agreements as may be required for noise mitigation. A noise warning clause shall be included in agreements that are registered on title, including condominium disclosure statements and declarations.

#### 4.10.2 ~~6.10.2~~ Aircraft Noise

There are areas of Mississauga that are subject to high levels of aircraft noise. As a result, policies are required that set out the restrictions on development within the areas subject to high levels of aircraft noise. The policies of this Plan are based on a six runway configuration of the Airport.

Lands within the Airport Operating Area as identified on Map 6-1 are currently developed for a variety of uses including residential, industrial and office. For the purposes of this section, development in this area consists of redevelopment and infill.

4.10.2.1 ~~6.10.2.1~~ Land uses located at or above the corresponding 1996 *noise exposure projection (NEP)*/2000 *noise exposure forecast (NEF) composite noise contour* as determined by the Federal Government, will require a noise study as a condition of development. The noise study is to be undertaken by a licensed professional engineer with acoustical expertise in accordance with the applicable Provincial Government environmental noise guideline to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.

4.10.2.2 ~~6.10.2.2~~ Mississauga will require tenants and purchasers to be notified when a proposed development is located at the *noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour* of 25 and above.

4.10.2.3 ~~6.10.2.3~~ A noise warning clause will be included in agreements that are registered on title, including condominium disclosure statements and declarations.

4.10.2.4 ~~6.10.2.4~~ Residential and other sensitive land uses within the Airport Operating Area will not be permitted as a principal or an accessory use with the following exceptions:

- a. lands identified as "Exception Area", as shown on Map 6-1; and

- b. daycare facilities accessory to an employment use in the Corporate Centre Character Areas known as Gateway Corporate and Airport Corporate, on lands located below the 35 *noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour*.

4.10.2.5 ~~6.10.2.5~~ Development applications for sensitive land uses including new residential dwellings, with the exception of replacement detached and semidetached dwellings, for lands where permitted within the Airport Operating Area, may be processed for approval provided that all of the following are satisfied:

- a. a *feasibility noise impact study* will be submitted as part of a complete development application to verify that mitigated indoor and outdoor noise levels would not exceed the sound level limits established by the applicable Provincial Government environmental noise guideline;
- b. a *detailed noise impact study* will be required prior to final development application approval;
- c. appropriate conditions relating to noise mitigation that are consistent with the findings of the *detailed noise impact study*, are included in the final approval; and
- d. an *Aircraft Noise Warning Agreement* between the City of Mississauga, the Greater Toronto Airports Authority (or its successor) and the Developer, are included in the approval.

### 4.10.3 ~~6.10.3~~ Road Noise

As intensification occurs within Strategic Growth Areas ~~in the Downtown, Major Nodes, Community Nodes and along Corridors~~, road noise will increasingly be of concern. Careful attention must be paid to site planning and building design techniques to mitigate noise levels consistent with an urban environment.

4.10.3.1 ~~6.10.3.1~~ 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 building and site design. A *feasibility noise impact study* will be submitted prior to approval in principle of such land uses located within 50 m of arterial and major collector rights-of-way and within 100 m of a Provincial Highway right-of-way, or as required by the City or Region.

~~4.10.3.2-6.10.3.2~~ 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 by the applicable Provincial Government environmental noise guideline. A *detailed noise impact study* will be required to demonstrate that every effort has been made to achieve the sound level limits specified by the applicable Provincial Government environmental noise guideline, for an outdoor living area (55 *dB*A or less). Only in cases where the required noise attenuation measures are not feasible for technical, economic, aesthetic or administrative reasons would excess noise above the limit (55 *dB*A) be acceptable, with a warning clause to prospective purchasers, consistent with the applicable Provincial Government environmental noise guideline. In these situations, any excess noise above the limit will not be acceptable if it exceeds 60 *dB*A.

~~4.10.3.3-6.10.3.3~~ 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 by the applicable Provincial Government environmental noise guideline.

~~4.10.3.4-6.10.3.4~~ Where residential and other land uses sensitive to noise are proposed within 500 m of a freeway, 250 m of a provincial highway or 100 m from other roads, development proponents will be required to submit detailed noise studies delineating mitigative noise measures required to meet Provincial Government and Region of Peel noise guidelines. The recommendations of the approved reports are to be implemented as conditions of development.

~~4.10.3.5-6.10.3.5~~ Where the acoustical analysis indicates that anticipated sound levels in the outdoor living area would exceed the outdoor sound level limits stipulated by

the applicable Provincial Government environmental noise guideline by up to five **dB<sub>A</sub>**, Mississauga will require tenants and purchasers to be notified of such. Notice will also be required when road noise necessitates central air conditioning or the provision for central air conditioning to achieve the indoor noise levels limits stipulated by the Provincial Government environmental noise guideline.

~~4.10.3.6-6.10.3.6~~ A *feasibility* and/or *detailed noise impact study* prepared to analyze the impacts of road noise on a development are to incorporate the ultimate Annual Average Daily Traffic (AADT) for the road.

~~4.10.3.7-6.10.3.7~~ 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.

#### ~~4.10.4-6.10.4~~ — Rail Noise, Safety and Vibration

Railways in urban areas require particular consideration not only because of the high levels of noise they generate, but also because of ground borne vibration. Safety is also a concern as intensification occurs in the vicinity of railway tracks. In addition, the encouragement of active modes of transportation will require consideration of cyclist and pedestrian safety in conjunction with railway operations.

~~4.10.4.1-6.10.4.1~~ Where residential and other land uses sensitive to noise are proposed in close proximity to rail lines, it may be necessary to mitigate noise impact, in part by way of the building and site design. Residential development or any development that includes outdoor living areas will generally not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed the limits specified by the applicable Provincial Government environmental noise guideline. A *feasibility* and/or *detailed noise impact study* will be required to demonstrate that every effort has been made to achieve the sound level limits specified by the applicable Provincial Government environmental noise guideline, for an outdoor living area (55 **dB<sub>A</sub>** or less). Only in cases where the required noise attenuation measures are not feasible for technical, economic, aesthetic or administrative reasons would excess noise above the limit (55 **dB<sub>A</sub>**) be acceptable, with a warning clause to prospective purchasers,

consistent with the applicable Provincial Government environmental noise guideline. In these situations, any excess noise above the limit will not be acceptable if it exceeds 60 *dba*.

~~4.10.4.2-6.10.4.2~~ 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 that result in interior noise levels that comply with the indoor standards specified by the applicable Provincial Government environmental noise guideline.

~~4.10.4.3-6.10.4.3~~ Mississauga will require that the owner/developer engage a qualified noise consultant to undertake an analysis of noise and vibration and recommend abatement measures as necessary to meet Provincial and Region of Peel Guidelines, industry best practices and the requirements of the applicable rail company, to the satisfaction of the City, where sensitive land uses and other noise or vibration sensitive development that includes sleeping quarters, reading rooms and offices, are proposed within:

- 1000 m of a Freight Rail Yard for noise;
- 300 m of a Principal Main Rail Line for noise;
- 250 m of a Secondary Main Line for noise;
- 150 m of a Principal Branch Line for noise;
- 75 m of a Secondary Branch Line for noise;
- 75 m of a Spur Line for noise; and
- 75 m of a rail yard and all rail lines for vibration.

~~4.10.4.4-6.10.4.4~~ 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 by the applicable Provincial Government environmental noise guideline by up to five *dba*. Notice will also be required when rail noise necessitates central air conditioning or the provision for

central air conditioning to achieve the indoor noise level limits stipulated by the applicable Provincial Government environmental noise guideline.

~~4.10.4.5-6.10.4.5~~ 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.

~~4.10.4.6-6.10.4.6~~ Development applications for dwellings, significant additions thereto and places of public assembly, will incorporate an appropriate safety setback as necessary to meet industry best practices and the requirements of the applicable rail company, to the satisfaction of the City, which takes into account safety barriers (e.g. berms, walls), topography, intervening structures and the surrounding pattern of development.

~~4.10.4.7-6.10.4.7~~ Through development applications, the incorporation of security fencing to prevent trespassing on the railway right-of-way may be required.

# 9 8 ~~Build a Desirable~~ Urban Form and Design Form

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## 9.1 Introduction

Urban form refers to the physical layout and design of the city. Urban design is the art of shaping the interaction between people and places through the arrangement, appearance and functions of cities. It addresses the natural and built environments and influences the processes that lead to successful cities. Or, more succinctly, how do buildings fit together to make quality spaces.

- a—The focus of this chapter is on the achievement of a sustainable urban form for Mississauga, based on the urban system and city structure, with high quality urban design and a strong sense of place that is culturally vibrant, attractive, livable and functional, and protects or enhances natural and built heritage features. It is organized on the basis of Intensification Areas where growth will be directed and other areas where limited growth will occur, respect the experience, identity and character of the surrounding context;
- b—ensure the sustainability of natural systems and urban living;
- c—protect the quality of life of residents, employees and visitors;
- d—ensure the connectivity and integration of surrounding uses; and
- e—require properties to develop in a manner that contributes to the overall vision for the city.

Mississauga envisions that growth will be directed to Intensification Areas comprised of the Downtown, Major Nodes, Community Nodes, Corporate Centres, **Intensification Corridors** and **Major Transit Station Areas**. Established residential Neighbourhoods, the Natural Heritage System and valuable cultural heritage resources will be protected and strengthened with infill and redevelopment, compatible with the existing or planned character. Employment Areas, Special Purpose Areas—University of Toronto Mississauga and the Airport—and **Corridors** will also receive growth compatible with their planned vision.

~~Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment projects include a range of scales, from small residential developments to large scale projects, such as redeveloping strip malls. Redevelopment must also be sensitive to the existing urban context and minimize undue impacts on adjacent properties.~~

~~An appropriate urban form will guide development, infill and redevelopment in a manner that protects, enhances and restores the green system and cultural heritage features, while sensitively integrating these features into the city pattern.~~

~~Mississauga will achieve an attractive, comfortable and functional public realm as an integral component of its urban form. The public realm is composed of public lands with a focus on streets and boulevards and edges of private properties as they are visible from, and as they interface with the public streets. Policies regarding the public realm address matters such as the arrangement of streets and blocks, civic buildings, landmarks, gateways, views, public art and open spaces.~~

~~A desirable urban form frames and supports all movement systems in the City. It addresses the interdependent relationship among built form and various modes of movement, including accessibility. As greater emphasis is placed on transit and **active transportation**, urban form needs to support these various modes while still having regard for the importance of vehicular and goods movement to the economic functioning of the city.~~

~~Site development is the layout and design of all features on a property including buildings, structures, parking, driveways, landscaping and utilities. Site development policies are directed at the creation of buildings and spaces which not only satisfy the needs of its own users and those who will live and work in the area, but also the needs of future generations. Sites will be developed to:~~

Urban design is the art of shaping the interaction between people and places through the arrangement, appearance and functions of cities. It addresses the natural and built environments and influences the processes that lead to healthy and livable cities. Urban design policies and guidelines support balancing social, economic and environmental priorities through an optimal yet beautiful urban form.

Urban design gives shape and form to the city's buildings, blocks and public realm. It extends beyond addressing the physical characteristics of the urban form to matters related to experience, circulation and how people use urban spaces. Urban design aims to contribute to an urban form that will be used and enjoyed by a wide range of people for different purposes, for years to come.

This chapter establishes an urban design framework that complements City Structure policies and supports a resilient, healthy and accessible city for people of all ages, cultures and social statuses. The urban design framework will also help with the coordination of growth distribution, access to transportation and the production of a high quality public realm through the development of sustainable spatial pattern within the city. This framework will play an important role in ensuring new development is designed in a manner that promotes healthy, active and connected communities.

The urban design framework will help the city mature and intensify in a way that supports the following objectives:

- a- build a resilient, healthy a low-carbon city ;
- b- protect and enhance natural systems and urban living;
- c- promote design excellence in shaping city views and public spaces;
- d- prioritize accessibility and remove barriers;
- e- ensure the connectivity, compatibility and integration of surrounding uses; and
- f- require properties to develop in a manner that contributes to the overall vision for the city.

As a mature urban centre, most future development within Mississauga will be in the form of infill and redevelopment. Appropriate development in both Strategic Growth Areas and Non-Strategic Growth Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that this development fits within and enhances the existing urban context while minimizing negative impacts on adjacent properties as well as natural and cultural resources.

## **9.2 8.1 Urban Form**

Urban Form refers to the physical layout and design of the city. It comprises all the physical characteristics that make up built-up areas, including the shape, size, density and configuration of

settlements. Urban form is shaped by the various cycles of development and by the policies that direct them throughout the years. Mississauga's envisioned urban form will be achieved through the implementation of the policies of this Plan. ~~is recognized that the urban form envisioned by this Plan will take time to realize. As such, development may be phased provided that the proposed development contributes to and does not hinder the ultimate achievement of the policies of this Plan.~~

9 8.1.1 Mississauga will develop an urban form based on ~~and informed by the urban system and the hierarchy identified in~~ the city structure as ~~shown on Schedule 1:~~ identified in Chapter 3 of this Plan ~~Urban System City Structure.~~

9 8.1.2 Within ~~Intensification~~ Strategic Growth Areas an urban form that promotes a diverse mix of uses and supports pedestrian movement, transit and *active transportation* modes will be required.

9 8.1.3 Infill and redevelopment within Neighbourhoods will respect the ~~existing and planned character~~ Local context.

9 8.1.4 Development within Employment Areas – ~~General and Special Purpose Areas~~ will promote good urban design that respects the function of the area.

~~9.1.5 Development on *Corridors* will be consistent with existing or planned character, seek opportunities to enhance the *Corridor* and provide appropriate transitions to neighbouring uses.~~

~~9.1.6~~ 8.1.5 The urban form of the city will ensure that the Green System, including the Natural Heritage System and the Water Resource System, is protected, enhanced, restored, and contributes to a high quality urban environment and quality of life.

8.1.6. Mississauga will encourage green building design and practices to help achieve its greenhouse gas emission targets and adapt to the changing climate.

9 8.1.7 Mississauga will promote a built environment that protects and conserves heritage resources.

9 8.1.8 Mississauga will transform the public realm to create a strong sense of place and civic pride.

9 8.1.9 Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and *active transportation* modes.

9 8.1.10 The city vision will be supported by site development that:

a. respects the urban hierarchy;



- b. utilizes ~~best sustainable practices~~ sustainability best practices;
- c. demonstrates context sensitivity, including to the public realm;
- d. promotes universal accessibility and public safety; and
- e. employs design excellence.

9.8.1.11 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 resources and prominent placement of institutions and open spaces.

9.8.1.12 An urban form will be developed to take advantage of the Lake Ontario waterfront through connections, views and access.

9.8.1.13 Development will have ~~positive,~~ restorative net ecological benefits on a site through the practice of sustainable building and site design.

~~9.1.14 Mississauga may undertake or require studies that develop additional policies, guidelines and design control tools that may contain more specific urban form requirements.~~

~~9.1.15 New development proposed on adjacent lands to existing or planned *corridors* and transportation facilities should be compatible with, and supportive of, the long term purposes of the *corridor* and should be designed to avoid, mitigate or minimize adverse impacts on and from the *corridor* and transportation facilities.~~

## ~~9.2~~ 8.2 City Pattern

~~City pattern provides the visual framework of the city. The city pattern that defines Mississauga includes:~~

- ~~● Intensification Areas;~~
- ~~● Non-Intensification Areas;~~
- ~~● Green System; and~~
- ~~● Cultural Heritage.~~

The city pattern is a reflection of policies and land use decisions that direct growth. It is the major driver of the city's image – it creates order, scale, a sense of place, purpose and identity.

Mississauga will develop a sustainable city pattern that ~~is more sustainable and~~ supports complete communities by directing growth to ~~Intensification~~ Strategic Growth Areas and managing growth in other areas. It is intended to create a pattern marked by a greater mixture of land uses in a more compact form of development that supports, and is integrated with a multi-modal transportation system.

~~City pattern does not establish land use, but rather it directs the form in which permitted development should be undertaken. Urban form requirements will vary in accordance with the envisioned city pattern.~~ City pattern provides the visual framework of the city. The city pattern that defines Mississauga includes:

- ~~Intensification~~ Strategic Growth Areas;
- Non-~~Intensification~~ Strategic Growth Areas;
- Green System; and
- Cultural Heritage.

The following policies for the city pattern will implement the city structure as shown on Schedule ~~4b: Urban System 1: City Structure~~ and Schedule ~~1c: Urban System: Corridors~~, while protecting the Green System as shown on Schedule ~~1a: Urban System X: Green System~~, and cultural heritage resources.

## ~~.2.1—Intensification Areas~~

~~Intensification Areas are the principal location for future growth and consist of:~~

- ~~Downtown;~~
- ~~Major Nodes;~~
- ~~Community Nodes;~~
- ~~Corporate Centres;~~
- ~~Intensification Corridors, and~~

~~● Major Transit Station Areas.~~

~~Intensification Areas are a major building block of the city pattern and, as such, will be expected to exhibit high standards of urban design that will result in vibrant and memorable urban places. They are intended to create order and a sense of place, with a scale that varies with their intended purpose and role in the urban hierarchy.~~

~~In order to achieve the vision for Intensification Areas as vibrant, mixed-use areas, serviced by multi-modal transportation, the physical form, relationship among buildings and spaces and the quality of the built environment will be critical in making these areas successful.~~

9 8.2.1.1 Development will create distinctive places and locales.

9 8.2.1.2 Design excellence will create vibrant ~~Downtown~~ areas complemented by communities that retain their own identity and contribute to an overall strong city identity.

9 8.2.1.3 Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.

9 8.2.1.4 Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the ~~Intensification~~ Strategic Growth Areas from surrounding areas.

~~XXXX-6.1.11.a~~ Mississauga will promote development and city patterns that conserve and enhance biodiversity and consider the impacts of a changing climate.

9 8.2.1.5 Within Strategic Growth Areas, ~~S~~small land parcels should be assembled to create efficient development parcels.

~~9.2.1.6 Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.~~

~~9.2.1.7 Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.~~

~~9.2.1.8 The preferred location of **tall buildings** will be in proximity to existing and planned **Major Transit Station Areas**.~~

~~9.2.1.9 Where the right of way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right of way width.~~

~~9.2.1.10 Appropriate height and built form transitions will be required between sites and their surrounding areas.~~

~~9.2.1.11 **Tall buildings** will be sited and designed to enhance an area's skyline.~~

~~9.2.1.12 **Tall buildings** will be sited to preserve, reinforce and define view corridors.~~

~~9.2.1.13 (Note: Policy moved to 8.5.1.4)~~

~~9.2.1.14 In appropriate locations, **tall buildings** will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.~~

~~9.2.1.15 **Tall buildings** will address pedestrian scale through building articulation, massing and materials.~~

~~9.2.1.16 **Tall buildings** will minimize adverse microclimatic impacts on the public realm and private amenity areas.~~

~~9.2.1.17 Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.~~

~~9.2.1.18~~ 8.2.1.6 Existing large blocks, within Strategic Growth Areas will be reconfigured to incorporate a fine-grained block structure with public roads and on-street parking to support at grade uses.

~~9.2.1.19~~ 8.2.1.7 The public realm and the development interface with the public realm will be held to the highest design standards.

~~9.2.1.20 (Note: Policy moved to 8.3.2.2)~~

~~9.2.1.21 Development will contribute to pedestrian oriented **streetscapes** and have an urban built form that is attractive, compact and transit supportive.~~

~~9.2.1.22 Development will be designed to support and incorporate pedestrian and cycling connections.~~

~~9.2.1.23 Active uses will be required on principal streets with direct access to the public sidewalk.~~

~~9.2.1.24 Development will face the street.~~

~~9.2.1.25 Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.~~

~~9.2.1.26~~ 8.2.1.8 For non-residential uses, at grade windows will be required facing major streets and must be transparent.

~~9.2.1.27 Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.~~

~~9.2.1.28 Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.~~

~~9.2.1.29 Development will have a compatible bulk, massing and scale of built form to provide an integrated *streetscape*.~~

~~9.2.1.30 Development will provide open space, including squares and plazas appropriate to the size, location and type of the development.~~

~~9.2.1.31 Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.~~

~~9.2.1.32~~ 8.2.1.9 Buildings within Strategic Growth Areas should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.

~~9.2.1.33 Open spaces will be designed to promote social interaction.~~

~~9.2.1.34 (Note: Policy moved to 8.3.1.5)~~

~~9.2.1.35 Buildings and *streetscapes* will be situated and designed so as to encourage pedestrian circulation.~~

~~9.2.1.36 (Note: Policy moved to 8.3.1.9)~~

~~8.9.2.1.37~~ 8.2.1.10 Developments 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 ensure for natural surveillance from public areas. Where permitted, Aboveground structured parking should be lined with residential, commercial or office uses.

~~9.2.1.38 Parking lots and structures should not be located adjacent to major streets.~~

~~9.2.1.39 Signage will be integrated with the scale and character of built form and will follow universal design principles.~~

## ~~9.2.2 Non-Intensification Areas~~

~~Non-intensification areas will experience limited growth and change; consequently, intensive growth will not be directed to them. Non-Intensification Areas consist of:~~

- ~~● Neighbourhoods;~~
- ~~● Employment Areas;~~
- ~~● Special Purpose Areas; and~~
- ~~● *Corridors*.~~

~~Non-Intensification areas will have lower densities, lower building heights and more homogeneous land uses than Intensification Areas.~~

~~Neighbourhoods are stable areas where limited growth is anticipated. Development in Neighbourhoods will be required to be context sensitive and respect the existing or planned character and scale of development.~~

~~Employment Areas will continue to develop for a mixture of employment uses, including land extensive uses many of which will have a one to two storey urban form.~~

~~Where increases in density and a variety of land uses are considered in Neighbourhoods and Employment Areas, they will be directed to *Corridors*. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.~~

~~Special Purpose Areas—the University of Toronto Mississauga and the Airport—will be developed in a manner that reflects the unique role these areas play within the city and the region. While these areas will undergo limited urban development in the traditional sense, master plans for these areas will guide development that responds to their particular functions and development needs.~~

~~9.2.2.1 Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.~~

~~9.2.2.2 Tall buildings will generally not be permitted.~~

~~9.2.2.3 8.2.1.11 While new development need not mirror existing development, new development in Neighbourhoods will:~~

- a. respect existing lotting patterns;
- b. respect the continuity of front, rear and side yard setbacks;
- c. be designed to respect the existing scale, massing, character and grades of the surrounding area.
- d. respect the scale and ~~character~~ context of the surrounding area;
- e. minimize overshadowing and overlook on adjacent neighbours;
- f. contribute to a cohesive silhouette and a well-articulated architectural expression through the use of appropriate height transitions and separation distances.
- g. incorporate *stormwater best management practices* and sustainable development approaches;
- h. identify opportunities to integrate green infrastructure and to enhance and protect adjacent natural areas; and
- i. preserve mature high quality trees and ensure replacement of the tree canopy.

~~9.2.2.4 Employment Areas adjacent to residential areas, sensitive land uses and major roads will be required to meet higher standards of design and to mitigate adverse impacts on adjacent uses.~~

~~9.2.2.5 The City will work with landowners of Special Purpose Areas to encourage:~~

- ~~a. the preservation and enhancement of the Natural Heritage System;~~
- ~~b. design for safety;~~
- ~~c. design excellence;~~
- ~~d. sustainable development; and~~
- ~~e. the achievement of the overall intent, goals, objectives and policies of this Plan.~~

~~9.2.2.6 Development on Corridors will be encouraged to:~~

- ~~a. assemble small land parcels to create efficient development parcels;~~

- ~~b. —face the street, except where predominate development patterns dictate otherwise;~~
- ~~c. —not locate parking between the building and the street;~~
- ~~d. —site buildings to frame the street and where non-residential uses are proposed to create a continuous street wall;~~
- ~~e. —provide entrances and transparent windows facing the street for non-residential uses;~~
- ~~f. —support transit and *active transportation* modes;~~
- ~~g. —consolidate access points and encourage shared parking, service areas and driveway entrances;  
and~~
- ~~h. —provide concept plans that show how the site can be developed with surrounding lands.~~



### **9.2.3 Green System**

The Green System provides vital relief from the built environment. It helps satisfy human needs for rest, quiet and escape from the built environment. It is generally characterized by vegetated open areas ranging from manicured spaces and playing fields to expansive natural areas. Where buildings are sited, they tend to occupy a small proportion of the site and be small in scale except for public buildings, such as community centres and schools.

Urban form has a role to play in protecting the environment by being sensitive to natural areas in site design, utilizing sustainable design practices and supporting active modes of transportation.

9.2.3.1 Development will be sensitive to the site and ensure that Natural Heritage Systems are protected, enhanced and restored.

9.2.3.2 All development will utilize sustainable design practices.

9.2.3.3 Mississauga will coordinate the design, function and location of parks with adjacent land uses.

9.2.3.4 8.2.1.12 Open space areas, both publically and privately owned, will be high quality, universally accessible, usable and physically and visually linked to streets, parks and pedestrian and cycling routes.

### **9.2.4 Cultural Heritage Resources**

Cultural heritage resources are valued and should be preserved for future generations. Heritage properties, districts and landscapes create a unique sense of place and local identity. In addition to their historic associations, cultural heritage resources are landmarks and focal points that contribute to the overall city image.

9.2.4.1 8.2.1.13 Opportunities to conserve and incorporate cultural heritage resources into community design and development should be undertaken in a manner that enhances the heritage resources and makes them focal points for the community.

9.2.4.2 8.2.1.14 Development and open spaces adjacent to significant cultural heritage resources will:

- a. contribute to the conservation of the heritage attributes of the resource and the heritage character of the area;
- b. emphasize the visual prominence of cultural heritage resources; and

- c. provide a proper transition with regard to the setting, scale, massing and character to cultural heritage resources.

~~9.2.4.3~~ (Note: Policy moved to 8.3.1.11)

## 9 8.3 Public Realm

The public realm consists of streets and boulevards, public open spaces, squares and civic buildings and is an integral component of the urban form of the city. The arrangement of streets and blocks within the public realm provides a foundation for the city's built environment, which in turn influences the shape and layout of the public realm.

The creation of landmarks, routes and gateways within the public realm contributes to the unique experience, legibility, sense of orientation and views and vistas. Public art, open space and landmark buildings in the public realm enriches the urban experience.

### 9 8.3.1 Streets, Blocks and Streetscape

Streets are public spaces that connect buildings, structures, parks, communities, natural resources and other significant public amenities. Blocks are the spaces between streets where buildings, structures and other elements, including parks and open spaces, are located. A *streetscape* is the image created by the buildings, sidewalks, signage, street trees, landscaping, street furnishings, open spaces, and other elements along streets.

9.8.3.1.1 Street patterns, development blocks and public open spaces together should create distinctive communities.

9.8.3.1.2 Mississauga will ensure that urban form, street patterns and public open space systems are coherent, orderly and legible.

9.8.3.1.3 Major roads and their *streetscapes* should be designed to create spaces that are integral parts of the adjacent communities, thus serving to link communities.

9.8.3.1.4 Development will be designed to:

- a. ~~respect~~ Protect, enhance and restore the Natural Heritage ~~features~~ System and the Water Resource System, ~~such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks;~~
- b. respect cultural heritage features such as designated buildings, landmarks and districts;
- c. accentuate the ~~significant~~ identity of each Character Area, its open spaces, landmarks and cultural heritage resources;

- d. ~~achieve a street network that~~ maximize permeability by establishing connections ~~connects~~ to adjacent streets and neighbourhoods at regular intervals, wherever possible;
- e. meet *universal design principles*;
- f. foster health by supporting cultural expression, social connections and advance equity and inclusion.
- ~~g. address new development and open spaces;~~
- h. be pedestrian oriented and scaled and support transit use;
- ~~i. be attractive, safe and walkable;~~
- j. accommodate a multi-modal transportation system; and
- k. allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate.

~~9.2.1.34~~ 8.3.1.5 Development will utilize *streetscape* design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces.

~~9.3.1.5~~ 8.3.1.6 The improvement of existing streets and the design of new streets should enhance connectivity by:

- a. developing a fine-grained system of roads;
- b. using short streets and small blocks as much as possible, to encourage pedestrian movement;
- c. avoiding street closures; and
- d. minimizing cul-de-sac and dead end streets.

~~9.3.1.6~~ 8.3.1.7 Where cul-de-sac and dead end streets exist, accessible paths that provide shortcuts for walking and cycling and vehicular access should be created, where possible.

~~9.3.1.7~~ 8.3.1.8 *Streetscapes* will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.

~~9.2.1.36~~ 8.3.1.9 **Streetscape** improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces, ~~and~~ walkways, **and cycling infrastructure** will be coordinated and well designed.

8.3.1.10 Streetscape design should consider innovative low impact development techniques where appropriate

~~9.2.4.3~~ 8.3.1.11 **Streetscape** components such as signage, furniture and lighting, within areas with cultural heritage resources should be sympathetic to the character of the heritage area and must support universal accessibility.

~~9.3.1.8~~ 8.3.1.12 The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages.

~~9.3.1.9~~ 8.3.1.13 Development and elements within the public realm will be designed to provide continuity of the **streetscape** and minimize visual clutter.

~~9.3.1.10~~ 8.3.1.14 **Special** consideration will be given to the location of utilities on private property and the public right-of-way. Utilities will be grouped or located underground where possible to minimize visual impacts **and conflicts with streetscape elements**. The City encourages utility providers to consider innovative methods of containing utility services.

~~9.5.4.3~~ 8.3.1.15 The sharing and reduction of access points/driveways will be encouraged to promote pedestrian safety and provide the opportunity for a continuous **streetscape**.

~~9.5.4.2~~ 8.3.1.16 An attractive, ~~and~~ comfortable **and safe** public realm 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.

~~9.5.4.5~~ 8.3.1.17 Built form will relate to the width of the street right-of-way.

~~9.5.4.6~~ 8.3.1.18 Outdoor storage will not be located adjacent to, or be visible from city boundaries, the public realm or sensitive land uses by incorporating the use of appropriate setbacks, screening, landscaping and buffering.

~~9.5.4.7~~ 8.3.1.19 Display areas are to be an integral part of the overall site design and evaluated based on their visual impact on the **streetscape**.

~~9.3.1.11~~ 8.3.1.20 Reverse frontage lots will not be permitted, except for infill development where a street pattern has already been established.

## 9 8.3.2 Civic Buildings and Spaces

Civic buildings and spaces are an important component of the public realm. These elements have the opportunity to become landmark buildings and spaces and should set the standard for development within the city. Civic buildings and spaces may also act as a catalyst for further development on surrounding lands.

~~9-8.3.2.1~~ Civic buildings and spaces will:

- a. be built to a high standard of design excellence;
- b. incorporate ~~sustainable~~ low impact and other green site development and buildings practices;
- c. ~~strive to achieve a minimum standard of LEED Silver or custom~~ adhere to the city's applicable green development standards; and
- d. be sited for prominence, visibility and universal accessibility.

~~9.2.1.20~~ 8.3.2.2 Mississauga will develop identifiable civic buildings, structures, and spaces as community and city focal points.

~~9.3.2.2~~ 8.3.2.3 *Universal design principles* will be applied in the development of, or renovation to City facilities including civic buildings, open space recreation uses, transit and ~~pedestrian~~ active transportation facilities.

## 9 8.3.3 Gateways, Routes, Landmarks and Views

Gateways, routes and landmarks are important building blocks of the city and contribute to city pattern and urban experience. Some sites within the city are uniquely located, given their topography, views or gateway condition. The design and function of these sites have the opportunity and responsibility to contribute to an area's character. Public buildings and structures with a prominent role and function should stand out from their context to support their role as landmarks.

Public views of important natural or man-made features along streets and *scenic routes* need to be protected since they add value to the built form and contribute to neighbourhood identity. When opportunities arise, new development must maintain, and in some cases, enhance those views and vistas to prominent features.

~~9-8.3.3.1~~ An appropriate gateway treatment will be created at city boundaries, major Provincial highway interchanges and, where appropriate, at entry points to ~~Intensification~~ Strategic Growth Areas through high quality development, massing of buildings, open spaces, landscaping and *streetscape*.

~~9-8.3.3.2~~ *Tall buildings* have a greater presence on the skyline and are required to have the highest quality architecture.

~~9-8.3.3.3~~ Sites with prominence, high visibility and access should be considered as a priority for civic buildings and community infrastructure.

~~9-8.3.3.4~~ Buildings that serve the community such as places of religious assembly, colleges and hospitals, should be designed to be the focus of the community, highly visible, universally accessible and attractive and serve as landmarks for future generations.

~~9-8.3.3.5~~ Special attention will be given to major intersections to create a sense of enclosure and identity, as well as heightened architectural interest.

~~9-8.3.3.6~~ Developments on major corners, prominent sites or that terminate a view will be held to a higher design standard.

~~9-8.3.3.7~~ New streets may be introduced to create prominent view corridors.

~~9-8.3.3.8~~ Views of significant natural and ~~man-made~~ built features should be created, maintained and enhanced where appropriate.

~~9-8.3.3.9~~ Development will preserve, promote and enhance public views to the Lake Ontario waterfront.

~~9-8.3.3.10~~ Special care will be taken with development along *scenic routes* to preserve and complement the scenic historical character of the street.

~~9~~-8.3.3.11 Lands fronting, flanking and/or abutting Mississauga Road, between the Canadian Pacific Railway, located south of Reid Drive, and Lakeshore Road West, are part of a designated *scenic route*. These lands will be subject to the following:

- a. in order to preserve its historic streetscape character and appearance, residential development will only consist of detached dwellings and will generally be on lots with a minimum depth of 40 m. This policy does not apply within the Port Credit Local Area Plan;
- b. direct vehicular access to Mississauga Road will be encouraged;
- c. upgraded building elevations, including principal doors and fenestrations, will be required facing Mississauga Road;
- d. buffer roads (i.e. any parallel road along Mississauga Road) and reverse frontage lot development will not be permitted;
- e. notwithstanding ~~Policy 8.3.1.4~~ the policies of this Plan, development will not be permitted if an increase in the existing Mississauga Road pavement width is required;
- f. building massing, design, setbacks and lot frontages will be consistent with surrounding buildings and lots;
- g. projecting garages will be discouraged;
- h. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged in order to reduce reverse movements and the number of driveway entrances. Circular driveways will be discouraged;
- i. tree preservation and enhancement will be required on public and private lands in order to maintain existing trees;
- j. removal of existing landscape features, including but not limited to stone walls, fences and hedgerows, will be discouraged.
- k. utilities will be located to minimize the impact on existing vegetation;
- l. grading for new development will be designed to be compatible with and minimize differences between the grades of the surrounding area, including Mississauga Road. Retaining walls as a grading solution will be discouraged; and



m. opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be ~~encouraged~~ pursued.

~~9-8.3.3.12~~ The existing and planned non-residential uses along Mississauga Road, between the Canadian Pacific Railway, located south of Reid Drive, and Melody Drive, will be developed with the highest design and architectural quality. These developments will incorporate the scale, massing, patterns, proportions, materials, character and architectural language found in the best executed examples of commercial conversions of residential buildings within Streetville's historic mainstreet commercial core. ~~Sufficient~~ Adequate landscaping and setbacks along Mississauga Road will be provided. Should any of these sites be developed for residential uses, they will maintain the character of the rest of Mississauga Road as outlined in the *scenic route* policies of this Plan.

### **9 8.3.4 Public Art**

Public art and culture enhances the quality of life for residents and visitors by contributing to the identity and unique character of the city and its various destinations. ~~Incorporating public art into the experience of the city has the power to create a compelling, enriched environment and a place people will want to live in and return to.~~

~~Public art should be considered at a variety of scales and in diverse contexts.~~ Public art can range from the architecture of buildings to the design of elements within the public realm such as light features and seating. It may include memorials, sculptures, water features, murals, lighting or individual art installations; it may be integrated with building and landscape design; and public art may also include functional elements such as street furniture and utility boxes.

Public art can serve as a focus in a public square or open space, or simply provide visual relief in high density areas. All gateway locations and public view terminus sites are candidates for public art.

~~Public art should be considered at a variety of scales and in diverse contexts. This includes larger installations at visually strategic locations such as the terminus of street corridors, at gateways, on prominent corners or in public open spaces. It also includes smaller or more unexpected installations such as along sidewalks, in interior courtyards, in association with buildings (entrances, lobbies) and in alternative public spaces such as parking lots and garages.~~

~~9-8.3.4.1~~ Mississauga ~~will~~ supports and encourages public art that is consistent with the city's applicable master plans ~~prepare a Public Art Master Plan.~~

~~9-3.4.2~~ Mississauga will encourage public art on public and private lands.

~~9-3.4.3~~ 8.3.4.2 Public art will be incorporated into the public realm, particularly in appropriate locations that play on the city's distinct assets, such as landmarks, gateways, waterfront areas, and transportation corridors ~~to serve as landmarks and as gateway features.~~

~~9-3.4.4~~ 8.3.4.3 Public art will be incorporated into public works, whenever feasible.

~~9-3.4.5~~ 8.3.4.4 Development proponents are encouraged to incorporate public art into their developments. ~~Intensification~~ Strategic Growth Areas and Lake Ontario Waterfront will be priority locations for the installation of public art.

~~9-3.4.6~~ Public art is encouraged throughout the city, particularly in ~~Intensification Strategic Growth Areas and along the Lake Ontario waterfront.~~

~~9-3.4.7~~ 8.3.4.5 Public art should have a prominent presence throughout the city on both public and private lands and contribute to a high quality urban design. Public art should:

- a. be encouraged as an integral component of public works, land development and open space planning;
- b. include pieces that serve as orienting devices for moving about and wayfinding or as focal points in public open spaces;
- c. contribute to the animation of public spaces through its design, which may include pieces that are used as street furniture, play areas and/or other interactive uses; and
- d. correspond to the visual prominence of the site on which it is located.

## **9 8.3.5 Open Spaces and Amenity Areas**

Open spaces include both public and private space as well as on-site amenities and are one of the most significant contributors to an area's character and quality of life. It is important that they not only be well designed and beautiful, but also that they be well connected and integrated with

adjacent uses and other open spaces. The provision of open space is an essential component of residential and non-residential development.

~~9.3.5.1~~ 8.3.5.1 Mississauga will promote public open space design that is fully integrated with the urban design and built form of the community.

8.3.5.2 Privately owned publically accessible spaces will be designed in accordance with the city's standards for public open spaces.

~~9.3.5.2~~ 8.3.5.3 Open space will contribute to community aesthetics and enhance the Green System.

~~9.3.5.3~~ 8.3.5.4 Natural features, parks and open spaces will contribute to a desirable urban form by:

- a. assisting with the protection, enhancement, restoration and expansion of the Natural Heritage System, identified in Schedule ~~3-X~~: Natural System;
- b. connecting to the city's system of trails and pathways;
- c. connecting to other natural areas, woodlands, wetlands, parks, and open spaces, including streets, schools, cemeteries and civic spaces;
- d. ensuring that all new parks and Open Spaces address the street, providing clear visibility, access and safety;
- e. ensuring that adjacent uses, buildings and structures front onto them, with direct access, and encouraging natural surveillance; and
- f. appropriately sizing parks and open spaces to meet the needs of a community and ensuring they are able to accommodate social and cultural events and individual needs, inclusive of recreation, playgrounds, sports and community gardens, where possible.

~~9.3.5.4~~ 8.3.5.5 Open spaces will be designed as places where people can socialize, recreate and appreciate the environment. Design considerations will include the needs of equity-deserving groups.

~~9.3.5.5~~ 8.3.5.6 Private open space and/or amenity areas will be required for all development.

~~9.3.5.6~~ 8.3.5.7 Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.

~~9.3.5.7~~ 8.3.5.8 Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In **Intensification Strategic Growth** Areas, alternatives ~~to at grade~~ that supplement at grade amenities amenities may be considered.

~~9.3.5.8~~ 8.3.5.9 Landscaped, outdoor on-site amenity areas will be encouraged for employment uses.

~~9.3.5.9~~ 8.3.5.10 The public realm will be planned to promote healthy, active communities that foster social connections at all stages of life and encourage built and natural settings for recreation, culture and *active transportation*.

8.3.5.11 Mississauga encourages the use of innovative green infrastructure, technologies and Low Impact Development measures and approaches such as bioswales in open spaces where possible to support the city's efforts in preparing for the changing climate.

## 9-8.4 Movement

A guiding principle of this Plan is to connect people with places through ~~coordinated~~ integrated urban design, land use and transportation planning. Development should ensure the ease of movement between the built form and transit facilities and *active transportation* routes.

While vehicular and goods movement will continue to be an essential element of the transportation system, a priority for Mississauga is to increase the appeal of transit and *active transportation* modes for people of all ages and abilities. Mississauga is committed to accessibility through barrier free universal design. The design and relationships of development and of open spaces adjacent to streets, has a significant role to play in fulfilling these objectives.

### 9-8.4.1 Transit and Active Transportation

Urban form is fundamental to fostering transit and *active transportation* choices. Site and building design will improve connections and accessibility for transit users and **drive a modal shift towards** ~~promote~~ pedestrian, ~~and~~ cycling and micromobility transportation modes. Mississauga will ~~consider~~

prioritize the barrier-free access, convenience, comfort and safety of ~~pedestrians and cyclists~~ all street users through urban design.

~~Mississauga will ensure that pedestrian, cycling, transit and vehicular systems achieve a high standard of urban design and are an integral component of the city's visual image.~~

9 8.4.1.1 The design of all development will foster the improvement of connections and accessibility for transit users and promote *active transportation* modes.

9 8.4.1.2 A transit and *active transportation* supportive urban form will be required in ~~Intensification~~ Strategic Growth Areas ~~and in appropriate locations along Corridors~~ and encouraged throughout the rest of the city.

9 8.4.1.3 Development will support transit and *active transportation* by:

- a. locating buildings at the street edge, where appropriate;
- b. requiring front doors that open to the public street with adequate barrier-free access and paths;
- c. ensuring active/animated building façades and high quality architecture;
- d. ensuring buildings respect the scale of the street;
- e. ensuring appropriate massing for the context;
- f. providing pedestrian safety and comfort; and
- g. providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.

9 8.4.1.4 Development will provide for ~~pedestrian~~ the safety of all street users through visibility, lighting, natural surveillance and minimizing vehicular conflicts.

9 8.4.1.5 The design of transit facilities will consider the barrier-free access, convenience, comfort and safety of pedestrians and cyclists.

## 9-8.4.2 Vehicular and Goods Movement

Although a priority for Mississauga is to increase the appeal of transit and *active transportation*, urban form must also consider the needs of vehicular and goods movement, especially in areas where it forms the dominant mode of transportation. Building and site design in employment areas must carefully consider goods movement and the potential for conflict with transit and *active transportation* modes.

9 8.4.2.1 Urban form will balance the needs of vehicular and goods movement with transit and *active transportation* modes.

9 8.4.2.2 In areas where vehicular and goods movement is the primary mode of transportation, regard for the needs and safety of transit users, pedestrians and cyclists will be required.

9 8.4.2.3 Where buildings and structures are separated from roadways by parking lots, efforts to upgrade pedestrian access to buildings through landscaping, site design and the development of street related frontages is encouraged.

## 9-8.4.3 Accessibility

Mississauga is home to a diverse community of residents, visitors and employees. This community includes individuals with a wide range of abilities. In order to foster inclusivity, the city's built environment must be designed to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

A barrier-free access to open spaces and buildings ~~As Mississauga's population ages, the need for access will increase. Physical access to open spaces and buildings~~ should be provided throughout the city. Further, the owners of existing buildings will be encouraged to retrofit them to be universally accessible.

9 8.4.3.1 Mississauga is committed to the creation of ~~an accessible~~ a barrier-free city. The design of the physical and built environment will have regard for *universal design principles*.

9 8.4.3.2 All development will be consistent with ~~the~~ Mississauga's standards for accessibility for individuals with disability. ~~Accessibility Design Handbook~~.

## 9-8.5 Buildings and Site Development ~~and Buildings~~

A significant part of the urban experience takes place as people move from one building to another. Focusing on the relationship between buildings and the spaces that surround them is critical to quality urban form.

The quality and character of different communities and areas will be conserved, in part, by establishing a proper transition between them.

In the planning and design of sites for development, consideration should be given to the existing site conditions, surrounding context, the public realm and proposed uses. Protecting, ~~and~~ enhancing ~~and~~ restoring the natural features, areas and linkages including their ecological functions in the city, will contribute to ~~sustainable climate-resilient site~~ development ~~and city~~.

~~Buildings through their~~The location and massing ~~of buildings~~ help define the use and character of streets and open spaces. ~~When done right, this enhances circulation and access and creates~~ ~~with~~ a memorable sense of place and history. The orientation and placement of a building on a property creates a relationship with the adjacent context and helps define the quality and character of the public realm.

A well-studied orientation and placement of a building on a property can significantly reduce energy consumption and help support the city in reducing carbon emissions and reaching its targets

~~Good urban form results in a pedestrian friendly, safe, inviting and aesthetically appealing urban environment. Matters such as landscaping, parking, servicing and signage need to be appropriately addressed.~~

### ~~9.5.3~~ 8.5.1 Buildings and Building Types

Buildings are often the most noticeable aspect of site development and therefore, the quality of their design and the materials selected is fundamental to good urban form. The articulation of a building is often what gives it a human scale and a sense of quality through attention to detail. ~~The appropriate orientation and good choice of sustainable materials used for a building play an important role in reducing its impact on the environment by reducing energy consumption and carbon emission. The entrance of a building is often the most recognizable and used part of the façade and should be prominent, recognizable and accessible.~~

In addition to *Tall Buildings*, there are varying scales of buildings generally ranging between low, mid and high-rise. These building types are mostly defined by their height, massing, their organization and their relationship to the public realm. The building types listed in this section are not exhaustive but provide a general design framework for these categories.

- a- Low-rise buildings: they include a variety of grade-related housing types that range from detached and semi-detached dwellings to slightly denser forms such as townhouses and multiplexes. Low-rise buildings assist in providing a mix of housing options, defining and supporting streets, parks and open spaces, at a lower scale – no taller than three storeys in height – and can be designed to integrate architecturally to complement the surrounding context and provide transition to existing streetscapes of Neighbourhood Character areas.
- b- Mid-rise buildings: In Mississauga, Mid-rise buildings range in height between four and eight storeys and are intended to be informed by the width of the right of way onto which they front as well as their surrounding context. Mid-rise buildings offer a built form that provide transit supportive densities yet is moderate in scale, has good street proportion, allows for access to midday sunlight in the spring and autumn, has open views to the sky from the street, and that can support high-quality, accessible open spaces in the block. Mid-rise buildings provide good transition in scale to adjacent low-rise built forms.
- c- High-rise buildings: they represent one of the most intensive forms of growth with heights ranging between nine floors and maximums as prescribed by Character areas policies. High-rise buildings provide transit-supportive densities and play an important role in allowing the city to meet its growth targets, especially within Strategic Growth Areas.

8.5.1.1 All buildings should be designed to incorporate ~~sustainable~~ innovative green and sustainable technologies including, where appropriate, considerations for alternative and renewable sources of energy. Where *tall buildings* occur, they are prominent features of the urban form and should be designed to the highest of standards.

8.5.1.2 Low-rise buildings shall be designed to respond to context, and Character area policies, and shall integrate architecturally with the surrounding context.

~~9.2.1.11~~ 8.5.1.3 **Tall buildings** will be sited and designed to enhance an area's skyline



~~9.2.1.13~~ 8.5.1.4 *Tall buildings* will be appropriately spaced to provide privacy and permit light and sky views.

~~9.5.3.1~~ 8.5.1.5 Buildings will be designed to create a sense of identity through the site layout, massing, forms, orientation, scale, architectural features, landscaping and signage.

~~9.5.3.2~~ 8.5.1.6 Buildings must clearly address the street with principal doors and fenestrations facing the street in order to:

- a. ensure main building entrances and ~~at grade~~ **ground-related** uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk;
- b. provide strong pedestrian connections and landscape treatments that link the buildings to the street; and
- c. ensure public safety and **universal accessibility**.

~~9.5.3.3~~ 8.5.1.7 Building façades ~~should~~ **will** be articulated to include changes in materials, or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief.

~~9.2.1.17~~ 8.5.1.8 Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings

~~9.5.3.4~~ 8.5.1.9 Principal building entrances should be covered with a canopy, awning, recess or similar device to provide visual prominence and pedestrian weather protection.

~~9.5.3.5~~ 8.5.1.10 Front building façades should be parallel to the street. Consideration may be given to allow for periodic indentation for visual relief and features such as urban plazas **and spaces that promote and enhance pedestrian uses**.

~~9.5.3.6~~ 8.5.1.11 Street facing façades ~~should~~ will have the highest design quality. Materials used for the front façade should be carried around the building where any façades are exposed to the public view at the side or rear.

~~9.5.3.7~~ 8.5.1.12 Buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.

~~9.5.3.8~~ 8.5.1.13 Buildings should avoid blank street wall conditions. Blank walls resulting from phased development, will require upgraded architectural treatment.

~~9.5.3.9~~ 8.5.1.14 **Tall buildings** will minimize undue physical and visual negative impact relating to:

- a. microclimatic conditions, including sun, shadow and wind;
- b. noise;
- c. views;
- d. skyview; and
- e. adjacent cultural heritage resources, open spaces, the public realm, community infrastructure and residences.

~~9.2.1.12~~ 8.5.1.15 **Tall buildings** will be sited and designed to enhance an area's skyline as well as to preserve, reinforce and define view corridors.

~~9.5.3.10~~ 8.5.1.16 **Tall buildings** will address pedestrian scale through building articulation, massing and materials. The lower portion of **tall building** developments will include a built form that achieves street frontage and at grade relationships ~~to support that~~ prioritize a pedestrian oriented environment.

~~9.5.3.11~~ 8.5.1.17 Building materials ~~should~~ will be chosen for their functional and aesthetic quality, sustainability, durability and ease of maintenance.

~~9.5.3.12~~ 8.5.1.18 The choice of building materials ~~should~~ will minimize the risk for bird collisions.

~~9.5.3.13~~ 8.5.1.19 ~~Where appropriate, d~~ Development should be designed to incorporate measures that minimize urban heat island effects and other severe weather impacts in accordance with the city's Green Development Standards.

~~9.5.3.14~~ 8.5.1.20 Buildings ~~should~~ will be designed to conserve energy, ~~and~~ incorporate sustainable material and where appropriate, consider alternative and renewable sources of energy.

9.5.3.15 8.5.1.21 Buildings ~~should~~ will be designed to minimize the consumption of water and to utilize *stormwater best management practices*.

~~9.5.3.16~~ 8.5.1.21 Buildings ~~should~~ will coordinate and integrate vehicular and servicing access where feasible to minimize their visual prominence.

~~9.5.3.17~~ 8.5.1.23 Mechanical equipment, vents and metering devices will be integrated into the building design and will not be visible from the public realm.

~~9.5.3.18~~ 8.5.1.24 Rooftop mechanicals and appurtenances will be integrated into building design and will not be visible from the public realm and residential developments.

~~9.5.3.19~~ 8.5.1.25 It will be the responsibility of proponents of development applications to comply with Airport related height restrictions, including those of Greater Toronto Airports Authority, NAV CANADA and Transport Canada.

## **9.5.1 8.5.2 Context**

Context addresses how developments demonstrate compatibility and integration with surrounding land uses and vegetation. This is achieved by ensuring that an effective transition in built form is provided between areas of different development densities and scale, and the protection of natural features. Proposed development should respect railway operations and lines, and address public safety by way of building and site design and implementation of development mitigation measures as required.

~~9.5.1.1~~ 8.5.2.1 Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned area.

~~9.5.1.2~~ 8.5.2.2 Developments ~~should~~ will be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:

a. Natural Heritage System, Water Resource System, natural hazards (flooding and erosion) and natural and cultural heritage features;

~~b. —natural hazards (flooding and erosion);~~

~~c. natural and cultural heritage features;~~

- d. street and block patterns;
- e. the size and configuration of properties along a street, including lot frontages and areas;
- f. continuity and enhancement of *streetscapes*;
- g. the size and distribution of building mass and height;
- h. appropriate height transition to adjacent buildings including considerations for applicable angular planes and separation distances;
- i. front, side and rear yards;
- j. the orientation of buildings, structures and landscapes on a property;
- k. views, sunlight and wind conditions;
- l. the local vernacular and architectural character as represented by the rhythm, textures and building materials;
- m. privacy and overlook; and
- n. the function and use of buildings, structures and landscapes.

~~9.5.1.3~~ 8.5.2.3 Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.

~~9.5.1.4~~ 8.5.2.4 Buildings, in conjunction with site design and landscaping, will create a cohesive silhouette and an appropriate visual and functional relationship between individual buildings, groups of buildings and open spaces.

8.5.2.5 Transitions between buildings with different heights will be achieved by providing a gradual change in height and massing, through the stepping down of buildings and setbacks from the Low-rise properties, generally guided by the application of an angular plane, applicable separation distances or by other means in accordance with Council-approved Plans and design guidelines.

~~9.5.1.5~~ 8.5.2.6 Developments will provide a transition in building height and form between Intensification Strategic Growth Areas and adjacent Neighbourhoods with lower density and heights.

8.5.2.7 Proposed high-rise buildings in areas where two or more high-rise buildings exist within the immediate context shall relate to the surrounding buildings and provide for appropriate height transition and separation distances.

~~9.5.1.6~~ 8.5.2.8 New development will address ~~E~~existing vegetation patterns and ensure preservation and/or enhancement of the Urban Forest ~~will be addressed in all new development.~~

~~9.5.1.7~~ 8.5.2.9 Developments adjacent to public parkland will complement the open space and minimize negative impacts.

~~9.5.1.8~~ 8.5.2.10 Proposed development should encourage public open space connections that link public parks and community facilities through the use of accessible walkways, multi-use bikeways and bridges.

~~9.5.1.9~~ 8.5.2.11 Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.

~~9.5.1.10 Where employment and commercial uses are adjacent to noise sensitive uses, noise mitigation should be provided at the source of the noise to ensure compatibility and acceptable noise levels.~~

~~9.5.1.11~~ 8.5.2.12 New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare.

~~9.5.1.12~~ 8.5.2.13 Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.

~~9.5.1.13~~ 8.5.2.14 Buildings with exposure to Provincial Highways or public streets in areas of site plan control will be subject to a higher standard of design to achieve upgraded building elevations and landscaping, including principal doors and window fenestration.

~~9.5.1.14~~ 8.5.2.15 Sites that have exposure to parks or double exposure to both Provincial Highways and public streets will be required to be designed with upgraded building elevations and landscaping facing all parks, public highways and public streets.

~~9.5.1.15~~ 8.5.2.16 Development in proximity to landmark buildings or sites, to the Natural Heritage Areas System, to the Water Resource System or cultural heritage resources, should be designed to:

- a. respect the prominence, character, setting and connectivity of these buildings, sites and resources; and
- b. ensure an effective transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking, amenity and open spaces.

8.5.2.17 A mix of building types is encouraged on sites that can accommodate more than one building. Where a development includes more than one building, the site will be designed to ensure appropriate site organization and building locations that:

- a) provide parcels of appropriate size and shape for the mix of building types;
- b) define and support existing and proposed streets, lanes, parks and open spaces at appropriate scales;
- c) ensure appropriate spacing of buildings; and
- d) ensure appropriate transition in scale between buildings of different scales and types and other lower-scaled uses.

### **9.5.2 8.5.3 Site Development**

The arrangement of elements on a site, as well as their massing and design, should contribute to achieving the City's vision and the intended character for the area. The development of a property may include one or more buildings or structures, services and utilities, parking areas and driveways and landscaping. Site design which incorporates *stormwater best management practices and innovative green technologies* will assist in building a resilient city ~~will assist in achieving sustainable development objectives.~~

~~9.5.2.1~~ 8.5.3.1 High quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character, respects its immediate context and creates a quality living or working environment.

~~9.2.1.3~~ 8.5.3.2 Built form will create a sense of place through a variety of means including distinctive architecture, streetscaping, public art and cultural heritage recognition.

~~9.5.2.2~~ 8.5.3.3 Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:

- a. providing **universally designed** walkways that are connected to the public sidewalk, are well lit, attractive and safe;
- b. fronting walkways and sidewalks with doors and windows and having visible active uses inside;
- c. avoiding blank walls facing pedestrian areas; and
- d. providing opportunities for weather protection, including awnings and trees.

~~9.5.2.3~~-8.5.3.4 Development proponents will be required to ensure that pedestrian circulation and connections are accessible, comfortable, safe and integrated into the overall system of trails and walkways.

~~9.5.2.4~~ 8.5.3.5 Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.

~~9.5.2.5~~ 8.5.3.6 Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing:

- a. street trees and landscaping, and relocating utilities, if required;
- b. lighting;
- c. weather protection elements;
- d. screening of parking areas;
- e. bicycle parking;
- f. public art; and
- g. street furniture.

~~9.5.2.6~~ 8.5.3.7 Development proponents will be required to demonstrate the successful application of *universal design principles* and compliance with legislated standards.

~~9.5.2.7~~ 8.5.3.8 Site development should respect and maintain the existing grades on-site.

~~9.5.2.8~~ 8.5.3.9 Sites will be designed in a manner that conserve energy ~~will be encouraged~~. Energy conservation will be addressed at the development application stage and during the preparation of building and site designs. Buildings should be designed, oriented, constructed and landscaped to minimize interior heat loss and to capture and retain solar heat energy in the winter and to minimize solar heat penetration in the summer.

~~9.5.2.9~~ 8.5.3.10 Site designs will ~~be encouraged that~~ minimize the consumption of water.

~~9.5.2.10~~ 8.5.3.11 Site development will be encouraged to meet a minimum standard of LEED Silver or custom green development standards.

8.5.3.12 To achieve environmentally sustainable development, the City may use the provisions of Section 41 of the *Planning Act* to secure the following sustainable and resilient design features in development



that address exterior building and site matters as may be set out in the city's Green Development Standards:

- a) Weather-protected on-site bicycle areas and pedestrian-friendly infrastructure to encourage cycling and walking and to reduce emissions from transportation;
- b) High reflective materials, shade trees, and green and cool roofs to reduce ambient surface temperature to minimize the urban heat island effect;
- c) Active and passive design measures to improve energy efficiency and reduce peak demand such as building orientation to take advantage of passive solar heating, shading for cooling and natural light and energy efficient exterior cladding and window treatments;
- d) Renewable energy production and supply to provide clean, local energy reducing greenhouse gas emissions and improving resiliency to power outages
- e) Low Impact Development and other nature-based approaches to manage stormwater and mitigate flood risks where feasible, and reduce demand for potable water;
- f) Trees to enhance the urban forest and use of native species to protect, restore and enhance the natural heritage system;
- g) Bird-safe glass treatment to minimize the risk for bird collisions and energy efficient, shielded exterior lighting to reduce nighttime glare and light trespass;
- h) Dedicated areas for collection and storage of recycling and organic waste to increase waste diversion; and
- i) Enhanced human health by increasing opportunities for physical activity, mitigating impacts of air pollution, requiring passive cooling strategies such as operable windows and shade to mitigate against extreme heat and promoting access to food.

~~9.5.2.11~~ 8.5.3.13 Site development will be required to:

- a. incorporate *stormwater best management practices*;
- ~~b. provide enhanced streetscape;~~
- c. provide ~~landscaping that complements the public realm~~ thriving, regionally diverse planting schemes that compliment public realm and private development lands;

- ~~d. include the use of native non-invasive plant material;~~
- e. protect and enhance habitat;
- f. preserve **significant mature** trees on public and private lands;
- g. incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment; and
- h. provide landscaping that beautifies the site and complements the building form.

~~9.5.2.12~~ **8.5.3.14** Heating, venting and air conditioning equipment and mechanical/utility functions will be located away from the public realm and not be visible from public view.

~~9.5.2.13~~ **8.5.3.15** External lighting for site development ~~should will:~~

- a. be energy efficient;
- b. utilize dark skylight fixtures; and
- c. not infringe on adjacent properties.

~~9.5.2.14~~ **8.5.3.16** Development on a site may be phased provided that the location of buildings and services allow for future development. For projects that will be phased, applications shall be accompanied by a detailed phasing plan.

### **9.5.3 Buildings**

~~Buildings are often the most noticeable aspect of site development and therefore, the quality of their design and the materials selected is fundamental to good urban form. The articulation of a building is often what gives it a human scale and a sense of quality through attention to detail. The entrance of a building is often the most recognizable and used part of the façade and should be prominent, recognizable and accessible.~~

~~All buildings should be designed to incorporate sustainable technologies. Where **tall buildings** occur, they are prominent features of the urban form and should be designed to the highest of standards.~~

~~9.5.3.1 Buildings will be designed to create a sense of identity through the site layout, massing, forms, orientation, scale, architectural features, landscaping and signage.~~

~~9.5.3.2 Buildings must clearly address the street with principal doors and fenestrations facing the street in order to:~~

~~d.—ensure main building entrances and at-grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk;~~

~~e.—provide strong pedestrian connections and landscape treatments that link the buildings to the street; and~~

~~f.—ensure public safety.~~

~~9.5.3.3 Building façades should be articulated to include changes in materials, or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief.~~

~~9.5.3.4 Principal building entrances should be covered with a canopy, awning, recess or similar device to provide visual prominence and pedestrian weather protection.~~

~~9.5.3.5 Front building façades should be parallel to the street. Consideration may be given to allow for periodic indentation for visual relief and features such as urban plazas.~~

~~9.5.3.6 Street-facing façades should have the highest design quality. Materials used for the front façade should be carried around the building where any façades are exposed to the public view at the side or rear.~~

~~9.5.3.7 Buildings will be pedestrian-oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.~~

~~9.5.3.8 Buildings should avoid blank street wall conditions. Blank walls resulting from phased development, will require upgraded architectural treatment.~~

~~9.5.3.9 **Tall buildings** will minimize undue physical and visual negative impact relating to:~~

~~g.—microclimatic conditions, including sun, shadow and wind;~~

~~h.—noise;~~

~~i.—views;~~

~~j.—skyview; and~~

~~k. adjacent cultural heritage resources, open spaces, the public realm, community infrastructure and residences.~~

~~9.5.3.10 The lower portion of **tall building** developments will include a built form that achieves street frontage and at grade relationships to support a pedestrian-oriented environment.~~

~~9.5.3.11 Building materials should be chosen for their functional and aesthetic quality, sustainability and ease of maintenance.~~

~~9.5.3.12 The choice of building materials should minimize the risk for bird collisions.~~

~~9.5.3.13 Where appropriate, development should be designed to incorporate measures that minimize urban heat island effects.~~

~~9.5.3.14 Buildings should be designed to conserve energy and incorporate sustainable material.~~

~~9.5.3.15 Buildings should be designed to minimize the consumption of water and to utilize **stormwater best management practices**.~~

~~9.5.3.16 Buildings should coordinate and integrate vehicular and servicing access to minimize their visual prominence.~~

~~9.5.3.17 Mechanical equipment, vents and metering devices will be integrated into the building design and will not be visible from the public realm.~~

~~9.5.3.18 Rooftop mechanicals and appurtenances will be integrated into building design and will not be visible from the public realm and residential developments.~~

~~9.5.3.19 It will be the responsibility of proponents of development applications to comply with Airport height restrictions.~~

#### **9.5.4 Relationship to Public Realm**

~~The public realm is an integral part of any site development. The relationship between buildings, site layout and elements within the public realm has a great impact on the urban form and the experience of those who live, work and play in the city.~~

~~9.5.4.1 Development proposals should enhance public streets and the open space system by creating a desirable street edge condition.~~

~~9.5.4.2 An attractive and comfortable public realm 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.~~

~~9.5.4.3 The sharing and reduction of access points/driveways will be encouraged to promote pedestrian safety and provide the opportunity for a continuous *streetscape*.~~

~~9.5.4.4 Along *Corridors* where an urban character is appropriate, buildings should be located close to and aligned with the street to enclose the street.~~

~~9.5.4.5 Built form will relate to the width of the street right of way.~~

~~9.5.4.6 Outdoor storage will not be located adjacent to, or be visible from city boundaries, the public realm or sensitive land uses by incorporating the use of appropriate setbacks, screening, landscaping and buffering.~~

~~9.5.4.7 Display areas are to be an integral part of the overall site design and evaluated based on their visual impact on the *streetscape*.~~

## **9.5.5 8.5.4 Parking, Servicing and Loading**

The design of parking, servicing and loading areas is a key component in the development of sites. These areas serve a functional need, but ~~should~~ will be designed in a manner that screens less desirable aspects and provides high quality treatment of exposed areas while addressing safe and efficient movement of pedestrians and vehicles. Parking surfaces are a contributor to the urban heat island effect and, as such, ~~should~~ will be designed to mitigate the heat effects.

~~9.5.5.1 8.5.4.1~~ Parking ~~should~~ will be located underground, internal to the building or to the rear of buildings.

9.5.5.2 Above grade parking structures should be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure.

~~9.5.5.3 8.5.4.2~~ Where surface parking is permitted, the following will apply. Parking should:

- a. not be located between the building and the street;
- b. incorporate *stormwater best management practices*, such as, permeable paving, bio-retention areas and tree clusters;
- c. provide safe and legible raised walkways, with curb ramps, within parking areas to buildings and streets;
- d. incorporate *universal design principles*;
- e. be configured to permit future development;
- f. have appropriate landscape treatment including trees and lighting, throughout parking lots;
- g. provide appropriate landscape treatment to provide shading of parking areas; and
- h. provide landscape buffering at the street edge.

~~9.5.5.4~~ 8.5.4.3 Shared parking between developments will be encouraged, where appropriate.

~~9.5.5.5~~ 8.5.4.4 Secure bicycle parking for long term and short term use will be provided in developments.

~~9.5.5.6~~ 8.5.4.5 Site plans will demonstrate the ability for shared servicing access between adjacent developments.

~~9.5.5.7~~ 8.5.4.6 Service, loading and ~~waste garbage~~ storage areas should be internal to the building or located at the rear of the building and screened from the public realm.

## 9.5.6 8.5.5 Safety

~~Crime Prevention Through Environmental Design (CPTED) concepts and principles have the objective of promoting safe living and working environments. Following CPTED principles,~~ The public and private environment will be maintained at a level that enhances the public perception of safety and buildings, landscaping and site layout and will be designed to enhance personal safety.

~~9.5.6.1~~ 8.5.5.1 Site layout, buildings and landscaping will be designed to maximize visibility ~~promote natural surveillance~~ and personal safety.

~~9.5.6.2~~ 8.5.5.2 Active building frontages should be designed to face public spaces including entries and windows to increase visibility ~~ensure natural surveillance opportunities~~.

~~9.5.6.3~~ 8.5.5.3 Development should clearly define areas of access and egress to avoid the creation of entrapment areas.

~~9.5.6.4~~ 8.5.5.4 Development should incorporate lighting to ensure all designated areas of circulation, entrance, and connections are appropriately illuminated.

### ~~9.5.7~~ 8.5.6 Signage

Signage is a significant element of the city's identity and character. Signage is both public and private. Signs include street names, interpretative and commemorative plaques, advertising and identification of uses.

~~9.5.7.1~~ 8.5.6.1 Signage should:

- a. orient people as they move through the city;
- b. identify businesses and services;
- c. promote and enhance an area's character;
- d. identify significant sites, community uses, destinations and landmarks;
- e. recognize cultural heritage resources; and
- f. follow *universal design principles*.

~~9.5.7.2~~ 8.5.6.2 Building and site designs will integrate signage and have regard for the character of the building, landscape and context. Signage should identify and inform as well as complement and enliven the *streetscape*. Signage must be designed to minimize visual clutter.

~~9.5.7.3~~ 8.5.6.3 Except for wayfinding and commemorative plaques, only fascia signs will be permitted within ~~Intensification~~ Strategic Growth Areas.

# 49 15 Implementation

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The purpose of this chapter is to establish how the policies of Mississauga Official Plan 2051 are implemented and translated into programs. This Plan will be implemented by the powers conferred upon City Council by the *Planning Act*, the *Municipal Act*, and other statutes as may be applicable. For instance, this Plan will be implemented by zoning by-laws, heritage designation by-laws, subdivision control, site plans, municipal legislation and the construction of public works.

## 49 15.1 Jurisdiction

~~49-15.1.1~~ The policies of this Plan apply to all lands within the City of Mississauga, except for those owned by the Federal Crown or the Provincial Crown. Should lands owned by the Federal Crown or the Provincial Crown be sold to an agency that is not a crown agency of the Federal or Provincial governments or to a private owner, the policies of this Plan will apply.

## 49 15.2 Monitoring

~~49-15.2.1~~ The new Official Plan will be reviewed in 10 years and every five years thereafter, or earlier, if warranted.

~~49-15.2.2~~ Mississauga may develop a set of indicators to measure the implementation of the policies of this Plan.

## 49 15.3 Finance

Development will support itself in terms of capital requirements. The implementation of the policies of this Plan will be subject to the capital budget and financial policies and procedures of City Council, as well as availability of Regional and Provincial Government funding. The Official Plan also acknowledges that some services are provided to the City by other levels of government.



The City has adopted a Development Charges By-law as authorized by the *Development Charges Act*. The by-law implements the charges required to support the emplacement of capital facilities, as determined by various needs assessments, over the next ten to twenty years. The by-law also contains the capital costs to be charged per industrial/commercial and residential hectare developed and per housing unit constructed.

The by-law will be reviewed periodically as required by the *Development Charges Act* and revised, as necessary.

~~49~~15.3.1 Mississauga will strive to maintain an appropriate relationship between residential and non-residential assessment in order to maximize City revenues and minimize City expenditures. To this end, staff will monitor the appropriate financial indicators, such as tax rates, capital contribution levels, residential to commercial/industrial assessment ratio, vacancy rates, and overall growth rates.

~~49~~15.3.2 Mississauga will provide quality services to the residents and businesses of Mississauga that are accessible throughout the city and that recognize specific community needs.

## 15.4 ~~19.4~~ Development Applications

~~49~~15.4.1 Development applications will be evaluated and processed in accordance with the policies of this Plan, approved *streetscape* studies and design guidelines and other relevant City Council policies and Provincial policies.

~~49~~ 15.4.2 To ensure that the policies of this Plan are being implemented, the following controls will be regularly evaluated:

- a. Mississauga Official Plan;
- b. Mississauga Zoning By-law;
- c. Site Plan Control By-law;
- d. Urban Design Guidelines;
- e. City of Mississauga Heritage Register; and
- f. all other practices and procedures involved in processing development applications.

15.4.3 To provide consistent application of planning and urban design principles, all development applications will **satisfactorily** address, among other matters:

- a. conformity to the policies in this Plan;
- b. consistency with all applicable Urban Design Guidelines;
- c. the compatibility of the proposed development to existing or planned land uses and forms **on the subject lands and surrounding lands**, including the transition in height, density, and built form;
- d. **demonstration of no adverse impacts on the development or functioning of neighbouring lands**;
- e. the sustainability of the development to support public transit and to be oriented to pedestrians;
- f. in circumstances where medium and high density residential uses are in proximity to developments of a lower density, measures, such as increased setback; sensitive building location, transition and design; and landscaping, may be required to ensure compatibility with the lower density designations;
- g. the adequacy of engineering services;
- h. the adequacy of community infrastructure;
- i. the adequacy of the multi-modal transportation systems;
- j. the suitability of the site in terms of **location**, size and shape, to accommodate the **proposed land use**, ~~necessary~~ on site functions, parking, landscaping, and on site amenities;
- k. the relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm;
- l. the impact of the height and form of development, in terms of ~~over~~shadowing and **adverse impact on amenity areas** ~~loss~~, on neighbouring residential and park uses;
- m. site specific opportunities and constraints;
- n. **Consistency with Green Development Standards**; and
- o. urban form and public health.

15.4.4. All site-specific official plan amendment applications will also provide satisfactory reports to demonstrate the rationale for and appropriateness of the proposed amendment. This will include, among

other matters, the merits of the proposed amendment in comparison with the existing land use designation and policy provisions. A planning rationale with reference to the applicable policies of this Plan, other applicable policies and sound planning principles will be provided to accomplish this. Demonstration of conformity to the City Structure policies of this Plan will be required.

15.4.5 Transition in height and built form will occur within the height ranges where established by this Plan. It is the intent of this Plan that the minimum and/or maximum number of storeys for buildings will be maintained where identified and adhered to as part of site-specific development applications.

15.4.6 ~~19.4.4~~ Prior to the submission of a development application, the City may require a meeting with the development proponent and/or their agent.

15.4.7 To achieve the City's environmental sustainability goals, development may be require, to include, but not be limited to, the following:

- a. innovative stormwater management practices and infrastructure such as, rainwater harvesting facilities, bio-retention swales, permeable paving, water efficient plant material and water reuse to reduce demand for potable water;
- b. shade trees, high-albedo surfaces, green and cool roofs to reduce ambient surface temperature to minimize the urban heat island effect;
- c. ground floor canopies as weather protection to create pedestrian friendly walking environments;
- d. energy efficient and shielded exterior lighting to reduce night time glare and light trespass;
- e. bicycle infrastructure to encourage cycling as an emissions free mode of travel;
- f. trees to enhance the urban forest and the use of native species to protect, restore and enhance bio-diversity and the natural heritage system;
- g. on-site renewable energy generation and recovery, district energy system facilities, infrastructure and connections, construction and cladding innovations and energy efficient exterior building design to reduce greenhouse gas emissions;
- h. building and site design that is resilient, reduces peak demand, thermally resilient and adaptive to the impacts of climate change; and
- i. Electric vehicle-ready and micro-mobility charging infrastructure to support emissions-free modes of travel.

15.4.8 ~~19.4.5~~ Some or all of the following studies, reports and/or documents may be required as part of a complete application submission for an official plan amendment, rezoning, draft plan of subdivision or

condominium or consent application, dependent on the type of application, the property location and adequacy of services.

Submitted material must be satisfactory to the City and relevant agency, if applicable, such as conservation authorities in the case of an Environmental Impact Study. Further, the required material must be deemed satisfactory in the early stages of application review. This list is not all-inclusive, and other material may be requested when the application is reviewed.

The scope of the studies and the terms of reference will be determined at the pre-application meeting prior to application submission, and/or appropriate staff contacts will be provided for scoping purposes. If the requested material is not provided, the application will be deemed incomplete by the City.

- Development Application Review Checklist, as completed at the Development Application Review Committee (pre-application) meeting
- Notice signage erected on site in accordance with the City of Mississauga's guidelines and regulations
- Complete application form and required fees
- Planning Justification Report, which may include a plan of survey and a concept plan for the subject site and surrounding lands
- Draft official plan amendment
- Draft zoning by-law amendment
- Draft plan of subdivision or condominium
- Development Master Plan
- Urban Design Study
- Arborist's Report (including Tree Survey/Tree Preservation Plan)
- Parking Utilization Study
- Sun/Shadow/Wind Study
- Environmental Impact Study
- Slope Stability Study/Top of Bank Survey

- Downstream Erosion Impact Report/ Investigation
- Functional Storm Drainage Report
- Stormwater Management Study
- Salt Management Plan
- Stream Erosion Assessment
- Implementation study for Two Zone Floodplain Policies
- Environmental Site Screening Questionnaire and Declaration
- Site Remediation Studies, including Phase I Environmental Site Assessment, Phase II Environmental Site Assessment, Remedial Work Plan, Site Clean Up Report
- Feasibility and/or Detailed Noise Impact Study (for stationary, road, rail and/or airport noise sources), Vibration Analysis
- Air Quality Study
  - Geotechnical Report
  - Transportation Impact Study (including scoped studies such as gapping, signal operations, and/or other relevant traffic issues)
  - Traffic Safety Impact Study (including access review, sight lines, queuing, gapping and collisions)
  - On Street Parking Analysis (including type, availability and feasibility of the on street parking arrangement)
  - Park Concept Plan
  - **Heritage Impact Assessment**
  - Heritage Conservation Management Plan
  - Community Uses Needs Assessment
  - Above and below ground Utility Plans (existing and proposed) on City lands
  - Archaeological Assessment

- Restrictions on Title (including where the creation of parcels of land tied to a common element road condominium precedes the registration of the condominium road)
- [Housing Report and Rental Housing Demolition and Conversion Application Form](#)
- Condominium Declaration
- Transportation Demand Management (TDM)
- Health [Assessment](#)/Impact Study
- Sustainability Design
- Fire Code Compliance Letter (for existing buildings on a redevelopment site)
- Property Evaluation Report
- Property Standards Compliance Letter (for existing buildings on a redevelopment site)

[15.4.9](#) ~~19.4.6~~ Proposals for buildings higher than three 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 microclimatic 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.

[15.4.10](#) ~~19.4.7~~ To provide consistent, efficient, and predictable application of environmental planning principles, all applications will have regard for:

- a. promotion of public transit;
- b. promotion of cycling and walking;
- c. management of *waste*;
- d. energy and water conservation;
- e. quality and quantity of stormwater management;
- f. noise and vibration minimization;
- g. habitat protection and enhancement;

- h. erosion and sediment control;
- i. tree preservation;
- j. land form conservation;
- k. air quality;
- l. mitigation of greenhouse gas emissions;
- m. adaptation to a changing climate;
- n. soil and groundwater quality; and
- o. public health.

15.4.11 ~~19.4.8~~ Provincial Government policies and guidelines will be used in reviewing development applications.

15.4.12 ~~19.4.9~~ Where appropriate, the City will coordinate environmental performance criteria with the programs, policies, and legislation of appropriate Provincial Government agencies, conservation authorities, and the Region.

15.4.13 ~~19.4.10~~ Rights-of-way or additions thereof, and private roads will not be included in the calculation of density for on site building coverage.

15.4.14 ~~19.4.11~~ The need for a development master plan will be determined through a pre-application meeting and in consultation with staff prior to application submission. ~~A development master plan may be required when a development proposal may set a precedent for the use, scale and form of future development of a site or area (e.g., Community Node, **Major Transit Station Area**). In consultation with the development proponent, T~~the City will identify the lands for which the development master plan is required and the matters to be addressed. The development master plan will identify how the site or area may be developed to achieve the intent of this Plan and address, where applicable, matters such as:

- a. height, scale and location of proposed uses;
- b. how density and population to employment ratio requirements will be achieved;
- c. community and physical infrastructure requirements (e.g., parks, roads, water and sewers);

- d. pedestrian, cycling and transit infrastructure;
- e. environmental and related sustainability requirements (e.g., green development standards);
- f. transition and connectivity to surrounding development; ~~and~~
- g. treatment of the public realm; and
- h. Vehicular and bicycle parking.

The development proponent may be required to consult with other landowners in the development master plan area. A development master plan may be endorsed by Council as part of a development application.

## ~~19.5 Criteria for Site Specific Official Plan Amendments~~

~~19.5.1 City Council will consider applications for site specific amendments to this Plan within the context of the policies and criteria set out throughout this Plan. The proponent of an official plan amendment will be required to submit satisfactory reports to demonstrate the rationale for the amendment; including, among other matters:~~

- ~~a. that the proposed redesignation would not adversely impact or destabilize the following:
 
  - ~~• the achievement of the overall intent, goals, objectives, and policies of this Plan; and~~
  - ~~• the development or functioning of the remaining lands that have the same designation, or neighbouring lands; and~~~~
- ~~b. that a municipal comprehensive review of land use designations or a five year review is not required;~~
- ~~c. that the lands are suitable for the proposed use, and a planning rationale with reference to the policies of this Plan, other applicable policies, and sound planning principles is provided, setting out the merits of the proposed amendment in comparison with the existing designation;~~
- ~~d. land use compatibility with the existing and future uses of surrounding lands; and~~



~~e. the adequacy of engineering services, community infrastructure and multi-modal transportation systems to support the proposed application.~~

~~19.5.2 Mississauga may initiate site-specific amendments to this Plan through local area reviews or other planning studies. In order to demonstrate the viability of a proposal, development proponents may be required to submit satisfactory studies prior to the development of the site.~~

## 15.5 ~~19.6~~ Zoning

~~15.5.1 19.6.1~~ The zoning for all properties will conform to this Plan within three years of it coming into force and effect.

## 15.6 ~~19.7~~ Zone Subject to a Holding Provision

~~15.6.1 19.7.1~~ A holding provision may be used in conjunction with any zoning category to specify the use to which lands, buildings or structures may be put at such time in the future as the holding provision is removed by amendment to the zoning by-law.

~~15.6.2 19.7.2~~ A holding provision will be used to implement this Plan for staging of development and additionally may be used to implement specific requirements, such as, but not limited to:

- a. the ~~provision~~ ~~adequacy~~ of engineering services;
- b. the ~~provision~~ ~~adequacy~~ of community infrastructure;
- c. the ~~provision~~ ~~adequacy~~ of multi-modal transportation systems;
- d. the ~~provision~~ ~~adequacy~~ of access/ingress to a site and ~~in respect of~~ adjacent properties;
- e. the development of affordable housing;
- f. the protection of the Natural Heritage System;
- g. the remediation of *contaminated sites*;
- h. the provision of parkland; and

- i. the provision of flood free ingress/egress.

~~15.6.3-19.7.3~~ Generally, uses existing at the time a site specific by-law with a holding provision is enacted will be allowed to continue, however, restrictions on existing uses and/or alternative uses may be specified in the by-law with a holding provision.

~~15.6.4-19.7.4~~ Mississauga may apply a holding provision to lands within **Strategic Growth Intensification** Areas to ensure that the policies of this Plan are implemented. The removal of the holding provision will be conditional on the applicant satisfying the requirements of the policies of this Plan.

~~15.6.5-19.7.5~~ The policies of this Plan should not be construed to require the gratuitous dedication of land for new public roads, including realignments of roads or impose an obligation upon a landowner to construct or pay for the construction of new roads, where not otherwise permitted by the *Planning Act*.

## **15.7 ~~19.8~~ Bonus Zoning <section will be updated once a new CBC bylaw is in force>**

~~15.7.1-19.8.1~~ City Council may pass by-laws permitting increases in height and/or density for development permitted by this Plan and/or the zoning by-law to enable the City to secure specific amenities that benefit the city. These by-laws are intended to allow the community to tangibly share in benefits that landowners accrue from achieving increased height and/or density permissions on their lands. To be eligible for increases in height and/or density, the proposed development must constitute good planning, be consistent with the intent and objectives of this Plan, and comply with all other City of Mississauga policies.

~~15.7.2-19.8.2~~ City Council may grant bonuses in height and/or density of site specific development proposals in exchange for facilities, services or matters, above and beyond that that would be otherwise provided under the provisions of the *Planning Act*, the *Development Charges Act* or other statute, such as, but not limited to:

- a. protection of significant views and vistas of Lake Ontario;
- b. provision of parkland above that required by the *Planning Act*;

- c. enhancement of the Natural Heritage System;
- d. provision of additional road or servicing improvements;
- e. provision of multi-modal transportation facilities;
- f. provision of community infrastructure;
- g. provision of a wide range of housing types, including affordable, assisted and special needs housing;
- h. ~~preservation~~ conservation of heritage resources;
- i. provision of public art;
- j. enhanced urban design features;
- k. provision of *streetscape* improvements;
- l. contributions to city wide funds for public art or affordable housing;
- m. environmental development performance standards or LEED certification that exceeds that required by the Official Plan; and
- n. inclusion of office space in high density areas to meet population-to-employment ratios.

~~15.7.3~~ ~~19.8.3~~ In all cases, the increase in height and/or density will be based on a site specific review. In reviewing the proposed increase in height and/or density, City Council will ensure that:

- a. the proposed development is compatible with the scale and character of the surrounding area and has minimal impact on neighbouring uses;
- b. there are adequate engineering services and community services;
- c. the transportation system can accommodate the increase in density;
- d. the site is suitable in terms of size and shape, to accommodate the necessary on site functions, parking, landscaping, and recreational facilities;
- e. a special study is required from the applicant that establishes a reasonable relationship between the benefit to the owner of the value of the density increase that may be permitted and the value of the facility, service, or matter to the public.

~~15.7.4-19.8.4~~ When considering bonusing, and allowing the provision of benefits off-site, the positive impacts of the exchange should benefit the surrounding areas experiencing the increased height and/or density.

~~15.7.5-19.8.5~~ By-laws permitting bonusing of height and/or density will:

- a. specify the amount by which the height and/or density of the development would be increased in exchange for certain facilities, services, or matters; and
- b. contain the detailed development standards that would apply to the site to lessen the impact the proposed increase in height and/or density may have on the surrounding area.

~~15.7.6-19.8.6~~ The facilities, services, or matters will be transferred to the City or secured by agreements entered into by the developer and the City, prior to or in conjunction with the enactment of the bonus zoning by-law.

~~15.7.7-19.8.7~~ Mississauga may develop bonusing policies applicable to specific areas of the city.

## **15.8 ~~19.9~~ Temporary Use By-law**

~~15.8.1-19.9.1~~ City Council may pass by-laws to authorize the temporary use of land for a purpose that is otherwise prohibited by the zoning by-law, as permitted by the provisions of the *Planning Act*.

~~15.8.2-19.9.2~~ A temporary use which conforms to this Plan may be permitted by a temporary use by-law to allow:

- a. an unfamiliar use on a trial basis;
- b. the use of an available building until the rehabilitation or redevelopment of the building for a use permitted by this Plan is warranted by future market conditions; or
- c. the use of vacant land for a parking lot that would otherwise not be permitted.

~~15.8.3-19.9.3~~ The following conditions will apply to all uses permitted by a temporary use by-law:

- a. extensions of the period of temporary use may be permitted by subsequent by-laws but should generally not continue for more than a total of ten years for a temporary use of a garden suite and three years in all other cases as per the *Planning Act*;

- b. no new buildings or expansion of buildings, except for temporary or movable structures, will be permitted;
- c. the temporary use permitted must be compatible with adjacent land uses, or measures to mitigate any adverse impacts must be applied;
- d. no adverse impacts on traffic or transportation facilities in the area may result, and sufficient parking must be provided on-site;
- e. no adverse impact on community infrastructure;
- f. no adverse impacts on the assessment base;
- g. the temporary use will not jeopardize the eventual planned land use; and
- h. temporary buildings must conform to the property standards by-law.

## 15.9 ~~19.10~~ Interim Control By-law

~~15.9.1-19.10.1~~ City Council may pass an Interim Control By-law prohibiting the use of land, buildings or structures within the city or within a defined area of the city for a limited period of time as specified by the *Planning Act*. Interim Control measures may be considered and enacted for the purposes of undertaking studies where development pressures warrant a review of zoning.

## 15.10 ~~19.11~~ Development Zone

~~15.10.1-19.11.1~~ Vacant lands and legally existing land uses that do not conform to this Plan, may be recognized in the zoning by-law as a "D" (Development) Zone. It is intended that these lands will eventually be redeveloped in accordance with the policies contained in this Plan, but in the meantime allow legally existing uses to continue without a non-conforming status.

## 15.11 ~~19.12~~ Development Permits

~~15.11.1-19.12.1~~ Consideration will be given to the enactment of a Development Permit System as authorized by the *Planning Act*.

## 15.12 ~~19.13~~ Subdivisions

~~15.12.1-19.13.1~~ Draft plans of subdivision will comply with the policies of this Plan and relevant City Council approved policies, including those regarding the provisions of adequate services and transportation facilities, and the maintenance of a sound financial position for the City.

~~15.12.2-19.13.2~~ A condition of draft approval of a plan of subdivision will require that a servicing and development agreement be entered into by the developer to ensure the provision of services, facilities, and other matters to the satisfaction of City Council and the Region of Peel.

~~15.12.3-19.13.3~~ By-laws may be passed to exempt all, or part of registered plans of subdivision from part-lot control. Such exemptions will eliminate the need for further subdivision or consents to convey portions of lots within the registered plan of subdivision.

## 15.13 ~~19.14~~ — Site Plans

~~15.13.1-19.14.1~~ As permitted by the *Planning Act*, all lands in the city are designated as a Site Plan Control Area. By-laws may be passed to designate the whole or any part of the city as a Site Plan Control Area, or identify where site plan control does not apply. By-laws may also be passed to designate a Site Plan Control Area by reference to one or more land use designations and/or zone categories.

~~15.13.2-19.14.2~~ As all lands in the city are designated as a Site Plan Control Area, drawings showing plan, elevation and cross-section views may be required for each building to be erected on any lands in the city and to be used for residential purposes including buildings containing less than 25 dwelling units. Applications for site plan approval will be required to contain sufficient information to ensure compliance with all relevant matters contained in the *Planning Act*.

~~15.13.3~~ ~~19.14.3~~ Energy conservation, aesthetic, and functional design guidelines will be established to assist in the preparation of site plans and the design of buildings.

~~15.13.4~~ ~~19.14.4~~ Site plan applications will address matters relating to exterior design such as, but not limited to, the character, scale, appearance and design features of all buildings, and their sustainable design.

~~15.13.5~~ ~~19.14.5~~ Site plan applications will address the sustainable design elements on the development site and adjoining highways under Mississauga's jurisdiction including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curbs, ramps, *waste* and recycling containers, and bicycle parking facilities.

~~15.13.6~~ Site plan applications will ensure facilities are designed to have regard for accessibility for persons with disability.

## ~~15.14~~ ~~19.15~~ Condominiums

~~15.14.1~~ ~~19.15.1~~ Condominium applications will be required to comply with the policies of this Plan and relevant City Council approved policies.

~~15.14.2~~ ~~19.15.2~~ Application for approval of a condominium application for new residential development or conversion of existing rental accommodation will be considered with reference to standards and specifications regarding safety, driveways, traffic, parking control, parking facilities, sidewalks and walkways, open space, recreation, utilities, storm drainage, grading, and internal road construction.

~~15.14.3~~ ~~19.15.3~~ Common element condominiums and vacant land condominiums will not be permitted if the City requires public ownership of the lands for pedestrian or vehicular access to create public road connections to existing developed or undeveloped lands. Regard shall be given to the scale of the development and its integration with the surrounding community.

## 15.15 ~~19.16~~ — Non-Conforming Uses

~~15.15.1-19.16.1~~ The use of land or a building or structure that does not comply with the Zoning By-law but which lawfully existed prior to the approval of the Zoning By-law is a legal non-conforming use. If such legal non-conforming use ceases, then the rights derived from the legal non-conforming use will terminate. Over time, it is the intention and expectation of the City that most non-conforming uses will cease.

~~15.15.2-19.16.2~~ Certain non-conforming uses, particularly industrial or commercial uses in residential areas that detract from the character and quality of a complete neighbourhood, will be encouraged to relocate or redevelop so that the subject land may be used in conformity with the policies of this Plan and the provisions of the implementing zoning by-law. In this regard, special attention will be given to the re-establishment of the use in a different location, where it will be able to perform ~~produce~~ under improved conditions, in accordance with the policies of this Plan.

~~15.15.3-19.16.3~~ To encourage the elimination of certain non-conforming uses of significant detrimental impact on their surroundings, the City may consider the desirability and feasibility of acquiring the legal non-conforming property and holding, selling, leasing, or redeveloping it in accordance with sound financial management and good planning principles. In order to acquire such land the City may consider an exchange of other City owned lands.

~~15.15.4-19.16.4~~ Applications may be made to the Committee of Adjustment to permit the extension or enlargement of a building or structure utilized for a non-conforming use or to permit a different but similar use to replace the original legal non-conforming use. The City will consider the following criteria in determining its position with respect to such applications:

- a. the primary intention that non-conforming uses will cease over time;
- b. the length of time the existing non-conforming use has been in operation;
- c. the record of the non-conforming use in terms of its adherence to all municipal by-laws and other regulations to which its operation may be subject;
- d. the nature and characteristics of the existing non-conforming use;
- e. whether the use has achieved an acceptable level of compatibility with adjacent uses;



- f. that any permitted expansion or alteration is minor in nature, is moderate in scale, and will not detract from the intent of this Plan;
- g. whether the proposed expansion or alteration unduly aggravates the situation created by the existence of the use;
- h. the characteristics of the existing non-conforming use and the proposed extension or enlargement will not contribute to air, noise, or water pollution and will not result in nuisances such as, vibration, fumes, smoke, dust, odour, or lighting infringement, or will not affect the control of flooding or conservation of land;
- i. the existing use or proposed expansion or alteration does not involve a threat to the safety of its neighbours;
- j. that neighbouring uses can be adequately protected by the provision of landscaping, buffering, or screening; appropriate setbacks for buildings and structures; and devices and measures for reducing nuisances;
- k. traffic and parking conditions in the vicinity will not be adversely affected;
- l. adequate provisions will be made for off-street parking and loading facilities;
- m. all engineering services and community infrastructure will be adequate; and
- n. whether endorsement establishes a significant precedent for further amendments to this Plan or for similar uses.

~~15.15.5–19.16.5~~ City Council may also in special and appropriate circumstances, consider the enactment of an amending zoning by-law to permit the extension or enlargement of a legal non-conforming use, although the preferred procedure will be to encourage the use of applications to the Committee of Adjustment.

## ~~15.16–19.17~~ — Design Excellence

~~15.16.1–19.17.4~~ Mississauga will encourage and recognize creativity; sustainability and design excellence in architecture; landscape and urban design and stimulate public awareness by:

- a. administering an awards program that promotes; recognizes and honours development projects and initiatives that set the highest standard for sustainable practices; architectural; landscape; urban design and construction in the city; and
- b. encouraging design competitions for sustainable practices; architecture; landscape and urban design.

~~15.16.2-19.17.2~~ Mississauga may establish a Design Review Panel to provide advice on design related matters that affect the public realm, [architecture and sustainability](#).

~~15.16.3-19.17.3~~ Mississauga may require development proponents to submit their application to the Design Review Panel.

## ~~15.17 19.18~~ **Greenlands**

~~15.17.1-19.18.1~~ As a condition of development approval, *natural hazard lands* may be placed in public ownership for their long term protection.

~~15.17.2-19.18.2~~ Greenlands is determined on a site by site basis and is defined by natural hazards associated with *watercourse* corridors and Lake Ontario, and the limits of identified natural areas. The limits of the Greenlands are determined in consultation with the City and appropriate conservation authority and through studies, where required, completed by the proponent to the satisfaction of the City and the appropriate conservation authority.

~~15.17.3-19.18.3~~ Surface drainage and stormwater management facilities and associated hazards will be designated Greenlands. Where possible, surface drainage and stormwater management facilities should be designed in a manner that restores natural habitat links or buffers natural areas. The location of these facilities will not be detrimental to the natural heritage system.

~~15.17.4-19.18.4~~ Greenlands 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.

~~15.17.5-19.18.5~~ Development adjacent to Greenlands lands will be subject to the delineation of natural hazards, natural areas, buffers and setbacks by the City in consultation with the appropriate conservation authority.

Dedication and/or restrictive zoning of buffers to Greenlands may also be required by the City in consultation with the appropriate conservation authority.

~~15.17.6-19.18.6~~ Prior to conveyance of Greenlands 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 and the Ministry of Environment. 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 Greenlands lands will occur after the proponent has completed all requirements to the satisfaction of the City.

~~15.17.7-19.18.7~~ The Greenlands designation applies to both public and privately owned lands. Where Greenlands 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.

~~15.17.8-19.18.8~~ Reconstruction, minor additions, and maintenance of legal non-conforming facilities, buildings, and structures may be permitted in Greenlands. With respect to reconstruction, the development should be relocated to an area that is least susceptible to natural hazards.

## ~~15.18 19.19~~ — **Public Open Space and Recreational Facilities** <section will be updated once work on the Park Plan and appropriate Bylaws is completed>

~~15.8.1-19.19.1~~ Mississauga will provide for public open space and/or recreational facilities in accordance with the following means:

- a. dedication of land for park or other public recreational purposes, or cash -in-lieu for park or other public recreational purposes, under the provisions of the *Planning Act*;
- b. receipt of levies, under the provisions of the *Development Charges Act*; or
- c. other sources.

~~15.8.2-19.19.2~~ As a condition of development of land, the City may require that a portion of the land proposed to be developed or redeveloped be conveyed to the City for park or other public recreational purposes, in a form satisfactory to the City, to ensure that the lands are clean at the time of conveyance.

- a. In the case of land proposed to be developed or redeveloped for predominately residential purposes, the amount of land to be conveyed will be calculated using:
  - a rate not exceeding five percent of the developable land; or
  - a rate not exceeding one hectare for each 300 dwelling units proposed; or,
  - whichever amount is greater;
- b. In the case of land proposed to be developed or redeveloped for predominately non-residential purposes, the City will require the conveyance of land at a rate not exceeding two percent of the developable land; and
- c. In instances where a land dedication is not required by the City, the City ~~will~~ ~~may alternatively~~ require the payment of cash in lieu of such conveyance. The value of the land will be determined as of the day before the day of the issuance of the first building permit in respect of the development or redevelopment. The payment will be made prior to the issuance of the first building permit.

~~15.8.3-19.19.3~~ As a condition of approval of a plan of subdivision, Mississauga will require that a portion of the land in the plan be conveyed to the City for park or other public recreational purposes in a form satisfactory to the City, to ensure that the lands are clean at the time of conveyance.

- a. In the case of a subdivision for predominately residential purposes, the amount of land which the City will require to be conveyed will be the amount calculated using:
  - a rate not exceeding five percent of the land included in the plan of subdivision; or,
  - a rate not exceeding one hectare for each 300 dwelling units proposed; or whichever amount is greater; and
- b. In the case of a subdivision for predominately non-residential purposes, the City will require the conveyance of land at a rate not exceeding two percent of the land included in the plan of subdivision;
- c. In instances where a land dedication is required that only partially satisfies the dedication of land for park or other public recreational purposes yield for the subdivision, the payment of cash in lieu for park or other public recreational purposes will be required for the balance owing on the yield. For the purpose of determining the amount of any payment, the value of the land will be determined as of the day before

the day of the approval of the draft plan of subdivision. The payment will be made prior to the registration of the plan of subdivision; and

- d. In instances where a land dedication or cash in lieu for park or other public recreational purposes was not required by the City as a condition of subdivision approval, the City may require payment of cash in lieu for park or other public recreational purposes as a condition of development or redevelopment of the land in accordance with the *Planning Act*, as amended, prior to the issuance of building permits. The value of the land will be determined as of the day before the day of the issuance of the first building permit in respect to the development or redevelopment. The payment will be made prior to the issuance of the first building permit.

~~15.8.4-19.19.4~~ Mississauga will provide recreational facilities as specified in ~~the Future Directions for Library, Recreation, Parks and Natural Areas~~ the city's applicable ~~Master~~ Plan, subject to any of the following:

- a. limitations in the area and/or configuration of established parks that inhibits construction of such facilities, and which cannot be expanded through land acquisition due to surrounding development;
- b. limited opportunity to acquire new parkland in established areas;
- c. restrictions on parkland development dictated by the location of the park, environmental constraints, parking availability, access, or other reasons;
- d. specialized, identified recreational needs for parkland in certain areas of the city;
- e. the timing and pace of development which may affect the City's ability to acquire parkland through the development process; and
- f. financial circumstances and the establishment of priorities through the City's capital budget process.

~~15.8.5-19.19.5~~ The facility objectives contained in Future Directions for Library, Recreation, Parks and Natural Areas Master Plan, may change as market demand and other studies determine that the public's recreational needs have changed. Failure to achieve facilities at the levels contained in the Future Directions for Library, Recreation, Parks and Natural Areas Master Plan, will not constitute lack of conformity with this Plan.

~~15.8.6-19.19.6~~ Mississauga is not required to utilize any or all of the cash in lieu for park or other public recreational purposes that may be required to be paid as a condition of a particular development, to acquire land for park or other public recreational purposes or develop recreation facilities in the vicinity or neighbourhood of that development. The City will consolidate all cash in lieu for park or other public

recreational purposes in a special reserve fund and use the funds on a city wide basis based upon priorities determined by the City for any purposes permitted under the *Planning Act*.

~~15.8.7-19.19.7~~ Mississauga will participate with representatives of the school boards to coordinate the planning, acquisition, and administration of sites and facilities that will be shared by park and school activities.

~~15.8.8-19.19.8~~ Mississauga will cooperate with other levels of government or the private sector to establish one or more parks having regional significance and containing major sports and recreational facilities suitable for competition and public use, including major spectator and competitive sports facilities.

~~15.8.9-19.19.9~~ Where lands are designated Private Open Space, 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 or through the City's land securement program.

~~15.8.10-19.19.10~~ Mississauga will encourage the Conservation Authorities to acquire lands for conservation and recreation purposes beyond that required for flood control purposes.

~~15.8.11-19.19.11~~ Mississauga will encourage the Conservation Authorities to formulate acquisition and development strategies for conservation areas within the city to ensure that lands acquired will form integral components of the municipal public open space system.

~~15.8.12-19.19.12~~ Where lands owned by conservation authorities have value for recreation and conservation, and are not required for flood control purposes, the City will seek the cooperation of the conservation authorities to lease or convey such lands to the City for park purposes.

~~15.8.13-19.19.13~~ Mississauga will encourage other levels of government to assist in the provision of recreational facilities which have a National, Provincial or Regional significance.

~~15.8.14-19.19.14~~ Mississauga may request that the Provincial Government lease or convey to the City for public open space purposes any lands contained within the Parkway Belt West that are residual to the essential functions of the Parkway Belt West Plan or within areas designated for Public Open Space, within this Plan.

## 15.19 ~~19.20~~ Property Standards

~~15.19.1-19.20.1~~ All properties in the City will be kept in a state of good repair and safe for occupancy and use. To this end, Mississauga will maintain and enforce a Property Standards By-law under the Building Code Act prescribing maintenance standards and conditions of occupancy for all types of property throughout the city.

~~15.19.2-19.20.2~~ Mississauga may make provision for public services in areas where it can be demonstrated that the lack or inadequacy of such services is a factor in the deterioration of properties.

## 15.20 ~~19.21~~ Demolition Permits

~~15.20.1-19.21.1~~ Mississauga may enact a by-law creating areas of demolition control as authorized by the *Planning Act*.

~~15.20.2-19.21.2~~ Permits to demolish heritage designated buildings and structures will be considered in accordance with the provisions of the *Ontario Heritage Act* and this Plan.

~~15.20.3-19.21.3~~ An approved development plan, archaeological assessment and tree permit may be required prior to the ~~release~~ issuance of a demolition permit.

## 15.21 ~~19.22~~ Community Improvement

~~15.21.1-19.22.1~~ In accordance with the *Planning Act*, all or a portion of the lands within the city, may, by by-law, be designated as a Community Improvement Project Area.

~~15.21.2-19.22.2~~ Mississauga may by by-law identify Community Improvement Project Areas, prepare and adopt Community Improvement Plans, and implement Community Improvement projects pursuant to the provisions of the *Planning Act*.

~~15.21.3-19.22.3~~ Mississauga may become involved in improving municipally owned lands, services, and facilities and encourage private property owners in these areas to undertake similar improvements to the benefit of the entire area.

~~15.21.4-19.22.4~~ Mississauga may acquire lands or buildings in order to undertake community improvement initiatives.

~~15.21.5-19.22.5~~ The Region of Peel may be a planning and/or financial partner in a Community Improvement Plan for matters within its jurisdiction.

~~15.21.6-19.22.6~~ Community Improvement Plans may consider the following, among other matters:

- a. deficiencies in the physical infrastructure of the area including sanitary sewers, water or storm sewer systems, roads, sidewalks, curbs, street lighting, and electrical facilities;
- b. deficiencies in the provision of off street parking areas;
- c. inadequate park space, open space, recreation, and other community facilities;
- d. for commercial areas, evidence of economic decline such as unstable uses or high vacancy rates;
- e. the existence of conflicting land uses;
- f. the condition of the housing and building stock if poor and in need of repair;
- g. identification of the need to provide affordable housing;
- h. the potential of creating a Business Improvement Area (BIA) or expanding an existing BIA;
- i. identification of the need to improve *streetscape* amenities;
- j. identification of the need to conserve heritage resources;
- k. identification of the need to provide cultural infrastructure;
- l. opportunities for infilling and development of underutilized sites;
- m. soil and water conditions, based on past industrial and/or commercial uses, resulting in potential for contamination and need for remediation;
- n. identification of the need to encourage office and other employment opportunities;
- o. identification of the need to encourage energy improvements; and
- p. opportunities to support the growth management objectives of this Plan and encourage transit supportive communities.



~~15.21.7-19.22.7~~ Community Improvement Plans may be implemented by the following methods:

- a. participation in funding programs with senior levels of government that provide assistance in undertaking Community Improvement projects;
- b. the formation and continuation of BIAs to maintain and improve commercial areas;
- c. the preparation of design guidelines which outline necessary *streetscape* improvements and beautification plans for the area;
- d. the encouragement of site remediation and/or infill and development that is in harmony with the existing pattern and character of the surrounding lands;
- e. the acquisition and assembly of lands for public facilities and infrastructure, and possible development;
- f. the application of the *Ontario Heritage Act* to ~~preserve~~ conserve and enhance heritage buildings, where appropriate;
- g. the application and enforcement of Property Standards By-laws for the maintenance and occupancy of residential, commercial, industrial, and institutional properties within Community Improvement Areas; and
- h. allocation of public funds, in the form of grants, loans or other financial instruments for the physical rehabilitation or improvement of land and/or buildings including the remediation of contaminated properties.

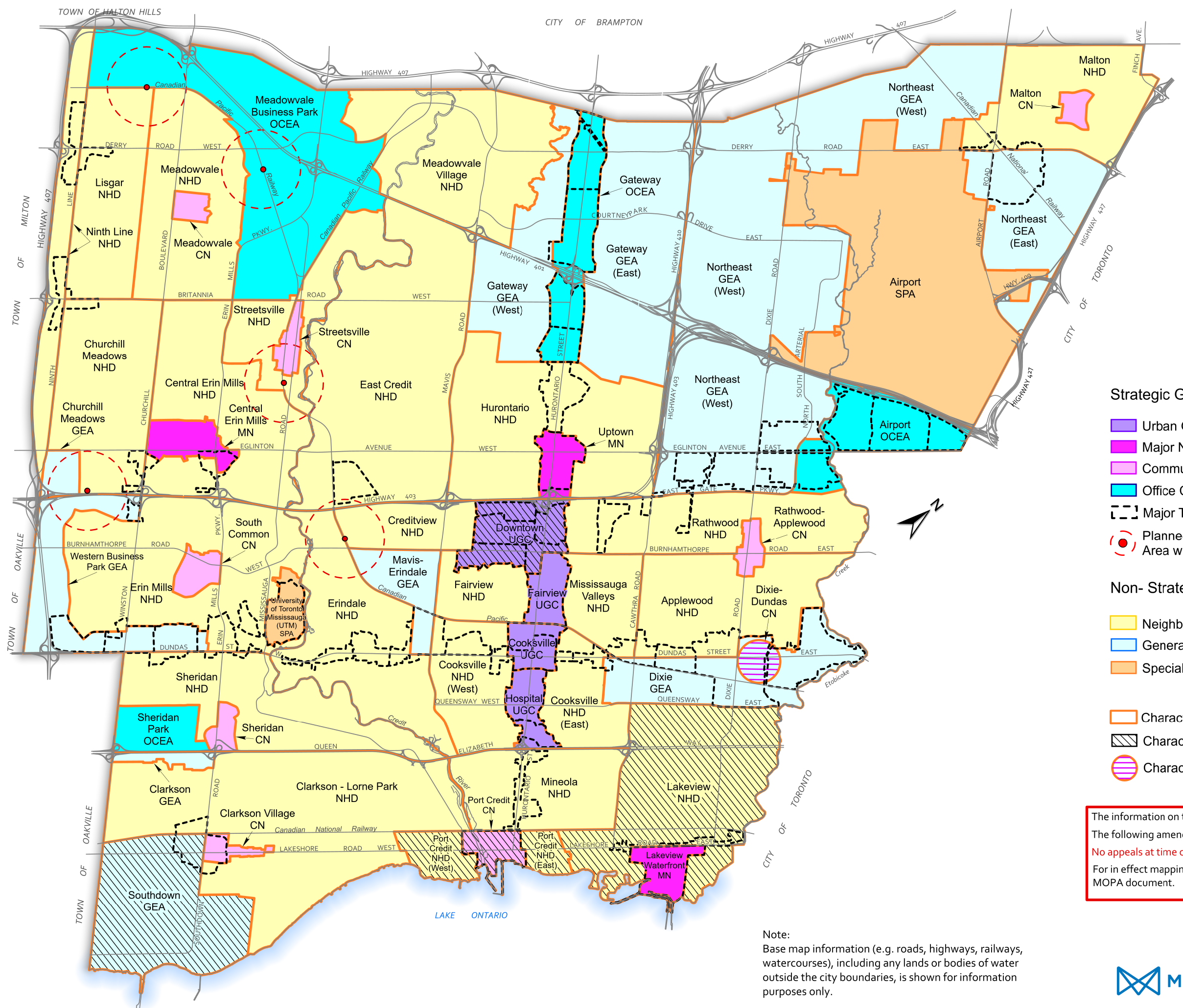
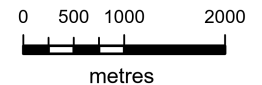
~~15.21.8-19.22.8~~ The following will be considered when determining the timing and sequence of Community Improvement projects:

- a. the opportunity to coordinate improvements with other Capital Budget projects;
- b. the existence of a recognized BIA;
- c. the efforts of local business associations to upgrade and promote the area; and
- d. availability of other government funds through programs in which the City may wish to participate.

~~15.21.9-19.22.9~~ The formation and continuation of BIAs will be encouraged and supported; when possible, assistance will be provided to such organizations.

**DRAFT**

# Schedule 1 City Structure



### Strategic Growth Areas

- Urban Growth Centre (UGC)
- Major Node (MN)
- Community Node (CN)
- Office Centre Employment Area (OCEA)
- Major Transit Station Area (MTSA)
- Planned Major Transit Station Area with 800m radius circle

### Non-Strategic Growth Areas

- Neighbourhood (NHD)
- General Employment Area (GEA)
- Special Purpose Area (SPA)
- Character Area
- Character Area Subject to Local Area Plan
- Character Node Boundary to be Defined

The information on this schedule reflects Council adopted amendments  
 The following amendments are under appeal and affect this schedule:  
**No appeals at time of consolidation.**  
 For in effect mapping information refer to the Consolidation Tables and MOPA document.

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