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**Bundle 2 Summary Table**

New Chapter	Old Chapter in MOP	Key Changes Proposed
<p><b>Chapter 6 Community Infrastructure and Cultural Heritage</b></p>	<p>Chapter 7 (Complete Communities)</p>	<ul style="list-style-type: none"> <li>• This draft chapter is now only focused on Community Infrastructure and Cultural Heritage, not the broad mix of topics/policies under the previous Complete Communities title</li> <li>• Overall updates to modernize, provide more context and clarity</li> <li>• Indigenous Peoples content is added</li> <li>• New policy to integrate the City’s Cultural Districts</li> <li>• New policy to integrate the City’s cultural heritage landscapes (CHL)</li> <li>• Updated heritage policy terminology, e.g. ‘preserve’ replaced with ‘conserve’</li> </ul>
<p><b>Chapter 7 Transportation</b></p>	<p>Chapter 8 (Create a Multi-Modal City)</p>	<ul style="list-style-type: none"> <li>• New policy to integrate content and direction from the City’s:                             <ul style="list-style-type: none"> <li>• Transportation Master Plan</li> <li>• Complete Streets Guide and the new street classification system</li> </ul> </li> <li>• Includes policy content regarding safety under the City’s Vision Zero initiative</li> <li>• Includes Parking policy updates with consideration of City’s Parking Master Plan and Parking Regulations Study</li> <li>• Emphasis on sustainable transportation modes</li> <li>• Significant updates/new policy for Active Transportation Section</li> </ul>
<p><b>Chapter 9 Economic Growth and Employment Areas</b></p>	<p>Chapter 10 (Foster a Strong Economy)</p>	<ul style="list-style-type: none"> <li>• Updated preambles to align with the Mississauga Economic Development Strategy 2020-2025</li> <li>• Updated employment land conversion policy, removing local level MCR criteria and referencing Regional OP requirements</li> <li>• Clarification of employment area terminology in two categories: Office Centre Employment Areas and General Employment Areas</li> <li>• Policy addition to encourage intensification of existing employment areas</li> <li>• Inclusion of creative industries</li> <li>• Emphasis on connection to employment areas by sustainable transportation modes</li> </ul>

# 6 Community Infrastructure and Cultural Heritage

## ~~7 Complete Communities~~

### EDIT GUIDE:

Black – existing unchanged text

Red strikethrough – existing text deleted

Blue – draft proposed text

## 6.1 ~~7.1~~ Introduction

~~One of the Strategic Plan pillars is to complete our neighbourhoods. Over the last thirty years many people moved to Mississauga because of its high quality and affordable housing. While important, housing is not enough.~~

Mississauga supports inclusive communities where people are connected, supported and **allowed** able to flourish. Communities need the infrastructure that supports physical and emotional well-being, including facilities for education, physical fitness, leisure, and social interaction, and for worship and spiritual contemplation. ~~–the ability to live, learn and play. Other important ingredients~~ Community identity and pride comes from ~~in nurturing quality of life are~~ sharing traditions, customs and stories, cherishing the city's **rich cultural heritage history**, cultivating art and culture, and valuing the distinctive characteristics of all areas within Mississauga. **The culture, traditions and arts of Indigenous Peoples are integral to the City as it is located within Treaty lands.**

~~This chapter addresses these aspects of community building and, taken together with the other policies in this Plan, will create communities that enable people to not only live and work in Mississauga, but also thrive.~~

~~Complete communities meet the day-to-day needs of people throughout all stages of their life. At a city wide level, Mississauga is a complete community. It has a wide assortment of housing choices, employment opportunities and numerous commercial, social and institutional venues allowing its inhabitants to experience the benefits of city living. The Downtown, Major Nodes and Community Nodes are also planned to be complete communities. They will offer a range of residential and employment opportunities and a wide variety of services.~~

~~Some areas within the city will not meet all the needs for daily living. Residents living in one of the city's many Neighbourhoods may need to travel some distance to work in another part of the city such as a Corporate Centre or Employment Area. However, other services such as schools, shopping facilities, recreation centres or libraries should be available either within the Neighbourhood or in a nearby Major Node or Community Node, preferably accessible by a short walk or cycling trip.~~

~~The policies contained in this chapter, address elements of urban living particularly important to completing communities. This chapter includes policies regarding:~~

- ~~• meeting the housing needs of people of all ages, abilities and income groups;~~

- ~~providing opportunities for the education of children, continuing learning experiences of adults, opportunities for physical fitness, leisure and social interaction, facilities for worship and spiritual contemplation;~~
- ~~protecting and enjoying the city's rich cultural heritage;~~
- ~~providing the inclusion of art and culture in the daily experience of those that live in and visit the city; and~~
- ~~creating areas with distinct identities that foster community identity and pride.~~

~~The goal of these policies is to create inclusive communities where people are connected, supported and allowed to flourish.~~

~~7.1.1 Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.~~

~~**Below Policies 7.1.2 – 7.1.6: Intent moved to other MOP Chapters, addressing urban design, public health, housing, and transportation**~~

~~7.1.2 The creation of complete communities and the implications for public health will be considered by Mississauga when making planning decisions.~~

~~7.1.3 In order to create a complete community and develop a built environment supportive of public health, the City will:~~

- ~~a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;~~
- ~~b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;~~
- ~~c. encourage environments that foster incidental and recreational activity; and~~
- ~~d. encourage land use planning practices conducive to good public health.~~

~~7.1.4 Mississauga will raise awareness of the link between the built environment and public health.~~

~~7.1.5 Mississauga may require a Health Impact Statement associated with development proposals.~~

~~7.1.6 Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.~~

~~**Reflected in Policy 6.2.1** 7.1.7 In cooperation with the appropriate public and private agencies and other levels of government, Mississauga will provide community infrastructure, supportive of complete communities, to meet the civic, cultural, educational, recreational, religious, social and emergency service needs of residents, employees and visitors.~~

~~**Moved to Policy 6.4.1.2**—7.1.8 Mississauga will recognize the significance of and act responsibly in the identification, protection, and enhancement of structures, sites, cultural heritage landscapes, environments, artifacts, traditions, and **streetscapes** of historical, architectural or archaeological significance.~~

~~7.1.9 **Reflected in Policy 6.3.2** Public art and culture will be encouraged as a means of enhancing the identity and unique character of the city and its various communities. Incentive programs may be developed to encourage the creation of public art.~~

~~7.1.10 When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area.~~

## ~~**7.2 Housing**~~ *Note: Housing policies will be in located in a separate chapter. Housing policies to be assessed as part of Policy Bundle #3.*

~~The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive, which is one of the Strategic Plan pillars. Mississauga is fortunate to have a diverse mix of housing that is largely in good condition.~~

~~Mississauga is a desirable place to locate for those who work within the city or surrounding municipalities. The city provides affordable housing options in a variety of housing forms and locations across the city. The Region is responsible for providing social housing. While the city has some social housing, the inventory of social housing is not adequate to meet the need that exists.~~

~~Much of Mississauga's housing was built in the last three to four decades and geared to the needs of families with children. As these households mature, the dwelling units and Neighbourhoods that they occupy may no longer meet their needs. Opportunities for aging in place or alternative housing within the community will assist households as they move through the lifecycle. This may include introducing alternative forms of housing within Neighbourhoods such as supportive housing for seniors and secondary suites.~~

~~Attracting and retaining young adults and families to Mississauga is important to ensure that employers have a strong local labour force on which to draw and that the demographic mix of the city remains diverse. It is also important to accommodate new immigrants choosing to locate in the city.~~

~~It is expected that most future additions to the housing stock will be higher density forms, particularly apartments. The Plan encourages the creation of new housing in the Downtown, Major Nodes and Community Nodes that meets the needs of a diverse population. While housing in these areas is expected to be attractive to young and older adults, the needs of families must also be considered. As housing in Neighbourhoods is vacated by older adults, opportunities will exist for new families coming to the city. However, opportunities for families to live in the Downtown, Major Nodes and Community Nodes will also be encouraged.~~

~~7.2.1 Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.~~

~~7.2.2 Mississauga will provide opportunities for:~~

- ~~a. the development of a range of housing choices in terms of type, tenure and price;~~
- ~~b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and~~
- ~~c. the production of housing for those with special needs, such as housing for the elderly and shelters.~~

~~7.2.3 When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.~~

~~7.2.4 Mississauga will ensure that the quality and quantity of the existing housing stock is maintained.~~

~~7.2.5 The onus will be placed on the applicant/developer to address Provincial and Regional housing requirements.~~

~~7.2.6 Mississauga will consider the contribution that can be made to current housing needs by housing programs of other levels of government and will seek to maximize the use of those programs that meet the City's housing objectives.~~

~~7.2.7 Mississauga will directly assist all levels of government in the provision of rental housing by:~~

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

~~7.2.8 Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.~~

~~7.2.9 The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes.~~

~~7.2.10 Mississauga will encourage the Region to provide social housing in appropriate locations to meet the needs of the local population.~~

~~7.2.11 Mississauga will work with the Region to develop a housing strategy that will establish and implement affordable housing targets.~~

~~7.2.12 Conversion of residential rental properties to a purpose other than the purpose of a residential rental property, or the demolition of residential rental properties~~

~~exceeding six dwelling units will not be permitted if it adversely affects the supply of affordable rental housing as determined by affordable housing targets and rental vacancy rates.~~

## 6.2 ~~7.3~~ Community Infrastructure

Community infrastructure is a vital part of complete communities, contributing to the quality of life and well-being of all peoples in Mississauga and providing inclusive places to support their residents. ~~It is essential in meeting~~ social, cultural, education, recreational, and spiritual needs ~~for a growing a multicultural resident population~~. In addition to the services provided by the City, community infrastructure is also provided by other agencies, levels of government and the private sector.

**Community infrastructure** includes schools, daycare, recreation centres, pools, rinks, libraries, museums, art galleries, places of religious assembly, private cultural clubs, and emergency services. Some community infrastructure may also serve as cultural infrastructure where people come together to create, present or deliver cultural products or events.

~~Access and transportation connections to community infrastructure are important. Generally, new community infrastructure is encouraged to locate in Intensification Areas and **Corridors** to minimize traffic impacts on local roads.~~

6.2.1 ~~7.1.7~~ In cooperation with the appropriate public and private agencies and other levels of government and with Indigenous Peoples, Mississauga will provide community infrastructure to support the creation of complete communities ~~that supportive of complete communities, to~~ meet the civic, cultural, educational, recreational, religious, social and emergency service needs of residents, employees, and visitors, including Indigenous Peoples and equity-deserving groups.

~~7.3.1 Community infrastructure will support the creation of complete communities.~~

6.2.2 ~~7.3.2~~ To optimize access and transit connections to community infrastructure, ~~the~~ preferred location for community infrastructure will be within the Urban Growth Centre Downtown, Major Transit Station Areas, Major Nodes, and Community Nodes and ~~Corridors~~. Where appropriate, community infrastructure may also be located within Neighbourhoods and Office Centre Employment Areas ~~Corporate Centres~~.

Community infrastructure will generally not be located within General Employment Areas. Where permitted within General Employment Areas, these uses will be located along the periphery of General Employment Areas and will be compatible and minimize land use conflicts with industrial activity.

6.2.3 ~~7.3.3~~ Community infrastructure located within Neighbourhoods may include schools, recreation centres and cultural hubs, libraries, emergency services, private clubs, daycare/day programs and places of religious assembly. Where community infrastructure is located in Neighbourhoods it will generally serve the local or nearby Neighbourhoods.

~~City-wide or region-wide~~ Community infrastructure with a city wide or region wide service area may not be permitted in Neighbourhoods.

~~7.3.4 Community infrastructure that generates large amounts of traffic will be located to minimize impacts on the transportation system.~~

6.2.4 ~~7.3.5~~ Community infrastructure will generally be:

- a. in proximity to transit facilities;
- ~~b. on **Corridors**, major and minor collector roads, preferably at intersections;~~
- b. connected to pedestrian and cycling facilities ~~trails, cycling facilities, where possible;~~
- c. on major and minor collector streets ~~roads~~, preferably at intersections, provided that sensitive community infrastructure incorporates the use of appropriate setbacks, screening, landscaping, and buffering from vehicle traffic;
- d. in proximity to other community infrastructure and places of gathering, where possible; and
- e. universally accessible ~~to persons with disabilities.~~

~~7.3.6 Mississauga will cooperate and assist other levels of government and public and private agencies in providing community infrastructure that are not within the jurisdiction of the City.~~

6.2.5 ~~7.3.7~~ The type of community infrastructure as well as its scale, design, layout and configuration permitted at any location, may be limited to ensure visual and functional compatibility with surrounding development.

6.2.6 ~~7.3.8~~ Where possible, community infrastructure will be encouraged to develop shared parking facilities.

~~**Move to Implementation Chapter** 7.3.9 School sites will be determined during the processing of development applications and will have regard for the site policies established by the School Boards.~~

~~**Move to Implementation Chapter** 7.3.10 School sites will be used for schools under the jurisdiction of the Peel District School Board, the Dufferin-Peel Catholic District School Board, the Conseil Scolaire de District Centre Sud Ouest, or the Conseil Scolaire de District Catholique Centre Sud, or private schools.~~

6.2.7 ~~7.3.11~~ The preferred locations for places of religious assembly will be the Urban Growth Centre ~~Downtown~~, Major Nodes and Community Nodes. ~~Otherwise, places of religious assembly will be encouraged to locate in **Corridors**, preferably at their intersections.~~

6.2.8 ~~7.3.12~~ The availability and location of existing and planned community infrastructure will be taken into account so that new community infrastructure can be provided efficiently and effectively and tailored to meet the needs of the population in each community.



~~6.2.9 7.3.13~~ The proponent of an intensification project may be required to provide a Community Infrastructure Impact Study. A Community Infrastructure Impact Study will, among other things, assess the proximity to and adequacy of existing community infrastructure, human services and emergency services to meet increased demand caused by proposed intensification. A Community Infrastructure Impact Study will identify necessary community infrastructure and the need for staging to ensure that development does not precede necessary community infrastructure improvements.

A Community Infrastructure Impact Study will require the approval of the City and other appropriate approval agencies.

~~7.3.14 Community infrastructure will be planned and delivered to ensure financial viability over life cycles and meet projected needs.~~

~~7.3.15 Mississauga will maintain and establish programs for renewal of community infrastructure. In doing so, Mississauga will ensure that the capital cost, maintenance cost and environmental impact are minimized. Opportunities for reusing pre-existing buildings for new purposes will be encouraged.~~

## 6.3 ~~7.5~~ Cultural Infrastructure

Culture contributes to creating engaging, lively and richly textured places where people want to live and visit. It plays a significant role in creating vibrant and liveable communities, contributes to the economy and should reflect and celebrate the culture, histories and traditions of ~~the diverse communities of Mississauga the~~ **community**. ~~Incorporating~~ **Fostering** culture creates a social environment that supports community building.

Cultural infrastructure refers to **places and spaces** ~~these properties~~ used primarily or occasionally for creation, presentation or delivery of cultural products or events or which are themselves cultural artifacts. ~~Thisese includes properties and buildings that may have been constructed developed specifically for cultural purposes as purpose built cultural buildings or as well as those adaptively re-used as cultural infrastructure they may have had, or continue to have, another primary purpose.~~ Purpose built examples include Celebration Square and the Living Arts Centre located in the Downtown Core, while the Small Arms Inspection Building located in the Lakeview neighbourhood is an example of adaptive re-use.

~~These properties may be owned by governments, institutional and not for profit corporations, or by private interests. Some properties will conform to the description of conventional cultural facility type (e.g., museum) while others may not.~~

The City's public realm including streets, sidewalks and parks may also serve as cultural infrastructure, supporting temporary, pop-up or permanent installations of public art and exhibitions as well as performances and gatherings. Privately owned public spaces (POPS) may also support cultural products or events. The public and physical places where digital culture is facilitated (e.g., wireless hotspots, **Celebration Square digital screens**) are also considered cultural infrastructure.

The development of cultural infrastructure should be community driven and neighbourhood focused, and include diverse cultural perspectives including those of Indigenous Peoples and equity-deserving groups. A broadly distributed range of opportunities for everyone ~~citizens of all ages~~ to participate in ~~varied a wide variety of~~ cultural activities, builds the foundation for strong cultural institutions and an authentic identity in the future.

~~7.5.1 Cultural infrastructure should:~~

- ~~a. be directed to Intensification Areas;~~
- ~~b. be a part of creating complete communities; and~~
- ~~c. recognize and strengthen distinct identities.~~

6.3.1 Mississauga should encourage a diversity of public spaces and gathering places to support culture throughout the city.

6.3.2 ~~7.1.9~~ Public art and culture will be encouraged as a means of enhancing the identity and unique character of the city and its various communities, as well as including Indigenous culture as a visible part of the city fabric. ~~Incentive programs may be developed to encourage the creation of public art.~~

6.3.3 Arts and cultural development should be strategically focused within **Cultural Districts** to enhance their identity and foster them as local neighbourhood-based cultural destinations. **Cultural Districts** should encourage:

- a. Active ground floor retail uses and an active streetscape;
- b. A vibrant, inviting and animated public realm and spaces that contribute to a sense of place and encourage community gathering;
- c. Creative and cultural uses in unconventional spaces such as bus stops, vacant storefronts, underused parking lots, and privately owned public spaces (POPS);
- d. Co-location of creative and community uses, where appropriate;
- e. Public art and creative placemaking which celebrates the neighbourhood's distinct identity, heritage, history and culture and engages the local community;
- f. Heritage interpretation which highlights the neighbourhood's history and strengthens its distinct identity; and
- g. Representation of the art, culture and history of Indigenous Peoples.

6.3.4 Partnerships with local organizations, local businesses and Business Improvement Areas (BIAs) are strongly encouraged to identify opportunities within existing city processes and policies to reduce barriers and increase opportunities to participate in arts and culture. Partnerships with local businesses and BIAs are also encouraged to promote creative industries as an important element of local economic development.

6.3.5 ~~7.5.2~~ Community Improvement Plans should be used to offer incentives to guide the development of cultural infrastructure clusters. They may provide incentive grants and loans to:

- a. preserve and adaptively reuse heritage buildings;
- b. initiate façade improvement programs for heritage buildings in commercial areas with a focus on buildings in Intensification Areas;
- c. encourage the conversion of spaces for cultural uses; and
- d. encourage public art.

6.3.6 ~~7.5.3~~ Mississauga will support cultural development by considering the needs of the cultural community when:

- a. acquiring or selling municipal land;
- b. building and rehabilitating municipal facilities; ~~and~~
- c. allowing for arts and cultural uses and activities within the public realm (e.g. public art, festivals).

~~7.5.4 At the discretion of the City, municipal parking facilities may be used to meet or reduce the parking requirements for cultural facilities where it does not impair the functioning of other uses. The City will develop corporate policies regarding which cultural facilities are eligible and appropriate implementation criteria and conditions.~~

## 6.4 ~~7.4~~ ~~Heritage Planning~~ Cultural Heritage

Heritage planning enables Mississauga residents and Indigenous Peoples to identify, protect, conserve and celebrate Mississauga's cultural heritage.

Heritage encompasses personal and family experiences and the collective history of all City residents. Mississauga's heritage begins in the history and culture of Indigenous Peoples who inhabited the lands which constitute the present-day City of Mississauga since time immemorial.

There are tangible aspects of heritage, such as artifacts and properties, and intangible ones, like traditions, customs, stories and events.

Heritage planning is the responsibility of the Provincial Government and the City. The Heritage Advisory Committee has been established to advise City Council on matters pertaining to cultural heritage value or interest.

### 6.4.1 ~~7.4.1~~ Cultural Heritage Resources and Properties

Mississauga's cultural heritage resources reflect the social, cultural and ethnic heritage of the city and Indigenous Peoples and, as such, are imperative to conserve and protect. Cultural heritage resources are important to help understand the history of a place, an event or a people, and are therefore integral to community character or identity and sense of place.

Cultural heritage resources are structures, sites, environments, artifacts and traditions that are of cultural, historical, architectural, or archaeological value, significance or interest. These include, but are not limited to:

- structures such as buildings, groups of buildings, monuments, public artworks, bridges, fences and gates;
- archeological sites associated with an historic event;
- environments such as landscapes, *streetscapes*, flora and fauna within a defined area, parks, heritage trails and historic corridors;
- artifacts, artworks and assemblages from an archaeological site, ~~or a~~ museum, or municipal collection; and
- traditions reflecting the social, cultural, or ethnic heritage of the community.

Cultural heritage properties are those properties or defined areas that are determined to be of cultural, historical, archaeological ~~or natural~~ significance and/or value. A heritage designation is applied to properties that have contextual, archaeological, historical, associative ~~and/or~~ physical ~~and/or~~ design value that is to be *conserved preserved*. Properties of cultural heritage value are designated under the *Ontario Heritage Act*, can be on the City's Heritage Register, and include listed properties that have not been designated under the Act or interpreted to the public, but that City Council believes to be of cultural heritage value or interest.

~~To celebrate the past and create a sense of place and identity, Mississauga will designate cultural heritage resources in accordance with the Ontario Heritage Act.~~

6.4.1.1 To identify, protect, and promote its past and to foster a sense of place and community identity, Mississauga will use tools under the *Ontario Heritage Act*, the *Planning Act*, the *Municipal Act*, as well as other provincial legislation and municipal by-laws to facilitate heritage conservation.

6.4.1.2 ~~7.4.1.8~~ Mississauga will recognize the significance of and act responsibly in the identification, protection, and enhancement of structures, sites, cultural heritage landscapes, environments, artifacts, traditions, and *streetscapes* of historical, architectural or archaeological significance.

6.4.1.3 ~~7.4.1.20~~ Mississauga will consider the values, culture, traditions, and knowledge interests of Indigenous Peoples ~~Aboriginal communities~~ in conserving cultural heritage and *archaeological resources*.

6.4.1.4 ~~7.4.1.1~~ The heritage policies are based on two principles:

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

6.4.1.5 ~~7.4.1.2~~ Mississauga will discourage the ~~removal demolition, destruction or inappropriate alteration or reuse~~ of cultural heritage resources that results in the loss of identified cultural heritage values or interest and/or identified **heritage attributes**, and encourages the adaptive re-use of heritage buildings and interpretation of cultural heritage to promote a continual sense of community.

6.4.1.6 ~~7.4.1.3~~ Mississauga will require development to maintain locations and settings for cultural heritage resources that are compatible with and enhance the identified cultural heritage values or interest and/or identified **heritage attributes** ~~character~~ of the cultural heritage resource.

6.4.1.7 ~~7.4.1.4~~ Mississauga will encourage other levels of government to enact legislation and develop programs that promote the **conservation preservation** and rehabilitation of cultural heritage resources.

6.4.1.8 ~~7.4.1.5~~ Mississauga will encourage private and public support and the allocation of financial resources for the **conservation preservation** and rehabilitation of cultural heritage resources.

6.4.1.9 Mississauga may identify and conserve intangible cultural heritage.

6.4.1.10 ~~7.4.1.6~~ Mississauga will foster public awareness of and commitment to, the protection and enhancement of cultural heritage resources.

6.4.1.11 ~~7.4.1.7~~ Mississauga will maintain a Heritage Register of property, ~~including structures and cultural landscapes~~ that should be **conserved preserved** as cultural heritage resources. The cultural heritage resources in the Heritage Register will be assessed based on their design or physical value, historical or associative value, contextual value and archaeological significance ~~including the aggregation of both natural and cultural heritage resources~~.

6.4.1.12 ~~7.4.1.8~~ The Heritage Register will contain a legal description of the property, the name and address of the owner, a statement explaining the cultural heritage value or interest of the property and a description of the **heritage attributes** of the property.

6.4.1.13 ~~7.4.1.9~~ Character Area policies may identify means of protecting **significant** cultural heritage resources ~~of major significance~~ by prohibiting uses or development that would have a **negative impact on the identified deleterious effect on the** cultural heritage resource, and encouraging uses and development that **conserve preserve**, maintain and enhance the cultural heritage resource.

~~7.4.1.10 Applications for development involving cultural heritage resources will be required to include a **Heritage Impact Assessment** prepared to the satisfaction of the City and other appropriate authorities having jurisdiction.~~

6.4.1.14 ~~7.4.1.11~~ The identified cultural heritage value or interest and/or the **Cultural heritage attributes** associated with cultural heritage resources designated under the *Ontario Heritage Act*, will be ~~required to~~ **conserved** ~~preserve the heritage attributes and not detract or destroy any of the heritage attributes~~ in keeping with the guidance and regulation including the *Ontario Heritage Tool Kit*, ~~the Ontario Ministry of Culture, and the Standards and Guidelines for the Conservation of Historic Places in Canada and the Mississaugas of the Credit First Nation Standards and Guidelines for Archaeology~~ **Parks Canada**.

6.4.1.15 ~~7.4.1.12~~ The proponent of any construction, development, or property alteration that might adversely affect a listed or designated cultural heritage resource or which is proposed adjacent to a cultural heritage resource will be required to submit a **Heritage Impact Assessment** and/or an **Archaeological Assessment**, prepared by a **qualified professional** to the satisfaction of the City and other appropriate authorities having jurisdiction.

6.4.1.16 ~~7.4.2.2~~ Prior to the demolition or alteration of a cultural heritage resource, documentation will be required of the property to the satisfaction of the City, and any appropriate advisory committee. This documentation may be in the form of a **Heritage Impact Assessment** and/or an **Archaeological Assessment**.

6.4.1.17 Development will not be permitted on properties adjacent to **significant** cultural heritage resources except where the proposed development has been evaluated by a qualified heritage consultant and determined that the **heritage attributes** of the cultural heritage resource will be **conserved**.

6.4.1.18 ~~7.4.1.13~~ Cultural heritage resources must be maintained in situ and in a manner that prevents deterioration and **conserves the identified cultural heritage values or interest and/or identified heritage attributes** of the cultural heritage resource ~~protects the heritage qualities of the resource~~.

~~7.4.1.14 Cultural heritage resources will be integrated with development proposals.~~

6.4.1.19 ~~7.4.1.15~~ Mississauga ~~will~~ **may** regulate use and other matters, as appropriate, for heritage ~~preservation~~ **conservation** through zoning by-laws.

6.4.1.20 ~~7.4.1.16~~ Mississauga ~~will~~ **may** acquire **heritage easements**, apply restrictive covenants, and enter into development agreements, as appropriate, for the **conservation** ~~preservation~~ of cultural heritage resources.

6.4.1.21 ~~7.4.1.17~~ Public works will be undertaken in a way that **conserves** ~~minimizes detrimental impacts on~~ cultural heritage resources.

6.4.1.22 ~~7.4.1.18~~ Mississauga recognizes the Credit River and Etobicoke Creek valleys as heritage corridors with **Indigenous and settler cultural** ~~both prehistoric and historical~~ significance.

6.4.1.23 ~~7.4.1.19~~ Mississauga will consider and promote archaeological management plans and cultural plans in conserving cultural heritage and **archaeological resources**.

~~**Moved to Policy 6.4.1.3** 7.4.1.20 Mississauga will consider the interests of Aboriginal communities in conserving cultural heritage and archaeological resources.~~

## **7.4.2 Cultural Heritage Properties**

~~**Combined under Section 6.4.1** Cultural heritage properties are those properties or defined areas that are determined to be of cultural, historical, archaeological or natural significance and/or value. A heritage designation is applied to properties that have contextual, archaeological, historical/associative and/or physical/design value that is to be preserved. Properties of cultural heritage value are designated under the *Ontario Heritage Act*, on the City's Heritage Register, and include listed properties that have not been designated under the Act, but that City Council believes to be of cultural heritage value or interest.~~

~~7.4.2.1 Programs for the selective acquisition of cultural heritage properties by the City will be considered. Assistance from the Federal and Provincial Governments will be requested in realizing these programs.~~

~~**Moved to Policy 6.4.1.16** 7.4.2.2 Prior to the demolition or alteration of a cultural heritage resource, documentation will be required of the property to the satisfaction of the City, and any appropriate advisory committee. This documentation may be in the form of a **Heritage Impact Assessment**.~~

~~7.4.2.3 Development adjacent to a cultural heritage property will be encouraged to be compatible with the cultural heritage property.~~

## **6.4.2 7.4.3 Heritage Conservation Districts Cultural Heritage Landscapes**

In some locations, the cultural heritage value or interest is more than an individual structure or property. A cultural heritage landscape is a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act*. (Provincial Policy Statement 2020)

A cultural heritage landscape may be designated as a Heritage Conservation District to protect the special character of an area and have policies to guide future changes through an adopted Heritage Conservation District Plan.

~~It may be a collection of cultural heritage attributes that form the character and appearance of an area, including buildings, structures, cultural landscapes, open spaces, roads, fences, and other property features. Although such locations may include individual cultural heritage properties, they may also be an area where no building or element may be significant on its own but collectively they contribute to the~~

~~special cultural heritage value character of the area that is worthy of preservation and identification as a Heritage Conservation District.~~

6.4.2.1 Mississauga's significant cultural heritage landscapes listed below are shown on **Map XX**:

1. Adamson Estate
2. Arsenal Lands including Water Tower
3. Benares
4. Bradley Museum
5. Britannia Farm
6. Cawthra Estate
7. City Centre Precinct
8. Credit River Corridor
9. Dickson Park Crescent
10. Erindale Village
11. Gordon Woods
12. Hancock Woodlands
13. Harding Waterfront Estate (Gairdner Estate)
14. Hustler Farm
15. Kariya Park
16. Lakefront Promenade
17. Lakeview Golf Course
18. Meadowvale West
19. Meadowvale Village H.C.D.
20. Middle Road Bridge
21. Mineola Neighbourhood
22. Mississauga Road Scenic Route
23. Old Port Credit Village H.C.D.
24. Pinchin Farm (Leslie Log House)
25. Riverwood (Mississauga Garden Park, Chappell Estate)
26. Robertson Farm
27. Sanford Farm
28. Streetsville Village Core

6.4.2.2 The cultural **heritage attributes** of the significant cultural heritage landscapes will be **conserved**.

6.4.2.3 ~~7.4.3.3~~ Applications for development within a ~~Heritage Conservation District~~ significant cultural heritage landscape that could potentially impact the identified cultural heritage value or interest and/or the **heritage attributes** may ~~will~~ be required to include a **Heritage Impact Assessment** and/or an Archaeological Assessment , prepared to the satisfaction of the City and the appropriate authorities having jurisdiction.



### Heritage Conservation Districts

Heritage Conservation Districts are areas defined by the City as being of unique character to be **conserved** through a designation by-law pursuant to the *Ontario Heritage Act*.

Mississauga has two Heritage Conservation Districts. Meadowvale Village, designated in 1980 and Ontario's first Heritage Conservation District, and Old Port Credit Village, designated in 2004. Additional Heritage Conservation Districts may be considered.

Mississauga's Heritage Conservation Districts, are shown on Schedule XX, Land Use Designations.

6.4.2.4 ~~7.4.3.1~~ Heritage Conservation Districts will be designated by the City in accordance with Part V of the *Ontario Heritage Act*. ~~and the following criteria:~~

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

6.4.2.5 ~~7.4.3.2~~ Heritage Conservation District Plans will be prepared in accordance with the requirements in Part V of the *Ontario Heritage Act*. ~~contain the following:~~

- ~~a. a statement of the objectives to be achieved in designating the area as a heritage conservation district;~~
- ~~b. a statement explaining the cultural heritage value or interest of the heritage conservation district;~~
- ~~c. a description of the heritage attributes of the heritage conservation district and of properties in the district;~~
- ~~d. policy statements, guidelines and procedures for achieving the stated objectives and managing change in the heritage conservation district; and~~
- ~~e. a description of the alterations or classes of alterations that are minor in nature and that the owner of a property in the heritage conservation district may carry out or permit to be carried out on any part of the property, other than the interior of any structure or building on the property, without obtaining a Heritage Permit.~~

6.4.2.6 ~~7.4.3.3~~ Applications for development within a Heritage Conservation District that could potentially impact the identified cultural heritage value or interest and/or the **heritage attributes** will be required to include an **Archaeological Assessment**, **Heritage Impact Assessment** and Heritage Permit, prepared to the satisfaction of the City and the appropriate authorities having jurisdiction, unless noted as an exception in the Heritage Conservation District Plan.

### 6.4.3 ~~7.4.4~~ Archaeological Resources

The ~~city's human history~~ human occupation of the lands which are now the City of Mississauga spans thousands of years and is reflected through physical remains that have been left behind by individuals or groups of people. These physical remains are **archaeological resources** and can be found lying on top of the ground, buried in the earth or under water.

**Archaeological resources** help us understand the people who previously inhabited the area and are important **cultural resources** which must be **conserved** ~~in preserving the city's history and identity~~.

6.4.3.1 All archaeological assessments within the City will require engagement with First Nations and Indigenous Communities who have Treaty and traditional territory located within the City.

6.4.3.2 ~~7.4.4.1~~ Mississauga will cooperate with the Provincial Government and all partnering Indigenous communities to conserve ~~designate~~ archaeological sites through designation in accordance with the *Ontario Heritage Act*.

6.4.3.3 ~~7.4.4.2~~ Removal of artifacts from an archaeological site will be prohibited except in accordance with the requirements of the *Ontario Heritage Act*, the Provincial Government and the City.

6.4.3.4 ~~7.4.4.3~~ Any archaeological or other artifacts of heritage significance discovered on properties during the development of privately owned land **must be assessed and mitigated from impacts in accordance with the Ontario Standards and Guidelines for Consultant Archaeologists and the Mississaugas of the Credit First Nation Standards and Guidelines for Archeology** ~~will be deeded gratuitously to the appropriate public authority~~.

### ~~7.4.5~~ 6.4.4 Archaeological Protection Areas

Archaeological protection areas are sites of archaeological value and interest of major significance to the history and identity of the city, worthy of preservation ~~and possible acquisition by the City~~.

An archaeological site is a defined location ~~noted through the scientific study~~ of material remains of past human life and activities. Archaeological sites are an irreplaceable part of heritage and although the history of Mississauga as a city is short, it is **responsible for the stewardship of 12,000 years of rich, varied and unique** ~~in 10,000 years of~~ **archaeological resources**. What is discovered from archaeological sites contributes to a better understanding of the past. The removal of archaeological material is a destructive process. Archaeological protection areas retain these resources for future generations.

6.4.4.1 Development and site alteration shall not be permitted on lands containing **archaeological resources** or **areas of archaeological potential** unless significant

*archaeological resources* have been *conserved*. An *Archaeological Assessment* is required to determine archaeological potential on development properties, completed in advance of development.

~~7.4.5.1 As a condition of development, the City in consultation with the Provincial Government, may require that an archaeological assessment be undertaken. Should any significant archaeological remains be discovered, an appropriate mitigation strategy will be developed. Any salvage excavation of archaeological remains will be conducted to the satisfaction of the City and the Provincial Government.~~

~~7.4.5.2 Programs for the survey and excavation of archaeological protection areas will be considered. Assistance from the Federal and Provincial Governments will be requested in realizing these programs.~~

6.4.4.2 ~~7.4.5.3~~ Any report on surveys or excavations in Mississauga must be filed with the City at the time the report is filed with the Provincial Government.

6.4.4.3 ~~7.4.5.4~~ Mississauga reserves the right to refuse a completed archaeological report if it is not satisfactory to the City.

6.4.4.4 ~~7.4.5.5~~ To protect against the inappropriate removal of artifacts, Mississauga may keep the existence and location of archaeological protection sites confidential.

6.4.4.5 ~~7.4.5.6~~ Mississauga will ~~investigate establishing and~~ maintain~~ing~~ an inventory of archaeological sites and reporting to the Provincial Government all known sites.

6.4.4.6 ~~7.4.5.7~~ Mississauga will consider the use of public open space for conserving archaeological protection sites where appropriate.

~~7.4.5.8 Sites of archaeological value and interest of major significance to the history and identity of the City, worthy of preservation and possible City acquisition, are categorized as archaeological protection areas.~~

6.4.4.7 ~~7.4.5.9~~ Archaeological protection areas should be designated ~~archaeological sites by the Provincial Government~~ in accordance with the *Ontario Heritage Act*.

6.4.4.8 ~~7.4.5.10~~ Mississauga, in cooperation with the Provincial Government, will endeavor to ~~conserve~~ ~~preserve~~ archaeological sites of major significance by prohibiting uses or development on archaeological protection areas that would have a deleterious effect on the archaeological site.

~~7.4.5.11 Sites of lesser archaeological value and interest but still representing an important contribution to the history and identity of the City, worthy of documentation and study, may be subject to an archaeological assessment and mitigation.~~

~~7.4.5.12 Mississauga will endeavour to protect the archaeological heritage of the City by identifying archaeological sites and encouraging documentation.~~

## ~~7.5 Cultural Infrastructure~~

### ~~Cultural Infrastructure Section moved to Section 6.3~~

## ~~7.6 Distinct Identities~~

~~Mississauga was created in 1974 through the amalgamation of the towns of Port Credit and Streetsville and the Town of Mississauga. These towns and settlement areas predate 1900 and continue to retain historic features.~~

~~More recent residential development occurred in phases generally from the south end of the city proceeding northward. These areas are distinguished by their common development characteristics, age, development pattern, architectural style and intensity of use.~~

~~**Potentially move to Urban Form and Design Chapter** The character of Mississauga's communities is derived in part, from physical elements such as topographical and natural features, distinct buildings, streets and places, all of which provide a sense of individuality.~~

~~**Potentially move to Natural Environment and Climate Response Chapter** The waterfront, the major valley features associated with the Credit and Etobicoke rivers and the former Lake Iroquois Shoreline, are highly visible and important physical elements that create a distinct identity for the city as a whole and the specific communities in which they are located.~~

### ~~7.6.1 Diverse Character~~

~~As development of existing communities proceeds, Mississauga will ensure the distinct character of existing areas, including their natural heritage features, cultural heritage, built heritage and archaeological resources are preserved and enhanced for present and future generations.~~

~~As new areas develop, particularly the Major Nodes and Community Nodes, a distinct identity should be created based on the history, needs and characteristics of residents.~~

~~Corporate Centres are also encouraged to develop unique identities. For example, Meadowvale Business Park, renowned for its bio-medical businesses, and Sheridan Park, a well-established research park, both developed as prestige employment areas set in a suburban landscape. While they are encouraged to intensify they should have a different character than other Corporate Centres such as Gateway Corporate Centre which is currently developing and is located in an **Intensification Corridor** to be served by **higher order transit**. As such, Gateway Corporate Centre is expected to have a strong urban built form that will contribute to creating a distinct identity.~~

~~7.6.1.1 Mississauga will strive to protect and enhance the desirable character of areas with distinct identities and encourage the development of distinct identities for other areas.~~

~~7.6.1.2 Built form within Intensification Areas should provide for the creation of a sense of place through, among other matters, distinctive architecture, high quality public art, streetscaping (including street trees), and cultural heritage recognition.~~

~~7.6.1.3 A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment.~~

~~7.6.1.4 The historic character and sense of community will be maintained through the preservation and protection of existing residential Neighbourhoods.~~

~~7.6.1.5 New development will be compatible with the physical, social and environmental attributes of the existing community.~~

~~7.6.1.6 Mississauga will strive to conserve cultural heritage resources by incorporating them into community design.~~

## ***Move to Natural Environment and Climate Response Chapter***

### ***7.6.2 Lake Ontario Waterfront***

~~The Lake Ontario waterfront shoreline within Mississauga, which measures approximately 22 km, is a part of the Natural Heritage System and is a major public destination. The waterfront includes a diversity of uses that range from industrial, commercial, recreational and tourism to residential uses while providing important ecological features and functions.~~

~~The Mississauga waterfront communities encompass all or portions of the Southdown, Clarkson-Lorne Park, Port Credit and Lakeview Character Areas. These communities have a strong orientation to the waterfront and their identity is associated with their historic relationship to Lake Ontario. Maintaining and strengthening these relationships will be a factor in planning decisions affecting these communities.~~

~~Access to the water, parks and open space, as well as its recreational facilities, enhance the quality of life for residents and visitors. Mississauga has 22 waterfront parks that vary in size, use and features. Future development in waterfront communities should have regard for the Mississauga Waterfront Parks Strategy, a comprehensive long term plan to manage the future development of the City's waterfront parks. The waterfront will continue to serve as a regional destination for public uses and mixed use development, without compromising ecological features and functions, access to the shoreline and water, water views, and its unique historic and natural character. Among the waterfront's unique features are Rattray Marsh, a shingle beach, several harbours, marinas and historic villages. In addition, areas of the waterfront support ongoing industrial operations that contribute to the physical diversity and visual interest of the city.~~

~~Lake Ontario was a key factor in the settlement of Mississauga and influenced the settlement pattern of the city, as well as, the city's cultural and natural heritage.~~

~~7.6.2.1 To ensure that the waterfront continues to remain a viable natural asset for present and future generations Mississauga will:~~

- ~~a. continue to pursue the acquisition of physical and visual public access to the waterfront having regard for the function of the Natural Heritage System and the risks posed by potential natural hazards; and~~
- ~~b. permit and promote a range of uses that recognize the waterfront as a focus for recreation, tourism and economic development activities while having regard for the natural hazards and natural environment associated with these areas.~~

***All following policies for consideration for alternative Chapters:***

~~7.6.2.2 Port Credit Harbour will be the focus for tourism and economic development on the waterfront. The function and image of Port Credit as a centre for commercial activity and tourism will be enhanced and promoted. In addition, planning studies will consider the entire waterfront and identify other tourism and economic development opportunities.~~

~~7.6.2.3 All publicly owned land should be retained by the City or other levels of government, and contribute to public use and enjoyment of the Lake Ontario waterfront.~~

~~7.6.2.4 The review of applications for development along the Lake Ontario waterfront and the mouth of the Credit River, will have regard for the following:~~

- ~~a. provision of public views of the lake from within and throughout the property;~~
- ~~b. maintain existing or create new view corridors to the lake and along the shoreline;~~
- ~~c. recognition, reflection, and integration of cultural heritage resources;~~
- ~~d. provision of public access to and along the water's edge, in particular the waterfront trail system (e.g., through the acquisition of parkland);~~
- ~~e. potential to provide linkages for other trail systems, public access nodes, and natural features, areas and linkages including their ecological functions;~~
- ~~f. design of shoreline forms that do not pose physical barriers to the water;~~
- ~~g. natural hazards;~~
- ~~h. restoration and shoreline improvements;~~
- ~~i. natural heritage features and their functions;~~
- ~~j. opportunities for nature appreciation;~~
- ~~k. compatibility among land uses;~~
- ~~l. the privacy and security of private property;~~
- ~~m. mix of appropriate uses;~~
- ~~n. form and scale appropriate to the waterfront location;~~
- ~~o. ensure that public open space adjacent to the shoreline is clearly seen to be open to the public;~~
- ~~p. dedication of patent water lots to the City or appropriate public agency;~~

- ~~q. provision of a variety of appropriate uses and activities which are lake dependent and lake enhanced; and~~
- ~~r. development of public shoreline parkland and the provision of associated recreational facilities.~~

~~7.6.2.5 Public Open Space and development adjacent to the Lake Ontario Waterfront Trail should be designed to enhance the trail user's experience of Lake Ontario by maximizing views of Lake Ontario and by creating a varied, visually stimulating, comfortable and human scaled edge to the waterfront trail.~~

~~7.6.2.6 The implementation of development proposals should enhance and promote the image and identity of Mississauga as a waterfront city with a unique waterfront advantage for development that will consider, among other uses, recreation, retail, cultural and tourism activities.~~

## ~~Consider for Natural Environment and Climate Response~~

### ~~Chapter 7.7 Urban Agriculture~~

~~Mississauga, like other cities around the world, is dependent on the importation of food to sustain its population. While this dependency is expected to continue, Mississauga supports a variety of urban agricultural practices that allow its residents access to freshly grown local produce, supports the surrounding agricultural community, enhances local food security, reduces the energy costs associated with transporting food great distances and achieves a more sustainable community.~~

~~7.7.1 Mississauga supports the following urban agricultural practices:~~

- ~~a. urban gardening;~~
- ~~b. community gardening; and~~
- ~~c. the creation of rooftop gardens.~~

~~7.7.2 Farmers' markets will be encouraged particularly in Intensification Areas.~~

**NEW AND UPDATED GLOSSARY TERMS:**

**Archaeological Resources:** Includes artifacts, archaeological sites, marine archaeological sites, as defined under the *Ontario Heritage Act*. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the *Ontario Heritage Act*. (PPS)

**Areas of archaeological potential:** means areas with the likelihood to contain archaeological resources. Criteria to identify archaeological potential are established by the Province. The *Ontario Heritage Act* requires archaeological potential to be confirmed by a licensed archaeologist. (PPS)

***Relocate existing definition from current Policy 1.1.4.q. to new Glossary:***

**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.

***Relocate existing definition from current Policy 1.1.4.p. to new Glossary:***

**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.

**Conserved:** means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments. (PPS)

**Cultural districts** are well-recognized, mixed-use geographic areas that attract people because of their high concentration of cultural facilities and activities. Cultural districts are areas with concentrated cultural activities, arts venues and studios, galleries, museums and events. They are supported by retail, restaurants and cafes, entertainment venues, parks, community spaces and offices, which enrich them as cultural destinations. (Cultural Districts Implementation Plan) Mississauga's six Cultural Districts are located in the Downtown Core, Port Credit, Streetsville, Cooksville, Clarkson, and Malton.

**Cultural heritage landscape:** means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association.



Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act*, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms. (PPS)

**Heritage attributes:** means the principal features or elements that contribute to a *protected heritage property's* cultural heritage value or interest, and may include the property's built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g. significant views or vistas to or from a *protected heritage property*). (PPS)

**Protected heritage property:** means property designated under Parts IV, V or VI of the *Ontario Heritage Act*; property subject to a heritage conservation easement under Parts II or IV of the *Ontario Heritage Act*; property identified by the Province and prescribed public bodies as provincial heritage property under the *Standards and Guidelines for Conservation of Provincial Heritage Properties*; property protected under federal legislation, and UNESCO World Heritage Sites. (PPS)

**Significant** in regard to cultural heritage and archaeology, means resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*. (PPS)

## 7 Transportation

### ~~8 Create a Multi-Modal City~~

**EDIT GUIDE:**

Black – existing text unchanged

Red strikethrough – existing text deleted

Blue – draft proposed text

### 7.1 Vision and Goals

Mississauga's vision for transportation is that *everyone and everything will have the freedom to move safely, easily and efficiently to anywhere at any time.*

This vision will be advanced through the below six goals for transportation, as outlined in the City's Transportation Master Plan. The policies of this Plan will support these transportation goals.

#### **Safety: Freedom from Harm**

Safe conditions for all travelers, advancing Vision Zero by supporting hazard-free travel and striving for zero fatalities and serious injuries as a result of collisions.

#### **Inclusion: Freedom from Barriers**

An accessible network, where moving is easy regardless of a person's age, ability, income, or familiarity with the city.

#### **Integration: Freedom of Choice**

An integrated network, where people and goods have viable options for moving within and beyond the city.

#### **Connectivity: Freedom of Access**

Simple and pleasant connections between people and the places and things they need to prosper.

#### **Health: Freedom to Flourish**

Support for the health of people and the planet, with more people-powered trips, lower vehicle emissions, and better stewardship of the natural environment.

#### **Resilience: Freedom to Evolve**

Leadership in adapting to changes that reshape the transportation system and how it is used.

~~The City will create a multi-modal transportation network for the movement of people and goods that supports more sustainable communities. The multi-modal transportation system is composed of the following modes of travel:~~

- ~~● transit;~~
- ~~● vehicular (e.g., cars and trucks);~~
- ~~● **active transportation** (e.g., walking and cycling);~~
- ~~● rail (passenger and freight); and~~
- ~~● air travel (passenger and freight).~~

~~While vehicle trips will continue to account for a significant share of the total trips, the length of these trips should shorten in response to the creation of mixed use nodes that support the daily needs of~~

surrounding residential and business communities, and the share of auto trips will be reduced as opportunities to travel by transit, cycling and walking improve.

Mississauga is evolving from a city that has a suburban, vehicle-oriented built form to a more urban municipality. The transformation of the transportation system to meet the needs of the future is not without significant challenge. Mississauga's transportation infrastructure, which is largely built and relatively new, was designed around a grid of widely spaced major roads designed to move large volumes of vehicles efficiently. Within the grid are a series of collector roads and local streets where vehicles move at slower speeds and pedestrians and cyclists can safely share the roadway. Rail corridors, Provincial highways and the Airport link Mississauga to surrounding communities and beyond.

**Content moved to Policy 7.2.6** Much of the transportation system serving Mississauga is under the jurisdiction of other levels of government and agencies. This includes the Federal Government, the Province, Metrolinx, the Region, the Greater Toronto Airports Authority (GTAA) and private agencies, such as Canadian National Railway and the St. Lawrence and Hudson Railway. As such, Mississauga must coordinate and partner with others to create a multi-modal transportation system.

It is vital to preserve the capacity of the road system to meet the needs of Mississauga's population and employment growth as well the growth in surrounding communities that will utilize Mississauga's transportation system. At the same time it will be essential to provide more opportunities for car-pooling, transit and *active transportation* choices.

Although many of Mississauga's roads have generous right-of-way widths, it will not be possible to accommodate the needs of all modes of travel on all roads, nor will it be necessary to do so to create a multi-modal network. Strategic decisions will be made regarding which roads will be prioritized for different modes of travel.

While arterial roads will continue to move large volumes of traffic, the design of these thoroughfares must be sensitive to surrounding land uses. Arterial roads in employment areas will continue to prioritize goods movement, to support the vital role the transportation system plays in the economic health of the city. This will contrast with transportation priorities in Intensification Areas, where the needs of transit, pedestrians and cyclists will be in the forefront. In Intensification Areas, transportation decisions will support the creation of a fine grain street pattern, low traffic speeds, a mix of travel modes and attention to the design of the public realm.

**Addressed under Policy 7.2.3; 7.3.3.1 policies; 7.5 Active Transportation** Improving connections from surrounding areas to Intensification Areas will also be a priority. These connections will focus on increasing opportunities for walking and cycling, which may result in consolidating vehicular entrances to support the creation of continuous building frontages with entranceways facing public streets and oriented to pedestrians.

Creating a multi-modal transportation system that supports transit and *active transportation* options goes hand-in-hand with creating compact, complete communities, and providing future generations with the opportunity to lead healthier, longer, more active lives. Transportation planning will complement environmental planning, land use planning and urban design.

## 7.2 Multi-Modal Transportation System

As Mississauga continues to grow and evolve, connecting people between where they live, work, learn, play, shop and access amenities, it requires a variety of practical alternatives to using a car.

The City will continue to build a multi-modal transportation system that moves people and goods safely, easily and efficiently, elevating sustainable transportation modes including transit, walking and cycling, while reducing car dependence. The City's Transportation Master Plan target is to have 50% of all trips by sustainable modes by 2041.

The multi-modal transportation system is composed of the following modes of travel:

- transit (public bus and light rail);
- ~~vehicular (e.g., cars and trucks);~~
- active transportation (e.g., walking and cycling);
- vehicular (e.g., cars and trucks passenger and freight);
- rail (passenger and freight); and
- air travel (passenger and freight).

The city's transportation system will integrate with rail corridors, Regional roads, Provincial highways, and the Airport, linking Mississauga to surrounding communities and beyond and facilitating goods movement to support the economic health of the city.

Getting around and meeting daily needs in the city will be easier as Mississauga continues to focus on creating compact, complete communities that are well-connected by sustainable transportation modes. In particular, this Plan has a greater focus on integrating a mix of uses around **Major Transit Station Areas**, including housing, employment, shops, and community amenities.

This Plan also makes safety on the street network a priority, to protect vulnerable street users. Mississauga is a Vision Zero city with the goal of zero fatalities and serious injuries from collisions on city streets.

Overall, the City's transportation system will support communities to be healthy, active and climate change resilient with more sustainable mode options and infrastructure.

### ***Moved from Section 8.2 Multi-Modal Network preamble:***

Schedules **X**, **X** and **X** show the long term road, transit and cycling networks that will form the basis of the transportation system.

Schedule **X** shows the designated right-of-way widths for arterial and major collector roads necessary to achieve the long term multi-modal transportation system under the City and Region's jurisdiction. **Tables 8-1 to 8-3 [existing, numbering, classification to be updated]** provide the designated right-of-way widths based on the road classification system for City roads.

7.2.1 Mississauga will ~~ensure that the transportation system will~~ provide a well-connected, efficient, safe, and accessible multi-modal transportation system. ~~connectivity among transportation modes for the efficient movement of people and goods.~~

~~8.1.1 Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and **active transportation**.~~

7.2.2 The multi-modal transportation system will reduce dependence on non-renewable resources by prioritizing infrastructure investments that support sustainable transportation modes, particularly to provide connections to and within **Strategic Growth Areas**.

7.2.3 Mississauga will explore and promote opportunities to improve multi-modal connections between the city's transportation network and the Airport to facilitate movement of people to jobs or travel, and of goods to key markets.

7.2.4 Mississauga will coordinate and partner with other transportation jurisdictions to provide an interconnected multi-modal transportation system, including the Federal Government, the Province, Metrolinx, the Region, adjacent municipalities, the Greater Toronto Airports Authority (GTAA), and private agencies, such as the Canadian National Railway and the Canadian Pacific Railway ~~the St. Lawrence and Hudson Railway~~.

~~**Addressed in Policy 7.2.1** 8.1.2—Mississauga will plan and manage the transportation system to provide for the safety of all users.~~

~~8.1.3 **Moved to Parking section**~~

~~**Addressed in Policy 7.2.2** 8.1.4—Mississauga will strive to create a transportation system that reduces dependence on non-renewable resources.~~

7.2.5 **8.1.5** Mississauga will work in partnership with other levels of government and other agencies to support the reduction of transportation related greenhouse gas emissions.

~~8.1.6 **Addressed in Policy 7.2.1** Mississauga will ensure that the transportation system will provide connectivity among transportation modes for the efficient movement of people and goods.~~

~~8.1.7—Mississauga will create a well-connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas.~~

~~8.1.8—To better utilize existing infrastructure, Mississauga will encourage the application of transportation demand management (TDM) techniques, such as car-pooling, alternative work arrangements and shared parking.~~

~~8.1.9—Mississauga will ensure that transportation corridors are identified and protected to meet current and projected needs for various travel modes.~~

~~8.1.10—Mississauga will separate transportation modes within transportation corridors, where appropriate.~~

~~**Addressed in Policy 7.2.4** 8.1.11 Transit will be a priority for transportation infrastructure planning and major transportation initiatives.~~

~~8.1.12 Mississauga supports opportunities for multi-modal uses where feasible, in particular prioritizing transit and goods movement over those of single-occupant vehicles.~~

~~**Addressed in Policy 7.2.4** 8.1.13 Mississauga will coordinate transportation investments to implement the policies of this Plan.~~

~~**Addressed in policy 7.2.6** 8.1.14 Mississauga will work with other municipalities, levels of government and agencies to create a well connected, efficient, accessible, multi-modal transportation system.~~

7.2.6 ~~8.1.15~~ The policies of this ~~Mississauga Official~~ Plan apply to all transportation infrastructure under the jurisdiction of the City. Other levels of government and agencies should support the policies of this Plan through their transportation infrastructure ~~policy and investment decisions.~~

~~8.1.16~~ **Moved to 7.6 Transportation Infrastructure Design section**

~~In reviewing development applications, Mississauga will require area wide or site specific transportation studies to identify the necessary transportation improvements to minimize conflicts between transportation and land use, and to ensure that development does not precede necessary road, transit, cycling and pedestrian improvements. Transportation studies will consider all modes of transportation including auto traffic, truck traffic, transit, walking and cycling.~~

## 7.3 Complete Streets ~~8.2 Multi-Modal Network~~

~~The creation of a multi-modal transportation system is important to Mississauga to enable the efficient movement of people and goods. The regional transportation system will primarily be accommodated on Provincial highways, rail and **higher order transit** corridors and at the Airport. The local transportation system will primarily be accommodated on City roads and multi-use trails. This system will focus on the day-to-day travel needs of those who live, work or play in Mississauga and will increasingly emphasize opportunities for transit and **active transportation**.~~

A network of Complete Streets will support all travel modes and the mobility of street users of all ages and abilities. Integral to the design of a complete street is safe and comfortable access for pedestrians, bicycles, transit users and people with disabilities. Complete Streets will be context sensitive and integrate streetscape elements to enhance the public realm at a scale appropriate for the area of the city. The City's Complete Streets Guide is the primary source for the design of Complete Streets.

### 7.3.1 Complete Streets Approach

7.3.1.1 Mississauga will use a Complete Streets approach in the planning, design, rehabilitation and maintenance of new and existing streets based on the city's street classification system. This approach will consider and appropriately accommodate the needs and safety of all road users.

7.3.1.2 ~~8.2.2.2~~ Mississauga will create a ~~multi-modal road network through~~ Complete Street network that:

- a. is efficient, safe, and barrier-free for all users ~~a transportation system that provides mobility and accessibility to all users;~~
- b. prioritizes safety of vulnerable road users by utilizing the principles of Vision Zero
- c. prioritizes transit, pedestrian and cycling access and routes  
~~b. opportunities for transit priorities;~~
- d. provides connectivity among transportation modes for moving people and for moving goods; and
- e. provides for the safe and efficient movement of goods along priority truck routes. ~~for the efficient movement of goods.~~

7.3.1.3 Within the City's Urban Growth Centre, Major Nodes and Community Nodes, and on key corridors including Hurontario Street, Dundas Street and Lakeshore Road, the City standard is for an upgraded streetscape with sustainable design elements on a development site and adjoining streets under Mississauga's jurisdiction, which will be articulated in the site plan application. An upgraded streetscape will be to urban standards and may include, without limitation, trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curbs, ramps, traffic calming elements, waste and recycling containers, and bicycle parking facilities.

### 7.3.2 ~~8.2.1~~ Protection for Complete Streets

~~While this Plan focuses on promoting transit as a viable choice for the movement of people, there will still be a need for ongoing improvements to the road network to enhance mobility and accessibility for all users. The creation of new roads to support more compact development and increased traffic volumes associated with future growth, will also be required in some areas.~~

To support growth and to ensure the safe, efficient and environmentally responsible movement of people and goods, the City will protect for new ~~roads~~ streets and rights-of-way. With the goal of creating Complete Streets, ~~R~~right-of-ways may contain road surfaces, sidewalks, utilities, traffic calming elements, transit facilities, cycling routes, multi-use trails, *streetscape* works and other uses such as public art and signage.

Mississauga will implement a range of transportation infrastructure design and management measures in accordance with Vision Zero principles to optimize the operational safety and efficiency of the multi-modal transportation system. These measures will align with the City's street classification system.

The city's street classification system will be used to ~~Detailed design studies will~~ determine which functions are to be accommodated within a particular right-of-way and ~~detailed design studies will determine~~ the dimensions of those facilities within the right-of-way. The City may require land for the rights-of-way, including easements, or the widening of rights-of-way through conditions of approval for development applications.

**7.3.2.1** ~~8.2.1.4~~ The City's multi-modal transportation network will be maintained and developed to support the policies of this Plan by:

- a. ~~protecting~~ maintaining and developing the network rights-of-way by acquiring the additional property needed to achieve designated widths;
- b. designated right-of-way widths are considered the basic required rights-of-way along roadway sections. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities or to provide for necessary improvements for safety in certain locations;
- c. providing an appropriate transition where there are different road classifications or right-of-way widths at municipal boundaries, in consultation with the respective municipalities;
- d. protecting land for future rail grade separations to support a safer and more efficient transportation system;
- e. requiring the conveyance of lands of abutting properties for widening as a condition of subdivision, severance, minor variance, condominium or site plan approvals, for nominal consideration; and
- f. working closely with partner transportation agencies, including [Metrolinx](#), the GTAA and [neighbouring transit agencies](#), to facilitate the protection or acquisition of future corridors or properties where potential land needs are identified.

~~8.2.1.2 The location and alignment of transportation facilities are conceptually shown on Schedules 5: Long Term Road Network, 6: Long Term Transit Network and 7: Long Term Cycling Routes. Location of future facilities will be determined through the appropriate studies.~~

~~8.2.1.3 Mississauga's multi-modal network includes road, transit, cycling and pedestrian facilities. In some locations transportation modes may share the same facility, however, to ensure the efficiency and safety of the transportation network and its users, transportation modes may, in other locations, use separate facilities.~~

**7.3.2.2** ~~8.2.1.4~~ Right-of-way widths are intended to accommodate the following:

- a. transit, including [on-street facilities for local routes](#), [express corridors](#) and *higher order transit* corridors, transit stations and facilities along *higher order transit* corridors;



- b. active transportation facilities; and
- c. vehicles (e.g., cars and trucks)

~~7.3.2.3~~ ~~8.2.1.5~~ Mississauga may acquire lands for a public transit right-of-way along **higher order transit** corridors, where the creation of a public transit right-of-way separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.

~~8.2.1.6~~ ~~Mississauga will promote the integration of transportation facilities to maximize opportunities for multi-modal travel.~~

7.3.2.4 In reviewing development applications, Mississauga will require area wide or site specific transportation studies to identify the necessary transportation improvements to minimize conflicts between transportation and land use, and to ensure that development does not precede necessary road, transit, cycling and pedestrian improvements. Transportation studies will consider all modes of transportation including **transit, active transportation, and vehicular**.

7.3.2.5 Minor adjustments to the basic right-of-way widths and alignments for streets may be made without further amendment to this Plan subject to the City being satisfied that the role and function of such streets are maintained. Major adjustments to the basic right-of-way widths and alignments for streets will require an amendment to this Plan.

### ~~8.3.1~~ 7.3.3 Road Street Design

The City will use a **Complete Streets** approach to ensure that the design of **roads streets** promotes safety and comfort for all users. **Roads Streets** will also be designed to complement and minimize impacts to adjacent land uses and communities.

~~8.3.1.1~~ 7.3.3.1 The City will design its **roads streets** in a manner that:

- a. ~~has regard~~ **provides** for the safe movement of all **road street** users, including transit, cyclists, pedestrians and motorists;
- b. is context sensitive having regard for existing and planned land uses, urban design, community needs, **road user behavior**, and funding availability;
- c. minimizes the disruption to the Natural Heritage System and preserves, where **possible appropriate**, existing tree canopies; and
- d. ~~is sensitive to local~~ **conserves** cultural heritage resources.

~~8.3.1.2~~ 7.3.3.2 Within **Intensification Strategic Growth Areas** and Neighbourhoods, the design of **roads streets** and **streetscapes** will create a safe, comfortable and attractive environment for pedestrians, cyclists and motorists by:

- a. reducing lane width, where appropriate;
- b. providing streetscaping to reduce the apparent width **and/or actual width** of the right-of-ways;

- c. locating sidewalks and cycling facilities to minimize conflict ~~where conflicts~~ with motorized traffic (e.g. by providing separation between traffic lanes and sidewalks) ~~are minimized~~; and
- d. creating safe ~~road- street~~ crossings for pedestrians and cyclists.

~~8.3.1.3 — Where feasible and appropriate, the widths of lanes dedicated to vehicular traffic may be reduced to accommodate transit facilities and pedestrians, enhance streetscapes and pedestrian and cycling facilities.~~

~~8.3.1.4~~ 7.3.3.3 Mississauga will ensure that any maintenance or physical modification of *scenic routes* reinforces or enhances the “scenic route qualities” of roadways classified as *scenic routes*. If major modifications are expected to have an adverse impact on these qualities, an amendment to this Plan will be required. Standard road improvements or general road maintenance that are necessary to support traffic safety will be permitted without amendment to this Plan. *Scenic routes* are shown on Schedule X: Long Term Road Network.

~~8.3.1.5~~ 7.3.3.4 ~~Streets Roads~~ may be widened to accommodate transit, cycling and pedestrian facilities in *Strategic Growth Areas* and to provide additional through lanes in General Employment Areas if deemed essential to goods movement. Elsewhere, additional through lanes on existing ~~streets roads~~ will be considered on an exceptional basis only and will be subject to special study.

### 7.3.4 ~~8.2.2~~ — ~~Road Network~~ Street Classification System

~~Mississauga’s road network will strive to balance the needs of all users — transit, cyclists, pedestrians, goods movement and motorists. Roads will be classified on the basis of their primary role within the transportation network and to support the evolution of the city structure.~~

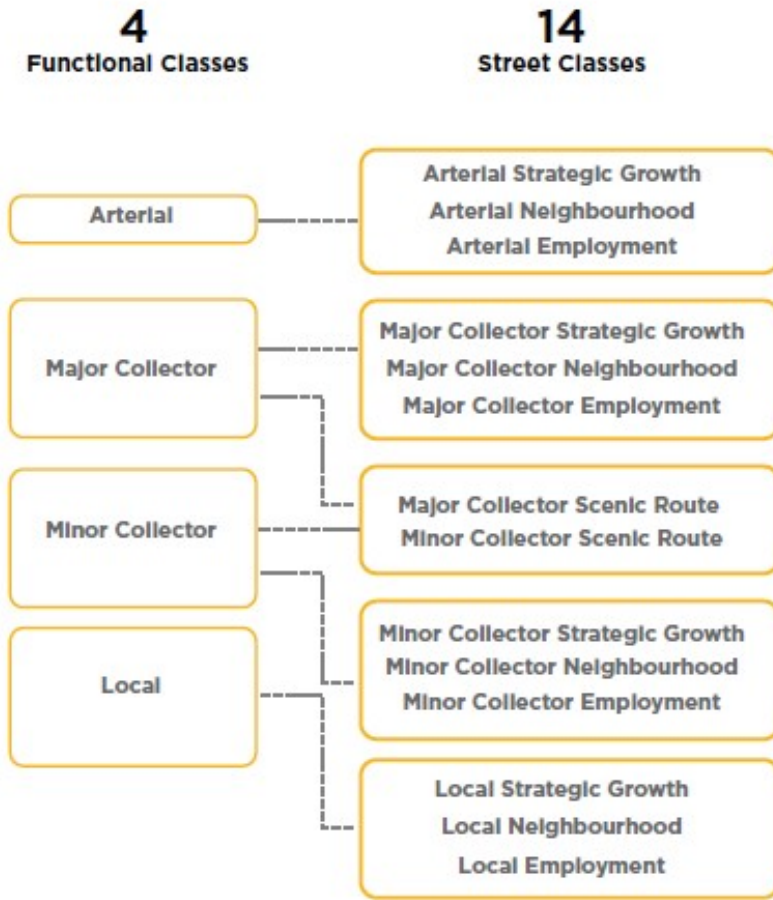
Mississauga’s streets ~~roads~~ will accommodate ~~be prioritized for~~ different modes of travel and streetscape improvements, based on a street classification system that considers the street function and place, the long term road, transit and cycling networks and the location of the street within the City Structure.

The city’s street classification comprises 14 street classes, organized by the **four primary street type categories (arterial, major collector, minor collector and local)** and the corresponding **place inputs (Strategic Growth, Neighbourhood and Employment)**. **Table XX [NOTE: Figure 3.2 in Complete Streets Guide]** shows the street classes and the relationship to the street system functional classifications.

The street classification system is based on streets having both a link function and a place status. The link function is about moving people whereas the place status is about attracting and supporting people. The relative importance of these two inputs varies for each street class. Streets will have different characteristics depending on their function and place.

#### Link Inputs – Long Term Street Network

The link function of streets is informed by Schedule X: Long Term Street Network, which defines the City’s existing and planned street network for arterial streets and major and minor collector streets.



**Figure 3.2.** Mississauga street classification and relationship to functional classification.

Schedule X also includes Scenic Routes, which are classified because of their distinctive features and location in the City.

### Place Inputs – City Structure and Land Use

The place status is informed by MOP Schedule X: City Structure and Schedule X: Land Use Designations, which define the city's urban hierarchy and land use that will guide development intensity and the built environment surrounding Mississauga's streets.

7.3.4.1 ~~8.2.2.4~~ The following street classification will aid strategic decision-making regarding ~~which~~ how streets ~~roads~~ will accommodate ~~be prioritized for~~ different modes of travel and streetscape works. **Table XX [NOTE: Table 3.2 – Street Classification Summary Matrix in Complete Streets Guide]** provides a summary matrix of the street classification that relates to the following street classification policies:

- a. **arterials** will be designed as principal transportation corridors for medium to high volumes of people and goods. They will include surface transit routes and priority bus corridor routes or dedicated **higher order transit** lanes.

In **Strategic Growth Areas**, the needs of transit, pedestrians and cyclists will be at the forefront. **Strategic Growth Arterial** streets will be planned to support active transportation and vibrant mixed-use destination streets with higher densities.

~~Creation of new additional direct vehicle access to an arterial will be discouraged. The City may through negotiations seek to consolidate or eliminate direct vehicle access to arterials in order to improve traffic safety and the functioning of transit and pedestrian/cycling routes and to achieve operational objectives;~~

Direct vehicle access may be considered for new development abutting **Strategic Growth Arterial** streets on a case-by-case basis. Elements to be considered will include traffic and pedestrian conflict, site permeability, safety, impact on the streetscape public realm and alternative access potential.

- b. **major collectors** will be designed as principal transportation corridors for medium to high volumes of people and goods. They will include surface transit routes and priority bus corridor routes. ~~Vehicular access will be designed to minimize conflicts with active transportation modes.~~

In **Strategic Growth Areas**, the needs of transit, pedestrians and cyclists will be at the forefront. **Strategic Growth Major Collector** streets will be planned to support active transportation and vibrant mixed-use destination streets with higher densities.

Direct vehicle access may be considered for new development abutting **Strategic Growth Major Collector** streets on a case-by-case basis. Elements to be considered will include traffic and pedestrian conflict, site permeability, safety, impact on the streetscape public realm and alternative access potential.

~~major collectors in Neighbourhoods will be designed to accommodate moderate volumes of traffic and will be the focus of **active transportation** facilities.~~

**Table 3.1 Street Classification Summary Matrix**

	STRATEGIC GROWTH	NEIGHBOURHOOD	EMPLOYMENT
Location	Downtown, Nodes, Corporate Centres, and MTSAs	Neighbourhoods	Employment Areas
<b>Arterials</b>			
Link Objectives	<ul style="list-style-type: none"> <li>• Move the highest volume of people</li> <li>• Include surface transit routes and priority bus corridor routes</li> <li>• Focus of active transportation (AT) facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Move medium to high volume of people</li> <li>• Include surface transit routes and priority bus corridor routes</li> </ul>	<ul style="list-style-type: none"> <li>• Serve as major links through Employment Areas</li> <li>• Include either dedicated higher order transit lanes or bus priority lanes</li> <li>• Accommodate frequent large vehicles and goods movement</li> </ul>
Place Objectives	<ul style="list-style-type: none"> <li>• Vibrant mixed-use destination streets</li> <li>• Support higher density transit-supportive development</li> </ul>	<ul style="list-style-type: none"> <li>• Wide boulevards, improved street tree planting and stormwater control measures</li> </ul>	<ul style="list-style-type: none"> <li>• Landscape frontages</li> <li>• Wide boulevards, improved street tree planting and stormwater control measures</li> </ul>
<b>Collectors: Major</b>			
Link Objectives	<ul style="list-style-type: none"> <li>• Move medium to high volumes of people</li> <li>• Focus of AT facilities</li> <li>• Often near major transit hubs and include surface transit routes</li> </ul>	<ul style="list-style-type: none"> <li>• Move medium to high volume of people</li> <li>• Include surface transit routes and priority bus corridor routes</li> </ul>	<ul style="list-style-type: none"> <li>• Serve as major links through Employment Areas</li> <li>• Includes surface transit routes and priority bus corridor routes</li> <li>• Accommodate frequent large vehicles and goods movement</li> </ul>
Place Objectives	<ul style="list-style-type: none"> <li>• Vibrant mixed-use destination streets</li> <li>• Supports higher density transit-supportive development</li> </ul>	<ul style="list-style-type: none"> <li>• Wide boulevards, improved street tree planting and stormwater control measures</li> </ul>	<ul style="list-style-type: none"> <li>• Landscape frontages</li> <li>• Wide boulevards, improved street tree planting and stormwater control measures</li> </ul>
Scenic Routes	Found throughout the city where there is a strong relationship with cultural, scenic, or environmental features		

**Table 3.2 Street Classification Summary Matrix (CONTINUED)**

	STRATEGIC GROWTH	NEIGHBOURHOOD	EMPLOYMENT
Location	Downtown, Nodes, Corporate Centres, and MTSA's	Neighbourhoods	Employment Areas
<b>Collectors: Minor</b>			
Link Objectives	<ul style="list-style-type: none"> <li>• Move low to medium volume of people</li> <li>• Focus of AT facilities</li> <li>• Often near major transit hubs and include surface transit routes</li> </ul>	<ul style="list-style-type: none"> <li>• Move low to medium volumes of people</li> <li>• Include surface transit routes</li> </ul>	<ul style="list-style-type: none"> <li>• Move low to medium volume of people</li> <li>• Accommodate frequent large vehicles and goods movement</li> <li>• Includes surface transit routes</li> </ul>
Place Objectives	<ul style="list-style-type: none"> <li>• Vibrant mixed-use destination streets</li> <li>• Support higher density transit-supportive development</li> <li>• Street tree planting</li> </ul>	<ul style="list-style-type: none"> <li>• Wide boulevards, improved street tree planting and stormwater control measures</li> </ul>	<ul style="list-style-type: none"> <li>• Wide boulevards, improved street tree planting and stormwater control measures</li> </ul>
Scenic Routes	Found throughout the city where there is a strong relationship with cultural, scenic or environmental features		
<b>Local</b>			
Link Objectives	<ul style="list-style-type: none"> <li>• Move low volume of people in a slow speed environment</li> <li>• Pedestrians typically have the highest priority</li> <li>• Can sometimes be designed as shared streets</li> </ul>	<ul style="list-style-type: none"> <li>• Move low volume of people in a slow speed environment</li> <li>• Can sometimes be designed as shared streets</li> </ul>	<ul style="list-style-type: none"> <li>• Provides access to industrial or commercial businesses</li> </ul>
Place Objectives	<ul style="list-style-type: none"> <li>• Vibrant mixed-use destination streets</li> <li>• Support higher density transit-supportive development</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian and bicycle safety is priority</li> <li>• Support active neighbourhood life</li> </ul>	<ul style="list-style-type: none"> <li>• Balance elements for maneuverability of large trucks and transit with elements that create a safe and comfortable public realm</li> </ul>

**Employment Major Collectors** will be designed to serve a moderate volume of business and goods movement traffic. Vehicular access will be designed to support the efficient flow of **business, goods and people** movement traffic, **including transit access**.

Where possible, consolidation of access will be encouraged in neighbourhoods and employment areas. Character Area policies may provide further guidance on vehicular access; and

- c. **minor collectors and local streets roads** will be designed to accommodate **medium to low** levels of traffic and to provide **controlled** property access. **Employment Minor Collectors** may serve as truck routes.

Providing access to transit and pedestrian and cycling safety is a priority. Local streets will support active neighbourhood life.

~~To ensure safety, the efficient function of the thoroughfare and other matters, the access locations to private property will be controlled.~~

- ~~d. **Moved to Policy 7.3.2.4**—minor adjustments to the basic right-of-way widths and alignments for roads may be made without further amendment to this Plan subject to the City being satisfied that the role and function of such roads are maintained. Major adjustments to the basic right-of-way widths and alignments for roads will require an amendment to this Plan.~~

7.3.4.2 In **Intensification Strategic Growth Areas**, transportation decisions will support the creation of a fine **grain street pattern**, **low traffic speeds**, a mix of travel modes, and attention to the design of the public realm.

7.3.4.3 ~~8.2.2.3~~ Mississauga will ~~strive to~~ create a fine-grained system of **streets roads** that ~~seeks to~~ increases the number of **road street** intersections and overall connectivity throughout the city.

~~8.2.2.4—The creation of a finer grain road pattern will be a priority in Intensification Areas.~~

~~8.2.2.5—Additional roads may be identified during the review of development applications and through the local area review process. The City may require the completion of road connections and where appropriate, the creation of a denser road pattern through the construction of new roads.~~

7.3.4.4 ~~8.2.2.6~~ The subdivision of lands will not be permitted if the City requires public ownership of the lands for pedestrian, cycling or vehicular access to create local **street road** connections to existing developed or undeveloped lands.

7.3.4.5 ~~8.2.2.7~~ Future additions to the **road street** network ~~will should~~ be public **streets roads**. Public easements ~~may will~~ be required for cases where a private roadway is considered. ~~where private roads are permitted.~~

7.3.4.6 ~~8.2.2.8~~ Permanent below or at grade encroachments into the road system will not be permitted, however above grade amenities such as canopies/awnings may be considered.

## 7.4 ~~8.2.3~~ Transit Network

Future growth in the city will focus around transit. Transit supportive development that is compact, pedestrian oriented and mixed use will occur around **Major Transit Station Areas**. Several **Major Transit Station Areas** are transportation hubs, with two or more **higher order transit** modes converging.

Existing and planned major investments in **higher order transit**, including the Mississauga Transitway/403 Bus Rapid Transit (BRT), the Hurontario corridor Light Rail Transit (LRT) line, and the Dundas corridor and Lakeshore corridor BRT lines, support the city's transit priority.

Mississauga will have 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.

Schedule **X**: Long Term Transit Network, provides a conceptual overview of the long term transit network for Mississauga

~~and where appropriate, in mobility hubs and along **Corridors**.~~

~~Mississauga's transit network forms part of the interregional transportation system and is intended to both shape and support future growth in the city. To achieve this, the transit network will be centred on a system of linked regional and local mobility hubs, mixed use nodes and key destinations where major trip generating uses will be encouraged to locate. The City will work with other transit providers and agencies such as Metrolinx to promote transit as the preferred choice for moving people, particularly during peak travel times in the city and region.~~

~~Mississauga Official Plan promotes **active transportation** and the development of Community Nodes to reduce the need to travel great distances by car in fulfilling one's daily needs.~~

~~The transit network will be supported by compact, pedestrian-oriented, mixed land use development in nodes and where appropriate, in mobility hubs and along **Corridors**.~~

~~**Moved to Policy 7.5.7 below.** Implementation measures such as transit priority and alternative on demand service providers will be considered to promote transit as a preferred transportation option that is accessible to people of all abilities.~~ **7.4.1 Transit Planning**

7.4.1.1 ~~8.2.3.1~~ Mississauga will ~~seek to~~ develop and maintain a system of transit services that provide ~~aimed at providing~~ a ~~competitive~~ convenient alternative to the automobile, for access throughout the city and to neighbouring municipalities.

7.4.1.2 ~~8.2.3.2~~ Mississauga will operate a network of local and express ~~grid~~ transit services ~~on major roadways and local feeder routes, which are~~ which will encompass the transit grid network and be connected at key transit terminals and commuter rail stations.

~~8.2.3.3 Mississauga Transit will connect to commuter rail services operated by GO Transit that provide access to downtown Toronto and other destinations within the region.~~



~~8.2.3.4 The City will initiate express transit on **Intensification Corridors** and will continue to employ express services as part of the implementation of the Mississauga Bus Rapid Transit.~~

~~8.2.3.5 Light rail transit is planned on Hurontario Street as the main north-south spine in Mississauga including service within the Downtown Core area. Bus Rapid Transit will run along the Highway 403/Eglinton Avenue corridor as the east-west spine to form part of the regional transit system in accordance with the Metrolinx Regional Transportation Plan.~~

- 7.4.1.3 ~~8.2.3.6~~ To create a grid transit network throughout the city, MiWay will pursue service changes that shift the network from radiating from the city centre to a grid network that allows for more frequent and direct service along main corridors as well as connections onto other transit services.

~~To create a city wide transit grid network, Mississauga will decentralize existing transit services away from the Downtown Core and connect bus rapid transit stations to other Intensification Areas.~~

- 7.4.1.4 ~~8.2.3.7~~ The Downtown will be served by local, **express** and **higher order transit** facilities, which provide connections to ~~neighbouring municipalities. The City will work with surrounding municipalities, the Region, the Greater Toronto Airports Authority and the Province to create an interconnected~~ **higher order transit** system that links **Intensification Strategic Growth** Areas, surrounding municipalities, the regional transit system and the Airport.

- 7.4.1.5 ~~8.2.3.8~~ Decisions on transit planning and investment will be made according to the following criteria:

a. **useing** transit infrastructure to shape growth ~~and planning for high residential and employment densities that ensure the efficiency and viability of existing and planned transit service levels;~~

b. **increase** the modal share of transit;

c. **placeing** priority on routes with increasing ridership and those serving ~~increasing the capacity of existing transit systems to support~~ **Intensification Strategic Growth** Areas to ensure the efficiency and viability of existing and planned transit service;

d. **expandng** transit service to areas that have **achieved** sufficient ridership demands and include transit supportive residential and employment densities;

~~, or will be planned to achieve, transit supportive residential and employment densities, together with a mix of residential, office, institutional and commercial development, wherever possible; provideing~~ priority access to the **Downtown, other Intensification Strategic Growth** Areas and the Airport; ~~and increasing the modal share of transit; and~~

e. **enhance** additional aspects of the transit journey including trip planning, the waiting environment, frequency, average vehicle speed, reliability, ride quality, and safety; and,

- f. improve accessibility and active transportation connections to transit stations and stops (i.e. sidewalks and cycling infrastructure).

7.4.1.6 ~~8.2.3.9~~ Access to transit will be provided within walking distance of the places where people live and work, and of major destinations ~~such as the Lake Ontario waterfront.~~

7.4.1.7 Implementation measures such as transit priority, dedicated infrastructure and alternative on demand service providers, will be considered to promote transit as a preferred transportation option that is accessible to people of all abilities.

7.4.1.8 ~~8.2.3.10~~ Accessible transit facilities and passenger amenities, such as bus bays, bus loops, bus stop platforms and shelters, will be acquired through the processing of development applications, where appropriate.

### ~~8.3.2~~ 7.4.2 Transit Design

The design and management of transit facilities will employ a variety of techniques, which consider the convenience and comfort of transit users and operators, to promote transit as a primary mover of people.

~~8.3.2.1~~ 7.4.2.1 Mississauga will employ *transit priority measures* on priority corridors shown on Schedule X: Long Term Transit Network, such as queue jump lanes and transit signal priority, along with express services, ~~new~~ intelligent transportation systems (ITS), ~~fare integration,~~ and service coordination with Light Rapid Transit and Bus Rapid Transit systems, GO Transit and neighbouring transit systems.

~~8.3.2.2~~ 7.4.2.2 *Major Transit Station Areas* will be planned and designed to *be transit-supportive and to achieve multi-modal access* ~~provide access from various transportation modes~~ to the transit facility, including consideration of pedestrian and cycling facilities, ~~secure~~ bicycle parking and commuter pick-up/drop-off areas.

### ~~8.2.4~~ 7.5 Active Transportation Network

A viable, accessible and safe active transportation network gives people of all ages and abilities the freedom to move without a car. Active transportation is any form of self-propelled transportation, such as walking, cycling, or in-line skating, and may include the use of mobility assistive devices, such as walkers, wheel chairs and scooters. Typically, these modes utilize on-road and off-road facilities such as sidewalks, cycling lanes and multi-use trails. Active transportation may be used exclusively to move throughout the city or as a means to link with transit.

~~Implementing a viable, accessible, and safe active transportation network gives pedestrians, cyclists and mobility-assisted device users of all ages and abilities the freedom to move throughout the city without need for a car.~~

New and improved pedestrian walkways, crossings and sidewalks can make more destinations accessible by walking and make walking regularly more attainable. Cycling can become a more viable option by ensuring bicycle networks are safe, comfortable, connected and convenient.

To facilitate first and last mile connections to transit stations and stops, there will be emphasis on completing, connecting and integrating networks of mobility to support active transportation (e.g. sidewalks, multiuse trails, bike lanes and cycle tracks).

~~**Now Policy 7.5.4** The City will continue to develop an integrated cycling network, to make cycling a more viable choice for commuting. Decisions regarding the detailed characteristics and development of primary and secondary cycling routes will be guided by the Cycling Master Plan.~~

~~**Now Policy 7.5.2—Active transportation** facilities will address the needs of individuals with disabilities, including those who require mobility assisted devices such as, walkers, wheelchairs and scooters.~~

~~**Part of Policy 7.5.1** To encourage **active transportation** and support the development of healthy communities, the City will promote pedestrian activity as an integral part of the multi-modal transportation network.~~

~~The purpose of Schedule 7: Long Term Cycling Routes is to connect key city destinations and locations, such as Major Transit Stations, with cycling routes and provide cycling linkages to adjacent municipalities. The cycling facilities shown on Schedule 7 consist of Primary Off-Road Routes, Primary On-Road / Boulevard Routes, Primary On-Road / Boulevard Routes (Regional), Crossings and Connections to Adjacent Municipalities in accordance with the Cycling Master Plan.~~

### 7.5.1 Active Transportation Planning

~~8.2.4.1~~ 7.5.1.1 To encourage active transportation and support the development of healthy communities, the City will promote active transportation pedestrian activity as an integral part of the multi-modal transportation network.

~~8.2.4.2~~ 7.5.1.2 Active transportation facilities will address the needs of individuals with disabilities, including those who require mobility assisted devices, such as walkers, wheelchairs and scooters.

~~8.2.4.6~~ 7.5.1.3 Sidewalks, or multi-use trails and cycling facilities will support active transportation connections between neighbourhoods and transit stations and stops. in the vicinity of all transit stops will be provided.

~~8.2.4.3~~ 7.5.1.4 The City will continue to develop an integrated cycling network, to make cycling a more viable choice for recreation, fitness and daily transportation needs. Decisions regarding the detailed characteristics and development of primary and secondary cycling routes will be guided by the Cycling Master Plan.

~~8.2.4.4~~ 7.5.1.5 Mississauga will require that access, cycling facilities and parking facilities and other destination amenities, such as shower facilities and clothing lockers for cyclists, are incorporated into the design of all buildings and Major Transit Station in Strategic Growth Areas, as appropriate.

~~8.2.4.4~~ 7.5.1.6 Bicycle racks and bicycle storage facilities will be provided at transit terminals.

~~8.2.4.2~~ 7.5.1.7 Mississauga will protect, and may acquire, the lands required for the cycling facilities shown on Schedule X: Long Term Cycling Routes, through the development approval process and capital works program.

7.5.1.8 Pedestrian facilities will be provided on both sides of all new roads. Mississauga will protect, and may acquire, the lands required for the pedestrian facilities shown on **Schedule X (To Be Developed)**, through the development approval process and capital works program.

~~8.2.4.3~~ 7.5.1.9 Proponents of development applications will be required to demonstrate how pedestrian and cycling infrastructure needs have been addressed, in accordance with the City's Pedestrian Master Plan and Cycling Master Plan.

~~8.2.4.5~~ — Sidewalks or multi-use trails will be provided on all new roads.

~~8.2.4.7~~ — Sidewalks or multi-use trails and pedestrian amenities will be a priority in Intensification Areas.

~~8.2.4.8~~ — Mississauga will provide pedestrian connections to Intensification Areas.

### ~~8.3.3~~ 7.5.2 Pedestrian and Cycling Design

The design of pedestrian and cycling ~~and pedestrian~~ transportation facilities will focus on safety through a Vision Zero lens, ~~connectivity, accessibility, and~~ comfort and efficiency to support the use of these transportation modes for daily transportation, fitness and recreation needs. There will also be a focus on integrating pedestrian and cycling facilities with transit. ~~enhancing safety, particularly when located within the road right-of-way and will provide greater integration with transit.~~

7.5.2.1 Pedestrian facilities, including sidewalks, trails and engineered walkways, will include features that create safe and comfortable places to walk, including accessible crossings, lighting and **streetscape** design.

7.5.2.2 Pedestrian facilities will provide convenient, safe and accessible connections to transit, schools, community facilities, and destinations throughout the city.

~~8.3.3.1~~ 7.5.2.3 The incorporation of cycling facilities will be considered in the construction of new roads and the rehabilitation and reconstruction of existing roadways, through the following measures:

- a. re-striping roadways for bicycle lanes;
- b. introducing multi-use trails or bicycle paths **or cycle tracks** on boulevards;
- c. using wider shared curb lanes for bicycles; ~~and~~
- d. ~~widening roadways to accommodate bicycle lanes.~~ narrowing roadways to accommodate in-boulevard cycling infrastructure

- e. planning for placement of snow storage so that cycling facilities are clear and usable in the winter; and
- f. designing for placement of vegetation and trees, to improve comfort and therefore usability of the facilities.

~~8.3.3.2~~ 7.5.2.4 Mississauga will ~~seek to~~ optimize the efficiency of the pedestrian and cycling networks with measures such as intersection improvements, operational improvements and traffic signal optimization.

~~8.3.3.3~~ ~~Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.~~

~~8.3.3.4~~ ~~Pedestrian convenience and safety will be a priority in determining location and design of transit facilities within Intensification Areas.~~

## 8.4 7.6 Parking

Parking can shape land use patterns, support good urban design, promote economic development, and influence travel behaviours and choice of transportation modes.

As Mississauga continues to grow and develop, less land will be devoted to parking, particularly within **Intensification Strategic Growth Areas**. The parking that is provided should increasingly be in structured - preferably underground - parking facilities and on-street where it can be shared amongst multiple *users*.

In other parts of the city, ~~while some changes to parking provisions may occur,~~ sufficient parking should be provided to ensure that the ~~established residential character of~~ Neighbourhoods streets and the economic function of employment uses is not adversely affected.

~~8.4-7.6.1~~ Off-street parking facilities for vehicles and other modes of travel, such as bicycles, will be provided in conjunction with new development and will:

- a. provide safe and efficient access from the road network so that ingress and egress movements minimize conflicts with road traffic and pedestrian movements;
- b. provide for the needs of people with disabilities; ~~and~~
- c. support transportation demand management (TDM) initiatives; ~~and~~
- d. provide electrical vehicle ready parking.

~~8.4-7.6.2~~ Mississauga will encourage the shared use of parking and allow off-site parking, where appropriate.

~~8.4~~ 7.6.3 Consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters:

- a. access to transit;
- b. level of transit service;
- ~~c. traffic generation; and~~
- d. impact on the surrounding area
- e. Transportation Demand Management (TDM) initiatives;
- f. satisfactory parking justification and/or parking utilization study (PUS);
- g. shared parking agreement; and
- h. payment-in-lieu (PIL) of parking.

~~8.4~~ 7.6.4 Mississauga may require or consider receiving a cash payment-in-lieu of all, or part, of the zoning by-law requirements for parking, having regard for:

- a. the objectives of municipal parking strategies;
- b. the advancement of environmental, design, transportation or economic development objectives and policies of this plan;
- c. the presence of site constraints that prevent the provision of the required number of on-site parking spaces;
- d. property use that is not considered overdevelopment; and
- e. areas where municipal parking facilities are available or planned and the existing parking supply within proximity of the subject site can accommodate the on-site parking deficiency.

~~8.4~~ 7.6.5 In situations where a significant number of required parking spaces are being provided through payment-in-lieu, in an area where limited or no municipal parking facilities are available, Mississauga will have regard for:

- a. an identified municipal interest in providing public parking facilities in the area;
- b. the timing for the delivery of the municipal parking facilities;
- c. the adequacy of alternatives to on-site parking until municipal parking facilities are delivered;

- d. the effect the on-site parking deficiency would have on the viability of the site and the impact on the surrounding area; and
- e. the number of spaces proposed to be considered for payment-in-lieu as it relates to the magnitude of municipal interest.

**8.4 7.6.6** Street designs will consider opportunities to maximize on-street parking. The provision of on-street parking will be balanced with the needs of other modes of transportation sharing the right-of-way.

**8.4 7.6.7** Within ~~Intensification~~ Strategic Growth Areas, Mississauga will give consideration to:

. ~~DELETE: reducing minimum parking requirements to reflect transit service levels;~~

. ~~DELETE: establishing maximum parking standards to support transit investments, particularly higher order transit investments;~~

- a. limiting surface parking by requiring a portion be provided within structured parking facilities;
- b. requiring structured parking facilities to be underground, where viable;
- c. proactively maximizing on-street public parking in appropriate locations;
- d. coordinating parking initiatives with transportation demand management (TDM) programs in order to effectively link transit planning, parking and other related issues in a comprehensive manner; and
- e. requiring parking phasing and implementation plans that, among other matters, will include a surface parking reduction strategy that will ensure the layout of the parking lot and buildings will allow for future development.

**8.4 7.6.8** Mississauga may develop municipal parking facilities to support transit, provide shared parking and encourage development.

**8.4 7.6.9** In appropriate locations, Mississauga will take an active role in providing off-street parking. The City may partner with private developers to deliver municipal parking facilities that will be used as a shared public resource, through the use of payment-in-lieu of off-street parking and/or site specific joint ventures. Investment in public parking facilities should be directed to projects that achieve the following objectives:

- a. provide strategically located public parking structures that can serve a variety of uses;
- b. serve development within a proposed *higher order transit* corridor;

- c. provide an appropriately sized structure considering economies of scale, efficiency of structure, character of the area and financial aspects;
- d. allow for the consolidation of pre-existing surface lots to encourage intensification;
- e. make efficient use of publicly owned land;
- f. integrate commercial uses into the ground level façade for above grade structures;
- g. allow for integration of community infrastructure;
- h. provide for convenient, **safe, and accessible** pedestrian linkages to, from and through the parking structure to connect with surrounding development; and
- i. consider temporary surface parking lots to secure strategic locations for future public parking structures.

7.6.10 **(Moved from 8.1.3)** The City will strive to incorporate **stormwater best management practices** in the planning, design and construction of municipal road and off-street parking facility projects. Decisions regarding the specific implementation of **stormwater best management practices** will be made on a project by project basis in accordance with relevant drainage plans and studies, and development standards and policies.

7.6.11 ~~8.4.10~~ In some circumstances, the City may consider allowing the use of municipal parking facilities to meet or reduce the parking requirements for cultural facilities where it does not impair the functioning of other uses or the economic viability of the area.

~~8.4.11—Development within and adjacent to Neighbourhoods will mitigate parking impacts on the residential use.~~

7.6.12 ~~8.4~~ Mississauga will discourage parking in **Neighbourhoods** on local streets for non-residential purposes.

## **8.5**                      **7.7**      **Transportation Demand Management**

Transportation demand management (TDM) measures encourage people to take fewer and shorter vehicle trips to support transit and **active transportation** choices, enhance public health and reduce harmful environmental impacts. TDM is most effective when supported by complementary land use planning, good urban design and transit improvements.

7.7.1 ~~5.4~~ Mississauga will encourage TDM strategies that promote transit use and **active transportation**, and reduce vehicle dependency, single occupant vehicle travel, trip distance and time and peak period congestion.

7.7.2 ~~5.2~~ Mississauga will work with other levels of government, agencies and the private sector to encourage TDM measures.



- 7.7.3 ~~5.3~~ Mississauga will encourage employers to implement TDM programs, such as car-pooling, carshare/bikeshare, alternative work arrangements and shared parking.
- 7.7.4 ~~5.4~~ Mississauga will manage parking in ~~Intensification~~ Strategic Growth Areas to encourage the use of alternative modes of transportation and the reduction of vehicular congestion.
- ~~8.5.5 — Mississauga will encourage land uses permitted by this Plan that make efficient use of the transportation system and parking facilities during off-peak hours.~~
- ~~8.5.6 — In appropriate areas, Mississauga will encourage a fee for parking and the separation of parking costs from other costs, such as transit fares, building occupancy and residential unit prices.~~
- 7.7.5-7 Prior to approval of development applications, particularly those that will generate significant employment opportunities, a TDM plan may be required that demonstrates, among other things, the following:
- a. building orientation that supports transit service;
  - b. minimize distance between main building entrances and transit stations/stops;
  - c. development that is integrated into the surrounding pedestrian and cycling network;
  - d. parking facilities designed to provide safe and efficient access for pedestrians and cyclists emanating from the surrounding transit and active transportation network;
  - e. secure, conveniently located, weather protected, on-site bicycle storage facilities, and associated amenities such as showers, change rooms and clothing lockers;
  - f. reserved, priority car-pool parking spaces and, where applicable, car-share spaces and taxi stands;
  - g. parking spaces for scooters, motorcycles and other similar motorized vehicles;
  - h. techniques to manage the supply of on-site parking; and
  - i. measures that:
    - increase the proportion of employee trips made by transit, walking and cycling;
    - increase the average car occupancy rate;
    - reduce the demand for vehicular travel; and
    - shift travel times from peak to off-peak periods.
- 7.7.6 ~~5.8~~ Car-pooling will be encouraged through the provision of High Occupancy Vehicle Lanes, priority parking, and other measures as appropriate.
- ~~8.5.9 — Further TDM policies may be identified through a Transportation Master Plan.~~

## ~~8.6~~ ~~Mobility Hubs~~

~~Mobility hubs have employment, housing, shopping and recreational uses concentrated around a **Major Transit Station Area** and are connected by a variety of modes of transportation such as walking, cycling, and regional and local transit.~~

~~Mobility hubs include both **gateway** and **anchor hubs** as shown on Schedule 6: Long Term Transit Network.~~

~~8.6.1 Mississauga will promote the development of land use and transportation facilities around **anchor hubs** and **gateway hubs** in a manner that supports the Metrolinx Regional Transportation Plan.~~

~~8.6.2 Mobility hubs will be planned and designed to provide access from various transportation modes to the transit station, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.~~

~~8.6.3 Mobility hubs may be required to provide amenities such as secure storage facilities for bicycles, car-share drop-off areas, heated waiting areas, traveller information centres, cafes and restaurants, as well as services such as daycares, grocery stores or post offices.~~

~~8.6.4 Access to mobility hubs and **Major Transit Station Areas** will be promoted through the provision of pedestrian and cycling linkages, transit and adequate commuter parking facilities, and the potential for development of structured parking.~~

## 7.8 ~~8.7~~ Goods Movement

Efficiently moving goods is critical to the economic health of the city. Mississauga will ~~develop~~ **maintain** a transportation network to support its significant role as a goods movement hub.

In some locations, particularly in certain Employment Areas surrounding the Airport, goods movement will be the priority of the transportation system.

7.8.1 ~~8.7.1~~ Mississauga will integrate land use and transportation system planning to **facilitate** ~~promote and better integrate~~ multi-modal goods movement.

7.8.2 ~~8.7.2~~ Activities generating substantial truck traffic will be encouraged to locate near or adjacent to provincial highways and arterial roads.

7.8.3 ~~8.7.3~~ Mississauga will encourage strategic linkages to inter-modal facilities and 400 series highways to facilitate the efficient movement of goods.

7.8.4 ~~8.7.4~~ A denser grid of roads will be established where required in Employment Areas to support the efficient movement of goods.

7.8.5 ~~8.7.5~~ In the Northeast General Employment Area, priority will be for road improvements that support goods movement. Planning studies may identify other areas where goods movement will be a priority for road improvements.

7.8.6 ~~8.7.6~~ Mississauga will support priority truck routes through road design.

~~8.7.7~~ Arterials and major collectors will serve as truck routes. Minor collectors in Employment Areas may serve as truck routes. **Addressed in Policy 7.3.3.1**

~~8.7.8~~ Mississauga will work with the Province and Region to coordinate and optimize systems of moving goods. **Addressed in Policies 7.2.4, 7.2.5**

7.8.7 ~~8.7.9~~ To support the 400 series highways as part of the provincial goods movement network, Mississauga will work with the Province to pursue opportunities to provide additional connections at interchanges, and necessary highway improvements, at key locations. **including:**

- ~~a. Hurontario Street and Provincial Highway 401;~~
- ~~b. Hurontario Street and Provincial Highway 407;~~
- ~~c. Mavis Road and Provincial Highway 401;~~
- ~~d. Centreview Drive and Provincial Highway 403;~~
- ~~e. Provincial Highway 401 E/B off-ramp (west of Etobicoke Creek);~~
- ~~f. widening of Provincial Highway 401 from its interchange with Provincial Highway 410 to the western limit of Mississauga;~~
- ~~g. widening of Provincial Highway 410 from its interchange with Provincial Highway 401 to the northern limit of Mississauga;~~
- ~~h. completion of a partial interchange at Courtneypark Drive and Provincial Highway 410, to provide access to and from the north;~~
- ~~i. construction of a partial interchange at Provincial Highway 401 in the vicinity of the Etobicoke Creek, to service the area to the north; and~~
- ~~j. improvements to the Dixie Road and Queen Elizabeth Way interchange.~~

## 7.9 ~~8.8~~ Rail Corridors

Passenger and freight rail services are an important element of the transportation system for Mississauga and the surrounding region.

7.9.1 ~~8.8.1~~ In planning for new or existing transportation corridors, Mississauga will consider increased opportunities for moving people and goods by rail, where appropriate.

7.9.2 ~~8.8.2~~ Mississauga will cooperate with other levels of government and the railway companies in locating, planning, and designing new freight and passenger terminals, to ensure that such facilities are compatible with the transportation network and land use.

~~7.9.3 8.8.3~~ Mississauga will cooperate with the appropriate authorities to provide adequate provision for safety in the planning, design and operation of rail facilities.

~~7.9.4 8.8.4~~ The City will continue to construct road/rail grade separations to support a safe and efficient transportation system, and to maintain an adequate level of service on the road network.

~~The following have been identified as priority needs:~~

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

~~8.8.5 Mississauga will continue to seek financial assistance from other levels of government for the provision of road/rail grade separations.~~

## **7.10 8.9 Airport**

Canada's largest airport is a major transportation facility and destination within Mississauga, serving an important regional, national and international role.

~~8.9.1 Mississauga will work with the GTAA and other stakeholders to ensure improved transit connections to the Airport and surrounding employment lands. Addressed in policies 7.2.4, 7.2.5~~

~~7.10.1 8.9.2~~ Mississauga will support goods movement access to the Airport to promote the Airport as a key goods movement hub.

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### **NEW GLOSSARY TERM:**

*Transit priority measures* means boulevard appurtenances, (e.g., pedestrian landing pads, shelters) on-street infrastructure (e.g., bus pads, queue jump lanes, bus only lanes, etc.) and transit signal priority

# 9 ~~10~~ Foster a Strong Economic Growth and Employment Areas

## EDIT GUIDE:

Black – existing unchanged text

Red strikethrough – existing text deleted

Blue – draft proposed text

## 9.1 ~~10.1~~ Introduction

Mississauga is an economically strong city where people and businesses thrive. The city's economic success is based on its ability to attract and retain a diversity of business operations and highly skilled local and global talent. The city is within one of the world's fastest growing major economies and has one of the best-connected international airports. Major existing and planned **higher order transit** infrastructure and several 400 series highways, support travel connections to employment areas across the city.

Local jobs and a diversified economy are important for Mississauga's future. Wholesale trade; manufacturing; professional, scientific and digital technology ~~technical~~ services; transportation, smart logistics and warehousing companies, as well as various other employment sectors, are all represented in the city. Many of these companies are innovative businesses, large corporations and head offices. Mississauga is home to ~~over 60 Fortune 500 head offices.~~ a significant number of international and Fortune 500 companies, as well as a vital base of small and medium sized businesses.

~~Mississauga's strong employment base has resulted in the city becoming a net importer of talent. Two thirds of the resident labour force work in Mississauga, which demonstrates the variety of employment opportunities available to residents.~~

**Moved to Post Secondary Institution section in this Chapter** ~~Mississauga is home to a well educated labour force. Ensuring that residents have access to opportunities to develop the skills and knowledge needed to meet the needs of the business community is critical to the city's continued economic success. Mississauga is home to The University of Toronto Mississauga and the Sheridan College campus in the Downtown. In addition to these post-secondary institutions, the City promotes the establishment of new universities and colleges so that local students have a variety of learning opportunities within their community. This will also attract new residents to the city to further their education, retain youth and encourage partnerships between academic institutions and businesses.~~

~~Mississauga will continue to support existing businesses and work toward attracting new business ventures that complement the City's vision and provide a range of employment opportunities that utilize the skills and knowledge of the local labour force.~~

The City identifies three ~~strategic economic development goals that support the city's~~ core economic priorities ~~vision:~~ to Support Globally Minded Business, to Develop Distinctive Places, and to Deliver Durable Infrastructure ~~be a Global Business Magnet, to have a Culture of Innovation and to be a Knowledge Economy.~~ In this context, a number of target opportunities have been recognized in high growth key ~~knowledge~~ sectors, including Life Sciences; Smart Logistics; Higher Value Business Services ~~Information, Communication Technologies (ICT); Finance and Insurance;~~ and Advanced Manufacturing.

Each of these sectors has a strong presence in Mississauga today, with recognizable clusters in the Office Centre Employment ~~a~~Areas such as the Airport Office ~~Corporate Centre,~~ and Gateway Office ~~Corporate~~

Centres and Meadowvale Business Park. In addition, Sheridan Park is characterized by a research cluster. It is critical for the city to continue to grow and sustain these **knowledge key** sectors within the city.

To accommodate the city's forecasted 90,000 jobs by 2051, employment opportunities will be provided in mixed-use Strategic Growth Areas and in areas protected for employment uses.

The city's focus for major office, retail and institutional employment growth will be in the Strategic Growth Areas, supported by existing or planned **higher order transit** service. The Urban Growth Centre will be the primary office centre, followed by the Office Centre Employment Areas. General Employment Areas will support land extensive and industrial employment uses. The General Employment Areas surrounding the Airport have potential to become a globally significant economic hub underpinned by growth in logistics, life sciences and advanced manufacturing sectors.

~~The urban system supports the business community by promoting office and employment uses within Intensification Areas, while preserving lands for a variety of activities and extensive employment functions. Employment opportunities are to be concentrated within the Downtown, Corporate Centres, Major Nodes, and Employment Areas.~~ Special Purpose Areas including the Airport and University of Toronto Mississauga, are also important employment centres. Within Community Nodes and Neighbourhoods, employment opportunities that provide local services to residents are anticipated.

Providing sustainable modes of transportation to employment areas is a priority for the city. In addition to **higher order transit**, bus and active transportation routes will connect to employment areas. A planned major transit hub at the Airport will improve connectivity to and around the Airport.

~~As Mississauga continues to develop, there will be fewer opportunities for land extensive business activities and a greater reliance on office development as a generator of employment. Mississauga is fortunate to have several highly successful office areas and is well positioned to attract considerable additional office growth. Mississauga's Downtown and Corporate Centres are particularly well located for future office development as they have excellent access to existing and planned **higher order transit** services and several 400 series highways.~~

~~**Addressed in Natural Environment and Climate Response and Urban Design Chapters** The provision of infrastructure and utilities in an environmentally sustainable, timely manner, and their maintenance is key to continued economic development and growth. Mississauga will encourage energy conservation and reduce air pollution and greenhouse gas emissions through land use patterns and urban design standards that support alternative forms of transportation, energy efficient buildings and opportunities for **cogeneration**.~~

~~40 9.1.1~~ Mississauga will encourage a range of employment opportunities reflective of the skills of the resident labour force.

~~40 9.1.2~~ Mississauga will identify and protect lands for a diversity of employment uses to meet current and future needs.

~~40 9.1.3~~ An adequate supply of lands providing locations for a variety of appropriate employment uses will be maintained to accommodate the City's growth forecasts.

9.1.4 Sensitive land uses, including residential uses, will be prohibited within Office Centre Employment Areas and General Employment Areas.

~~10 9.1.5 4~~ The conversion of lands ~~designated Business Employment, Industrial, Institutional or Office~~ within ~~Corporate Office Centres Employment Areas~~ and ~~General~~ Employment Areas to permit non-employment uses is prohibited. ~~unless considered through a Phase One municipal comprehensive review and, where applicable, a Phase Two municipal comprehensive review.~~ For the purposes of this policy, *major retail* uses are considered non-employment uses. ~~Employment land conversion requests may only be considered through the Region of Peel Official Plan municipal comprehensive review process.~~

~~a. A Phase One municipal comprehensive review will be required to demonstrate that:~~

- ~~• there is a need for the conversion;~~
- ~~• Mississauga will meet the employment forecasts of this Plan;~~
- ~~• the conversion will not adversely affect the overall viability of the employment area and~~
  - ~~• achievement of the intensification target, density targets and other policies of this Plan;~~
  - ~~• there is existing or planned infrastructure to accommodate the proposed conversion;~~
  - ~~• the lands are not required over the long term for employment purposes; and~~
  - ~~• cross-jurisdictional issues have been considered; and~~

~~b. Where a Phase One municipal comprehensive review has identified the potential for the conversion of lands, Phase Two of the municipal comprehensive review will determine appropriate land uses for identified areas and consider, among other matters, the following:~~

- ~~• alternative locations for displaced employment uses;~~
- ~~• land use options that result in a similar or greater number of employment opportunities;~~
- ~~• compatibility with surrounding land uses;~~
- ~~• infrastructure capacity, needs and costs; and~~
- ~~• municipal benefits to be realized through land conversion; and~~

~~c. Development applications for the conversion of lands to non-employment uses will be considered premature until both Phase One and Phase Two of the municipal comprehensive review has been completed.~~

~~10 9.1.65~~ Mississauga will provide for a wide range of employment activities including office and diversified employment uses. To this end Mississauga will:

- a. strive to increase office employment;
  - b. encourage the establishment ~~and support the growth~~ of knowledge based industries, ~~creative industries and artisans, and small innovative businesses. and support their growth;~~ and
  - c. encourage the intensification of existing employment areas with compatible employment uses.
- ~~c. encourage the establishment of small innovative businesses and support their growth.~~

~~10 9.1.76~~ Mississauga will facilitate the operation and where appropriate, the expansion of existing businesses as permitted by this Plan. In some locations, alternative land uses may be identified to encourage the relocation of existing businesses to allow the lands to redevelop in accordance with the planning vision for the area. Development proponents may be required to submit satisfactory studies prior to development.

10.1.87 To encourage economic development and competitiveness, Mississauga will ensure the necessary infrastructure, for which it is responsible, is provided to support current and forecasted employment needs.

~~10.1.8 Transit supportive development with compact built form and minimal surface parking will be encouraged in Corporate Centres, Major Transit Station Areas and Corridors.~~

10.1.9 Employment areas will be accessible by sustainable transportation modes, including transit and active transportation.

10.1.10 ~~9~~ Mississauga will foster eco-industrial activity and clean technology in ~~new and existing~~ employment areas, ~~such as the Pearson Eco-Business Zone,~~ which will demonstrate innovation and high levels of environmental and economic performance by:

- a. transforming the employment area into an eco-industrial zone;
- b. creating a sustainable economic area and green business areas;
- c. investing in green buildings, technology and practices;
- d. encouraging leveraged partnerships between public and private organizations; and
- e. establishing infrastructure with multi objectives.

~~10.1.10 Residential uses will be prohibited within Corporate Centres and Employment Areas.~~

~~10.1.11 Infrastructure will be planned and delivered to ensure financial viability over life cycles and meet projected needs.~~

## ~~10 9.2~~ Office

Mississauga's success in attracting office development is an asset to the economy. Current office development is concentrated within the ~~Corporate Office Centres~~ Employment Areas, however, the ~~Downtown~~ Urban Growth Centre and General Employment Areas also have considerable office development. Promoting office development in the ~~Downtown~~ Urban Growth Centre is of particular importance to the City in order to support *higher order transit* and create a lively mixed use live/work area.

~~10 9.2.1~~ Major office development will be encouraged to locate within the ~~Downtown~~ Urban Growth Centre, Major Nodes, and ~~Corporate Office Centres~~ Employment Areas and ~~Intensification Corridors~~.

~~10 9.2.2~~ *Secondary office* development ~~within Employment Areas~~ will be encouraged to locate within Community Nodes and ~~Major Transit Station Areas~~ and ~~Corridors~~.



~~10.2.3 Outside of Employment Areas, secondary office development will be encouraged to locate within Community Nodes and Major Transit Station Areas.~~

~~10 9.2.4~~ Within *Intensification Strategic Growth* Areas, ground floor retail uses are encouraged within office buildings. Character Area Policies may identify where ground floor retail uses will be required.

~~10 9.2.5~~ Offices associated with employment uses such as manufacturing, research and development and warehousing will be permitted as an accessory use.

## ~~10 9.3~~ Industry

Industrial uses include manufacturing, assembling, processing, fabricating, research and development, warehousing, distributing, and wholesaling, and sales and service accessory to these uses.

Industrial activities contribute significantly to the city's economic base. Industrial uses should locate in appropriate areas, such as *General* Employment Areas. It is a priority for Mississauga to ensure that sensitive land uses remain separated from industrial uses.

There is only one quarry remaining in operation in the Southdown *General Employment* Character Area and no new quarries will be permitted. Existing areas of mineral resources will operate in compliance with legislation of the Provincial Government and the policies of this Plan.

~~10 9.3.1~~ Industrial uses will be permitted to locate within *General* Employment Areas. Character Area policies may identify sites permitting industrial uses outside of *General* Employment Areas.

~~10 9.3.2~~ Mississauga will protect lands within *General* Employment Areas for industrial uses.

~~10 9.3.3~~ Development will minimize land use conflicts between industrial uses and sensitive land uses.

~~10 9.3.4~~ Within *General* Employment Areas, Mississauga will support the continued operation of existing industrial uses and discourage employment uses and sensitive land uses in the vicinity of existing industrial land uses that would:

- a. require industrial uses to significantly modify their operations;
- b. cause industrial uses to be in non-compliance with pertinent standards; and
- c. inhibit the development of designated industrial lands for the purposes permitted by this Plan.

~~10 9.3.5~~ Industrial uses in proximity to residential uses and sensitive land uses will:

- a. not have outdoor storage;
- b. not generate air pollution, odour or excessive noise; and
- c. have a high standard of building design and landscaping.

~~10 9.3.6~~ Mississauga may identify alternative land uses and redesignate sites with existing industrial uses outside of *General* Employment Areas or within *Intensification Strategic Growth* Areas to encourage the relocation of the existing business, thus allowing the lands in the vicinity to redevelop in accordance with the existing or planned land uses.

~~40~~ 9.3.7 Applications to expand an existing quarry must determine the area of influence and other additional information deemed necessary by the City.

~~40~~ 9.3.8 Progressive rehabilitation of excavated pits and quarries will proceed toward a compatible after use for the site in accordance with approved site development and rehabilitation plans approved by the City and Provincial Government.

~~40~~ 9.3.9 Processing of excavated materials and related activities must occur within, or contiguous to, the area licensed.

~~40~~ 9.3.10 Prior to the consideration of development proposals within the area of influence of quarry operations, it will be demonstrated to the satisfaction of the City, that there will be no adverse impacts that would make it incompatible with the quarry operation so as not to preclude the continued use of the quarry.

## ~~40~~ 9.4 Retail

Retail means the sale, lease and/or rental of goods to the public. Retail is often combined with other uses such as personal service establishments, offices, financial institutions, restaurants and overnight accommodations.

The primary locations for retail uses will be the **Urban Growth Centre Downtown**, Major Nodes and Community Nodes. Retail uses within these locations will be encouraged to contribute to a vibrant, mixed use environment and be developed in combination with residential and office uses.

Within **Corporate Office Centres-Employment Areas**, retail uses in conjunction with office developments will be encouraged in order to provide services to local businesses and employees. New freestanding retail uses will not be permitted.

Within Neighbourhoods, further retail commercial will be directed to lands designated Mixed Use. Retail uses will be encouraged to develop in combination with residential and office uses.

While **General Employment Areas** have a number of existing retail areas, they are not the preferred location for this type of use. Existing designated retail areas will be recognized by this Plan and further development of retail uses within the limits of land designated Mixed Use is permitted, however, their expansion and the establishment of new *major retail* areas will not be allowed. Existing retail areas will be encouraged to redevelop to appropriate non-retail employment uses.

~~40~~ 9.4.1 Retail uses are encouraged to locate primarily within the **Urban Growth Centre Downtown**, Major Nodes and Community Nodes.

~~40~~ 9.4.2 Retail uses will be permitted within **Corporate Office Centres-Employment Areas**, where they support employment uses and employees. Character Area policies will identify appropriate locations and types of uses.

~~40~~ 9.4.3 Retail uses may be permitted within Neighbourhoods to provide retail uses convenient to the local residents. Character Area policies or local area plans will identify appropriate locations and types of uses.

~~10~~ 9.4.4 Within the Urban Growth Centre ~~Downtown~~, Major Nodes, Community Nodes and ~~Corporate Office Centres~~-Employment Areas, existing single storey retail development will be encouraged to redevelop into multistorey mixed use developments.

~~10~~ 9.4.5 Retail uses outside the Urban Growth Centre ~~Downtown~~, Major Nodes and Community Nodes will be directed to ~~Corridors and Major Transit Station Areas~~ and to corridors on the periphery of General Employment Areas or in locations as identified in Character Area policies.

~~10~~ 9.4.6 The dispersion of retail uses beyond designated commercial areas will be discouraged.

~~10~~ 9.4.7 Lands designated for retail areas within General Employment Areas are recognized by this Plan, however, no additional lands will be designated for retail development unless recommended through a municipal comprehensive review.

~~10~~ 9.4.8 Local area reviews or planning studies will consider alternative land uses for lands designated for retail uses within General Employment Areas.

## ~~10~~ 9.5 Post-Secondary Institutions

Post-secondary institutions can attract and support the growth of strong, innovative businesses, and further the needs and interests of youth, older adults and recent immigrants to Mississauga. ~~Improved transit facilities and providing for a range of suitable, affordable housing choices are key to attracting new post-secondary schools, colleges and universities to Mississauga.~~ Mississauga is home to a well educated labour force. Ensuring that residents have access to opportunities to develop the skills and knowledge needed to meet the needs of the business community is critical to the city's continued economic success.

Mississauga is home to The University of Toronto Mississauga and the Sheridan College campus in the Downtown Core. In addition to these post-secondary institutions, the City promotes the establishment of new universities and colleges so that local students have a variety of learning opportunities within their community. This will also attract new residents to the city to further their education, retain youth and encourage partnerships between academic institutions and businesses. Improved transit facilities and providing for a range of suitable, affordable housing choices are also key to attracting new post-secondary schools, colleges and universities to Mississauga.

~~10~~ 9.5.1 Mississauga will encourage the expansion of existing and the establishment of new post-secondary institutions within the city, particularly within the Urban Growth Centre ~~Downtown~~, Major Nodes, and in proximity to *Major Transit Station Areas*.

~~10~~ 9.5.2 In addition to educational, research, office and residential uses, other land uses that support the functioning of the post-secondary institution and the needs of the staff, students and visitors will be permitted.

## ~~10~~ 9.6 Infrastructure and Utilities

The city is well served by a comprehensive network of infrastructure and utilities that supports its economic function and growth. Infrastructure and related services will be provided in a coordinated, timely manner and maintained at a level that is financially sustainable to meet the needs of the existing businesses and residents, as well as providing for future growth.

~~10~~ 9.6.1 In cooperation with other levels of government, appropriate agencies and the private sector, Mississauga will ensure that all development will have adequate infrastructure and utilities.

~~10~~ 9.6.2 Mississauga will work with utility providers to ensure that networks are established and phased to serve new development in a timely and efficient manner.

~~10~~ 9.6.3 Mississauga will undertake discussions with utility providers regarding the feasibility of servicing existing and future employment areas with leading edge telecommunications services, including broadband technology, to attract knowledge based industries and support the economic development, technological advancement and growth of existing businesses.

~~10~~ 9.6.4 Mississauga will encourage discussions with utility providers to determine appropriate utility design and placement within ~~Intensification~~ Strategic Growth Areas prior to determining the placement and design of utilities.

~~10~~ 9.6.5 Mississauga will ensure that full Regional and municipal services are available to serve all development.

~~10~~ 9.6.6 Where possible, existing landforms, native vegetation and drainage patterns should be preserved and enhanced during construction and maintenance of facilities.

~~10~~ 9.6.7 The preservation of existing trees and the planting of new trees will be given priority and coordinated with utility placement within the public boulevard.

~~10~~ 9.6.8 Mississauga will maintain and establish programs for renewal of infrastructure and utilities. In doing so, Mississauga will ensure that the capital cost, maintenance cost and environmental impact are minimized. Opportunities for reusing pre-existing infrastructure and utilities for new purposes will be encouraged.

~~10~~ 9.6.9 Mississauga expects that the Region of Peel will provide appropriate and timely water, and wastewater facilities to serve the city's development.

~~**Addressed in Natural Environment and Climate Response Chapter** 10.6.10 Appropriate storm sewer facilities will be installed for the safety of residents, with due regard for the need to protect **watercourses** and associated ecosystems from any possible destructive effects of stormwater runoff.~~

~~10.6.11~~ 9.6.10 The sizing of storm sewer facilities will be based on the ultimate *development* pattern within the various drainage areas.

~~**Addressed in Natural Environment and Climate Response Chapter** 10.6.12 Development proposals will be subject to the recommendations of watershed studies to assess potential effects of these proposals on receiving **watercourses**. In addition, development will be required to implement stormwater~~

~~management strategies in accordance with the most current stormwater management guidelines prepared by the City, the appropriate Conservation Authority and the Provincial Government.~~

***Address in Natural Environment and Climate Response Chapter, Stormwater and Drainage Section***

~~10.6.13 Any stormwater quality/quantity facilities within lands designated Greenlands must have regard for the viability of natural areas and their features and functions, and will be subject to naturalization efforts to the satisfaction of the City and the appropriate Conservation Authority, as a part of *development*.~~

~~10.6.14 Storm sewer services policies are to be read in conjunction with urban drainage policies.~~

~~10.6.15~~ 9.6.11 Natural gas and oil pipelines are permitted in all land use designations, except Greenlands.

~~10.6.16~~ 9.6.12 The design standards used in the construction of any natural gas or oil transmission pipeline through undeveloped areas within Mississauga will take into account ultimate urbanization near or adjacent to that pipeline.

~~10.6.17~~ 9.6.13 Setbacks of a residence, place of work, or public assembly to an oil or gas easement or associated structure, and an appropriate building design, will be determined based on the type of pipeline, stress level of the pipeline and shall take into consideration the Guidelines for *Development* in the Vicinity of Oil and Gas Pipeline Facilities, prepared by the Technical Standards & Safety Authority.

~~10.6.18~~ 9.6.14 Existing or new easements accommodating gas and/or oil pipelines should be incorporated into *development* plans as public open space, walkways or bicycle paths, but not be incorporated into individual lots. In some cases, in consultation with the pipeline operator, certain other uses such as vehicle parking, may be considered if it forms an integral part of the development.

~~10.6.19~~ 9.6.15 Local service power lines, telephone and other cabled services will be located underground, where feasible and desirable.

~~10.6.20~~ 9.6.16 Telecommunication facilities, including buildings and related structures, satellite dishes and cellular antennas should be designed and located to minimize visual impact in high profile and sensitive areas.

~~10.6.24~~ 9.6.17 Mississauga will not permit electric power distribution and telecommunications facilities within residential areas if such installations are of a magnitude, function or character *incompatible* with the surrounding residential environment, and are not required to serve the residential area. Where such utility installations must be located in proximity to a residential area, the infrastructure will be located in a sensitive manner and designed to be compatible with the surrounding area.

~~10.6.22~~ 9.6.18 To ensure the integration of utilities in future subdivision designs, wherever feasible, services will be located in road rights-of-way. Where this standard location is not possible, the provision of utility easements will be such that:

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

~~10.6.23~~ 9.6.19 Green infrastructure, such as bioswales, should be protected during construction and maintenance. Green infrastructure damaged during construction or maintenance should be restored to the satisfaction of the City and appropriate conservation authority.

## 10.7 Energy and Power Generation

### **\*\*Consider integration of this section into the Natural Environment and Climate Response Chapter**

Energy efficiency and improved air quality through land use, development patterns and efficient transportation, are important for the health of Mississauga's population, economic prosperity and protection of the environment. The City supports energy initiatives that will enable it, its residents, businesses and transportation systems to conserve energy and reduce their dependence on fossil based energy sources by changing to alternative or **renewable energy** systems.

This Plan provides opportunities for power generation facilities to accommodate current and projected needs, where feasible, and recognizes the interdependencies that exist in the built and natural environments. However, it is essential that power generating facilities be located in appropriate locations away from residential and other sensitive uses.

10.7.1 Mississauga will conserve energy by promoting energy efficient land use and development patterns, efficient transportation and alternative and **renewable energy** systems.

10.7.2 Mississauga will plan for greener, healthier communities by reducing harmful greenhouse gas emissions and improving the air quality.

10.7.3 Mississauga supports energy conservation, and the reduction of emissions from vehicles as well as from municipal, residential, commercial and industrial sources to protect air quality.

10.7.4 Mississauga supports energy demand management initiatives by other levels of government and other agencies to reduce energy consumption and improve energy efficiency.

10.7.5 Mississauga encourages appropriate land use and development patterns that are transit supportive, site and building designs that conserve energy and opportunities for district energy.

10.7.6 Mississauga encourages the creation of innovative strategies such as green site design and green buildings, which utilize technology such as green roofs, white roofs and the use of the urban tree canopy to achieve energy efficiencies.

10.7.7 Mississauga will promote public awareness and education initiatives jointly with other levels of government and other agencies on matters related to energy conservation.

10.7.8 Mississauga supports policies that promote water conservation measures and **stormwater best management practices** to ensure energy conservation.

10.7.9 Mississauga encourages district energy systems where appropriate, to reduce greenhouse gas emissions and air pollution.

10.7.10 Mississauga will work jointly with other levels of government and other agencies to investigate the need, feasibility, implications and suitable locations for **renewable energy** projects and to promote local clean energy generation, where appropriate.