APPENDIX A: POLICIES OF OTHER LEVELS OF GOVERNMENT

As part of a four-level government structure, the City of Mississauga is subject to the policies of the other three levels and their agencies. Although Mississauga may not support all of the policies and practices of the three levels and may seek to influence or change them, these policies constitute part of the policy-making context in which Mississauga operates.

1. FEDERAL GOVERNMENT

Federal Government policies affect Mississauga both generally and specifically. Through its general economic policies, the Federal Government exercises considerable influence on the state of the economy thus affecting the climate for private and public investment.

Some examples of Federal Government policies with direct impact on planning in Mississauga are those concerning the Lester B. Pearson International Airport, Canadian Transport Commission, housing, and the location of Federal Government office space.

1.1 Lester B. Pearson International Airport

Large areas of land are subjected to noise disturbance from aircraft operations. Federal Government policies and regulations with respect to the role and operation of the Airport will determine future restrictions on noise sensitive land uses.

1.2 Housing

The Federal Government has, in the past, produced a wide range of programs providing financial aid for home ownership, residential rehabilitation, housing for the physically challenged, insured mortgage loans, and not-for-profit housing. Affecting housing, but broader in scope, have been other programs for new communities' research and planning. Because this Plan is seeking to achieve balanced growth between housing supply and employment opportunities, these types of Federal Government programs are of significance to Mississauga.

1.3 Federal Government Offices

The Federal Government is also involved in decentralizing some of its operations from Ottawa. The relocation of some of the office activities to Mississauga could help the viability of the City Centre and Employment Centres.

2. PROVINCIAL GOVERNMENT

Since the Provincial Government is responsible for municipalities, the significance of the actions and policies of the Provincial Government for Mississauga is greater and more direct than that of the Federal Government.

The influence of the Provincial Government on Mississauga is divided into two categories - regulatory and planning.

Regulatory authority is exercised primarily by the Ontario Municipal Board (OMB). Rezoning By-laws may be given approval by the OMB and all or part of plans of subdivision, Official Plans, or amendments thereto, may be appealed to the OMB for approval. The Official Plan and all amendments thereto are given final approval by the Provincial Government unless appealed to the OMB.

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

While the Provincial Government regulatory authority exerts essentially a negative influence in that it establishes what the City may not do, Provincial Government planning authority provides a positive influence by establishing a frame of reference in which planning in the City should take place. The most important programs to the City are those concerned with financial resources, transportation, land use, housing, environmental planning, and hydro.

2.1 Financial Resources

The financial policies of the Provincial Government not only affect the general economic climate, but also determine the capacity of the City to accommodate new development. As noted previously, the OMB sets the upper limit on the debt that a municipality may incur. Since the other sources of revenue (property tax and development charges) do not meet the demand for funds, the City is dependent on Provincial Government assistance. The amount of Provincial Government assistance is a significant factor in determining both the service levels provided and the rate and amount of development that can be accommodated by the City.

2.2 Transportation

(By-law No. 0023-2000 ~ CPA-78)

Since transportation facilities affect and are affected by land use patterns, Provincial Government transportation policies are an important aspect of planning and development in the City. The Provincial Government mainly exercises jurisdiction over those roads designated as Provincial highways as shown on Map 1, Provincial Highways and Greater Toronto Services Board Rail Facilities.

The Greater Toronto Services Board is responsible for commuter rail (Lakeshore, Georgetown, and Milton facilities) and bus commuter services which run through the City, as well as the bus facilities which connect the City to points beyond its boundaries.

Map 1, Provincial Highways and Greater Toronto Services Board Rail Facilities, shows the commuter rail and highway facilities under the jurisdiction of the Greater Toronto Services Board.

By exercising direct control of transportation services through construction, the Provincial Government constitutes an important factor in the attempt of the City to achieve a better balance between employment opportunities and housing supply, establishing a viable core for the City, and generally accommodating the transportation demands of both existing and new development.

2.3 Land Use

During the past 25 years, the Provincial Government has engaged in various planning initiatives for the Greater Toronto Area (GTA), defined as Toronto and the Regions of Durham, York, Halton, and Peel. Beginning in the late 1960's with the Toronto Centred Region Plan and continuing with the Central Ontario Lakeshore Urban Complex Study in the 1970's, the Provincial Government has attempted to provide a regional frame of reference within which Provincial Government planning decisions would be made and municipal plans evaluated.

In 1987 the Greater Toronto Co-ordinating Committee (now known as the Office of the Greater Toronto Area) was established by the Provincial Government to attempt to prepare a Strategic Action Plan, including an implementation process.

2.4 Housing

Provincial Government housing programs exist to provide financial assistance in the form of grants, subsidies, and loans for various aspects of housing, including home ownership, rental supplements, renewal and improvements, not-for-profit, intensification, and special types of housing for students and senior citizens.

2.5 Environmental Planning

Environmental planning encompasses a wide range of government jurisdictions. Numerous Federal and Provincial Government Acts establish mandates for particular aspects of environmental planning. The majority of these Acts are implemented by the Provincial Government.

2.6 Ontario Hydro

The City is traversed by a number of Ontario Hydro rights-of-way as shown on Map 2, Ontario Hydro Facilities.

3. REGIONAL AUTHORITIES

3.1 Region of Peel

Mississauga is a constituent municipality of the Region of Peel. As established by legislation, the Region has jurisdiction over police, certain health and welfare services (including day nurseries and senior citizen housing), water supply, sanitary sewers, and waste disposal facilities. Part of the road system within Mississauga is also under Regional jurisdiction. In addition, the Act establishing the Region of Peel requires that the Region adopt a Regional Official Plan. The Mississauga Official Plan would have to conform to the Regional Official Plan. In mid-1974, the Region was delegated the responsibility of monitoring consents and variances, including the responsibility of commenting to the OMB on Zoning By-laws and Appeals. In mid-1975, the Region received Provincial Government authority for approving plans of subdivision. Further, in June 1977, the Region received authority to approve condominium applications.

The Region, under agreement with the Provincial Government, provides sanitary sewer, and potable water supply facilities to serve the South Peel Service Area which includes the City. These facilities include 2 major water pollution control plants and associated trunk sanitary sewer collection systems, and a water supply system consisting of water purification plants, reservoirs, elevated tanks, pumping stations, and trunk watermains. The servicing systems are shown schematically on Map 3, South Peel Sanitary Sewer and Water Supply Facilities.

Both the location and capacity of water supply and sanitary sewer facilities constitute an important influence on development. These systems must be continually expanded to accommodate new development in the South Peel Service Area, and the Region is responsible for the planning data upon which the Provincial Government expansion plans are formulated. The Region has financial responsibility for the South Peel Service System.

3.2 Other Regional Authorities

In addition to Regional Government, there are three Conservation Authorities responsible for areas within Mississauga as shown on Map 4, Jurisdiction of Conservation Authorities. These authorities comment on development applications in the interests of flood control and conservation. Participation in the planning and development of open space areas is exemplified by the role of Credit Valley Conservation in the planning and implementation of the Waterfront Plan for the City.

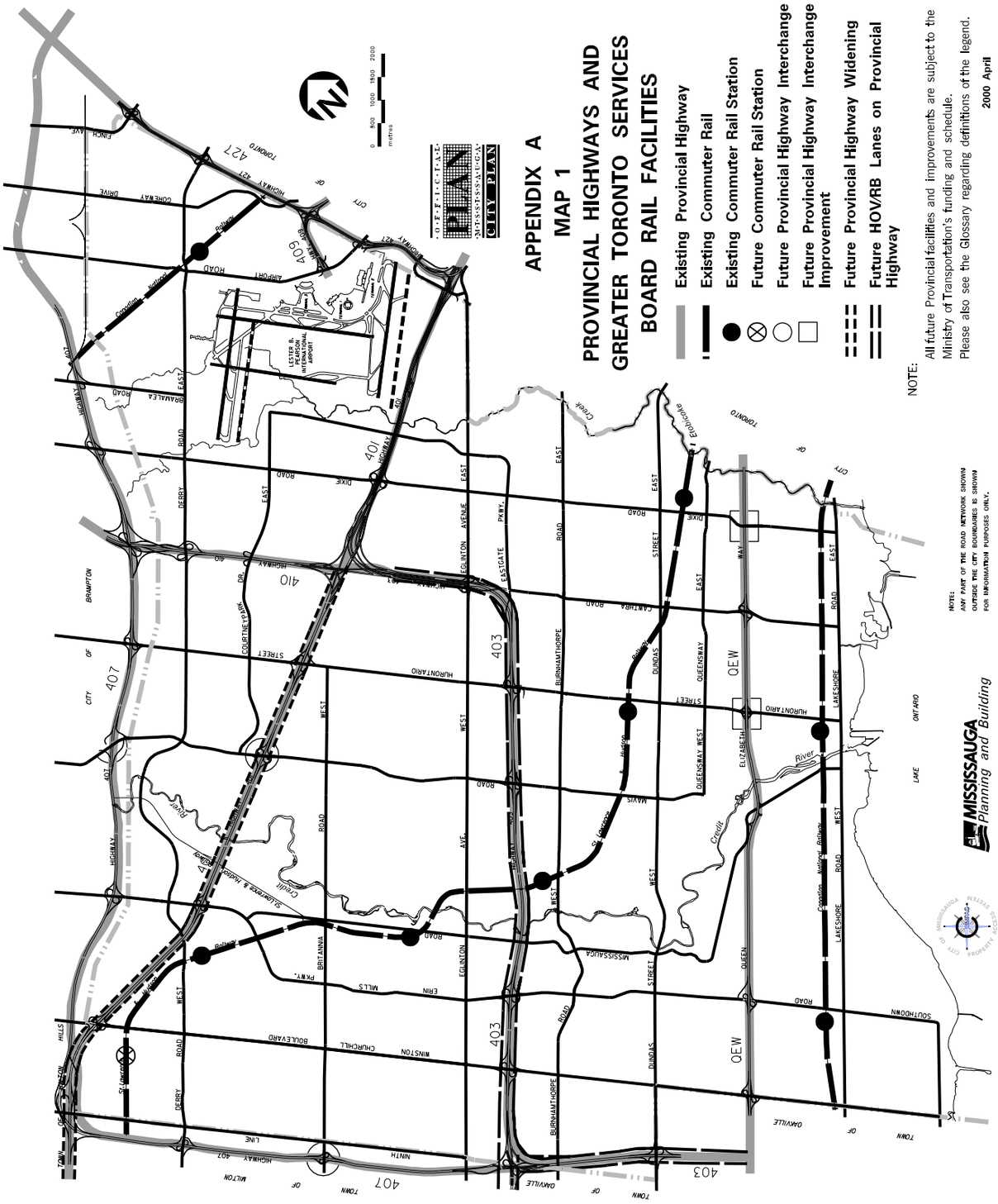
The City is also served by two School Boards: the Dufferin-Peel Roman Catholic Separate School

Board; and the Peel District School Board; both of which are concerned with provision of school facilities and comment on planning and development proposals.

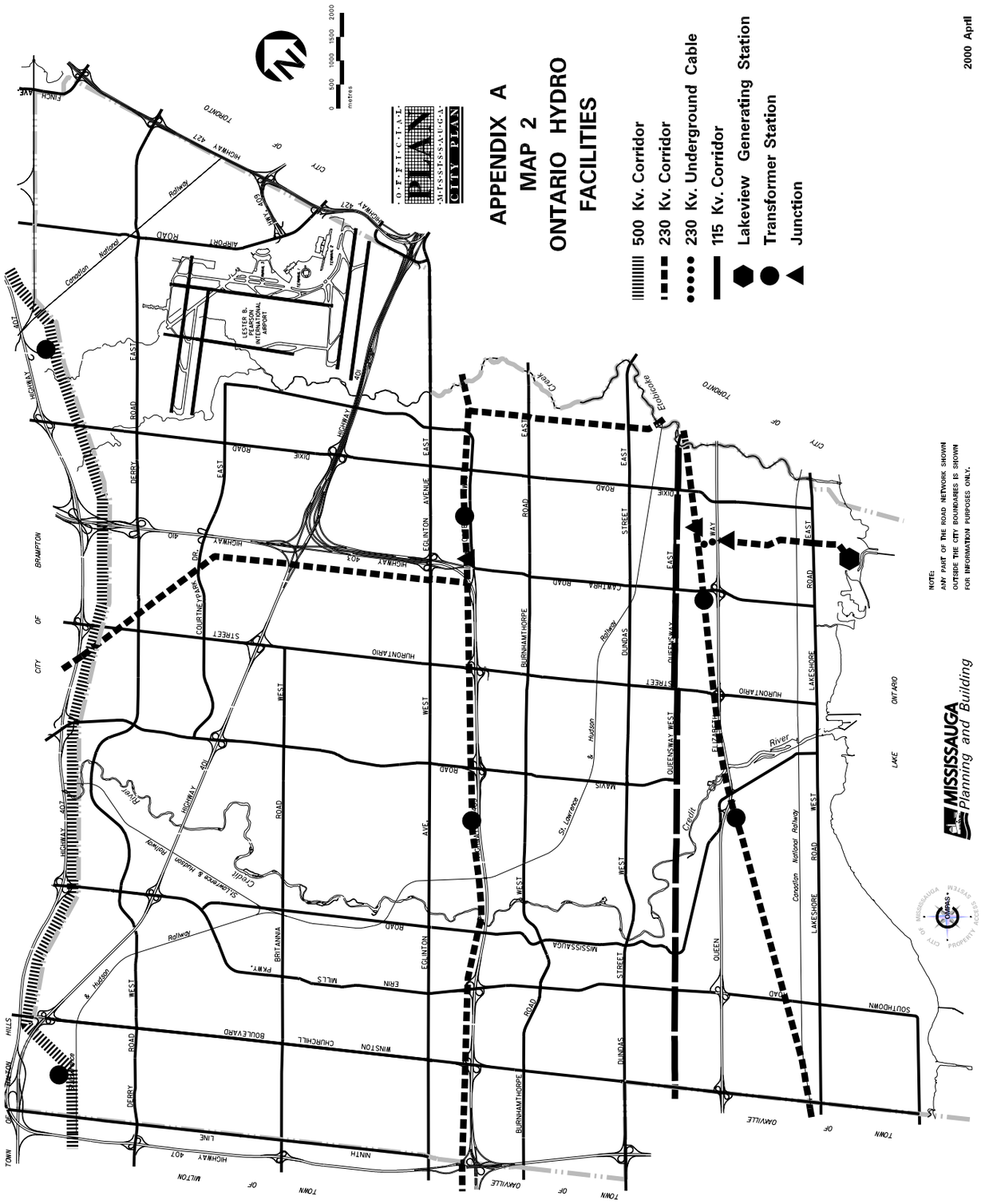
4. POLICIES OF NEIGHBOURING MUNICIPALITIES

Mississauga is affected by some of the actions and policies of neighbouring municipalities. Mississauga is located between a highly developed urban centre on one side (Toronto) and a mixed suburban and rural area on the other (Halton) as well as Brampton to the north.

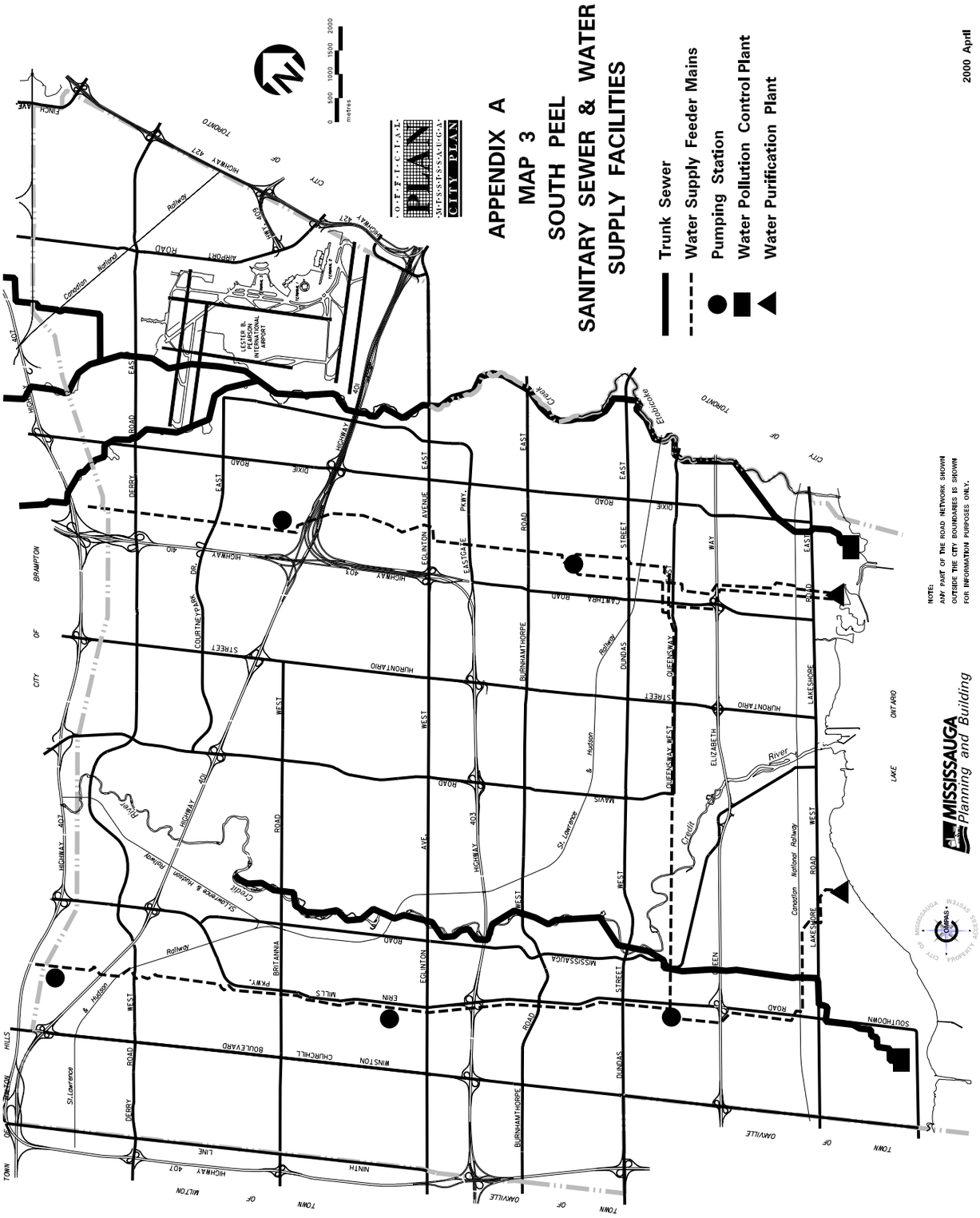
Appendix A: Map 1 - Provincial Highways and Greater Toronto Services Board Rail Facilities
Amended by: *(By-law No. 0023-2000 ~ CPA-78)*



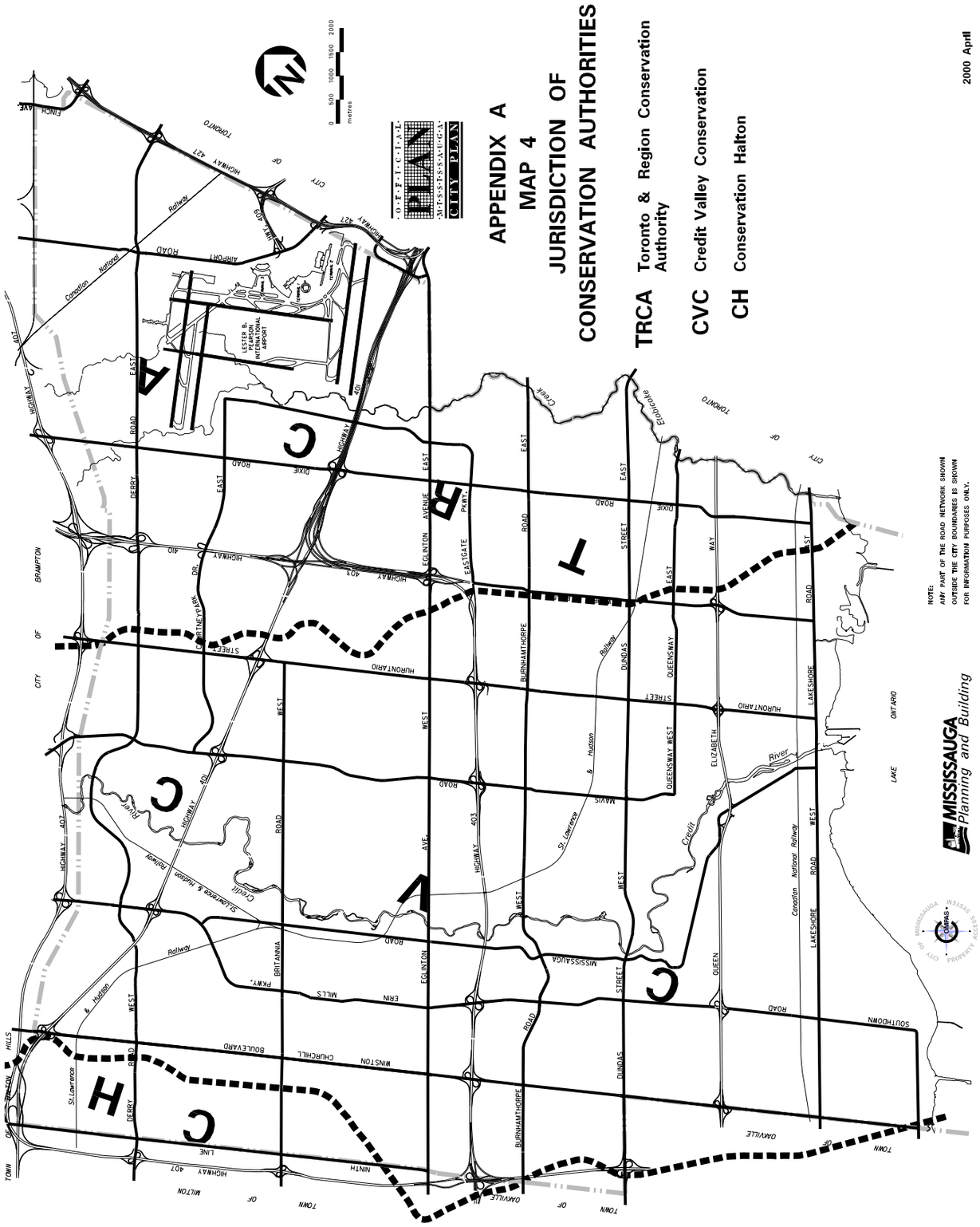
Appendix A: Map 2 - Ontario Hydro Facilities



Appendix A: Map 3 - South Peel Sanitary Sewer & Water Supply Facilities



Appendix A: Map 4 - Jurisdiction of Conservation Authorities



APPENDIX B: MULTIPLE-USE CENTRE LOCATIONS

a. The Erin Mills Centre is bounded generally by Erin Centre Boulevard, Erin Mills Parkway, Eglinton Avenue West, and Winston Churchill Boulevard, and the two high density sites at the northwest corner of Erin Centre Boulevard and Erin Mills Parkway, and the northeast corner of Eglinton Avenue West and Erin Mills Parkway.

b. The Meadowvale Centre is bounded generally by Aquitaine Avenue, the lands east of Glen Erin Drive, Battleford Road, and Winston Churchill Boulevard.

c. The Malton Centre is bounded generally by Morning Star Drive, Darcel Avenue, Etude Drive, and Goreway Drive.

d. The Hurontario Centre is bounded generally by Ceremonial Drive, Nahani Way, Forum Drive, the high density residential parcels on the east side of Sorrento Drive, Highway 403, and the high density residential parcels on the east side of the Cooksville Creek.

e. The South Common Centre is bounded generally by Burnhamthorpe Road West, Erin Mills Parkway, The Collegeway, and Glen Erin Drive. In review of the District Plan, consideration will be given to the inclusion of apartment and townhouse sites north of Burnhamthorpe Road West between Glen Erin Drive and Erin Mills Parkway.

f. The Sheridan Centre is bounded generally by Lincoln Green Way, Fowler Drive, North Sheridan Way, QEW, Leanne Boulevard, and Erin Mills Parkway.

g. The Rockwood Centre is bounded generally by Rathburn Road East, Bough Beeches Boulevard, Gulleden Park, Winding Trail Drive, Silver Spear Road, Burnhamthorpe Library, frontages north of Burnhamthorpe Road east of Hickory Drive, and frontages on the west side of Dixie Road.

h. The Cooksville Centre is bounded generally by the St. Lawrence & Hudson Railway, Littlejohn Lane, Kirwin Avenue, Camilla Road, King Street East and West, and Confederation Parkway.

i. The Port Credit Centre is bounded generally by the Canadian National Railway, Rosewood Avenue extended southerly to Lake Ontario, the Lake Ontario shoreline, and the Credit River.

j. The Streetsville Centre is bounded generally by Ellen Street, Church Street, Queen Street South, Barry Avenue, the St. Lawrence & Hudson Railway, Caroline Street, and Queen Street South.

k. The Clarkson Centre is bounded generally by the commercial uses on Lakeshore Road between Meadow Wood Road and Inverhouse Drive, and the high density residential sites on the east side of Sheridan Creek between the Canadian National Railway and Lushes Avenue.

APPENDIX C: BUILT FORM

MODEL	CHARACTERISTICS				PARAMETERS	
	BULK/MASSING*	STREET SCALE/ ENCLOSURE**	DEVELOPMENT FABRIC***	OPEN SPACE/ LANDSCAPE SYSTEM****	SETBACK (Metres)	COVERAGE
SUBURBAN	• Low, Flat, Spread Out	• Wide/Expansive • Undefined	• Car Friendly • Large Land Blocks • Curvilinear Roads • Discontinuous Built Form • Dispersed Built Form	• Large Scale • Poor Definition • No Sense of Place • Passive • Car Friendly	• Varies	• Low
TRADITIONAL MAIN STREET	• Low-Medium Bulk • Linear in Form • Continuous and Contiguous • Uniform	• Well Defined • Contained • Pedestrian Friendly • Building Height Proportional to Street Width	• High Level of Continuity • Grid Pattern • Perimeter Built Form • Fine Grain Land Blocks • Buildings Oriented to Street	• Formal/Man Made • Active • Integrated • Small, More Defined • Pedestrian Friendly	• 0-1 m	• High
MAIN STREET IN TRANSITION (E.G. INTENSIFICATION)	• Low-Medium Bulk with Strong Accent Points • Linear Form • Continuous and Contiguous • Focal Points/Highlights	• Well Defined • Contained • Pedestrian Friendly • Building Height Proportional to Street Width (except corner highlights)	• High Level of Continuity • Grid Pattern • Perimeter Built Form • Small Land Blocks • Buildings Oriented to Street	• Formal/Man Made • Active • Integrated • Small-Medium Scale • Pedestrian Friendly	• 0-1 m	• High

MODEL	CHARACTERISTICS				PARAMETERS	
	BULK/MASSING*	STREET SCALE/ ENCLOSURE**	DEVELOPMENT FABRIC***	OPEN SPACE/ LANDSCAPE SYSTEM****	SETBACK (Metres)	COVERAGE
MEDIUM SCALE PERIMETER DEVELOPMENT	• Medium Rise • "Chunky" Form • Generally Linear and Continuous • No Focal Points • Uniform	• Well Defined • Pedestrian Friendly • Non-Expansive Street Image • Building Height Somewhat Proportional to Street Width	• High Level of Continuity • Perimeter Development • Buildings Oriented Both to Street and Inner Courtyard • Larger Land Blocks	• Formal/Man Made • Active • Small-Medium Scale • Integrates Public/Private Realm	• 0-3 m	• Medium
CAMPUS	• Vertical Form • No Continuity • Strong Focal Point, Sense of Arrival "Gateway"	• Wide/Expansive • Some Limited Defined Space (as perceived) • Landscaping can Play a Role in Defining "Edges"	• Large Land Blocks • Curvilinear Streets • Discontinuous Built Form • Dispersed Built Form • Focus to Buildings (not to street)	• Large Scale • Informal • Passive • Background • May be Natural and Man Made	• Varies	• Very Low

* Bulk/Massing - The predominant physical form and expression of a building (or group of buildings) as determined by height, setbacks, coverage, scale of street wall, and architectural features.

** Street Scale/Enclosure - The relationship between the width of street space (e.g. building wall to building wall distance) and the height and scale of surrounding built form.

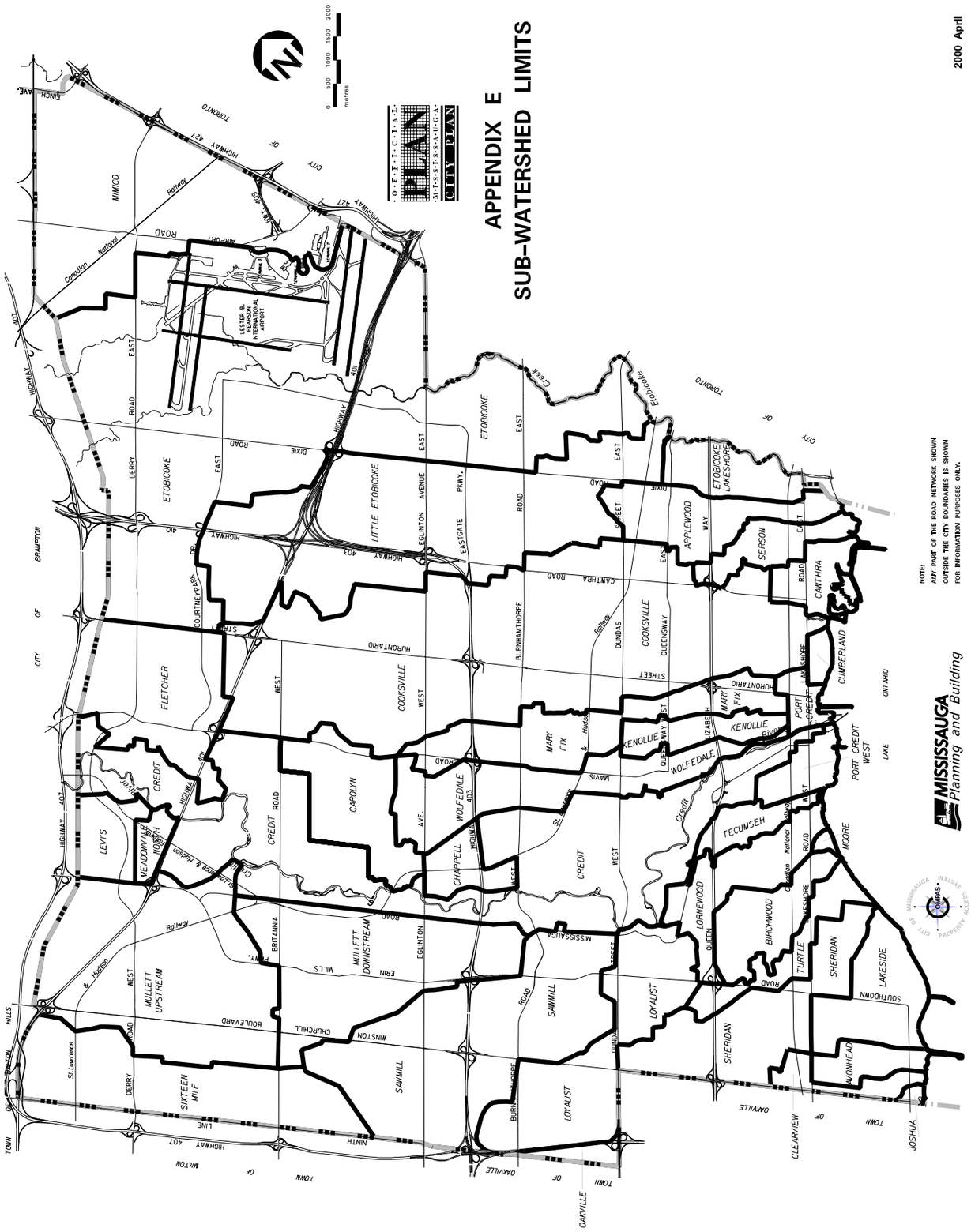
*** Development Fabric - The overall configuration of streets, land parcels and built form within an identifiable area as characterized by scale, shape and patterns.

**** Open Space/Landscape System - The scale, characteristics and orientation of open space and landscaping components of urban design.

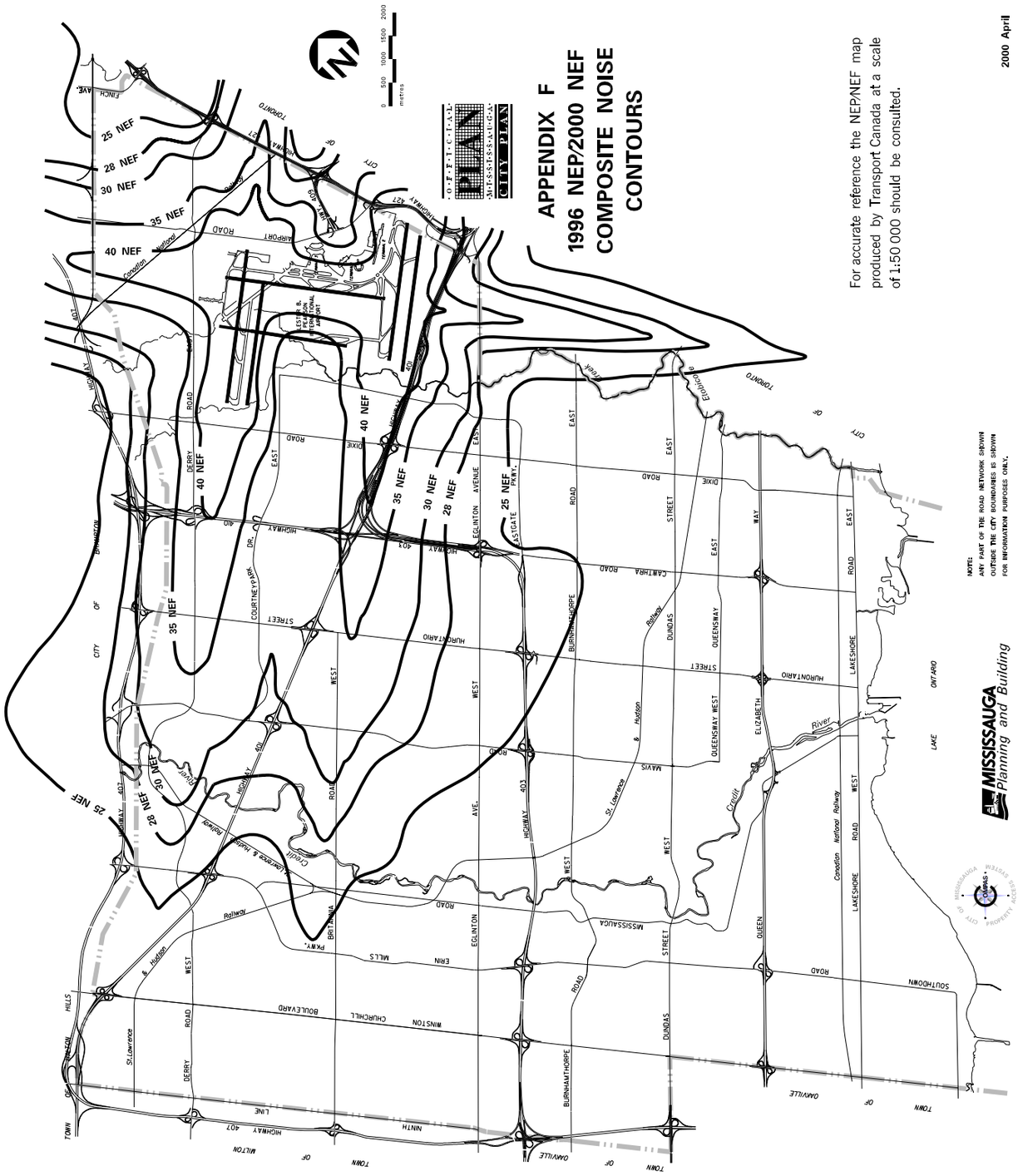
APPENDIX D: AREAS OF FISH HABITAT AND POTENTIAL FISH HABITAT (Identified by Ministry of Natural Resources)

- Lake Ontario Shoreline
- Credit River and its tributaries:
  Aquitaine Creek, Carolyn Creek, Fletcher's Creek, Levi Creek, Loyalist Creek, Mullet Creek, Sawmill Creek, Wabukayne Creek
- Etobicoke Creek and its tributaries
- Sheridan Creek and its tributaries
- Turtle Creek and its tributaries
- Applewood Creek
- Avonhead Creek
- Birchwood Creek
- Cawthra Creek
- Cooksville Creek
- Joshua Creek
- Kennolie Creek
- Lornewood Creek
- Mary Fix Creek
- Mimico Creek
- Serson Creek
- Sixteen Mile Creek
- Stavebank Creek
- Tecumseh Creek
- Wolfedale Creek

Appendix E: Sub-Watershed Limits Map



Appendix F: 1996 NEP/2000 NEF Composite Noise Contours Map



APPENDIX G:
OUTDOOR AND INDOOR SOUND LEVEL LIMITS - ROAD AND RAIL

Type of Space	Equivalent Sound Level	
	Level (Leq)*, dBA**	
	Road	Rail
Sleeping quarters of residential units, hospitals, nursing/retirement homes, etc. (Time period 23:00 h - 07:00 h)	40	35
Sleeping quarters of hotels/motels (Time period 23:00 h - 07:00 h)	45	40
Living/dining rooms of residential dwelling units; theatres; places of religious assembly; schools, etc. (Time period 07:00 h - 23:00 h)	45	40
Individual or semi-private offices, conference rooms, reading rooms, etc. (Time period 07:00 h - 23:00 h)	45	40
General offices, reception areas retail shops and stores, etc. (Time period 07:00 h - 23:00 h)	50	45
Outdoor living area (Time period 07:00 h - 23:00 h)	55	55

* Leq - The equivalent energy level.

** dBA - The A-weighted sound pressure level. A measure of sound weighted such that it resembles human perception and response to the sound.

APPENDIX H:
NOISE SENSITIVE AREAS

Noise sensitive areas are considered to be those lying within the following distances of the various roadway types having the following number of lanes:

Type of Roadway	Number of Lanes	Distance from Centre Line of Roadway (1)
Expressway	14	1 650 m
	12	1 370 m
	10	1 230 m
	8	820 m
	6	565 m
	4	260 m
Arterial	6	90 m
	4	50 m
	2	15 m
Major Collector	4	50 m
	2	15 m

(1) The distance considered as being noise sensitive is calculated on the assumption that objects or structures would be situated between the roadway and the site which would result in a 5 dBA reduction in sound levels.

APPENDIX I:
INDOOR AND OUTDOOR SOUND LEVEL LIMITS - STATIONARY NOISE SOURCES

Type of Space	Hourly (Leq)*, dBA**
Sleeping quarters of residential units; hospitals; nursing/retirement homes; etc. (Time period 23:00 h - 07:00 h)	40
Sleeping quarters of hotels/motels (Time period 23:00 h - 07:00 h)	45
Living/Dining rooms of residential units; theatres; places of religious assembly; schools; etc. (Time period 07:00 h - 23:00 h)	45
General offices; reception areas; retail shops and stores; etc. (Time period 07:00 h - 23:00 h)	50
Outdoor Living Area (Time period 07:00 h - 23:00 h)	50***
Plane of a Bedroom Window (Time Period 23:00 h - 7:00 h)	45***

* Leq - The equivalent energy level.

** dBA - The A-weighted sound pressure level. A measure of sound weighted such that it resembles human perception and response to the sound.

*** Or Hourly Leq of road traffic, whichever is greater.

APPENDIX J: MATURE HIGH OCCUPANCY VEHICLE (HOV) NETWORK

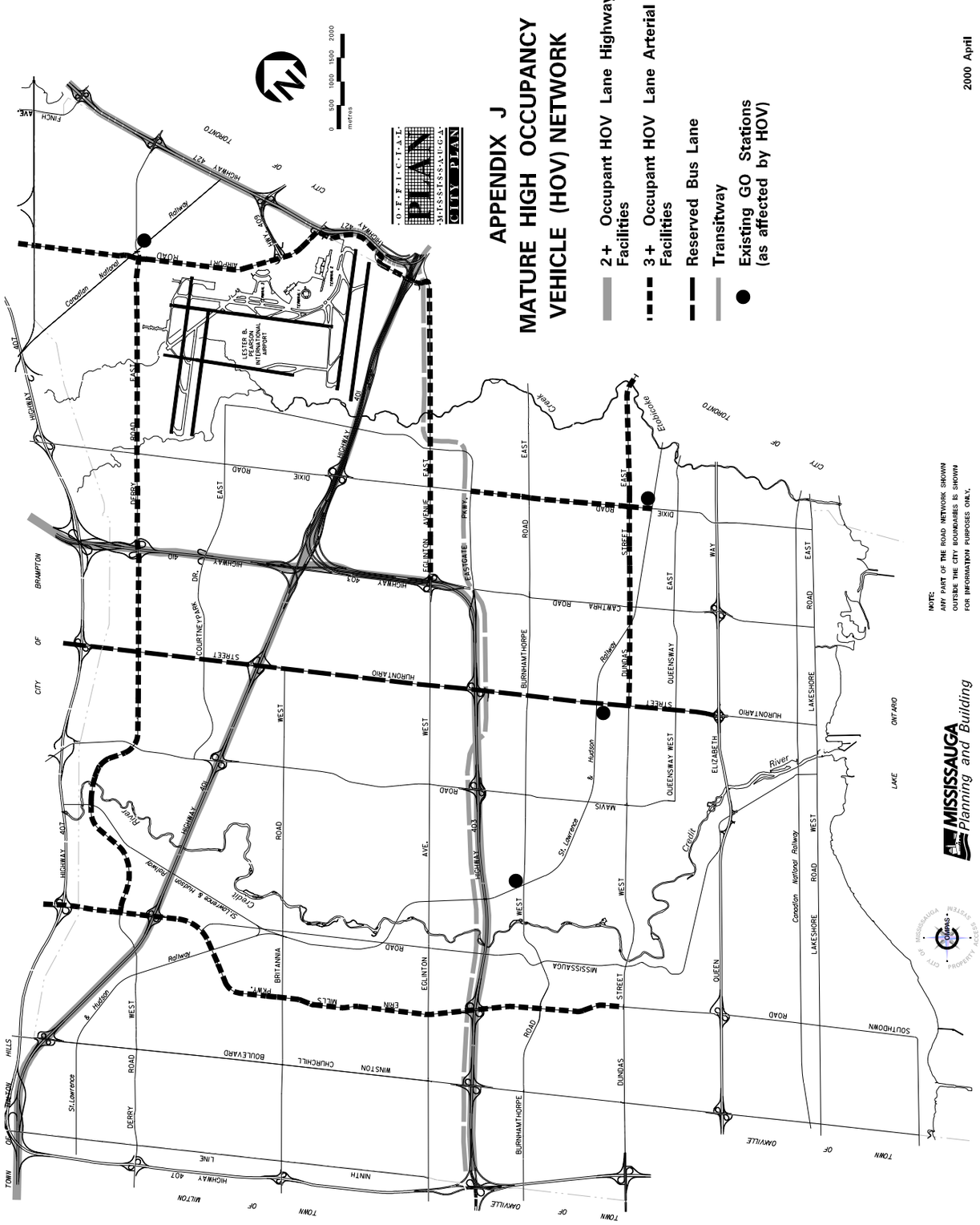
The City of Mississauga in cooperation with the Region of Peel and the Ministry of Transportation has prepared a long term network strategy for High Occupancy Vehicle lanes.

The purpose of the HOV lanes is to encourage ridership and transit use through the designation of these special priority lanes.

The HOV network is based on a joint planning study undertaken by the City of Mississauga, Region of Peel and the Ministry of Transportation and is intended to form a comprehensive network integrating roadways under all three jurisdictions.

The actual construction of the network will be phased in over a long period of time, based on demand and availability of funding.

Appendix J: Mature High Occupancy Vehicle (HOV) Network Map



APPENDIX K: MISSISSAUGA TRANSITWAY STAGING STRATEGY

(By-law No. 0023-2000 ~ CPA-78)

The implementation of the Transitway will depend on many factors, chief among them being development growth in Mississauga, growth in transit demand, availability of funding, and public participation in the project.

The need for the Transitway and its staging will largely depend on the status of development growth included in the City Plan. The major transportation studies carried out by the City indicated that the City's existing and planned road network alone cannot accommodate the development growth being planned for the City and a greater usage of transit is required to accommodate the increase in travel demand. The Transitway is planned as a high order transit system to meet the projected increase in transit demand and its implementation will tie in with the extent of development growth in the City.

The need for public participation is recognized in the implementation of the Transitway. The Mississauga Transitway Advisory Committee was formed in 1992 with representation from each ward in the City. The Committee serves as forum where the status of Transitway and its precursor projects are discussed in order that city wide public input is obtained.

The following are the staging strategies included in the 1992 Mississauga Transitway Environmental Assessment Study:

1. Introduce express and improved/rationalized local bus services in the Burnhamthorpe Road/Highway 403/Eglinton Corridor, in order to build and focus transit ridership.

2. Construct those key station sites which will be the major interchange stations of the Transitway. These potential stations include City Centre Station, Renforth Station and Erin Mills Station.

3. Implement priority measures which favour the operation of High Occupancy Vehicles (HOV) and buses on the road network. These priority measures will include the construction of HOV lanes on major transit corridors and highway shoulders as well as providing priorities for HOVs and buses at major traffic intersections. The HOV lanes will be upgraded to Reserved Bus (RB) lanes when transit ridership builds up.

4. Construct initial segments of the Transitway in areas where operation of buses on the road network is most constrained. These potential areas include the crossing of the Credit River, the Hurontario-Dixie Corridor and Eglinton Avenue.

5. Operate Transitway service on a mix of priority lanes, Transitway segments and new roadways such as the Centre View Drive serving the City Centre area.

6. Continue to expand the Transitway in areas of greatest benefit, ultimately to reach its entire planned length.

7. Phase in stations on the Transitway, both sequentially and in terms of size and scope. Some stations may be long-term projects, while others may start as simple platforms and gradually improve in quality and size as demand grows.

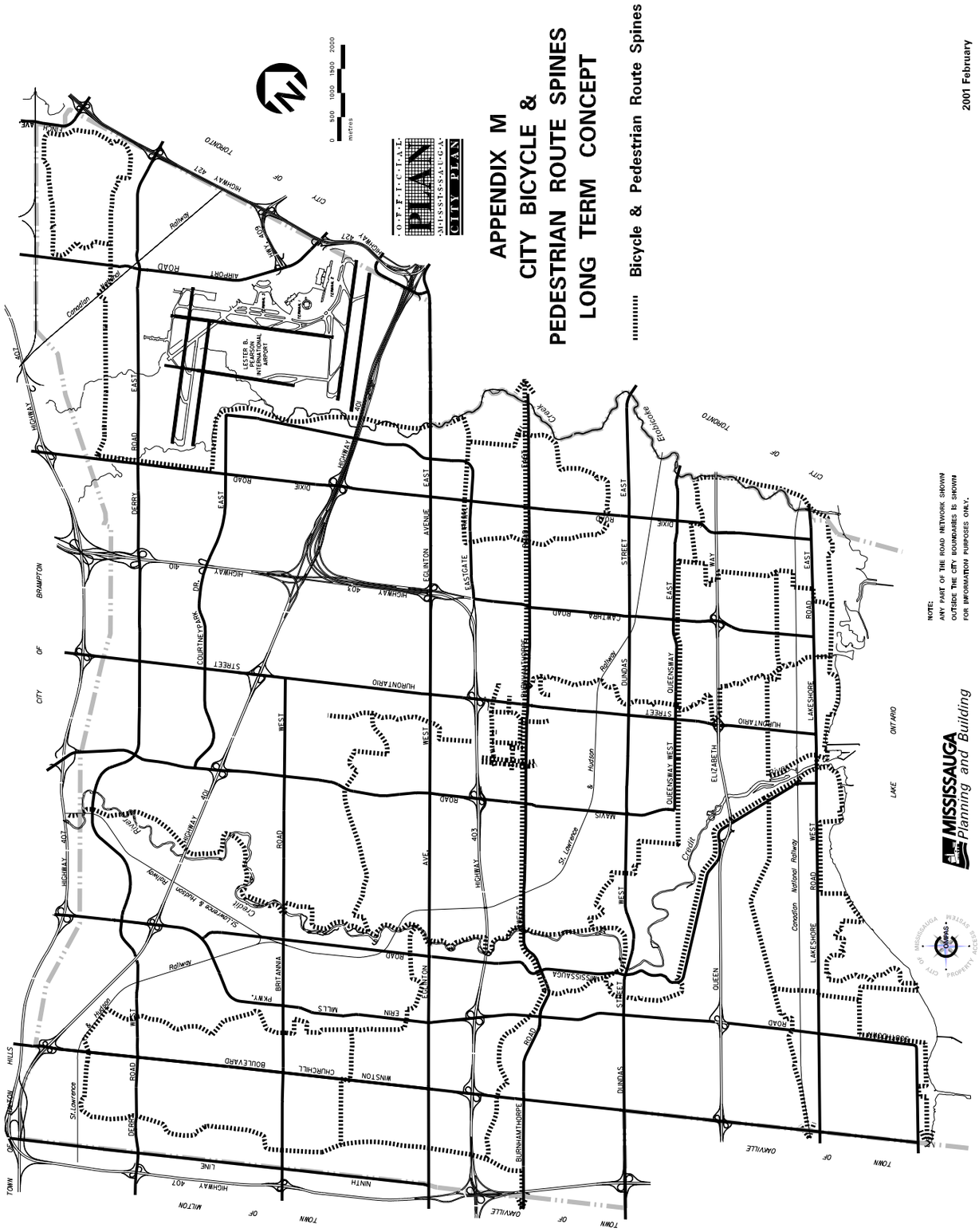
The implementation strategy may also vary, potentially differing significantly from that described above. For these reasons, the discussion contained in this Appendix should be treated as for information only.

APPENDIX L: TRANSIT SERVICE STANDARDS

a. Bus stops will be located approximately 200 m to 300 m apart, depending on the density of development.

b. Bus shelters will be installed based on ridership demand.

Appendix M: City Bicycle And Pedestrian Route Spines Long Term Concept
Amended by: *(By-law No. 0023-2000 ~ CPA-78), (By-law No. 0004-2001 ~ CPA-20)*



APPENDIX N: TRANSIT MODE SPLIT TARGET

The following transit model split target for trips within and to/from the City by Mississauga Transit and GO Transit will be used:

Year	Percentage of trips using transit (a.m. peak hour)
1991	14% observed
2011	30% target

The target represents the transit mode split that will be required to accommodate the projected growth. The target will be monitored, reviewed and updated periodically in conjunction with the actual development growth and the City's population and employment projections. The strategy for the long term transit system and its implementation are set forth in the Transit policies of this Plan. The transit mode split target cannot be achieved only by the construction of the long term transit system of the City, but will require the cooperation and support of other levels of government, the private sector, and the entire community for those policies which will improve the competitiveness of transit relative to low occupancy vehicles on the road.

APPENDIX O: PLANNING GUIDELINES AND STUDIES

(By-law No. 0023-2000 ~ CPA-78)
(By-law No. 0004-2001 ~ CPA-20)

A current listing of Design Guidelines is outlined. While these guidelines have been written in an integrated fashion to give consistent direction, any apparent contradictions should be resolved by applying the most recent, use-specific and site-specific guidelines, or City Council policies, even if they are not included in this Appendix.

- Churchill Meadows Neighbourhood Concept Plan Principles and Urban Design Guidelines *(By-law No. 0247-2000 ~ CPA-16)*
- City Centre Urban Design Guidelines *(By-law No. 0004-2001 ~ CPA-20)*
- Clarkson Community Improvement Plan
- Design Guidelines
  - for Gas Stations
  - for High Density Apartments
  - for Industrial Areas
  - for Infill Housing *(By-law No. 315-99 ~ CPA-6)*
- Design Reference Notes
- Hurontario Streetscape Guidelines (south of Highway 401)
- Hurontario Streetscape Study
- Lake Ontario Greenway Strategy *(By-law No. 0023-2000 ~ CPA-78)*
- Lakeview District - Lakeshore Road Design Concept *(By-law No. 0023-2000 ~ CPA-78)*
- Landscape Plan Manual
- McLaughlin Road Streetscape Study
- Meadowvale Village District - Urban Design Guidelines *(By-law No. 0351-2000 ~ CPA-17)*
- Meadowvale Village Heritage Conservation District Plan
- Mississauga Road Scenic Route Study *(By-law No. 0023-2000 ~ CPA-78)*
- Mississauga Waterfront Plan
- Noise Attenuation Walls Along Railway Lines *(By-law No. 0023-2000 ~ CPA-78)*
- Peel CEPTED Advisory Committee - Crime Prevention Through Environmental Design Principles
- Port Credit Harbour Transition Master Plan *(By-law No. 0023-2000 ~ CPA-78)*
- Port Credit Storefront Improvement Study
- Site Plan Manual
- Streetsville Community Improvement Plan
- Streetsville Storefront Improvement Study
- Upper Hurontario Corridor - A Design Mandate for Excellence

APPENDIX P:
RECREATION - FACILITY GUIDELINES

Deleted by By-law No. 0023-2000 ~ CPA-78.

APPENDIX Q: REGIONAL STORM FLOODLINE - SPECIAL POLICY AREAS

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

Two types of Special Policy Areas are recognized:

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

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

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

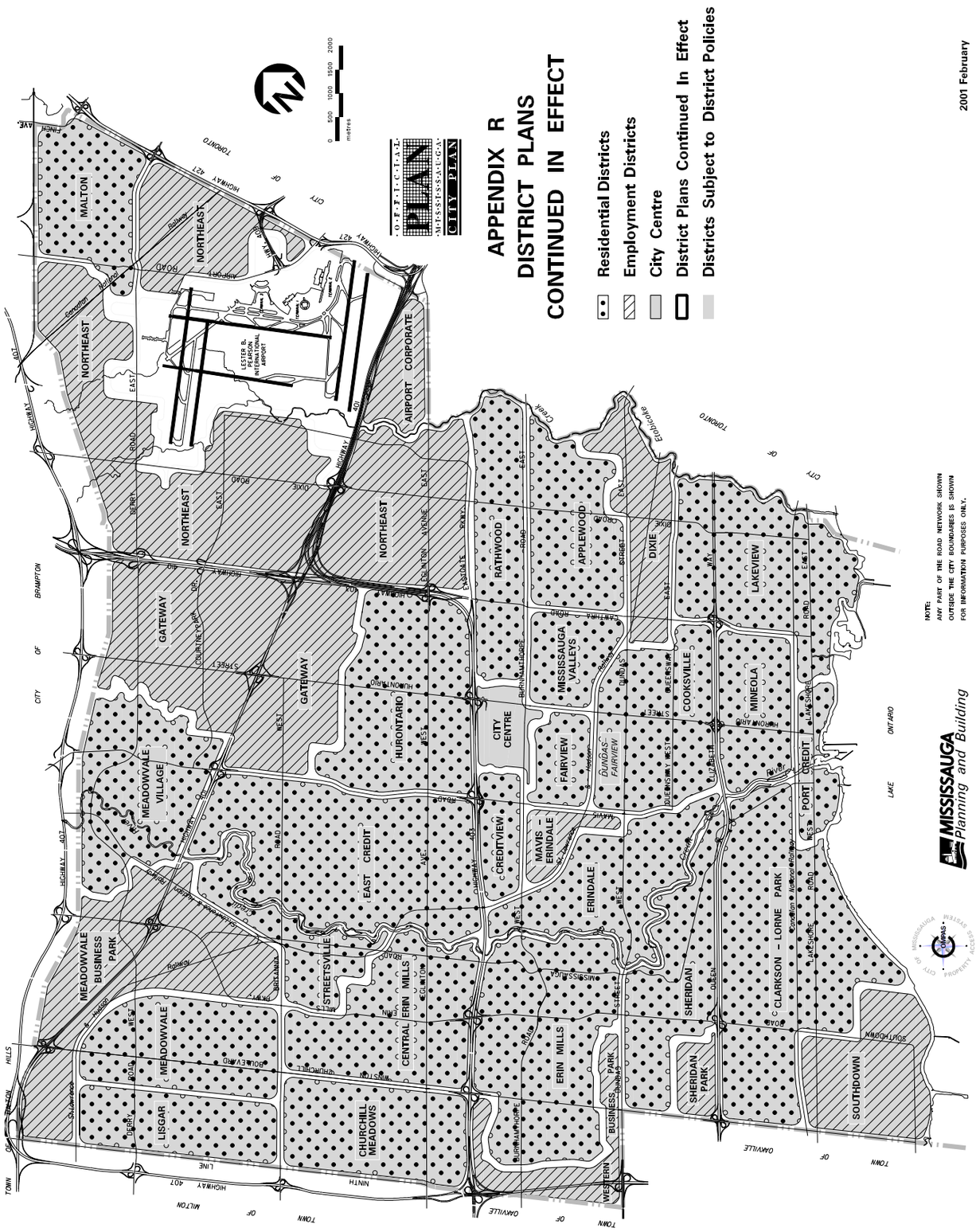
- existing development represents an integral component of the community and contributes to municipal economic and social viability (e.g. designated for development in Official Plan, municipal investment in services);
- degree of flood hazard (e.g. depth of flooding, velocity of flow, upstream and downstream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

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

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

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

Appendix R: District Plans Continued in Effect
Amended by: *(By-law No. 550-97 ~ CPA-2; By-law No. 191-98 ~ CPA-3; By-law No. 192-98 ~ CPA-4; By-law No. 300-98 ~ CPA-5; By-law No. 334-98 ~ CPA-8; By-law No. 405-98 ~ CPA-9; By-law No. 406-98 ~ CPA-10; By-law No. 407-98 ~ CPA-11; By-law No. 408-98 ~ CPA-12; By-law No. 572-98 ~ CPA-13; By-law No. 141-99 ~ CPA-15; By-law No. 211-99 ~ CPA-29; By-law No. 234-99 ~ CPA-28; By-law No. 250-99 ~ CPA-18; By-law No. 251-99 ~ CPA-22; By-law No. 252-99 ~ CPA-25; By-law No. 312-99 ~ CPA-26; By-law No. 313-99 ~ CPA-27; By-law No. 314-99 ~ CPA-19; By-law No. 315-99 ~ CPA-6; By-law No. 280-99 ~ CPA-14; By-law No. 493-99 ~ CPA-21; By-law No. 0247-2000 ~ CPA-16; By-law No. 0320-2000 ~ CPA-1; By-law No. 0321-2000 ~ CPA-23), (By-law No. 0351-2000 ~ CPA-17), (By-law No. 0403-2000 ~ CPA-24), (By-law No. 0004-2001 ~ CPA-20)*



APPENDIX S: AIRPORT OBSTACLE LIMITATION SURFACES AT LESTER B. PEARSON INTERNATIONAL AIRPORT

Amended by: *(By-law No. 0447-2002 ~ CPA-125)*

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

Airport Zoning Regulations are enacted to:

- Limit the height of buildings, structures and objects, including objects of natural growth, in the area surrounding the airport;
- Restrict the dumping of waste materials which might attract birds on lands adjacent to the airport;
- Protect lands which house and are affected by navigational aids such as radar and communications equipment.

DEFINITIONS OF TERMS USED ON APPENDIX S:

Airport Reference Point

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

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

Obstacle Limitation Surface

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

Outer Surface

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

Runway Strip

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

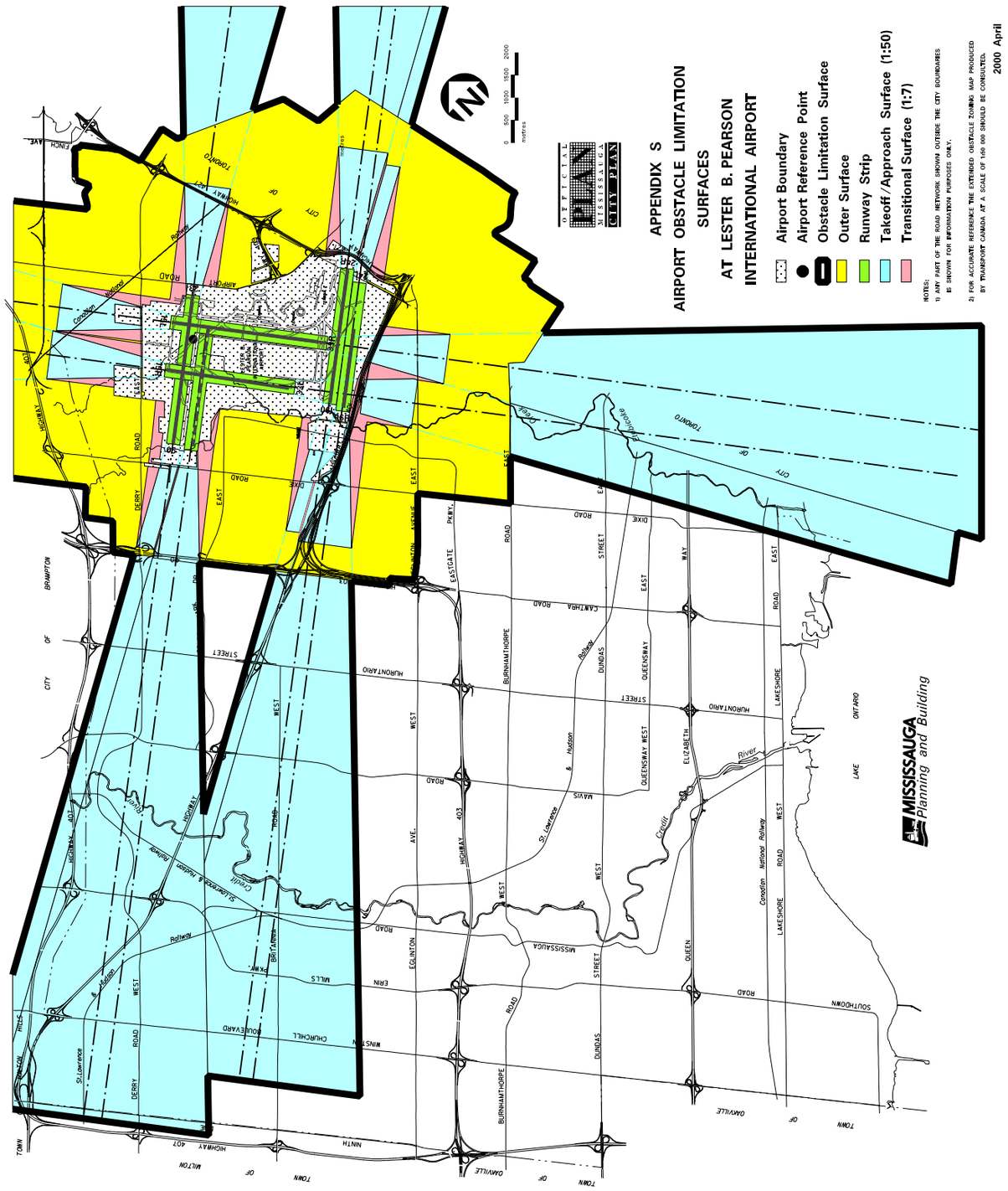
Takeoff/Approach Surface

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

Transitional Surface

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

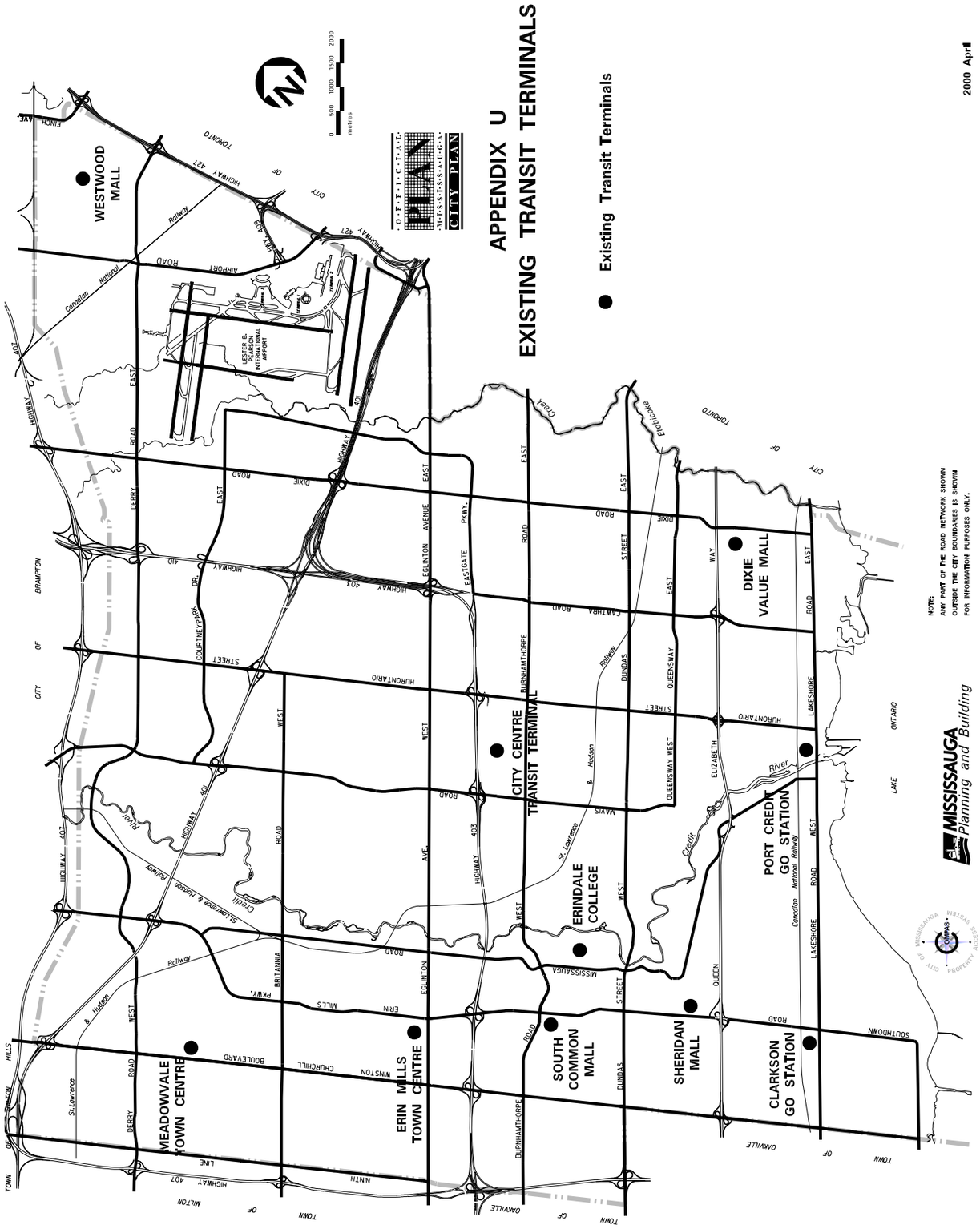
Appendix S: Airport Obstacle Limitation Surfaces at Lester B. Pearson International Airport Map
Amended by: *(By-law No. 0023-2000 ~ CPA-78)*



APPENDIX T:
METRIC CONVERSION STANDARDS

To Convert From Metric Into Imperial		
If you know:	**Multiply by:**	**To get:**
Length:		
mm (millimetres)	0.039	in. (inches)
cm (centimetres)	0.394	in. (inches)
m (metres)	3.281	ft. (feet)
m (metres)	1.094	yd. (yards)
km (kilometres)	0.621	mi. (miles)
Area:		
cm^2 (square centimetres)	0.155	sq. in. (square inches)
m^2 (square metres)	10.764	sq. ft. (square feet)
m^2 (square metres)	1.196	sq. yd. (square yards)
ha (hectares)	2.471	ac. (acres)
km^2 (square kilometres)	0.386	sq. mi. (square miles)
Mass (Weight):		
g (grams)	0.035	oz. (ounces)
kg (kilograms)	2.205	lb. (pounds)
t (tonnes or metric tons)	1.102	tons (short)
Volume:		
mL (millilitres)	0.035	fl. oz. (fluid ounces)
L (litres)	1.76	pt. (pints)
L (litres)	0.88	qt. (quarts)
L (litres)	0.22	gal. (gallons)
cm^3 (cubic centimetres)	0.061	cu. in. (cubic inches)
m^3 (cubic metres)	35.315	cu. ft. (cubic feet)
m^3 (cubic metres)	1.308	cu. yd. (cubic yards)

Appendix U: Existing Transit Terminals
Amended by: *(By-law No. 0023-2000 ~ CPA-78)*



Appendix V: Oil and Gas Transmission Lines
Amended by: *(By-law No. 0023-2000 ~ CPA-78)*