

# 6 Value the Environment

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## 6.1 Introduction

Mississauga is located on the shore of Lake Ontario, part of the largest system of freshwater lakes in the world. Mississauga contains watersheds of the Credit River, Etobicoke Creek and other **watercourses** that form part of the Great Lakes drainage basin. Mississauga is partially within the Carolinian Forest Ecoregion, Canada’s most biologically diverse ecological region. This region contains Canada’s most rare and endangered plants and animals, and is the most threatened ecological region in Ontario.

The City’s Strategic Plan identifies “Living Green” as one of the five pillars of the strategic vision for

the city. Living green involves implementing measures that are sensitive to, and complement, the natural environment. As the city continues to grow, it is imperative that growth does not compromise the natural environment, including the climate. The health of the natural environment is critical to human and economic vitality and the overall well-being of society. It provides the fundamental necessities of life – clean air, land and water – and is an essential component of the fabric and character of communities. Further, climate change affects land use policies and transportation choices that can contribute to improving the quality of the environment and lead to developing a sustainable city. These policies are the subject of this chapter.



Figure 6-1: As an environmentally responsible community, Mississauga is committed to environmental protection, conducting its corporate operations in an environmentally responsible manner and promoting awareness of environmental policies, issues and initiatives. Residents and businesses have a large role to play to help protect and enhance the land, air, water and energy resources that are enjoyed by all in the city. (Credit River Valley)

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

There are many opportunities for all lands within the city to contribute to the health of the natural environment. The Green System in Mississauga, consisting of the Natural Areas System, **Natural Hazard Lands** and parks and open spaces contribute to a valuable natural environment in the city. These areas provide habitats for flora and fauna to thrive and locations for residents, employees and visitors to recreate and enjoy nature. The Urban Forest, comprising trees on public and private properties in the city, also contributes to a healthy and sustainable city, and should be protected and enhanced where possible.



Figure 6-2: Mississauga's natural areas and their ecological functions will be preserved and enhanced, and natural resources managed wisely, so that current and future generations enjoy a healthy and safe environment.

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

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

6.1.1 Mississauga will:

- a. protect, enhance and restore the Natural Areas System;
- b. protect life and property from natural and human-made hazards;
- c. promote pollution prevention, reduction of natural resource consumption and increased use of **renewable energy**; and
- d. ensure land use compatibility.

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

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

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

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

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

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

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

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

6.1.10 In accordance with the Provincial Government guidelines, a feasibility study will be required in those cases where:

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

evaluate the impacts, both before and after any proposed mitigation measures are applied and identify options for mitigation both at the source or elsewhere to the satisfaction of the City and other appropriate approval authorities.

## 6.2 Living Green

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

Climate change is a daunting issue that requires the collective actions of many. While no individual development or municipality can solve the issue of climate change, it is necessary to consider the environmental impacts of every development proposal and planning decision, and mitigation measures to avoid environmental harm and adapt to changing environmental conditions.

Other chapters of this Plan address creating an urban structure that directs growth to Intensification Areas where compact, mixed use areas will be supported by transit and where walking and cycling will be viable modes of transportation. This is essential to creating an environmentally sustainable city.

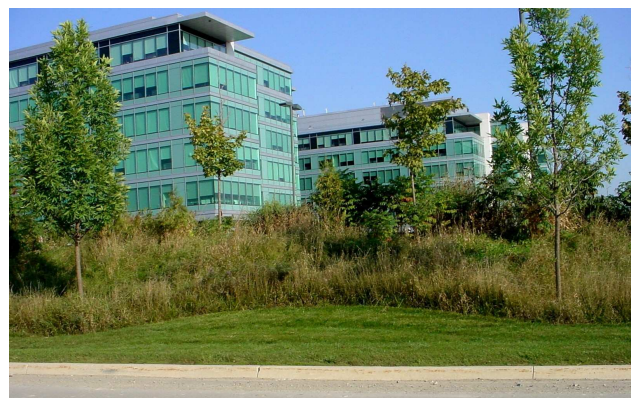


Figure 6-3: Naturalized landscaping with native, non-invasive plants species in the city's employment areas benefits the environment in many ways, such as improving air quality, reducing water consumption and pesticide use, and providing habitat for birds and insects.

This Plan also contains policies regarding the Natural Areas System. In addition to preserving and enhancing natural areas, **stormwater best management practices** for new development can also be employed. Use of green development standards such as Leadership in Energy & Environmental Design (LEED), Green Globes or other customized standards can do much to ensure that new development or existing development is environmentally sustainable.

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

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

6.2.1 Mississauga will strive to be a leader in sustainable development to mitigate, manage and adapt to the impacts of climate change.

6.2.2 Mississauga will build communities that are environmentally sustainable and encourage sustainable ways of living.

6.2.3 Mississauga will develop a green development strategy to enhance environmental sustainability.

6.2.4 Mississauga may develop incentive programs to encourage green development.

6.2.5 Mississauga encourages the retrofitting of existing buildings and developed sites to be more environmentally sustainable.

6.2.6 Mississauga will encourage naturalized landscaped areas adjacent to natural areas using native, non-invasive species.

6.2.7 Mississauga will require development proposals to address the management of stormwater using **stormwater best management practices**.

6.2.8 Mississauga will encourage the use of green technologies and design to assist in minimizing the impacts of development on the health of the environment.

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

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

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

6.2.12 Mississauga will encourage tree planting on public and private lands allowing for an increase in the Urban Forest canopy.

## 6.3 Green System

The Green System makes up almost 23 per cent of total land cover in Mississauga and is composed of:

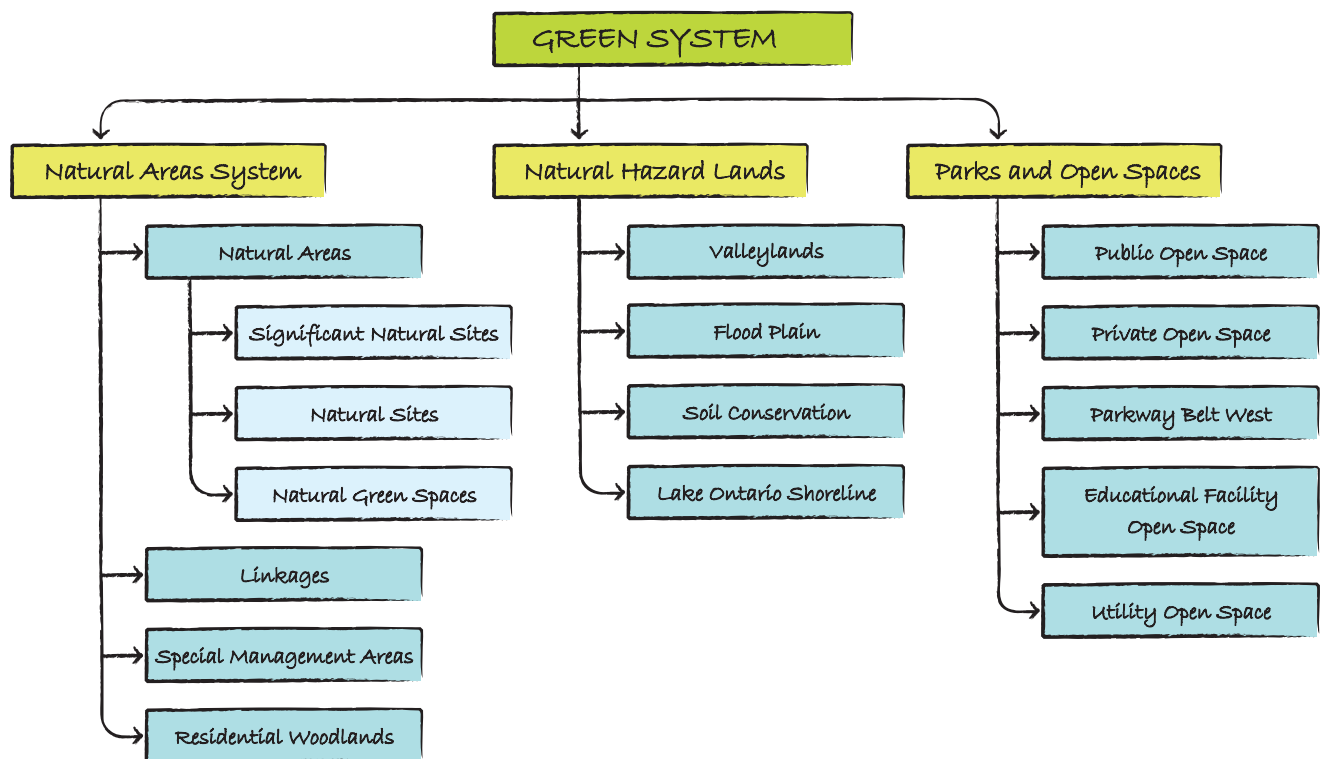
- Natural Areas System;
- **Natural Hazard Lands**; and
- Parks and Open Space.

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

**Natural Hazard Lands** are generally associated with **valley and watercourse corridors** and the Lake Ontario shoreline. These areas are generally unsafe for development due to naturally occurring processes such as flooding and erosion and are shown in Schedule 3: Natural System.

**Watercourse** corridors and the Lake Ontario shoreline, including the physical hazards associated with these areas, are critical to the Natural Areas System due to the ecological functions they provide. Of particular concern within **valley and watercourse corridors** is the preservation and enhancement of fish habitat as an indicator of a healthy environment and for leisure activity and tourism.

**Natural Hazard Lands**, natural areas and buffers are generally designated Greenbelt to protect life and property and to provide for the protection and enhancement of natural areas and features and their ecological functions.



NOTE: While illustrated as separate elements, many components of the Green System fall within all three categories, i.e. the Credit River, which is a significant natural site, subject to valleyland and flood plain policies, and can be either public or private open space.

Figure 6-4: The Green System is composed of the Natural Areas System, Natural Hazard Lands and Parks and Open Spaces.

Buffers are vegetated protection areas that provide a physical separation of development from the limits of **natural hazard lands** and natural areas. Benefits and functions of buffers can include the following:

- maintenance of slope stability and reduction of erosion on valley slopes;
- attenuation of stormwater runoff;
- reduction of human intrusion into natural areas and allowance for predation habits of pets, such as cats and dogs;
- protection of tree root zones to ensure survival of vegetation;
- provision of a safety zone for tree fall next to woodlands;
- enhancement of woodland interior and edge areas through native species plantings; and
- enhanced wildlife habitat and corridors for wildlife movement.

**Natural Hazard Lands**, natural areas and buffers may provide opportunities for passive recreational activities, in appropriate locations.

Parks and Open Space within the Green System, as shown on Schedule 4, have primary uses such as recreational, educational, cultural and utility services.



Figure 6-5: Mississauga’s parks, green spaces, recreation areas and natural areas make up the majority of the city’s Green System. In addition to its recreational use, the BraeBen Golf Course, built on the former Britannia **landfill** site, provides natural habitat through the design of landscaping and water features.

These lands contain a significant amount of open space such as landscaped areas, lawns, sports fields, etc. These areas have the potential to be managed in a manner that supports and enhances the Natural Areas System.

Mississauga will give priority to actions that protect, enhance, restore and expand the Green System and the natural environment for the benefit of existing and future generations.

### 6.3.1 Natural Areas System

Mississauga’s natural heritage system is known as the Natural Areas System.

The Natural Areas System consists of the following:

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

The location and extent of the Natural Areas System is conceptually illustrated on Schedule 3: Natural System. Detailed information regarding the Natural Areas System can be found in the Natural Areas Survey and supporting fact sheets.

Although some Natural Areas are of higher quality than others, a fundamental premise is that all natural areas and their ecological functions are part of the Natural Areas System, and the total or partial loss of any portion of the system diminishes the entire system. As such, all natural areas will be protected, enhanced and restored. In addition, Linkages and Special Management Areas should be restored to natural areas or managed to support the Natural Areas System. Residential Woodlands should be protected and enhanced.

Natural areas include features such as **valley and watercourse corridors**, meadows, woodlands, and wetlands that represent the pre-settlement landscape and include remnant parcels of native

vegetation or areas that have been restored to a natural state through naturalization or successional growth.

6.3.1.1 Natural areas include Significant Natural Sites, Natural Sites and Natural Green Spaces.

a. Significant Natural Sites are areas that meet one or more of the following criteria:

- all Areas of Natural and Scientific Interest, **Environmentally Sensitive or Significant Areas** and other areas designated for outstanding ecological features;
- all areas with a **Floristic Quality Index** of greater than or equal to 40;
- all areas with a mean **Floristic Co-efficient** greater than or equal to 4.5;
- all woodlands greater than or equal to ten ha;
- all areas that support Provincially significant species or **species at risk** listed as **special concern**, Threatened Species or

Endangered Species;

- all woodlands with the potential to provide interior conditions;
- all woodlands that support old growth trees (greater than or equal to 100 years old);
- all Significant Wetlands, Significant Coastal Wetlands and **Other Wetlands** greater than two ha; and
- the Credit River and Etobicoke Creek valleys.

b. Natural Sites are areas that meet one or more of the following criteria:

- all woodlands greater than or equal to two ha but less than ten ha (woodland being defined as forests, which support appropriate understorey as well as woody canopy species);
- all woodlands composed of uncommon (in the context of the city) canopy species;



Figure 6-6: Historically, agricultural practices and land development have resulted in displacement and fragmentation of much of the natural environment. The Credit River Valley corridor is a major component of Mississauga's Natural Areas System, containing the majority of the city's natural areas.

- all areas that represent uncommon vegetation associations in the city;
- all areas that support regionally significant plant or animal species;
- all areas with a **Floristic Quality Index** of 25 to 39.99;
- all areas with a mean **Floristic Co-efficient** of 3.5 to 4.49; and
- all areas that include natural (i.e. not engineered) landscape features including but not limited to valleylands, **watercourses** and unusual landform features.

c. Natural Green Spaces are areas that meet one or more of the following criteria:

- all **watercourses** that have some riparian vegetation other than mowed grass, even if they are predominantly engineered;
- all wooded areas that are less than 2 ha and do not fulfill any of the criteria for Significant Natural Sites or Natural Sites; and
- Lake Aquitaine and Lake Wabukayne.

6.3.1.2 Linkages are areas that serve to link two or more of the components of the Natural Areas System within the city, or to natural areas outside of the city boundaries. Linkages include, but are not



Figure 6-7: Mississauga promotes and is proactive in the management of its natural areas and the protection of its ecological functions.

limited to the following:

- stormwater management facilities including ponds and **watercourses**;
- designated public open space;
- rights-of-way; and
- greenspace along major arterial roads providing there is an adequate barrier between the linkage and the roadway.

Linkages are lands that are necessary to connect natural areas to maintain **biodiversity** and support ecological functions. Where lands within linkages have been restored or enhanced to a natural state they will be identified as natural areas and where lands have not been restored they will remain as linkages within the Natural Areas System.

6.3.1.3 Special Management Areas are lands adjacent to existing natural areas with the potential for restoration or which should be planned or managed specially due to their proximity to the existing natural area. While the primary use of these lands may be for parks, stormwater management or other purposes, they provide opportunities for ecological benefits to the Natural Areas System. When lands within Special Management Areas have been enhanced or restored to a natural state they will be identified as a natural area. Where lands have not been restored, they will continue to be identified as a Special Management Area within the Natural Areas System.

6.3.1.4 Residential Woodlands are areas within Neighbourhoods, generally in older residential areas with large lots that have mature trees forming a fairly continuous canopy. Some areas have minimal native understorey due to maintenance of lawns and landscaping. Residential Woodlands provide a number of ecological benefits such as habitat for tolerant canopy birds (both in migration and for breeding) and other urban wildlife and facilitating **ground water recharge** due to the high proportion of permeable ground cover. Development proposals in Residential Woodlands will seek to protect, enhance, restore and expand the existing tree

canopy, understorey, ecosystem functions and wildlife habitat.

6.3.1.5 The Natural Areas System will be protected, enhanced, restored and expanded through the following measures:

- a. placing those areas identified for protection, enhancement, restoration and acquisition through development applications in the appropriate land use designation and zoning category to ensure their long term protection;
- b. placing those areas identified for protection, enhancement and restoration in public ownership, where feasible;
- c. discouraging fragmentation of ownership of natural areas and buffers;
- d. using native plant materials and non-invasive species, and reducing and/or eliminating existing invasive, non-native plant species to improve ecological value and the sustainability of indigenous vegetation, where appropriate;
- e. retaining areas in a natural condition and/or allowing them to regenerate to assume a natural state;
- f. controlling activities that may be incompatible with the retention of **natural features, areas and linkages, including their ecological functions**;
- g. the promotion of stewardship within privately and publicly owned natural areas; and
- h. regulation of encroachment into natural areas and other public open spaces.

6.3.1.6 Mississauga will establish a program of protection alternatives for the Natural Areas System. This may include, but will not be limited to: information/education programs, stewardship or



Figure 6-8: Natural areas provide habitat for many plants, birds, insects and animals which are important for maintaining biological diversity.

management agreements, Parks Watch, and land securement.

6.3.1.7 The expansion and connection of the Natural Areas System will be encouraged. Where appropriate, natural areas and buffers will be incorporated with public parkland and will be managed in accordance with Natural Areas System policies.

6.3.1.8 In natural areas, recreation potential will be restricted to protect their ecological function and sustainability. Formalized passive recreational uses may be permitted to mitigate the impacts of uncontrolled public access.

6.3.1.9 Where lands defined as part of the Natural Areas System are privately owned, it is not intended that they be free and open to the general public. Consideration will be given, however, to public acquisition of these areas through the development approval process or through the City's land securement program.

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

6.3.1.11 Mississauga will have regard for the maintenance of the long term ecological integrity of the Natural Areas System in all decisions regarding development and site alteration.

6.3.1.12 The exact limit of natural areas will be determined through studies, as well as the processing of development applications.

6.3.1.13 Development and site alteration will not be permitted within or adjacent to natural areas, Linkages and Special Management Areas unless it has been demonstrated that there will be no negative impacts to the features and ecological functions of the Natural Areas System. An Environmental Impact Study (EIS) will be required and the Terms of Reference will be provided by the City. The EIS will be approved by the City, in consultation with the relevant conservation authority, at the early stages of a proposal's consideration. The EIS will delineate the area to be analysed, describe existing physical conditions, identify environmental opportunities and constraints, and evaluate the ecological sensitivity of the area in relation to a proposal. It will also outline measures to protect, enhance, and restore the **natural features, area and linkages including their ecological functions**.

6.3.1.14 Public sector undertakings such as roadways and linear utility corridors will not be permitted within the Natural Areas System unless it has been demonstrated through an Environmental Assessment or other appropriate study that there will be no negative impacts to the features and ecological functions of the Natural Areas System. Essential services, such as water and wastewater systems or road crossings, will only be permitted if other alternatives are studied and are determined to be not feasible. In addition, any negative impacts on the Natural Areas System will be mitigated and compensation provided to the satisfaction of the City.

6.3.1.15 When public works, not subject to the *Environmental Assessment Act*, are planned to traverse, coincide with, or otherwise affect the

Natural Areas System, an Environmental Impact Study will be required.

6.3.1.16 Development, site alteration and new utilities will not be permitted in Provincially Significant Wetlands, Significant Coastal Wetlands and Significant Habitat of Endangered Species and Threatened Species.

6.3.1.17 Conservation, education, trails and nature appreciation activities may be allowed in Significant Wetlands and Significant Coastal Wetlands subject to review and approval by the City and appropriate conservation authority.

6.3.1.18 Development and site alteration on lands adjacent to a Significant Wetland, Coastal Wetland and Significant Habitat of Endangered Species and Threatened Species will require an Environmental Impact Study, demonstrating no negative impact to the natural features or on their ecological function, to the satisfaction of the City and appropriate conservation authority.

6.3.1.19 Development and site alteration in and adjacent to **Other Wetlands** will require the completion of an Environmental Impact Study to the satisfaction of the City and appropriate conservation authority demonstrating no negative impacts to the natural features or on their ecological function.

6.3.1.20 Development and site alteration will not be permitted in areas of fish habitat and potential fish habitat, listed in Appendix D: Areas of Fish Habitat and Potential Fish Habitat, except in accordance with Provincial and Federal requirements. Setbacks and buffers adjacent to fish habitat areas will be determined by an Environmental Impact Study, which shall conform to approved fisheries management plans.

6.3.1.21 Development and site alteration will not be permitted in significant woodlands, significant valleylands, significant wildlife habitat and significant areas of natural and scientific interest unless it has been demonstrated, through an Environmental Impact Study, that there will be no negative impacts on the Natural Areas System or natural features including their ecological function.

6.3.1.22 Development and site alteration will not be permitted in the Core Areas of the Greenlands System, as defined in the Region of Peel Official Plan, except for those uses permitted in the Greenbelt designation of this Plan.

6.3.1.23 Mississauga, in consultation with the appropriate conservation authority, will continue to enhance and restore the **watercourses** and Lake Ontario shoreline, including the use of native non-invasive plant materials, establishment of buffer areas and shoreline restoration and protection, where applicable, to improve ecological functions.

### 6.3.2 Natural Hazard Lands

The health of the natural environment is intricately tied with conserving the stability and quality of land, soil and water. A priority for development and site

alteration is to protect life and property and restore the health and stability of soil and land where it is compromised.

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

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

#### 6.3.2.1 Valleylands

Valleylands are shaped and reshaped by natural processes such as flooding and erosion. In general,



Figure 6-9: **Watercourse** and valley corridors such as the Credit River corridor are subject to naturally occurring physical and ecological processes such as flooding and erosion. This can result in conditions that are hazardous to life and property, making these lands unsuitable for development.

erosion hazards associated with valleylands include consideration for slope stability and **watercourse** erosion, which are also interrelated with the flood hazard. The degree and frequency with which the physical change occurs in these systems depends on many factors such as extent and type of vegetation present, soil/bedrock type, and the characteristics of the erosion and flood hazards present.

Development adjacent to valleylands and **watercourse** features must incorporate measures to ensure public health and safety; protection of life and property; as well as enhancements and restoration of the Natural Areas System.

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

6.3.2.1.2 Development adjacent to valleyland and **watercourse** features may be required to be supported by detailed slope stability and stream erosion studies, where appropriate.

6.3.2.1.3 Development on lands containing a **watercourse** system will be subject to the recommendations of the applicable erosion rehabilitation study where one has been established for that watershed. Where no such recommendations or study are in place, it shall be demonstrated by the proponents of development that the **watercourse** is stable, either with or without the installation of erosion protection works, to the satisfaction of the City.

### 6.3.2.2 Flood Plain

Lands subject to flooding are a danger to life and property and, as such, development is generally prohibited. However, it is recognized that some historic development has occurred within flood plains and may be subject to special flood plain policy consideration.

6.3.2.2.1 Development in flood plains will be subject to the **one-zone concept**, except where a Special Policy Area or **two-zone floodplain management concept** has been approved.

6.3.2.2.2 Development and site alteration is generally prohibited on lands subject to flooding.

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

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

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

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

### 6.3.2.3 Soil Conservation

Soil is vulnerable to erosion by wind and water, particularly during the construction process. Erosion affects water resources by reducing water quality and the condition of aquatic habitat through siltation. Reduced water quality in rivers, creeks and Lake Ontario also affects recreational opportunities such as fishing. Erosion can also damage vegetation by exposing roots, which assist in stabilizing soils. Loss



Figure 6-10: Erosion can result in serious danger to property, people, water resources, vegetation and infrastructure. Adherence to development standards and policies reduces these dangers and protects life and property.

of vegetation compromises the Natural Areas System and Urban Forest. Eroded soils compromise the functionality of key infrastructure such as sewers and ditches, thereby increasing the frequency and severity of flooding. In addition, soil erosion, due to wind, causes dust and particulate matter, which affects human health.

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

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

6.3.2.3.2 Proposals for development and site alteration will incorporate appropriate buffers adjacent to **watercourses**, natural areas and parks to protect against soil erosion and sediment impacts.

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

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

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

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

### 6.3.2.4 Lake Ontario Shoreline

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

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

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

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

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



Figure 6-11: Jack Darling Park is a public waterfront park located midway between Southdown Road and Mississauga Road. This scenic park provides paths and waterfront trails for pedestrians and cyclists. The park is designed with a number of amenities including picnic areas, comfort stations, a splash pad, tennis courts, open space area, a toboggan hill, playgrounds, beaches, trails, and a footpath that leads to Rattray Marsh, a Provincially Significant Wetland.

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

6.3.2.4.5 Development proposals may be required to incorporate and/or restore **natural features, areas and linkages including their ecological functions**, along the Lake Ontario shoreline.

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

that have jurisdiction over the Lake Ontario shoreline.

### 6.3.3 Parks and Open Spaces

Parks and Open Spaces within the Green System include:

Public Open Space

- City parks and trails;
- public golf courses;
- public cemeteries;
- stormwater management facilities;
- conservation;



Figure 6-12: Cemeteries are permitted within Public Open Space and Private Open Space. Cemeteries are serene places for remembrance. Some cemeteries also include passive amenities such as sitting areas and trails. (Streetsville Public Cemetery)

- recreation; and
- urban agriculture.

Private Open Space

- private parks;
- private golf courses;
- private cemeteries;
- conservation; and
- urban agriculture.

Parkway Belt West lands

Educational Facilities

- open space associated with educational facilities e.g. school yards;

Utilities

- major utility and service corridors; and
- other open space lands in public ownership e.g. water reservoirs, pumping stations.

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

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

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

The city has an extensive system of public parks and trails, comprised of over 2, 700 hectares of public parkland. Many of these parks are in Neighbourhoods and were acquired as residential areas were developed. In the next phase of the city’s development, it will be important to develop parks that are more urban in nature within the Downtown and Uptown Major Node.

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

Open space includes such uses as golf courses, cemeteries, private open space and lands associated with community centres, public schools and utility corridors.

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

While it is understood that the open space portions of these lands must be maintained in a manner that

accommodates their primary function, these lands can make a significant contribution to a healthy environment by employing environmentally sensitive management techniques and practices. Allowing portions of their lands to naturalize, limiting the use of fertilizers and pesticides by utilizing integrated pest management practices, planting native trees and shrubs, and maximizing land area with pervious surfaces, are some methods that provide environmental benefits.

6.3.3.1 Mississauga will value and wisely manage its parkland and open spaces.

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

6.3.3.3 Public parkland will be designed to allow access for a variety of complementary activities through interconnections of pathways, a multi-use recreational trail and the public parkland network; and to provide a safe and accessible environment through development of clear sight-lines, openness and visible entrances that can be achieved by maximizing street frontages where possible.

6.3.3.4 Public parkland will contain unstructured or landscaped areas for sedentary uses, where possible.

6.3.3.5 Parks should generally be accessible for residents within 800 m of their dwelling and be located as centrally as possible within a residential area.

6.3.3.6 The minimum city wide parkland provision is 1.2 ha per 1,000 population.

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

6.3.3.8 The provision of recreational facilities within destination parks and community parks will be responsive to identifiable needs and in general conformity with the guidelines contained in the

Future Directions for Library, Recreation, Parks and Natural Areas Master Plan.

6.3.3.9 Where possible, destination type parks should provide a higher level of accessibility to persons with disabilities.

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

6.3.3.11 Land conveyed to Mississauga for use as public parkland and/or Greenbelt will be in a condition that is acceptable to the city.

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

6.3.3.13 Public parkland may incorporate components of the Natural Areas System to provide opportunities for enjoyment, appreciation and protection of nature.

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

6.3.3.15 Where Public Open Space contains or abuts the Natural Areas System, the policies for the Natural Areas System will apply.



Figure 6-13: Mississauga has more than 480 parks and woodlands, these include parks for active recreational uses, while others include naturalized areas that are to be preserved and enhanced. Open spaces are fundamental to the Green System as they provide not only a recreational use but also social, educational and utility services. (Lake Aquitaine)

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

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

6.3.3.18 Wherever possible, significant treed areas throughout Mississauga will be incorporated into the Public Open Space network. Where appropriate, these areas will be retained in a natural condition or be permitted to regenerate to assume a natural state. Active recreation will be restricted to lands that have been specifically acquired and developed for such purposes.

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

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

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

- a. as cemeteries constitute an open space use, consideration will be given to using public cemeteries for passive open space purposes. However, cemeteries that are privately owned are not intended to be open to the public;
- b. cemeteries and related facilities will be located to minimize conflict with existing and future land use and transportation; and

- c. cemeteries will recognize, reflect and integrate all natural and cultural heritage resources within and/or adjacent to cemetery property.

6.3.3.22 Where lands are designated Private Open Space, it is not intended that they be free and open to the general public nor that they will be necessarily acquired by the City or any other public agency. Consideration will be given however, to public acquisition of these lands through the development approval process or through the City's land securement program.

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

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

## 6.4 Urban Forest

The Urban Forest within Mississauga consists of 2.7 million trees on both private and public property and exists on lands within and outside of the Green System.

Trees are a fundamental component of a healthy city and sustainable community. As such, trees are a valuable asset to the city and contribute to community pride and cultural heritage.

The city's Natural Areas System specifically recognizes the Residential Woodlands in the Mineola, Gordon Woods and Clarkson-Lorne Park neighbourhoods.

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

- reducing air pollution by removing carbon, dust and airborne particles;



Figure 6-14: All trees and woodlands make up Mississauga’s Urban Forest. Trees and woodlands play an important role in climate moderation, air and water quality, erosion control, providing wildlife habitat and have a significant role in reducing air temperature in the city.

- improving overall air quality;
- reducing urban heat island effect;
- reducing energy needs for cooling and heating;
- assisting in mitigating climate change effects;
- intercepting rainfall to reduce run-off, increase **groundwater recharge** and prevent soil erosion;
- reducing noise pollution;
- creating wildlife habitat and flora and fauna diversity;
- assisting in improving public health; and

- contributing to the quality and character of the urban environment.

6.4.1 Mississauga will protect and enhance the Urban Forest.

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

6.4.3 Development and site alteration will demonstrate that there will be no negative impacts to trees. An arborist report that demonstrates tree preservation and protection both pre and post construction, must be prepared to the satisfaction of the City in compliance with the City’s tree permit by-law.

6.4.4 The Urban Forest will be protected and enhanced by:

- a. developing and implementing a strategic planting program, specific to distinct geographic areas within the city;
- b. developing and implementing a strategic proactive maintenance program pertaining to trees on public land;
- c. providing sustainable growing environments for trees by allocating adequate soil volumes and landscaped areas during the design of new development and infrastructure projects;
- d. ensuring development and site alteration will not have negative impacts on the Urban Forest;
- e. increasing tree canopy coverage and diversity, by planting trees appropriate to the location;
- f. regulating the injury and destruction of trees on public and private property;
- g. promoting the management and enhancement of the Urban Forest on public and private lands;
- h. providing public education and stewardship;

- i. providing strategic partnerships with regulatory agencies to address invasive alien species and diseases; and
- j. compliance with by-laws pertaining to tree preservation and protection.



Figure 6-15: Mississauga is fortunate to be located on the shore of Lake Ontario, part of the largest system of freshwater lakes in the world. The Great Lakes and their watersheds make up one of Canada's richest and most biologically diverse regions, home to a huge variety of fish, wildlife and plant species.

## 6.5 Water

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

Only one percent of the water in the Great Lakes Basin is renewed annually through rainfall and snowmelt. Therefore, it is imperative to conserve water use and to protect the quantity and quality of surface and groundwater resources.

### 6.5.1 Water Conservation

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

6.5.1.1 Mississauga will work with the Region of Peel and the conservation authorities to promote conservation of water use through education and promotion initiatives, and through the development of policies, where appropriate.

6.5.1.2 Water conservation measures will be implemented in development.

6.5.1.3 A water conservation plan will be required for development proposing a large use of municipally treated and supplied water. The Plan will consider alternatives to the use of water and evaluate mitigation measures to reduce the use of water, where technically feasible.

### 6.5.2 Stormwater and Drainage

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

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

**management practices.** Stormwater management facilities may be part of the Green System.

6.5.2.1 Mississauga will use a water balance approach in the management of stormwater by encouraging and supporting measures and activities that reduce stormwater runoff, improve water quality, promote evapotranspiration and infiltration, and reduce erosion using **stormwater best management practices.**



Figure 6-16: The drainage for the parking area at Riverwood has been designed to mimic natural ecological functions such as water infiltration and purification. The runoff from this bio-swale outlets to a small wetland feature on the park site.

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

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

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

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

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

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

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

## 6.6 Air Quality

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

6.6.1 To improve air quality, Mississauga will:

- a. promote the use of alternative modes of transportation such as transit, cycling and walking;
- b. give preference to compact, mixed use and transit oriented development that reduces car dependency;
- c. direct growth to Intensification Areas;
- d. encourage a balance of housing and jobs that provide opportunities for shorter commutes and **active transportation** modes; and
- e. protect, enhance, restore and expand the Natural Areas System.

6.6.2 Mississauga recommends that the Ministry of Environment establish higher regulatory standards than are currently used by the Ministry, including establishing standards for emissions not currently regulated, and take into account the cumulative effects of emissions, and background pollutant concentrations prior to approving applications for Certificates of Approval.

6.6.3 Mississauga will promote building and site design that minimizes vehicular idling, energy consumption and maximizes the use of **renewable**

**energy** and vegetative cover.

6.6.4 Appropriate techniques to mitigate odour and dust will be encouraged to be incorporated in development.

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

## 6.7 Brownfield Sites

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

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



Figure 6-17: As Mississauga matures and builds out the last of its greenfields, brownfields will become a major component of future development. An example of a successful brownfield development is the former St. Lawrence Starch plant (originally established in 1889) located in Port Credit.

- a. the owners of lands proposed for development will submit information as required by the City to identify the potential for contamination;
- b. landowners will consider all potential sources of contamination such as disposal of **waste** materials, raw material storage, residue left in containers, maintenance activities and spills and may also include contamination from adjacent commercial properties, such as, gas bars, motor vehicle service stations, motor vehicle repair garages and dry cleaning facilities;
- c. the development approval or approval of amendments to this Plan for known or potentially **contaminated sites** will be deferred until the proponent of development undertakes a study assessing the potential for contamination in accordance with the Provincial Government regulations and standards and City policies; and
- d. if the study indicates potential for soil or ground water contamination, an assessment of the soil and groundwater conditions will be required. If contamination is confirmed, a remedial action plan in accordance with Provincial Government regulations and standards appropriately addressing **contaminated sites** will be required. Recommendations contained within the plan will be implemented by way of conditions to development approval.

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

6.7.3 Policies regarding **contaminated sites** should not be construed as a commitment by the City to identify all **contaminated sites**; rather they should be regarded as an effort by the City to responsibly obtain and utilize available information as part of the planning process.

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

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

## 6.8 Waste Management

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

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

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



Figure 6-18: Recycling has become a part of our daily living. Promoting the reduction, re-use and recycling of waste is a priority in Mississauga.

6.8.1 Mississauga will manage **waste** in a sustainable way.

6.8.2 Mississauga will support and promote reduction, re-use and recycling of **waste** in private and public sector operations.

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

6.8.4 Mississauga will promote the reduction of **waste** generated through construction.

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

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

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

health. The size and extent of a **landfill's** influence area is dependent on many factors and is determined by site specific and detailed studies prepared by the applicant of development proposed within the potential influence area. These studies will be prepared to the specifications of the Provincial Government. Where no information is available on the influence area of the site, Provincial Government standards identify a 500 metre radius surrounding the **waste** cell for assessing potential impacts from the **waste** site.

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

## 6.9 Noise

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

Sound barriers should be avoided wherever possible and feasible. Where sound cannot be mitigated at its source, noise abatement measures such as appropriate site planning, spatial separation and building design techniques are preferred, wherever possible.

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

### 6.9.1 Stationary Noise

Natural gas pumping stations, roof top cooling units and a wide variety of industrial processes are all

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

6.9.1.1 In order to discourage the encroachment of sensitive land uses on existing industrial noise sources, a Noise Impact Study will be submitted prior to approval of development in proximity to an existing industrial noise source. This will identify options for mitigation at the source and at the proposed development site.

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

6.9.1.3 The sound levels anticipated on the site of a proposed development will be established on the basis of a predictable “worst case” scenario using only methods acceptable to the Provincial Government.

6.9.1.4 Development that includes outdoor passive recreation areas will generally not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed the limits specified by the Provincial Government in Appendix E: Outdoor and Plane of Window Sound Level Criteria - Stationary Noise.

6.9.1.5 Development with a residential component such as dwellings, or any development that includes bedrooms, sleeping quarters or reading rooms and other noise sensitive uses that will be subject to high levels of noise from a stationary noise source, will only be permitted if noise mitigation measures are implemented at the source of the noise or if the development contains mitigative measures which

will result in noise levels that comply with Appendix E: Outdoor and Plane of Window Sound Level Criteria – Stationary Noise.

## 6.9.2 Aircraft Noise

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



Figure 6-19: Although the Airport contributes to the city’s strong economy, some communities are directly affected by the sound levels emitted by the airplanes.

6.9.2.1 New residential development and redevelopment and infilling, which increases the number of dwelling units beyond that permitted by the existing zoning, will not be permitted within the Airport Operating Area outlined on Schedule 10: Land Use Designations and Appendix F: Toronto - Lester B. Pearson International Airport – Map 2: Airport Influence Area and Map 3: Airport Operating Area.

6.9.2.2 Notwithstanding Policy 6.9.2.1, development, redevelopment or infilling applications for residential development for lands within the Airport Operating Area identified as “Exempt Area”,

as shown on Appendix F: Toronto Lester B. Pearson International Airport – Map 3: Airport Operating Area, may be processed for approval provided that all of the following are satisfied:

- a. appropriate conditions relating to airport noise are included in the approval;
- b. the application was filed prior to February 1, 1997 or the lands were designated Residential prior to February 1, 1997;
- c. the site is located below the 35 NEP/NEF composite noise contour; and
- d. the redevelopment or infilling has a density not greater than the highest density of immediately adjacent existing residential development located within the Airport Operating Area.

6.9.2.3 Notwithstanding Policy 6.9.2.1, redevelopment or infilling, which does not significantly increase the number of dwelling units within the Malton Character Area may be permitted, provided the site is below the 35 NEP/NEF composite noise contour and has a density not greater than the highest density of immediately adjacent existing residential development located within the Airport Operating Area.

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

6.9.2.5 Notwithstanding Policy 6.9.2.4, redevelopment or infilling for hospitals, nursing homes, daycare facilities and public and private schools within the Malton, Meadowvale Village and East Credit Character Areas may be permitted inside the Airport Operating Area on an individual basis below the 35 NEP/NEF composite noise contour. Redevelopment or infilling for daycare facilities may be permitted accessory to an employment use in the Gateway and Airport Corporate Character Areas below the 35 NEP/NEF composite noise contour.

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

- a. the creation of one or more new lots;
- b. the creation of one or more new dwelling units;
- c. a change in land use;
- d. the construction of buildings or structures; and
- e. where the subject lands have or previously had one or more buildings erected thereon.

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

- a. the creation of one or more new lots;
- b. the creation of one or more new dwelling units;
- c. a change in land use;
- d. the construction of buildings or structures; and
- e. where the subject lands comprise less than two ha and the lands have no buildings erected thereon and are located in an area having existing uses of the same or similar character as the use proposed.

6.9.2.8 Mississauga will require tenants and purchasers to be notified when the proposed development or redevelopment is located between the NEP/NEF composite noise contours of 25 and under 30, as shown on Appendix F: Lester B. Pearson International Airport – Map 4: 1996 NEP/2000 NEF Composite Noise Contours. Notice is also to be provided regarding the requirement for the provision for central air conditioning.

6.9.2.9 Mississauga will require tenants and purchasers to be notified when the proposed development or redevelopment is located at the NEP/NEF composite noise contours of 30 and above, as shown on Appendix F: Lester B. Pearson International Airport – Map 4: 1996 NEP/2000 NEF Composite Noise Contours. Notice is also to be

provided regarding the requirement for the installation of central air conditioning.

6.9.2.10 Uses listed in Table 6-1 that are located at or above the corresponding 1996 NEP/2000 NEF contour as defined in Appendix F: Lester B. Pearson International Airport – Map 4: 1996 NEP/2000 NEF Composite Noise Contours, will require a noise study as a condition of development. The noise study is to be undertaken by a qualified acoustical consultant in accordance with Provincial Government policy to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.

**Table: 6-1 Aircraft Noise Studies**

LAND USE	NEP/NEF Contour
Residential Passive use parks Public and private schools Day care facilities Libraries Place of religious assembly Theatres Auditoria Hospitals Nursing Homes	25 or Greater
Hotels Motels Retail or service commercial Office Athletic fields Playgrounds Outdoor swimming pools	30 or Greater
Industrial Warehousing Arena	35 or Greater

### 6.9.3 Road Noise

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

6.9.3.1 Where residential and other land uses sensitive to noise are proposed in close proximity to Provincial Highways, it may be necessary to mitigate noise impact, in part, by way of subdivision design. A Noise Impact Feasibility Study will be submitted prior to approval in principle of such land uses located within 50 m of arterial and major collector rights-of-way and within 100 m of a Provincial Highway right-of-way, or as required by the City or Region.

6.9.3.2 Residential development or development that includes outdoor living areas, will not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed limits specified in Appendix G: Outdoor and Indoor Sound Level Limits - Road and Rail, by five **dB**A or more. A detailed noise study will be required to demonstrate that every effort has been made to achieve the sound level criteria specified in Appendix G: Outdoor and Indoor Sound Level Limits - Road and Rail, for an outdoor living area and the noise study shall prove to the satisfaction of the City that the noise level in the outdoor living area, after applying attenuation measures, is the lowest level aesthetically, technically, administratively and economically practical. The attenuated outdoor noise criteria may be exceeded by five **dB**A if a warning (consistent with Provincial Government Guidelines) regarding noise levels, is provided to prospective residents of the development area.

6.9.3.3 Development with a residential component such as dwellings, or any development which includes bedrooms, sleeping quarters, living rooms or reading rooms which will be subject to high levels of traffic noise, will only be permitted if it includes structural features which result in interior noise levels that comply with the indoor standards specified in Appendix G: Outdoor and Indoor Sound Level Limits - Road and Rail.

6.9.3.4 Where residential and other land uses sensitive to noise are proposed within 500 m of a freeway, 250 m of a provincial highway or 100 m from other roads, development proponents will be required to submit detailed noise studies delineating

mitigative noise measures required to meet Provincial Government criteria and Region of Peel noise guidelines. The recommendations of the approved reports are to be implemented as conditions of development.

6.9.3.5 Where the acoustical analysis indicates that anticipated sound levels in the outdoor living area would exceed the outdoor sound level limits stipulated in Appendix G: Outdoor and Indoor Sound Level Limits - Road and Rail, by up to five **dB**A, Mississauga will require tenants and purchasers to be notified of such. Notice will also be required when road noise necessitates central air-conditioning or the provision for central air-conditioning to achieve the indoor noise levels limits stipulated in Appendix G: Outdoor and Indoor Sound Level Limits - Road and Rail.

6.9.3.6 Detailed noise reports prepared to analyze the impacts of road noise on a development are to incorporate the ultimate Annual Average Daily Traffic (AADT) for the road.

6.9.3.7 As a condition of approval of development applications, notice will be given by the developer to the purchasers and tenants of existing and potential impacts of the right-of-way and the maintenance of the required abatement measures.

## 6.9.4 Rail Noise, Safety and Vibration

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

6.9.4.1 Where residential and other land uses sensitive to noise are proposed in close proximity to rail lines, it may be necessary to mitigate noise impacts, in part by way of the subdivision design. A Noise Impact Study will be submitted prior to approval in principle of such lands located within 100 m of a Principal Main Rail Line right-of-way or within 50 m of a Secondary Main Rail Line. Residential development or any development that includes outdoor, passive and recreational areas will generally not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed the limits specified in Appendix G: Outdoor and Indoor Sound Level Limits - Road and Rail, by five **dB**A or more. A detailed noise study will be required to demonstrate that every effort has been made to achieve the outdoor sound level criteria specified in Appendix G: Outdoor and Indoor Sound Level Limits - Road and Rail, and the noise study shall prove to the satisfaction of the City that the noise level in the outdoor living area, after applying



Figure 6-20: Railways, while a vital part of transportation system and economy, can pose noise, vibration and safety concerns.

attenuation measures, is the lowest level aesthetically, technically, administratively and economically practical.

6.9.4.2 Development with a residential component such as dwellings, or any development which includes bedrooms, sleeping quarters, living rooms, reading rooms and other noise sensitive uses which will be subject to high levels of railroad noise, will only be permitted if it includes structural features that result in interior noise levels that comply with the indoor standards specified in Appendix G: Outdoor and Indoor Sound Level Limits - Road and Rail.

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

- 500 m of a Principal Main Rail Line for noise;
- 250 m of a Secondary Main Line for noise;
- 100 m of other railway lines for noise; and
- 75 m of all rail lines for vibration.

6.9.4.4 Mississauga will require tenants and purchasers to be notified where the analysis indicates that anticipated sound levels in the outdoor living area would exceed the outdoor sound level limits stipulated in Appendix G: Outdoor and Indoor Sound Level Limits - Road and Rail, by up to five **dBA**. Notice will also be required when rail noise necessitates central air-conditioning or the provision for central air-conditioning to achieve the indoor noise level limits stipulated in Appendix G: Outdoor and Indoor Sound Level Limits - Road and Rail.

6.9.4.5 As a condition of approval of development applications, notice will be given by the developer to purchasers and tenants of existing and potential impacts of rail use and operations and the maintenance of the required abatement measures.

6.9.4.6 Development applications for dwellings, significant additions thereto and places of public assembly, will incorporate an appropriate safety setback as determined by the City in consultation with the appropriate railway company, which takes into account berms, topography, intervening structures and the surrounding pattern of development.

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