

APPENDIX A: TERMS DEFINED IN THE PROVINCIAL POLICY STATEMENT (2005) AND THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2006)

The following definitions are extracts from the Provincial Policy Statement (2005) (PPS) and/or the Growth Plan for the Greater Golden Horseshoe (2006) (GP) as indicated in brackets after the definition.

AFFORDABLE

means

- a. in the case of ownership housing, the least expensive of:
 - housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or
 - housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area;
- b. in the case of rental housing, the least expensive of:
 - a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or
 - a unit for which the rent is at or below the average market rent of a unit in the regional market area.

Low and moderate income households means, in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the regional market area, or in the case of rental housing, households with incomes in

the lowest 60 percent of the income distribution for renter households for the regional market area(GP).

AREAS OF NATURAL AND SCIENTIFIC INTEREST (ANSI)

means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education(PPS).

BUILT-UP AREA

means all land within the built boundary(GP).

BUILT BOUNDARY

means the limits of the developed urban area as defined by the Minister of Public Infrastructure Renewal in accordance with Policy 2.2.3.5. (Refers to Policy contained within *The Growth Plan* as issued by Ministry of Public Infrastructure Renewal on April 2, 2008)(GP).

COMPLETE COMMUNITIES

means communities that meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, public services, affordable housing, and community infrastructure including affordable housing, schools,

recreation, and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided(GP).

CULTURAL HERITAGE LANDSCAPE

means a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites, and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the *Ontario Heritage Act*; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value(PPS).

DESIGNATED GREENFIELD AREA

means the area within a settlement area that is not built up area. Where a settlement area does not have a built boundary, the entire settlement area is considered designated greenfield area(GP).

DEVELOPMENT

means the creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the *Planning Act*; but does not include:

- a. activities that create or maintain infrastructure authorized under an environmental assessment process;
- b. works subject to the *Drainage Act*; or

- c. for the purposes of policy 2.1.3(b), underground or surface mining of minerals or advanced exploration on mining lands in significant areas of mineral potential in Ecoregion 5E, where advanced exploration has the same meaning as under the *Mining Act*. Instead, those matters shall be subject to policy 2.1.4(a)(PPS).

DYNAMIC BEACH HAZARD

means areas of inherently unstable accumulations of shoreline sediments along the Great Lakes – St. Lawrence River System and large inland lakes, as identified by provincial standards, as amended from time to time. The dynamic beach hazard limit consists of the flooding hazard limit plus a dynamic beach allowance(PPS).

ECOLOGICAL FUNCTION

means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems, and landscapes. These may include biological, physical, and socio-economic interactions(PPS).

ENDANGERED SPECIES

means a species that is listed or categorized as an “Endangered Species” on the Ontario Ministry of Natural Resources’ official species at risk list, as updated and amended from time to time(PPS).

EROSION HAZARD

means the loss of land, due to human or natural processes, that poses a threat to life and property.

The erosion hazard limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over an one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance(PPS).

FISH HABITAT

means spawning grounds and nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes(PPS).

FLOOD FRINGE

for river, stream and small inland lake systems, means the outer portion of the floodplain between the floodway and the flooding hazard limit. Depths and velocities of flooding are generally less severe in the flood fringe than those experienced in the floodway(PPS).

FLOODING HAZARD

means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:

- a. Along the shorelines of the Great Lakes – St. Lawrence River System and large inland lakes, the flooding hazard limit is based on the one-hundred year flood level plus an allowance for wave uprush and other water-related hazards;
- b. Along river, stream and small inland lake systems, the flooding hazard limit is the greater of:

- the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954), or the Timmins storm (1961), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;
- the one hundred year flood; and
- a flood which is greater than the previous two bullet points, which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources

except where the use of the one-hundred year flood or the actually experienced event has been approved by the Minister of Natural Resources as the standard for a specific watershed (where the past history of flooding supports the lowering of the standard)(PPS).

FLOOD PLAIN

for river stream and small inland lake systems, means the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding hazards(PPS).

FLOODPROOFING STANDARD

means the combination of measures incorporated into the basic design and/or construction of buildings, structures, or properties to reduce or eliminate flooding hazards, wave uprush and other water-related hazards along the shorelines of the Great Lakes – St. Lawrence River System and large

inland lakes, and flooding hazards along river, stream and small inland lake systems(PPS).

FLOODWAY

for river, stream and small inland lake systems, means the portion of the floodplain where development and site alteration would cause a danger to public health and safety or property damage.

Where the one-zone concept is applied, the floodway is the entire contiguous floodplain.

Where the two-zone concept is applied, the floodway is the contiguous inner portion of the floodplain, representing that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage. Where the **two-zone concept** applies, the outer portion of the floodplain is called the flood fringe(PPS).

GROUND WATER FEATURE

means water related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers, and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations (PPS).

INTENSIFICATION

means the development of a property, site or area at a higher density than currently exists through:

- a. redevelopment, including the reuse of brownfield sites;

- b. the development of vacant and/or underutilized lots within previously developed areas;
- c. infill development; and
- d. the expansion or conversion of existing buildings (PPS/GP).

MAJOR OFFICE

means a freestanding office building of 10,000 m² or greater, or with 500 jobs or more (GP).

MODAL SHARE

means the percentage of person trips or of freight movements made by one travel mode, relative to the total number of such trips made by all modes (GP).

MULTI-MODAL

means the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine (GP).

ONE HUNDRED YEAR FLOOD

for river, stream and small inland lake systems, means that flood, based on an analysis of precipitation, snow melt, or a combination thereof, having a return period of one hundred years on average, or having a 1% chance of occurring or being exceeded in any given year. For the shorelines of the Great Lakes, means the peak instantaneous stillwater level, resulting from combinations of mean monthly lake levels and wind setups, which has a

1% chance of being equaled or exceeded in any given year (PPS).

REDEVELOPMENT

means the creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites (PPS/GP).

REGIONAL MARKET AREA

means an area, generally broader than a lower-tier municipality that has a high degree of social and economic interaction. In southern Ontario, the upper- or single-tier municipality will normally serve as the regional market area. Where a regional market area extends significantly beyond upper- or single-tier boundaries, it may include a combination of upper-, single and/or lower-tier municipalities (PPS/GP).

SENSITIVE LAND USES

means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences; day care centres; educational facilities and health facilities (PPS).

SIGNIFICANT AREAS OF NATURAL AND SCIENTIFIC INTEREST

means an area identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time (PPS).

SIGNIFICANT COASTAL WETLANDS

means an area identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time (PPS).

SIGNIFICANT HABITAT OF ENDANGERED SPECIES AND THREATENED SPECIES

means the habitat, as approved by the Ontario Ministry of Natural Resources, that is necessary for the maintenance, survival, and/or the recovery of naturally occurring or reintroduced populations of endangered species or threatened species, and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle (PPS).

SIGNIFICANT VALLEYLANDS

means valleylands that are ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system (PPS).

SIGNIFICANT WETLAND

means a wetland identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by Province, as amended from time to time (PPS).

SIGNIFICANT WILDLIFE HABITAT

means Wildlife Habitat that is ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system (PPS).

SIGNIFICANT WOODLANDS

means an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history (PPS).

SITE ALTERATION

means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site (PPS).

SPECIAL NEEDS

means any housing, including dedicated facilities, in whole or in part, that is used by people who have

specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include, but are not limited to, housing for persons with disabilities such as physical, sensory, or mental health disabilities, and housing for the elderly(PPS).

SPECIAL POLICY AREA

means an area within a community that has historically existed in the floodplain and where site-specific policies, approved by both the Ministers of Natural Resources and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning development. The criteria and procedures for approval are established by the Province.

A Special Policy Area is not intended to allow for new or intensified development and site alteration, if a community has feasible opportunities for development outside the floodplain (PPS).

THREATENED SPECIES

means a species that is listed or categorized as a “Threatened Species” on the Ontario Ministry of Natural Resources’ official species at risk list, as updated and amended from time to time (PPS).

TRANSPORTATION CORRIDOR

means a thoroughfare and its associated buffer zone for passage or conveyance of vehicles or people. A

transportation corridor includes any or all of the following:

- a. Major roads, arterial roads, and highways for moving people and goods;
- b. Rail lines/railways for moving people and goods; and
- c. Transit rights-of-way/transitways including buses and light rail for moving people(GP).

TRANSPORTATION DEMAND MANAGEMENT (TDM)

means a set of strategies that results in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost. Examples include: carpooling, vanpooling, and shuttle buses; parking management; site design and on-site facilities that support transit and walking; bicycle facilities and programs; pricing (road tolls or transit discounts); flexible working hours; telecommunicating; high occupancy vehicle lanes; park-and-ride; incentives for ride-sharing, using transit, walking and cycling; initiatives to discourage drive-alone trips by residents, employees, visitors, and students (GP).

VALLEYLANDS

means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year (PPS).

WATERSHED

means an area that is drained by a river and its tributaries (PPS).

WETLANDS

means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens.

Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition (PPS).

WILDLIFE HABITAT

means areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species (PPS).

WOODLANDS

means treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and Provincial levels (PPS).

APPENDIX B: METRIC CONVERSION STANDARDS

To Convert From Metric Into Imperial		
If you know:	Multiply by:	To get:
Length:		
m (metres)	3.281	ft. (feet)
m (metres)	1.094	yd. (yards)
km (kilometres)	0.621	mi. (miles)
Area:		
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)

APPENDIX C: 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.

FEDERAL GOVERNMENT

Federal Government policies affect Mississauga through its general economic policies and specific planning policies. Some examples of Federal Government policies with direct impact on planning in Mississauga are those concerning land use in the vicinity of the airport. Canadian Transport Commission, housing, and the location of Federal Government office space may also affect Mississauga.

PROVINCIAL GOVERNMENT

The Provincial Government influences Mississauga through regulatory authority, financial policies, transportation and land use planning.

Regulatory authority is exercised primarily by the Ontario Municipal Board (OMB). Development applications may be given approval by the OMB and all or part of rezoning by-laws, plans of subdivision, official plans, or amendments thereto, may be appealed to the OMB for approval.

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.

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. Since the municipal sources of revenue (property tax and development charges) do not meet the demand for funds, Mississauga 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.

Since transportation facilities 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.

The Provincial Government 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- Transportation Facilities, shows the commuter rail and Provincial Highway facilities under the jurisdiction of the Provincial Government.

During the past 10 years, the Provincial Government has engaged in various planning initiatives for the Greater Golden Horseshoe. The Office of the Greater Toronto Area was established by the Provincial Government to prepare a Strategic Action Plan, including an implementation process.

Subsequently, the Ministry of Public Infrastructure Renewal prepared the Growth Plan for the Greater Golden Horseshoe, which took effect June 16, 2006. The Growth Plan, to which all local municipal plans must conform, provides a framework for implementing the Provincial Government's vision for managing growth in this region to 2031.

Other Provincial initiatives include the Greenbelt Plan, *Planning Act* reform and the Provincial Policy Statement 2005.

REGIONAL AUTHORITIES

Region of Peel

Mississauga is a constituent municipality of the Region of Peel. As established by legislation, the Region has jurisdiction over police services, ambulance services, certain health and welfare services (including day nurseries and senior citizen housing), water supply, sanitary sewers, and waste disposal and recycling collection facilities. Part of the road system within Mississauga is also under Regional jurisdiction. The Region of Peel has adopted a Regional Official Plan to which Mississauga Plan has to conform. The Region is also the approval authority for Mississauga Official Plan and amendments.

The Region has delegated to Mississauga the authority to approve plans of subdivision and condominium, as well as consents. The Region may also exempt, from its approval, the approval of local official plan amendments.

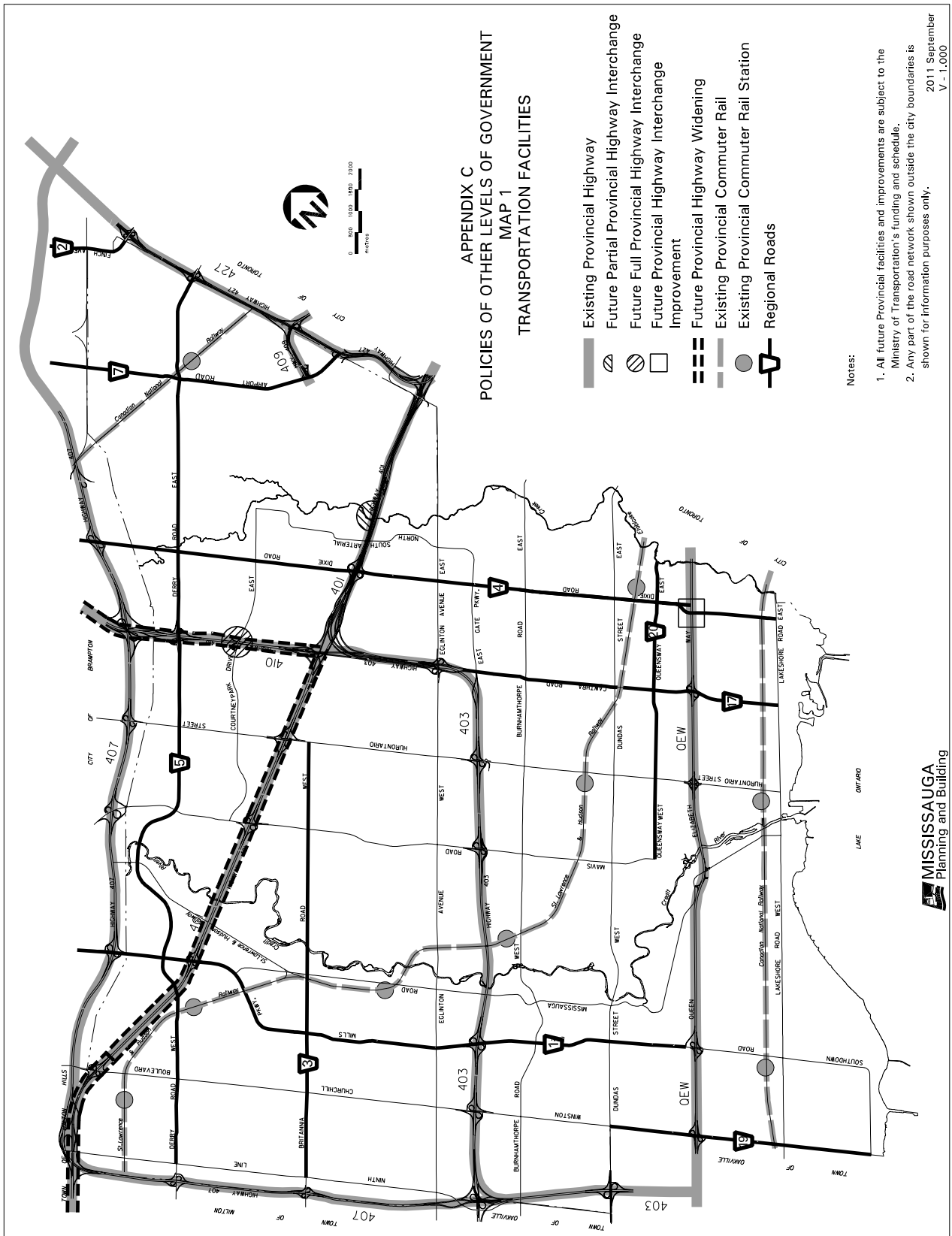
The Region, under agreement with the Provincial Government, provides sanitary sewer and potable water supply facilities, as shown schematically on Map 2 - South Peel Sanitary Sewer and Water Supply Facilities. Both the location and capacity of water supply and sanitary sewer facilities constitute an important influence on development.

Other Regional Authorities

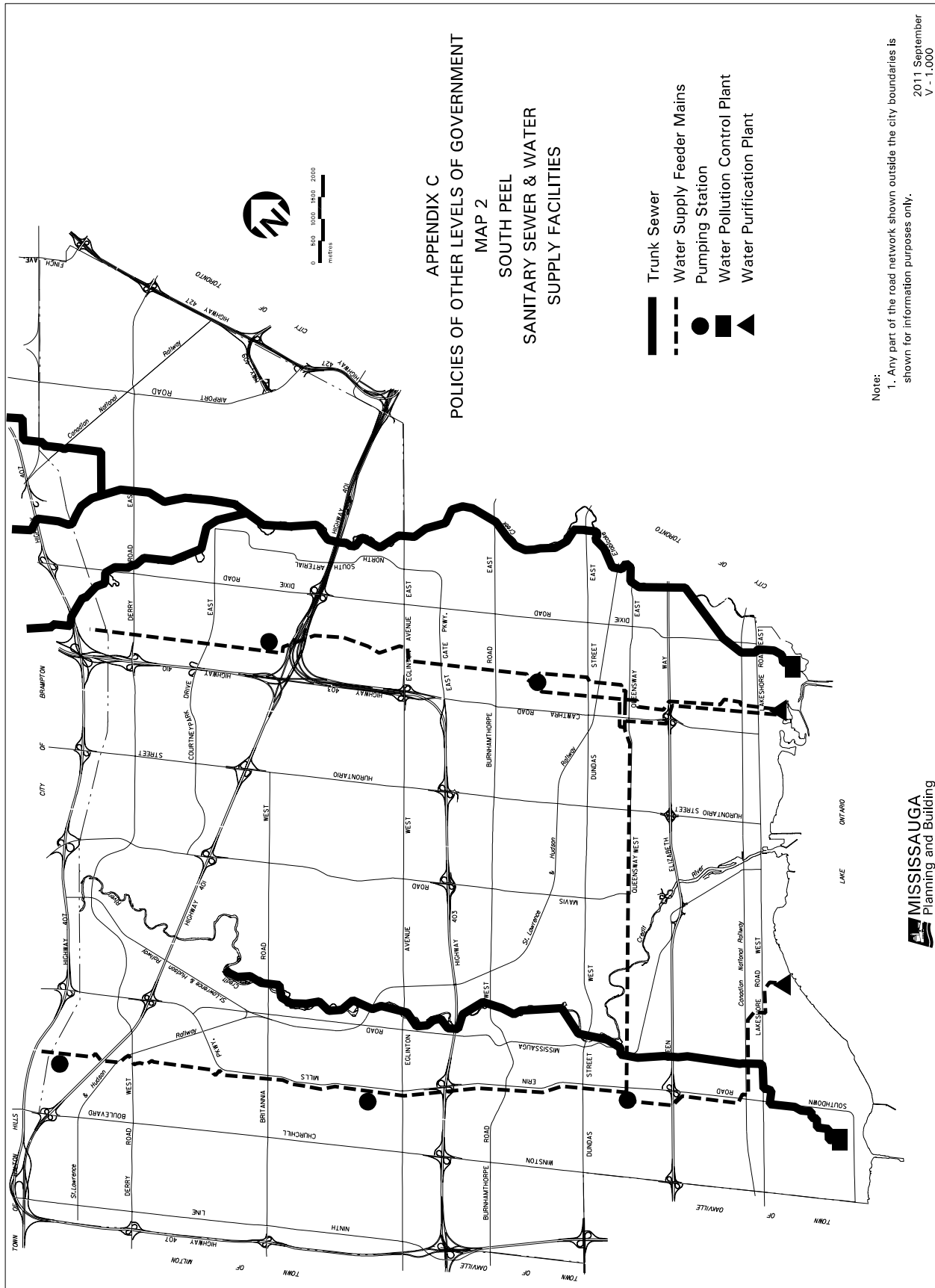
In addition to Regional Government, there are three Conservation Authorities responsible for areas within Mississauga as shown on Map 3 - Jurisdiction of Conservation Authorities. These authorities comment on development applications in the interests of flood control and conservation within the sub-watershed under their jurisdiction, as shown on Map 4 - Sub-Watershed Limits.

Mississauga is also served by four School Boards: the Dufferin-Peel Roman Catholic Separate School Board; the Peel District School Board, French District Catholic School Board and Le Conseil Scolaire Public de District de Centre-Sud-Ouest.

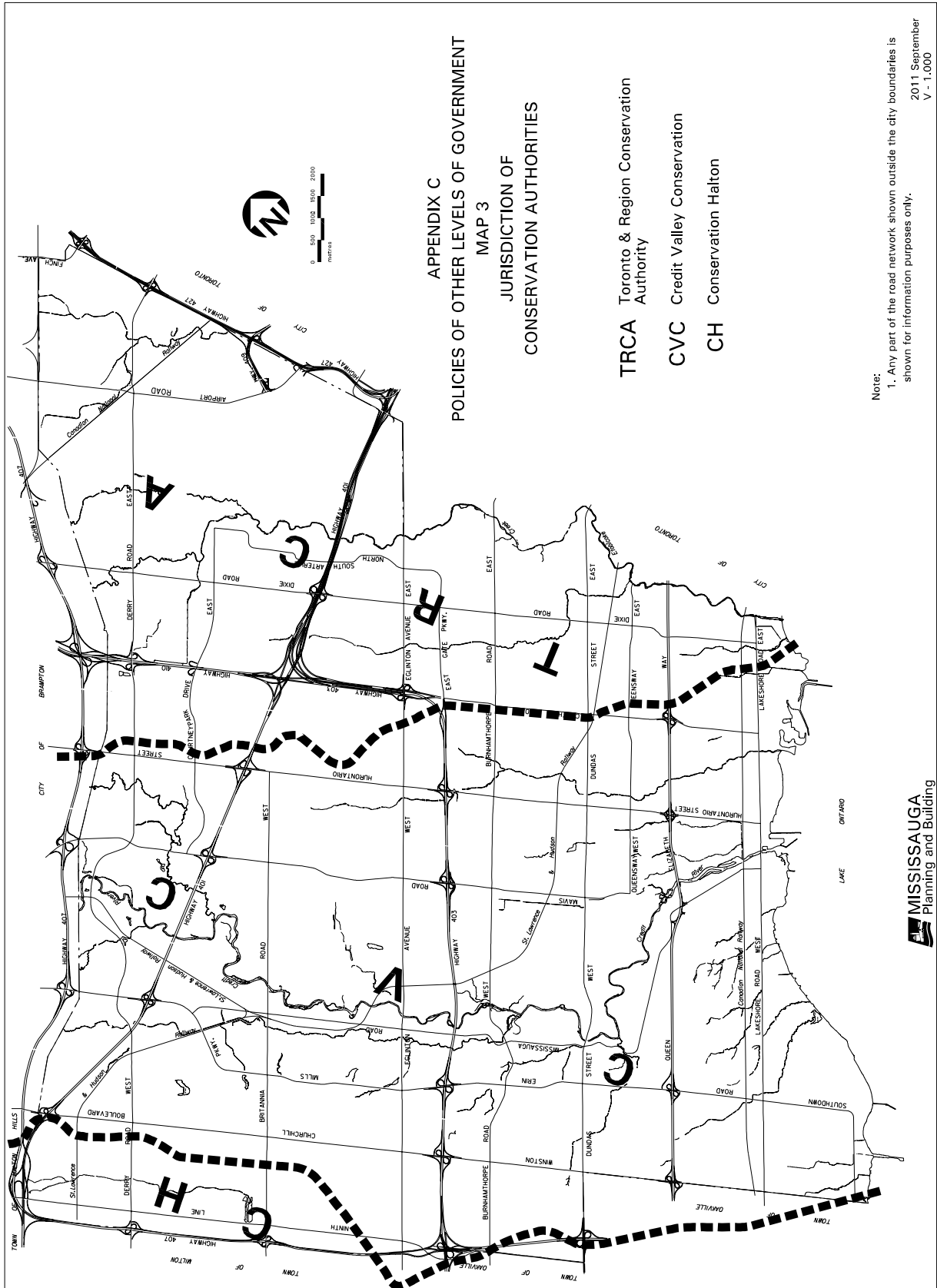
Appendix C: Map 1 – Transportation Facilities



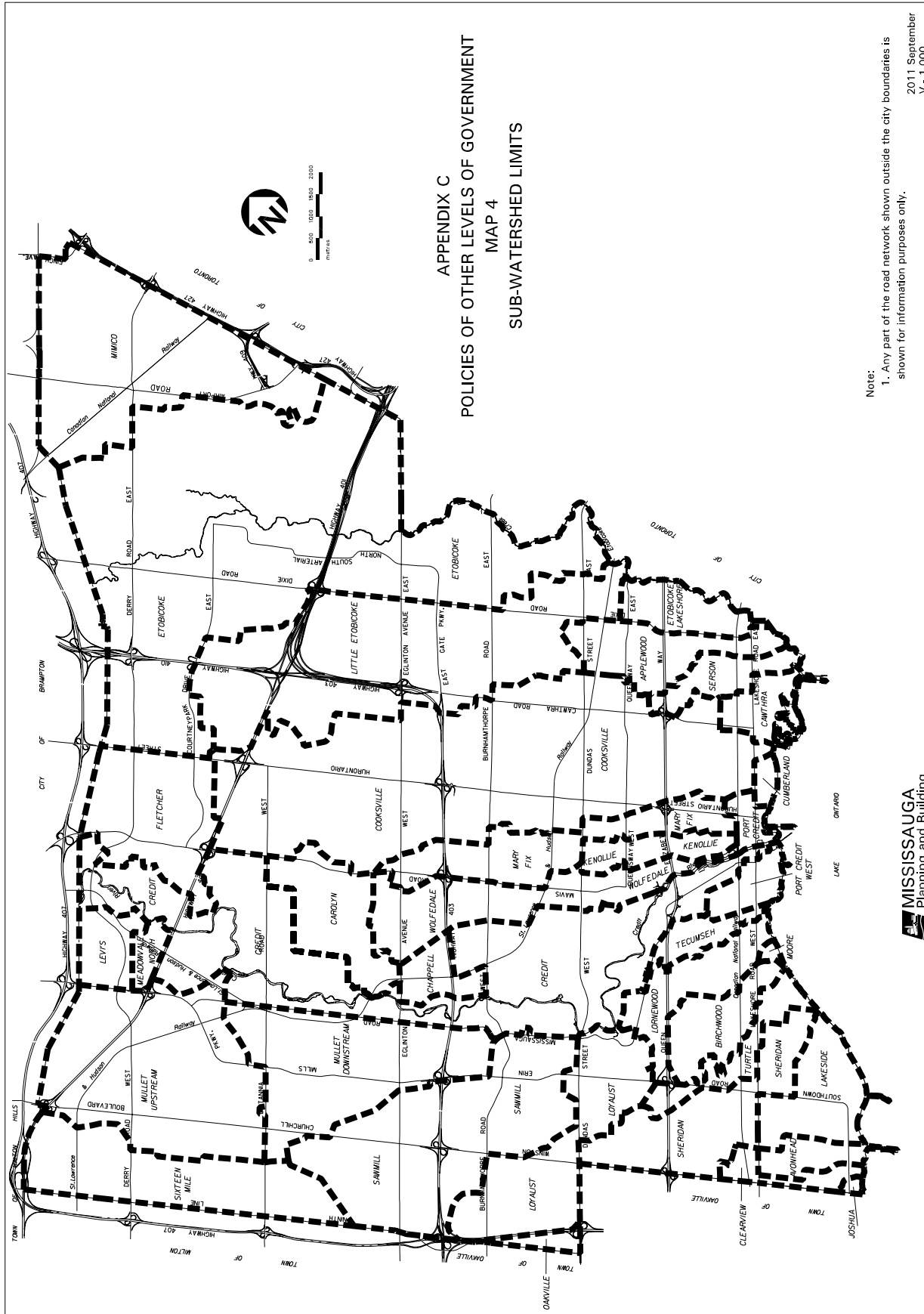
Appendix C: Map 2 - South Peel Sanitary Sewer & Water Supply Facilities



Appendix C: Map 3 – Jurisdiction of Conservation Authorities



Appendix C: Map 4 – Sub-Watershed Limits



APPENDIX D: AREAS OF FISH HABITAT AND POTENTIAL FISH HABITAT (Identified by the Provincial Government)

- 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
- Kennollie Creek
- Lornewood Creek
- Mary Fix Creek
- Mimico Creek
- Serson Creek
- Sixteen Mile Creek
- Stavebank Creek
- Tecumseh Creek
- Wolfedale Creek

APPENDIX E: OUTDOOR AND PLANE OF WINDOW SOUND LEVEL CRITERIA - Stationary Noise

Stationary Noise Sources (Ministry of the Environment)

Type of Space	Hourly (Leq)*, dBA**
Outdoor Point of Reception (Time period 07:00 h - 23:00 h)	50***
Plane of Window (Time period 07:00 h - 23:00 h)	50***
Plane of Bedroom Window (Time Period 23:00 h - 07:00 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 the ambient road traffic, whichever is greater.

APPENDIX F: TORONTO-LESTER B. PEARSON INTERNATIONAL AIRPORT

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 March 27, 2000.

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; and
- Protect lands which house and are affected by navigational aids such as radar and communications equipment and prevent off-airport development that could potentially interfere with signals or communications from airport facility equipment.

DEFINITIONS OF TERMS:

(See Map 1, Airport Obstacle Limitation Surfaces):

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.

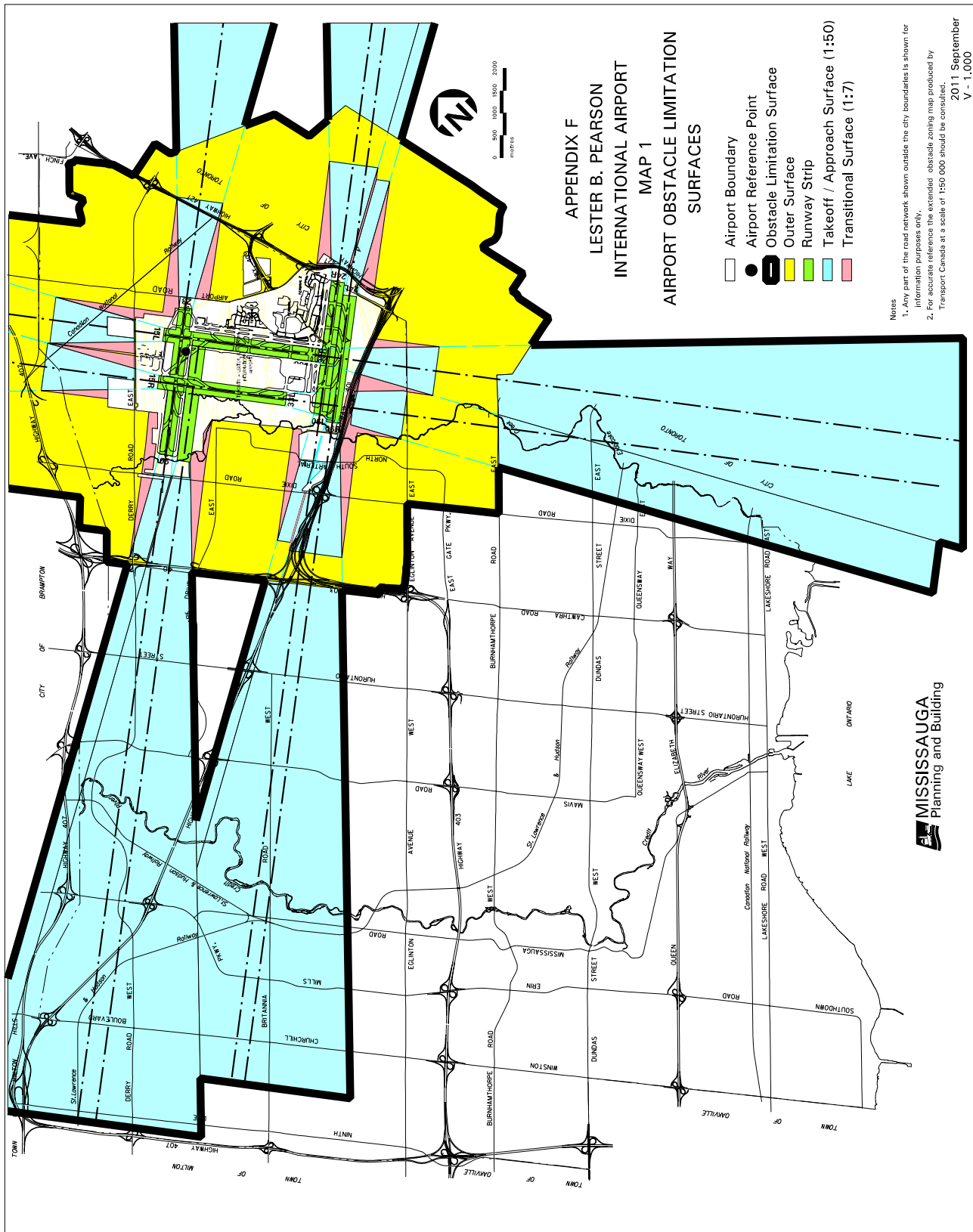
Takeoff/Approach Surface

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

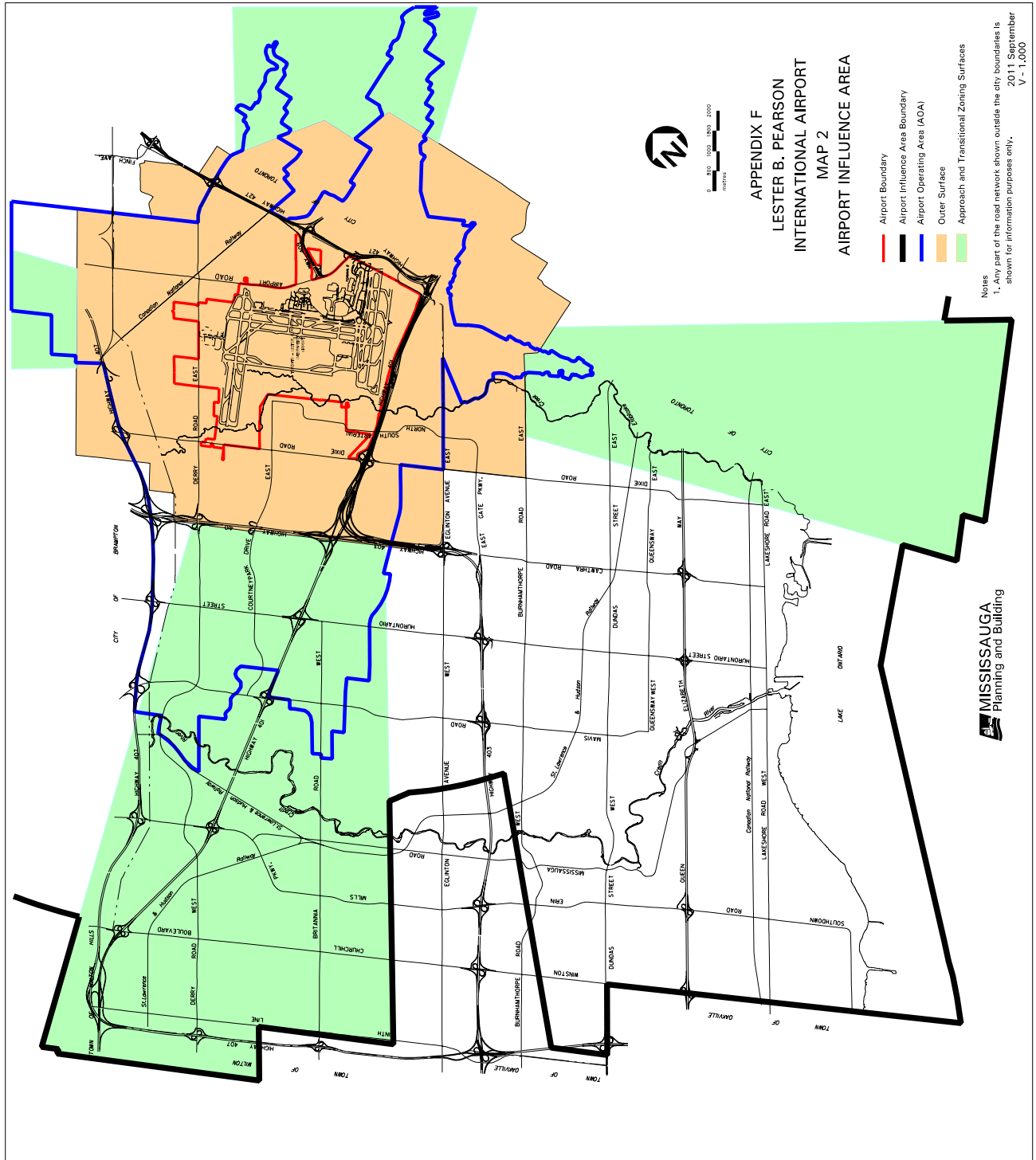
Transitional Surface

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 F: Map 1 – Airport Obstacle Limitation Surfaces



Appendix F: Map 2 – Airport Influence Area

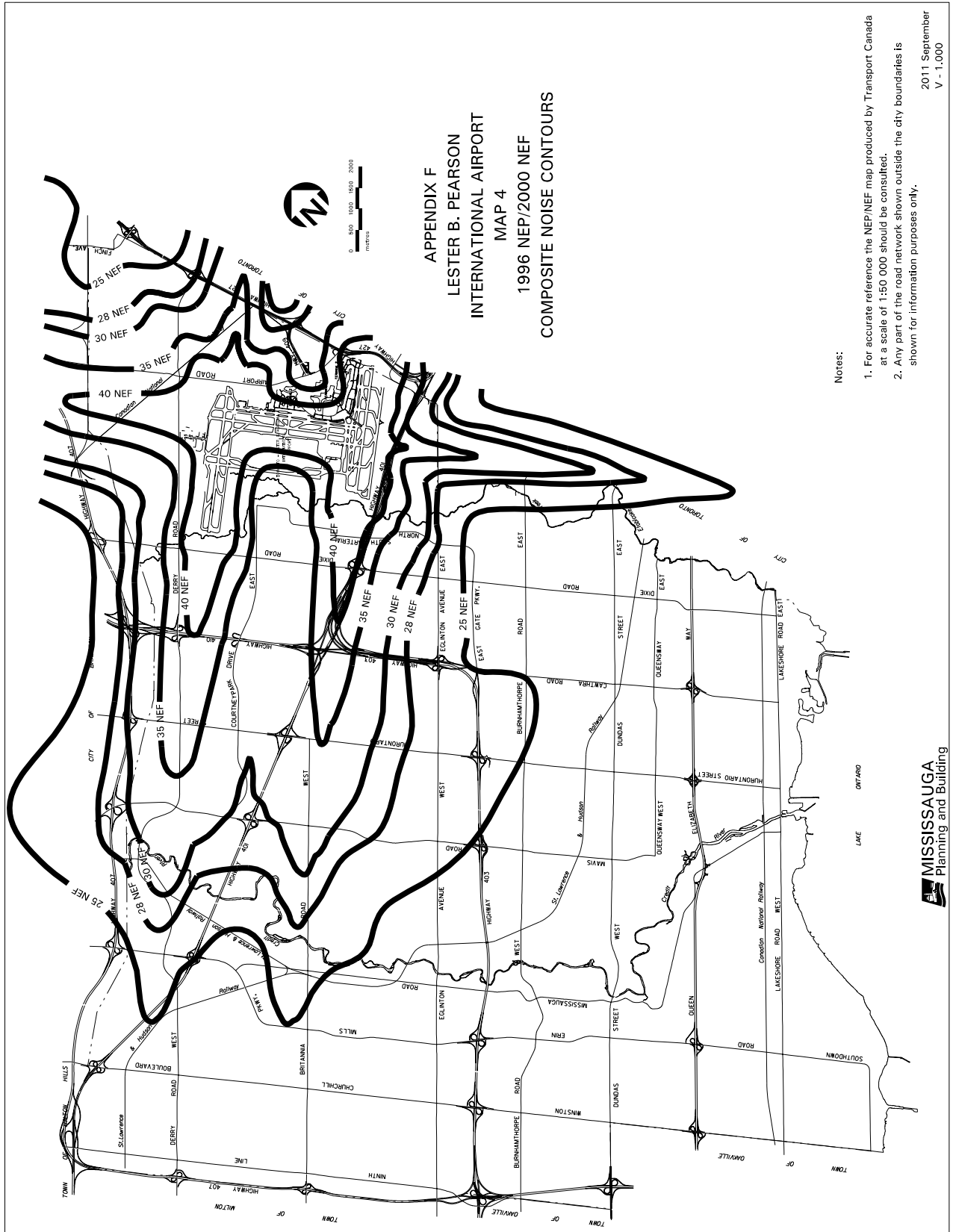


Appendix F: Map 3 – Airport Operating Area



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Appendix F: Map 4 –1996 NEP/2000 NEF Composite Noise Contours



APPENDIX G: OUTDOOR AND INDOOR SOUND LEVEL LIMITS – ROAD AND RAIL (Ministry of Environment)

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: TRANSIT ORIENTED DEVELOPMENT

Transit Oriented Development (TOD) refers to moderate to high density development, located within an easy walk of a major transit station. It is comprised of a mix of uses and is designed with pedestrians in mind.

High density in proximity to transit that is not mixed use and not designed for pedestrians is referred to as Transit Adjacent Development (TAD) and will not optimize use of the transit system. To be a successful Transit Oriented Development, all four “D”s – density, distance, diversity and design - must be present.

The Four “D”s of Transit Oriented Development

Density

- Create a compact development with sufficient density to support transit ridership.
- Densities should be as high as possible within the context of the particular location and surrounding community.
- Highest densities should be located closest to the station, to optimize transit rider convenience.
- Density should be planned to increase over time. Consider how vacant lots, surface parking lots and existing low intensity uses should change over time.

Distance

- Locate transit supportive land uses as close to transit as possible.
- Create convenient pedestrian connections.

- Walking distances to and from the transit station should be short - 400 to 600 metres.
- Access is direct. Sidewalks connect to stations and building entrances; routes are as short as possible.
- Minimal grade changes will ensure that people are at street level.

Diversity

- Ensure transit supportive uses.
- Discourage non-transit supportive uses.
- Encourage a mix of uses.
- Encourage a variety of housing types.
- Make each development unique.

Transit supportive land uses:

- Multi-dwelling residential
- Affordable housing
- Offices
- Hotels
- Health care facilities
- Medical clinics
- High schools, colleges and universities
- Daycare facilities
- Cultural facilities
- Entertainment, recreational and sports facilities
- Health clubs
- Personal services
- Retail stores

- Restaurants
- Grocery stores
- Coffee shops
- Local pubs
- Outdoor cafes
- Financial institutions
- Dry cleaners
- Neighbourhood oriented businesses

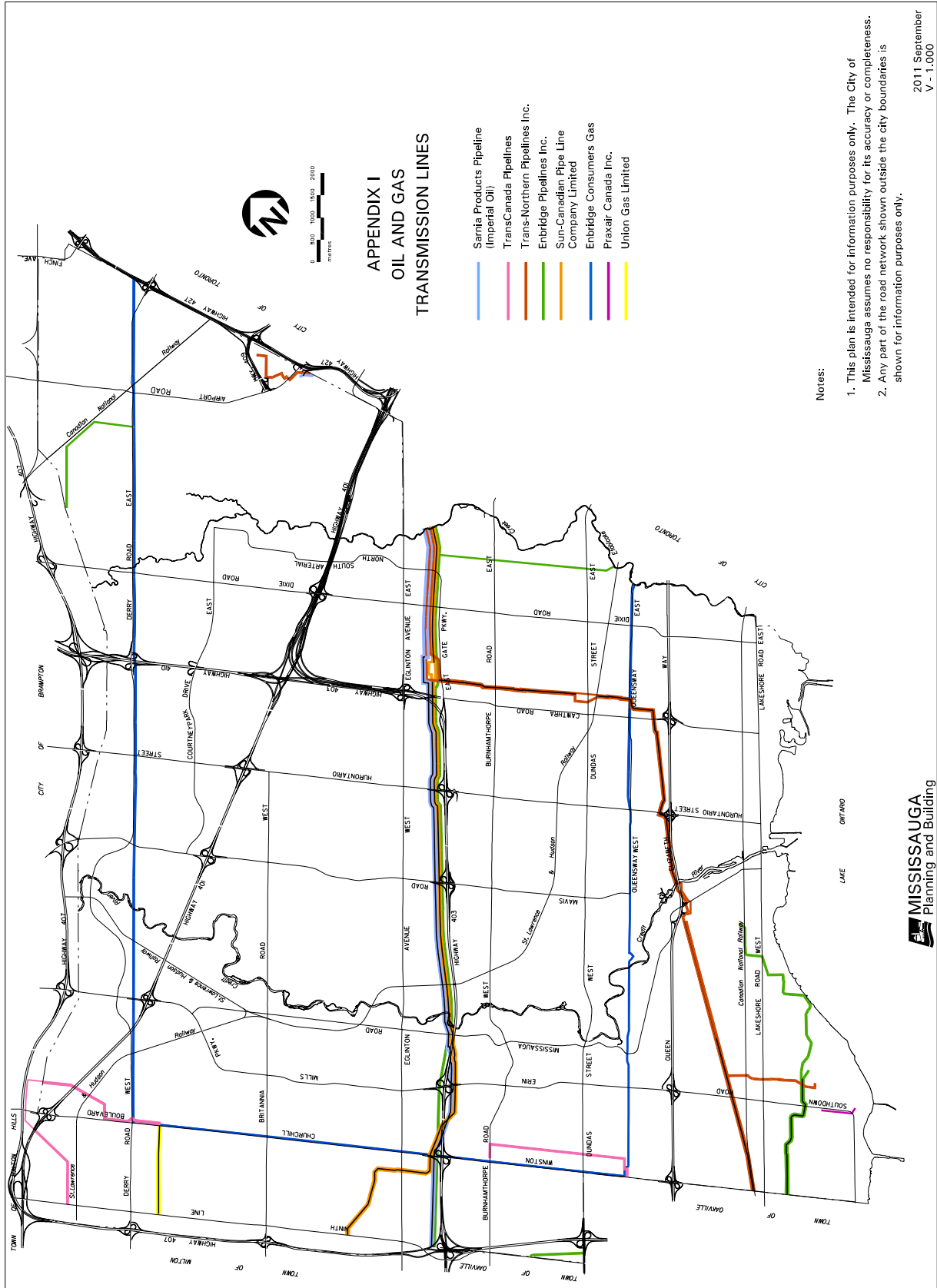
Non-transit supportive land uses:

- Automotive services & repair
- Car washes
- Large format/warehouse retail
- Large format food stores
- Drive-in/drive-through services
- Warehouse distribution
- Outdoor storage
- Regional places of religious assembly
- Surface parking lots
- Low density single-family housing
- Low intensity industrial uses

Design

- Compact, fine grained street network.
- Create high quality streets.
- Cluster buildings.
- Make each station a “place”.
- Orient buildings to the street.
- Make the most of architecture – beautiful, interesting buildings.
- Include public open spaces.
- Consider lighting and signs as part of design.
- Incorporate all season design, including all season landscaping.
- Focus on convenience and comfort for pedestrians.
- Have regard for sightlines and views.
- Ensure compatibility and connectivity to surrounding neighbourhoods.
- Separate vehicular and pedestrian/cycling functions.
- Provide bicycle parking and amenities.

APPENDIX I: OIL AND GAS TRANSMISSION LINES



APPENDIX J: 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 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; and
- 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 Mississauga Plan, municipal investment in services); and
- 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); and
- 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 General Retail Commercial and Business Employment. Potential exists for some infill and development. 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 K: CREDITS

Figure #	Description	Source
1-1	Mississauga's Farmers Market	Jeff Sondic (City of Mississauga)
1-2	Chalk Drawing – Mississauga City Council – City Planning Framework	City of Mississauga, Corporate Services Department, Communications Division, Creative Services Section, 2009
1-3	Chalk Drawing – Steps to Determine the Designation and Use of a Property	City of Mississauga, Corporate Services Department, Communications Division, Creative Services Section, 2010
2-1	Chalk Drawing – Documents Influencing Mississauga's Official Plan	City of Mississauga, Corporate Services Department, Communications Division, Creative Services Section, 2009
3-1	Public Information Centre for the Hurontario Main Street Study	Cities of Mississauga and Brampton, Hurontario Main Street Study – Public Information Centre, June 2009 (MMM Group)
3-2	Community Workshop for the Port Credit Local Area Plan	Marianne Cassin (City of Mississauga)
4-1	Context Map of Mississauga within the Greater Golden Horseshoe	City of Mississauga, Transportation and Works Department, Business Services Division, Geomatics
4-2	The Villages of Toronto Township	City of Mississauga, Transportation and Works Department, Business Services Division, Geomatics / Mississauga Heritage Foundation
4-3	Mississauga Council Chamber Ceiling	City of Mississauga
4-4	Toronto – Lester B. Pearson International Airport	Greater Toronto Airports Authority
4-5	Aerial View of Credit Pointe Neighbourhood at Creditview Road and Eglinton Avenue	City of Mississauga, Transportation and Works Department, Business Services Division, Geomatics
4-6	My Mississauga Chinese Cultural Event, Civic Centre	Published with Permission of The Mississauga News
4-7	Pie Chart - Housing Breakdown by Type	City of Mississauga, Corporate Services Department, Communications Division, Creative Services Section, 2009
4-8	Worker Using Grinder	iStockphoto
4-9	Grandmother and Child Walking	City of Mississauga (Office for Urbanism)
4-10	Downtown Core Model	Kristie Webb (City of Mississauga)
4-11	Credit River Through Riverwood Park	Eva Kliwer (City of Mississauga)
4-12	Yoga Class in the Civic Square East of the Central Library	Claudio Cugliari
4-13	Light Rapid Transit in Huston, Texas	Cities of Mississauga and Brampton, Hurontario Main Street Study – Directions Report, 2009 (MMM Group)
4-14	Streetscape - Main Street in Streetsville	Cheryl Peters (City of Mississauga)
4-15	Erindale Hall at University of Toronto – Mississauga Campus	University of Toronto Mississauga
4-16	Public Engagement - Our Future Mississauga Visioning Symposium	City of Mississauga (Office for Urbanism)
4-17	Mississauga Coat of Arms Emblem	City of Mississauga

5-1	Stretch - Future Downtown Core	City of Mississauga, Downtown21 Master Plan, 2009 (Glattig Jackson Kercher Anglin)
5-2	Illustration - Layers of the Urban System	City of Mississauga (Office for Urbanism)
5-3	Sixteen Mile Creek	Andre Benrubi
5-4	Illustration – City Structure Urban Hierarchy	City of Mississauga, Corporate Services Department, Communications Division, Creative Services Section, 2009
5-5	Chalk Drawing – Height, Density and Population to Employment Ratio Requirements	City of Mississauga, Corporate Services Department, Communications Division, Creative Services Section, 2010
5-6	Sketch - Downtown	City of Mississauga (Office for Urbanism)
5-7	Map – Location of Downtown Character Areas Within the Urban Growth Centre	City of Mississauga, Transportation and Works Department, Business Services Division, Geomatics
5-8	Sketch – Major Nodes	City of Mississauga (Office for Urbanism)
5-9	Sketch – Community Nodes	City of Mississauga (Office for Urbanism)
5-10	Sketch – Corporate Centres	City of Mississauga (Office for Urbanism)
5-11	Sketch - Neighbourhoods	City of Mississauga (Office for Urbanism)
5-12	Sketch – Employment Areas	City of Mississauga (Office for Urbanism)
5-13	Airport Terminal	Greater Toronto Airports Authority
5-14	Students at University of Toronto Mississauga	University of Toronto Mississauga
5-15	Sketch - Multi-Modal Road	City of Mississauga, Downtown21 Master Plan, 2009 (Glattig Jackson Kercher Anglin)
5-16	Townhouses on Confederation Pkwy and Hillcrest Avenue	City of Mississauga
5-17	Streetscape – Queen Street in Streetsville	Cheryl Peters (City of Mississauga)
5-18	Redevelopment of Underutilized Sites with surface parking	City of Mississauga (Office for Urbanism)
6-1	The Credit River	Adishesan Shankar
6-2	Child Under Large Tree at the Credit Valley Conservation Area	Carol Cocomello (City of Mississauga)
6-3	Naturalized Landscape on Tahoe Boulevard in Northeast Employment Area	Eva Kliwer (City of Mississauga)
6-4	Chalk Drawing – The Green System	City of Mississauga, Corporate Services Department, Communications Division, Creative Services Section, 2010
6-5	Brae Ben Golf Course	City of Mississauga, 2005 Mississauga Urban Design Awards Submission
6-6	Credit River Valley at Drenkelly Court	Eva Kliwer (City of Mississauga)
6-6	Naturalization Sign in Lakeside Park	Eva Kliwer (City of Mississauga)
6-8	Wild Turkey near Blythe Road	Aaron Schmidt (City of Mississauga)
6-9	Credit River Valley North of Burnhamthorpe Road West	Eva Kliwer (City of Mississauga)
6-10	Erosion in Cooksville Creek South of King Street East	Lisa Maruska (City of Mississauga)

6-11	A View of Lake Ontario from Jack Darling Park	Joanne Foote (City of Mississauga)
6-12	Streetsville Cemetery	Diana Rusnov (City of Mississauga)
6-13	Lake Aquitaine	Andre Benrubi
6-14	Forest in Riverwood Park	Eva Kliwer (City of Mississauga)
6-15	Shoreline of Lake Ontario in Lakeside Park	Eva Kliwer (City of Mississauga)
6-16	Bioswale in Parking Lot at Riverwood Park	Eva Kliwer (City of Mississauga)
6-17	St. Lawrence Starch Redevelopment	FRAM Building Corporation
6-18	Children Recycling	iStockphoto
6-19	Aircraft Noise Warning Sign	Dan Magee (City of Mississauga)
6-20	Freight Train Near Shallowater Texas	http://www.panoramio.com/photo/20701414
7-1	Students Working in Computer Lab Senior Couple with Doctor Violinists in Mississauga Symphony Orchestra Starting Line of Mississauga Marathon	iStockphoto iStockphoto http://media.mmgcommunity.topscms.com/images/ed/c8/ab45a13a4386a21bae12b39374c7.jpeg City of Mississauga
7-2	Children with Painted Faces Seniors Enjoying a Night Out Soccer Tournament at Streetsville Memorial Park	City of Mississauga (Office for Urbanism) Andre Benrubi Carol Cocomello (City of Mississauga)
7-3	Population Pyramid – 2009 and 2031	City of Mississauga, Corporate Services Department, Communications Division, Creative Services Section, 2009
7-4	Fire Truck Interior of Central Library	City of Mississauga City of Mississauga
7-5	Family Skate at Hershey Centre Aquatfit Class at Erin Meadows Community Centre	City of Mississauga City of Mississauga
7-6	Bradley Museum with Sunflowers	Museums of Mississauga
7-7	Meadowvale Village	Paula Wubbenhorst (City of Mississauga)
7-8	Plate from Cherry Hill Collection	Museums of Mississauga
7-9	Living Arts Centre at Night	City of Mississauga
7-10	Public Art at the Credit Valley Hospital	Kristie Webb (City of Mississauga)
7-11	Dancing Children in the Civic Square East of the Central Library	Claudio Cugliari
7-12	Map - Waterfront Communities	City of Mississauga, Transportation and Works Department, Business Services Division, Geomatics
7-13	Aerial View of Public Square in Port Credit	City of Mississauga
7-14	Lakefront Promenade	City of Mississauga
7-15	Students in Garden	EcoSource
8-1	Cyclists on The Thomas John Dale Bridge, Confederation Parkway	Mississauga Cycling Advisory Committee, 2008

8-2	Conceptual Design of Hurontario Street with Light Rapid Transit	City of Mississauga, Downtown21 Master Plan, 2009 (Glating Jackson Kercher Anglin)
8-3	Conceptual Drawing of Rights-of-way Widths in Relation to Dedicated Space for Transportation Modes	Norbert Orzel/Qamar Khan (City of Mississauga)
8-4	Concept Drawing – Bus Rapid Transit Station	City of Mississauga, Bus Rapid Transit Study, Preliminary Design Report, 2009 (McCormick Rankin Corporation)
8-5	Mississauga Transit Terminal	City of Mississauga
8-6	Bicyclist Using Racks on Mississauga Transit Buses	William Lee (City of Mississauga)
8-7	Parking Garage in Downtown Burlington, Ontario	Dan McFadyen (City of Mississauga)
8-8	High Occupancy Vehicle Lanes on Hwy 403	http://www.mto.gov.on.ca/
8-9	GO Bus Station in the Downtown Core	City of Mississauga (Office for Urbanism)
8-10	Truck Traffic on Hwy 401 Off Ramp at Hurontario Street	Mel Kayama (City of Mississauga)
8-11	GO Train	Sharon Mittmann (City of Mississauga)
8-12	United Emirates Plane at Toronto – Lester B. Pearson International Airport	Greater Toronto Airports Authority
9-1	Conceptual Design of Future Cooksville Four Corners	Cities of Mississauga and Brampton, Hurontario Main Street Study – Directions Report, 2009 (Via Architects/MMM Group)
9-2	Sketch – Buildings Framing Street	City of Mississauga (Office for Urbanism)
9-3	Man Walking in Cooksville	Cities of Mississauga and Brampton, Hurontario Main Street Study – Directions Report, 2009 (MMM Group)
9-4	Skyline of Mississauga’s Downtown Core	Adishesan Shankar
9-5	Sketch – Sustainable Development Pattern	Michael Karowich (City of Mississauga)
9-6	Hurontario Street and Eglinton Avenue Phased Intensification Visualizations	Cities of Mississauga and Brampton, Hurontario Main Street Study – Visualizations, 2009 (Keith Cutten - Via Architecture)
9-7	Existing Built Form and Conceptual Intensification in Cooksville	Cities of Mississauga and Brampton, Hurontario Main Street Study – Proof of Concept Work, 2009 (Via Architecture)
9-8	Sketch – Appropriate Heights in Relation to Right-of-Way Widths	City of Mississauga (Office for Urbanism)
9-9	Sketch – Compatible Heights	City of Mississauga (Office for Urbanism)
9-10	Detached Dwellings in Mineola Townhouse Development Detached Dwelling	Sharon Mittmann (City of Mississauga) City of Mississauga City of Mississauga
9-11	Kariya Park	City of Mississauga
9-12	Chappell Estate	Paula Wubbenhorst (City of Mississauga)
9-13	Streetsville United Church	Emily Irvine (City of Mississauga)
9-14	Middle Road Bridge over Etobicoke Creek	City of Mississauga
9-15	Clarkson Village	Edward Nicolucci (City of Mississauga)

9-16	Sketch - Future Mainstreet	City of Mississauga, Downtown21 Master Plan, 2009 (Glating Jackson Kercher Anglin)
9-17	Aerial Sketch – Future Downtown Core	City of Mississauga, Downtown21 Master Plan, 2009 (Glating Jackson Kercher Anglin)
9-18	Map - Lakeshore Road East Between Credit River and Seneca Avenue	City of Mississauga, Transportation and Works Department, Business Services Division, Geomatics
9-19	Civic Centre Gardens	Joanne Foote (City of Mississauga)
9-20	View to Lake Ontario Through the FRAM Development	City of Mississauga (Brook McIlroy Inc./Pace Architects)
9-21	Sketch - Preserving Views	Michael Karowich (City of Mississauga)
9-22	The Carlo Fidani Cancer Centre at Credit Valley Hospital Saviour of the World Chinese Church	Kristie Webb (City of Mississauga) Young & Wright Architect Inc. Company - 2005 Mississauga Urban Design Awards Submission
9-23	The Crown Fountain in Millennium Park, Chicago	Sue Ann Laking
9-24	The Wave Park in Port Credit	City of Mississauga (Office for Urbanism)
9-25	Conceptual Drawing of Future Dundas Street	City of Mississauga (Sweeny Sterling Finlayson & Co Architects Inc).
9-26	Bicycle Parking at Research in Motion in Airport Corporate Centre	John Sakala (City of Mississauga)
9-27	Disabled Seniors and Youth Sharing Walkway	City of Mississauga (Office for Urbanism)
9-28	Biovail Pharmaceutical Corporation in Meadowvale Business Park	City of Mississauga
9-29	Sketch - Appropriate Transition of Built Form	Theresa Mader (City of Mississauga)
9-30	Sketch - Appropriate Transition in Built Form to Low Rise Residential	Theresa Mader (City of Mississauga)
9-31	Sketch - The Effect of Height and Massing on Sunlight in the Public Realm	Sharon Mittmann (City of Mississauga)
9-32	Netsuite Building in Airport Corporate Centre	City of Mississauga
9-33	Permeable Paving at Dominican University in River Forest, Illinois	Sue Ann Laking
9-34	Bioretention Features in Parking Lot at Riverwood Park	Eva Kliwer (City of Mississauga)
9-35	Large Landscape Island in Parking Lot	Lawrence Franklin (City of Mississauga)
9-36	Hazel McCallion Academic Learning Centre at the University of Toronto Mississauga	University of Toronto Mississauga
9-37	Live Work Units along Lakeshore Road East in Port Credit	Dan Magee (City of Mississauga)
9-38	Green Roof	Lawrence Franklin (City of Mississauga)
9-39	Couple Walking in Downtown Streetsville	Sharon Mittmann (City of Mississauga)
9-40	Concept Drawing - Future Mainstreet Area	City of Mississauga, Transportation and Works Department, Business Services Division, Geomatics

9-41	Service Entrance Condominium Apartment Building	Kristie Webb (City of Mississauga)
9-42	Crime Prevention Through Environmental Design Logo	City of Mississauga
9-43	Signage in Streetsville	Andre Benrubi
10-1	Robert Speck Parkway Business Area Hewlett-Packard Building Airport Terminal 3	City of Mississauga City of Mississauga http://www.som.com/resources/category/5/0/3/8/9/3/images/001_21583812.jpg
10-2	People Walking	City of Mississauga (Office for Urbanism)
10-3	Map - Partners in Pearson Eco-Industrial Park Project	Toronto and Region Conservation
10-4	CIBC at 1 City Centre Drive	Adishesan Shankar (City of Mississauga)
10-5	Interior of a Warehouse and Distribution Centre	iStockphoto
10-6	Interior of Square One Shopping Centre	http://www.labelscar.com/canada/square-one-mississauga
10-7	University of Toronto Mississauga Campus	University of Toronto Mississauga
10-8	Lakeview Wastewater Treatment Facility	Region of Peel
10-9	Planes Landing in Sunset	©Masterfile
10-10	Hydro Tower	Dan Magee (City of Mississauga)
10-11	Wind Turbine at the Lisgar GO Station	Andre Benrubi
11-1	Flow Chart – Organization of Part 3 – Land Use Designations	City of Mississauga, Corporate Services Department, Communications Division, Creative Services Section, 2010
19-1	Presentation at City Council	Published with Permission of The Mississauga News
19-2	Aerial of Churchill Meadows Neighbourhood	City of Mississauga, Transportation and Works Department, Business Services Division, Geomatics
19-3	Group Reviewing Development Application	iStockPhoto
19-4	Design Review Panel	Sharon Mittmann (City of Mississauga)
19-5	Frank McKechnie Community Centre and Library	Daniel Magee (City of Mississauga)
19-6	Demolition of the Lakeview Generating Station	http://en.wikipedia.org/wiki/Lakeview_Generating_Station