



Corporate Report

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DATE: April 14, 2009

TO: Chair and Members of Planning and Development Committee
May 4, 2009

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Official Plan Amendment 95 – Conformity of Mississauga Plan to the Growth Plan for the Greater Golden Horseshoe – PUBLIC MEETING**

RECOMMENDATION:

1. That the submissions made at the public meeting held at the Planning and Development Committee meeting on May 4, 2009 to consider the report titled "*Official Plan Amendment 95 – Conformity of Mississauga Plan to the Growth Plan for the Greater Golden Horseshoe – PUBLIC MEETING*" dated April 14, 2009 from the Commissioner of Planning and Building, be received.
2. That Planning and Building Department staff report back on the submissions made with respect to "*Official Plan Amendment 95 – Conformity of Mississauga Plan to the Growth Plan for the Greater Golden Horseshoe – PUBLIC MEETING*".

COMMENTS: On March 30, 2009, Planning and Development Committee considered the report titled "*Official Plan Amendment 95 – Conformity of Mississauga Plan to the Growth Plan for the Greater Golden Horseshoe*" (see Appendix 1) and adopted the recommendation that Official Plan Amendment (OPA) 95 be circulated for comment and an open house and statutory public meeting be held to provide members of the public and other stakeholders the opportunity to consider the proposed amendment to Mississauga Plan.

The purpose of OPA 95 is to amend Mississauga Plan, the Official Plan, to conform to the *Growth Plan for the Greater Golden Horseshoe, 2006*. The amendment also includes a number of housekeeping matters identified by the Transportation and Works Department.

The public meeting, scheduled for Planning and Development Committee on May 4, 2009, is the statutory public meeting to fulfill the requirements of the *Planning Act*.

Planning and Building Department staff will report back to Planning and Development Committee on June 1, 2009 on all the comments received, including submissions made at the public meeting, with revised recommendations, where appropriate. Mississauga Plan must conform to the Growth Plan by June 16, 2009.

FINANCIAL IMPACT: Not Applicable.

CONCLUSION: After the public meeting is held and all issues are addressed, the Planning and Building Department will be in a position to make recommendations with respect to “*Official Plan Amendment 95 – Conformity of Mississauga Plan to the Growth Plan for the Greater Golden Horseshoe*”.

ATTACHMENTS: APPENDIX 1: Corporate Report titled “*Official Plan Amendment 95 – Conformity of Mississauga Plan to the Growth Plan for the Greater Golden Horseshoe*” dated March 10, 2009 from the Commissioner of Planning and Building.

Original Signed By:

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Shahada Khan, Planner, Policy Planning



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PDC MAR 30 2009

DATE: March 10, 2009

TO: Chair and Members of Planning and Development Committee
March 30, 2009

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Official Plan Amendment 95 - Conformity of Mississauga Plan to the Growth Plan for the Greater Golden Horseshoe**

RECOMMENDATION: That Official Plan Amendment 95 be circulated for comment and an open house and statutory public meeting be held to provide members of the public and other stakeholders the opportunity to consider the proposed amendment to Mississauga Plan as outlined in the report titled "*Official Plan Amendment 95 - Conformity of Mississauga Plan to the Growth Plan for the Greater Golden Horseshoe*" dated March 10, 2009 from the Commissioner of Planning and Building.

BACKGROUND: On June 16, 2006 the *Growth Plan for the Greater Golden Horseshoe* (*Growth Plan*) which was prepared under the *Places to Grow Act, 2005* came into effect. The *Places to Grow Act, 2005*, requires that official plans be amended to conform to the *Growth Plan* within three years. Therefore, Mississauga Plan must be in conformity with the *Growth Plan* by June 16, 2009.

On January 21, 2009, City Council adopted Resolution #0020-2009 requesting that the Minister of Energy and Infrastructure grant the City of Mississauga a six-month extension to the conformity deadline in order to complete the new comprehensive Official Plan. In further discussions with Provincial officials, it was agreed, that a separate amendment pertaining to the sections required to achieve Provincial conformity would be brought forward to adhere to the June, 2009 deadline.

This report outlines the proposed changes to Mississauga Plan in order to conform to the *Growth Plan*. Official Plan Amendment 95 (OPA 95) is attached under separate cover.

On November 3, 2008 Planning and Development Committee endorsed the proposed framework for the new comprehensive Mississauga Official Plan. Work is underway on the new comprehensive Official Plan which will present a new structure; incorporate various corporate initiatives, including the new Strategic Plan; and will guide development as Mississauga completes its greenfield development stage and experiences its second generation of growth. A draft new comprehensive Official Plan will be brought forward in the fall of this year.

COMMENTS:**Conformity Amendment**

The intent and direction of the *Growth Plan* is based on achieving sustainable growth and is well suited to Mississauga at this stage of its development. Mississauga Plan already incorporates many of the objectives and principles of the *Growth Plan*. Last year, staff undertook OPA 25 to bring the Zoning By-law and Mississauga Plan into alignment, at which time many policies were included that also aligned with the *Growth Plan*.

Staff have completed a number of background reports which build on the direction set out by the Province. These include the Growth Management Strategy, Employment Land Study Review, Mississauga Office Strategy Study and Transportation Background Studies. The recommendations from these reports and others were used as a basis to prepare this amendment.

Staff have consulted with the Region, as the approval authority for Mississauga Plan, on the changes proposed by OPA 95.

Proposed Changes to Mississauga Plan

The proposed changes to Mississauga Plan are outlined in Appendix 1. The table indicates the existing policy that is affected, why the change is necessary and the proposed policy. In most cases, the reason for the

change is to conform to the *Growth Plan*, however, there are also a number of housekeeping matters identified by Transportation and Works that have been included.

As noted earlier, many existing Mississauga Plan policies already conform to the *Growth Plan*. A number of these policies have been reorganized and then supplemented with new policies to achieve conformity. OPA 95 proposes to replace existing Sections 3.2.4 Residential Intensification (Interim Policies) and 3.13 City Centre, Nodes, and Corridors with a new section titled “Intensification” which combines the two existing sections and adds a number of new policies. Policies regarding density ranges and population to employment ratios have been added. Specific height regulations will be defined in detailed planning studies.

Transportation Policies

As outlined in Appendix 1, a series of proposed amendments have been made to the transportation policies regarding promoting a multi-modal transportation system and recognizing the importance of goods movement.

Identification of Eglinton Avenue as a Major Transit Corridor has been removed throughout Mississauga Plan. Also, the reference to “Major Transit Corridors” has been changed to “Higher Order Transit Corridors”. These change necessitated a number of amendments to the text and schedules of Mississauga Plan.

In addition, Transportation and Works has identified a number of housekeeping changes.

Phasing Policies

Although Mississauga Plan already has a number of policies regarding the phasing of development, additional policies have been included. Specifically, policies have been added indicating that phasing will be required in accordance with the provision of community infrastructure and the matters to be addressed prior to the lifting of a holding zone have been expanded to include community infrastructure. A definition of community infrastructure has also been added to the Glossary. In addition, policies are proposed that require higher-order transit

initiatives to be in place prior to considering significant increases in density.

Housing Policies

The *Growth Plan* requires upper-tier municipalities to develop housing strategies in consultation with lower-tier municipalities that address the need for affordable housing and set targets for affordable housing. The Region is currently working on developing a housing strategy which will have implications for Mississauga. In addition, preparation of a Mississauga Housing Strategy is scheduled to be completed this year. Until these strategies have been completed, detailed affordable housing policies cannot be added to Mississauga Plan. In the interim, a policy is proposed indicating that Mississauga will work with the Region to develop affordable housing targets.

OPA 95 proposes a policy to make provisions for secondary suites in detached dwellings, as directed by the *Growth Plan*. Specific details regarding the parking, etc., will be brought forward with the completion of the housing strategies.

Place-holder Policies

The *Growth Plan* directs municipalities to include policies in their Official Plans based on policies or strategies developed at an upper-tier municipal level. In addition to affordable housing targets, these include policies regarding water conservation, energy conservation, air quality protection and integrated waste management. Since many of these studies are currently underway, a number of “place-holder” policies have been included indicating that the City will work with the Region to develop appropriate policies or strategies.

Glossary Terms

It is recommended that a number of new definitions be added to Mississauga Plan to reflect terms introduced by the proposed amendment. The added glossary definitions are:

- Affordable
- Community Infrastructure
- Complete Communities

- Higher Order Transit
- Intensification Area
- Intensification Corridor
- Major Office
- Major Transit Station Area
- Multi-modal

Where possible, these definitions have been taken directly from the *Growth Plan*, however, some have been modified slightly to fit the Mississauga context.

Growth Forecasts

The growth forecast numbers included in OPA 95 are based on the High Growth Scenario as outlined in the corporate reports titled “*2008 Growth Forecasts – Mississauga Plan Review*” dated December 9, 2008 and “*2008 Growth Forecasts – Supplementary Report*” dated March 10, 2009 scheduled for this Planning and Development Committee meeting.

The Region and area municipalities have been in discussion regarding the allocation of growth and have made progress in identifying possible methods of addressing *Growth Plan* requirements. Depending on the outcome of the above, the numbers included in OPA 95 may be modified before City adoption and Regional approval.

The New Comprehensive Mississauga Official Plan

Since OPA 95 only addresses minimum *Growth Plan* conformity requirements, the new comprehensive Official Plan will include urban structure changes and associated policies proposed by the Growth Management Strategy that were not possible to include in OPA 95 (e.g., the creation of Corporate Centres).

In addition, the results of a number of other initiatives and studies, such as the Strategic Plan, the Cycling Strategy, the Community Uses Study, the Employment Lands Review, the Parking Strategy, the Master Plan for Arts and Culture, the Mississauga Storm Water Quality Control Strategy Update, Transportation Background Studies and the Regional Transportation Plan, will need to be incorporated into the new comprehensive Mississauga Official Plan.

Further, policies being developed as part of the Region of Peel Official Plan Review will have implications for Mississauga's new comprehensive Official Plan. In particular, it will be necessary to include policies developed in the Region's Energy, Housing and Growth Management Strategies.

The preparation of the new comprehensive Official Plan also presents the opportunity to reorganize and reformat Mississauga Plan so that the City's vision for its future is clearly conveyed. The proposed changes are intended to make the new comprehensive Official Plan easier to use and understand, and provide a strong basis for defending planning decisions at the Ontario Municipal Board.

Timing

In order to meet the June 16, 2009 conformity deadline, the statutory open house and public meeting, as required by the *Planning Act*, must be held in late April/early May. Staff will report back to Planning and Development Committee with comments on the proposed amendment in early June in order to meet the conformity deadline.

The draft new comprehensive Official Plan will be brought forward to Planning and Development Committee in the fall of 2009.

FINANCIAL IMPACT: Not applicable

CONCLUSION: Staff have prepared OPA 95 to Mississauga Plan in order to meet Provincial conformity requirements based on direction from the *Growth Plan*.

Work on the new comprehensive review of Mississauga Plan is continuing and it is intended that a draft will be presented to Planning and Development Committee in the fall of this year.

The new comprehensive Mississauga Official Plan will further expand on the direction set out in the *Growth Plan*, implement the land use planning objectives of the draft Strategic Plan and other City initiatives, implement policies developed as part of the Regional Official Plan Review and provide a clear land use planning vision for Mississauga as it embarks on its second generation of growth.

The purpose of this report is to request permission to circulate OPA 95 and to hold the open house and public meeting to provide members of the public with the opportunity to comment on the amendment.

ATTACHMENTS:

Attached under separate cover: Official Plan Amendment 95

APPENDIX 1: Proposed Changes to Mississauga Plan in Accordance
with *Growth Plan* Policies

Original Signed By:

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Shahada Khan, Planner, Policy Planning

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
1	Section 1.2 9 th paragraph Context, Introduction: Mississauga is served by three commuter rail lines (Lakeshore, Milton and Georgetown) and seven expressways (401, 403, 407, 409, 410, 427 and the QEW). Major Transit Corridors are located on Hurontario Street, Dundas Street and Eglinton Avenue with an inter-regional Bus Rapid Transit (BRT) Corridor being developed in the vicinity of Highway 403/Eglinton Avenue to provide connections to transit facilities east and west of Mississauga.	Delete existing policy and replace with proposed policy.	Eglinton Avenue was historically designated as a Major Transit Corridor in the event that the Mississauga Bus Rapid Transit (BRT) would not be constructed. The Mississauga BRT is in the detailed design stage and is scheduled for operation in 2012. Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	Section 1.2 9 th paragraph Context, Introduction: Mississauga is served by three commuter rail lines (Lakeshore, Milton and Georgetown) and seven expressways (401, 403, 407, 409, 410, 427 and the QEW). Higher Order Transit Corridors are located on Hurontario Street, Dundas Street and an inter-regional Bus Rapid Transit (BRT) Corridor being developed to provide connections to transit facilities east and west of Mississauga.
2	Section 1.2, 10 th paragraph Context, Introduction: By mid-year 2005, Mississauga had a population of 695 000 persons and 425 000 employment opportunities . Mississauga is a net importer of labour. By 2011, Mississauga expects to have 725 000 persons and 470 000 employment opportunities . By 2021 there should be 750 000 persons and 495 000 employment opportunities . Population and employment projections are reviewed on a regular basis and adjusted accordingly.	Delete existing policy and replace with proposed policy.	Conformity to the following Growth Plan policy: 2.2.1 Growth Forecasts 1. Population and employment forecasts contained in Schedule 3 for all upper- and single-tier municipalities will be used for planning and managing growth in the GGH.	Section 1.2, 10 th paragraph Context, Introduction: By mid-year 2008, Mississauga had a population of 723,000 persons and 450,000 employment opportunities. Mississauga is a net importer of labour. By 2011, Mississauga expects to have 738,000 persons and 455,000 employment opportunities. By 2021 there should be 775,000 persons and 500,000 employment opportunities. By 2031 there should be 812,000 persons and 519,000 employment opportunities. Population and employment projections are reviewed on a regular basis and adjusted accordingly.

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
3	Schedule 2 Urban Form Concept	Change the reference to Major Transit Corridor to Higher Order Transit Corridor, and remove Eglinton Avenue as a Major Transit Corridor.	<p>Eglinton Avenue was historically designated as a Major Transit Corridor in the event that the Mississauga Bus Rapid Transit (BRT) would not be constructed. The Mississauga BRT is in the detailed design stage and is scheduled for operation in 2012.</p> <p>Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.</p>	See Schedule A of proposed amendment.
4	Section 2.10.2.3 Objectives, Transportation: To increase the use of public transit.	Delete existing policy and replace with proposed policy.	<p>Conformity to the following Growth Plan policy: 3.2.2.1.b Transportation – General</p> <p>1. The transportation system within the GGH will be planned and managed to – b) offer a balance of transportation choices that reduces reliance upon any single mode and promotes</p>	Section 2.10.2.3 Objectives, Transportation: To plan and manage a balance of transportation choices to reduce the reliance upon any single mode and promotes transit, cycling and walking.

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
			transit, cycling and walking	
5	Section 2.10.2.4 Objectives, Transportation: To locate conventional transit services close to medium and high density development, and in lower density areas, where appropriate. Alternative transit delivery concepts will be encouraged particularly in lower density areas.	Delete existing objective.	Housekeeping. Policy is redundant and replaced by new proposed policy 2.10.2.3.	
6	Section 2.10.2.7 Objectives, Transportation: To design and build the road network with regard for the importance of urban design and land use considerations and the needs of all road <i>users</i> including pedestrians, cyclists, buses, trucks and automobiles.	Delete existing objective and replace with proposed policy.	Conformity to the following Growth Plan policy 3.2.2.1.d Transportation – General 1. The transportation system within the GGH will be planned and managed to – d) offer multi-modal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services	Section 2.10.2.7 Objectives, Transportation: To develop a <i>multi-modal</i> transportation network.
7	Section 2.10.2.8 Objectives, Transportation: To encourage the integration of Mississauga's transportation system within the <i>City</i> and between neighbouring municipalities and jurisdictions.	Delete existing objective and replace with proposed policy.	Policies on transportation system within the City addressed in existing policies. Conformity to the following Growth Plan Policies 2.2.2.1	Section 2.10.2.8 Objectives, Transportation: To encourage the integration of Mississauga's transportation system with neighbouring systems and those under regional and provincial jurisdictions.

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
			Population and employment growth will be accommodated by – e) providing convenient access to intra- and inter-city transit	
8	Section 2.10.2.9 Objectives, Transportation: To encourage increased accessible pedestrian and cyclist trips.	Delete existing objective	Housekeeping. Policy is redundant and replaced by new proposed policy 2.10.2.3.	
9	Section 2.10.2.11 Objectives, Transportation: To improve pedestrian linkages to existing and future parking areas for all, including those with disabilities.	Delete existing objective	Housekeeping. Policy is redundant and replaced by new proposed policy 2.10.2.3.	
10	Section 3.2.1 Permitted Uses, Residential	Addition to existing policy	Conformity to the following Growth Plan Policies: 2.2.3 General Intensification 6. All municipalities will develop and implement through their official plans and other supporting documents, a strategy and policies to phase in and achieve intensification and the intensification target. This strategy and policies will – j) encourage the creation of secondary	Section 3.2.1 Permitted Uses, Residential: 3.2.1.7 Secondary suites in detached dwellings.

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
			suites throughout the built-up area.	
11	Section 3.2.2.2.c, Designations, Residential: High Density I and II - permits apartment dwellings, housing for the elderly and shelters. High density <i>development</i> in terms of density and height will be located generally in the City Centre; in Nodes and Corridors; along arterial and major collector roads; or in proximity to Major Transit Corridors , the Bus Rapid Transit (BRT) or GO Transit stations.	Change reference to Major Transit Corridors to Higher Order Transit Corridors	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	Section 3.2.2.2.c, Designations, Residential: High Density I and II - permits apartment dwellings, housing for the elderly and shelters. High density <i>development</i> in terms of density and height will be located generally in the City Centre; in Nodes and Corridors; along arterial and major collector roads; or in proximity to Higher Order Transit Corridors, the Bus Rapid Transit (BRT) or GO Transit stations.
12	Section 3.2.3 Policies, Residential	Addition to existing policy	Placeholder policy until Regional Official Plan is approved. Conformity with the following Growth Plan Policies: 3.2.6 Community Infrastructure 5. Municipalities will establish and implement minimum affordable housing targets in accordance with Policy 1.4.3 of the PPS, 2005. 6. Upper- and single-tier municipalities will develop a housing strategy in consultation with	Section 3.2.3 Policies, Residential: 3.2.3.10 Mississauga will work with the Region to develop a housing strategy which will establish and implement <i>affordable</i> housing targets. 3.2.3.11 Residential <i>intensification</i> will be permitted subject to meeting the policies and intent of this Plan.

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
			<p>lower-tier municipalities, the Minister of Municipal Affairs and Housing and other appropriate stakeholders. The housing strategy will set out a plan, including policies for official plans, to meet the needs of all residents, including the need for affordable housing – both home ownership and rental housing. The housing strategy will include the planning and development of a range of housing types and densities to support the achievement of the intensification target and density targets.</p> <p>2.2.3.6. All municipalities will develop and implement through their official plans and other supporting documents, a strategy and policies to phase in and achieve intensification and the</p>	

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
			<p>intensification target. This strategy and policies will –</p> <p>b) encourage intensification generally throughout the built-up area</p> <p>f) facilitate and promote intensification</p> <p>i) plan for a range and mix of housing, taking into account affordable housing needs</p>	
13	<p>Section 3.2.4 Residential Intensification (Interim Policies), Residential, and Section 3.13, City Centre, Nodes and Corridors</p> <p>3.2.4 Residential Intensification (Interim Policies) (OPA-58)</p> <p>Residential <i>intensification</i> is encouraged, subject to meeting the policies and intent of this Plan and the following additional requirements.</p> <p>3.2.4.1 Location</p> <p>a. The focus of <i>intensification</i> will be directed to the Urban Growth Centre, as shown on Figure 1.</p> <p>b. Intensification outside the Urban Growth Centre will occur through the <i>development</i> of vacant or underutilized lands in accordance with the intent of this</p>	Deleting existing sections and replace with new section	<p>Consolidated and reorganized existing Section 3.2.4 and Section 3.13 and supplemented with new policies to include direction from the Growth Management Strategy and conform to the following Growth Plan policies listed below.</p> <p>The source for each policy in the new section 3.13 is referenced in square brackets following each policy. An existing Mississauga Plan policy is denoted with “MP”.</p>	<p>3.13 INTENSIFICATION</p> <p>3.13.1 Intensification Areas</p> <p>3.13.1.1. <i>Intensification areas</i> will be the Urban Growth Centre, as shown in Figure 1, nodes, <i>intensification corridors</i> and <i>major transit station areas</i>. [modified - MP 3.2.4.1.a]</p> <p>3.13.1.2. The Urban Growth Centre is comprised of the City Centre, the Cooksville node and lands along Hurontario Street. [new - GP 2.2.4.3]</p> <p>3.13.1.3. Nodes are identified on the Planning District Land Use Maps. [existing]</p> <p>3.13.1.4. <i>Intensification corridors</i> will be Hurontario Street, north of the Queen Elizabeth Way, and Dundas Street East. [new - GMS]</p>

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
	<p>Plan.</p> <p>3.2.4.2 Urban Growth Centre</p> <p>a. The Urban Growth Centre is planned to achieve a minimum gross density of two-hundred (200) residents and jobs combined per hectare.</p> <p>b. A minimum building height of three (3) storeys is required on lands designated Mixed Use, Retail Core Commercial, Mainstreet Commercial or General Commercial that are within the Urban Growth Centre. Where the right-of-way width exceeds 20 m a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.</p> <p>c. Within the Urban Growth Centre, on lands designated Mixed Use, Retail Core Commercial, Mainstreet Commercial, General Commercial, Convenience Commercial or <i>Office</i>, ground-floor retail commercial or <i>office</i> uses shall be provided.</p> <p>d. On streets within the Urban Growth Centre which through the processing of <i>development</i> applications or other studies are identified as desirable locations for active uses, ground-floor retail commercial is encouraged to achieve an animated <i>streetscape</i>.</p> <p>3.2.4.3 Outside the Urban Growth Centre</p>		<p>A policy based on conformity to the Growth Plan is denoted with “GP”. A policy based on direction from the Growth Management Strategy is denoted with “GMS”. Each policy is also identified in the square brackets as being a new policy - “new”, a modified policy from the existing Mississauga Plan – “modified” or an existing policy – “existing”. In most cases if a policy is an existing or modified Mississauga Plan policy, the reference to the policy has been included. If the policy is a Growth Plan policy, the policy reference is included.</p> <p>Density ranges and population to employment ratios have been added to the Urban Growth Centre and residential nodes. Expanded intensification areas to</p>	<p>3.13.1.5. <i>Major transit station areas</i> are the areas surrounding the stations as shown on Schedule 4. [existing]</p> <p>3.13.1.6. The focus for <i>intensification</i> will be within <i>intensification areas</i>. [modified – MP 3.2.4.1.a]</p> <p>3.13.2 Urban Growth Centre</p> <p>3.13.2.1 The Urban Growth Centre is planned to achieve a minimum gross density of two-hundred (200) residents and jobs combined per hectare by 2031. The Urban Growth Centre will strive to achieve a gross density of between three-hundred (300) to four-hundred (400) residents and jobs combined per hectare. [modified - MP 3.2.4.2.a/GMS]</p> <p>3.13.2.2 A minimum building height of three (3) storeys is required on lands within the Urban Growth Centre. Where the right-of-way width exceeds twenty (20) metres a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width. District policies may specify maximum building height requirements. Alternative minimum building heights may be established for existing areas with low density residential <i>development</i>. [modified - MP 3.2.4.2.b]</p> <p>3.13.2.3 The Urban Growth Centre will be planned to achieve an average population to employment ratio of 1:1, measured as an average across the entire Urban Growth Centre. [new -</p>

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
	<p>a. Applications for residential <i>intensification</i> not in compliance with Section 3.2.4.1.b and requiring amendments to Mississauga Plan will generally be considered premature. Increases in density may be considered where the proposed <i>development</i> is <i>compatible</i> in built form and scale to surrounding <i>development</i>, <i>enhances</i> the existing or planned community and is consistent with the intent of this Plan.</p> <p>b. Where there is no restriction on the heights of buildings in the District Policies, any consideration to heights in excess of four (4) storeys will only be considered where it can be demonstrated that an appropriate transition in heights that respects the surrounding context will be achieved.</p> <p>3.2.4.4 General Policies a. <i>Development</i> should be <i>compatible</i> with the scale and <i>character</i> of a planned residential area by having regard for the following elements:</p> <ul style="list-style-type: none"> • natural environment; • natural hazards (flooding and erosion); • natural heritage features/<i>Natural Areas System</i>; • lot frontages and areas; • street and block patterns; • building height; • coverage; 		<p>include residential and employment nodes, intensification corridors and major transit station areas, as well as to identify and protect stable residential areas. In some cases the general intensification policies are broadened to apply to other intensification areas, including employment intensification areas, where appropriate. New policies have been added to strengthen policies on phasing, community infrastructure and public realm.</p> <p>Conformity to the following Growth Plan Policies:</p> <p>2.2.2 Managing Growth</p> <p>1. Population and employment growth will be accommodated by –</p> <p>a) directing a significant portion of new growth to the built-</p>	<p>GMS]</p> <p>3.13.2.4 Proponents of <i>development</i> applications within the Urban Growth Centre may be required to demonstrate how the new <i>development</i> contributes to the achievement of the residents and jobs density target and the population to employment ratio. [new - GMS]</p> <p>3.13.2.5 Reduction in densities within the Urban Growth Centre will not be permitted unless considered through a municipal comprehensive planning study. [modified – MP 3.13.2.4]</p> <p>3.13.2.6 Built form within the Urban Growth Centre should provide for the following characteristics of <i>development</i>:</p> <p>a. creation of a sense of gateway to the core area by prominent built form and streetscaping (including street trees) located close to the street;</p> <p>b. creation of a sense of place within the Urban Growth Centre by distinctive architecture, landscaping, and cultural heritage recognition. [modified – MP 3.13.3.4.a]</p> <p>3.13.2.7 Lands immediately adjacent to or within the Urban Growth Centre should provide both a transition between the higher density and height of <i>development</i> within the Urban Growth Centre and lower density and height of <i>development</i> in the surrounding area. [modified – MP 3.13.2.5]</p> <p>3.13.2.8 The Urban Growth Centre will develop as a major regional centre and the primary</p>

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	<ul style="list-style-type: none"> • massing; • architectural <i>character</i>; • <i>streetscapes</i>; • heritage features; • setbacks; • privacy and overview; • the pedestrian environment; • parking. <p>b. <i>Development</i> proposals will demonstrate compatibility and integration with surrounding land uses by ensuring that an effective transition in built form is provided between areas of different <i>development</i> densities and scale. Transition in built form will act as a buffer between the proposed <i>development</i> and planned uses, and should be provided through appropriate height, massing, <i>character</i>, architectural design, siting, setbacks, parking, and open and amenity space.</p> <p>c. The proponent of an <i>intensification</i> project may be required to provide a <i>Community Uses</i> Impact Study. A <i>Community Uses</i> Impact Study will, among other things, assess the proximity to and adequacy of existing <i>community uses</i>, human services and emergency services to meet increased demand caused by proposed <i>intensification</i>.</p> <p>d. <i>Development</i> should be located on public roads.</p>		<p>up areas of the community through intensification</p> <p>b) focusing intensification in intensification areas</p> <p>c) building compact, transit-supportive communities in designated greenfield areas</p> <p>d) reducing dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments</p> <p>e) providing convenient access to intra- and inter-city transit</p> <p>f) ensuring the availability of sufficient land for employment to accommodate forecasted growth to support the GGH's economic competitiveness</p> <p>g) planning and investing for a balance of jobs and housing in communities across the GGH to reduce the need for long distance</p>	<p>location for mixed use <i>development</i>. The Urban Growth Centre will contain the greatest concentration of activities and variety of uses including the highest residential and employment densities and building height and the largest commercial component in the <i>City</i>. [modified - MP 3.13.2.1]</p> <p>3.13.2.9 On streets within the Urban Growth Centre which, through the processing of <i>development</i> applications or other studies, are identified as desirable locations for active uses, ground-floor retail commercial is encouraged to achieve an animated <i>streetscape</i>. [existing – MP 3.2.4.2.d]</p> <p>3.13.2.10 Within the Urban Growth Centre, on lands designated Mixed Use, Retail Core Commercial, Mainstreet Commercial, General Commercial, Convenience Commercial or <i>Office</i>, ground-floor retail commercial or <i>office</i> uses will be provided. [modified – MP 3.2.4.2.c]</p> <p>3.13.2.11 The Urban Growth Centre will be planned as a focal area for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses. [modified MP 3.13.2.2./modified GP – 2.2.4.4.a]</p> <p>3.13.2.12 Major <i>office development</i> will be encouraged to locate within the Urban Growth Centre. [modified - GP 2.2.6.4]</p> <p>3.13.2.13 The Urban Growth Centre will be served by <i>higher order transit</i> facilities which</p>

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	<p>e. <i>Development</i> applications should complete streets and existing <i>development</i> patterns.</p> <p>f. As part of the review of <i>development</i> applications, area-wide or site specific transportation studies may be required to be carried out to identify necessary transportation improvements and the need for staging to ensure that the <i>development</i> does not precede necessary transportation improvements. Further, additional minor collector roads and local roads may be identified during the review of <i>development</i> applications.</p> <p>g. The proponent of an <i>intensification</i> project will be required to provide a Stormwater Management Study. This study may, among other things, be required to include the following:</p> <ul style="list-style-type: none"> • verification that the existing storm drainage system has the capacity to convey the increased storm flow due to <i>intensification</i> in accordance with current <i>City</i> standards; • identification of any impact on the downstream <i>watercourse</i> through erosion and/or flooding; • recommendations for any remediation works; • identification of the limits of allowable <i>intensification</i> without any unacceptable impact on both the downstream <i>watercourse</i> and infrastructure. 		<p>commuting and to increase the modal share for transit, walking and cycling</p> <p>h) encouraging cities and towns to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services</p> <p>i) directing development to settlement areas, except where necessary for development related to the management or use of resources, resource-based recreational activities, and rural land uses that cannot be located in settlement areas</p> <p>j) directing major growth to settlement areas that offer municipal water and wastewater systems and limiting growth in settlement areas that are serviced by other forms of water and</p>	<p>provide connections to neighbouring municipalities. [modified - MP 3.13.1.4]</p> <p>3.13.3 Nodes</p> <p>3.13.3.1 The Hurontario Node and Central Erin Mills Node are planned to achieve a gross density of between two-hundred (200) and three-hundred (300) residents and jobs combined per hectare by 2031. [new - GMS]</p> <p>3.13.3.2 The Malton Node, Meadowvale Node, Rathwood/Applewood Node, Sheridan Node, Erin Mills Node, Clarkson-Lorne Park Node, Port Credit Node and Streetsville Node are planned to achieve a gross density of between one-hundred (100) and two-hundred (200) residents and jobs combined per hectare by 2031. [new - GMS]</p> <p>3.13.3.3 Residential Planning District nodes will be planned to achieve an average population to employment ratio between 2:1 to 1:2, measured as an average across the entire area of each node. [new - GMS]</p> <p>3.13.3.4 Proponents of <i>development</i> applications within Residential Planning District nodes may be required to demonstrate how the new <i>development</i> contributes to the achievement of the residents and jobs density target and the population to employment ratio. [new - GMS]</p> <p>3.13.3.5 Reductions in densities within a Node and in the transition area adjacent to the Node will not be permitted unless considered through a municipal</p>

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	<p>h. The <i>development</i> should maintain or improve public parkland; pedestrian, bicycle and vehicular access; and linkages to surrounding neighbourhoods.</p> <p>i. The <i>development</i> should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to provide for surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or <i>office</i> uses.</p> <p>j. Shared parking is encouraged.</p> <p>k. For multiple unit <i>development</i>, shared access is encouraged to minimize disruption to pedestrian activity.</p> <p>l. Multiple pedestrian entries are encouraged to reduce the mass of buildings and promote pedestrian activity.</p> <p>m. <i>Development</i> proposals may be required to submit micro-climate studies to demonstrate how negative impacts on the public streets, public parkland, pedestrian environments and adjacent residential areas have been ameliorated with regard to the following environmental elements:</p> <ul style="list-style-type: none"> • sun; • wind; • noise; • light. 		<p>wastewater services</p> <p>k) prohibiting the establishment of new settlement areas.</p> <p>2.2.3.6</p> <p>All municipalities will develop and implement through their official plans and other supporting documents, a strategy and policies to phase in and achieve intensification and the intensification target. This strategy and policies will –</p> <p>a) be based on the growth forecasts contained in Schedule 3, as allocated to lower-tier municipalities in accordance with policy 5.4.2.2</p> <p>b) encourage intensification generally throughout the built-up area</p> <p>c) identify intensification areas to support achievement of the intensification target</p> <p>d) incorporate the built boundary delineated in</p>	<p>comprehensive planning study. [modified – MP 3.13.3.4.c]</p> <p>3.13.3.6 Built form within Nodes should provide for the following characteristics of <i>development</i>:</p> <p>a. creation of a sense of gateway to the core area by prominent built form and landscaping located close to the street;</p> <p>b. creation of a sense of place within the Node by distinctive architecture, streetscaping (including street trees), and cultural heritage recognition. [modified – MP 3.13.3.4.a]</p> <p>3.13.3.7 Lands immediately adjacent to or within a Node should provide both a transition between the higher density and height of <i>development</i> within the Node and lower density and height of <i>development</i> in the surrounding area. [existing – MP 3.13.3.4.b]</p> <p>3.13.3.8 A high quality, compact and urban built form will be encouraged to reduce the impact of extensive parking areas, <i>enhance</i> pedestrian circulation for all, including those with disabilities, complement adjacent uses, and distinguish the significance of the Nodes from surrounding areas. [existing – MP 3.13.3.2]</p> <p>3.13.3.9 Nodes will act as a focus of activity for the surrounding areas at locations which are afforded good accessibility, visibility and a relatively high level of existing and potential transit service. [existing – MP 3.13.3.1]</p>

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	<p>n. For projects that will be phased, applications shall be accompanied by a detailed phasing plan.</p> <p>3.13 CITY CENTRE, NODES AND CORRIDORS (MPA-25)</p> <p>3.13.1 Policies</p> <p>3.13.1.1 A mix of medium and high density housing, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged to locate in City Centre, Nodes and Corridors, reflective of the urban form hierarchy. However, not all of these uses will be permitted in City Centre, Nodes and Corridors. (MPA-25)</p> <p>3.13.1.2 City Centre, Nodes and Corridors, reflective of the urban form hierarchy will accommodate a greater variety and concentration of uses than their surrounding areas and will: (MPA-25)</p> <p>a. act as a focus for more compact, mixed use and higher intensity transit oriented development;</p> <p>b. provide a community focus and identity;</p> <p>c. maximize the use of existing infrastructure;</p> <p>d. provide access for more people to a wider variety of community and commercial</p>		<p>accordance with Policy 2.2.3.5</p> <p>e) recognize urban growth centres, intensification corridors and major transit station areas as a key focus for development to accommodate intensification</p> <p>f) facilitate and promote intensification</p> <p>g) identify the appropriate type and scale of development in intensification areas</p> <p>h) include density targets for urban growth centres where applicable, and minimum density targets for other intensification areas consistent with the planned transit service levels, and any transit-supportive land-use guidelines established by the Government of Ontario</p> <p>i) plan for a range and mix of housing, taking into account affordable housing needs</p> <p>j) encourage the creation of secondary</p>	<p>3.13.3.10 Pedestrian convenience and safety will be a priority in determining location and design of transit facilities, and buildings within a Node. [existing – MP 3.13.3.4.e]</p> <p>3.13.3.11 Pedestrian and cycling convenience and safety will be priorities in the design and development of Nodes and abutting areas. Walkways and cycling routes should be visually prominent, accessible to all, including those with disabilities, link principal destinations with the abutting community, and be oriented to, and an integral part of, active building facades and spaces. [existing - MP 3.13.3.4.g]</p> <p>3.13.3.12 Residential and employment density in the Node should be sufficiently high to support transit usage. [existing - MP 3.13.3.4.d]</p> <p>3.13.3.13 Community, cultural, and recreational facilities and opportunities should be encouraged to locate in Nodes. [existing – MP 3.13.3.4.f]</p> <p>3.13.3.14 Major office development will be encouraged to locate within the Hurontario Node, Central Erin Mills Node and all nodes in Employment Districts. [modified – GP 2.2.6.4]</p> <p>3.13.3.15 Within Nodes in Employment Districts the following uses will not be permitted:</p> <p>a. outdoor storage and display areas;</p> <p>b. transportation facilities, except public transportation facilities;</p>

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	<p>services and facilities, and employment opportunities;</p> <p>e. protect the stability of existing neighbourhoods;</p> <p>f. enhance the use of transit, walking, and cycling.</p> <p>3.13.1.3 City Centre, Nodes and Corridors, reflective of the urban form hierarchy, will be served by transportation corridors containing roads and transit, and may contain rapid transit and Bus Rapid Transit (BRT) facilities. (MPA-25)</p> <p>3.13.1.4 Transportation facilities with the greatest capacity will serve City Centre and provide connections to neighbouring municipalities.</p> <p>3.13.1.5 Within Nodes in Employment Districts the following uses will not be permitted: (MPA-25)</p> <p>a. outdoor storage and display areas;</p> <p>b. transportation facilities, except public transportation facilities;</p> <p>c. waste processing or transfer stations and composting facilities;</p> <p>d. trucking facilities;</p> <p>e. Motor Vehicle Commercial uses;</p>		<p>suites throughout the built-up area.</p> <p>2.2.3.7.c 7. All intensification areas will be planned and designed to –</p> <p>a) cumulatively attract a significant portion of population and employment growth b) provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods c) provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places d) support transit, walking and cycling for everyday activities e) generally achieve higher densities than the surrounding areas f) achieve an appropriate transition of built form to adjacent areas.</p>	<p>c. waste processing or transfer stations and composting facilities;</p> <p>d. trucking facilities;</p> <p>e. Motor Vehicle Commercial uses;</p> <p>f. motor vehicle body repair facilities.</p> <p>[existing - MP 3.13.1.5]</p> <p>3.13.4 Intensification Corridors and Major Transit Station Areas</p> <p>3.13.4.1 Intensification corridors and major transit station areas will be planned to achieve:</p> <p>a. increased residential and employment densities that support and ensure the viability of existing and planned transit service levels;</p> <p>b. a mix of residential, office, institutional, and commercial development, wherever appropriate.</p> <p>[modified - GP 2.2.5]</p> <p>3.13.4.2 Major office development will be encouraged to locate within intensification corridors and major transit station areas. [new - GP 2.2.6.4]</p> <p>3.13.4.3 Major transit station areas will be planned and designed to provide access from various transportation modes to the transit facility, including</p>

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	<p>f. motor vehicle body repair facilities.</p> <p>3.13.2 City Centre</p> <p>3.13.2.1 City Centre will develop as a major regional centre and the primary location for mixed use <i>development</i>. The City Centre will contain the greatest concentration of activities and variety of uses including the highest residential and employment densities and height and the largest commercial component in the <i>City</i>. (MPA-25)</p> <p>3.13.2.2 City Centre will be the major focus for community, cultural, civic, and recreational services and facilities for Mississauga as well as a major focus for neighbouring municipalities.</p> <p>3.13.2.3 City Centre will be served by the <i>Bus Rapid Transit (BRT)</i> facility and should be considered by the Provincial Government and neighbouring municipalities as a key point for any proposed inter-regional transit system extensions or new facilities. (MPA-25)</p> <p>3.13.2.4 Reduction in densities of lands within the City Centre should not be permitted. (MPA-25)</p> <p>3.13.2.5 Lands immediately adjacent to or within the City Centre should provide both a transition between the higher density and height of <i>development</i> within the City Centre and lower density and height of <i>development</i></p>		<p>2.2.4.4. Urban growth centres will be planned –</p> <p>a) as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses</p> <p>b) to accommodate and support major transit infrastructure</p> <p>c) to serve as high density major employment centres that will attract provincially, nationally or internationally significant employment uses</p> <p>d) to accommodate a significant share of population and employment growth.</p> <p>5. Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum gross density target of –</p> <p>b) 200 residents and jobs combined per hectare for..., Mississauga City</p>	<p>consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas. [new - GP 2.2.5.2]</p> <p>3.13.4.4 Planning studies may delineate the boundaries of <i>intensification corridors</i> and <i>major transit station areas</i> and identify appropriate densities, land uses, and building heights. [new]</p> <p>3.13.4.5 Where there is no restriction on the heights of buildings in the Residential District Policies, any consideration to heights in excess of four (4) storeys will only be considered where it can be demonstrated that an appropriate transition in heights that respects the surrounding context will be achieved and that <i>development</i> proposals <i>enhance</i> the existing or planned <i>development</i> and are consistent with the policies of this Plan. [modified – MP 3.2.4.3.b]</p> <p>3.13.4.6 <i>Intensification</i> will be encouraged within <i>major transit station areas</i>, provided it is <i>compatible</i> with surrounding planned residential areas. [new]</p> <p>3.13.4.7 Low density residential <i>development</i> is discouraged from locating within <i>intensification corridors</i> and <i>major transit station areas</i>. [new]</p> <p>3.13.5 Outside Intensification Areas</p> <p>3.13.5.1 Lands designated for residential purposes, outside <i>intensification areas</i>, will not be the focus for <i>intensification</i> and should be regarded as stable residential areas where the existing <i>character</i> is to</p>

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	<p>in the surrounding area. (MPA-25)</p> <p>3.13.3 Nodes</p> <p>3.13.3.1 Nodes will act as a focus of activity for the surrounding areas at locations which are afforded good accessibility, visibility and a relatively high level of existing and potential transit service.</p> <p>3.13.3.2 A high quality, compact and urban built form will be encouraged to reduce the impact of extensive parking areas, <i>enhance</i> pedestrian circulation for all, including those with disabilities, complement adjacent uses, and distinguish the significance of the Nodes from surrounding areas. (MPA-25)</p> <p>3.13.3.3 Pedestrian movement and access for all, including those with disabilities, from major transit routes should be a priority in Nodes. (MPA-25)</p> <p>3.13.3.4 Nodes are based on the following principles:</p> <p>a. built form within Nodes should provide for the following characteristics of <i>development</i>:</p> <ul style="list-style-type: none"> • high quality urban design, landscaping and pedestrian amenity; • creation of a sense of gateway to the core area by prominent built form and landscaping located close to the street; • creation of a sense of place within the Node by distinctive architecture and 		<p>Centre...urban growth centres</p> <p>2.2.5 Major Transit Station Areas and Intensification Corridors</p> <p>1. Major transit station areas and intensification corridors will be designated in official plans and planned to achieve –</p> <p>a) increased residential and employment densities that support and ensure the viability of existing and planned transit service levels</p> <p>b) a mix of residential, office, institutional, and commercial development wherever appropriate.</p> <p>2. Major transit station areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle</p>	<p>be <i>preserved</i>. [modified – MP 3.2.4.3.a]</p> <p>3.13.5.2 Residential <i>intensification</i> outside <i>intensification areas</i> will generally occur through <i>infilling</i>. [modified - MP 3.2.4.1.b]</p> <p>3.13.5.3 <i>Intensification</i> outside <i>intensification areas</i> may be considered where the proposed <i>development</i> is <i>compatible</i> in built form and scale to surrounding <i>development</i>, <i>enhances</i> the existing or planned <i>development</i> and is consistent with the policies of this Plan. [modified - MP 3.2.4.3.a]</p> <p>3.13.5.4 Where there is no restriction on the heights of buildings in the Residential District Policies, any consideration to heights in excess of four (4) storeys will only be considered where it can be demonstrated that an appropriate transition in heights that respects the surrounding context will be achieved and that <i>development</i> proposals <i>enhance</i> the existing or planned <i>development</i> and are consistent with the policies of this Plan. [modified – MP 3.2.4.3.b]</p> <p>3.13.5.5 Lands located inside the designated greenfield area, as shown in Figure 2, will be planned to achieve a minimum density target that is not less than fifty (50) residents and jobs combined per hectare. [GP 2.2.7.2]</p> <p>3.13.6 Policies</p> <p>The following policies apply to lands inside and outside of <i>intensification areas</i>, unless the policy is specifically directed to <i>intensification areas</i>.</p>

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	<p>landscaping;</p> <ul style="list-style-type: none"> • built form should be closely related to, and integrated with, the streetline, with minimal building setbacks, to provide spatial enclosure and street-related activity; • compatible building bulk, massing and scale of built form to provide an integrated streetscape; • retail uses should be encouraged along main street frontages with direct access to the public sidewalk; • no parking should be provided between the building and the streetline on principal street frontages; • blank building walls should be avoided facing principal street frontages and intersections; • service, loading and garbage storage should be accessed from rear or side lanes; • front building facades should be parallel with the street and provided with periodic indentations for visual relief and features such as urban squares; • signage should integrate with the scale and character of built form; • continuity of built form from one (1) property to the next with minimal gaps between buildings; <p>b. lands immediately adjacent to or within a Node should provide both a transition between the higher density and height of development within the Node and lower</p>		<p>parking and commuter pick-up/drop-off areas.</p> <p>3. Intensification corridors will generally be planned to accommodate local services, including recreational, cultural and entertainment uses.</p> <p>2.2.6.4 Major office and appropriate major institutional development should be located in urban growth centres, major transit station areas, or areas with existing frequent transit service, or existing or planned higher order transit service.</p> <p>2.2.6.10 In planning lands for employment, municipalities will facilitate the development of transit-supportive, compact built form and minimize surface parking.</p> <p>3.2.6.2 Planning for growth will take into</p>	<p>3.13.6.1 Development within intensification areas should promote the qualities of complete communities. [new]</p> <p>3.13.6.2 A mix of medium and high density housing, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged to locate in intensification areas. However, not all of these uses will be permitted in all intensification areas. [modified - MP 3.13.1.1]</p> <p>3.13.6.3 Intensification areas will accommodate a greater variety and concentration of uses than their surrounding areas and will:</p> <ul style="list-style-type: none"> a. reflect their role in the urban form hierarchy; b. act as a focus for more compact, mixed use and higher intensity transit oriented development; c. provide a community focus and identity; d. maximize the use of existing infrastructure; e. provide access for more people to a wider variety of community and commercial services and facilities, and employment opportunities; f. protect the stability of existing neighbourhoods;

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	<p>density and height of development in the surrounding area; (MPA-25)</p> <p>c. down-zoning of lands within a Node and in the transition area adjacent to the Node should not be permitted;</p> <p>d. residential and employment density in the Node should be sufficiently high to support transit usage;</p> <p>e. pedestrian convenience and safety will be a priority in determining location and design of transit facilities, and buildings within a Node;</p> <p>f. community, cultural, and recreational facilities should be encouraged to locate in Nodes;</p> <p>g. pedestrian and cycling convenience and safety will be priorities in the design and development of Nodes and abutting areas. Walkways and cycling routes should be visually prominent, accessible to all, including those with disabilities, link principal destinations with the abutting community, and be oriented to, and an integral part of, active building facades and spaces. (MPA-25)</p> <p>3.13.3.5 Deleted by Amendment No. 25. (MPA-25)</p>		<p>account the availability and location of existing and planned community infrastructure so that community infrastructure can be provided efficiently and effectively.</p> <p>3.2.6.3 An appropriate range of community infrastructure should be planned to meet the needs resulting from population changes and to foster complete communities.</p> <p>4.2.4.1. Municipalities will develop and implement official plan policies and other strategies in support of the following conservation objectives: e) Cultural heritage conservation, including conservation of cultural heritage and archaeological resources where feasible, as built-up areas are intensified.</p> <p>Figure 1: Urban Growth Centre - boundary</p>	<p>g. enhance the use of transit, walking, and cycling. [modified - MP 3.13.1.2]</p> <p>3.13.6.4 Built form within intensification areas should provide for the following characteristics of development:</p> <p>a. high quality urban design, streetscaping (including street trees) and pedestrian amenity;</p> <p>b. built form should be closely related to, and integrated with, the streetline, with minimal building setbacks, to provide spatial enclosure and street-related activity;</p> <p>c. compatible building bulk, massing and scale of built form to provide an integrated streetscape;</p> <p>d. retail uses should be encouraged along main street frontages with direct access to the public sidewalk;</p> <p>e. no parking lots/areas should be provided between the building and the streetline on principal street frontages, with the exception of on-street parking;</p> <p>f. blank building walls should be avoided facing principal street frontages and intersections;</p> <p>g. service, loading and garbage storage should be accessed from rear or side lanes;</p>

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
			<p>changed based on Provincial Document, <i>Size and Location of Urban Growth Centres in the Greater Golden Horseshoe, 2008</i>.</p> <p>Figure 1 added to conform to Growth Plan Policies:</p> <p>2.2.4.2 The Minister of Public Infrastructure Renewal, in consultation with municipalities that have urban growth centres, will determine the approximate size and location of the urban growth centres.</p> <p>Figure 2: Built Boundary – changed based on the 2008 Provincial Document, <i>Built Boundary for the Growth Plan for the Greater Golden Horseshoe, 2006</i>.</p> <p>Figure 2 added to conform to Growth Plan Policy:</p> <p>2.2.7.2 The designated</p>	<p>h. front building facades should be parallel with the street and provided with periodic indentations for visual relief and features such as urban squares;</p> <p>i. signage should integrate with the scale and character of built form;</p> <p>j. continuity of built form from one (1) property to the next with minimal gaps between buildings; [modified - MP 3.13.3.4]</p> <p>3.13.6.5 Intensification areas will be planned and designed to provide a high quality public realm with site design and urban design standards that create attractive and vibrant places. [GP 2.2.3.7.c]</p> <p>3.13.6.6 Pedestrian movement and access for all, including those with disabilities, from major transit routes should be a priority in intensification areas. [modified – MP 3.13.3.3]</p> <p>3.13.6.7 Intensification areas will be served by transportation corridors containing roads and transit, and may contain higher order transit facilities. [modified – MP 3.13.1.3]</p> <p>3.13.6.8 Development within intensification areas will be phased in accordance with the provision of community infrastructure and other infrastructure. [new]</p> <p>3.13.6.9 As part of the review of development applications, area-wide or site specific</p>

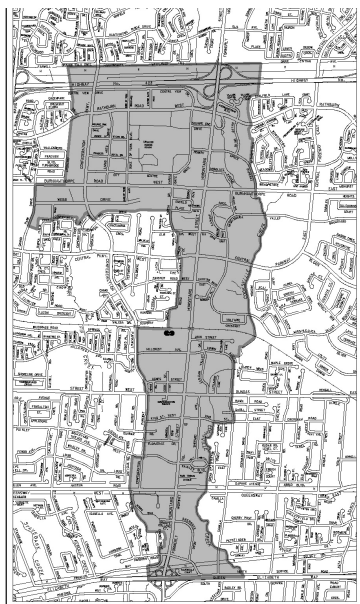
#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
			greenfield area of each upper- or single-tier municipality will be planned to achieve a minimum density target that is not less than 50 residents and jobs combined per hectare.	<p>transportation studies may be required to be carried out to identify necessary transportation improvements and the need for staging to ensure that the <i>development</i> does not precede necessary transportation improvements. Further, the requirement for additional minor collector roads and local roads may be identified during the review of <i>development</i> applications. [modified – MP 3.2.4.4.f]</p> <p>3.13.6.10 For projects that will be phased, applications shall be accompanied by a detailed phasing plan. [existing – MP 3.2.4.4.n]</p> <p>3.13.6.11 Proposed <i>development</i> will take into account the availability and location of existing and planned <i>community infrastructure</i> so that <i>community infrastructure</i> can be provided efficiently and effectively and tailored to meet the needs of the population in each community. [new]</p> <p>3.13.6.12 The proponent of an <i>intensification</i> project may be required to provide a Community Infrastructure Impact Study. A Community Infrastructure Impact Study will, among other things, assess the proximity to and adequacy of existing <i>community infrastructure</i>, human services and emergency services to meet increased demand caused by proposed <i>intensification</i>. A Community Infrastructure Impact Study will identify necessary <i>community infrastructure</i> and the need for staging to ensure that <i>development</i> does not precede necessary <i>community infrastructure</i> improvements. A Community Infrastructure Impact Study will require the approval of the <i>City</i> and other appropriate approval agencies. [modified – MP 3.2.4.4.c]</p>

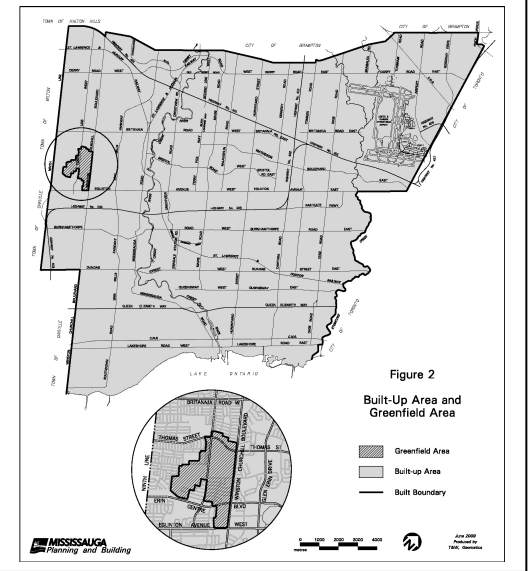
#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
				<p>3.13.6.13 <i>Development</i> will be required to consider the creation of an attractive public realm and provision of community infrastructure, transportation infrastructure, and other services required for the achievement of a complete community. [new]</p> <p>3.13.6.14 The <i>development</i> should maintain or improve public parkland; pedestrian, cycling and vehicular access; and connections to surrounding neighbourhoods. [existing - MP 3.2.4.4.h]</p> <p>3.13.6.15 <i>Redevelopment</i> may not be permitted on sites identified as heritage resources. [new]</p> <p>3.13.6.16 <i>Development</i> should be compatible with the scale and character of a planned area by having regard for the following elements:</p> <ul style="list-style-type: none"> a. natural environment; b. natural hazards (flooding and erosion); c. natural heritage features/Natural Areas System; d. lot frontages and areas; e. street and block patterns; f. building height; g. coverage;

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
				<p>h. massing;</p> <p>i. architectural <i>character</i>;</p> <p>j. <i>streetscapes</i>;</p> <p>k. heritage features;</p> <p>l. setbacks;</p> <p>m. privacy and overview;</p> <p>n. the pedestrian environment;</p> <p>o. parking;</p> <p>p. cycling connections;</p> <p>q. parkland needs;</p> <p>r. community service provisions;</p> <p>s. view corridors;</p> <p>t. trees/tree canopy/vegetation that do not fall within the <i>Natural Area System</i>. [modified – MP 3.2.4.4]</p> <p>3.13.6.17 <i>Development</i> proposals will demonstrate compatibility and integration with surrounding land uses by ensuring that an effective transition in built form is provided between areas of different <i>development</i> densities and scale. Transition in built form will act as a buffer between the proposed <i>development</i> and planned uses, and</p>

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
				<p>should be provided through appropriate height, massing, character, architectural design, siting, setbacks, parking, and public and private open space and amenity space. [existing – MP 3.2.4.4.b]</p> <p>3.13.6.18 <i>Development</i> proposals may be required to submit micro-climate studies to demonstrate how negative impacts on the public streets, public parkland, pedestrian environments and adjacent residential areas have been ameliorated with regard to the following environmental elements:</p> <ul style="list-style-type: none"> a. sun; b. wind; c. noise; d. light; e. odour. <p>[modified – MP 3.2.4.4.m]</p> <p>3.13.6.19 <i>Development</i> applications should complete connections and existing development patterns. [existing – MP 3.2.4.4.e]</p> <p>3.13.6.20 <i>Development</i> should be located on public roads. [existing – MP 3.2.4.4.d]</p> <p>3.13.6.21 For multiple unit development, shared road access is encouraged to minimize disruption to pedestrian activity. [existing - MP 3.2.4.4.k]</p>

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
				<p>3.13.6.22 Multiple pedestrian entries are encouraged to reduce the mass of buildings and promote pedestrian activity. [existing – MP 3.2.4.4.1]</p> <p>3.13.6.23 The <i>development</i> should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to provide for surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or <i>office</i> uses. [existing - MP 3.2.4.4.i]</p> <p>3.13.6.24 Shared parking is encouraged. [existing – MP 3.2.4.4.j]</p> <p>3.13.6.25 The proponent of an <i>intensification</i> project will be required to provide a Stormwater Management Study. This study may, among other things, be required to include the following:</p> <ul style="list-style-type: none"> a. verification that the existing storm drainage system has the capacity to convey the increased stormwater flow due to <i>intensification</i> in accordance with current <i>City</i> standards; b. identification of any impact on the downstream <i>watercourse corridor</i> through erosion and/or flooding; c. recommendations for any remediation works;

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
				<p>d. identification of the limits of allowable <i>intensification</i> without any unacceptable impact on both the downstream <i>watercourse corridor</i> and infrastructure. [existing – MP 3.2.4.4.g]</p> <div data-bbox="1354 487 1827 1339"> <p>Figure 1: Urban Growth Centre</p>  <p>Boundaries are approximate and are not intended to define the exact locations except where they coincide with major roads, railways, transmission lines, <i>major watercourses</i> or other bodies of water and other clearly recognizable physical features.</p> </div> <p>[modified – MP, Figure 1]</p>

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
				 <p>Figure 2 Built-Up Area and Greenfield Area</p> <p>MISSISSAUGA Planning and Building</p> <p>June 2009 Revised to Plan, 2009/2010</p> <p>[new, Figure 2]</p>
14	Section 3.15.4.3 Pollution Prevention and Reduction, Environmental Issues, Environment	Addition to existing policy	<p>Conformity to the following Growth Plan policy 4.2.4.1.c</p> <p>1. Municipalities will develop and implement official plan policies and other strategies in support of the following conservation objectives:</p> <p>c) Air quality protection, including reduction in emissions from municipal and residential sources.</p>	<p>Section 3.15.4.3 Pollution Prevention and Reduction, Environmental Issues, Environment:</p> <p>c. Mississauga will work with the <i>Region</i> to develop policies to encourage air quality protection.</p>

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
			Placeholder policy until Regional Official Plan is approved.	
15	Section 3.15.4.5.2 Policies, Urban Drainage, Environmental Issues, Environment	Addition to existing policy	<p>Conformity to the following Growth Plan policies:</p> <p>3.2.5.6 Municipalities that share an inland water source and/or receiving water body, should co-ordinate their planning for potable water, stormwater, and wastewater systems to ensure that water quality and quantity is maintained or improved.</p> <p>3.2.5.8 Municipalities are encouraged to implement and support innovative stormwater management actions as part of redevelopment and intensification.</p> <p>3.2.1.1 Infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan. Infrastructure includes but is not limited to transit, transportation corridors, water and wastewater systems, waste</p>	<p>Section 3.15.4.5.2 Policies, Urban Drainage, Environmental Issues, Environment:</p> <p>i. Mississauga will work together with other municipalities and levels of government to ensure that water quality and quantity in Lake Ontario is maintained or improved.</p> <p>j. Mississauga supports <i>development</i>, including <i>redevelopment</i> and <i>intensification</i>, which implement measures and activities to reduce stormwater flows and improve water quality and groundwater infiltration and flow using innovative stormwater management practices.</p> <p>k. Mississauga will manage storm drainage infrastructure and services to support future growth. The scale of change will vary depending on infrastructure needs and development goals.</p>

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
			<p>management systems, and community infrastructure.</p> <p>3.2.5.4 Construction of new, or expansion of existing, municipal or private communal water and wastewater systems should only be considered where the following conditions are met: a) Strategies for water conservation and other water demand management initiatives are being implemented in the existing service area; b) Plans for expansion or for new services are to serve growth in a manner that supports achievement of the intensification target and density targets; c) Plans have been considered in the context of applicable inter-provincial, national, bi-national, or state-provincial Great Lakes Basin agreements.</p> <p>Placeholder policy until Regional Official Plan is approved.</p>	
16	Section 3.15.4.6 Waste Management, Environmental Issues, Environment	Addition to existing policy	Conformity with the following Growth Plan policy: 4.2.4.1.d	Section 3.15.4.6 Waste Management, Environmental Issues, Environment:

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
			<p>1. Municipalities will develop and implement official plan policies and other strategies in support of the following conservation objectives:</p> <p>d) Integrated waste management, including –</p> <p>i. enhanced waste reduction, composting, and recycling initiatives and the identification of new opportunities for source reduction, reuse, and diversion where appropriate</p> <p>ii. a comprehensive plan with integrated approaches to waste management, including reduction, reuse, recycling, composting, diversion, and the disposal of residual waste</p> <p>iii. promotion of reuse and recycling of construction materials</p> <p>iv. consideration of waste management initiatives within the context of long term regional planning, and in collaboration with neighbouring municipalities.</p>	<p>f. Mississauga will work with the <i>Region</i> to develop an integrated <i>waste</i> management strategy.</p>
17	Section 3.15.4.7 Energy Conservation, Environmental Issues, Environment	Delete title and replace	See explanation below #18.	<p>Section 3.15.4.7 Energy Conservation, Environmental Issues, Environment:</p> <p>3.15.4.7 Energy and Water Conservation</p>

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
18	<p>Section 3.15.4.7.a Energy Conservation, Environmental Issues, Environment:</p> <p>a. Mississauga will promote efficient use of energy through the following actions and initiatives:</p> <ul style="list-style-type: none"> • encourage <i>development</i> that is compact and <i>compatible</i> with existing <i>development</i>; • encourage <i>infilling</i> and <i>development</i>, where appropriate; • encourage the location of public transit facilities and areas of medium and high density <i>development</i> in proximity to each other; • encourage mixed-use <i>development</i> which reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses, where permitted; • provide services and facilities which are accessible to pedestrians and cyclists; • encourage incorporation of appropriate energy conservation features in building design and construction; • review parking standards and consider means to discourage provision of parking in excess of minimum requirements; • encourage use of alternative modes of transportation such as transit, cycling, and walking, in an effort to reduce air pollution and greenhouse gases. 	Delete 6 th bullet and replace with a new policy	<p>Conformity to the following Growth Plan policies 4.2.4.1.a and b</p> <p>1. Municipalities will develop and implement official plan policies and other strategies in support of the following conservation objectives:</p> <p>a) Water conservation, including –</p> <ol style="list-style-type: none"> water demand management, for the efficient use of water water recycling to maximize the reuse and recycling of water. <p>b) Energy conservation, including –</p> <ol style="list-style-type: none"> energy conservation for municipally owned facilities identification of opportunities for alternative energy generation and distribution energy demand management to reduce energy consumption land-use patterns and urban design standards that encourage and support energy-efficient buildings and opportunities for cogeneration. 	<p>Section 3.15.4.7.a Energy Conservation, Environmental Issues, Environment:</p> <ul style="list-style-type: none"> • encourage incorporation of appropriate energy and water conservation features in building design and construction;

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
19	Section 3.15.4.7 Energy Conservation, Environmental Issues, Environment:	Addition to existing policy	Same as above #18 Placeholder policy until Regional Official Plan is approved.	Section 3.15.4.7 Energy Conservation, Environmental Issues, Environment: d. Mississauga will work with the Region to strengthen policies on energy conservation and develop water conservation policies.
20	Section 3.17.2.1 Policies, Transportation: Mississauga will develop an efficient transportation network through the provision of transportation infrastructure and services, and by encouraging a greater emphasis on Transportation Demand Management (TDM) solutions and the use of new technologies which improve urban mobility.	Delete existing policy and replace with proposed policy	Minor wording changes to broaden the intent of the policy.	Section 3.17.2.1 Policies, Transportation: Mississauga will develop an efficient transportation network through the provision of transportation infrastructure and services, and by encouraging a greater emphasis on Transportation Demand Management (TDM) solutions and the use of new technologies to support a more sustainable approach to transportation.
21	Section 3.17.2.2 Policies, Transportation: Mississauga will work with other levels of government to further inter-regional transit plans which include proposals for Rapid Transit, Commuter Rail , GTA Transit Corridors and GTA Transportation Centres. Notwithstanding that Airport Road has not been designated as a Major Transit Corridor on Schedule 4: Road and Transit Network – Long Term Concept, Mississauga recognizes this roadway as an important transit link to the airport and will work with the City of Brampton and the Region of Peel in addressing this issue.	Delete reference to Major Transit Corridors to Higher Order Transit Corridors	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	Section 3.17.2.2 Policies, Transportation: Mississauga will work with other levels of government to further inter-regional transit plans which include proposals for Rapid Transit, Commuter Rail , GTA Transit Corridors and GTA Transportation Centres. Notwithstanding that Airport Road has not been designated as a Higher Order Transit Corridor on Schedule 4: Road and Transit Network – Long Term Concept, Mississauga recognizes this roadway as an important transit link to the airport and will work with the City of Brampton and the Region of Peel in addressing this issue.
22	Section 3.17.2.3 Policies, Transportation: Mississauga will encourage appropriate land uses and transit-supportive development densities especially along Major Transit Corridors .	Delete reference to Major Transit Corridors to Higher Order Transit Corridors	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction	Section 3.17.2.3 Policies, Transportation: Mississauga will encourage appropriate land uses and transit-supportive development densities especially along Higher Order Transit Corridors.

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
			and definitions in the Growth Plan.	
23	Section 3.17.3.1 Transit, Transportation: Transit is an essential component in creating a balanced and efficient transportation system and will be designed to contribute to the implementation of the policies of this Plan.	Delete existing policy and replace with proposed policy	To support Growth Plan policies on multi-modal transportation. Conformity to the following Growth Plan Policy: 3.2.2.1.d The transportation system within the GGH will be planned and managed to – d) offer multi-modal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services	Section 3.17.3.1 Transit, Transportation: Transit is an essential component in creating a multi-modal transportation system and will be designed to contribute to the implementation of the policies of this Plan.
24	Section 3.17.3.2 Transit, Transportation: The provision of transit services and passenger amenities will be based on established transit service standards. Transit services will utilize arterials and major collectors to link major traffic generators such as the Mississauga City Centre, the Airport, Nodes, Business Employment Areas, and local and GTA transit facilities. Transit services may also use minor collectors and local roads.	Delete existing policy	Existing policy does not apply to existing transit services.	
25	Section 3.17.3.4 Transit, Transportation: Accessibility for special user groups is a priority for the planning and operation of transit services.	Delete existing policy	Policy is redundant. Addressed in new policy 2.10.2.3	
26	Section 3.17.3.7 Transit, Transportation:	Delete reference to	Change of terminology	Section 3.17.3.7 Transit, Transportation: Transit

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
	<i>Transit priority measures</i> will be encouraged in the vicinity of the City Centre Transit Terminal, in the Major Transit Corridors and as warranted in other areas of the transportation system to facilitate transit services.	Major Transit Corridors to Higher Order Transit Corridors	from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	<i>priority measures</i> will be encouraged in the vicinity of the City Centre Transit Terminal, in the Higher Order Transit Corridors and as warranted in other areas of the transportation system to facilitate transit services.
27	Section 3.17.3.11 Transit, Transportation: An Air Rail Link between Toronto Union Station and Lester B. Pearson International Airport is being proposed. City of Mississauga staff will continue to work with Transport Canada and other stakeholders through the environmental assessment process for the project.	Delete existing policy and replace with proposed policy	Housekeeping changes	Section 3.17.3.11 Transit, Transportation: A Rail Link between Toronto Union Station and Lester B. Pearson International Airport is being proposed. City of Mississauga staff will continue to work with stakeholders through the environmental assessment process for the project.
28	Section 3.17.3.14.a Transit, Transportation: a. Hurontario Street, Eglinton Avenue and Dundas Street are identified as Major Transit Corridors for the provision of transit services and their potential for the implementation of <i>transit priority measures</i> ;	Delete existing policy and replace with proposed policy	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	Section 3.17.3.14.a Transit, Transportation: a. Hurontario Street and Dundas Street are identified as Higher Order Transit Corridors for the provision of transit services and their potential for the implementation of <i>transit priority measures</i> ;
29	Section 3.17.4.1 Roads, Transportation: The policies of this Plan apply to roads under the jurisdiction of the City of Mississauga. Roads which are under the jurisdiction of the Region of Peel are identified on Appendix A: Policies of Other Levels of Government, Map 1, Transportation Facilities Other Jurisdictions.	Delete existing policy and replace with proposed policy	Housekeeping changes	Section 3.17.4.1 Roads, Transportation: The policies of this Plan apply to roads under the jurisdiction of the City of Mississauga. Roads which are under the jurisdiction of the Region of Peel are identified on Appendix A: Map 1 - Transportation Facilities Other Jurisdictions.
30	Section 3.17.4.2 Roads, Transportation: Schedule 4: Road and Transit Network Long Term Concept, shows the major road network. In addition to serving vehicles, the road network will complement the	Delete existing policy and replace with proposed policy	To support Growth Plan policies on multi-modal transportation. Conforms to the	Section 3.17.4.2 Roads, Transportation: Schedule 4: Road and Transit Network Long Term Concept, shows the major road network. The road network will have regard for the importance of urban design and land use considerations and the

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
	establishment of the transit network.		following Growth Plan Policy: 3.2.2.1.d The transportation system within the GGH will be planned and managed to – d) offer multi-modal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services	needs of all road <i>users</i> including pedestrians, cyclists, buses, trucks and automobiles.
31	Section 3.17.4.3 Roads, Transportation: Mississauga will work with other levels of government agencies and the private sector to encourage a greater emphasis on transportation demand solutions.	Delete existing policy	Housekeeping change. Policy is redundant, see policy 3.17.2.1.	
32	Section 3.17.4.5 Roads, Transportation: Where there is a change in road classification or right-of-way widths at or near municipal boundaries, an appropriate transition shall be determined and accommodated in consultation with the municipalities involved.	Delete existing policy and replace with proposed policy	Housekeeping change. Minor wording changes.	Section 3.17.4.5 Roads, Transportation: Where the road classification or right-of-way at the municipal boundary is different from the neighbouring municipality an appropriate transition shall be determined and accommodated in consultation with the municipalities involved.
33	Section 3.17.4.6 Roads, Transportation To optimize the use of the planned road network various measures will be pursued including, intersection improvements and operational improvements, such as traffic signal optimization.	Delete existing policy	Housekeeping change. Policies relocated to section 3.17.8.3.	
34	Section 3.17.4.9 Roads, Transportation: Road/rail grade separations may be required for various locations, to support the achievement of a safe and efficient transportation system, and to maintain an	Delete existing policy and replace with proposed policy	To add new road/rail grade separations (f-h) and to support Growth Plan policy 3.2.4.4 Municipalities will	Section 3.17.4.9 Roads, Transportation: Road/rail grade separations may be required for various locations, to support the achievement of a safe and efficient transportation system, and to maintain an

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
	<p>adequate level of service on the road network. The following have been identified as priority needs:</p> <ul style="list-style-type: none"> a. Torbram Road and Canadian National Railway (CNR) (north); b. Torbram Road and CNR (south); c. Goreway Drive and CNR; d. Drew Road Extension and CNR; e. Erindale Station Road and St. Lawrence and Hudson Railway. <p>Mississauga will continue to seek financial assistance from other levels of government for the provision of road/rail grade separations.</p>		<p>provide for the establishment of priority routes for goods movement, where feasible, to facilitate the movement of goods into and out of areas of significant employment, industrial and commercial activity and to provide alternate routes connecting to the provincial network.</p>	<p>adequate level of service on the road network. The following have been identified as priority needs:</p> <ul style="list-style-type: none"> a. Torbram Road and Canadian National Railway (CNR) (north); b. Torbram Road and CNR (south); c. Goreway Drive and CNR; d. Drew Road Extension and CNR; e. Erindale Station Road and St. Lawrence and Hudson Railway; f. Wolfedale Road and St. Lawrence and Hudson Railway; g. Ninth Line and St. Lawrence and Hudson Railway; h. Tenth Line and St. Lawrence and Hudson Railway. <p>Mississauga will continue to seek financial assistance from other levels of government for the provision of road/rail grade separations.</p>
35	<p>Section 3.17.4.10 Roads, Transportation: Mississauga will plan, design, and construct the transportation system and encourage the Provincial Government to: <i>(MPA-25)</i></p> <ul style="list-style-type: none"> a. improve access to the Provincial Highway network, particularly for employment 	Delete existing policy	Policy is now incorporated into section 3.17.8.3	

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
	<p>areas;</p> <p>b. design and construct the Provincial Highways and interchanges within Mississauga as indicated in Appendix A: Policies of Other Levels of Government, Map 1, Transportation Facilities Other Jurisdictions, and summarized below:</p> <ul style="list-style-type: none"> • widen Provincial Highway 401 from its interchange with Provincial Highway 410 to the western limit of Mississauga; • widen Provincial Highway 410 from its interchange with Provincial Highway 401 to the northern limit of Mississauga; • complete partial interchange at Courtneypark Drive and Provincial Highway 410, to provide access to and from the north; • construct partial interchange at Provincial Highway 401 in the vicinity of the Etobicoke Creek, to service the area to the north; • improve interchanges along the Queen Elizabeth Way (QEW) 			
36	<p>Section 3.17.5.2 Road Classification, Transportation:</p> <p>"Designated right-of-way widths" are considered the basic required rights-of-way along roadway sections. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate bus bays, transit stations along Major Transit Corridors, Bus Rapid Transit (BRT) facility, BRT stations, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.</p>	Delete reference to Major Transit Corridors to Higher Order Transit Corridors	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	<p>Section 3.17.5.2 Road Classification, Transportation:</p> <p>"Designated right-of-way widths" are considered the basic required rights-of-way along roadway sections. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate bus bays, transit stations along Higher Order Transit Corridors, Bus Rapid Transit (BRT) facility, BRT stations, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.</p>
37	<p>Section 3.17.6.2 Cycling and Walking, Transportation:</p> <p>Mississauga will identify opportunities for</p>	Delete existing policy and replace with proposed policy	Policy is revised and expanded to better conform to Growth	<p>Section 3.17.6.2 Cycling and Walking, Transportation:</p>

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
	incorporating multi-use recreational trails into the transportation system to encourage a greater use by pedestrians and of bicycles for commuting.		Plan policy 3.2.3.3 Municipalities will ensure that pedestrian and bicycle networks are integrated into transportation planning to – a) provide safe, comfortable travel for pedestrians and bicyclists within existing communities and new development b) provide linkages between intensification areas, adjacent neighbourhoods, and transit stations, including dedicated lane space for bicyclists on the major street network where feasible .	Mississauga will ensure that pedestrian and cycling facilities are integrated into the transportation network to: a. provide safe, comfortable travel for pedestrians and cyclists within existing communities and new development; b. provide linkages between <i>intensification areas</i> , adjacent neighbourhoods, and transit stations, including facilities for cyclists on the major road network as determined through future studies.
38	Section 3.17.8.2 Trucking, Transportation: In view of the need to protect residential neighbourhoods from truck noise, pollutant emissions, and hazards, the following policies apply: (MPA-25) a. through truck movement on local and collector roadways within residential neighbourhoods, will be restricted through the Traffic By-law as required; b. activities generating substantial truck traffic will be encouraged to locate near or adjacent to Provincial Highways and arterials.	Delete existing policy and replace with proposed policy	Policy expanded to conform to Growth Plan policies 3.2.4 3.2.4 Moving Goods 1. The first priority of highway investment is to facilitate efficient goods movement by linking inter-modal facilities, international gateways, and communities within the GGH. 2. The Ministers of Transportation and Public Infrastructure Renewal,	Section 3.17.8.2 Trucking, Transportation: Mississauga will develop a transportation network to support the significant role the <i>City</i> has as a goods movement hub. This will be achieved through: a. identifying and supporting priority truck routes through road design; b. encouraging strategic linkages to inter-modal facilities, gateways, and 400-series highways to facilitate the efficient movement of goods; c. within the Northeast District, priority will be for road improvements which support

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
			<p>other appropriate Ministers of the Crown, and municipalities will work with agencies and transportation service providers to –</p> <p>a) co-ordinate and optimize goods movement systems</p> <p>b) improve corridors for moving goods across the GGH consistent with Schedule 6 of this Plan</p> <p>c) promote and better integrate multi-modal goods movement and land-use and transportation system planning, including the development of freight-supportive land-use guidelines.</p> <p>3. The planning and design of highway corridors, and the land use designations along these corridors, will support the policies of this Plan, in particular that development is directed to settlement areas, in accordance with policy 2.2.2.1(i).</p> <p>4. Municipalities will provide for the establishment of priority routes for goods movement, where feasible,</p>	<p>goods movement;</p> <p>d. facilitating the efficient movement of goods through opportunities to create a denser road grid in employment areas.</p>

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
			<p>to facilitate the movement of goods into and out of areas of significant employment, industrial and commercial activity and to provide alternate routes connecting to the provincial network.</p> <p>5. Municipalities will plan for land uses in settlement areas adjacent to, or in the vicinity of, transportation facilities such as inter-modal facilities, rail yards, airports, dockyards, and major highway interchanges that are compatible with, and supportive of, the primary goods movement function of these facilities.</p> <p>6. Schedule 6 provides the strategic framework for future goods movement investment decisions in the GGH. Schedule 6 should be read in conjunction with the policies in this Plan. The proposed corridors shown on Schedule 6 provide a strategic framework and are not drawn to scale. Actual timing, phasing, and alignments are subject to further study and, where applicable, the</p>	

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
			environmental assessment process.	
39	<p>Section 3.17.8.3 Trucking, Transportation: Mississauga will pursue opportunities to provide additional connections at interchanges to improve access to the Provincial Highway system, at the following locations:</p> <p>a. Hurontario Street and Provincial Highway 401; b. Hurontario Street and Provincial Highway 407; c. Mavis Road and Provincial Highway 401; d. Centreview Drive and Provincial Highway 403. e. Provincial Highway 401 E/B off-ramp (west of Etobicoke Creek). (MPA-25)</p>	Delete existing policy and replace with proposed policy	To consolidate sections 3.17.4.10 and 3.17.8.3.	<p>Section 3.17.8.3 Trucking, Transportation:</p> <p>To support the 400-series highways as part of the provincial goods movement network, Mississauga will work with the province to pursue opportunities to provide additional connections at interchanges and necessary highway improvements at key locations including:</p> <p>a. Hurontario Street and Provincial Highway 401; b. Hurontario Street and Provincial Highway 407; c. Mavis Road and Provincial Highway 401; d. Centreview Drive and Provincial Highway 403. e. Provincial Highway 401 E/B off-ramp (west of Etobicoke Creek). f. widen Provincial Highway 401 from its interchange with Provincial Highway 410 to the western limit of Mississauga; g. widen Provincial Highway 410 from its interchange with Provincial Highway 401 to the northern limit of Mississauga; h. complete partial interchange at Courtneypark Drive and Provincial Highway 410, to provide access to and from the north;</p>

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
				<p>i. construct partial interchange at Provincial Highway 401 in the vicinity of the Etobicoke Creek, to service the area to the north;</p> <p>j. improve interchanges along the Queen Elizabeth Way (QEW) at Hurontario Street and Dixie Road.</p>
40	<p>Section 3.17.9.1 Rail, Transportation: Mississauga recognizes that rail services are an important element of the transportation system for the GTA. Accordingly, rail facilities for the movement of goods and people are subject to the following policies. Mississauga will:</p> <p>a. cooperate with the appropriate authorities to provide adequate provision for safety in the planning, design, and operation of rail facilities;</p> <p>b. cooperate with other levels of government and the railway companies in locating, planning, and designing new freight and passenger terminals to ensure that such facilities are <i>compatible</i> with the transportation network and land use;</p> <p>c. urge that an adequate supply of automobile and truck parking be provided at existing freight and passenger terminals so that public and private parking areas are not unduly burdened.</p>		<p>Housekeeping change to add reference to multi-modal. Conforms to Growth Plan policy 3.2.4.4</p> <p>Municipalities will provide for the establishment of priority routes for goods movement, where feasible, to facilitate the movement of goods into and out of areas of significant employment, industrial and commercial activity and to provide alternate routes connecting to the provincial network.</p>	<p>Section 3.17.9.1 Rail, Transportation: Mississauga recognizes that rail services are an important element of people and goods movement in the Greater Golden Horseshoe. Accordingly, rail facilities for the movement of goods and people are subject to the following policies. Mississauga will:</p> <p>a. cooperate with the appropriate authorities to provide adequate provision for safety, <i>multi-modal</i> access in the planning, design, and operation of rail facilities;</p> <p>b. cooperate with other levels of government and the railway companies in locating, planning, and designing new freight and passenger terminals to ensure that such facilities are <i>compatible</i> with the transportation network and land use;</p> <p>c. urge that an adequate supply of automobile and truck parking be provided at existing freight and passenger terminals so that public and private parking areas are not unduly burdened.</p>
41	Schedule 4 Road and Transit Network Long Term Concept	Change the reference to Major Transit Corridor to Higher Order Transit	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors	See Schedule B of proposed amendment.

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
		Corridor and by remove Eglinton Avenue as a Major Transit Corridor	<p>is to align with the transit policy direction and definitions in the Growth Plan.</p> <p>Eglinton Avenue was historically designated as a Major Transit Corridor in the event that the Mississauga Bus Rapid Transit (BRT) would not be constructed. The Mississauga BRT is in the detailed design stage and is scheduled for operation in 2012.</p>	
42	Schedule 5, Notes, Designated Right-of-Way Widths - Notes	Change the references to Major Transit Corridor to Higher Order Transit Corridor and by remove Eglinton Avenue as a Major Transit Corridor	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	See Schedule C of proposed amendment.
43	Section 4.2 to Section 4.33, Airport Corporate District Policies to Western Business Park District Policies Table 1: Basic Road Characteristics, asterisk note, Road Classification, Transportation, District Policies	Delete the reference to Major Transit Corridors and replace it with Higher Order Transit Corridors.	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	
44	Section 4.2 Airport Corporate District Land Use Map of the Airport Corporate District	Remove Eglinton Avenue as a Major	Eglinton Avenue was historically designated	See Schedule D of proposed amendment.

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
	Policies	Transit Corridor	as a Major Transit Corridor in the event that the Mississauga Bus Rapid Transit (BRT) would not be constructed. The Mississauga BRT is in the detailed design stage and is scheduled for operation in 2012.	
45	Section 4.3 Applewood Land Use Map of the Applewood District Policies	Delete from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor	Eglinton Avenue was historically designated as a Major Transit Corridor in the event that the Mississauga Bus Rapid Transit (BRT) would not be constructed. The Mississauga BRT is in the detailed design stage and is scheduled for operation in 2012.	See Schedule E of proposed amendment.
46	Section 4.4 Central Erin Mills District Land Use Map of the Central Erin Mills District Policies	Remove Eglinton Avenue as a Major Transit Corridor	Eglinton Avenue was historically designated as a Major Transit Corridor in the event that the Mississauga Bus Rapid Transit (BRT) would not be constructed. The Mississauga BRT is in the detailed design stage and is scheduled for operation in 2012..	See Schedule F of proposed amendment.
47	Section 4.6 City Centre Land Use Map of the City Centre District Policies	Delete from the Land Use Legend Major	Change of terminology from Major Transit	See Schedule G of proposed amendment.

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
		Transit Corridor and replacing it with Higher Order Transit Corridor	Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	
48	Section 4.8 Cooksville Land Use Map of the Cooksville District Policies	Delete from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	See Schedule H of proposed amendment.
49	Section 4.10 Dixie Land Use Map of the Dixie District Policies	Delete from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	See Schedule I of proposed amendment.
50	Section 4.11 East Credit District Land Use Map of the East Credit District Policies	Remove Eglinton Avenue as a Major Transit Corridor	Eglinton Avenue was historically designated as a Major Transit Corridor in the event that the Mississauga Bus Rapid Transit (BRT) would not be constructed. The Mississauga BRT is in the detailed design stage and is scheduled for operation in 2012.	See Schedule J of proposed amendment.
51	Section 4.12 Erindale Land Use Map of the Erindale District Policies	Delete from the Land Use Legend Major	Change of terminology from Major Transit	See Schedule K of proposed amendment.

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
		Transit Corridor and replacing it with Higher Order Transit Corridor	Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	
52	Section 4.13 Erin Mills Land Use Map of the Erin Mills District	Delete from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	See Schedule L of proposed amendment.
53	Section 4.14 Fairview Land Use Map of the Fairview District Policies	Delete from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	See Schedule M of proposed amendment.
54	Section 4.15 Gateway Land Use Map of the Gateway District Policies	Delete from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	See Schedule N of proposed amendment.
55	Section 4.16 Hurontario Land Use Map of the Hurontario District Policies	Delete from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction	See Schedule O of proposed amendment.

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
			and definitions in the Growth Plan.	
56	Section 4.16 Hurontario District Land Use Map of the Hurontario Corporate District Policies	Remove Eglinton Avenue as a Major Transit Corridor	Eglinton Avenue was historically designated as a Major Transit Corridor in the event that the Mississauga Bus Rapid Transit (BRT) would not be constructed. The Mississauga BRT is in the detailed design stage and is scheduled for operation in 2012.	See Schedule O of proposed amendment.
57	Section 4.20 Mavis-Erindale Land Use Map of the Mavis-Erindale District Policies	Delete from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	See Schedule P of proposed amendment.
58	Section 4.23 Meadowvale Village Land Use Map of the Meadowvale Village District Policies	Delete from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	See Schedule Q of proposed amendment.
59	Section 4.24 Mineola Land Use Map of the Mineola District Policies	Delete from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction	See Schedule R of proposed amendment.

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
			and definitions in the Growth Plan.	
60	Section 4.25 Mississauga Valleys Land Use Map of the Mississauga Valleys District Policies	Delete from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	See Schedule S of proposed amendment.
61	Section 4.26 Northeast District Land Use Map of the Northeast Corporate District Policies	Remove Eglinton Avenue as a Major Transit Corridor	Eglinton Avenue was historically designated as a Major Transit Corridor in the event that the Mississauga Bus Rapid Transit (BRT) would not be constructed. The Mississauga BRT is in the detailed design stage and is scheduled for operation in 2012.	See Schedule T of proposed amendment.
62	Section 4.27 Port Credit Land Use Map of the Port Credit District Policies	Delete from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	See Schedule U of proposed amendment.
63	Section 4.27.6.5.2.1 Development Concept, Area 4B, Site 4, Special Site Policies, Port Credit: Development on Area 4B will be of a higher density than the abutting Area 4A lands, south of Lakeshore Road East. The primarily mid-	Delete from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction	Section 4.27.6.5.2.1 Development Concept, Area 4B, Site 4, Special Site Policies, Port Credit: Development on Area 4B will be of a higher density than the abutting Area 4A lands, south of Lakeshore Road East. The primarily mid-rise residential built form along Hurontario Street will

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
	<p>rise residential built form along Hurontario Street will be pedestrian oriented and will establish a transition between the area of high buildings to the west and the lower rise buildings to the east.</p> <p>A significant building in both height and architecture will create a visual landmark near the northeast corner of Lakeshore Road East and Hurontario Street. A tall building stepped back from the intersection is appropriate due to this location's unique and prominent role as both the gateway into Port Credit from the north and the starting point of the City's most important north-south road, Hurontario Street. Its proximity to the Port Credit GO Transit Station and its location fronting onto a Major Transit Corridor enhances its residential intensification potential. A tall building will also balance the massing of the adjacent tall apartment building located west of Hurontario Street.</p> <p>Street-related commercial uses within a low-rise building podium at the south limit of the site will integrate well with the existing built form, massing and retail commercial uses along Lakeshore Road East. A significant step back of the tower portion from the low-rise Lakeshore Road East building façade is important to maintain the traditional mainstreet pedestrian experience and streetscape.</p>		and definitions in the Growth Plan.	<p>be pedestrian oriented and will establish a transition between the area of high buildings to the west and the lower rise buildings to the east.</p> <p>A significant building in both height and architecture will create a visual landmark near the northeast corner of Lakeshore Road East and Hurontario Street. A tall building stepped back from the intersection is appropriate due to this location's unique and prominent role as both the gateway into Port Credit from the north and the starting point of the City's most important north-south road, Hurontario Street. Its proximity to the Port Credit GO Transit Station and its location fronting onto a Higher Order Transit Corridor enhances its residential intensification potential. A tall building will also balance the massing of the adjacent tall apartment building located west of Hurontario Street.</p> <p>Street-related commercial uses within a low-rise building podium at the south limit of the site will integrate well with the existing built form, massing and retail commercial uses along Lakeshore Road East. A significant step back of the tower portion from the low-rise Lakeshore Road East building façade is important to maintain the traditional mainstreet pedestrian experience and streetscape.</p>
64	Section 4.28 Rathwood Land Use Map of the Rathwood District Policies	Delete from the Land Use Legend Major	Change of terminology from Major Transit	See Schedule V of proposed amendment.

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
		Transit Corridor and replacing it with Higher Order Transit Corridor	Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	
65	Section 4.29 Sheridan Land Use Map of the Sheridan District Policies	Delete from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	See Schedule W of proposed amendment.
66	Section 4.33 Western Business Park Land Use Map of the Western Business Park District Policies	Delete from the Land Use Legend Major Transit Corridor and replacing it with Higher Order Transit Corridor	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	See Schedule X of proposed amendment.
67	<p>Section 5.3.1.10 1st and 2nd paragraphs General Policies, Development Applications, Implementation:</p> <p>Dundas Street, Hurontario Street and Eglinton Avenue are identified as Major Transit Corridors on Schedule 4: Road and Transit Network Long Term Concept, to support high density development.</p> <p>Development applications for the reduction of densities in proximity to Major Transit Corridors, will be discouraged.</p>	Delete the reference to Major Transit Corridors and replace it with Higher Order Transit Corridors.	Change of terminology from Major Transit Corridors to Higher Order Transit Corridors is to align with the transit policy direction and definitions in the Growth Plan.	<p>Section 5.3.1.10 1st and 2nd paragraphs General Policies, Development Applications, Implementation:</p> <p>5.3.1.10 Dundas Street and Hurontario Street are identified as Higher Order Transit Corridors on Schedule 4: Road and Transit Network Long Term Concept, to support high density development.</p> <p>Development applications for the reduction of densities in proximity to Higher Order Transit Corridors, will be discouraged.</p> <p>Development applications for the reduction of</p>

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
				<p>densities below Residential Medium Density in proximity to other arterial and major collector roads, will be discouraged.</p> <p>The use of the <i>Provincial Transit Supportive Land Use Guidelines</i> will be applied during the development review process.</p>
68	Section 5.3.2 Criteria for Site Specific Official Plan Amendments, Development Applications, Implementation	Addition to existing policy	<p>The Growth Plan directed that employment lands based be protected and that municipalities may only permit conversions subject to the following policy:</p> <p>2.2.6.5 Municipalities may permit conversion of lands within employment areas, to non-employment uses, only through a municipal comprehensive review where it has been demonstrated that –</p> <p>a) there is a need for the conversion b) the municipality will meet the employment forecasts allocated to the municipality pursuant to this Plan c) the conversion will not adversely affect the overall viability of the employment area, and achievement of the intensification target, density targets, and other</p>	<p>Section 5.3.2 Criteria for Site Specific Official Plan Amendments, Development Applications, Implementation:</p> <p>5.3.2.2 The conversion of lands designated Business Employment or Industrial to non-employment uses is prohibited unless considered through a municipal comprehensive review. For the purposes of this policy, major retail uses are considered non-employment uses.</p>

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
			<p>policies of this Plan</p> <p>d) there is existing or planned infrastructure to accommodate the proposed conversion</p> <p>e) the lands are not required over the long term for the employment purposes for which they are designated</p> <p>f) cross-jurisdictional issues have been considered.</p> <p>For the purposes of this policy, major retail uses are considered non-employment uses.</p>	
69	<p>Section 5.3.3.1.b Holding Zone:</p> <p>b. A Holding Zone will be used to implement this Plan for staging of <i>development</i> and specific requirements, such as, but not limited to:</p> <ul style="list-style-type: none"> • the adequacy of services; • the adequacy of transportation facilities; • <i>development</i> of affordable housing; • protection of the <i>Natural Areas System</i>; • the remediation of <i>contaminated sites</i>; • the provision of parkland; • the provision of flood free ingress/egress. (MPA-2) 	Addition to existing policy	<p>To add “adequacy of community infrastructure” as one of the requirements for staging of development.</p> <p>Conformity to the following Growth Plan policies: 3.2.6 Community Infrastructure</p> <p>2. Planning for growth will take into account the availability and location of existing and planned community infrastructure so that community infrastructure can be</p>	<p>Section 5.3.3.1.b Holding Zone:</p> <p>b. A Holding Zone will be used to implement this Plan for staging of <i>development</i> and specific requirements, such as, but not limited to:</p> <ul style="list-style-type: none"> • the adequacy of services; • the adequacy of transportation facilities; • <i>development</i> of affordable housing; • protection of the <i>Natural Areas System</i>; • the remediation of <i>contaminated sites</i>; • the provision of parkland; • the provision of flood free ingress/egress; • the adequacy of <i>community infrastructure</i>.

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
			provided efficiently and effectively. 3. An appropriate range of community infrastructure should be planned to meet the needs resulting from population changes and to foster complete communities.	
70	Section 7, Glossary: MAJOR TRANSIT CORRIDOR means a corridor where transit demand is sufficient to allow the introduction of a high level of transit service. The use of express type transit services will be encouraged. The use of priority lanes, such as <i>HOV lanes</i> or <i>RB lanes</i> will be introduced, where appropriate, to reduce travel time. While service is expected to use bus technology for the foreseeable future, other technologies may also be introduced where the need and justification can be demonstrated through appropriate studies.	Delete term from Glossary	All references to Major Transit Corridor has been replaced with Higher Order Transit Corridor	
71	Section 7, Glossary	Add new terms to Glossary	New terms added to reflect references in new policies. These new terms conform to the Growth Plan.	Section 7, Glossary: AFFORDABLE means a) in the case of ownership housing, the least expensive of: 1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 per cent of gross annual

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
				<p>household income for low and moderate income households; or</p> <p>2. housing for which the purchase price is at least 10 per cent below the average purchase price of a resale unit in the regional market area;</p> <p>b) in the case of rental housing, the least expensive of:</p> <p>1. a unit for which the rent does not exceed 30 per cent of gross annual household income for low and moderate income households; or</p> <p>2. a unit for which the rent is at or below the average market rent of a unit in the regional market area.</p> <p>For the purposes of this definition: Low and moderate income households means, in the case of ownership housing, households with incomes in the lowest 60 per cent of the income distribution for the regional market area, or in the case of rental housing, households with incomes in the lowest 60 per cent of the income distribution for renter households for the regional market area.</p> <p>COMMUNITY INFRASTRUCTURE means lands, buildings, and structures that support the quality of life for people and communities by providing public services for health, education, recreation, socio-cultural activities, security and safety, and <i>affordable</i> housing.</p> <p>COMPLETE COMMUNITIES means communities that meet people's needs for</p>

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
				<p>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, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.</p> <p>HIGHER ORDER TRANSIT means transit that generally operate on its own dedicated right-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways), light rail (such as streetcars), and buses in dedicated rights-of-way.</p> <p>INTENSIFICATION AREA means lands identified as the focus for accommodating intensification. Intensification areas are comprised of the urban growth centre, intensification corridors, major transit station areas, and nodes.</p> <p>INTENSIFICATION CORRIDOR means the lands within approximately 200 to 300 metres of the centre line of roads identified as having the potential for higher density mixed-use development consistent with planned transit service levels.</p> <p>MAJOR OFFICE means freestanding office buildings of 10,000m² or greater, or with 500 jobs or more.</p>

#	Existing Mississauga Plan Policy	Change	Reason for Change	Proposed Policy
				<p>MAJOR TRANSIT STATION AREA means the area including and around any existing or planned <i>higher order transit</i> station. Station areas generally are defined as the area within an approximate 500m radius of a transit station, measured from the station building, representing about a 10-minute walk.</p> <p>MULTI-MODAL means the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, <i>rapid transit</i>, rail (such as commuter and freight), trucks, air and marine.</p>