



# Corporate Report

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**DATE:** December 14, 2010

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: January 10, 2011

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Proposed New Mississauga Official Plan – Requested Modifications**

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**RECOMMENDATION:** That a public meeting be held to consider modifications to be requested of the Region of Peel to modify the proposed new Mississauga Official Plan as recommended in the report titled “Proposed New Mississauga Official Plan – Requested Modifications” dated December 14, 2010, from the Commissioner of Planning and Building.

**BACKGROUND:** City Council, on July 7, 2010, considered the reports titled “Report on Comments – Draft Mississauga Official Plan”, dated June 8, 2010 and “Addendum Report on Comments - Draft Mississauga Official Plan”, dated June 23, 2010 from the Commissioner of Planning and Building and adopted recommendation 0158-2010, which reads, in part:

- “1. That the Draft Mississauga Official Plan be revised in accordance with the report titled “Report on Comments – Draft Mississauga Official Plan”, dated June 8, 2010 and the report titled “Addendum Report on Comments – Draft Mississauga Official Plan” dated June 23, 2010 from the Commissioner of Planning and Building.

2. That a by-law to repeal Mississauga Plan and adopt the Draft Mississauga Official Plan, as revised, be enacted by City Council, and the City Clerk be authorized to forward the Draft Mississauga Official Plan to the Region of Peel for approval.”

Further, on September 29, 2010, City Council considered the report titled “Revised Report on Outstanding Matters - Draft Mississauga Official Plan”, dated September 7, 2010, from the Commissioner of Planning and Building and adopted recommendation PDC-0044-2010, which reads, in part:

- “1. That the Draft Mississauga Official Plan be revised in accordance with the report titled “Revised Report on Outstanding Matters – Draft Mississauga Official Plan” dated September 7, 2010, from the Commissioner of Planning and Building.”

At the same meeting held on September 29, 2010, City Council enacted By-law 0305-2010 to repeal Mississauga Plan and adopt the Draft Mississauga Official Plan, as revised. The proposed new Mississauga Official Plan was forwarded, by the City Clerk, to the Region of Peel for approval. The Region, within 180 days, may approve; modify and approve as modified; or refuse to approve part, parts or the entire Plan. The Region must issue a Notice of Decision on or before April 12, 2011. The Region’s role is to ensure conformity with the Regional Official Plan and Provincial policies and legislation.

On September 15, 2010, City Council considered the report titled “Mississauga Cycling Master Plan” dated August 26, 2010 from the Commissioner of Community Services and adopted recommendation GC-0561-2010:

- “1. That the ‘Mississauga Cycling Master Plan’ attached as Appendix 6 to the Corporate Report dated August 26, 2010 from the Commissioner of Community Services be approved;

2. That the 'Mississauga Cycling Master Plan Implementation Strategy' attached as Appendix 3 to the Corporate Report dated August 26, 2010 from the Commissioner of Community Services be received for information, and implemented subject to the City's Business Planning and Budget process;
3. That a public meeting be held at the Planning and Development Committee to consider amendments to the Zoning By-law, 0225-2007 as amended, regarding the establishment of bicycle parking and other destination amenity standards and to support the implementation of the 'Mississauga Cycling Master Plan' and the 'Mississauga Cycling Master Plan Implementation Strategy';
4. That a public meeting be held at the Planning and Development Committee to consider revisions to the Draft Mississauga Official Plan regarding the introduction of a new Official Plan Schedule depicting the City's long term primary cycling network as well as land use and transportation policies to support the evolution of this network;
5. That the Region of Peel be requested to review and revise as necessary, the Regional Official Plan to support the recommendations of the Mississauga Cycling Master Plan.

Because the proposed new Mississauga Official Plan is under review by the Region, changes to the Plan can only be made by requesting the Region to modify it. The purpose of this report, therefore, is to request permission to hold a public meeting to consider modifications pertaining to the Mississauga Cycling Master Plan in accordance with paragraph four of the above recommendation. Further, as staff has worked with the proposed new Plan since its approval, a number of minor issues have been identified that require modifications, which should also be considered at the public meeting.

The proposed modifications are addressed in Appendix 1 in the order in which the policies appear in the proposed new Mississauga Official Plan. Deletions are shown as ~~strikeouts~~ and additions are in *italics and underlined*. The recommendations do not include editorial changes, minor matters of style or organization, changes to the arrangement of text, tables, schedules and figures, changes to figures, captions and appendices, minor cartographic revisions, or minor

rewording, that does not alter the intent or meaning of the proposed policies.

Planning and Building Department staff will present a report on the comments received at the public meeting and recommend changes to the requested modifications, where appropriate. If approved by City Council, the Region of Peel will be requested to modify the proposed new Mississauga Official Plan as part of their approval process.

Key requested modifications to the proposed new Mississauga Official Plan are as follows.

**COMMENTS:**

**Cycling Master Plan**

During the preparation of the proposed new Mississauga Official Plan, a Long Term Cycling Schedule was included as a placeholder pending completion of the Cycling Master Plan. At the same time land use, design and transportation policies to support cycling were incorporated. Now that the Cycling Master Plan has been approved, it is appropriate to replace Schedule 7: Long Term Cycling Network with a new Schedule 7: Long Term Cycling Routes (Appendix 2), and amend certain policies to support it.

**Development Master Plan**

For areas of the city that will experience significant development pressures, but where a local area study has not been undertaken within five years, it is proposed that policies be added that permit the City to request proponents to submit a development master plan as part of the requirements for a complete application to guide development proposals within a Character Area. A development master plan will be prepared by the applicant and would address how the development application contributes to the achievement of the policies of the proposed new Mississauga Official Plan. Some of the issues to be addressed in a development master plan include land uses, density ranges, population to employment ratios, building locations, heights and transportation connections.

### **The Green System**

In accordance with the 2009 Natural Areas Survey Update, Schedules 1, 1a and 3 should be modified to incorporate publically owned land.

Subsequent to the preparation of the proposed new Mississauga Official Plan, additional information has been received from the Ministry of Natural Resources and the Conservation Authorities requiring the following changes to Schedule 1 Urban System, Schedule 1a Urban System – Green System and Schedule 3 Natural System:

- updated Natural Hazard mapping;
- identify the “Churchville-Norval Provincially Significant Wetland” at the Credit River, south of the Mississauga/Brampton municipal boundary;
- identify “Other Wetlands” west of Highway 407, north of Dundas Street East; and
- expand the westerly limit of Rattray Marsh Provincially Significant Wetland.

In addition, Schedule 10, Land Use Designations, should be updated to reflect the Natural Hazard revisions proposed on Schedule 3.

### **Other Amendments**

Planning and Building Department staff have also identified the following modifications to correct minor errors, provide clarification, and provide additional direction to guide development:

- revisions to Section 1.1.4, How to Read Mississauga Plan, to refer to Special Site policies, to indicate that base map information may be revised without an amendment to the Plan, and to provide a definition of “discourage”;
- revision to the growth projections Section 4.3, Current Context, to be consisted with Table 5:1;
- revisions to Section 5.1, Direct Growth, to direct growth to utilize existing and proposed infrastructure and services and to encourage compact, mixed use development that is transit supportive in appropriate locations;
- revision to Figure 5-5 to include minimum and maximum height requirements for Corridors;

- revision to Chapter 6, Value the Environment, to replace a photograph of the Credit River with a new photograph (see Appendix 3);
- revision to Section 6.8, Waste Management, to clarify who is responsible for non-residential waste;
- deletion of Section 7.3.11, Community Infrastructure, to resolve a conflict with Section 7.3.3;
- revision to Section 8.2, Multi-Modal Network to clarify that Schedule 8 only applies to arterial and major collector roads;
- revisions to Tables 8-1 and 8-2 to replace some incorrect R-O-W references;
- revision to Chapter 11, General Land Use Designations, to refer to the FSI requirements as shown on Character Area Maps;
- revisions to Chapter 11, General Land Use Designations, to clarify the mixture of permitted uses, and policies regarding residential uses on the ground floor in a Mixed Use designation;
- revision to Chapter 11, General Land Use Designations, to clarify that the lands west of Ninth Line will be subject to the Town of Milton and Region of Halton Official Plans in effect as of January 1, 2010;
- revision to Chapter 15, Corporate Centres, to permit post-secondary institutions in Corporate Centres;
- revision to Chapter 17, Employment Areas, to clarify that only existing residential uses will be permitted in the Dixie Employment Area;
- revision to Section 19.3.5, Development Applications, to indicate that market conditions may not be used as a planning justification in support of a development application;
- revision to Chapter 20, Glossary, to provide a definition of “Corridor”;
- revisions to maps and schedules to correct a number of minor boundary adjustments to provide consistency among the maps, figures and schedules, and deletion of some notes on Schedule 6; and
- revision to the Special Site Policies of the Downtown Core Local Area Plan to include new Special Site policies for the lands designated “Public Open Space” in the area bounded by Rathburn Road West to the north, Duke of York Boulevard to the east, Prince of Wales Boulevard to the south and Living Arts Drive to the west.

**CONCLUSION:** Subsequent to the adoption of the proposed new Mississauga Official Plan by City Council on September 29, 2010, additional issues have arisen. While these issues have not resulted in any significant changes to the proposed new Mississauga Official Plan, some minor modifications are proposed as outlined in Appendix 1. A public meeting should be held to consider the requested modifications.

**STRATEGIC PLAN:** The proposed new Mississauga Official Plan is an important tool to implement the land use components of the Strategic Plan. The results of the “Our Future Mississauga – Be part of the Conversation” public consultation informed the preparation of the Plan. The policy themes of the proposed new Mississauga Official Plan advance the strategic pillars for change, which are:

Move: Developing a Transit Oriented City  
Belong: Ensuring Youth, Older Adults and New Immigrants Thrive  
Connect: Complete Our Neighbourhoods  
Prosper: Cultivating Creative and Innovative Businesses  
Green: Living Green

**FINANCIAL IMPACT:** Not applicable.

**ATTACHMENTS:** APPENDIX 1: Proposed New Mississauga Official Plan  
Modifications Table  
APPENDIX 2: Schedule 7 - Long Term Cycling Routes  
APPENDIX 3: Figure Replacements

*Original Signed By:*

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Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Ron Miller and Marianne Cassin  
Policy Planning Division*

## Proposed New Mississauga Official Plan Modifications Table

	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
<b>1. Introduction</b>				
1.1.4 How to Read Mississauga Official Plan	Processing development applications without a recent local area plan review to guide development.	If a local area plan review has not been undertaken within five years of a development application being submitted, a “development master plan” may be required to demonstrate how the proposed development meets the intent of the Plan.	1.	<p>That 1.1.4 c be modified by adding the following:</p> <p>1.1.4 c Mississauga may undertake a number of studies to address planning matters including the following:</p> <ul style="list-style-type: none"> <li>• a municipal comprehensive review is an official plan review or an official plan amendment, initiated by the City, that has city wide policy implications. This includes, among other matters, changes to the urban structure or conversion of employment lands;</li> <li>• a local area <u>review plan applies to reviews of a Character Areas, Corridors or Major Transit Station Areas. These reviews are typically undertaken by or on behalf of the City and will be incorporated into this Plan by amendment;</u></li> <li>• <u>a development master plan is prepared by a development proponent at the direction of the City and to the City’s satisfaction to assist with the evaluation of development applications until such time as a local area review has been completed; and</u></li> <li>• planning studies may address a variety of Official Plan policies including matters relating to land use, transportation, environment, or urban design that are limited in scope or geography. These reviews are typically undertaken by or on behalf of the City <u>and may or may not result in an amendment to this Plan.</u></li> </ul>

The proposed new Mississauga Official Plan is referred to as the “Plan”.



	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
1.1.4 How to Read Mississauga Official Plan	Special Site policies.	Reference should be made to Special Site policies in the How to Read Mississauga Official Plan section.	2.	<p>That 1.1.4 be modified by adding the following as f and renumbering the remaining items:</p> <p><u>f. There are sites within Character Areas that merit special attention. While special sites are areas with unique circumstances, they complement and support the long term vision of the Plan. As such, they are to be read in conjunction with the general land use policies and all other applicable policies of the Plan. Unless otherwise stated, the lands may be developed in accordance with their land use designation and/or the uses permitted by the special site. It is intended that special sites will be reviewed during the preparation of local area plans or other planning studies.</u></p>
1.1.4 How to Read Mississauga Official Plan	Base mapping changes.	To ensure that base mapping changes can be accommodated without amendment to the Plan, it should be referenced in the How to Read Mississauga Official Plan section.	3.	<p>That 1.1.4 g be modified by adding the following bullet point as the second bullet:</p> <ul style="list-style-type: none"> <li>• <u>revising base map information:</u></li> </ul>
1.1.4 How to Read Mississauga Official Plan	Adding a definition of the word “discourage”.	To provide clarity of intent, a definition of “discourage” should be included in the How to Read Mississauga Official Plan section.	4.	<p>That 1.1.4 be modified by adding the following as v and renumbering the remaining items:</p> <p><u>v. “discourage” means not permitted unless it can be demonstrated that compliance with the policy is not possible.</u></p>

	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
4. Vision				
4.3 Current Context	Population figures.	The population and employment figures in Section 4.3, Current Context, should be revised to reflect Table 5.1 of the Plan.	5.	That the last sentence of the second paragraph of Section 4.3, Current Context, be modified as follows:  During this time Mississauga’s population and employment is expected to increase to approximately <del>812,000</del> <u>805,000</u> people and <del>519,000</del> <u>510,000</u> jobs.
5. Direct Growth				
5.1 Introduction	Additional introductory policies.	It is appropriate to add additional policies to the Introduction to clarify the intent of this chapter.	6.	That Policy 5.1.3, Introduction, be modified to add the following as b and subsequently renumbering the remaining policies:  b   utilize existing and proposed services and infrastructure such as transit and community infrastructure.  That 5.1, Introduction, be modified by adding the following policy as 5.1.6 and subsequently renumbering the remaining policies:  <u>5.1.6 Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.</u>
5.1 Introduction	Processing development applications without a recent local area plan review to guide development.	If a local area plan review has not been undertaken within five years of a development application being submitted, a “development master plan” may be required to demonstrate how the proposed development meets the intent of the Plan. A policy should be added to Chapter 5 Direct Growth to emphasize the requirement for a “development master plan”.	7.	That 5.1, Introduction, be modified by adding the following:  <u>Where the review of a Character Area, Corridor or Major Transit Station Area has not been completed within five years of a development application being submitted, or where such a review is underway, a development proponent may be required to prepare a development master plan in support of a development application. A development master plan will be prepared at the discretion of the City and to the City’s satisfaction. A terms of reference that delineates the area of study and identifies matters to be addressed, will be provided by the City. The development master plan will be used to guide all development proposals until such time as the policies for the Character</u>

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				<u>Area, Corridor or Major Transit Station Area have been reviewed and updated by a local area review.</u>
Figure 5.5 Height, Density and Population to Employment Ratio Requirements	Revisions to Figure 5-5.	It is appropriate to include a minimum and maximum height for Intensification Corridors to distinguish these from Corridors.	8.	That Figure 5-5 be modified to include a minimum height of 2 storeys and a maximum height as per the City Structure Element for Intensification Corridors (see Appendix 3).
<b>6. Value the Environment</b>				
6.1 Introduction Figure 6-1	Update photograph of the Credit River.	Additional photos of the Credit River have become available and Figure 6-1 is to be replaced.	9.	That Figure 6-1 be replaced (see Appendix 3).
6.8 Waste Management	Waste management should clarify who is responsible for non-residential waste.	Uses that generate non-residential waste are responsible for management and transportation of waste to regional facilities.	10.	That the third paragraph of 6.8 Introduction be modified as follows: The Region is responsible for the collection , processing, transfer and safe disposal of <b>waste</b> generated by residential uses <del>However, area municipalities are responsible for the collection and transportation of non-residential waste to waste disposal facilities operated by the Region.</del> <u>The collection and transportation of non-residential <b>waste</b> to <b>waste</b> disposal facilities operated by the Region is the responsibility of non-residential users.</u>
<b>7. Complete Communities</b>				
7.3 Community Infrastructure	Private club in Neighbourhood	Policy 7.3.11 should be deleted as it conflicts with Policy 7.3.3	11.	That 7.3 Community Infrastructure be modified by deleting 7.3.11 as follows and renumbering subsequent policies:  <del>7.3.11 Private clubs will be discouraged from locating in Neighbourhoods.</del>

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8. Create a Multi-Modal City				
8.2 Multi-Modal Network	Reference to Schedule 8	To clarify intent, the designated right-of-way widths should only apply to arterial and collector roads.	12.	<p>That the second paragraph, last sentence be modified as follows:</p> <p>Schedule 8 shows the designated right-of-way widths <u>for arterial and major collector roads</u> necessary to achieve the long-term multi-modal transportation system under the City and Region’s jurisdiction.</p>
8.2.1 Cycling and Active Transportation Network	Cycling Master Plan policies.	Since the Cycling Master Plan has been approved, it is appropriate to add policies regarding cycling to Chapter 8, Create a Multi-Modal City.	13.	<p>That the second paragraph in 8.2.1 Corridor Protection be modified as follows:</p> <p>To support growth and to ensure the safe, efficient and environmentally responsible movement of people and goods, the City will protect for new roads, <del>and</del> rights-of-way <u>and cycling routes</u>. The City may require land for the <u>cycling routes, road</u> rights-of-way (including easements) or the widening of rights-of-ways through conditions of approval for development applications.</p> <p>That 8.2.1.1b Corridor Protection be modified as follows:</p> <p>b acquiring lands beyond the designated right-of-way widths to accommodate necessary features such as embankments, grade separation, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, <u>cycling routes</u> <del>bicycle lanes</del> and multi-use trails, and <u>streetscape</u> works, or to provide for necessary improvements <del>in visibility</del> <u>for safety</u> in certain locations;</p> <p>That 8.2.4, Cycling and Active Transportation Network, be modified as follows:</p> <p>8.2.4 <del>Cycling and Active Transportation Network</del></p> <p>The City will continue to develop an integrated cycling network, to make cycling a more viable choice for commuting. Decisions regarding the <u>detailed characteristics and development</u> <del>location</del> of <u>primary and</u></p>
8.2.4 Cycling and Active Transportation Network				

	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN
			<p><del>secondary</del> cycling <del>routes</del> facilities will be guided by a Cycling Network Master Plan. <del>When the Master Plan is complete, the policies of this Plan will be updated.</del></p> <p><b>Active transportation</b> facilities will address the needs of individuals with disabilities, including those who require mobility assisted devices such as, walkers, wheelchairs and scooters.</p> <p>To encourage <b>active transportation</b> and support the development of healthy communities, the City will promote pedestrian activity as an integral part of the multi-modal transportation network.</p> <p><del>Cycling facilities are shown on</del> <u>The purpose of Schedule 7: Long Term Cycling Routes Network is to connect key city destinations and locations, such as Major Transit Stations, with cycling routes and provide cycling linkages to adjacent municipalities. The cycling facilities shown on Schedule 7 consist of Primary Off-Road Routes, Primary On-Road / Boulevard Routes, Primary On-Road / Boulevard Routes (Regional), Crossings and Connections to Adjacent Municipalities in accordance with the Cycling Master Plan.</u></p> <p>8.2.4.1 Bicycle racks and bicycle storage facilities will be provided at transit terminals.</p> <p><del>8.2.4.2 Cycling facilities will be encouraged on arterials, major collectors and minor collectors, where appropriate. Mississauga will protect and may acquire the lands required for the cycling facilities shown on Schedule 7 through the development approval process and capital works program.</del></p> <p><del>8.2.4.3 The City will construct cycling facilities to, from and within Intensification Areas as a priority.</del></p>

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				<p><del>8.2.4.4</del> 8.2.4.3 Proponents of development applications, <del>within Intensification Areas</del>, will be required to demonstrate how pedestrian and cycling needs have been addressed.</p> <p><del>8.2.4.5</del> 8.2.4.4 Mississauga will require that access, and parking facilities and other destination amenities, such as shower facilities and clothing lockers for cyclists, are incorporated into the design of all buildings and <b>Major Transit Station Areas</b>, as appropriate.</p> <p><del>8.2.4.6</del> 8.2.4.5 Sidewalks <u>or multi-use trails</u> will be provided on all new roads.</p> <p><del>8.2.4.7</del> 8.2.4.6 Sidewalks <u>or multi-use trails</u> in the vicinity of all transit stops will be provided.</p> <p><del>8.2.4.8</del> 8.2.4.7 Sidewalks <u>or multi-use trails</u> and pedestrian amenities will be a priority in Intensification Areas.</p> <p><del>8.2.4.9</del> 8.2.4.8 Mississauga will provide pedestrian connections to Intensification Areas.</p>
Table 8-1: Road Classification – Arterials	Ninth Line R-O-W	As the city has acquired lands west of Ninth Line, the jurisdiction for a portion should be revised to Mississauga from Halton.	14.	<p>That Table 8-1 be modified by deleting the R-O-W regarding Ninth Line from Highway 401 to Highway 403 and replacing it with:</p> <p><u>Ninth Line/Highway 401/Highway 403/Mississauga/35 m</u></p> <p><u>Ninth Line/Highway 403/Dundas St. W./Halton/35 m</u></p>
Table 8-2: Road Classification – Major Collector	Dixie Rd. (Scenic Route) R-O-W.	The jurisdiction should be changed from Mississauga to Peel.	15.	<p>That Table 8-1 be modified by deleting the R-O-W regarding Dixie Rd (Scenic Route) from Rometown Dr. to Lakeshore Rd. E and replacing it with:</p> <p>Dixie Rd. (Scenic Route)/Rometown Dr./Lakeshore Rd. E/Peel</p>

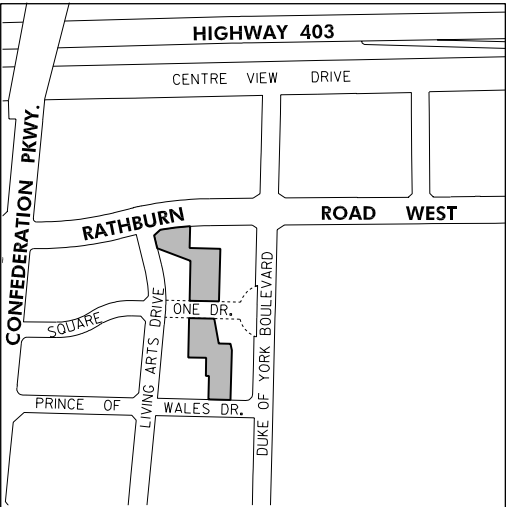
	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
Table 8-2: Road Classification – Major Collector	Main Street R-O-W.	The reference to the Main Street R-O-W should be revised.	16.	That Table 8-2 be modified by deleting the R-O-W regarding Main Street from Queen St. S. to approximately 90 m east of Wyndham St. and replacing it with:  <u>Main St./Queen St. S./Approximately 90 m east of Wyndham St./Mississauga/30 m</u>
Table 8-2: Road Classification – Major Collector	Queen St. S. (Scenic Route)	The reference to the Queen St. S. (Scenic Route) R-O-W should be revised.	17.	That Table 8-2 be modified by deleting the R-O-W regarding Queen St. S (Scenic route) from Britannia Rd. W to the St. Lawrence and Hudson Railway tracks and replacing it with the following:  <u>Queen St. S (Scenic Route)/Britannia Rd. W/St. Lawrence and Hudson Railway tracks/20 m</u>
<b>11. General Land Use Designations</b>				
11.2.5 Residential	FSI Requirements	Reference should be made to the FSI requirements on the Character Area maps.	18.	That 11.2.5, Residential, be modified by adding the following:  <u>11.2.5.13 Lands subject to minimum and maximum FSI requirements are shown on the Character Area Maps in Chapters 12, 13, 14, and 16.</u>
11.2.6.5 Residential	Mixed Use designation	The policy prohibiting residential uses on the ground floor in a Mixed Use designation should be clarified.	19.	That 11.2.6.5 Residential be modified as follows:  11.2.6.5 Residential will <del>generally not be permitted</del> <u>discouraged</u> on the ground floor.
11.2.6.6 Residential	Mixed Use designation	A policy is required to clarify the intent of the Mixed use designation.	20.	<u>Notwithstanding 11.2.6.4 and 11.2.6.5, development applications proposing residential uses that are not combined in the same building with another permitted use may be required to submit a development master plan to the City's satisfaction.</u>
Section 11.4 – General Land Use Designations – Special Study Area	Lands west of Ninth Line.	The policy regarding the lands west of Ninth Line should be amended to indicate that these lands will be subject to the Town of Milton and Halton Official	21.	That Policy 11.4 be modified to read:  Lands west of Ninth Line will be subject to the Town of Milton and Region of Halton Official Plans <u>in effect as of January 1, 2010</u> , until such time as they are incorporated into the Plan.

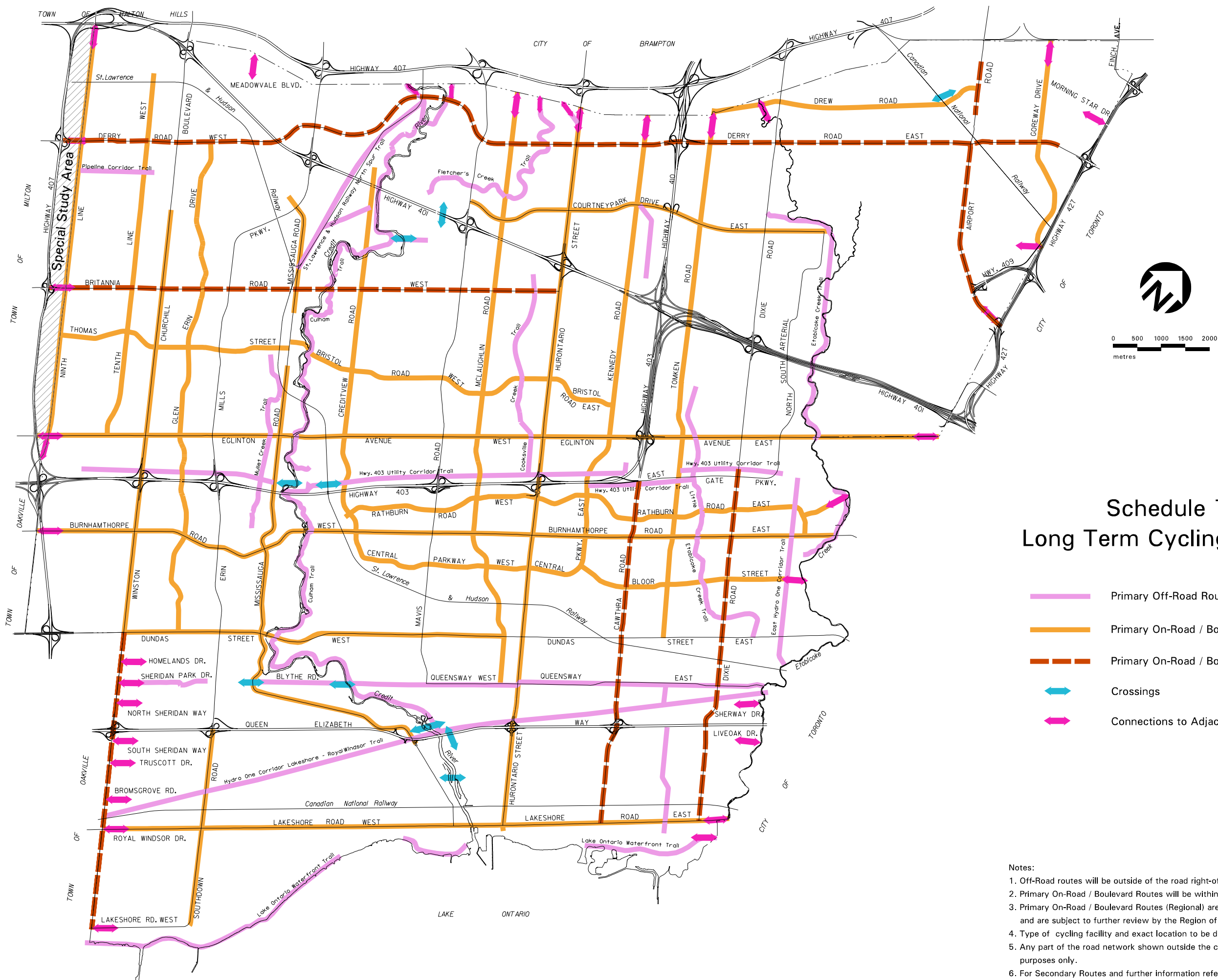
	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
		Plans in effect as of January 1, 2010, until such time as they are incorporated into this Plan.		
<b>15. Corporate Centres</b>				
15.1.	Corporate Centres	Post-secondary educational facility should be permitted in the Business Employment designation in Corporate Centres.	22.	That 15.1.8.1 be modified by adding:  <u>b. post-secondary educational facility.</u>
<b>17. Employment Areas</b>				
17.1	Employment Areas	Permission for residential uses in Chapter 17, Employment Areas, should be clarified to indicate that it only pertains to existing residential uses within the Dixie Employment Area.	23.	That Policy 17.1.3 Residential be modified to read:  <u>17.1.3.1 Residential uses will not be permitted, except for permitted residential uses in the Dixie Employment Area in existence at the time this Plan comes into effect.</u>
<b>19. Implementation</b>				
19.3 Development Applications	Development master plan	Since the requirement for a "development master plan" is to be added, it should be required as part of a complete application.	24.	That 19.3.5 be modified by adding the following bullet point:  • <u>development master plan</u>
19.3 Development Applications	Market conditions.	A policy should be added to indicate that market conditions may not be used as a planning justification in support of a development application.	25.	That 19.3 be modified by adding:  <u>Market conditions may not be used as a planning justification.</u>



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20. Glossary				
20 Glossary	Definition of “corridor”.	To provide clarity of intent, a definition of “corridor” should be included to distinguish it from “Intensification Corridor” in the Glossary.	26.	That the Glossary be modified by adding a definition for “Corridor” as follows: <u><i>CORRIDOR</i></u> <u><i>means lands adjacent to and framing a right-of-way.</i></u>
Schedules, Maps and Figures				
Various schedules, maps and figures	Schedules, maps and figures.	A number of mapping boundary changes are required to provide consistency among the maps, figures and schedules.	27.	That all maps, figures and schedules be modified as required to ensure consistency.
Schedules 1, Urban System, 1a Urban System-Green System, 3 Natural System and Local Area Land Use Maps	2009 Natural Areas Survey	Mapping changes arising from the 2009 NAS update should be incorporated on Schedules 1, 1a and 3 for publicly owned land.	28.	That Schedules 1, Urban System, 1a Urban System-Green System and 3 Natural System, be modified to reflect 2009 NAS updates on publicly owned land.
Schedules 1, Urban System, 1a Urban System-Green System, 3 Natural	Natural Hazard mapping	Schedules 1, 1a and 3 should be updated to reflect up-to-date natural hazard mapping from the Conservation Authorities and newly identified Provincially	29.	That Schedules 1, Urban System, 1a Urban System-Green System and 3 Natural System, be modified to reflect up-to-date natural hazard mapping and newly identified Provincially Significant Wetlands. That Schedule 10, Land Use Designations be revised to reflect up-to-date natural hazard mapping.

	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN	
System, 10 Land Use Designations and Local Area Land Use Maps		Significant Wetlands. In addition, Schedule 10 should be updated to reflect up-to-date natural hazard mapping.		
Schedule 6, Long Term Transit Network	Long Term Transit Network	Schedule 6 should be revised to delete Note: 2 as this is not necessary.	30.	That Schedule 6 be modified to delete Note: 2.
Schedule 7, Long Term Cycling Network	Cycling Master Plan policies.	Since the Cycling Master Plan has been approved, it is appropriate to replace Schedule 7 with an update version.	31.	That Schedule 7 be replaced with an updated version.
Schedule 8, Designated Right-of-Way Widths	Designate Right-of-Way Widths	Schedule 8 should be revised to reflect revised R-O-W-'s for Main Street and Bristol Road W.	32.	That Schedule 8 be modified to reflect the Bristol Road and Main Street R-O-W's as shown on Table 8-2, Road Classification – Major Collector.

	ISSUE	COMMENTS	RECOMMENDATIONS TO DRAFT MISSISSAUGA OFFICIAL PLAN
<b>Local Area Plans</b>			
Downtown Core Local Area Plan, Land Use Map	Downtown Core Local Area Plan Land Use Map	Downtown Core Local Area Plan Land Use Map should be amended to add a special site for the Sheridan College lands to allow for flexibility regarding the size, configuration and location of open space.	<p>33. That the Downtown Core Local Area Map be modified to add a Special Site dealing with park lands as follows:</p>  <p>The lands identified as Special Site 7 are bounded by Rathburn Road West to the north, Duke of York Boulevard to the east, Prince of Wales Boulevard to the south and Living Arts Drive to the west.</p> <p>Notwithstanding the Public Open Space and Downtown Mixed Use designations shown on the Land Use Plan, the lands designated Public Open Space and Downtown Mixed Use may be increased or decreased in size, reconfigured or relocated within Special Site 7 without an amendment to this Plan and these lands may also be used for parking.</p>



## Figure Replacements

## Height, Density and Population to Employment Ratio Requirements

Location	Height*		Density Range (residents and jobs combined per gross hectare)	Population to Employment Ratio
	Minimum	Maximum		
Downtown	3	Not specified	200 by 2031; strive for 300 to 400	1:1
Major Nodes	2	25	200 to 300	2:1 to 1:2
Community Nodes	2	4	100 to 200	2:1 to 1:2
Corporate Centres	2 along Corridors and in Major Transit Station Areas	Not specified	—	—
Neighbourhoods		4	—	—
Employment Areas	2 in Major Transit Station Areas and Intensification Corridors	Not specified	—	—
Intensification Corridors	2	As per City Structure Element	—	—
Corridors	2 except in Employment Areas	As per City Structure Element	—	—
Major Transit Station Areas	2	As per City Structure Element	—	—
Designated Greenfield Area	—	—	Minimum 50	—

\* Character area policies may establish alternative heights

Figure 5-5: Height, Density and Population to Employment Ratio Requirements





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